

STAFF REPORT

City of Ormond Beach

Department of Planning

DATE: June 2, 2016

SUBJECT: Pineland, Phase I, Preliminary Plat

APPLICANT: Pete Zahn, P.E., Zahn Engineering on behalf of the property owner, Ormond Pineland, LLC

NUMBER: 2015-084

PROJECT PLANNER: Steven Spraker, AICP, Senior Planner

INTRODUCTION: This is a request by Pete Zahn, P.E., Zahn Engineering on behalf of the property owner, Ormond Pineland, LLC for a preliminary plat of 44 units to be known as Pineland, Phase 1 subdivision.

BACKGROUND: The following is a summary of the development review and approval of the Pineland subdivision:

- ❖ The subject property was originally known as Phase III of the Ormond Green Planned Unit Development (PUD), approved in 1989. This project was partially developed with 94 lots located in Ormond Green, Units 1 and 2. Phase 3 was originally approved in 1991, for the development of 208 single-family homes on 80' x 110' lots. The third phase was never developed and the Development Order for that PUD lapsed.
- ❖ **2003 APPLICATION:** The City Commission reviewed the Pineland application on August 19, 2003. The Commission denied the proposed application based on four areas of concern:
 1. Proposed lot widths of sixty feet;
 2. Buffering of Ormond Green lots with the re-aligned Pineland Trail;
 3. Flooding problems within the Ormond Green subdivision; and
 4. Traffic concerns on the surrounding roadways of Airport Road and North Tymber Creek Road.
- ❖ **2004 APPLICATION:** On July 20, 2004, the City Commission approved Ordinance 2004-27 that allowed 182 single family lots of 80' X 120' in size. The applicant agreed to a condition in the Development Order that no home would be able to obtain a Certificate of Occupancy until the intersection improvements at Airport Road and Tymber Creek Road were complete.
- ❖ **2005 APPLICATION:** On December 5, 2005, the City Commission approved Ordinance 2005-56 for the first amended development order for the Pineland

PRD that authorized an additional 17 lots (80' X120') for a total of 199 lots and extended the expiration date to July 20, 2007. This approval expired with no site construction.

❖ **2008 APPLICATION:** On October 21, 2008, the City Commission approved Ordinance 2008-044 that allowed 192 single family lots and a parcel to be developed for an institutional use on 164.5 acres. The project had the following conditions:

1. A waiver of the dimensional requirements required by Chapter 2, Article II, Section 2-43 of the *Land Development Code* was granted to allow 63 of the 188 lots to be 100' in depth and 19 of the lots to be less than 80' in width.
2. A waiver of the perimeter setbacks as required by Chapter 2, Article II, Section 2-35.D.3 of the *Land Development Code* was granted to allow a 25' perimeter setback on lots 176-188 and a 35' perimeter setback on lots 19-27 and lots 37-44.
3. A waiver of the required Greenbelt landscape buffer as required by Chapter 2, Article VI, Section 2-73.C.1.(c) of the *Land Development Code*, was granted to allow the landscape buffer averaging 60' with a minimum buffer of 30'.
4. A waiver of the required indoor recreation floor area as required by Chapter 2, Article II, Section 2-35.H.3 of the *Land Development Code* was granted to allow the applicant to provide additional square footage to the outdoor active recreation area in lieu of the indoor recreation requirement.
5. The applicant shall provide a Proportionate Fair Share Agreement for traffic impacts of this project during preliminary plat process.
6. As recommended by the Planning Board: The applicant shall provide pedestrian access points to interconnect with Ormond Green subdivision at Lots 87 and 88 (Ormond Green Boulevard/Sunset Point Drive) and Lots 94 and 95 (Greenvale Drive/Carabelle Court), emergency access capability shall be provided, all other vehicle traffic shall be prohibited.
7. The applicant shall include a dedication block on the subdivision plat dedicating 5.80 acres for public right-of-way to allow roadway upgrades or to four-lane Pineland Trail.
8. The project shall install a two-way (24') emergency access only from Ormond Green Boulevard and shall construct a cul-de-sac to ensure that access shall not occur to Ormond Green Boulevard. The applicant shall provide a secondary primary access from Pineland Trail.
9. There shall be no site preparation including clearing, filling, dredging, or excavation, nor shall any construction begin until the final plans are approved. If construction has not begun within five years (October 21, 2013) from the date of City Commission approval of this Development Order with the subdivision plat processed in accordance with Sections 4-

17 or 4-18 of the Land Development Code, this Development Order shall automatically become void and shall have no further effect.

10. Based on the issuance of building permits for Phase 1, Phases 2 through 5 are vested for 10 years (October 21, 2018) from the City Commission approval. All phases shall obtain building permits for site construction on or before October 21, 2018.

❖ **2009 Minor Modification:** The applicant requested a minor modification regarding the subdivision entrance (Item 8 listed above under the 2008 approval). On June 9, 2009, the applicant conducted a neighborhood meeting where input was obtained and three commitments were made by the applicant:

- a. The Pineland development shall landscape the rear portions of the new lots (1, 2, 191, and 192) that displace the emergency access driveway next to Ormond Green;
- b. The Pineland development shall design the entry and pond features for the Pineland subdivision to be in keeping with the Ormond Green entry to ensure continuity. This includes subdivision signs, and landscaping dispersed throughout the pond area to make it look like the pond feature is part of Ormond Green as well as part of Pineland Trail; and
- c. The Pineland development will provide landscaping along the interface of the Pineland subdivision and Pineland Trail to provide a greenbelt corridor thereby buffering the development.

Based on the neighborhood meeting and the commitments by the applicant, the Planning Director approved the minor modification for the following reasons:

1. The change did not impact the density or intensity of the subdivision;
2. The relocated entrance will not impact the traffic patterns of Pineland Trail. Vehicles existing in the Pineland subdivision will arrive at the intersection of Ormond Green Boulevard and Pineland Trail in the same manner; and
3. The proposed entrance provides better stacking for the Pineland subdivision than the approved subdivision entrance.

❖ **2012, House Bill 7207 Extension**

On January 5, 2012, the Pineland development order was extended by House Bill 7027 from October 21, 2013 to October 21, 2015.

❖ **2013, Lot Split**

On December 2, 2013, a lot split was approved that separated the institutional parcel of 6.86 acres and the remainder of the subdivision containing 157.10 acres.

❖ **2015, Land Development Code extension**

On May 28, 2015, based upon Section 1-14(4)(a) of the Ormond Beach Land Development Code the project was granted a one year extension from October 21, 2015 to October 21, 2016.

❖ **2016, Planned Residential Development amendment**

On May 31, 2016, the applicant submitted a Planned Residential Development application to amend Ordinance 2008-044. The amendment is focused on the pending expiration date that requires an engineering permit to be obtained on or before October 21, 2016 and for the entire subdivision construction to be completed on or before October 21, 2018.

ANALYSIS: The site is designated “Suburban Low Density Residential” (SLDR) on the City’s Future Land Use Map and is zoned PRD (Planned Residential development). The following table shows the surrounding land uses and zoning:

Adjacent land uses and zoning:

	Uses	Land Use designation	Zoning designation
North	Agricultural and residential uses	“Rural Estate Agricultural” (REA) “Suburban Low Density Residential” (SLDR)	REA (Rural Estate Agricultural) SR (Suburban Residential)
South	Across Airport Road River Oaks	“Suburban Low Density Residential” (SLDR)	PRD (Planned Residential Development)
East	Ormond Green, Phases I and II	“Suburban Low Density Residential” (SLDR)	SR (Suburban Residential)
West	Interstate 95	N/A	N/A

The process for developing subdivisions within the “Suburban Low Density Residential” (SLDR) land use involves a three step process, as discussed below:

- 1. Planned Residential Development (PRD) zoning:** In order to subdivide a “Suburban Low Density Residential” (SLDR) parcel into less than 1 unit per acre, the property owner is required to rezone the parcel to PRD (Planned Residential Development). This process requires the applicant to provide a holding capacity analysis, flood zone information, proposed lot layout, recreation areas, phasing plan, generalized areas of stormwater, road layouts, and landscaping buffers. The Planned Residential Development does not require the applicant to provide detailed engineering information regarding the application. The Planned Residential Development regulations contain certain conditions such as recreation requirements, open space, and perimeter setbacks that are more

restrictive than a typical subdivision development. The Planned Residential Development becomes a contract between the developer and the City, and identifies the overall development concept, the number of lots and the location of the lots. As stated in the background, Pineland's Planned Residential Development was approved in 2008 and twice administratively extended.

2. **Preliminary Plat:** After a Planned Residential Development has been approved, the applicant's engineer performs detailed work in terms of the stormwater design, utilities, lot grading, and road layout. Preliminary plats are reviewed by the Planning Board and reviewed/approved by the City Commission to ensure compliance with the approved development order for the Planned Residential Development. There are two options for development once a Preliminary Plat has been approved:

Option 1 - Proceed with the application for construction for completion of the required improvements prior to recording the final plat (LDC, Section 4-18(H)(1)). When the required off-site and on-site improvements are complete, the final plat along with the records and data would be submitted by the applicant to the City Engineer and reviewed by the Site Plan Review Committee (SPRC). The final plat would be approved by the City Commission and recorded.

Option 2 - Proceed with final plat review and approval, with the completion of required improvements after recording the plat. (LDC, Section 4-18(H)(2)). With this option the applicant files surety documents guaranteeing that such improvements will be installed. All guarantees are incorporated in a bonded agreement for the construction of the required improvements in the form acceptable to the City Attorney's office. The final plat would be recorded and the applicant would then construct the improvements.

3. **Final Plat:** The final plat is a legal document that is reviewed by an independent City Surveyor and the City's Legal Department to ensure compliance with State Statutes. Under Option 1 above, the City Commission would review and approve the plat after all improvements have been constructed. Under Option 2 above, the City Commission would review and approve the final plat with the preliminary plat.

The project has submitted the construction drawings for the entire subdivision and the draft plat document for phase 1 consisting of 44 lots. The application is for a preliminary plat for the phase one 44 lots only and each additional phase would require separate review by the Planning Board and review/approval by the City Commission as a preliminary plat.

CONCLUSION:

There are certain criteria that must be evaluated before a Preliminary Plat can be approved. According to Article I of the Land Development Code, The Planning Board shall consider the following in making its recommendation:

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

The Site Plan Review Committee has reviewed the proposed Preliminary Plat and it is consistent with the Land Development Code and the Planned Residential Development. There are outstanding Site Plan Review Committee comments, but none of the remaining comments would impact the overall development of the subdivision.

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

The property is designated “Suburban Low Density Residential” on the City’s Future Land Use Map. The City’s Comprehensive Plan identifies that the SLDR land use category be located in the outlying suburban areas of the City where the intensity of development is approximately 20% to 30% less than in the urban core, maximum potential densities to be determined on a case-by-case basis, based on site-specific conditions, ranging from 0.2 to 6.0 units per acre. As shown below in a table summarizing gross density of other Ormond Beach subdivisions, the gross density of the Pineland subdivision is 1.14 units per acre consistent with surrounding subdivisions:

Subdivision	Units	Acres	Gross Density
Pineland (proposed)	188	164.50	1.14
Ormond Green	94	47.16	1.99
River Oaks	101	58.30	1.73
Creekside	66	58.70	1.12
Pine Trails	70	29.44	2.38
Southern Pines	139	73.15	1.90
Broadwater	60	120.00	0.50
Saddler's Run	72	29.60	2.43
Tymer Crossing	118	48.89	2.41

The proposed Preliminary Plat is consistent with the land use designation and the City's Comprehensive Plan. The development is consistent with the following Comprehensive Plan polices:

Future land Use Element

OBJECTIVE 1.1.	Ensure the availability of adequate lands to meet the residential land use needs of the community.
POLICY 1.1.2.	Continue to promote sound planning for the location and design of new residential developments including on-site common open space and recreation facilities.
POLICY 1.1.6.	Provide the opportunity, through zoning and other land use controls, for the development of a variety of housing types (i.e., single-family, duplex, townhouse, multi-family) in both conventional, planned unit and cluster type developments, that will meet the varied needs of the citizens of Ormond Beach.
POLICY 1.1.8.	Maintain the holding capacity requirement of the SLDR land use designation in the Land Development Code.

Housing Element

OBJECTIVE 1.1.	The City shall continue to facilitate the private production of a housing supply, including adequate sites for mobile homes or manufactured housing and low and moderate income housing, which will meet future community needs and offset housing deficiencies as noted in this Element.
POLICY 1.2.1.	The general residential development pattern in the City should be in accord with the community's growth strategy for residential densities, as stipulated within the Future Land Use Element.
POLICY 1.2.2.	Large scale residential development shall be required to provide a wide range of services and facilities in accordance with their relative size of development, in order to meet the needs of their residents and eliminate or reduce direct or indirect cost in providing such facilities by the general public.

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

The project was approved under the former City wetland regulations which utilized a wetland classification system. The wetland classification regulations were amended in the City's Comprehensive Plan to require compliance with the St. Johns River Water Management District wetland standards. The project has elected to maintain the 2008 PRD approved wetland impacts. Sheet C7 of the plan set shows the total wetland impacts for the entire project at 1.036 acres of approximately 47.698 acres of site wetlands. The project lot layout has been designed to limit the overall wetland impact.

The flood zone impacts are also within the fill in the floodplain standards established by the Land development Code and the Comprehensive Plan. The project is required to provide compensating storage for the fill in the floodplain as required by the City's Comprehensive Plan and St. John's River Water Management District standards.

The phase one area contains areas that include flood plain impacts and areas that are proposed to be placed into a conservation easement. The plat shows a conservation easement of 4.50 acres. The plat also shows parcel "A" which is an easement that would allow for wetland creation and stormwater retention if Pineland Trail roadway is modified and/or expanded.

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

The proposed site abuts the existing phases of Ormond Green and Pine Trails subdivisions. The project is a similar use of similar lot sizes. The density of 1.14 gross units per acre is less than Ormond Green (1.99 units per acre), Pine Trails (2.38 units per acre) and the proposed River Oaks (1.73 units per acre). Additionally, a 40' buffer is proposed around the majority of the perimeter of the Pineland site. With the review and approval of the Planned Residential Development, the impacts to Ormond Green subdivision were considered and included:

1. Creation of a new subdivision entrance and not utilizing the existing Ormond Green access point along airport road;
2. Relocation of an existing 20' emergency access easement serving Ormond Green which is not functional today; and
3. Not allowing the connection of public roadways between the two subdivisions. The site plan does contain pedestrian access points, but vehicular access would be for emergencies only.

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

There is adequate capacity in the public infrastructure to serve this project. The project is dedicating right-of-way along Pineland Trail as required by Ordinance 2008-044. The applicant has expressed concerns with the Site Plan Review Committee's requirement that sidewalks be constructed along Pineland Trail. The construction of the sidewalks is an outstanding comment of the project and would be required to be resolved prior to subdivision construction.

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

The 2008 Ordinance had a condition that stated, "The applicant shall provide a Proportionate Fair Share Agreement for traffic impacts of this project during preliminary plat process". The applicant has provided a traffic study from Lassiter Transportation Group and reached the following conclusions:

1. The traffic study reviewed the impacts of the entire subdivision consisting of 192 single-family dwelling units;
2. Pineland PRD is expected to generate approximately 1,915 daily trips with 144 trips occurring during the a.m. peak hour and 189 trips during the p.m. peak hour;
3. Under 2020 build out conditions, all signalized intersections will operate within the adopted level of service;
4. Under 2020 build out conditions, all of the signalized intersections will operate within the adopted level of service; and
5. All of the significant study area road segments will continue to operate within the adopted service levels. The segment of SR40 from US1 to Halifax, which is deficient under existing conditions, will continue to be deficient under 2020 build out conditions. Because this is a backlog deficiency, no mitigation is required of this developer.

As a result of the Community Planning Act of 2010, the developer is no longer responsible for correcting deficient road facilities that do not result from the development. Backlogged road facilities must be brought up to adopted levels of service and then the developer is responsible for mitigating his portion of the impact on the road facility.

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

The subdivision was approved in 2008 as a Planned Residential Development and the preliminary plat implements the Planned Residential Development approval. The use of space, subdivision amenities, and aesthetics are consistent with the Planned Residential Development. The project utilizes the natural constraints of the

site to ensure a coordinated development that seeks to limit environmental impacts. The project will have an Architectural Control Committee.

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

The overall design indicates safe movement on the site. The proposed road and emergency access layouts conform to the dimensional standards in the Land Development Code.

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

The project is required to utilize a Homeowners Association (HOA), which will institute an Architectural Control Committee to review construction plans within the development. The HOA documents will outline rules governing the construction of buildings and structures on individual lots, in order to encourage aesthetics and harmony within the development.

(10) The testimony provided at public hearings.

This project has not been reviewed by any advisory Board, therefore no public testimony has been provided. Any comments at the Planning Board shall be provided to the City Commission.

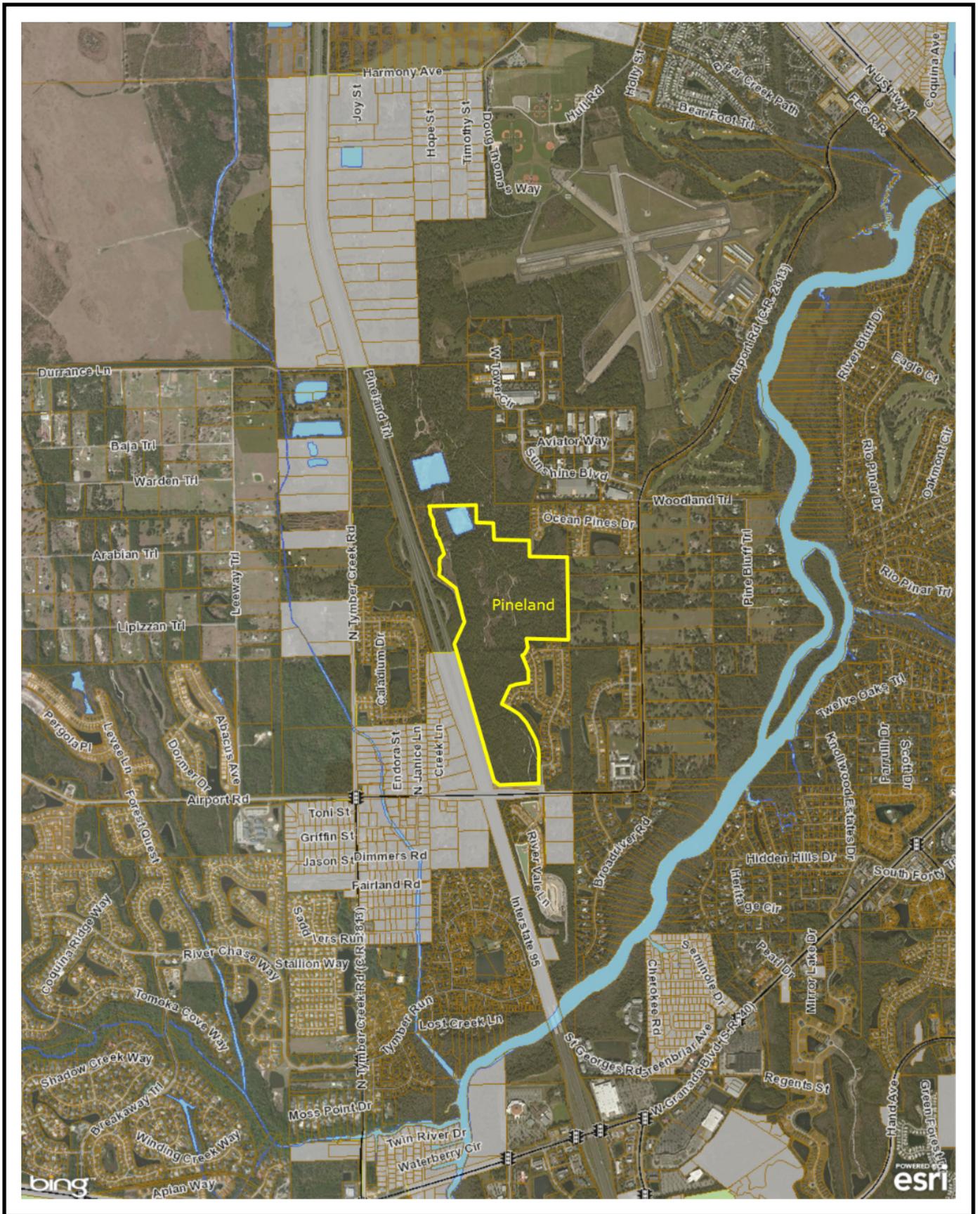
RECOMMENDATION: It is recommended that the Planning Board **APPROVE** the preliminary plat for 44 lots for Phase 1 of the Pineland subdivision. The preliminary plat is consistent with the approved Planned Residential Development zoning.

Attachments:

- 1: Location Map
- 2: Traffic Study
- 3: Site Plan Review Committee outstanding comments
- 4: Construction site plans
- 5: Draft plat document

ATTACHMENT 1

Location Map



LOCATION MAP
Pineland Subdivision



ATTACHMENT 2

Traffic Study

(Appendix available at
Planning Department)

**Pineland PRD
Ormond Beach, Florida**

Traffic Impact Analysis

**Prepared for: Ormond Pineland, LLC
By: Lassiter Transportation Group, Inc.
September 2015**


Lassiter Transportation Group, Inc.
Engineering and Planning

PROFESSIONAL ENGINEERING CERTIFICATION

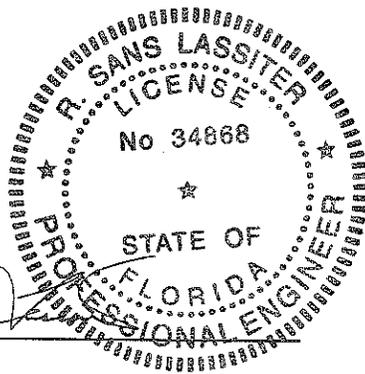
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Lassiter Transportation Group, Inc., a corporation authorized to operate as an engineering business, EB 0009227, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Pineland PRD – Traffic Impact Analysis
LOCATION: Ormond Beach, Florida
CLIENT: Ormond Pineland, LLC
JOB #: 4071.02

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: R. Sans Lassiter, PE
P.E. No.: Florida PE. No. 34868
DATE: September 29, 2015

SIGNATURE: _____



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 Zahn Engineering, Inc.

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INTRODUCTION

Lassiter Transportation Group, Inc. (LTG) was retained by Ormond Pineland, LLC to prepare a Traffic Impact Analysis (TIA) for the proposed Pineland PRD residential development. This development, which consists of 192 single-family dwelling units, will be located east of Pineland Trail and north of Airport Road in the City of Ormond Beach (see Figure 1 for general location). Build-out of the proposed development is anticipated in 2020.

Access to the development will be provided via the intersection of Ormond Green Boulevard and Airport Road. A preliminary site plan is attached as Appendix A.

Study Area

The study area, as approved by the City of Ormond Beach Planning Department and Volusia County, (see Appendix B for approved methodology statement and relevant City and County responses) includes the following intersections and roadway segments:

Intersections:

- Airport Road at Tymber Creek Road
- Airport Road at Ormond Green Boulevard
- Tymber Creek Road at SR 40
- Broadway Avenue at US 1
- Airport Road at US 1

Roadway Segments

- Airport Road from Tymber Creek Road to Pineland Trail
- Pineland Trail from Airport Road to US 1
- Tymber Creek Road from Airport Road to SR 40
- SR 40 from I-95 to Tymber Creek Road
- SR 40 from US 1 to Halifax Avenue (critical)

Study Procedures

The River to Sea Transportation Planning Organization (R2CTPO) TIA guidelines were referenced to determine the procedures by which this study was conducted. Consistent with the County's guidelines, a methodology statement was submitted and subsequently approved by the City and the County.

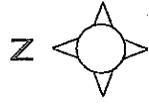
Standard engineering and planning procedures were used to determine the impacts of this project. Reference data was obtained from the City of Ormond Beach Planning Department, the Volusia County Traffic Engineering Department, the R2CTPO, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).

Planned Roadway Improvements

The Volusia County Public Works Department and FDOT were contacted to determine if there are any planned roadway improvements within the project study area. There are no capacity-enhancing roadway improvements within the study area that are currently funded for construction.



SITE



NTS

PINELAND PRD

Project Location

Project No.: 4071.02

Figure: 1

Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue ~ Daytona Beach, Florida 32114
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

2

EXISTING ROADWAY ANALYSIS

Weekday a.m. and p.m. peak-hour turning movement counts were conducted at the study area intersections. The existing a.m. and p.m. peak-hour traffic volumes are depicted in Figures 2A and 2B. Detailed turning movement counts are provided in Appendix C.

Unsignalized Intersection Analysis

The level of service (LOS) at an unsignalized intersection is based on the average stop delay per vehicle for the various movements within the intersection. The operating conditions at the unsignalized intersections were analyzed using the current version of the 2010 Highway Capacity Software, Version 6.65 (HCS). HCS utilizes the procedures outlined in Chapter 19 of the 2010 Highway Capacity Manual, titled "Unsignalized Intersections." Table 1 shows the existing level of service. The HCS printouts are attached as Appendix D. As indicated in Table 1, both of the unsignalized intersections currently operate within the adopted service levels.

Table 1
Existing A.M. & P.M. Peak-Hour Level of Service - Unsignalized Intersections
Pineland PRD

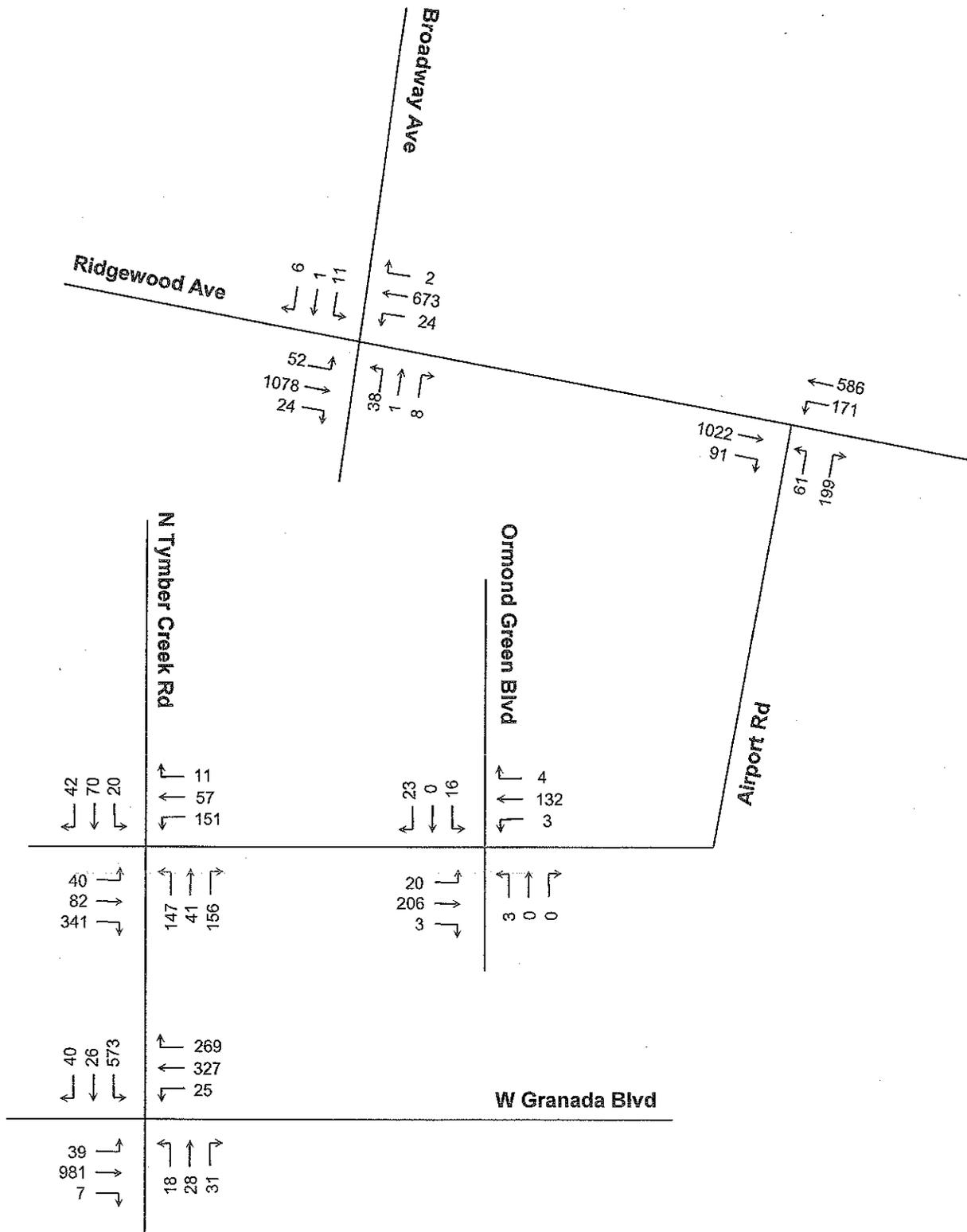
Intersection	Adopted LOS	A.M. Peak-Hour			P.M. Peak-Hour		
		Critical Approach	Delay (sec.)	LOS	Critical Approach	Delay (sec.)	LOS
Airport Rd at Ormond Green Blvd	E	SB	10.4	B	NB	10.8	B
US 1 at Broadway Ave	Major St: D/ Minor St: E	EB	35.0	E	WB	26.9	D

Signalized Intersection Analysis

The LOS at a signalized intersection is based on the average control delay per vehicle for the various movements within the intersection. The operating conditions at the signalized intersections were evaluated using County signal timings and the Highway Capacity Software 2010, Version 6.65 (HCS). This software utilizes the procedures outlined in Chapter 18 of the 2010 Highway Capacity Manual, titled "Signalized Intersections". Table 2 shows the existing a.m. and p.m. peak-hour LOS at the signalized intersections. As indicated in Table 1, all of the signalized intersections currently operate within the adopted service levels. The signal timings and HCS summary sheets are located in Appendix E.

Table 2
Existing A.M. & P.M. Peak-Hour Level of Service - Signalized Intersections
Pineland PRD

Intersection	Adopted LOS	A.M. Peak-Hour		P.M. Peak-Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS
Tymber Creek Rd at Airport Rd	E	27.3	D	19.2	B
SR 40 at Tymber Creek Rd	D	41.0	D	41.0	D
US 1 at Airport Rd	D	15.5	B	14.2	B



Pineland PRD	 N NTS	2015 Existing Traffic A.M. Peak-Hour		 Lassiter Transportation Group, Inc. <i>Engineering and Planning</i>
		Project No.: 4071.02	Figure: 2A	

Road Segment Analysis

Roadway level of service describes the operating condition determined from the number of vehicles passing over a given section of roadway during a specified time period. It is a qualitative measure of several factors which include: speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, convenience, safety and vehicle operating costs. Six levels of service have been established as standards by which to gauge roadway performance, designated by the letters A through F. The level of service categories are defined as follows:

- Level of Service A: Free flow, individual users virtually unaffected by the presence of others*
- Level of Service B: Stable flow with a high degree of freedom to select operating conditions*
- Level of Service C: Flow remains stable, but with significant interactions with others*
- Level of Service D: High-density stable flow in which the freedom to maneuver is severely restricted*
- Level of Service E: This condition represents the capacity level of the road*
- Level of Service F: Forced flow in which the traffic exceeds the amount that can be served*

The peak-hour two-way volumes for the study roadway segments were obtained from the existing Volusia County Concurrency spreadsheet. Table 3 shows the resultant peak-hour two-way roadway level of service. As indicated in Table 3, all of the significant study area roadway segments currently operate within the adopted service levels. The segment of SR 40 between US 1 and Halifax Avenue does not currently operate acceptably and has been included in these analyses due to its proximity and deficient condition, per TIA guidelines.

**Table 3
Existing Roadway Peak-Hour Two-Way Level of Service - Roadway Segments
Pineland PRD**

Roadway	Segment		Adopted LOS	Max Peak-Hour Cap. at LOS	2014 AADT	K-Factor	2014 Peak-Hour Two-Way Volumes	Existing LOS
	From	To						
Airport Rd	Tymber Creek Rd	Pineland Trl	E	2,240	4,880	0.0997	487	C
Pineland Trl	Airport Rd	Harmony Ave	E	1,150	510	0.0997	51	C
	Harmony Ave	US 1	E	1,230	220	0.0997	22	C
Tymber Creek Rd	Airport Rd	Tymber Run	E	1,540	6,920	0.0997	690	C
	Tymber Run	SR 40	E	1,540	11,610	0.0997	1,158	C
SR 40	Tymber Creek Rd	I-95	D	3,580	27,000	0.0997	2,692	C
Critical Roadway Segments								
SR 40	US 1	Halifax Ave	D	2,920	31,500	0.0997	3,390	F

3

FUTURE TRAFFIC CONDITIONS

The next step in the analysis was to determine the future traffic conditions on the study area roadways at the time of Project completion. The following documents the procedures used to determine the future traffic.

Background Traffic

Traffic growth rates from historic Average Annual Daily Traffic (AADT) counts (from years 2010 to 2014) were determined for each study area roadway segment using FDOT's *Traffic Trends* software. Table 4 presents the resultant average annual growth rates. As indicated in Table 4, the calculated average annual growth rates are below the County's minimum threshold of one percent per year. It was agreed upon during the methodology stages that a minimum growth rate of one percent per year would be applied to project future area growth. The Traffic Trends analysis worksheets are contained in Appendix F.

Table 4
Average Annual Historic Growth Rates
Pineland PRD

Roadway	Segment		Historical Annual Growth Rate	Applied Growth Rate
	From	To		
Airport Rd	Tymber Creek Rd	Pineland Trl	-1.31%	1.00%
Pineland Trl	Airport Rd	Harmony Ave	-5.56%	1.00%
	Harmony Ave	US 1	0.00%	1.00%
Tymber Creek Rd	Airport Rd	Tymber Run	-3.65%	1.00%
	Tymber Run	SR 40	-1.36%	1.00%
SR 40	Tymber Creek Rd	I-95	0.00%	1.00%
Critical Roadway Segments				
SR 40	US 1	Halifax Ave	-1.54%	1.00%

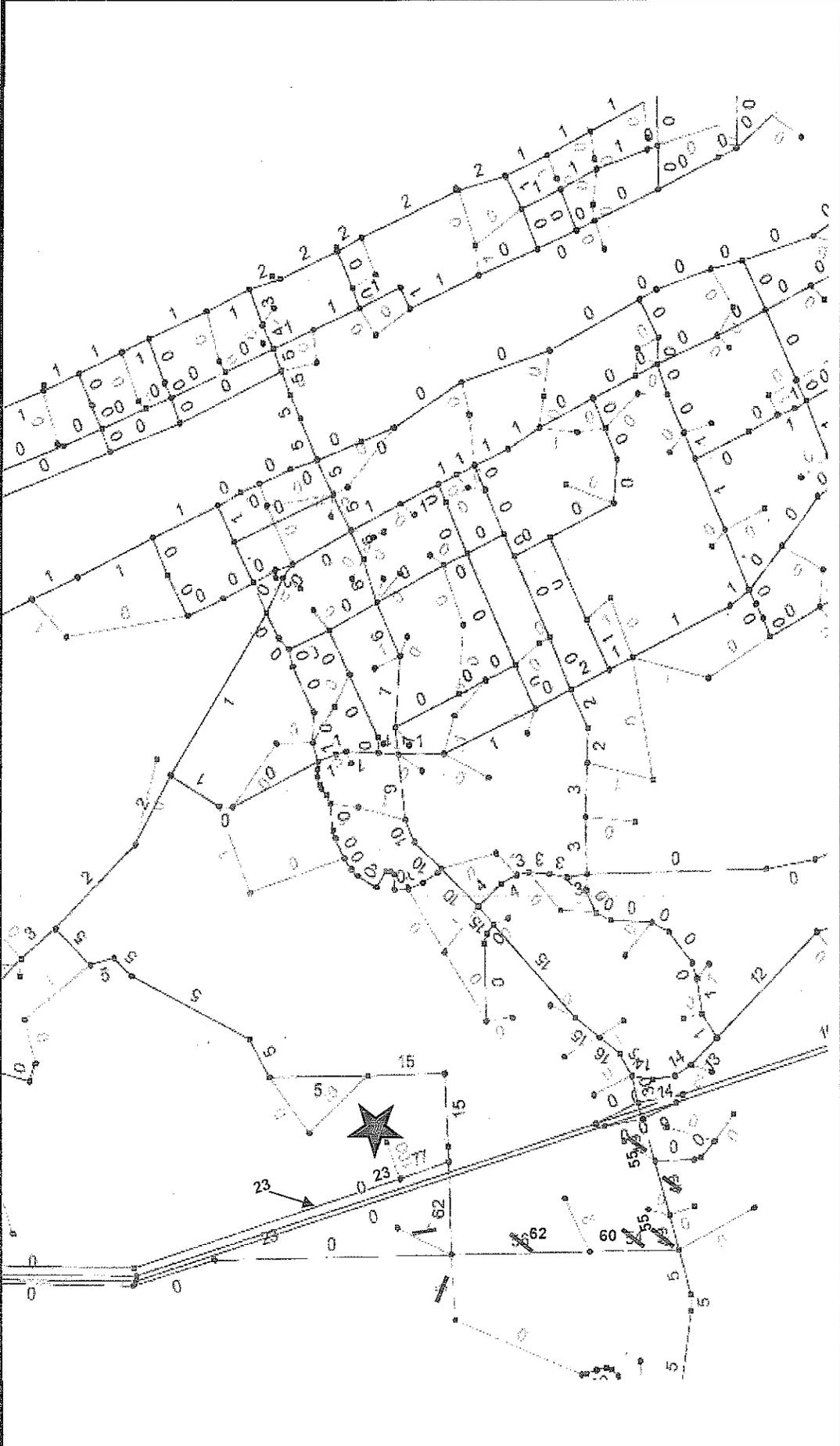
Trip Generation

The trip generation for the proposed development was determined using the Institute of Transportation Engineers (ITE) 9th Edition of the *Trip Generation Manual*. The resultant trip generation is presented in Table 5.

Table 5
Trip Generation
Pineland PRD

Time Period	Land Use	Quantity	Units	ITE Code	Trip Rate Equation	Total Trips	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting
Daily	Single-Family Residential	192	DU	210	$T=0.92 \ln(X) + 2.72$	1,914	50%	50%	957	957
A.M. Peak-Hour		192	DU		$T=0.70(X)+9.74$	144	25%	75%	36	108
P.M. Peak-Hour		192	DU		$T=0.90 \ln(X)+0.51$	189	63%	37%	119	70

Source: ITE Trip Generation Manual, 9th Edition



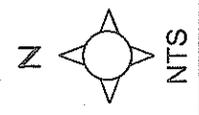
Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue - Daytona Beach, Florida 32114
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

Project Distribution

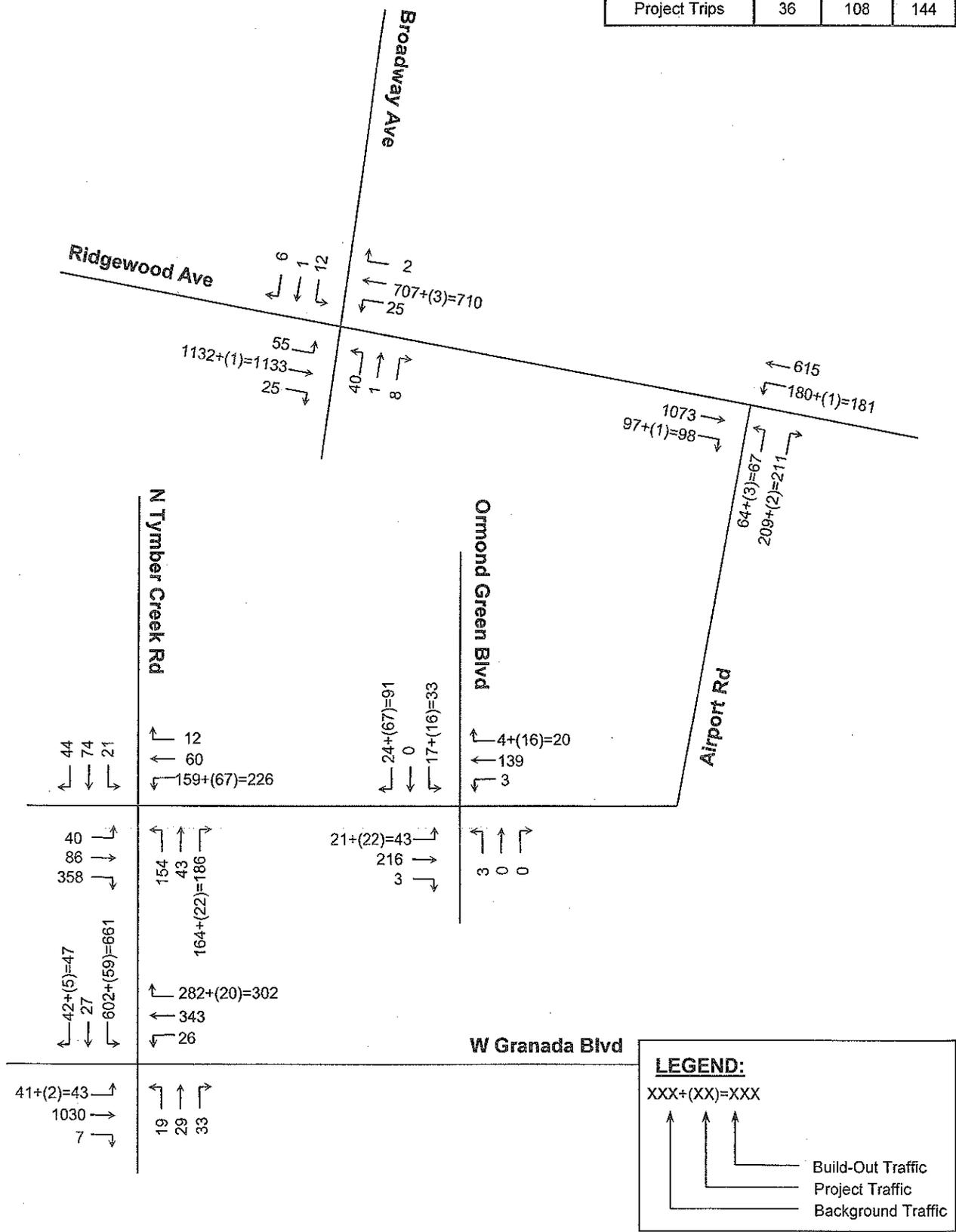
Project No.: 4071.02

Figure: 3



PINELAND PRD

A.M. Peak-Hour	Enter	Exit	Total
Project Trips	36	108	144



Pineland PRD



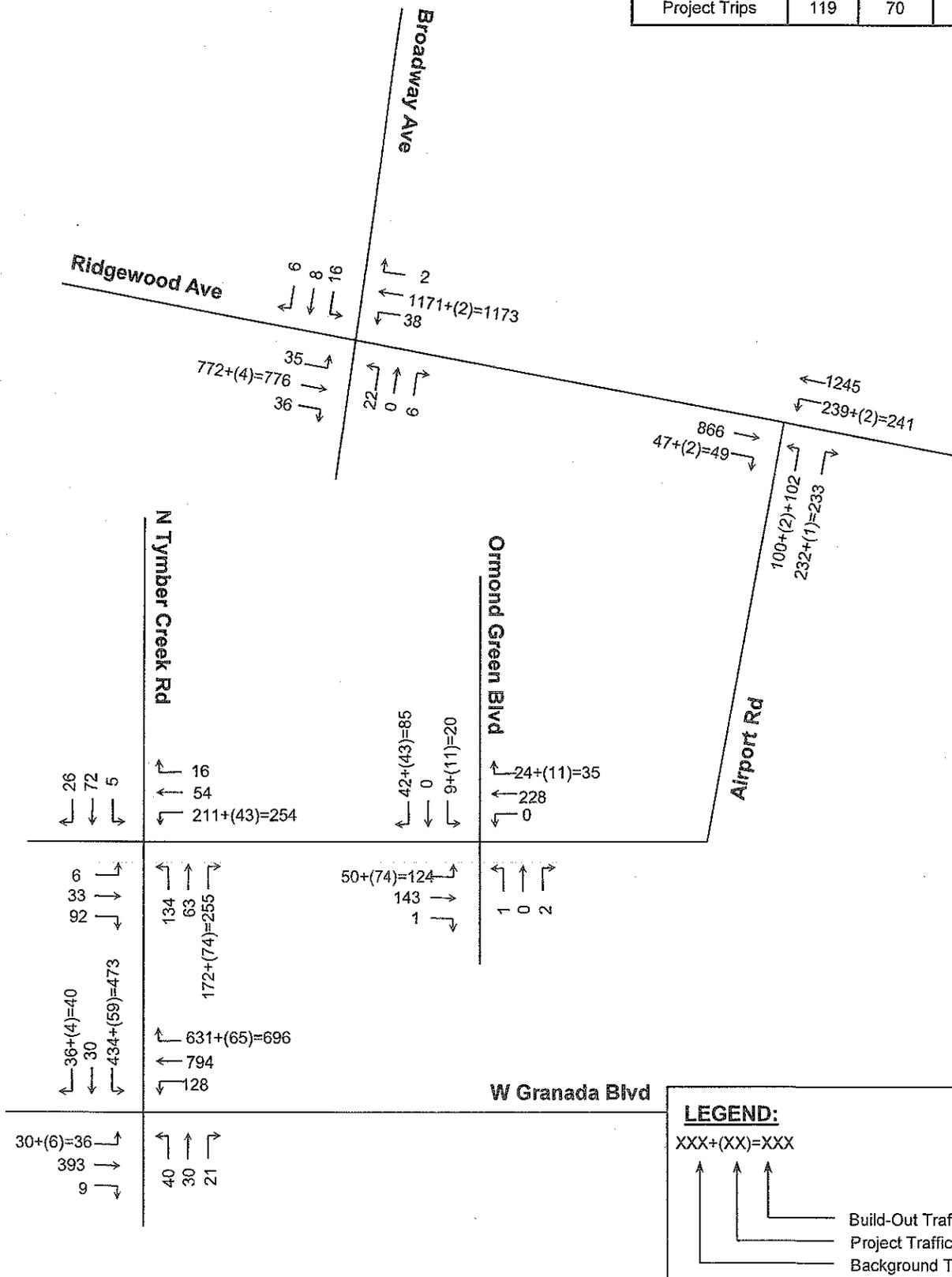
**2020 Build-Out Traffic
A.M. Peak-Hour**

Project No.: 4071.02 Figure: 4A

Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue – Daytona Beach, Florida 32114
Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

A.M. Peak-Hour	Enter	Exit	Total
Project Trips	119	70	189



Pineland PRD



**2020 Build-Out Traffic
P.M. Peak-Hour**

Project No.: 4071.02 Figure: 4B

Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue - Daytona Beach, Florida 32114
Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

4

FUTURE ROADWAY ANALYSIS

The study area intersections and road segments were analyzed based on the future roadway conditions to determine potential impacts and to investigate mitigation requirements. The results of the analysis are presented below.

Unsignalized Intersection Analysis

The unsignalized intersections were analyzed to determine the operational LOS at build-out. Table 6 shows the projected 2020 build-out LOS. As indicated in Table 6, each of the unsignalized intersections are expected to operate within the adopted service levels during both the a.m. and p.m. peak-hour under 2020 build-out conditions. The HCS printouts are contained in Appendix G.

**Table 6
2020 Build-Out A.M. & P.M. Peak-Hour Level of Service - Unsignalized Intersection
Pineland PRD**

Intersection	Adopted LOS	A.M. Peak-Hour			P.M. Peak-Hour		
		Critical Approach	Delay (sec.)	LOS	Critical Approach	Delay (sec.)	LOS
Airport Rd at Ormond Green Blvd	E	SB	10.6	B	NB	12.9	B
US 1 at Broadway Ave	Major St: D/ Minor St: E	EB	38.0	E	WB	30.1	D

Signalized Intersection Analysis

The signalized intersections were analyzed to determine the operational LOS at build-out. Table 7 shows the projected LOS at the study intersections. As indicated in Table 7, all of the signalized intersections are expected to operate within the adopted LOS during both the a.m. and p.m. peak-hours under 2020 build-out conditions. The HCS printouts are contained in Appendix H.

**Table 7
2020 Build-Out A.M. & P.M. Peak-Hour Level of Service - Signalized Intersections
Pineland PRD**

Intersection	Adopted LOS	A.M. Peak-Hour		P.M. Peak-Hour	
		Delay (sec.)	LOS	Delay (sec.)	LOS
Tymber Creek Rd at Airport Rd	E	28.8	C	20.2	C
SR 40 at Tymber Creek Rd	D	43.4	D	46.0	D
US 1 at Airport Rd	D	16.7	B	15.2	B

Road Segment Analysis

The traffic analysis for each road segment involves the comparison of future p.m. peak-hour two-way volumes to available capacity. Table 8 presents the results of the peak-hour two-way road segment capacity analysis for the build-out conditions. As indicated in Table 8, all of the study area road segments will continue to operate within the adopted service levels under 2020 build-out conditions. The segment of SR 40 between US 1 and Halifax Avenue, which has been included in these analyses due to its existing deficient status, will continue to be deficient in 2020. Since this is a backlog deficiency, no mitigation is required of this Developer.

**Table 8
2020 Peak-Hour Directional Level of Service - Roadway Segments
Pineland PRD**

Roadway	Segment		Max Peak-Hour Cap. at LOS	Adopted LOS	2014 Peak-Hour Two-Way Volumes	Growth Rate	2020 Background Traffic	Project Distribution	Peak-Hour Project Traffic	2020 Build-Out Two-Way Volumes	2020 Build-Out LOS
	From	To									
Airport Rd	Tymber Creek Rd	Pineland Trl	2,240	E	487	1.06	516	62%	117	633	C
Pineland Trl	Airport Rd	Harmony Ave	1,150	E	51	1.06	54	77%	146	200	C
	Harmony Ave	US 1	1,230	E	22	1.06	23	23%	43	66	C
Tymber Creek Rd	Airport Rd	Tymber Run	1,540	E	690	1.06	731	62%	117	848	C
	Tymber Run	SR 40	1,540	E	1,158	1.06	1,227	60%	113	1,340	C
SR 40	Tymber Creek Rd	I-95	3,580	D	2,692	1.06	2,854	55%		2,854	C
Critical Roadway Segments											
SR 40	US 1	Halifax Ave	2,920	D	3,390	1.06	3,593	6%	11	3,604	F

5

CONCLUSIONS

This study was conducted to evaluate the traffic impacts of the proposed project on the adjacent roadways in the City of Ormond Beach. The results of the study are summarized below.

Existing

- All of the unsignalized intersections currently operate within the adopted level of service.
- All of the signalized intersections currently operate within the adopted level of service.
- All of the significant study area road segments currently operate within the adopted service levels.

2020 Build-Out

- The proposed development consists of 192 single-family dwelling units.
- Pineland PRD is expected to generate approximately 1,914 daily trips with 144 trips occurring during the a.m. peak-hour and 189 trips during the p.m. peak-hour.
- Under 2020 build-out conditions, each of the unsignalized intersections will operate within the adopted level of service.
- Under 2020 build-out conditions, all of the signalized intersections will operate within the adopted level of service.
- All of the significant study area road segments will continue to operate within the adopted service levels. The segment of SR 40 from US 1 to Halifax Avenue, which is deficient under existing conditions, will continue to be deficient under 2020 build-out conditions. Because this is a backlog deficiency, no mitigation is required of this developer.

Appendices

Appendix A
Preliminary Site Plan

Appendix B
Approved Methodology Letter



Lassiter Transportation Group, Inc.
Engineering and Planning

Ref: 4071.01

June 16, 2015

Mr. Jon Cheney
Director of Traffic Engineering
Volusia County
132 W. Indiana Ave, Room 400
DeLand, FL, 32720-4262

Re: Pineland PUD – Response to Methodology Comments

Dear Jon:

Lassiter Transportation Group, Inc. (LTG) is in receipt of comments dated June 2, 2015, from Volusia County regarding the proposed methodology for the Pineland PUD Traffic Impact Analysis (TIA). The County's methodology comments are presented below in plain text with our responses in **bold** typeface.

- 1.) Comment: Figure 2: Please manually adjust the trip distribution to be more realistic. For example, it is doubtful that 5% will travel on Airport Road west of Tymber Creek Road. Also, 10% will not likely be attracted to the Ormond Beach Airport, and one percent will not travel north on Tymber Creek Road north of Airport Road. Regarding the subdivision access, 100% of trips should be reflected on the segment of Pineland Trail between Harmony Avenue and Airport Road since none of the trips are traveling north on Pineland Trail.

Response: Manual modifications have been made to the distribution, as shown in Figure 2 of the Revised Methodology Letter. The five and one percent from west and north on Tymber Creek Road, respectively, have been redistributed to SR 40 between I-95 and Tymber Creek Road. While ten percent of development traffic may not be attracted to the Ormond Beach airport alone, it is reasonable to assume ten percent being attracted to development along this segment of Airport Road, which includes an elementary school. It should be noted that there is 23 percent of traffic to and from the north and 77 percent traffic to and from the south on Pineland Trail, for a total of 100 percent,

- 2.) Comment: Page 4, Critical segments: The critical segment of SR 40 is between US 1 and Halifax Avenue. Please revise.

Response: The critical segment to be included in these analyses is SR 40 between US 1 and Halifax Avenue. References have been revised accordingly.

- 3.) Comment: Table 2, Significance Test: Please revise significance test based on comment #1 above. Based on revised distribution, we believe that the segment of SR 40 between Tymber Creek Road and I-95 should be analyzed due to being over the 3% significance. Please include several of the SR 40 segments in the test to prove, or negate, their significance.

Response: Significance test has been revised accordingly. The segment of SR 40 between Tymber Creek and I-95 now meets the significance threshold and will be included in the analyses.



Lassiter Transportation Group, Inc.
Engineering and Planning

Via Email: (spraker@ormondbeach.org)

Ref: 4071.01

June 16, 2015

Steven Spraker
Senior Planner
22 South Beach Street
Ormond Beach, FL 32175

Re: Pineland PUD – Proposed Traffic Impact Analysis Methodology

Dear Mr. Spraker:

Lassiter Transportation Group, Inc. (LTG) was retained by Ormond Pineland, LLC to prepare a Traffic Impact Analysis (TIA) for the proposed Pineland PRD residential development. This development, which consists of 192 single-family dwelling units, will be located east of Pineland Trail and north of Airport Road in the City of Ormond Beach (see Figure 1 for general location). Build-out of the proposed development is anticipated in 2020. This letter outlines the proposed methodology by which the TIA for the proposed development will be conducted. Figure 1 shows the location of the project relative to the surrounding road network. A preliminary site plan is attached as Exhibit A.

The City of Ormond Beach has adopted the River to Sea Transportation Planning Organization (R2CTPO) Transportation Impact Analysis (TIA) guidelines. In accordance with these guidelines, this letter outlines the proposed methodology by which the analysis will be conducted.

Analysis Period

Roadway segments will be analyzed based on a.m. and p.m. peak-hour two-way traffic and intersections will be analyzed during both the a.m. and p.m. peak-hours. The analysis will be conducted under 2015 existing conditions and 2020 build-out conditions.

Traffic Concurrency Spreadsheet

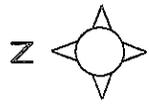
The analysis will be based on the latest concurrency information as obtained from the Florida Department of Transportation (FDOT), the Volusia County Traffic Engineering Department and the City of Ormond Beach Public Works and/or Development Services Departments.

Project Trip Distribution

The Central Florida Regional Planning Model (CFRPM), Version IV was used to obtain the project trip distribution. This distribution has been manually modified, based on engineering judgement and input from Volusia County Staff. The resultant project trip distribution is shown in Figure 2.



SITE



NTS

PINELAND PRD

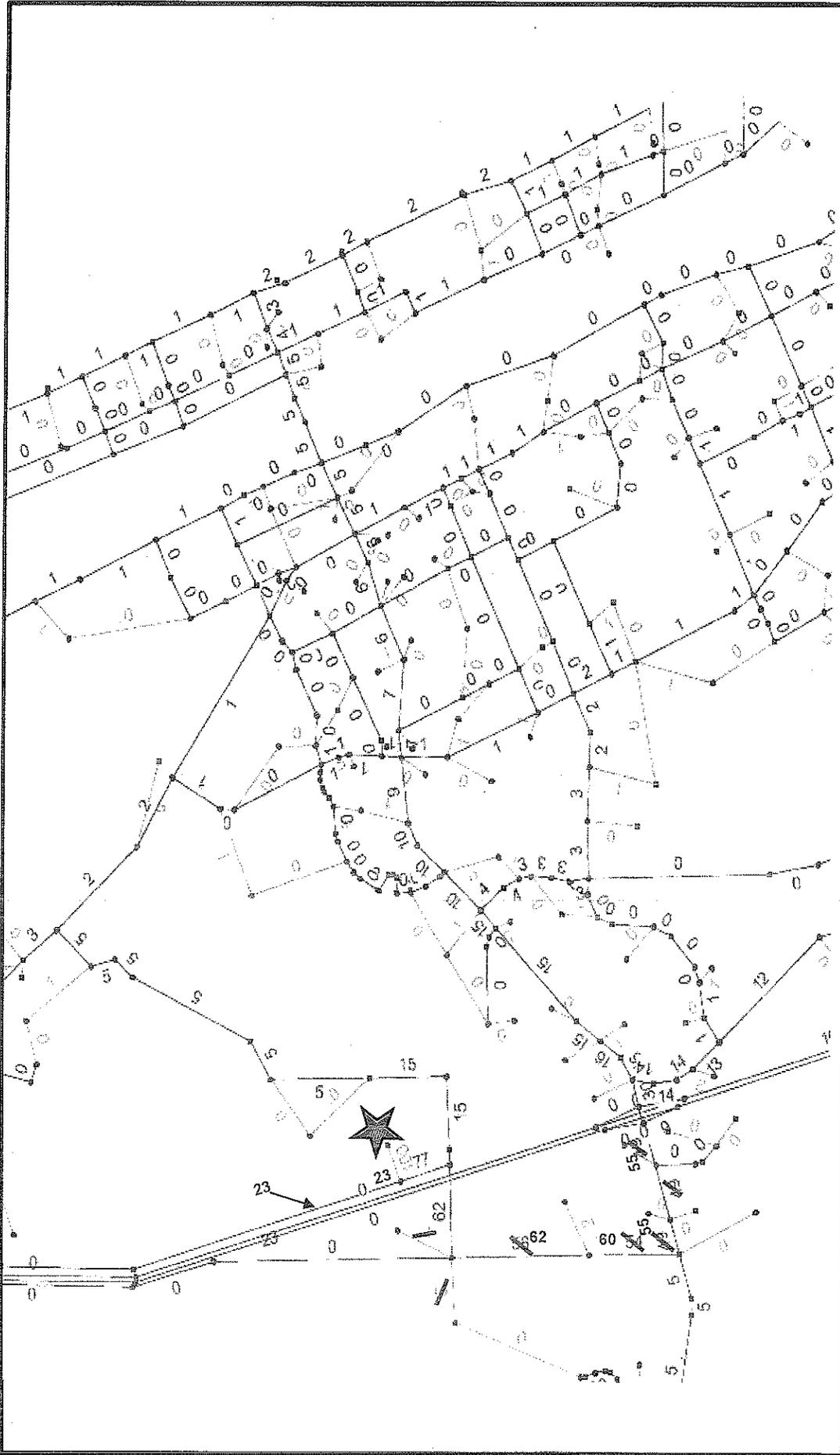
Project Location

Project No.: 4071.01

Figure: 1

Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue - Daytona Beach, Florida 32114
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

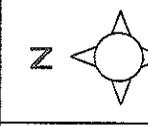


Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue — Daytona Beach, Florida 32114
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

Project Distribution

Project No.: 4071.01 **Figure: 2**



NTS

PINELAND PRD

Trip Generation

The trip generation for the proposed development was determined using the Institute of Transportation Engineers (ITE) 9th Edition of the *Trip Generation Manual*. The trip generation is presented in Table 1.

**Table 1
 Trip Generation
 Pineland PUD**

Time Period	Land Use	Quantity	Units	ITE Code	Trip Rate Equation	Total Trips	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting
Daily	Single-Family Residential	192	DU	210	$T=0.92 \ln(X) + 2.72$	1,914	50%	50%	957	957
A.M. Peak-Hour		192	DU		$T=0.70(X)+9.74$	144	25%	75%	36	108
P.M. Peak-Hour		192	DU		$T=0.90 \ln(X)+0.51$	189	63%	37%	119	70

Source: ITE Trip Generation Manual, 9th Edition

Study Area

Per the R2CTPO guidelines, projects which generate between 100 and 300 p.m. peak-hour two-way trips must include all roadway segments that are impacted by the proposed project to within three percent or greater of the peak-hour two-way adopted level of service (LOS) capacity, major intersections along the significant segments, and roadway segments that have been designated as "critical" or "near critical" within a five-mile travel distance of the site. Critical and near critical roadways are defined by Volusia County as roadways with a volume to capacity (v/c) ratio that is equal to or greater than 1.0 and 0.90, respectively.

Using the trip distribution, the p.m. peak-hour project trips were assigned to the roadway network to determine the roadway segments that are impacted by the proposed project to within three percent or greater of the peak-hour two-way adopted level of service (LOS) capacity. Table 2 presents the significance test on area roadways for the proposed development. Figure 3 depicts the critical and near critical roadway segments within the area. The segments of SR 40 from US 1 to Halifax Avenue and LPGA Boulevard from Jimmy Ann Drive to Derbyshire Road are the only critical/near critical segments within a five-mile travel distance of the site. The critical segment of LPGA Boulevard is programmed for improvement and will, therefore, not be included in these analyses.

Roadway Segments

- Airport Road from Tymber Creek Road to Pineland Trail
- Pineland Trail from Airport Road to US 1
- Tymber Creek Road from Airport Road to SR 40
- SR 40 from I-95 to Tymber Creek Road

Intersections

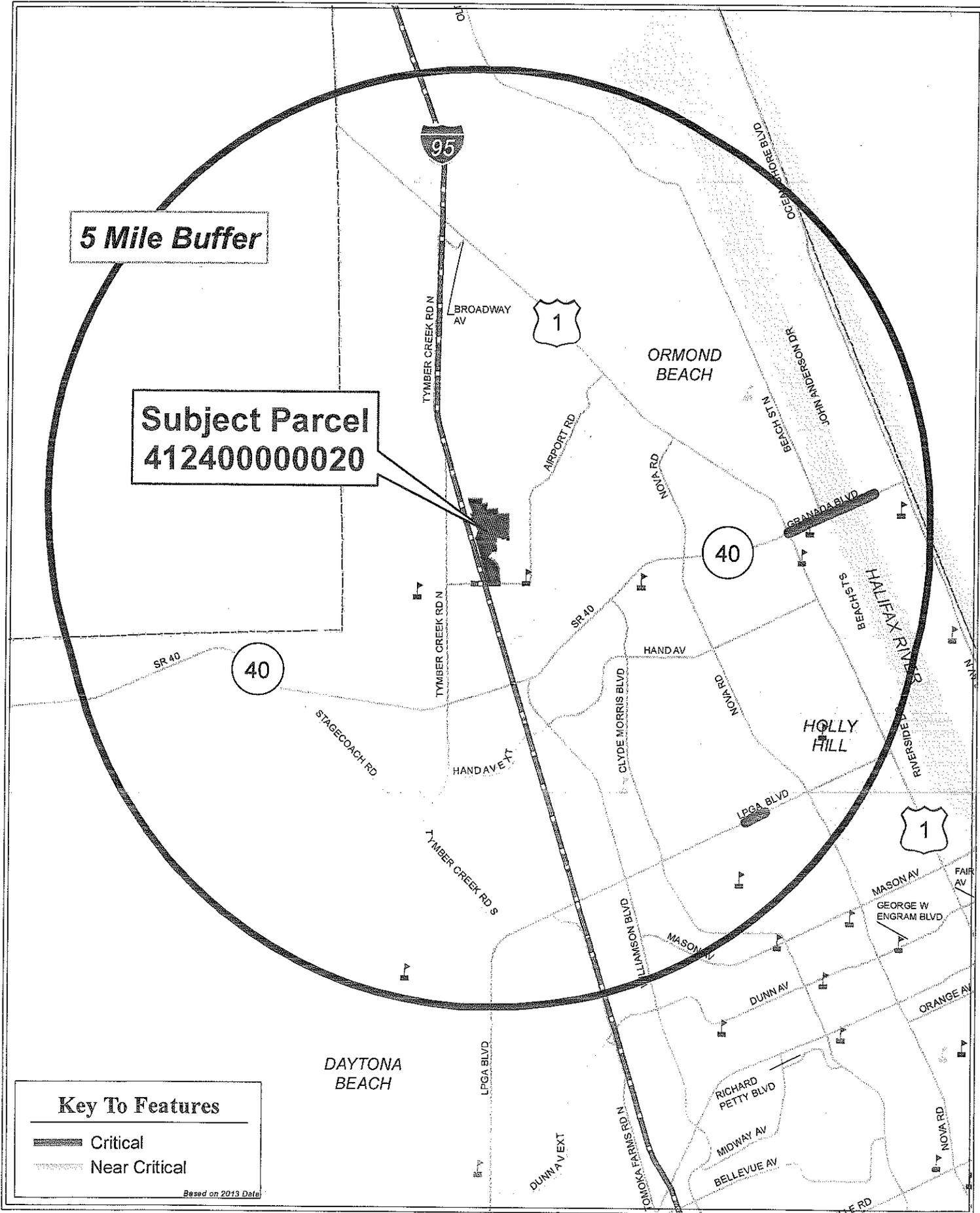
- Airport Road at Tymber Creek Road
- Airport Road at Ormond Green Boulevard
- Tymber Creek Road at SR 40
- Broadway Avenue at US 1
- Airport Road at US 1

Additionally, as indicated in Figure 3, the following roadway segment deemed critical and within a five-mile travel distance of the site will also be included in the study:

- SR 40 from US 1 to Halifax Avenue (critical)

Table 2
 Significance Test
 Pineland PUD

Roadway	Segment		Adopted LOS	Max Peak-Hour Cap. at LOS	2013 AADT	K-Factor	2013 Peak-Two-Way Volumes	Project Distribution	Peak-Hour Project Traffic	Peak-Project Significance
	From	To								
Airport Road	Tymer Creek Road	Pineland Trl	E	2,240	5,230	0.0997	521	62%	117	5.22%
	Pineland Trl	Sunshine Blvd	E	2,240	4,670	0.0997	466	15%	28	1.25%
	Sunshine Blvd	US 1	E	2,240	7,090	0.0997	707	5%	9	0.40%
Pineland Trail	Airport Rd	Harmony Ave	E	1,120	510	0.0997	51	77%	146	13.04%
	Harmony Ave	US 1	E	1,120	2,575	0.0997	257	23%	43	3.84%
Tymer Creek Road	Airport Road	Tymer Run	E	1,540	7,870	0.0997	785	62%	117	7.60%
Tymer Creek Road	Tymer Run	SR 40	E	1,540	12,670	0.0997	1,263	60%	113	7.34%
	Rima Ridge Rd	Tymer Creek Rd	C	3,420	27,000	0.0997	2,692	5%	9	0.26%
SR 40	Tymer Creek Rd	I-95	C	3,420	27,000	0.0997	2,692	55%	104	3.04%
	I-95	Clyde Morris Boulevard	D	3,580	33,500	0.0997	3,340	30%	57	1.59%
	Clyde Morris Boulevard	Nova Road	D	3,580	32,000	0.0997	3,190	10%	19	0.53%
	Nova Road	US 1	D	3,580	30,000	0.0997	2,991	7%	13	0.36%
	US 1	Halifax Ave	D	2,920	34,000	0.0997	3,390	6%	11	0.38%
	Halifax Ave	SR A1A	D	2,920	23,000	0.0997	2,293	5%	9	0.31%



2020 Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic plus the estimated project traffic. Growth along the study area roadway segments will be determined using FDOT *Traffic Trends* and five years of historic count data. A minimum growth rate of one percent per year will be used to project future traffic. All improvements funded for construction within the first three years of the five-year work program will be considered in the future analysis.

Segment Analysis – Existing and Build-Out Conditions

If the future projected volume is expected to exceed the maximum service volume of a roadway segment, a transportation analysis may be conducted to determine service volume specific to that segment, if authorized by the applicant. The procedures documented in the latest version of the FDOT *Quality/Level of Service Handbook* will be used to determine specific capacity, if necessary.

Intersection Analysis – A.M. & P.M. Peak-Hour (Existing and 2020 Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized intersections will be analyzed using the *Highway Capacity Software 2010, Version 6.60* (HCS). HCS utilizes the procedures outlined in Chapter 19 of the 2010 Highway Capacity Manual, titled "Two-Way Stop Control Intersections".

The operating conditions for both the existing and future conditions at the signalized intersections will be evaluated using the *Highway Capacity Software 2010, Version 6.60* (HCS). This software utilizes the methodology outlined in Chapter 18 of the 2010 Highway Capacity Manual, titled "Signalized Intersections".

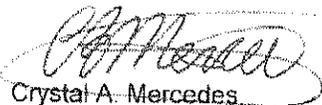
Improvements

If warranted, appropriate roadway and intersection improvements will be identified. Site access needs in terms of turn lane storage and deceleration shall be identified.

Please review and advise if the City is in agreement with this proposed methodology or provide comments relating to preferred revisions. If you have any questions, please contact me at 386.257.2571.

Sincerely,

LASSITER TRANSPORTATION GROUP, INC.

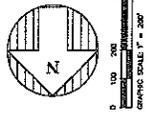


Crystal A. Mercedes
Senior Transportation Analyst

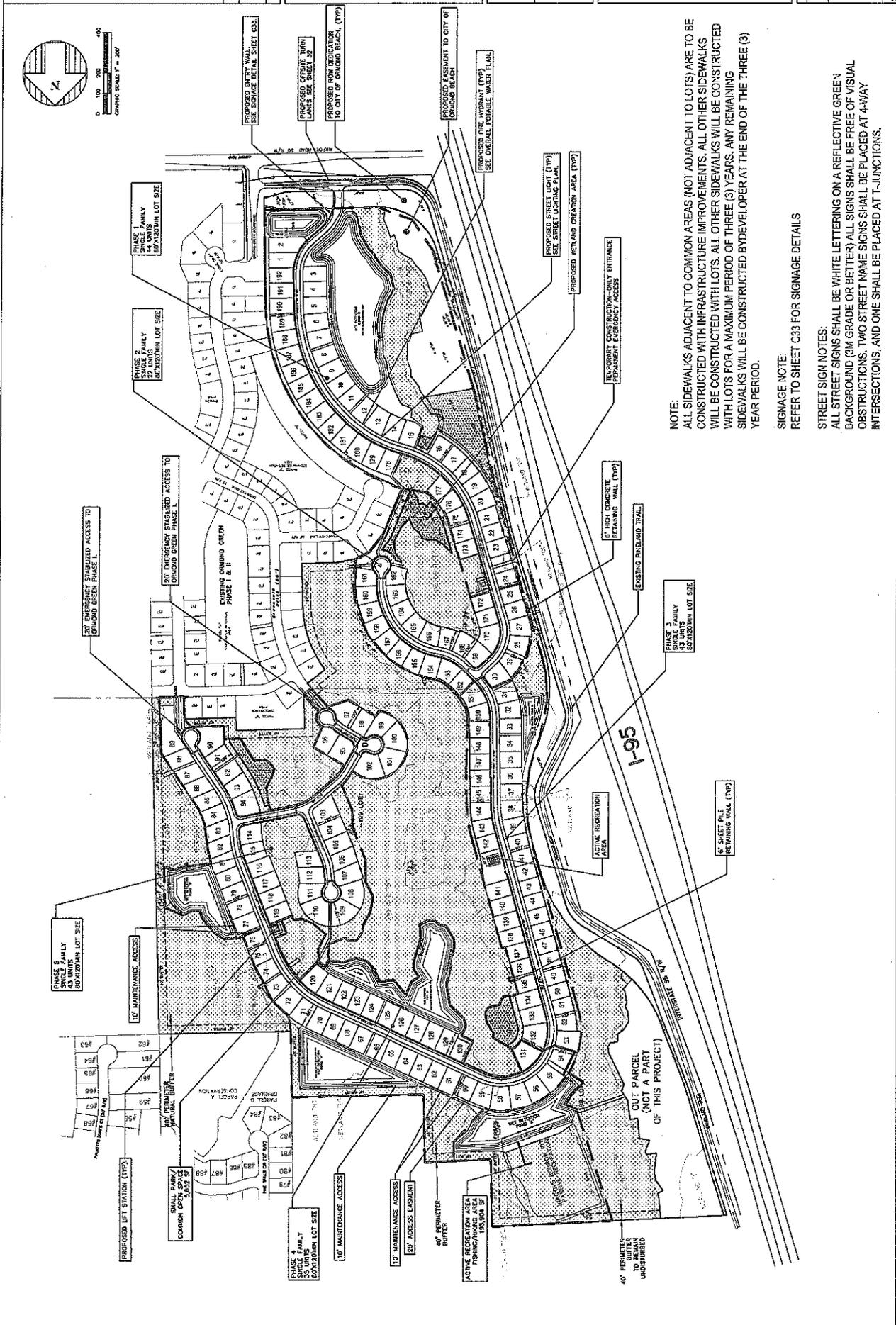
c: Pete Zahn, PE, Zahn Engineering
Jon Cheney, PE, Volusia County Traffic Engineering
R. Sans Lassiter, PE, Lassiter Transportation Group, Inc.

EXHIBIT 1

SITE PLAN



ZAHN ENGINEERING, INC.		PROJECT NO. 1005	
244 SOUTH PALMVIEW AVENUE, DAYTONA BEACH, FLORIDA 32114		PROJECT NO. 1005	
PHONE: (386) 252-5050 FAX: (386) 252-0020		PROJECT NO. 1005	
DATE: 03/10/19		PROJECT NO. 1005	
DRAWN BY: [blank]		PROJECT NO. 1005	
CHECKED BY: [blank]		PROJECT NO. 1005	
DATE: 03/10/19		PROJECT NO. 1005	



NOTE:
 ALL SIDEWALKS ADJACENT TO COMMON AREAS (NOT ADJACENT TO LOTS) ARE TO BE CONSTRUCTED WITH INFRASTRUCTURE IMPROVEMENTS. ALL OTHER SIDEWALKS WILL BE CONSTRUCTED WITH LOTS. ALL OTHER SIDEWALKS WILL BE CONSTRUCTED WITH LOTS FOR A MAXIMUM PERIOD OF THREE (3) YEARS. ANY REMAINING SIDEWALKS WILL BE CONSTRUCTED BY DEVELOPER AT THE END OF THE THREE (3) YEAR PERIOD.

SIGNAGE NOTE:
 REFER TO SHEET C33 FOR SIGNAGE DETAILS

STREET SIGN NOTES:
 ALL STREET SIGNS SHALL BE WHITE LETTERING ON A REFLECTIVE GREEN BACKGROUND. (3M GRADE OR BETTER) ALL SIGNS SHALL BE FREE OF VISUAL OBSTRUCTIONS. TWO STREET NAME SIGNS SHALL BE PLACED AT 4-WAY INTERSECTIONS, AND ONE SHALL BE PLACED AT T-JUNCTIONS.

1-95

OUT PARCEL (NOT A PART OF THIS PROJECT)

40' PERMETERS TO BULKHEADS UNDISTURBED

ATTACHMENT 3

Site Plan Review Committee
outstanding comments

Current Project - Project Markups Listing

PZ-15-084

File Name	Markup Name	Markup Text	Markup Date	Created by
2015-ZEI-0002 PLAT-SHT-1.pdf	Civil Plat Sht 1	Clarify that the Reserve Parcel between Lots 23 and 24 includes the Utility Easement for the water main to Pineland Trail.	05/24/2016	David Allen
2015-ZEI-0002 PLAT-SHT-3.pdf	Civil Plat Sheet 3	The reserve parcel between lots 23 and 24 is called out as Parcel A in the construction plans and Parcel B in the Plat documents. Please revise to match. Also note that this parcel has a water main within the boundaries, so a Utility easement must be included over the water main.	05/24/2016	David Allen
2015-ZEI-0002 PLAT-SHT-3.pdf	Civil Plat Sheet 3	Under Correspondence is a PDF file noted as Engineering Comments. This file includes comments marked on individual sheets from the Engineering Department. Please address all red-lined comments.	05/24/2016	David Allen
C32.pdf	Civil C-32	Based on Chart of Pond Data Sheet C-41, 25 Yr 24 Hr DHWL is 22.65 which is above the grate elevations of roadway inlets. Please resolve.	05/24/2016	David Allen
C28.pdf	Civil C-28	DHWL for Pond B - chart on C-41, is above the grate elevations for roadway inlets.	05/24/2016	David Allen
C28.pdf	Civil C-28	provide detail for 18" pipe crossing sanitary sewer.	05/24/2016	David Allen
C28.pdf	Civil C-28		05/24/2016	David Allen
C27.pdf	Civil C-27	Provide DHWL for ponds shown on Plan&Profile sheets.	05/24/2016	David Allen
LA2.pdf	PM	Please provide minimum size of proposed trees, shrubs and groundcover. Please provide a list of materials suitable for a native buffer planting.	05/24/2016	Paul MacDonald
LA2.pdf	PM	How will new plantings be watered to ensure survival? Irrigation will be required if the existing buffer is thin and void.	05/24/2016	Paul MacDonald
LA7.pdf	PM	Please provide an irrigation design for the front entry planting.	05/24/2016	Paul MacDonald
C1.pdf	SSS		05/23/2016	Steven Spraker

Current Project - Project Markups Listing

C1.pdf	SSS	<p>Staff understand your response comment back regarding the sidewalks along Pineland Trail. The plat is implementing the zoning and the Planning Board and City Commission cannot waive sidewalk requirements with the plat.</p> <p>If the project elects to amend the Planned Development to extend the project timeframe, you can request that the sidewalk requirement be waived. Staff will not recommend the waiver of sidewalks.</p> <p>For the project you will need either to state you will pay into the sidewalk fund or construct the sidewalks.</p>	05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS		05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS	The emergency access easement relocation is required to be completed with the final plat. This document and any comments will not impact the processing of the preliminary plat and construction drawings.	05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS		05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS	The easement has been sent to the City Attorney's office and once any review comments have been provided, SPRC staff shall forward them onto to the applicant.	05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS		05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS	Why is Ormond Green required to construct the stabilization improvements? The emergency access is required for the Pineland subdivision and needs to be constructed by Pineland. Please revise.	05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS		05/23/2016	Steven Spraker
05.16.2016, Proposed Pineland Emergency Access Easement.pdf	SSS	Pineland (as well as Ormond Green) is required to have an emergency access easement. Again, the maintenance should be performed by Pineland.	05/23/2016	Steven Spraker

Current Project - Project Markups Listing

C27.pdf	MTD	Add valve to reuse main	05/13/2016	Mike Dunn
C27.pdf	MTD	Force main valve should be 4"	05/13/2016	Mike Dunn
C27.pdf	MTD	Locate air release valve on upstream side of force main	05/13/2016	Mike Dunn
C27.pdf	MTD	Please address Utility Department comments on Sheet C27	05/13/2016	Mike Dunn
C24.pdf	Utility Department Comments Sheet C24	No bend in this location	05/13/2016	Mike Dunn
C24.pdf	Utility Department Comments Sheet C24	Delete fitting call out.	05/13/2016	Mike Dunn
C23.pdf	Utility Department Comments Sheet C23	Call out 8" Gate Valve and Cap	05/13/2016	Mike Dunn
2015-ZEI-0002 PLAT-SHT-4.pdf	SRJ	improper section labels	05/13/2016	Steve Johnson
2015-ZEI-0002 PLAT-SHT-2.pdf	SRJ	Did not find a legal description for the dedication of Pineland Trail ROW.	05/13/2016	Steve Johnson
PumpStationCalcs05.04.16 Signed.pdf	Utility Department Comments Existing FM	Ormond Green LS is 150 gpm design flow. Revise calculations using this flow rate.	05/13/2016	Mike Dunn
PumpStationCalcs05.04.16 Signed.pdf	Utility Department Comments Existing FM	This may be different depending upon previous calculations	05/13/2016	Mike Dunn
2014 FEMA.pdf	BW	NAVD 88 or NGVD 29? Please correct.	05/10/2016	Becky Weedo