A G E N D A

ORMOND BEACH PLANNING BOARD

Regular Meeting

February 10, 2011 **7:00 PM**

City Commission Chambers
22 South Beach Street
Ormond Beach, FL

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO `APPEAL ANY DECISION MADE BY THE PLANNING BOARD WITH RESPECT TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, THAT PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SAID PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY, SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

I. ROLL CALL

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. NOTICE REGARDING ADJOURNMENT

THE PLANNING BOARD WILL NOT HEAR NEW ITEMS AFTER 10:00 PM UNLESS AUTHORIZED BY A MAJORITY VOTE OF THE BOARD MEMBERS PRESENT. ITEMS WHICH HAVE NOT BEEN HEARD BEFORE 10:00 PM MAY BE CONTINUED TO THE FOLLOWING THURSDAY OR TO THE NEXT REGULAR MEETING, AS DETERMINED BY AFFIRMATIVE VOTE OF THE MAJORITY OF THE BOARD MEMBERS PRESENT (PER PLANNING BOARD RULES OF PROCEDURE, SECTION 2.7).

V. APPROVAL OF JANUARY 13, 2011 MEETING MINUTES

VI. PLANNING DIRECTOR'S REPORT

VII. PUBLIC HEARINGS

A. LDC 11-01: Tuscany (IL Villaggio) Planned Residential Development Amendment:

This is a request by Paul F. Holub, Jr., Managing Member of Villaggio Investors LLC, for a Planned Residential Development (PRD) amendment to modify the required recreational amenities of the Tuscany (also known as Il Villaggio) subdivision.

B. <u>LDC 11-12: Mobility Fees – Land Development Code Amendment:</u>

An administrative to amend the Land Development Code as follows:

1. Chapter 1, General Adminstration, Article IV, Schedule of Development Review and Impact Fees, Section 1-26, currently Reserved, amended to Mobility Fees;
2. Chapter 1, General Adminstration, Article IV, Schedule of Development Review and Impact Fees, Section 1-27, Impact Fees;
3. Chapter 1, General Adminstration, Article V, Concurrency Management, Section 1-32, Criteria for Determining Capacity;

to establish a mobility fee for all developments located within a ½ mile corridor of US 1, A1A and S40 which are designated Transportation Concurrency Exception Areas. Mobility fees are authorized and pursuant to the City's adopted mobility strategy and 2025 Comprehensive Plan. Mobility fees shall replace concurrency and shall be in lieu of transportation impact fees.

VIII. OTHER BUSINESS

IX. MEMBER COMMENTS

X. ADJOURNMENT

M I N U T E S

ORMOND BEACH PLANNING BOARD

Regular Meeting

January 13, 2011 7:00 PM

City Commission Chambers
22 South Beach Street
Ormond Beach, FL 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE PLANNING BOARD WITH RESPECT TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, THAT PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SAID PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY, SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

I. ROLL CALL

Members Present	Staff Present
Patricia Behnke	Randal Hayes, City Attorney
Harold Briley	S. Laureen Kornel, AICP, Senior Planner
Lewis Heaster	Becky Weedo, AICP, Senior Planner
Alan Jorczak	Chris Jarrell, Recording Technician
Rita Press	
Doug Thomas	
Doug Wigley	

II. ADMINISTRATIVE ITEMS

A. Election of Chair and Vice Chair

Mrs. Behnke made a motion to elect Alan Jorczak as Chair of the Planning Board; Mrs. Press seconded the motion. The motion was denied by a 4-3 vote.

Mr. Wigley made a motion to nominate Doug Thomas as Chair of the Planning Board. The motion was seconded and passed by a vote of 5-2.

Mr. Wigley made a motion to elect **Al Jorczak as Vice Chair** of the Planning Board. The motion was seconded by Mr. Briley and passed by unanimous vote.

B. Adoption of Rules and Procedures

C. Adoption of the Calendar and Submittal Deadlines

Mr. Jorczak made a motion to accept the Rules of Procedure, as presented, and to adopt the 2011 calendar and submittal deadlines. Mr. Wigley seconded the motion, which was approved by a 6-0 vote of the Board. Mr. Heaster abstained, noting that he was not a board member at that time.

III. INVOCATION

Mr. Wigley led the invocation.

IV. PLEDGE OF ALLEGIANCE

V. NOTICE REGARDING ADJOURNMENT

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VI. APPROVAL OF THE MINUTES

The minutes of the December 9, 2010 Planning Board meeting were unanimously approved, as presented.

VII. PLANNING DIRECTOR'S REPORT

Ms. Kornel reported that Planning Director Goss had asked that she inform the Board that staff anticipated receiving the Notice of Intent for the E.A.R.-Based remedial amendments from the Department of Community Affairs on or about January 18th. She added that the Board could expect to hear the mobility fee item in February.

VIII. PUBLIC HEARINGS

A. LDC 11-014: Land Development Code Amendment – Certificate of Appropriateness Criteria

Ms. Kornel said that the proposed amendment was in response to the question first raised in July, 2010, by the Historic Landmark Preservation Board (HLPB) regarding cost of fees required to process a Certificate of Appropriateness (COA). She explained that subsequent discussions then evolved to include discussions about requiring COAs for projects involving less substantial alterations, as well as for COAs now required for demolitions of properties built prior to January 1, 1950.

Ms. Kornel said that at the request of the HLPB, staff completed a review of LDC §2-71 and invited the owners of all locally designated properties to participate in the discussions, several

workshops and the tentatively-scheduled public hearings. She reported that the discussions with the participating citizens and the HLPB resulted in the general consensus that the cost of the COAs for Landmark property owners was both unreasonable and unnecessary in cases where the exterior appearance was not being significantly altered, where like material was to replace like material and for routine maintenance (particularly when the cost of processing the COA exceeded the cost of an alteration). She pointed out that requiring unnecessary COAs was a disincentive to property owners and not the intent of LDC §2-71.

Ms. Kornel advised that additionally, the participants felt that properties historic only by age (i.e., built prior to January 1, 1950) should not be required to obtain a COA for demolition. She noted that this was a shift in Board philosophy; the HLPB a few years earlier wanted implementation of the regulations to be quite stringent, and that the change was perhaps a reaction to the current economic downturn.

Ms. Kornel showed slides to illustrate the certificates of appropriate that had required processing during her tenure with the City.

Mr. Jorczak said that in reviewing past HLPB minutes he had noted much discussion regarding the implementation of the 1950 age threshold and that some Board members had thought that an earlier date such as 1940 or earlier might be appropriate. Mr. Jorczak recalled that the 1950 date had resulted following staff review of the city's properties and questioned whether staff had any idea of the number of properties within in each 10-year time period that might be considered architecturally significant. He said that the minutes indicated some sense that the 1950 date might be too late and could result in more homes being affected by the regulation.

Ms. Kornel agreed that each added year resulted in more homes required to be reviewed, even if not in an historic district. In response to Mr. Jorczak, she explained that the 1950 date had been established prior to her tenure, but that research indicated that most of the structures for which COAs for demolitions had been issued were built prior to 1925-1930; therefore, changing the 1950 date would not be of much help in reducing the amount of COAs for demolition required. In addition, she explained, the 1950 date threshold would capture homes of architectural significance built between 1940 and 1950 (not designated as historic landmarks or within the Lincoln Avenue Overlay District), that could potentially be demolished without a COA. She said that the end result was the staff recommendation to retain the 1950 date, but with some level of staff discretion to review for requests by property owners of historically noteworthy properties.

Mr. Briley recalled that the Code used to require that any structure 75 years or older be deemed historic. He said that both staff and the Planning Board recognized the existence of buildings not quite 75 years old (even in the Lincoln Avenue Overlay District) that the HLPB thought to be historic. He said that they had also recognized that the 1950 date would bring in homes in areas such as Ellinor Village, built in the late 1940s, but not deemed historic in nature. He stated that he was comfortable with the change because it exempted homes that are not contributing historically, even by retaining the 1950 date requirement.

Ms. Kornel said that the reason the 1950 date threshold was not eliminated as recommended by the Historic Landmark Preservation Board was that there were properties, e.g. the Rose Villa, that should undergo review by the Board should the owners decide to demolish them. She

explained that because the Rose Villa was not a Landmark property and not in the Lincoln Avenue Overlay District, no COA would be required for demolition. She pointed out that the amendment was also intended to address the COAs that were now required in order to allow a simple roof replacement or removal of a tree (e.g., 61 Lincoln Avenue). She clarified for Mr. Briley that the current language ("any movement of earth") had in the past necessitated that the owners obtain a COA for an alteration, such as tree removal.

Ms. Kornel detailed examples of COAs that had been processed in the past, but which would not require COAs if the amendment were approved, including the replacement of a fence with little change, replacement of a boardwalk at 1 North Beach Street with a similar boardwalk, those with no change in exterior appearance, several roof replacements with like materials, and replacement of a monument at 56 North Beach Street with a nearly identical sign. She added that the kinds of examples for which the HLPB would continue to want oversight by means of certificates of appropriateness were:

- Replacement of the coquina wall with a wood fence at 173 South Beach Street (necessitated by both safety and cost issues)
- Removal of a door and replacement of windows
- Garden projects, such as that at The Casements/Rockefeller Gardens

Reiterating that most COAs required for demolitions were for homes built prior to 1925, she said that the cost of $724 had been an added burden and noted that some projects were county-initiated projects through a housing program to replace the homes.

Ms. Kornel summarized that the proposed amendments included a definition for the purpose of certificates of appropriateness and a list of exempt routine maintenance, such as repair and installation activities, for alterations where the exterior appearance was not being significantly altered, in situations where like materials are being used to replace like materials. She reminded the Board that the HLPB also wanted to exempt derelict properties not considered historically noteworthy from having to obtain a COA for demolition. She also pointed out that the maintenance section had been relocated into the COA section of the Code and a section regarding unsafe structures had been added per HLPB recommendation in order to provide the chief building official with the authority to appropriately exempt certain properties from the COA process for purposes of demolition, resulting from e.g., a fire or flood. She assured the Board members that the original intent of the regulations remained unchanged and that the recommendations of the Historic Landmark Preservation Board had been unanimous. She also noted that although it had been reviewed in depth by the HLPB, the Planning Board was charged reviewing amendments to the Land Development Code. She said that subsequent public hearings before the City Commission were tentatively scheduled for February 1st and 15th.

In response to Mr. Heaster, Ms. Kornel explained that a significant change, such as the fencing and gate added at 253 John Anderson, would continue to need a COA, because it did not previously exist.

Mrs. Press opined that requiring certificates of appropriateness for minor improvements in the past could have discouraged people from fixing up their homes because of the expense involved.

Ms. Kornel concurred, but pointed out also that the intent of historic districts and landmark properties was to protect the historic resources within the city, the intent of LDC §2-71. She said she had compiled a list of advantages for designating historic properties, which she was willing to share. She responded to Mrs. Press' concern that historic designation might deter potential buyers by pointing out that there were tax incentives and exemptions available for such properties.

Mr. Briley recalled that historic properties had to be in an active historic district in order to take advantage of such incentives, but that the owners could not significantly change their properties.

Ms. Kornel pointed out that the Landmark list was voluntary and that some owners believed the designation added value to their homes at the time of sale.

Mrs. Press agreed that it was important to maintain and restore certain areas of the city, but expressed concern that the section dealing with demolition by neglect seemed to indicate regulation of the interior of such structures.

Ms. Kornel assured the Board that the city regulated neither the interior of a dwelling, nor did it regulate the exterior color. She agreed to clarify the language in that section of the amendment if necessary, since Ms. Behnke said she could not vote for the amendment as written.

Mr. Jorczak thought that allowing some staff discretion in lieu of stringent restrictions for changes in excess of 50% of reconstruction for homes built before 1950, not on the Landmark list or in an historic district, was a good thing. He asked if staff had ever compiled a list of homes not on the Landmark list that were considered architecturally significant.

Ms. Kornel recalled that a Master Site File had been completed in 1986, which contained information on every structure in the city built prior to 1950, but was unaware of any study that was devoted to other properties of architectural significance.

Chair Thomas questioned the way the city had determined the $724 fee for certificates of appropriateness, noting that that each municipality had a different fee structure.

The planning department staff established the fee based on the staff time and costs of processing the COAs, Ms. Kornel advised, but pointed out that it did not completely cover all associated costs. She said that the major portion of the cost was related to required legal advertisement.

Chair Thomas acknowledged Mrs. Press' concern that the cost of the permit could deter people from improving their historic properties.

Ms. Kornel indicated that the city could not afford to process such applications without some cost sharing and felt that a fee reduction was neither prudent nor likely. She concurred with Mr. Briley that the HLPB had considered the issue, but had voted not to change the fee.

Replying to Mrs. Press, Ms. Kornel explained that whether or not a COA for a repair would be required would depend upon the nature of the project. She said that under the revised regulations a minor alteration would not require a COA, but that a significant change would. She clarified

also that the 1950 date threshold applied only in cases of demolition, not for alterations; a house built before 1950 and not historically significant, would not need a COA to remove an exterior porch, only to demolish it. She noted that the language presented to the Board had not included the word *exterior*, but assured the Board that it would be added before the amendment went to the City Commission for approval.

Chair Thomas opened the meeting to public comment; there was none.

Mr. Jorczak made a motion to adopt LDC 11-014, with staff clarification of language to ensure no required review of the interior of historic structures.

Mr. Briley seconded the motion, which was approved by unanimous vote of the Board.

Chair Thomas declared the public hearing to be closed.

B. LDC 11-015: Land Development Code Amendment – Non-Emergency Medical Transport Conditional Use

Ms. Kornel said that the proposed amendment for a conditional use resulted from a citizen request to provide non-emergency medical transport services, a use not addressed in the city's Land Development Code (LDC).

While the Code does provide for a *Taxi Barn* use as a Special Exception in the B-5 zoning district, Ms. Kornel advised, medical transport differs from that use because it services people with handicaps, illness, injury or who are otherwise incapacitated, making typical transportation by bus, car, or taxi impractical. She said that staff recognized that there would be an increasing need for such medical transport services, given the growing aging population. She stated that the I-1 (Light Industrial) zoning classification was appropriate because the use would require overnight parking and because the I-1 districts throughout the city are generally removed from residential areas (generally along US 1 and along the railroad tracks). She said that such businesses could be anticipated to operate during regular business hours.

Ms. Kornel stated that the amendment included a definition as well as criteria, and that staff was asking that the Planning Board recommend that the City Commission approve the LDC amendment. The City Commission was scheduled to hear the request on February 1st and February 15th, she advised.

In response to Ms. Behnke, Ms. Kornel confirmed that the amendment had been initiated by someone who would be establishing a medical transport business in Ormond Beach.

Ms. Behnke questioned whether the vehicles would be equipped with lights and sirens; she pointed out that the request was for *non-emergency* transport.

Mr. Alan Rabin, 19 Choctaw Trail, stated that he currently owned SuperMed, a business that provides non-medical equipment in the area and which owned a warehouse in the complex at 880 Airport Road, an I-1 zoned area. He confirmed that the service was for non-emergency transport and advised that his van drivers were not allowed to touch the individuals they transported.

Mr. Briley questioned whether the employees would be using the vehicles as their primary transport, i.e., taking the cars or vans to their homes when not working.

Ms. Behnke asked how the drivers were able to get the clients into the conveyances when they were not allowed to touch them.

Mr. Rabin said that they were able to move their wheelchairs. He noted that they had less flexibility in their transport services than they did for their medical equipment business. He also confirmed that they were competitive with the business offered by Votran, but that they were able to transport a stretcher, whereas Votran could not. He advised Mrs. Press that the vans had lifts and were all ADA (Americans with Disabilities Act) approved.

Mr. Wigley repeated Mr. Briley's question regarding the ability of employees to take the vehicles home at night.

Mr. Rabin stated that the transport vans would remain on the business property at night, but said that they had other vehicles that employees took home.

Mr. Briley cautioned Mr. Rabin that there was a city ordinance addressing commercial vehicles being parked in residential driveways.

Mr. Rabin said that he paid for the fuel and for insurance, and therefore preferred that the employees not take the transport vehicles home.

Mrs. Press concurred and noted that commercially lettered vehicles were not allowed to be parked in residential areas overnight.

Chair Thomas pointed out that it would be a code enforcement issue if the business vehicles were taken home at night and not a concern for the Planning Board. Since the request was essentially for a medical taxi-cab business, i.e., a vehicle for hire, Mr. Thomas asked if the amendment was designed to limit the use to a certain zoning district.

Ms. Kornel responded that staff wanted it specifically identified as a conditional use in the Code, since there was currently no category in the LDC to allow the use.

Chair Thomas pointed out that there was also nothing in the Code that said it could not be done and stated that he did not feel that the amendment was necessary.

City Attorney Hayes explained that everyone, including staff, was better served with having as much specificity in the Code regulations as possible, rather than not addressing non-permitted or undescribed uses. He said that the added detail precluded staff from having to address the question through some nebulous process. From a use perspective, Mr. Hayes said, all lawful regulatory uses should be prescribed in the Code as tools for planning staff. He also pointed out that any concerns of route origination could be addressed in the development order.

Mr. Briley agreed, noting that cab barns were also allowed in the B-5, whereas the proposed non-emergency medical transport use was not.

Ms. Kornel stated that overnight commercial-type parking, as also allowed in the B-5 zoning district, had more potential for conflicts with abutting residential areas; therefore staff thought it more appropriate to limit the use to areas industrial in nature.

Ms. Behnke reiterated her desire that the regulation specifically prohibit emergency lights and sirens.

Mr. Briley made a motion to recommend approval of LDC 11-015, per Board comments and concerns to be addressed by staff prior to the City Commission hearings.

Mrs. Press seconded the motion.

Ms. Jarrell called the vote:

Harold Briley	Yes
Pat Behnke	Yes
Doug Wigley	Yes
Al Jorczak	Yes
Lewis Heaster	Yes
Rita Press	Yes
Chair Thomas	No

The motion was approved by a 6-1 vote. Chair Thomas stated his belief that the amendment was unnecessary.

C. LDC 11-007: Land Development Code Amendment – Highest Roof Elevation of Structures On Docks; and Exception to Permitting Requirements for Single-Family Docks

Ms. Weedo stated that the amendment would raise the highest point of the roof of any boathouse or similar structure from 12 feet above the water level at mean high tide to 15 feet, and to add language to simplify the permit process for single-family residential docks not in aquatic preserves. The purpose, she explained, is to correct a clearance issue and to provide a greater flexibility in design and construction of boathouses and similar structures.

Ms. Weedo said that reviewers typically check the engineered drawings to make sure that the height from the mean high water line (MHWL) to the highest point of the structure meets the requirements of the Land Development Code (LDC). She added that such structures built on an Outstanding Florida Water (Class III) are required by the Florida Department of Environmental Protection (FDEP) to have a 3-foot elevated platform, which reduces the available clearance to 5'6". She said that in an aquatic preserve, the FDEP requires a 5-foot elevated platform, further reducing the clearance to 3'6". She said that the proposed amendment to raise the height limit for these structures would result in a 6'6" clearance and would resolve the issue.

The amendment would also provide language, Ms. Weedo stated, to provide an exception to permitting requirements for dock projects eligible for consent by rule by the Florida Department Environmental Protection and to simplify the permit process for single-family docks not located in aquatic preserves. She explained that currently, all applicants obtaining city permits for dock projects must also obtain a letter of consent from the FDEP, even for DEP-exempt projects, a step not required by DEP standards. She said that it would simplify the permit process for dock projects already considered consent by rule (projects not required to have a permit or written authorization).

Ms. Weedo reported that planning staff was recommending that the Planning Board recommend approval of the proposed amendment and said that the item was expected to be heard by the City Commission on February 15 and March 1, 2011.

Mr. Heaster felt that the additional clearance would help in stuations when the water level was raised, particularly in times of low pressure areas. He thought that it would also help protect property, since it would allow the lifts to be raised.

Chair Thomas agreed, noting that it was not uncommon for the boat T-tops to be damaged because of boats being jammed against the upper structure. He suggested that the amendment allow the height of the roof structure to be raised to 18 feet, rather than 15 feet, and asked if there was any known reason not to do so. He also noted that newer boats were larger.

Ms. Behnke said that whether or not it was a valid argument, she understood that it was to further prevent shadowing of sea grass. She did not think that the 18-foot suggestion was unreasonable.

In response to Mr. Jorczak, Ms. Weedo said that she believed the rationale for the 15-foot limt was to provide only what it would take to fix the problem, which it appeared to do

Chair Thomas that amending the height to 18 feet now would preclude the need to raise it again later and explained that he was simply looking out for the interests of the citizens of Ormond Beach. He pointed out that per the comparison charts provided, Ormond's height regulation was among the lowest, while the adjacent municipality allowed the highest height. He also noted that many newer boathouse roofs were flat, with seating areas on top.

Mr. Jorczak answered Mr. Thomas' question, saying that the Army Corp of Engineers controlled only the length of the structure and the coverage over the water. He agreed that changing the amendment to allow a height of 18 feet was reasonable, and **made a motion to accept LDC 11-007, raising the proposed 15-foot limit to 18 feet from water level at mean high tide.**

Mr. Briley seconded the motion.

Ms. Jarrell called the vote:

Doug Wigley	Yes
Pat Behnke	Yes
Al Jorczak	Yes
Lewis Heaster	Yes

Harold Briley	Yes
Rita Press	No
Chair Thomas	Yes

The motion was approved by a 6-1 vote.

IX. OTHER BUSINESS

There was no other business to be discussed.

X. MEMBER COMMENTS

Mr. Briley thanked the Chair for welcoming him to the Board and said he was looking forward to working with everyone.

Chair Thomas also welcomed Mr. Heaster to the Board, who echoed Mr. Briley's comments.

The other board members concurred.

Mr. Jorczak asked staff if they could provide an update of the current status of all open projects at the next meeting.

XI. ADJOURNMENT

The meeting was adjourned 8:05 p.m.

Respectfully submitted,

L. Kornel

S. Laureen Kornel, AICP, Senior Planner

ATTEST:

Doug Thomas, Chair

Minutes transcribed by Betty Ruger

STAFF REPORT

City of Ormond Beach
Department of Planning

DATE: February 2, 2011

SUBJECT: Tuscany (IL Villaggio) Planned Residential Development Amendment

APPLICANT: Paul F. Holub, Jr., Managing Member of Villaggio Investors LLC

NUMBER: 11-01

PROJECT PLANNER: Steven Spraker, Senior Planner

INTRODUCTION:

This is a request by Paul F. Holub, Jr., Managing Member of Villaggio Investors LLC, for a Planned Residential Development (PRD) amendment to modify the required recreational amenities of the Tuscany (also known as Il Villaggio) subdivision. The Planned Residential Development and plat Ordinance approved a pool and clubhouse to be located along the Granada Boulevard frontage of the subdivision.

The proposed application seeks to eliminate the pool and clubhouse and allow, at a minimum, the construction of a pocket park as the recreational facility. The application seeks to allow the Tuscany (Il Villaggio) subdivision Home Owners Association (HOA) to select the exact type of recreational facility by majority vote with the construction to be completed prior to the Certificate of Occupancy of the 31st home of the subdivision. The application is solely for the subdivision recreational improvements and no other amendments are proposed.

Zoning and Adjacent Land Uses

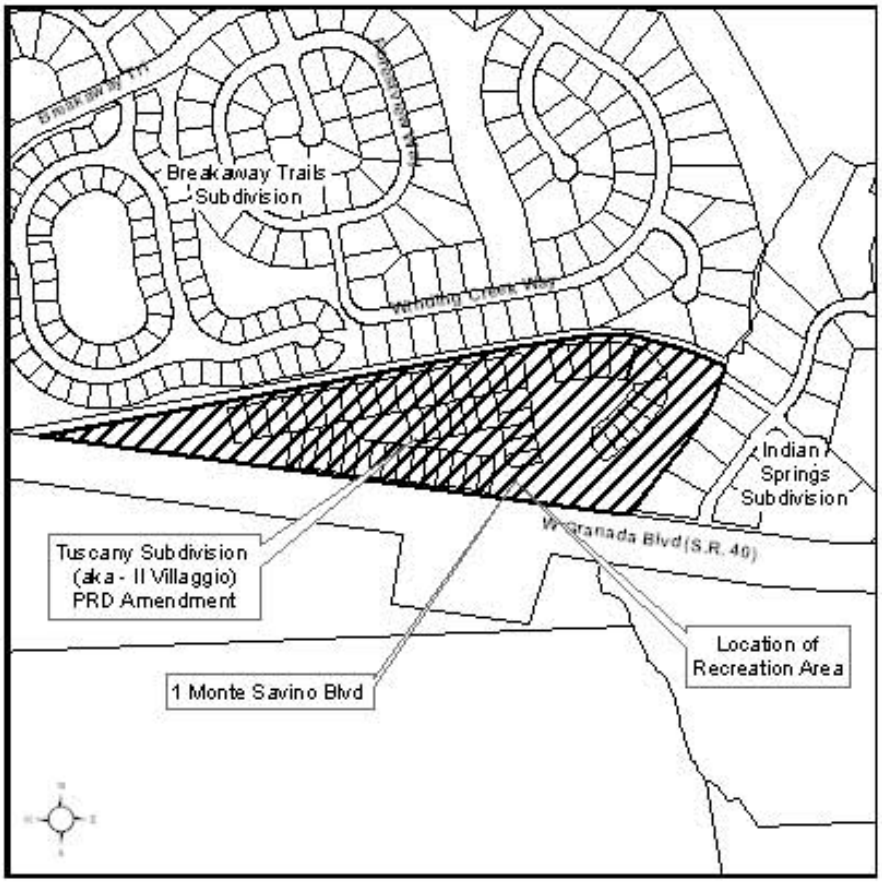
The adjacent land uses and zoning classifications are illustrated in the following table:

	Current Land Uses	Future Land Use Designation	Zoning
North	Breakaway Trails subdivision	"Open Space/Conservation"/ "Low Density Residential"	R-3 (Single-Family Medium Density) – Development of Regional Impact
South	Vacant Land	Daytona Beach	Daytona Beach

	Current Land Uses	Future Land Use Designation	Zoning
East	Indian Springs Subdivision	"Open Space/Conservation"/ "Low Density Residential"	R-3 (Single-Family Medium Density)
West	Breakaway Trails subdivision	"Open Space/Conservation"/ "Low Density Residential"	R-3 (Single-Family Medium Density) – Development of Regional Impact

BACKGROUND:

The subject property is currently designated as "Open Space/Conservation" and "Low Density Residential" and on the City's Future Land Use Map (FLUM) and is classified as R-3 (Single-Family Medium Density) with a Planned Residential Development Overlay on the City's Official Zoning Map. The subdivision is located west of the Indian Springs subdivision and east of the Breakaway Trails subdivision entrance. The recreational amenity area is located along the eastern side of the entrance of the subdivision along Granada Boulevard.



On February 18, 2003, the City Commission approved Resolution 2003-17 (see Exhibit C) that authorized a development order for the Tuscany PRD which permitted 53 single-family homes on 23.87 acres (2.22 units per acre). The subdivision was approved as a Planned Residential Development (PRD) Overlay based on a desire to reduce the lot widths under 75', the R-3 lot width minimum. The lots abutting Breakaway Trails were approved at 75' in width and 155' in depth. The remaining 31 lots were approved at 55' in width by 135' to145' in depth. As part of the PRD Overlay district certain improvements were required, such as a minimum amount of recreational facilities. The developer at the time proposed a clubhouse (1,700+/- square feet) and a pool to be located outside the gated subdivision, along Granada Boulevard.

July 20, 2004, the City Commission approved Ordinance 2004-30 (see Exhibit D) that approved the final plat for the subdivision. As part of the review process, the developer requested a deferral of the construction of the recreational improvements until a certain number of lots had sold to generate income for the project and the funds for the improvements. The Ordinance contained the following condition

> "The applicant and staff have agreed to defer the construction of the clubhouse and entry pavers until the 30th building permit. The purpose of allowing the clubhouse to be deferred is so that construction traffic does not impact the pavers and to allow the subdivision to be partially built to utilize the clubhouse facilities. No building permits will be issued after the 30th unless the clubhouse is under construction."

The Site Plan Review Committee approved the final subdivision construction plans on March 10, 2005. The developer completed the subdivision improvements in November of 2006 and the construction of individual single-family homes began. To date, there are 12 single-family homes constructed on the 53 lots. Of the remaining 41 vacant lots, the applicant owns 39 lots.

In 2010, the orginial subdivision developer went bankrupt. The bank then sold the remaining block of 39 lots to the Villagio Investors, LLC, represented by Mr. Holub. On November 2, 2010, the applicant applied to modify the subdivision recreational requirements. Planning staff required a community meeting with the lot owners of the Tuscany subdivision that occurred on December 14, 2010.

At the community meeting, the applicant provided a summary of the subdivision history and why the amendment was desired. The applicant expressed concern that the required improvements were never bonded and that the plat Ordinance was not recorded with the Volusia County Clerk of the Court. There was much discussion of who would be responsible for the construction of the clubhouse/pool and the maintenance costs once constructed. The applicant has maintained a position that they are not the master developer of the subdivision and that they only purchased the 39 lots which could be sold to 39 different individuals.

The majority of individuals in attendance favored an alternative recreational amenity other than the clubhouse/pool. There was at least one lot owner who desires to see the clubhouse/pool constructed per the approved plans. This lot owner believes that the clubhouse/pool is the responsibility to the applicant as the master developer. At

the community meeting it was not clear who would be responsible for the cost of construction of the clubhouse/pool. Several lot owners expressed concern that the clubhouse/pool is located outside the gated portion of the subdivision and would not be secured for only subdivision residents. Another concern was the operating expenses, including insurance, once the clubhouse/pool was constructed.

The resolution of the meeting was that the final decision for the exact recreational amenity should be deferred until there were additional homeowners in the subdivision who could conduct a majority vote. The applicant suggested that a minimum a pocket park be required, with the HOA voting for final improvement once there are additional homeowners.

PROJECT DESCRIPTION:

The application seeks to delete the clubhouse and pool requirement of the PRD and provide an alternative form of recreational amenities. The amendment seeks to construct at a minimum a pocket park (walking trail, benches, pavilion) as the recreational amenity. The amendment seeks to allow the Tuscany HOA to make a final determination as the project builds out, with a final vote on or before the issuance of the 31st Certificate of Occupancy.

ANALYSIS:

Section 2-35.A. of the Land Development Code states:

> "The purpose of the Planned Residential Development (PRD) classification is to provide more flexibility with regard to land use, density and dimensional standards, and other requirements of this Code, to encourage developments that incorporate innovative concepts of site planning, coordinated architectural and functional design, higher level of amenities, increased amounts of open space, recreation and landscaping, and a better living environment overall."

The PRD requires additional project attributes above and beyond found in typical residential zoning classifications.

Section 2-35.H.3, Chapter 2, Article II states, "Thirty (30) square feet of indoor recreation floor area, including exercise rooms, all-purpose space, dining areas and similar uses shall be provided for each dwelling unit, unless waived by the City Commission and replaced at a minimum as provided below:

a. ***Subdivisions of 200 dwelling units or less may provide, at a minimum, an additional 30 square feet per unit of outdoor active recreation space in compliance with this Section in lieu of the indoor recreation floor area requirement.***

b. Subdivisions that do not provide indoor recreational facilities are not eligible for park and recreation impact fee credits.

c. The open space and/or additional outdoor facilities must be compatible with adjacent properties and the recreational facilities must be consistent with the needs of the project.

d. The Development Review Board and City Commission determine, after reviewing the proposed development plan, that the preservation of natural resources and/or provision of additional recreation facilities is appropriate and that indoor recreational facilities can be waived."

Section 2-35.H.4, Chapter 2, Article II of the Land Development Code states,

> "Sixty (60) square feet of outdoor active recreation space (exclusive of parking, landscaping, retention/detention ponds and other site features), including pools, pool decks, shuffleboard courts, tennis courts, and fishing piers and similar uses, shall be provided for each dwelling unit. Impact fee credits for any specific outdoor recreation site shall be limited to three hundred (300) dwelling units."

Based on a transfer of the indoor recreational area (30 square feet) and the required outdoor recreation area (60 square feet), a total of 90 square feet of recreational area would be required per lot. The total area of recreational area required would be 4,770 square feet. The Land Development Code does not state the exact type of recreational facilities are required and a wide range of facilities, including walking trails, pavilions, tennis courts, basketball courts, and tot lots have been utilized by previous subdivisions.

It is important to note that the pool and clubhouse concept was not a City Land Development Code requirement in terms of the facility type. The Land Development Code requirement is that some type of recreational facility be provided for the subdivision residents and the pool and clubhouse was selected by the original developer.

<u>OPTIONS:</u>

On January 7, 2011, the City Attorney's office provided staff a memorandum (see Exhibit E) that stated based on the information known to date, that the Villaggio Investors, LLC "is in fact the successor in interest the development rights under the PRD an Impact Fee Reimbursement & Joint Participation Agreement". In summary, the applicant has the right to amend the PRD Development Order. The following options for this application exist:

1. <u>Deny the request to amend the Development Order and require the clubhouse/pool improvement prior to issuance of the 31st building permit for a new single-family home.</u>

   As stated previously, staff is aware of a few property owners who desire to see the clubhouse/pool constructed (See EXHIBIT F for objections to the amendment). Based on the information provided by the objecting lot owners, there are 6 lot owners that object to the request. One can argue that existing lot owners purchased lots and or homes with the expectation of a future clubhouse/pool. Based on the known information the applicant would be responsible for the construction cost with the HOA responsible for the maintenance and insurance.

2. Amend the PRD to require a pocket park to be constructed at a minimum, with the HOA voting for final improvement once there are additional homeowners.

   This option (see Exhibit "A") was the consensus of the community meeting. This option provides a minimum level of recreational improvement with the provision that the HOA can provide a final determination with additional residents. Staff would suggest if this option is selected that the improvements be reviewed and approved by the Site Plan Review Committee. The applicant has provided affidavits from 48 of the 53 lot owners (See Exhibit G) desiring to change the recreational amenity requirements. It appears that 3 lot owners that signed the affidavits have changed their position as indicated in Exhibit F, reducing the number of lot owners in favor of the request to 45, 6 against and 2 lot owners who have not responded. The pocket park concept is similar to what other small subdivisions have utilized. The Creekside subdivision of 65 lots as a similar pocket park concept.

3. Require some other form of recreational improvement.

   The Land Development Code only mandates the square footage of area devoted to a recreational use. The Land Development Code does not detail what types of recreational facilities are to be provided and the choices can be far ranging. One example would be to require a pool without the clubhouse.

There are certain criteria that must be evaluated before a Planned Business Development amendment can be approved. According to Chapter 1, Article I, Section 1-15.C.3 of the Land Development Code, the Planning Board shall consider the following when making its decision:

1. **The proposed development conforms to the standards and requirements of this Code and will not create undue crowding beyond the conditions normally permitted in the zoning district, or adversely affect the public health, safety, welfare or quality of life.**

   The application pertains only to the subdivision recreation amenity. Staff believes that each option will not create undue crowding beyond the conditions normally permitted in the zoning district, or adversely affect the public health, safety, welfare or quality of life.

2. **The proposed development is consistent with the Comprehensive Plan.**

   The subdivision development is consistent with the Comprehensive Plan as determined in 2004. This amendment maintains the consistency and seeks to define the type of recreational facilities required of the subdivision.

3. **The proposed development will not adversely impact environmentally sensitive lands or natural resources, including but not limited to water bodies, wetlands, xeric communities, wildlife habitats, endangered or threatened plants and animal species or species of special concern, wellfields, and individual wells.**

   The recreation area was designed with the subdivision and will not adversely impact environmentally sensitive lands or natural resources.

4. **The proposed use will not substantially or permanently depreciate the value of surrounding property; create a nuisance; or deprive adjoining properties of adequate light and air; create excessive noise, odor, glare, or visual impacts on the neighborhood and adjoining properties.**

   The area designated for recreational use is located at the entrance of the subdivision and will not negatively impact the surrounding subdivisions of Breakaway Trails or Indian Springs. Recreational activities often create value for the subdivision and assist in creating a common gathering area.

5. **There are adequate public facilities to serve the development, including but not limited to roads, sidewalks, bike paths, potable water, wastewater treatment, drainage, fire and police safety, parks and recreation facilities, schools, and playgrounds.**

   There are adequate public facilities to serve the recreation area including water, wastewater, roads, public safety, and stormwater.

6. **Ingress and egress to the property and traffic patterns are designed to protect and promote motorized vehicle and pedestrian/bicycle safety and convenience, allow for desirable traffic flow and control, and provide adequate access in case of fire or catastrophe. This finding shall be based on a traffic report where available, prepared by a qualified traffic consultant, engineer or planner which details the anticipated or projected effect of the project on adjacent roads and the impact on public safety.**

   The amendment will not negatively impact public roadways and there is no traffic capacity issues related to this request.

7. **The proposed development is functional in the use of space and aesthetically acceptable.**

   The clubhouse/pool as a recreational amenity was proposed by the original developer to further what was developed as a unique community. The community was designed with an architectural and streetscape theme exceeded the PRD requirements. Over the last six years a number of factors have led to a slow absorption rate of the lots being sold. The recreational amenity vision of the current applicant and a majority of the lot owners is not the same as the original developer, which led to the amendment. The Land Development Code requires a recreational area and allows the developer to choose the facilities. Any option listed above would meet this requirement.

8. The proposed development provides for the safety of occupants and visitors.

The proposed uses will not impact the safety of the project's occupants and visitors.

9. The proposed use of materials and architectural features will not adversely impact the neighborhood and aesthetics of the area.

Any materials or buildings would be required by the established architectural design standards.

10. The testimony provided at public hearings.

This application has not been heard and no public testimony has been provided.

RECOMMENDATION:

It is expected that the application will be reviewed by the City Commission on March 15, 2011 (1st reading) and April 5, 2011 (2nd reading). Staff has reached the following conclusions regarding the application:

1. The Land Development Code requires a certain area requirement for on-site recreation areas. For this subdivision, that area required is 4,770 square feet. The Land Development Code does not require one type of recreational facility over another and it is the applicant's responsibility to select the recreational attribute.
2. The applicant owns the majority of subdivision lots with 39. The applicant bought the 39 lots with the knowledge of the requirement of the clubhouse/pool condition. The applicant preformed the required subdivision neighborhood meeting where the pocket park concept was favored.
3. It is the City's position that the applicant is the master developer of the subdivision and has the ability to amend the PRD with review by the Planning Board and approval by the City Commission. The applicant has maintained that they are not the master developer for the subdivision.

It is staff's recommendation that the Tuscany PRD Development Order be amended to delete the clubhouse/pool requirement and approved the applicant's request as attached in Exhibit "A", subject to the final approval of the City's Site Plan Review Committee.

Exhibit A

Applicant Summary of Community Meeting and Proposed Recreational Improvement

VIA U.S. MAIL

HOLUB
DEVELOPMENT

December 28, 2010

Steven Spraker, Chief Planner
City of Ormond Beach
Planning Department
22 South Beach St.
Ormond Beach, FL 32174

RE: Planned Development Order – Major – Tuscany PRD – Amendment

Dear Steven:

I would like to thank both you and Rick Goss for attending the community meeting last week regarding the above captioned request. I believe that the community meeting was positive and resulted in some alternative proposals that may be acceptable to both staff and the home – lot owners.

As you may be aware, the only vocal opponent of the communities desire to eliminate the pool and clubhouse was Greg Oakwood of 79 Apian Way.

During the community meeting, it was suggested that since the current residents consist of only twelve (12) homes that some form of a pocket park recreational facility be funded into the Tuscany HOA reserves. The ultimate decision on specifically what improvements will be built would be decided upon when the community is more established with additional homes constructed and occupied.

Accordingly, I would like to propose that the following amendment be reviewed by Staff and then forwarded for consideration at the next available Planning Board and the City Commission meetings:

"The Tuscany Board of Directors and majority vote of the HOA requests that the pool and clubhouse (recreational facilities) be waived and that the existing Parcel F (Common Area Tract F – Drainage and Maintenance) shall remain as undeveloped open space until such time as thirty-one (31) homes are constructed and occupied within the Tuscany Development."

COMMERCIAL AND RESIDENTIAL CUSTOM LUXURY HOMES CONSTRUCTION SITE DEVELOPMENT INVESTMENT PROPERTIES
PO BOX 730086 • ORMOND BEACH • FLORIDA 32173-0086 • VOICE 386.677.7617 • FAX 386.677.7630 - EMAIL HOLUBDEV@AOL.COM

"Subsequent to completion and occupancy of the thirty-first (31st) home, the Tuscany HOA shall call a vote of all members to determine what type of recreational facility shall be constructed. The majority vote of the HOA members shall determine the type of recreational facility and the appropriate assessment for the same."

"Upon approval by the City Commission of the requested amendment herein, Villaggio Investors, LLC shall place a total of $7,800 into the reserve account of the Tuscany HOA to be set aside as a minimum guarantee for construction of a pocket park. Upon selection of the recreational facilities by the majority vote of the HOA and the assessment to each of the home and lot owners, Villaggio Investors, LLC shall receive a credit of $7,800 towards any additional special assessment on lots owned by Villaggio Investors, LLC that may be due as a result of a special assessment that is in excess of $200 per lot".

Stephen, this proposed resolution achieves (i) that the City of Ormond Beach receives a guaranty that there are funds available to construct a pocket park in the future as the minimum recreational facility (ii) removes the inequitable burden upon the thirty-first (31st) homeowner to construct the recreational facility, (iii) provides clarification to all future home and lot purchasers and (iiii) allows for the subdivision to be built out and provides for the majority of "homeowners" rather than lot owners to determine what type of recreational facility is truly desired by the neighborhood.

Please contact me if you would like to further discuss the enclosed.

With kind regards I remain.

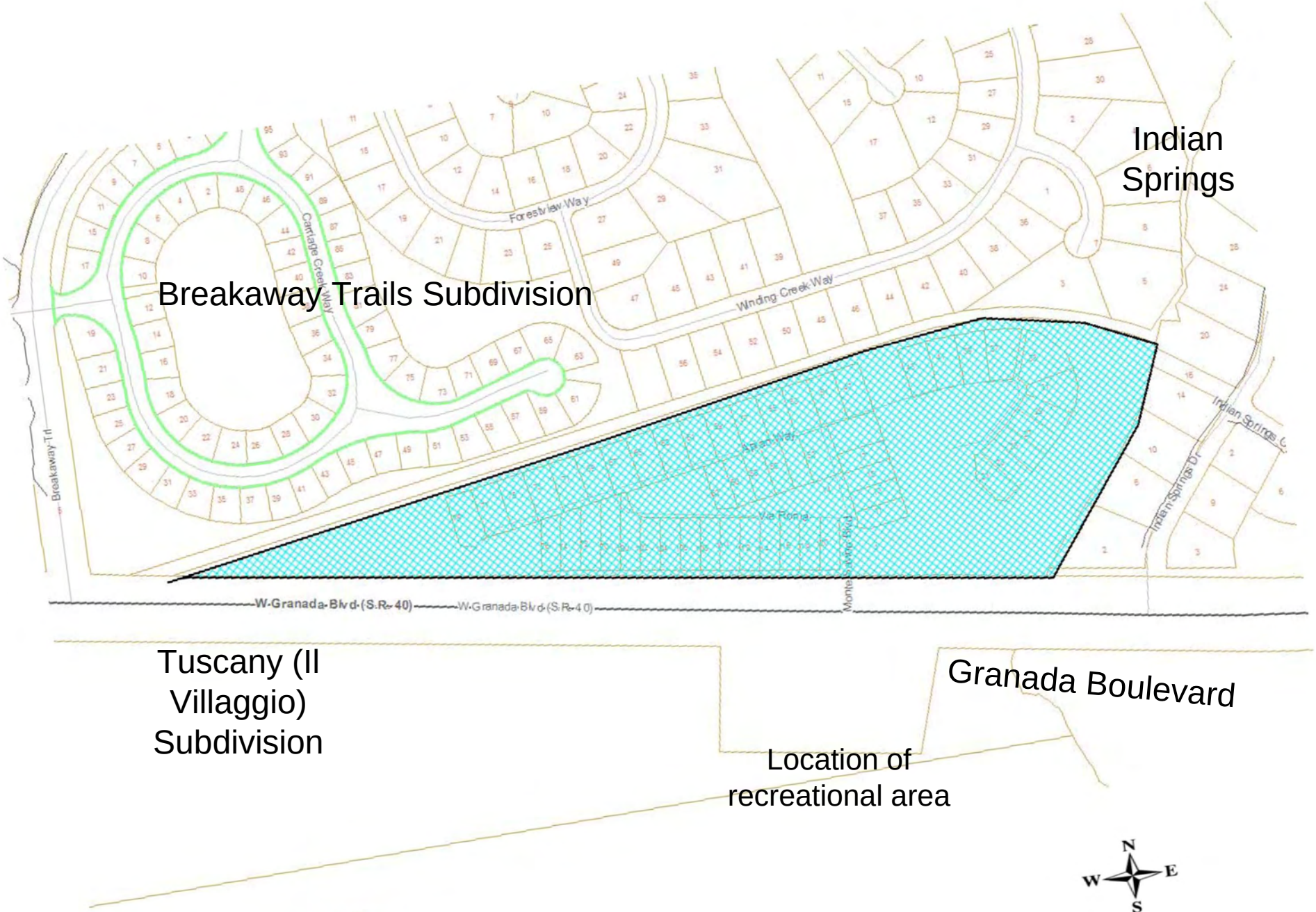
Sincerely,

Paul F. Holub, Jr.
Managing Member
Villaggio Investors LLC

c: File
c: Jeffrey C. Sweet, Esquire
c: Mike Pyle, Esquire
c: Villaggio Investors, LLC

Exhibit B

Site Map
Subdivision Plan
Pictures



LOCATION MAP

Tuscany (Il Villaggio) PRD Amendment

Tuscany Subdivision

Location of
recreational area

Recreational
Area
IL
VILLAGGIO
Subdivision
Entrance

Recreation Area

Exhibit C

Planned Residential Development Resolution

02/28/2003 06:42
Instrument # 2003-046242
Book: 5024
Page: 4310

RESOLUTION NO. 2003-17

A RESOLUTION AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED RESIDENTIAL DEVELOPMENT TO BE KNOWN AS "TUSCANY" AND TO BE LOCATED ON A 23.87 ACRE SITE LOCATED ON WEST GRANADA BOULEVARD TO THE WEST OF THE INDIAN SPRINGS SUBDIVISION AND EAST OF THE BREAKAWAY TRAILS SUBDIVISION; ESTABLISHING CONDITIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, subsection 6.04(D)(17) of the *Land Development Code* requires all planned residential developments in the R-3, Single-Family Medium Density District to be processed in accordance with the procedures established by Section 10.04 of the *Land Development Code*, and

WHEREAS, the applicant and contract purchaser, Vince Viscomi, President of Viscomi Hansard, Inc., with the consent of the property owner Consolidated-Tomoka Land Company, request approval of a planned residential development to be known as "Tuscany" and to be located on a 23.87 acre site located on West Granada Boulevard to the west of the Indian Springs Subdivision and east of the Breakaway Trails Subdivision, and

WHEREAS, the application for approval of the said project included all items required by subsection 10.04(J)(2) of the *Land Development Code*, and

WHEREAS, the Development Review Board has conducted a public hearing on the said request and has submitted its recommendation to the City Commission, and

WHEREAS, the City Commission has also held a public hearing on the said request, and

WHEREAS, the City Commission has considered the following:

(1) The report and recommendations of the Development Review Board;

(2) The report and recommendations of the Site Plan Review Committee; and

(3) The comments of governmental agencies, utility corporations and individuals, as received, and

WHEREAS, based upon all of the foregoing and in consideration thereof, the City Commission finds that:

(a) The proposed development is expressly provided for in the R-3 (Single-Family Medium Density) zoning district through the Planned Residential Development process, and is consistent with the purpose and intent of the *Land Development Code* and all elements of the *Comprehensive Plan*;

(b) The proposed development will not create undue crowding beyond the conditions normally permitted in the R-3 (Single-Family Medium Density) zoning district, or adversely affect the public health, safety, welfare or quality of life;

(c) Public facilities, such as streets, sidewalks, bikepaths, water, sewer, fire or police protection, parks, schools, playgrounds and transportation will not be unduly burdened and are adequate to serve the proposed development;

(d) The proposed development will not substantially or permanently depreciate the value of surrounding property, create a nuisance, or deprive adjoining properties of adequate light and air;

(e) The proposed development will not adversely affect the natural environment, natural resources or scenic beauty, nor cause pollution by the emission of smoke, noise, odor, dust, vibrations, fumes or any other form of pollution which poses a threat to the health and welfare of the neighborhood, as determined by the City Commission based on substantial, competent evidence presented;

(f) Ingress and egress to the property and traffic patterns are designed to protect and promote motorized vehicle and pedestrian/bicycle safety and convenience, allow for desirable traffic flow and control, and provide adequate access in case of fire or catastrophe; and

Book: 5024
Page: 4312

(g) The proposed development is reasonably compatible with surrounding uses of the R-3 (Single-Family Medium Density) district in its function and the type and amount of traffic expected to be generated, now therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The Mayor and the City Manager are hereby authorized and directed to execute and issue a Development Order for a planned residential development to be known as "Tuscany" and to be located on a 23.87 acre site located on West Granada Boulevard to the west of the Indian Springs Subdivision and to the east of the Breakaway Trails Subdivision, on that real property described in the Development Order, a copy of which is attached hereto and incorporated herein by reference.

SECTION TWO. The applicant shall henceforth submit preliminary and final plats in accordance with the standards and procedures of Section 10.04 and Article XVII of the *Land Development Code.*

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED, this 18th day of February, 2003.

Fred Costello

FRED COSTELLO
Mayor

ATTEST:

Veronica Patterson

VERONICA PATTERSON
City Clerk

RESO\02-18-03\03-017A RESO\02/13/03 11:10:43
TABLED 01-21-03 AT APP RQST

Book: 5024
Page: 4313

CERTIFICATE

STATE OF FLORIDA
COUNTY OF VOLUSIA
CITY OF ORMOND BEACH

I, Veronica Patterson, City Clerk of the City of Ormond Beach, Florida, do hereby certify that the foregoing is a true, correct and complete copy of Resolution No. 2003-17 as the same appears of record at City Hall, City of Ormond Beach, Florida.

Dated this 24th day of February 2003.

SEAL

VERONICA PATTERSON
City Clerk
CITY OF ORMOND BEACH, FLORIDA

Book: 5024
Page: 4314

BEFORE THE
CITY COMMISSION
OF THE
CITY OF ORMOND BEACH

IN RE: Application of Vincent Viscomi, President of
Viscomi Hansard, Inc.
PRD-02-67
"Tuscany"
West Granada Boulevard - west of the Indian Springs Subdivision and
east of the Breakaway Trails Subdivision

DEVELOPMENT ORDER

This matter having come on for public hearing before the City Commission of the City of Ormond Beach, Florida, on February 18, 2003, and the City Commission having considered those items as required by Section 1.09(B) of the *Land Development Code*, and having heard testimony and evidence from all affected persons, the City Commission hereby finds that:

a. The proposed development is expressly provided for in the R-3 (Single-Family Medium Density) zoning district through the Planned Residential Development process, and is consistent with the purpose and intent of the *Land Development Code* and all elements of the *Comprehensive Plan*;

b. The proposed development will not create undue crowding beyond the conditions normally permitted in the R-3 (Single-Family Medium Density) zoning district, or adversely affect the public health, safety, welfare or quality of life;

c. Public facilities, such as streets, sidewalks, bikepaths, water, sewer, fire or police protection, parks, schools, playgrounds and transportation will not be unduly burdened and are adequate to serve the proposed development;

d. The proposed development will not substantially or permanently depreciate the value of surrounding property, create a nuisance, or deprive adjoining properties of adequate light and air;

e. The proposed development will not adversely affect the natural environment, natural resources or scenic beauty, nor cause pollution by the emission of smoke, noise, odor, dust, vibrations, fumes or any other form of pollution which poses a threat to the health and welfare of the neighborhood, as determined by the City Commission based on substantial, competent evidence presented;

f. Ingress and egress to the property and traffic patterns are designed to protect and promote motorized vehicle and pedestrian/bicycle safety and convenience, allow for desirable traffic flow and control, and provide adequate access in case of fire or catastrophe; and

g. The proposed development is reasonably compatible with surrounding uses of the R-3 (Single-Family Medium Density) district in its function and the type and amount of traffic expected to be generated, now therefore

Thereupon and in consideration thereof, the City Commission hereby orders that:

A. The application of Viscomi, President of Viscomi Hansard, Inc., for a Development Order for a planned residential development to be known as "Tuscany" and to be located on a 23.87 acre site located on West Granada Boulevard to the west of the Indian Springs Subdivision and east of the Breakaway Trails Subdivision on that real property described and generally depicted in Exhibit "A" attached hereto and incorporated herein by reference, is hereby granted, subject to the following conditions:

1. All applicable provisions of the *Land Development Code* shall be complied with at all times, such provisions being incorporated herein by reference and hereby specifically made a part of this Development Order;

2. The applicant shall be allowed to develop a total of fifty-three (53) lots for single-family homes on 23.87 acres for a gross density of 2.22 units per acre, the (22) lots abutting the Breakaway Trails subdivision shall be 75.0' wide and 140' deep, and the remaining thirty-one (31) lots shall be allowed to have a reduced lot size of 55.0' wide and 135' to 145' deep;

3. The applicant shall submit a Preliminary Plat displaying a full site plan including architectural elevations, parking and required landscaping for approval by the City Commission;

4. The applicant shall submit a conceptual rendering of the clubhouse/pool area;

5. The clubhouse building shall be Mediterranean in style;

6. Decorative pavement is required at the front entrance of the development;

7. There shall be a minimum twenty (20') landscaping buffer to consist of one (1) tree for every thirty (30) linear feet, a continuous hedge, and a wood fence along the northern property boundary, abutting the Breakaway Trails subdivision, the existing on-site trees within the landscape buffer shall be credited towards the tree requirement; and

8. The City shall vacate its interest in Old Tomoka Road right-of-way adjacent to the proposed development and the applicant shall provide a utility easement to the City and a stormwater drainage easement to the Breakaway Trails Homeowners' Association as part of the final plat approval.

B. The final plans for the proposed development project shall be consistent with the provisions of this Development Order and the plans depicted in Exhibit "B" hereto; provided, however, that the said plans shall be amended as necessary in order to achieve such consistency.

C. No material change shall be made to the final plans for the proposed development project without further review by the Development Review Board and approval by the City Commission in accordance with the procedures for the approval of this Development Order.

D. There shall be no site preparation including clearing, filling, dredging or excavation, nor shall any construction begin until the final plans are approved and a subdivision plat has been approved by the City Commission and recorded in the public records.

E. If a final plat has not been recorded within eighteen (18) months from the date of City Commission approval which date is August 18, 2004, the PRD Development Order shall lapse and be of no further effect. If the final plan approval lapses under the provisions of Section 10.04(K)(3) of the *Land Development Code*, the City Commission shall file a Notice of Final Plan Revocation.

Book: 5024
Page: 4317

F. In the event a Code Enforcement Officer subsequently determines there to be any violation of this Development Order, such Officer shall promptly present such determination to the Special Master for hearing.

G. This Development Order shall be recorded in the public records of Volusia County, Florida, at the expense of Vincent Viscomi, President of Viscomi Hansard, Inc., the contract purchaser, and be binding upon Vincent Viscomi, President of Viscomi Hansard, Inc., the contract purchaser, and Consolidated-Tomoka Land Company, the property owner, and its successors and assigns, and shall run with the real property described and generally depicted in Exhibit "A" (Parcel ID No. 4126-00-00-0130) attached hereto and incorporated herein by reference.

ORDERED this 18th day of February, 2003.

CITY COMMISSION
CITY OF ORMOND BEACH

By: Fred Costello
FRED COSTELLO
Mayor

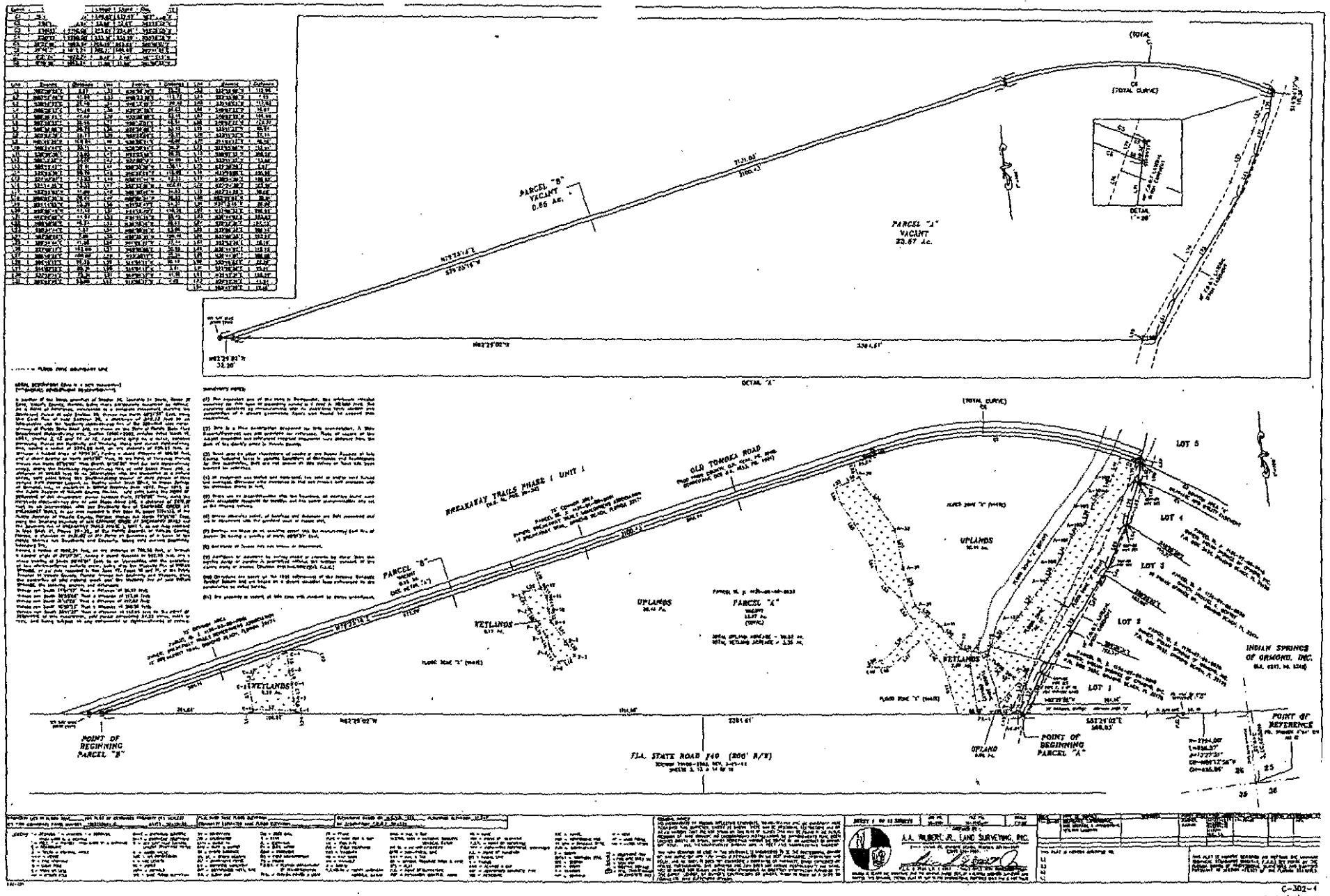
(CITY SEAL)

Attest: Isaac D. Turner
ISAAC D. TURNER
City Manager

Book: 5024
Page: 4318

LEGAL DESCRIPTION (THIS IS A NEW DESCRIPTION)

A PORTION OF THE SOUTH ONE-HALF OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA,, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; AS A POINT OF REFERENCE, COMMENCE AT A CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER OF SAID SECTION 26; THENCE RUN NORTH 00°21'57" EAST, ALONG THE EAST LINE OF SAID SECTION 26, A DISTANCE OF 328.74 FEET TO AN INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF THE 200-FOOT WIDE RIGHT- OF-WAY OF FLORIDA STATE ROAD #40, AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP, SECTION 79100-2503, REVISION DATED MARCH 19, 1984, SHEETS 3, 13 AND 14 OF 18, SAID POINT LYING ON A CURVE, CONCAVE NORTHERLY; THENCE RUN NORTHERLY AND WESTERLY, ALONG SAID CURVED RIGHT-OF-WAY LINE, HAVING A RADIUS OF 2794.00 FEET, AN ARC DISTANCE OF 642.87 FEET, OR THROUGH A CENTRAL ANGLE OF 13°10'59", HAVING A CHORD DISTANCE OF 641.45 FEET, AND A CHORD BEARING OF NORTH 88°24'17" WEST, TO THE POINT OF TANGENCY THEREOF; THENCE RUN NORTH 82°29'02" WEST (NORTH 81°50'50" WEST PER SAID RIGHT-OF-WAY MAP), ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID STATE ROAD #40, A DISTANCE OF 569.91 FEET TO AN INTERSECTION WITH THE CENTERLINE OF A NATURAL CREEK, SAID POINT BEING THE SOUTHWESTERLY CORNER OF THAT PARCEL OF LAND DEEDED FROM PATRICIA LAGONI, AS TRUSTEE UNDER TRUST IDI-4, TO INDIAN SPRINGS OF ORMOND, INC., AS DESCRIBED IN OFFICIAL RECORDS BOOK 4247, PAGE 1345, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUE NORTH 82°29'02" WEST, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID STATE ROAD #40, A DISTANCE OF 2384.81 FEET TO AN INTERSECTION WITH A LINE LYING 10 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES TO THE CENTERLINE OF OLD TOMOKA ROAD, A 20-FOOT DIRT ROAD AS DESCRIBED IN QUIT CLAIM DEED FROM THE COUNTY OF VOLUSIA TO THE CITY OF ORMOND BEACH, AS DESCRIBED IN OFFICIAL RECORDS BOOK 4244, PAGE 4860, AND RE-RECORDED IN OFFICIAL RECORDS BOOK 4253, PAGE 4981, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 79°25'16" EAST, ALONG A LINE 10 FEET SOUTHERLY OF AND PARALLEL TO THE CENTERLINE OF SAID OLD TOMOKA ROAD, A DISTANCE OF 2100.43 TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE RUN SOUTHERLY AND EASTERLY, ALONG SAID CURVED LINE LYING 10 FEET SOUTHERLY OF AND PARALLEL TO THE CENTERLINE OF SAID OLD TOMOKA ROAD, HAVING A RADIUS OF 1012.24 FEET, AN ARC DISTANCE OF 702.71 FEET, OR THROUGH A CENTRAL ANGLE OF 39°48'31", HAVING A CHORD DISTANCE OF 688.68 FEET, AND A CHORD BEARING OF SOUTH 80°41'28" EAST, TO AN INTERSECTION WITH THE CENTERLINE OF THE AFOREMENTIONED NATURAL CREEK, BEING ALSO THE WESTERLY LINE OF INDIAN SPRINGS, AS PER MAP RECORDED IN MAP BOOK 47, PAGES 10 AND 11, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN SOUTHERLY AND WESTERLY, ALONG THE CENTERLINE OF SAID NATURAL CREEK AND THE WESTERLY LINE OF SAID INDIAN SPRINGS, THE FOLLOWING COURSES AND DISTANCES: THENCE RUN SOUTH 14°04'17" WEST A DISTANCE OF 48.58 FEET; THENCE RUN SOUTH 22°33'08" WEST A DISTANCE OF 117.91 FEET; THENCE RUN SOUTH 31°18'08" WEST A DISTANCE OF 117.03 FEET; THENCE RUN SOUTH 40°07'22" WEST A DISTANCE OF 310.26 FEET; THENCE RUN SOUTH 33°11'37" WEST A DISTANCE OF 113.68 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, SAID PARCEL CONTAINING 23.87 ACRES, MORE OR LESS, AND BEING SUBJECT TO ANY EASEMENTS OR RIGHTS-OF-WAY OF RECORD.



C-302-4

EXHIBIT "A"
PAGE 2 OF 3

BOOK: 5024
PAGE: 4319

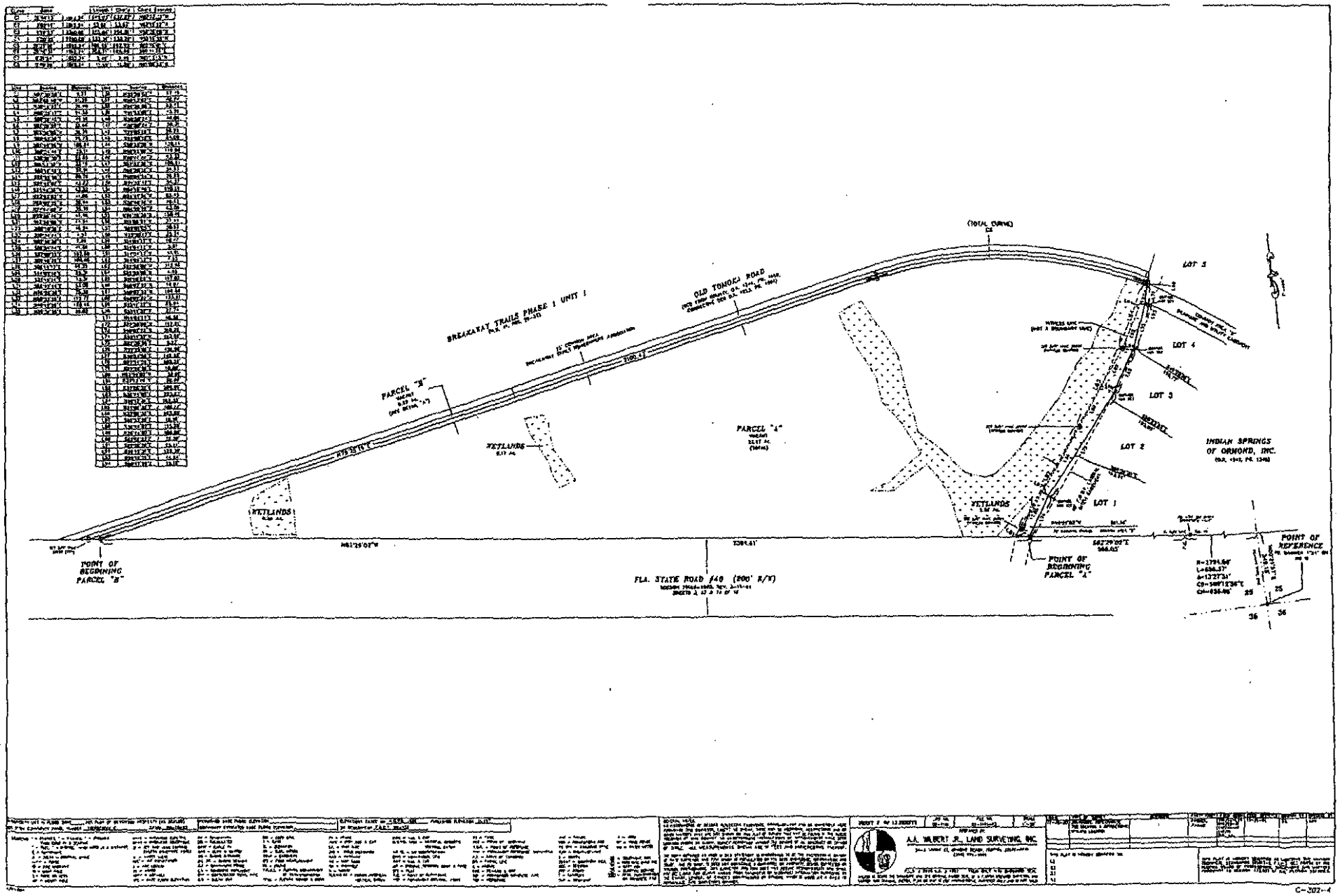


EXHIBIT "A"
PAGE 3 OF 3

BOOK: 5024
PAGE: 4320

TUSCANY - PRD

CITY OF ORMOND BEACH - VOLUSIA COUNTY, FL

SURVEYOR: A.A. WILBERT SURVEYING
54A VINING COURT
ORMOND BEACH, FL. 32176
(386) 676-9056
(386) 676-7800 (FAX)
CONTACT: ANDY WILBERT

ENGINEER: ZEV COHEN & ASSOC., INC.
55 SETON TRAIL
ORMOND BEACH, FL. 32176
(386) 677-2482
(386) 677-2505 (FAX)
CONTACT: BOBBY BALL

BIOLOGIST: BOOKER GREY ENVIROMENTAL, INC.
534 W. BRIGHTWOOD AVENUE
ORANGE CITY, FL. 32763
(386)775-2463
(386)775-1945 (FAX)
CONTACT: CLEVE BOOKER

GEOTECHNICAL ENGINEERS: NODARSE & ASSOC., INC.
123 N. ORCHARD ST., #1-B
ORMOND BEACH, FL. 32174
(386) 673-5440
(386) 673-8357 FAX
CONTACT: RICK ACREE

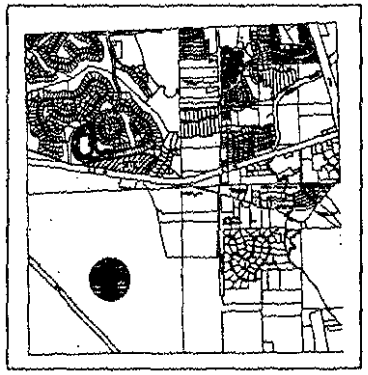
DEVELOPER: VISCOMI & ASSOCIATES
27 S. ORCHARD STREET
ORMOND BEACH, FL 32174
(386) 676-0105
(386) 372-6637 (FAX)
CONTACT: VINCE VISCOMI

GENERAL SITE DATA

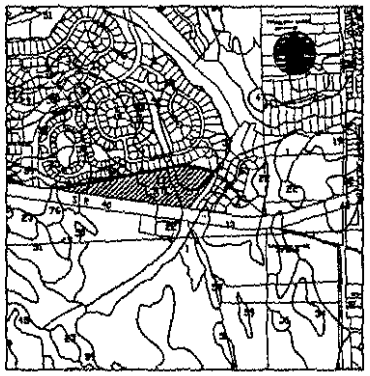
ZONING: R-3 w/ PRD OVERLAY DESIGNATION

TAX PARCEL ID NUMBER: 4126-00-00-0130

NO FLOOD ZONE IMPACTS PROPOSED.



VICINITY MAP
SCALE: 1" = 1000'



SOILS MAP
SCALE: 1" = 800'

LEGEND:

SOIL NUMBER	SOIL TYPE
5	BASINGER FINE SAND
23	FARMLTON SAND
17	DAYTONA SAND
58	POMPANO FINE SAND
63	TAVARES FINE SAND

TYPICAL MINIMUM LOT SETBACKS

LOTS 1-5/18-53 (55' X 135' MIN.)
FRONT 40'
REAR 30'
SIDE 7.5'
MIN. LOT SIZE = 7,425 SF
MAX. BLDG. COVERAGE (35%) = 2,599 SF

LOTS 6-10 (55' X 140' MIN.)
FRONT 40'
REAR 25'
SIDE 7.5'
MIN. LOT SIZE = 7,700 SF
MAX. BLDG. COVERAGE (35%) = 2,695 SF

LOTS 11-17 (75' X 140' MIN.)
FRONT 40'
REAR 25'
SIDE 7.5'
MIN. LOT SIZE = 10,500 SF
MAX. BLDG. COVERAGE (35%) = 3,675 SF

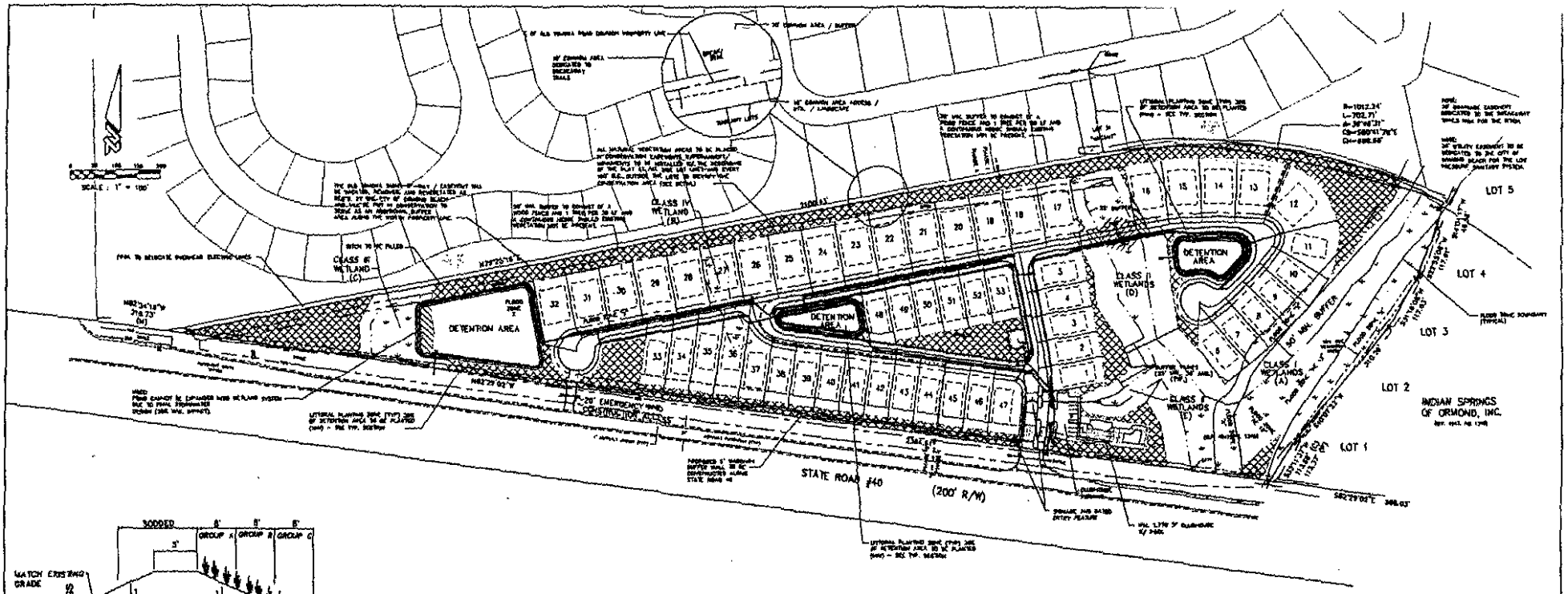
LOTS 33-47 (55' X 145' MIN.)
FRONT 40'
REAR 30'
SIDE 7.5'
MIN. LOT SIZE = 7,975 SF
MAX. BLDG. COVERAGE (35%) = 2,792 SF

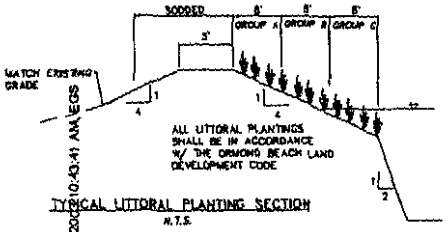
GENERAL NOTES

1. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE AND TRAFFIC DESIGN STANDARDS.
2. THE LOCATION OF ALL DRAINAGE PIPES AND LOCATION OF ALL DRAINAGE STRUCTURES ARE APPROXIMATE. THE INSTALLATION OF DRAINAGE STRUCTURES SHALL BE AT SUCH TIME THE DRAINAGE SCHEME FOLLOWS WITHIN THE SET OF PLANS. THE LOCATION OF THE DRAINAGE STRUCTURES SHALL ACCOMPANY THE LEANDS OF THE PARC.
3. THE LOCATION OF DRAINAGE STRUCTURES HAVE BEEN DETERMINED FROM THE MOST RELIABLE INFORMATION AVAILABLE TO THE ENGINEER. THE INFORMATION IS NOT GUARANTEED AND IT SHALL BE LAND CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT NATURE OF ALL UTILITIES AND PAYT TO DEPARTMENT OF CONSTRUCTION. DONOT SET ANYTHING A CONTRACTOR, AND AS TO DISCREPANCIES, IF ANY EXIST.
4. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE THE OWNER WITH AN "AS-BUILT" SURVEY OF THE COMPLETED CONSTRUCTION. THE "AS-BUILT" SURVEY SHALL BE PREPARED IN ACCORDANCE WITH THE APPROPRIATE NONENGINEERING REGULATIONS AND SHALL BE DRAWN AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR.
5. THE CONTRACTOR SHALL MAINTAIN, AT THE JOB SITE, A RECORD COPY OF ALL CONTRACTOR DRAWINGS AND SPECIFICATIONS ON WHICH ALL FIELD CHANGES ARE TO BE DRAWN. THESE DRAWINGS ARE TO BE INCORPORATED IN THE "AS-BUILT" SURVEY FURNISHED TO THE OWNER.
6. CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL REQUIRED PERMITS. THE CONTRACTOR SHALL MAINTAIN COPIES OF ALL RELEVANT PERMITS AVAILABLE ON THE JOB SITE AT ALL TIMES.
7. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION COMPANIES TO DETERMINE THE TYPE AND LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA OF CONSTRUCTION.
8. ROADWAY AND PARKING GRADES AND MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
9. ALL DISTURBED AREAS ARE TO BE SODDED.
10. SUBDIVISION HOMEOWNERS ASSOCIATION TO MAINTAIN STORMWATER POSTED STORMWATER RETENTION MAINTENANCE IS TO INCLUDE REMOVAL OF DEBRIS, SEDIMENT IN BASINS AND RETENTION POND EVERY TWO YEARS AND PERIODICALLY CLEANING OF BASIN BASINS.
11. INSTALLATION OF UTILITY SERVICES SHALL NOT BE ALLOWED WITHOUT PRIOR WRITTEN NOTICE AND APPROVAL BY THE LOCE.
12. NEW ASPHALTIC CONC. PAVT SHOULDER AND SIDEWALK DRAINAGE SHALL BE REMOVED IN FOR AT EACH SPOT AND NOTE. ASPHALTIC CONCRETE SIDEWALK DRAINAGE SHALL BE PROVIDED IN PRIOR FOR CONSTRUCTION.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
14. CONTRACTOR SHALL REFER TO GEOTECHNICAL REPORT PREPARED BY NODARSE & ASSOC. FOR AREAS WHERE THE PRIMARY SHORE MORE IS PRESENT IN THE PROJECT AVAILABLE. IN ARE ACCORDS, THE ORGANIC MATERIAL SHALL BE REMOVED AND REPLACED WITH CLEAN STRUCTURAL MATERIAL. THE MATERIAL TO BE PLACED TO MINIMUM ONE FOOT LIFTS AND COMPACTED TO 98 % OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
15. TRAFFIC CONTROL SIGNS TO BE IN ACCORDANCE WITH DOT STANDARDS AND SPECIFICATIONS.
16. ALL STOP SIGNS, SPEED LIMIT AND STREET NAME SIGNAGE TO BE PROVIDED BY THE DEVELOPER TO ORMOND BEACH SPECIFICATIONS AND THE DESIGNED STREET NAME AND STOP SIGN SHALL BE PROVIDED ON A SINGLE POST. STREET NAME SIGNS TO HAVE 4" HIGH LETTERING ALL TRAFFIC CONTROL SIGNS SHALL BE FABRICATED USING 3M STANDARD "ENGINEER" SHEETING (CONSTRUCTION GRADE) ON ALUMINUM BLANK BLANKS. ALUMINUM ALL STOP SIGNS SHALL BE 30" OCTAGONAL WITH LEGEND ON 12" SQUARE TO ORMOND BEACH PARKS SHT 5 STOP FOR ALL SIGNS SHALL BE SHOT 30" X 30". ALL WARNING SIGNS SHALL BE 30" X 30". ALL STREET NAME SIGNS SHALL BE 6" HIGHT WITH 4" HIGH WHITE LETTERS ON A GREEN BACKGROUND WITH A MINIMUM 24" LENGTH.
17. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF ORMOND BEACH LAND DEVELOPMENT CODE REQUIREMENTS.
18. THE LANDSCAPE AND IRRIGATION PLAN IS PREPARED IN ACCORDANCE WITH THE CITY OF ORMOND BEACH LAND DEVELOPMENT CODE AND SUBMITTED WITH THE FINAL PLAT APPROVAL.
19. ALL GROUND SIGN STYLES, MATERIALS, ENTRY FEATURE AND MONUMENT SIGNS SHALL BE LANDSCAPED AND IRRIGATED IN ACCORDANCE WITH THE PARKING USE OF EACH AREA.
20. SUBDIVISION IS A PRIVATE GATED SUBDIVISION. THE HOMEOWNER'S ASSOCIATION WILL MAINTAIN ALL INTERNAL ROADS & DRIVES.
21. ALL FINISH FLOOR ELEVATIONS TO BE 18" ABOVE CENTERLINE OF ADJACENT STREET.
22. ALL INDIVIDUAL LOT FENCES SHALL BE 4' OR 6' IN HEIGHT AND BE MADE OF SIMILAR STYLE, MATERIALS AND COLOR. THE FENCE IS ACCOMPANIED BY THE DEVELOPER AND DIRECTORS.
23. LIFT STATION LOCATION TO BE DETERMINED WITH THE FINAL PLAT.
24. LOCATION OF WELL SITES TO BE DETERMINED THROUGH SPRC.
25. IF ANY BUFFER TERRITORIES ARE FOUND NON-SITE, HOLDERS AND/OR INTERIOR MONUMENTS OF THE CITY OF ORMOND BEACH SHALL BE SATISFIED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

LEGAL DESCRIPTION (THIS IS A NEW DESCRIPTION)

A PORTION OF THE SOUTH 1/2 (HALF) OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, MORE MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE, COMMENCE AT A CONCRETE MONUMENT MARKING THE SOUTHEAST CORNER OF SAID SECTION 26, MORE FULL NORTH 00°07'00" EAST, ALONG THE EAST LINE OF SAID SECTION 26, A DISTANCE OF 2634.74 FEET TO AN INTERSECTION WITH THE NORTHERLY TWENTY-FIVE-FOOT LINE OF THE 200-FOOT WIDE PUBLIC RIGHT-OF-WAY OF FLORIDA STATE ROAD 100, AS SHOWN ON THE STATE OF FLORIDA, STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP, RECORD MAPS-FINAL, SECTION 26000 MAPS 10, 11A, SHEETS 2, 3 AND 14 OF 14, SAID MAPS LYING ON A BASIS, CONCRETE MONUMENTS, TRUNCATED AND NORTHERLY ALONG SAID RIGHT-OF-WAY LINE, ALONG A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 11396.28 FEET, AN ARC DISTANCE OF 1000.00 FEET, AN INTERSECTION WITH A LINE 1270.00 FEET, MEASURED AT RIGHT ANGLES TO THE SOUTHERLY LINE OF THE NORTH 1/2 (HALF) OF SAID SECTION 26, AND A CHORD BEARING OF NORTH 00°34'00" WEST, TO THE POINT OF TANGENCY THEREOF; THENCE RUN NORTH 00°34'00" WEST FOR 1000 FEET, ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SAID SECTION 26, ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SECTION 26, A DISTANCE OF 1000.00 FEET TO AN INTERSECTION WITH A LINE 1270.00 FEET, MEASURED AT RIGHT ANGLES TO THE SOUTHERLY LINE OF THE NORTH 1/2 (HALF) OF SAID SECTION 26, ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SAID SECTION 26, A DISTANCE OF 1270.00 FEET TO AN INTERSECTION WITH A LINE 1000 FEET, MEASURED AT RIGHT ANGLES TO THE SOUTHERLY LINE OF THE NORTH 1/2 (HALF) OF SAID SECTION 26, AND A CHORD BEARING OF NORTH 00°34'00" WEST, TO THE POINT OF TANGENCY THEREOF; THENCE RUN NORTH 00°34'00" WEST FOR 1000 FEET, ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SECTION 26, A DISTANCE OF 1000





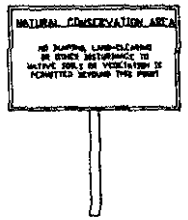
TYPICAL LITTORAL PLANTING SECTION
N.T.S.

LITTORAL PLANTINGS

ZONE A - UPLAND	MYRTINA BAHEN (SAND CORD GRASS)	36" ON CENTER
ZONE B - TRANSITIONAL	PONTEDERIA CORDATA (PICKERELWEED)	36" ON CENTER
ZONE C - AQUATIC	SAGITTARIA GUYANENSIS (ARROWHEAD)	36" ON CENTER

WETLANDS IMPACTS TABULATION

WETLAND	CLASS	WETLAND AREA	TOTAL WETLAND SYSTEM	WETLAND IMPACT	BUFFER IMPACT	TOTAL WETLAND SYSTEM IMPACT	MITIGATION REQUIRED (UPLAND PRESERVATION)
WETLAND A	CLASS I	2.2729 AC.	3.4348 AC.	0 AC.	0 AC.	0 AC. / 0%	0 AC.
WETLAND D	CLASS II	0.5328 AC.	1.5480 AC.	0.0918 AC.	0.0630 AC.	0.1548 AC. / 10%	0.1548 AC. @ 1:1 = 0.1548 AC.
WETLAND E	CLASS II	0.0888 AC.	0.2750 AC.	0 AC.	0 AC.	0 AC. / 0%	0 AC.
WETLAND B	CLASS IV	0.1784 AC.	0.1784 AC.	0.1784 AC.	N/A	0.1784 AC. / 100%	0.1017 AC. @ AC=0.1017 AC.
WETLAND C	CLASS III	0.2879 AC.	0.5335 AC.	0.0314 AC.	0.0703 AC.	0.1017 AC. / 19%	
TOTALS		3.3606 AC.		0.3018 AC.			TOTAL MITIGATION REQ'D.= 0.2565 AC. TOTAL MITIGATION PROVIDED= 0.3820 AC. *



POSTED CONSERVATION EASEMENT SIGN DETAIL (TYP.)

LEGEND:

- DEVELOPMENT AREA (19.70 ACRES)
- WETLANDS IMPACTS = SEE CHART
- UPLAND BUFFER IMPACTS = SEE CHART
- AREAS TO REMAIN NATURAL = 4.322 ACRES±
- COMMON OPEN SPACE 0.04 ACRES±
- FLOOD ZONE BOUNDARY

RECREATIONAL FACILITIES TABULATION

INDOOR RECREATION AREA REQ'D (@ 30SF / UNIT X 59 UNITS)	= 1,770 SF
INDOOR RECREATION PROVIDED	= 1,770 SF
OUTDOOR RECREATION AREA REQ'D ((@ 60SF) / UNIT X 59 UNITS)	= 3,540 SF
OUTDOOR RECREATION PROVIDED	= 3,600 SF

AREAS TO REMAIN NATURAL

TOTAL DEVELOPABLE AREA	= 19.70 ACRES
NATURAL AREA REQUIRED	= 3.94 ACRES (20%)
NATURAL AREA PROVIDED	= 4.322* ACRES (22%)

COMMON OPEN SPACE TABULATION

COMMON OPEN SPACE REQUIRED (@ 30SF / UNIT X 59 UNITS) = 1770 SF

COMMON OPEN SPACE PROVIDED = 1770 SF

* FOR CLARITY, THE ACTUAL MITIGATION AREA HAS NOT BEEN IDENTIFIED. THE BALANCE OF THE NATURAL PRESERVATION AREA (ABOVE THE MINIMUM 3.94 AC. REQUIRED) WILL BE PRESERVED TO SATISFY THE MITIGATION REQUIREMENTS.

5	10-30-00	REVISED LAYOUT TO INCLUDE 59 UNIT	RL/BW
4	12-4-00	REVISED PER CITY OF ORMOND BEACH COMMENTS DATED 11-3-00	RL/BW
3	11-22-00	REVISED PER WETLAND INFORMATION	RL/BW
2	11-16-00	REVISED PER STAFF COMMENTS DATED 11-3-00	RL/BW
1	10-26-00	REVISED PER STAFF COMMENTS DATED 10-26-00	RL/BW
REV.	DATE	REVISION	BY

REVISIONS

TUSCANY
PLANNED RESIDENTIAL DEVELOPMENT
OVERALL DEVELOPMENT PLAN

CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
76 South Yelp Avenue Suite, Ormond Beach, Florida 32174
(386) 677-2404 Fax 677-6806
ENGINEERS · PLANNERS · LANDSCAPE ARCHITECTS

PROJECT NO. 00001 | DATE PREPARED 9-12-00 | DRAWN BY: BW | CHECKED BY: RBL | SCALE: 1"=100' | SHEET 1 OF 1 | FILE LOCATION: 15-2

EXHIBIT "B"
PAGE 2 OF 6

BOOK: 5024
PAGE: 4322

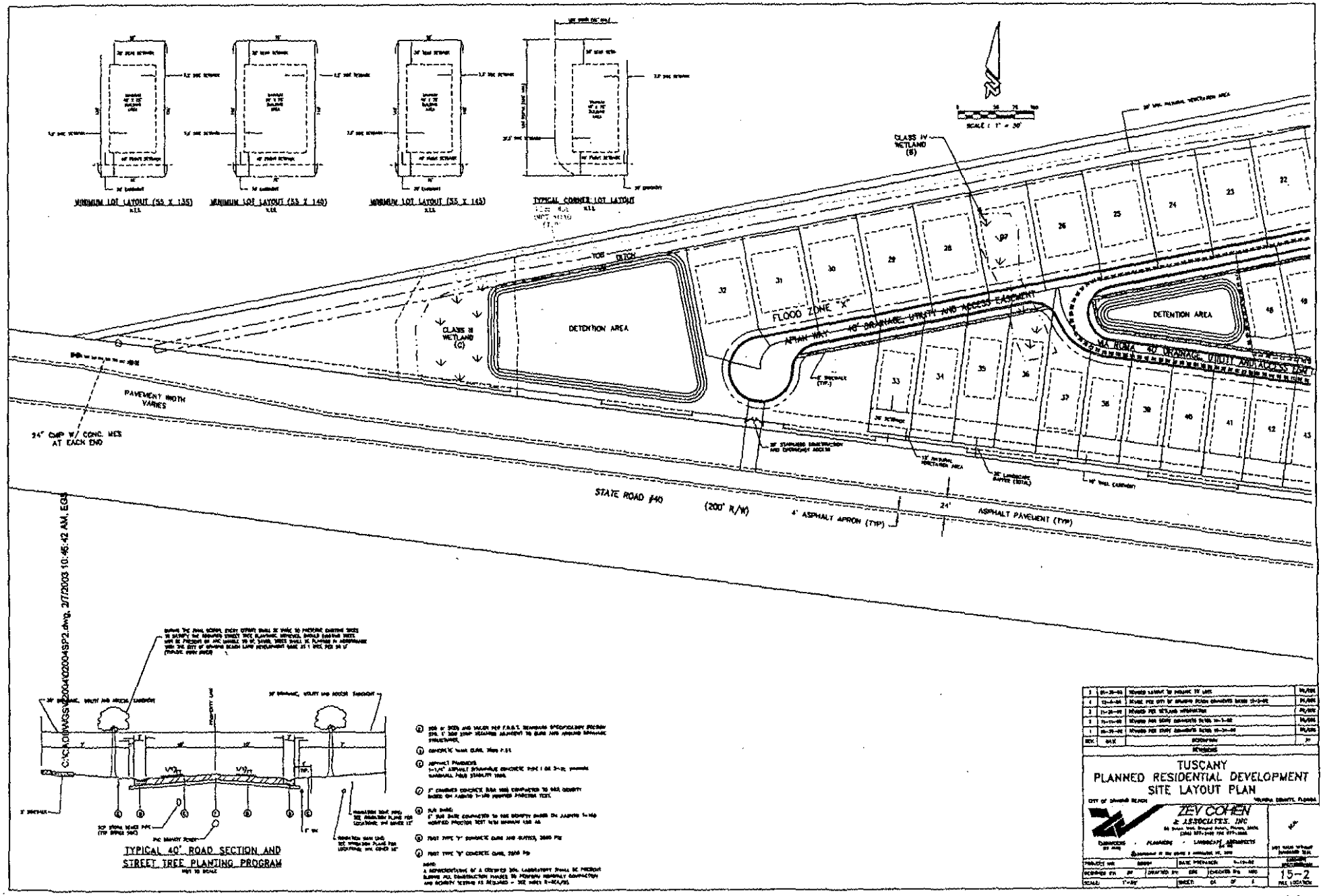


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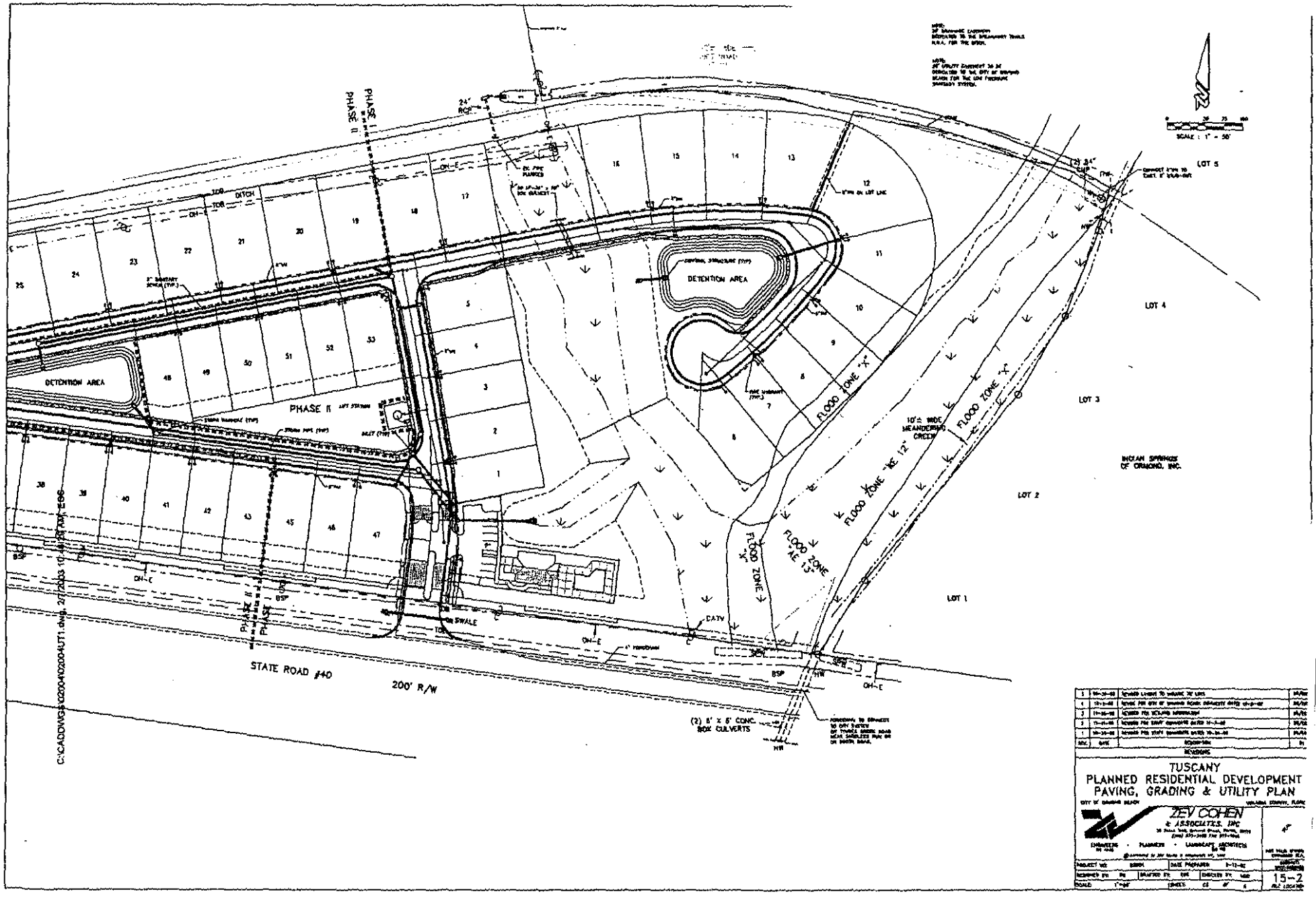
EXHIBIT "B"
PAGE 3 OF 6

BOOK: 5024
PAGE: 4323



REV.	DATE	DESCRIPTION	BY
1	10-30-02	REVISED LAYOUT TO SHOWN 30' LOTS	
2	11-1-02	REVISED PER CITY OF ORMOND BEACH COMMENTS DATED 10-9-02	
3	11-26-02	REVISED PER SCALING MEMORANDUM	
4	11-27-02	REVISED PER STAFF COMMENTS DATED 11-1-02	
5	12-12-02	REVISED PER STAFF COMMENTS DATED 12-12-02	

REVISIONS

TUSCANY
PLANNED RESIDENTIAL DEVELOPMENT
PAVING, GRADING & UTILITY PLAN

CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

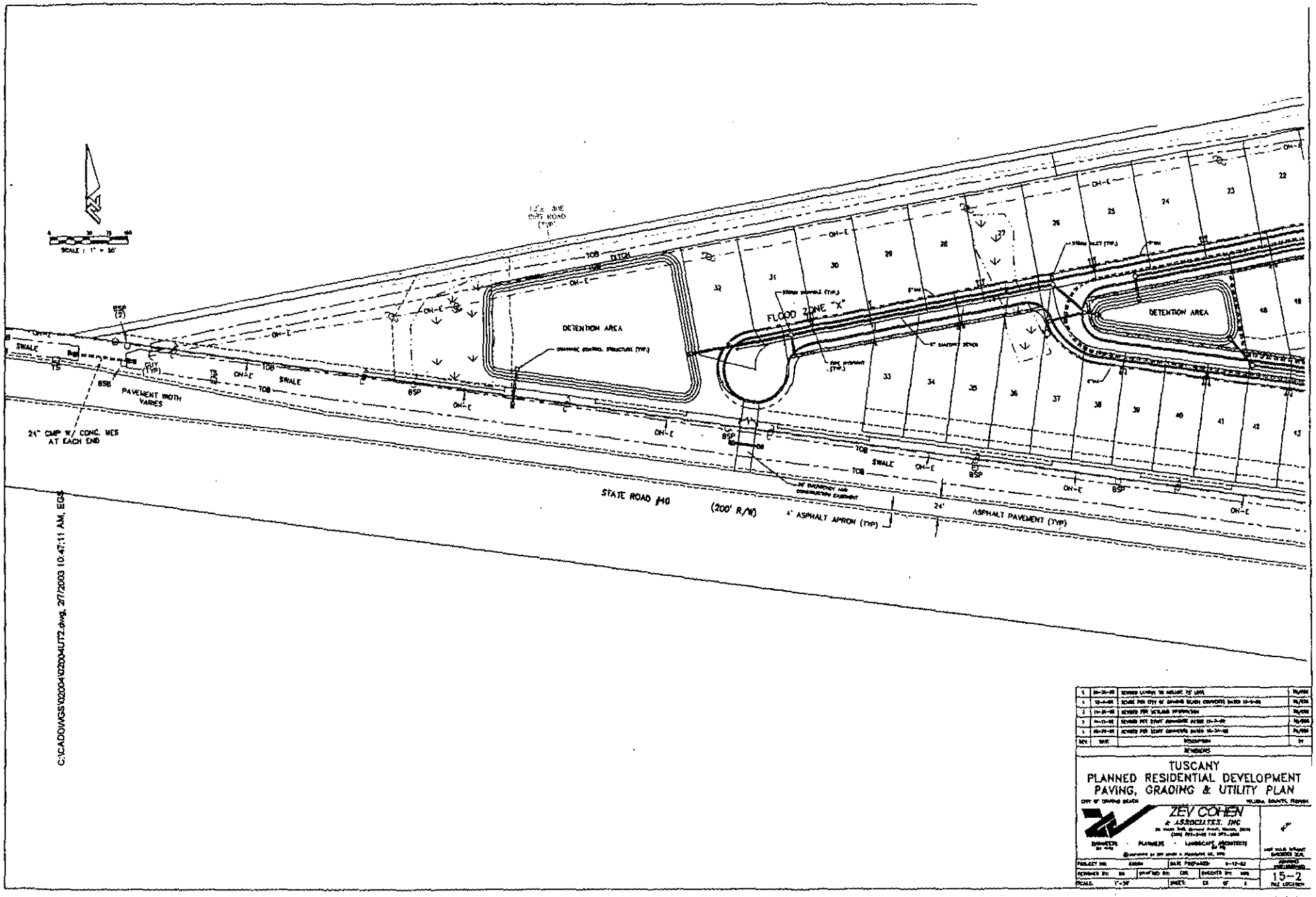
ZEV COHEN & ASSOCIATES, INC.
ENGINEERS · PLANNERS · LANDSCAPE ARCHITECTS

PROJECT NO.	02004	DATE PREPARED	9-12-02
DESIGNED BY	RB	DRAWN BY	RB
SCALE	1"=50'	CHECKED BY	MB

15-2

EXHIBIT "B"
PAGE 4 OF 6

BOOK: 5024
Page: 4324



NO.	DATE	DESCRIPTION	BY
6	01-31-03	REVISED LAYOUT TO INCLUDE 20' LOTS	RG/DRK
5	12-4-02	REVISE PER CITY OF DAYTONA BEACH COMMENTS DATED 12-2-02	RG/DRK
4	11-21-02	REVISED PER VOLUSIA INTERVENTION	RG/DRK
3	11-7-02	REVISED PER STAFF COMMENTS DATED 11-1-02	RG/DRK
2	10-21-02	REVISED PER STAFF COMMENTS DATED 10-11-02	RG/DRK
1	09-30-02	REVISED PER STAFF COMMENTS DATED 9-24-02	RG/DRK

REVISIONS

TUSCANY
PLANNED RESIDENTIAL DEVELOPMENT
PAVING, GRADING & UTILITY PLAN

CITY OF DAYTONA BEACH — VOLUSIA COUNTY, FLORIDA

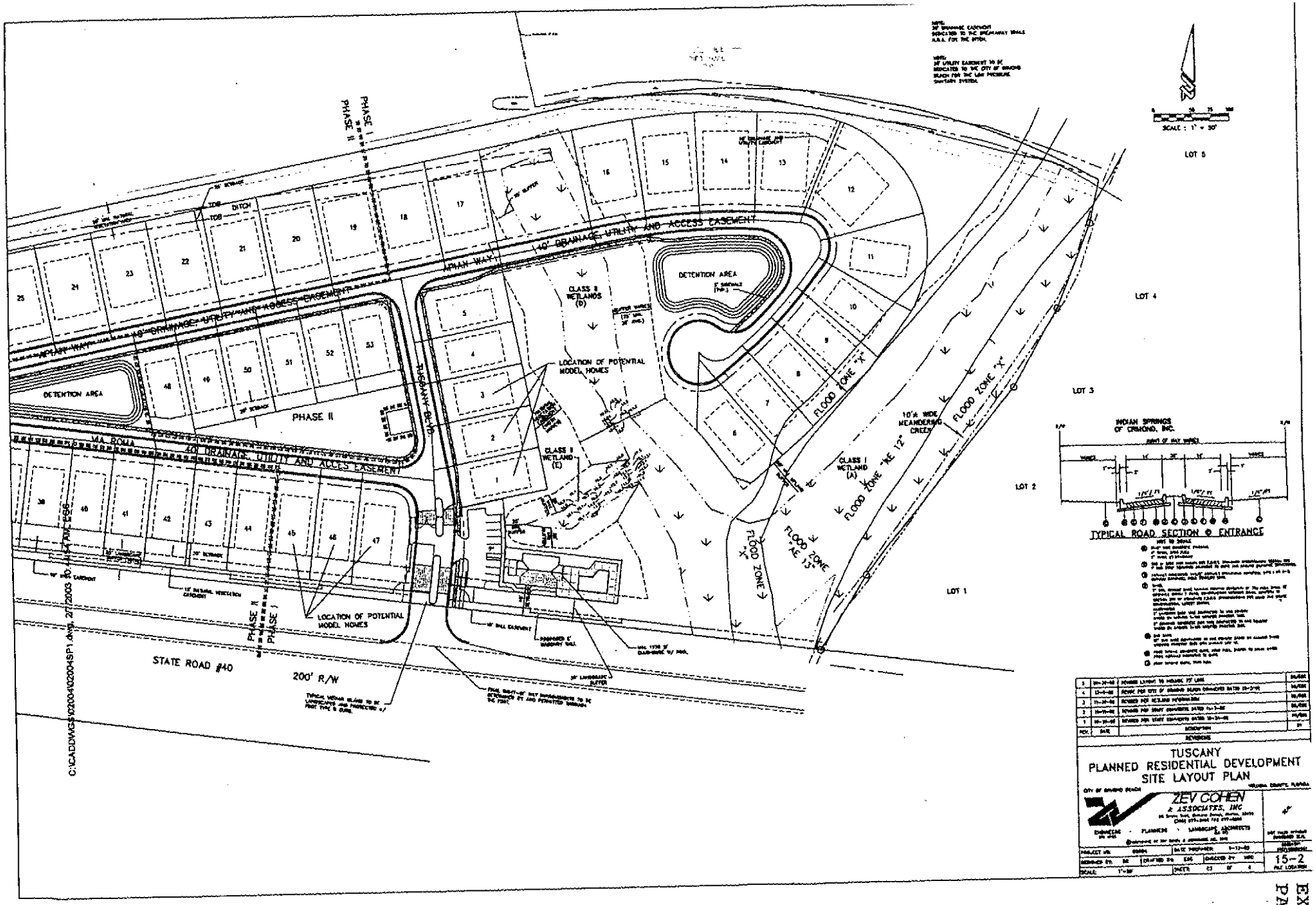
ZEV COHEN & ASSOCIATES, INC.
ENGINEERS · PLANNERS · LANDSCAPE ARCHITECTS

PROJECT NO.	020004	DATE PREPARED:	9-12-02
DRAWN BY:	DG	CHECKED BY:	CDR
SCALE:	1"=50'	SHEET:	C3 OF 6

1" — LAND VALUE ADJUSTMENT BOARD SEAL — APPROVED PRELIMINARY — 15-2 FILE LOCATION

EXHIBIT "B"
PAGE 5 OF 6

BOOK: 5024
Page: 4325



BOOK: 5024
PAGE: 4326
Diane M. Matousek
Volusia County, Clerk of Court

Exhibit D

Plat Ordinance

ORDINANCE NO. 2004-30

AN ORDINANCE APPROVING THE PRELIMINARY AND FINAL PLAT FOR "TUSCANY" PLANNED RESIDENTIAL DEVELOPMENT; ESTABLISHING CONDITIONS AND EXPIRATION DATES OF APPROVAL; AUTHORIZING THE PLACEMENT OF OFFICIAL TRAFFIC CONTROL DEVICES; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The City Commission hereby approves the preliminary and final plat of "Tuscany," a Planned Residential Development as depicted on Exhibit "A" hereto and subject to compliance with the following conditions:

(a) That all of the following items shall be completed prior to recordation of the final plat:

1. All inspection fees shall be paid;

2. Performance bonds shall be provided in amounts to be determined by the City Engineer, and in a form to be approved by the City Attorney, all in accordance with Article XVII of the *Land Development Code;*

3. All applicable requirements of Chapter 177, *Florida Statutes* must be satisfied; and

4. The applicant shall comply with the following final site plan conditions of the Site Plan Review Committee:

a. Clarify detail of wall along SR40, add note that wrought iron is envisioned in some areas to preserve on-site trees.

b. The applicant and staff have agreed to defer the construction of the clubhouse and entry pavers until the 30th building permit. The purpose of allowing the clubhouse to be deferred is so that construction traffic does not impact the pavers and to allow the subdivision to be partially built to utilize the clubhouse facilities. No building permits will be issued after the 30th unless the clubhouse is under construction.

Landscape Architect comments:

c. Provide irrigation plan for review.

d. Show the approximate location of the gopher tortoise burrow on the wetlands map.

e. The City of Ormond Beach should be copied on all correspondence pertaining to the gopher tortoise.

f. Clarify graphically and in writing the extent of common areas and easements. Suggest breaking common areas into tracts (A through I) that can be more clearly defined and delimited as to area, purpose, and dedication.

g. **Sheet C20**: Provide City Standard Water Service detail; double water services are not allowed without a separate means for irrigation.

h. **Off-Site Force Main**: Provide specifications for HDD, and include language on tracking and as-builts.

i. The maximum size for the proposed wall signage is 32 square feet.

j. The water main on Apian Way cul-de-sac must be looped.

k. The latest automatic air release valve, Standard Detail S-10B must be provided.

SECTION TWO. In accordance with that Development Order approved by Resolution No. 2002-17 and Section 17.01(D)4 of the *Land Development Code*, which Development Order has been recorded in Official Records Book 5024 Pages 4310 through 4326 inclusive in the Public Records of Volusia County, Florida the approval hereby granted shall automatically expire and become void unless the following conditions are met:

(a) The final plat is recorded by August 18, 2004, in accordance with Paragraph E of that Development Order;

(b) Site development permit to be issued within eighteen (18) months from date of recording the final plat; and

(c) Construction begins, under a valid site development permit within two (2) years of recording the final plat.

SECTION THREE. The placement of all official traffic control devices within "Tuscany," a Planned Residential Development, in accordance with the final approved plans and specifications therefor, is hereby authorized and approved by the City Commission.

SECTION FOUR. In the event of any conflict between this Ordinance and any prior ordinance, this Ordinance shall control to the extent of such conflict.

SECTION FIVE. This Ordinance shall take effect immediately upon its adoption.

PASSED UPON at the first reading of the City Commission, this 6th day of July, 2004.

PASSED UPON at the second and final reading of the City Commission, this 20th day of July, 2004.

Fred Costello

FRED COSTELLO
Mayor

ATTEST:

Veronica Patterson

VERONICA PATTERSON
City Clerk

LEGAL DESCRIPTION (This is a NEW description)
(***OVERALL DEVELOPMENT DESCRIPTION****)

A portion of the South one-half of Section 26, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows; As a Point of Reference, commence at a concrete monument marking the Southeast corner of said Section 26; thence run North 00°21'57" East, along the East line of said Section 26, a distance of 349.15 feet to an intersection with the Northerly right-of-way line of the 200-foot wide right-of-way of Florida State Road #40, as shown on the State of Florida State Road Department Right-of-Way Map, Section 79100-2503, revision dated March 19, 1964, sheets 3, 13 and 14 of 18, said point lying on a curve, concave Northerly; thence run Northerly and Westerly, along said curved right-of-way line, having a radius of 2794.00 feet, an arc distance of 656.57 feet, or through a central angle of 13°27'51", having a chord distance of 655.06 feet, and a chord bearing of North 89°12'58" West, to the Point of Tangency thereof; thence run North 82°29'02" West (North 81°50'50" West per said right-of-way map), along the Northerly right-of-way line of said State Road #40, a distance of 568.03 feet to an intersection with the centerline of a natural creek, said point being the Southwesterly corner of that parcel of land deeded from Patricia Lagoni, as Trustee under Trust IDI-4, to Indian Springs of Ormond, Inc., as described in Official Records Book 4247, Page 1345, of the Public Records of Volusia County, Florida, said point being the POINT OF BEGINNING of this description; thence continue North 82°29'02" West, along the Northerly right-of-way line of said State Road #40, a distance of 2416.81 feet to an intersection with the Southerly line of CARRIAGE CREEK AT BREAKAWAY TRAILS, as per map recorded in Map Book 41, pages 119-120, of the Public Records of Volusia County, Florida; thence run North 79°25'16" East, along the Southerly boundary of said CARRIAGE CREEK AT BREAKAWAY TRAILS and the Southerly line of BREAKAWAY TRAILS PHASE 1, UNIT 1, as per map recorded in Map Book 41, Pages 29-32,, of the Public Records of Volusia County, Florida, a distance of 2131.03 to the Point of Curvature of a curve to the right; thence run Southerly and Easterly, along said curved Southerly boundary line,
having a radius of 1022.24 feet, an arc distance of 706.95 feet, or through a central angle of 39°37'26", having a chord distance of 692.95 feet, and a chord bearing of South 80°46'01" East, to an intersection with the centerline of the aforementioned natural creek, being also the Westerly line of INDIAN SPRINGS, as per map recorded in Map Book 47, Pages 10 and 11, of the Public Records of Volusia County, Florida; thence run Southerly and Westerly, along the centerline of said natural creek and the Westerly line of said INDIAN SPRINGS, the following courses and distances:
thence run South 14°04'17" West a distance of 56.92 feet;
thence run South 22°55'08" West a distance of 117.91 feet;
thence run South 31°18'08" West a distance of 117.03 feet;
thence run South 40°07'22" West a distance of 310.26 feet;
thence run South 33°11'37" West a distance of 113.68 feet to the POINT OF BEGINNING of this description, said parcel containing 24.52 acres, more or less, and being subject to any easements or rights-of-way of record.

TUSCANY

A PART OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

VICINITY MAP

NOTES:

1. ■ - INDICATES P.R.M. (PERMANENT REFERENCE MONUMENT) (SET 4"x4" CONCRETE MONUMENT WITH 1-1/4" ALUMINUM CAP #6820)
2. ● - INDICATES P.C.P. (PERMANENT CONTROL POINT) SET 3/8" IRON ROD & ALUMINUM CAP #6820
3. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
4. BEARINGS ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83, FROM BRAKEMAN STATIONS (-R) 21 A-20 AND (-R) 11 A-28, WITH THE HORIZONTAL NORTH LINE OF THE SOUTHWEST 1/4 OF SECTION 26=14-31 HAVING A BEARING OF N88°54'41"E.
5. CONSERVATION EASEMENTS ARE DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. CONSERVATION EASEMENTS ALLOW FOR NO SMOKING, FILLING OR DISTURBANCES OF NATURAL GROWTH AND CONSTRUCTION OR STRUCTURES OF ANY KIND, EXCEPT THOSE FACILITIES THAT HAVE BEEN APPROVED AND DONATED BY THE APPROPRIATE GOVERNMENTAL AGENCIES AS PART OF THE APPROVED SITE PLAN.
6. A 7.5 FOOT SIDEYARD AND 10 FOOT REAR YARD STORM DRAINAGE EASEMENT IS HEREBY RESERVED ON ALL LOTS.
7. A 10 FOOT EASEMENT FOR UTILITIES AND MAINTENANCE IS HEREBY RESERVED ALONG THE REAR LINE OF ALL LOTS.
8. THE FLOOD ZONES SHOWN ARE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP (FIRM) 12127C0184 H, DATED FEBRUARY 19TH, 2003. ALL FLOOD ZONE MAPS ARE SUBJECT TO CHANGE BY FEMA AND THE INFORMATION SHOWN ON THIS PLAT SHOULD BE VERIFIED WITH THE CITY OF ORMOND BEACH BEFORE BEING USED IN ANY WAY.
9. THE 15 FOOT DRAINAGE AND ACCESS EASEMENT ALONG THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION AND THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION. MAINTENANCE OF THE ROAD PORTION IS THE RESPONSIBILITY OF THE TUSCANY HOMEOWNERS ASSOCIATION.
10. THE VARIABLE WIDTH DRAINAGE ACCESS, AND UTILITY EASEMENT 15' SOUTH OF THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION AND THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION, SUBJECT TO THE CONSERVATION EASEMENTS DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. MAINTENANCE OF THE DITCH AND ROAD PORTION IS THE RESPONSIBILITY OF THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION AND THE CITY OF ORMOND BEACH IS RESPONSIBLE FOR THE MAINTENANCE OF THE UTILITIES.
11. THE 20 FOOT DRAINAGE AND CONSERVATION EASEMENT 10' SOUTH OF THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION SUBJECT TO THE CONSERVATION EASEMENTS DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. MAINTENANCE OF THIS EASEMENT IS TO BE MAINTAINED BY THE TUSCANY HOME OWNERS ASSOCIATION.
12. INGRESS/EGRESS, UTILITY AND DRAINAGE EASEMENTS ARE DEDICATED BY THIS PLAT FOR ROADWAYS AND SHALL BE OWNED AND MAINTAINED BY THE TUSCANY HOMEOWNERS ASSOCIATION.

PREPARED BY:
A.A. WILBERT JR., LAND SURVEYING, INC.
544-A WINE COURT ORMOND BEACH, FLORIDA 32176-4841
(386) 676-9484

LEGAL DESCRIPTION (This is a NEW description)
(****OVERALL DEVELOPMENT DESCRIPTION****)

A portion of the South one-half of Section 26, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: As a Point of Reference, commence at a concrete monument marking the Southeast corner of said Section 26; thence run North 00°21'37" East, along the East line of said Section 26, a distance of 349.15 feet to an intersection with the Northerly right-of-way line of the 200-foot wide right-of-way of Florida State Road #40, as shown on the State of Florida State Road Department Right-of-Way Map, Section 79100-2503, revision dates March 18, 1984, sheets 3, 13 and 14 of 18, said point lying on a curve, concave Northerly; thence run Northerly and Westerly, along said curved right-of-way line, having a radius of 2794.00 feet, an arc distance of 656.57 feet, or through a central angle of 13°27'31", having a chord distance of 655.06 feet, and a chord bearing of North 89°12'58" West, to the Point of Tangency thereof; thence run North 82°29'02" West (North 81°30'30" West per said right-of-way map), along the Northerly right-of-way line of said State Road #40, a distance of 368.03 feet to an intersection with the centerline of a natural creek, said point being the Southwesterly corner of that parcel of land deeded from Patricia Legault, as Trustee under Trust 01-4, to Indian Springs of Ormond, Inc., as described in Official Records Book 4247, Page 1345, of the Public Records of Volusia County, Florida; said point being the POINT OF BEGINNING of this description; thence continue North 82°29'02" West, along the Northerly right-of-way line of said State Road #40, a distance of 2416.81 feet to an intersection with the Southerly line of CARRIAGE CREEK AT BREAKAWAY TRAILS, as per map recorded in Map Book 41, pages 118-120, of the Public Records of Volusia County, Florida; thence run North 79°25'16" East, along the Southerly boundary of said CARRIAGE CREEK AT BREAKAWAY TRAILS and the Southerly line of BREAKAWAY TRAILS PHASE 1, UNIT 1, as per map recorded in Map Book 41, Pages 28-32, of the Public Records of Volusia County, Florida, a distance of 2131.03 to the Point of Curvature of a curve to the right; thence run Southerly and Easterly, along said curved Southerly boundary line,
having a radius of 1022.24 feet, an arc distance of 706.95 feet, or through a central angle of 39°37'28", having a chord distance of 692.95 feet, and a chord bearing of South 80°46'01" East, to an intersection with the centerline of the aforementioned natural creek, being also the Westerly line of INDIAN SPRINGS, as per map recorded in Map Book 47, Pages 10 and 11, of the Public Records of Volusia County, Florida; thence run Southerly and Westerly, along the centerline of said natural creek and the Westerly line of said INDIAN SPRINGS, the following courses and distances:
thence run South 14°04'17" West a distance of 58.92 feet;
thence run South 22°55'08" West a distance of 117.91 feet;
thence run South 31°18'08" West a distance of 117.03 feet;
thence run South 40°07'22" West a distance of 310.25 feet;
thence run South 33°11'37" West a distance of 113.68 feet to the POINT OF BEGINNING of this description, said parcel containing 24.52 acres, more or less, and being subject to any easements or rights-of-way of record.

13. UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, SEWER, WATER, STORMWATER, GAS IRRIGATION, SECURITY, TELEPHONE, ELECTRIC AND CABLE TV SYSTEMS.
14. SANITARY SEWER, LIFT STATION AND WATER MAINS SHALL BE OWNED AND MAINTAINED BY THE CITY OF ORMOND BEACH.
15. NO BUILDING SHALL BE ALLOWED WITHIN ANY EASEMENT ON THIS PLAT.
16. THE NATURAL VEGETATION EASEMENTS SHALL NOT HAVE ANY CLEARING, EITHER MECHANICAL OR MANUAL.

CERTIFICATE OF APPROVAL

This is to certify that on the _____ day of _____, 2004, this plat was approved.

By: _____
City Engineer, City of Ormond Beach

This is to certify that on the _____ day of _____, 2004, this plat was approved.

By: _____
City Attorney, City of Ormond Beach

CERTIFICATE OF APPROVAL BY THE CITY COMMISSION

This is TO CERTIFY, that on the _____ day of _____, 2004, the Ormond Beach City Commission approved the foregoing plat.

_____ Mayor
Printed Name: Fred Costello

_____ City Clerk
Printed Name: Yvonne Patterson

PLAT BOOK____, PAGE_____

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE TUSCANY, LLC, BEING THE OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED IN THE ATTACHED PLAT ENTITLED "TUSCANY", LOCATED IN THE CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA, DOES HEREBY DEDICATE THE LANDS AND PLAT FOR THE USES AND PURPOSES SHOWN EXPRESSED AND DEDICATED ALL UTILITY EASEMENTS TO THE CITY OF ORMOND BEACH FOR PROPER PURPOSES. ALL INGRESS AND EGRESS EASEMENTS AND ALL COMMON AREAS ARE HEREBY DEDICATED TO THE "TUSCANY PROPERTY OWNERS ASSOCIATION".
AND FURTHER DEDICATES A PERPETUAL NON-EXCLUSIVE EASEMENT OVER AND UPON ALL INGRESS AND EGRESS EASEMENTS SHOWN THEREON FOR THE OFFICIAL INGRESS AND EGRESS OF EMERGENCY VEHICLES AND GOVERNMENT OFFICIALS.

IN WITNESS WHEREOF, VINCENT VISCOMI AND WILLIAM C. HUNSARD HAVE CAUSED THESE PRESENTS TO BE EXECUTED IN THEIR NAME, AND HEREUNTO SET THEIR NAMES AND SEAL ON THIS _____ DAY OF _____, 2004.

SIGNED: _____
VINCENT VISCOMI

SIGNED: _____
WILLIAM C. HUNSARD

SIGNED, SEALED & DELIVERED IN THE PRESENCE OF:

_____ _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

THIS IS TO CERTIFY THAT ON _____, 2004, BEFORE ME, AN OFFICER DULY AUTHORIZED TO TAKE ACKNOWLEDGEMENTS IN THE STATE AND COUNTY AFORESAID, PERSONALLY APPEARED VINCENT VISCOMI AND WILLIAM C. HUNSARD, TO ME KNOWN TO BE THE PERSONS WHO EXECUTED THE FOREGOING DEDICATION AND SEVERALLY ACKNOWLEDGED THE EXECUTION THEREOF, THEY ARE KNOWN TO ME PERSONALLY AND HAVE TAKEN OATH.
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL ON THE ABOVE DATE.

_____ MY COMMISSION EXPIRES: _____
NOTARY PUBLIC COMMISSION NO.: _____
STATE OF FLORIDA AT LARGE

JOINDER AND CONSENT TO DEDICATION

Southern Community Bank a Florida Corporation, hereby certifies that it is the holder of a mortgage, lien, or other encumbrance upon the property shown and described hereon as the plat entitled " TUSCANY ", located in the city of Ormond Beach, Volusia County, Florida, and hereby joins and consents to the dedication of the lands and plat and agrees that its mortgage, lien or other encumbrance which is recorded in Official Records Book _____, Page _____ of the Public Records of Volusia County, Florida, shall be subordinated to the said dedication.

Signed & Sealed
In the presence of:

_____ By: _____
Printed Name: Printed Name:

_____ Title: _____
Printed Name:

_____ Attest: _____
Printed Name: Printed Name:

_____ Title: _____
Printed Name:

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 2004, by _____ and _____ respectively of Southern Community Bank a Florida Corporation. They are personally known to me or have produced _____ as identification and have/_____ or have not _____ taken an oath.

_____ My commission expires:
Notary Public Title/Rank:
State of Florida at Large Commission Number:

CERTIFICATE OF SURVEYOR

I hereby certify that this is a true and correct representation of the lands surveyed, that the survey was made under my supervision direction and supervision, and that the survey data contained herein complies with all of the requirements of Chapter 177 of the Florida Statutes. I hereby certify that I have complied with the requirements of Chapter 177.091(7) regarding "permanent reference monuments," that land is located within the city of Ormond Beach, Volusia County, Florida, and that I am a professional surveyor and mapper pursuant to Section 177.091 of the Florida statutes.

_____ Professional Surveyor & Mapper
Printed Name: Andrew A. Wilbert, Jr.

Registration Number 3520
A.A. WILBERT, JR., LAND SURVEYING, INC.
544-A Wine Court
Ormond Beach, Florida 32176-4841
Certificate of Authorization Number LB 4267

CERTIFICATE OF REVIEW

I hereby certify that I am a professional surveyor and mapper, either employed by or under contract with the City of Ormond Beach, Florida, and I have reviewed the survey and plat for conformity to Chapter 177 of the Florida Statutes and I hereby certify that said survey and plat comply with the requirements of Chapter 177 of the Florida Statutes.

_____ Professional Surveyor & Mapper
Printed Name

Registration Number: _____

Certificate of Authorization Number (if any): _____

CERTIFICATE OF APPROVAL OF CIRCUIT COURT

I hereby certify that I have examined the foregoing plat and find that it complies in form with all of the requirements of Chapter 177, Florida statutes as

File Number

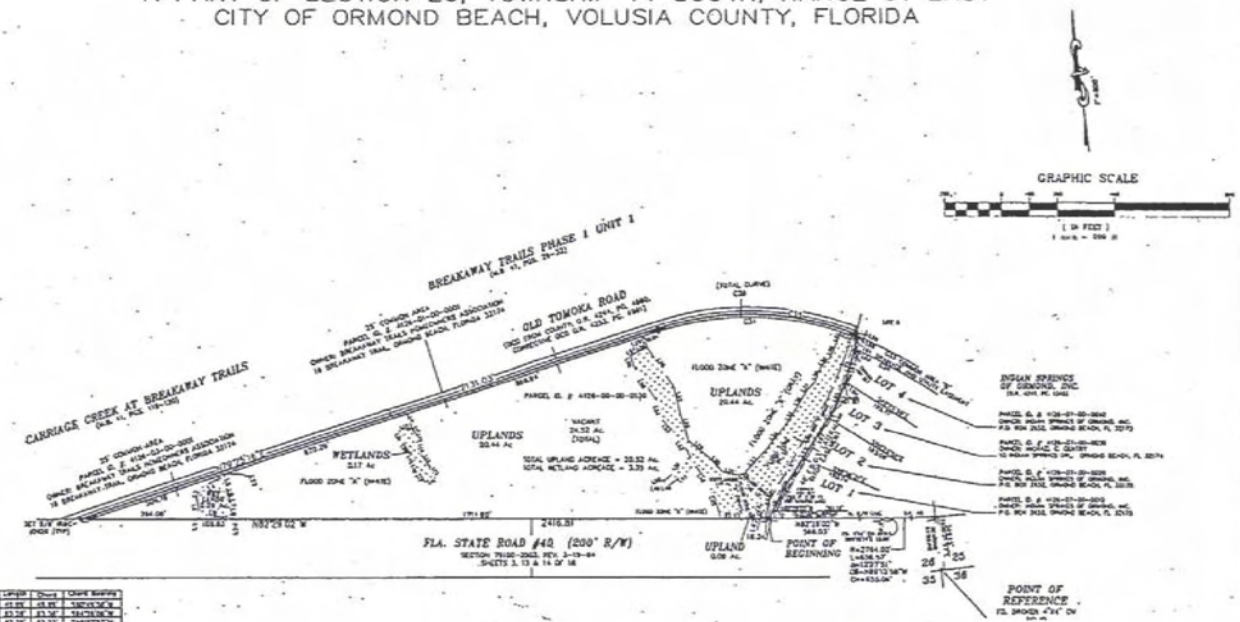
_____
Clerk of the Circuit Court of Volusia County, Florida.

SHEET 1 OF 4 SHEETS

MAP BOOK_____ PAGE_____

TUSCANY

A PART OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA



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L151	[illegible]	[illegible]
L152	[illegible]	[illegible]

PREPARED BY
A.A. WILBERT JR. LAND SURVEYING, INC.
[illegible] ORMOND BEACH, FLORIDA [illegible]
[illegible]

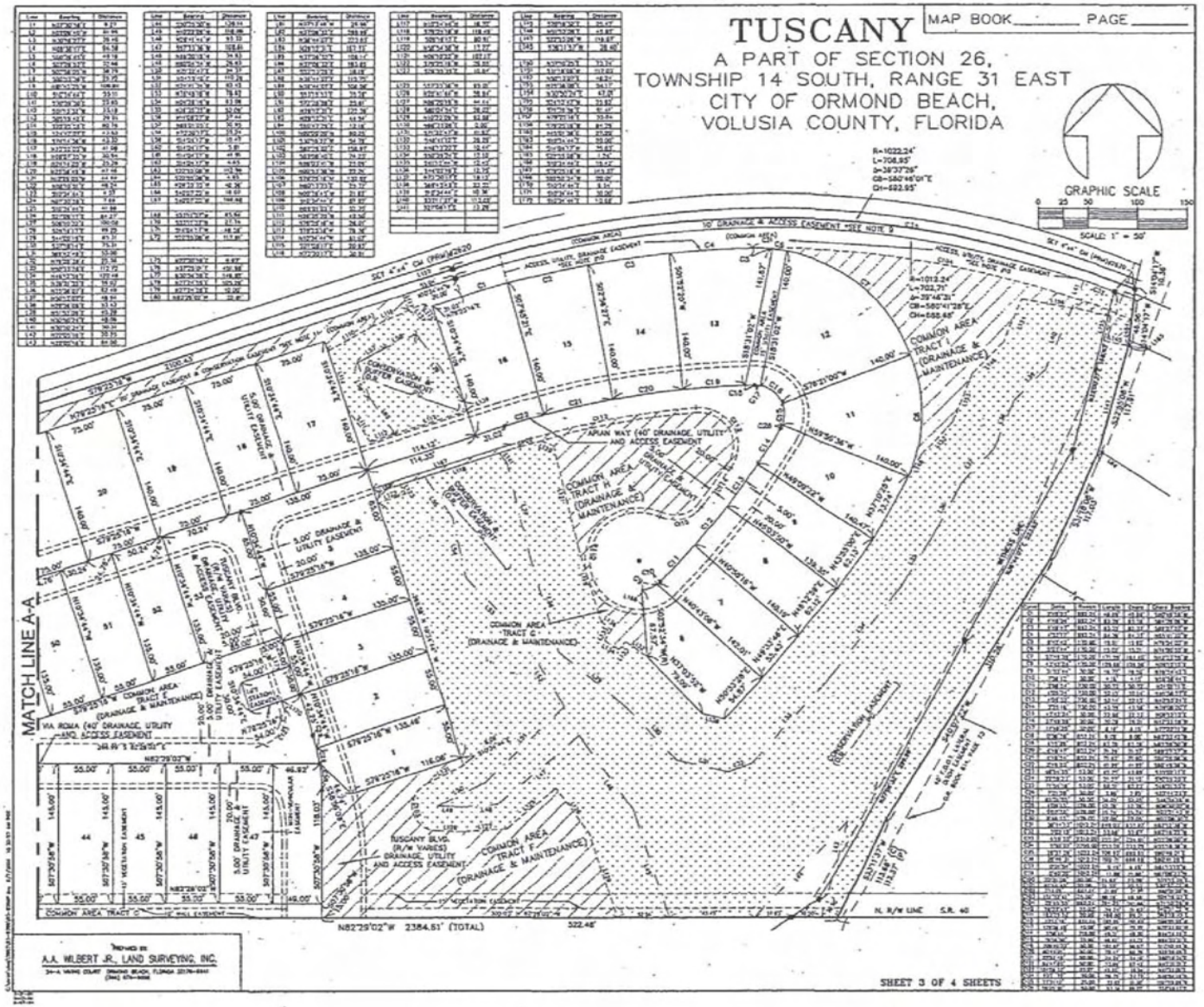
SHEET 2 OF 4 SHEETS

EXHIBIT "A"
PAGE 3 OF 16

TUSCANY

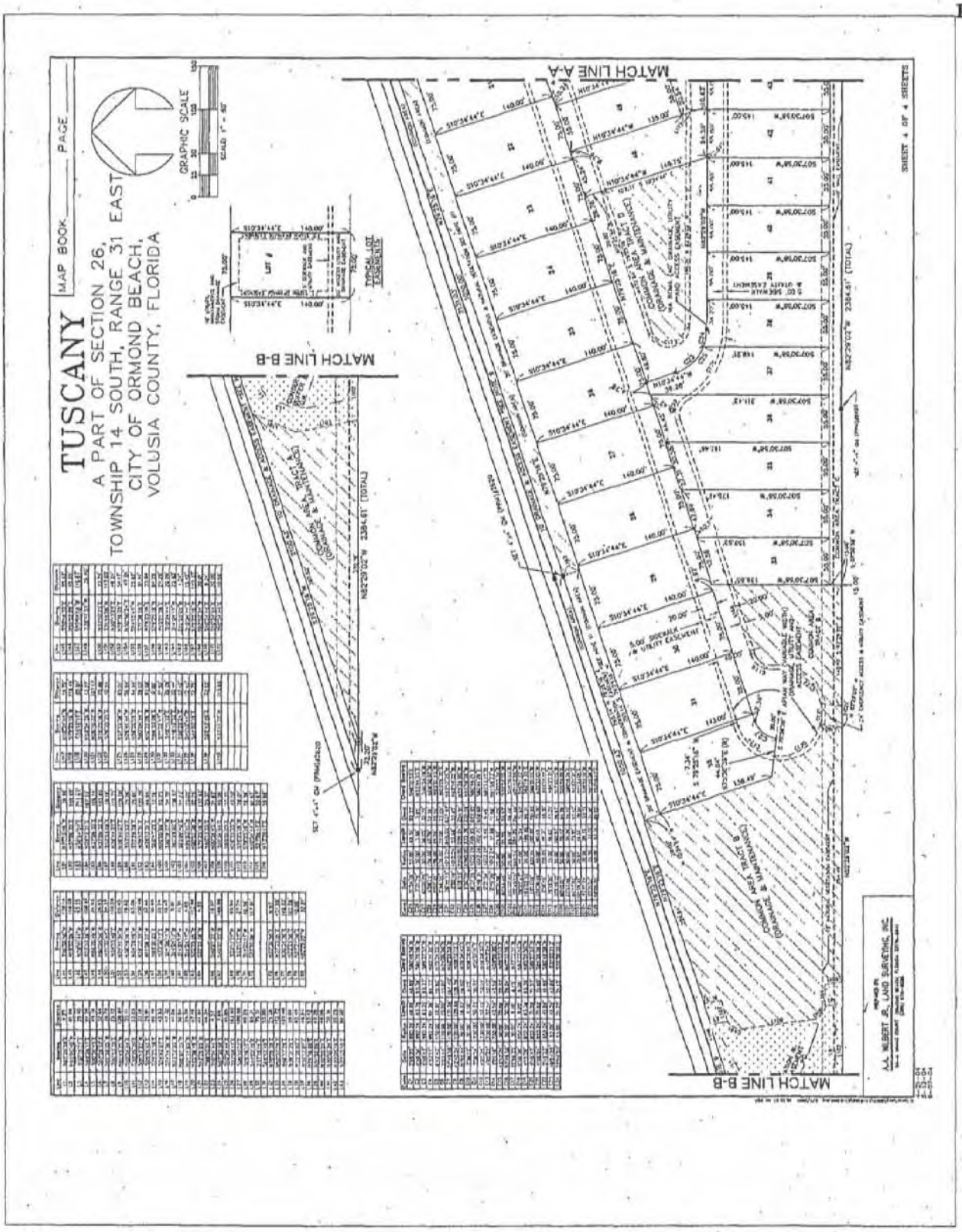
MAP BOOK_____ PAGE_____

A PART OF SECTION 26,
TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH,
VOLUSIA COUNTY, FLORIDA



PREPARED BY:
A.A. WILBERT JR., LAND SURVEYING, INC.

EXHIBIT "A"
PAGE 4 OF 16


TUSCANY
A PART OF SECTION 26,
TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH,
VOLUSIA COUNTY, FLORIDA
MAP BOOK
PAGE
GRAPHIC SCALE
SCALE 1" = 50'
TYPICAL LOT
MATCH LINE A-A
MATCH LINE B-B
MATCH LINE B-B
SHEET 4 OF 4 SHEETS
COMMON AREA TRACT A
COMMON AREA TRACT B
COMMON AREA TRACT C
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COMMON AREA TRACT JJ
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COMMON AREA TRACT LL
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COMMON AREA TRACT OO
COMMON AREA TRACT PP
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COMMON AREA TRACT YY
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Curve	Delta	Radius	Length	Chord	Chord Bearing
C1	36°45'13"	1012.24'	648.57'	637.38'	N82°37'36"W
C2	20°27'16"	1012.24'	361.48'	359.57'	N82°31'32"W
C3	36°45'13"	1010.00'	647.24'	636.41'	N82°36'36"W
C4	37°28'22"	1292.00'	845.18'	833.78'	N82°38'36"W
C5	38°27'23"	1022.24'	704.83'	692.07'	S82°48'02"E
C6	38°46'31"	1012.24'	703.72'	690.48'	S82°31'32"E
C7	5°27'21"	1022.24'	97.37'	97.33'	N81°13'32"W
C8	5°27'20"	1012.24'	96.86'	96.82'	N81°13'32"W

Line	Bearing	Distance	Line	Bearing	Distance	Line	Bearing	Distance
L1	S22°27'36"E	42.11'	L31	S26°28'28"E	59.34'	L61	S22°33'36"W	112.88'
L2	S22°28'08"W	41.89'	L32	S26°33'28"E	172.72'	L62	S22°33'36"W	4.93'
L3	S22°27'27"E	78.40'	L33	S26°33'28"E	120.46'	L63	S21°18'36"W	117.53'
L4	N84°36'17"E	84.34'	L34	S26°33'28"E	98.00'	L64	S40°37'36"W	16.97'
L5	S00°34'43"E	49.16'	L35	S25°36'07"E	62.48'	L65	S40°37'36"W	144.58'
L6	S27°26'31"E	32.64'	L37	N90°13'07"E	46.84'	L66	S40°37'36"W	122.21'
L7	S00°34'43"E	84.34'	L38	S26°36'36"E	53.13'	L67	S31°11'37"W	80.94'
L8	S22°31'36"E	35.72'	L39	S31°32'28"E	45.39'	L70	S31°11'37"W	27.74'
L9	S21°11'37"W	108.64'	L40	S32°32'28"E	48.09'	L71	S14°50'37"W	68.36'
L10	S22°24'46"E	56.17'	L41	S32°32'28"E	90.71'	L72	S22°33'36"W	113.82'
L11	S22°24'30"E	33.58'	L42	S22°00'28"E	35.33'	L73	S40°37'36"W	310.28'
L12	S22°22'28"W	33.18'	L43	S22°00'28"E	24.00'	L74	S31°11'37"W	113.98'
L13	S22°22'37"E	28.85'	L44	S20°21'36"W	124.14'	L75	S22°33'36"W	4.87'
L14	S22°22'36"E	40.76'	L45	S12°27'08"W	118.06'	L76	S17°22'07"E	431.88'
L15	S22°22'27"E	53.83'	L46	S26°17'46"W	53.33'	L77	S20°24'36"E	548.42'
L16	S24°11'36"E	42.32'	L47	S27°31'36"W	186.81'	L78	S22°31'36"E	320.26'
L17	S22°22'27"W	44.08'	L48	S82°27'11"E	34.93'	L79	S27°21'36"E	12.00'
L18	S26°27'36"W	30.94'	L49	S80°31'36"E	36.43'	L80	S82°27'27"E	22.07'
L19	S26°11'02"W	39.28'	L50	S27°27'27"E	64.37'	L81	S27°11'36"E	28.85'
L20	S22°36'36"E	47.48'	L51	S24°13'07"	115.28'	L82	S17°04'37"E	288.93'
L21	S22°28'02"W	44.93'	L52	S20°31'36"W	83.45'	L83	S36°36'07"	223.83'
L22	S22°31'37"E	48.24'	L53	S26°45'36"E	78.42'	L84	S20°27'07"	187.37'
L23	S22°24'27"	4.57'	L54	S24°31'36"E	52.06'	L85	S27°06'37"E	106.14'
L24	S22°22'36"E	1.99'	L55	S26°22'36"E	106.00'	L86	S17°06'36"E	243.82'
L25	S22°24'46"	41.89'	L56	S17°22'27"E	23.44'	L87	S12°37'36"E	18.16'
L26	S27°06'17"E	183.45'	L57	S44°07'07"E	30.98'	L88	S26°31'07"E	113.72'
L27	S26°07'27"E	108.08'	L58	S27°30'17"E	30.34'	L89	S36°30'07"E	108.08'
L28	S26°31'37"E	99.73'	L59	S12°37'17"W	12.47'	L90	S37°11'37"E	35.28'
L29	S44°07'18"E	83.31'	L60	S12°37'17"E	5.81'	L91	S27°24'36"E	20.87'
L30	S27°31'17"E	75.31'	L61	S12°37'17"E	41.81'	L92	S28°17'36"E	122.26'
L31	S44°17'17"E	53.00'	L62	S12°37'17"E	4.62'	L93	S22°27'36"E	44.84'	
						L94	S27°27'36"E	12.16'	

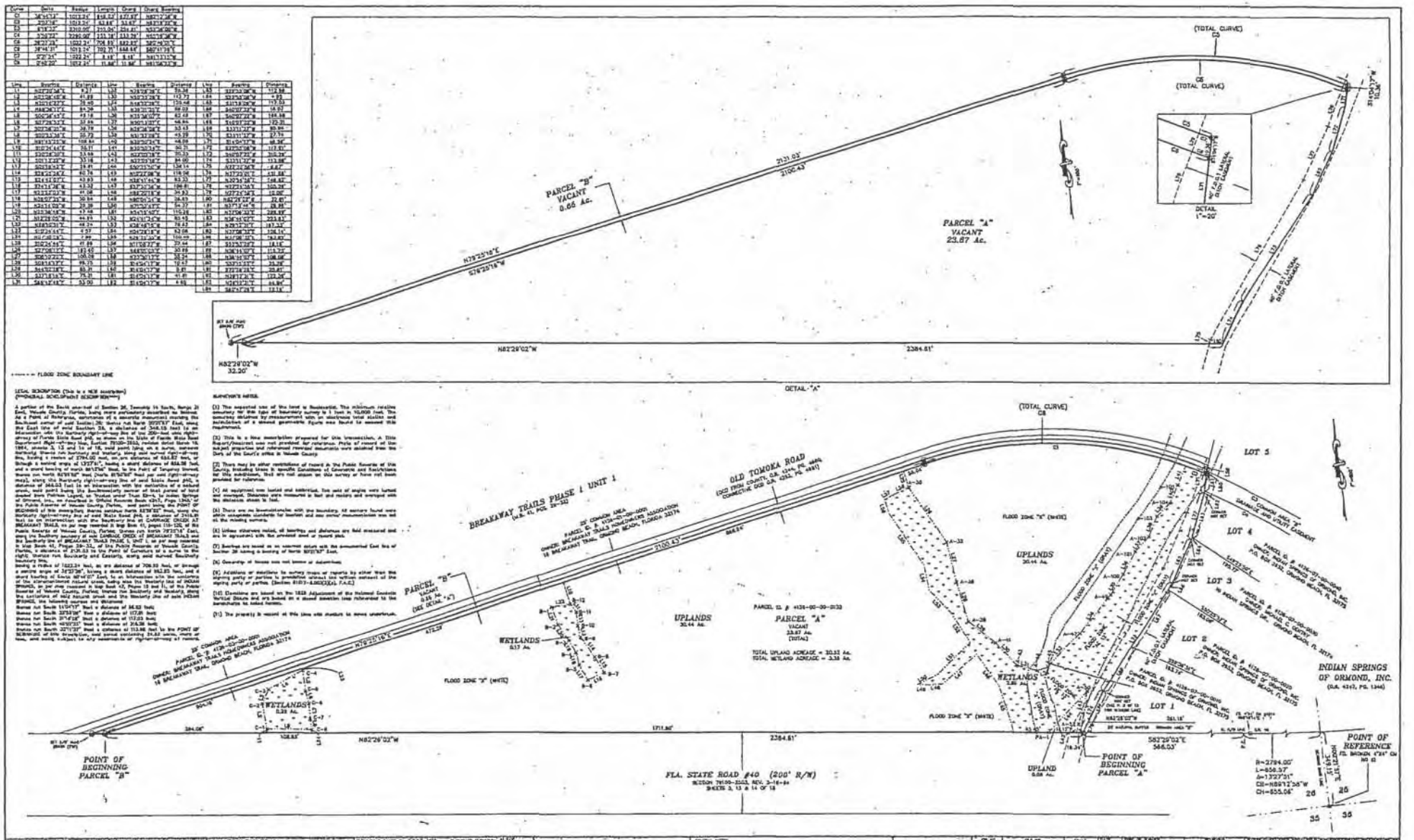


EXHIBIT "A"
PAGE 6 OF 16

C-302

TUSCANY PRD
FINAL ENGINEERING PLAN
CITY OF ORMOND BEACH - VOLUSIA COUNTY, FL

SURVEYOR: A.A. WILBERT SURVEYING
54A VINING COURT
ORMOND BEACH, FL. 32176
(386) 676-9056
(386) 676-7800 (FAX)
CONTACT: ANDY WILBERT

ENGINEER: ZEV COHEN & ASSOC., INC.
55 SETON TRAIL
ORMOND BEACH, FL., 32176
(386) 677-2482
(386) 677-2505 (FAX)
CONTACT: BOBBY BALL

BIOLOGIST: BOOKER GREY ENVIROMENTAL, INC.
534 W. BRIGHTWOOD AVENUE
ORANGE CITY, FL. 32763
(386)775-2463
(386)775-1945 (FAX)
CONTACT: CLEVE BOOKER

GEOTECHNICAL ENGINEERS: NODARSE & ASSOC., INC.
123 N. ORCHARD ST., #1-B
ORMOND BEACH, FL. 32174
(386) 673-5440
(386) 673-8357 FAX
CONTACT: RICK ACREE

DEVELOPER: VISCOMI & ASSOCIATES
27 S. ORCHARD STREET
ORMOND BEACH, FL 32174
(386) 676-0105
(386) 372-6637 (FAX)
CONTACT: VINCE VISCOMI

FLOOD MAP
SCALE: 1" = 500'

LEGEND:

ZONE A 100 YEAR FLOOD AREA - NO BASE FLOOD ELEVATION DETERMINED

ZONE X AREA OF 500 YEAR FLOOD

SITE LIES WITHIN ZONE X - AREA OF 500 YEAR FLOOD AND ZONE A AREA OF 100 YEAR FLOOD PER VOLUSIA COUNTY FLOOD INSURANCE RATE MAP #12127C0184 G, REVISED 4/15/02

LEGAL DESCRIPTION (THIS IS A NCS DESCRIPTION)
(**OVERALL DEVELOPMENT DESCRIPTION**)

A PORTION OF THE SOUTH ONE-HALF OF SECTION 36, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, AS A POINT OF REFERENCE, COMMENCE AT A CONCRETE MONUMENT MARKING THE SOUTHEAST CORNER OF SAID SECTION 36; THENCE RUN NORTH 00°31'37" EAST, ALONG THE EAST LINE OF SAID SECTION 36, A DISTANCE OF 2448.18 FEET TO AN INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF THE 200-FOOT WIDE RIGHT-OF-WAY OF FLORIDA STATE ROAD 40, AS SHOWN ON THE STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT-OF-WAY MAPS, SECTION 79030-2602, REVISION DATED MARCH 18, 1964, SHEETS 1, 13 AND 14 OF 18, SAID POINT LYING ON A CURVE, CONCAVE NORTHERLY; THENCE RUN NORTHERLY AND WESTERLY ALONG SAID CURVED RIGHT-OF-WAY LINE, HAVING A RADIUS OF 5794.60 FEET, AN ARC DISTANCE OF 646.27 FEET, OR THROUGH A CENTRAL ANGLE OF 12°22'31", HAVING A CHORD DISTANCE OF 645.06 FEET, AND A CHORD BEARING OF NORTH 39°15'56" WEST, TO THE POINT OF TANGENCY THEREOF; THENCE RUN NORTH 82°26'42" WEST (NORTH 82°26'42" WEST PER SAID RIGHT-OF-WAY MAP), ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID STATE ROAD 40, A DISTANCE OF 884.60 FEET TO AN INTERSECTION WITH THE CENTERLINE OF A NATURAL CREEK, SAID POINT BEING THE SOUTHEASTERLY CORNER OF THAT PARCEL OF LAND DESIRED FROM PATRICIA LAGONA, AS TRUSTEE UNDER TRUST D-1, TO INDIAN SPRINGS OF ORMOND, INC., AS RECORDED IN OFFICIAL RECORDER BOOK 4267, PAGE 1348, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUE NORTH 82°26'42" WEST, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID STATE ROAD 40, A DISTANCE OF 1018.85 FEET TO AN INTERSECTION WITH THE NORTHERLY LINE OF CARRIAGE CREEK AT BRIGANTINE TRAILS, AS PER MAP RECORDED IN MAP BOOK 47, PAGES 119-120, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 79°25'14" EAST, ALONG THE SOUTHERLY MONUMENT OF SAID CARRIAGE CREEK AT BRIGANTINE TRAILS AND THE SOUTHERLY LINE OF BRIGANTINE TRAILS PHASE 1, UNIT 1, AS PER MAP RECORDED IN MAP BOOK 41, PAGES 59-70, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 372.23 TO THE POINT OF CURVATURE OF A CURVE TO THE NORTH; THENCE RUN SOUTHERLY AND EASTERLY, ALONG SAID CURVED SOUTHERLY BOUNDARY LINE,
HAVING A RADIUS OF 1022.24 FEET, AN ARC DISTANCE OF 778.98 FEET, OR THROUGH A CENTRAL ANGLE OF 39°07'28", HAVING A CHORD DISTANCE OF 763.93 FEET, AND A CHORD BEARING OF SOUTH 49°46'10" EAST, TO AN INTERSECTION WITH THE CENTERLINE OF THE MYOMONICHONTO NATURAL CREEK, SHOWN ALSO AS THE WESTERLY LINE OF INDIAN SPRINGS, AS PER MAP RECORDED IN MAP BOOK 47, PAGES 10 AND 11, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN SOUTHERLY ALONG THE CENTERLINE OF SAID NATURAL CREEK AND THE WESTERLY LINE OF SAID INDIAN SPRINGS, THE FOLLOWING COURSES AND DISTANCES:
THENCE RUN SOUTH 14°54'17" WEST A DISTANCE OF 94.22 FEET;
THENCE RUN SOUTH 22°36'06" WEST A DISTANCE OF 117.61 FEET;
THENCE RUN SOUTH 37°18'06" WEST A DISTANCE OF 117.03 FEET;
THENCE RUN SOUTH 40°07'32" WEST A DISTANCE OF 261.24 FEET;
THENCE RUN SOUTH 23°17'27" WEST A DISTANCE OF 113.49 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, SAID PARCEL CONTAINING 24.52 ACRES, MORE OR LESS, AND BEING SUBJECT TO ANY EASEMENTS OR RIGHTS-OF-WAY OF RECORD.

VICINITY MAP
SCALE: 1" = 1000'

GENERAL SITE DATA

TOTAL SITE:	= 24.52 ACRES
TOTAL PROJECT AREA	= 13.10 AC. (INCLUDES 1.44 AC. TO REMAIN NATURAL DRAINING TO S.R. 40)
WETLANDS/UPLAND BUFFERS NOT INCLUDED IN "PROJECT AREA" TO REMAIN NATURAL	= 8.42 AC.

ZONING: R-3 w/ PRD OVERLAY DESIGNATION

TAX PARCEL ID NUMBER: 4128-00-00-0130

NO FLOOD ZONE IMPACTS PROPOSED.

TYPICAL MINIMUM LOT SETBACKS:

LOTS 1-4/28-33 (55' X 130' MIN.)
FRONT 40'
REAR 20'
SIDE 7.5'
MIN. LOT SIZE = 7,425 SF
MAX. BLDG. COVERAGE (35%) = 2,598 SF

LOTS 8-11 (55' X 140' MIN.)
FRONT 40'
REAR 25'
SIDE 7.5'
MIN. LOT SIZE = 7,700 SF
MAX. BLDG. COVERAGE (35%) = 2,695 SF

LOTS 12-32 (75' X 140' MIN.)
FRONT 40'
REAR 25'
SIDE 7.5'
MIN. LOT SIZE = 10,500 SF
MAX. BLDG. COVERAGE (35%) = 3,675 SF

LOTS 38-42 (55' X 145' MIN.)
FRONT 40'
REAR 30'
SIDE 7.5'
MIN. LOT SIZE = 7,875 SF
MAX. BLDG. COVERAGE (35%) = 2,792 SF

*SEE COMPOSITE SHEETS FOR LOTS 5, 33-37 & 44

SOILS MAP
SCALE: 1" = 500'

LEGEND:

SOIL NUMBER	SOIL TYPE
8	BASINGER FINE SAND
23	FARMTON SAND
17	DAYTONA SAND
52	POMPANO FINE SAND
63	TAVARES FINE SAND

SHEET INDEX:

C1 COVER SHEET
C2 CONSTRUCTION NOTES
C3 WETLAND MANAGEMENT PLAN EXHIBIT
C4 SITE PREPARATION PLAN
C5 COMPOSITE DEVELOPMENT PLAN
C6 COMPOSITE DEVELOPMENT PLAN
C7 GRADING PLAN
C8 GRADING PLAN
C9 PLAN AND PROFILE TUSCANY BOULEVARD
C10 PLAN AND PROFILE VIA ROMA
C11 PLAN AND PROFILE APIAN WAY EAST
C12 PLAN AND PROFILE APIAN WAY WEST
C13 OFFSITE IMPROVEMENTS
C14 CROSS SECTIONS
C15 LIFT STATION DETAILS
C16 OFF-SITE SANITARY FORCEMAIN
C17 OFF-SITE SANITARY FORCEMAIN
C18 OFF-SITE SANITARY FORCEMAIN CROSS-SECTIONS
C19 CONSTRUCTION DETAILS
C20 CONSTRUCTION DETAILS
C21 CONSTRUCTION DETAILS

TM1 TREE MITIGATION PLAN
LA1 LANDSCAPE PLAN AND DETAILS
LA2 LANDSCAPE PLAN AND DETAILS
H1 HARDSCAPE PLAN

REV.	DATE	DESCRIPTION	BY
2	4-27-04	REV. PER CITY & SJRWMD COMMENTS DATED 4-12-04	MJ/DM
1	2-12-04	REV. PER CITY & SJRWMD COMMENTS DATED 4-12-04 & 4-22-04 RESUBMITTAL	MJ/DM

REVISIONS

TUSCANY PRD
FINAL ENGINEERING PLAN
COVER SHEET

CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

APRIL 8, 2004
NOT VALID WITHOUT ORIGINAL SEAL

PROJECT NO: 02004	DATE PREPARED: 6-26-03	FILE NAME: CLUSTER	
DESIGNED BY: BB	DRAFTED BY: KM	CHECKED BY: MDD	15-2 FILE LOCATION
SCALE: AS NOTED	SHEET: C1 OF 21		

EXHIBIT "A"
PAGE 7 OF 16

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DAYTONA BEACH'S LAND DEVELOPMENT CODE REQUIREMENTS.
2. WE LAND SHALL BE CLEARED, EXCAVATED OR FILLED AND NO STRUCTURE SHALL BE ERECTED, REPAIRED OR REMODELED WITHOUT PROPER PERMITS(S) AS REQUIRED BY THE CITY OF DAYTONA BEACH.
3. NOTIFY THE CITY OF DAYTONA BEACH'S ENGINEERING DIVISION AT 258-3294 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. ANY CONSTRUCTION CHANGES TO APPROVED PLANS SHALL BE SUBMITTED TO THE CITY OF DAYTONA BEACH FOR APPROVAL PRIOR TO PERFORMING THE WORK.
5. ROAD CONSTRUCTION AND PIPE INSTALLATION COMPACTION AND DENSITY TESTING SHALL CONFORM TO THE CITY OF DAYTONA BEACH'S MINIMUM REQUIREMENTS. CERTIFIED COPIES OF TEST REPORTS SHALL BE SUBMITTED TO THE CITY INSPECTOR AND THE CITY'S ENGINEERING DIVISION.
6. A PRE-PAVING UTILITY INSPECTION MUST BE REQUESTED AND COMPLETED PRIOR TO THE PAVING OF ALL ROADS, STREETS, AND PARKING AREAS.
7. A FINAL INSPECTION, TO BE CONDUCTED BY THE CITY OF DAYTONA BEACH, SHALL BE PERFORMED ON ALL CONSTRUCTION. NOTIFY THE CITY OF DAYTONA BEACH'S BUILDING DEPARTMENT WHEN REQUESTING A FINAL INSPECTION.
8. A COMPLETE SET OF AS-BUILT DRAWINGS ARE REQUIRED TO BE SUBMITTED TO THE CITY OF DAYTONA BEACH PRIOR TO REQUESTING A FINAL INSPECTION.
9. CONNOR ENVIRONMENTAL SERVICES, INC. HAS BEEN GRANTED THE EXCLUSIVE RIGHT (RESOLUTION 94-162) TO PROVIDE ROLL-OFF SERVICE (CONSTRUCTION/DEMOLITION SERVICE) WITHIN THE CITY OF DAYTONA BEACH. NO OTHER ROLL-OFF CONTRACTORS ARE PERMITTED.
10. THE LOCATION OF EXISTING UTILITIES HAS BEEN OBTAINED FROM THE MOST RECENT INFORMATION AVAILABLE TO THE ENGINEER. THIS INFORMATION IS NOT GUARANTEED AND IT SHALL BE CLEAR CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT NATURE OF ALL UTILITIES AND PRIOR TO COMMENCEMENT OF CONSTRUCTION, NOTIFY ANY DOUBT & HANDICAPS, INC. AS TO DISCREPANCIES, IF ANY EXIST.
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE THE ENGINEER WITH AN "AS-BUILT" SURVEY OF THE COMPLETED CONSTRUCTION. THE "AS-BUILT" SURVEY SHALL BE PREPARED IN ACCORDANCE WITH THE APPROPRIATE GOVERNMENTAL REGULATIONS AND SHALL BE SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR.
12. THE CONTRACTOR SHALL MAINTAIN, AT THE JOB SITE, A RECORD COPY OF ALL CONSTRUCTION DRAWINGS AND SPECIFICATIONS ON WHICH ALL FIELD CHANGES ARE TO BE SHOWN. THESE CHANGES ARE TO BE INCORPORATED IN THE "AS-BUILT" SURVEY FURNISHED TO THE ENGINEER.
13. CONSTRUCTION SHALL NOT BE IN ACCORDANCE WITH ALL REQUIRED PERMITS. THE CONTRACTOR SHALL MAINTAIN COPIES OF ALL RELEVANT PERMITS AVAILABLE ON THE JOB SITE AT ALL TIMES.
14. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION COMPANIES TO DETERMINE THE TYPE AND LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA OF CONSTRUCTION.
15. ALL DISTURBED AREAS ARE TO BE SODDED.
16. INTERRUPTION OF UTILITY SERVICES SHALL NOT BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL AND APPROVAL BY THE OWNER.
17. ALL BARRICES OR DISTURBED AREAS AND/OR IMPROVEMENTS THAT ARE DIFFERENT ON AND TO REMAIN SHALL BE REPLACED OR REPAIRED TO THE OWNER'S SATISFACTION AT NO ADDITIONAL COST TO THE OWNER.
18. THE LANDSCAPE AND IRRIGATION FOR A PROPOSED VIDEO, CENTER (IF A MODEL CENTER IS DESIRED BY THE DEVELOPER) SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF DAYTONA BEACH LAND DEVELOPMENT CODE AND SUBMITTED WITH THE FINAL PLAT APPLICATION.

STORM DRAINAGE CONSTRUCTION NOTES

1. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND DRAINAGE DESIGN STANDARDS.
2. THE LENGTH OF ALL DRAINAGE PIPES AND LOCATION OF ALL DRAINAGE STRUCTURES ARE APPROXIMATE. THE INSTALLATION OF DRAINAGE STRUCTURES SHALL BE AS SHOWN ON THE STANDARD DETAILS FOUND WITHIN THE SET OF PLANS. THE LOCATION OF THE DRAINAGE STRUCTURES SHALL DETERMINE THE LENGTH OF THE PIPE.
3. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE (RCP), HIGH DENSITY POLYETHYLENE (HDPE), POLYVINYL CHLORIDE (PVC) OR ALUMINUM CORRUGATED METAL PIPE (ACMP), AS SHOWN ON THE PLANS.
4. STORM DRAINAGE PIPES SHALL BE A MINIMUM OF FIFTEEN (15) INCH DIAMETER OR EQUIVALENT.
5. STORM INLETS, MANHOLES AND CATCH BASINS SHALL BE STRUCTURALLY SOUND IN PLACE OF PRE CAST REINFORCED CONCRETE. STRUCTURALLY SOUND MEANS REQUIRED AS EACH CHANGE OF PIPE SIZE OR CHANGE IN PIPE DIRECTION.
6. STORM INLETS SHALL BE SPACED IN SUCH A MANNER AS TO ACCEPT ONE HUNDRED (100) PERCENT OF THE DESIGN STORM RUNOFF.
7. NOT DETENTION POINTS SHALL BE EQUAL TO EQUAL TO (1) FEET MINIMUM TO TWELVE (12) FEET MAXIMUM BELOW THE DESIGN LOW OR ANNUAL WATER STAGE.
8. MINIMUM DISTANCES BETWEEN INLETS AND/OR JUNCTION BOXES:

PIPE SIZE (INCHES)	LENGTH OF PIPE (FEET)
12	100
18	200
24 OR GREATER	400

9. ALL DITCHES, DITCHES AND DRY RETENTION AREAS AND SIDE SLOPES SHALL BE NO GREATER THAN 4:1 (4:V) AND SHALL BE SODDED.
10. NORMAL MANHOLE SHIELDS SHALL BE CONSTRUCTED TO A MINIMUM DEPTH OF 18" BELOW THE OUTERMOST EDGE OF PAVEMENT OR CONCRETE CURB.
11. CONNECTED DRAINAGE CONTROL MUST BE PROVIDED WHERE SHALLOW OR DELINEATE INTERCEPT DRAINAGE SYSTEMS.
12. LAKE INFLOW AND OUTLET STRUCTURES SHALL GENERALLY BE CONSTRUCTED WITH REINFORCED CONCRETE AND SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
13. SOIL EROSION CONTROL MEASURES, SATISFACTORY TO THE CITY, SHALL BE EXPLORED DURING CONSTRUCTION AND UPON COMPLETION OF THE POND.
14. THE CITY MAY REQUIRE THAT THE DEVELOPER SUBMIT A REPORT BY A REGISTERED ENGINEER ON THE IMPACT THE POND WILL HAVE ON GROUNDWATER WITHIN THREE (3) FEET ELEVATION WITH DRAINAGE DITCHES AND AFTER POND COMPLETION. THE CITY MAY REQUIRE GROUNDWATER MONITORING WITHIN THE POND CONSTRUCTION.
15. ACCESS OR MAINTENANCE EASEMENTS OR RIGHTS-OF-WAY AS APPROVED BY THE CITY ENGINEER SHALL BE PROVIDED TO ALL DRAINAGE FACILITIES.

GENERAL NOTES
WATER SYSTEM CONSTRUCTION

1. THE CITY'S PUBLIC UTILITIES DEPARTMENT SHALL BE NOTIFIED PRIOR TO BEGINNING ANY WATER SYSTEM CONSTRUCTION.
2. DEVELOPING SHALL BE RESPONSIBLE TO KEEP GROUNDWATER ELEVATION A MINIMUM OF ONE (1) FOOT BELOW WATER MAIN BEING LAID.
3. ALL WATER MAINS SHALL BE LAID ON A FIRM FOUNDATION WITH ALL UNSUITABLE MATERIAL (MUCK, ROCK, ORGANIC, ETC.) REMOVED AND REPLACED WITH CLEAN GRANULAR MATERIAL.
4. TRENCHES SHALL BE BACKFILLED WITH CLEAN GRANULAR MATERIAL IN LIFTS NOT TO EXCEED A MAXIMUM COMPACTION OF 98 PERCENT (AASHTO-T180) IN PAVED AREAS AND 95 PERCENT IN UNPAVED AREAS.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE DENSITY COMPACTION TESTS BE PROVIDED AT POINTS 1 FEET ABOVE THE PIPE, AND AT 1 FOOT VERTICAL INTERVALS TO THE FINISH GRADE, AT A MINIMUM FREQUENCY OF EVERY 500 FEET, AND A MINIMUM OF TWO REPORTS PROVIDED TO THE CITY ENGINEERING DEPARTMENT.
6. METALLIZED WIRE LOCATION TAPE SHALL BE LOCATED 12 INCHES BELOW FINISHED GRADE AND AS SPECIFIED BY MANUFACTURER FOR ALL PVC LINES. MARKER TAPE SHALL BE USED ON ALL DUCTILE IRON PIPE.
7. ALL RESIDENTIAL WATER SERVICES (WITH SINGLE AND DOUBLE) SHALL BE 1". POLYETHYLENE TUBING (BLUE IN COLOR) SHALL BE USED. POLYVINYLCHLORIDE (PVC) NOT BE ALLOWED.
8. ALL WATER SERVICE CHANGE SHALL BE MARKED WITH 2" X 4" LUMBER (PRESSURE TREATED) EXTENDING 4 FEET ABOVE GRADE, WITH WATER SERVICES MARKED 24" ABOVE THE GROUND AND ONE "V" (MARKED FOR DOUBLE SERVICES) SHALL BE AT ORIGINAL LEVEL. WPC DIES SHALL BE USED TO SECURE THE SURE STOPS TO SUPPORT POSTS.
9. WATER VALVES SHALL BE PLACED AT ALL STREET INTERSECTIONS AND AT MAXIMUM SPACINGS OF 800 FEET.
10. AT ALL WATER MAIN TEES AND CROSSES, VALVES SHALL BE INSTALLED ON ALL LEGS EXCEPT ONE.
11. APPROVED WATER VALVE TYPES ARE THE FOLLOWING:
   A. STANDARD GATE VALVES LESS THAN 12" DIAMETER
   B. RESILIENT SEAT GATE VALVES (AWWA D-509).
   C. BUTTERFLY VALVES 12" OR GREATER (AWWA C-504).
   D. TAPPING VALVES WITH MECHANICAL SUPPORT BLOCK SHALL BE STAINLESS STEEL.
12. ALL WATER SERVICES SHALL BE GRADUATED TO FINISH GRADE AND THE CURB PARKING BLOCK TO MAKE THEM PLEASANT VISIBLE.
13. WATER VALVES BLOCK SHALL BE PROVIDED BY THE CONTRACTOR UPON FINAL ACCEPTANCE OF NEW WATER SYSTEM IN THE PRESENCE OF UTILITY DEPARTMENT PERSONNEL.
14. ALL FIRE HYDRANTS SHALL BE CONSTRUCTED TO MAKE THEM EASILY ACCESSIBLE TO FIRE PERSONNEL IN CASE OF FIRE. THE FIRE HOSE CONNECTION SHALL ALWAYS FACE THE STREET AND BE 18-20" ABOVE GRADE.
15. AS STANDARD PRACTICE, WATER MAINS SHALL BE INSTALLED 12 FEET OFF THE EDGE OF CURB OR AS APPROVED BY THE CITY.
16. ALL WATER MAINS SHALL BE NON-PERFORATED FOR POTABLE WATER USE, AND SHALL HAVE A MINIMUM COVER OF 36 INCHES. IN SPECIAL CASES WHERE IT IS IMPOSSIBLE OR IMPRACTICAL TO PROVIDE ADEQUATE COVER, DUCTILE IRON CLASS 50 OR CONCRETE REINFORCED MAY BE USED AS APPROVED BY THE CITY.
17. ALL PROPOSED WATER MAINS SHALL BE FLUSHED, DISINFECTED AND BACTERIOLOGICALLY CLEANED FOR REVIEW IN ACCORDANCE WITH AWWA STANDARDS AND THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION REQUIREMENTS.
18. WATER MAINS SHALL BE (AWWA D-900 CL 150 OR SLP, CLASS 200 STANDARD CONNECTIONS.
19. UPON CONSTRUCTION COMPLETION AND ACCEPTANCE OF THE SYSTEM, IT SHALL BE THE OWNER OWNER'S RESPONSIBILITY TO ENSURE THAT THE SYSTEM IS PROPERLY CLEANED AND ACCEPTED BY THE UTILITY DEPARTMENT, AND THAT CERTIFIED AS-BUILT DRAWINGS ARE PROVIDED TO THE CITY PRIOR TO THE USE OF THE SYSTEM. PROVIDE THREE (3) SUBMITTALS, ONE (1) OF WHICH IS AN AS-BUILT DRAWING.
20. MINIMUM OR EQUIVALENT, RUBBER RESTRAINED JOINT SYSTEM MAY BE USED ON ALL WATERMAIN. RESTRAINED JOINT SYSTEM MUST BE OF PIPE NOT MEETING REQUIRED DRIVER REQUIREMENTS SHALL FOLLOW THE LATEST AWWA TUBERS RESTRAINT DESIGN GUIDELINES.
21. WATER SYSTEMS SHALL BE PRESSURE TESTED AT 150 PSI FOR PRESSURE FOR A PERIOD OF 5 HOURS PER AWWA STANDARDS. TESTS SHALL BE PERFORMED BEFORE FINAL PAVING AND IN THE PRESENCE OF THE CITY'S INSPECTOR.
22. ALL WATER SERVICES SHALL BE MARKED WITH A "A" SAMPLE WITH THE NAME OF THE SUBDIVISION, AND THE FLORIDA DEPARTMENT OF
23. ALL WATER VALVES AND BLOW-OFFS SHALL BE MARKED WITH AN "V" SAMPLE WITH THE OWNER OR BY METAL TAGS SET INTO THE PAVEMENT, LOCATED ONE (1) FOOT INSIDE FROM EDGE OF PAVEMENT SHALL EQUAL DISTANCE IN FEET FROM EDGE OF PAVEMENT IN VALVE.
24. WATER SERVICES SHALL BE NORMALLY DOUBLE 1" SERVICES LOCATED AT THE LOT LINES. AN ENGINEER'S WALKS (SERVICE) NEED TO BE OFFERED. SERVICE SHALL BE MINIMUM OF 5 FEET. SERVICE SERVICES MAY BE OFFERED A MINIMUM OF 5 FEET.
25. DRAINS AND GUTTERS BY ROADS MAY BE USED AS APPROPRIATE AND INCORPORATED WITH REINFORCED CONCRETE PIPE EACH ONE OF DITCHES, VALVES, ETC. AS REQUIRED BY RESTRAINT TABLE.
26. TRACING WIRE SHALL BE METALLIZED IN ACCORDANCE WITH UTILITY PIPE (WITH ALUMINUM MATERIAL).
27. WHERE WATER AND SANITARY LINES CROSS WITH LESS THAN 18" OF VERTICAL CLEARANCE BETWEEN THE PIPES THE SANITARY SEWER LINE SHALL BE OF CONCRETE ENCASED PVC CENTERED AT THE POINT OF CROSSING.
28. MINIMUM 10' HORIZONTAL SEPARATION FROM WATER MAIN TO SEWER LINE AND ALL SANITARY SEWER LINES.
29. GATE VALVES TO BE PLACED TO TEES WHENEVER POSSIBLE.
30. DRAINAGE ARE INTENDED TO COMPLY WITH CURRENT CITY STANDARD DETAILS. CITY STANDARDS SHALL APPLY SHOULD THERE BE A CONFLICT.
31. MINIMUM 3' COVER OVER MATERIALS, FORCE MAIN AND MECHANICAL WATER MAIN, EXCEPT AT PIPE CROSSINGS AT PIPE CROSSINGS, MINIMUM 1' COVER WITH RESTRAINED JOINTS UNDER SPECIAL CONDITIONS. METALLIZED FOR OPTIMAL STANDARDS.

SEEDING AND MULCHING

A. SCOPE OF WORK – THE WORK IN THIS SECTION CONSISTS OF FURNISHING AND COMPLETELY INSTALLING SOD AND MULCH ONLY THE UNITS CALLED FOR ON THE PLANS UNDER THIS DESCRIPTION.
B. MATERIALS – GRASS SOD SHALL BE [illegible]
6. FERTILIZER –
   1. ANALYSIS OF SOILS SHALL BE OBTAINED BY SUBMITTAL OF SAMPLES TO VOLUSIA COUNTY AGRICULTURAL DEPARTMENT (PHONE: 248-7000). ALL APPLICATION RATES SHALL BE BASED ON THIS REPORT. SUBMIT A COPY OF THE REPORT TO THE CITY PRIOR TO COMMENCEMENT AND SOIL MODIFICATION.
   2. THE FERTILIZER SHALL BE A COMMERCIAL GRANULAR TYPE WITH A CHEMICAL DESIGNATION AS RECOMMENDED IN THE SOILS ANALYSIS REPORT.
   3. THE AGRONOMIC RECOMMENDATION FOR FERTILIZER INDICATE THE MINIMUM POTENTIALS (REPRESENTING) OF (1) TOTAL NITROGEN, (2) AVAILABLE PHOSPHORUS ACID AND (3) WATER SOLUBLE POTASH CONTAINED IN THE FERTILIZER.
      a) AT LEAST 50 PERCENT (50 %) OF THE PHOSPHORUS ACID SHALL BE FROM A NORMAL SUPER PHOSPHATE OR AN EQUIVALENT SOURCE WHICH WILL PROVIDE A MINIMUM OF TWO UNITS OF SULFUR.
      b) THE AMOUNT OF SULFUR SHALL BE INDICATED ON THE GUARANTEE ANALYSIS CARD ATTACHED TO EACH BAG OR CONTAINER.
   4. COMMERCIAL FERTILIZERS SHALL COMPLY WITH THE STATE FERTILIZER LAWS.
   5. FERTILIZER MUST AT THE DISCRETION OF THE ENGINEER/ARCHITECT, UPON THE PRESENTATION BY THE MANUFACTURE OF SATISFACTORY FACTORY EVIDENCE OF ITS FLAMMABILITY, BE APPLIED IN LIQUID FORM.

SANITARY SEWER CONSTRUCTION GENERAL NOTES

1. THE CITY'S PUBLIC UTILITY DEPARTMENT SHALL BE NOTIFIED PRIOR TO BEGINNING ANY SEWER CONSTRUCTION.
2. ALL SANITARY SEWER LINES SHALL BE A MINIMUM OF 8" IN DIAMETER. SERVICE LATERALS NOW MULTIPLE CONDITIONS SHALL BE 6" IN DIAMETER OR LARGER.
3. ALL SANITARY SEWER LINES SHALL BE PVC SDR 35. IN PLACES WHERE A MINIMUM COVER OF 4.0' CANNOT BE MAINTAINED, SCH-80 UNDER PVC OR-35, CLASS 150 OR CONCRETE ENCASEMENT SHALL BE USED.
4. MINIMUM ALLOWABLE SANITARY SEWER SLOPES ALLOWED ARE:
   6" PIPE 0.5%
   10" PIPE 0.3%
   12" PIPE 0.22%
5. SEWER LINE CONSTRUCTION SHALL NOT ACCOMPLISHED BY THE USE OF A LAKE, INSTRUMENT UNLESS ANOTHER METHOD IS PREVIOUSLY APPROVED BY THE CITY.
6. THE CONTRACTOR SHALL AT ALL TIMES, DURING PIPE LAYING, DEWATER THE GROUND IMMEDIATELY TO KEEP THE GROUNDWATER ELEVATION A MINIMUM OF 6" BELOW THE PIPE BEING LAID WITHIN THE AREA OF THE TRENCH.
7. ALL PIPE SHALL BE LAID ON A FIRM FOUNDATION, FOOT OR SPONGY BEDDING FOR PIPE WILL NOT BE ACCEPTED. ANY UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH A DRY, COMPACTED, GRANULAR MATERIAL SATISFACTORY TO THE CITY.
8. EXCAVATION AND BACKFILL: THE CONTRACTOR SHALL PROVIDE ADEQUATE SHORING AND BRACING OF EXCAVATION WORK OR USE OF TRENCH BOX IN ORDER TO PROVIDE FOR THE SAFETY OF WORKERS, AS WELL AS REPRESENTATIVES OF THE CITY, THE SCHOOL ENGINEER, AND THE DEVELOPER.
9. THE CONTRACTOR SHALL INSTALL A TRACER WIRE ALONG THE LOCATION TAPE OR TRACER DEVICE AS MUST BE APPROVED BY THE CITY ENGINEER. THE TRACER WIRE OF ALL SERVICE LINES SHALL BE TERMINATED AT THE PROPERTY LINE AT THE LOCATION AND SHALL BE METALLIZED (10) INCHES BELOW FINISHED GRADE OR AS DIRECTED BY THE CITY. PLUMBER STATE CERTIFIED RACER PLACTS MUST THEN IDENTIFY THAT THESE APPROVED SPECIFICATIONS MADE WITH DETAILS SHOWN + (10).
10. MANHOLES SHALL BE LOCATED AT INTERVALS NOT EXCEEDING 400 FEET.
11. MANHOLE RIMS SHALL MATCH FLUSH WITH THE FINISH GRADE ELEVATION IN PAVED AREAS AND A MINIMUM OF 1.0 FEET ABOVE GRADE IN UNPAVED AREAS.
12. THE CONTRACTOR SHALL CONSTRUCT SANITARY SEWER MANHOLES IN SUCH A WAY THAT SEWER LINES DO NOT INTERRUPT SEALED JUNCTION BETWEEN THE MANHOLE.
13. MANHOLE ROUTES AND STAINLESS STEEL RUNGS SHALL BE UTILIZED IN THE CONNECTION OF THE SEWER PIPE TO THE MANHOLES (SEE MANHOLE INVERT AND PRECAST JOINT CONNECTION DETAILS).
14. INDIVIDUAL SANITARY SERVICE CONNECTIONS ON NEW CONSTRUCTION SHALL BE MADE AT THE TIME OF WYE MANHOLES, BUT TO SEWER MAIN LINES BY USE OF WYE CONNECTIONS.
15. FOR SINGLE FAMILY HOMES, SINGLE FOUR INCH SEWER SERVICES SHALL BE CONSTRUCTED AT EACH LOT OR UNIT AND LOCATED ON THE CONVENIENCE SIDE OF THE LOT OPPOSITE LINE. THESE SERVICES SHALL BE EXTENDED 4 FEET EARLY SIMILE FROM THE SEWER. SUMMER REAL POTENTIAL TO BE USED ON ALL LINES, NO RULES APPLY.
16. FOR MULTI-FAMILY AND COMMERCIAL SITES, ONE INCH MINIMUM SEWER SERVICES AND CONNECTIONS SHALL BE PROVIDED AS APPROVED BY THE CITY.
17. SANITARY SEWER LATERALS SHALL EXTEND TWO (2) FEET, MEASURED FROM THE SEWER MAIN TO THE RIGHT-OF-WAY LINE MAY BE APPROVED ON A CASE BY CASE BASIS. SUCH LATERALS SHALL BE SLIP, OR C-900 PVC.
18. DEVELOPER SEWER SERVICES WHICH MAKE SEWER STEEPER THAN DESIGNING SHALLOW INTO THEM, OR AND MANHOLE WITHIN 100 FEET OF A LOT OR UNIT SHALL BE PROVIDED UP TO THE LOT OR UNIT. THE SEWER SERVICE SHALL BE METALLIZED ON THE CONNECTIONS SUCH AS THE ONE WHICH CONSTRUCTION SHALL BE A MINIMUM LOT CONNECTIONS UNLESS APPROVED ELSEWHERE BY THE CITY. UNDER SHALL NO NEW BUILD-OUT OR PRE-APPROVED SHALL.
19. ALL SEWER FORCE MAINS SHALL BE PVC SDR 35, UNLESS APPROVED ELSEWHERE BY THE CITY. PIPE SHALL BE WITH BELL.
20. THE CITY OF DAYTONA BEACH REQUIRES THE DEVELOPER TO PERFORM WATER TESTING OF ALL SANITARY MAINLINES, AND SEWER MAIN SHALL AND TO TELEVISE ANY AND ALL SANITARY SEWER MAIN LINES AND LATERALS PRIOR TO ANY FINAL ACCEPTANCE.
21. ALL SEWER MAINS PRIOR TO ACCEPTANCE BY THE CITY SHALL BE TELEVISED BY A REPUTABLE COMPANY THAT DOCUMENT IN THIS TYPE OF WORK. THE VIDEO SHALL BE NON-STOP WITH AUDIO DESCRIBING WHAT IS BEING REVIEWED. WRITTEN VIDEO LOGS DESCRIBING THE CONDITION OF THE LINES SHALL ACCOMPANY THE TAPE SUBMISSION TO THE CITY.
22. CONTRACTORS SHALL BE REQUIRED TO TELEVISE ALL SEWER LINES IN THE PRESENCE OF CITY PERSONNEL AND PROVIDE COPIES OF THE VIDEO TAPE TO THE PUBLIC UTILITY DEPT. AND DEPOSITS MADE SHALL BE CONDITIONED PRIOR TO ACCEPTANCE BY THE CITY.
23. ALL MANHOLES CONSTRUCTED IN SIDE YARDS, BACKYARDS, AND EASEMENTS OFF THE RIGHT-OF-WAY SHALL BE SUBMITTED WITH PROPERLY LOCATED OR OTHER TYPES OF LADDER OR FEATURES APPROVED BY THE CITY. IN ADDITION THE CITY MAY REQUIRE LADDER OR CONTACTS TO BE INSTALLED A CERTAIN AREAS WHERE THE PUBLIC UTILITY DEPARTMENTS WORKING THE NEED IS ANTICIPATED.
24. ALL SANITARY SEWERS ARE DOWNGRADED OFF PUBLIC RIGHTS-OF-WAY WITH SECTIONS, SAGGING, AND OTHER DEFICIENCY ACCEPTABLE UNDER SHALL BE CONNECTED TO A SEWER PIPE. ABSOLUTELY NO USE OF PLASTIC STRUCTURE FITTINGS SHALL BE ALLOWED.
25. SEWER LATERAL LOCATIONS SHALL BE MARKED ALONG THE OUTSIDE OF THE

ROADWAY CONSTRUCTION NOTES

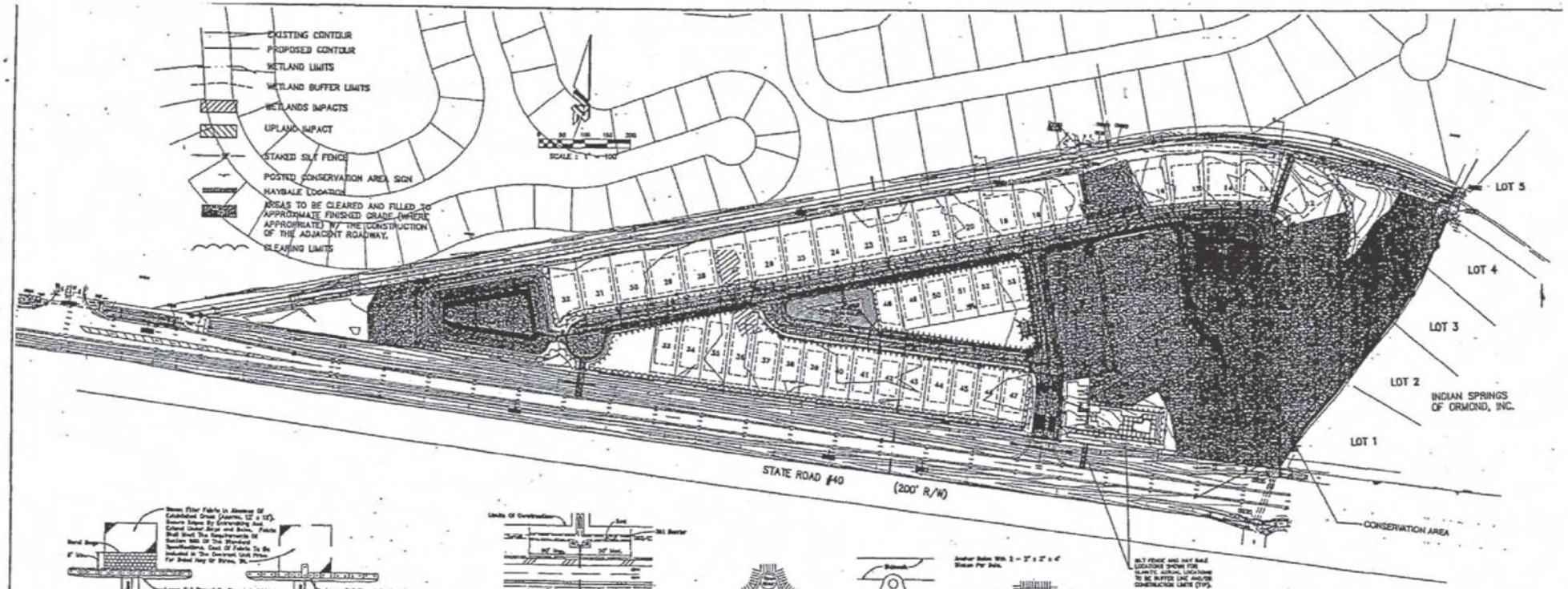
1. ALL RIGHT OF WAY STRIPES THAT ROADWAY AREAS SHALL BE SEEDED AND MULCHED OR SODDED. THE CITY RESERVES THE RIGHT TO REQUIRE SODDING IN SPECIAL AREAS WHERE DEEMED IN A CONDITION.
2. THE FOLLOWING WILL BE THE STANDARD PROTECTION FOR DITCHES UNLESS DRAINAGE CALCULATIONS INDICATE OTHERWISE:

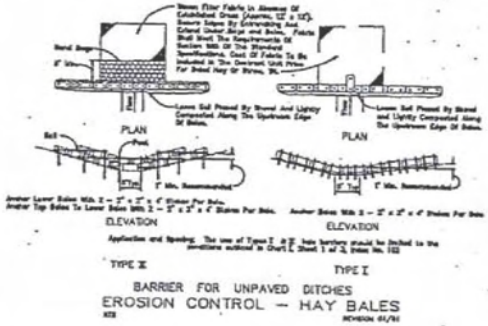
SMALE PROFILE GRADES	PROTECTION REQUIRED
0.0% – 1.0%	SEEDING AND MULCHING
1.0% – 4.00	SODDING
4.00 AND GREATER	DITCH PAVING

3. ALL FRANCHISE UTILITY CROSSINGS, INCLUDING BUT NOT LIMITED TO FPL, BELLSOUTH AND CABLE SHALL BE INSTALLED PRIOR TO INSTALLATION AND COMPACTION OF THE ROAD BASE AND ENCLOSURE OF THE INSTALLATION OF THE SUB BASE SHALL BE BY DIRECTIONAL BORE.
4. THE LAYER OF STABILIZED SUB BASE SHALL EXTEND TO A DEPTH OF SIX (6) INCHES (6") BELOW THE BOTTOM OF THE BASE AND OUTWARD TO TWELVE INCHES (12") BEYOND THE EDGE.
5. THE STABILIZING MATERIAL, IF REQUIRED, SHALL BE A HIGH BEARING VALUE SOIL SAND-CLAY LIMESTONE, RECYCLED CONCRETE, SHELL OR OTHER MATERIAL AS APPROVED BY THE CITY AND A LICENSED SOILS ENGINEER.
6. SUB BASE SHALL BE STABILIZED WITH LOW TRAFFIC (NO POLICE LIMEROCK BEARING RATIO (LBR) TO A 6" MINIMUM DEPTH. A COMPACTION OF NO LESS THAN NINETY-EIGHT (98) PERCENT DENSITY BASED ON AASHTO T-180 SHALL BE REQUIRED.
7. TESTS FOR SUB BASE BEARING CAPACITY AND COMPACTION SHALL BE DONE AT A MINIMUM OF EVERY 100 FEET AND SHALL BE STAGGERED TO THE LEFT, RIGHT AND AT CENTER LINE OF THE ROADWAY.
8. BASES FOR ALL STREETS SHALL HAVE A MINIMUM SIX INCH (6") DEPTH. PRIMING AND SEALING SHALL BE REQUIRED AS SOON AS BEARING CAPACITY AND COMPACTION HAS BEEN ACHIEVED.
9. SOIL CEMENT BASES SHALL HAVE A STRENGTH OF 300 POUNDS PER SQUARE INCH AT 28 DAYS (98 TO 102% TOLERANCE). RECYCLED CONCRETE OR LIMEROCK BASES SHALL BE COMPACTED TO (98%) MINIMUM DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
10. SOIL CEMENT AND RECYCLED CONCRETE MIX DESIGNS SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO START OF SUB BASE PREPARATION.
11. CURRENT DELIVERY TICKETS SHALL BE PROVIDED TO THE CITY AT THE TIME OF PLACEMENT.
12. TESTING OF THE IN-PLACE BASE SHALL BE DONE AT INTERVALS EQUIVALENT TO SUB BASE TESTING AND SHALL CONFORM TO, AS A MINIMUM, SOIL CEMENT AND COMPACTION STANDARDS.
13. NOT CEMENT BASE MATERIAL CONSTRUCTION SHALL BE CONTINUOUSLY SUPERVISED BY A SOILS TESTING LAB.
14. CURE CONTROL OF SOIL CEMENT BASE SHALL BE REQUIRED BY WARM PLACING PRIOR TO INSTALLATION OF BITUMINOUS SURFACE.
15. SOIL CEMENT PAVEMENT BASES WITH THE CURE COAT APPLIED SHALL BE ALLOWED TO CURE A MINIMUM OF SEVEN (7) DAYS UNDER NO TRAFFIC PRIOR TO PLACING ANY ASPHALT SURFACE (DEPT PERMIT REQUIRED PRIOR TO TRAFFIC USAGE).
16. DESIGN MIXES SHALL BE SUBMITTED TO THE CITY FOR THEIR APPROVAL, NO LESS THAN TWENTY (20) WORKING DAYS PRIOR TO ANY ROADWAY CONSTRUCTION.
17. ASPHALT WITHDRAWALS SHALL BE SUBMITTED BY THE DESIGN ENGINEER WITH PRIOR, PLANS OF THE SITE. FLORIDA STATE CERTIFIED RACER PLANTS MUST THEN IDENTIFY THAT THESE APPROVED SPECIFICATIONS MADE WITH DETAILS.
18. EXTRACTION AND GRADATION TESTS ON ASPHALT MIXES SHALL BE PROVIDED TO THE CITY BEFORE ANY ROADWAY MIXES ARE THE CITY ENGINEER'S RESPONSIBILITY.
19. THE ROADWAY CROWN SHALL HAVE A STANDARD ONE QUARTER INCH (1/4") PER FOOT SLOPE.
20. ALL ROADWAYS WITH CURB AND GUTTER SECTIONS SHALL HAVE AN A STANDARD A MINIMUM LONGITUDINAL SLOPE OF 0.3%.
21. THE FINISHED PAVEMENT EDGE SHALL BE WITHIN ONE QUARTER INCH (1/4") OF THE ADJACENT GUTTER LINE.
22. CONCRETE CURBS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS AND CONSTRUCTED WITH 2000 PSI CONCRETE AT 28 DAYS.
23. CONCRETE CURBS SHALL BE SAW CUT TO A DEPTH EQUAL TO 1/4 OF CURB THICKNESS AT INTERVALS OF TEN FEET (10') WITH EXPANSION JOINTS AT STREET INTERSECTIONS, STRUCTURES AND ALONG CURVES AT SIXTY FEET (60') INTERVALS. CURB CONTROL JOINTS MUST BE PLACED TO BE INSTALLED THROUGH THE ENTIRE DEPTH OF THE CONCRETE CURB.
24. "A" STREET WILL BE CUT IN THE CURB TO MARK THE LOCATION OF WATER ALL LINES, NO RULES APPLY.
25. AN "S" STREET WILL BE CUT INTO THE CURB TO MARK THE LOCATION OF SEWER VALVES OTHER THAN WATER DISTRIBUTION VALVES.
26. A "T" STREET WILL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL TELEPHONE SERVICES.
27. A "L" STREET WILL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL RESIDENTIAL GAS SERVICES.
28. A "A" STREET WILL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL WATER SERVICES.
29. THREE (3) CONCRETE CYLINDERS SHALL BE TAKEN AND TESTED FOR EVERY THREE HUNDRED (300) FEET OF ROADWAY CONSTRUCTED. TEST RESULTS SHALL BE PROVIDED TO THE CITY AS THEY BECOME AVAILABLE.
30. THE DEVELOPER SHALL PROVIDE ALL REQUIRED PAVEMENT MARKINGS ON ROADWAYS FOR CITY, COUNTY AND STATE REQUIREMENTS. CENTERLINE STRIPES SHALL BE PROVIDED ON DESIGNATED BY THE CITY COLLECTOR AND MATERIAL ROADS, COUNTY ROADS AND STATE ROADWAYS ONLY.
31. STOP BARS SHALL BE PLACED AT ALL INTERSECTIONS ENTRANCES AND INTERSECTIONS CONFORMING CITY COLLECTOR AND MATERIAL ROADS, COUNTY ROADS AND STATE ROADWAYS.
32. ALL STATUTORY DIRECTIONAL SIGNS PLACED AT INTERSECTIONS, PRIVATE STREETS, PUBLIC STREETS, COUNTY ROADS AND STATE ROADWAYS WITHIN THE CITY LIMITS SHALL BE INSTALLED ACCORDING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
33. THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR ALL STREET LIGHTS PRIOR TO ACCEPTANCE OF THE PROJECT BY THE CITY.
34. STANDARD RADII FOR INTERSECTIONS

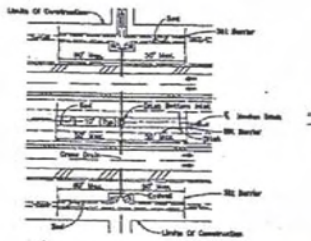
2-LANE ACCESS OR FEEDER	25'
LOCAL TO COLLECTOR	25'
LOCAL OR COLLECTOR TO ARTERIAL	40'
ARTERIAL TO ARTERIAL	50'

35. CITY INSPECTOR SHALL BE PRESENT DURING PAVING OF ALL PUBLIC AND PRIVATE ROADS. PAVING SHALL BE PERFORMED DURING NORMAL BUSINESS HOURS. [illegible]
36. CONTRACTOR SHALL NOTIFY THE PROFESSIONAL ENGINEER PREPARED BY UNIFORMAL DIMENSIONS SERVICES FOR AREAS WITHIN THE ROADWAY WHERE GRADE IS PRESENT, IN THE AREAS BUTTERS IN THE REPORT, THE DRAINAGE MATERIAL MUST BE REMOVED AND REPL

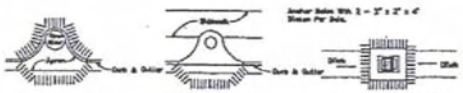




BARRIER FOR UNPAVED DITCHES
EROSION CONTROL – HAY BALES



DITCH INSTALLATIONS AT DRAINAGE STRUCTURES
EROSION CONTROL – HAY BALE



PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

BALES BACKED BY FENCE

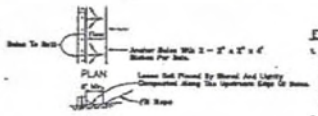
NATURAL CONSERVATION AREA

NO DUMPING, LAND-CLEARING OR OTHER DISTURBANCE TO NATIVE SOILS OR VEGETATION IS PERMITTED BEYOND THIS POINT IN ACCORDANCE WITH THE CONSERVATION EASEMENT RECORDED WITHIN THE OFFICIAL RECORDS OF VOLUSIA COUNTY.

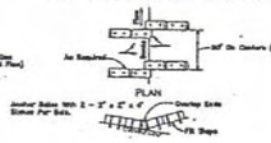
CONTACT THE TUSCANY HOMEOWNERS ASSOCIATION FOR FURTHER INFORMATION REGARDING THIS AREA.

POSTED CONSERVATION EASEMENT DETAIL (TYP.)

TO BE POSTED AT EVERY OTHER LOT CORNER ALONG THE WETLANDS OR PRESERVATION AREAS AND 8 EOP S.C. ALONG THE WETLAND AT ALL OTHER LOCATIONS

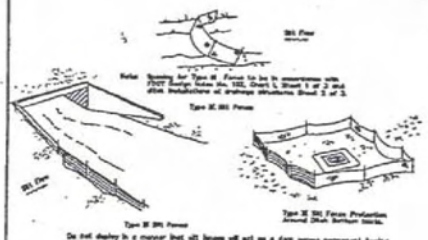


TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES AWAY FROM THE TOE OF SLOPE

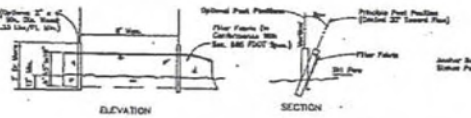


TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES TOWARD THE TOE OF SLOPE

BARRIERS FOR FILL SLOPES



SILT FENCE APPLICATIONS
EROSION CONTROL – SILT FENCE



TYPE III SILT FENCE

EROSION CONTROL NOTES:

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL PROTECTIVE VEGETATION BARRICADES AND EROSION CONTROL STRUCTURES AND MEASURES IN PLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORK, INCLUDING PRELIMINARY GRADING. SUCH MEASURES INCLUDE, BUT ARE NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCES, FILTER FABRIC, SILT FENCES, AND PLANTING TEMPORARY SEDIMENTS. FURTHER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EROSION CONTROL DEVICES THROUGHOUT THE DURATION OF THE ENTIRE PROJECT. MAINTENANCE SHALL INCLUDE PERIODIC INSPECTION AND REMOVAL OF DEBRIS AROUND EROSION CONTROL DEVICES.

2. PRIOR TO THE INSTALLATION OF ANY FILL MATERIALS ON SUBJECT SITE, SILT FENCES SHALL BE INSTALLED (1) ALONG SUBJECT SITE BOUNDARY AND PROPERTY LINES, (2) AT THE EDGE OF CONSTRUCTION EASEMENTS AND WETLANDS, (3) ADJACENT TO NATURAL LANDSCAPE BUFFERS, (4) AROUND THE PERIMETER OF EXISTING STORM WATER TREATMENT FACILITIES, AND (5) AT ANY ADDITIONAL AREAS THAT THE CITY DEEMS NECESSARY TO BE PROTECTED FROM POTENTIAL EROSION DURING SURFACE CONSTRUCTION. THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 30 FEET OF ANY OF THE AFOREMENTIONED LOCATIONS. WHILE THESE ITEMS REPRESENT THE MINIMUM REQUIREMENTS, THE CITY RESERVES THE RIGHT TO IMPOSE ADDITIONAL PROTECTIVE MEASURES, AS DEMANDED DURING ACTUAL SITE WORK CONDUCTED THROUGHOUT PROJECT CONSTRUCTION.

3. THE REMOVAL OF ALL VEGETATION AND TOPSOIL ON THE FUTURE ROADWAY, PARKING AND BUILDING LOT AREAS IS REQUIRED TO BE STOCKPILED PRIOR TO THE PLACEMENT OF FILL ON THOSE AREAS. THE TOPSOIL MUST BE TEMPORARILY STOCKPILED AND USED AS TOPSOIL ENDS OVER PROPOSED GREEN AREAS SUCH AS PLANT BEDS, SODDED AREAS, AND SHADE TREES ARE TO BE INSTALLED OR RELOCATED.

4. ALL FILL MATERIALS LOCATED BEHIND STRUCTURES AND PAVEMENT SHALL CONSIST OF CLEAN GRANULAR SAND FREE FROM ORGANICS AND SIMILAR MATERIAL THAT COULD DECOMPOSE.

5. FILL MATERIAL IS TO BE PLACED IN ONE FOOT LIFTS AND COMPACTED TO THE APPROPRIATE DENSITY (SEE SPECIFICATIONS).

6. IF ANY MUCK MATERIAL IS ENCOUNTERED, IT SHALL BE REQUIRED TO BE REMOVED AND REPLACED WITH A SUITABLE MATERIAL THAT IS PROPERLY BACKFILLED, COMPACTED AND TESTED (SEND AGAINST T-180 MODIFIED PROCTOR METHOD).

7. ALL EXISTING CATCH BASINS ADJACENT TO THE SITE SHALL BE COVERED WITH FILTER FABRIC TO PREVENT SEDIMENTS FROM ENTERING THE SYSTEM. THE FILTER FABRIC SHALL BE INSPECTED AND MAINTAINED DAILY THROUGHOUT THE DURATION OF CONSTRUCTION.

REV.	DATE	DESCRIPTION	BY
2	6-27-04	REV. PER CITY & SJRWMD COMMENTS DATED 6-17-04	MJ/DB
1	6-12-04	REV. PER CITY & SJRWMD COMMENTS DATED 4-15-04 & 4-22-04 RESPONSES.	MJ/DB

REVISIONS

TUSCANY PRD
FINAL ENGINEERING PLAN
SITE PREPARATION PLAN

CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
26 Seton Trail, Ormond Beach, Florida 32174
(386) 677-8466 FAX 677-8841

ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

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PROJECT NO:	02204	DATE PREPARED:	01-29-04		
DESIGNED BY:	BB	DRAFTED BY:	DHR	CHECKED BY:	MDD
SCALE:	1"=100'	SHEET	04	OF	21

SJRWMD APPROVAL SEAL

DESIGN PRELIMINARY

15-2

FILE LOCATION

EXHIBIT "A"
PAGE 9 OF 16

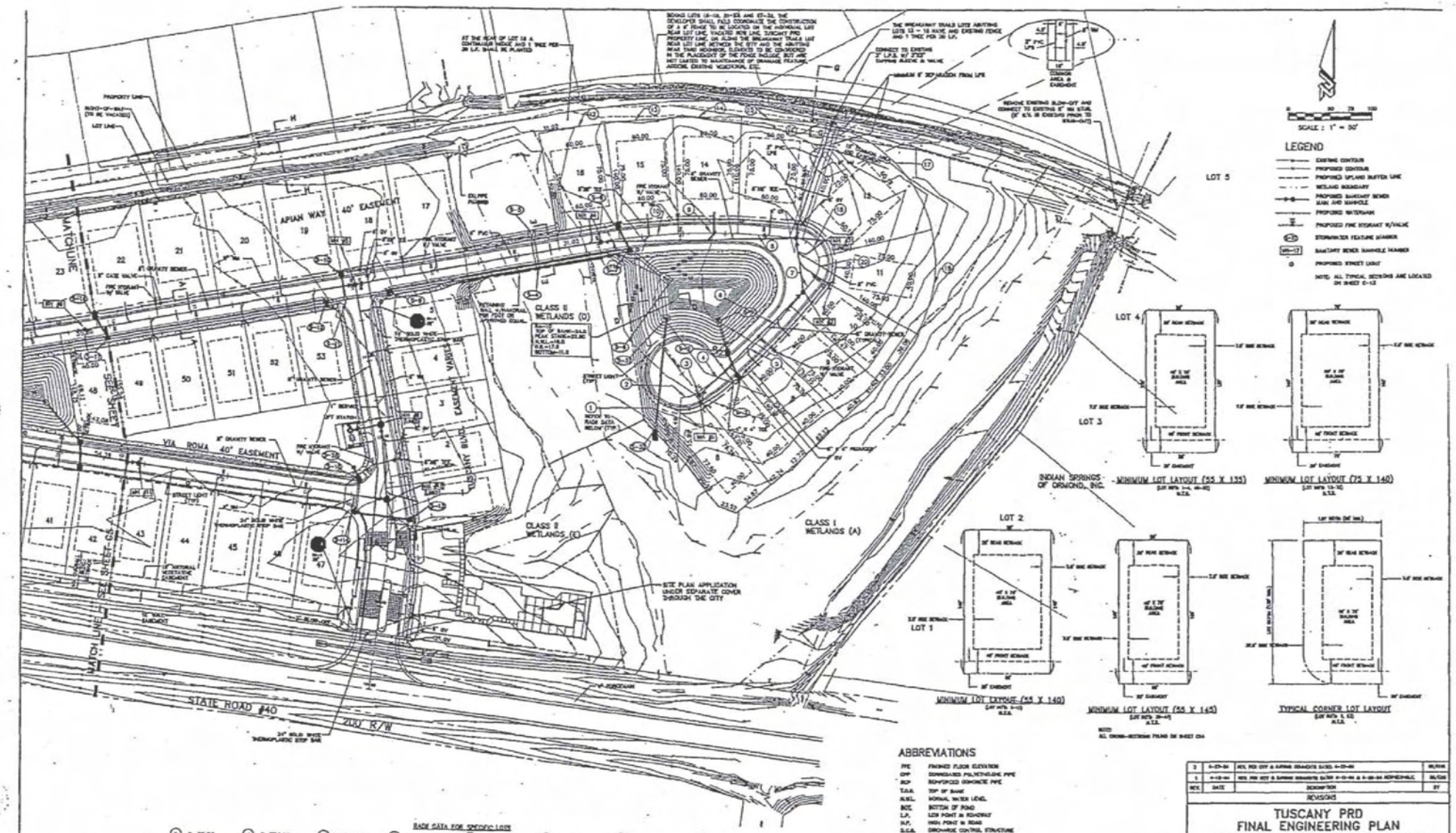


EXHIBIT "A"
PAGE 10 OF 16

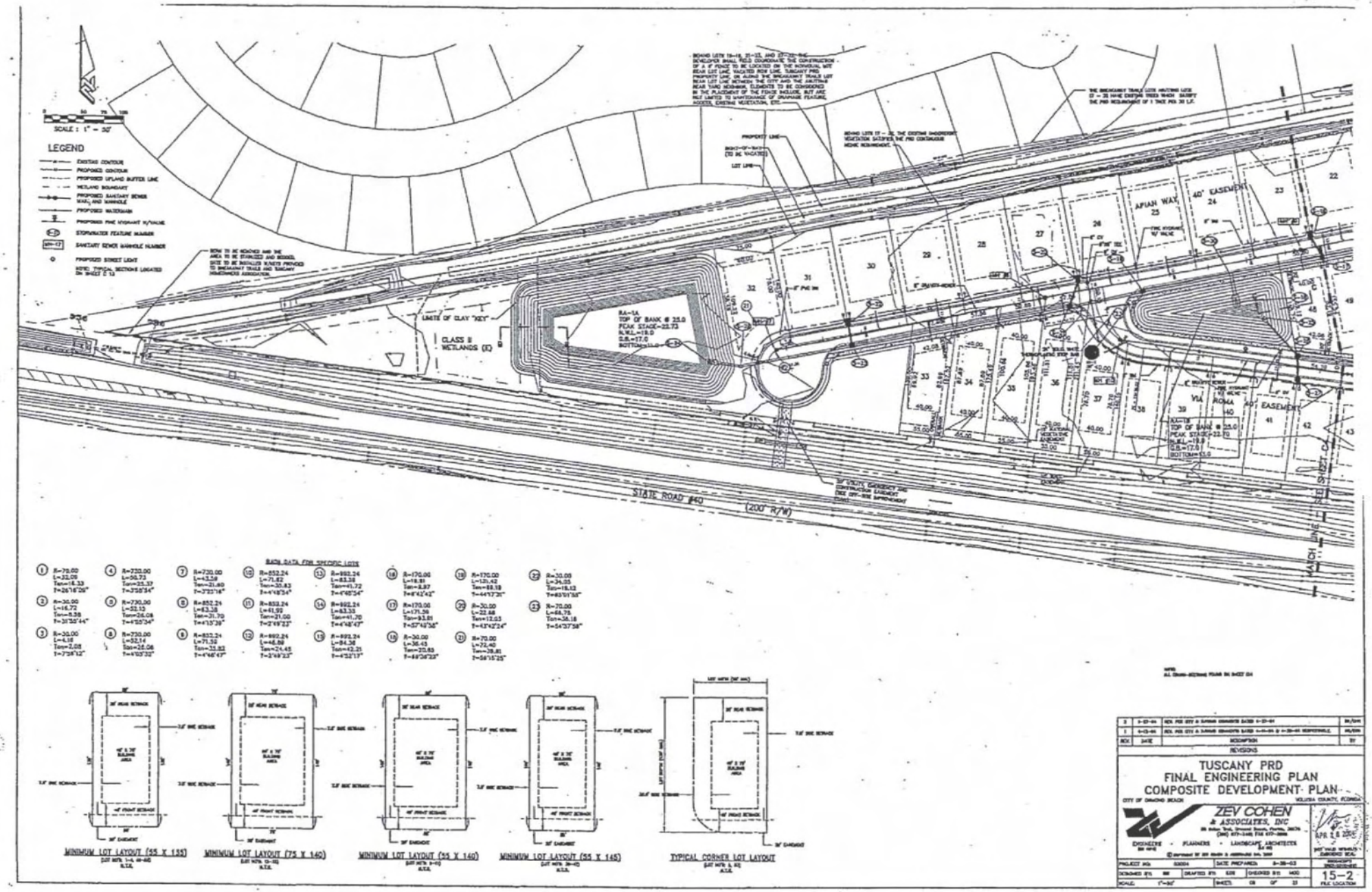


EXHIBIT "A"
PAGE 11 OF 16

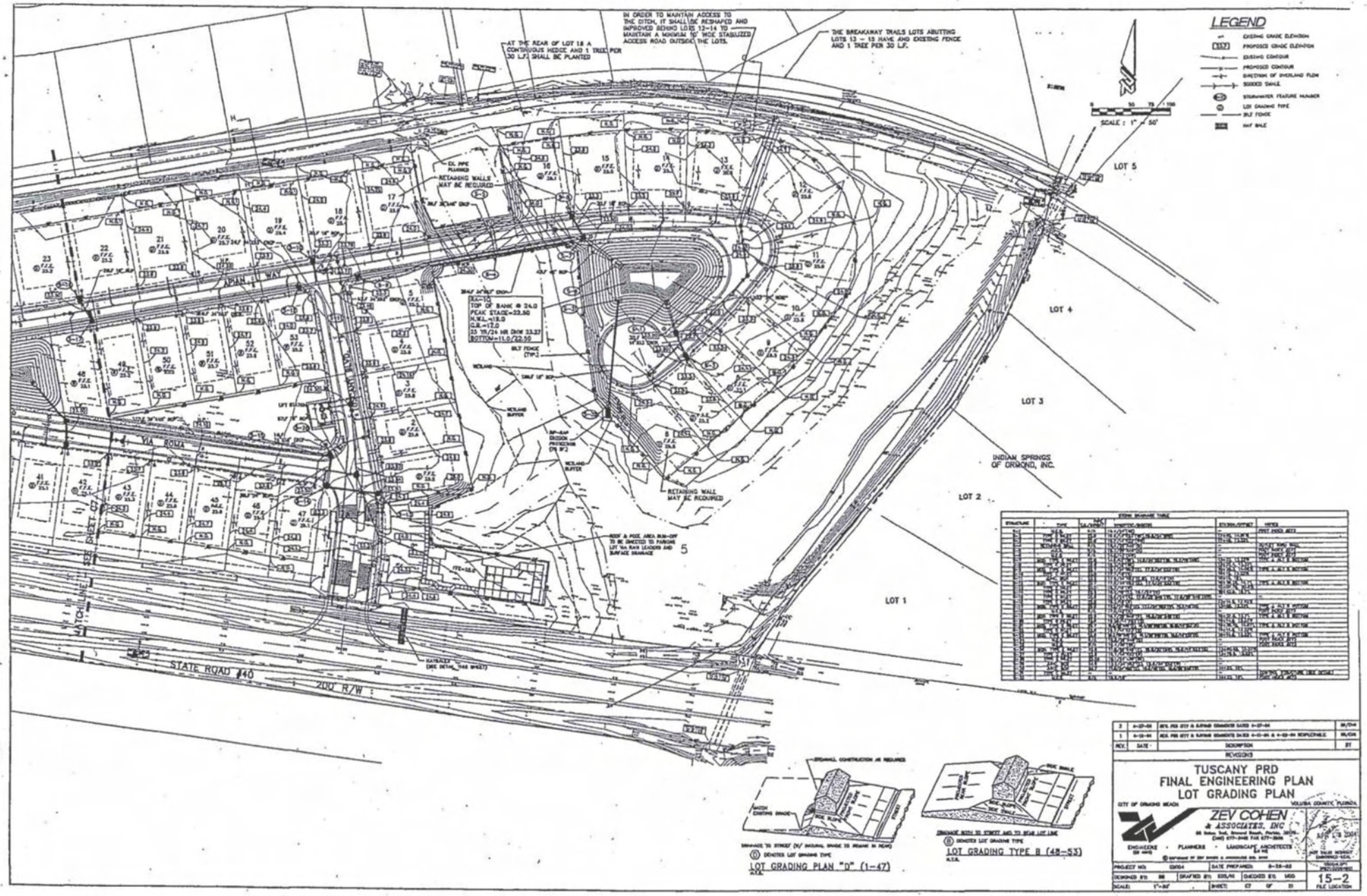
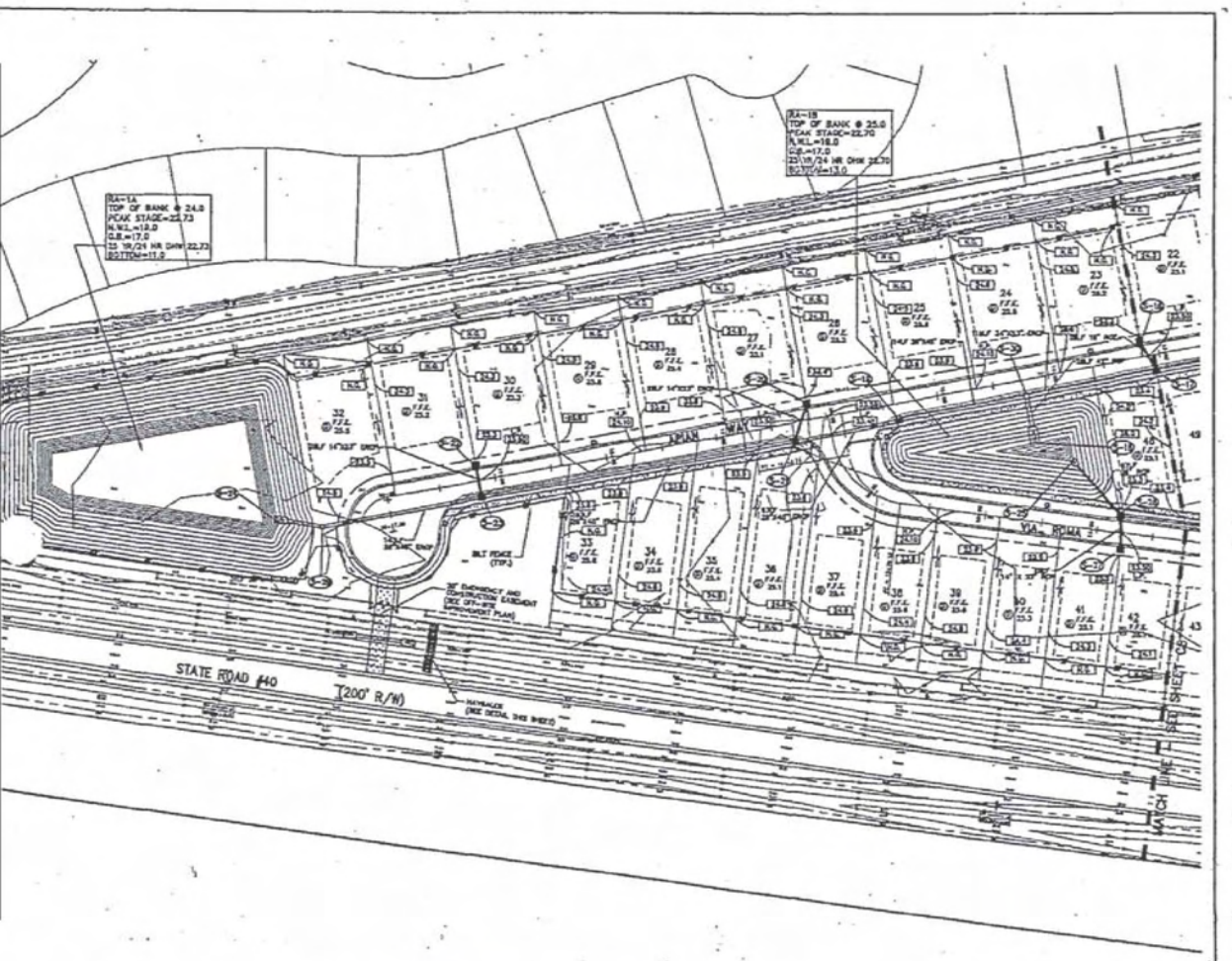


EXHIBIT "A"
PAGE 12 OF 16



LEGEND

- EXISTING GRADE ELEVATION
- PROPOSED GRADE ELEVATION
- EXISTING CONTOUR
- PROPOSED CONTOUR
- DIRECTION OF OVERLAND FLOW
- SWALES SHALE
- STORMWATER FEATURE HIGHWATER
- LOT GRADING TIPE
- SILT FENCE
- HAY BALE

STORM DRAINAGE TABLE

STRUCTURE	TYPE	RIM/GRATE	INVERTS/PIPE	STATION/OFFSET	NOTES
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

REV.	DATE	DESCRIPTION	BY
2	4-23-04	REV. PER CITY & SJRWMD COMMENTS DATED 4-12-04	MJ/DM
1	4-12-04	REV. PER CITY & SJRWMD COMMENTS DATED 4-12-04 & 4-23-04 RESPECTIVELY.	MJ/DM

REVISIONS

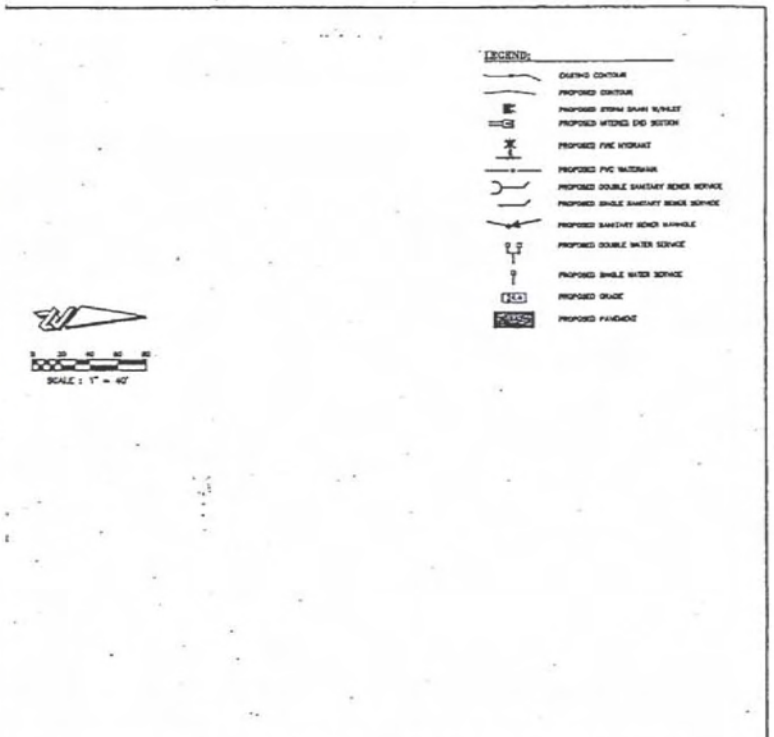
TUSCANY PRD
FINAL ENGINEERING PLAN
LOT GRADING PLAN

CITY OF DAYTONA BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

APR 23 2004

PROJECT NO: 03004	DATE PREPARED: 5-26-03		
DESIGNED BY: BB	DRAFTED BY: DSB	CHECKED BY: MDD	15-2
SCALE: 1"=40'	SHEET: 08 OF 21		FILE LOCATION



REVISIONS	
	MJ/DM
	MJ/DM
	BY

TUSCANY PRD
FINAL ENGINEERING PLAN
PLAN & PROFILE
TUSCANY BOULEVARD

CITY OF DAYTONA BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

APR 23 2004

PROJECT NO: 03004	DATE PREPARED: 5-26-03		
DESIGNED BY: BB	DRAFTED BY: KC	CHECKED BY: MDD	15-2
SCALE: 1"=40' (HORZ.) 1"=4' (VERT.)	SHEET: 09 OF 21		FILE LOCATION

EXHIBIT "A"
PAGE 13 OF 16

PLANT LIST

SYMB.	QUAN.	SPECIES	COMMON NAME	SIZE & SPACING
A	108	ANNUALS	SEASONAL – SELECTION BY OWNER	4" POTS, 12" O.C.
/ AR	6	ARECASTRUM ROMANZOFFIANUM	QUEEN PALM	VARY HEIGHTS 10' TO 18' GREY WOOD
/ CR	4	CYCAS REVOLUTA	SAGO PALM	30"–36" X 30"–36", LEXIO
FS	100	FEJOA SELLOWIANA	PINEAPPLE GUAVA	3 GAL., MIN. 24" HT X 18–24" SPR., 3' O.C.
HS	15	HIBISCUS ROSA–SINENSIS	CHINESE HIBISCUS	3 GAL., 30–36" X 24–30", 4' OC.
/ IVS	237	ILEX VOMITORIA "SHELLMOUND"	DWARF YAUPON HOLLY	3 GAL., 18" X 18", FULL, 30" OC.
JP	50	JUNIPERUS PARSONII	PARSON'S JUNIPER	3 GAL., 18 X 18", FULL, 30" O.C.
/ LC	13	LANTANA CAMARA " GOLD MOUND"	YELLOW LANTANA	1 GAL., 15" HT., 18" O.C.
LJ	8	LIGUSTRUM JAPONICUM	WAX PRIVET	8' X 8', HT., 2 1/2" CAL., 1 1/2" DBH., 6' CT.
/ MC	14	MYRICA CERIFERA	WAX MYRTLE	45 GAL., 8' HT.X 6' SPR., FULL TO GROUND
/ NO	18	NERIUM OLEANDER	PINK OLEANDER	7 GAL., 48" HT. X 36" SPR., FULL
/ PC	5	PHOENIX CANARIENSIS	CANARY DATE PALM	12' C.T., MATCHED SPECIMENS
PE	30/TRG	PINUS ELLIOTTII	SLASH PINE	30 GAL., 2 1/2" CAL., 15' HT.
/ PTV	20	PITTOSPORUM TOBIRA "VARIEGATA"	VARIEGATED PITTOSPORUM	3 GAL., 18" X 18", FULL, 3' O.C.
/ QV	114	QUERCUS VIRGINIANA	LIVE OAK	45 GAL., 2 1/2" CAL., 1 1/2" DBH., 10' HT.
/ TAN	168	TRACHELOSPERMUM ASIATICUM "NANA"	DWARF ASIATIC JASMINE	1 PINT, 12" SPG., 18" OC.
VS	58	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	3 GAL., 18"–24" X 18"–24", 3' O.C.
/ WR	12	WASHINGTONIA ROBUSTA	WASHINGTON PALM	VARY HEIGHTS 10' TO 18' CLEAR TRUNK

/ DENOTES SPECIES THAT IS DROUGHT TOLERANT

STREET TREES NOTES:

1. STREET TREES INDICATED ON THIS PLAN SHALL BE PLANTED IN ACCORDANCE WITH THE TYPICAL STREET SECTIONS PROVIDED. (SEE CROSS SECTION SHEET)

2. STREET TREES SHALL BE PLANTED APPROX. 50'–0" ON CENTER.

3. THE FINAL LOCATION OF THE TREES INDICATED ON THIS PLAN SHALL BE FIELD DETERMINED AFTER EACH INDIVIDUAL LOT IS CONSTRUCTED IN ORDER TO AVOID CONFLICTS WITH PROPOSED UTILITIES AND ENTRANCE DRIVEWAYS. ALL STREET TREES TO BE PLANTED A MINIMUM OF 5'–0" AWAY FROM ANY WATER, SEWER OR ELECTRIC SERVICES. (TYPICAL)

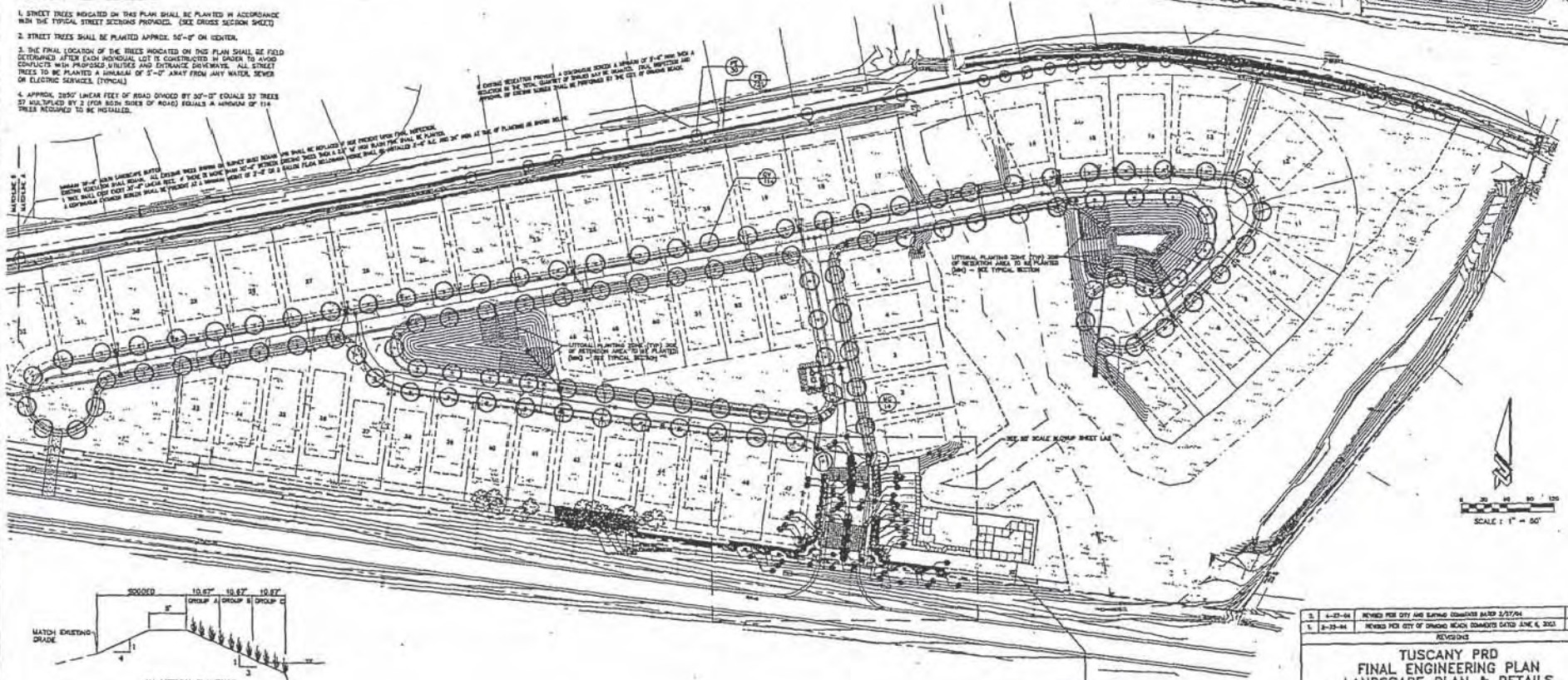
4. APPROX. 2850' LINEAR FEET OF ROAD DIVIDED BY 50'–0" EQUALS 57 TREES 57 MULTIPLIED BY 2 (FOR BOTH SIDES OF ROAD) EQUALS A MINIMUM OF 114 TREES REQUIRED TO BE INSTALLED.

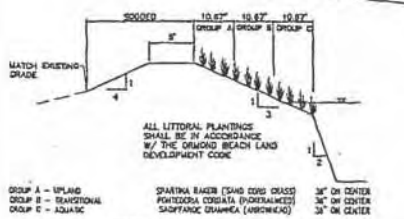
GENERAL NOTES

1. ALL PLANT MATERIAL SHALL BE FLORIDA NO. 1 OR BETTER AS OUTLINED IN "FLORIDA GRADES AND STANDARDS FOR NURSERY PLANT MATERIAL".
2. ALL PLANTING BEDS SHALL BE TOP DRESSED WITH 3" SHREDDED CYPRESS BARK MULCH, GRADE "A" OR BETTER.
3. ALL TREES NOT IN BEDS SHALL HAVE A 3' DIAMETER MULCH RING.
4. SOD SHALL BE ST. AUGUSTINE TURGRASS UNLESS OTHERWISE SPECIFIED ON THE PLANS AS ARGENTINE BAHIA.
5. IN THE EVENT OF A VARIATION BETWEEN THE PLANT LISTS AND THE ACTUAL QUANTITY OF PLANTS SHOWN ON THE PLANS, THE PLANS SHALL CONTROL.
6. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT APPROVAL FROM THE LANDSCAPE ARCHITECT.
7. IF CALLIPERS FOR PLANTS OR TREES IS SHOWN THEY SHALL BE CONTAINER GROWN AND THE SIZE SHOWN SHALL REPRESENT THE MINIMUM ALLOWABLE CALLIPER ACCEPTED.
8. IN ALL CASES THE PLANT SPECIFIED SIZE SHALL CONTROL OVER THE CALLIPER INDICATED.
9. IF PROPOSED PLANTINGS SHOWN ON PLAN INTERFERE WITH EXISTING LANDSCAPING, THE EXISTING LANDSCAPING IS TO BE REMOVED IN FAVOR OF THE NEW PLANTINGS.
10. CONTRACTOR SHALL VERIFY THAT SOIL CONDITIONS ARE SUITABLE TO THE PLANT SPECIES SPECIFIED. IF SOIL CONDITIONS ARE DEEMED UNSUITABLE FOR PROPER PLANT HEALTH, CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT AND PROPER SUBSTITUTIONS SHALL BE MADE BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
11. CONTRACTOR SHALL GUARANTEE ALL INSTALLED PLANT MATERIAL FOR ONE (1) CALENDAR YEAR STARTING FROM THE DATE OF JOB ACCEPTANCE.

IRRIGATION NOTES

1. AN AUTOMATIC TIME CONTROLLED IRRIGATION SYSTEM WITH A RAIN SENSOR SHALL BE INSTALLED TO PROVIDE 100% HEAD TO HEAD COVERAGE OF ALL NEW PLANTINGS.





① TYPICAL LITTORAL PLANTING SECTION

SCALE: N.T.S.

3.	4-23-04	REVISED PER CITY AND SJRWMD COMMENTS DATED 3/27/04	BR/MC
1.	3-23-04	REVISED PER CITY OF ORMOND BEACH COMMENTS DATED JUNE 6, 2003	MC

REVISIONS

TUSCANY PRD
FINAL ENGINEERING PLAN
LANDSCAPE PLAN & DETAILS

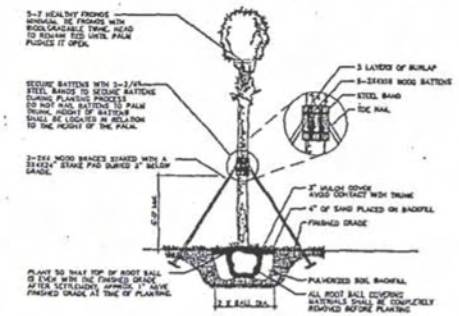
CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

PROJECT NO.	02004	DATE PREPARED	3-28-03
DESIGNED BY:	MC	DRAFTED BY:	MC
CHECKED BY:	PM		
SCALE:	1" = 50'	SHEET:	L4 OF 3

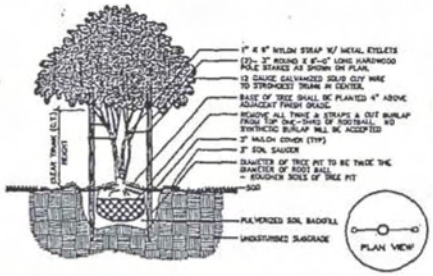
MATT WALDEPENDORF
FLORIDA REG. LANDSCAPE ARCHITECT
LICENSE NO. 6666
15-2
FILE LOCATION

EXHIBIT "A"
PAGE 14 OF 16



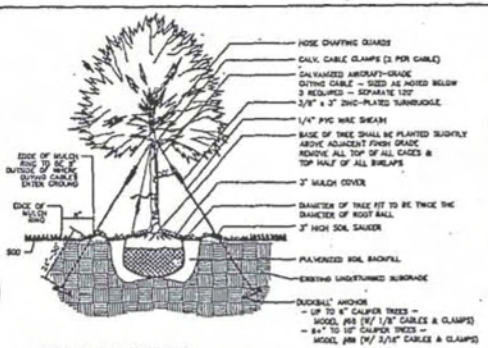
① PALM PLANTING DETAIL

SCALE: N.T.S.



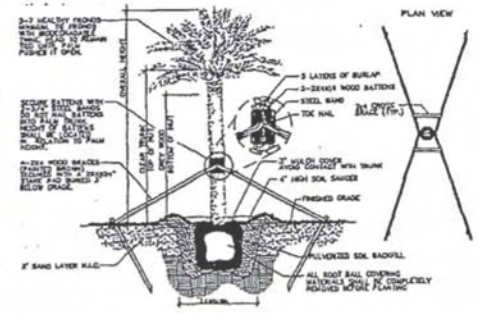
② MULTI-TRUNK TREE PLANTING DETAIL

SCALE: N.T.S.



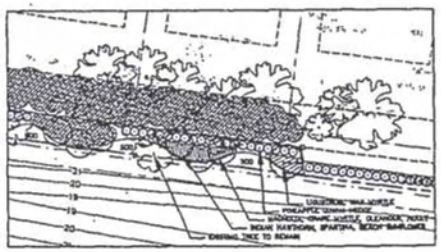
③ TREE PLANTING DETAIL

SCALE: N.T.S.

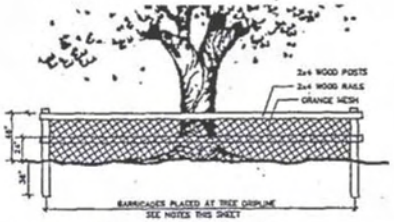


④ DATE PALM PLANTING DETAIL

SCALE: N.T.S.

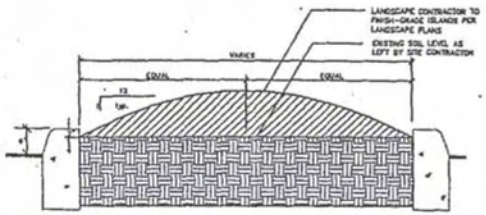


⑤ SCHEMATIC LANDSCAPE BUFFER PORTION



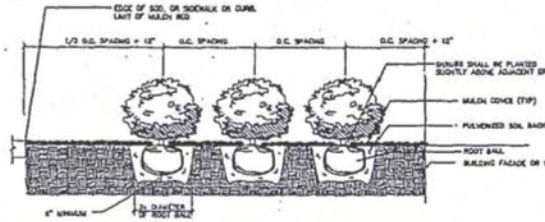
⑧ TREE PROTECTION BARRICADE DETAIL

SCALE: N.T.S.



⑥ LANDSCAPE ISLAND GRADING DETAIL

SCALE: N.T.S.



⑦ GROUND COVER & SHRUB PLANTING DETAIL

SCALE: N.T.S.

TREE PROTECTION REQUIREMENTS

1. PROTECT DESIGNATED EXISTING TREES SCHEDULED TO REMAIN AGAINST:
   - UNNECESSARY CUTTING, BREAKING, OR SKINNING OF ROOTS
   - SKINNING AND BRUISING OF BARK
   - SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION OR EXCAVATION MATERIALS WITHIN DRIP-LINE
   - EXCESS FOOT OR VEHICULAR TRAFFIC
   - PARKING VEHICLES WITHIN DRIP-LINE
2. ERECT TEMPORARY WOODEN BARRICADES AS SHOWN ON THIS SHEET, BEFORE COMMENCEMENT OF ANY SITE CLEARING OR GRADING. FENCE TO BE 4' HIGH MINIMUM WITH 3 X 4 POSTS AND 2-2X4 RAILS AT 2' AND 4' ABOVE GRADE AND SHALL BE SET DEEP ENOUGH IN THE GROUND TO BE STABLE WITHOUT ADDITIONAL SUPPORT. ALL FENCING SHALL BE A MINIMUM CLEAR DISTANCE OF 6' FROM THE FACE OF ANY TREES 12" DBH AND UNDER AND SHALL FULLY ENCLOSE ALL TREES SCHEDULED TO REMAIN. NOTHING SHALL BE PLACED INSIDE OF PROTECTIVE BARRICADES, INCLUDING BUT NOT LIMITED TO CONSTRUCTION MATERIAL, MACHINERY, CHEMICALS, OR TEMPORARY SOIL DEPOSITS. ON TREES LARGER THAN 12" DBH, BARRICADES SHALL BE NO CLOSER THAN 10' FROM FACE OF TREE. WHEN PAVING, EXCAVATION, OR HARDSCAPE MUST BE DONE WITHIN BARRICADES, BARRICADES SHALL BE MOVED BACK TO A SECONDARY LOCATION AT EDGE OF WORK. EXTRA CARE MUST BE TAKEN AT THIS TIME BY THE CONTRACTOR TO INSURE THAT NO DAMAGE TO THE TREE OCCURS.
3. PROVIDE WATER TO TREES AS REQUIRED TO MAINTAIN THEIR HEALTH DURING CONSTRUCTION WORK.
4. NO GRADE CHANGES ARE TO BE MADE WITHIN THE BARRICADES WITHOUT PRIOR APPROVAL OF THE OWNER OR HIS DESIGNATED REPRESENTATIVE.

2.	4-27-04	REVISED PER CITY AND BUFFING COMMENTS DATED 3/27/04	MJ/MC
1.	2-28-04	REVISED PER CITY OF ORMOND BEACH COMMENTS DATED JANE 8, 2003	MC

REVISIONS

TUSCANY PRD
FINAL ENGINEERING PLAN
LANDSCAPE PLAN & DETAILS

CITY OF ORMOND BEACH — VOLUSIA COUNTY, FLORIDA

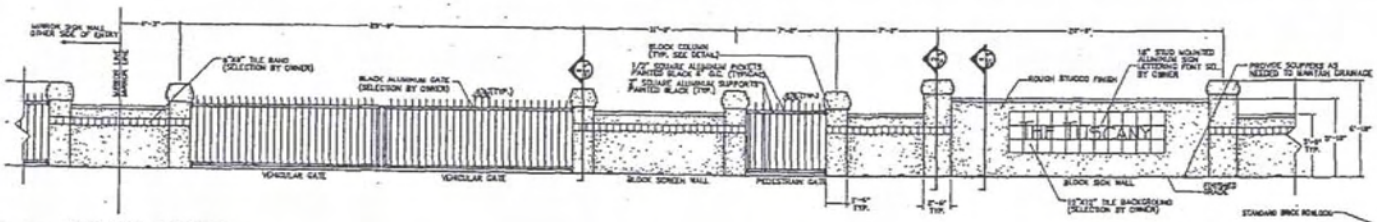
ZEV COHEN & ASSOCIATES, INC.
ENGINEERS · PLANNERS · LANDSCAPE ARCHITECTS

PROJECT NO:	03004	DATE PREPARED:	6-28-03		
DESIGNED BY:	MC	DRAFTED BY:	MC	CHECKED BY:	PW
SCALE:	VARIES	SHEET:	L-2	OF	3

APR 2 8 2004
NOT VALID WITHOUT EMBOSSED SEAL

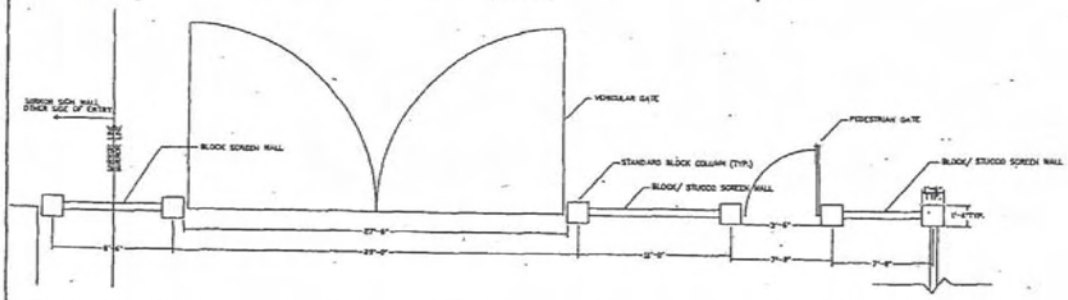
15-2
FILE LOCATION

EXHIBIT "A"
PAGE 15 OF 16



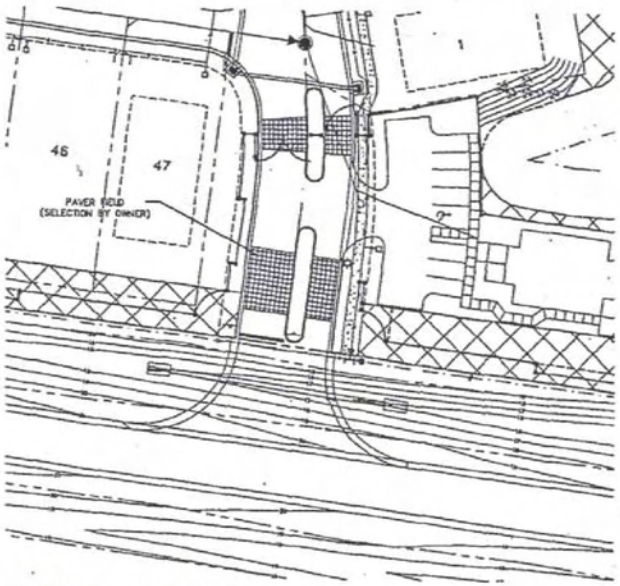
① SIGN WALL ELEVATION

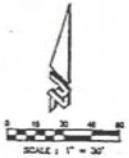
SCALE: N.T.S.

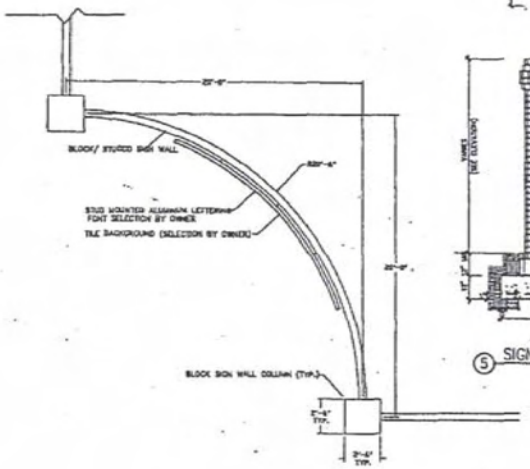


② SIGN WALL LAYOUT PLAN

SCALE: N.T.S.

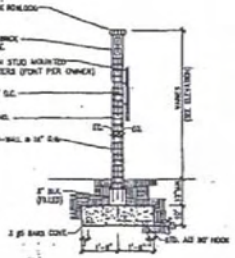






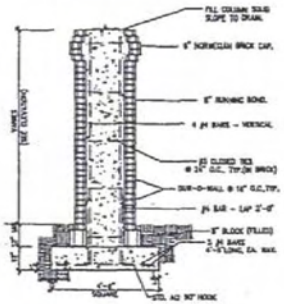
③ SIGN WALL LOCATION & LAYOUT PLAN

SCALE: N.T.S.



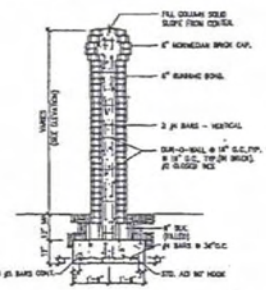
④ BRICK SCREEN WALL DETAIL

SCALE: N.T.S.



⑤ SIGN WALL COLUMN DETAIL

SCALE: N.T.S.



⑥ STANDARD COLUMN DETAIL

SCALE: N.T.S.

GENERAL NOTES:

1. STANDARD BRICK TYPE: 2"x 2"x 7", JUSTERSON BY CHEROKEE
   8" NORMEDIAN BRICK TYPE: 2"x 5"x 11", JUSTERSON BY CHEROKEE
   MORTAR TYPE: S

CONSTRUCTION NOTES:

1. ALL DETAILS AND SECTIONS SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE ON THE PROJECT, EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
2. ALL CONCRETE BLOCKS SHALL BE STANDARD WEIGHT BLOCKS CONFORMING TO ASTM-90 GRADE N-1 WITH 1"W-1500 PSI (MIN.) LAID IN RUNNING BOND WITH S TYPE MORTAR.
3. WHERE SHOWN, CORES OF BLOCK MASONRY SHALL BE FILLED WITH GROUT (OR PEA GRAVEL CONCRETE) WITH MINIMUM COMPRESSIVE STRENGTH OF 2,500 PSI AT 28 DAYS. GROUT SLUMP = 8" TO 10"
4. EXTERIOR HORIZONTAL DUR-O-WALL MINIMUM 8" INTO PILASTER OR CONCRETE COLUMN, EXCEPT WHERE DIP JC. OCCURS AT COLUMN.
5. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.
6. ALL RE-BARS DETORMED GRADE - 60.
7. GENERAL CONTRACTOR SHALL CHECK ARCHITECTURAL, MECHANICAL AND ELECTRICAL DRAWINGS FOR OPENINGS, SLEEVES, ANCHORS, HANGERS, SLAB DEPRESSIONS, PITCH AND ANY OTHER ITEMS RELATED TO CONCRETE WORK, AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR PROPER LOCATION BEFORE POURING CONCRETE.
8. WIND DESIGN LOAD: PER STANDARD BLDG. CODE 1991 EDITION- 100 MPH
9. SOIL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY AND SHALL HAVE A MINIMUM ALLOWABLE SOIL BEARING PRESSURE OF 3000 PSF
10. PROVIDE 3/8" MIN. VERTICAL EXPANSION JOINT AT 25' O.C. MAX. WITH ALL HORIZONTAL REINFORCEMENT DISCONTINUOUS. TYPICAL AT ALL WALLS.
11. ALL WALLS TO HAVE A PILASTER PLACED MID-WAY BETWEEN COLUMNS ON BACK SIDE OF WALL TO COMPLY WITH SECTION 1405 OF THE STANDARD BUILDING CODE. PILASTERS TO BE MECHANICALLY CONNECTED TO WALLS.

2	6-22-04	REVISED PER CITY AND SJRWMD COMMENTS DATED 1/07/04	WLMC

REVISIONS

TUSCANY PRD
PLANNED UNIT DEVELOPMENT
HARDSCAPE PLAN & DETAILS

CITY OF DAYTONA BEACH — VOLUSIA COUNTY, FLORIDA

ZEV COHEN & ASSOCIATES, INC.
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

APR 1 8 2005
NOT VALID WITHOUT SIGNATURE & SEAL

PROJECT NO.	03004	DATE PREPARED	03-30-04		
DESIGNED BY:	TV	DRAFTED BY:	KC	CHECKED BY:	PM
SCALE:	AS NOTED	SHEET	1	OF	1

SHEET NO. 15-2
TILE LOCATION

EXHIBIT "A"
PAGE 16 OF 16

Exhibit E

January 7, 2011 City Attorney Memorandum

CITY OF ORMOND BEACH

Office of the City Attorney • P.O. Box 277 • 173 South Beach Street • Ormond Beach, FL 32175-0277 • (386) 676-3217 • Fax (386) 676-3321

RECEIVED
JAN
PLANNING DEPT.
CITY OF
ORMOND BEACH

Memorandum

TO: Stephen Spraker, Senior Planner

FROM: Randal A. Hayes, City Attorney RAH

DATE: January 7, 2011

RE: **The Tuscany PRD; application to amend PRD**

This memorandum will address the questions that were raised in your November 12, 2010 email communiqué. The Tuscany is a 53 unit residential subdivision that was approved by the city commission in 2003. It is my understanding that approximately 14 lots have been developed, leaving 39 lots to be developed. The original developer, The Tuscan, LLC lost its interest in the property through a foreclosure action. Those property interests were acquired by Fifth Third Bank and were subsequently conveyed to Villaggio Investors, LLC.

The Development Order requires a clubhouse to be under construction upon the issuance of a building permit for the 30th residence, and prohibits the city from issuing any further permit until construction of the clubhouse has begun. It is my understanding that most property owners desire to eliminate the requirement in the Development Order for a pool and clubhouse; however, one property owner has objected to the same.

I will start with my conclusions, which are as follows:

1) As you know, a development order may be amended in accordance with the procedural requirements and substantive conditions of the city's *Land Development Code, Comprehensive Land Use Plan,* and applicable laws. If the LDC does not require a pool and clubhouse to be included as part of a PRD, then those amenities may be eliminated. If, however, the LDC requires some recreational component, then the elimination of the pool and clubhouse amenities would require some other form of recreational amenity that meets code requirements.

2) You have inquired as to who has standing to file an application to amend the Tuscany PRD. You indicated that the Tuscany Homeowners Association (and a majority of property owners) provided authority to Paul Holub (Villaggio Investors, LLC) to file an application to amend to amend the PRD.

I conclude that Villagio Investors, LLC is the proper party to file an application to amend the Tuscany PRD; not because of the authorization provided by the HOA, but because Villaggio Investors, LLC is in fact the successor in interest the development rights under the

Visit our website: www.ormondbeach.org

PRD and Impact Fee Reimbursement & Joint Participation Agreement, for the reasons stated below. Absent an amendment to the Tuscany PRD, construction of the clubhouse must begin before the city can issue further building permits.

February 18, 2003: the city commission approved Resolution 2003-17 approving and authorizing the issuance of a Development Order for the development of the Tuscany, a 53-unit planned residential subdivision; and

The city commission also approved a Development Order in the application of Viscomi/Hansard, Inc., (PRD-02-67), for the Tuscany planned residential development.

July 20, 2004: the city commission approved Resolution 2004-30 approving the preliminary and final plats for the Tuscan planned residential development. Paragraph (a)4b provides that:

> *"The applicant and staff have agreed to defer the construction of the clubhouse and entry pavers until the 30th building permit. The purpose of allowing the clubhouse to be deferred is so that construction traffic does not impact the pavers and to allow the subdivision to be partially built to utilize the clubhouse facilities.* ***No building permits will be issued after the 30th unless the clubhouse is under construction."***

Absent a modification of that restriction, the city shall not issue any further building permits until the clubhouse is under construction.

August 3, 2004: the city commission approved Resolution 2004-128 approving and authorizing the execution of an Impact Fee Reimbursement Agreement & Joint Participation Agreement between the city and The Tuscan, LLC. The reimbursement of impact fees is specifically based upon the development of the Tuscany subdivision. Paragraph 3 specifically provides that *"All of the work done on the JOINT PROJECT is to be done according to the plans and specification of the Tuscan utility facilities, entitled* ***Tuscany PRD*** *Final Engineering Plan ..." (emphasis added).* The agreement clearly indicates that reimbursement of impact fees is conditioned on the development (i.e., development rights) of the Tuscany subdivision. The agreement, as noted below, has been amended three times; twice to increase the city's financial contribution and once to extend the expiration date of the agreement. The impact fee reimbursement agreement is inextricably tied to the Tuscany PRD development order.

August 17, 2004: "Declaration of Covenants, Conditions and Restrictions for Tuscany" (recorded at Book 5384, Pages 1855 – 1878, Public Records of Volusia County) as filed by The Tuscan, LLC, fee owner of the subdivision property and providing that the Tuscany of Ormond Beach Homeowners' Association, Inc., shall have authority and control over common areas within the subdivision. Article 2 establishes voting rights for members of the HOA. Article 10 provides that *"The Turnover of the Association by the Declarant shall occur at the time specified in section 2.3.2."* Based on the documentation that is in my file, I cannot conclude whether or not the "turnover" from the developer (The Tuscan, LLC) to the HOA occurred as contemplated by the Declaration of Covenants; however, it is clear that the HOA would ultimately be

responsible for the common areas. Section 11.5 further provides that the rights and duties of the HOA and developer may be assigned, in which case the assignees would be entitled to all rights and duties.

January 8, 2005: the city commission approved Resolution 2005-5 approving a First Amendment to the Impact Fee Reimbursement & Joint Participation Agreement between the city and The Tuscan, LLC, to increase the city's portion of the contract by $5,894.97 (from $463,500.00 to $469,394.97).

February 20, 2007: the city commission approved Resolution 2007-14 approving a Second Amendment to the Impact Fee Reimbursement & Joint Participation Agreement between the city and The Tuscan, LLC, to increase the city's portion of the contract by $5,602.14 (from $469,394.97 to $474,997.11).

February 9, 2010: a Certificate of Title was issued by the Clerk of Court, in the Circuit Court for the Seventh Judicial Circuit in and for Volusia County, in Case No. 2009-30456, in the matter of *Fifth Third Bank vs. The Tuscan, LLC, et. al.*, indicating that a Certificate of Sale was executed in favor of Fifth Third Bank on January 29, 2010. The Certificate of Title vests in Fifth Third Bank all rights, interest and title to the property, specifically including the following at paragraph (h) [at page 3]:

> *"all abstracts of title, contract rights, management, franchise and service agreements, accounts, occupancy permits and licenses, building and other permits,* ***governmental approvals****, licenses, agreements with utilities companies, water and sewer capacity reservation agreements, bonds, governmental applications and proceedings, feasibility studies, maintenance and service contracts, marketing agreements,* ***development agreements****, surveys, engineering wore, architectural plans and engineering plans,* ***site plans****, landscaping plans, engineering contracts, architectural contracts, and all other contracts respecting the Real Property and all other consents, approvals and agreements which Mortgagor/Debtor may now or hereafter have in connection with the Real Property and/or any improvements constructed thereon ... " (emphasis added).*

The language clearly indicates that Fifth Third Bank (as the successor in interest to the developer, The Tuscan, LLC) acquired all rights, interest and obligations in and to the Development Order for the Tuscany PRD and the Impact Fee Reimbursement & Joint Participation Agreement related thereto.

September 22, 2010: a letter from Paul Holub to city clerk Ronnie Patterson requests an amendment to the Impact Fee Reimbursement Agreement and Joint Participation Agreement. The letter indicates that *"In conjunction with the purchase of these [39 remaining undeveloped] lots, the assignment of interest in the Impact Fee Reimbursement and Joint Participation Agreement will be transferred at closing to the purchasing entity Villaggio Investors, LLC."*

October 6, 2010: a letter from Vice-President, Eric T. Ammon of Fifth Third Bank to Senior Planner Steve Spraker indicates that the bank has *"several lots under a formal purchase*

and sale agreement with Mr. Paul Holub" and requests a five year extension to the Impact Fee Reimbursement Agreement *"**to allow for development to begin again** in the City, allowing us **or our successor** owners in Ormond Beach, to be able to enjoy the benefits of reimbursement of any impact fees that may become available going forward (emphasis added)."*

It is significant to note that by virtue of the Certificate of Title obtained by Fifth Third Bank, the bank acquired all rights to and obligations stemming from "governmental approvals", "development agreements", and "site plans" and that would necessarily include the Tuscany PRD and Impact Fee Reimbursement and Joint Participation Agreement.

October 20, 2010: Fifth Third Bank (as assignor) assigned to Villagio Investors, LLC., (as assignee) *"all of [its'] rights, titles and interest in the Impact Fee Reimbursement Agreement"* and Villagio Investors, LLC. *"assumed all of [Fifth Third Bank's] obligations under the Agreement"*. As previously indicated, the Impact Fee Reimbursement Agreement is expressly predicated upon the development of the Tuscany planned residential subdivision. In other words, the rights to impact fee reimbursement are inextricably tied to the right and obligation to develop the Tuscany subdivision, both of which were acquired by the bank.

I believe all rights and obligations that were obtained by Fifth Third Bank were conveyed from the bank to Villaggio Investors, Inc. I cannot envision a scenario in which Fifth Third Bank would sell only its interest to the 39 lots while assigning its right to the receipt of impact fee reimbursements, yet retain all other development rights in the Tuscany PRD Development Order. It would simply defy logic.

November 3, 2010: the city commission approved Resolution 2010-175 approving a First Amendment to the Impact Fee Reimbursement & Joint Participation Agreement between the city and Villaggio Investors, LLC, to extend by five years the expiration date of the agreement. The resolution recognizes that Fifth Third Bank acquired *"all rights, title, interest and agreements affecting the real and personal property within the Tuscan Subdivision"* which subsequently transferred title to the remaining 39 undeveloped lots to Villagio Investors, Inc.

Consequently, I further conclude that Villaggio Investors, LLC, is now the beneficiary (as the successor in interest to Fifth Third Bank, which was itself a successor in interest to the developer, The Tuscan, LLC) of both the Impact Fee Reimbursement Agreement & Joint Participation Agreement and the Tuscany PRD Development Order, including the rights and obligations therein. As such, Villaggio Investors, LLC may initiate, in its own right, an application to amend the Tuscany PRD.

I reserve the right to modify my conclusions based on new or additional information that I may not have had the benefit of reviewing.

Thank you.

Exhibit F

Letters of Objection

OBJECTION TO REQUEST FOR REVISION TO TUSCANY AT ORMOND BEACH PLANNED RESIDENTIAL DEVELOPMENT

(I, we) the undersigned, (am, our) a property owner in the Tuscany at Ormond Beach subdivision, which is also known as Il Villagio. I understand that the owners of the undeveloped lots and the Tuscany Association in the subdivision have requested to amend the development plan to exclude the requirement for installation of a pool and clubhouse at the subdivision after the thirtieth home is built. (I, we) am or our signing this document for the purpose of notifying the City Commission of the City of Ormond Beach that (I, we) object to any such change to the development orders for this property at this time, even if (I, we) signed the previous request

Signed by Home (owner / owners)

Address

OBJECTION TO REQUEST FOR REVISION TO TUSCANY AT ORMOND BEACH PLANNED RESIDENTIAL DEVELOPMENT

(I, we) the undersigned, (am, our) a property owner in the Tuscany at Ormond Beach subdivision, which is also known as Il Villagio. I understand that the owners of the undeveloped lots and the Tuscany Association in the subdivision have requested to amend the development plan to exclude the requirement for installation of a pool and clubhouse at the subdivision after the thirtieth home is built. (I, we) am or our signing this document for the purpose of notifying the City Commission of the City of Ormond Beach that (I, we) object to any such change to the development orders for this property at this time, even if (I, we) signed the previous request

Louis Rotundi — 39 Apian Way

Signed by Home (owner / owners) — Address

OBJECTION TO REQUEST FOR REVISION TO TUSCANY AT ORMOND BEACH PLANNED RESIDENTIAL DEVELOPMENT

(I, we) the undersigned, (am, our) a property owner in the Tuscany at Ormond Beach subdivision, which is also known as Il Villagio. I understand that the owners of the undeveloped lots and the Tuscany Association in the subdivision have requested to amend the development plan to exclude the requirement for installation of a pool and clubhouse at the subdivision after the thirtieth home is built. (I, we) am or our signing this document for the purpose of notifying the City Commission of the City of Ormond Beach that (I, we) object to any such change to the development orders for this property at this time, even if (I, we) signed the previous request

Signed by Home (owner / owners)

74 Apian Way
O.B FL 32174
Address

OBJECTION TO REQUEST FOR REVISION TO TUSCANY AT ORMOND BEACH PLANNED RESIDENTIAL DEVELOPMENT

We ~~I~~, the undersigned, are ~~am a~~ property owners in the Tuscany at Ormond Beach subdivision, which is also known as Tuscany/Il Villaggio. The owners of the undeveloped lots and the Association in the subdivision have requested to amend the development plan to exclude the requirement for installation of a pool and clubhouse at the subdivision after the thirtieth home is built. We ~~I~~ signed that request, but after further review we ~~I~~ have realized this was a mistake based on the new information that was presented. We are ~~I am~~ signing this document for the purpose of notifying the City Commission of the City of Ormond Beach that we ~~I~~ object to any such change to the development orders for this property at this time. We agree that once the thirtieth home has been built and occupied, the Association can re-visit the issue of a pool and clubhouse. This would insure a fair and objective decision based on a majority of the ~~property~~ owners' wishes at that time.

Michael B. Powell

Carmela Anne Powell

75 APIAN WAY

OBJECTION TO REQUEST FOR REVISION TO TUSCANY AT ORMOND BEACH PLANNED RESIDENTIAL DEVELOPMENT

(I, we) the undersigned, (am, our) a property owner in the Tuscany at Ormond Beach subdivision, which is also known as Il Villagio. I understand that the owners of the undeveloped lots and the Tuscany Association in the subdivision have requested to amend the development plan to exclude the requirement for installation of a pool and clubhouse at the subdivision after the thirtieth home is built. (I, we) am or our signing this document for the purpose of notifying the City Commission of the City of Ormond Beach that (I, we) object to any such change to the development orders for this property at this time, even if (I, we) signed the previous request

Gregory Ellwood — 79 Apian Way

Signed by Home (owner / owners) — Address

Exhibit G

Application & Affidavits of Support

City of Ormond Beach - 0707
RECEIVED NOVEMBER 2, 2010

HOLUB
DEVELOPMENT

VIA HAND DELIVERY

October 18, 2010

Steven Spraker, Chief Planner
City of Ormond Beach
Planning Department
22 South Beach St.
Ormond Beach, FL 32174

RE: Planned Development Amendment- Major Tuscany PRD

Dear Steven:

Please find enclosed our Planned Development Amendment application for the above captioned subdivision. This application is being submitted on behalf of the Tuscany Homeowners Association. I have also enclosed the application fee made payable to the city of Ormond Beach in the amount of $2,400.

The request is to amend the PRD to eliminate the requirement of a pool, club house, and parking facility. The Tuscany Board of Directors and HOA have approved this request and ask that this matter be included on the next available Planning Board and City Commission agenda.

The homeowners of Tuscany (aka Villaggio) and our investment group do not want to fund the initial cost of constructing the recreational improvements, nor do we want to incur the liability and annual cost for maintenance, utilities, and insurance that is associated with the pool and clubhouse. We feel that the improvements, if required by the PRD, should have been bonded or escrowed by the original developer.

As you may be aware, Fifth Third Bank obtained title to the 39 remaining lots within the subdivision of which we have a contract pending for purchase of the same. Fifth Third Bank did not accept or inherit the developer's responsibilities when they obtained title through the foreclosure process. There appears to be no legal remedy to the original developer and it is not equitable that the "30th permit-home constructed" within the subdivision bear the cost of the recreational facilities.

COMMERCIAL AND RESIDENTIAL CUSTOM LUXURY HOMES CONSTRUCTION SITE DEVELOPMENT INVESTMENT PROPERTIES
PO BOX 730086 • ORMOND BEACH • FLORIDA 32173-0086 • VOICE 386.677.7617 • FAX 386.677.7630 - EMAIL HOLUBDEV@AOL.COM

Accordingly, the Tuscany Board of Directors and HOA, in conjunction with our investment group, ask that the recreational facilities be waived and that the existing parcel remain in its current condition as undeveloped open space.

I have attached supporting documents to be included in the informational packets that are distributed to the Planning Board and City Commission.

Please contact me if you require any additional information or would like to further discuss our application.

Sincerely,

Paul F. Holub, Jr.
Managing Member
Villaggio Investeors LLC

c: File
c: Jeffrey C. Sweet, Esquire
c: Villaggio Investors, LLC
c: Eric Ammon, Fifth Third Bank
c: Tuscany HOA, Inc.

AGENCY AUTHORIZATION

The Board of Directors of The Tuscany of Ormond Beach Homeowners' Association Inc. hereby authorizes Paul Holub, as a member of an entity that owns lots in The Tuscany, as its agent to seek an Amendment to the Development Order and Ordinance N. 2004-30.

10/27/10
Date

Louis Roppolo, President

APPLICANT INFORMATION

This application is being submitted by ☐ Property Owner ☑ Agent, on behalf of Property Owner

Name	Paul F. Holub, Jr. c/o Holub Development Company
Address	P.O. Box 730086
City, State, Zip Code	Ormond Beach, FL 32173
Telephone	386-677-7617
Email Address	holubdev@aol.com

If this application is being submitted by person other than the property owner, please provide the following Property Owner Information.

PROPERTY OWNER INFORMATION

Name	Tuscany of Ormond Beach HOA, Inc.
Address	P.O. Box 732032
City, State, Zip Code	Ormond Beach, FL 32173
Telephone	
Email Address	

If the property owner does not reside on the property for which the application refers, please provide the following Property Details.

PROPERTY DETAILS

Address	Savino Boulevard
Zip Code	
Parcel I.D.	
Legal Description	Common Area Tract F Drainage and Maintenance

PROJECT COORDINATOR

Name	Paul F. Holub, Jr.
Address	P.O. Box 730086
City, State, Zip Code	Ormond Beach, FL 32173
Telephone	386-677-7617
Email Address	holubdev@aol.com

PROJECT INFORMATION

Name	Tuscany HOA, Inc.
Description	Common Area Tract F Drainage and Maintenance

CERTIFICATION

By submitting this application, I hereby certify that the information provided above is true and correct to the best of my knowledge and that I am aware of the application submittal requirements and review process for this application. I hereby authorize City of Ormond Beach Staff to place legal notice on my property and to take pictures pertaining to my request. I am aware of the required pre-application meeting and am aware that if all the required information is not provided, my application will be continued to the next regularly scheduled hearing.

Signed By _____ Date 10-12-10

Corporation

STATE OF FLORIDA)
COUNTY OF VOLUSIA) **SS**

The foregoing instrument was acknowledged before me this_____ day of _____, 20___, by

_____, in their capacity as the _____, of

_____ who is personally known to me or has provided identification.

_____
Notary Public
State of Florida
My Commission Expires:

ATTEST: _____

Individual

STATE OF FLORIDA)
COUNTY OF VOLUSIA) **SS**

The foregoing instrument was acknowledged before me this 12th day of October, 2010, by

Paul F. Holub, Jr., who provided _____, as

identification or is personally known to me.

Gina Hames
Notary Public
State of Florida
My Commission Expires:

GINA HAMES
Notary Public - State of Florida
My Comm. Expires Feb 3, 2014
Commission # DD 950192
Bonded Through National Notary Assn.

TUSCANY PLANNED RESIDENTIAL DEVELOPMENT AMENDMENT TO REQUEST CLARIFICATION AND WAIVER OF ALL RECREATIONAL FACILITIES

1. The Tuscany Plat (Plat Book 51, Page 46 - 49) depicts Common Area Tract F as drainage and maintenance. This parcel, which was designated by the original developer to be the location of the pool and clubhouse, is not depicted as common area - recreational.

   The parcel is located outside of the main entrance gate, adjacent to West Granada Boulevard and abuts a wetland, which is under Conservation Easement with SJRWMD (see attached).

2. Ordinance 2004 - 30 Section 1 (a) 2. requires that "a performance bond shall be provided in amounts to be determined by the City Engineer and in a form to be approved by the City Attorney, all in accordance with Article XVII of the Land Development Code".

   Performance Bonds are routinely required by the City of Ormond Beach for any improvements that are to be installed at a later date. The City of Ormond Beach did not require a performance bond or funds to be escrowed in the estimated cost of the pool, clubhouse and parking facility.

3. Ordinance 2004 - 30 Section 1 (a) 4. requires that the "applicant" shall comply with all final site plan conditions of the SPRC. The applicant was the original developer; Fifth Third Bank, through its foreclosure proceeding obtained title into thirty-nine (39) lots but did not take over any of the applicants (original developer) responsibilities or obligations.

4. Ordinance 2004 - 30 Section 1 (a) B. requires that the applicant and staff have agreed to defer the construction of the clubhouse and entry pavers until the thirtieth (30th) building permit. The purpose of allowing the clubhouse to be deferred is so that construction traffic does not impact the pavers and to allow the subdivision to be partially built to utilize the clubhouse facilities. No building permits will be issued after the thirtieth (30th) unless the clubhouse is under construction.

   Please note that the entry pavers were installed with the original construction of the Tuscany/Villaggio Development. This provision may have been appropriate if in fact the applicant (original developer) was still in title to the remaining lots and was completing construction of the same.

5. Development Order Page 2 a.1. requires that "all applicable provisions of the Land Development Code shall be complied with at all times, such provisions being incorporated herein by referencing hereby and specifically made a part of this Development Order". Any improvements that were not completed with the original construction should have been guaranteed through a (i) performance bond, (ii) completion bond or (iii) cash bond, deposited with the City of Ormond Beach.

6. The proposed recreational facility is located outside of the gated community adjacent to State Road 40 and will cause a burden upon the Homeowners to monitor and police the facility to ensure that the general public does not utilize the same.

7. The current owner of Parcel F is the Tuscan Homeowners Association, Inc. The HOA does not have the funds for construction of the recreational facility nor the funds to support the annual cost of maintenance, repairs and insurance. Accordingly, the HOA requests that this property remain as open space.

2. **City Commission Approval:** The final plat shall not be forwarded to the City Commission until such time as the Committee certifies that the plat is consistent with all ordinance requirements; or the applicant has acknowledged that such requirements can be met (in which case they will appear as recommended conditions of approval); or the applicant has submitted a definitive statement of disagreement with the recommendations of the Committee on matters that may reasonably be subject to interpretation and are not substantive with regard to the design of the subdivision, and that adequate infrastructure is available to serve the development.

3. **Final Site Plan Review Committee Approval:**

   a. Following the approval of the City Commission, the applicant shall submit revised plans and written statements to the SPRC, including responses to any conditions of approval adopted by the City Commission, for final approval of the SPRC.

   b. All construction plans and specifications shall be prepared and signed by a professional engineer, architect or landscape architect as appropriate and shall be in accordance with the standards of this Code and any other applicable City Ordinances and with generally accepted engineering and design practices.

   c. Detailed costs for all construction shall be submitted by the engineer of record along with a statement that all costs and quantities have been verified and are consistent with the most current cost information available.

4. **Expiration:** The time period for the expiration of final plat approvals issued prior to the effective date of this Code shall begin on January 1, 1992. Final plat approval shall automatically expire and become void unless the following conditions are met:

   a. Final plat to be recorded within 18 months of City Commission approval.

   b. Site development permit to be issued within 18 months from date of recording.

   c. Construction to begin under a valid site development permit within 2 years of recording.

17.02 RECORDING, REQUIREMENTS FOR: Recording of a subdivision plat shall not occur until the following actions have been completed:

A. **Home Owners' Association Documents (HOA):** The applicant shall submit HOA incorporation documents and Conditions, Covenants and Restrictions (CC&Rs) necessary to implement any obligations imposed on that body as part of the subdivision approval to the City Attorney for review and approval. Such documents shall identify any lots located within 100-year floodplain areas.

B. **Bonding:**

1. The applicant shall enter into an Agreement for Construction of Facilities substantially in the form described below:

AGREEMENT FOR RECORDING OF PLAT AND

CONSTRUCTION OF FACILITIES

KNOW ALL MEN BY THESE PRESENTS: That

WHEREAS, _____ (hereinafter called the "Owner"), has applied to the CITY OF ORMOND BEACH, a Florida Municipal corporation (hereinafter called the "City"), for approval of the City of a certain plat of a subdivision to be known as: _____, a copy of which plat and the construction drawings were approved by Resolution _____ of the City Commission on _____ and has received final approval of the Site Plan Review Committee on _____ which documents are herein incorporated by reference; and

WHEREAS, it is necessary in the interest of the public welfare that the subdivision be constructed in accordance with the specifications set forth in the plat approval; and

WHEREAS, the City Land Development Code provides that a subdivision plat shall not be recorded unless a good and sufficient bond be furnished to the City conditioned upon the construction within the time specified plus a guarantee to repair or replace any defects in any facilities required under this Code which defects develop within one (1) year following acceptance of such facilities by the City;

NOW, THEREFORE, to allow the recording of said plat, the Owner does hereby unconditionally promise and agree to and with the City as follows:

1. Within two (2) years from the recording of said plat, the Owner will construct _____; at an estimated cost of _____ ($_____) Dollars; provided, however, if the time therefor is extended by the City Commission because of unusual circumstances, that the completion of such construction shall be effected within such extended estimated time. Such construction shall be in accordance with the approved plat and construction drawings;

2. In accordance with the terms of the said Land Development Code, the Owner tenders to the City a bond in a form acceptable to the City Attorney, in the amount of _____ ($_____) dollars, which amount is not less than one hundred (100%) percent of the estimated cost of the construction described above. In the event the Owner shall fail or neglect to fulfill his obligations under this agreement, the City shall have the right to construct or cause to be constructed, pursuant to public advertisement and receipt and acceptance of bids, all construction described herein, and the Owner as Principal and the surety or sureties shall be jointly and severally liable to pay to and indemnify the City, upon completion of such construction, the final total cost to the City thereof, including but not limited to, engineering, legal and contingent costs, together with any damages, either direct or consequential, which the City may sustain due to the failure of the Owner to execute all of the provisions of this Agreement.

IN WITNESS WHEREOF the Owner has executed these presents this the _____ day of _____, 19____.

Signed, sealed and delivered

in the presence of: [OWNER (if other than individual)]

_____ By _____(SEAL)

_____ Title _____

ATTEST: _____(SEAL)

(CORPORATE SEAL)

Title _____

2. **Performance Bond:** A bond shall be submitted by the applicant in the penal sum of not less than one hundred (100%) percent of the estimated cost of such construction, based on the detailed costs submitted in accordance with Section 17.01D3 above. Such bond may be either a cash bond, a bond duly executed by the owner as principal and a surety company or companies authorized to do business in the State of Florida, as sureties, a letter of credit issued by a lending institution authorized to do business in the State of Florida, an assignment of surety bonds issued to the owner, or other form of

bond acceptable to the City. The said bond shall be conditioned upon the construction of said facilities within the time limits specified in the Agreement. The condition of such bond shall be such that if the developer as principal shall fully and faithfully perform all of the terms and conditions of the principal's agreement and within the time therein specified, said bond shall be void. Otherwise the City shall have the right to construct said facilities or, pursuant to public advertisement and receipt and acceptance of bids, to cause the same to be constructed.

3. **Maintenance Bond:** Upon acceptance of the improvements by the SPRC, and prior to the issuance of any further development permits, the principal shall post a bond in an amount equal to twenty-five (25%) percent of the performance bond to ensure that for a period of one (1) year after the completion of construction, any defects which may develop due to the use of faulty workmanship or materials during construction, that the necessary repairs shall be made in a timely fashion by the principal to the satisfaction of the City Engineer. The City, at its option, may instead call in the bond and make the necessary repairs, in which case, the principal and surety jointly and severally shall agree to pay and indemnify the City, upon completion by the City, the final total cost of such construction, including but not limited to engineering, legal and contingent costs, together with any damages either direct or consequential which the City may sustain on account of the failure of the principal to comply with the terms of the agreement.

4. **Lien Waivers:** Upon specific request by the City, the developer shall require any contractor or supplier of services or materials that may have been used in the construction of any of the public utilities or street work, to furnish a properly filled out and executed "Waiver of Lien" signifying that all bills for materials and services used and/or furnished have been paid or otherwise satisfactorily satisfied. The waiver of lien form will be supplied by the City. In the event that such action is deemed advisable by the City, no street or other public utility shall receive final acceptance by the City until said waiver has been presented in acceptable form.

5. **Title Certification:** Every plat of a subdivision submitted to the approving agency of the local governing body must be accompanied by a title opinion of an attorney at law licensed in Florida or a certification by an abstractor or a title company showing that record title to the land as described and shown on the plat is in the name of the person, persons, corporation, or entity executing the dedication, if any, as it is shown on the plat and, if the plat does not contain a dedication, that the developer has record title to the land. The title opinion or certification shall also show all mortgages not satisfied or released of record nor otherwise terminated by law.

17.03 CONSTRUCTION/ACCEPTANCE OF IMPROVEMENTS:

A. Pre-Construction Requirements:

1. Prior to the issuance of a grading permit or the initiation of start-up activity, the applicant shall arrange for a pre-construction conference with his civil engineer, the City Engineer, all underground, drainage and paving contractors, all affected utility agencies, including, but not limited to FP&L, BellSouth, Cable Franchisee, and representatives of the following City departments - Utilities, Public Works and Landscape Architect in attendance.

2. The City shall receive and review for approval Shop Drawings and Product Data for material to be used in the construction of the subdivision improvements. Such review and approval shall only be for confirming conformance of the materials with the Land Development Code requirements and approved plans. The approval of Shop Drawings or Product Data shall not relieve the contractor from responsibility for any deviations from the approved plans or conformance with the Code unless the contractor has in writing called to the City's attention such deviations at the time of submission and written notice approving such deviation is given by the City.

3. Upon the satisfactory completion of all pre-construction requirements evolving from the conference and the submittal of all necessary agency permits, the City Engineer shall issue an Engineering Permit.

B. Inspections:

1. The applicant shall inform the City Engineer of the start-up date and time for initial clearing activities.

TUSCANY

MAP BOOK 51 PAGE 48

A PART OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

NOTE: ALL LINES IN CURVES AREA RADIAL UNLESS AS (NR) (NON-RADIAL)

R=1022.24'
L=706.95'
Δ=39°37'26"
CB=S80°46'01"E
CH=692.95'

GRAPHIC SCALE
0 25 50 100 150
SCALE: 1" = 50'

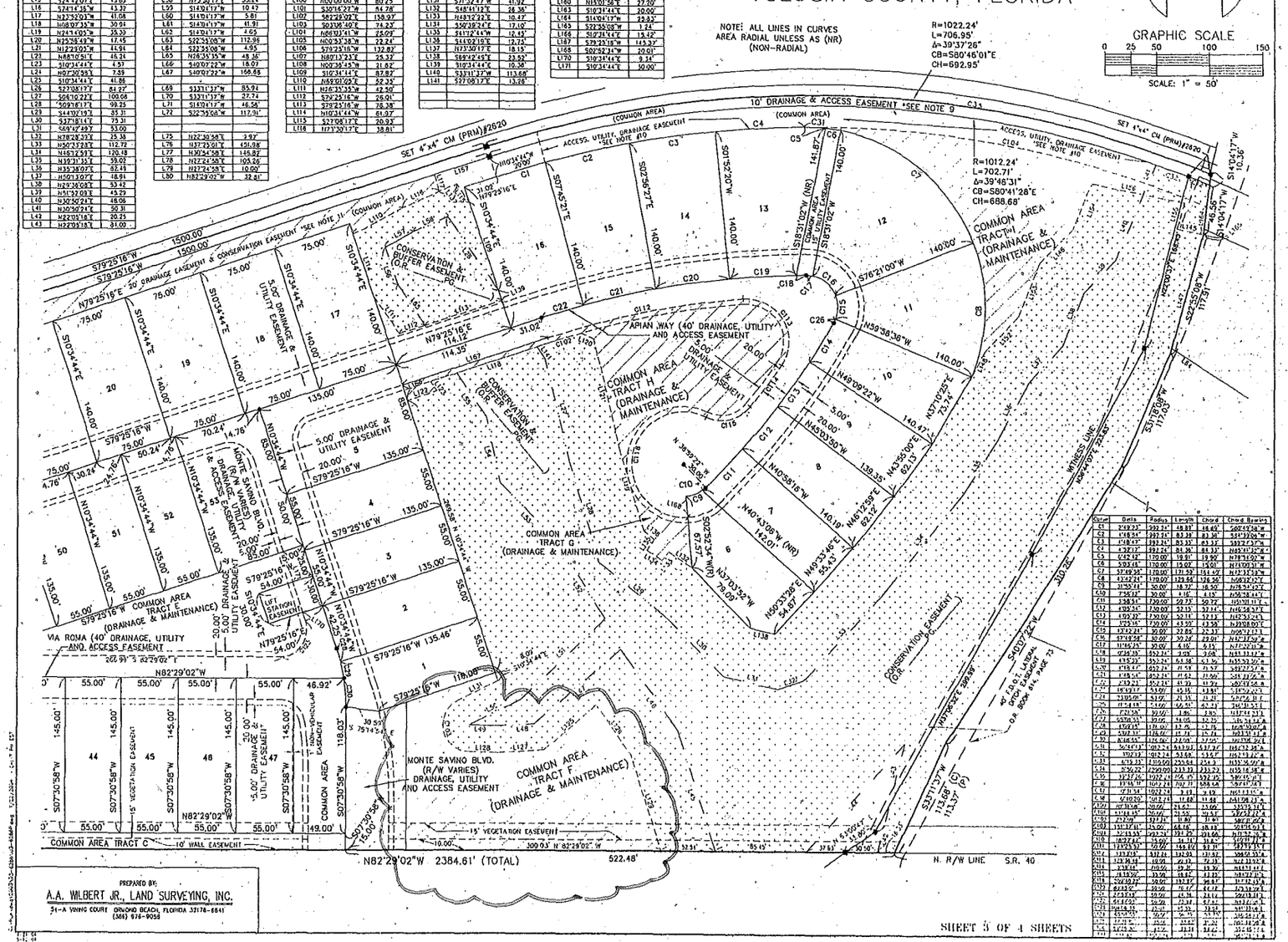
Line	Bearing	Distance
L1	N07°30'58"E	9.27
L2	N03°05'40"W	61.93
L3	N30°16'27"E	39.40
L4	N63°41'27"E	94.56
L5	S00°36'45"E	49.16
L6	S07°23'52"E	32.68
L7	S07°58'03"W	38.79
L8	S00°53'38"E	25.72
L9	N81°45'22"W	108.64
L10	S10°31'44"E	53.11
L11	S30°39'50"E	23.95
L12	S01°13'52"W	33.16
L13	S05°19'42"E	29.91
L14	S18°25'33"E	60.76
L15	S24°42'07"E	13.83
L16	S74°14'18"W	43.32
L17	N23°52'03"W	41.08
L18	N08°07'35"W	30.91
L19	N24°14'05"W	35.30
L20	N25°58'49"W	17.15
L21	N12°23'05"W	44.91
L22	N88°10'31"E	46.24
L23	S10°31'44"E	4.57
L24	N07°30'58"E	7.59
L25	S10°31'44"E	41.86
L26	S27°08'17"E	84.07
L27	S06°10'22"E	100.08
L28	S09°16'17"E	99.25
L29	S44°10'15"E	35.31
L30	S37°18'11"E	79.31
L31	S69°47'49"E	53.00
L32	N78°28'39"E	25.38
L33	N50°37'28"E	112.72
L34	N16°12'59"E	120.18
L35	N19°31'33"E	59.02
L36	N35°38'07"E	62.14
L37	N50°13'07"E	18.91
L38	N29°30'08"E	53.42
L39	N04°37'09"E	45.29
L40	N30°50'21"E	46.06
L41	N30°50'21"E	50.31
L42	N22°01'16"E	20.25
L43	N22°01'16"E	31.00

Line	Bearing	Distance
L44	S50°35'50"W	138.14
L45	N10°22'00"W	118.08
L46	N28°41'44"W	93.33
L47	S07°33'36"W	108.61
L48	N66°20'19"W	34.93
L49	N50°01'34"W	26.65
L50	N11°33'41"E	54.37
L51	N34°15'40"E	110.58
L52	N24°41'34"W	85.15
L53	N30°16'16"W	70.63
L54	N02°28'19"W	63.08
L55	N26°35'35"W	50.03'
L56	N11°08'27"W	37.44
L57	N48°01'03"E	30.95
L58	N73°30'17"E	35.24
L59	S14°01'17"W	10.47
L60	S14°01'17"W	5.81
L61	S14°01'17"W	41.91
L62	S14°01'17"W	4.65
L63	S22°55'08"W	112.96
L64	S22°55'08"W	4.95
L65	N26°35'35"W	48.16'
L66	S40°07'22"W	18.07
L67	S40°07'22"W	156.65
L69	S33°11'37"W	85.93
L70	S33°11'37"W	27.74
L71	S14°01'17"W	46.56'
L72	S22°55'08"W	117.91'
L75	N22°30'58"E	3.97'
L76	N37°25'01"E	450.08'
L77	N30°34'58"E	145.87'
L78	N27°24'58"E	105.26
L79	N27°24'58"E	10.00'
L80	N82°29'02"W	32.41'

Line	Bearing	Distance
L81	N37°13'46"W	26.98'
L82	N37°06'32"E	203.99'
L83	N26°41'00"E	223.83'
L84	N29°12'31"E	167.33'
L85	N37°06'32"E	106.14'
L86	N37°06'32"E	193.83'
L87	S37°53'28"E	18.19'
L88	N38°44'09"E	115.73'
L89	N38°44'09"E	108.08'
L90	S53°15'53"E	35.26'
L91	S72°22'28"E	25.61'
L92	N39°12'31"E	122.39'
L93	N39°12'31"E	44.94'
L94	S00°47'29"E	12.16'
L100	N00°00'00"W	80.25'
L101	S30°16'27"W	84.28'
L102	S82°29'02"E	158.97'
L103	S02°36'40"E	74.23'
L104	N86°03'41"W	25.09'
L105	N00°53'38"W	22.24'
L106	S79°25'16"W	132.82'
L107	N80°13'23"E	25.32'
L108	N00°36'45"W	21.82'
L109	S10°34'44"E	87.82'
L110	N49°01'09"E	52.23'
L111	N26°35'35"W	42.50'
L112	S79°25'16"W	26.01'
L113	S79°25'16"W	78.38'
L114	N10°34'44"W	61.97'
L115	S27°08'17"E	20.93'
L116	N73°30'17"E	38.81'

Line	Bearing	Distance
L117	N10°34'44"W	16.22'
L118	S79°25'16"W	116.48'
L119	S00°16'17"E	50.91'
L120	N35°14'56"W	13.27'
L121	N06°10'22"W	107.17'
L122	S75°25'18"W	29.88'
L123	S26°35'55"E	10.81'
L125	S57°33'16"W	65.01'
L126	N28°41'44"W	58.91'
L127	N68°20'18"W	44.44'
L128	S80°04'41"E	28.02'
L129	N10°22'59"W	92.88
L130	N68°33'08"E	9.00'
L131	S71°32'47"W	41.92'
L132	S48°41'12"E	28.36'
L133	N48°12'32"E	10.47'
L134	S50°38'24"E	17.10'
L135	S41°12'14"W	12.45'
L136	S14°02'15"E	12.75'
L137	N73°30'17"E	18.15'
L138	S88°42'45"E	23.92'
L139	N10°34'44"E	10.38'
L140	S33°11'37"W	113.68'
L141	S27°08'17"E	13.26'

Line	Bearing	Distance
L145	S70°18'33"E	25.17'
L146	N51°52'09"E	15.55'
L147	S22°55'08"W	118.65'
L148	S36°11'57"W	26.10'
L150	N37°10'25"E	73.74'
L151	S31°18'08"W	117.03'
L152	N50°13'07"E	16.24'
L153	N25°38'08"E	54.17'
L154	N35°50'21"E	47.01'
L155	S24°12'17"W	23.82'
L156	S71°38'36"E	21.41'
L157	N78°25'18"E	55.04'
L158	S79°25'18"W	84.28'
L160	N15°01'58"E	27.20'
L163	S10°31'44"E	30.00'
L164	S14°01'17"W	22.83'
L165	S22°55'08"W	1.24'
L166	S12°31'44"E	15.42'
L167	S79°25'18"W	145.37'
L168	S00°52'31"W	20.01'
L170	S10°34'44"E	9.34'
L171	S10°34'44"E	50.00'



Curve	Delta	Radius	Length	Chord	Chord Bearing
C1	3°49'23"	592.24'	39.83'	39.82'	S80°49'38"W
C2	11°48'24"	592.24'	83.38'	83.38'	S74°13'08"W
C3	11°48'23"	592.24'	83.33'	83.33'	S62°24'37"W
C4	4°32'13"	592.24'	34.36'	34.33'	N65°41'32"E
C5	0°47'42"	1170.00'	16.51'	16.50'	N78°13'02"W
C6	5°03'16"	1170.00'	103.01'	103.00'	N75°03'31"W
C7	37°49'38"	170.00'	112.29'	110.27'	N37°31'53"W
C8	43°52'24"	170.00'	129.96'	126.90'	N04°02'27"W
C9	31°50'31"	30.00'	16.97'	16.50'	N28°34'27"E
C10	7°55'12"	30.00'	4.15'	4.15'	N54°38'44"E
C11	53°38'31"	120.00'	112.37'	108.32'	N50°01'11"E
C12	49°35'16"	120.00'	103.85'	100.62'	N46°38'37"E
C13	49°35'16"	120.00'	103.85'	100.62'	N46°38'37"E
C14	32°23'44"	120.00'	67.87'	66.98'	N32°03'00"E
C15	33°42'21"	30.00'	17.65'	17.40'	N06°21'13"E
C16	57°18'54"	30.00'	30.00'	29.00'	N42°17'30"W
C17	11°46'25"	30.00'	6.16'	6.15'	N72°22'31"W
C18	6°48'35"	252.24'	29.98'	29.96'	N61°11'12"W
C19	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C20	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C21	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C22	7°33'22"	252.24'	33.25'	33.23'	N10°37'26"W
C23	18°13'17"	252.24'	80.19'	79.84'	N27°10'05"W
C24	13°05'55"	252.24'	57.65'	57.52'	N44°13'13"W
C25	13°05'55"	252.24'	57.65'	57.52'	N57°19'08"W
C26	13°05'55"	252.24'	57.65'	57.52'	N70°24'42"W
C27	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C28	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C29	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C30	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C31	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C32	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C33	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C34	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C35	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C36	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C37	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C38	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C39	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C40	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C41	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C42	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C43	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C44	6°48'35"	252.24'	29.98'	29.96'	N61°11'12"W
C45	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C46	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C47	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C48	7°33'22"	252.24'	33.25'	33.23'	N10°37'26"W
C49	18°13'17"	252.24'	80.19'	79.84'	N27°10'05"W
C50	13°05'55"	252.24'	57.65'	57.52'	N44°13'13"W
C51	13°05'55"	252.24'	57.65'	57.52'	N57°19'08"W
C52	13°05'55"	252.24'	57.65'	57.52'	N70°24'42"W
C53	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C54	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C55	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C56	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C57	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C58	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C59	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C60	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C61	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C62	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C63	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C64	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C65	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C66	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C67	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C68	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C69	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C70	6°48'35"	252.24'	29.98'	29.96'	N61°11'12"W
C71	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C72	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C73	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C74	7°33'22"	252.24'	33.25'	33.23'	N10°37'26"W
C75	18°13'17"	252.24'	80.19'	79.84'	N27°10'05"W
C76	13°05'55"	252.24'	57.65'	57.52'	N44°13'13"W
C77	13°05'55"	252.24'	57.65'	57.52'	N57°19'08"W
C78	13°05'55"	252.24'	57.65'	57.52'	N70°24'42"W
C79	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C80	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C81	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C82	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C83	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C84	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C85	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C86	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C87	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C88	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C89	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C90	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C91	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C92	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C93	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C94	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C95	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C96	6°48'35"	252.24'	29.98'	29.96'	N61°11'12"W
C97	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C98	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C99	41°15'22"	252.24'	181.58'	177.70'	N35°53'30"W
C100	7°33'22"	252.24'	33.25'	33.23'	N10°37'26"W
C101	18°13'17"	252.24'	80.19'	79.84'	N27°10'05"W
C102	13°05'55"	252.24'	57.65'	57.52'	N44°13'13"W
C103	13°05'55"	252.24'	57.65'	57.52'	N57°19'08"W
C104	13°05'55"	252.24'	57.65'	57.52'	N70°24'42"W
C105	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C106	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C107	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C108	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C109	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C110	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C111	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C112	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C113	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C114	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C115	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C116	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C117	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C118	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C119	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C120	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C121	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C122	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C123	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C124	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C125	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C126	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C127	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C128	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C129	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C130	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C131	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C132	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C133	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C134	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C135	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C136	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C137	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C138	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C139	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C140	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C141	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C142	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C143	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C144	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C145	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C146	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C147	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C148	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C149	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C150	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C151	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C152	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C153	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C154	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C155	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C156	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C157	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C158	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C159	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C160	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C161	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C162	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C163	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C164	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C165	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C166	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C167	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C168	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C169	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C170	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C171	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C172	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C173	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C174	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C175	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C176	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C177	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C178	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C179	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C180	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C181	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C182	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C183	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C184	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C185	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C186	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C187	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C188	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C189	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C190	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C191	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C192	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C193	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C194	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C195	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C196	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C197	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C198	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C199	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C200	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C201	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C202	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C203	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C204	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C205	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C206	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C207	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C208	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C209	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C210	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C211	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C212	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C213	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C214	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C215	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C216	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C217	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C218	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C219	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C220	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C221	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C222	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C223	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C224	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C225	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C226	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C227	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C228	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C229	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C230	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C231	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C232	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C233	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C234	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C235	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C236	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C237	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C238	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C239	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C240	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C241	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C242	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C243	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C244	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C245	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C246	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C247	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C248	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C249	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C250	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C251	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W
C252	6°48'35"	152.24'	18.09'	18.08'	N61°11'12"W
C253	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C254	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C255	41°15'22"	152.24'	109.74'	107.29'	N35°53'30"W
C256	7°33'22"	152.24'	20.07'	20.06'	N10°37'26"W
C257	18°13'17"	152.24'	48.42'	48.21'	N27°10'05"W
C258	13°05'55"	152.24'	34.78'	34.70'	N44°13'13"W
C259	13°05'55"	152.24'	34.78'	34.70'	N57°19'08"W
C260	13°05'55"	152.24'	34.78'	34.70'	N70°24'42"W
C261	55°06'55"	30.00'	28.85'	27.75'	S45°34'54"W
C262	13°05'55"	170.00'	38.85'	38.76'	N70°24'42"W
C263	13°05'55"	170.00'	38.85'	38.76'	N57°19'08"W
C264	13°05'55"	170.00'	38.85'	38.76'	N44°13'13"W

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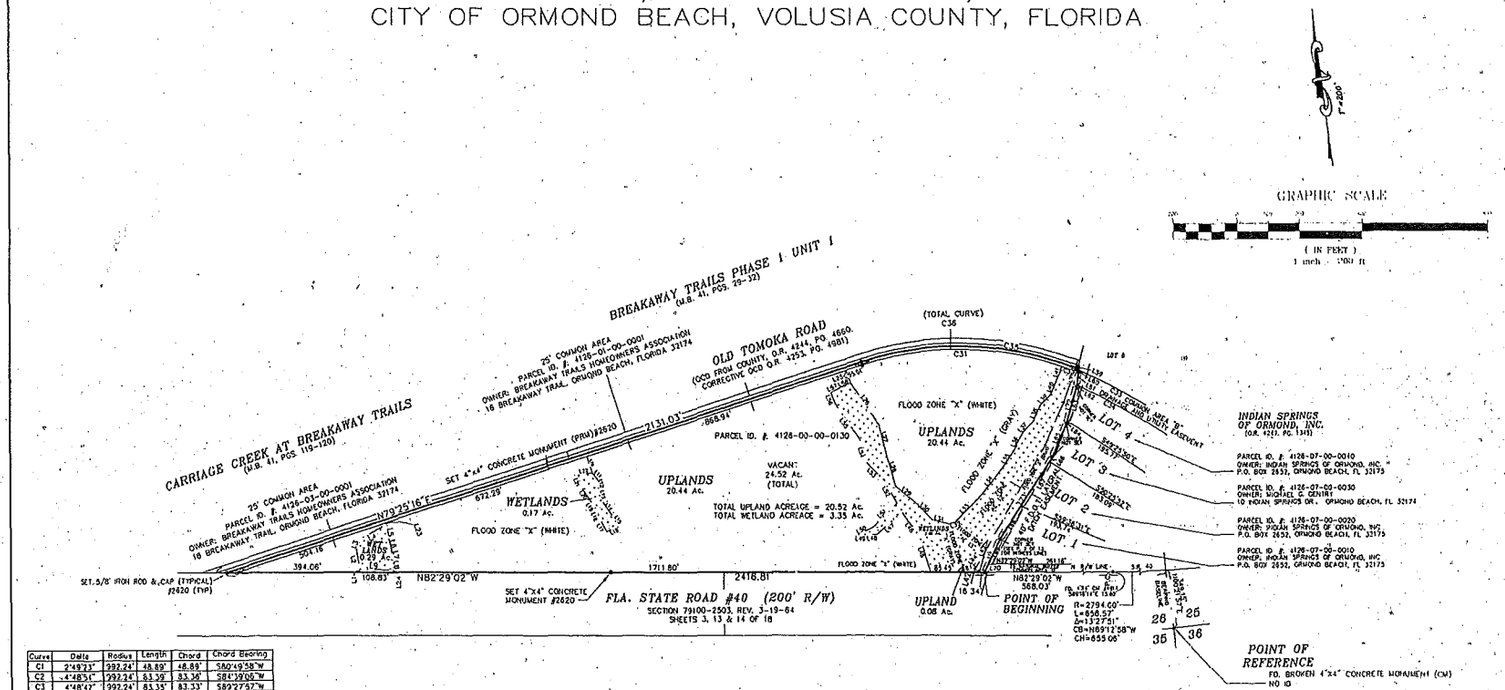
SHEET 3 OF 4 SHEETS

MAP BOOK 51 PAGE 47

TUSCANY

A PART OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA



Curve	Delta	Radius	Length	Chord	Chord Bearing
C1	2°49'23"	992.24'	48.89'	48.88'	S80°49'58"W
C2	4°48'51"	992.24'	83.39'	83.36'	S82°39'06"W
C3	4°48'42"	992.24'	83.35'	83.33'	S89°27'57"W
C4	4°52'17"	992.24'	84.38'	84.33'	N85°41'32"W
C5	6°42'12"	170.00'	19.91'	19.90'	N79°34'02"W
C6	5°03'41"	170.00'	15.02'	15.01'	N74°00'50"W
C7	57°49'58"	170.00'	171.59'	164.40'	N42°33'50"W
C8	43°42'24"	170.00'	129.68'	126.58'	N08°12'12"E
C9	31°55'44"	30.00'	16.72'	16.50'	N76°24'42"E
C10	7°56'12"	30.00'	4.16'	4.15'	N56°38'44"E
C11	37°38'34"	730.00'	50.73'	50.72'	N51°01'11"E
C12	4°05'34"	730.00'	52.15'	52.14'	N46°58'57"E
C13	4°05'32"	730.00'	52.14'	52.13'	N42°53'24"E
C14	3°25'16"	730.00'	43.59'	43.58'	N39°08'00"E
C15	43°42'24"	30.00'	22.88'	22.33'	N08°12'12"E
C16	57°49'58"	30.00'	30.28'	29.01'	N42°33'50"W
C17	11°46'25"	30.00'	6.16'	6.15'	N77°23'11"W
C18	0°36'33"	852.24'	9.08'	9.08'	N83°33'42"W
C19	4°53'39"	852.24'	63.38'	63.36'	N85°59'50"W
C20	4°48'42"	852.24'	71.59'	71.57'	S89°27'57"W
C21	4°48'51"	852.24'	71.62'	71.60'	S84°39'06"W
C22	2°49'23"	852.24'	41.99'	41.99'	S80°49'58"W
C23	48°54'55"	53.00'	45.25'	43.89'	S35°02'11"E
C24	23°59'03"	53.00'	21.27'	21.12'	S70°52'30"E
C25	71°54'18"	53.00'	68.31'	62.23'	S46°31'53"E
C26	7°21'58"	30.00'	3.86'	3.85'	N33°14'23"E
C27	65°01'55"	30.00'	34.05'	32.23'	S48°34'15"W
C28	4°09'15"	176.00'	12.76'	12.76'	N08°30'03"W
C29	5°07'32"	176.00'	15.74'	15.74'	N03°31'43"W
C30	8°48'54"	176.00'	27.08'	27.05'	N03°06'30"E
C31	56°41'13"	1012.24'	649.03'	637.97'	N82°12'38"W
C32	3°02'19"	1012.24'	53.68'	53.67'	N62°19'22"W
C33	6°19'23"	2310.00'	255.04'	254.91'	N53°38'00"W
C34	5°50'22"	2290.00'	233.39'	233.29'	N53°18'38"W
C35	39°37'26"	1022.24'	706.95'	692.95'	S80°46'01"E
C36	39°46'31"	1012.24'	702.71'	688.68'	S80°41'28"E
C37	0°31'54"	1022.24'	9.49'	9.49'	N61°13'15"W
C38	0°40'09"	1012.24'	11.88'	11.88'	N61°08'23"W
C100	210°31'09"	20.00'	73.62'	23.09'	S35°15'34"E
C101	61°14'15"	20.00'	21.55'	20.53'	S30°52'27"W
C103	151°37'41"	25.00'	66.16'	48.48'	S04°18'03"E
C104	22°45'33"	992.24'	394.25'	391.68'	N71°32'28"W

Line	Bearing	Distance
L1	N07°30'58"E	9.27'
L2	N03°06'40"W	61.93'
L3	N30°16'27"E	39.40'
L4	N88°38'17"E	94.56'
L5	S00°36'45"E	49.16'
L6	S07°28'52"E	32.65'
L7	S02°58'05"W	38.79'
L8	S00°53'38"E	25.72'
L9	N81°45'23"W	108.84'
L10	S10°34'44"E	55.11'
L11	S30°39'30"E	23.85'
L12	S01°13'32"W	33.18'
L13	S05°19'42"E	29.91'
L14	S28°25'58"E	60.76'
L15	S24°42'07"E	43.83'
L16	S74°14'26"W	43.32'
L17	N23°52'03"W	41.08'
L18	N08°07'35"W	30.94'
L19	N24°14'05"W	35.39'
L20	N25°58'49"W	47.18'
L21	N12°29'05"W	44.94'
L22	N88°10'51"E	46.24'
L23	S10°34'44"E	4.57'
L24	N07°30'58"E	7.89'
L25	S10°34'44"E	41.86'
L26	S27°08'17"E	162.60'
L27	S06°10'22"E	100.08'
L28	S09°16'17"E	99.75'
L29	S44°02'10"E	85.31'
L30	S37°18'14"E	75.31'
L31	S59°42'49"E	53.00'

Line	Bearing	Distance
L32	N78°28'39"E	35.38'
L33	N50°33'28"E	112.72'
L34	N46°12'59"E	120.48'
L35	N39°31'35"E	59.02'
L36	N35°38'07"E	62.49'
L37	N50°13'07"E	48.94'
L38	N29°36'08"E	53.42'
L39	N51°07'09"E	45.29'
L40	N30°50'24"E	48.06'
L41	N30°50'24"E	50.31'
L42	N72°05'18"E	20.25'
L43	N22°05'18"E	84.00'
L44	S50°35'50"W	138.14'
L45	N10°22'09"W	118.08'
L46	N28°41'44"W	93.33'
L47	S57°33'56"W	108.61'
L48	N88°20'19"W	34.93'
L49	N80°04'54"W	38.65'
L50	N71°32'47"E	54.37'
L51	N54°15'10"E	110.28'
L52	N24°41'34"W	85.45'
L53	N30°48'18"W	78.62'
L54	N04°28'19"W	83.08'
L55	N26°15'55"W	150.46'
L56	N11°08'27"W	37.44'
L57	N69°01'05"E	30.95'
L58	N73°30'17"E	35.24'
L59	S14°04'17"W	10.47'
L60	S14°04'17"W	5.81'
L61	S14°04'17"W	41.91'
L62	S14°04'17"W	4.65'

Line	Bearing	Distance
L63	S22°55'08"W	112.96'
L64	S22°55'08"W	4.95'
L65	S31°18'08"W	117.03'
L66	S40°07'22"W	19.77'
L67	S40°07'22"W	169.68'
L68	S40°07'22"W	123.51'
L69	S33°11'37"W	85.94'
L70	S33°11'37"W	27.74'
L71	S14°04'17"W	46.56'
L72	S22°55'08"W	117.91'
L73	S40°07'22"W	310.28'
L74	S33°11'37"W	113.68'
L75	N22°30'56"E	9.97'
L76	N37°25'01"E	451.98'
L77	N30°14'08"E	146.82'
L78	N27°24'58"E	105.26'
L79	N27°24'58"E	10.00'
L80	N82°29'02"W	32.81'
L81	N31°13'46"W	26.96'
L82	N37°06'32"E	299.59'
L83	N36°44'07"E	223.83'
L84	N25°12'31"E	187.33'
L85	N37°06'32"E	108.14'
L86	N37°06'32"E	193.85'
L87	S52°53'28"E	18.19'
L88	N36°44'07"E	113.75'
L89	N36°44'07"E	108.08'
L90	S53°15'53"E	35.16'
L91	S72°28'28"E	125.61'
L92	N29°12'31"E	122.39'
L93	N29°12'31"E	44.44'
L94	S62°47'29"E	12.16'

Line	Bearing	Distance
L100	N00°00'00"W	20.25'
L101	S30°16'27"W	54.78'
L102	S82°29'02"E	138.93'
L103	S03°05'40"E	74.21'
L104	N88°03'41"W	29.09'
L105	N00°53'36"W	22.24'
L106	S79°25'16"W	132.83'
L107	N80°13'23"E	23.32'
L108	N00°36'45"W	21.62'
L109	S10°34'44"E	98.08'
L110	N69°01'05"E	52.35'
L111	N20°35'39"W	42.50'
L112	S79°25'16"W	28.01'
L113	S79°25'16"W	76.39'
L114	N10°34'44"W	61.97'
L115	S27°08'17"E	20.93'
L116	N23°30'17"E	56.90'
L117	N10°34'44"W	16.72'
L118	S79°25'16"W	118.49'
L119	S09°16'17"E	60.91'
L120	N88°54'56"W	13.27'
L121	N06°10'22"W	107.17'
L122	S79°25'16"W	29.88'
L123	S26°35'35"E	10.84'
L124	S10°34'44"E	277.67'
L125	S57°33'38"W	63.01'
L126	N28°41'44"W	56.94'
L127	N86°26'19"W	14.44'
L128	S80°04'54"E	28.03'
L129	N10°22'09"W	93.88'
L130	N60°31'08"E	9.00'
L131	S71°32'47"W	41.93'
L132	S48°41'12"E	26.25'
L133	N48°12'22"E	10.44'

Line	Bearing	Distance
L134	S50°39'24"E	17.10'
L135	S41°12'44"W	12.45'
L136	S44°02'18"E	12.75'
L137	S37°07'52"E	29.09'
L138	S69°42'59"E	23.53'
L139	N82°28'02"W	222.45'
L140	S33°11'37"W	113.68'
L141	N42°55'00"E	62.13'
L142	N46°12'59"E	62.13'
L143	N50°33'28"E	54.83'
L144	N49°31'46"E	55.43'
L145	S70°18'32"E	25.42'
L146	N51°52'09"E	45.85'
L147	S22°55'08"W	116.67'
L148	S37°41'17"W	25.24'
L149	S10°07'52"W	310.26'
L150	N33°10'25"E	73.74'
L151	S31°18'08"W	117.03'
L152	N50°15'07"E	45.24'
L153	N29°36'08"E	54.17'
L154	N30°50'24"E	47.01'
L155	S24°12'47"W	25.67'
L156	S71°38'56"E	91.47'
L157	N79°25'16"E	55.04'

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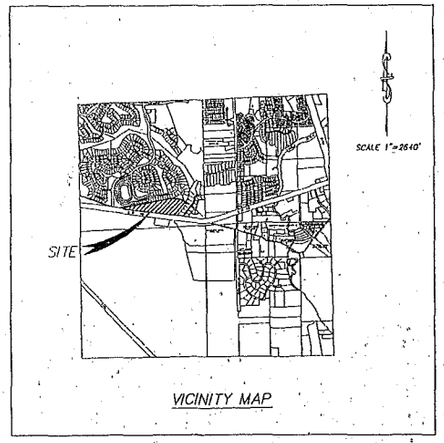
SHEET 2 OF 4 SHEETS

TUSCANY

A PART OF SECTION 26, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA



VICINITY MAP

NOTES:

1. ■ – INDICATES P.R.M. (PERMANENT REFERENCE MONUMENT) (SET 4"x4" CONCRETE MONUMENT WITH 1-1/4" ALUMINUM CAP #2820)
2. ● – INDICATES P.C.P. (PERMANENT CONTROL POINT) SET 5/8" IRON ROD & ALUMINUM CAP #2620
3. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
4. BEARINGS ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD27, FROM TRAVERSE STATIONS 1-95 71 A-30 AND 1-95 71 A-29, WITH THE MONUMENTED NORTH LINE OF THE SOUTHWEST 1/4 OF SECTION 30-14-32 HAVING A BEARING OF N89°54'41"E.
5. CONSERVATION EASEMENTS ARE DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. CONSERVATION EASEMENTS ALLOW FOR NO DREDGING, FILLING OR DISTURBANCES OF NATURAL GROWTH AND CONSTRUCTION OR STRUCTURES OF ANY KIND, EXCEPT THOSE FACILITIES THAT HAVE BEEN APPROVED AND PERMITTED BY THE APPROPRIATE GOVERNMENTAL AGENCIES AS PART OF THE APPROVED SITE PLAN.
6. A 7.5 FOOT SIDEYARD AND 10 FOOT REAR YARD STORM DRAINAGE EASEMENT IS HEREBY RESERVED ON ALL LOTS.
7. A 10 FOOT EASEMENT FOR UTILITIES AND MAINTENANCE IS HEREBY RESERVED ALONG THE REAR LINE OF ALL LOTS
8. THE FLOOD ZONES SHOWN ARE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP #12127C0194 H, DATED FEBRUARY 19TH, 2003. ALL FLOOD ZONE MAPS ARE SUBJECT TO CHANGE BY FEMA AND THE INFORMATION SHOWN ON THIS PLAT SHOULD BE VERIFIED WITH THE CITY OF ORMOND BEACH BEFORE BEING USED IN ANY WAY.
9. THE 10 FOOT DRAINAGE AND ACCESS EASEMENT ALONG THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION AND THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION. MAINTENANCE OF THE ROAD PORTION IS THE RESPONSIBILITY OF THE TUSCANY HOMEOWNERS ASSOCIATION.
10. THE VARIABLE WIDTH DRAINAGE ACCESS, AND UTILITY EASEMENT 10' SOUTH OF THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION AND THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION, SUBJECT TO THE CONSERVATION EASEMENTS DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. MAINTENANCE OF THE DITCH AND ROAD PORTION IS THE RESPONSIBILITY OF THE BREAKAWAY TRAILS HOMEOWNERS ASSOCIATION AND THE CITY OF ORMOND BEACH IS RESPONSIBLE FOR THE MAINTENANCE OF THE UTILITIES.
11. THE 20 FOOT DRAINAGE AND CONSERVATION EASEMENT 10' SOUTH OF THE NORTHERLY PROPERTY LINE IS COMMON AREA AND IS HEREBY DEDICATED TO THE TUSCANY HOME OWNERS ASSOCIATION SUBJECT TO THE CONSERVATION EASEMENTS DEDICATED TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. MAINTENANCE OF THIS EASEMENT IS TO BE MAINTAINED BY THE TUSCANY HOME OWNERS ASSOCIATION.
12. INGRESS/EGRESS, UTILITY AND DRAINAGE EASEMENTS ARE DEDICATED BY THIS PLAT FOR ROADWAYS AND SHALL BE OWNED AND MAINTAINED BY THE TUSCANY HOMEOWNERS ASSOCIATION.

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LEGAL DESCRIPTION (This is a NEW description)
(***OVERALL DEVELOPMENT DESCRIPTION****)

A portion of the South one-half of Section 26, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows; As a Point of Reference, commence at a concrete monument marking the Southeast corner of said Section 26; thence run North 00°21'57" East, along the East line of said Section 26, a distance of 349.15 feet to an intersection with the Northerly right-of-way line of the 200-foot wide right-of-way of Florida State Road #40, as shown on the State of Florida State Road Department Right-of-Way Map, Section 79100-2503, revision dated March 19, 1964, sheets 3, 13 and 14 of 18, said point lying on a curve, concave Northerly; thence run Northerly and Westerly, along said curved right-of-way line, having a radius of 2794.00 feet, an arc distance of 656.57 feet, or through a central angle of 13°27'51", having a chord distance of 655.06 feet, and a chord bearing of North 89°12'58" West, to the Point of Tangency thereof; thence run North 82°29'02" West (North 81°50'50" West per said right-of-way map), along the Northerly right-of-way line of said State Road #40, a distance of 568.03 feet to an intersection with the centerline of a natural creek, said point being the Southwesterly corner of that parcel of land deeded from Patricia Logan, as Trustee under Trust 101-4, to Indian Springs of Ormond, Inc., as described in Official Records Book 4247, Page 1345, of the Public Records of Volusia County, Florida, said point being the POINT OF BEGINNING of this description; thence continue North 82°29'02" West, along the Northerly right-of-way line of said State Road #40, a distance of 2418.81 feet to an intersection with the Southerly line of CARRIAGE CREEK AT BREAKAWAY TRAILS, as per map recorded in Map Book 41, pages 119-120, of the Public Records of Volusia County, Florida; thence run North 79°25'16" East, along the Southerly boundary of said CARRIAGE CREEK AT BREAKAWAY TRAILS and the Southerly line of BREAKAWAY TRAILS PHASE 1, UNIT 1, as per map recorded in Map Book 41, Pages 29-32, of the Public Records of Volusia County, Florida, a distance of 2131.03 to the Point of Curvature of a curve to the right; thence run Southerly and Easterly, along said curved Southerly boundary line,
having a radius of 1022.24 feet, an arc distance of 706.95 feet, or through a central angle of 39°37'26", having a chord distance of 692.95 feet, and a chord bearing of South 80°46'01" East, to an intersection with the centerline of the aforementioned natural creek, being also the Westerly line of INDIAN SPRINGS, as per map recorded in Map Book 47, Pages 10 and 11, of the Public Records of Volusia County, Florida; thence run Southerly and Westerly, along the centerline of said natural creek and the Westerly line of said INDIAN SPRINGS, the following courses and distances:
thence run South 14°04'17" West a distance of 56.92 feet;
thence run South 22°55'00" West a distance of 117.91 feet;
thence run South 31°18'06" West a distance of 117.03 feet;
thence run South 40°07'22" West a distance of 310.26 feet;
thence run South 33°11'37" West a distance of 113.68 feet to the POINT OF BEGINNING of this description, said parcel containing 24.52 acres, more or less, and being subject to any easements or rights-of-way of record.

13. UTILITIES SHALL INCLUDE, BUT NOT BE LIMITED TO, SEWER, WATER, STORMWATER, GAS IRRIGATION, SECURITY, TELEPHONE, ELECTRIC AND CABLE TV SYSTEMS.
14. SANITARY SEWER, LIFT STATION AND WATER MAINS SHALL BE OWNED AND MAINTAINED BY THE CITY OF ORMOND BEACH.
15. NO BUILDING SHALL BE ALLOWED WITHIN ANY EASEMENT ON THIS PLAT.
16. THE NATURAL VEGETATION EASEMENTS SHALL NOT HAVE ANY CLEARING, EITHER MECHANICAL OR MANUAL.

CERTIFICATE OF APPROVAL

This is to certify that on the 11th day of August 2004, this plat was approved.

By: [signature]
City Manager, City of Ormond Beach

This is to certify that on the 10th day of August 2004, this plat was approved.

By: [signature]
City Attorney, City of Ormond Beach

CERTIFICATE OF APPROVAL BY THE CITY COMMISSION

THIS IS TO CERTIFY, that on the 20th day of July 2004, the Ormond Beach City Commission approved the foregoing plat.

Fred Costello
Printed Name: Fred Costello — Mayor

Veronica Patterson
Printed Name: Veronica Patterson — City Clerk

PLAT BOOK 51, PAGE 46

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE TUSCAN, LLC, BEING THE OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED IN THE ATTACHED PLAT ENTITLED "TUSCANY", LOCATED IN THE CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA, DOES HEREBY DEDICATE SAID LANDS AND PLAT FOR THE USES AND PURPOSES THEREIN EXPRESSED AND DEDICATES ALL UTILITY EASEMENTS TO THE CITY OF ORMOND BEACH FOR PROPER PURPOSES. ALL INGRESS AND EGRESS EASEMENTS AND ALL COMMON AREAS ARE HEREBY DEDICATED TO THE "TUSCANY PROPERTY OWNERS ASSOCIATION".
AND FURTHER DEDICATES A PERPETUAL NON-EXCLUSIVE EASEMENT OVER AND UPON ALL INGRESS AND EGRESS EASEMENTS SHOWN THEREON FOR THE OFFICIAL INGRESS AND EGRESS OF EMERGENCY VEHICLES AND GOVERNMENT OFFICIALS.

IN WITNESS WHEREOF, VINCENT VISCOMI HAS CAUSED THESE PRESENTS TO BE EXECUTED IN HIS NAME AND HEREUNTO SET HIS HAND AND SEAL ON THIS 20TH DAY OF July

SIGNED: [signature]
VINCENT VISCOMI, PRINCIPAL OF THE TUSCAN, LLC

SIGNED, SEALED & DELIVERED IN THE PRESENCE OF:
Carolyn Nolland
[signature]

STATE OF FLORIDA
COUNTY OF VOLUSIA

THIS IS TO CERTIFY THAT ON JULY 20, 2004, BEFORE ME, AN OFFICER DULY AUTHORIZED TO TAKE ACKNOWLEDGEMENTS IN THE STATE AND COUNTY AFORESAID, PERSONALLY APPEARED VINCENT VISCOMI TO ME KNOWN TO BE THE PERSON WHO EXECUTED THE FOREGOING DEDICATION AND SEVERALLY ACKNOWLEDGED THE EXECUTION THEREOF. HE IS KNOWN TO ME PERSONALLY AND HAS TAKEN AN OATH.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL ON THE ABOVE DATE.

[signature] — MY COMMISSION EXPIRES: 2/17/08
NOTARY PUBLIC — COMMISSION NO.: DD 2 77 207
STATE OF FLORIDA AT LARGE

LINDA L. HERSHEY
MY COMMISSION # DD277207
EXPIRES Feb 17, 2008
Bonded Thru Atlantic Bonding Co., Inc.

JOINDER AND CONSENT TO DEDICATION

Southern Community Bank, a Florida Corporation, hereby certifies that it is the holder of a mortgage, lien, or other encumbrance upon the property shown and described hereon as the plat entitled " TUSCANY ", located in the City of Ormond Beach, Volusia County, Florida, and hereby joins and consents to the dedication of the lands and plat and agrees that its mortgage, lien, or other encumbrance which is recorded in Official Records Book 5078 Page 744 of the Public Records of Volusia County, Florida, shall be subordinated to the said dedication.

Signed & Sealed
In the presence of :

Southern Community Bank
By: [signature]
Lawrence J. McDermott
Title: Senior Vice President

Linda L. Hershey
Printed Name: Linda L. Hershey

Carolyn Nolland
Printed Name: Carolyn Nolland

Printed Name:

Printed Name:

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this 20th day of July, 2004, by Lawrence J. McDermott, Senior Vice President of Southern Community Bank, a Florida Corporation. He is personally known to me or have produced _____ as identification and has X or have not _____ taken an oath.

April A. Simmons
Notary Public
State of Florida at Large

My commission expires: 9-4-07
Title/Rank: Notary Public
Commission Number: DD 247485

APRIL A. SIMMONS
Notary Public - State of Florida
My Commission Expires Sep 4, 2007

CERTIFICATE OF SURVEYOR

I hereby certify that this is a true and correct representation of the lands surveyed, that the survey was made under my responsible supervision and direction, and that the survey data contained herein complies with all of the requirements of Chapter 177 of the Florida Statutes. I hereby certify that I have complied with the requirements of Chapter 177.091(7) regarding "permanent reference monuments," that the land is located within the city of Ormond Beach, Volusia County, Florida, and that I am a professional surveyor and mapper pursuant to Section 177.091 of the Florida statutes.

[signature] Professional Surveyor & Mapper, July 20th, 2004.
Printed Name: Andrew A. Wilbert, Jr.

Registration Number 2520
A.A. WILBERT, JR., LAND SURVEYING, INC.
54-A Vining Court
Ormond Beach, Florida 32176-6641
Certificate of Authorization Number LB 4267

CERTIFICATE OF REVIEW

I hereby certify that I am a professional surveyor and mapper, either employed by or under contract with the City of Ormond Beach, Florida, and I have reviewed the survey and plat for conformity to Chapter 177 of the Florida Statutes and I hereby certify that said survey and plat comply with the requirements of Chapter 177 of the Florida Statutes

[signature] Professional Surveyor & Mapper
Printed Name: DANIEL E. STEVENS

Registration Number: 5072

Certificate of Authorization Number (if any): LB 6918

CERTIFICATE OF APPROVAL OF CIRCUIT COURT

I hereby certify that I have examined the foregoing plat and find that it complies in form with all of the requirements of Chapter 177, Florida statutes at DeLand.

2004L-204497
File Number

[signature] Deputy Clerk 8/18/04
Clerk of the Circuit Court of Volusia County, Florida

SHEET 1 OF 1 SHEETS

TUSCANY

MAP BOOK 51 PAGE 49

A PART OF SECTION 26,
TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH,
VOLUSIA COUNTY, FLORIDA

GRAPHIC SCALE
0 25 50 100 150
SCALE: 1" = 50'

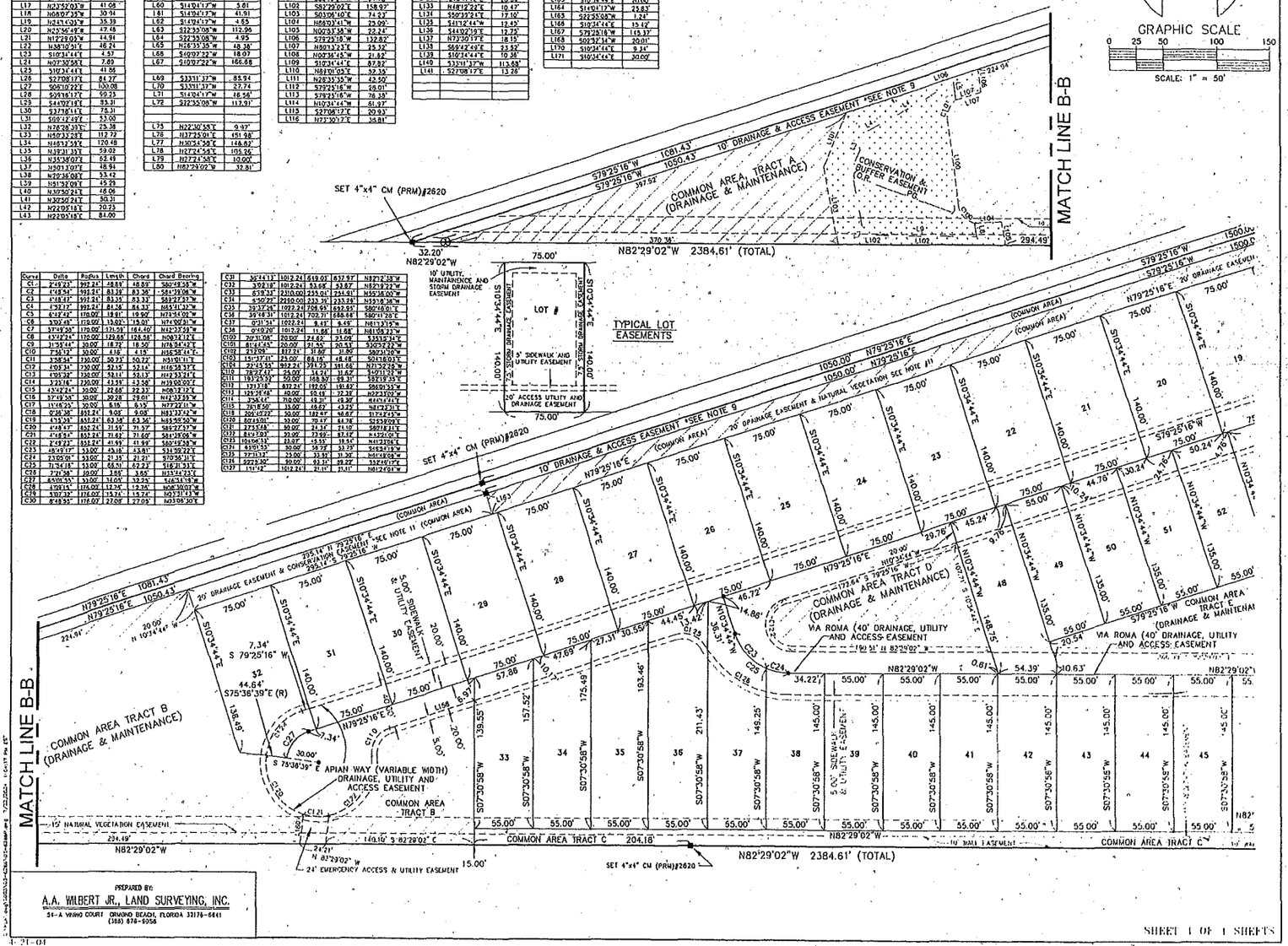
Line	Bearing	Distance
L1	N07°30'58"E	9.37
L2	N01°05'40"W	61.39
L3	N10°16'27"E	39.40
L4	N06°16'17"E	94.56
L5	S00°38'45"E	48.16
L6	S07°28'52"E	72.68
L7	S02°28'05"W	38.79
L8	S00°03'39"E	25.72
L9	N81°45'25"W	108.84
L10	S10°34'41"E	55.11
L11	S10°38'30"E	23.85
L12	S01°13'30"W	35.18
L13	S00°19'12"E	29.91
L14	S28°25'58"E	50.76
L15	S21°42'00"E	13.83
L16	S74°14'36"W	43.32
L17	N23°52'03"W	41.05
L18	N08°07'35"W	30.94
L19	N24°14'00"W	35.39
L20	N25°56'49"W	47.48
L21	N12°28'05"W	14.91
L22	N38°10'51"E	46.24
L23	S10°34'44"E	4.57
L24	N07°30'58"E	7.89
L25	S10°34'44"E	41.96
L26	S27°08'17"E	84.27
L27	S06°10'22"E	100.08
L28	S09°16'17"E	59.23
L29	S44°07'18"E	53.31
L30	S37°18'14"E	75.31
L31	S08°12'49"E	53.00
L32	N78°28'33"E	25.38
L33	N50°32'28"E	112.72
L34	N16°57'58"E	120.48
L35	N39°31'30"E	59.02
L36	N35°38'07"E	62.49
L37	N50°13'07"E	48.91
L38	N20°36'08"E	53.72
L39	N51°32'09"E	45.29
L40	N30°50'24"E	16.06
L41	N30°50'24"E	50.31
L42	N22°05'18"E	20.73
L43	N22°05'18"E	84.00

Line	Bearing	Distance
L44	S50°35'50"W	138.14
L45	N10°22'09"W	118.08
L46	N28°41'44"W	93.33
L47	S57°33'16"W	108.61
L48	N86°20'19"W	34.93
L49	N60°04'54"W	26.65
L50	N11°32'47"E	54.37
L51	N34°15'10"E	110.28
L52	N24°41'34"W	93.45
L53	N36°16'16"W	78.62
L54	N24°28'19"W	63.08
L55	N28°35'35"W	50.00
L56	N11°08'27"W	37.44
L57	N60°01'09"E	30.95
L58	N73°30'17"E	35.25
L59	S14°04'17"W	10.47
L60	S14°04'17"W	5.61
L61	S14°04'17"W	41.91
L62	S14°04'17"W	4.53
L63	S22°35'08"W	112.96
L64	S22°35'08"W	4.95
L65	N68°35'55"W	48.38
L66	S40°07'32"W	18.07
L67	S10°07'22"W	166.88
L69	S33°11'37"W	85.94
L70	S33°11'37"W	27.74
L71	S14°04'17"W	48.56
L72	S22°35'08"W	117.91
L75	N22°30'58"E	9.97
L76	N37°25'01"E	151.98
L77	N30°54'58"E	144.82
L78	N12°24'58"E	105.26
L79	N27°24'58"E	10.00
L80	N82°29'02"W	32.81

Line	Bearing	Distance
L81	N37°13'46"W	26.96
L82	N37°06'32"E	299.93
L83	N36°44'07"E	223.82
L84	N29°12'31"E	187.33
L85	N37°06'32"E	106.14
L86	N37°06'32"E	193.85
L87	S32°53'28"E	18.19
L88	N36°44'07"E	115.75
L89	N36°44'07"E	109.06
L90	S33°15'53"E	35.26
L91	S72°28'28"E	25.61
L92	N29°12'31"E	122.39
L93	N29°12'31"E	44.94
L94	S60°47'29"E	12.16
L100	N00°00'00"W	80.25
L101	S30°16'27"W	24.78
L102	S81°29'02"E	158.97
L103	S03°05'40"E	74.23
L104	N84°07'41"W	25.00
L105	N02°53'38"W	22.24
L106	S79°25'16"W	132.82
L107	N80°13'23"E	23.32
L108	N00°36'45"W	21.82
L109	S10°34'44"E	87.82
L110	N89°00'05"E	32.35
L111	N28°35'35"W	42.50
L112	S79°25'16"W	28.01
L113	S79°25'16"W	26.33
L114	N10°34'44"W	61.87
L115	S27°08'17"E	20.93
L116	N73°30'17"E	35.81

Line	Bearing	Distance
L117	N10°34'44"W	16.32
L118	S79°25'16"W	118.48
L119	S02°18'32"E	80.91
L120	N38°34'36"W	13.27
L121	N06°10'22"W	107.17
L122	S79°25'16"W	29.83
L123	S26°35'35"E	10.84
L125	S57°33'36"W	65.01
L126	N28°41'44"W	56.91
L127	N84°20'19"W	44.44
L128	S80°01'54"E	28.02
L129	N10°22'09"W	93.68
L130	N68°33'06"E	0.00
L131	S71°32'17"W	41.52
L132	S48°41'12"E	28.38
L133	N18°12'24"E	10.47
L134	S50°33'24"E	17.10
L135	S41°12'44"W	12.43
L136	S44°02'19"E	12.75
L137	N73°30'17"E	18.15
L138	S69°42'49"E	27.52
L139	S10°34'44"E	10.38
L140	S33°11'37"W	113.68
L141	S27°08'17"E	13.26

Line	Bearing	Distance
L145	S70°18'12"E	25.17
L146	N51°12'09"E	65.85
L147	S22°53'08"W	116.68
L148	S36°11'37"W	26.40
L150	N37°10'25"E	23.74
L151	S31°18'08"W	117.03
L152	N50°13'07"E	46.24
L153	N29°16'08"E	54.19
L154	N30°50'21"E	47.01
L155	S72°12'17"W	25.62
L156	S71°38'36"E	91.41
L157	N79°25'16"E	59.01
L158	S29°25'16"W	84.29
L160	N15°01'58"E	27.20
L163	S10°34'44"E	20.00
L164	S14°04'17"W	25.83
L165	S22°35'08"W	1.24
L166	S10°34'44"E	35.12
L167	S79°25'16"W	115.37
L168	S02°32'31"W	20.01
L170	S10°34'44"E	9.34
L171	S10°34'44"E	30.00



Curve	Delta	Radius	Length	Chord	Chord Bearing
C1	2°49'23"	992.24'	48.89'	48.89'	S86°48'58"W
C2	4°48'54"	992.24'	83.39'	83.36'	S84°39'08"W
C3	4°48'47"	992.24'	83.35'	83.33'	S81°27'57"W
C4	4°53'17"	992.24'	84.54'	84.53'	N85°11'32"W
C5	6°32'42"	176.00'	18.81'	18.90'	N79°54'02"W
C6	5°00'48"	176.00'	13.82'	13.80'	N74°00'31"W
C7	37°49'06"	176.00'	121.59'	119.40'	N42°37'59"W
C8	43°27'24"	176.00'	129.88'	126.86'	N08°31'12"E
C9	11°58'44"	30.00'	18.78'	18.50'	N78°54'42"E
C10	7°35'12"	30.00'	4.18'	4.15'	N66°58'14"E
C11	3°58'34"	730.00'	50.73'	50.72'	N31°01'11"E
C12	4°09'31"	730.00'	52.15'	52.14'	N16°58'37"E
C13	4°09'32"	730.00'	52.15'	52.13'	N12°51'21"E
C14	3°23'16"	730.00'	43.19'	43.18'	N10°08'00"E
C15	43°42'21"	30.00'	22.88'	22.33'	N08°31'12"E
C16	57°19'55"	50.00'	50.28'	49.01'	N42°32'55"W
C17	11°16'25"	50.00'	9.85'	9.83'	N77°22'11"W
C18	9°38'38"	855.24'	9.02'	9.00'	N83°37'42"W
C19	4°15'39"	855.24'	63.58'	63.56'	N85°55'50"W
C20	4°48'47"	855.24'	71.59'	71.57'	S89°27'37"W
C21	4°48'54"	855.24'	71.62'	71.60'	S84°38'08"W
C22	2°49'23"	855.24'	41.99'	41.99'	S80°49'38"W
C23	43°47'7"	30.00'	23.02'	22.87'	S41°52'22"E
C24	39°09'01"	30.00'	21.18'	21.21'	S70°54'11"E
C25	71°34'18"	30.00'	68.50'	62.23'	S16°31'53"E
C26	7°21'58"	30.00'	3.85'	3.85'	N13°47'23"E
C27	85°01'55"	30.00'	44.09'	40.22'	S46°34'18"W
C28	4°08'14"	176.00'	12.26'	12.26'	N08°30'07"W
C29	5°07'32"	176.00'	15.74'	15.74'	N09°37'13"W
C30	8°48'55"	176.00'	27.08'	27.05'	N03°08'30"E

Curve	Delta	Radius	Length	Chord	Chord Bearing
C31	36°24'13"	1012.24'	649.01'	637.97'	N82°12'38"W
C32	3°32'18"	1012.24'	63.68'	63.67'	N52°19'22"W
C33	6°18'53"	2310.00'	255.01'	254.91'	N50°38'00"W
C34	6°00'22"	2310.00'	233.75'	233.64'	N53°18'36"W
C35	36°27'46"	1012.24'	692.95'	682.55'	S82°08'01"E
C36	39°16'31"	1012.24'	702.71'	688.68'	S80°11'20"E
C37	0°31'54"	1012.24'	9.49'	9.49'	N81°13'15"W
C38	0°60'26"	1012.24'	11.68'	11.68'	N81°58'23"W
C100	70°31'08"	20.00'	24.62'	23.09'	S33°15'24"E
C101	61°41'45"	20.00'	21.53'	20.51'	S00°57'22"W
C102	22°08'	81.74'	31.90'	31.70'	S60°01'06"W
C103	151°37'11"	25.00'	66.15'	48.48'	S01°18'03"E
C104	22°45'55"	962.24'	381.53'	381.62'	N71°52'25"W
C110	78°25'43"	25.00'	34.21'	31.62'	S10°11'23"W
C111	197°23'22"	50.00'	168.37'	99.31'	S27°13'35"E
C113	123°13'8"	832.24'	192.03'	191.62'	S86°01'55"W
C114	125°34'48"	80.00'	50.19'	72.38'	N22°33'02"W
C115	3°06'44"	750.00'	48.35'	48.30'	N84°04'47"
C116	78°18'50"	30.00'	40.69'	43.25'	N81°12'31"E
C118	200°07'22"	50.00'	182.47'	98.87'	S17°47'15"W
C120	20°15'01"	50.00'	70.47'	64.78'	S25°39'09"E
C121	27°53'48"	50.00'	24.34'	24.10'	S60°18'31"E
C122	8°49'59"	50.00'	23.05'	22.77'	N43°20'01"E
C123	100°06'33"	50.00'	43.55'	38.54'	N41°21'06"E
C124	8°09'53"	50.00'	58.23'	53.23'	S46°34'18"W
C125	77°13'12"	50.00'	33.93'	31.39'	N61°48'08"W
C126	52°23'30"	50.00'	62.34'	59.07'	S37°46'07"E
C127	11°14'	1012.24'	21.41'	21.41'	N81°27'04"W

PREPARED BY:
A.A. WILBERT JR., LAND SURVEYING, INC.
54-A WHING COURT ORMOND BEACH, FLORIDA 32176-6441
(386) 676-9358

SHEET 1 OF 1 SHEETS

4-21-04
5-19-04
6-07-04
7-12-04

VIA HAND DELIVERY

HOLUB
DEVELOPMENT

November 29, 2010

Steven Spraker, Chief Planner
City of Ormond Beach
Planning Department
22 South Beach St.
Ormond Beach, FL 32174

RE: Amendment to Development Order – Tuscany PRD

Dear Steven:

Please find enclosed affidavits supporting our request to amend the Development Order for the Tuscany/Villaggio Subdivision – Recreational Improvements. The enclosed represents support from 48 of the 53 homes/lots within the complex. We sent notices to all property owners, although I believe a couple of the homes are in foreclosure and that may be the reason for no response.

Could you please include these with our pending application that is being considered by the Planning Board and City Commission.

Sincerely,

Paul F. Holub, Jr.
Managing Member
Villaggio Investeors LLC

c: File

COMMERCIAL AND RESIDENTIAL CUSTOM LUXURY HOMES CONSTRUCTION SITE DEVELOPMENT INVESTMENT PROPERTIES
PO BOX 730086 • ORMOND BEACH • FLORIDA 32173-0086 • VOICE 386.677.7617 • FAX 386.677.7630 - EMAIL HOLUBDEV@AOL.COM

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Villaggio Investors, LLC

LEGAL DESCRIPTION: Lot *, Tuscany, Plat Book 51, Page 46

ADDRESS: See Attached 39 lot #s

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 25th day of October, 2010.

Witness signature

Gina Hames

Witness printed name

Witness signature

Debbie Gormley

Witness printed name

First American Title Insurance Company

ALTA COMMITMENT

Agent's File Number: 10048-196

Commitment Number:

Schedule A, Continuation Page

Lots 1, 2, 3, 4, 5, 6, 7, 10, 11, 13, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 33, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, and 50, TUSCANY, according to plat thereof, recorded in Map Book 51, Pages 46 through 49, inclusive, of the Public Records of Volusia County, Florida.

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: MEREDITH GEBERT

LEGAL DESCRIPTION: Lot 20, Tuscany, Plat Book 51, Page 46

ADDRESS: 55 APIAN WAY

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of October, 2010.

Meredith Gebert

Witness signature

Louis J. Rappolo

Witness printed name

Dolores Rappolo

Witness signature

Dolores Rappolo

Witness printed name

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Tim + Ginette Foley

LEGAL DESCRIPTION: Lot 34, Tuscany, Plat Book 51, Page 46

ADDRESS: 74 Apian Way

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of October, 2010.

Witness signature

MICHAEL A. PYLE

Witness printed name

Witness signature

Jennifer Schaefer

Witness printed name

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Michael & Maria Pyle

LEGAL DESCRIPTION: Lot 46, Tuscany, Plat Book 51, Page 46

ADDRESS: 43 Apian way Ormond Beach FL

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

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3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of October, 2010.

Witness signature

Witness printed name

Witness signature

LOUIS F. ROPPOLO

Witness printed name

Maria L Pyle

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Mark Steiner

LEGAL DESCRIPTION: Lot 12, Tuscany, Plat Book 51, Page 46

ADDRESS: 33 Apian Way, Ormond Beach, FL 32174

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27th day of October, 2010.

Witness signature

Paul F. Holub Jr

Witness printed name

Witness signature

Michael A Pyle

Witness printed name

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Michael B. and Carmela Anne Powell

LEGAL DESCRIPTION: Lot 30, Tuscany, Plat Book 51, Page 46

ADDRESS: 75 Apian Way, Ormond Beach, FL 32174

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of Oct., 2010.

Michelle Dukes
Witness signature

Michelle Dukes
Witness printed name

Michael B. Powell

Carmela Anne Powell

Witness signature

Robin R Snow
Witness printed name

ROBIN R SNOW
NOTARY
My Comm. Expires
October 1, 2012
DD827593
PUBLIC
STATE OF FLORIDA

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Lois LaTulippe

LEGAL DESCRIPTION: Lot 14, Tuscany, Plat Book 51, Page 46

ADDRESS: 39 Appian Way

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

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4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of October, 2010.

Maria L Pyle

Witness signature

Maria L Pyle ~~MICHAEL A. PYLE~~

Witness printed name

Witness signature

MICHAEL A. PYLE

Witness printed name

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: Louis & Dolores Reppolo

LEGAL DESCRIPTION: Lot 53, Tuscany, Plat Book 51, Page 46

ADDRESS: 53 APIAN WAY

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 27 day of October, 2010.

Dolores Reppolo
Witness signature

MICHAEL A. PYLE Dolores Reppolo
Witness printed name

Maria L Pyle
Witness signature

Maria L Pyle
Witness printed name

Dolores Reppolo

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: John & Katherine DiNari

LEGAL DESCRIPTION: Lot 52, Tuscany, Plat Book 51, Page 46

ADDRESS: 54 Apian Way

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 15 day of NOVEMBER, 2010.

Witness signature

Beverly H. Mitchell
Witness printed name

Karen Duranceau
Witness signature

Karen Duranceau
Witness printed name

John DiNari

Katherine DiNari

REQUEST TO AMEND DEVELOPMENT ORDER

OWNER: John & Katherine Olivari

LEGAL DESCRIPTION: Lot 51, Tuscany, Plat Book 51, Page 46

ADDRESS: 56 Apian Way

PROJECT: TUSCANY-PRD

HOMEOWNERS ASSOCIATION: THE TUSCANY OF ORMOND BEACH HOMEOWNERS ASSOCIATION.

The Undersigned Owner(s) of the above referenced Lot hereby joins with the Homeowners Association and request an Amendment to the Development Order and Ordinance No. 2004-30 for the Project as follows:

1. By Resolution No. 2003-17 signed February 18, 2003 and recorded at Official Records Book 5024, page 4310, the City of Ormond Beach, Florida ("Ormond Beach") adopted a Development Order for the Tuscany referenced as PRD-02-67 regarding real property attached to the Development Order and described at Official Records Book 5024, page 4318, Public Records Volusia County, Florida ("Development Order"). Further, Ormond Beach adopted Ordinance No. 2004-30 regarding the Project.

2. The Development Order and Ordinance No. 2004-30 impact all Lots in the Project.

3. The Development Order, together with Ordinance No. 2004-30 (as amended from time to time) may have contemplated the construction of a clubhouse facility and pool ("Facility") within the Project.

4. The original Developer did not build or provide a completion bond for the Facility. The Homeowners Association has determined that the Facility, if constructed, would place an unnecessary financial burden on the Homeowners Association and all Lot Owners due to the expense of required maintenance, insurance, repair and upkeep. As a result, the Homeowners Association has determined to request an Amendment to the Development Order and Ordinance No. 2004-30 and any and all other governmental resolutions incident thereto, and any and all other recorded documents regarding the Project, to eliminate any requirement that the Facility be constructed.

5. The referenced Owner supports the request by the Association to eliminate any requirement that the Facility be constructed.

Witness our hands and seals this 15 day of NOVEMBER, 2010.

Witness signature

Beverly H Mitchell

Witness printed name

Karen Duranceau

Witness signature

Karen Duranceau

Witness printed name

Katherine Olivari

Breakaway Trails

HOMEOWNERS ASSOCIATION, INC.
16 Breakaway Trail
Ormond Beach, FL 32174

February 3, 2011

Mr. Steven Spraker, AICP
Senior Planner
City of Ormond Beach Planning Board
22 South Beach Street
Ormond Beach, FL 32174

RE: Planned Residential Development Amendment – Tuscany (Villaggio)

Dear Mr. Spraker:

Last night, the Breakaway Trails Board of Directors met to discuss the notice that we received on January 25, 2011 from you informing us that there was a request to eliminate the clubhouse and the swimming pool from the original Villaggio Planned Residential Development requiring these recreational amenities.

Six of our seven Board Members were in attendance at this meeting. A vote was taken and it is the position of our Board of Directors that we see no reason why the original plans for the development should not be adhered to.

The results of our vote:
5 For
0 Against
1 Abstention.

Respectfully,

John McCarthy
Vice President

Cc: ATTN: City Commissioners

PHONE (386) 673-0901 • FAX (386) 673-3957 • Email: BreakawayTrHOA@cfl.rr.com

STAFF REPORT

City of Ormond Beach
Department of Planning

DATE: January 10, 2011
SUBJECT: Mobility Fee
APPLICANT: City Initiated
NUMBER: M-11-12
PROJECT PLANNER: Richard P. Goss, AICP

Code Section Title	Code Section	Amendment
Chapter 1, Article IV	1-26 – Mobility Fees	New Section added
Chapter 1, Article IV	1.27 A 1	Deletion of local road fee
Chapter 2, Article V	1-32 F 12	New paragraph 12 added
Chapter 2, Article V	1-32 1 & 3	New text added
Chapter 2, Article V	1-32 G 13	Existing paragraph deleted

INTRODUCTION: In 2009, the Legislature passed SB 360ER. This bill designated dense urban land areas (DULAs) and one of the definitions of DULA was an area having over 1000 people per square mile. Pursuant to that bill, the Florida Legislative Office of Economic and Demographic Research transmitted to the Department of Community Affairs on July 1, 2009, a list of counties and municipalities including the City of Ormond Beach, as qualifying for DULA status. Ormond Beach as a DULA is automatically designated a Transportation Concurrency Exception Area (TCEA). A designation of a citywide TCEA means that state concurrency no longer applies to development provided the City has a multimodal strategy approved and adopted in its Comprehensive Plan within two years of the bill's passage. However, Ormond Beach elected through its home rule powers to be more stringent and restrict the creation of TCEAs on roadway corridors which are environmentally or politically constrained.

The attached adopted multimodal plan or strategy was approved by Ordinance 10-48A on December 7, 2010 as part of a Remedial Amendment and Stipulated Settlement Agreement with the State Department of Community Affairs (DCA). The City's Comprehensive Plan and multimodal strategy was approved by the DCA on January 18, 2011. It was prepared as a balance between all roadway capacity improvements and all vehicle reduction strategies. **Table 1** depicts transportation themes cross-referenced with multi-modal strategies of increased roadway capacity, achieving more efficiency out of the existing roadway system, reducing vehicle miles traveled and most importantly land use considerations.

Table 1- Multi-Modal Strategies Promoted by Theme

Themes	Increased Roadway Capacity	Efficiencies out of existing roadway system	Vehicle Reduction Strategies	Land Use
ROW Preservation	x			
Access Management		x		
TCEA		x		
Multi-modal strategy			x	
Context sensitive design			x	
Transit Oriented Design				x
Concurrency	x	x	x	
Sidewalks & Trails			x	
TDM			x	

B. PROJECT DESCRIPTION: The multimodal plan or strategy is simplistic in planning terms. The strategy is to locate a Transportation Concurrency Exception Area (TCEA) along three transit routes which are considered part of Votran's eastside transit spine network. These transit routes are on roadway corridors which the city considers constrained as it relates to capacity improvements. Widening of these roads would be inconsistent with the context sensitive design normally attributable to a city. One of three roadway corridors which traverse the downtown is currently operating at a lower level of service than the adopted level of service. To enhance service, the City intends to improve connectivity for non-motorized modes of travel through the adoption of sidewalk level of service standards. To increase the potential of ridership, the City is proposing to increase densities and intensities along the three roadway corridors by requiring mixed use, horizontal development, and build to line standards for new development. A form based code was recently approved by the City for that portion of SR40 which is in downtown. Enhanced transit, better connectivity, and increased attention to better form and land use are the foundation of the multi-modal strategy. In all other areas concurrency is required, and mitigation of impacts must occur.

To fund the strategy, a mobility fee containing a road, transit and non-motorized component was advocated. Development within the TCEA requires only the transit and non-motorized component to be paid. Development outside the TCEA is subject to concurrency, possible proportionate fair share, and the Volusia County Impact Fee. Revenues and expenditures were projected based upon the amount of vacant land and expected development over the 15 year horizon of the Comprehensive Plan. Funds generated are less than the projected expenses but because transit routes have multiple jurisdictional benefits, the City's share of the total costs is limited by its ability and funding capacity. While the fees are new fees, they replace the Volusia County Transportation Impact Fee Ordinance for mitigation on SR40, US1, and A1A. The mobility fees cost less than the impact fees and are designed to encourage redevelopment and infill development.

A. ANALYSIS: The full analysis supporting the mobility fee calculations can be found in the Mobility Strategy which is provided as a separate support document. All references to page numbers are to the strategy document itself. An attempt to extract the information needed for the Board to understand the basis for the fee and the fee formulation is provided herein. More detailed information can be found in the source document. The mobility fee integrates the current local road fee that the City assesses. There was no attempt to justify the local road fee portion since this fee was justified previously. The city's local road fee was simply converted from an Equivalent Living Unit (ELU) measurement to a Person Trip (PT) measurement in order for it to be integrated into a mobility fee formula.

Multimodal Needs: The mobility strategy projects transit costs of $5.39 million in start-up capital costs and 3 years of operating costs of $12.9 million to increase frequency of service from the current 1 hour headway to ½ hour headways for SR 40, US1, and A1A. The total bicycle and sidewalk needs were projected at $9.3 million. Not all this need is growth based. There is an existing deficiency which must be deducted from the total modal need. Consequently, it is estimated that over the next 15 year development horizon of the Comprehensive Plan, approximately $13.4 million or 43% of the $27.5 million need is directly attributable to new growth (See page 24 for calculation and approach).

The City developed two growth trip scenarios based upon land use and transportation. The land use scenario assumed a development absorption that would create 136,761 new trips over a 15 year development horizon (See pages 29-31 of strategy). The transportation scenario is projecting an increase of 114,680 new trips using a Trend Analysis Tool provided by FDOT. While the former scenario was based upon staff assumptions, the latter was based upon 15 years of past traffic growth projected into the future. Three trend years were analyzed: 2010 (base), 2017 (mid), and 2025 (design year of Comprehensive Plan). (See pages 22-24). Consequently, staff selected the transportation scenario as a more valid approach since it is based upon trend analyses rather than staff assumptions. **Table 2** depicts the land use and transportation based development trips converted to person trips with a cost per trip.

Table 2 – Cost per Person Trips

Scenario	Total Modal Need $	Development Trips	AV0	Person Trips (PT)	Cost per PT
Land Use	**$13,435,422**	**136,761**	**1.502**	**205,415**	**$65.40**
Transportation	**$13,435,422**	**114,680**	**1.502**	**172,249**	**$77.82**

Table 3 depicts each component by development scenario that makes up the mobility fee. The shaded Transportation scenario with the resultant mobility fee is staff's recommendation.

Table 3 – Mobility Fee Components

Scenario	Roads	Transit	Non-Motorized	Mobility Fee
Transportation	$9.40 per person trip	$45.40 per person trip	$23.02 per person trip	$77.82 per person trip
Land Use	$9.40 per person trip	$38.00 per person trip	$18.00 per person trip	$65.40 per person trip

Table 4 provides the projected revenue available over the next 15 years by each development scenario and separated based upon the percentage of need. This revenue is highly depended upon a recovering and robust economy. Less revenue would see an equal reduction in expenditure.

Table 4 – Projected Revenue by Mode & Scenario

Scenario	Roads (12%)	Transit (58%)	Bike-Ped (30%)
Land Use	$1,636,746.70	$7,910,942.50	$4,091,866.80
Transportation	$1,612,250.60	$7,792,544.80	$4,030,626.60

The City proposes to use its mobility fees to support the following:

- improved transit amenities (Votran);
- new buses (Votran);
- expanded frequency of service on US 1, A1A, and SR40 (Votran);
- construct trails (City);
- implement the Elementary School pedestrian/bike improvement studies (City);
- enhance existing sidewalks by widening the existing width from 5 feet to 8 feet and,
- implement sidewalk connectivity from existing residential neighborhoods to transit stops, commercial shopping areas, public parks/recreation facilities and other public facilities such as the library, etc (City).

The City is planning the establishment of redevelopment districts on US1 and A1A to fund multimodal activities but the rest of the funds will need to come from other communities who are on the transit routes that are also traversed by routes 1, 3, and 18/19. In addition, the county will need to find new revenues to support transit, both rail and bus, in the future. Discussions during the development of the draft 2035 LRTP include a ½ cent Local Option Sales Tax. (LOST).

The mobility fee replaces concurrency therefore conducting traffic studies, contributing to a proportionate fair share agreement or paying a Volusia County Impact Fee is no longer required. Mobility fees are assessed on roadway corridors

which have a Transportation Concurrency Exception Area designation. These roadway corridors include SR 40 from A1A to Williamson, US 1 from Wilmette to the southern city line, and A1A from SR40 to the southern city line.

D. LDC CODE SECTION TO BE AMENDED:

1. Chapter 1, Article IV, is proposed to be amended by adding a new Section 1-26 entitled, "Mobility Fee." It shall read as follows:

SECTION 1-26: MOBILITY FEE

A. Mobility Fee Purpose. Pursuant to Ordinance 10-48A, a mobility fee is hereby established to implement the City's Multimodal Strategy. The mobility fee is mode neutral and when used effectively in combination with infill land use development densities and intensities that are transit supportive, total vehicle miles travelled and greenhouse gas emissions shall be reduced while providing enhanced mobility options.

1. Mobility Fee Components: The mobility fee shall contain a road, transit and non-motorized (sidewalks, bike trails) component. The road component of the mobility fee replaces the city's local road impact fee and its calculation based upon an Equivalent Living Unit (ELU).

2. Applicability: Table 1 below identifies the multi-modal corridor or geographical area where a Transportation Concurrency Exception Area (TCEA) is designated and to which each mobility fee component is applicable:

Table 1- Mobility Fee Applicability

Modal Component	Downtown TCEA[1]	SR 40, US1, A1A TCEA[1]	Ormond Crossing TCEA[2]	Outside TCEA on State/County/City Roads[3]
Road	no	no	No. See Ord # 2010-07	yes
Transit	yes	yes	No. See Ord # 2010-07	no
Non-motorized	yes	yes	No. See Ord # 2010-07	no

[1] There are no new road capacity improvements planned within a TCEA therefore the road portion of the mobility fee is not applicable to any multimodal designated corridor.

[2] Ormond Crossing is governed by its own multimodal strategy and mitigation plan pursuant to a development agreement.

[3] A development located on a state, city or county road outside a TCEA shall be subject to concurrency and mitigation, if required. The local road fee component shall apply outside of the TCEA in addition to the Volusisa County Impact Fee. Payment of the local road fee shall be a credit to the Volusia County Impact Fee.

3. TCEA: The following corridors are designated a TCEA resulting in mobility fees replacing concurrency:

a. SR 40 from A1A to Williamson Boulevard;
b. US 1 from Wilmette to the southern city boundary line; and
c. A1A from SR40 to the southern city boundary line.

The area encompassed by a TCEA is ¼ mile in width and measured from the centerline of the corridor (See Map).

4. Calculation of Mobility Fee: Calculating the mobility fee is derived by multiplying the density or intensity to be developed by the assigned trip generation rate (TGR) from the latest ITE Trip Generation Manual. The Net TGR (minus pass-by trips) multiplied by the Average Vehicle Occupancy (AVO) factor of 1.502 equals the number of person trips (PT). PT is multiplied by the applicable individual mode fee component.

Formula: Density or Intensity x TGR – Passerby x AVO x PT x the applicable mode fee component or entire mobility fee, whichever is applicable.

Example:

Dwelling Units	TGR	AVO	PT	Mobility Fee	Total
10	10	1.502	150.2	$77.82	$11,673

5. Mobility Fee: Table 3 depicts the mobility fee based on the projected costs to provide transit and non-motorized improvements identified in the Multimodal Strategy. The road component represents the conversion of the city's local road impact fee from an ELU to TGR and PT. The road fee is based upon the improvements specified in the City's Capital Improvements Program. Payment of funds at building permit issuance shall be deposited by the City into each component's account according to the prescribed percentage.

Table 3 – Mobility Fee

Modal Component	Cost Per PT	Mode allocation %
Roads	$ 9.40	12%
Transit	$45.40	58%
Bike/Pedestrian	$23.02	30%
Total	$77.82	100%

6. **Applicability of Volusia County Impact Fees**: Within a TCEA, mobility fees replace the imposition of the Volusia County Road Impact Fee for road improvements.

7. **Applicability of Volusia County Traffic Impact Assessment Guidelines**: Within a TCEA, payment of a mobility fee replaces the Traffic Impact Assessment Guidelines.

Commentary: This section explains the purpose, make up of the mobility fee, its applicability, how it will be applied within the TCEA, and that concurrency and mitigation applies outside of the TCEA. Trips distributed to the TCEA by development outside of the TCEA shall be required to pay the mobility fee in addition to any mitigation of the trips distributed outside of the TCEA. The Volusia County Impact Fee Ordinance and the Volusia County Transportation Impact Fee Assessment Guidelines apply only to development outside of the TCEA.

2. Chapter 1, Article IV, Section 1-27 A 1 is proposed to be amended to delete the local road fee as an impact fee and the calculation of said fee using Equivalent Dwelling Units.

Commentary: The local road fee is no longer considered an impact fee nor is it calculated using equivalent living units. It is now calculated using the ITE Trip Generation Rate Manual and converted to person trips (PT). Person trips are now the determinant of impact since the mobility fee includes not only roads but transit and non-motorized means of travel.

3. Chapter 1, Article V, Section 1-32 F is amended to add mobility fees as a new subsection 12. It shall read as follows:

12. All development within a designed Transportation Concurrency Exception Area (TCEA) except for the Ormond Crossing TCEA shall pay a mobility fee, in lieu of concurrency. The mobility fee contains three sub component fees, one each for a road, transit and non-motorized (sidewalks, bike trails, etc.) travel mode. Within a TCEA, only the transit and non-motorized fee component of the total mobility fee shall apply. For development within a TCEA, no traffic study shall be required, concurrency shall not apply, and

mitigation other than payment of the fee shall not be required. The mobility fee is a "pay & go" fee. Outside of a TCEA, concurrency shall apply. Development on State and County roads outside of a designated TCEA shall be required to follow the Volusia County Transportation Impact Assessment Guidelines as well as pay the City's road fee component. Payment of the full or partial mobility fee to the City shall be at building permit time for non-residential development and at preliminary plat for residential developments. Credit against the mobility fee shall be applicable for on-site transit and off-site non-motorized improvements not required by code. Mobility fee deposits shall be allocated to each of the modes by the percentage specified.

Commentary: A new subsection 12 is added and it reiterates Section 1-26 for the most part. This also provides guidance in that credits can be obtained if transit or off-site non-motorized improvements are made. This section also directs the City to allocate the mobility fee collected to each mode by the percentage specified in Section 1-26.

3. Chapter 1, Article V, Section 1-32 G is amended by adding to subsection 3 that development within a TCEA is exempt from proportionate fair share.

4. Chapter 1, Article V, Section 1-32 G is also amended by deleting subsection 13 where a TCEA is subject to proportionate fair share.

Commentary: Proportionate Fair Share is a mitigation tool to meet concurrency. Concurrency no longer applies to development within the multimodal corridors of US 1, A1A or SR40. The purpose is to not to have development subject to mobility fees and impact fees because it should be less expensive to development through infill or redevelop than on the perimeter of the city.

CONCLUSION: There are certain criteria that must be evaluated before M-10-110 can be approved. According to Article I of the Land Development Code, the Planning Board shall consider the following when making its recommendation:

1. **The proposed development conforms to the standards and requirements of this Code and will not create undue crowding beyond the conditions normally permitted in the zoning district, or adversely affect the public health, safety, welfare or quality of life.**

   The purpose of this amendment is to reverse the continued outmigration of business to the perimeter of the city because it is less expensive and easier to build greenfield development. Densities and intensities will not be increased above the land use designations therefore conditions will not be more than dictated in the Comprehensive Plan. The zoning ordinance due to its development standards make development constructing at the density or

intensity in the land use plan almost impossible. The Land Use Plan minimums should not be the City's LDC maximums as it relates to density and intensity.

2. **The proposed development is consistent with the Comprehensive Plan.**

   The mobility fee is consistent with the City's adopted Mobility Strategy (Ordinance 10-48A) and the recently adopted 2025 Comprehensive Plan. The mobility fee is part of the requirements of SB 360 designating the City as a Dense Urban Land Area (DULA). The mobility fee was required to make the mobility strategy a financially feasible strategy.

3. **The proposed development will not adversely impact environmentally sensitive lands or natural resources, including but not limited to waterbodies, wetlands, xeric communities, wildlife habitats, endangered or threatened plants and animal species or species of special concern, wellfields, and individual wells.**

   This is not a project-specific development application and the proposed Land Development Code amendment will not have an adverse impact on environmentally sensitive lands.

4. **The proposed use will not substantially or permanently depreciate the value of surrounding property; create a nuisance; or deprive adjoining properties of adequate light and air; create excessive noise, odor, glare, or visual impacts on the neighborhood and adjoining properties.**

   This is not a project-specific development application and the proposed Land Development Code amendments will have no adverse effect on surrounding property; create a nuisance; or deprive adjoining properties of adequate light and air; create excessive noise, odor, glare or visual impacts on adjoining properties.

5. **There are adequate public facilities to serve the development, including but not limited to roads, sidewalks, bike paths, potable water, wastewater treatment, drainage, fire and police safety, parks and recreation facilities, schools, and playgrounds.**

   The purpose of the mobility strategy and fee is to ensure that travel can be accommodated by all types of modes and that the City's downtown and commercial corridors are not widen to a degree where the character of the city is no longer that of a city. The mobility fee will support road efficiency enhancements, transit improvements (capital and operating) and non-motorized to include bike and pedestrian sidewalks to ensure connectivity between residential neighborhoods and destination points to include transit stops.

6. **Ingress and egress to the property and traffic patterns are designed to protect and promote motorized vehicle and pedestrian/bicycle safety and convenience, allow for desirable traffic flow and control, and provide adequate access in case of fire or catastrophe. This finding shall be based on a traffic report where available, prepared by a qualified traffic**

consultant, engineer or planner which details the anticipated or projected effect of the project on adjacent roads and the impact on public safety.

There is no development proposed for this amendment. The application pertains to a Land Development Code amendment.

7. The proposed development is functional in the use of space and aesthetically acceptable.

There is no development proposed for this amendment. The application pertains to a Land Development Code amendment.

8. The proposed development provides for the safety of occupants and visitors.

There is no development proposed for this amendment. The application pertains to a Land Development Code amendment.

9. The proposed use of materials and architectural features will not adversely impact the neighborhood and aesthetics of the area.

There is no development proposed for this amendment. The application pertains to a Land Development Code amendment.

10. The testimony provided at public hearings.

There has not been a public hearing at this time. The comments from the Planning Board meeting will be incorporated into the City Commission packet.

RECOMMENDATION: It is recommended that the Planning Board approve Case No. M-11-12 amending the LDC to establish a mobility fee of $77.82 per person trip as a replacement for concurrency and impact fees within a Transportation Concurrency Exception Area.

Attachments: as

ORMOND BEACH MULTI-MODAL STRATEGY

Prepared by: Ormond Beach Planning Department
Originally Adopted by Ordinance # 2010-31 dated 6.1.10
Revised & Readopted: Ordinance# 10-48A dated 12.7.10

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TABLE OF CONTENTS

	Page
1 Introduction	3
2. Strategies to implement the Roadway Vision Plan	3
a. Right-of-way preservation	5
b. Access management	5
c. Constrained roadways	6
3. Strategies to implement the Transit Vision Plans	7
a. Develop a transit funding strategy	7
b. Intergovernmental Coordination Strategy	7
4. Strategies to implement the Land Use Vision Plan	8
a. Development Review (short term)	9
b. Comprehensive Plan (long term)	9
5. Concurrency Strategy outside of Transportation Concurrency Exception Areas (TCEAs)	11
6. Connectivity Strategy	11
7. Strategies to Implement the Bicycle Vision Plan	15
8. Transit Oriented Design land use principles	16
9. Designing roadways to reflect urban character	17
10. Transit Demand Management (TDM) Strategies	17
11. Strategies to implement the multi-modal transportation system	18
a. Multi-modal component in traffic impact studies	18
b. Evaluation standards for transportation modes	19
c. Mobility report card	19
d. Parking	19
e. Multi-modal corridors	20
12. Financial Projections and Expenditures	20
13. Summary	21

TABLES, MAPS AND CHARTS

Table 1 – Multi-modal strategies promoted by theme	4
Table 2 – ROW Preservation Strategy	5
Table 3 – Access Management Strategy	6
Table 4 – Constrained Road Strategy	7

Table 5 – Existing Transit Routes 7
Table 6 – Transit Funding Strategy 8
Table 7 – Intergovernmental Coordination Strategy 8
Maps 1 – Existing Transit Routes 8
Map 2 – Existing Bus Stops 8
Table 8 – Development Review Strategy 9
Table 9 – Votran Review Strategy 10
Table 10 – Transit Measures 11
Map 3 – Existing and Planned Sidewalks with Transit Stops 12
Chart 1 & 2 – Sidewalk Needs and Estimated Costs 13-14
Map 4 – SR 40 Multi-use Trail 15
Map 5 – Thompson Creek Trail 15
Map 6 – Tomoka State Park Trail 16
Table 11-Traffic Mode Impact Summary 18
Table 12-CSD Applicable Summary 18
Table 13 – Available Transit Capacity 20
Table 14 – Cost per Person Trip 20
Table 15 - Mobility Fee Component 21
Table 16 - Projected Revenue 21

LIST OF SUPPORT ATTACHMENTS

2010 – 2025 Long Term Roadway Assessment 22-23
Projected 2010-25 Transportation based development trips 24
Projected 2010-25 Transit Usage due to VMT reduction 25
VMT by Transit Corridor 26
Projected 2010-25 Transit Revenue and Expenditures 27
Projected 2010-25 Non-motorized Revenue and Expenditures 28
Projected 2010-25 Land Use based development trips 29
2003-08 Trip Distribution to roadway network 30
Most Likely 2010-25 Development Scenario of Proposed Land Use Category Entitlements 31

1. Introduction

The Volusia County MPO will be completing the 2035 Fiscally Constrained Transportation Plan in 2010. Results from community "Make Your Mark" meetings and Long Range Transportation Plan (LRTP) Committee meetings indicate that the 2035 Fiscally Constrained Transportation Plan will not adequately meet projected county or Ormond Beach needs.

During the preparation of the City's Evaluation Appraisal Report (EAR) to the Florida Department of Community Affairs, it was clear that the City, County and State could no longer afford to continue widening roads within Ormond Beach without substantial cost both in terms of right-of-way and business damages. As such, staff indicated that a more balanced approach to the future transportation needs of Ormond Beach was needed. Less emphasis on roadway capacity improvements and increased emphasis on making existing roads more efficient while improvements to transit and non-motorized modes as well better intermodal connections and network connectivity were needed.

In 2009, the Legislature passed SB 360ER. This bill designated dense urban land areas (DULAs) and one of the definitions of DULA was an area having over 1000 people per square mile. Pursuant to that bill, the Florida Legislative Office of Economic and Demographic Research transmitted to the Department of Community Affairs on July 1, 2009, a list of counties and municipalities including the City of Ormond Beach, as qualifying for DULA status. Ormond Beach as a DULA is automatically designated a Transportation Concurrency Exception Area (TCEA). A designation of a citywide TCEA means that state concurrency no longer applies to development provided the City has a multi-modal strategy approved and adopted in its Comprehensive Plan within two years of the bill's passage. However, Ormond Beach can elect through its home rule powers to be more stringent.

The multi-modal strategy has been prepared as a balance between all roadway capacity improvements and all vehicle reduction strategies. **Table 1**, on Page 2 of this strategy, depicts a matrix cross-referencing transportation themes advocated in the Transportation Element of the draft 2025 Comprehensive Plan with the multi-modal strategies of increased roadway capacity, achieving more efficiency out of the existing roadway system, reducing vehicle miles traveled and most importantly land use considerations.

In summary, the multi-modal strategy advocated in this document is simplistic in planning terms. The strategy is to locate three Transportation Concurrency Exceptions Areas (TCEAs) along three transit routes which are considered part of Votran's Eastside spine network. These transit routes are on roadway corridors which the city considers constrained as it relates to capacity improvements. Widening of these roads would be inconsistent with the context sensitive design normally attributable to a city. One of three roadway corridors which traverse the downtown is currently operating at a lower level of service than the adopted level of service. To enhance service, the City intends to improve connectivity for non-motorized modes of travel through the adoption of sidewalk level of service standards. To increase the potential of ridership, the City is proposing to increase densities and intensities along the three roadway corridors by requiring mixed use, horizontal development, and build to line standards for new development. Adherence to FDOT Transit Oriented Design Guidelines along with Votran's Transit Design Guidelines serves as guidelines for development along US1, SR 40, and A1A. A form based code is planned for that portion of SR40 which is in downtown. Enhanced transit, better connectivity, and increased attention to better form and land use are the foundation of the multi-modal strategy. In all other areas concurrency is required, and mitigation of impacts must occur. However, the only change is that mitigation may include transit options where before such an option did not exist. Finally to fund the strategy, a transit and non-motorized fee is advocated. Revenues and expenditures were projected based upon the amount of vacant land and expected development over the 15 year horizon of the Comprehensive Plan. Funds generated are less than the projected expenses but because transit routes have multiple jurisdictional benefits, the City's share of the total costs is limited by its ability and funding capacity. While the fees are new fees, they replace the Proportionate Fair Share contribution required for mitigation on SR40, US1, and A1A.

2. Strategies to Implement the Roadway Vision Plan

Travel by auto, transit, and bicycle all rely on the roadway system, making the roadway a key element in Ormond Beach's multi-modal transportation system. Consequently, a 2010-2025 Near and Long Term Roadway assessment was conducted of local, state, and county roadways within Ormond Beach to determine existing and projected conditions. (**See 2010-2025 Near and Long Term Assessment attached to end of this strategy**). An earlier assessment from 2007-2017 was conducted as part of the City's Evaluation Appraisal Report (EAR) which is required by DCA every 7 years. In 2007, the City had two road corridors which had at least one failing link. These roads were Clyde Morris Boulevard and Tymber Creek Road. Both of these roads are county roads but land use approvals are principally made in Ormond Beach. Volusia County and Ormond Beach funded improvements to Clyde Morris Boulevard which have been completed. Once Tymber Creek road is completed, all 2010 failing links will operate at acceptable LOS. Projected 2017 and 2025 roadway deficiencies with at least one failing link includes A1A, US1, SR40, Hand Avenue, Tymber Creek Road and Williamson.

Table 1- Multi-Modal Strategies Promoted by Theme

Themes	Increased Roadway Capacity	Efficiencies out of existing roadway system	Vehicle Reduction Strategies	Land Use
ROW Preservation	x			
Access Management		x		
TCEA		x		
Multi-modal strategy			x	
Context sensitive design			x	
Transit Oriented Design				x
Concurrency	x	x	x	
Sidewalks & Trails			x	
TDM			x	

FDOT completed a 2008 SR40 Feasibility Study[1] and concluded that SR 40 currently operates at adverse conditions during the daily (Interstate 95 to Nova Road) and p.m. peak hour (Tymber Creek Road to Williamson Boulevard). The future YR 2025 roadway capacity analysis indicates that two (2) sections will operate adversely along SR 40 (Breakaway Trail to Williamson Boulevard and Clyde Morris Boulevard to Nova Road). The roadway network alternative #1 focused solely on the widening of SR 40 to alleviate the anticipated adversities. This analysis concluded that even an 8- lane section would still maintain an adverse condition in the YR 2025. Roadway network alternative #2 focused on creating a viable parallel corridor, Hand Avenue, to alleviate the adversities along SR 40. This analysis concluded that extending the 2-lane Hand Avenue across Interstate 95 would not by itself alleviate the adverse conditions on SR 40. Roadway network alternative #3 focused on creating Hand Avenue as a viable parallel corridor by widening to a 4-lane section, to alleviate the adversities along SR 40. This analysis concluded that the combined capacities of SR 40 (combination of 4 and 6 lane sections) and Hand Avenue (4-lane section) would accommodate the future YR 2025 traffic demand. Roadway network alternative #4 reduced alternatives #3 to the minimum number of lanes required to accommodate the future traffic demand. This analysis concluded that the combined capacities of S.R. 40 (combination of 4 and 6 lane sections) and Hand Avenue (combination of 2 and 4 lane sections) would accommodate the future YR 2025 traffic demand. Based on the conclusions of the analysis, it is recommended that future considerations to the widening of the S.R. 40 corridor would be consistent with the roadway network alternative #4A. This alternative would include the following modifications:

S.R. 40 - Breakaway Trail to Williamson Boulevard (Widen to 6 Lanes)

Hand Avenue - Clyde Morris Boulevard to Shangri La Drive (Widen to 4 Lanes)

[1] Transportation Feasibility Study for State Road 40. GMB Engineers & Planners, Inc. 2008

Hand Avenue Extension - Williamson Boulevard to Tymber Creek Road (New 4 Lane Section)
Tymber Creek Road- Hand Avenue Extension to S.R. 40 (Widen to 4 Lanes)

The Hand Avenue Extension is currently not in the Volusia County MPO Transportation Improvement Plan, because the exact alignment has not yet been determined. For the purposes of this analysis, two (2) alignments were considered: to align directly to Tymber Creek Road (roadway network alternative 4A), or to align with Old Tomoka Road (roadway network alternative 4B). Both roadway alignments resulted in approximately the same construction cost, but the southern connection directly to Tymber Creek Road would result in less impact to residential dwellings. Therefore it is recommended to construct the future extension of Hand Avenue directly to Tymber Creek Road. The City has set aside $100,000 to jointly participate with Daytona Beach, Volusia County, and Consolidated Tomoka to prepare a Project Development and Environment (PD&E) Study for the Hand Avenue Extension. John Anderson, A1A, SR40, and US 1 are considered policy constrained either due to environmental conditions or right-of-way limitations. In addition, the Hunter's Ridge DRI is expected to pay a proportionate fair share amount to mitigate impacts due to a residential increase. Expected improvements as result of Hunter's Ridge second sufficiency response includes: funds to complete Tymber Creek Road from Peruvian Lane to Airport Road; increasing the lanes on SR40 from Tymber Creek Road to I95 interchange from a 4LD to 6LD divided facility; funds towards Hand Avenue Extension; and funds towards transit and non-motorized modes.

a. Right-of-Way Preservation

Corridor preservation, particularly for Hand Avenue Extension, provides numerous benefits to Ormond Beach, its taxpayers, and the public at large. Preserving rights-of-way for planned transportation facilities promotes orderly and predictable development. The decisions Ormond Beach continues to make regarding the location and design of its transportation network will have a lasting impact on growth patterns, community design, and modal alternatives. For these reasons, effective corridor preservation is critical to accomplishing a wide range of planning objectives. Another benefit of corridor preservation is that it minimizes damage to homes, businesses, and the corresponding costs of acquiring rights-of-way when improvements are made. Right-of-way costs often represent the single largest expenditure for a transportation improvement, particularly in growing urbanized areas where transportation improvement needs are the greatest. Consequently, preservation policies will need to be added to the Transportation Element of the Comprehensive Plan to ensure that should development occur and roadway corridors are depicted on the Future Traffic Circulation Map, then right-of way will be set aside. Policies should also be provided to permit temporary use of proposed rights-of-way but no permanent structures may be placed within these future right-of-way corridors. Corollary standards will need to be added to the Land Development Regulation.

Table 2 – ROW Preservation Strategy

Strategies/Actions	Type of Action	Priority
a. Right-of-way Preservation	Comp Plan Amendment	Incorporate into EAR-Based Amendment for 2010
	LDR amendment	Within 1 year of Plan adoption

b. Access Management

Costly improvements are not always the solution to safety and congestion issues. Roads, like other resources, also need to be carefully managed. Corridor access management strategies extend the useful life of roads at little or no cost to taxpayers. All development needing site plan, plat, rezoning, or a land use plan amendment shall be subject to access management. Previously this was not always true. Consequently, the City will identify a list of access management techniques applicable to a given proposed development and make the necessary changes in the Comprehensive Plan as well as in the Land Development Code as legislative support.

Table 3 – Access Management Strategy

Strategies/Actions	Type of Action	Priority
b. Access Management	Comp Plan Amendment	Incorporate into EAR based amendments for 2010
	LDR amendment	Within 1 year of Plan adoption

c. Constrained Roadways

In Ormond Beach, there are three roadway corridors which are considered constrained for road widening purposes only. These roadway corridors include A1A south of SR40; SR 40 from A1A to Williamson Boulevard; and US 1 from the south city line to Wilmette. In all cases, either right-of-way purchase or feasibility plans indicate the cost of improvement exceeds the resulting benefits or the improvement itself would not accommodate the traffic needed to meet the design year. Consequently, roadway improvements to expand capacity are not advocated. Improvements in the corridor for roadway efficiency such as better access management, signal optimization and coordination, and geometric improvements at intersections are needed and advocated. In addition, substantial capacity improvements are not affordable thus requiring the City to consider alternative modes such as increased transit usage. However to enhance transit usage, better connectivity and urban form with higher densities and intensities will be needed through redevelopment and infill.

To support frequency and span of service improvements, more "choice" ridership is needed. FDOT has indicated in the draft Transit Oriented Development Design Guidelines[2] that to affect a meaningful modal split, approximately 25 employees per acre is needed. In order to accomplish this modal split, a more intense land use pattern will be needed along with better connectivity. However, the establishment of Transportation Concurrency Exception Areas (TCEAs) for those roadway corridors which are considered constrained, with transit service, and where opportunities to cause redevelopment and infill at a higher density or intensity exist should be pursued.

The three commercial corridors which have TCEA potential are:

1. A1A from SR 40 to the city line (commercial redevelopment);
2. SR 40 from A1A to Williamson (includes downtown and the commercial corridor west of Orchard Street to Williamson; and
3. US 1 from Wilmette Avenue to the city line on the southern boundary (commercial redevelopment).

These corridors are being recommended because 1) Votran operates core bus service (Routes 18/19 and 3) along these corridors; and 2) the areas for the most part contain commercial corridor and downtown redevelopment opportunities that could benefit from a TCEA. Higher densities and intensities can support transit and assist Votran in their goal of reducing headways and extending service hours. Since much of the City of Ormond Beach is built out, outside of Ormond Crossings, the future of Ormond Beach depends on infill and redevelopment. The downtown has been an area of emphasis for years and success in redeveloping the downtown has been limited. The beach corridor at some time in the future will require a redevelopment strategy as well as portions of US 1 within the old section of Ormond Beach.

[2] FDOT Draft Transit Oriented Development Design Guidelines. Renaissance Planning Group April 2009

Table 4 – Constrained Road Strategy

Strategies/Actions	Type of Action	Priority
c. Constrained Roads	Comp Plan Amendment to establish TCEAs	Incorporate into EAR-Based amendments for 2010
	LDR amendment to include multi-modal strategy and fee	Within 1 year of Plan adoption

3. Strategies to Implement the Transit Vision Plan

The City of Ormond Beach is served by Votran through a number of transit routes. There are three roadway corridors within Ormond Beach which are considered constrained but served by public transit. In Votran's East Side Transit Study Final Report[3], Votran identified Routes 18/19, 1 and 3 as network spine routes that generated 49% of all the east side ridership in 2008. Between October 2007 and June 2008, Routes 1 and 3 were ranked 4 and 5 respectively out of 22 routes within the Votran eastern and southeastern system. Improvements for Route 3 and 18/19 were weekday frequency improvements as well as trolley service on the beach. The City's goal is to decrease VMT in the short term by 10% (2013) and in long term by 15% (2017). The resultant increase in transit usage on the corridors is expected to be 2.8% and 4.2% respectively. **See VMT by Roadway corridor and Projected Transit Usage due to VMT reduction which is attached at the end of the report.**

Table 5 – Existing Transit Routes

Route	Roadway	Frequency/Span of Service
18/19	A1A/SR40/Williamson loop	1 Hour headway/ 7 am – 6 pm Weekday
3	US 1	1 Hour headway/6 am – 7:30 pm Weekday
6	Nova/Hand/Wilmette/SR 40	1 Hour headway/ 6:30 am – 6:30 pm Weekday
1, 1A	A1A	1 Hour headway/5:40 am – 6:30 pm Weekday, evening and Sunday

a. Develop a transit and non-motorized funding strategy

As a starting point, public transit serves Ormond Beach's main roadway corridors. As funds are made available to enhance service, facility improvements to improve rider convenience as well as frequency and span of service improvements can be implemented. To expand bus service frequency on the A1A, US 1 and SR40 routes, it is estimated that start-up capital costs is $5.39 million while each year's operating costs is $4.3 million. Transit improvements are identified in the 2035 LRTP and Transit Development Plan which is currently undergoing an update. The City can enhance service and customer convenience by developing a transit fee component as part of a city mobility fee which would apply to city and state roads. The city does not want capacity improvements made on the constrained roadways. In addition, a non-motorized component will be required to support bike trails and sidewalks. Also proposed by staff is the establishment of CRA Districts for US 1 and A1A to principally fund multi-modal activities such as capital improvements as well as operational improvements. There are no restrictions on the use of Tax Increment Financing funds for operations. A steady funding source for operating is needed until state law is amended to permit a mobility fee to pay for long term operations.

[3] Votran East Side Transit Study. Center for Urban Transportation Research. November 2008

Table 6 – Transit Funding Strategy

Strategies/Actions	Type of Action	Priority
Develop a long term transit funding strategy.	**Transit and Non-motorized fee development**	**Initiate discussions with Votran and Volusia County immediately regarding transit fee structure design as well as assessment in lieu of road mitigation**
Established CRA Districts along US 1 and A1A to support multi-modal activities.	**Prepare CRA Plans for US 1 and A1A**	**Initiate discussions with Volusia County ED regarding the establishment of CRA TIF Districts. Upon plan adoption, integrate CRA Plans into the Comprehensive Plan.** **Adopt the US 1 CRA Plan by 2012** **Adopt the A1A CRA Plan by 2014**

b. Intergovernmental Coordination Strategy

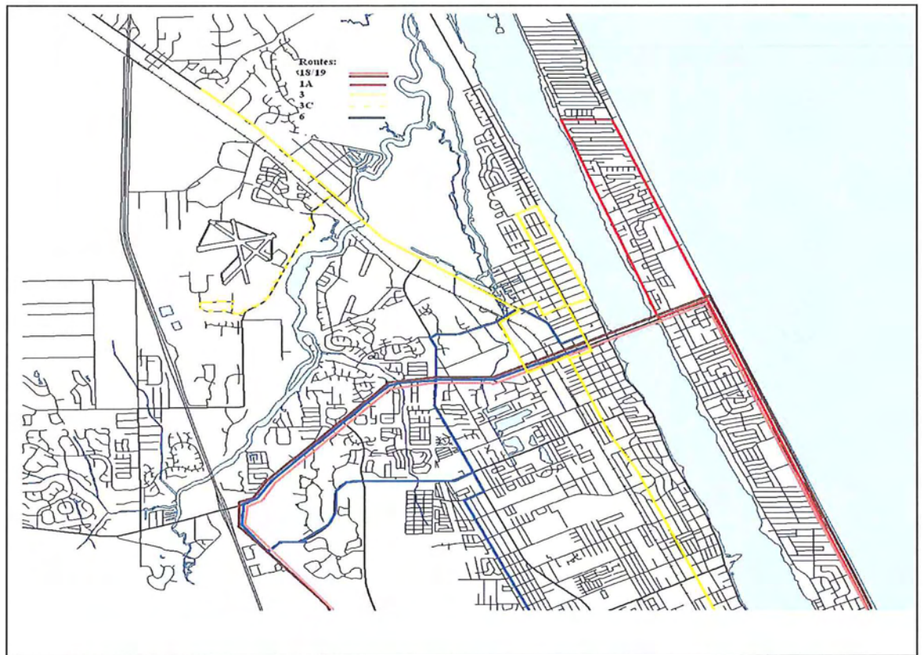
The City of Ormond Beach has adopted by reference in the draft Comprehensive Plan and in the Land Development Regulations (LDR) the Volusia County Transportation Impact Assessment Guidelines for traffic mitigation. While transit has always been a mitigation strategy, no such methodology exists to assist cities who want to use transit as mitigation. Consequently, a transit fee in lieu of road mitigation would require Volusia County concurrence through an Interlocal Agreement.

Table 7 – Intergovernmental Coordination Strategy

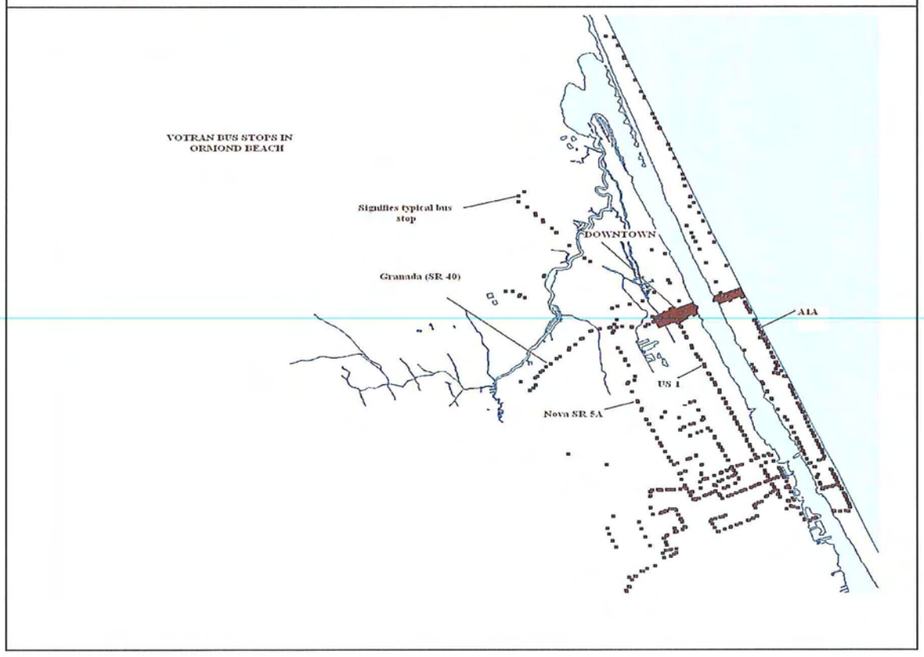
Strategies/Actions	Type of Action	Priority
Intergovernmental coordination	**Develop an Interlocal Agreement**	**Initiate discussions with Volusia County immediately.**

4. Strategies to Implement the Land Use Vision Plan

The best approach to implementing the multi-modal concept is to incorporate measures both in the development review process (short term) and in the Comprehensive Plan for land use planning (long term).



Map 1- Existing Transit Routes and Map 2 - bus stops



a. Development Review Process (short term)

An effective mobility plan should address not only modal improvements, but land use considerations. The Center for Urban Transportation Research prepared a Florida Mobility Fee Study [4] dated March 25, 2009. The study suggested that, an effective mobility plan must consider land use relative to design, density, and mix which in turn promotes walkable, mixed-use environments with relatively high densities that are connected by pubic transit. Of particular note, the study indicates that, "One way to foster growth that is sensitive to context is through the use of form-based codes that address the size and scale of buildings in relation to the public realm and each other." In 2008, the City of Ormond Beach initiated an effort whereby all the blocks within the Downtown Overlay District were surveyed. The data collected along with the vision articulated in the approved 2007 Downtown Redevelopment Plan[5] is currently being used to transform the data into conceptual building layouts. Three cornerstones of the City's formed based code are mix use, vertical development, and build to lines. Form Based Codes have been found to be an effective approach to promoting higher density and mix use while design is through mandatory compliance with financial incentives provided through the Tax Increment Financing District. The downtown corridor is traversed by Granada Boulevard which is considered constrained but served by transit.

Table 8 – Development Review Strategy

Strategies/Actions	Type of Action	Priority
a. Development Review Process	Prepare a Form Based Code to implement the Downtown Redevelopment Plan	December 2010
	Apply the Transit Design Guidelines to A1A, SR 40 outside of downtown, and US1	December 2011

b. Comprehensive Plan (long term)

It has already been discussed previously that the City is projecting roadway deficiencies on roadway corridors which are considered constrained. These same roadways are currently served by transit and Votran desires to increase frequency and span of service on these corridors but ridership is needed as well as transit infrastructure to make ridership a convenience. Consequently, it is proposed that during receipt of a land use plan amendment along A1A, US1, or SR40 that may or may not be congested that a tiered strategy for transit improvements be required based upon the following four land use scenarios:

1. FLUM consistent, no current or forecasted road congestion: Development proposals that are consistent with the City's Future Land Use Map (FLUM) in terms of both land use type and density or intensity and located along road corridors where congestion does not exist or is not forecasted to occur should be treated differently than development proposals which are inconsistent. Development proposals deemed consistent should include mitigation strategies that are tied to the size of development (VOTRAN thresholds) and include strategies that are basic to promoting multi-modal choices. Strategies most conducive to size of development include: access management, bike facilities, sidewalk connectivity, and review by VOTRAN during the development review process.

2. FLUM consistent, road congestion exists or forecasted: Development proposals that are consistent with the City's FLUM in terms of land use type and density and intensity but are located along road corridors where congestion exists or is forecasted to occur would require transit facility improvements based upon the degree of the traffic problem.

[4] Florida Mobility Fee Report. Center for Urban and Transportation Research. March 2009
[5] Downtown Redevelopment Master Plan. Gladding Jackson. 2007

3. FLUM inconsistent, no current or forecasted congestion: Development proposals which are inconsistent with the City's FLUM in terms of land use and density or intensity but are located along road corridors where no congestion exists or is projected would have a set of strategies applied related to the degree of the development's inconsistency. The inconsistency would be measured comparing the trip generation factors for by-right development with the proposed development. All of the strategies identified in this section would apply to include either a Proportionate Fair Share Agreement to fund transit improvements or a specified contribution for operations to support existing or expanded transit service.

4. FLUM inconsistent, road congestion exists or forecasted: Development proposals which are inconsistent with the City's FLUM in terms of land use and density or intensity and are located along road corridors where congestion exists or will exist should not be approved.

Using Votran's Transit Guidelines[6] thresholds for Votran review, the above four land use plan amendment scenarios would be reviewed for transit opportunities and depending on findings, requirements to fund operation enhancements, construct capital transit infrastructure (i.e., bus shelters, etc) would be required. The measures are put forth as guidelines and are depicted in **Table 9**. These guidelines may be discussed as a part of the land use plan amendment approval or site plan negotiations dependent upon the scale of development and its relationship to the adopted Future Land Use Map. To improve transit access to office, residential developments, and commercial businesses, applicants may be required to subsidize transportation operations. The subsidy should also include provisions for adjusting the contributions annually by the CPI to account for inflation. All developments may be required to dedicate on-site easements to Votran and to construct associated roadway improvements adjacent to the site, such as bus bays if deemed needed by Votran.

On-site" shall be deemed to include the site itself and all adjacent areas related to the site, consistent with established practice in the City. All site plan development is required currently to provide secure bicycle storage facilities in a location convenient to office, commercial or residential development areas. The facilities shall be highly visible to the intended users and protected from precipitation. Depending upon the type of development, shower facilities may be required within the development as an amenity promoting bicycle or walking for commuting employees to the site. Whereas the previously discussed measures may be associated with typical site plan review approval and would be included in part in virtually all site plan reviews, measures which deal with off-site construction must be viewed as unique and must be addressed on a case-by-case basis. There will be instances where it will be mutually beneficial for the city and the developer to pursue off-site construction such as: a) improve pedestrian access between the site, Votran and other development; b) proposed developments may find it desirable to enhance the pedestrian system by widening sidewalks or providing connections or extensions and c) Bus shelter enhancements, where such enhancements do not currently exist at bus stops.

Table 9 provides a menu of transit improvements based upon the Future Land Use Map Strategy Code. These types of improvements would vary according to the Strategy Code assigned based upon whether the land use plan amendment is consistent with the Comprehensive Plan policies and whether congestion currently exists or is projected to be congested in 2017 Discussions with Votran should be initiated immediately to ensure the transit measures proposed are compatible with Votran's operation.

Table 9 – Votran Review Strategy

Strategies/Actions	Type of Action	Priority
a. Integrate Votran into the review of site plans that exceed recommended thresholds	**Adopt a policy in the Comp Plan and implement through the LDC.**	**Immediately**
b. Integrate LUPA decision matrix into Comprehensive Plan	**Develop 4 tiered transit strategy based upon comprehensive plan consistency and congestion and amend the LDC.**	**Immediately**

[6] Transit Development Design Guidelines. Votran. 2008

5. Concurrency Outside a TCEA

All development outside of the designated TCEAs shall be required to mitigate their impacts on city, county, and state roads. The City has adopted by policy the Volusia County MPO Transportation Impact Assessment Guidelines as the methodology by which impacts will be studied. Mitigation may be through the current Proportionate Share contribution process already adopted in the LDC. However, the prop-share money can be used for more than road improvements. It can be used to finance transit facility or operation enhancements, construct sidewalks and bike trails, finance transit demand management techniques, or other appropriate improvements which reduce vehicle miles traveled. This strategy was pursued by Ormond Crossings when it opted out of the DRI provisions.

6. Connectivity Strategy

The City's multi-modal strategy is more than just public transit. LOSS policies are proposed for sidewalk coverage in the city. The concept is to connect residential areas to destination points such as shopping areas; public facilities such as libraries; parks and recreation; schools; and transit points. A pedestrian shed of a 1/4 mile of 75% of the road corridor's area population is proposed for connectivity. This represents the maximum distance a person is willing to walk. LOSS shall be adopted to include existing LOSS. Where the existing LOS is below the adopted LOS, sidewalk improvements will be required of development within the pedestrian shed that contains a substandard LOS. It is proposed that development not only build sidewalks on site, but they build sidewalks offsite or contribute cash in lieu of construction to enable the City to complete improvements. While much sidewalk work has been completed, there still is a current need for 59,000 linear feet of 5 foot sidewalk at a cost of approximately $2 million dollars.[7] Once the LOSS is established for coverage, it is expected this cost will be higher. The development of sidewalk coverage LOSS shall be completed by 2011. Between 2007 and 2009[8], Hoke Design, Incorporated was engaged by the MPO to prepare bike/pedestrian plans for students who reside within a 1 mile radius of their elementary school. Ormond Beach has five elementary schools of which four schools were studied and recommendations approved. The fifth school which is located in the downtown area is currently being studied by the consultant hired by the MPO. Missing sidewalk gaps were identified for Tomoka, Pathways, Pine Tree, and Osceola Elementary Schools. The total cost was estimated at $7,213,925. A proto-type non-motorized fee is advocated of which one is attached to this report to demonstrate its funding capacity.

Table 10 - Transit Measures

		FLUMS Code A	B	C	D
I. Transit Operations					
a.	Contribute to operation of a Votran transit route# ____ for ____ years.	o	x	o	x
II. On Site Construction – New facilities					
a.	Bike lockers, racks	o	x	x	x
b.	Shower facilities	o	x	x	x
c.	Bus stop improvements:				
	Local Stop to include all Table 9 Recommended and/or conditional improvements.	x	x	x	x
	Secondary Stop to include all Table 9 recommended and/or conditional improvements.	o	x	x	x
	Primary Stop to include all Table 9 recommended and/or conditional improvements.	o	x	x	x
III. On or Off Site Enhancements to existing facilities.					
a.	Park and Ride	o	x	o	x
b.	Bus shelter or contribute cash equivalency	o	x	x	x
c.	Bus Bays	o	x	x	x
d.	Bike Racks at existing Bus Shelters or contribute cash equivalency	x	x	x	x
e.	Bus Stop Signs or contribute cash equivalency	x	x	x	x
f.	Bus benches at existing bus stop signs or contribute cash equivalency	x	x	x	x
g.	Bus Stop leaning rails or contribute cash equivalency	x	x	x	x
h.	Trash receptacles at existing bus stop shelters or contribute cash equivalency	x	x	x	x
I.	Bus stop pads at existing bus stops without shelters or contribute cash equivalency	x	x	x	x
j.	Provide rights-of-way to accommodate bus stop improvements or contribute cash equivalency	o	x	x	x
k.	Install missing walkways with 1250 feet of the site or contribute cash equivalency	x	x	x	x
l.	Install ADA improvements to improve accessibility or contribute cash equivalency	o	x	x	x

LEGEND

o = Not required
x = Required

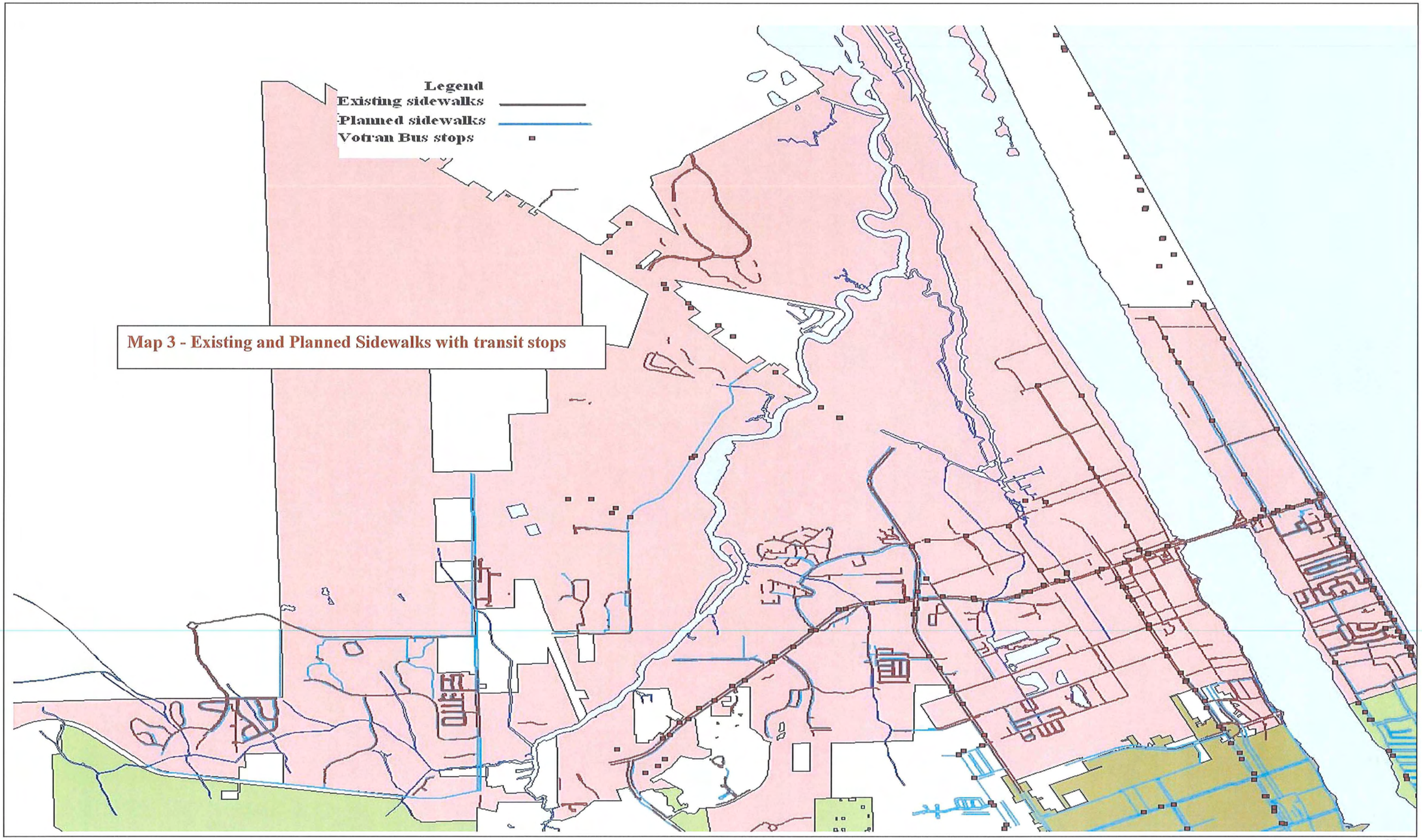
Future Land Use Map Strategy Code:

A = FLUM consistent, no projected LOS degradation below adopted standard.
B = FLUM consistent, projected LOS degradation below adopted standard.
C = FLUM amendment requested, no projected LOS degradation below adopted standard.
D = FLUM amendment requested, projected LOS degradation below adopted standard.

Thresholds[1] to which TDM applies:

1. Commercial/Industrial (+ or >25,000 square feet of floor area or 10 acres).
2. Residential/Mix Use (+ or > 500 MFD units; 100 acres; and all Senior, Low Income, Special Need, and 55+ age qualified housing)
3. Medical (All hospital, 5,000 or more square feet for medical office or medical laboratory, and all urgent care facilities and dialysis centers)
4. Recreational (Sports Complexes of 1,000+ occupancy, parks 10+ acres, and all entertainment and major area attractions).
5. Government (All government offices, social service agencies, libraries, and community centers)
6. Education (All public, private, and colleges exceeding 500 students)
7. Road Construction (arterial or collector – new, rehab, extensions)
8. Dries (all)

[7] OB Sidewalk Master Plan, Ghyabi Lassiter. 2002
[8] 2007 Pathway ES Bike/Ped Master Plan and 2008 Osceola, Tomoka and Pine Trail ES Bike/Ped Master Plans Hoke Design, Inc.



Map 3 - Existing and Planned Sidewalks with transit stops

	ROAD NAME	FROM	TO	SIDE	LINEAR FEET	WIDTH IN FEET	COST PER LINEAR FOOT[1] 5 FT WIDE $95	8 FT WIDE $145	SOURCE
1	Halifax Road	Amsden Road	SR 40	Right	6113	5	$580,735		2008 Osceola ES Bike/Ped Master Plan
2	Rockefeller Drive	Riverside Drive	S. Atlantic	South	2551	5	$242,345		2008 Osceola ES Bike/Ped Master Plan
3	Pinewood Street	Rockefeller Drive	River Beach	East	712	5	$67,640		2008 Osceola ES Bike/Ped Master Plan
4	Flamingo Drive	Terminus of sidewalk	Pinewood Street	North	244	5	$23,180		2008 Osceola ES Bike/Ped Master Plan
5	Calle Grande	Riviera Estates Blvd	S. Center Street	North	1818	5	$172,710		2008 Osceola ES Bike/Ped Master Plan
						Sub Total	$1,086,610		
1	Forest Hills Connector	Mayfield Terrace	Military Blvd	na	435	8		$63,075	2008 Tomoka ES Bike/Ped Master Plan
		Mayfield Terrace	Existing Trail	na	1138	8		$165,010	2008 Tomoka ES Bike/Ped Master Plan
2	Hidden Hills Drive	West end of terminus	SR 40	North	3201	5	$304,095		2008 Tomoka ES Bike/Ped Master Plan
3	Main Trail	SR 40	Shady Branch Trl	North	1680	5	$159,600		2008 Tomoka ES Bike/Ped Master Plan
4	Main Trail	Shady Branch Trl	Existing sidewalk	North	1313	5	$124,735		2008 Tomoka ES Bike/Ped Master Plan
5	Shady Branch Trl	Existing trail	Twelve Oaks	North	894	5	$84,930		2008 Tomoka ES Bike/Ped Master Plan
6	Main Trail	Rio Pinar Trl	East	East	896	5	$85,120		2008 Tomoka ES Bike/Ped Master Plan
7	Rio Pinar Trl	Main Trail	Existing trail	North	511	5	$48,545		2008 Tomoka ES Bike/Ped Master Plan
8	Main Tail	Irquois Trail	Nova	South	3004	5	$285,380		2008 Tomoka ES Bike/Ped Master Plan
						Sub Total	$1,092,405	$228,085	
1	Airport Road	Leeway Trail	Briargate to BWT gate	South	4555	5	$432,725		2007 Pathway ES Bike/Ped Master Plan
2	Tymber Creek Road	Durrance Lane	Airport Road	East/West	15872	5	$1,507,840		2007 Pathway ES Bike/Ped Master Plan
3	SR 40	I95	TCR	North	4025	8		$583,625	2007 Pathway ES Bike/Ped Master Plan
4	SR 40	Old Tomoka Rd	Airport Road	North	6222	8		$902,190	2007 Pathway ES Bike/Ped Master Plan
						Sub Total	$1,940,565	$1,485,815	
1	Airport	Pine Trail ES	US 1	West	14531	5	$1,380,445		2008 Pine Trail ES Bike/Ped Master Plan
						Sub Total	$1,380,445		
					Total by width of sidewalk:		$5,500,025	$1,713,900	
					Total:		$7,213,925		

Description	Conditions	Cost Range
5 foot wide concrete sidewalk, 4 " depth Typical	Minor drainage impacts, minimal clearing and grading within R/W	$85 to $95 per linear foot
8 foot wide concrete sidewalk, 4" depth Typical	Minor drainage impacts, minimal clearing and grading within R/W	$130 to $145 per linear foot

ROAD NAME	FROM	TO	SIDE	LINEAR FEET	WIDTH IN FEET	2002 Estimated Cost[1]	2009 CPI $	
Rosewood Ave	US1	N. Beach St	Either	2889	5	$56,328	$67,173	
Sandcastle Drive	John Anderson Dr.	Ocean Shore Blvd	Left	2714	5	$52,927	$63,117	
Riverside	Fluhart Dr	SR 40	Either	3709	5	$165,064	$196,845	
Fleming Avenue	Sauls Street	US 1	Left	1150	5	$22,434	$26,753	
Banyan Dr	N. Halifax Dr	St. Brendans	Either	1024	5	$19,997	$23,847	
Tomoka Oaks Blvd	Nova	St. Andrews Dr	Right	635	5	$12,373	$14,755	
McIntosh Road	St. Andrews Dr	Lindenwood Cir	Either	4553	5	$88,782	$105,875	
S. Center St	Arroyo	Fleming Ave	Right	1256	5	$24,487	$29,202	
Inglesa Ave	N. Beach St	Sanchez Trail	Either	775	5	$15,119	$18,029	
S. Center St	Hand	Division	Right	1318	5	$25,700	$30,648	
Lakebridge Plaza Dr	Shadow Lakes Blvd	Wilmette	Right	997	5	$19,434	$23,175	
Booth	Old Tomoka Rd	SR40	Either	2201	5	$42,927	$51,192	
Overbrook Dr	Northbrook Dr.	Beach St	Either	3306	5	$64,469	$76,882	
Shadow Lakes Blvd	Nova Road	Lakebridge Plaza Dr	Left	340	5	$6,627	$7,902	
Woodlands Blvd	Military	Nova	Either	1489	5	$29,043	$34,635	
Peninsula Dr	Marvin Road	CCL	Either	1861	5	$36,291	$43,278	
Arroyo Pkwy	Ridgewood Ave	Yonge St	Either	487	5	$9,483	$11,308	
Military Blvd	Royal Rd	Woodland Blvd	Either	770	5	$15,010	$17,900	
Tomoka Ave	SR 40	Bennett Lane	Either	799	5	$35,556	$42,401	
Arroyo Pkwy	Nova	Santa Fe	Left	5668	5	$252,208	$300,767	
Hand Ave	Spring Meadows	Clyde Morris Blvd	Right	1358	5	$52,952	$63,147	
Hand Ave	Shangri La	Clyde Morris Blvd	Both	2716	5	$135,104	161,116	
Airport Road	TCR	Ormond Green Blvd	Either	3408	5	$151,657	$180,856	
SR 40	TCR	I95	North	4565	8		$316,650	2009 McKim & Creed Estimate
US 1	Hernandez	Wilmette	Left	4241	5	$82,701	$98,624	
US 1	Dix	Melrose	Right	2712	5	$52,890	$63,073	
				56941				
					Total	$1,469,563	$2,069,150	

[1] Note: Unless noted, all costs are sourced from the 2002 Ghyabei Lassiter OB Sidewalk Master Plan

7. Strategies to Implement the Bicycle Vision Plan

Currently the City has 5.62 miles of bike trait throughout the city. Based upon the adoption of the City of Ormond Beach 2005 Parks and Recreation Master Plan, another 2.34 miles of trails will be needed to meet the current population. Currently, the City is completing the Tomoka State Park Trail from Iglesa Avenue to the State Park along the Loop (5100 linear feet) and is under contract to build approximately 2 miles of 8 foot wide trail along SR40 which will contributes to meeting and improving bicycle travel options in Ormond Beach. But for the downtown, the Comprehensive Plan supports bike trails and requires 4 foot shoulder lanes to accommodate bike travel on roadways. Implementing additional improvements identified in the Parks and Recreation Plan is the next step to improving the bicycle system. Planned trails which require further approval include Thompson Creek Trail from Wilmette to Division Avenue.

← Map 4 – SR 40 Multi-Use Trail
Map 5 - Thompson Creek Trail ↑
Map 6 – Tomoka State Park Trail→

8. Transit Oriented Design land use principles

As part of the Transportation Element, staff is relying heavily on Votran's Transit Design Guidelines prepared in 2008 as well as FDOT's draft Transit Oriented Development Design Guidelines which form the basis from which transit oriented principles are required of development within the TCEAs.

Applicants for development approvals to include plat, site plan, zoning, and land use plan amendments which exceed the thresholds as determined by the Transit Design Guidelines, shall be required to meet the transit oriented design policies as well as make transit facility and/or operational improvements as recommended by Votran.

The following general land use considerations to support transit in the Downtown area and along US1, A1A, and that portion of SR 40 outside of the Downtown area shall be incorporated into the Comprehensive Plan:

1. In the Downtown, A1A, and SR40 the transit corridor housing densities shall reflect 8-15 units an acre to support premium transit service;
2. A mixed use pattern that places residential units above street level commercial uses without a corresponding decrease in commercial floor area;
3. Density should be organized to take advantage of transit service by being located along transit corridors and within a pedestrian shed of ¼ mile of transit stops;
4. Buildings should be moved closer to the street;
5. Pedestrian sheds should be established with connectivity to ensure transit area focus populations will not walk more than a ¼ mile to access transit.
6. Pedestrian systems should be continuous, barrier free walking surface with direct links to transit stops; and
7. Transit circulation for large scale developments should provide direct transit service through the center of the project.

Residential land use policies should be guided by the following policies:

8. To optimize transit operations, cluster development and promote multi-family structures in order to exceed 8 units a net acre;
9. A better commitment to network connectivity is needed. More efficient movement of buses through and between subdivisions is needed. Where street rights-of-way exist and the only obstacle is opening up the closed street, the city must do more to educate residents of the need for such connectivity; and
10. Transit facilities should be coordinated with Votran as part of the review of such single family developments.

Commercial land use principles should be implemented that promote the following:

11. A complimentary mix of retail and service uses should be provided offering the possibility of "chaining" trips;
12. Auto oriented uses such as vehicle sales and services, building material stores, drive-through businesses, and warehouse storage should be related to heavy commercial corridors;
13. Buildings should be moved to the front with parking located to the side or rear of the parcel;
14. Parking should be reduced through shared parking based upon am or pm characteristics of the user as well as whether transit exists on the corridor.

9. Designing roadways to reflect urban character

Ormond Beach is defined by the roadway corridors leading into and through the City. SR 40, US 1, Nova Road, and A1A are landscaped and have been designed to be compatible with their surroundings. The City is working toward roadway design solutions that are compatible to surrounding land uses. Roadway widening should not be done for capacity improvements without understanding the urban area through which the road travels. Sign standard indexes which are suitable for I95 and other SIS roads should not also be used in downtown areas where sensitivity to

size and design should be paramount. The city's effort in developing a form based code only strengthens sensitivity to context since its focus is on design and how it relates to the public surroundings and each other. Continued communication to FDOT on why on-street parking is vital to the downtown will continue. Bike lanes can be accommodated on parallel roads in more sensitive areas like the downtown, thereby improving the ability for the downtown to have landscaped medians, reducing speeds and improving safety for pedestrians and motorists alike.

Designing to reflect urban character or Context Sensitive Design promotes many specific changes in design of roadways that can support Transportation Demand Management strategies including calming traffic, traditional urbanism, and non-motorized transportation. **Table 11** depicts the potential traffic impacts as a result of Context Sensitive Design (CSD). Each impact depends on specific changes and how broadly they are applied by the responsible jurisdiction.

Table 11 – Travel Mode Impact Summary

Impact	Comments
Reduces total traffic.	Overall VMT reduced
Reduces peak period traffic.	Congestion reduced
Shifts automobile travel to alternative modes.	Efficiency of existing road capacity promoted
Improves access, reduces the need for travel.	More pedestrian friendly
Increased public transit.	Transit % of mode split increased
Increased cycling.	Non-motorized % of mode split increased
Increased walking.	"

CSD is appropriate in many areas of Ormond Beach as depicted in **Table 12**. For example, the City's downtown, residential neighborhoods and commercial corridors would be appropriate areas for CSD solutions when road improvements are initially planned. Since Ormond Beach has very few roads classified above local or residential of its own, CSD should also be applicable to FDOT Project Development & Environmental (PD&E) and Efficient Transportation Decision Management (ETDM) processes for federal and state highways respectively as well as to Volusia County for county roads. CSD if integrated into the City's Comprehensive Planning process, provides the City a much better chance of ensuring federal, state and county road facilities are built considering community character and physical attributes.

Table 12 – CSD Application Summary

Geographic	CSD Applicability	Organization
Low density suburban/rural edge transition	Fair	FDOT/Volusia County
Downtown (SR 40)	Excellent	FDOT
Commercial corridors (A1A & US1)	Good	FDOT
Residential neighborhoods	Excellent	Ormond Beach

10. Transit Demand Management (TDM) Strategies

Ormond Beach has limited ability to positively impact total VMT through TDM. However, Ormond Crossings has great potential for TDM strategies and there is sufficient industrial development within the City that a Transportation Management Initiative (TMI) could be coordinated either through the Chamber of Commerce or another entity that has an interest in business prosperity and economic development. Consequently, the city should support and foster a multi-jurisdictional effort possibly through the MPO as well as with other organizations.

The City could consider two approaches to TDM within the LDC. The first approach would be to directly require that some combination of a list of TDM measures be included in all development proposals of a given size (perhaps the threshold is the same as those thresholds contained in the Votran Transit Guidelines). The threshold for employees however could be as low as employers with having 10 or more employees and a goal for a percentage reduction in SOV trips is established. Alternatively, these regulations could be more optional. That is, they require a traffic impact assessment and provide a menu of TDM strategies as options for offsetting anticipated adverse traffic conditions. In both instances, the regulations should include the following features:

a. Application of TDM requirements only to development above a given size either for a single use or a site with multiple uses congregated together;
b. A requirement for a traffic impact assessment that includes a projection of number of SOV trips that would be generated by the development and an estimate of reduction in trips that could be achieved with TDM;
c. A menu of acceptable TDM approaches that could be used to meet TDM requirements;
d. A requirement for preparation and submittal of a TDM plan for the site that will serve as a commitment to a selected list of TDM measures;
e. A process for allowing an applicant to request a waiver from the TDM regulation; and
f. A statement of how the regulations will be enforced including a process for monitoring the implementation of the TDM plan.

For example, as an incentive to developers who use TDM and where a 15% reduction in SOV is projected using a variety of TDM measures, an applicant could get a comparable reduction in the number of required parking spaces.

11. Strategies to Implement the Multi-Modal Transportation System

To ensure interaction between all transportation modes, a number of broad, multi-modal strategies are needed. These strategies are critical to the successful development of a multi-modal transportation system.

a. Multi-modal component in Traffic Impact Studies

The City along with all other jurisdictions adopted the Volusia County Transportation Impact Assessment Guidelines. No multi-modal component exists within the Guidelines. The City and County through the MPO should include a multi-modal component in all traffic impact studies. In Ormond Beach, it is proposed traffic impact studies are required outside of the TCEAs and that transit also is a mitigation strategy. The multi-modal component should address impacts to pedestrians, bicycles, transit, and automobiles. TDM measures should also be incorporated into the assessment guidelines for SOV reduction.

b. Evaluation Standards for Transportation Modes

The City should use multi-modal performance standards to ensure that adequate facilities are provided for all modes of travel. For bicycle, pedestrian and transit modes, level of service standards addressing sidewalk coverage from residential areas to major destination points (shopping, parks, transit stops, etc.) are proposed. For transit, pedestrian and bicycle accessibility to transit stops is the key component. Pedestrian sheds of ¼ mile containing sidewalk connectivity on at least one side of the street connecting residential to shopping, parks, and transit stop is the goal of the sidewalk LOSS coverage.

c. Mobility Report Card

The City and Votran should conduct city-wide transportation mobility surveys on a periodic basis. The survey results can become the City's report card on progress towards meeting the desired modal splits. Daily, peak hour, and transit ridership reports are conducted annually either through Annual Traffic Counts or through Comprehensive Operations Analyses (COA). Total VMT on the roadway corridors on which transit exists is attached to this strategy. **Table 13** depicts the annual seat capacity available on Votran routes. Reducing vehicle miles travelled in the range of 6-10% can result in an increase in transit usage from 2.8% to 5.6% on the multi-modal corridor Routes (18/19, 1, 3, and 6). The City has existing regulatory language for parking required from all new development but parking standards must be amended to support multi-modal objectives. The City's proposed form based code permits shared parking between am and pm oriented users, 20% reduction if located along a transit route, and provides for parking waivers for uses having less than a certain amount square feet of floor area.

Table 13 – Available Transit Capacity

Route	Annual Passengers	Total Hours in Operation	Annual Seats Available	% of Capacity available
1	318,565	12,706	494,710	36% or 176,145 seats
3	132,227	5,293	185,255	29% or 53,028 seats
Total	450,792	17,999	679,965	33% or 229,173
				% of Transit Increase
10%VMT Reduction	12,641			2.8%
15%VMT Reduction	19,058			4.2%
20%VMT Reduction	25,410			5.6%

d. Parking

The City has existing regulatory language for parking but the parking requirements are more suitable for a suburban style code and must be amended to support multi-modal objectives. The City's proposed Form Based Code has been drafted to provide many options beyond on-site parking. Parking requirements for uses within the Downtown Overlay District as drafted vary according to the size of development, the location of public parking and transit availability. Where parking is required, parking may be provided through the use of shared parking, off-site valet or remote parking, a parking reduction study, a payment in lieu of on site parking, on site parking or a combination of these approaches. It also is not the intent to limit the alternative parking approaches to those just identified. Other alternative approaches which have been used successfully in other downtown areas similar to Ormond Beach which are rational and based upon applied science may be considered. Due to transit availability, and the existence of on-street parking and public parking lots in the River District, the first 2,000 square feet of floor area for any new development within the River District shall be exempt from the minimum parking requirements as calculated in Section 3-26 of the Land Development Code (LDC). All other Districts (Ocean and Creek) such parking may be reduced by 25% due to transit availability.

Alternative parking options to on-site parking provisions:

1. Valet or Remote parking: Upon application to the City, a business may utilize offsite valet parking or provide remote parking to meet the parking requirements. Valet or remote parking need not be located on the same side of the street of the use to be serviced by such parking. If valet parking is to be used, the applicant must provide the location and number of the valet parking spaces, or the location and size of the valet parking zone being requested; the location of the off street parking area the valet parking operation intends to use for the storing of the vehicles, and a signed contract or agreement showing that the valet parking has acquired the legal right to store the vehicles; and proof of insurance as required by the City
2. Payment in lieu of Parking: An applicant may elect to make a payment in lieu of parking to the City. Such payment shall be based upon the current construction cost of one surface parking space times the number of parking spaces. Payments shall be deposited to the City Tax Increment Financing Account for construction of parking based upon demand;

3. Parking Study Reduction: A study prepared by a qualified transportation firm or individual may be used to support reduction of parking based upon the known characteristics of the use. It shall be at the City's discretion to accept all, a portion, or none of the parking supported by the study; and
4. Shared parking may be used, if feasible, to satisfy all or a portion of the minimum off-street parking requirements. Shared parking is permitted between different categories of uses or uses with different hours of operation provided the City acts as the broker, coordinator, and approving authority for the banking of parking arrangement. The Planning Director may authorize upon application the allocation, transfer and the use of public parking spaces and private spaces to another land use to serve as the required off-street parking based upon the percentage of required parking which is anticipated to be available by general use and time of day as indicated.

e. Multi-modal Corridors

Regardless of TCEAs, the City should advocate the building of multi-modal corridors that combine higher density, mixed-use developments with complete streets that provide opportunities for travel by all modes. Multi-modal corridors should include adequate facilities for all modes of travel and should incorporate urban design that is conducive to both motorized and non-motorized travel. For a multi-modal corridor to be successful, surrounding land uses must include residential and non-residential uses and feature an increase in level of density and intensity. A1A, SR40, and US 1 are good candidates for multi-modal corridors due to transit availability, existing constraints which impede capacity improvements, and the land use includes the city's downtown as well as older commercial and beach side tourist corridors which could benefit from redevelopment.

12. Financial Projections and Expenditures

Financial revenues that could be available for implementing the multi-modal strategy are based upon two new fee components. The transit and non-motorized component combined with the City's local road impact fee forms the new mobility fee from which development and (re) development on city and state roads will be assessed. The City will need to negotiate and enter into some type of interlocal agreement as indicated earlier in this document with Volusia County to permit the city's mobility fee to be assessed to development on county roads. In the alternative, the City could also advocate a multi-modal component be put into the current Volusia County Transportation Impact Assessment Guidelines as appropriate mitigation in Ormond Beach.

The City developed two growth trip scenarios involving land use and transportation. **Table 14** depicts the land use and transportation based development trips and cost per person trip. Using the Land Use scenario that most likely could occur based upon the proposed land use category entitlements (page 31), it is estimated that 207,156 new trips will result over the next fifteen year development horizon of the City's Comprehensive Plan. A review of all of the approved traffic studies by the City from 2003-08 indicates 66% of the new trip distribution was to US 1, A1A and SR40 (page 31). SR40 remains the principal east-west corridor for purposes of the Plan's development horizon. Hand Avenue Extension is tentatively scheduled in the Volusia Transportation Planning Organization's draft 2035 LRTP for construction outside of the Comprehensive Plan's 15 year development horizon. Consequently, it seems reasonable that the future traffic distribution trend will repeat the past distribution trend. As such, under the land use scenario 136,761 new development trips are likely subject to the mobility fee (page 29). The development trips were converted to person trips by multiplying an Average Vehicle Occupancy (AVO) factor by the development trips to obtain the number of person trips.

Table 14 – Cost per Person Trip

Scenario	Total Modal Need $	Development Trips	AV0	Person Trips (PT)	Cost per PT	Comments
Land Use	$13,435.422	136,761	1.502	205,415	$65.40	See Pages 29-31
Transportation	$13,435,422	114,680	1.502	172,249	$77.82	See Pages 22-24
NOTE: Cost per person trip is derived by dividing Total Modal Need $ by Person Trips						

The land use scenario projects $7,910,942 in transit fee revenues over the next fifteen years. Non-motorized fee revenues are projected to be $4,091,867 over the same time period.

Using the transportation scenario, the development trips are projected to be 114,680. In determining existing deficiency, the existing 2010 volume and capacity was compared to the projected 2025 capacity as projected by the 2010-2025 Long Term Roadway Assessment (pages 22-23). New growth was determined by subtracting the existing deficiency. Costs for each mode of travel were estimated based upon needs stated in this document for transit and sidewalks. New growth was multiplied by the travel mode costs to determine the percentage of cost attributed to growth. The 15 year growth of trips was multiplied by an AVO factor of 1.502. **Table 15** depicts each component of the mobility fee. **Table 16** provides the projected revenue available to each mode. Estimated revenues are slightly less than using the land use scenario but the fee per person trip is higher. For purposes of projecting potential revenue for 2010-2025, the transportation scenario is used for revenue projections. Regardless of revenue estimates, the City proposes to use its mobility fees to support improved transit amenities, new buses, expanded frequency of service on US 1, A1A, and SR40, construct trails, implement the Elementary School pedestrian/bike improvement studies, enhance existing sidewalks by widening the existing width from 5 feet to 8 feet and implement sidewalk connectivity from existing residential neighborhoods to transit stops, commercial shopping areas, public parks/recreation facilities and other public facilities such as the library, etc. Revenues projected are less than the projected costs of transit service expansion. Only new capital, expanded bus service for three years are assumed to be eligible expenses from which the transit fee component can support. The City is planning the establishment of redevelopment districts on US1 and A1A to fund multi-modal activities but the rest of the funds will need to come from other communities who are on the transit routes that are also traversed by routes 1, 3, and 18/19. In addition, the county will need to find new revenues to support transit, both rail and bus, in the future. Discussions during the development of the draft 2035 LRTP include a ½ cent Local Option Sales Tax. (LOST). The revenues projected are tentative because it is based upon more robust development years than the period from 2008-2010. If projected development does not occur as depicted, then the expenditures will also be reduced to reflect the revenue.

Table 15 – Mobility Fee Components

Scenario	Roads	Transit	Non-Motorized	Mobility Fee
Transportation	**$9.40 per person trip**	**$45.40 per person trip**	**$23.20 per person trip**	**$77.82 per person trip**
Land Use	**$9.40 per person trip**	**$38.00 per person trip**	**$18.00 per person trip**	**$65.40 per person trip**

Table 16 – Projected Revenue by Mode & Scenario

Scenario	Roads (12%)	Transit (58%)	Bike-Ped (30%)
Land Use	**$1,636,746.70**	**$7,910,942.50**	**$4,091,866.80**
Transportation	**$1,612,250.60**	**$7,792,544.80**	**$4,030,626.60**

13. Summary

This document has been prepared to establish the City's rationale for a multi-modal strategy in its 2008 EAR as well as meeting the multi-modal strategy requirements established in SB 360 in 2009. The strategy is simple. Ormond Beach is a city and there are certain areas within its corporate boundaries that should not look like suburban development. Multi-modal corridors have been identified based upon capacity constraints due to environmental, physical or policy considerations. Spine routes for transit exists on these constrained roadways and because they are considered a spine network to Votran, the likelihood that such a route will be discontinued is extremely unlikely. Transit stops are found all along the three multi-modal corridors however connectivity (pedestrian/bike) needs to improve so that all residents have the ability to walk to shopping, parks, and transit stops unimpeded. To support transit, land which has the greatest potential for redevelopment and infill was identified for redevelopment to higher densities and intensities. This is being done through either the City's form based code for downtown or adherence to Votran's Transit Guidelines based upon thresholds for areas outside of downtown. To put forth some cost feasible proposal for this multi-modal strategy, the City has developed a mobility fee with a road, transit and non-motorized component. However, it is realized that the fees are limited to capital and expanded service (no more than 3-5 years of operating) until there are legislative changes to distinguish mobility fees from impact fees in order to support system improvements that do not meet the three prong nexus test.

CITY OF ORMOND BEACH - Long Term Roadway Assessment - 2010-2025

Roadway Segment	Evacuation Route	Transit Route	Distance (miles)	Adopted LOS[1]	2009 LOS	2009 LOS Capacity[2]	2009 AADT[3]	2009 VC Ratio	2017 LOS	2017 LOS Capacity	2017 AADT	2017 VC Ratio	2025 LOS	2025 LOS Capacity	2025 AADT	2025 VC Ratio	Constrained Facility	Transportation Improvement Program or Capital Improvement Program
SRA1A																		
Flagler Co. Line to OM	yes		6.1	D	C	21,300	15,100	0.71	E	21,300	19,300	0.91	F	21,300	23000	1.08	ROW constrained	
OM to Neptune	yes		2.8	D	C	21,300	16,400	0.77	D	21,300	17,400	0.82	D	21,300	17400	0.82	ROW constrained	
Neptune to SR 40	yes		1.2	D	D	21,300	17,900	0.84	D	21,300	18,100	0.85	D	21,300	17800	0.84	ROW constrained	
SR 40 to Harvard	yes	Rt # 1a & b; 8; trolley	2	D	A	35,700	19,500	0.55	A	35,700	17,800	0.50	A	35,700	16400	0.46	ROW constrained	
US1																		
Flagler Co. to I-95	yes	no	1.5	D	A	61,800	15,200	0.25	A	61,800	26,000	0.42	A	61,800	33200	0.54		
I-95 to Airport Rd.	yes	Rt# 3a, 3c	2.5	D	B	35,700	21,500	0.60	D	35,700	29,700	0.83	E	35,700	35700	1.00		
Airport Rd. to Nova Rd.	yes	Rt# 3a, 3c	1.1	D	C	35,700	25,500	0.71	D	35,700	31,300	0.88	E	35,700	34600	0.97	Resolution 99-40	
Nova Rd. to SR 40	yes	Rt# 3a, 3c	1.75	D	A	35,700	17,000	0.48	A	35,700	19,400	0.54	A	35,700	20000	0.56	Resolution 99-40	
SR 40 to Hand Ave.	yes	Rt# 3	0.85	D	B	35,700	22,500	0.63	B	35,700	23,100	0.65	A	35,700	21200	0.59	Resolution 99-40	
Hand Ave. to Flomich St.	yes	Rt# 3	2.8	D	C	35,700	26,000	0.73	C	35,700	25,100	0.70	B	35,700	22700	0.64	Resolution 99-40	
NOVA ROAD (SR5A)																		
US 1 to Wilmette Ave.	no		1	D	A	35,700	13,400	0.38	A	35,700	14,100	0.39	A	35,700	15200	0.43		
Wilmette Ave. to SR 40	no	Rt# 6	0.5	D	A	53,500	23,000	0.43	A	53,500	23,500	0.44	A	53,500	24200	0.45		
SR 40 to Hand Ave.	no	Rt# 6	1.1	D	A	53,500	27,500	0.51	A	53,500	26,300	0.49	A	53,500	28500	0.53		
Hand Ave. to LPGA Blvd.	no	Rt# 6	1.3	D	A	53,500	29,000	0.54	A	53,500	28,700	0.54	A	53,500	30400	0.57		
GRANADA BLVD. (SR40)																		
Pinto Lane to Tymber Creek Rd.	yes		6.25	C - DOT	D	34,700	29,000	0.84	D	34,700	29,400	0.85	>F	34,700	38400	1.11		
Tymber Creek Rd. to I-95	yes		0.8	C - DOT	D	34,700	29,000	0.84	E	34,700	34,000	0.98	>F	34,700	38400	1.11		
I-95 to Clyde Morris Blvd.	yes	Rt# 1b	1.5	D	C	46,600	35,500	0.76	E	46,600	45,600	0.98	>F	46,600	51900	1.11		
Clyde Morris Blvd. to Nova Rd.	yes	Rt# 1b	1	D	C	42,300	33,500	0.79	E	42,300	38,300	0.91	E	42,300	40200	0.95		
Nova Rd. to US 1	yes	Rt# 1b, 6	1.25	D	D	35,700	32,000	0.90	D	35,700	30,900	0.87	D	35,700	30500	0.85	ROW constrained	
US 1 to John Anderson	yes	Rt# 1b	1	E	E	35,700	34,500	0.97	D	35,700	30,500	0.85	C	35,700	26400	0.74	ROW constrained	
John Anderson Dr. to SR A1A	yes	Rt# 1a,b	0.5	E	C	31,065	22,000	0.71	D	31,065	26,500	0.85	E	31,065	28300	0.91		
AIRPORT ROAD																		
Tymber Creek Rd. to Pineland Trl.	no			D	A	10,080	5,630	0.56	A	10,080	5,200	0.52	A	10,080	4900	0.49		
Pineland Trl. To Ocean Pine Dr.	no			D	A	10,080	4,490	0.45	A	10,080	5,000	0.50	A	10,080	5200	0.52		
Ocean Pine Dr. to Bear Creek Path[12]	no	3c		D	A	12,400	7,190	0.58	B	12,400	7,600	0.61	C	12,400	8700	0.70		
Bear Creek Path to US 1[12]	no	3c		D	A	13,800	7,190	0.52	A	13,800	7,200	0.52	A	13,800	7100	0.51		
BEACH STREET																		
Tomoka River Bridge to Inglesa Ave.	no			D	A	15,600	2,490	0.16	A	15,600	3,300	0.21	A	15,600	3900	0.25	Contrained	
Inglesa Ave. to Domicilio Ave.	no			D	A	15,600	6,390	0.41	A	15,600	6,300	0.40	A	15,600	6200	0.40	Contrained	
Domicilio Ave. to Wilmette Ave.	no	3b		D	A	15,600	6,390	0.41	A	15,600	6,400	0.41	A	15,600	6400	0.41	Contrained	
Wilmette Ave. to Hernandez Ave.	no	3b		D	B	15,600	9,840	0.63	B	15,600	10,100	0.65	B	15,600	10800	0.69	Contrained	
Dix Ave. to SR 40	no			D	B	15,600	9,840	0.63	C	15,600	11,200	0.72	C	15,600	11900	0.76	Contrained	
SR 40 to Division Ave.	no			D	A	15,600	7,770	0.50	B	15,600	9,900	0.63	B	15,600	10800	0.69	Contrained	
Division Ave. to Arroyo Pkwy	no			D	A	15,600	5,400	0.35	A	15,600	6,400	0.41	A	15,600	6600	0.42	Contrained	
Arroyo Pkwy to Plaza Grande Ave.	no			D	A	15,600	5,400	0.35	A	15,600	6,600	0.42	A	15,600	6900	0.44	Contrained	
CLYDE MORRIS BLVD.																		
SR 40 to South Forty Trl.	no			D	A	31,255	12,220	0.39	A	31,255	13,600	0.44	A	31,255	12700	0.41		
South Forty Trl. to Falls Way	no			D	A	31,255	12,220	0.39	A	31,255	14,500	0.46	A	31,255	14400	0.46		
Falls Way to Coquina Point Dr.[13]	no			D	C	15,600	12,220	0.78	A	32,900	14,600	0.44	A	32,900	15000	0.46		
Coquina Point Dr. to Hand Ave.[13]	no			D	C	15,600	12,220	0.78	A	32,900	15,600	0.47	A	32,900	16800	0.51		
Hand Ave. to Strickland Range Rd.[13]	no			D	C	15,600	11,970	0.77	A	32,900	14,800	0.45	A	32,900	15400	0.47		
HALIFAX																		
Standish Dr. to Amsden Rd.	no			D	A	10,080	1,650	0.16	A	10,080	1,500	0.15	A	10,080	0	0.00		
Amsden Rd.to Neptune	no			D	A	10,080	1,650	0.16	A	10,080	2,100	0.21	A	10,080	800	0.08		
Neptune Ave. to SR 40	no			D	B	10,080	6,620	0.66	B	10,080	6,200	0.62	A	10,080	5600	0.56		

Roadway Segment	Evacuation Route	Transit Route	Distance (miles)	Adopted LOS[1]	2009 LOS	2009 LOS Capacity[2]	2009 AADT[3]	2009 VC Ratio	2017 LOS	2017 LOS Capacity	2017 AADT	2017 VC Ratio	2025 LOS	2025 LOS Capacity	2025 AADT	2025 VC Ratio	Constrained Facility	TIP or CIP
HAND AVENUE																		
Williamson Blvd. to Spring Meadows Dr. (14)	no			D	A	15,330	7,110	0.46	C	15,330	11,300	0.74	E	15,330	13800	0.90		
Spring Meadows Dr. to Clyde Morris Blvd (14)	no			D	A	15,330	7,110	0.46	B	15,330	10,500	0.68	D	15,330	12400	0.81		
Clyde Morris Blvd. to Shangri La Dr. (14)	no			D	C	15,330	11,880	0.77	>F	15,330	19,300	1.26	>F	15,330	23500	1.53		
Shangri La Dr. to Nova Rd.	no			D	A	25,200	13,750	0.55	D	25,200	21,800	0.87	F	25,200	26800	1.06		
Nova to Orchard Street	no			D	A	12,600	7,270	0.58	C	12,600	9,400	0.75	C	12,600	9200	0.73		
Nova to US 1	no			D	A	12,600	7,270	0.58	A	12,600	7,400	0.59	A	12,600	6300	0.50		
JOHN ANDERSON																		
Essex Dr. to Halifax Dr.	no			D	A	10,080	5,620	0.56	A	10,080	5,200	0.52	A	10,080	4200	0.42	Policy constrained	
Halifax Dr. to Amsden Dr.	no			D	A	10,080	3,350	0.33	A	10,080	3,600	0.36	A	10,080	2900	0.29	Policy constrained	
Amsden Dr. to SR 40	no			D	A	10,080	5,550	0.55	C	10,080	8,000	0.79	D	10,080	8800	0.87	Policy constrained	
PINE TREE DRIVE																		
US 1 to Village Dr.	no			D	A	10,080	2,500	0.25	A	10,080	3,300	0.33	A	10,080	3600	0.36		
Village Dr. to midpoint	no			D	A	9,600	1,890	0.20	A	9,600	2,300	0.24	A	9,600		0.00		
midpoint to Old Dixie Hwy	no			D	A	9,600	1,620	0.17	A	9,600	2,000	0.21	A	9,600		0.00		
PINELAND TRAIL																		
Airport Rd. to Harmony Ave.	no			D	A	9,600	700	0.07	A	9,600	853	0.09	A	9,600		0.00		
Harmony Ave. to US 1	no			D	A	9,600	280	0.03	A	9,600	341	0.04	A	9,600		0.00		
TYMBER CREEK ROAD																		
Broadway Ave. to Durrance Ln.	no			D	A	12,000	1,580	0.13	A	12,000	2,400	0.20	A	12,000	3300	0.28		
Durrance Ln. to Airport Rd.	no			D	A	12,600	1,580	0.13	A	12,600	5,900	0.47	B	12,600	8100	0.64		
Airport Rd. to Tymber Run (15)	no			D	B	12,600	8,440	0.67	A	32,800	12,200	0.37	A	32,800	14900	0.45		VC CIP 2LUD to 4LD from SR 40 to Puruvian Lane
Tymber Run to SR 40 (15)	no			D	F	12,600	13,470	1.07	A	32,800	19,100	0.58	C	32,800	23200	0.71		VC CIP 2LUD to 4LD from SR 40 to Puruvian Lane
SR 40 to Riverbend Rd.	no			D	A	12,600	670	0.05	A	12,600	800	0.06	A	12,600	800	0.06		
WILLIAMSON BLVD.																		
SR 40 to Hand	no			D	B	32,900	21,040	0.64	B	32,900	21,200	0.64	B	32,900	22300	0.68		
Hand Ave. to Strickland Range Rd	no			D	A	32,900	12,790	0.39	F	15,330	15,600	1.02	>F	15,330	17100	1.12		

NOTES:

1) Adopted LOS from Comprehensive Plan, Transportation Element, Objective 1.2. Adopted LOS for state roads established by FDOT.

2) Maximum Capacity: Capacities shown are from 2007 Volusia County Traffic counts, unless otherwise noted below.

3) AADT: Average annual daily traffic. Traffic data is provided by Volusia County Traffic Engineering for county roads and FDOT for state roads.

4) Traffic Flow Characteristics: VC <=.60 = A; .61-.70 = B; .71-.80 = C; .81-.90 = D; .91 - 1.00 = E; 1.01 - 1.10 = F; >1.10 = >F

5) 2017 AADT derived from FDOT's Traffic Trends Analysis Tool

STEP 1 DETERMINE EXISTING DEFICIENCY.	STEP 2 DETERMINE NEW GROWTH %.	STEP 3 ESTIMATE COSTS FOR EACH TRAVEL MODE.	STEP 4 MULTIPLY NEW GROWTH % BY TRAVEL MODE COSTS.	STEP 5 MULTIPLY 15 YEAR GROWTH BY AVO TO DERIVE PERSON TRIPS.

2010 Existing Volume	2010 Existing Capacity	2025 Capacity Future	2025 Capacity Existing
15,100	21,300	21,300	21,300
16,400	21,300	21,300	21,300
17,900	21,300	21,300	21,300
19,500	35,700	35,700	35,700
15,200	61,800	61,800	61,800
21,500	35,700	35,700	35,700
25,500	35,700	35,700	35,700
17,000	35,700	35,700	35,700
22,500	35,700	35,700	35,700
26,000	35,700	35,700	35,700
13,400	35,700	35,700	35,700
23,000	53,500	53,500	53,500
27,500	53,500	53,500	53,500
29,000	53,500	53,500	53,500
29,000	34,700	34,700	34,700
29,000	34,700	34,700	34,700
35,500	46,600	46,600	46,600
33,500	42,300	42,300	42,300
32,000	35,700	35,700	35,700
34,500	35,700	35,700	35,700
34,500	31,065	31,065	31,065
22,000	10,080	10,080	10,080
5,630	10,080	10,080	10,080
4,490	12,400	12,400	12,400
7,190	13,800	13,800	13,800
7,190	15,600	15,600	15,600
2,490	15,600	15,600	15,600
6,390	15,600	15,600	15,600
6,390	15,600	15,600	15,600
9,840	15,600	15,600	15,600
9,840	15,600	15,600	15,600
9,840	15,600	15,600	15,600
7,770	15,600	15,600	15,600
5,400	15,600	31,255	15,600
5,400	31,255	31,255	31,255
12,220	31,255	32,900	31,255
12,220	15,600	32,900	15,600
12,220	15,600	32,900	15,600
12,220	15,600	10,080	15,600
11,970	10,080	10,080	10,080
1,650	10,080	10,080	10,080
1,650	10,080	15,330	10,080
6,220	10,080	15,330	10,080
7,110	15,330	15,330	15,330
7,110	15,330	25,200	15,330
11,880	15,330	12,600	15,330
13,750	25,200	12,600	25,200
7,270	12,600	10,080	12,600
7,270	12,600	10,080	12,600
5,620	10,080	10,080	10,080
3,550	10,080	10,080	10,080
5,550	10,080	9,600	10,080
2,590	10,080	9,600	10,080
700	9,600	9,600	9,600
280	9,600	9,600	9,600
1,580	9,600	12,000	9,600
1,580	12,000	12,000	12,000
8,440	12,600	32,800	12,600
13,470	12,600	32,800	12,600
670	12,600	12,600	12,600
21,040	12,600	32,900	12,600
21,040	32,900	15,330	32,900
12,790	32,900		32,800
	9,600		9,600
851,020	1,436,565	1,485,615	1,436,565

0.59239923 divided by 1.03414395 equals 0.57284 is the Existing Deficiency

Percentage for New Growth

42.7%

Estimated Costs / **New Growth Costs**

Roads — Local Road Impact Fee $141.00/SFD or $9.40 per person trip per trip

Transit:
Capital: $5,390,000
Operating (3 years): $12,918,000
$18,308,000 — $7,820,441.54

Non-motorized: $9,283,075 — $3,965,356.42

Total Costs: $27,591,075 — $11,785,798

Goss:
Formula: 1-.5728 = .427

Goss:
Percentage for New Growth (42.7%) is multiplied by Estimated cost to derive new growth cost

Goss:
These numbers come from the 2010-2017-2025 revised long term road assessment using FDOT's trend analysis tool

Goss:
Exisitng Deficiency Formula: (Existing Volume)- (Existing Capacity) / (Future Capacity) - (Existing Capacity)

Person Trips attributable to Growth

Horizon Year 2025	Base Year 2010	Growth	AVO 1.502	Person Trips
23,000	15,100	7,900	x AVO =	11,866
17,400	16,400	1,000	x AVO =	1,502
17,800	17,900	-100	x AVO =	-150
16,400	19,500	-3,100	x AVO =	-4,656
33,200	15,200	18,000	x AVO =	27,036
35,700	21,500	14,200	x AVO =	21,328
34,600	25,500	9,100	x AVO =	13,668
20,000	17,000	3,000	x AVO =	4,506
21,200	22,500	-1,300	x AVO =	-1,953
22,700	26,000	-3,300	x AVO =	-4,957
15,200	13,400	1,800	x AVO =	2,704
24,200	23,000	1,200	x AVO =	1,802
28,500	27,500	1,000	x AVO =	1,502
30,400	29,000	1,400	x AVO =	2,103
38,400	29,000	9,400	x AVO =	14,119
38,400	29,000	9,400	x AVO =	14,119
51,900	35,500	16,400	x AVO =	24,633
40,200	33,500	6,700	x AVO =	10,063
30,500	32,000	-1,500	x AVO =	-2,253
26,400	34,500	-8,100	x AVO =	-12,166
28,300	34,500	-6,200	x AVO =	-9,312
4,900	22,000	-17,100	x AVO =	-25,684
5,200	5,630	-430	x AVO =	-646
8,700	4,490	4,210	x AVO =	6,323
7,100	7,190	-90	x AVO =	-135
3,900	7,190	-3,290	x AVO =	-4,942
6,200	2,490	3,710	x AVO =	5,572
6,400	6,390	10	x AVO =	15
10,800	6,390	4,410	x AVO =	6,624
11,900	9,840	2,060	x AVO =	3,094
10,800	9,840	960	x AVO =	1,442
6,600	9,840	-3,240	x AVO =	-4,866
6,900	7,770	-870	x AVO =	-1,307
12,700	5,400	7,300	x AVO =	10,965
14,400	5,400	9,000	x AVO =	13,518
15,000	12,220	2,780	x AVO =	4,176
16,800	12,220	4,580	x AVO =	6,879
15,400	12,220	3,180	x AVO =	4,776
0	12,220	-12,220	x AVO =	-18,354
800	11,970	-11,170	x AVO =	-16,777
5,600	1,650	3,950	x AVO =	5,933
13,800	1,650	12,150	x AVO =	18,249
12,400	6,220	6,180	x AVO =	9,282
23,500	7,110	16,390	x AVO =	24,618
26,800	7,110	19,690	x AVO =	29,574
9,200	11,880	-2,680	x AVO =	-4,025
6,300	13,750	-7,450	x AVO =	-11,190
4,200	7,270	-3,070	x AVO =	-4,611
2,900	7,270	-4,370	x AVO =	-6,564
8,800	5,620	3,180	x AVO =	4,776
3,600	3,550	50	x AVO =	75
3,300	5,550	-2,250	x AVO =	-3,380
8,100	2,590	5,510	x AVO =	8,276
14,900	700	14,200	x AVO =	21,328
23,200	280	22,920	x AVO =	34,426
800	1,580	-780	x AVO =	-1,172
22,300	1,580	20,720	x AVO =	31,121
17,100	8,440	8,660	x AVO =	13,007
	13,470	-13,470	x AVO =	-20,232
	670	-670	x AVO =	-1,006
	21,040	-21,040	x AVO =	-31,602
	21,040	-21,040	x AVO =	-31,602
	12,790	-12,790	x AVO =	-19,211
965,700	851,020	114,680		172,249

Goss:
The AVO is sourced from a FIU Doctorial Dissertation paper authorized by Kaiyu Liu in which the survey for VC indicated an AVO rate of 1.502 unadjusted for gender types.

PROJECTED 2010-25 TRANSIT USAGE DUE TO VMT REDUCTION

Corridor	Route	Total VMT	VMT Reduction 10%	VMT Reduction 15%	VMT Reduction 20%	AVG VMT/car	Vehicle Reduction by VMT % 10%	Vehicle Reduction by VMT % 15%	Vehicle Reduction by VMT % 20%	AVG Vehicle Occupancy (1.502) 10%	AVG Vehicle Occupancy (1.502) 15%	AVG Vehicle Occupancy (1.502) 20%	Annual Passengers	Transit Usage Increase due to VMT Reduction 10%	Transit Usage Increase due to VMT Reduction 15%	Transit Usage Increase due to VMT Reduction 20%
US1	3	61,692,685	6,169,269	9,253,903	12,338,537	2,285	2,700	4,050	5,400	4,055	6,083	8,110	318,568	1.3%	1.9%	2.5%
A1A	1	26,146,775	2,614,678	3,922,016	5,229,355	1,477	1,770	2,655	3,541	2,659	3,988	5,318	132,227	2.0%	3.0%	4.0%
SR 40	18/19	93,559,720	9,355,972	14,033,958	18,711,944	2,339	4,000	6,000	8,000	6,008	9,012	12,016	New Route. Part of Route 1			
		181,399,180	18,139,918	27,209,877	36,279,836	2,034	8,470	12,705	16,940	12,722	19,083	25,444	450,795	2.8%	4.2%	5.6%

TOTAL VMT BY ROADWAY CORRIDOR SERVED BY TRANSIT

Road Name	Limits (From - To)	Distance in Miles	2008 Number of Lanes	2008 AADT	2008 Daily VMT	Days in year	2008 Annual VMT	Total VMT by Corridor
US 1	I-95 to Airport Rd.	2.81	4	22,500	63,225.0	365	23,077,125.0	
US 1	Airport Rd. to SR5A/Nova Rd.	1.13	4	29,000	32,770.0	365	11,961,050.0	
US 1	SR5A/Nova Rd. to SR 40	1.83	4	18,200	33,306.0	365	12,156,690.0	
US 1	SR 40 to Hand Ave.	0.84	4	23,500	19,740.0	365	7,205,100.0	
US 1	Hand Ave. to Plaza Blvd.	0.74	4	27,000	19,980.0	365	7,292,700.0	61,692,665.0
SR A1A - Ocean Shore Blvd.	Ormond Mall to Neptune Ave	1.69	2	17,500	29,575.0	365	10,794,875.0	
SR A1A - Ocean Shore Blvd.	Neptune Ave to SR 40 (Granada Blvd.)	0.70	2	17,100	11,970.0	365	4,369,050.0	
SR A1A - Atlantic Ave.	North SR 40 to Harvard Dr.	1.70	4	17,700	30,090.0	365	10,982,850.0	26,146,775.0
SR 5A - Nova Rd.	US 1 to Wilmette Ave.	1.00	4	14,000	14,000.0	365	5,110,000.0	
SR 5A - Nova Rd.	Wilmette Ave. to SR 40	0.51	6	24,500	12,495.0	365	4,560,675.0	
SR 5A - Nova Rd.	SR 40 to Hand Ave.	1.15	6	29,000	33,350.0	365	12,172,750.0	
SR 5A - Nova Rd.	Hand Ave. to Golf Ave.	0.77	6	30,500	23,485.0	365	8,572,025.0	
SR 40	Rima Ridge Rd. to Tymber Creek Rd.	4.36	4	10,800	47,088.0	365	17,187,120.0	
SR 40	Tymber Creek Rd. to I-95	0.79	4	26,500	20,935.0	365	7,641,275.0	
SR 40	I-95 to Clyde Morris Blvd.	1.58	4	37,500	59,250.0	365	21,626,250.0	
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	1.06	4	35,000	37,100.0	365	13,541,500.0	
SR 40	SR5A/Nova Rd. to US 1	1.33	4	32,000	42,560.0	365	15,534,400.0	
SR 40	US 1 to Halifax Ave.	1.11	4	36,500	40,515.0	365	14,787,975.0	
SR 40	Halifax Ave. to SR A1A	0.37	4	24,000	8,880.0	365	3,241,200.0	93,559,720

PROJECTED TRANSIT REVENUE AND EXPENDITURES

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Revenue:																	
Transit Fee	$2,200	$75,000	$125,000	$200,000	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$614,212	$7,772,744
Funding by others							$3,275,000	$1,790,000	$1,700,000	$1,736,000	$1,750,000	$1,750,000	$4,306,000	$4,306,000	$4,306,000	$4,306,000	$29,225,000
Multi-modal Expenses:																	
Transit Amenities	$2,200	$75,000	$125,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$202,200
SR 40 corridor frequency of service improvements from 1 hour headways to 30																	
Capital	$0	$0	$0	$0	$0	$0	$0	$0	$2,460,000	$0	$0	$0	$0	$0	$0	$0	$2,460,000
Operating	$0	$0	$0	$0	$0	$0	$0	$0	1,942,000	$1,942,000	$1,942,000	$1,942,000	$1,942,000	$1,942,000	$1,942,000	$1,942,000	$15,536,000
US 1 Corridor Frequency of Service improvements from 1 hour headways to 30																	
Capital	$0	$0	$0	$0	$0	$0	$1,760,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,760,000
Operating	$0	$0	$0	$0	$0	$0	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$1,416,000	$14,160,000
A1A corridor frequency of service improvements from 1 hour headways to 15																	
Capital	$0	$0	$0	$0	$0	$0	$1,170,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,170,000
Operating	$0	$0	$0	$0	$0	$0	$948,000	$948,000	$948,000	$948,000	$948,000	$948,000	$948,000	$948,000	$948,000	$948,000	$9,480,000
Balance	$0	$0	$0	$200,000	$814,212	$1,428,424	$23,636	$63,848	$14,060	$272	$484	$696	$2,556,908	$5,113,120	$7,669,332	$10,225,544	$2,455,088

PROJECTED NON-MOTORIZED REVENUE AND EXPENDITURES

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Revenue																	
Non-mortorized Fee	$0	$30,000	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$285,758	$4,030,612
Xu Funds			$473,812														$473,812
Non-motorized expenses																	
Bike racks, storage lockers, etc			$5,000	$5,000	$5,000			$10,000				$10,000	$10,000	$20,000	$20,000	$20,000	$105,000
Tomoka Park Trail			$473,812														$473,812
SR 40 Trail Phase 3					$570,000												$570,000
Thompson Creek Trail																	$0
Phase 1																	$0
Phase 2											$1,250,000						$1,250,000
																$950,000	$950,000
Osceola/Ormond/Tomoka/Pathway/Pine Trail ES pedestrian/bike improvements			$20,000	$15,000		$20,000	$25,000	$40,000				$20,000	$20,000	$20,000	$20,000	$20,000	$220,000
Sidewalk enhancements from existing 5 foot wide to 8 foot wide			$50,000	$40,000	$50,000	$50,000	$50,000	$50,000				$50,000	$50,000	$50,000	$50,000	$30,000	$520,000
Sidewalk Connectivity																	
SR 40 Corridor			$15,000	$10,000	$15,000	$15,000	$15,000	$15,000				$10,000	$10,000	$10,000	$10,000	$10,000	$135,000
US 1 Corridor			$15,000	$15,000	$15,000	$15,000	$15,000	$15,000				$10,000	$10,000	$10,000	$10,000	$10,000	$140,000
A1A Corridor			$15,000	$10,000	$15,000	$15,000	$15,000	$15,000				$10,000	$10,000	$10,000	$10,000	$10,000	$135,000
	$0	$30,000	$195,758	$386,516	$2,274	$173,032	$338,790	$479,548	$765,306	$1,051,064	$86,822	$262,580	$438,338	$604,096	$769,854	$5,612	$11,224

PROJECTED 2010-25 LAND USE BASED DEVELOPMENT TRIPS SUBJECT TO MOBILITY FEE

Maximum TGR for undeveloped land based upon land use classification in Comprehensive Plan:	**510,353**
Most likely TGR for undeveloped land based upon land development code provisions governing density and intensity:	**207,156**
Past trip distribution approved to US1, A1A and SR40 from 2003-08 :	**66%**
Maximum development related trips subject to transit fee:	**336,926**
Most likely development related trips subject to transit fee:	**136,761**

2003-08 TRIP DISTRIBUTION

	Project	Type of Development		TGR	Trip Distribution			Date
		NR	R		SR40	US1	A1A	
1	Marshside @ Groverbranch		x	863	212	0	0	2006
2	Hand Avenue Medical Office	x		764	78	0		2007
3	Shoppes @ TCR	x		10,252	6,727	0	0	2007
4	River Oaks		x	1,005	200	0	0	2003
5	Courtyards	x	x	1,120		800		2005
6	East Coast Community Bank	x		669	669			2006
7	Granada Grande		x	1,852	1,600			2006
8	Tomoka Christian Church			528	100	0	0	2007
9	Tomoka Oaks Golf Village		x	773	77	77		2005
10	S.R. Perrott	x		931	0	931	0	2007
11	Root Commerce Park	x		1,305	209	927	0	2006
12	Amsouth	x		942	942	0	0	2006
13	Pineland		x	1,868	900	36	36	2008
14	Calvary Church	x		2,178	2,178	0	0	2007
15	Enclave		x	396	100	0	0	2006
		8	7	25,446	13,992	2,771	36	
					55%	11%	0%	66%

66% of all approved trips distributed to US 1, SR40, and A1A

Conclusion: The above represents all traffic impact assessment studies received and approved from 2003 to 2008. Past development was mostly located in the west end of the city. Infill and redevelopment is projected along the roadway corridors. SR40 was and is projected to continue as the primary east-west road corridor. The traffic studies as a group indicate that approximately 66% of TGR was distributed to SR40, US 1 and A1A. Future distribution will mirror past trends.

2010-25 DEVELOPMENT SCENARIO OF PROPOSED LAND USE CATEGORY ENTITLEMENTS

Land Use Classification	Developed Property		Undeveloped Property		Total (Acres)	% of Total	Most likely		ITE Trip Generation Categories	Generation Rates	Proposed (1)
	Area (Acres)	% of Total	Area (acres)	% of Total			Density	FAR			
Institutional	849	95%	49	5%	898	4%	NA	0.2	General Office (710)	11.01	4,700
Office/Professional	263	62%	159	38%	421	2%	7.5	0.2	Medical Dental Office (720)	36.13	50,048
General Commercial	583	86%	92	14%	675	3%	15	0.2	Shopping Center (820)	42.94	34,417
Tourist Commercial	186	85%	34	15%	220	1%	32	1	Shopping Center (820)	42.94	63,596
Heavy Commercial	106	88%	14	12%	120	1%	18	0.2	Shopping Center (820)	42.94	5,237
Industrial/Utilities	371	59%	259	41%	630	3%		0.2	General Light Industrial (110)	6.97	15,727
Activity Center	1270	0%	1825	100%	3,095	14%	Per remedial amendments		Per remedial amendments		Per remedial amendments
High Density Residential	101	97%	3	3%	104	0.50%	12-32 upa	0.3	Apartments (220)	6.72	302
Medium Density Residential	1,027	81%	244	19%	1,271	6%	5-15 upa	0.3	Apartments (220)	6.72	12,298
Low Density Residential	4,505	90%	519	10%	5,024	22%	4.3	0.2	Single Family Homes (210)	9.57	14,900
Suburban Low Density Residential	1,152	77%	349	23%	1,501	7%	.2 to 6 upa	0.2	Single Family Homes (210)	9.57	5,845
Rural Estate	795	70%	348	30%	1,143	5%	1 unit per 5 acres	0.2	Single Family Homes (210)	9.57	70
Rural Residential	139	89%	17	11%	156	1%	1 unit per 1 acre	0.2	Single Family Homes (210)	9.57	17
Recreation/Open Space	N/A	N/A	N/A	N/A	532	2%	NA	0.5	NA	NA	NA
Open Space/Conservation	N/A	N/A	N/A	N/A	5,005	22%	NA	0.5	NA	NA	NA
Water bodies/ROW	N/A	N/A	N/A	N/A	2,204	10%	NA	NA	NA	NA	NA
Residential/Office/ Retail	N/A	N/A	N/A	N/A	0	0%	10	0.6	NA	NA	NA
Heavy Industrial	N/A	N/A	N/A	N/A	0	0%	NA	0.75	NA	NA	NA
Total	11,347		3,912		22,999				Maximum Potential Total AADT		207,156

(1) Proposed trips for nonresidential calculated by using undeveloped land multiplied by 43,560, then multiple times the most likely FAR, then divide by 1,000, then multiplied by the trip generation rate to obtain the maximum number of potential average daily trips. Proposed residential trips calculated by using undeveloped land multiplied by the most likely density permitted by the Land Development Code.

City of Ormond Beach Commercial Development Report -- February 2, 2011

#	Project	Description	Appli-cation Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Final Approval	DO Expiration	LDC Extension Expiration	SB Expiration	Advisory Board	City Commis-sion	Building Permit Info	Building Permit Value	Eng. Permit	Clearing Permit	Under Construction	CO Issued	E or Arc = Project Engineer or Architect **O = Owner** **A = Applicant**
1	**400 Clyde Morris Boulevard** 400 Clyde Morris Boulevard 07-1240	Minor Modification to approved site plan for 2 office buildings (9,384 and 7,671 SF)	12.26.07	01.16.08	04.01.08				06.19.08	06.19.10	06.19.11	06.19.13	NA	NA	Not Applied						E = Harpster Engineering O = Ormond Medical Arts ARC = BPF Design
2	**889 - 917 W. Granada Boulevard** 889 - 917 W. Granada Boulevard 07-1228	Redevelopment of 4 single-family homes into two 4.437 SF office buildings	12.03.07	12.26.07	03.04.08	12.23.08							NA	NA	NA						E = Parker Mynchenberg & Associates O = Donald & Shirley Gay ARC = David Leete
3	**AIRPORT RD EXTENSION/SR 40 ROAD IMPROVEMENTS** 2701 West Granada Boulevard 09-25000002	Connection of Airport Road to SR40	04.14.09	04.28.09	02.02.10				02.04.10	02.04.12 - Under Const.			NA	NA		$73,403	02.09.10	02.09.10	15%		E= Hunter's Ridge Development Services, Inc. O = Ormond Beach/FDOT
4	**ATLANTIC CENTRAL ENTERPRISES** 14 West Tower Circle 08-25000008	New 26,500 +/- SF Industrial Warehouse/Office	04.08.08	04.22.08	06.10.08				07.03.08	07.03.10	07.03.11	07.03.12	NA	NA	Not Applied						O = Atlantic Central Enterprises A = Steve Traulson E = W.A. Cross Engineering, Inc
5	**BETNR HANGERS @ OB AIRPORT** 85 Hanger Way 10-00000036	Phased construction of three buildings (1: 1,000 SF office, 5,300 SF manufacturing, 6,300 SF hanger) (2: 1,600 SF office, 10,500 SF hanger) (3: 4,800 Warehouse)	12.08.09	12.22.09	02.09.10				03.22.10	03.22.12			NA	NA							E = McKim & Creed A = BETNR ARC = BPF Design
6	**BROWN/THOMPSON COMMERCIAL** 1287 West Granada Boulevard 08-25000037	2 Buildings = 18,992 Square Feet	12.01.08	12.16.08	01.04.11								Required	Required							E = Danny Johns O = Brown/Thompson
7	**CASA DEL MAR** 621 South Atlantic Avenue 11-18	Site improvements including landscaping and driveway acess.	01.04.11	01.18.11																	E = Upham Engineering O= Casa Del Mar Condo
8	**COURTYARD PBD** 135 N. US1 (between Highland and Dix) 07-1243	12,000 Square Feet Retail (Dollar General complete) and 16 MF units	01.04.08	02.04.08	12.01.08	02.17.09			06.12.09	06.12.11	Not Applied	NA	04.09.09 PB	06.02 CC Ord 09-17 Expires Ph.2 06.02.12							E = Danny Johns O = Ormond Central Market Place ARC = Richard Brookfield
9	**DODSON CREEK OFFICE** 823 North US 1 05-10-1010	Contruction of 3,445 SF building and associated site improvements	10.05.05						01.03.07	Under Const.	Under Const.	Under Const.	NA	NA	Issued in 2007	$292,000	X	X	60%		E = Alann Engineering O = Louis Vigliotti ARC = Richard Brookfield
10	**ELAB EXPANSION** 8 East Tower Circle 08-25000017	Expansion of 7,000 SF	07.15.08	07.29.08	08.17.10				10.25.210	Under Const.			NA	NA	Issued 11.29.10	$920,936	11.12.10	11.12.10	65		E = Mark Dowst & Associated O = Ameritech & ELAB APP = Pace Analytical Services
11	**MARIA BONITA** 195 West Granada Boulevard 08-19000005	Expansion of restaurant to 177 +/- seats and site improvements	09.08.09	09.22.09	01.05.10	01.05.10			11.11.10	11.11.12			App. 6-0; 01.14.10	Ord.10-22 02.16.10		$193,000 for site work	01.19.11	01.19.11	10%		E = Alann Engineering O = Taxco ARC = BPF Design
12	**MIRO MEDICAL** 150 Sage Brush Trail 08-25000013	Construct new 6,400 SF medical office & site improvements	08.12.08	08.26.08	12.23.08				09.16.09	Under Const.			NA	NA	See below						E = Parker Mynchenberg & Associates O = Miro Group LLC ARC = BPF Design
12	**MIRO MEDICAL** 150 Sage Brush Trail 10-00000041	Wall waiver request; Community Meeting 03.01.10	12.15.09						06.02.10	Under Const.			04.08.10	05.18.10-Approved 2010-071	See below						E = Parker Mynchenberg & Associates O = Miro Group LLC ARC = BPF Design
12	**MIRO MEDICAL** 150 Sage Brush Trail 10-135	Phase construction of building with Phase one being a 3,320 square foot building	8.17.10	08.31.10					09.08.10	Under Const.			NA	NA	Issued 11.12.10	$624,800	11.12.10	11.12.10	60%		E = Parker Mynchenberg & Associates O = Miro Group LLC ARC = BPF Design
13	**NORTH ORCHARD CENTER** 150 North Orchard 07-1167	New 7,400 SF office (2,000SF), warehouse (10 units) and mini-storage (218 units)	05.14.07	06.06.07	08.29.07	11.14.07	01.02.08		04.08.08	04.08.10	04.07.11	04.07.13	PB 01.10.08 APP (6-0)	CC 03.04.08 Ord 08-09 Expires 03.04.13							E = Alaan Engineering Group, Inc O = Brian Share
14	**NOVA BANK** 169 North Nova 07-1200	1,800 SF Bank	08.29.07	09.12.07	10.24.07	12.05.07			01.08.08	01.09.10	01.09.11	01.09.12	NA	NA	Not Applied		X				E = Alaan Engineering Group, Inc O = Paul F. Holub, Jr. ARC = BPF Design
15	**OLIVE GROVE** 765 W. Granada Boulevard 10-125	Amend Granada Grande approved from 208 housing units to 88	07.06.10	07.14.10					10.14.10	Under Const.	NA	NA	08.12.10 Approved	Approved 09.21.10 Ord 10-44	12.01.10	$14,269.77	12.01.10	12.01.10	10%		E = Alaan Engineering Group, Inc O = Beneficial Communities ARC = Forum Architects
16	**ORMOND CROSSINGS PMUD** 100 Ormond Crossings Boulevard 10-134	Master Development Plan zoning document for Ormond Crossings project (no site plan approval)	08.16.10	09.02.10																	O = Tomoka Holdings LLC A = Tomoka Holdings LLC
17	**ON THE BOULEVARD** 11-43 West Granada Boulevard 08-25000004	Rose Villa (43 Granada) complete - othe improvements under construction	03.18.08	04.01.08	07.01.08				11.26.08	Under Const.	NA	NA	Approved 07.24.08 DRB	Approved 08.26.08 R 2008-146	Multiple Permits	X	X	X	94%		E = Harpster Engineering O = Highlander Corporation ARC = Brookfield

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

City of Ormond Beach Commercial Development Report -- February 2, 2011

#	Project	Description	Appli-cation Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Final Approval	DO Expiration	LDC Extension Expiration	SB Expiration	Advisory Board	City Commis-sion	Building Permit Info	Building Permit Value	Eng. Permit	Clearing Permit	Under Construction	CO Issued	E or Arc = Project Engineer or Architect **O = Owner** **A = Applicant**
18	**ORMOND GRANDE** 1255 North US1 10-00000006	New 4,800 SF industrial and 60 townhomes (see residential report)	10.13.09	10.27.09	01.05.10				01.11.10	01.11.12		NA	Not required	Not Required							E = Parker Mynchenberg & Assoc O/A = Ormond Grande LLC
19	**ORMOND MEDICAL CENTER** 600 West Granada Boulevard 07-1166	New 25,275 SF medical center	05.14.07	06.06.07	10.10.07	01.25.08				04.01.11 PBD			PB 02.07.08	Approved 04.01.08 Ord 08-15							O = JKLM Properties, LLC E = The Performance Group Inc. Arch = Schweizer Waldroff Architects
20	**PARHAM BUILDING MODIFICATION** 3 Aviator Way 09-19000003	Construct new 5,340 SF warehouse at rear of site	07.28.09	08.11.09					10.08.09	10.08.11	Under Const.	Under Const.	NA	NA	Site work permit issued	$78,700 (site work only)	11.25.09	11.25.09	25%		O = Parham Florida Development LLC E = Mark Dowst & Associates A = Stan Hoelle
21	**PRINCE OF PEACE - SOCIAL SERVICE** 600 South Nova Road 10-00000007	12,160 square foot new building for Church thrift shop, meeting area, offices, and food pantry	11.03.09	11.17.09 (concept)	12.29.09								04.08.10	05.18.10							E - Alann Engineering O = Prince of Peace ARC + DJ Designs
22	**RIVERBEND CHURCH EXPANSION** 2080 West Granada Boulevard 09-25000008	Site improvements and utility connect in association with expansion in Daytona Beach	09.08.09	09.22.09	01.18.11								NA	NA							E = Mark Dowst & Associates O = Riverbend Church
23	**ROOT COMMERCE PARK** 900 North US Highway 1 06-4-1107	New 99,000 SF (49,200 office) and warehouse in 5 buildings on 12.48 acres	04.26.06	05.18.06	08.17.06	10.12.06	12.07.06		06.27.08	06.27.10	06.06.11	06.06.13	PB 11.09.06 A (5-0)	02.20.07-CC Ord 07-07 Exp:	Not Applied						E = Parker Mynchenberg & Associates ARC = BPF Design A = Root Chapman
24	**ROYAL FLORIDIAN EXPANSION** 51 South Atlantic Avenue 07-1241	53 Unit Timeshare - Amendment of Site Plan based on DEP Permit	01.03.08	01.23.08	04.29.08	03.31.09			05.12.09	05.12.11	Under Const.	Under Const.	NA	NA	Approved	Site Work: $443,883 Building: $11,221,623	10.26.09	10.26.09	CO Issued		Arc = General Design, Inc. O/A = Spinnaker Inc.
25	**S.R. PERROTT - US 1 DISTRIBUTION CENTER** 1280 North US1 06-8-1124 (HTE 06-157)	New 128,922 SF distribution center (29,348 SF office)	08.03.06	08.31.06	01.24.07	04.04.07	05.15.07		07.27.07	07.27.09	07.27.10	07.27.11	NA	NA	On Hold						E = Parker Mynchenberg & Associates O = Michele P. Connors, Trustee
26	**SPACE COAST BANK AT TYMBER CREEK** 1940 West Granada Boulevard 08-19000007	Minor Modification to approved site plan to modify the building structure.	11.18.08	12.02.08	03.25.09				10.28.09	10.28.11	Not Applied	NA	NA	NA							E = Zahn Engineering O = Space Coast Credit Union ARC = Building Management Systems, Inc.
27	**ST. JAMES EXPANSION** 44 South Halifax Drive 08-250000012	A 4,336 SF expansion of the existing site with site improvements	05.28.08	06.10.08	07.08.08								NA	NA							E = Zev Cohen & Associates O = St. James Episcopal Church Arc = Cummings & McCrady, Inc.
28	**T-MOBILE TOWER** 1 South Old Kings Road 10-000096	Contruct a 140 foot camfoulaged flagpole.	04.06.10	04.20.10	02.16.11								NA	NA							E = KCI Technologies, Inc. O = Omega 40 Enterprises LTD
29	**TOMOKA CHRISTIAN CHURCH** 1450 Hand Avenue 07-1201	Proposed New Church - 61,000 SF, 801 seats	08.29.07	09.26.07	11.14.07	02.05.08	03.04.08	04.01.08	06.19.08	06.16.10	06.16.11	05.06.12	Approved 03.27.08 DRB	App 05.06.08 Res. 08-102 Expires 05.06.12							E = Zev Cohen & Associates O = Tomoka Christian Church ARC = Hyde West Architects
30	**WASTEWATER TREATMENT EXPANSION** 550 Orchard Street 10-00000001	Wastewater treatment Expansion	10.06.09	10.20.09	03.02.10				03.10.10	03.10.12 Under Const.					Issued 10.20.20		Issued 10.20.20	Issued 10.20.20	20%		E = Camp Dresser & McKee Inc. O = City of Ormond Beach
31	**WAL-MART PARKING MODIFICATIONS** 1521 West Granada Boulevard 09-25000007	Modify parking - remove 89 spaces, façade renovations	07.07.09	07.21.09	08.18.09				11.04.09	11.04.11	Not Applied	NA	Approved 09.10.09	App. 11.03.09 Ord 09-37 Expires 11.03.11							E = Duplantis Group O = Wal-Mart Stores
32	**WEST GRANADA OFFICES** 1291 West Granada Boulevard 08-25000038	Two buildings = 33,000 square feet	12.08.08	12.23.08	08.11.09								Required	Required							E = Alann Engineering O = IEL Medmal LLC ARC = BPF Design

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

City of Ormond Beach Residential Development Report -- Ending February 2, 2011

#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Final Approval	DO Expiration	LDC Extension Expiration	SB 360 Expiration	Advisory Board	City Commission	Building Permit Info	Eng. Permit	Clearing Permit	Under Construction	CO Issued	E or Arc = Project Engineer or Architect O = Owner A = Applicant
A	**COURTYARD PBD** 135 N. US1 (between Highland and Dix) 07-1243	21,000 Square Feet Retail (9,000 Dollar General) and 16 MF units	01.04.08	02.04.08	12.01.08	02.17.09			06.12.09	06.12.11	Not Applied	NA	04.09.09 PB	06.02 CC Ord 09-17 Expires Ph.2 06.02.12	None for Residential					E = Danny Johns O = Ormond Central Market Place ARC = E.M.P. Architecture & Design
B	**DEER CREEK SUBDIVISION** 2400 Airport Road 04-08-989	346 Single-Family Lots (4 phases)	08.24.04						08.31.05	Under Const.	Under Const.	Under Const.	Final Plat: O 2006-11 (Ph. 1) Final Plat: O 2007-13 (Ph. 2) Final Plat: O 2007-14 (Ph. 3) Final Plat: O 2007-15 (Ph. 4)				Phase 1 Phase 2 Phase 3 Phase 4		Done Done Done 0%	E = Mark Dowst & Associates O/A = Hunter's Ridge, Inc
B	**DEER CREEK PHASE 4 PHASING PLAN** 09-1900004	Sub-Phase - Phase 4A completed; B & C pending	07.28.09	08.11.09					08.19.09	Under Const.	Under Const.	Under Const.								E = Mark Dowst & Associates O/A = Hunter's Ridge, Inc
C	**ENCLAVE AT NORTH POINTE** Tymber Creek Road (Parcel # 4113-00-00-0032) 05-06-1041	34 Single-Family Lots	06.29.05	03.02.06	03.23.06	10.12.06	02.21.07	04.11.07	09.10.07	08.01.09 PRD Zoning	08.01.10	08.01.12 Zoning & 10.08.12 Site Plan		O 06-08 (PRD) R-04-206 Plat	Not Applied					E = Land Plan Engineering Group O = Silverstein & Goldberg Trust A = White Falcon Land & Development
C	**ENCLAVE AT NORTH POINTE** Tymber Creek Road (Parcel # 4113-00-00-0032) 10-153	34 Single-Family Lots - **PRD Amendment** Transfer traffic concurrency vesting to Marshside subdivision	10.04.10	10.19.10									Required	Required						E = Land Plan Engineering Group O = Silverstein & Goldberg Trust A = White Falcon Land & Development
D	**MARSHSIDE AT GROOVER BRANCH** Tymber Creek Rd. & Airport Rd. (Parcel # 4124-00-00-0240) 05-06-1035	68 Single-Family Lots	06.08.05	12.08.05	02.02.06	03.23.06	09.19.07	6.10.08		11.14.09 PRD Rezoning	11.14.10 Zoning	11.14.12 Zoning	PB 06.08.06 Deny (3-2)	11.14.06 Ord. 06-09						E = Land Plan Engineering Group O = Enclave of Timber Creek LLC A = White Falcon Land & Development
D	**MARSHSIDE AT GROOVER BRANCH** Tymber Creek Rd. & Airport Rd. (Parcel # 4124-00-00-0240) 10-152	Amendment & rezoning for Marshside subdivision to increase the number of lots from 68 to 104 units.	10.04.10	10.19.10									Required	Required						E = Land Plan Engineering Group O = Enclave of Timber Creek LLC A = White Falcon Land & Development
E	**MADISON GLEN** 570 Sterthaus (41-14-31-01-07-0070 & 41-14-32-01-06-0062) 09-25000003	96 Senior Housing Units	04.28.09	05.12.09	06.02.09	07.01.09			11.03.09	11.03.11		NA	07.09.09 PB-Approved	Approved 08.18.09 & 09.08.09	Building Value: $9,835,351	X	X	CO Issued		E = Madden, Moorhead & Glunt APP " Madison Glen , LLC ARC = Slocum Platts
F	**OLIVE GROVE** 765 W. Granada Boulevard 10-125	Amend Granada Grande approved from 208 housing units to 88	07.06.10	07.14.10					10.14.10	10.14.12			08.12.10 Approved	09.07.10 & 09.21.10						E = Alaan Engineering Group, Inc O = Beneficial Communities ARC = Forum Architects
G	**ORMOND GRANDE** 1255 North US1 10-00000006	New 4,800 SF industrial and 60 townhomes	10.13.09	10.27.09	01.05.10				01.11.10	01.11.12		NA	Not required	Not Required						E = Parker Mynchenberg & Assoc O/A = Ormond Grande LLC
H	**ORMOND STATION** 644 North Nova Road 08-25000039	29 Townhomes	11.06.08	12.02.08	06.09.09	12.22.09	02.23.10 (final)		03.09.10	03.09.12										E = Harpster Engineering O = Scott Vanacore
I	**PINELAND** East of I-95, north of Airport Road 08-23000002	Preliminary Plat of 192 Single-Family Lots	11.04.08	11.18.08	02.17.09					10.21.13 PRD Rezoning		NA	PB Approved (4-2)	Approved Ord 08-44						E = Zahn Engineering O = Funcoast Developers
J	**RIVER OAKS** Airport Road (Parcel # 4124-00-00-0040) 03-10-935	101 Single-Family Lots	06.28.06	07.13.06	01.24.07	08.01.07	09.12.07		11.07.07	11.08.08	11.08.09	11.08.11	10.25.07 DRB (6-0)	12.18.07 R07-226 (P. Plat)	Subdivision Imp. Value: $1,256,900	05.12.10	05.12.10	50%		E =Harpster Engineering O/A = Vanacore Homes
K	**TOMOKA GOLF VILLAGE** 20 Tomoka Oaks Blvd. 05-06-1039	122 Townhomes & 3 Single-Family Lots	06.15.05	09.29.05	05.03.06	07.27.06				10.17.08 PRD Rezoning	10.17.10	10.17.12	08.10.06	10.17.06 O 06-17						E/A = CPH Engineers, Inc. O = Tomoka Oaks Golf/Country Club

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

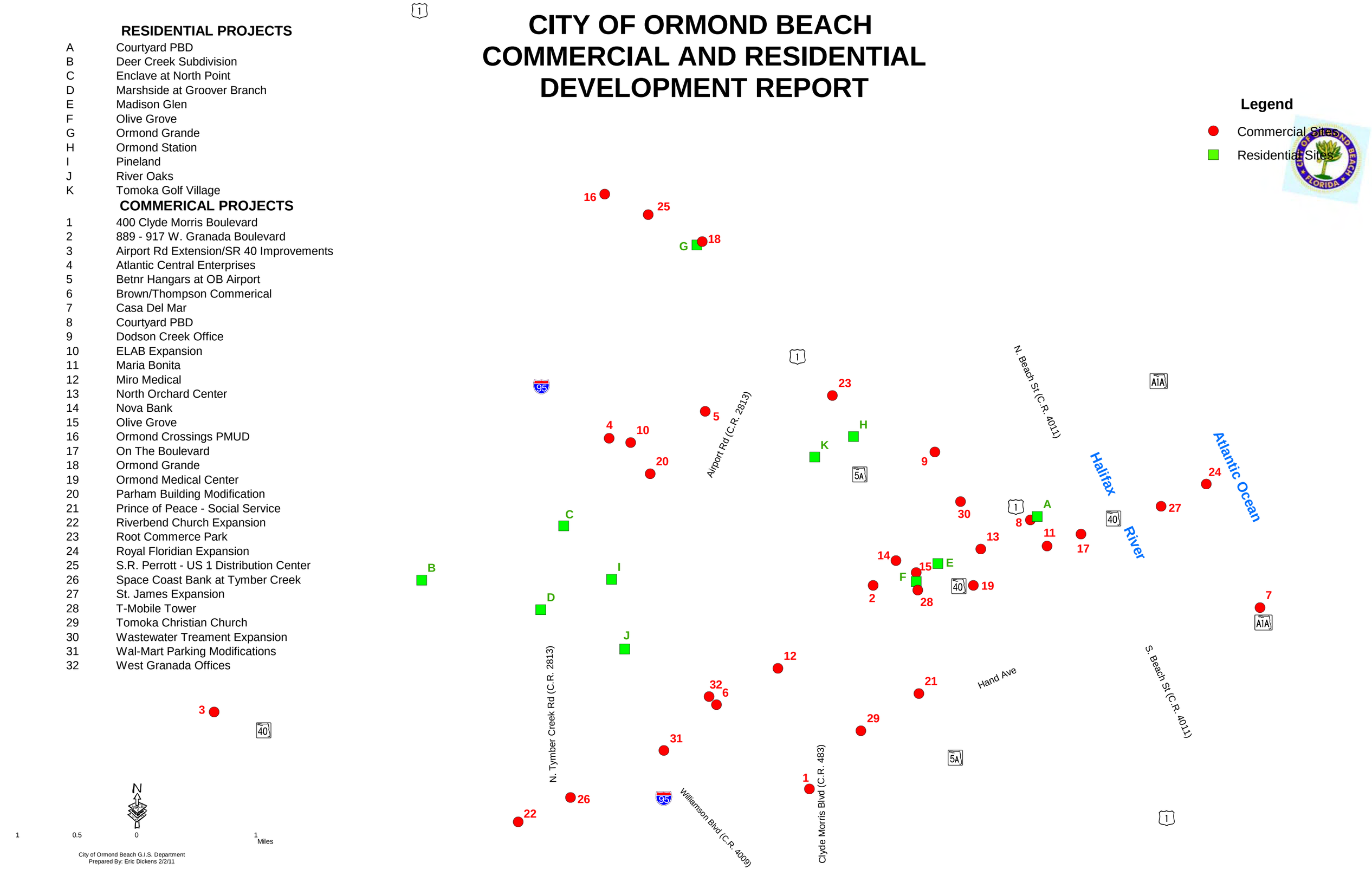
CITY OF ORMOND BEACH COMMERCIAL AND RESIDENTIAL DEVELOPMENT REPORT

RESIDENTIAL PROJECTS

A	Courtyard PBD
B	Deer Creek Subdivision
C	Enclave at North Point
D	Marshside at Groover Branch
E	Madison Glen
F	Olive Grove
G	Ormond Grande
H	Ormond Station
I	Pineland
J	River Oaks
K	Tomoka Golf Village

COMMERICAL PROJECTS

1	400 Clyde Morris Boulevard
2	889 - 917 W. Granada Boulevard
3	Airport Rd Extension/SR 40 Improvements
4	Atlantic Central Enterprises
5	Betnr Hangars at OB Airport
6	Brown/Thompson Commerical
7	Casa Del Mar
8	Courtyard PBD
9	Dodson Creek Office
10	ELAB Expansion
11	Maria Bonita
12	Miro Medical
13	North Orchard Center
14	Nova Bank
15	Olive Grove
16	Ormond Crossings PMUD
17	On The Boulevard
18	Ormond Grande
19	Ormond Medical Center
20	Parham Building Modification
21	Prince of Peace - Social Service
22	Riverbend Church Expansion
23	Root Commerce Park
24	Royal Floridian Expansion
25	S.R. Perrott - US 1 Distribution Center
26	Space Coast Bank at Tymber Creek
27	St. James Expansion
28	T-Mobile Tower
29	Tomoka Christian Church
30	Wastewater Treament Expansion
31	Wal-Mart Parking Modifications
32	West Granada Offices



City of Ormond Beach G.I.S. Department
Prepared By: Eric Dickens 2/2/11