



**A G E N D A**  
**ORMOND BEACH PLANNING BOARD**  
Regular Meeting

**December 10, 2015**

**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 THE MINUTES:** October 8, 2015
- VI. PLANNING DIRECTOR'S REPORT**
- VII. PUBLIC HEARINGS**

**A. LDC 15-111: Land Development Code Amendment: Adding 137 Orchard Lane, Nathan Cobb Cottage, and 639 and 659 John Anderson Drive to Section 2-71, entitled Historic Districts and Landmarks**

This is a request to amend the following section of the Ormond Beach Land Development Code (LDC):

Item	Section(s)	Name of Section or Purpose of Amendments
1	Section 2-71, Chapter 2, Article VI	Historic Districts and Landmarks/Add locally designated historic landmark to the Ormond Beach Historic Landmarks List

Specifically, the amendment proposes to add 137 Orchard Lane, Nathan Cobb Cottage, and 639 and 659 John Anderson Drive as locally designated historic landmarks to the adopted Historic Landmarks List.

**B. MM 15-114: 2015 Capital Improvements Element (CIE) Annual Update**

This is an administrative annual update to the schedules of CIE of the City of Ormond Beach Comprehensive Plan, in accordance with State law. This update does not include any text changes to the goals, objectives and policies of the CIE.

**VIII. OTHER BUSINESS****IX. MEMBER COMMENTS****X. ADJOURNMENT**

**M I N U T E S**  
**ORMOND BEACH PLANNING BOARD**  
**Regular Meeting**

October 8, 2015

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.

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**I. ROLL CALL**

Members Present

Harold Briley, Vice Chair  
Lewis Heaster  
Al Jorczak  
Rita Press  
Doug Thomas, Chair (arrived at 7:35 PM)  
Pat Behnke (excused)  
Lori Tolland (excused)

Staff Present

Ric Goss, AICP, Planning Director  
Steven Spraker, Senior Planner  
Randy Hayes, City Attorney  
Melanie Nagel, Recording Technician

**II. INVOCATION**

Vice Chair, Harold Briley opened the meeting in the absence of Chairman Thomas, and led the invocation.

**III. PLEDGE OF ALLEGIANCE**

**IV. NOTICE REGARDING ADJOURNMENT**

NEW ITEMS WILL NOT BE HEARD BY THE PLANNING BOARD 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. MINUTES**

## **September 10, 2015**

Mr. Jorczak moved to approve the September 10, 2015 Minutes as presented. Ms. Press seconded the motion. Vote was called, and the motion unanimously approved.

### **VI. PLANNING DIRECTOR'S REPORT**

Mr. Goss stated that the Board members had inquired at the last meeting if SR40 could be widened, and he had sent out some information to the Board following the meeting. Mr. Goss asked the Board if they had any questions about what he had sent them. The Board members stated that they had no questions, and Mr. Briley thanked Mr. Goss for providing them with the information.

### **VII. PUBLIC HEARINGS**

#### **A. LUPA 2015-123: 10 Magnolia Avenue, Small Scale Land Use Map Amendment.**

Mr. Steven Spraker, Senior Planner, stated that this is a request for a Small Scale Land Use Amendment, and he explained the application and the steps for any type of site development. Any property within the City has two aspects – one is the land use and the other is the zoning. The land use is the general philosophy of what you want parcels to be, and then the zoning comes and implements it. Once you get past zoning, you get into site development. Right now, this property is at the land use stage, which has an existing land use category of Low Density Residential, which would allow single family homes and institutional uses, such as a house of worship or daycare facility. What the applicant is applying for is an amendment to take this property to Residential Office Retail, which is a fairly new category that was put into effect to encourage commercial development along Granada Blvd.

Mr. Spraker explained that what this category does is allow uses such as personal service, restaurants, retail sales and has a lower FAR ratio which can limit the amount of development. For this evening's discussion, there is no site plan, there is no building proposed, no buffers to discuss. All of these things fall into the land development code and will be discussed at the time of site development. Right now, everything is pretty broad based, and after getting zoning approved, there would be site development which would include neighborhood meetings which are required by the Land Development Code. There are certain buffers that are required when properties are developed. All of these things are part of separate future meetings.

Mr. Spraker continued that the property being discussed tonight is 10 Magnolia Avenue. Mr. Spraker explained the location, orientation, and characteristics of the property, and presented the staff report. Mr. Spraker discussed the factors for and against the application, and stated that staff is recommending approval.

Mr. Jorczak stated that there is a maximum trip generation number in the report, and there is a number listed for Low Density Residential, but no numbers are listed for Retail, Office or Medical. Mr. Jorczak asked if there were any numbers generated for what traffic would be like along Granada Blvd at this location.

Mr. Spraker explained that Granada Blvd is a transportation concurrency exception area from Orchard Street all the way out to Williamson, and this is an area where

development is designed to occur. The actual access will be evaluated, when and if a site plan is brought forward. This is a very well situated parcel, and is a considerable distance away from the intersection. There is a dedicated left turn lane, which is unusual on Granada, because normally one has to go west, make a U-turn, and come back to parcels. So, this is a positive for this site.

Mr. Glenn Storch, representative for the applicant, stated that the actual amount of traffic generated is far less with the proposed use, than it would be with the existing use. Mr. Storch believes that the property will not be developed as residential. It is right next to a sewer plant and it is on a major commercial artery. Most people do not want to put new homes on major commercial arteries. This new category tries to create a neighborhood commercial feel, which makes better use of the property and the entrance into the neighborhood. Mr. Storch feels that the applicant can work with the neighborhood, and address any potential concerns that the neighborhood may have.

Ms. Press stated that one of her first concerns was, if she lived in the neighborhood, would she want certain things for this site. In a letter from Mr. Storch that was included with the agenda packet, it states "although the property abuts a residential designation, sufficient buffers can be provided and traffic can be routed in such a way so surrounding residents are not affected." This is Ms. Press' main concern. She agrees that the property won't be used for residential, this is a main City corridor, and this is appropriate rezoning. Her concern is an entranceway on Magnolia, and traffic going down that street.

Mr. Storch replied that although this is not a site plan review, they still need to be thinking about how to solve problems in advance. They need to think through the next stages so that property values are not impacted, but rather are improved by putting in something that they can be proud of. This is a local developer who cares about the neighborhood, he cares about the City and he will make sure this is done in the correct way, as they go through the process.

Mr. Heaster stated that the system is in place to address specifics at a later date. What the Board needs to decide on now is the Land Use. There will be neighborhood meetings, the site plans will be modified and buffers will be put in place and concerns will be addressed. As a Board, we need to stay focused if this is the Land Use that we want to see for this property. This is the Land Use that we decided to change a few months ago so that we can promote good development and commercial activity down our main corridor. With ROR across the street and a shopping center on the corner that is in close proximity, and with land that has sat there for this long, this is a great mixed use.

Ms. Press stated that she agrees with Mr. Heaster about what the Board is voting on tonight. She has no problem with the change to the Land Use or the Zoning, but she does have a problem with the turn lane from Granada being used to turn into this neighborhood to access whatever might be developed on this site. Mr. Storch stated that he understands Ms. Press' concerns, and that they will pay attention to this concern and will find a solution for solving this problem.

Hazel Moore, 24 Magnolia, stated that the west side of the street is also residential, and what concerns her about developing this property, is getting out onto Granada Blvd. Magnolia is a dead-end street and there is no way out but onto Granada. Mr.

Briley explained that this is just part of the process, and once it would get to the site plan part of the process, there would be neighborhood meetings and everything will come back before the Board. Ms. Moore questioned if the neighborhood meetings start after the zoning is approved. Mr. Briley explained that once there is a concept drawing of what is proposed, that will be shown to the neighbors at a meeting, prior to going to Planning Board and City Commission.

City Atty. Randy Hayes, further explained the steps that have to be taken before an applicant can proceed. The Land Use and Zoning have to be in place first, and the Board has done an excellent job at keeping the focus on the Land Use issue. For the sake of the residents, the Land Use and Zoning have to be in place, before you can move on to the third stage, which is what the residents are concerned about. There won't be a lot of discussion about the site plan this evening, since that is not the purpose of this evening's meeting.

Mr. Briley further explained that if these two items are approved, and everything moves forward to the site plan, then everything will come before this Board about signage, turn lanes, etc. and will also be discussed at the neighborhood meetings.

Ms. Judy Evans, 16 Oak Avenue, wanted to know if the land has already been purchased. She doesn't know where the homeowners stand, if the land has already been purchased, and the applicant is here to get changes to the land, then it is the Board that decides on this, not the homeowners. Mr. Briley explained that the Board sends their recommendation on to the City Commission, and they have the final vote on the amendments. Ms. Evans again asked if the property had already been purchased.

Mr. Bill Navarre, applicant, stated that the property has already been purchased. He is presently a tenant at another location on Granada Blvd, but is excited to be involved and be part of the community, since he will be putting his own office at this location. He is looking forward to working with everyone and making this something that will be good for the neighborhood. Ms. Evans asked if the homeowners have any say in what goes into this location.

Mr. Briley explained that the applicant will next come up with a site plan for what they want to do with the property. They will attend a neighborhood meeting with people from your neighborhood and explain to them what they want to do. They will have to bring the same site plan to this Board for review, and then a recommendation will be sent on to City Commission for the final vote.

Ms. Carol Crone, 5 Magnolia Avenue, stated that Mr. Storch and Mr. Navarre came to her home and showed her a blueprint of what they are intending to put in on this location. Personally, she likes the woods that are there now. But, her concern is that when she saw the blueprint of what was going in there, she questioned them about access to the property going in across from her home. They told her no, that the only access would be off of SR40. Mr. Briley explained again that this would be something that would be discussed at a neighborhood meeting, once there is a site plan developed.

Mr. Spraker explained that the applicant is applying for a zoning district of B-1. As long as they would be within the permitted uses of B-1, there will be neighborhood meetings, and everything will continue through site plan. If there are issues at the

neighborhood meeting that can't be worked out, then it gets bumped up to a public hearing. So, unless they are asking for variations or waivers, it will stay with the site plan review committee and the neighborhood meeting process.

Atty. Hayes explained that once the Land Use and Zoning are in place, there are certain permitted uses that could be reviewed administratively by the Planning staff and the applicant. The residents can have input into that process. If there aren't any issues with anything, then that is the approval process. But, if there are issues that need to be resolved, it will come before the Planning Board and City Commission. But, there are opportunities during the site plan review process, whether administratively or in a public hearing setting, for the residents to have input regarding the specifics of the site plan.

Mr. Goss stated that when there is a neighborhood meeting, the applicant will meet with the homeowners, and the applicant will negotiate in good faith with the homeowners. If the applicant isn't negotiating in good faith with the homeowners to mitigate the impacts the proper way, staff will then bump it up to a public hearing. Or, if they need a variance to the standards, they will go to a Planned Business Development, which is a public hearing before this Board and the City Commission.

Atty. Hayes stated that if the code provides for an administrative review process, if it fits all the parameters, then that's the approval process that is required. If it is something that deviates from that, then it would come before this Board. You cannot, as a Board, impose a condition on a Land Use or Zoning matter that in the next stage will deviate from the approval process.

Ms. Press stated that there appears to be two issues concerning the neighbors. One issue is the ingress on Magnolia, and the other is the buffer. Ms. Press stated that if the buffer is there, and there is no ingress, she doesn't think there will be a problem. If we can give the residents some kind of confidence that those two issues would be addressed, they would go home very happy.

Mr. Heaster stated that it has been explained to the residents that through the neighborhood meeting process, when they are reviewing the site plan and negotiating, the property owner knows that he is going to have to take their feedback and input into consideration to get this accomplished.

Mr. Gary Mandino, 38 Magnolia Avenue, stated that he is in attendance to register his and his wife's opposition to this zoning change. There is a sign on the property already about financing by a bank. Mr. Mandino would have liked to have seen a plan for what is proposed for the site before any decisions are made on a zoning change. He is vehemently opposed to any more traffic coming down Magnolia. He is not opposed to anyone developing the land, as long as they develop it within the zoning that is in place right now. Mr. Mandino would like to see the property developed, but he doesn't want to see any more traffic coming down Magnolia at all. It is hard enough to get out of that street already, but putting commercial development won't help the situation.

Ms. Press asked if there were any constraints or regulations that state that there has to be a second outlet to this property, once it is developed. Mr. Goss stated that there is a Comp. Plan policy that states that there must be access to a lower

classification street. However, when everything is reviewed, staff takes into consideration all of the Comp. Plan policies with regard to the site plan review. For example, staff doesn't know if it is safe to have an ingress and egress curb cut only on Granada Blvd. We only know about the Land Use and Zoning, since we have not done any kind of analysis of the site plan and how it functions. DOT will be looking at the curb cuts, and they are the jurisdictional agency with regards to curb cuts.

Ms. Press questioned if the developer meets with the neighbors, and only puts the in/out on Granada, but then DOT states that for safety sake we must have an outlet on Magnolia, then that is the information that will be brought to the residents. Ms. Press wants to make sure that there is a way for this to work, without an entrance onto Magnolia. Mr. Goss stated that he doesn't see how the Planning Board can dictate a full function curb cut only on SR40, when the city doesn't have jurisdictional authority over the curb cuts on SR40. DOT has the ultimate jurisdiction as to what is safe on their system.

Ms. Pamela Skilling, 11 Magnolia Avenue, thanked the residents of Magnolia for coming forward and speaking, and thanked Ms. Press for her comments and concerns for this neighborhood. This is a quiet residential neighborhood, and if the neighbors don't know what the DOT is going to approve, they will be powerless when it gets to that point if DOT says that it is not safe to just have an entrance on Granada. It won't be any safer having cars come in and out on Magnolia. Ms. Skilling is opposed to this, and states that there could be private homes there, which would make a complete and lovely neighborhood.

Mr. Jaime Acosta, 25 Magnolia Avenue, stated that he agrees there is no way that there should be any kind of entrance onto Magnolia. There are chances that the property values might go down because of this project. He is concerned about a neighborhood meeting, and people coming to an agreement, and if there is a percentage of people who have to be in favor of something. Mr. Briley explained that the applicant will have a meeting with the neighborhood, staff will be at the meeting to listen and facilitate, and to help determine what the issues and concerns are. If an agreement cannot be reached with the applicant and the residents, then staff may decide that it needs to go to a public hearing. If everyone comes to some kind of resolution and everyone is happy, then it will go administratively through the planning staff and will be resolved there.

Mr. Goss stated that staff has been doing neighborhood meetings since 2008, and they haven't had one bumped up to the Planning Board or City Commission. Generally, when staff goes to a neighborhood meeting, and there could be a couple of meetings, the applicant or developer will sit down with the residents, and in the end come out with a good solution. Mr. Goss stated that they will have the applicant provide a traffic engineering report with regard to the access, so we know about the safety issues when this goes to site plan review. When staff goes to the neighborhood meetings, they will know what is going on, and if they can't reach a general consensus, then it will be bumped up to a public hearing.

Mr. Briley stated that by time the residents attend a neighborhood meeting, the applicant and the city will already know what DOT will or will not allow. When conversations are taking place with the applicant, residents will know what they are dealing with when it is presented.

Mr. Navarra commented that he has every intention of working with the neighbors. He wants to improve the property and build a beautiful building. It will increase the property values because it will be something that neighbors can come and enjoy and be a part of.

Mr. Storch added that they hear the neighbors, and they hear what their major concerns are, and they will be working on those concerns. Ms. Press stated that there are two concerns – they don't want traffic down Magnolia and they want the buffer.

Ms. Jessica Hewitt, Easton, Nebraska, stated that she has not been in the area for ten years now, but has seen a huge difference with Ormond Beach. It was a very enjoyable, slow-paced, beautiful area to visit. Coming back to Ormond Beach, the deterioration of the city is very visual. Businesses that used to be open, are now closed, the buildings are empty and very unattractive. However, the proposal is to put in more of these same types of buildings that already aren't full. This property serves a purpose now, it is a natural woods, it is beautiful and it is serving a purpose. There are so many areas that have been allowed to be rezoned, that are run down and don't look good to visitors coming into the area. Ms. Hewitt wondered what the goal of the Board is, to keep adding zoning and more zoning.

Mr. Heaster stated that he understands the concerns of the neighbors. Fortunately this process tonight has allowed everyone to air their concerns, and for the property owner to hear those concerns. This is a major corridor, and 20-30 years ago it was not. This is the state we live in, Florida, and people do move here and there is a lot of development and growth. This property has sat for many years, and many people have had opportunity to buy it, and could have done many things to it. But, Mr Navarra has purchased the property, is willing to develop it, he is taking a risk, and is making an investment in the community. He is well known in the community, and he will make sure that everyone is happy with what he does on this property.

Mr. Heaster continued that we have a procedure in place, and the communities concerns will be addressed. Tonight the Board needs to focus on what is being requested, which is the Land Use and Rezoning, and hopes the Board will take that into consideration.

Ms. Press stated that this property can never be developed as residential. It is on Granada, and we can't expect it to be left natural. Ms. Press feels that Mr. Navarra will put up a very nice building and it will be to Ormond standards. Ms. Press stated that everything talked about tonight is on the records, and the concerns of the neighbors are for no traffic and they want a buffer. This is just an advisory board, but the final say would go before City Commission, and the residents need to stay involved and make sure they attend future meetings.

Chairman Thomas first apologized for being late to the meeting. He then stated that from what he has heard, he has a concern because he doesn't think that anyone would put a residence on Granada Blvd. He sees this only being used for commercial. The traffic turning right onto Granada is already bad, and isn't going to get any better. Chairman Thomas stated that his major concern is the safety of the children. That is a narrow street, and he would like to see if there is any way that this development not open onto Magnolia. He will be in favor of the zoning,

but the City Commission will have the final say. Everything should all be worked out before it goes to City Commission.

Mr. Jorczak stated that all of the Board members have expressed the same concerns about the impact a Zoning change and Land Use change will have on a community. The recommendation that staff has for a piece of property on Granada is appropriate in terms of trying to take pockets of land within our community and have them conform to an overall master plan of how the community gets developed. The Land Use element is appropriate for the location of this property. Mr. Jorczak further stated that he understands what its impact is on a residential neighborhood, whether it is a strip mall or a shopping center. This is a commercial corridor and it is an appropriate use for this particular property. The process is in place within the city to address the concerns of the citizens, and will fully expect them to go overboard to try and make this happen. The city is growing, and only has about 15% of land left within its boundaries to develop. As we look at this issue, and what the city is asking them to vote on, is appropriate for the overall objective.

Mr. Briley stated that this has to go through Land Use and Zoning changes before they can come up with a plan. This is just part of the process, and the residents will have an opportunity to talk to the developer at the neighborhood meetings. With the city's track record and with the applicant hearing concerns tonight and wanting to work with the neighbors, there should be a great resolution.

**Mr. Heaster moved to approve LUPA 2015-123: 10 Magnolia Avenue, Small Scale Land Use Map Amendment. Mr. Jorczak seconded the motion. Vote was called, and the motion unanimously approved (5-0).**

**B. RZ 2015-124: 10 Magnolia Avenue, Amendment to Official Zoning Map**

Mr. Spraker explained that this is the second part of the application. Looking at the site development process, the first step is the Land Use, and the second step is the Zoning. State law requires that once you have a Land Use, you are required to have consistent zoning. There are four categories that are consistent with the ROR. There is B-1, which is Professional Office/Hospital, the B-9 which is the Boulevard which allows for 75' height limit and is designed for larger parcels, the B-10 which is the Suburban Boulevard and also has some greater height limits, and the PBD, Planned Business Development. Staff has recommended the B-1 zoning, since it has the lowest height limits. Going through the site development process, all of this has to go through City Commission, and there will be additional notices for both the Land Use and Zoning for the City Commission and the opportunity to speak before that board. Staff is recommending approval of the B-1 Zoning District.

Ms. Press asked when this will come before the Commission. Mr. Spraker stated that it will be some time in December. Ms. Press wants to guarantee that these people who attended tonight be notified of these meetings. Mr. Spraker explained that anyone within a 300' ft. radius of the property will be notified by mail.

Mr. Jorczak stated that obviously we are not working with a site plan yet, but from what Mr. Navarra has stated, it sounds like it will be a relatively low density traffic situation. That is to the benefit of this particular parcel on SR40. Obviously staff knows what the problems are on Granada Blvd. and everyone that travels that road

knows how busy it can get. This is an appropriate zoning use with the low density configuration commensurate with the land use.

Chairman Thomas stated that the citizens need to push for the Hand Avenue extension across the interstate, which would take a lot of pressure off of Granada. Pressure needs to be put on the City to make that happen.

Ms. Press stated that it is so important that people do not sit at home and think this is a done deal. The residents need to attend the neighborhood meetings and the City Commission meetings and express your views.

Chairman Thomas stated that the vote tonight is going to a unanimous yes, but he knows that Ormond Beach will protect you better than any community around here. Be sure you give your input, because it does matter. We have one of the greatest Commissions right now, and they will listen to you.

Mr. Briley stated that even though it was a yes vote on the Land Use, this Board is also stating some concerns. Staff and the applicant hear those concerns, and when a site plan is ready, that will be the residents opportunity to discuss any issues they may have.

Mr. Jorczak stated that he knows that when these issues come up, there is always a fear that you are opening a door, and once the door is open a crack, then there is no control over the situation. Growth in the City is something that is going to take place and we try to do it in the most intelligent fashion that we can, taking all the views into consideration. There are business people on this Board who understand how business has to operate. Residents in the community want all of the amenities that come with restaurants and areas to shop. When collectively you look at a strategic view of how the City is going to develop, you try to do it in the best way that impacts the residents in the least way, but also offers the services and the advantages that people want to have. Change is going to come. We just want to try and do it as intelligently as we can.

**Mr. Jorczak moved to approve RZ 2015-124: 10 Magnolia Avenue, Amendment to Official Zoning Map. Mr. Heaster seconded the motion. Vote was called, and the motion unanimously approved (5-0).**

## **OTHER BUSINESS**

None.

## **VIII. MEMBER COMMENTS**

Mr. Heaster stated that Mr. Jorczak's last statement was well said. It represents what this Board has always tried to do, to balance out input from both sides. A lot of what the Board does is educating the public and concerned citizens about the process and how it works.

Mr. Briley thanked the residents for coming out and stating their concerns.

**IX. ADJOURNMENT**

The meeting was adjourned at 8:27 p.m.

Respectfully submitted,

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Ric Goss, AICP, Planning Director

ATTEST:

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Doug Thomas, Chair

*Minutes transcribed by Melanie Nagel.*

**STAFF REPORT**  
**City of Ormond Beach**  
**Department of Planning**

**DATE:** December 1, 2015

**SUBJECT:** Amendment to the Land Development Code: Adding 137 Orchard Lane, 639 John Anderson Drive and 659 John Anderson Drive to Section 2-71 entitled Historic Districts and Landmarks

**APPLICANT:** Thomas W. Massfeller, property owner of 137 Orchard Lane, and Laura F. Leffler, daughter and authorized representative acting on behalf of Wesley and Patricia Fink, property owners of 639 and 659 John Anderson Drive

**NUMBER:** LDC 15-111

**PROJECT PLANNER:** S. Laureen Kornel, AICP, Senior Planner

**INTRODUCTION:** This is a request by the above named property owners, to amend the following section of the Ormond Beach Land Development Code (LDC):

Item	Section(s)	Name of Section or Purpose of Amendments
1	Section 2-71, Chapter 2, Article VI	Historic Districts and Landmarks/Add locally designated historic landmark to the Ormond Beach Historic Landmarks List

Specifically, the amendment proposes to add 137 Orchard Lane, Nathan Cobb Cottage, and 639 and 659 John Anderson Drive as locally designated historic landmarks to the adopted Historic Landmarks List.

**BACKGROUND:** A description of the proposed landmark designations, including their historical attributes, locations and photos, are included in staff reports attached to this report (see Exhibit A – Historic Landmark Preservation Board Staff Reports). The Historic Landmark Preservation Board (HLPB) reviewed the proposed landmark designation of 137 Orchard Lane at a public hearing held on August 17, 2015. There was discussion regarding the year of construction of the Nathan Cobb Cottage since the designation application stated the cottage was constructed in 1897 while the master site file recorded with the State, documented the cottage as being constructed in 1896. It is believed that the Nathan Cobb wrecked in 1896 while the home was actually constructed in 1897. In addition, contrary to the master site file, the home is 2-story rather than 1-story. The HLPB unanimously (7-0) recommended that 137 Orchard Lane be added to the Ormond Beach Historic Landmarks List established in the city's LDC (see Exhibit B – August 17, 2015 HLPB meeting minutes).

The HLPB reviewed the proposed landmark designations of 639 and 659 John Anderson Drive respectively at a public hearing held on October 19, 2015. The HLPB unanimously (9-0) recommended that the properties be added to the Ormond Beach Historic Landmarks List established in the city's LDC (see Exhibit C – October 19, 2015 HLPB meeting minutes).

**ANALYSIS:** The purpose of the amendment is to add 137 Orchard Lane and 639 and 659 John Anderson Drive to the Ormond Beach Historic Landmarks List (See Exhibit D – Proposed Amendment, Section 2-71, Chapter 2, Article VI). Other than adding three new landmarks, no other text amendment is proposed and the intent of Section 2-71 of the LDC will remain the same.

**LDC Amendment Procedures/Criteria:** Chapter 1, Article II, Section 1-15, E. of the LDC states that in its review of any application requiring a code amendment, the Board shall consider the following criteria when making their 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.**

There is no specific development proposed. The amendment will not adversely affect public health, safety, welfare or quality of life.

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

There is no specific development proposed. The proposed amendment is consistent with the Cultural and Historical Resources Element of the Comprehensive Plan. The properties meet the criteria for historic landmark designation and should therefore be added to the City's adopted Historic Landmarks list as requested by the applicants.

- 2. 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.**

The amendment if approved, will not have an adverse environmental impact.

- 3. 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.**

No specific use has been proposed; however, the amendment, if adopted, will not 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 amendment only seeks to add the subject properties to the City's adopted historic landmarks list.

- 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.**

This criterion is not applicable. There is no specific development proposed; therefore, the amendment will have no impact on the provision of public facilities.

- 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.**

This criterion is not applicable. There is no specific development proposed; therefore the amendment will have no impact on ingress, egress or traffic patterns.

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

This criterion is not applicable. There is no specific development proposed. The amendment only seeks to add the subject properties to the City's adopted Historic Landmarks List.

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

This criterion is not applicable. There is no specific development proposed; therefore, the amendment will have no adverse impact on public safety.

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

This criterion is not applicable. With no proposed development, there are no proposed materials and architectural features associated with this amendment.

- 10. The testimony provided at public hearings.**

At the August 17, 2015, HLPB public hearing, the Board unanimously (7-0) recommended that 137 Orchard Lane be added to the Ormond Beach Historic Landmarks List established in the city's LDC. At the October 19, 2015, HLPB public hearing, the Board unanimously (9-0) recommended that 639 and 659 John Anderson Drive be added to the Ormond Beach Historic Landmarks List established in the city's LDC. Copies of meeting minutes detailing the public hearing discussions are attached as Exhibits B and C respectively.

The recommendation of the Planning Board is tentatively scheduled for 1st reading by the City Commission on January 19, 2015, and subsequently for a 2nd reading at the February 2, 2015, City Commission meeting.

**RECOMMENDATION:** It is recommended that the Planning Board recommend **approval** to the City Commission of LDC 15-111 to amend the Historic Districts and Landmarks section of the LDC to add 137 Orchard Lane to the adopted Ormond Beach Historic Landmarks List as depicted in Exhibit C to this report.

Attachments: Exhibit A – HLPB Staff Reports

Exhibit B – August 17, 2015 HLPB Meeting Minutes

Exhibit C – October 19, 2015 HLPB Meeting Minutes

Exhibit D – Proposed Amendment, Section 2-71, Chapter 2, Article VI

# **EXHIBIT A**

**HLPB Staff Reports**

# STAFF REPORT

## City of Ormond Beach Department of Planning

**DATE:** August 5, 2015

**FILE #:** LC 15-107

**SUBJECT:** 137 Orchard Lane (Nathan Cobb Cottage) Historic  
Landmark Designation

**APPLICANT:** Thomas W. Massfeller, Property Owner

**PROJECT PLANNER:** S. Laureen Kornel, AICP, Senior Planner

**INTRODUCTION:** This is a request by Mr. Thomas W. Massfeller, property owner, to have the property located at 137 Orchard Lane, placed on the City's Local Historic Landmarks List (Exhibit A – Historic Landmark Designation Application). Section 2-71, Chapter 2, Article VI (Historic Districts and Landmarks) of the City of Ormond Beach Land Development Code (LDC) requires that any designation of an historic landmark be adopted by Ordinance by the City Commission.

**BACKGROUND:** The subject property is located at 137 Orchard Lane east of the Halifax River and roughly ±1,250 linear feet north of East Granada Boulevard (Exhibit B – Location Aerial). The property lies between two other locally designated properties; 71 Orchard Lane, Bracken Cabin and 175 Orchard Lane, Delaney Cottage House. Based on the historic survey completed in 1986, the Florida Master Site File lists the structure at 137 Orchard Lane has having been constructed in 1896. The cottage was built by William “Billy” Hope Fagen, a member of one of the early pioneering families in Ormond Beach, from the wreckage of the ship Nathan Cobb which sank near Ormond Beach in 1896.

According to the Volusia County Property Appraiser, the cottage is 391 square feet. It is a 1-story frame vernacular residential building. Today, the property is used as a residence. There have been minor alterations and maintenance completed over the years, but for the most part the structure maintains its original architectural style.

**ANALYSIS:** As previously mentioned, section 2-71 of the Ormond Beach LDC stipulates that a historic landmark designation may be placed on any historic structures or sites which meet any of the criteria listed below.

- A Exemplify or reflect the broad cultural, political, economic or social history of the nation, state or community.*
- B Are identified with historic personages or with important events in national, state or local history.*

*C Embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style, method of construction, or of indigenous materials or craftsmanship.*

Based on the established criteria and background history, the cottage at 137 Orchard Lane qualifies for listing under criterion B and C most effectively. The site is identified with the story of The Wreck of the Nathan F. Cobb (Exhibit C – The Ormond Beach News & Observer, Section B, Sunday, May 27, 1984, *The wreck of the Nathan F. Cobb and Ormond's Historic Homes From Palmetto-Thatched Shacks to Millionaire's Mansions*, Pgs 44-47 by Alice Strickland written in 1992). Billy Fagen, a member of one of the early pioneering families in Ormond Beach, constructed the cottage using crossties and other lumber from the wreck of the Nathan F. Cobb which sank near Ormond Beach in 1896.

The architectural style of the cottage is frame vernacular and was constructed of materials collected from a local ship wreck off the coast of Ormond Beach. The subject property is reflective of the cultural and social history of the community and exemplifies a construction style in Ormond Beach during its respective period. Finally, the location of the subject property as it is nestled between two other locally designated historic landmarks contributes to the historic value of the totality of the area thereby adding to the maintenance of the harmony of the overall historic area.

Since the requested historic landmark designation requires an amendment to the City's LDC, subsequent to this HLPB public hearing, the Planning Board will review the designation as an amendment to the LDC tentatively scheduled for October 8, 2015, followed by two Commission hearings tentatively scheduled for November 17, 2015 and December 1, 2015.

**RECOMMENDATION:** Staff recommends that the HLPB recommend **Approval** of the historic designation of the building located at 137 Orchard Lane, to add this historically significant property to the Ormond Beach Historical Landmarks list under Section 2-71, Chapter 2, Article VI of the City's LDC.

Attachments: Exhibit A – Historic Landmark Designation Application

Exhibit B – Location Aerial

Exhibit C - Articles

# **EXHIBIT A**

Historic Landmark  
Designation Application



**CITY OF ORMOND BEACH**

v3.2013

Planning Department

22 South Beach Street, Ormond Beach, FL 32174

Tel: (386) 676-3238

www.ormondbeach.org

comdev@ormondbeach.org

**HISTORIC LANDMARK AND ARCHAEOLOGICAL SITE DESIGNATION - APPLICATION**

*For Planning Department Use*

Application Number

Date Submitted

07/13/15

**FEES**

There are no associated fees with applications for historic landmark and archaeological site designation.

**APPLICANT INFORMATION**

This application is being submitted by:  Property Owner

Agent on behalf of Property Owner\*

Name

SAME AS BELOW

Full Address

Telephone

Email

\* If this application is being submitted by a person other than the property owner, please provide the following Property Owner Information as well as a notarized letter designating you as agent.

**PROPERTY OWNER INFORMATION\*\***

Name

THOMAS W. MASSFELLER

Full Address

1 JOHN ANDERSON DR, #612, ORMOND BEACH, FL 32176

Telephone

386-615-1635

Email

TOFWELLER@EARTHLINK.NET

\*\* If the property owner does not reside on the property for which the application refers, please provide the following details.

**PROPERTY DETAILS**

Full Address

137 ORCHARD LANE, ORMOND BEACH, FL 32176

Parcel ID Number

421408000210

Legal Description

The Westerly 110 feet of the Northerly 100 feet of the Southerly 774.7 feet of the Westerly 210 feet of the unnumbered lot lying North of Lot 18 and between the Fire Trail and Orchard Lane, Anderson's Subdivision of Santa Lucia Plantation, according to the map or plat thereof, as recorded in the Plat Book 2, Page 160, of the Public Records of Volusia County, Florida.

**DESIGNATION JUSTIFICATION**

Please provide details justifying the particular historic, architectural or cultural significance of the designation request.

Justification

The Nathan Cobb Cottage, 137 Orchard Lane, Ormond Beach, FL 32176, was built by William C. "Billy" Fagen, one of Ormond's founders, in 1897. It was built with wood from the Nathan F. Cobb, a 656-ton three-masted schooner, which blew ashore off Ormond's beach on December 5, 1896. Fagen received permission to use some of the cargo timber and wood from the ship to build the cottage.

**CERTIFICATION**

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 visit 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 meeting.

Signature: *[Handwritten Signature]*

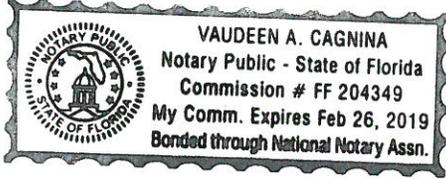
STATE OF FLORIDA  
COUNTY OF Volusia

The foregoing instrument was acknowledged before me this 13<sup>th</sup> day of July, 2015, by Thomas Masteller,  
as owner (title\*) for n/a (name of corporation\*),  
who  provided MA214839473240 as identification, or  who is personally known to me.

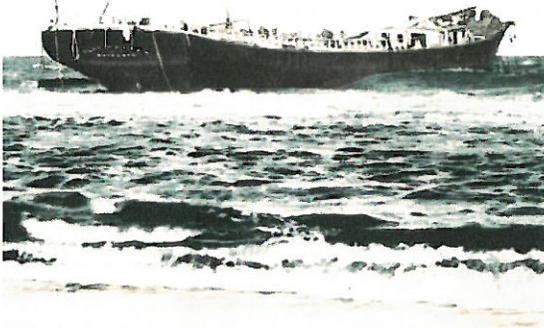
FL DL#

*Vaudeen Cagnina*  
Notary Public, State of Florida  
My Commission Expires:

\* If you are executing this document on behalf of a corporation please complete the spaces with your title and the name of your company as indicated.



## The Nathan F. Cobb



The Nathan F. Cobb was a three-masted 656-ton schooner which grounded off Ormond's beaches in December, 1896. The ship capsized in heavy seas en route from Brunswick, GA, carrying timber to New York. The crew righted the vessel by removing the three heavy masts, and the ship drifted for four days before grounding on a sandbar off Ormond's shores.

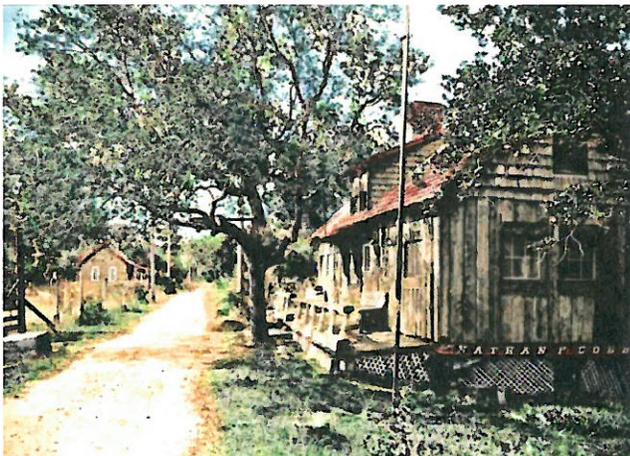
On the morning of December 5, 1896, Joseph D. Price, co-builder and manager of the Hotel Ormond, saw the stranded vessel in the heavy surf and gathered a group of about 50 people to assist in rescue efforts. One rescuer, Freed Waterhouse, drowned in an attempt to reach the vessel in a lifeboat. Finally the captain of the ship pulled a rope from the ship to the rescuers on shore, and the remaining 5 crewmen were able to be pulled ashore.

A large boulder was sent from Freed Waterhouse's hometown of Cape Elizabeth, Maine, decorated with a bronze plaque commemorating his efforts. The boulder is now gone, but the plaque is now attached to the sea wall at the **Casa Del Mar Beach Resort**, 621 S. Atlantic Avenue.

The public is invited to stop and see the plaque. Looking out over the ocean from the plaque location, the Nathan F. Cobb "Caution – Shipwreck" sign can also be seen.

**William C. "Billy" Fagen**, one of Ormond's founders and a manager at the Hotel Ormond, was not in Ormond at the time of the shipwreck, but after his return received permission to salvage some of the timber and wood from the ship to build a home, **the Nathan Cobb Cottage**, 137 Orchard Lane. It is now part of Ormond Beach's Historic Trail.

Cottage in 1900



June, 2015



# **EXHIBIT B**

Location Aerial



137 ORCHARD LN  
(4214-08-00-0210)

SUBJECT  
PROPERTY

ORCHARD LN

NORTH HALIFAX AVE

JOHN ANDERSON DR

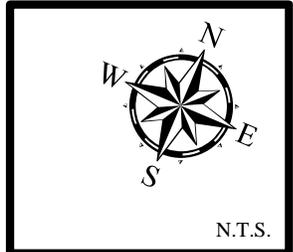
EAST GRANADA BLVD



**AERIAL MAP**  
**137 ORCHARD LANE**  
**(NATHAN COBB COTTAGE)**

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Prepared By: The City of Ormond Beach  
G.I.S. Department - July 13, 2015

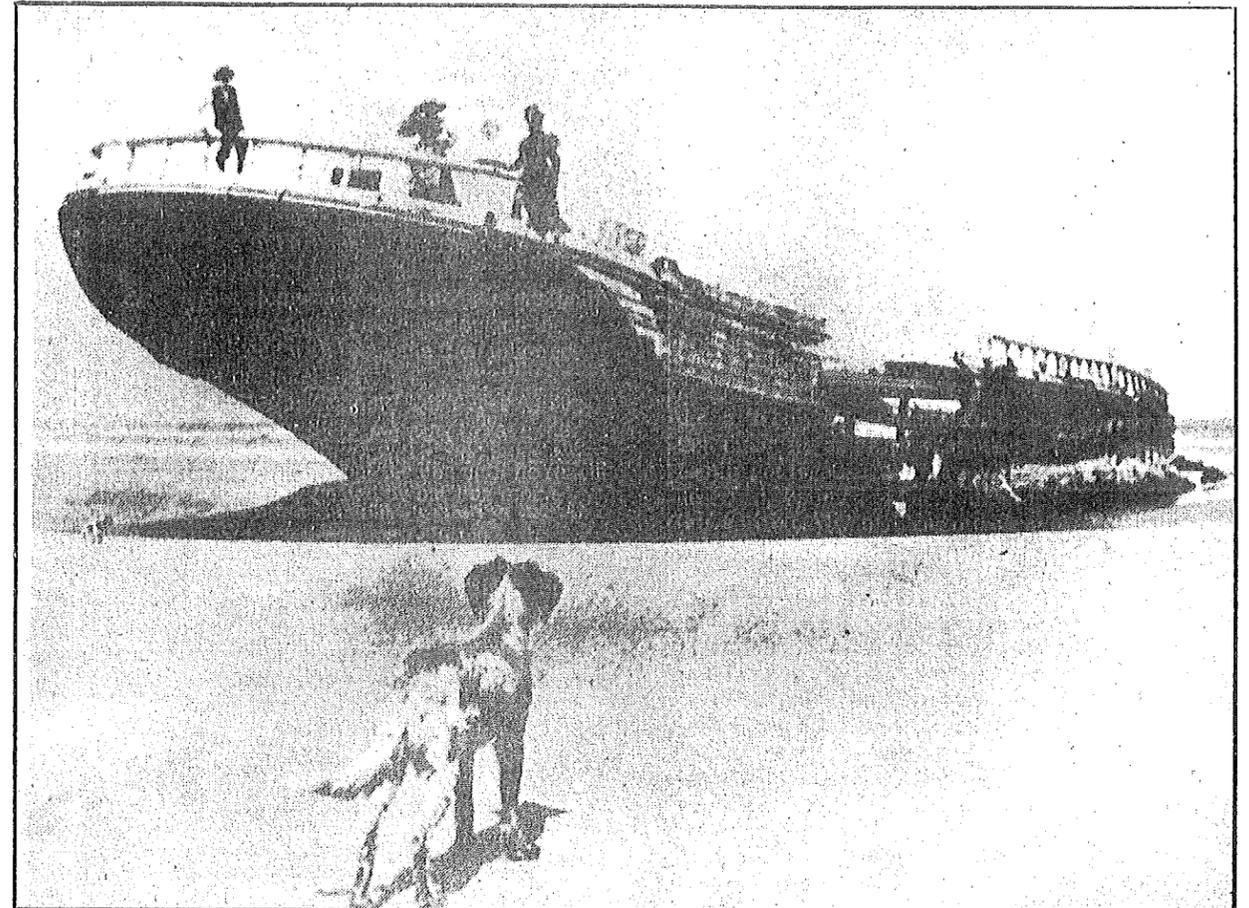


# **EXHIBIT C**

Articles



LOW TIDE sometimes reveals the perimeter of the hull of the schooner, which over the years has been covered with sand. Adam Gettler, a visitor from New Jersey, surveys what is left of the wreck. Signs posted nearby read "ship wrecked—danger—no swimming."



THE WRECK OF THE NATHAN F. COBB has always been a lure for visitors posing for photos, as shown in this picture, taken not long after the wreck in 1896.

# The wreck of the Nathan F. Cobb

BY ELIZABETH KNAPP

Recently word spread that it was possible to see the Nathan Cobb in the surf near the Casa Del Mar Motel in Ormond Beach, and the report drew

schooner grounded on the outer bar on Dec. 5, 1896.

There is not much to see today — perhaps a foot of hull exposed at low tide. But for many years the wreckage was plainly visible before it sank deeper

drifted southward, helplessly for 315 miles. There was no ship's radio in 1896 to summon aid.

Finally, the vessel grounded in the early morning of Dec. 5, in front of the Chapman house. As soon as it was spotted, a call for help went out.



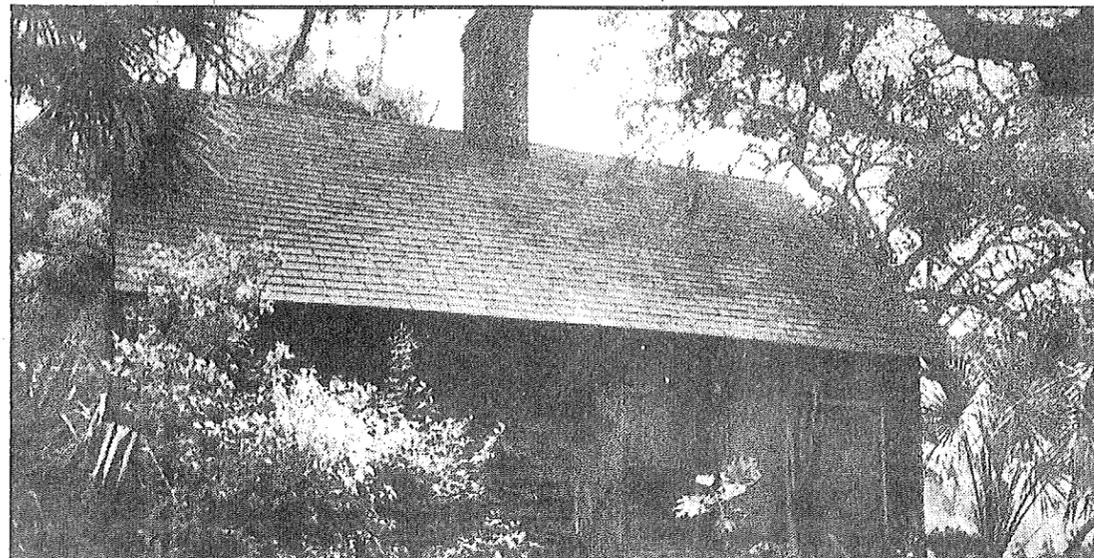
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STONE MARKER, originally placed in front of what is now the Casa del Mar in Ormond Beach, was dedicated to the memory of Freed Waterhouse, who drowned while attempting to rescue the crew of the Nathan F. Cobb.



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Children of pioneer families grew up hearing stories of an exciting day in Ormond Beach history, when six men were rescued from the sea, and the young bookkeeper from Ormond Hotel lost his life in the rescue operation.

Clippings from the scrapbook of John Anderson, who built the Ormond Hotel, say that the Cobb sailed from Brunswick, Ga., on Nov. 28, 1896, bound for New York with a load of crossties. On the 30th, a heavy northeast squall struck, which increased to a gale. The schooner sprang a leak, and was listed on Lloyd's Register of Wrecks for the year as capsizing near Frying Pan Shoals.

"That's near Southport, N.C.," said Lewis Stanton, who grew up hearing about the Cobb. "I've seen a light boat there serving as a lighthouse, marked Frying Pan Shoals."

The schooner righted after losing the main and mizzen masts, but the mate, F.W. Beal, was lost overboard, and the steward, Daniel Parker, was washed overboard with the after cabin.

The six remaining crew members, with plenty of water, but no food except pickled raw beef,

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Finally, the vessel grounded in the early morning of Dec. 5, in front of the Chapman house. As soon as it was spotted, a call for help went out. J.D. Price, Anderson's partner in the Ormond Hotel, wrote a full account of the rescue to Anderson, evidently out of town at the time.

Price's first step was to send two painters, both experienced seaman who were working on the hotel, to the scene with rope, and then followed, with most of the hotel staff.

As Charles McNary said, "I think every able-bodied man was out there, working to save the crew. I know my father, Norman, told about being there."

According to the 1897 Annual Report of the U.S. Life Saving Service the nearest station with suitable life-saving equipment was Jupiter Inlet, 180 miles away, and Superintendent Hiram B. Shaw, of the Seventh Life-Saving District, wired for equipment to be sent by special train.

But the Ormond men were not willing to leave the crew at the mercy of the sea until the train arrived, and decided to try the rescue at low tide at 11 a.m. Boats belonging to Shaw and Capt. James Wardwell, and more rope, were brought to the beach by horse and wagon.

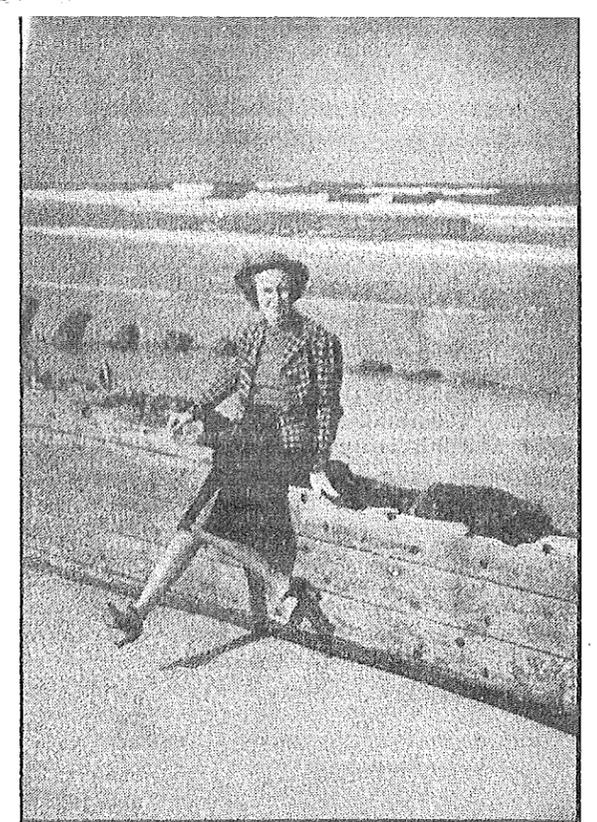
Price described the sea as tremendous that morning, and John Stanton, Lewis' brother pointed out. "In a northeast storm like that, the water would have been up to the dunes. We've had dunes cut away in such weather."

By 11 o'clock, James Carnell and Edward DeCoursey started out in Shaw's boat with a coil of rope, leaving one end of the line on the beach. The schooner's crew tied a line to a box, and threw the box overboard. But the current was making a strong run to the south, and kept carrying the little rescue boat away from the float. They made six unsuccessful runs.

Then Freeman Waterhouse, 23, of Cape Elizabeth, Maine, bookkeeper at the Ormond Hotel, asked Tom Fagen, pioneer settler, to go out with him in Wardwell's boat, an iron yawl with watertight compartments in each end. Asked if he could swim, Waterman answered, "Like a fish."

Price wrote that the yawl made it through the first breakers, then was turned over several times by giant waves. Fagen yelled to Waterhouse to swim to shore, but the young man tried to cling to the yawl, which went bottom side up again. Fagen made it to shore – it is possible that Waterhouse was hit on the head as the yawl was tossed around. When the men on the shore began to haul the boat in hoping that Waterhouse would hang on they could see that he was drowning about a thousand feet out.

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ALICE KINCAID of Ormond Beach posed on the skeletal remains of the Nathan F. Cobb in the early 1940s.

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It fell to Price's lot to notify Waterhouse's brother in California, and although men patrolled the beach for several days, the body never washed ashore. Waterhouse had been born at sea 23 years before.

The town of Cape Elizabeth sent a chunk of stone to Ormond Beach and a bronze plaque in memory of Waterhouse was mounted on it. The memorial stood on the dunes for 76 years, until vandals stole it. When it was recovered a year later, it was embedded in coquina rock and placed on the grounds of the Casa Del Mar for safekeeping.

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Men who were not born when the Nathan Cobb grounded, grew up to fish around it. Earl Williams said, "You could get the best stone crabs there."

Harold Cardwell, Volusia County historian, noted that shipwrecks were frequent in the early days when all supplies came to Florida by water before railroads were built. A horse and wagon could not bring in heavy loads on the sandy trails that served as roads.

Cardwell added, "We call the Nathan Cobb a ghost keel, there's another wreck north of Dunlawton, and one south, and a third south of Turtle Mound."

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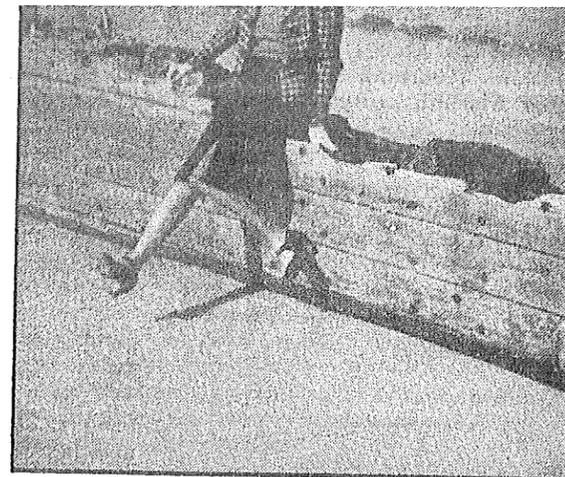
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Price said he threw off his coat and shoes and ran out into the surf to get Waterhouse with other men beside him, but no one could swim in that angry sea.

The crew on the schooner saw Waterhouse drown, and when Shaw and DeCoursey started out again in the other lifeboat, the captain said, "They have sacrificed one man in an effort to save us. Now I'll risk my life and try to get ashore," and tied a line around his waist and dropped into the water. The crew played out the line until he reached the little boat, exhausted by battling mountainous waves.

The crowd on the beach attached a life



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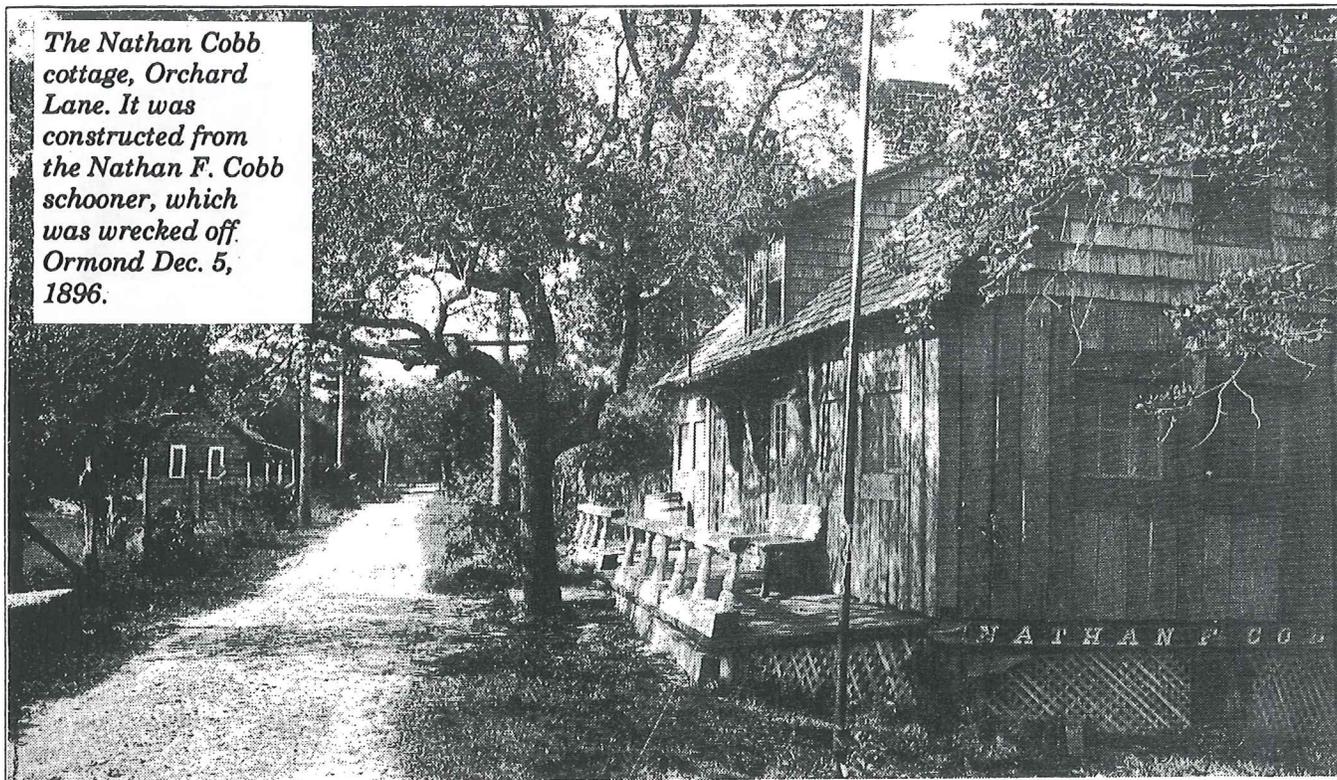
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Other shipwrecks were not as well documented as the Nathan Cobb, which lives on in stories handed down about the day when it was Ormond men against the sea.

Price closed his letter by saying, "If a first class life saving station, with all their improved facilities, had done the work that our village men did, with only frail, unsuitable boats and row locks that didn't fit, and with what other means they hastily got together, the station would have deserved unstinted praise. I am proud of our brave men of Ormond, and of poor Waterhouse, too."

*The Nathan Cobb cottage, Orchard Lane. It was constructed from the Nathan F. Cobb schooner, which was wrecked off Ormond Dec. 5, 1896.*

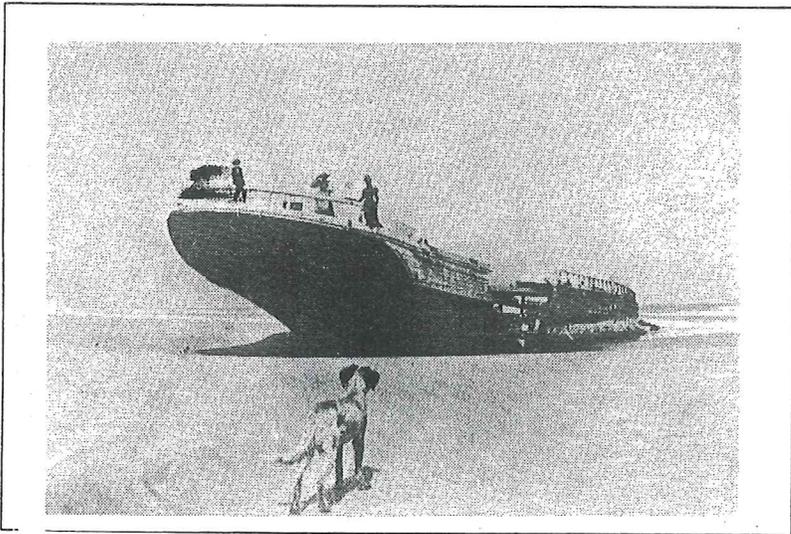


## The Nathan Cobb Cottage



Down on the beach at Ormond the ocean flings huge, frothing breakers towards the sand dunes where a long line of grim spectators stare seawards to where a demasted 500 ton schooner, the *Nathan F. Cobb*, lies dangerously grounded on a sandbar. On this cold, stormy day of December 5, 1896, waves pound relentlessly at the schooner's shuddering timbers, and its remaining six man crew, hungry, thirsty, and desperate, watch intently as two boats are brought to the beach by men who will attempt to rescue them . . .

On November 28, the *Nathan Cobb* had left Brunswick which a crew of eight



*The Nathan F. Cobb wreck remained offshore for many years. Today it is all but buried in the sand, with warnings of its location to swimmers.*

men and a load of railroad cross ties bound for New York. Two days later a heavy northeast squall struck her. When the seas got rougher, the schooner began to leak, and as the storm increased, it became waterlogged and unmanageable. The deck load was thrown overboard, and at Frying Pan Shoals, N. C., the schooner capsized but righted after losing the main and mizzenmast. While cutting the rigging, the mate was swept overboard and lost in the turbulent seas, and the steward was drowned when the after cabin was torn loose. The schooner drifted helplessly southward for three and a half days until it grounded on December 5th on the sandbar opposite Ormond.

James Carnell and De Courcey, a painter from the Ormond Hotel, went out in Captain Shaw's boat in an attempt to get a line out to the schooner. However, "a tremendous sea was coming in," and the huge breakers and powerful undertow prevented them from getting out to the schooner. Twice, the sailors on board the

schooner attempted to get to shore with a rope, but as William Fagen wrote to John Anderson, "The waves were waiting for them like wolves, and they were forced back."

Five times, two boats carrying ropes were sent from the shore towards the schooner but were not successful. Then brave Freeman Waterhouse, a bookkeeper from the Ormond Hotel, and Tom Fagen, took Captain Wardwell's lifeboat and rowed it towards the schooner. Suddenly, the watchers on shore saw a wave strike the small boat, and for a moment it was hidden by the spray. When the boat came into view again, the men on shore saw that Waterhouse was standing up in the boat, and Tom Fagen was at the oars. It was learned later that Waterhouse, who had been born on a ship and knew the ocean well, told Tom Fagen they should go overboard and attempt to swim ashore. Before they could act upon his advice, another wave hit the boat, and the men were hurled into the sea. Tom Fagen began swimming to the shore, but Waterhouse returned to the boat and sat astride the keel until another wave flung the boat over.

The men on the dunes groaned audibly as they saw Waterhouse struggling in the turbulent waves for a few seconds and then disappear. As he went down, Joseph Price and other men on shore attempted to swim out to him, but the violent surge of the breakers held them back. Waterhouse never surfaced again, and his body was never recovered. After a tremendous effort that left him exhausted, young Tom Fagen, whom his brother called "a young daredevil," finally made it to shore.

When the captain of the *Nathan F. Cobb* saw how the Ormond men were risking their lives for him and his crew, he dropped overboard with a line from the schooner. Halfway to shore he was picked up in a boat by Captain Shaw and De Courcey. They reached the beach safely, "and the line the captain brought ashore from the schooner was tied to one on shore, and a life preserver attached. Crew members pulled in the line until the life preserver reached them, and each sailor put on the preserver and was brought safely ashore." When all the crew had been rescued, they were wrapped in blankets, given a drink of whiskey and sent to the old Coquina Hotel on the beach.

In a letter to John Anderson describing the rescue, William Fagen wrote angrily about the discrimination some of the "sightseers" on the beach showed to-

wards De Courcey, "a poor little painter from the Ormond Hotel – all honor to him. A brave good little man – every time the boat went out save once – he was in the boat and handled the oars. He should have a medal." Fagen wrote that De Courcey was soaking wet and cold, but no one offered him a ride home in the buggies. Will Fagen picked up the half frozen man and put him on his pony and remarked, "De Courcey was only one of the common people, and a drink of whiskey was considered enough reward for his bravery."

Fagen also praised Jim Carnell in the letter for "working like a man from beginning to end. He led others and proved himself a good man at a time that tries men..." In the same letter Fagen requested that if John Anderson saw any of Freeman Waterhouse's friends he should tell them, "He died in as noble and as brave a cause as any man ever did since the world began."

Joseph Price also wrote a letter to John Anderson describing the rescue of the crew of the schooner. In conclusion he wrote, "If a first class life saving station with all their improved facilities had done the work that our village men did yesterday, with only frail, unsuitable boats and row locks that didn't fit, and what other means they could hastily get together, they would deserve unstinted praise, and I am proud of our brave men of Ormond and of poor Waterhouse too."

In an article in *The Boston Daily Globe*, April 4, 1897, entitled "Rescuers of the Crew of the Nathan F. Cobb Remembered," it was reported, "All winter the big vessel has been an object of interest to people driving upon Ormond Beach, and has worked inshore until it has been possible at low tide to go on board. The vessel was loaded with cross ties.

"Last Wednesday a temporary monument was set up on the high ride at the back of the beach, opposite the point where young Waterhouse was lost. This monument is merely a large, painted cypress timber."

In an unidentified newspaper clipping (probably later in 1897), it was announced, "A large boulder stone crated and weighing half a ton has been received by Messrs. (John Anderson) and (Joseph D. Price). To the crate was attached a card bearing the following:

"This stone is going to Ormond, Florida, to be set as a monument in memory of Freeman Waterhouse, of Portland, Maine, who lost his life trying to save the crew of the Nathan F. Cobb, wrecked on Ormond Beach, Dec. 5, 1896. The stone is from his old home, Cape Elizabeth, Maine, and is forwarded free of charge by the Portland Steam Packet Company and Clyde Line."

The monument was erected on the dunes opposite the site of the wreck, and a bronze plaque inserted into the stone contained the following inscription:

*FREED WATERHOUSE  
BORN  
DEC. 22, 1873  
AT  
CAPE ELIZABETH, MAINE  
DROWNED  
IN THE SURF OPPOSITE THIS  
POINT IN AN ATTEMPT WITH  
THOMAS FAGEN OF ORMOND, THE  
RESCUE OF THE CREW OF THE  
SCHOONER, NATHAN F. COBB  
WRECKED HERE DEC. 5th. 1896*

The monument remained safely on the dune until July, 1972, when vandals chiseled the bronze plaque from the boulder stone. Mr. and Mrs. Oliver Bell who owned the property on which the memorial was located, offered a reward for the return of the plaque, but it was not until November, 1972, that the plaque was found in the palmetto scrub on the dune. The memorial, with the plaque replaced, is now safely secured and protected on the east side of the Casa Del Mar Motel, near the site of the shipwreck.

The wreck of the *Nathan F. Cobb* eventually drifted ashore, and tug boats were sent to try and pull it off the sandbar, but it was held firmly in the sand, and all efforts failed to dislodge it. Some of the early settlers "chopped out quite a lot of lead from the bow portholes where the anchor chains pass through." Others used some of the lead in a tin shop "by melting it up to make solder." As the wreck settled deeper and deeper into the sand, some of the young boys in the area found plenty of crabs around the old timbers. Today, the wreck is completely covered by the ocean, and only a small sign warns bathers of its presence offshore.

Shortly after the wreck occurred, William Fagen of Ormond received permission to salvage the timber from it and built a three room cottage which is located on Orchard Lane, north of the Ormond Hotel. The outside of the cottage was constructed from the cargo of railroad ties, and the masts were cut up and split into shingles. The ship's railings were used to decorate the tiny, open front porch, and two ship's knees were placed on either side of the front door. Originally, there was a detached kitchen to the house, and there was a covered breezeway, 25 or 30 feet in length, called "the dogtrot," that extended from the back of the house to connect it to the kitchen. The carved, wooden nameplate, was hung on the outside of the cottage, but a later owner moved it into the living room.

Through the years other owners, including Mrs. Mary Chase, Mrs. Amelia Fowler, George Wendell and Mr. and Mrs. Archibald Trimble have made many changes to the cottage. The author of this article lived in the cottage as a young girl in the 1920's and remembers the warm fires in the red brick fireplace located in the cosy living room. My father would bring driftwood from the beach for the fires, and as the chimney went through the second floor, it kept that warm also. The dog trot with its narrow, peaked, shingled roof was still there. Ship's chains and anchors decorated the railings, but the detached kitchen had been removed.

The quaint, unique little cottage on Orchard Lane is almost a hundred years old and is probably the only cottage constructed from a shipwreck on Florida's east coast today. It is one of Ormond's most important historic sites, but few people know of its existence, and it is now almost hidden behind tall weeds and plants. It is a forgotten part of our history – an anachronism among expensive modern homes – but it is a reminder of the courage and bravery of the men of Ormond who risked their lives to save the crew and captain of the *Nathan F. Cobb*.

# STAFF REPORT

## City of Ormond Beach Department of Planning

**DATE:** October 5, 2015

**SUBJECT:** LD 15-126 – 639 John Anderson Drive  
Local Historic Landmark Designation

**APPLICANT:** City of Ormond Beach

**PROJECT PLANNER:** S. Laureen Kornel, AICP, Senior Planner

**INTRODUCTION:** This is a request by Ms. Laura F. Leffler, daughter and authorized representative, acting on behalf of Wesley and Patricia Fink, property owners, to have the property located at 639 John Anderson Drive, placed on the City's Local Historic Landmarks List. Section 2-71 (Historic Districts and Landmarks) of the City of Ormond Beach Land Development Code requires that any designation of an historic landmark be adopted by Ordinance by the City Commission.

**BACKGROUND:** The subject property is located on the east side of John Anderson Drive, east of the Halifax River roughly ±130 linear feet north of the corner of John Anderson Drive and Amsden Road (Exhibit A – Location Aerial). The property was not included in the historic survey completed in 1986 and no Florida Master Site File exists. According to the Volusia County appraiser data, the home was constructed in 1910. The architectural style is consistent with Colonial Revival which was typically constructed between 1900 and 1930 in Florida. According to the applicant, the property was constructed by Dr. Charles M. Garth, III and his wife Clara after they moved from Kentucky to Ormond Beach. Little is known about Dr. Garth and his wife and their contributions to the community at the time they owned 639 John Anderson Drive. Wesley and Patricia Fink purchased the property from Clara Garth in 1955 and currently reside on the property.

The home is 2-story and sits on an acre of land (Exhibit B – Application). According to the applicant, the main part of the house is in its original state including sash windows. An addition to the rear of the house was added in the 1960's. The porch on the south side of the structure has been closed in. On the north side of the house, there was a garage attached to the kitchen. The wall between the garage and kitchen was removed to construct an eat-in kitchen and a new garage was built which is attached by a walkway. For the most part, the structure maintains its original architectural style. The city's 1986 Historic Properties Survey lists only one other property located within the City of Ormond Beach as having the Colonial Revival architectural style.

Historically, the subject property was much larger in acreage. The property directly to the north, 659 John Anderson Drive, which is also proposed for landmark designation as a separate agenda item under the October 19, 2015 HLPB agenda, was previously a part of the subject property and has a cottage that was a secondary structure to the 2-

story home. The cottage served to house the hired help. 639 John Anderson Drive was used to cultivate citrus which is an important factor in the social and economic development of Ormond Beach. The production of oranges supported a number of auxiliary businesses, and stimulated real estate promotion and sales drawing more settlers to the area. The home itself was constructed during the period between 1900 and 1920 which was the period of greatest expansion in the City of Ormond Beach.

**ANALYSIS:** As previously mentioned, section 2-71 of the Ormond Beach Land Development Code stipulates that a historic landmark designation may be placed on any historic structures or sites which meet any of the criteria listed below.

- A Exemplify or reflect the broad cultural, political, economic or social history of the nation, state or community.*
- B Are identified with historic personages or with important events in national, state or local history.*
- C Embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style, method of construction, or of indigenous materials or craftsmanship.*

Based on the established criteria and background history, the home at 639 John Anderson Drive most qualifies for landmark listing under criterion A and C as listed above. The site is identified with the Florida Citrus Boom which is an important factor in the social and economic development of Ormond Beach. The architectural style of the home is Colonial Revival. The City's Historic Properties Survey lists only one other property with the Colonial Revival architectural style located at 156 New Britain Avenue, The American Legion.

**RECOMMENDATION:** Staff recommends that the HLPB recommend **Approval** of the designation of the building located at 639 John Anderson Drive, to add this historically significant property to the Ormond Beach Historical Landmarks list.

# **EXHIBIT A**

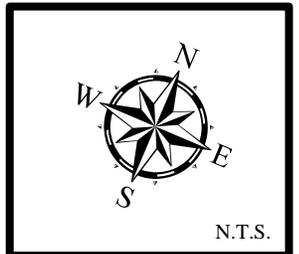
Location Aerial



**AERIAL MAP**  
**639 JOHN ANDERSON DRIVE**  
**(4210-01-00-0042)**

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Prepared By: The City of Ormond Beach  
G.I.S. Department - September 24, 2015



# **EXHIBIT B**

Historic Landmark  
Designation Application



CITY OF ORMOND BEACH

v3.2013

Planning Department

22 South Beach Street, Ormond Beach, FL 32174

Tel: (386) 676-3238

www.ormondbeach.org

comdev@ormondbeach.org

HISTORIC LANDMARK AND ARCHAEOLOGICAL SITE DESIGNATION - APPLICATION

For Planning Department Use

Application Number

LD 15-126

Date Submitted

9-22-15

FEES

There are no associated fees with applications for historic landmark and archaeological site designation.

APPLICANT INFORMATION

This application is being submitted by:  Property Owner daughter  Agent on behalf of Property Owner\*

Name

Wesley and Patricia Fink / Laura Leffler

Full Address

639 John Anderson Dr. Ormond Beach FL 32174

Telephone

386 441 3234 / 386 299 9378 (e)

Email

LLEFF567@AOL.COM

\* If this application is being submitted by a person other than the property owner, please provide the following Property Owner Information as well as a notarized letter designating you as agent.

\* Please call ex 11

PROPERTY OWNER INFORMATION\*\*

Name

They reside on property

Full Address

Telephone

Email

\*\* If the property owner does not reside on the property for which the application refers, please provide the following details.

PROPERTY DETAILS

Full Address

639 John Anderson Dr. Ormond Beach FL

Parcel ID Number

#421661000042 10-14-32-01-00-0042

Legal Description

Lot 4 W of Anderson & E of JA HWY ETC E 350 FT  
N 25 FT of P 1 of 3 Bellewood MB 1 PG 21 per OR  
7131 PG 1351

DESIGNATION JUSTIFICATION

Please provide details justifying the particular historic, architectural or cultural significance of the designation request.

Justification

See paragraph 4 of written description attached.

**CERTIFICATION**

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 visit 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 meeting.

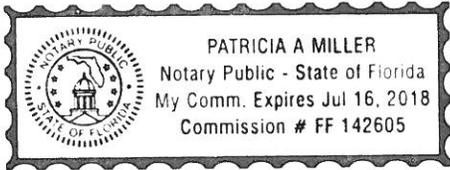
Signature: 

STATE OF FLORIDA  
COUNTY OF Volusia

The foregoing instrument was acknowledged before me this 21 day of Sept, 2015, by Laura Leffler  
as \_\_\_\_\_ (title\*) for \_\_\_\_\_ (name of corporation\*),  
who ( ) provided FLDL as identification, or ( ) who is personally known to me.

Patricia A Miller  
Notary Public, State of Florida  
My Commission Expires:

\* If you are executing this document on behalf of a corporation please complete the spaces with your title and the name of your company as indicated.



**NOTARIZED AUTHORIZATION OF OWNER**

I, Wesley A. Fink, Trustee of the Wesley A. Fink Living Trust, as the sole fee simple title holder of the property described as:

Short Parcel Number: 4210-01-00-0042 and 4210-01-00-0050

Authorize Laura F. Leffler to act as my agent to seek Ormond Beach Historic Landmark List on the above property.

Wesley A. Fink  
Wesley A. Fink  
Trustee of the Wesley A. Fink Living Trust

9/24/2015  
DATE

STATE OF FLORIDA  
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this 9/24/15  
(Date)

by Wesley A. Fink, who is personally  
(Name of person acknowledging)

known to me or who has produced \_\_\_\_\_ as  
(type of identification)

identification and who did not take an oath.



Bonnie Yamani  
NOTARY OF PUBLIC, STATE OF FLORIDA

Type of Print Name: Bonnie Yamani

Commission No.: EE 853780

My Commission Expires: 11/25/16

This property was built in 1910 by Dr. Charles M. Garth III and his wife Clara after they moved from Kentucky to Ormond. My parents purchased the property in 1955 from Clara and currently reside there.

It is a two story heart of pine framed colonial revival style home that sits on an acre lot. <sup>(see attached photo)</sup>

The main part of the house is in its original state including sash type windows. An addition to the back was added in the 1960's. The porch ~~on~~ the south side was closed in. On the north side there was a garage attached to the kitchen. The wall between the two <sup>were</sup> was removed to make an eat in kitchen and a new garage was built attached by a walkway.

The property was used as an orange grove and contributed agriculturally to the area in the early 1900's.

This home was constructed during the period of greatest expansion between 1900 and 1920 of Ormond Beach.





## Volusia County Property Appraiser

**Morgan B. Gilreath Jr.**  
M.A., A.S.A., C.F.A.



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Property Information

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Notice of Proposed Taxes
Estimate of Taxes

Parcel Information: 4210-01-00-0042 2015 Preliminary Tax Roll Last Updated: 09-20-2015

**Owner Name and Address**

<b>Alternate Key</b>	3033809	<b>Parcel Status</b>	Active Parcel (Real Estate)
<b>Short Parcel ID</b>	4210-01-00-0042	<b>Mill Group</b>	201 Ormond Beach
<b>Full Parcel ID</b>	10-14-32-01-00-0042	<b>2014 Final Mill Rate</b>	20.64470
<b>Created Date</b>	23 DEC 1981		
<b>Property Class</b>	01 Single Family		
<b>Ownership Type</b>	Trust	<b>Ownership Percent</b>	100
<b>Owner Name</b>	FINK WESLEY A TR		
<b>Owner Name/Address 1</b>	WESLEY A FINK LIVING TRUST		
<b>Owner Address 2</b>	639 JOHN ANDERSON DR		
<b>Owner Address 3</b>	ORMOND EACH FL		
<b>Owner Zip Code</b>	32176		
<b>Situs Address</b>	639 JOHN ANDERSON DR ORMOND BEACH 32176		

**Legal Description**  
LOT 4 W OF AMSDEN & E OF J A HWY EXC E 350 FT & N & E 25 FT OF LOT 3 BELLEWOOD MB 1 PG 21 PER OR 7131 PG 1351

**Sales History**

Book Page	Sale Date	Sale Instrument	Qualified Unqualified	Improved	Sale Price
7131 1351	06/2015	Warranty Deed	Unqualified Sale	Yes	100

**History of Values**

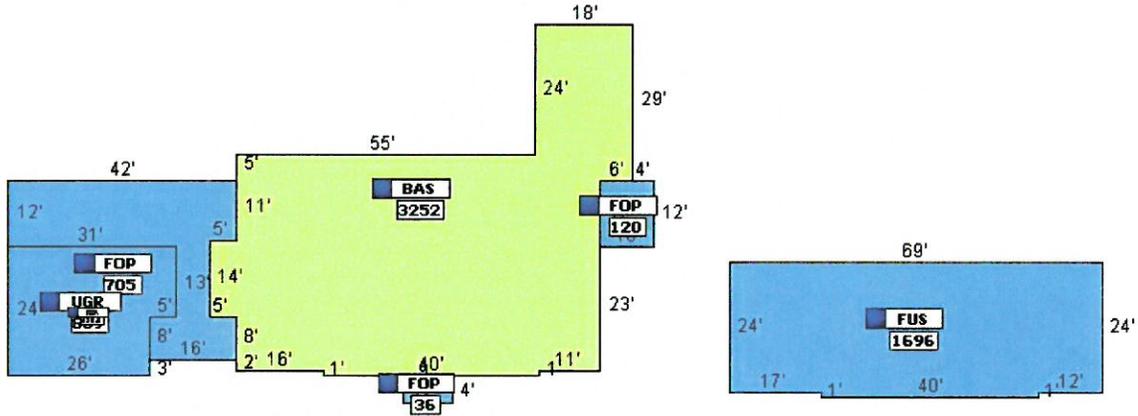
Year	Land	Bldg(s)	Misc. Impr.	Just Value	School Assessed	Non-School Assessed	School Exemption	School Taxable	Non-School Exemption	Non-School Taxable
2014	229,250	198,396	19,597	447,243	291,272	291,272	25,000	266,272	25,000	241,272
2013	101,394	252,436	19,304	373,134	286,967	286,967	25,000	261,967	25,000	236,967

Display Value History

**Land Data**

Code	Land Use Type	Frontage	Depth	No. Units	Unit Type	Rate	Depth	Loc	Shp	Phy	Just Value
0106	IMP PVD 1 - 1.99 AC		0.0	0.0	1.31	ACREAGE	175000.00	100	100	100	229,250
<b>Neighborhood</b> 3779 E/S OF JOHN ANDERSON DR. CITY											
<b>Total Land Classified</b>											0
<b>Total Land Just</b>											229,250

**Building Characteristics**  
Building Number: 67659 (Building 1 of 1)



Bldg. No.	Improvement Type	Base Perimeter	Year Built	Quality Grade	Architecture	Phys. Depr.	Func. Obs.	Loc. Obs.	Next Review
67659	Single Family		286	1910	450	35%	0%	0%	2999
<b>Roof Type</b>		<b>Floors</b>		<b>Bedrooms</b>		5	<b>4 Fixture Bath</b>		0
<b>Roof Cover</b>		<b>Wall Type</b>		<b>X Fixture Bath</b>		0	<b>5 Fixture Bath</b>		0
<b>Heat Type1</b>		<b>Heat Source1</b>		<b>2 Fixture Bath</b>		1	<b>6 Fixture Bath</b>		0
<b>Heat Type2</b>		<b>Heat Source2</b>		<b>3 Fixture Bath</b>		4	<b>7 Fixture Bath</b>		0
<b>Foundation</b>		<b>Year Remodeled</b>		<b>Fireplaces</b>		1	<b>A/C</b>		Yes
Section Number	Area Type	Exterior Wall Type		Number Stories	Year Built	Attic Finish	Bsmt Area	Bsmt Finish	Floor Area
001	Res BASE Area (BAS)	WOOD ON SHEATING OR PLYWD		1.0	1938	N	0%	0%	3252 Sq. Feet
002	Porch, Open Finished (FOP)	Non-Applicable		1.0	1910	N	0%	0%	120 Sq. Feet
003	Porch, Open Finished (FOP)	Non-Applicable		1.0	1910	N	0%	0%	705 Sq. Feet
005	Porch, Open Finished (FOP)	Non-Applicable		1.0	1910	N	0%	0%	36 Sq. Feet
006	Upper Story, Finished (FUS)	WOOD ON SHEATING OR PLYWD		1.0	1910	N	0%	0%	1696 Sq. Feet
007	Finished Garage (FGR)	Non-Applicable		1.0	1910	N	0%	0%	689 Sq. Feet

**Miscellaneous Improvements**

Improvement Type	Number of Units	Unit Type	Life	Year In	Grade	Length	Width	Depr. Value
UGM GARAGE MAS UFN	448 SF		45	1975	4	28	16	2,313
PTO PATIO/CONCLAB	726 SF		30	1975	3	66	11	529
OPR OPEN PORCH RES	344 SF		50	1975	1	43	8	801
PTO PATIO/CONCLAB	1,670 SF		30	1949	3	0	0	1,216
SER SCREEN ENC RES	2,806 SF		30	1949	3	0	0	2,817
RSP RES SWIM POOL	800 SF		30	1949	3	0	0	19,008

**Parcel Notes (Click button below to display Parcel Notes)**

**Planning and Building**

Permit Number	Permit Amount	Date Issued	Date Complete	Construction Description	Occupancy Number	Occupancy Bldg
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**Total Values**

<b>Land Value</b>	229,250	<b>New Construction Value</b>	0
<b>Building Value</b>	242,891	<b>City Econ Dev/Historic</b>	0
<b>Miscellaneous</b>	26,684		
<b>Just Value</b>	498,825	<b>Previous Just Value</b>	447,243
<b>School Assessed</b>	293,602	<b>Previous School Assessed</b>	291,272
<b>Non-School Assessed</b>	293,602	<b>Previous Non-School Assessed</b>	291,272
<b>Exemption Value</b>	25,000	<b>Previous Exemption Value</b>	25,000
<b>Additional Exemption Value</b>	25,000	<b>Previous Additional Exemption Value</b>	25,000
<b>School Taxable</b>	268,602	<b>Previous School Taxable</b>	266,272
<b>Non-School Taxable</b>	243,602	<b>Previous Non-School Taxable</b>	241,272

**MapIT:** Your basic parcel record search including lot dimensions.

**PALMS:** Basic parcel record searches with enhanced features.

**Map Kiosk:** More advanced tools for custom searches on several layers including parcels.



# STAFF REPORT

## City of Ormond Beach Department of Planning

**DATE:** October 5, 2015

**SUBJECT:** LD 15-127 – 659 John Anderson Drive  
Local Historic Landmark Designation

**APPLICANT:** City of Ormond Beach

**PROJECT PLANNER:** S. Laureen Kornel, AICP, Senior Planner

**INTRODUCTION:** This is a request by Ms. Leffler, daughter and authorized representative, acting on behalf of Wesley and Patricia Fink, property owners, to have the property located at 659 John Anderson Drive, placed on the City's Local Historic Landmarks List. Section 2-71 (Historic Districts and Landmarks) of the City of Ormond Beach Land Development Code requires that any designation of an historic landmark be adopted by Ordinance by the City Commission.

**BACKGROUND:** The subject property is located on the east side of John Anderson Drive, east of the Halifax River roughly ±290 linear feet north of the corner of John Anderson Drive and Amsden Road (Exhibit A – Location Aerial). The property was not included in the historic survey completed in 1986 and no Florida Master Site File exists. According to the Volusia County appraiser data, the cottage was constructed in 1910.

The architectural style of the 1-story cottage is consistent with Framer Vernacular, an architectural style associated with the Florida Boom (Exhibit B – Application). According to the applicant, the property was once a part of a larger tract of land known today as 639 John Anderson Drive. The cottage was a secondary structure to the home located at 639 John Anderson Drive where the hired help resided. It is believed to have been constructed by Dr. Charles M. Garth, III and his wife Clara after they moved from Kentucky to Ormond Beach and constructed their home at 639 John Anderson Drive which is also being proposed for landmark designation under the October 19, 2015, agenda as a separate agenda item. Little is known about Dr. Garth and his wife and their contributions to the community at the time they lived in the Ormond Beach area. Wesley and Patricia Fink purchased the property from Clara Garth in 1955 and they currently reside at 639 John Anderson Drive. According to the applicant, 639 John Anderson Drive was likely subdivided after the Finks purchased the property in 1955 which then resulted in the creation of 659 John Anderson Drive.

The cottage's association with the home at 639 John Anderson Drive as the residence of hired help would make its historical significant the same as 639 John Anderson Drive which was used to cultivate citrus which is an important factor in the social and economic development of Ormond Beach. The production of oranges supported a number of auxiliary businesses, and stimulated real estate promotion and sales drawing more settlers to the area. The cottage itself along with the home at 639 John Anderson

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Drive was constructed during the period between 1900 and 1920 which was the period of greatest expansion in the City of Ormond Beach.

**ANALYSIS:** As previously mentioned section 2-71 of the Ormond Beach Land Development Code stipulates that a historic landmark designation may be placed on any historic structures or sites which meet any of the criteria listed below.

- A Exemplify or reflect the broad cultural, political, economic or social history of the nation, state or community.*
- B Are identified with historic personages or with important events in national, state or local history.*
- C Embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style, method of construction, or of indigenous materials or craftsmanship.*

Based on the established criteria and background history, the cottage at 659 John Anderson Drive most qualifies for listing under criterion A and C as listed above. The site is identified with the Florida Citrus Boom which is an important factor in the social and economic development of Ormond Beach. The architectural style of the home is Frame Vernacular a style typically constructed during the Florida Boom

**RECOMMENDATION:** Staff recommends that the HLPB recommend **Approval** of the designation of the building located at 659 John Anderson Drive, to add this historically significant property to the Ormond Beach Historical Landmarks list.

# **EXHIBIT A**

Location Aerial



659 JOHN ANDERSON DR  
(4210-01-00-0050)

SUBJECT  
PROPERTY

OCEAN TERRACE WEST

JOHN ANDERSON DRIVE

NORTH HALIFAX DRIVE

AMSDEN ROAD

NICHOLAS DRIVE

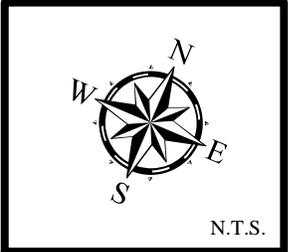
NICHOLAS COURT



**AERIAL MAP**  
**659 JOHN ANDERSON DRIVE**  
**(4210-01-00-0050)**

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Prepared By: The City of Ormond Beach  
G.I.S. Department - September 24, 2015



# **EXHIBIT B**

Historic Landmark  
Designation Application



CITY OF ORMOND BEACH

v3.2013

Planning Department

22 South Beach Street, Ormond Beach, FL 32174

Tel: (386) 676-3238

www.ormondbeach.org

comdev@ormondbeach.org

HISTORIC LANDMARK AND ARCHAEOLOGICAL SITE DESIGNATION - APPLICATION

For Planning Department Use

Application Number

Date Submitted

9-22-15

FEES

There are no associated fees with applications for historic landmark and archaeological site designation.

APPLICANT INFORMATION

This application is being submitted by:  Property Owner daughter  Agent on behalf of Property Owner\*

Name

Wesley and Patricia Fink / Laura Leffler

Full Address

659 John Anderson Dr. Ormond Beach FL 32176

Telephone

386 441/3234 / 386 2999378 (c)

Email

LLEFF567@AOL.com

\* If this application is being submitted by a person other than the property owner, please provide the following Property Owner Information as well as a notarized letter designating you as agent.

\* Please call cell

PROPERTY OWNER INFORMATION\*\*

Name

They reside on property

Full Address

659 John Anderson Dr. Ormond Beach FL 32176

Telephone

Email

\*\* If the property owner does not reside on the property for which the application refers, please provide the following details.

PROPERTY DETAILS

Full Address

659 John Anderson Dr. Ormond Beach, FL 32176

Parcel ID Number

10-14-32-01-00-0050

Legal Description

Lot 5 W of Fire Trail 2 E of JA Hwy EXCE 175 Ft x Inc 5 16.5 Ft of W 212 Ft of lot 6 W of Fire Trail 2 E of JA Hwy Belkwood per or 7131 PG 1349

DESIGNATION JUSTIFICATION

Please provide details justifying the particular historic, architectural or cultural significance of the designation request.

Justification

see attached written description

**CERTIFICATION**

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 visit 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 meeting.

Signature: *[Handwritten Signature]*

STATE OF FLORIDA .  
COUNTY OF Volusia

The foregoing instrument was acknowledged before me this 21 day of Sep, 2015, by Laura Leffler  
as \_\_\_\_\_ (title\*) for \_\_\_\_\_ (name of corporation\*),  
who ( ) provided FLDL as identification, or ( ) who is personally known to me.

Patricia A Miller  
Notary Public, State of Florida  
My Commission Expires:

\* If you are executing this document on behalf of a corporation please complete the spaces with your title and the name of your company as indicated.



**NOTARIZED AUTHORIZATION OF OWNER**

I, Wesley A. Fink, Trustee of the Wesley A. Fink Living Trust, as the sole fee simple title holder of the property described as:

Short Parcel Number: 4210-01-00-0042 and 4210-01-00-0050

Authorize Laura F. Leffler to act as my agent to seek Ormond Beach Historic Landmark List on the above property.

Wesley A. Fink  
Wesley A. Fink  
Trustee of the Wesley A. Fink Living Trust

9/24/2015  
DATE

STATE OF FLORIDA  
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this 9/24/15  
(Date)

by Wesley A. Fink, who is personally  
(Name of person acknowledging)

known to me or who has produced \_\_\_\_\_ as  
(type of identification)

identification and who did not take an oath.

[Signature]  
NOTARY OF PUBLIC, STATE OF FLORIDA



Type of Print Name: Bonnie Yamani

Commission No.: EE 853780

My Commission Expires: 11/25/16

This acre plus lot to the north of 639 John Anderson has a small 1 bed / 1 bath cottage built in 1910 to house the hired help for Clara and Charles Garth and is part of the estate.

It is in its original state with the exception of a back sun room added on and the fireplace chimney being removed due to separation from the building.

I believe the architectural style to be Shotgun, and was also constructed during the Florida Land boom, a period of rapid ~~exuberant~~ growth.







# Volusia County Property Appraiser

Morgan B. Gilreath Jr.  
M.A., A.S.A., C.F.A.



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Home Search Choices Search By Parcel Number **Property Information**

Notice of Proposed Taxes Estimate of Taxes

Parcel Information: 4210-01-00-0050 **2015 Preliminary Tax Roll** Last Updated: 09-20-2015

### Owner Name and Address

<b>Alternate Key</b>	3033825	<b>Parcel Status</b>	Active Parcel (Real Estate)
<b>Short Parcel ID</b>	4210-01-00-0050	<b>Mill Group</b>	201 Ormond Beach
<b>Full Parcel ID</b>	10-14-32-01-00-0050	<b>2014 Final Mill Rate</b>	20.64470
<b>Created Date</b>	23 DEC 1981		
<b>Property Class</b>	01 Single Family		
<b>Ownership Type</b>	Trust	<b>Ownership Percent</b>	100
<b>Owner Name</b>	FINK WESLEY A TR		
<b>Owner Name/Address 1</b>	WESLEY A FINK LIVING TRUST		
<b>Owner Address 2</b>	639 JOHN ANDERSON DR		
<b>Owner Address 3</b>	ORMOND EACH FL		
<b>Owner Zip Code</b>	32176		
<b>Situs Address</b>	659 JOHN ANDERSON DR ORMOND BEACH 32176		

### Legal Description

LOT 5 W OF FIRE TRAIL & E OF J A HWY EXC E 175 FT & INC S 16.5 FT OF W 212 FT OF LOT 6 W OF FIRE TRAIL & E OF J A HWY BELLEWOOD PER OR 7131 PG 1349

### Sales History

Book Page	Sale Date	Sale Instrument	Qualified Unqualified	Improved	Sale Price
7131 1349	06/2015	Warranty Deed	Unqualified Sale	Yes	100

### History of Values

Year	Land	Bldg(s)	Misc. Impr.	Just Value	School Assessed	Non-School Assessed	School Exemption	School Taxable	Non-School Exemption	Non-School Taxable
2014	344,750	18,621	976	364,347	153,841	153,841	0	153,841	0	153,841
2013	152,478	24,081	976	177,535	151,567	151,567	0	151,567	0	151,567

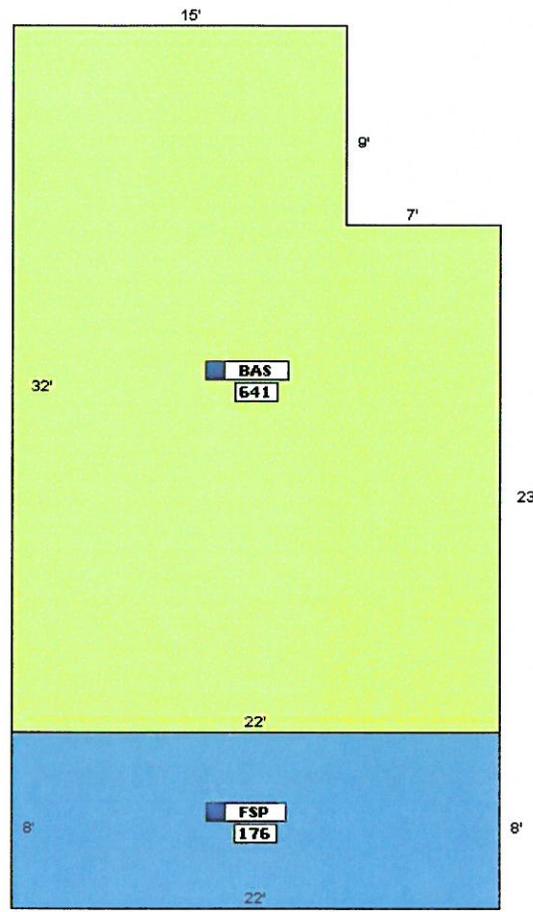
[Display Value History](#)

### Land Data

Code	Land Use Type	Frontage	Depth	No. Units	Unit Type	Rate	Depth	Loc	Shp	Phy	Just Value
0106	IMP PVD 1 - 1.99 AC	0.0	0.0	1.97	ACREAGE	175000.00	100	100	100	100	344,750
<b>Neighborhood</b> 3779 E/S OF JOHN ANDERSON DR. CITY											
<b>Total Land Classified</b>											0
<b>Total Land Just</b>											344,750

### Building Characteristics

Building Number: 67660 (Building 1 of 1)



Bldg. No.	Improvement Type	Base Perimeter	Year Built	Quality Grade	Architecture	Phys. Depr.	Func. Obs.	Loc. Obs.	Next Review	
67660	Single Family	108	1910	250		27%	35%	0%	2999	
<b>Roof Type</b>	GABLE	<b>Floors</b>			<b>Bedrooms</b>	1	<b>4 Fixture Bath</b>		0	
<b>Roof Cover</b>	ASPHALT SHINGL	<b>Wall Type</b>		Wallbd/Wood	<b>X Fixture Bath</b>	0	<b>5 Fixture Bath</b>		0	
<b>Heat Type1</b>	Convection	<b>Heat Source1</b>		Oil	<b>2 Fixture Bath</b>	0	<b>6 Fixture Bath</b>		0	
<b>Heat Type2</b>		<b>Heat Source2</b>			<b>3 Fixture Bath</b>	1	<b>7 Fixture Bath</b>		0	
<b>Foundation</b>	Concrete Block	<b>Year Remodeled</b>			<b>Fireplaces</b>	1	<b>A/C</b>		No	
<b>Section Number</b>	<b>Area Type</b>	<b>Exterior Wall Type</b>			<b>Number Stories</b>	<b>Year Built</b>	<b>Attic Finish</b>	<b>Bsmt Area</b>	<b>Bsmt Finish</b>	<b>Floor Area</b>
001	Res BASE Area (BAS)	SGL SIDING, W.FR.NO SHEAT.			1.0	1910	N	0%	0%	641 Sq. Feet
002	Porch, Screened Finished (FSP)	Non-Applicable			1.0	1910	N	0%	0%	176 Sq. Feet

**Miscellaneous Improvements**

Improvement Type	Number of Units	Unit Type	Life	Year In	Grade	Length	Width	Depr. Value
RSH SHED RES	304	SF	20	1940	3	19	16	520

**Parcel Notes (Click button below to display Parcel Notes)**

**Planning and Building**

Permit Number	Permit Amount	Date Issued	Date Complete	Construction Description	Occupancy Number	Occupancy Bldg
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**Total Values**

Land Value	344,750	New Construction Value	0
Building Value	22,541	City Econ Dev/Historic	0
Miscellaneous	520		
Just Value	367,811	Previous Just Value	364,347
School Assessed	155,072	Previous School Assessed	153,841
Non-School Assessed	155,072	Previous Non-School Assessed	153,841
Exemption Value	0	Previous Exemption Value	0
Additional Exemption Value	0	Previous Additional Exemption Value	0

<b>School Taxable</b>	155,072 <b>Previous School Taxable</b>	153,841
<b>Non-School Taxable</b>	155,072 <b>Previous Non-School Taxable</b>	153,841

<a href="#">MapIT</a>	<a href="#">PALMS</a>	<a href="#">Map Kiosk</a>
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**MapIT:** Your basic parcel record search including lot dimensions.  
**PALMS:** Basic parcel record searches with enhanced features.  
**Map Kiosk:** More advanced tools for custom searches on several layers including parcels.



# **EXHIBIT B**

**August 17, 2015 HLPB Meeting Minutes**

# M I N U T E S

## ORMOND BEACH HISTORIC LANDMARK PRESERVATION BOARD

### Regular Meeting

August 17, 2015

4:00 PM

#### Ormond Beach City Hall

Training Room

22 South Beach Street

Ormond Beach, Florida

#### I. CALL TO ORDER

Chairman Dr. Philip Shapiro called the meeting to order at 4:00 p.m.

#### II. ROLL CALL

##### Members Present

Shannon Julien  
Ann Eifert  
Chris Meyer  
Erick Palacios  
Robert Selover  
Dr. Philip Shapiro  
Robert Walsh  
Ellen Needham (excused)  
Shelley Ann Lee (excused)

##### Staff Present

Ann-Margaret Emery, Assistant City Attorney  
Laureen Kornel, AICP, Senior Planner  
Melanie Nagel, Recording Technician

Dr. Shapiro welcomed new member, Chris Meyer and reviewed the basics of the Sunshine Law with Mr. Meyer.

#### III. APPROVAL OF MINUTES

##### A. April 20, 2015

**Mr. Walsh moved to approve the April 20, 2015 Minutes. Ms. Julien seconded the motion. Vote was called and the motion unanimously approved.**

Dr. Shapiro stated that in the packet there was an update regarding the Master Stormwater Plan on 54 Lincoln Avenue, and he asked the Board members if they had a chance to look it over. Dr. Shapiro asked if anyone had any questions, and no one did.

#### IV. PUBLIC HEARING

##### **LD 15-107: 137 Orchard Lane Historic Landmark Designation**

Ms. Laureen Kornel, Senior Planner, stated that this is a Landmark Designation application for 137 Orchard Lane, which is north of E. Granada Blvd. The application

was initiated by the property owner, Mr. Thomas Massfeller. The Nathan Cobb Cottage was built in 1896 by William Hope Fagen, who was a member of one of the pioneer families of the city of Ormond Beach. The home was built from lumber from a wrecked ship off the coast of Ormond Beach called the Nathan Cobb. The details of the history of the property have been included in the packets. The cottage qualifies for listing under criterion B and C of section 2-71 of the Land Development Code. If the designation is approved today, it will go before the Planning Board and City Commission at a later date. Staff recommends approval.

Dr. Shapiro stated that in exhibit C there is an entire Who's Who of the pioneers of this community. The local landmarks aren't just about a local structure or site being preserved. It is also about the culture and the history of the community. The Nathan Cobb Cottage very much typifies the history and culture when the community was being founded by the pioneers.

Dr. Shapiro thanked the applicant, Mr. Massfeller, for stepping forward and doing the right thing with this property. Dr. Shapiro isn't sure why this property hasn't come before the board previously, but he is glad that it has finally been brought before the board.

Mr. Selover stated that Mr. Massfeller's application stated that the property was built in 1897, but the background information states that it was built in 1896. Ms. Kornel stated that she typically uses the date of construction recorded with the State's master site file. In this case, the master site file recorded the property as having been constructed in 1896. Ms. Kornel acknowledged the discrepancy between the Master Site and the known date of the ship wreck being 1896 and the date of construction of the cottage actually being 1897. Mr. Massfeller advised he believed the date of the construction of the cottage to be 1897. Ms. Kornel advised that she would be sure to include in proceeding staff reports to the City Planning Board and City Commission that the ship was wrecked in December of 1896, but the house would have actually been built in 1897.

Mr. Walsh asked why this property wouldn't have made the 1986 original landmark report. Ms. Kornel stated that she has no idea why it didn't get included.

Ms. Julien asked Ms. Kornel if she was working for the City in 1986. Ms. Kornel replied no. Ms. Julien went on to explain that typically the City will pull out certain areas at a time and go road by road to determine if there are any historical properties. And not every area can be covered and research done on it. Ms. Kornel stated that she has noticed that there seems to be a number of older properties located beachside that have not been included with the 1986 Survey.

Applicant, Mr. Massfeller, stated that he has preserved the exterior of the property and has updated several features of the interior. The previous owner had started making some changes and he has finished everything. Dr. Shapiro thanked Mr. Massfeller for working on the property, because when a historical structure gets lost, it is gone for all time.

**Mr. Walsh moved to approve LD 15-107: 137 Orchard Lane Historic Landmark Designation, as submitted. Ms. Julien seconded the motion. Vote was called, and the motion unanimously approved (7-0).**

**V. MEMBER COMMENTS**

Dr. Shapiro stated that the City wants to put together a Historic Preservation Plan about what to do with various sites, whether it be the Ames House, the Three Chimneys, the MacDonald House. As chair of this board, he has not been approached by the City for any input, and he doesn't want to act on his own, but would like the support of the board to ask the mayor, city manager and commissioners that this board be included in any meetings to discuss this Historic Preservation Plan. Ms. Kornel stated that she can't see the commissioners being exclusionary, since they know this board exists and knows the objectives of the board. Dr. Shapiro stated that he isn't looking to tell anyone what to do, but believes this board can provide meaningful input to the plan, should one be proposed.

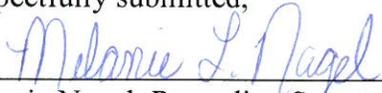
**VI. PUBLIC COMMENTS**

None.

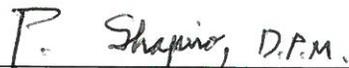
**IX. ADJOURNMENT**

The meeting was adjourned at 4:22 p.m.

Respectfully submitted,

  
\_\_\_\_\_  
Melanie Nagel, Recording Secretary

ATTEST:

  
\_\_\_\_\_  
Dr. Philip J. Shapiro, Chairman

*Minutes transcribed by Melanie Nagel*

# **EXHIBIT C**

**October 19, 2015 HLPB Meeting Minutes**

# M I N U T E S

## ORMOND BEACH HISTORIC LANDMARK PRESERVATION BOARD

### Regular Meeting

October 19, 2015

4:00 PM

#### **Ormond Beach City Hall**

Training Room

22 South Beach Street

Ormond Beach, Florida

#### **I. CALL TO ORDER**

Chairman Dr. Philip Shapiro called the meeting to order at 4:00 p.m.

#### **II. ROLL CALL**

##### Members Present

Shannon Julien  
Ann Eifert  
Shelley Ann Lee  
Chris Meyer  
Ellen Needham  
Erick Palacios  
Robert Selover  
Dr. Philip Shapiro  
Robert Walsh

##### Staff Present

Ann-Margaret Emery, Assistant City Attorney  
Laureen Kornel, AICP, Senior Planner  
Melanie Nagel, Recording Technician

Dr. Shapiro welcomed new member, Shelley Ann Lee and reviewed the basics of the Sunshine Law with Ms. Lee.

#### **III. APPROVAL OF MINUTES**

##### **A. August 17, 2015**

**Mr. Selover moved to approve the August 17, 2015 Minutes. Ms. Julien seconded the motion. Vote was called and the motion unanimously approved.**

#### **IV. PUBLIC HEARING**

##### **LD 15-126: 639 John Anderson Drive Historic Landmark Designation**

Dr. Shapiro opened the Public Hearing on LD 15-126.

Ms. Laureen Kornel, Senior Planner, stated that this is a Landmark Designation application for 639 John Anderson Drive. This property was built in 1910 and the architectural style is along the lines of Colonial Revival. The details of the history of the

property have been included in the staff report and staff is recommending approval under Criterion A and C.

Dr. Shapiro stated that under the analysis on page 2, when that property was built in 1910, people didn't call this Ormond, but it was called The Village. Dr. Shapiro stated that the original homeowners, Dr. and Mrs. Garth, were probably well connected prominent people and with the passage of time a written record documenting their role in the City's history may have been lost. He further stated that the property they built is an impeccable and magnificent, well-maintained property to this day. If there were written records going back to that time, staff would have included those records in the staff report. Ms. Kornel advised that she was not able to ascertain the history of the original owners of the subject property either through written records or through the applicant. As such, staff was recommending historic landmark designation under criterion A and C.

**Ms. Julien moved to approve LD 15-126: 639 John Anderson Drive Historic Landmark Designation, as submitted. Mr. Walsh seconded the motion. Vote was called, and the motion unanimously approved (9-0).**

Dr. Shapiro closed the Public Hearing on LD 15-126.

#### **LD 15-127: 659 John Anderson Drive Historic Landmark Designation**

Dr. Shapiro opened the Public Hearing on LD 15-127.

Ms. Laureen Kornel, Senior Planner, stated that this is a Landmark Designation application for 659 John Anderson Drive. This property was also built in 1910 and the architectural style is frame vernacular. This house served as the living quarters for the hired help for 639 John Anderson Drive, the previous case recommended for historic landmark designation. The details of the history of the property have been included in the staff report and staff is recommending approval under Criterion A and C.

Dr. Shapiro asked for any discussion. There was none. Dr. Shapiro asked Ms. Kornel how many historical properties are listed. Ms. Kornel stated that there are presently about 54 historic designated landmark properties.

Mr. Selover asked if these two properties have always been owned by the same people, why are we designating them separately? Is it because they are two separate tax parcels? Ms. Kornel responded that in fact properties are listed by address and that staff keeps track of the landmark designations also by tax parcel identification numbers to ensure accuracy and prevent any discrepancies.

**Ms. Julien moved to approve LD 15-127: 659 John Anderson Drive Historic Landmark Designation, as submitted. Ms. Needham seconded the motion. Vote was called, and the motion unanimously approved (9-0).**

Dr. Shapiro closed the Public Hearing on LD 15-127.

## **V. MEMBER COMMENTS**

Dr. Shapiro stated that every time this Board puts something on the local landmarks list, we promote local historic preservation and continuity of the community's cultural and historical identity. Dr. Shapiro has heard that the City will be working on a Historic Preservation Plan, but he has not been contacted about the Board being included in any conversation about the Plan. Ms. Kornel stated that she understands the City may be interested in doing a Structures Report for three historic resources. Dr. Shapiro state that if Ms. Kornel hears anything about a meeting to discuss a Plan, could she let the Board members know. Ms. Kornel stated that if she is given that information, then she certainly will let Board members know.

**VI. PUBLIC COMMENTS**

None.

**IX. ADJOURNMENT**

The meeting was adjourned at 4:15 p.m.

Respectfully submitted,

---

Melanie Nagel, Recording Secretary

ATTEST:

---

Dr. Philip J. Shapiro, Chairman

*Minutes transcribed by Melanie Nagel*

# **EXHIBIT D**

**Proposed Amendment – Section 2-71,  
Chapter 2, Article VI**

J. *No changes.*

(k)

*Ormond Beach Historic Landmarks list.*

- (1) 25 Riverside Drive, the Casements.
- (2) 150 South Beach Street, the Lippincott Mansion.
- (3) 42 North Beach Street, the Anderson-Price Memorial Library.
- (4) 110 North Beach Street, the Corbin Family Estate.
- (5) 104 South Beach Street, the Clements House.
- (6) 173 South Beach Street, the Ames House.
- (7) 186 South Beach Street, the Last Straw or Oaks Ames House.
- (8) 76 Central Avenue, the Hatten Home.
- (9) 33 Dix Avenue, the Moore Home.
- (10) 160 East Granada Boulevard, the Old Fire Station No. 91.
- (11) 11-23 West Granada Boulevard, the Buschman Building.
- (12) 57 West Granada Boulevard, the Hanson Building.
- (13) 174 Grove Street, the Wilmer Home.
- (14) 253 John Anderson Drive, the Lisnaroe/"By the Water" Estate.
- (15) Reserved.
- (16) 31 Lincoln Avenue, the Lawson House.
- (17) 61 Lincoln Avenue, the George Cusack Home.
- (18) 75 Lincoln Avenue, the Pearson Home.
- (19) 156 New Britain Avenue, the American Legion Hall.
- (20) 143 Ocean Shore Boulevard, the Treasure Trove.
- (21) 71 Orchard Lane, the Bracken Cabin.
- (22) 175 Orchard Lane, the Delaney Cottage House.
- (23) 127 Riverside Drive, the Rockefeller House.
- (24) 63 Seville Street, the Barbie House.
- (25) 115 South Yonge Street, the New Bethel AME Church.
- (26) 44 South Halifax Drive, the original St. James Episcopal Church.
- (27) 48 Lincoln Avenue, the Ross House.
- (28) 195 Riverside Drive, the Bosarve Site.
- (29) 70 Highland Avenue, the Jacobson House.
- (30) 41 North Beach Street, the Village Improvement Gardens.
- (31) 215 Seton Trail, the Hillside Cemetery.
- (32) 528 South Beach Street, the Ruth House.
- (33) 2 John Anderson Drive, the Hotel Ormond Cupola.
- (34) 38 East Granada Boulevard, the MacDonald House.
- (35) 196 South Beach Street, the Indian Mound Park.
- (36) 208 Central Avenue, the former Rigby Elementary School.
- (37) 195 South Beach Street, the Whim Gardens at Ames Park.
- (38) 54 South Ridgewood Avenue, the Wardwell and Penfield Gravesites.

- (39) 33 Ocean Shore Boulevard, the Prettyman House.
- (40) 791 West Granada Boulevard, the Pilgrim's Rest Cemetery.
- (41) 140 S. Orchard Street, the Gethsemane Cemetery.
- (42) 106 Marvin Road, the Fagen-Marvin Cemetery.
- (43) 380 Tymber Run, the Groover Creek Cemetery.
- (44) 242 Tomoka Avenue, the former St. John Missionary Baptist Church.
- (45) 63 North Beach Street, the Ormond Yacht Club.
- (46) 103 Lincoln Avenue, the site of the first Ormond Beach School.
- (47) 39 North Ridgewood Avenue.
- (48) 100 Corbin Avenue, the Ormond Elementary School.
- (49) 101 Corbin Avenue, the Ormond Elementary School Stone Wall.
- (50) 1 North Beach Street, the Pilgrim's Rest Primitive Baptist Church.
- (51) 1 Sanchez Avenue, two (2) Coquina Monuments.
- (52) 45 South Halifax Drive, the Emmons Cottage.
- (53) 56 North Beach Street, the Ormond Beach Union Church.
- (54) 715 West Granada Boulevard, the Three Chimneys.
- (55) 137 Orchard Lane – the Nathan Cobb Cottage.
- (56) 639 John Anderson Drive
- (57) 659 John Anderson Drive

**SECTION 2-72: *No Changes.***

# STAFF REPORT

## City of Ormond Beach Department of Planning

**DATE:** November 24, 2015

**SUBJECT:** 2015 Capital Improvements Element (CIE) Annual Update

**APPLICANT:** Administrative

**NUMBERS:** MM 15-114

**PROJECT PLANNER:** S. Laureen Kornel, AICP, Senior Planner

**INTRODUCTION:** Each year local governments must update their Capital Improvements Element (CIE), including the Five-Year Schedule of Capital Improvements (Schedule) to demonstrate funded or planned to fund the public facility improvements needed to support their population (163.3177 Florida Statutes). These facilities include water, sewer, stormwater, solid waste, roads, parks, and schools. The subject Annual Update is administrative and updates the schedules of CIE of the City of Ormond Beach Comprehensive Plan, in accordance with State law. This update does not include any text changes to the goals, objectives and policies of the CIE.

**BACKGROUND:** Local governments are mandated to plan for the availability of public facilities and services to support development and the impacts of such development. The purpose of the CIE and the Schedule is to identify the capital improvements needed to implement the Comprehensive Plan and ensure adopted Level of Service (LOS) Standards are achieved and maintained for concurrency-related facilities. This CIE commences in the fiscal year 2015/2016 and identifies potential projects for the initial five-year planning period.

The capital improvements schedule is not required to be submitted as a comprehensive plan amendment pursuant to the submittal procedures required by Section 163.3184, F.S. Other revisions related to the capital improvements schedule such as map amendments or level of service revisions may not be adopted in the same ordinance. The CIE annual update is limited solely to the schedule itself. The conditions governing the notice and hearing are the same as those required for the adoption of any local ordinance. The City is no longer required to submit the adoption ordinance and updated schedule to the Department of Economic Opportunity, but as a courtesy will continue to do so. Finally, the statutory definition of "financial feasibility" and the December deadline were removed by House Bill 7207.

**DISCUSSION:** The CIE Schedule includes all projects required to meet or maintain adopted LOS standards for concurrency-related facilities or implement the Goals, Objectives, and Policies of the Comprehensive Plan. The concurrency management system for the City of Ormond Beach is established by policy in the City's Comprehensive Plan, and administered through regulations contained within the City's Land Development Code. The Planning Department is responsible for regularly

monitoring the cumulative effect of all approved Development Orders and Development Permits on the capacity of public facilities. In addition to the individual concurrency reviews for current development proposals, staff has identified and provided a brief summary of most of the public facilities and services subject to concurrency review at sufficient levels.

Recreation & Open Space: Based on the 2010 Census data the population of Ormond Beach is 38,137. The City's adopted comprehensive plan applies a level of service of 13 acres per 1,000 people. According to the adopted Parks and Recreation Master Plan Study there are approximately 472 total acres of parkland in Ormond Beach. Since the adoption of the Study the following additional parkland acres have been acquired: Ormond Crossings (17 acres), linear parks (7 acres), Andy Romano Beachfront Park (4.07 acres) and Central Park (7.94 acres). Since the last update of the CIE in 2014 there have been no parklands acquired. The current total number of acres of parkland in Ormond Beach remains at 508.01 acres as reported in 2014. The City exceeds its LOS standard by approximately 12.2 acres. The City will likely need to review proposed facility improvements based on available funding.

Sanitary Sewer: The existing wastewater treatment plant is currently permitted for a rated capacity of 8 Million Gallons per Day (MGD) for wastewater influent flow from the sanitary sewer collection system. The City, in December 2014, FDEP Operating Permit for the 8 MGD Treatment Facility to include expansion of the City's reclaimed water land application design capacity to 9.40 MGD having a service area to 3,500 acres. The most recent annual period average daily flow to the facility is 4.50 MGD. The most recent annual period average daily treated effluent flow to reuse customers is (3.15 +/-) MGD. Approved development projects proposed for waste water treatment added with current wastewater plant flow is estimated at 5.80 MGD at build out. The plant capacity remaining is 2.20 MGD if all approved projects are built out. The LOS for sanitary sewer continues to be met.

Potable Water: The City operates a single water treatment plant having a permitted and rated capacity remaining at 12 MGD. Demand and capacity has not changed much from last year. The existing demand for water use during the most recent annual period is 5.30 MGD. When the proposed projects for the City's service area are added to the existing demand, the total is 7.32 MGD. There is a remaining capacity of 4.68 MGD if all approved projects are built out. The LOS for potable water service continues to be met.

Solid Waste: The City maintains a solid waste, recycling, yard waste and construction/demolition debris roll-off collection program through a private contractor. Current manual solid waste collection occurs twice per week per residential unit, with recycling and yard waste collection occurring once per week. Roll-off collection is customer generated and is an as needed basis. Commercial or mechanical solid waste collection occurs from a minimum of three days per week to a maximum of six days per week. Solid waste collections average 5.13 per capita (up from 5.11 pounds per capita in 2014). In addition, recycling collections average 7.01 pounds per capita (up from 6.87

per capita in 2014) as the City continues to recycle more each year. While the City's solid waste collections exceed the adopted LOS Standard (4.0 pounds per capita), the amount of solid waste generated by individuals is something the City cannot control. The City will continue to promote recycling programs and work toward achieving the adopted LOS Standard.

Traffic: The city maintains a traffic concurrency monitoring system for new development in the city. Concurrency determinations differ in the designated multi-modal corridors than outside of the corridors. Inside the designated multimodal corridors of US 1, SR40 and A1A, the focus is on road efficiency improvements only and transit and non-motorized (trails and sidewalks) with the purpose of reducing vehicle miles travelled. Outside of the designated multimodal corridors, the focus is on maintaining road capacity to meet LOSS. County and State roadways which are impacted by Ormond Beach development have segments that do not meet adopted LOS Standards. West Granada Boulevard (SR 40) had an LOS of E between US 1 and Halifax in 2014, and has an LOS F between Clyde Morris Road and I95 in 2020 and 2025, Rima Ridge to Tymber Creek in 2025, Williamson with LOS D in 2020 and 2025, and Hand Avenue with LOS E and F in 2020 and 2025 respectively.

The City's updated Long Term Roadway Assessment for 2014-25 indicates that should traffic trends continue, segments of Granada Boulevard (2013, 2020 and 2025), Williamson (2020, 2025) and Hand Avenue (2020 and 2025) will have an LOS of D or worse. During 2014, only one segment of road that is impacted by the City approval of development has an LOS below the adopted LOS. The City has designated US 1, A1A and SR 40 multimodal corridors where a mobility fee will be assessed in lieu of a transportation impact fee that will focus on transit, non-motorized improvements and transportation efficiency improvements. Increasing road capacity is highly unlikely along these designated road corridors since they are policy constrained due to the high costs for right-of-way purchase. Reducing vehicle miles travelled through multimodal strategies will become increasing important.

Public Schools: Based on the most up to date LOS Tables provided by the School Board from 2015, overall the City is currently meeting its LOS Standards.

The subject update to the schedules of the CIE is attached for review (Exhibit A) and includes other statutorily required information such as:

- Projects included in the Transportation Planning Organization TIP (Transportation Improvements Program) that the City relies on for concurrency; and
- The Volusia County School District Five-Year Work Program.

In addition, Tables E and F, 2025 Mass Transit Schedule of Capital and Operating Improvements and Non-Motorized Schedule of Capital Improvements respectively are included with this report and have been updated using data from Votran. It is expected

that the Annual Update to the CIE will be reviewed by the City Commission on January 19, 2016 (1<sup>st</sup> reading) and again on February 2, 2015 (2<sup>nd</sup> Reading).

**RECOMMENDATION:** Staff recommends that the Planning Board recommend **approval** to the City Commission of the adoption of the 2015 CIE Annual Update.

Attachments: Exhibit A – 2015 Capital Improvement Element Annual Update

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Table A**  
Table A  
**Leisure Services**  
**Capital Improvements Schedule**  
**October, 2014**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
<b>Community Parks</b>									
4	Nova Community Park Renovations	Property Taxes-General CIP	\$425,000	\$37,500	\$0	\$0	\$0	\$462,500	Recreation Element-Obj. 1.4
		FRDAP	\$0	\$112,500	\$0	\$0	\$0	\$112,500	
2	Nova Community Park Master Plan Phase 1	Property Taxes-General CIP	\$0	\$0	\$0	\$0	\$534,600	\$534,600	Recreation Element-Obj. 1.4
3	OBSC Improvements	GDBG Grant	\$75,000	\$0	\$0	\$0	\$0	\$75,000	Recreation Element-Obj. 1.4
		Property Taxes-General CIP	\$0	\$115,000	\$275,000	\$0	\$0	\$390,000	
		FRDAP	\$0	\$115,000	\$0	\$0	\$0	\$115,000	
		ECHO Grant	\$0	\$0	\$275,000	\$0	\$0	\$275,000	
4	Environmental Learning Center	Property Taxes-General CIP	\$400,000	\$0	\$0	\$0	\$0	\$400,000	Recreation Element-Obj. 1.4
		ECHO Grant	\$400,000	\$0	\$0	\$0	\$0	\$400,000	
5	Central Park Canoe Launch Ramps	Property Taxes-General CIP	\$70,000	\$0	\$0	\$0	\$0	\$70,000	Recreation Element-Obj. 1.4
6	Ormond Beach Sport Complex Pavillion	Property Taxes-General CIP	\$60,000	\$0	\$0	\$0	\$0	\$60,000	Recreation Element-Obj. 1.4
<b>Total</b>			<b>\$1,430,000</b>	<b>\$380,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$534,600</b>	<b>\$2,894,600</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Leisure Services Funding Schedule**

<b>Funding Source</b>	<b>FY 13-14</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 13-18</b>
Property Taxes—General CIP	\$955,000	\$152,500	\$275,000	\$0	\$534,600	\$1,917,100
FRDAP	\$0	\$227,500	\$0	\$0	\$0	\$227,500
CDBG Grant	\$75,000	\$0	\$0	\$0	\$0	\$75,000
ECHO Grant	\$400,000	\$0	\$275,000	\$0	\$0	\$675,000
<b>Total</b>	<b>\$1,430,000</b>	<b>\$380,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$534,600</b>	<b>\$2,894,600</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Table B  
Utilities  
Capital Improvements Schedule  
October, 2014**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
<b>Stormwater Improvements</b>									-
1	Corrugated Metal Pipe Rehabilitation	Stormwater Charges	\$390,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,390,000	Utilities Element -Objs. 1.1, 1.7, and 1.8
2	Central Park Lake 5 Water Quality Improvements	Stormwater Charges	\$120,000	\$0	\$0	\$0	\$0	\$120,000	Utilities Element -Objs. 1.1, 1.7, and 1.8
3	Laurel Oaks Drainage Ditch Piping	Stormwater Charges	\$41,000	\$0	\$0	\$0	\$0	\$41,000	Utilities Element -Objs. 1.1, 1.7, and 1.8
<b>Waste Water System Expansion</b>									-
4	Force Main Improvements	Wastewater Impact Fees	\$0	\$60,000	\$540,000	\$0	\$0	\$600,000	Utilities Element -Objs. 1.1, 1.7, and 1.8
<b>Wastewater Systems Improvements</b>									-
5	General Facility Upgrades- Wastewater	Water and Sewer Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Utilities Element -Objs. 1.1, 1.7, and 1.8
6	Lift Station Rehabilitation	Water and Sewer Charges	\$165,000	\$165,000	\$165,000	\$172,000	\$172,000	\$839,000	Utilities Element -Objs. 1.1, 1.7, and 1.8

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan	
7	Pretreatment Effluent Pump (PEP Replacement)	Water and Sewer Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
8	Sanitary Sewer Pipeline Repair	Water and Sewer Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
9	Wastewater Sludge Thickener Upgrades	Water and Sewer Charges	\$255,000	\$0	\$0	\$0	\$0	\$255,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
10	Deer Creek Reclaimed Water Connection	Water and Sewer Charges	\$30,000	\$0	\$0	\$0	\$0	\$30,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
11	Dual Check Valve Replacement & Upgrades	Water and Sewer Charges	\$116,000	\$0	\$0	\$0	\$0	\$116,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
<b>Water System Expansion</b>			-						-	
12	Distribution System-North Peninsula	Bond Proceeds	\$0	\$125,000	\$1,210,000	\$0	\$0	\$1,335,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
13	Water Main Replacement	Bond Proceeds	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	
14	West Granada Blvd. Watermain Extension	Water and Sewer Charges	\$235,000	\$0	\$0	\$0	\$0	\$235,000	Utilities Element - Objs. 1.1, 1.7, and 1.8	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
<b>Water System Improvements</b>									
15	General Facility Upgrades – Water	Water and Sewer Charges	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
16	Meter Installation	Water and Sewer Charges	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$450,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
17	Water Storage Tank Repairs	Water and Sewer Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
18	Breakaway Utilities Yard Electrical & Pump Upgrade	Water and Sewer Charges	\$196,000	\$0	\$0	\$0	\$0	\$196,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
19	Water Plant Aeration System Improvements	Water and Sewer Charges	\$100,000	\$0	\$0	\$0	\$0	\$100,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
20	Water Plant Lime Silo Dust Collector Replacement	Water and Sewer Charges	\$60,000	\$380,000	\$0	\$0	\$0	\$440,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
24	Water Plant Pump & Controls Upgrades	Water and Sewer Charges	\$270,000	\$0	\$0	\$0	\$0	\$270,000	Utilities Element – Objs. 1.1, 1.7, and 1.8
22	Citywide Meter Replacement	Water and Sewer Charges	\$495,000	\$555,000	\$515,000	\$530,000	\$490,000	\$2,585,000	Utilities Element – Objs. 1.1, 1.7, and 1.8

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
23	North Beach Street Water Main Replacement	Water and Sewer Charges	\$295,000	\$0	\$0	\$0	\$0	\$295,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
24	Hydrant Replacement	Hydrant Replacement	\$161,000	\$161,000	\$161,000	\$0	\$0	\$483,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
<b>Community Redevelopment</b>									
18	Downtown: Stormwater Improvements	Property Taxes - TIF	\$400,000	\$60,000	\$0	\$0	\$0	\$460,000	Future Land Use Element - Obj. 7.2
19	Downtown: Upgrades and Improvements	Property Taxes - TIF	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	Future Land Use Element - Obj. 7.2
20	Downtown: Transit Related Improvements	Property Taxes - TIF	\$25,000	\$50,000	\$50,000	\$50,000	\$0	\$175,000	Future Land Use Element - Obj. 7.2
24	Downtown: Thompson Creek, Phase II	VTPO	\$0	\$0	\$849,750	\$0	\$0	\$849,750	Future Land Use Element - Obj. 7.2
		Property Taxes - TIF	\$0	\$0	\$1,193,000	\$0	\$0	\$1,193,000	
-	-	<b>Total</b>	<b>\$4,119,000</b>	<b>\$4,371,000</b>	<b>\$5,698,750</b>	<b>\$1,767,000</b>	<b>\$1,677,000</b>	<b>\$17,632,750</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Utilities Funding Schedule**

<b>Funding Source</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 14-19</b>
Bond Proceeds	\$0	\$1,925,000	\$1,210,000	\$0	\$0	\$3,135,000
Stormwater Charges	\$551,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,551,000
Wastewater Impact Fees	\$0	\$60,000	\$540,000	\$0	\$0	\$600,000
Water and Sewer Charges	\$2,782,000	\$1,665,000	\$1,245,000	\$1,267,000	\$1,227,000	\$8,186,000
Property Taxes - TIF	\$625,000	\$310,000	\$1,443,000	\$250,000	\$200,000	\$2,828,000
Hydrant Replacement	\$161,000	\$161,000	\$161,000	\$0	\$0	\$483,000
VTPO	\$0	\$0	\$849,750	\$0	\$0	\$849,750
<b>Total</b>	<b>\$4,119,000</b>	<b>\$4,371,000</b>	<b>\$5,698,750</b>	<b>\$1,767,000</b>	<b>\$1,677,000</b>	<b>\$17,632,750</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

Table C  
**Transportation**  
Capital Improvements Schedule  
October, 2014

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
1	Railroad Crossing	Property Taxes -Transportation	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Transportation Element - Obj. 1.1
2	Road Resurfacing	Local Option Gas Tax	\$550,000	\$550,000	\$450,000	\$450,000	\$450,000	\$2,450,000	Transportation Element - Obj. 1.1
3	Street Light Maintenance	Property Taxes -Transportation	\$20,000	\$20,000	\$30,000	\$0	\$25,000	\$95,000	Transportation Element - Obj. 1.1
4	Bermuda Estates Sidewalk	Transportation	\$40,000	\$0	\$0	\$0	\$0	\$40,000	Transportation Element - Obj. 1.1
5	A1A Mast Arm Installation	VTPO	\$0	\$0	\$0	\$495,184	\$0	\$495,184	Transportation Element - Obj. 1.1
		Property Taxes -Transportation	\$0	\$0	\$0	\$55,021	\$0	\$55,021	
6	Tomoka State Park Sidewalk	VTPO	\$0	\$859,990	\$0	\$0	\$0	\$859,990	Transportation Element - Obj. 1.1
		Property Taxes -Transportation	\$0	\$85,999	\$0	\$0	\$0	\$85,999	
<b>Total</b>			<b>\$660,000</b>	<b>\$1,565,989</b>	<b>\$530,000</b>	<b>\$1,050,205</b>	<b>\$525,000</b>	<b>\$4,331,194</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Transportation Funding Schedule**

<b>Funding Source</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 14-19</b>
VTPO	\$0	\$859,990	\$0	\$495,184	\$0	\$1,355,174
Property Taxes - Transportation	\$70,000	\$155,999	\$80,000	\$105,021	\$75,000	\$486,020
Local Option Gas Tax	\$550,000	\$550,000	\$450,000	\$450,000	\$450,000	\$2,450,000
Transportation	\$40,000	\$0	\$0	\$0	\$0	\$40,000
<b>Total</b>	<b>\$660,000</b>	<b>\$1,565,989</b>	<b>\$530,000</b>	<b>\$1,050,205</b>	<b>\$525,000</b>	<b>\$4,331,194</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Table D  
Volusia County School District Five-Year Work Program  
2014/15 – 2018/19**

<b>Projection Description/Area</b>	<b>FY 14-2015</b>	<b>FY 15-2016</b>	<b>FY 16-2017</b>	<b>FY 17-2018</b>	<b>FY 18-2019</b>
<b>New Construction</b>					
Major Renovations – Elementary (TBD)	\$ ———	\$ ———	\$1,500,000	\$15,000,000	\$ ———
Elementary – Additions – For Growth	\$ ———	\$ ———	\$500,000	\$2,500,000	\$2,500,000
<b>Total New Construction</b>	\$ ———	\$ ———	<b>\$2,000,000</b>	<b>\$17,500,000</b>	<b>\$2,500,000</b>
-	-	-	-	-	-
<b>Major Projects at Existing Schools &amp; Facilities</b>					
Portables – Lease	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Portables – Moves & Compliance	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Various Schools – Minor Projects	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Various Facilities – Facilities Review Projects	\$4,980,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
<b>Total Major Prjs at Existing Schools &amp; Facilities</b>	<b>\$8,480,000</b>	<b>\$8,500,000</b>	<b>\$8,500,000</b>	<b>\$8,500,000</b>	<b>\$8,500,000</b>
-	-	-	-	-	-
<b>Facilities Management</b>					
Facilities Management – Various Projects	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000
-	-	-	-	-	-
<b>Technology</b>					
Network EDP & Communication Equipment	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
-	-	-	-	-	-
<b>System Wide Equipment &amp; Vehicles</b>					
Various Schools & Departments Furn. & Equip.	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
-	-	-	-	-	-
<b>Buses</b>					
Transportation Dept. – Bus Replacement	\$2,813,670	\$2,896,200	\$2,896,200	\$2,896,200	\$2,896,200
-	-	-	-	-	-
<b>Transfers</b>					
Transfers – To General Funds	\$11,007,250	\$9,007,250	\$7,007,250	\$5,007,250	\$3,007,250
Transfers – To Debt Service	\$50,660,365	\$50,240,090	\$29,640,814	\$22,770,834	\$22,770,234
<b>Total Transfers</b>	<b>\$61,667,615</b>	<b>\$59,247,340</b>	<b>\$36,648,064</b>	<b>\$27,778,084</b>	<b>\$25,777,484</b>
-	-	-	-	-	-
<b>Totals</b>	<b>\$79,111,285</b>	<b>\$76,793,540</b>	<b>\$56,194,264</b>	<b>\$62,824,284</b>	<b>\$45,823,684</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

Table E  
**2025 Transit Fee Revenues and Expenses**  
November, 2014

<b>Project Description</b>	<b>FY</b>	<b>Projected Total Cost</b>
<b>Revenue</b>		
Transit Fee	2015-2027	\$535,000
CRA Funding	2015-2018	\$75,000
<b>Total Revenues</b>		<b>\$610,000</b>
<b>Multi-Modal Expenses</b>		
Transit Amenities (Capital)	2015-2018	\$95,000
SR 40 Corridor Frequency of service improvements from 1 hour headways to 30 minute headways (Operating)	2020-2024	\$105,000
US 1 Corridor Frequency of Service improvements from 1 hour headways to 30 minute headways (Operating)	2019-2023	\$105,000
A1A Corridor Frequency of service improvements from 1 hour headways to 15 minute headways (Operating)	2023-2027	\$295,000
<b>Total Expenses</b>		<b>\$610,00</b>

Note: Mobility Fee does not include those costs related to improvements that are to be paid for by other sources.

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

Table F  
**2025 Projected Non-Motorized Revenue and Expenditures**  
November, 2014

	<b>FY</b>	<b>Projected Total Cost</b>
<b>Revenue</b>		
Non-Motorized Fee	2015-2027	\$361,000
TIIF	2012-2022	\$ 250,000
XU Funds	2014-2022	\$1,260,000
General Fund	2013	\$ 46,000
<b>Total Revenues</b>		<b>\$1,922,000</b>
<b>Non-Motorized Expenses</b>		
Bike racks, storage lockers, etc	2015-27	\$ 16,000
Thompson Creek Trail	2022	\$1,000,000
Osceola/Ormond/Tomoka/Pathway/Pine Trail ES pedestrian/bike improvements	2020-2026	\$ 50,000
Forest Hills Connector	2015	\$ 566,000
Sidewalk enhancements from existing 5 foot wide to 8 foot wide	2022-2027	\$ 140,000
Sidewalk Connectivity	2023-2027	\$ 140,000
<b>Total Expenses</b>		<b>\$1,922,000</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

Table A  
**Leisure Services**  
**Capital Improvements Schedule**  
**November, 2015**

#	Project Description/Area	Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 15-20	Relationship to Comprehensive Plan
<b>Community Parks</b>									
1	Nova Community Park Renovations	Property Taxes - General CIP	\$37,500	0	\$0	\$0	\$0	\$37,500	Recreation Element - Obj. 1.4
		FRDAP	\$112,500	\$0	\$0	\$0	\$0	\$112,500	
2	Nova Community Park Master Plan Phase 1	Property Taxes - General CIP	\$0	\$0	\$0	\$550,000	\$0	\$550,000	Recreation Element - Obj. 1.4
3	OBSC Improvements	Property Taxes - General CIP	\$115,000	\$275,000	\$0	\$0	\$0	\$390,000	Recreation Element - Obj. 1.4
		FRDAP	\$115,000	\$0	\$0	\$0	\$0	\$115,000	
		ECHO Grant	\$0	\$275,000	\$0	\$0	\$0	\$275,000	
		<b>Total</b>	<b>\$380,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$1,480,000</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Leisure Services Funding Schedule**

<b>Funding Source</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 15-20</b>
Property Taxes - General CIP	\$265,000	\$275,000	\$0	\$550,000	\$0	\$1,090,000
FRDAP	\$115,000	\$0	\$0	\$0	\$0	\$115,000
ECHO Grant	\$0	\$275,000	\$0	\$0	\$0	\$275,000
<b>Total</b>	<b>\$380,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$1,480,000</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Table B**  
**Utilities**  
**Capital Improvements Schedule**  
**November, 2015**

#	Project Description/Area	Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 15-20	Relationship to Comprehensive Plan
<b>Stormwater Improvements</b>									
1	Corrugated Metal Pipe Rehabilitation	Stormwater Charges	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
2	Laurel Creek Stormwater Pump Station Improvements	Stormwater Charges	\$437,000	\$0	\$0	\$0	\$0	\$437,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
3	Laurel Creek Stream Gauge Stations	Stormwater Charges	\$68,805	\$0	\$0	\$0	\$0	\$68,805	Utilities Element - Objs. 1.1, 1.7, and 1.8
4	Wilmette Avenue Pump Station	Water and Sewer Charges	\$23,400	\$171,600	\$0	\$0	\$0	\$195,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
<b>Waste Water System Expansion</b>									
5	Force Main Improvements	Wastewater Impact Fees	\$0	\$0	\$0	\$60,000	\$540,000	\$600,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
6	Breakaway Trails Reclaimed Water Storage and Pump	Bond Proceeds	\$0	\$0	\$0	\$240,000	\$2,460,000	\$2,700,000	Utilities Element - Objs. 1.1, 1.7, and 1.8

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 15-20	Relationship to Comprehensive Plan
7	South Peninsula Reclaimed Water Main Expansion	Wastewater Impact Fees	\$270,000	\$938,400	\$0	\$0	\$0	1,208,400	Utilities Element - Objs. 1.1, 1.7, and 1.8
		Bond Proceeds	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	
		SJRWMD Grant	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	
<b>Wastewater Systems Improvements</b>									
8	MLS Comminutor	Bond Proceeds	\$165,000	\$0	\$0	\$0	\$0	\$165,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
9	Pretreatment Effluent Pump (PEP Replacement)	Water and Sewer Charges	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
10	Sanitary Sewer Inflow Infiltration	Bond Proceeds	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
11	Wastewater Sludge Thickener Upgrades	Bond Proceeds	\$325,000	\$0	\$0	\$0	\$0	\$325,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
12	Deer Creek Reclaimed Water Connection	Bond Proceeds	\$0	\$0	\$0	\$135,000	\$0	\$135,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
13	Outfall Pipe Replacement	Bond Proceeds	\$690,000	\$0	\$0	\$0	\$0	\$690,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
14	Lift Station Rehabilitation	Water and Sewer Charges	\$600,000	\$400,000	\$400,000	\$600,000	\$400,000	\$2,400,000	Utilities Element - Objs. 1.1, 1.7, and 1.8

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
15	Sludge Dewatering Improvements	Bond Proceeds	\$0	\$195,000	\$1,560,000	\$0	\$	\$1,755,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
16	Laboratory Upgrades	Bond Proceeds	\$0	\$0	\$0	\$540,000	\$0	\$540,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
<b>Water System Expansion</b>									
17	Distribution System-North Peninsula	Bond Proceeds	\$0	\$0	\$0	\$90,000	\$922,500	\$1,012,500	Utilities Element - Objs. 1.1, 1.7, and 1.8
18	Water Main Replacement	Bond Proceeds	\$237,000	\$1,575,000	\$180,000	\$1,200,000	\$0	\$3,192,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
<b>Water System Improvements</b>									
19	General Facility Upgrades - Water	Water and Sewer Charges	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
20	Meter Installation	Water and Sewer Charges	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$450,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
21	Secondary Raw Water Main	Water Impact Fees	\$0	\$300,000	\$2,400,000	\$0	\$0	\$2,700,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
22	Water Storage Tank Repairs	Water and Sewer Charges	\$200,000	\$100,000	\$100,000	\$100,000	\$0	\$500,000	Utilities Element - Objs. 1.1, 1.7, and 1.8

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 14-19	Relationship to Comprehensive Plan
<u>23</u>	<u>Rima Ridge Auxiliary Power Generator</u>	<u>Bond Proceeds</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$200,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>24</u>	<u>N. Peninsula Water System Improvements</u>	<u>Bond Proceeds</u>	<u>\$70,200</u>	<u>\$562,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$632,200</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>25</u>	<u>Water Plant Lime Silo Dust Collector Replacement</u>	<u>Water and Sewer Charges</u>	<u>\$290,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$290,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>26</u>	<u>Process and Instrumentation Control Improvements</u>	<u>Bond Proceeds</u>	<u>\$550,000</u>	<u>\$300,000</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,050,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>27</u>	<u>City-wide Meter Replacement</u>	<u>Water and Sewer Charges</u>	<u>\$555,000</u>	<u>\$515,000</u>	<u>\$530,000</u>	<u>\$490,000</u>	<u>\$500,000</u>	<u>\$2,590,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>28</u>	<u>WTP Solids Handling Facility Upgrades</u>	<u>Bond Proceeds</u>	<u>\$150,000</u>	<u>\$1,200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>29</u>	<u>Hydrant Replacement</u>	<u>Water and Sewer Charges</u>	<u>\$161,000</u>	<u>\$161,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$322,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>
<u>30</u>	<u>VFD retrofit for Wells 39-41</u>	<u>Bond Proceeds</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$162,000</u>	<u>\$162,000</u>	<u>Utilities Element - Objs. 1.1, 1.7, and 1.8</u>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

#	Project Description/Area	Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 15-20	Relationship to Comprehensive Plan
<b>Community Redevelopment</b>									
31	Downtown: Ocean District Streetlight Replacement	Property Taxes - TIF	\$300,000	\$0	\$0	\$0	\$0	300,000	Utilities Element - Objs. 1.1, 1.7, and 1.8
32	Downtown: Stormwater Improvements	Capital Project Reserves	\$600,000	\$0	\$0	\$0	\$0	\$600,000	Future Land Use Element - Obj. 7.2
33	Downtown: Sidewalk Renovations	Property Taxes - TIF	\$50,000	\$300,000	\$300,000	\$0	\$0	\$650,000	Future Land Use Element - Obj. 7.2
34	Downtown: Upgrades and Improvements	Property Taxes - TIF	\$50,000	\$50,000	\$25,000	\$25,000	\$0	\$150,000	Future Land Use Element - Obj. 7.2
35	Downtown: Thompson Creek, Phase II	TPO	\$0	\$0	\$0	\$894,750	\$0	\$894,750	Future Land Use Element - Obj. 7.2
		Property Taxes - TIF	\$0	\$0	\$0	\$298,250	\$0	\$298,250	
<b>Total</b>			<b>\$6,882,405</b>	<b>\$10,058,000</b>	<b>\$6,585,000</b>	<b>\$5,563,000</b>	<b>\$5,874,500</b>	<b>\$34,962,905</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Utilities Funding Schedule**

<b>Funding Source</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 15-20</b>
<u>Bond Proceeds</u>	<u>\$2,637,200</u>	<u>\$5,282,000</u>	<u>\$2,190,000</u>	<u>\$2,455,000</u>	<u>\$3,794,500</u>	<u>\$16,358,700</u>
<u>Stormwater Charges</u>	<u>\$755,805</u>	<u>\$250,000</u>	<u>\$250,000</u>	<u>\$250,000</u>	<u>\$250,000</u>	<u>\$1,755,805</u>
<u>Wastewater Impact Fees</u>	<u>\$270,000</u>	<u>\$938,400</u>	<u>\$0</u>	<u>\$60,000</u>	<u>\$540,000</u>	<u>\$1,808,400</u>
<u>Water and Sewer Charges</u>	<u>\$2,219,400</u>	<u>\$1,737,600</u>	<u>\$1,420,000</u>	<u>\$1,580,000</u>	<u>\$1,290,000</u>	<u>\$8,247,000</u>
<u>Water Impact Fees</u>	<u>\$0</u>	<u>\$300,000</u>	<u>\$2,400,000</u>	<u>\$0</u>	<u>0</u>	<u>\$2,700,000</u>
<u>Property Taxes - TIF</u>	<u>\$400,000</u>	<u>\$350,000</u>	<u>\$325,000</u>	<u>\$323,250</u>	<u>\$0</u>	<u>\$1,398,250</u>
<u>TPO</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$894,750</u>	<u>\$0</u>	<u>\$894,750</u>
<u>Capital Project Reserves</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$600,000</u>
<u>SJRWMD Grant</u>	<u>\$0</u>	<u>\$1,200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,200,000</u>
<b>Total</b>	<b><u>\$6,882,405</u></b>	<b><u>\$10,058,000</u></b>	<b><u>\$6,585,000</u></b>	<b><u>\$5,563,000</u></b>	<b><u>\$5,874,500</u></b>	<b><u>\$34,962,905</u></b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

Table C  
**Transportation**  
**Capital Improvements Schedule**  
**November, 2015**

#	Project Description/Area	Funding Source	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 15-20	Relationship to Comprehensive Plan
1	Forest Hill Trail	FDOT JPA	\$51,664	\$530,359	\$0	\$0	\$0	\$582,023	Transportation Element - Obj. 1.1
		Property Taxes - Transportation	\$5,740	\$58,929	\$0	\$0	\$0	\$64,669	
2	Railroad Crossing	Property Taxes - Transportation	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Transportation Element - Obj. 1.1
3	Road Resurfacing	Local Option Gas Tax	\$550,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,350,000	Transportation Element - Obj. 1.1
4	Street Light Maintenance	Property Taxes - Transportation	\$40,000	\$30,000	\$0	\$65,000	\$65,000	\$200,000	Transportation Element - Obj. 1.1
5	Traffic Signal Maintenance	Property Taxes - Transportation	\$0	\$70,000	\$65,000	\$70,000	\$45,000	\$250,000	Transportation Element - Obj. 1.1
6	US 1 North Sidewalk	TPO Grant	\$55,530	\$166,590	\$1,110,600	\$0	\$0	\$1,332,720	Transportation Element - Obj. 1.1
		Property Taxes - Transportation	\$6,170	\$18,510	\$123,400	\$0	\$0	\$148,080	
7	A1A Mast Arm Installation	TPO	\$0	\$0	\$495,184	\$0	\$0	\$495,184	Transportation Element - Obj. 1.1
		Property Taxes - Transportation	\$0	\$0	\$55,021	\$0	\$0	\$55,021	
8	Tomoka State Park Sidewalk	TPO	\$0	\$0	\$859,990	\$0	\$0	\$859,990	Transportation Element - Obj. 1.1
		Property Taxes - Transportation	\$0	\$0	\$85,999	\$0	\$0	\$85,999	
		<b>Total</b>	<b>\$759,104</b>	<b>\$1,374,388</b>	<b>\$3,295,194</b>	<b>\$635,000</b>	<b>\$610,000</b>	<b>\$6,673,686</b>	

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Transportation Funding Schedule**

<b>Funding Source</b>	<b>FY 15-16</b>	<b>FY 16-17</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 15-20</b>
VTPO	\$55,530	\$166,590	\$2,465,774	\$	\$0	\$2,687,894
Property Taxes - Transportation	\$101,910	\$227,439	\$379,420	\$185,000	\$160,000	\$1,053,769
Local Option Gas Tax	\$550,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,350,000
FDOT JPA	\$51,664	\$530,359	\$0	\$0	\$0	\$582,023
<b>Total</b>	<b>\$759,104</b>	<b>\$1,374,388</b>	<b>\$3,295,194</b>	<b>\$635,000</b>	<b>\$610,000</b>	<b>\$6,673,686</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**Table D  
Volusia County School District Five-Year Work Program**

**2015/16 - 2019/20**

<b>Projection Description/Area</b>	<b>FY 15-2016</b>	<b>FY 16-2017</b>	<b>FY 17-2018</b>	<b>FY 18-2019</b>	<b>FY 19-2020</b>
<b>New Construction</b>					
Pierson Elm – Replacement	\$1,000,000	\$15,000,000	-	\$1,000,000	-
Chisholm Elm – Replacement	-	\$1,000,000	\$15,000,000	\$1,000,000	-
George Marks Elm - Replacement	-	-	-	\$1,000,000	-
Tomoka Elm - Replacement	-	-	-	\$1,000,000	-
Deltona Middle – Replacement	-	-	\$2,000,000	-	\$30,000,000
Elementary Additional Capacity	-	-	\$4,000,000	-	\$3,000,000
<b>Total New Construction</b>	<b>\$1,000,000</b>	<b>\$16,000,000</b>	<b>\$21,000,000</b>	<b>\$4,000,000</b>	<b>\$33,000,000</b>
<b>Major Projects at Existing Schools &amp; Facilities</b>					
Portables - Lease	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Portables - Moves & Compliance	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Various Schools - Highschool Athletics	\$500,000	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000
Various Facilities - Infrastructure Technology	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Various Schools - Security	\$250,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Various Schools - Minor Projects	\$2,500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Atlantic HS - Renovations	-	-	\$10,000,000	-	-
New Smyrna Bch Mid - Renovations & Additions	-	-	-	-	\$10,000,000
Orange City Elm - Renovations & Additions	-	-	-	\$8,500,000	-
Pine Trail Elm - HVAC, Ceiling & Lighting	\$5,500,000	-	-	-	-
Spruce Creek HS - Renovations & Additions	-	-	-	\$15,000,000	-
Various Facilities - Facilities Review Projects	\$8,295,000	\$8,500,000	\$8,500,000	\$8,500,000	\$8,500,000
<b>Total Major Prjs at Existing Schools &amp; Facilities</b>	<b>\$18,545,000</b>	<b>\$15,000,000</b>	<b>\$26,500,000</b>	<b>\$40,000,000</b>	<b>\$26,500,000</b>
<b>Facilities Management</b>					
Facilities Management - Various Projects	\$1,600,000	\$18,000,000	\$2,000,000	\$2,000,000	\$2,000,000
<b>Technology</b>					
Network EDP & Communication Equipment	\$6,300,000	\$6,000,000	\$9,000,000	\$9,000,000	\$9,000,000

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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<b>Projection Description/Area</b>	<b>FY 15-2016</b>	<b>FY 16-2017</b>	<b>FY 17-2018</b>	<b>FY 18-2019</b>	<b>FY 19-2020</b>
<b>System Wide Equipment &amp; Vehicles</b>					
Various Schools & Departments Furn. & Equip.	\$2,500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
<b>Buses</b>					
Transportation Dept. - Bus Replacement	\$2,605,250	\$2,687,780	\$2,687,780	\$2,687,780	\$2,687,780
<b>Project Totals</b>	<b>\$32,550,250</b>	<b>\$44,487,780</b>	<b>\$64,187,780</b>	<b>\$60,687,780</b>	<b>\$76,187,780</b>
<b>Transfers</b>					
Transfers - To General Funds	\$9,007,250	\$7,007,250	\$5,007,250	\$3,007,250	\$1,007,250
Transfers - To Debt Service	\$49,706,140	\$29,107,764	\$22,236,584	\$22,239,984	\$22,237,594
<b>Total Transfers</b>	<b>\$58,713,390</b>	<b>\$36,115,014</b>	<b>\$27,243,834</b>	<b>\$25,247,234</b>	<b>\$23,244,844</b>
<b>Totals</b>	<b>\$91,263,640</b>	<b>\$80,602,794</b>	<b>\$91,431,614</b>	<b>\$85,935,014</b>	<b>\$99,432,624</b>

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Table E**  
**2025 Transit Fee Revenues and Expenses**  
**November, 2015**

<b><u>Project Description</u></b>	<b><u>FY</u></b>	<b><u>Projected Total Cost</u></b>
<b><u>Revenue</u></b>		
<u>Transit Fee</u>	<u>2016-2025</u>	<u>\$175,000</u>
<b><u>Total Revenues</u></b>		<b><u>\$175,000</u></b>
<b><u>Multi-Modal Expenses</u></b>		
<u>SR 40 Corridor Frequency of service improvements from 1 hour headways to 30 minute headways (Operating)</u>	<u>2021-2025</u>	<u>\$65,000</u>
<u>US 1 Corridor Frequency of Service improvements from 1 hour headways to 30 minute headways (Operating)</u>	<u>2020-2024</u>	<u>\$80,000</u>
<u>A1A Corridor Frequency of service improvements from 1 hour headways to 15 minute headways (Operating)</u>	<u>2024-2025</u>	<u>\$30,000</u>
<b><u>Total Expenses</u></b>		<b><u>\$175,000</u></b>

Note: Mobility Fee does not include those costs related to improvements that are to be paid for by other sources.

**CAPITAL IMPROVEMENTS ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

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**Table F**  
**2025 Projected Non-Motorized Revenue and Expenditures**  
**November, 2015**

	<b><u>FY</u></b>	<b><u>Projected Total Cost</u></b>
<b><u>Revenue</u></b>		
<u>Non-Motorized Fee</u>	<u>2016-24</u>	<u>\$75,000</u>
<u>TIF</u>	<u>2016-2024</u>	<u>\$ 41,000</u>
<u>TPO Bike/Ped Funds</u>	<u>2016-2024</u>	<u>\$3,816,000</u>
<u>General Fund</u>	<u>2016-2014</u>	<u>\$ 100,000</u>
<b><u>Total Revenues</u></b>		<b><u>\$4,032,000</u></b>
<b><u>Non-Motorized Expenses</u></b>		
<u>Forest Hills Connector</u>	<u>2016</u>	<u>\$560,000</u>
<u>Tomoka State Park – Phase II</u>	<u>2019</u>	<u>\$ 1,046,000</u>
<u>US 1</u>	<u>2021</u>	<u>\$ 1,710,000</u>
<u>Thompson Creek</u>	<u>2023</u>	<u>\$ 666,000</u>
<b><u>Total Expenses</u></b>		<b><u>\$4,032,000</u></b>