



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

July 14, 2016

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:** June 9, 2016
- VI. PLANNING DIRECTOR'S REPORT**
- VII. PUBLIC HEARINGS**

A. 2016-086: Pineland PRD Amendment

This is a request by Pete Zahn, P.E., Zahn Engineering on behalf of the property owner, Ormond Pineland, LLC to amend the Pineland PRD Development Order as follows:

1. Modify the required start date of construction of subdivision improvements from October 21, 2016 to October 21, 2021, a requested extension of 5 years.
2. Modify the subdivision infrastructure completion date of all subdivision phases from October 21, 2018 to October 21, 2026, a requested extension of 8 years.
3. Update the project ownership to Ormond Pineland, LLC.
4. Delete the attainable housing requirement of the previous Comprehensive Plan on lots 40, 41, 42, 20, 21, 22, 23, 24, 25, and 26. The Comprehensive

Plan has been amended to not require the provision of attainable housing within new subdivisions.

5. Update the subdivision layout to show the subdivision entrance off Pineland Trail as approved in 2009 as a minor amendment after a neighborhood meeting.
6. Revise the phasing plan of the subdivision. No new lots are proposed and the amendment shifts the phasing lines only.
7. Request a waiver of the external sidewalk required along Pineland Trail.
8. Amend the amount of right-of-way to be dedicated along Pineland Trail as part of the subdivision based on the lot split of the institutional parcel which has occurred.

B. Work session on 2016-2026 Bike Plan

The Plan proposes 15.5 miles more or less of multi-use path that connect multiple destinations. These are not paths or trails contained only in a park. One small fixed span bridge is proposed. The total cost of the plan is estimated between \$4.3 and 5.8 million depending on which alternative routes are finally chosen. There has been 4 neighborhood meetings, reviews by the Quality of Life and Public Works Advisory Board, The Ormond Scenic Loop and Trails Board, and the City Commission.

VIII. OTHER BUSINESS

IX. MEMBER COMMENTS

X. ADJOURNMENT

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

June 9, 2016

7:00 PM

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

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

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

I. ROLL CALL

Members Present

Patricia Behnke
Harold Briley, Vice Chair
Rita Press
Lori Tolland
Lewis Heaster (excused)
Al Jorczak (excused)
Doug Thomas, Chair (excused)

Staff Present

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

II. INVOCATION

Mr. Briley 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

May 12, 2016

Ms. Tolland moved to approve the May 12, 2016 Minutes as presented. Ms. Press seconded the motion. Hearing no objections, the minutes were unanimously approved.

VI. PLANNING DIRECTOR'S REPORT

Planning Director, Mr. Ric Goss stated that he has not been able to finish the final draft of the Bike Plan, since he has not received all of the clearances that are needed. He is hoping to bring the plan to the Planning Board for a work session in July.

Mr. Goss stated that the department received a \$400,000 grant from EPA for Brownfield cleanup. There are a number of properties, such as gas stations, on US 1 that are vacant because of environmental issues, and we now have money to spend to get the properties cleaned up for re-development. Please pass this information on to any commercial real estate brokers.

VII. PUBLIC HEARINGS

A. 2015-084: Pineland, Phase I, Preliminary Plat

Mr. Steven Spraker, Senior Planner stated that this is a request for a preliminary plat for Phase I of the Pineland subdivision. Mr. Spraker further explained the stages of site development that are necessary for subdivisions. Any parcel with a Suburban Low Density residential land use must go through a Planned Residential Development in order to get a density of less than one unit per acre. In 2008 the Planned Residential Rezoning was done, which provided overall subdivision layout of lot sizes, recreational areas, seeking of any waivers, and established the parameters for the subdivision.

Mr. Spraker continued that the next step is the preliminary plat, which provides the construction drawings for the subdivision. The application has the construction drawings for the entire subdivision, with five phases, but the vote tonight is just for Phase I, which has 44 lots. Assuming the applicant receives approval, they will have two options. The first option is to start constructing the subdivision improvements, including clearing the land, putting in water and sewer, constructing the roads, and when it's complete it will go to City Commission for final plat, which will allow them to sell lots and build homes. The second option is to bond the improvements and sell lots up front. The applicant will likely do the construction of improvements and then go to final plat.

Mr. Spraker explained the location, orientation, and characteristics of the subject property and presented the staff report. Mr. Spraker stated staff is recommending approval of the preliminary plat.

Ms. Tolland asked what the standard buffer is between communities. Mr. Spraker explained that since these communities are both Single Family, the typical buffer would be the 40' perimeter building setback. There is already additional buffer along the Ormond Green subdivision with the former parcel D tract. The buffer varies from subdivision to subdivision, so there is no hard and fast, standard buffer.

Ms. Press asked if the original entrance was through Ormond Green, but now has changed and the new entrance will be off of Pineland Trail. Mr. Spraker stated that in 2008, it was not an agreed entrance point through Ormond Green, so it was changed to a Pineland Trail entrance. Ms. Press then stated that about half of the houses in Phase I won't be seen from Pineland because of the conservation area and the retention pond. Mr. Spraker stated that was correct.

Ms. Behnke asked where the emergency entrance is going to be. Mr. Spraker explained that right now the emergency access point is through a wooded site, so there is no way to get emergency vehicles in there. During Phase I of the Pineland subdivision, an emergency access will be put in for both Ormond Green and Pineland to use. A temporary easement will be dedicated until Phase II of Pineland is constructed.

Mr. John Zimball, representative of Ormond Pineland LLC thanked Mr. Spraker for his report and recommended approval, and will answer any questions.

There being no further questions, Ms. Tolland moved to approve 2015-084: Pineland, Phase I, Preliminary Plat. Ms. Behnke seconded the motion. Vote was called, and the motion unanimously approved (4-0).

VIII. OTHER BUSINESS

None.

IX. MEMBER COMMENTS

Ms. Tolland asked if the City is doing anything in response to the possible Zika mosquito outbreak. Mr. Goss replied that he was not aware of anything, but the City will refer any issues regarding Zika mosquitoes to the County Health Department and the Mosquito Control District.

Ms. Press stated that the civic group is very concerned about the Zika outbreak and will be sending out information to members about empty houses that may have a birdbath or something that could be breeding mosquitoes, and that they should notify the City of any potential areas.

Mr. Briley stated that the City staff did a tremendous job during the minor tropical storm that we just had. Public Works provided sand bags, and they filled them for residents, and delivered sandbags to the elderly.

X. ADJOURNMENT

The meeting was adjourned at 7:14 p.m.

Respectfully submitted,

ATTEST:

Harold Briley, Vice Chair

Minutes transcribed by Melanie Nagel.

STAFF REPORT

City of Ormond Beach

Department of Planning

DATE: July 7, 2016

SUBJECT: Pineland, PRD Amendment

APPLICANT: Fred Share, Ormond Pineland, LLC

NUMBER: 2015-084

PROJECT PLANNER: Steven Spraker, AICP, Senior Planner

INTRODUCTION: This is a request by Fred Share, Ormond Pineland, LLC, for a Planned Residential Development amendment for the Pineland subdivision, approved by Ordinance 2008-44. The application seeks to amend the subdivision development order to:

1. Modify the required start date of construction of subdivision improvements from October 21, 2016 to October 21, 2021, a requested extension of 5 years.
2. Modify the subdivision infrastructure completion date of all subdivision phases from October 21, 2018 to October 21, 2026, a requested extension of 8 years.
3. Update the project ownership to Ormond Pineland, LLC.
4. Delete the attainable housing requirement of the previous Comprehensive Plan on lots 40, 41, 42, 20, 21, 22, 23, 24, 25, and 26. The Comprehensive Plan has been amended not to require the provision of attainable housing within new subdivisions.
5. Update the subdivision layout to show the subdivision entrance off Pineland Trail as approved in 2009 as a minor amendment after a neighborhood meeting.
6. Revise the phasing plan of the subdivision. No new lots are proposed and the amendment shifts the phasing lines only.
7. Request a waiver of the external sidewalk required along Pineland Trail.
8. Amend the amount of right-of-way to be dedicated along Pineland Trail as part of the subdivision based on the lot split of the institutional parcel which has occurred.

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 authorized 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, Phase 1, Preliminary Plat**

On June 9, 2016, the Planning Board reviewed the Preliminary Plat for Phase 1 of the subdivision containing 44 lots. The Planning Board recommended approval of the preliminary plat. The application is scheduled for the July 26, 2016 City Commission meeting.

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.

The purpose of this application is to amend the overall framework of the 2008 approval. The PRD amendment provides the zoning entitlements to allow the construction drawings (Preliminary Plat) to proceed and ultimately allow the subdivision of land (Final Plat).

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)). The applicant would file surety documents guaranteeing that such improvements would be installed. All guarantees would be 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. As previously stated under Option 1, the City Commission would review and approve the plat after all improvements have been constructed. Under Option 2, the City Commission would review and approve the final plat with the preliminary plat.

The application is seeking to amend the development order conditions of the 2008 approval. The application is not seeking to amend to overall number of lots or subdivision layout. Below is a list of amendments sought in **bold** with staff's analysis following each amendment:

1. **Modify the required start date of construction of subdivision improvements from October 21, 2016 to October 21, 2021, a requested extension of 5 years.**

The project is seeking to extend the required start of construction date for a period of 5 years until October 21, 2021. The project was originally approved in 2008 and the housing market has not created the demand to construct the infrastructure improvements for the subdivision. The City has seen over the last year an increase in residential infrastructure improvements including River Oaks, Deer Creek, and Chelsea Place. The Pineland subdivision has higher than average infrastructure costs that are caused by the desire to minimize wetland and floodplain impact. Planning staff has no objection to the requested extension request.

2. **Modify the subdivision infrastructure completion date of all subdivision phases from October 21, 2018 to October 21, 2026, a requested extension of 8 years.**

Within the 2008 approval, there was a condition that required the subdivision improvements for all phases to be completed by October 21, 2018. This date has not been extended with the administrative approvals granted to this project. The applicant is seeking to extend the required completion date to October 21, 2026. The applicant has provided an update traffic study prepared by Lassiter Transportation Group, Inc. that concluded all road segments will operate within adopted level of service standards with the build out of the 192 lot subdivision. The updated traffic study would satisfy the 2008 condition that the project provides a Proportionate Fair Share Agreement for traffic impacts of this project during preliminary plat process.

3. **Update the project ownership to Ormond Pineland, LLC.**

The Planned Residential Development runs with the property and can change ownership. The applicant is seeking to update the 2008 approval to the current ownership. Planning staff has no objection to this amendment and the proposed amendment does not impact the overall subdivision layout.

4. **Delete the attainable housing requirement of the previous Comprehensive Plan on lots 40, 41, 42, 20, 21, 22, 23, 24, 25, and 26. The Comprehensive Plan has been amended not to require the provision of attainable housing within new subdivisions.**

In 2008, the City's Comprehensive Plan contained the following policy:

Housing Element:

POLICY 1.5.4.

The City shall continue to require a certain percentage of low and moderate income housing in PRD'S and subdivisions. Based on these income ranges "affordable" units will be defined in terms of 30 percent of the upper limit of each income range, divided by 12, to arrive at a monthly rent or monthly mortgage payment, including property taxes, utilities, and insurance.

The percentage affordable ratio shall be adjusted by area and by size of the development. Depending upon the geographic location, percentages may vary. In existing areas of the City where there is a significant population of low income and moderate income groups, then a base percentage of 10% would apply, while elsewhere the base percentage may be 5%. The 10 percentage areas are generally identified as follows:

- 1) CDBG Priority Area: An area bounded on the north by Highland/Selden Avenue, the south by the City limits, the east by South Ridgewood, and the west by the Florida East Coast Railroad tracks. (As amended by Ordinance 93-14, adopted on April 6, 1993.)
- 2) Barrier Island South: An area bounded on the north by Seminole Avenue, the south by the City limits, the east by A1A, and the west by Riverside Drive (south of the Fluhart Drive and Riverside Drive intersection).
- 3) Granada/Wilmette North: An area bounded on the north by Wilmette Avenue and its extension, the south by Granada Boulevard, the east by Orchard Street and the west by Nova Road.
- 4) Granada/Division South: An area bounded on the north by Granada Boulevard, the south by Division Avenue,, the east by Orchard Avenue, and the west by Old King's Road.

All PRD's, and subdivisions greater than 20 units, shall meet the above criteria. Low and moderate income housing units should be located within new development projects in a way that preserves the ambient character of the project. Allowances for density bonuses may be considered, and it is acceptable to provide affordable housing units off-site or to renovate structures off-site.

The approved 2008 plan had ten lots (40, 41, 42, 20, 21, 22, 23, 24, 25, and 26) that were identified as providing attainable housing. With the Evaluation and Appraisal Report (EAR) Policy 1.5.4. of the Housing Element was removed from the Comprehensive Plan. The applicant is seeking to remove the 2008 condition to provide attainable based on the Policy being removed from the City's Comprehensive Plan. Planning staff has no objection to the attainable housing condition being removed from the subdivision.

5. Update the subdivision layout to show the subdivision entrance off Pineland Trail as approved in 2009 as a minor amendment after a neighborhood meeting.

During the 2008 application, the entrance for the subdivision was modified from the planned joint access with Ormond Green. As stated in the background section of this report the applicant conducted a neighborhood meeting where on June 9, 2009 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.

Since the application is seeking to amend the expiration date for the project, staff desires to reflect the location of the subdivision within the overall development order.

6. Revise the phasing plan of the subdivision. No new lots are proposed and the amendment shifts the phasing lines only.

When the 2008 application was reviewed and approved, it contained a phasing plan. The applicant has now performed the detailed engineering plans and seeks to modify the phasing of the construction of the lots as follows:

Phase 1: 44 lots, no change in the original approval;

Phase 2: 27 lots, no change in the original approval;

Phase 3: 43 lots, reduction of 4 lots from the original approval of 47 lots;

Phase 4: 35 lots, increase of 4 lots from the original approval of 31 lots; and

Phase 5: 43 lots, no change in the original approval.

The overall project number of 192 lots is not being modified. Only the construction phasing is changing and staff has no objections with the amended phasing plan.

7. Request a waiver of the external sidewalk required along Pineland Trail.

Section 3-55(1) of the Land Development Code states, "Sidewalks shall be provided on both sides of arterial, collector and minor collector streets and on one (1) side of subdivision feeder, local access, and cul-de-sac streets. However, no sidewalk

shall be required on either I-95 or cul-de-sac streets which are less than six hundred feet (600') in length, or on noncollector streets within gated, adult-only, nonplatted manufactured home developments with privatized streets. Where interior pedestrian pathways or other alternative walking facilities are provided within a development, the applicant may request approval to provide sidewalks on only one (1) side of major or minor collector streets. Some sidewalks may be waived if bike paths or bike lanes are installed in accordance with subsection (2)e of this section.”

The applicant is seeking not to construct sidewalks along Pineland Trail except for the area from the project entrance east towards Pine Trails Elementary School. The applicant's letter states:

1. It was the applicant's understanding the City would not require sidewalks west and north along Pineland Trail along the project external boundary based on the donation of right-of-way to expand Pineland Trail.
2. Potential road widening of Pineland Trail would remove sidewalks if installed during the project.
3. There is a substantially higher infrastructure cost with the Pineland subdivision and the additional costs of sidewalks would impact the ability to construct the project.
4. The property on the north side of the Pineland subdivision consists of low density agricultural uses with little to no pedestrian traffic.
5. The project should not be required to make a land donation, then pay for sidewalks along Pineland Trail, that few if any will utilize, to later be removed and replaced when the road widening is completed.

City staff has reviewed the Pineland project file and cannot find any commitment to waive sidewalks along Pineland Trail. The 2005 approved design of the subdivision (which expired) included a re-aligned Pineland Trail utilizing the Ormond Green subdivision entrance. The 2008 staff report stated:

Pineland Trail. The previous application had proposed to relocate the existing Pineland Trail within the subdivision boundaries, bisecting the Pineland subdivision and locating the roadway closer to Ormond Green. The relocation required the applicant to reconstruct Pineland Trail, remove the existing Pineland Trail and replant a Greenbelt buffer. The current application proposes to leave Pineland Trail within the current configuration and to dedicate the necessary Right-Of-Way (ROW) to allow roadway upgrades or to four-lane the roadway, with stormwater, in the future. The total area proposed for roadway dedication is 5.80 acres.

The right-of-way dedication was provided as a method of future widening of the existing Pineland Trail and not constructing the re-aligned Pineland Trail. Not requiring the re-aligned Pineland Trail was a major concession to assist with the feasibility of construction the Pineland subdivision. Within Ordinance 2008-044 there a number of detailed conditions that were arrived at by numerous

meetings. There is no discussion or waiving of sidewalks within the development order and therefore, there is no ability of the Site Plan Review Committee to waive sidewalks. The comment that a sidewalk is required has existed since the Preliminary Plat application has been submitted. The applicant has the right to request that the sidewalk be waived through the Planned Development process with review by the Planning Board and action by the City Commission, which is what the applicant is currently seeking.

The Site Plan Review Committee (SPRC) believes that sidewalks should be constructed per the Land Development Code with new development or alternatively a sidewalk bond paid to the City for future sidewalk construction if the sidewalk is not technically feasible. The SPRC notes that sidewalks have been constructed through grants in areas that do not have large populations and have been utilized by residents for walking, running, and bike riding. The traffic volumes along Pineland Trail make an expansion of the roadway unlikely for a number of years. If the sidewalks are waived along Pineland Trail, the City will have the responsibility, at some point, to fund the sidewalks at some future date. The sidewalks, through the Development Order, could be deferred until a certain phase, for example phase 3. Staff is recommending that the sidewalks along Pineland Trail be required as part of the subdivision improvements.

8. Amend the amount of right-of-way to be dedicated along Pineland Trail as part of the subdivision based on the lot split of the institutional parcel which has occurred.

As discussed previously, the project is required to dedicate right-of-way as part of the 2008 approval. There was a lot split that separated out the institutional parcel. The institutional parcel has dedicated 0.82 acres as Pineland Trail right-of-way. The amendment proposes to update the remaining right-of-way to be dedicated to 4.98 acres by the Pineland subdivision. Staff has no objection to this request.

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 amendments and they are consistent with the Land Development Code and the Planned Residential Development regulations. The proposed amendments do not change the overall layout of the project and are primarily related to expiration dates to start and complete the project. As stated previously, staff is not supportive of the request to waive sidewalks along Pineland Trail.

(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. The proposed amendments do not impact the overall layout and are not requesting additional units. The amendments are consistent with the Comprehensive Plan.

(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 amendments do not amend the 2008 approved plans for wetland and floodplain impacts. The amendments will not have any environmental impacts and are predominantly related to expiration dates to start and complete the project

(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 2008 application had much analysis about the project layout and the relationship to Ormond Green. The current application seeks only the eight amendments listed in the introduction. The proposed amendments do not change the overall project layout and will not depreciate the value of surrounding properties.

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

There is adequate capacity in the public infrastructure to serve this project. One amendment seeks to waive the sidewalks along Pineland Trail for the reasons provided by the applicant listed previously in this report. The waiver of the sidewalks is an issue to be determined through the amendment application and would not impact the overall adequate public facilities available to serve the subdivision.

(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 1,914 daily trips with 144 trips occurring during the a.m. peak hour and 189 trips during the p.m. peak hour;
3. Under 2026 build out conditions, all unsignalized intersections will operate within the adopted level of service;
4. Under 2026 build out conditions, all of the signalized intersections will operate within the adopted level of service;
5. All of the significant study area road segments will continue to operate within the adopted service levels; and
6. The segment of SR40 from US1 to Halifax, which is deficient under existing conditions, will continue to be deficient under 2026 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. As part of the review of the traffic study, Planning staff has requested that the traffic engineer verify that all applicable vested trips were included in the study. Any amendments to the traffic study, if needed, would be included in the City Commission packet.

Based upon the traffic study, the 2008 development order condition "The applicant shall provide a Proportionate Fair Share Agreement for traffic impacts of this project during preliminary plat process" can be removed from the development order.

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

The proposed amendments do not change the overall project layout and will not impact the use of space.

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

The overall design indicates safe movement on the site. The proposed amendments do not change the overall project layout and will not impact safety of occupants and visitors.

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

The 2008 approval required a Homeowners Association (HOA), which will institute an Architectural Control Committee to review construction plans within the

development. The proposed amendments do not change the overall project layout and will not impact the materials allowed.

(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 act as follows on the Planned Residential Development amendment requests:

APPROVE

1. Modify the required start date of construction of subdivision improvements from October 21, 2016 to October 21, 2021, a requested extension of 5 years
2. Modify the subdivision infrastructure completion date of all subdivision phases from October 21, 2018 to October 21, 2026, a requested extension of 8 years. The traffic concurrency update condition can also be deleted based on the June 2016 Lassiter Transportation Group, Inc. traffic study.
3. Update the project ownership to Ormond Pineland, LLC.
4. Delete the attainable housing requirement of the previous Comprehensive Plan on lots 40, 41, 42, 20, 21, 22, 23, 24, 25, and 26. The Comprehensive Plan has been amended not to require the provision of attainable housing within new subdivisions.
5. Update the subdivision layout to show the subdivision entrance off Pineland Trail as approved in 2009 as a minor amendment after a neighborhood meeting.
6. Revise the phasing plan of the subdivision. No new lots are proposed and the amendment shifts the phasing lines only.
7. Amend the amount of right-of-way to be dedicated along Pineland Trail as part of the subdivision based on the lot split of the institutional parcel which has occurred.

DENY

1. The waiver of the external sidewalk required along Pineland Trail and require the installation of sidewalks along Pineland Trail. The development order could also allow the sidewalks to be deferred until a later phase of construction if desire.

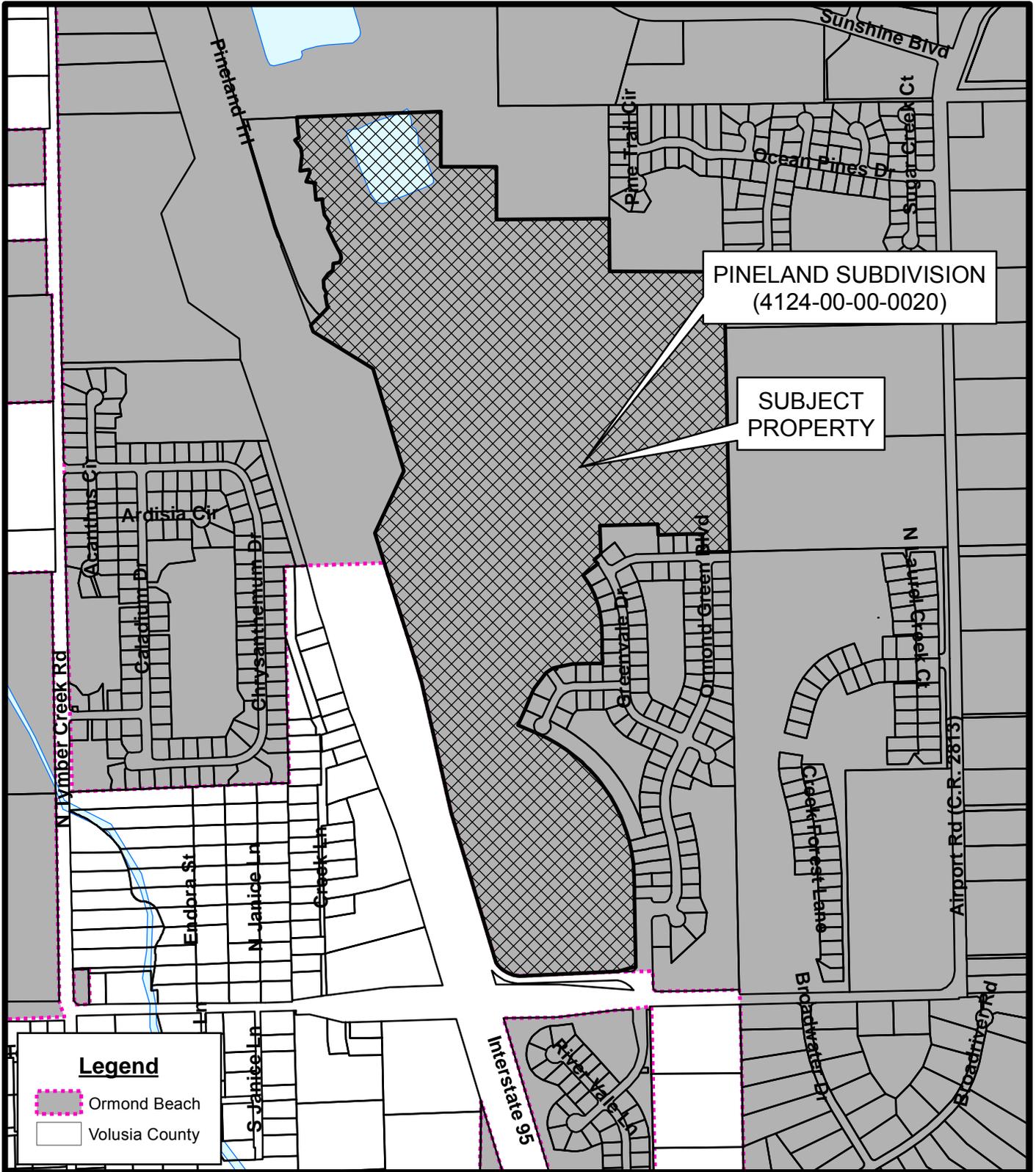
With a condition that the traffic engineer verify that all applicable vested trips were included in the transportation study.

Attachments:

- 1: Location map
- 2: Traffic study
- 3: Applicant provided information
- 4: Ordinance 2008-044

ATTACHMENT 1

Location Map



PINELAND SUBDIVISION
(4124-00-00-0020)

SUBJECT
PROPERTY

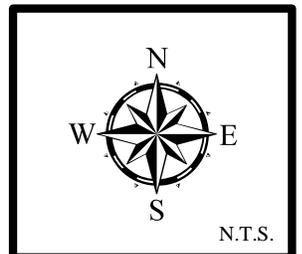
Legend

-  Ormond Beach
-  Volusia County



**PRD AMENDMENT
(PINELAND SUBDIVISION)
LOCATION MAP**

Prepared By: The City of Ormond Beach
G.I.S. Department - June 23, 2016



ATTACHMENT 2

Traffic Study

(Appendix available at
Planning Department)

**Pineland PRD
Ormond Beach, Florida**

AMENDED – Traffic Impact Analysis

**Prepared for: Ormond Pineland, LLC
By: Lassiter Transportation Group, Inc.
June, 2016**



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 – Amended Traffic Impact Analysis (2026 Build out)
LOCATION: Ormond Beach, Florida
CLIENT: Ormond Pineland, LLC
JOB #: 4071.06

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: Andrew J. Ames, PE
P.E. No.: Florida PE. No. 52570
DATE: Jun 28, 2016

SIGNATURE: Andrew J. Ames, P.E.



Digitally signed
by Andrew J.
Ames, P.E.
Date:
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1

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). The AMENDED Build-out of the proposed development is anticipated in 2026.

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)

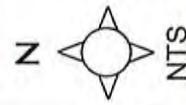
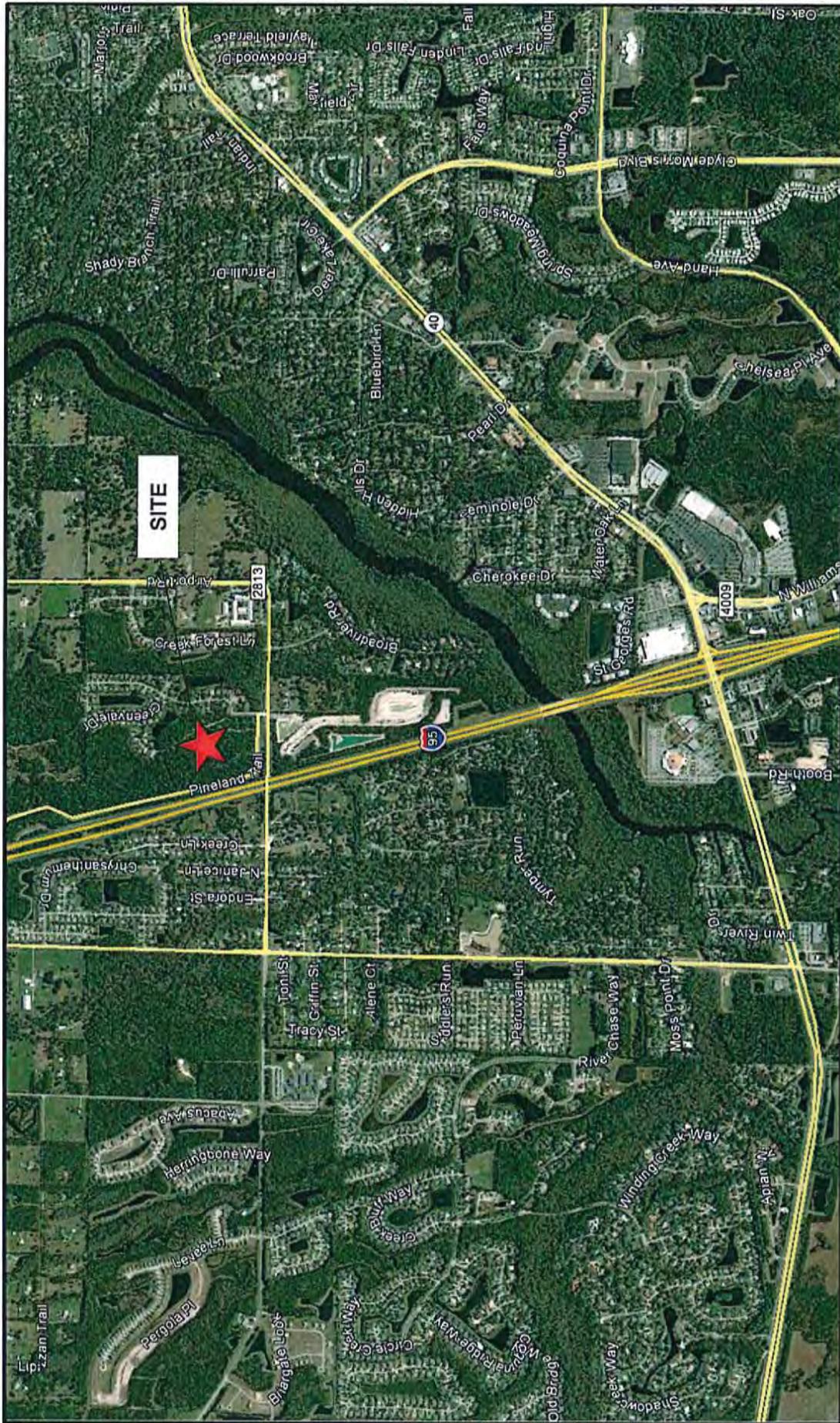
Study Procedures

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.



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
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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**

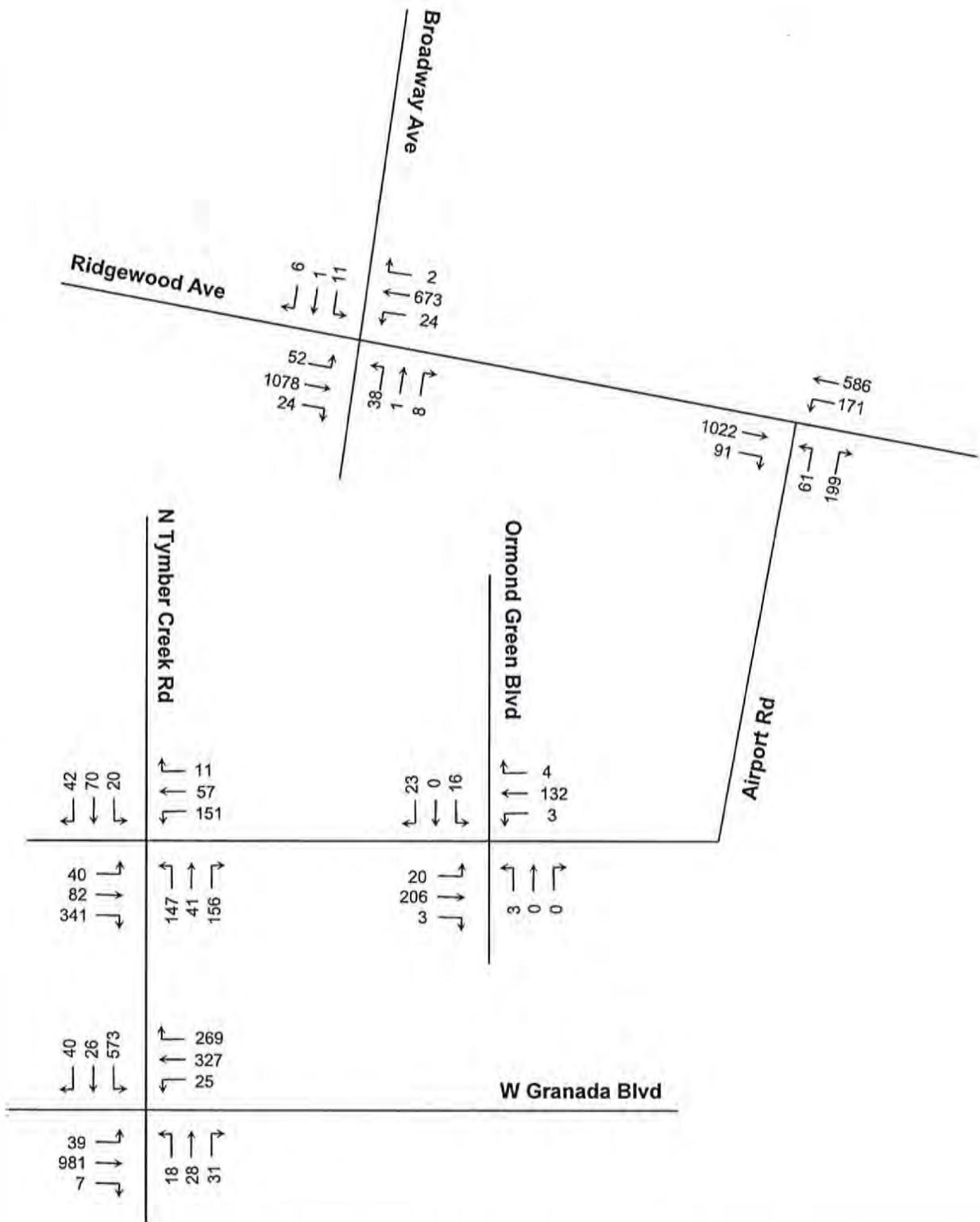
Intersection	Adopted LOS	A.M. Peak-Hour			P.M. Peak-Hour		
		Critical Approach	Delay (sec.)	LOS	Critical Approach	Delay (sec.)	LOS
Airport Rd at Ormond Green Blvd	E	SB	10.4	B	NB	10.8	B
US 1 at Broadway Ave	Major St: D/ Minor St: E	EB	35.0	E	WB	26.9	D

Signalized Intersection Analysis

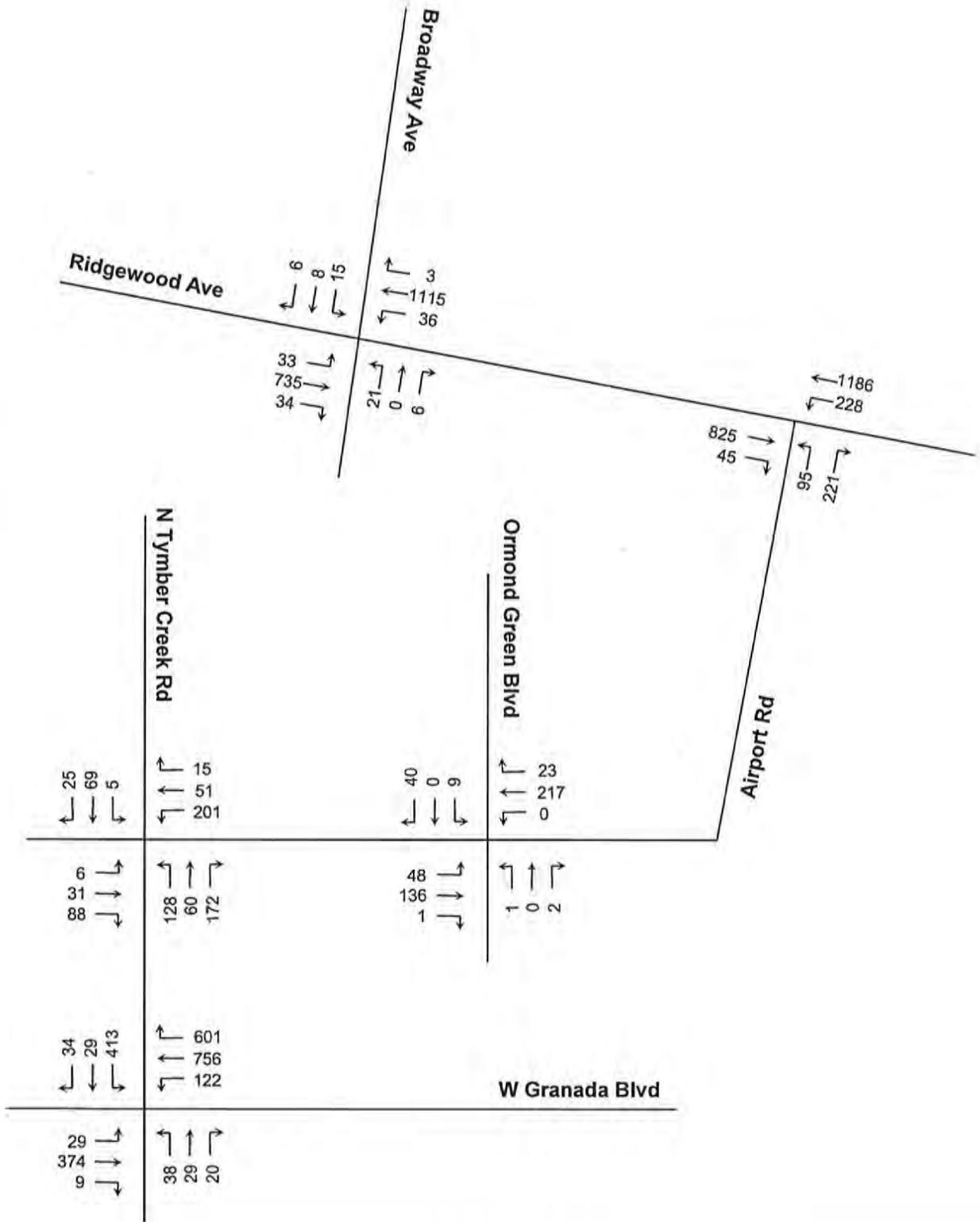
The LOS at a signalized intersection is based on the average control delay per vehicle for the various movements within the intersection. The operating conditions at the signalized intersections were evaluated using County signal timings and the Highway Capacity Software 2010, Version 6.65 (HCS). This 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
Tymer Creek Rd at Airport Rd	E	27.3	D	19.2	B
SR 40 at Tymer Creek Rd	D	41.0	D	41.0	D
US 1 at Airport Rd	D	15.5	B	14.2	B



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



Pineland PRD



**2015 Existing Traffic
P.M. Peak-Hour**

Project No.: 4071.02 Figure: 2B

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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
<u>Critical Roadway Segments</u>								
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

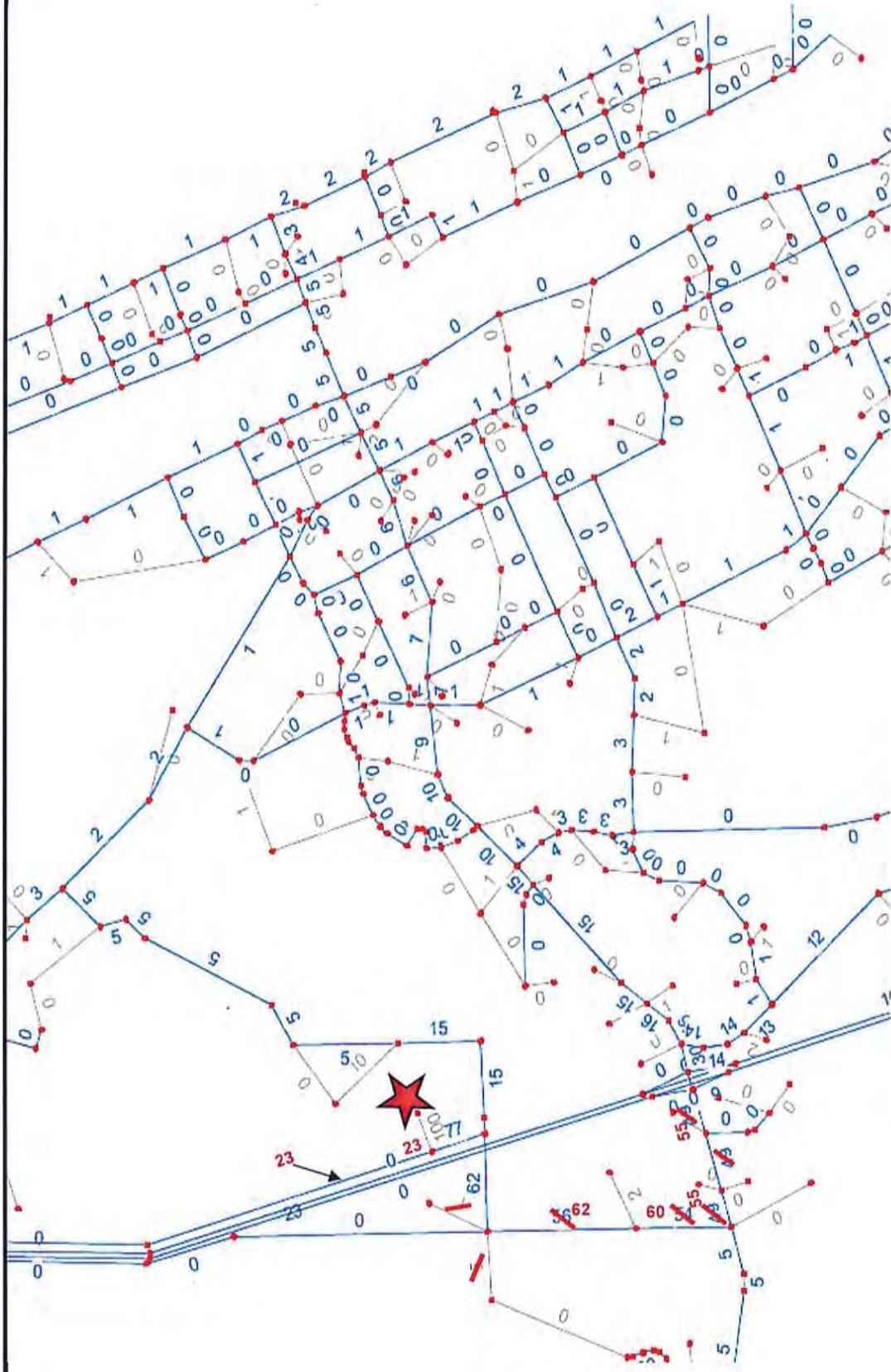
Source: ITE Trip Generation Manual, 9th Edition

Trip Distribution

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model (CFRPM) Version IV, developed for use in forecasting future travel patterns, was used to determine the trip distribution for this project. This process required editing the regional network to add a traffic analysis zone (TAZ) to represent the location of the project and its general orientation to the adjacent road network. The next step involved converting the land use data for the project to socio-economic (S/E) data which the model uses in trip generation and distribution. The model structure was then run which resulted in producing trip productions and attractions (trip generation) which were then matched with complementary attractions and productions according to statistically determined trip lengths by trip purpose. The distribution obtained from the model was manually modified based on engineering judgement and input from Volusia County Staff. The resultant project trip distribution is shown in Figure 3.

Trip Assignment

The project trips were assigned to the network based on the a.m. and p.m. peak-hour trip generation and the project trip distribution. Figures 4A and 4B show the a.m. and p.m. peak-hour trip assignment at the study area intersections.



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Project Distribution

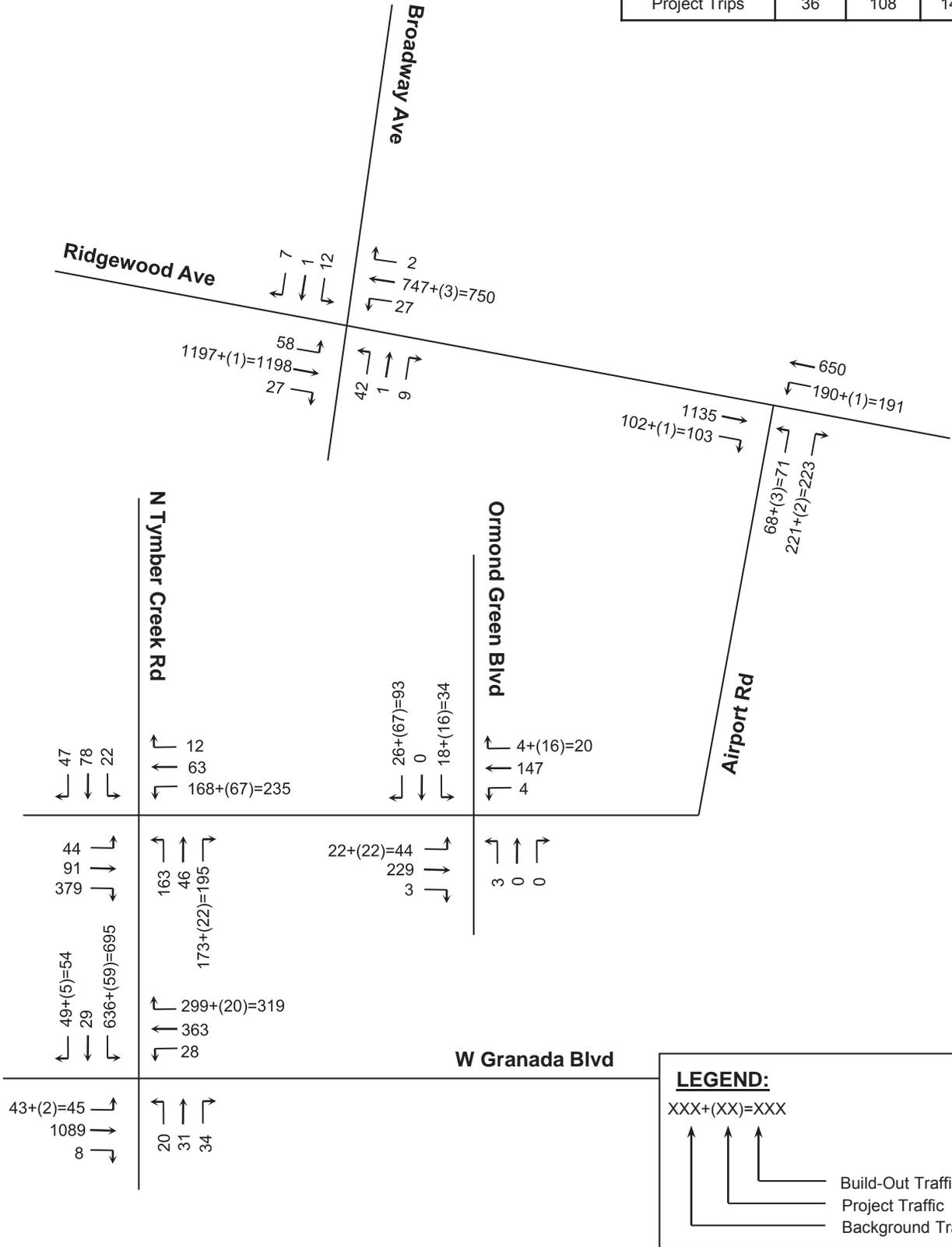
Project No.:4071.02

Figure: 3



PINELAND PRD

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



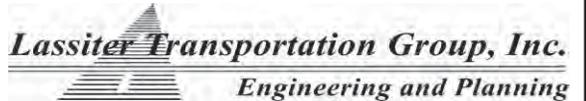
Pineland PRD



NTS

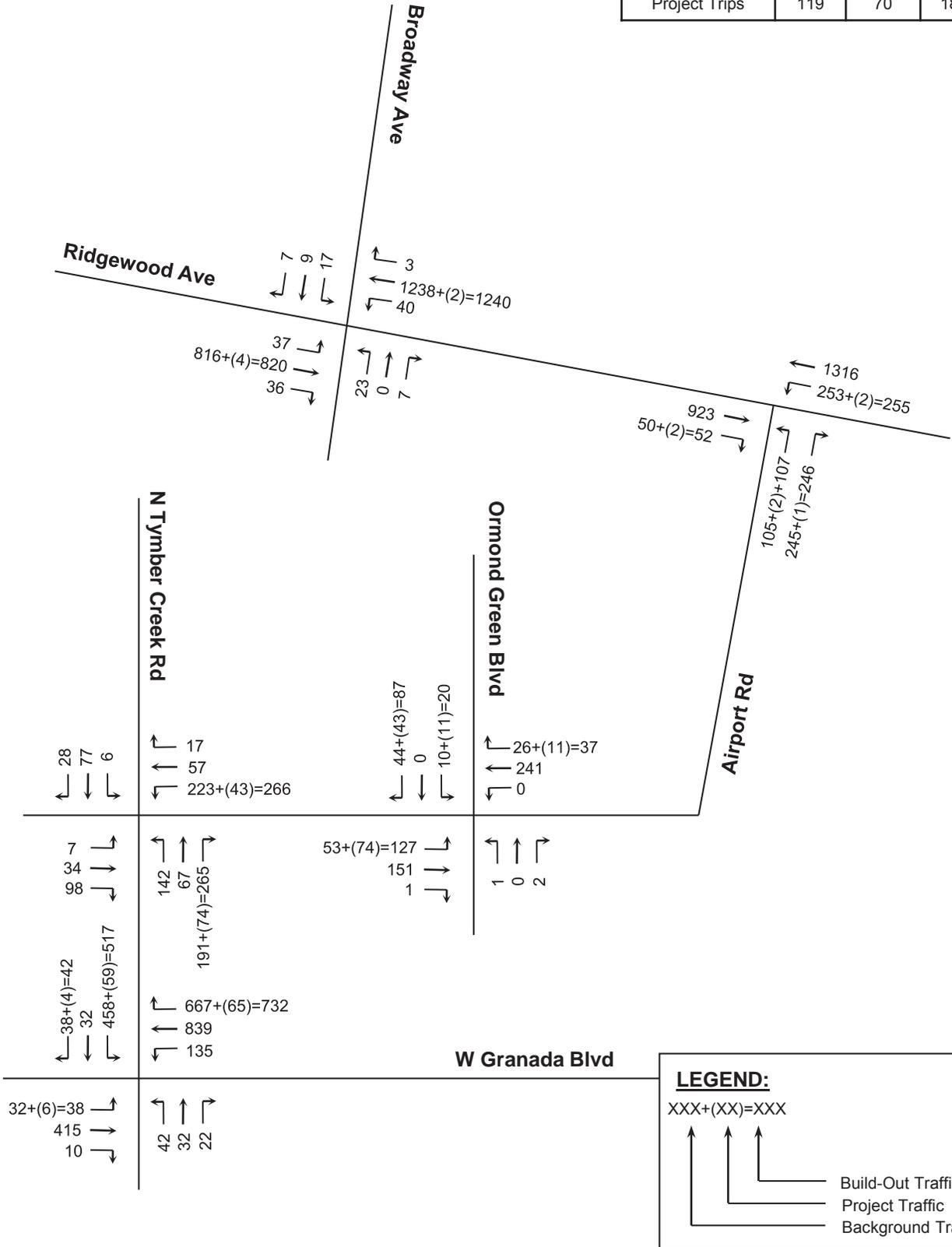
**2026 Build-Out Traffic
A.M. Peak-Hour**

Project No.: 4071.02 Figure: 4A



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



Pineland PRD



NTS

**2026 Build-Out Traffic
P.M. Peak-Hour**

Project No.: 4071.02

Figure: 4B

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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 2026 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 2026 build-out conditions. The HCS printouts are contained in Appendix G.

**Table 6
2026 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	10.8	B	NB	13.3	B
US 1 at Broadway Ave	Major St: D/ Minor St: E	EB	44.7	E	WB	33.9	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 2026 build-out conditions. The HCS printouts are contained in Appendix H.

**Table 7
2026 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	31.3	C	20.6	C
SR 40 at Tymber Creek Rd	D	45.7	D	50.3	D
US 1 at Airport Rd	D	18.2	B	16.4	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 2026 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 2026. Since this is a backlog deficiency, no mitigation is required of this Developer.

Table 8
2026 Peak-Hour Directional Level of Service - Roadway Segments
Pineland PRD

Roadway	Segment		Adopted LOS	Max Peak-Hour Cap. at LOS	2014 Peak-Hour Two-Way Volumes	Growth Rate	2026 Background Traffic	Project Distribution	Peak-Hour Project Traffic	2026 Build-Out Two-Way Volumes	2026 Build-Out LOS
	From	To									
Airport Rd	Tymber Creek Rd	Pineland Trl	E	2,240	487	1.12	545	62%	117	662	C
Pineland Trl	Airport Rd	Harmony Ave	E	1,150	51	1.12	57	77%	146	203	C
	Harmony Ave	US 1	E	1,230	22	1.12	25	23%	43	68	C
Tymber Creek Rd	Airport Rd	Tymber Run	E	1,540	690	1.12	773	62%	117	890	C
	Tymber Run	SR 40	E	1,540	1,158	1.12	1,297	60%	113	1,410	C
SR 40	Tymber Creek Rd	I-95	D	3,580	2,692	1.12	3,015	55%	104	3,119	C
Critical Roadway Segments											
SR 40	US 1	Halifax Ave	D	2,920	3,390	1.12	3,797	6%	11	3,808	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.

2026 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 2026 build-out conditions, each of the unsignalized intersections will operate within the adopted level of service.
- Under 2026 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 2026 build-out conditions. Because this is a backlog deficiency, no mitigation is required of this developer.

ATTACHMENT 3

Applicant provided
information

ZAHN ENGINEERING, INC.
Land Planning • Civil Engineering • Permitting

June 29, 2016

City of Ormond Beach
22 South Beach Street
Ormond Beach, FL 32174

ZEI#1505

**Re: Pineland PRD Amendment PZ-16-086
Request Letter**

Dear Staff:

The applicant is requesting an amendment to the PRD approved on October 21, 2008. The primary intent of the modification is to extend the dates for approval and construction of the proposed development. As staff knows, this project has a long history of setbacks which have prevented any development from occurring. The most significant of which came as a combination of difficulty attaining the St. John's River Water Management District ERP permit and an adversarial real estate climate encountered in 2009. A surplus of single family lots and little purchase activity caused the project to remain dormant until 2015. During this time, the property owner has taken drastic measures in financial reorganization to maintain ownership of the property with the intent to finalize permitting and sell / develop the project when the demand for single family lots returned. As a result of these delays, the time periods to start / complete construction have transpired, just as the Ormond Beach real estate market is strengthening. Improving demand for residential lots encouraged the owner to finalize Preliminary Plat permitting for the initial phase of construction. Pineland Subdivision – Phase I was recommended for approval at the City of Ormond Beach's June 9, 2016 Planning Board Meeting and is expected to be approved for construction by the City Commission on July 26, 2016, leaving approximately three (3) months to secure financing and begin construction on Phase I and two (2) years and three (3) months to finish all five (5) phases including 192 lots. This timeline is unrealistic, but the applicant has shown effort to develop the property by securing recommended Preliminary Plat approval for Phase I. With this, we ask for approval of the Pineland PRD Amendment with the following Primary Amendments:

1. Amend the required start of construction date from October 21, 2016 to October 21, 2021, which staff does not object to.
2. Amend the required subdivision infrastructure completion date from October 21, 2018 to October 21, 2026, which staff does not object to.

244 South Palmetto Avenue • Daytona Beach, FL 32114
Phone: (386) 252-0020 • Fax: (386) 252-6050
www.zahneng.com

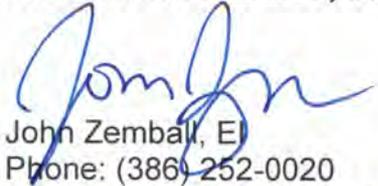
The other items included in the Amendment are:

3. Update the project ownership to Ormond Pineland, LLC, no objection from staff.
4. Delete the attainable housing requirement of the previous Comprehensive Plan on lots 40,41,20,21,22,23,24,25,and 26. The Comprehensive Plan has been amended to not require the provisions of attainable housing within new subdivision. No objection from staff.
5. Update the subdivision layout to show the subdivision entrance off Pineland Trail as approved in 2009 as a minor amendment after a neighborhood meeting. No objection from staff.
6. Revise the phasing plan of the subdivision. No new lots are proposed and the amendment shifts the phasing lines only. No objection from staff.
7. Request a waiver of the external sidewalk required along Pineland Trail. See sidewalk waiver letter attached.
8. Amend the amount of right-of-way to be dedicated along Pineland Trail as part of the subdivision based on the lot split of the institutional parcel which has occurred. No objection from staff.

Thank you in advance for your consideration in this matter. Should you have any questions or require additional information during the course of your review, please don't hesitate to contact me.

Yours Truly,

ZAHN ENGINEERING, INC.



John Zemball, EI
Phone: (386) 252-0020
John.Zemball@zahneng.com

/Encl.

CC: Fred Share
Project File
Tracer File

ORMOND PINELAND, LLC

1092 Ridgewood Ave.
Holly Hill, FL 32117
PHONE (386) 589-6728
fredshare@cfl.rr.com

July 1, 2016

To: Ormond Beach Planning Board and Commission

RE: Amendment to Pineland PRD as to the sidewalks requirement

Dear Board Members and Commissioners:

The owner agrees with Staff as to the installation of sidewalk from the subdivision entranceway on Pineland Trail to connect with sidewalk running east towards Pine Trails Elementary School. Where we disagree is on the necessity of sidewalk running west and north along Pineland Trail around the outside perimeter of the subdivision.

The PRD's preliminary plat approval process was suspended many years due to the economy. Prior to the suspension period, a former owner, the engineer, and I met with Staff. Staff stated, and all present agreed, that the City would not require sidewalk west and north along Pineland Trail around the outside perimeter of the subdivision. This was due in large part to the owner's donation of 6+ acres of property to allow for retention area and future expansion of Pineland Trail into a 4 lane median road, and the owner's paying for initial design engineering to accommodate such future widening. It was further acknowledged that it did not make sense to pay for sidewalk that few if any would utilize, which would go through land we donated, only to be removed and replaced when the road was widened. The owner's recent continuation of submittals for preliminary plat approval were consistent with this agreement. Staff then raised the issue of the sidewalk west and north. Upon reminding Staff of the prior agreement, Staff was unable to recall whether or not it made that agreement, and upon checking, there were no written notes memorializing that agreement in the City's file.

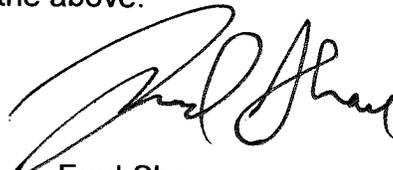
It should be noted that in addition to the above land donation and expense, the owner has taken on the substantial expense of installing a turn lane and re-engineering the subdivision to change the original planned entranceway to appease the Ormond Green Homeowners Association. Rather than approve the original entranceway deemed safest by DOT, and approved by Staff and Planning Board, the Commission directed the Owner to resolve the entranceway location complaint with Ormond Green, and the Owner obliged. Pineland PRD will be a great addition to Ormond Beach. It contains 192 lots with only two backing up to each other, and it has a 1.2 unit/acre density; only second in the city to Broadwater. A PRD like that comes at a price. I believe its infrastructure cost per lot is

substantially higher than all other city subdivisions. That was fine in the boom, but not since then, which is the reason the project has delayed; no one has found it feasible enough to develop. Sidewalks to the west and north will increase that infrastructure cost, add very little amenity value to the surrounding area, and no value to the Pineland Subdivision. There is already a sidewalk stretching the entire length of the project within the site! The property to the north of Pineland Subdivision consists of ranch style housing with very low density, adding little to no pedestrian traffic to the subject length of sidewalk. Additionally, there will be no further development on either side of Pineland Trail for the entire length of the development.

In sum, the owner believes it has proceeded as per agreement with Staff. The Owner should not be required to make the land donation, then pay for sidewalks along the road (and through the donated acreage) that few if any will utilize, to later be removed and replaced when the road widening is done. The Owner has provided the City with major benefits, and obliged its requests at great expense. We need to prevent the prohibitive infrastructure cost from increasing. We have sidewalk running the length of the subdivision inside. Having sidewalk running west and north on Pineland Trail does not make sense.

We would appreciate the City honoring our sidewalk amendment request based on the above facts, which will help make this great subdivision a reality for the City.

Thank you for your consideration of the above.



Fred Share

DRAFT

Document Prepared By:
Pete Zahn, PE
Zahn Engineering, Inc.
244 S. Palmetto Avenue
Daytona Beach, FL 32114

Return Recorded Document to:
City of Ormond Beach Records Clerk
22 S. Beach St.
Ormond Beach, FL 32114

FIRST AMENDMENT TO THE PINELAND PLANNED RESIDENTIAL DEVELOPMENT ORDER

THIS FIRST AMENDMENT TO THE PINELAND PLANNED RESIDENTIAL DEVELOPMENT ORDER (“First Amendment”) is made and entered into this ____ day of _____, 2016 (the “Effective Date”) by and between the CITY OF ORMOND BEACH, a Florida municipal corporation, whose mailing address is 22 S. Beach St., Ormond Beach, FL 32114, (“City”) and ORMOND PINELAND LLC, a Florida limited liability company, whose mailing address is 1092 Ridgewood Avenue, Holly Hill, FL 32117 (“Developer” or “Owner”).

WHEREAS, the City and the property owner, ORMOND PINELAND, LLC, a Florida limited liability company, entered into the Pineland Planned Residential Development Order, recorded in Official Records Book 6291, Page 1070, Public Records of Volusia County, Florida (“Order”); and

WHEREAS, the Developer proposes to amend the Order as set forth herein; and

WHEREAS, the City is willing to grant the Developer’s request, subject to the terms and conditions set forth herein;

NOW THEREFORE, in consideration of the mutual covenants contained herein and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the City and the Developer hereby agree to amend the Order as follows:

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Section A of the Order is revised to read as follows:

A. The application of Ormond Pineland, LLC, previously owned by Funcoast Holdings, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company, for a Development Order for the “Pineland” planned residential development to be located on a 164.5 acre site north of Airport Road, east of Interstate 95, south of the City’s business park and west of the Ormond Green and Pine Trails subdivisions on the real property described in Exhibit “A” attached hereto and incorporated herein by reference, is hereby granted, subject to the following conditions:

Section A.9 of the Order is revised to read as follows:

A.9 The applicant shall include a dedication block on the subdivision plat dedicating 4.98 acres for public right-of-way to allow roadway upgrades or to four-lane Pineland Trail.

Section A.13 of the Order is revised to read as follows:

A.13 The project shall be developed as a five-phase development plan consisting of 192 lots, depicted on Exhibit “C” Page 2 of 10 attached hereto and described as follows:

Phase 1: Shall consist of 44 single-family lots;

Phase 2: Shall consist of 27 single-family lots;

Phase 3: Shall consist of 43 single-family lots;

Phase 4: Shall consist of 35 single-family lots;

Phase 5: Shall consist of 43 single-family lots;

the applicant may combine phases or construct all improvements as one project.

Section E of the Order is revised to read as follows:

E. 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, 2021) 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

DRAFT

Development Order shall automatically become void and shall have no further effect. Before the planned development permit can be re-established, a new PRD Development Order application must be filed shall be reviewed and approved by the Planning Board and the City Commission under the provisions of Section 1-14 (C)(2), of the *Land Development Code*.

Section F of the Order is revised to read as follows:

F. Based on the issuance of building permits for Phase 1, Phases 2 through 5 are vested for 10 years (October 21, 2026) from the City Commission approval. All phases shall obtain building permits for site construction on or before October 21, 2026.

Section I. is revised to read as follows:

I. This Amendment to the Development Order shall be recorded in the public records of Volusia County, Florida, at the expense of Ormond Pineland, LLC., a Florida limited liability company, and be binding upon Ormond Pineland, LLC., a Florida limited liability company and its successors and assigns, and shall run with the real property described in Exhibit "A" attached hereto and incorporated herein by reference.

Section J. has been added to the Order with the following changes:

J. A waiver of the required sidewalk along Pineland Trail (not internal to subdivision) per Section 3-55 of the *Land Development Code*.

NO OTHER MODIFICATIONS:

Except as otherwise expressly provided for herein, the Original Agreement shall continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have set their hands this _____ day of _____, 2016.

IN WITNESS WHEREOF, the parties have caused this Agreement to be made and entered into the date and year first written above.

DRAFT

Signed, sealed and delivered in the presence of:

THE CITY OF ORMOND BEACH, FLORIDA, a Florida municipal corporation

Witness 1

By: _____
Ed Kelley, Mayor

Print Name of Witness 1

Attest:

Witness 2

By: _____
Scott McKee, City Clerk

Print Name of Witness 2

Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of _____, 2016 by Ed Kelley and Scott McKee, Mayor and City Clerk, respectively, of the City of Ormond Beach, Florida, a chartered municipal corporation, on behalf of the City. They are personally known to me and did not take an oath.

Notary Public
Commission No.: _____

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Section A of the Order is revised to read as follows:

A. The application of Ormond Pineland, LLC, previously owned by Funcoast Holdings, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company, for a Development Order for the "Pineland" planned residential development to be located on a 164.5 acre site north of Airport Road, east of Interstate 95, south of the City's business park and west of the Ormond Green and Pine Trails subdivisions on the real property described in Exhibit "A" attached hereto and incorporated herein by reference, is hereby granted, subject to the following conditions:

Section A.9 of the Order is revised to read as follows:

A.9 The applicant shall include a dedication block on the subdivision plat dedicating ~~5.80~~ 4.98 acres for public right-of-way to allow roadway upgrades or to four-lane Pineland Trail.

Section A.13 of the Order- is revised to read as follows:

A.13 The project shall be developed as a five-phase development plan consisting of 192 lots, depicted on Exhibit "C" Page 2 of 10 attached hereto and described as follows:

- Phase 1:** Shall consist of ~~46~~ 44 single-family lots;
- Phase 2:** Shall consist of 27 single-family lots;
- Phase 3:** Shall consist of ~~46~~ 43 single-family lots;
- Phase 4:** Shall consist of ~~31~~ 35 single-family lots;
- Phase 5:** Shall consist of ~~42~~ 43 single-family lots;

the applicant may combine phases or construct all improvements as one project.

Section E of the Order is revised to read as follows:

E. 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~~ 2021) from the date of

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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. Before the planned development permit can be re-established, a new PRD Development Order application must be filed shall be reviewed and approved by the Planning Board and the City Commission under the provisions of Section 1-14 (C)(2), of the *Land Development Code*.

Section F of the Order is revised to read as follows:

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F. Based on the issuance of building permits for Phase 1, Phases 2 through 5 are vested for 10 years (October 21, ~~2018~~2026) from the City Commission approval. All phases shall obtain building permits for site construction on or before October 21, ~~2018~~2026.

Section I. is revised to read as follows:

I. This Amendment to the Development Order shall be recorded in the public records of Volusia County, Florida, at the expense of ~~Funcoast Holdings, LLC., f/k/a Florida Developers, LLC~~Ormond Pineland, LLC., a Florida limited liability company, and be binding upon ~~Funcoast Holdings, LLC., f/k/a Florida Developers, LLC~~Ormond Pineland, LLC., a Florida limited liability company and its successors and assigns, and shall run with the real property described in Exhibit "A" attached hereto and incorporated herein by reference.

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NO OTHER MODIFICATIONS:

Except as otherwise expressly provided for herein, the Original Agreement shall continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have set their hands this ____ day of _____, 2016.

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IN WITNESS WHEREOF, the parties have caused this Agreement to be made and entered into the date and year first written above.

Signed, sealed and delivered in the presence of: **THE CITY OF ORMOND BEACH, FLORIDA, a Florida municipal corporation**

Witness 1 By: _____
Ed Kelley, Mayor

Print Name of Witness 1

Attest:

Witness 2 By: _____
Scott McKee, City Clerk

Print Name of Witness 2 Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of _____, 2016 by Ed Kelley and Scott McKee, Mayor and City Clerk, respectively, of the City of Ormond Beach, Florida, a chartered municipal corporation, on behalf of the City. They are personally known to me and did not take an oath.

Notary Public
Commission No.: _____

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EXHIBIT A (1 OF 3)

PINELAND P.R.D. SUBDIVISION

PART OF SECTIONS 13 AND 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

LEGAL DESCRIPTION:

Taken from Old republic Title insurance Company Commitment Fund File Number:
09-2013-0019221-A3 with and Effective Date of May 19, 2015 @ 11:00 PM

A portion of Sections 13 and 24, Township 14 South, Range 31 East, VOLUSIA County, Florida, being more particularly described as follows: Commence at the Northeast corner of said Section 24, said point being the Point of Beginning; thence S1°16'10"E along the East line of said Section 24, 2632.99 feet to the Northerly Right of Way line of Airport Road, a 50 foot Right of Way; thence S88°57'52"W along said Northerly Right of Way line 547.46 feet to the intersection of the said Northerly Right of Way line of Airport Road with the Easterly Right of Way line of Pineland Trail, a Volusia County Right of Way; thence N1°02'08"W along the said Right of Way line of Pineland Trail 40.00 feet to a point of curvature of a curve to the left having a radius of 108.00 feet and a central angle of 90°00'00"; thence along said curve 169.65 feet to a point of tangency; thence S88°57'52"W, 661.24 feet to a point of curvature of a curve to the right having a radius of 117.00 feet and a central angle of 74°08'00"; thence along said curve 151.38 feet to a point of tangency; thence N16°54'08"W, 943.91 feet to a point of curvature of a curve to the right having a radius of 117.00 feet and a central angle of 4°05'08"; thence along said curve 8.34 feet to a point of tangency; thence N 12°49'00" W, 691.09 feet to a point of curvature of a curve to the left having a radius of 183.00 feet and a central angle of 4°05'08"; thence along said curve 13.05 feet to a point of tangency; thence N16°54'08"W, 924.64 feet to a point of curvature of a curve to the right having a radius of 117.00 feet and a central angle of 42°30'36"; thence along said curve 86.81 feet to a point of tangency; thence N25°36'28"E, 290.28 feet to a point of curvature of a curve to the left having a radius of 183.00 feet and a central angle of 42°30'36"; thence along said curve 135.77 feet to a point of tangency; thence N 16°54'08" W, 508.98 feet to a point of curvature of a curve to the left having a radius of 183.00 feet and central angle of 42°30'36"; thence along said curve 135.77 feet to a point of tangency; thence N59°24'44"W, 297.69 feet to a point of curvature of a curve to the right having a radius of 117.00 feet and a central angle of 38°25'24"; thence along said curve 78.46 feet to a point of tangency; thence N20°59'20"W, 631.42 feet to a point of curvature of a curve to the right having a radius of 117.00 feet and a central angle of 4°05'08"; thence along said curve 8.34 feet to a point of tangency; thence N16°54'08"W, 647.30 feet; thence N87°09'21"E, 1178.10 feet; thence S01°09'52"E, 333.50 feet; thence N87°19'20"E, 330.00 feet; thence S01°10'04"E, 334.46 feet; thence N88°44'51"E, 660.90 feet; thence N01°14'42"W, 665.95 feet; thence N89°00'20"E, 660.00 feet to the East line of said Section 13; thence S01°20'16"E, 2652.73 feet to the Point of Beginning.

EXHIBIT A (2 OF 3)

PINELAND P.R.D. SUBDIVISION

PART OF SECTIONS 13 AND 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

Less and excluding the following described real property (the excluded property); a part of Section 24, Township 14 South, Range 31 East and Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: At the Point of Beginning, Commence at the Northeast corner of said Section 24; thence run S01°16'10"E along the East line of said Section 24, a distance of 2632.99 feet to a point on the Northerly right-of-way line of Airport Road, a 50 foot right-of-way; thence S88°57'52"W along the said Northerly right-of-way line, a distance of 547.46 feet to the intersection with the Easterly right-of-way line of Pineland Trail, a 66 foot right-of-way; thence N01°02'08"W along the said Easterly right-of-way line, a distance of 40.00 feet to the point of curvature of a curve to the left, said curve having a radius of 108.00 feet; thence Northwesterly along the arc of said curve and right-of-way a distance of 169.65 feet passing through a central angle of 90°00'00" to a point of cusp; thence N88°57'52"E, departing said right-of-way line of Pineland Trail, a distance of 17.50 feet to the point of curvature of a curve to the left, said curve having a radius of 25.00 feet; thence Northeasterly along the arc of said curve, passing through a central angle of 90°00'00", a distance of 39.27 feet to the point of tangency; thence N01°02'08"W, 532.00 feet to the point of curvature of a curve to the left, having a radius of 950.00 feet thence Northwesterly along the arc of said curve passing through a central angle of 65°41'23", a distance of 1089.18 feet to the point of tangency; thence N66°43'31"W, 125.04 feet thence N23°16'29" E, 239.94 feet; thence N37°06'05"E, 116.59 feet; thence N56°27'30"E, 50.00 feet; thence N78°19'38"E, 118.95 feet; thence N88°43'45"E, 177.99 feet; thence N01°16'15"W, 204.85 feet to the point of curvature of a curve to the left, having a radius of 550.00 feet; thence Northwesterly along the arc of said curve, passing through a central angle of 35°54'03", a distance of 344.62 feet; thence N52°49'42"E, a distance of 110.00 feet to a point on a curve concave Southwesterly having a radius of 660.00 feet, a chord bearing and distance of N38°36'23.5"W, 33.06 feet, thence Northwesterly along the arc of said curve, passing through a central angle of 2°52'12", a distance of 33.06 feet; thence N49°57'30"E, 50.00 feet; thence N01°35'38"W, 168.18 feet; thence N88°24'22"E, a distance of 344.94 feet; thence S01°35'38"E, 64.32 feet; thence N88°24'22"E, 262.00 feet; thence S01°16'10"E, 85.14 feet to the point of curvature of a curve to the right, having a radius of 25.00 feet; thence Southwesterly along the arc of said curve, passing through a central angle of 89°40'32", a distance of 39.13 feet to a point of cusp; thence N88°24'22"E along said North line 184.86 feet to the Point of Beginning.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A portion of the Southeast one-quarter of Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: Commence at the Southeast corner of said Section 13; thence N01°20'16"W, 1662.44 feet to the Point of Beginning; thence S88°52'31"W, 661.60 feet; thence N01°14'42"W, 991.50 feet; thence N89°00'20"E, 660.00 feet; thence S01°20'17"E, 990.24 feet to the Point of Beginning.

EXHIBIT A (3 OF 3)

PINELAND P.R.D. SUBDIVISION

PART OF SECTIONS 13 AND 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

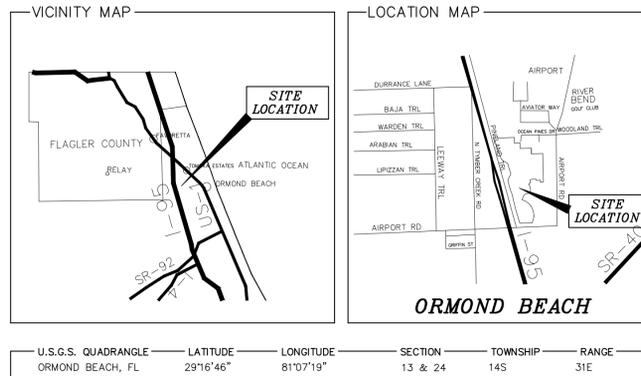
LESS AND EXCEPT THE FOLLOWING PARCEL: A part of Section 24, Township 14 South, Range 31 East and Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: As a point of reference, commence at the Intersection of the Northerly right-of-way line of Airport Road, a 50 foot right-of-way line, and the Easterly right-of-way of Pineland Trail, a 66 foot right-of-way; thence N01°02'08"W along the said Easterly right-of-way line, a distance of 40.00 feet to the point of curvature of a curve to the left, said curve having a radius of 108.00 feet; thence Northwesterly along the arc of said curve and right-of-way, a distance of 169.65 feet passing through a central angle of 90°00'00" to the point of tangency, said point also being the Point of Beginning; thence S88°57'52"W, 64.60 feet; thence N73°31'36"E, departing said right-of-way line of Pineland Trail, a distance of 93.92 feet; thence N88°57'52"E, 16.57 feet to a point on a curve concave Northwesterly, said curve having a radius of 25.00 feet a chord bearing and distance of S43°57'52"W, 35.36 feet; thence Southwesterly along the arc of said curve passing through a central angle of 90°00'00", a distance of 39.27 feet to the point of tangency; thence S88°57'52" W, a distance of 17.50 feet to the Point of Beginning.

LESS AND EXCLUDING THE FOLLOWING DESCRIBED PARCEL: A part of Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: Commence at the Southeast corner of said Section 13; thence N01°20'16"W, 2652.73 feet; thence S89°00'20"W, 1319.64 feet; thence S87°09'21"W, 1179.13 feet to the Point of Beginning; thence S04°55'30"E, 92.52 feet; thence S11°59'28"E, 30.65 feet; thence S59°13'18"W, 29.81 feet; thence S35°38'03"E, 63.15 feet; thence S08°28'24"E, 41.45 feet; thence S06°55'00"W, 93.34 feet; thence N80°20'41"E, 51.81 feet; thence S19°12'01"E, 16.80 feet; thence S21°37'16"W, 59.22 feet; thence S80°51'10"E 56.88 feet; thence S44°39'19"W, 6.99 feet; thence S05°01'42" E. 95.10 feet; thence N80°14'51"E, 37.77 feet; thence S04°50'20"E, 26.11 feet thence S07°17'42"E, 68.84 feet; thence S34°20'58"E, 56.80 feet; thence S18°59'09"W, 36.31 feet; thence S26°19'24"E, 97.31 feet; thence S25°56'36"E, 77.59 feet; thence S08°09'21"E, 25.35 feet; thence S28°39'34"W, 23.93 feet; thence S82°24'35"W, 37.04 feet; thence S03°21'13"W, 41.22 feet; thence S53°31'44"W, 34.63 feet; thence S33°55'26"W, 46.60 feet; thence S03°40'59"E, 47.98 feet; thence S27°44'32"E, 35.45 feet; thence S39°57'19"W, 15.24 feet; thence S09°38'12"E, 62.35 feet; thence S55°19'43"E, 12.92 feet; thence S44°52'08"W, 144.55 feet to a point on the East right of way line of Pineland Trail (66 foot right of way); thence N20°59'20"W along said right of way line, 631.42 feet to a point of curvature, said curve being concave Northeasterly, said curve having radius of 117.00 feet. a delta angle of 4°05'08", a chord bearing of N18°56'46"W and a chord distance of 8.34 feet; thence Northerly along arc of said curve, a distance of 8.34 feet to a point of tangency; thence N16°54'08"W along aforesaid right of way line, 647.30 feet; thence N87°09'21"E, 329.23 feet to the Point of Beginning.

PRD EXHIBIT FOR: PINELAND PRD A 192-LOT SUBDIVISION ORMOND BEACH, FLORIDA SEPTEMBER 2008

CITY GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S LAND DEVELOPMENT CODE REQUIREMENTS, AND THE STANDARD CONSTRUCTION DETAILS AND CONSTRUCTION SPECIFICATIONS (SCDCS). AN ENGINEERING PERMIT AND TREE REMOVAL PERMIT IS REQUIRED PRIOR TO STARTING CONSTRUCTION.
- NO LAND SHALL BE CLEARED, EXCAVATED OR FILLED AND NO STRUCTURE SHALL BE ERRECTED, REPAIRED OR DEMOLISHED WITHOUT PROPER PERMIT(S) AS REQUIRED BY THE CITY OF ORMOND BEACH.
- NOTIFY THE CITY OF ORMOND BEACH'S ENGINEERING DIVISION AT 676-3269 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- ANY CONSTRUCTION CHANGES TO APPROVED PLANS SHALL BE SUBMITTED TO THE CITY OF ORMOND BEACH FOR APPROVAL PRIOR TO PERFORMING THE WORK.
- ROAD CONSTRUCTION AND PIPE INSTALLATION COMPACTION AND DENSITY TESTING SHALL CONFORM TO THE CITY OF ORMOND BEACH'S MINIMUM REQUIREMENTS. CERTIFIED COPIES OF TEST REPORTS SHALL BE SUBMITTED TO THE CITY INSPECTOR AND THE CITY'S ENGINEERING DIVISION.
- A PRE-PAVING UTILITY INSPECTION MUST BE REQUESTED AND COMPLETED PRIOR TO THE PAVING OF ALL ROADS, STREETS, AND PARKING AREAS.
- A FINAL INSPECTION, TO BE CONDUCTED BY THE CITY OF ORMOND BEACH, SHALL BE PERFORMED ON ALL CONSTRUCTION. THE DESIGN ENGINEER SHALL NOTIFY THE CITY OF ORMOND BEACH'S ENGINEERING DIVISION 676-3269 WHEN REQUESTING A FINAL INSPECTION.
- THREE COMPLETE SETS OF AS-BUILT DRAWINGS (5 FOR SUBDIVISIONS) ARE REQUIRED TO BE SUBMITTED TO THE CITY OF ORMOND BEACH PRIOR TO REQUESTING A FINAL INSPECTION.
- THE CITY HAS A CONTRACTOR FOR ROLL OFF SERVICE. NO OTHER CONTRACTOR SHALL BE PERMITTED TO PROVIDE THIS SERVICE. VERIFY COMPANY UNDER CONTRACT WITH THE CITY.
- CONSTRUCTION SITES THAT DISTURB ONE ACRE OR MORE WILL BE REQUIRED TO SEEK COVERAGE UNDER THE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES. IN ACCORDANCE WITH THIS REQUIREMENT, A STORMWATER POLLUTION PREVENTION PLAN (SWPP) MUST BE SUBMITTED TO THE CITY'S ENGINEERING DIVISION PRIOR TO CONSTRUCTION TO BE IN COMPLIANCE WITH THE PERMIT.



LEGAL DESCRIPTION

LEGAL DESCRIPTION:

Taken from Old republic Title Insurance Company Commitment Fund File Number: 08-2013-0019221-A3 with and Effective Date of May 19, 2015 @ 11:00 PM

A portion of Sections 13 and 24, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: Commence at the Northeast corner of said Section 24, said point being the Point of Beginning; thence S71°10'E along the East line of said Section 24, 2632.99 feet to the Northerly Right of Way line of Airport Road, a 50 foot Right of Way; thence S88°57'52"W along said Northerly Right of Way line 547.46 feet to the intersection of the said Northerly Right of Way line of Airport Road with the Easterly Right of Way line of Pineland Trail, a Volusia County Right of Way; thence N10°2'08"W along the said Right of Way line of Pineland Trail 40.00 feet to a point of tangency of a curve to the left having a radius of 108.00 feet and a central angle of 90°00'00"; thence along said curve 169.65 feet to a point of tangency; thence S88°57'52"W, 661.24 feet to a point of tangency of a curve to the right having a radius of 117.00 feet and a central angle of 74°08'00"; thence along said curve 151.38 feet to a point of tangency; thence N16°54'08"W, 943.91 feet to a point of tangency of a curve to the right having a radius of 117.00 feet and a central angle of 4°05'08"; thence along said curve 8.34 feet to a point of tangency; thence N12°49'00"W, 691.09 feet to a point of tangency of a curve to the left having a radius of 183.00 feet and a central angle of 4°05'08"; thence along said curve 13.05 feet to a point of tangency; thence N16°54'08"W, 924.64 feet to a point of tangency of a curve to the right having a radius of 117.00 feet and a central angle of 42°30'36"; thence along said curve 86.81 feet to a point of tangency; thence N25°36'28"E, 290.28 feet to a point of tangency of a curve to the left having a radius of 183.00 feet and a central angle of 42°30'36"; thence along said curve 135.77 feet to a point of tangency; thence N16°54'08"W, 508.98 feet to a point of tangency of a curve to the left having a radius of 183.00 feet and a central angle of 42°30'36"; thence along said curve 135.77 feet to a point of tangency; thence N89°24'42"E, 291.69 feet to a point of tangency of a curve to the right having a radius of 117.00 feet and a central angle of 38°25'24"; thence along said curve 78.46 feet to a point of tangency; thence N20°59'20"W, 631.42 feet to a point of tangency of a curve to the right having a radius of 117.00 feet and a central angle of 4°05'08"; thence along said curve 8.34 feet to a point of tangency; thence N16°54'08"W, 647.30 feet; thence N87°09'21"E, 1178.10 feet; thence S01°39'52"E, 333.50 feet; thence N87°19'20"E, 330.00 feet; thence S01°10'04"E, 334.46 feet; thence N88°44'31"E, 660.90 feet; thence N01°14'42"W, 665.95 feet; thence N89°00'20"E, 660.00 feet to the East line of said Section 13; thence S01°20'16"E, 2652.73 feet to the Point of Beginning.

Less and excluding the following described real property (the excluded property): a part of Section 24, Township 14 South, Range 31 East and Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: At the Point of Beginning, Commence at the Northeast corner of said Section 24; thence run S01°16'10"E along the East line of said Section 24, a distance of 2632.99 feet to a point on the Northerly right-of-way line of Airport Road, a 50 foot right-of-way; thence S88°57'52"W along the said Northerly right-of-way line, a distance of 547.46 feet to the intersection with the Easterly right-of-way line of Pineland Trail, a 66 foot right-of-way; thence N10°2'08"W along the said Easterly right-of-way line, a distance of 40.00 feet to the point of tangency of a curve to the left, said curve having a radius of 108.00 feet; thence Northwesterly along the arc of said curve and right-of-way a distance of 169.65 feet passing through a central angle of 90°00'00" to a point of cusp; thence N88°57'52"E, departing said right-of-way line of Pineland Trail, a distance of 17.50 feet to the point of tangency of a curve to the left, said curve having a radius of 25.00 feet; thence Northwesterly along the arc of said curve, passing through a central angle of 90°00'00", a distance of 39.27 feet to the point of tangency; thence N01°02'08"W, 532.00 feet to the point of tangency of a curve to the left, having a radius of 850.00 feet; thence Northwesterly along the arc of said curve passing through a central angle of 65°41'23", a distance of 1089.18 feet to the point of tangency; thence N66°43'31"W, 125.04 feet; thence N23°16'29"E, 239.94 feet; thence N37°06'09"E, 116.59 feet; thence N56°27'30"E, 50.00 feet; thence N78°19'38"E, 118.95 feet; thence N88°43'45"E, 177.99 feet; thence N01°16'15"W, 204.85 feet to the point of tangency of a curve to the left, having a radius of 550.00 feet; thence Northwesterly along the arc of said curve, passing through a central angle of 35°54'03", a distance of 344.62 feet; thence N52°49'42"E, a distance of 110.00 feet to a point on a curve concave Southwesterly having a radius of 660.00 feet, a chord bearing and distance of N38°36'23.5"W, 33.06 feet; thence Northwesterly along the arc of said curve, passing through a central angle of 2°52'12", a distance of 33.06 feet; thence N49°37'30"E, 50.00 feet; thence N01°35'38"W, 168.18 feet; thence N88°24'22"E, a distance of 344.94 feet; thence S01°35'38"E, 64.32 feet; thence N88°24'22"E, 262.00 feet; thence S01°16'10"E, 85.14 feet to the point of tangency of a curve to the right, having a radius of 25.00 feet; thence Southwesterly along the arc of said curve, passing through a central angle of 89°40'32", a distance of 39.13 feet to a point of cusp; thence N88°24'22"E along said North line 184.86 feet to the Point of Beginning.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A portion of the Southeast one-quarter of Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: Commence at the Southeast corner of said Section 13; thence N01°20'16"W, 1662.44 feet to the Point of Beginning; thence S88°52'31"W, 661.60 feet; thence N01°14'42"W, 991.50 feet; thence N89°00'20"E, 660.00 feet; thence S01°20'17"E, 990.24 feet to the Point of Beginning.

LESS AND EXCEPT THE FOLLOWING PARCEL: A part of Section 24, Township 14 South, Range 31 East and Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: As a point of reference, commence at the intersection of the Northerly right-of-way line of Airport Road, a 50 foot right-of-way line, and the Easterly right-of-way line of Pineland Trail, a 66 foot right-of-way; thence N01°02'08"W along the said Easterly right-of-way line, a distance of 40.00 feet to the point of tangency of a curve to the left, said curve having a radius of 108.00 feet; thence Northwesterly along the arc of said curve and right-of-way, a distance of 169.65 feet passing through a central angle of 90°00'00" to the point of tangency; thence N16°54'08"W, 64.60 feet; thence N73°31'36"E, departing said right-of-way line of Pineland Trail, a distance of 93.92 feet; thence N88°57'52"E, 16.57 feet to a point on a curve concave Northwesterly, said curve having a radius of 25.00 feet a chord bearing and distance of S43°57'52"W, 35.36 feet; thence Southwesterly along the arc of said curve passing through a central angle of 90°00'00", a distance of 39.27 feet to the point of tangency; thence S88°57'52"W, a distance of 17.50 feet to the Point of Beginning.

LESS AND EXCLUDING THE FOLLOWING DESCRIBED PARCEL: A part of Section 13, Township 14 South, Range 31 East, Volusia County, Florida, being more particularly described as follows: Commence at the Southeast corner of said Section 13; thence N01°20'16"W, 2652.73 feet; thence S89°00'20"W, 1319.64 feet; thence S87°09'21"W, 1179.13 feet to the Point of Beginning; thence S04°55'30"E, 92.52 feet; thence S11°59'28"E, 30.65 feet; thence S59°13'16"W, 29.81 feet; thence S35°38'03"E, 63.15 feet; thence S08°28'24"E, 41.45 feet; thence S06°55'00"W, 93.34 feet; thence N80°20'41"E, 51.81 feet; thence S19°12'01"E, 16.80 feet; thence S21°37'16"W, 59.22 feet; thence S80°51'10"E, 56.88 feet; thence S44°39'19"W, 6.99 feet; thence S05°01'42"E, 95.10 feet; thence N80°45'E, 37.77 feet; thence S04°50'20"E, 26.11 feet; thence S07°17'42"E, 68.84 feet; thence S34°20'58"E, 56.80 feet; thence S18°59'09"W, 36.31 feet; thence S26°19'24"E, 97.31 feet; thence S25°56'36"E, 77.59 feet; thence S08°09'21"E, 25.35 feet; thence S28°39'34"W, 23.93 feet; thence S82°24'35"W, 37.04 feet; thence S03°21'13"W, 41.22 feet; thence S53°31'44"W, 34.63 feet; thence S33°55'26"W, 46.60 feet; thence S03°40'59"E, 47.98 feet; thence S27°44'32"E, 35.45 feet; thence S39°57'19"W, 15.24 feet; thence S09°38'12"E, 62.35 feet; thence S55°19'43"E, 12.92 feet; thence S44°52'08"W, 144.55 feet to a point on the East right of way line of Pineland Trail (66 foot right of way); thence N20°59'20"W along said right of way line, 631.42 feet to a point of tangency, said curve being concave Northwesterly, said curve having a radius of 117.00 feet, a delta angle of 4°05'08", a chord bearing of N18°56'46"W and a chord distance of 8.34 feet; thence Northerly along arc of said curve, a distance of 8.34 feet to a point of tangency; thence N16°54'08"W along aforesaid right of way line, 647.30 feet; thence N87°09'21"E, 329.23 feet to the Point of Beginning.

INDEX OF SHEETS

- COVER
- PHASING PLAN
- OVERALL DEVELOPMENT PLAN
- HOLDING CAPACITY & SOILS MAP
- FLOOD PLAIN IMPACT PLAN
- WETLAND IMPACT PLAN
- PAVING & UTILITIES PLAN
- PAVING & UTILITIES PLAN
- ~~CITY STANDARD CONSTRUCTION DETAILS~~
- SIGNAGE & WALL DETAILS
- TYPICAL HOUSE PLANS

SITE DATA

1. ZONING:	PRD - PLANNED RESIDENTIAL DEVELOPMENT	
2. FLU DESIGNATION:	SLDR - SUBURBAN LOW DENSITY RESIDENTIAL	
3. EXISTING USE:	VACANT LAND	
4. PROPOSED USE:	RESIDENTIAL SUBDIVISION	
5. ADDRESS:	TO BE DETERMINED	
6. PARCEL NUMBER:	4124-00-00-0020	
7. LOT SPECIFICATIONS:		
MIN. LOT WIDTH:	80' TYP. 70' FOR LOW TO MODERATE INCOME AREAS	
MIN. LOT DEPTH:	110' STANDARD LOT	
	100' ADJACENT TO CONSERVATION AREA	
	100' FOR LOW-MODERATE INCOME AREAS	
BUILDING HEIGHT:	35' MAX.	
LOT COVERAGE:	40% MAX. IMPERVIOUS	
SETBACKS:		
FRONT:	20'	
SIDE:	10'	
REAR:	20'	
SIDE CORNER:	20'	
8. SITE COVERAGE		
	EXISTING (%)	PROPOSED (%)
LANDSCAPED/NATURAL:	157.10 AC (100%)	46.9 AC (28.51%)
IMPERVIOUS:	0	19.7 AC (11.98%)
CONSERVATION:	0	90.5 AC (55.34%)
INSTITUTIONAL PARCEL:	0	6.86 AC (04.17%)
PROJECT AREA:	164.50 AC (100%)	164.50 AC (100.00%)
ON DECEMBER 2, 2013 A LOTSPILT WAS APPROVED THAT SEPARATED THE INSTITUTIONAL PARCEL OF 6.86 ACRES AND THE REMAINDER OF THE SUBDIVISION CONTAINING 157.10 ACRES.		
9. UTILITIES	WATER: CITY OF ORMOND BEACH SEWER: CITY OF ORMOND BEACH	

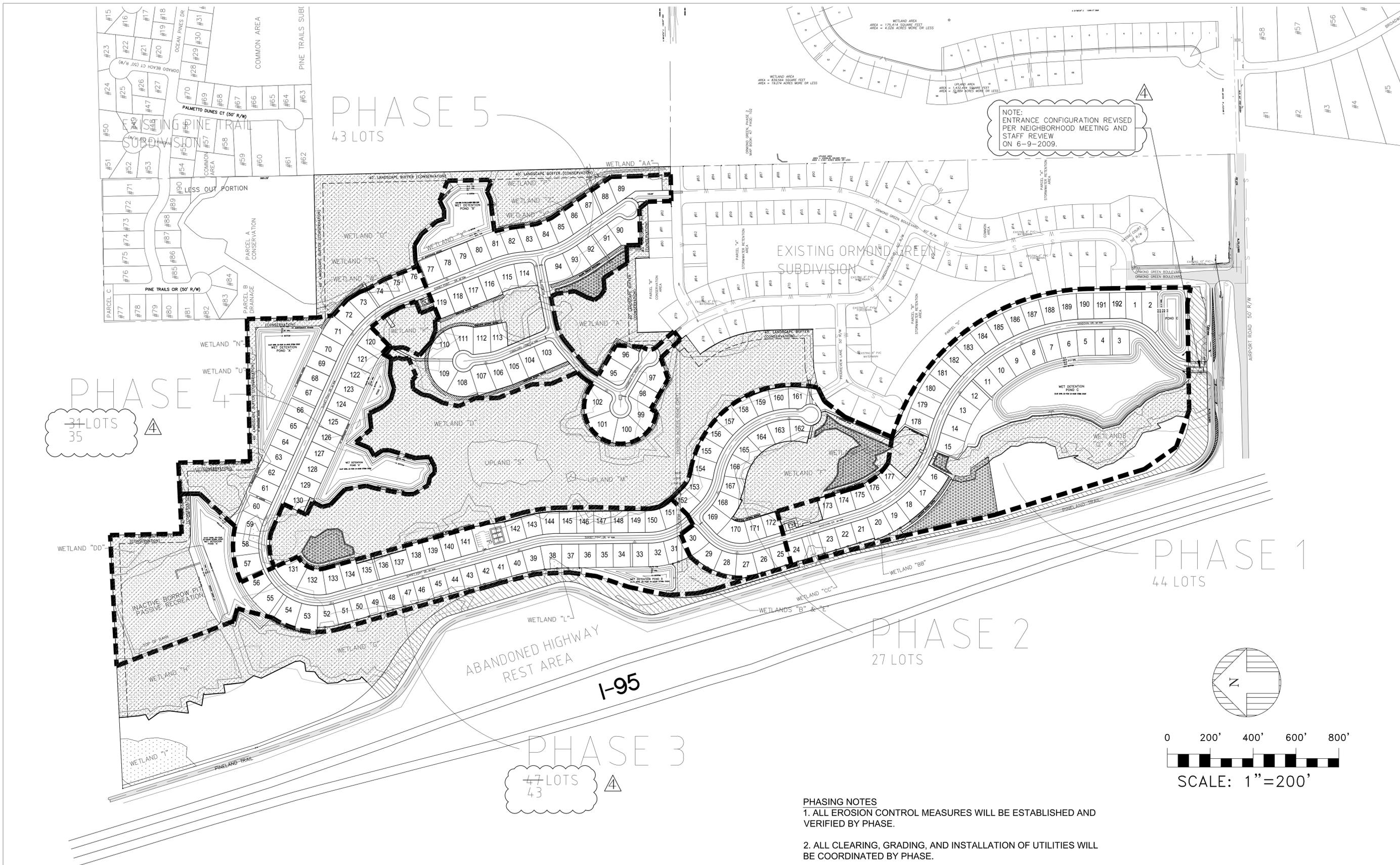
CONTACT INFORMATION

- OWNER: ORMOND PINELAND, LLC.
1092 RIDGEWOOD AVE.
HOLLY HILL, FL 32117
TEL: (386) 253-1030
FAX: (386) 248-2425
- PROJECT ENGINEER: PETE ZAHN, PE
ZAHN ENGINEERING INC.
240 S. PALMETTO AVE.
DAYTONA BEACH, FL 32114
TEL: (386) 252-0020
FAX: (386) 252-6050
- LANDSCAPE ARCHITECT: RICHARD TRUITT, L.A.
115 COUNTRY CLUB DRIVE
ORMOND BEACH, FL 32176
TEL: (386) 672-5457
FAX: (386) 672-0498
- SURVEYOR: ATS LAND SURVEYING
1362 N. US HWY 1, STE. 304
ORMOND BEACH, FL 32174
TEL: (386) 264-8490
- SURVEYOR: BIOLOGICAL CONSULTING SERVICES, INC.
208 RUSH ST.
NEW SMYRNA BEACH, FL 32168
TEL: (386)423-3402

6	06-29-16	PAZ	REVISED PER CITY COMMENTS DATED 6-17-16
5	06-03-16	PAZ	REVISED AMENDMENT #1
3	09-23-08	MMM	REVISED PER CITY COMMISSION
2	7-22-08	MMM	REVISED PER CITY COMMENTS DATED 7-8-08
1	6/15/08	MMM	REVISED PER CITY COMMENTS DATED 6/10/08
NO.	DATE	APPR.	R E V I S I O N
ZAHN ENGINEERING, INC.			
240 SOUTH PALMETTO AVENUE DAYTONA BEACH, FLORIDA 32114			
PHONE: (386) 252-0020 FAX: (386) 252-6050			
COMPANY WEBSITE: www.zahneng.com			
CHECKED:	PAZ	DESIGNED:	TLG
PROJECT NO.	1505-prd.dwg		
PLOTTED:	7/1/16	DRAWN:	TLG
0512			NOT VALID WITHOUT EMBOSSED SEAL EB-0005290

NOT FOR CONSTRUCTION

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PHASING NOTES
 1. ALL EROSION CONTROL MEASURES WILL BE ESTABLISHED AND VERIFIED BY PHASE.
 2. ALL CLEARING, GRADING, AND INSTALLATION OF UTILITIES WILL BE COORDINATED BY PHASE.
 3. PRIOR TO CONSTRUCTION OF EACH PHASE, FORCEMAIN CAPACITY SHALL BE VERIFIED BY THE ORMOND BEACH UTILITY DEPARTMENT.

NOTE:
 ENTRANCE CONFIGURATION REVISED
 PER NEIGHBORHOOD MEETING AND
 STAFF REVIEW
 ON 6-9-2009.

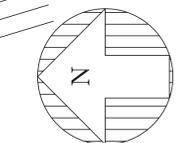
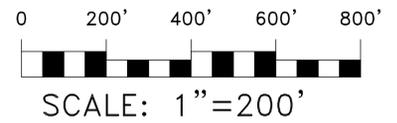
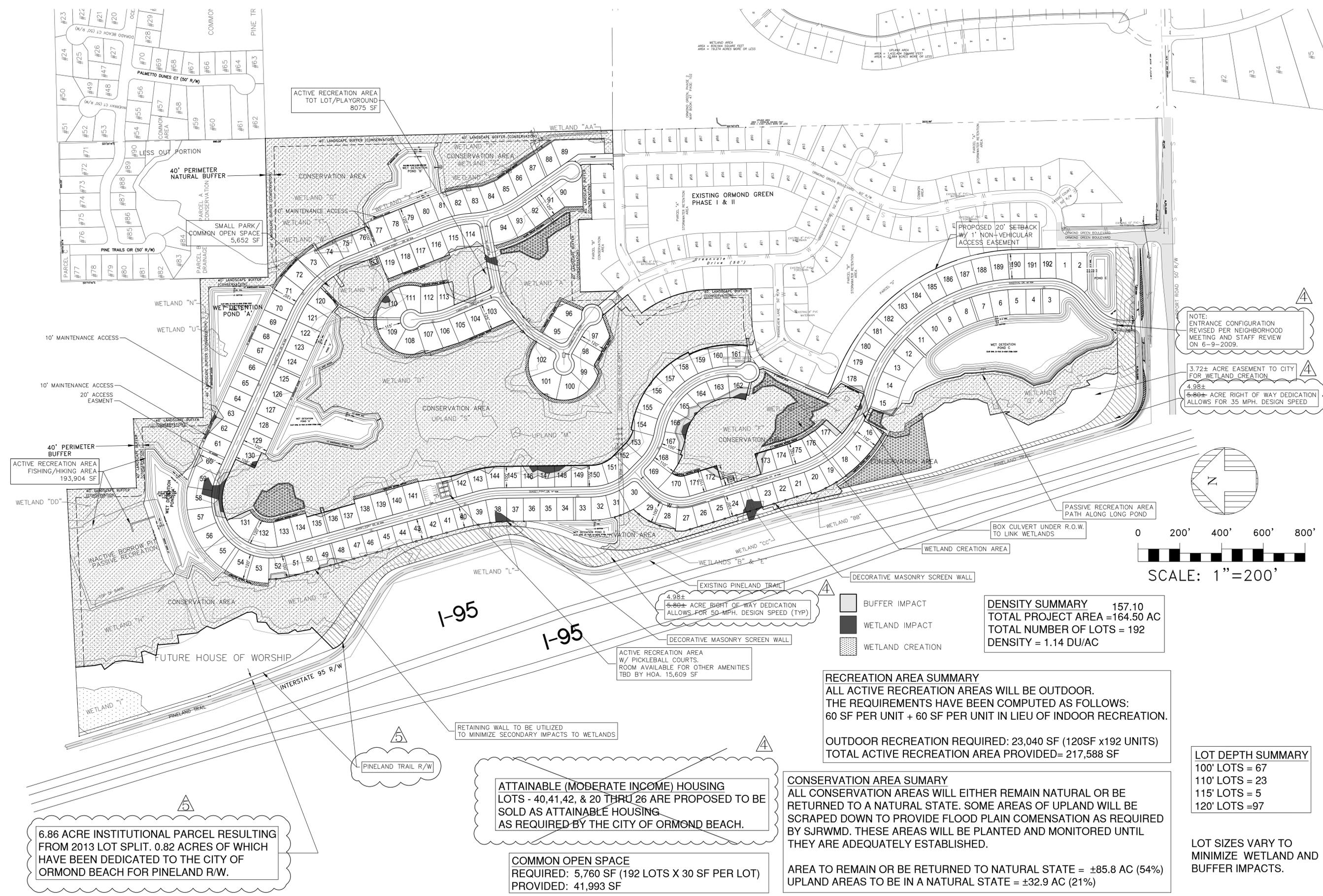
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5	06-05-08	PAZ	REVISED PER CITY COMMISSION
4	09-23-08	MM	REVISED PER CITY COMMENTS DATED 7-8-08
3	7-22-08	MM	REVISED PER CITY COMMENTS DATED 7-8-08
2	6-15-08	MM	REVISED PER CITY COMMENTS DATED 6-10-08
1			
	NO.	DATE	APPR.
			REVISION

ZAHN ENGINEERING, INC.	DAYTONA BEACH, FLORIDA 32114
240 SOUTH PALMETTO AVENUE	PHONE: (386) 252-0020
	FAX: (386) 252-6050
	ZAHNENG.COM

DESIGNED: TLG	CHECKED: PAZ
DATE: 06/23/08	SCALE: 1"=200'
DRAWN: TLG	
PLOTTED: 7/1/16	

PINELAND PRD	DATE:
ORMOND BEACH FL	
PHASING PLAN	
1505-PRD.dwg	
PROJECT NO.	
0512	
NOT VALID WITHOUT EMBOSSED SEAL	
EB-0005290	
SHT. C2 OF 11	

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- DECORATIVE MASONRY SCREEN WALL
- BUFFER IMPACT
- WETLAND IMPACT
- WETLAND CREATION

DENSITY SUMMARY
 157.10
 TOTAL PROJECT AREA = 164.50 AC
 TOTAL NUMBER OF LOTS = 192
 DENSITY = 1.14 DU/AC

RECREATION AREA SUMMARY
 ALL ACTIVE RECREATION AREAS WILL BE OUTDOOR.
 THE REQUIREMENTS HAVE BEEN COMPUTED AS FOLLOWS:
 60 SF PER UNIT + 60 SF PER UNIT IN LIEU OF INDOOR RECREATION.
 OUTDOOR RECREATION REQUIRED: 23,040 SF (120SF x192 UNITS)
 TOTAL ACTIVE RECREATION AREA PROVIDED= 217,588 SF

CONSERVATION AREA SUMMARY
 ALL CONSERVATION AREAS WILL EITHER REMAIN NATURAL OR BE RETURNED TO A NATURAL STATE. SOME AREAS OF UPLAND WILL BE SCRAPED DOWN TO PROVIDE FLOOD PLAIN COMENSATION AS REQUIRED BY SJRWMD. THESE AREAS WILL BE PLANTED AND MONITORED UNTIL THEY ARE ADEQUATELY ESTABLISHED.
 AREA TO REMAIN OR BE RETURNED TO NATURAL STATE = ±85.8 AC (54%)
 UPLAND AREAS TO BE IN A NATURAL STATE = ±32.9 AC (21%)

LOT DEPTH SUMMARY
 100' LOTS = 67
 110' LOTS = 23
 115' LOTS = 5
 120' LOTS = 97

LOT SIZES VARY TO MINIMIZE WETLAND AND BUFFER IMPACTS.

ATTAINABLE (MODERATE INCOME) HOUSING
 LOTS - 40,41,42, & 20 THRU 26 ARE PROPOSED TO BE SOLD AS ATTAINABLE HOUSING AS REQUIRED BY THE CITY OF ORMOND BEACH.

COMMON OPEN SPACE
 REQUIRED: 5,760 SF (192 LOTS X 30 SF PER LOT)
 PROVIDED: 41,993 SF

6.86 ACRE INSTITUTIONAL PARCEL RESULTING FROM 2013 LOT SPLIT. 0.82 ACRES OF WHICH HAVE BEEN DEDICATED TO THE CITY OF ORMOND BEACH FOR PINELAND R/W.

NOTE: ENTRANCE CONFIGURATION REVISED PER NEIGHBORHOOD MEETING AND STAFF REVIEW ON 6-9-2009.

3.72± ACRE EASEMENT TO CITY FOR WETLAND CREATION
 4.98±
 5.88± ACRE RIGHT OF WAY DEDICATION ALLOWS FOR 35 MPH. DESIGN SPEED

4.98±
 5.88± ACRE RIGHT OF WAY DEDICATION ALLOWS FOR 50 MPH. DESIGN SPEED (TYP)

ACTIVE RECREATION AREA W/ PICKLEBALL COURTS. ROOM AVAILABLE FOR OTHER AMENITIES TBD BY HOA. 15,609 SF

ACTIVE RECREATION AREA TOT LOT/PLAYGROUND 8075 SF

ACTIVE RECREATION AREA FISHING/HIKING AREA 193,904 SF

SMALL PARK/COMMON OPEN SPACE 5,652 SF

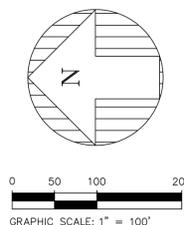
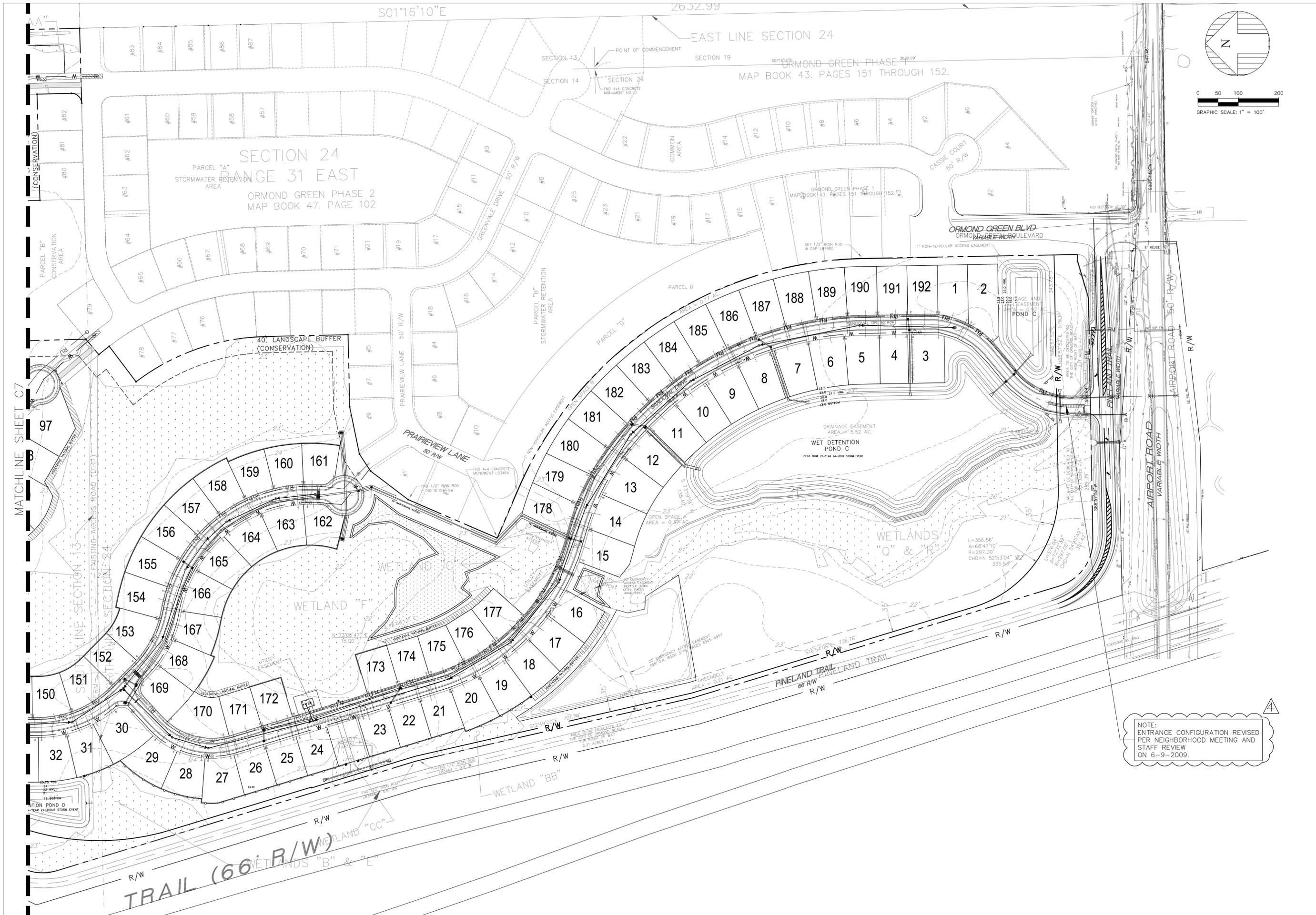
6	06-28-16	PAZ	REVISED CITY COMMENTS DATED 6-17-16
5	06-09-16	PAZ	REVISED AMENDMENT #1
4	06-09-16	MM	REVISED PER CITY COMMISSION
3	9-23-08	MM	REVISED PER CITY COMMENTS DATED 7-8-08
2	7-22-08	MM	REVISED PER CITY COMMENTS DATED 7-8-08
1	6-15-08	MM	REVISED PER CITY COMMENTS DATED 6-10-08
			REVISION
			APPR.
			NO.
			DATE

ZAHN ENGINEERING, INC.
 240 SOUTH PALMETTO AVENUE DAYTONA BEACH, FLORIDA 32114
 PHONE: (386) 252-0020 FAX: (386) 252-6050 ZAHNENG.COM

DESIGNED: TLG
 DATE: 05/20/2008
 DRAWN: TLG
 PLOTTED: 7/1/16
 CHECKED: PAZ
 SCALE: 1"=200'

PINELAND PRD
 ORMOND BEACH FL
 OVERALL DEVELOPMENT PLAN

1505-PRD.dwg
 PROJECT NO. 0512
 NOT VALID WITHOUT EMBOSSED SEAL
 EB-0005290
 SHT. C3 OF 11



NOTE:
ENTRANCE CONFIGURATION REVISED
PER NEIGHBORHOOD MEETING AND
STAFF REVIEW
ON 6-9-2009.

PINELAND PRD ORMOND BEACH FL PAVING AND UTILITIES PLAN 1 (SOUTH)		DESIGNED: MAM DRAWN: R/M/KMP CHECKED: PAZ	DATE: 03/10/15 PLOTTED: 07/01/16 SCALE: 1"=100'	ZAHN ENGINEERING, INC. 244 SOUTH PALMETTO AVENUE DAYTONA BEACH, FLORIDA 32114 PHONE: (386) 252-0050 FAX: (386) 252-0020 ZAHNENG.COM															
PROJECT NO. 1505	NOT VALID WITHOUT EMBOSSED SEAL EB-0005290	REVISION <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>APPR.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>6-15-08</td> <td>MAM</td> </tr> <tr> <td>2</td> <td>7-22-08</td> <td>MAM</td> </tr> <tr> <td>3</td> <td>9-23-08</td> <td>MAM</td> </tr> <tr> <td>4</td> <td>06-03-10</td> <td>PAZ</td> </tr> </tbody> </table>			NO.	DATE	APPR.	1	6-15-08	MAM	2	7-22-08	MAM	3	9-23-08	MAM	4	06-03-10	PAZ
NO.	DATE	APPR.																	
1	6-15-08	MAM																	
2	7-22-08	MAM																	
3	9-23-08	MAM																	
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1505-PDU-PRD.dwg PROJECT NO. 1505		SHEET C8 OF 11																	

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ATTACHMENT 4

Ordinance 2008-044

ATTACHMENT 4

Ordinance 2008-044

ORDINANCE NO. 2008-44

AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED RESIDENTIAL DEVELOPMENT TO BE KNOWN AS "PINELAND" TO BE LOCATED ON A 164.5 ACRE SITE NORTH OF AIRPORT ROAD, EAST OF INTERSTATE 95, SOUTH OF THE CITY'S BUSINESS PARK, AND WEST OF THE ORMOND GREEN SUBDIVISION AND PINE TRAILS SUBDIVISION; AUTHORIZING A FIVE PHASED PROJECT CONSISTING OF 192 SINGLE-FAMILY LOTS; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, by Ordinance No. 2004-27 the City Commission approved the rezoning and development order for the "Pineland" Planned Residential Development for 182 lots located north of Airport Road, east of Interstate 95, south of the City's business park and west of the Ormond Green and Pine Trails subdivisions, and

WHEREAS, by Ordinance No. 2005-56 the City Commission approved the first amended and restated development order for the "Pineland" Planned Residential Development approving an additional 17 lots for a total of 199 lots and extension of the expiration of the development order, and

WHEREAS, Funcoast Developers, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company failed to apply for preliminary plat approval for Phase 1 of the development, a condition of the Development Order approved by Ordinance No. 2005-56 on December 6, 2005 and recorded in Official Records Book 5722 at Pages 478 through 516,

inclusive of the Public Records of Volusia County, Florida, thus the Development Order expired on July 20, 2007, and

WHEREAS, Funcoast Holdings, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company, has applied for a Planned Residential Development to allow a five phased development with a 192 single family lot subdivision with associated site improvements, and

WHEREAS, the Planning Board held a public hearing in accordance with Section 1-15D of the *Land Development Code*, following which it recommended the approval of the application for the Planned Residential Development amendment with conditions, and

WHEREAS, the City Commission has held a public hearing in accordance with Section 166.041(3)(c)(1), *Florida Statutes* and has considered the following:

- (1) The report and recommendations of the Planning Board;
- (2) The report and recommendations of the Site Plan Review Committee; and
- (3) The comments of governmental agencies, utility corporations and individuals, as received, and
- (4) The testimony of the City's planning staff, the Applicant, expert witnesses, persons that may be affected as a result of the application, and documentary evidence pertaining thereto, if any, and

WHEREAS, the City Commission finds, based on substantial competence evidence, that the application for a Development Order for the "Pineland" Planned Residential Development, is consistent with the Future Land Use Element and the Future Land Use Map of

the City's *Comprehensive Land Use Plan*, that it is consistent with the City's *Land Development Code*, and that it is consistent with the general laws of Florida, and

WHEREAS, the City Commission further finds that with respect to the application for the issuance of a Development Order for a Planned Residential Development, that there is competent substantial evidence to support the following:

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

- (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;
- (7) The proposed development is functional in the use of space and aesthetically acceptable;
- (8) The proposed development provides for the safety of occupants and visitors;
- (9) The proposed use of materials and architectural features will not adversely impact the neighborhood and aesthetics of the area; and
- (10) The testimony provided at public hearings; now therefore,

BE IT ENACTED BY THE PEOPLE OF THE CITY OF ORMOND

BEACH, FLORIDA, THAT:

SECTION ONE. The Mayor and the City Manager are hereby authorized and directed to execute and issue a Development Order for a planned residential development to be known as "Pineland" to be located on a 164.5-acre site located north of Airport Road, east of Interstate 95, south of the City's business park and west of the Ormond Green and Pine Trails subdivisions, on that real property described in the Development Order, a copy of which is attached hereto and incorporated herein by reference.

SECTION TWO. The City Commission hereby approves the request by the applicant for a waiver of the dimensional requirements as required by Chapter 2, Article II, Section 2-43 of the *Land Development Code*.

SECTION THREE. The City Commission hereby approves the request by the applicant for a waiver of the perimeter subdivision setback requirements as required by Chapter 2, Article II, Section 2-35.D.3 of the *Land Development Code*.

SECTION FOUR. The City Commission hereby approves the request by the applicant to allow the averaging of the required Greenbelt buffer requirements as required by Chapter 2, Article VI, Section 2-73.C.1.(c) of the *Land Development Code*.

SECTION FIVE. The City Commission hereby approves the request by the applicant to allow a waiver of the indoor recreation requirements as required by Chapter 2, Article VI, Section 2-73.C.1.(c) of the *Land Development Code*.

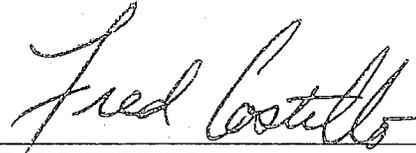
SECTION SIX. The applicant shall henceforth submit preliminary and final plats in accordance with the standards and procedures of Chapter 4, Article II, Sections 4-17 and 4-18 of the *Land Development Code*.

SECTION SEVEN. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

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

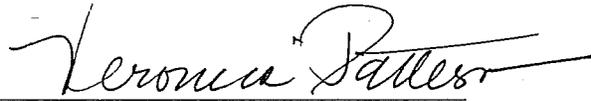
PASSED UPON at the first reading of the City Commission this 7th day of
October, 2008.

PASSED UPON at the second and final reading of the City Commission this 21st
day of October, 2008.



FRED COSTELLO
Mayor

ATTEST:



VERONICA PATTERSON
City Clerk

CERTIFICATE

STATE OF FLORIDA
COUNTY OF VOLUSIA
CITY OF ORMOND BEACH

I, Veronica Patterson, City Clerk of the City of Ormond Beach, Florida, do hereby certify that the foregoing is a true, correct and complete copy of Ordinance No. 2008-44 as the same appears of record at City Hall, City of Ormond Beach, Florida.

Dated this 23rd day of October 2008.



VERONICA PATTERSON
City Clerk
CITY OF ORMOND BEACH, FLORIDA

SEAL

**BEFORE THE
CITY COMMISSION
OF THE
CITY OF ORMOND BEACH**

IN RE: Application of: Funcoast Holdings, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company
Planned Business Development: PRD 08-25
Project Name: Pineland
Site Location: North of Airport Road, east of Interstate 95, south of the City's business park and west of the Ormond Green and Pine Trails subdivisions
Parcel ID No.: 4124-00-00-0020

DEVELOPMENT ORDER

This matter having come on for public hearing before the City Commission of the City of Ormond Beach, Florida, on October 7, 2008, and October 21, 2008 and the City Commission having considered those items as required by Section 1-18(D) of the *Land Development Code*, and having heard testimony and evidence from all affected persons, the City Commission hereby finds that:

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

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;

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;

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

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

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

10. The testimony provided at public hearings.

Thereupon and in consideration thereof, the City Commission hereby orders

that:

A. The application of Funcoast Holdings, LLC, f/k/a Florida Developers, LLC, a Florida limited liability company, for a Development Order for the "Pineland" planned residential development to be located on a 164.5-acre site north of Airport Road, east of Interstate 95, south of the City's business park and west of the Ormond Green and Pine Trails subdivisions on that real property described in Exhibit "A" attached hereto and incorporated herein by reference, is hereby granted, subject to the following conditions:

1. All applicable provisions of Chapter 2, District and General Regulations, Article II, District Regulations, Section 2-35, Planned Residential Development, of the City of Ormond Beach *Land Development Code*, except as otherwise specifically modified are hereby made a part of this Development Order;

2. The comments of the Site Plan Review Committee set forth on Exhibit "B" attached hereto and incorporated herein by reference shall be complied with prior to the issuance of any permits by the City of Ormond Beach;

3. A waiver of the dimensional requirements required by Chapter 2, Article II, Section 2-43 of the *Land Development Code* shall be granted by the City to allow 57 of the 192 lots to be 100 feet in depth and 30 of the lots to be less than 80 feet in width, as depicted in Exhibit "C" as prepared by Zahn Engineering, dated September, 2008.

4. A waiver of the perimeter setbacks as required by Chapter 2, Article II, Section 2-35.D.3 of the *Land Development Code* shall be granted by the City to allow a 25' perimeter setback on lots 178-192 and a 35' perimeter setback on lots 19-27 and lots 37-44 as depicted in Exhibit "C" as prepared by Zahn Engineering, dated September, 2008.

5. 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*, shall be granted by the City to allow the landscape buffer averaging of 60' with a minimum buffer of 30'.

6. 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* shall be granted by the City to allow the applicant to provide additional square footage to the outdoor active recreation area in lieu of the indoor recreation requirement.

7. The applicant shall provide a Proportionate Fair Share Agreement for traffic impacts of this project during preliminary plat process.

8. **As recommended by the Planning Board:** The applicant shall provide pedestrian access points to interconnect with Ormond Green subdivision at Lots 89 and 90 (Ormond Green Boulevard/Sunset Point Drive) and Lots 96 and 97 (Greenvale Drive/Carabelle Court), emergency access capability shall be provided, all other vehicle traffic shall be prohibited.

9. 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.

10. 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.

11. The applicant shall be required to go through a public hearing approval process, separate from the Planned Residential Development in order to be approved for a Special Exception or Planned Residential Development amendment to develop the land title "Future of House of Worship" as an institutional use as depicted on Sheet C3 of Exhibit "C" as prepared by Zahn Engineering, dated September, 2008.

12. The dimensional criteria of the single-family lots are as follows:

FRONT	SIDE	REAR	SIDE CORNER	MAXIMUM HEIGHT	MAXIMUM LOT COVERAGE
20'	10'	20'	20'	35'	35%

13. The project shall be developed as a five-phase development plan consisting of 192 lots, depicted on Exhibit "C" Page 2 of 10 attached hereto and described as follows:

- Phase 1:** Shall consist of 46 single-family lots;
- Phase 2:** Shall consist of 27 single-family lots;
- Phase 3:** Shall consist of 46 single-family lots;
- Phase 4:** Shall consist of 31 single-family lots;
- Phase 5:** Shall consist of 42 single-family lots,

the applicant may combine phases or construct all improvements as one project.

14. The Applicant shall conduct a signal warrant study, with the methodology approved by Volusia County and the City of Ormond Beach, to determine if a traffic signal is warranted at the beginning of Phase 5. If the signal is warranted, the Applicant shall be

responsible for payment of the cost of the traffic signal for the subdivision percentage of the traffic impacts for the traffic signal.

B. The final plans for the development project shall be consistent with all of the conditions listed in this Development Order and as depicted in the plans attached hereto as Exhibit "C" and incorporated herein by reference.

C. No material change shall be made to the final plan for the development project without further review by the Planning Board and approval by the City Commission in accordance with the procedures for the approval or modification of development orders.

D. All site construction activity shall be performed in strict compliance with the terms and conditions of this Development Order approved for this development project, and of the *Land Development Code*.

E. 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. Before the planned development permit can be re-established, a new PRD Development Order application must be filed shall be reviewed and approved by the Planning Board and the City Commission under the provisions of Section 1-14(C)(2), of the *Land Development Code*.

F. 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.

G. In the event the use of the land approved by this Planned Residential Development Order is abandoned for a period of two (2) years or there has been no construction activity during that period, any permit shall be void and a Notice of Final Plan Revocation shall be filed under the provisions of Section 1-14(C)(2) of the *Land Development Code*, and a new application for a Planned Residential Development Order must be submitted for consideration in accordance with the requirements of the *Land Development Code*.

H. The Neighborhood Improvement Officer shall semi-annually prepare a report indicating which planned developments are not in compliance with Section 1-14, or with the conditions provided in the Planned Business Development Order. In the event a Neighborhood Improvement Officer determines there to be any violation, such Officer shall initiate appropriate code enforcement action for hearing before the City's Special Master.

I. This Development Order shall be recorded in the public records of Volusia County, Florida, at the expense of Funcoast Holdings, LLC., f/k/a Florida Developers, LLC, a Florida limited liability company, and be binding upon Funcoast Holdings, LLC., f/k/a Florida Developers, LLC, a Florida limited liability company and its successors and assigns, and shall run with the real property described in Exhibit "A" attached hereto and incorporated herein by reference.

ORDERED this 21st day of October, 2008.

CITY COMMISSION
CITY OF ORMOND BEACH, a Florida
municipal corporation

By: 

FRED COSTELLO
Mayor

(CITY SEAL)

Attest: 

THEODORE S. MACLEOD
Acting City Manager

EXHIBIT "A"

LEGAL DESCRIPTION

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTH-EAST CORNER OF SAID SECTION 24, SAID POINT BEING THE POINT OF BEGINNING; THENCE S 17°10' E, ALONG THE EAST LINE OF SAID SECTION 24, 2632.99 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF AIRPORT ROAD, A 50 FOOT RIGHT-OF-WAY; THENCE S 88°57'52" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE 547.46 FEET TO THE INTERSECTION OF THE SAID NORTHERLY RIGHT-OF-WAY LINE OF AIRPORT ROAD WITH THE EASTERLY RIGHT-OF-WAY LINE OF PINELAND TRAIL, A VOLUSIA COUNTY RIGHT-OF-WAY; THENCE N 102°08' W ALONG THE SAID RIGHT-OF-WAY LINE OF PINELAND TRAIL 40.00 FEET TO A POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 108.00 FEET AND A CENTRAL ANGLE OF 90°00'00"; THENCE ALONG SAID CURVE 169.65 FEET TO A POINT OF TANGENCY; THENCE S 88°57'52" W, 661.24 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 117.00 FEET AND A CENTRAL ANGLE OF 74°08'00"; THENCE ALONG SAID CURVE 151.38 FEET TO A POINT OF TANGENCY; THENCE N 16°54'08" W, 943.91 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 117.00 FEET AND A CENTRAL ANGLE OF 4°05'08"; THENCE ALONG SAID CURVE 8.34 FEET TO A POINT OF TANGENCY; THENCE N 12°49'00" W, 691.09 FEET TO A POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 183.00 FEET AND A CENTRAL ANGLE OF 4°05'08"; THENCE ALONG SAID CURVE 13.05 FEET TO A POINT OF TANGENCY; THENCE N 16°54'08" W, 924.64 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 117.00 FEET AND A CENTRAL ANGLE OF 42°30'38"; THENCE ALONG SAID CURVE 86.81 FEET TO A POINT OF TANGENCY; THENCE N 25°36'28" E, 290.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 183.00 FEET AND A CENTRAL ANGLE OF 42°30'36"; THENCE ALONG SAID CURVE 135.77 FEET TO A POINT OF TANGENCY; THENCE N 16°54'08" W, 508.98 FEET TO A POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 183.00 FEET AND A CENTRAL ANGLE OF 42°30'36"; THENCE ALONG SAID CURVE 135.77 FEET TO A POINT OF TANGENCY; THENCE N 59°24'44" W, 287.69 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 117.00 FEET AND A CENTRAL ANGLE OF 38°25'24"; THENCE ALONG SAID CURVE 78.46 FEET TO A POINT OF TANGENCY; THENCE N 20°59'20" W, 631.48 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 117.00 FEET AND A CENTRAL ANGLE OF 4°05'08"; THENCE ALONG SAID CURVE 8.34 FEET TO A POINT OF TANGENCY THENCE N 16°54'08" W, 647.30 FEET; THENCE N 87°09'21" E, 1178.10 FEET; THENCE S 01°09'52" E, 333.50 FEET; THENCE N 87°19'20" E, 330.00 FEET; THENCE S 01°10'04" E, 334.46 FEET; THENCE N 88°44'51" E, 660.90 FEET; THENCE N 01°14'42" W, 665.95 FEET; THENCE N 89°00'20" E, 660.00 FEET TO THE EAST LINE OF SAID SECTION 13; THENCE S 01°20'16" E, 2652.73 FEET TO THE POINT OF BEGINNING.

LESS AND EXCLUDING THE FOLLOWING DESCRIBED REAL PROPERTY (THE "EXCLUDED PROPERTY"): A PART OF SECTION 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST AND SECTION 13, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AT THE POINT OF BEGINNING, COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 24; THENCE RUN S 01°16'10" E ALONG THE EAST LINE OF SAID SECTION 24, A DISTANCE OF 2632.99 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF AIRPORT ROAD, A 50 FOOT RIGHT-OF-WAY; THENCE S 88°57'52" W ALONG THE SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 547.46 FEET TO THE INTERSECTION WITH THE EASTERLY RIGHT-OF-WAY LINE OF PINELAND TRAIL, A 66 FOOT RIGHT-OF-WAY; THENCE N 01°02'08" W ALONG THE SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 108.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND RIGHT-OF-WAY A DISTANCE OF 169.65 FEET PASSING THROUGH A CENTRAL ANGLE OF 90°00'00" TO A POINT OF CURVATURE; THENCE N 08°57'52" E, DEPARTING SAID RIGHT-OF-WAY LINE OF PINELAND TRAIL, A DISTANCE OF 17.50 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 25.00 FEET; THENCE NORTH-EASTERLY ALONG THE ARC OF SAID CURVE, PASSING THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 39.27 FEET TO THE POINT OF TANGENCY; THENCE N 01°02'08" W,

532.00 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 950.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, PASSING THROUGH A CENTRAL ANGLE OF 65°41'23", A DISTANCE OF 1089.18 FEET TO THE POINT OF TANGENCY; THENCE N 66°43'31" W, 125.04 FEET THENCE N 23°16'29" E, 239.94 FEET; THENCE N 37°08'05" E, 116.59 FEET; THENCE N 56°27'30" E, 50.00 FEET; THENCE N 78°19'38" E, 118.95 FEET; THENCE N 88°43'45" E, 177.99 FEET; THENCE N 01°16'15" W, 204.85 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 550.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, PASSING THROUGH A CENTRAL ANGLE OF 35°54'03", A DISTANCE OF 344.62 FEET; THENCE N 52°49'42" E, A DISTANCE OF 110.00 FEET TO A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 680.00 FEET, A CHORD BEARING AND DISTANCE OF N 38°36'23.5" W, 33.06 FEET, THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, PASSING THROUGH A CENTRAL ANGLE OF 2°52'12", A DISTANCE OF 33.06 FEET; THENCE N 49°57'30" E, 50.00 FEET; THENCE N 01°35'38" W, 168.18 FEET; THENCE N 88°24'22" E, A DISTANCE OF 344.94 FEET; THENCE S 01°35'38" E, 64.32 FEET; THENCE N 88°24'22" E, 262.00 FEET; THENCE S 01°16'10" E, 85.14 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, PASSING THROUGH A CENTRAL ANGLE OF 89°40'32", A DISTANCE OF 39.13 FEET TO A POINT OF CURVATURE; THENCE N 88°24'22" E ALONG SAID NORTH LINE 184.86 FEET TO THE POINT OF BEGINNING.

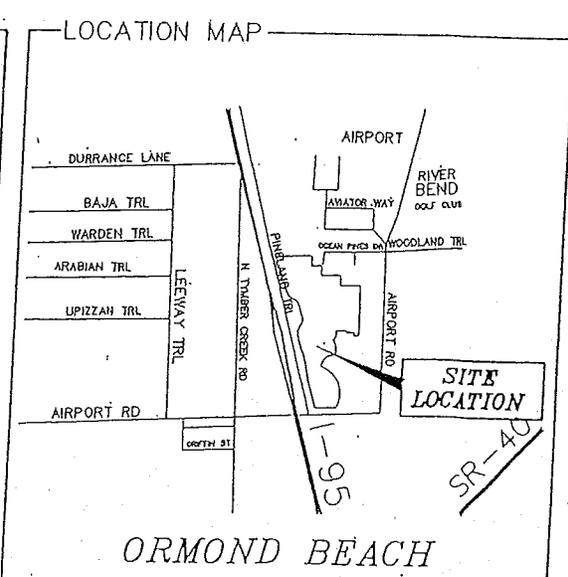
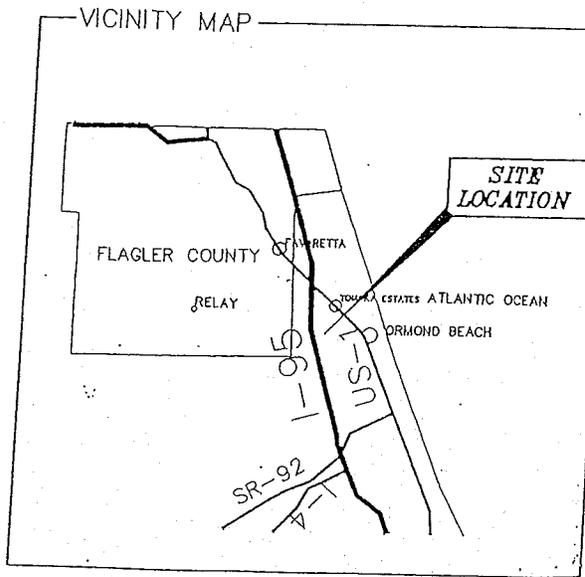
LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 13; THENCE N 01°20'17" W, 1662.44 FEET TO THE POINT OF BEGINNING; THENCE S 88°52'31" W, 661.60 FEET; THENCE N 01°14'42" W, 991.50 FEET; THENCE N 89°00'20" E, 660.00 FEET; THENCE S 01°20'17" E, 990.01 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND INCLUDING THE FOLLOWING PARCEL: A PART OF SECTION 24, TOWNSHIP 14 SOUTH, RANGE 31 EAST AND SECTION 13, TOWNSHIP 14 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: AS A POINT OF REFERENCE, COMMENCE AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF AIRPORT ROAD, A 50 FOOT RIGHT-OF-WAY LINE, AND THE EASTERLY RIGHT-OF-WAY LINE OF PINELAND TRAIL, A 66 FOOT RIGHT-OF-WAY; THENCE N 01°02'08" W ALONG THE SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 108.00 FEET, THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND RIGHT-OF-WAY, A DISTANCE OF 169.65 FEET PASSING THROUGH A CENTRAL ANGLE OF 90°00'00" TO THE POINT OF TANGENCY; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE S 88°57'52" W, 64.60 FEET; THENCE N 73°31'36" E, DEPARTING SAID RIGHT-OF-WAY LINE OF PINELAND TRAIL, A DISTANCE OF 93.92 FEET; THENCE N 88°57'52" E, 16.57 FEET TO A POINT ON A CURVE CONCAVE NORTHWESTERLY, SAID CURVE HAVING A RADIUS OF 25.00 FEET, A CHORD BEARING AND DISTANCE OF S 43°57'52" W, 35.36 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE PASSING THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 39.27 FEET TO THE POINT OF TANGENCY; THENCE S 88°57'52" W, A DISTANCE OF 17.50 FEET TO THE POINT OF BEGINNING.

Description taken from Official Records Book 4226, pages 1171 through 1173.

Parcel Area = 164.509 Acres, more or less.

The above described property is in unshaded zone "X" & zone "A" per the Flood Insurance Rate Map, Community Number 125136, Map and Panel Numbers 12127C 0200, 0211 & 0213 G, dated April 15, 2002. No base flood elevation determined for said zone "A". Said flood zones approximately delineated hereon.



U.S.G.S. QUADRANGLE	LATITUDE	LONGITUDE	SECTION	TOWNSHIP	RANGE
ORMOND BEACH, FL	29°16'46"	81°07'19"	13 & 24	14S	31E

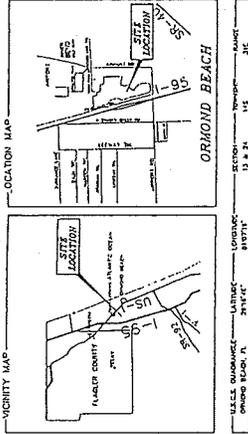
EXHIBIT "B"



Ormond Beach
Site Plan Review Committee (SPRC)
Outstanding Comments

1. The access on Pineland Trail, between lots 41 and 42, is proposed as an emergency access only. Staff's recommendation is for this to be a full access point.
2. The traffic study calls for the ROW to be used for the Proportionate Fair Share. Staff's position is that the ROW dedication proposed is not acceptable because it is not address where the LOS failures are shown. The traffic engineer would need to prepare a proportionate fair share calculation per the LDC for City and County review. For the purposes of the zoning amendment the identification of failures is sufficient and any fair share analysis is required prior to a preliminary plat (construction) hearing/approval. We are awaiting any Volusia County comments on the traffic study.
3. The intersection counts listed in the traffic analysis appendix were conducted when school was not in session. Please provide counts of the intersection of Airport Road/Tymber Creek Road and Airport Road at Ormond Green Boulevard. What impact does this project have on these two intersections during the AM peak hour?
4. A Preliminary Plat is required prior to any site construction.
5. Fire hydrants shall be installed at intervals not to exceed 500 ft. Clearly identify the location of all fire hydrants to be installed and adjust locations to meet the 500 ft interval requirement.
6. The Utilities Department has no comments on the PRD Rezoning. Utilities shall be reviewed during the Preliminary Plat submittal.

PRD EXHIBIT FOR:
PINELAND PRD
 A 192-LOT SUBDIVISION
 ORMOND BEACH, FLORIDA
 SEPTEMBER 2008



INDEX OF SHEETS

- C1. COVER
- C2. PHASING PLAN
- C3. OVERALL DEVELOPMENT PLAN
- C4. HOLDING CAPACITY & SOILS MAP
- C5. FLOOD PLAIN IMPACT PLAN
- C6. WETLAND IMPACT PLAN
- C7. PAVING & UTILITIES PLAN
- C8. PAVING & UTILITIES PLAN
- C9. CITY STANDARD CONSTRUCTION DETAILS
- C10. SIGNAGE & WALL DETAILS
- C11. TYPICAL HOUSE PLANS

CITY OF ORMOND BEACH, FLORIDA

- LEGAL NOTES**
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S LAND DEVELOPMENT CODE, THE CITY OF ORMOND BEACH'S ZONING ORDINANCE, THE CONSTRUCTION SPECIFICATIONS (SCS), AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION (SSC). APPROVAL OF THE CITY ENGINEER IS REQUIRED PRIOR TO STARTING CONSTRUCTION.
 2. NO LAND SHALL BE CLEARED, EXCAVATED OR FILLED AND NO STRUCTURE SHALL BE BUILT, REPAIRED OR DEMOLISHED WITHOUT PROPER PERMITS AS REQUIRED BY THE CITY OF ORMOND BEACH.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S ENGINEERING DIVISION AT 678-2889.
 4. ANY CONSTRUCTION CHANGES TO APPROVED PLANS SHALL BE SUBMITTED TO THE CITY OF ORMOND BEACH FOR APPROVAL PRIOR TO PERFORMING THE WORK.
 5. ROAD CONSTRUCTION AND PIPE INSTALLATION COMPACTORY AND DENSITY REQUIREMENTS, COMBINED WITH THE CITY'S ENGINEERING DIVISION TO THE CITY INSPECTOR AND THE CITY'S ENGINEERING DIVISION.
 6. PRIOR TO THE START OF CONSTRUCTION, ALL PERMITS MUST BE OBTAINED AND COMPLETED IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S ENGINEERING DIVISION.
 7. A FINAL INSPECTION IS TO BE CONDUCTED BY THE CITY OF ORMOND BEACH. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S ENGINEERING DIVISION 678-2889.
 8. THREE COMPLETE SETS OF AS-BUILT DRAWINGS (AS FOR APPROVED) ARE REQUIRED TO BE SUBMITTED TO THE CITY OF ORMOND BEACH PRIOR TO RECEIVING A FINAL INSPECTION.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF ORMOND BEACH PRIOR TO STARTING CONSTRUCTION.
 10. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF ORMOND BEACH'S LAND DEVELOPMENT CODE, THE CITY OF ORMOND BEACH'S ZONING ORDINANCE, THE CONSTRUCTION SPECIFICATIONS (SCS), AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION (SSC). APPROVAL OF THE CITY ENGINEER IS REQUIRED PRIOR TO STARTING CONSTRUCTION.

LEGAL DESCRIPTION

ALL RIGHTS RESERVED BY THE CITY OF ORMOND BEACH, FLORIDA. THIS PLAN IS THE PROPERTY OF THE CITY OF ORMOND BEACH, FLORIDA. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR REPRODUCTION OF THIS PLAN WITHOUT THE WRITTEN PERMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, IS STRICTLY PROHIBITED. THE CITY OF ORMOND BEACH, FLORIDA, ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE USER OF THIS PLAN SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION CONTAINED HEREIN. THE CITY OF ORMOND BEACH, FLORIDA, DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION CONTAINED HEREIN. THE CITY OF ORMOND BEACH, FLORIDA, SHALL NOT BE HELD LIABLE FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS PLAN. THE CITY OF ORMOND BEACH, FLORIDA, SHALL NOT BE HELD LIABLE FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS PLAN.

SITE DATA

1. PROJECT NAME: PINELAND PRD	2. PROJECT NUMBER: 08-00000000
3. CLIENT: CITY OF ORMOND BEACH	4. PROJECT LOCATION: 192 LOTS, 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)
5. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)	6. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)
7. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)	8. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)
9. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)	10. PROJECT AREA: 192 AC (0.80 AC (0.0002) 191.20 AC (0.8002)

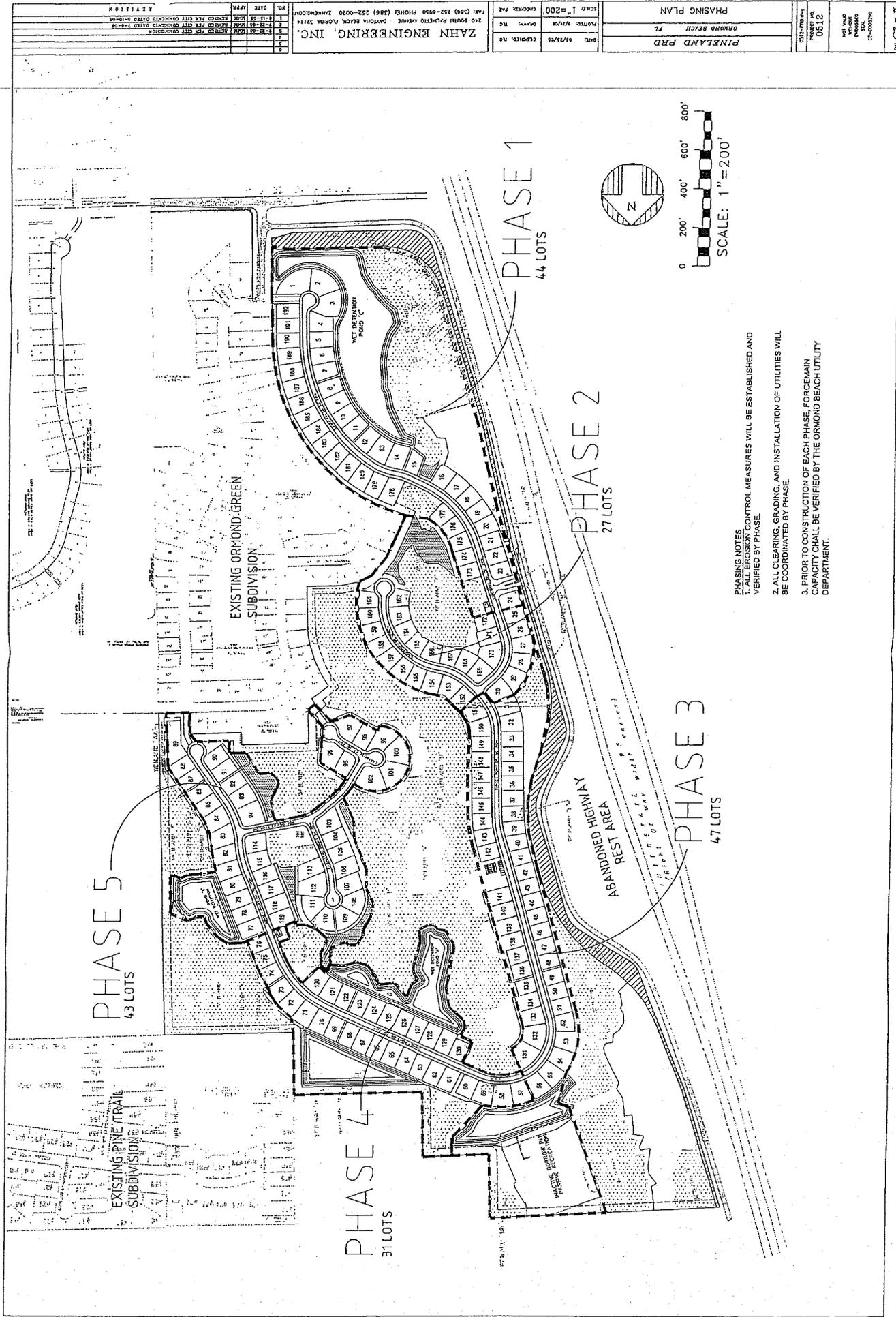
CONTACT INFORMATION

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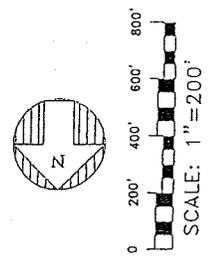
ZAHN ENGINEERING, INC.
 210 SOUTH PALMWOOD AVENUE, SUITE 100, ORMOND BEACH, FLORIDA 32136
 PHONE: (407) 771-0000 FAX: (407) 771-0000
 WWW.ZAHN-ENG.COM

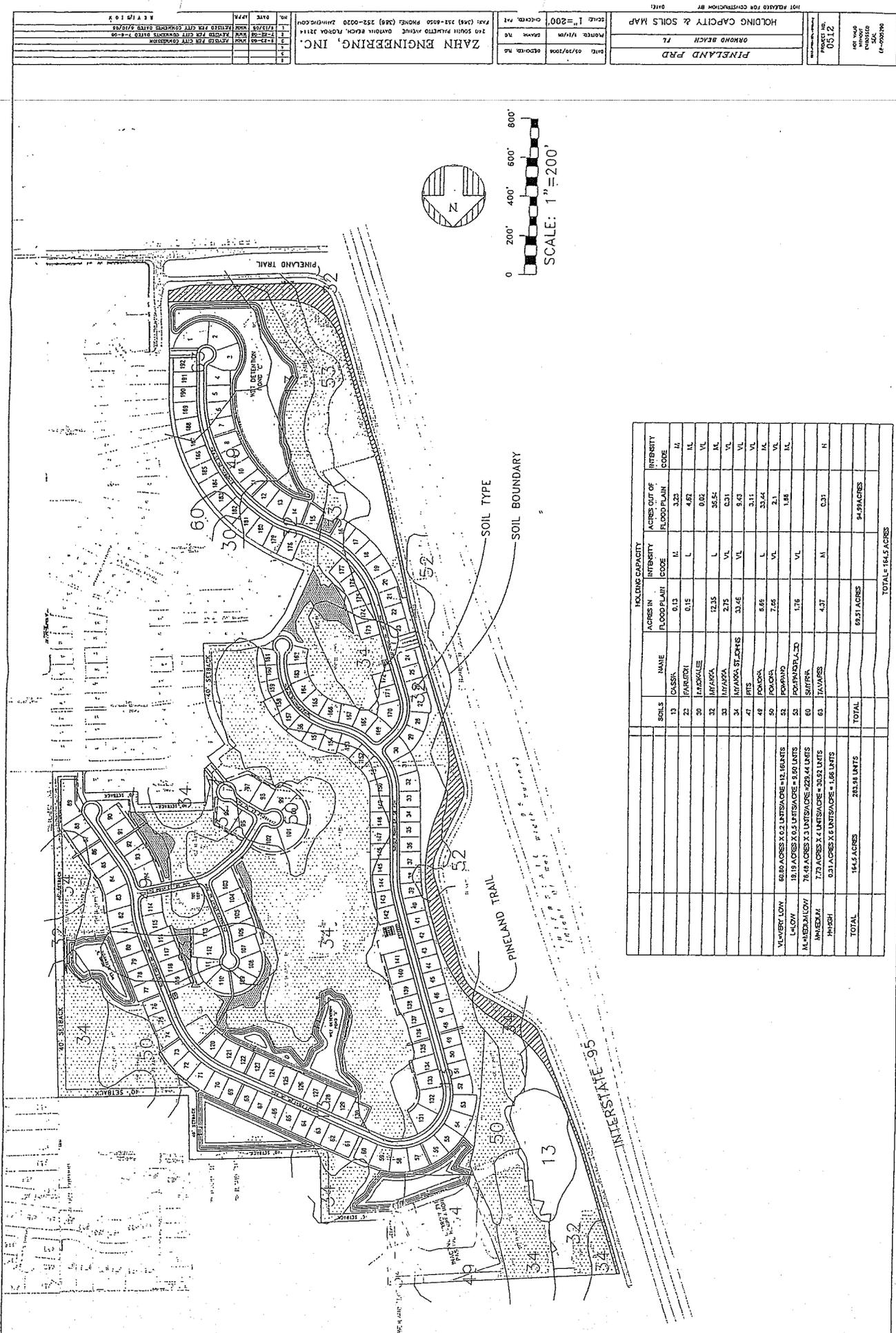
ORDER: P&L 0529/08 16 PROJECT NO. 0512
 DRAWING: 177/008 16/11/11 16/11/11
 0512-177/008

NOT FOR CONSTRUCTION



PHASING NOTES
 1. ALL EROSION CONTROL MEASURES WILL BE ESTABLISHED AND VERIFIED BY PHASE.
 2. ALL CLEARING, GRADING, AND INSTALLATION OF UTILITIES WILL BE COORDINATED BY PHASE.
 3. PRIOR TO CONSTRUCTION OF EACH PHASE, FORCEMAIN CAPACITY SHALL BE VERIFIED BY THE ORMOND BEACH UTILITY DEPARTMENT.





SOILS	NAME	ACRES IN FLOOD PLAIN	ACRES OUT OF FLOOD PLAIN	INTENSITY CODE	INTENSITY CODE
13	CASSK	0.13	11	L	LL
22	FAIRBORN	0.15	L	4.21	LL
30	HARRISVILLE	12.35	L	55.54	VL
32	HAYSTACK	2.75	VL	0.31	VL
34	HAYSTACK	33.46	VL	9.43	VL
47	PTS	8.69	L	3.11	VL
49	POWERS	2.68	VL	33.44	VL
50	POWERS	1.76	VL	2.1	VL
52	POWERS	1.76	VL	1.86	VL
53	POWERS	4.37	M	0.31	N
60	TRAVES	99.31	ACRES	94.91	ACRES
TOTAL		144.5	ACRES	203.91	UNITS
		TOTAL: 144.5 ACRES			

PROJECT NO. 213469
 SHEET NO. 1088

PINELAND PRD
ORANGE BEACH FL

DATE: 01/17/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]

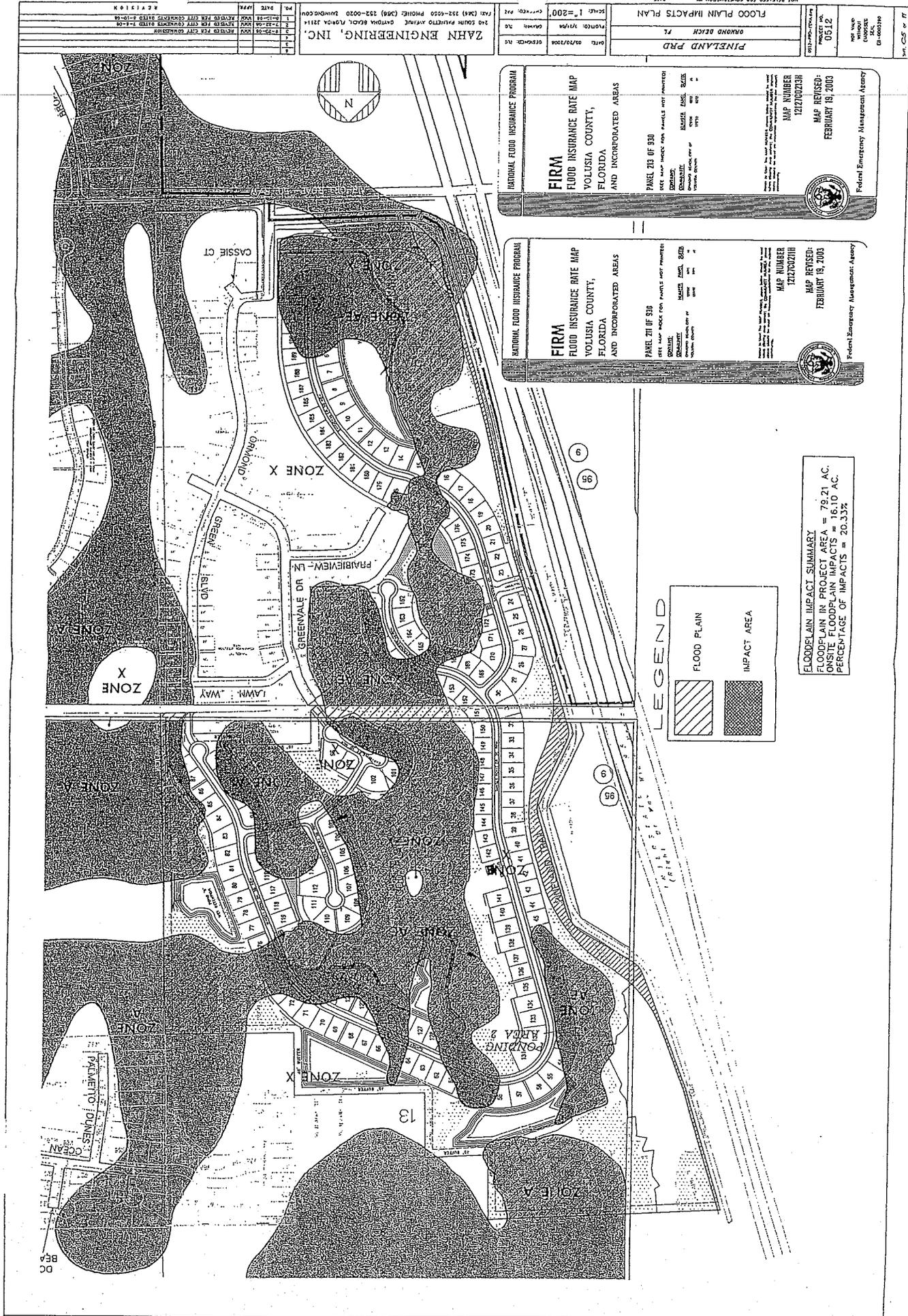
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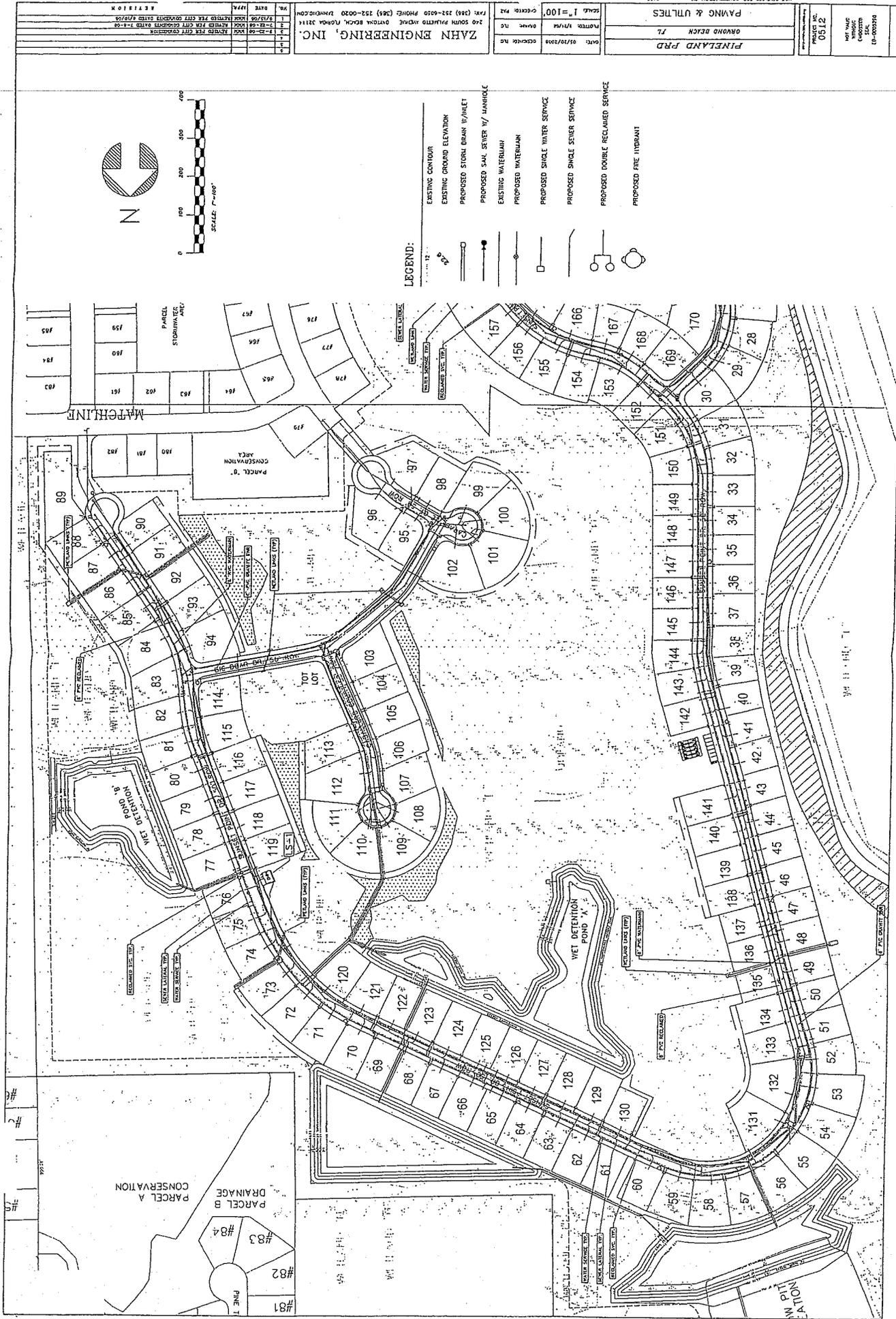
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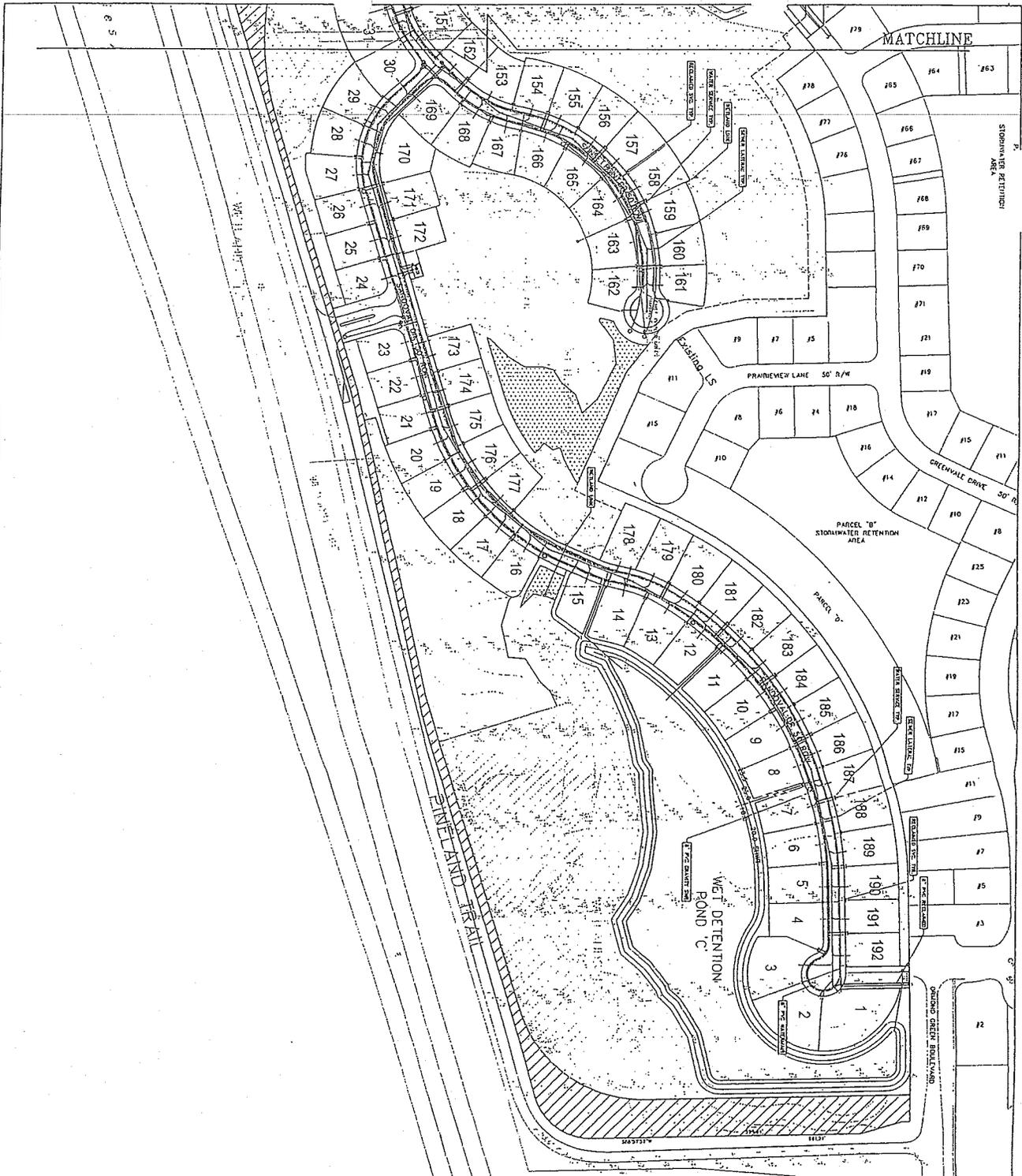
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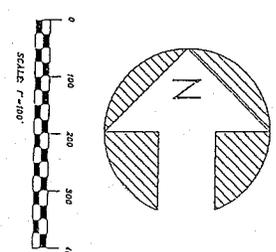
ZAHN ENGINEERING, INC.
 210 SOUTH SHILOH AVENUE, GAITHERSBURG, MARYLAND 20878
 PHONE: (301) 251-0020 FAX: (301) 251-0020





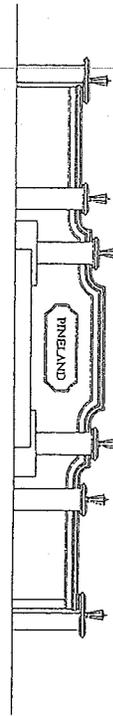


- LEGEND:**
- EXISTING CONTOUR
 - EXISTING GROUND ELEVATION
 - PROPOSED STORM DRAIN/WALET
 - PROPOSED SAN. SEWER W/ MANHOLE
 - EXISTING WATERMAIN
 - PROPOSED WATERMAIN
 - PROPOSED SINGLE WATER SERVICE
 - PROPOSED SINGLE SEWER SERVICE
 - PROPOSED DOUBLE RECLAIMED SERVICE
 - PROPOSED FIRE HYDRANT

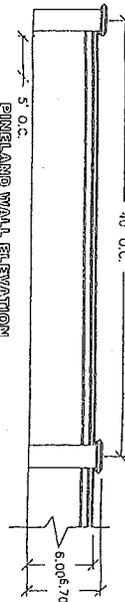


PINELAND PRD DRAGON BEACH FL		ZAHN ENGINEERING, INC. 240 SOUTH PALMETTO AVENUE, DANTELA BEACH, FLORIDA 32111 FAX: (386) 252-6650 PHONE: (386) 252-0000 ZAHNINC.COM		DATE: 03/10/2006 DESIGNED: RLD CHECKED: PZ SCALE: 1"=200'	DATE: 03/10/06 DRAWN: JLC CHECKED: PZ	REVISIONS: 1-1-06 LUN REVISED PER CITY COMMISSION 2-22-06 LUN REVISED PER CITY COMMISSION DATED 2-1-06 3-15-06 LUN REVISED PER CITY COMMISSION DATED 3-15-06 4-12-06 LUN REVISED PER CITY COMMISSION DATED 4-12-06
PAVING & UTILITIES		PROJECT NO: 0512		NOT RELEASED FOR CONSTRUCTION BY DATE:		

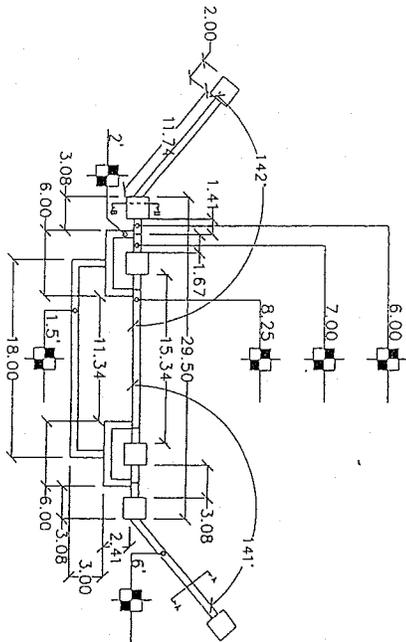
INSTRUMENT# 2006-217409 # 15
 BOOK: 6291
 PAGE: 1092



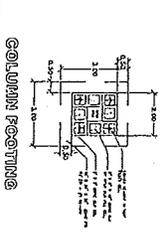
ENTRANCE WALL / ELEVATION
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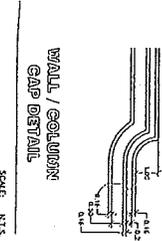
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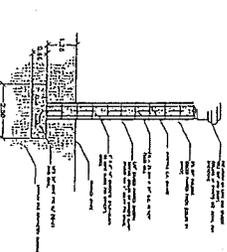
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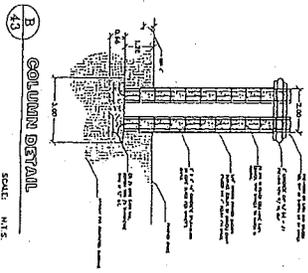
COLUMN FOOTING
SCALE: N.T.S.



WALL / COLUMN GAP DETAIL
SCALE: N.T.S.



A WALL DETAIL
SCALE: N.T.S.



B COLUMN DETAIL
SCALE: N.T.S.



Instrument# 2008-213489 # 17
Book : 6291
Page : 1093

PINELAND PRD DRUMOND BEACH FL SIGNAGE & WALL DETAILS		DATE: 03/20/2008 PLOTTER: 03/21/08 SCALE: N.T.S.	DESCRID: R.G. DESIGNED: R.G. CHECKED: P.H.E.	ZAHN ENGINEERING, INC. 240 SOUTH PALMETTO AVENUE DAYTONA BEACH, FLORIDA 32114 FAX: (386) 252-8000 PHONE: (386) 252-0020 ZAHNENG.COM	NO. DATE APPR. REVISION 1 11-10-06 2 03-20-08 3 03-20-08 4 03-20-08
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NOT RELEASED FOR CONSTRUCTION BY DATE:



CITY OF ORMOND BEACH

Planning • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3311 • Fax (386) 676-3361

TO: Chairman, Doug Thomas
Planning Board members

FROM: Ric Goss, Planning Director

DATE: July 14, 2016

INTRODUCTION:

This is a worksession item. A power point presentation will be presented at the meeting. No action is requested from the Planning Board at this time.

BACKGROUND:

As recently as early 1990, biking was basically for the young. Riding a bicycle over the age of 55 was rare. Vehicle miles traveled are decreasing at a rapid rate among young adults which leads some to believe that millennials are driving the nationwide boom in bike trips. The latter is somewhat true, but trends indicate that young adults are relocating closer to work in favor of walking and biking as primary transportation modes while retirees are more active and are riding bicycles for recreation and physical fitness.

In 2010 the City adopted a Multimodal Strategy that presented a balance between all roadway capacity improvements and all vehicle reduction strategies. A mobility fee was adopted to implement the Multimodal Strategy. The mobile fee contained three components: a road, transit and non-motorized fee component. The purposes for the non-motorized fee component are to be used to construct gaps in sidewalks between residential areas and transit stops, convert existing sidewalks by widening sidewalks from 5 feet to 8 feet for multi-use; and provide bike facilities. The proposed Bike Plan concentrates on the bicycle purposes of the non-motorized fee.

DISCUSSION:

In 2015 the City Commission conducted a strategic planning exercise and from that effort a Strategic Planning Report was prepared. Seven goals along with a number of objectives were identified. One objective which is complimentary to the City Commission's priority objective of updating the Parks/Recreation Master Plan is the development of a city-wide bicycle pedestrian plan.

In addition, the City of Ormond Beach Comprehensive Plan outlines the goals, objectives, and policies for a number of elements related to the topic of bicycle facilities. These elements include land use, transportation, parks and recreation, and capital

improvements. In addition, within the Transportation Element the City's Multimodal Strategy approved pursuant to SB 360ER contains Strategies to implement the Bicycle Vision Plan.

In late 2015, the Planning Department completed a draft of a bike plan which is now being vetted through city boards as well as with neighborhood residents who reside in the vicinity of a proposed bike trail.

The Plan, which is attached, has been a work in progress for quite some time. It was only in the summer of 2015 that we were able to make substantial progress on the bike plan. The bike plan identifies three levels of bike users that need to be considered in the design of bike facilities.

1. Advanced or experienced riders generally use bicycles as a convenience and speed and want direct access to destinations with minimum of detour or delay. The Ormond Loop and SR 40 could be considered routes for experienced riders due to the limited pavement width and/or vehicle volume.
2. Basic or less confident adult riders prefer comfortable riding on neighborhood streets and multi use paths and prefer designated bike lanes or wider shoulder lanes on busier streets.
3. Families and children who ride for fun and access to destinations like parks gravitate to neighborhood streets, where the speed limit is 25 mph, which are then linked to multi-use or shared use paths.

An inventory of existing bike facilities was the first step in the process of developing a bike plan. Currently, the City has about 10.65 miles of paved shoulders in the city which are 4 foot wide and two designated bike lanes totaling 17.42 miles in the city (SR 40 and US 1). In addition, there is about 2.0 miles of shared use paths (8 foot wide sidewalk) and 5.91 miles of multiuse paths in the City (8 foot wide sidewalks not part of the road right of way). In addition, there is 33.98 mile Ormond Scenic Loop and Trail but this trail is considered a "shared use" with motorists. Four cross jurisdictional trails are planned that traverse Ormond Beach (Greenway Trail, SR40, Kings Highway Heritage Trail and the Tomoka State Park Trail). Finally, the City requires bike parking facilities for all public and private development.

A crash analysis was conducted of all bike accidents from 2010-14. There were 90 bicycle crashes involving 1 fatality and 85 injuries. 26 injuries occurred on city roads. Most crashes occurred during the weekday between 4-6pm at major and minor intersections and driveways. Surprisingly, Ormond Beach has a higher per capita bike crash rate than Volusia County or the State of Florida (per 10000 populations). The most common crash is a right angle crash. The right angle crash is indicative of bicyclists going the wrong way either on the road or on a sidewalk. Consequently, Engineering of infrastructure for bicycles alone will not increase bike safety. Behavior change by people using the road is also needed. This change can be through education and enforcement of laws pertaining to bicyclist, motorists and pedestrians. The bike plan addresses education and enforcement.

Themes, goals, and objectives have been provided with ranking and weighting of criteria from each goal and objective. The goals are symbolized using Goal Icons. A prioritization of the bike paths is provided as well as performance outcomes expected if the plan is implemented as envisioned.

The Plan proposes 15.5 miles of multi-use path that connect multiple destinations. These are not paths or trails contained only in a park. One small fixed span bridge is proposed. The total cost of the plan is estimated at \$5.36 million. FDOT's Long Range Estimates (LRE) for bike paths was used to determine this number. These numbers will be better refined as the paths move from a planning state to a design stage. Finally, a cost benefit analysis was used. It is estimated that \$16 million in reduced injury costs and health benefit costs over the 10 year horizon of the Plan can be realized if implemented.

RECOMMENDATION:

None. Staff is not requesting a recommendation at this time. This is a work session only.

From: [Mark and Cindy Kirby](#)
To: [Goss, Ric](#)
Cc: [Stowers, James](#); [Shanahan, Joyce](#); "[Mark and Cindy Kirby](#)"
Subject: City of Ormond Beach , Bicycle Master Plan, Tomoka State Park Trail Alignment
Date: Wednesday, July 06, 2016 2:58:56 PM
Attachments: [070616 Kirby Letter to Ric Goss re Bike Trail Plan for public comment at....docx](#)

Cindy Kirby
1324 Overbrook Dr.
Ormond Beach, FL 32174
mkirbynco@cfl.rr.com

July 6, 2016

Mr. Ric Goss
Planning Director
City of Ormond Beach
22 South Beach Street
POB 277
Ormond Beach, Florida 32175-0277

Re: City of Ormond Beach Draft 2016-2025 Bicycle Master Plan, Rev. 06-01-2016
Attachment: 070616 Kirby Letter to Ric Goss re: Bike Trail Plan for public comment at 07-14-16 Planning Board Meeting

Dear Mr. Goss,

Thank you for the additional information you provided during our phone conversation last week. Your insights have been most helpful. Since I will be unable to attend the Planning Board meeting next week due to a schedule conflict, I have accepted your offer to read my letter in my place during the public comment period.

Please see my letter, attached, regarding the City of Ormond Beach, Bicycle Master Plan, Rev 06-01-16, specifically, the proposed Tomoka State Park Trail Alignment.

I appreciate the hard work that you and your team have done to make these trails a reality. They will certainly enhance the quality of life of Ormond Beach residents for generations to come.

Thank you,

Cindy Kirby

cc: Ms. Joyce Shanahan, City Manager
cc: Mr. James Stowers, City Commissioner, Zone 1

From: [Roberto Di Nicolo](#)
To: [Goss, Ric](#)
Subject: Re: 2016 Bike Plan - Planning Board Work session
Date: Tuesday, July 05, 2016 8:18:14 AM

Thank you.
Roberto

On 7/5/2016 1:59 PM, Goss, Ric wrote:

Dr. Di Nicolo: I will be glad to include your comment to the PB. Thank you. Ric

From: Roberto Di Nicolo [<mailto:roberto58@cfl.rr.com>]
Sent: Tuesday, July 05, 2016 7:00 AM
To: Goss, Ric; Belin; Bush; Gutierrez; Henderson; Iacco (loccof@bellsouth.net); L. DiNicolo; Lane; moffitt; O'Toole; Pulido-Cloer; Robinett; Shumaker; Sweetwood; Zarske
Subject: Re: 2016 Bike Plan - Planning Board Work session

Mr. Goss,

I will not be able to attend the meeting on July 14, 2016. However, I would like the note below to be included in the discussion. I wonder if it could be attached to the meeting agenda, so that participants would be able to see it ahead of time. I also will attach photos of a typical bike path.

My comments boil down to two separate issues, both related entirely to benefiting or hurting the end user. If we assume that this entire project is to improve the health of our community by promoting physical exercise, then there should be only benefits and no detriments.

Exercise areas should always be planned in areas as far as possible from pollution. The deleterious effects of breathing polluted air while exercising right next to the heavy traffic on Beach Street would outweigh the benefits of exercising.

In addition, I plea that more thought and research be put into the issue of concrete vs. asphalt. Concrete is just the wrong surface, it should not even be on the table. If this is really what you have in mind, you should not bother to waste money. Don't be penny wise and pound foolish. We have spent considerable time in Europe and other areas in the US. I can assure you that nowhere have I seen concrete jogging or bike paths. People who ride

bicycles with thin tires already know that and would be completely unable to use the concrete paths due to the expansion cuts. If you drive on Beach Street, you will notice that no bicyclist with thin (road) tires rides on the sidewalk. They rather take their chances and ride on the road. If concrete was so good for bikers, people would ride on it. Well informed runners and joggers would not use the concrete paths either. The health related concerns are real and with important consequences. Legal ramifications are also very real. While these concerns seem unimportant to you, people who will suffer physical damage from these decisions will be upset and will seek compensation.

Further, while you are quoting a higher maintenance cost for asphalt over a "specially crafted mid range time span", the upfront cost for asphalt is substantially less than for concrete and once the concrete has to be replaced, the cost is again higher. So, while omitted in your statement, both short and long term costs seem lower for asphalt. I think that the complete range of cost estimates need to be presented to the Commissioners for a more informed decision.

Does any one remember US92 when it was paved with cement sections? I have not driven on US 92 for a while and maybe it still is. Did it seem to be riding in a car or in a train? Yet, car tires are 200-260 mm across, not 19 or 20 mm across. The amount of air cushion in a automobile tire at 33 psi is thousands of times greater than the cushion in a 20 mm bike tire at 100 psi. When one rides a bike with thin tires, one must inflate the tires to a very high pressure to avoid bottoming down. High pressure thin tires are only good for smooth surfaces. Riding over concrete cuts would seem like riding on iron wheels. Even riders of hybrid bikes with 38 mm tires would develop neck and shoulder problems, not to mention an increased risk of lower back problems, prostate and urinary injury from chronic trauma. I encourage you to consult with experts and not to disregard legal ramifications. Why don't you also look at the experience of communities who have had paths in place for a longer time and see what they have done? Please use the attached photo as a suggestion.

We are at an important fork in the road. We can improve the health of our citizens or we can worsen it. I hate to sound pessimistic but choosing the right surface is a pivotal decision that will have a very negative impact if not correctly addressed. Wise carpenters measure three times and cut once.

Thank you for your time and attention.

Respectfully,
Roberto Di Nicolo, MD

On 6/20/2016 7:36 PM, Goss, Ric wrote:

There will be a work session at the Planning Board on July 14, 2016. **This meeting will be open to public comment.** I encourage all of you to be there. The Plan has changed somewhat. There are alternative routes proposed for the Tomoka State Park Multi-Use Path. Goals and objectives have been articulated with Goal Icons (page 9). New graphics added to include Comfort Levels for bicyclists (page 24); new enhanced graphics (page 25); new chapters added such as XII Prioritizing Bike Paths and Chapter X VII Key Performance Outcomes added. Cost estimates were revised to include ranges rather than exact costs and the cost/benefit was revised to reflect lower costs due to alternative routes. Overall, the plan is well documented better integrated between goals/objectives/ranking& weighting/prioritization/performance outcomes.

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6/1/2016

*CITY OF
ORMOND
BEACH*

*DRAFT 2016-2025 BICYCLE
MASTER PLAN*



PLANNING DEPARTMENT

Acknowledgments

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I. EXECUTIVE SUMMARY

As recently as early 1990, biking was basically for the young. Riding a bicycle over the age of 55 was rare. Vehicle miles traveled are decreasing at a rapid rate among young adults which leads some to believe that millennials are driving the nationwide boom in bike trips. The latter is somewhat true, but trends indicate that young adults are relocating closer to work in favor of walking and biking as primary transportation modes while retirees are more active and are riding bicycles for recreation and physical fitness. Ormond Beach will not escape this phenomenon of active retirees biking for recreation and fitness. If anything, it will be more pronounced.

In 2010 the City adopted a Multimodal Strategy that presented a balance between all roadway capacity improvements and all vehicle reduction strategies. A mobility fee was adopted to implement the Multimodal Strategy. The mobile fee contained three components: a road, transit and non-motorized fee component. The purposes for the non-motorized fee component are to be used to construct gaps in sidewalks between residential areas and transit stops, convert existing sidewalks by widening sidewalks from 5 feet to 8 feet for multi-use; and provide bike facilities. The proposed Bike Plan concentrates on the bicycle purposes of the non-motorized fee.

In 2015 the City Commission conducted a strategic planning exercise and from that effort a Strategic Planning Report was prepared. Seven goals along with a number of objectives were identified. One objective which is complimentary to the City Commission's priority objective of updating the Parks/Recreation Master Plan is the development of a city-wide bicycle pedestrian plan.

In addition, the City of Ormond Beach Comprehensive Plan outlines the goals, objectives, and policies for a number of elements related to the topic of bicycle facilities. These elements include land use, transportation, parks and recreation, and capital improvements. In addition, within the Transportation Element the City's Multimodal Strategy approved pursuant to SB 360ER contains Strategies to implement the Bicycle Vision Plan.

The bike plan identifies three levels of bike users that need to be considered in the design of bike facilities.

1. Advanced or experienced riders generally use bicycles as a convenience and speed and want direct access to destinations with minimum of detour or delay. The Ormond Loop, SR 40 or US1 could be considered routes for experienced riders due to the limited pavement width and/or vehicle volume.
2. Basic or less confident adult riders prefer comfortable riding on lower vehicle volume collector streets with designated bike lanes or wider shoulder lanes on busier streets.
3. Families and children who ride for fun and access to destinations like parks gravitate to neighborhood streets, where the speed limit is 25 mph, which are then linked to multi-use or shared use paths.

Currently, the City has about 10.65 miles of paved shoulders in the city which are 4 foot wide and two designated bike lanes totaling 17.42 miles in the city (SR 40 and US 1). In addition, there are about 2.0 miles of shared use paths (8 foot wide sidewalk not part of the road rights of way) and 8.94 miles of multiuse paths in the City (part of the road right of way). In addition, there is a 33.98 mile Ormond Scenic Loop and Trail but this trail is considered a “shared use” with motorists. Four cross jurisdictional trails are planned that traverse Ormond Beach (Greenway Trail, SR40, Kings Highway Heritage Trail and the Tomoka State Park Trail). Finally, the City Land Development Code requires bike parking facilities for all new public and private development.

A crash analysis was conducted of all bike accidents from 2010-14. There were 90 bicycle crashes involving 1 fatality and 85 injuries. 26 injuries occurred on city roads. Most crashes occurred during the weekday between 4-6pm at major and minor intersections and driveways. Surprisingly, Ormond Beach has a higher per capita bike crash rate than Volusia County or the State of Florida (per 10,000 populations). This statistic should not be confused with the fatality rate. The most common crash is a right angle crash. The right angle crash is indicative of bicyclists or motorists not yielding the right of way when required. Consequently, Engineering of infrastructure for bicycles alone will not increase bike safety. Behavior change by people using the road is also needed. This change can be through education and enforcement of laws pertaining to bicyclist, motorists and pedestrians. The bike plan also addresses education and enforcement.

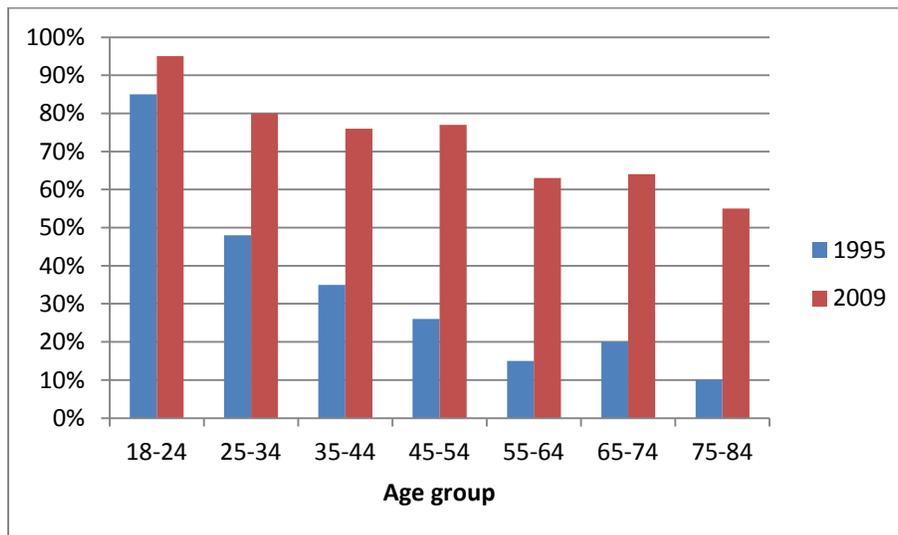
The Plan proposes 15.5 miles of multi-use path that connect multiple destinations. These are not paths or trails contained only in a park. One small fixed span bridge is proposed. The total cost of the plan is estimated at \$5.36 million. FDOT’s Long Range Estimates (LRE) for bike paths was used to determine this number. These numbers will be better refined as the paths move from a planning state to a design stage. Finally, a cost benefit analysis was used. It is estimated that \$10 million in health expenditure will be averted due to reduced injury and increased health benefits over the 10 year horizon of the Plan.

Making it safer to walk and bike contributes to the community health, quality of life and future independence of residents as they progress in age. What has been proposed in this plan is doable. The implementation of this plan relies on the cooperation and participation of city residents, the county, the TPO and the State. There is no better time than now to begin this effort.

II. INTRODUCTION

As recently as early 1990, biking was basically for the young. Riding a bicycle over the age of 55 was rare. Vehicle miles traveled are decreasing at a rapid rate among young adults which leads some to believe that millennials are driving the nationwide boom in bike trips. The latter is somewhat true, but trends indicate that young adults are relocating closer to work in favor of walking and biking as primary transportation modes while retirees are more active and are riding bicycles for recreation and physical fitness.¹ Table 1 below identifies the growing influence of older America on bicycling.

Table 1: Biking rates by age group, 1995-2009



Source: National Household Travel Survey

Why is this important to the City of Ormond Beach? Ormond Beach for the most part has 27% of its residents whom are 65 years of age or older; 54% are between 18-64 years of age; and a decreasing younger population of people from 5 to 17 years old (15%). Median age is 50.6 years.² The older population groups are much more active than past generations.

In 2010 the City adopted a Multimodal Strategy that presented a balance between all roadway capacity improvements and all vehicle reduction strategies. A mobility fee was adopted to implement the Multimodal Strategy. The mobile fee contained three components: a road, transit and non-motorized fee component. The purposes for the non-motorized fee component are to be used to construct gaps in sidewalks between residential areas and transit stops, convert existing sidewalks by widening sidewalks from 5 feet to 8 feet for multi-use; and provide bike facilities. This plan concentrates on the bicycle purposes of the non-motorized fee.

¹ (Anderson, 2014)

² (Census, 2010)

The City has been very supportive of providing transportation alternatives to all types of users. The term “Complete Streets” is relatively new to Ormond Beach but some of these principles have been implemented for decades. Complete streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.³ In addition to the bike lanes on arterial and collector roads, many of the local streets have either sidewalks on both sides of the roadway; an 8 foot sidewalk on one side of the roadway; or paved shoulders sufficient for bicycle use. In addition, the City has an extensive network of sidewalks that are between 8-10 feet wide in the Central Park area, Tomoka State Park and Inglesa Avenue; Ormond Beach Middle School area and West Grenada Boulevard from Tymber Creek Road to Airport Road Extension.

As Ormond Beach continues to attract new households, a growing demand by a health conscious population to walk and/or ride a bicycle to and from destinations is occurring. In 2001 the City prepared the Greenways and Trails Plan for approval by the City Commission but it was not acted upon. The City needs a formal bicycle master plan developed for prioritizing and recommending bicycle facilities and programs in order to better compete for funds from the Transportation Planning Organization or State. This plan is designed to be consistent with and further the State, Regional and County-wide bike plans to ensure connectivity as well as to provide support for requesting funds from the River-to-Sea TPO, state, and federal governments.

III. GOALS AND OBJECTIVES OF BIKE PLAN

SAFETY - Provide complete, safe, and attractive accessibility for bicyclists using sound planning and engineering, intergovernmental coordination, and public involvement.

Objectives:

- Ensure bike facilities are an integral part of street design so that lanes and pathways form an integrated network.
- Implement the Bicycle and Pedestrian School Safety Review studies for all middle and elementary schools where such studies have been completed.
- The City shall follow the American Association of State Highway and Transportation Officials publication entitled, “A Guide for the Development of Bicycle Facilities,” when selecting and designing a bike facility route.
- Provide safe and appropriate routes based upon user ability

³ (Coalition)

- Create comfortable riding environments through the use of shared and multi-use paths; and paved shoulders and sharrow lanes on low volume (<2.5K), low speed (<25 mph) local streets.

CONNECTIVITY - Identify and implement an interconnected network of bike facilities that serve all bicyclists, regardless of experience, for travel to important destinations.

Objectives

- Develop a feasible bikeway network that is continuous, closes gaps in the existing system, and serves employment centers, schools, downtown, the beach, and parks.
- Where the planned city route system interfaces with adjacent cities, the routes should be coordinated with those cities to facilitate the ability to take longer trips by bicycle.
- Implement a cohesive wayfinding system directing users to and from the bicycle network while connecting community destinations.
- Provide bike facilities through the site plan review process for all public and private development.

DEMAND - Increase bicycle commuting to employment and recreational trip purposes.

Objectives

- Increase ridership by providing for a network of bike facilities which are convenient but yet comfortable to the advanced, intermediate and family user.
- Develop bike facilities which create a demand for bicycling in population and employment concentrations with a focus on high trip generation areas.

HEALTH - Improve community health thru increased biking and walking opportunities.

Objectives:

- Integrate bike and pedestrian facilities into land development planning.
- Provide a comprehensive program of education and enforcement strategies to improve the safety of cyclists, pedestrians, and motorists.
- Provide facilities that will increase bicycling across a broad range of age and ability levels.

COMMUNITY SUPPORT - Engage citizens in the planning and development of the bicycle and pedestrian system to build consensus and create advocates.

Objective:

- Develop and post on the City’s web page an interactive crowd sourcing wikimap to allow all levels of bicyclists or pedestrians to provide comments about walking and bicycling routes and post photos of barrier concerns.

Goal Icon	
Safety	
Demand	
Health	
Connecting Destinations	
Community Support	

IV. CONSISTENCY WITH COUNTY, REGIONAL AND STATE PLANS

In addition to the bike lane and path policies contained in the City’s Comprehensive Plan and Multimodal Plan, the 2040 Long Range Transportation Plan prepared for the River-to-Sea TPO (R2CTPO) is also supportive of bicycling. A major emphasis of the 2040 LRTP is the use of multimodal forms of transportation. A major emphasis of this LRTP is SunRail and transit.

In the City of Ormond Beach, there are five fixed bus routes. Table 2 provides those routes in terms of revenue miles and the percentage in Ormond Beach.

Route#	Total Miles	Ormond Miles	Ormond %	Location
Route 1 weekday	423.2	113.2	26.8%	A1A
Route 1 night	61.8	28.4	45.9%	A1A
Route 1 Sunday	123.6	56.8	45.9%	A1A
Route 3 weekday	276.8	168.7	60.9%	US 1
Route 3 night	86.0	31.6	36.7%	US 1
Route 3 Sunday	205.8	75.8	36.8%	US1
Route 6 weekday	364.8	146.3	40.1%	SR5A/SR40/Hand
Route 18 weekday	329.1	84.3	25.6%	A1A/SR40/Williamson
Route 19 weekday	335.6	92.0	27.4%	

Due to rising demand in transit usage, it is important that the city’s pedestrian and bicycle network is highly integrated with transit routes along SR 40, A1A, SR5A and Hand Avenue.

Table 3 identifies cross jurisdictional trails that traverse Ormond Beach which are recognized by county, regional and state plans.

Trail Name	2005 MPO County Bicycle/Pedestrian Plan	Shared-Use Nonmotorized Trails (SUNTrail)*	Tomoka State Park Land Management Plan
Kings Highway Heritage Trail	x		x
SR40 Trail Corridor	x		
St. Johns River to Sea Loop	x	x	
Tomoka State Park Trail			x

* East Coast Greenway trail is the same route as the St. Johns River to Sea Loop through Ormond Beach

V. EXISTING CONDITIONS

A. On Street Facilities

All existing bicycle related facilities within Ormond Beach were inventoried as part of this plan. The facilities inventoried include road name, segment, and classification; existence of sidewalk, linear feet and width of sidewalk; existence of bike lanes and lane width; and existence of transit stops. The inventory indicates sidewalks are sometimes discontinuous, and when they are continuous, they sometimes shift from one side of the road to another causing the pedestrian to cross the street in order to remain on a sidewalk. Transit stops are sometimes located in areas without sidewalks, which necessitates that some riders wait in unimproved rights-of-way and walk to and from bus stops across unimproved rights-of-way or in the street. Most bicycling now occurs and probably will continue to occur on the network of local, county and state roads used by motorists. This should not be surprising since these routes are direct to desired destinations. What’s missing is the complimentary system of off road routes for bicyclists and pedestrians that serve as an extension to the roadway network.

Bike lanes, by definition, are exclusive lanes for bicyclists that are designated through the use of pavement markings and signage. Typically, designated bike lanes are four to six feet in width. The City has two designated bike lane facilities. SR 40 from A1A to Tymber Creek Road and US 1 are designated by FDOT as Bicycle Routes. See picture to the right. Bike lanes are most appropriate on roads that have an Annual Average Daily Traffic (AADT) volume of 10,000+ vehicles and where speeds are posted at 35 mph or higher



Shared lane designations on roadways provide no separate area for bicycle traffic and require the bicyclist to travel within a standard width travel lane. Often in these types of designated roads, motorists change lanes when overtaking a bicyclist. Roads may or may not be posted as “Share the Road.” Shared lanes should have at least 14 feet in width on the outside lane. SR 40 between Beach and US 1 is an example of a signed shared lane but the lane is not 14 feet in width. The picture to the right depicts bicycle signage indicating to bicyclists this segment of Granada is a shared lane with motorists due to on-street parking and limited rights-of-way.



Many of Ormond Beach roads are local neighborhood streets with posted speed limits of 25 mph. These local streets have AADT traffic volumes of less than 2500 vehicles and shared lane designation would function well. Should on-street bike lanes be warranted, it is possible that the width for the bike lane may be found by narrowing the lane width without widening the street.

Paved shoulders, by definition, is the portion of the roadway to the right of the solid white line on the edge of a road. Shoulder widths are typically between 4 and 5 feet and are considered suitable for bicycle travel. Paved shoulders are similar to bicycle lanes except there are no designated pavement markings or signage for the shoulder. Paved shoulders include SR 40 from Tymber Creek Road to the eastern city line and A1A and Clyde Morris Boulevard which is depicted in the picture to the right. The real difference between bike lanes and paved shoulders can be found in the Mandatory Bike Lane Law of 2010. Legally, cyclists are required to use designated bike lanes if one exists on a road. Where designated bike lanes do not exist, cyclists may use the travel lane even if paved shoulders exist.



There is approximately 28 miles of roadways in Ormond Beach which currently have either dedicated bicycle lanes or paved shoulders. The roads and respective lane widths are included in Table 4 and depicted in Map 1 attached at the end of this plan.

State Roads

- A1A South Atlantic to city line – Paved shoulder
- Ocean Shore Boulevard from SR40 to northern city limits – Paved shoulder
- SR 40 from A1A to Airport Road Extension minus downtown (Beach to US 1) – Designated bike lane
- US 1 North from SR40 to northern city limits – Designated bike lane
- US 1 South from SR40 to southern city limits – Designated bike lane

County Roads

- Clyde Morris Boulevard from SR40 to southern property line of Aberdeen development – Paved shoulder
- Airport Road from FEC Rail Crossing to Tymber Creek Road – Paved shoulder
- Hand Avenue from Shangri Lane to Williamson – Paved shoulder
- Tymber Creek Road from SR40 to Peruvian Lane – Paved shoulder

City Roads

- North Halifax Drive from Banyan Drive to SR40 – Paved shoulder
- Tomoka Avenue eastbound alternative route to SR 40 downtown – Designated bike route
- Lincoln Avenue westbound alternative route to SR40 downtown – Designated bike route.

Table 4: Designated Bike Lane or Paved Shoulder

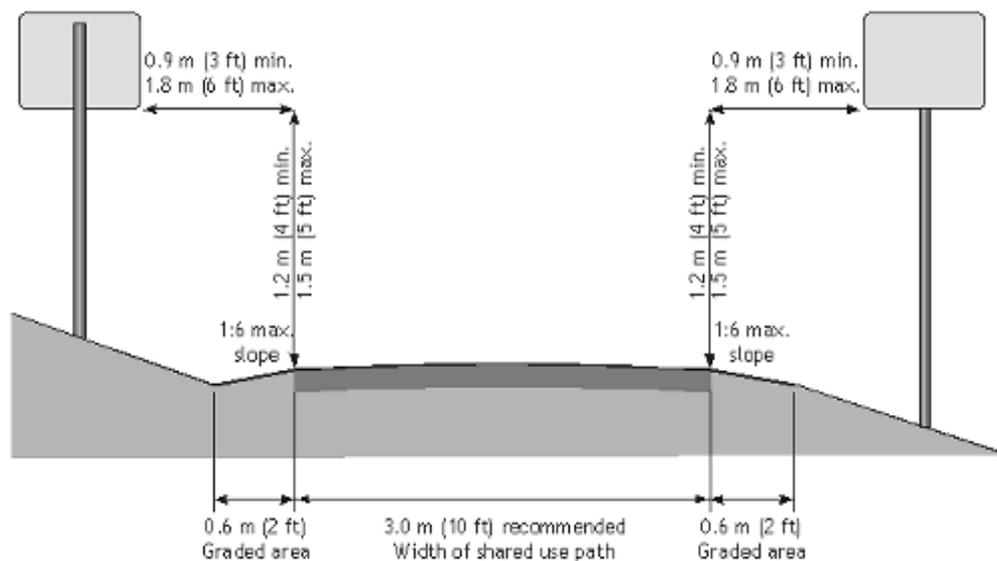
Road	From	To	Distance (mi)	Lane/Shoulder (ft)
Airport Road	FEC RR X	Ocean Pines BLVD	1.75	4
Clyde Morris	SR40	Aberdeen	1.18	4
North Halifax	SR 40	Banyan Drive	2.04	4
Hand Avenue	Shangri La	Williamson	2.03	4
Ocean Shore	Neptune	Northern City line	1.21	4
SR 40	A1A	Beach	1.02	4
SR 40	US 1	Williamson	3.70	4
SR 40	Williamson	Airport Road Ext	3.80	4
US1	NCL	SCL	8.90	4
A1A to City line	SR 40	Southern City line	1.73	4
Tymber Creek RD	SR40	Peruvian Lane	.71	4
			28.07	

B. Off Street Facilities

In general, multi-use paths may include concrete, pavement or decks or a combination of materials. The multi-use path is typically 8 to 10 feet wide and completely separated from vehicular traffic. It may run parallel to a road facility. The larger width is what distinguishes the multi-use path from the standard 5 foot

sidewalk. Shared use paths are like multi-use paths but they function differently. Shared use paths should serve corridors where roads and highways do not generally exist. Shared use paths are typically recreational in nature and are great at connecting parks or city facilities. Typically, shared use paths have common applications along rivers, oceans, drainage canals, or under overhead utility rights-of-way.

The American Association of State Highway and Transportation Officials (AASHTO) allows for a minimum multi-use path of 8 feet provided there is a low volume of bicyclists and pedestrians. Otherwise AASHTO recommends a minimum of 10 feet as depicted.



Ormond Beach has about 9.15 miles of multi-use paths located along streets. They include:

- Hand Avenue from US 1 to Nova (1.38 miles)
- Granada Boulevard from Nova Road to I95 (2.54 miles)
- N. Ridgewood from Sanchez to Domicillio (2,500 lf)
- Domicillio from N. Beach Street to Northbrook Dr (1,635 lf)
- Sanchez Avenue from N. Ridgewood to Andrews Street (2,085 lf)
- Wilmette Avenue from Nova to Andrews Street (5,182 lf)

- N. Center Street from Sterthaus to Wilmette (2,334 lf)
- Division Avenue (1.37 miles)
- SR 40 west of I95 (3.03 miles)
- N. Beach from Inglesia Avenue to Burr Oak Court (2,100 lf)

Additionally, shared-use paths are provided by the city within several designated parks to include:

- Tomoka State Park to Inglesia (1.10 miles)
- Central Park (1.0 miles)
- Nova Park (.5 miles)

The GF Althouse Trail is a 1.0 mile multi-use path that traverses natural scenic uplands and wetlands from Fleming to Hammock Lane. In 2016 the Environmental Discovery Center on Division Avenue was dedicated. This will be a popular destination for families and children. The need to connect this destination spot within the Park to other areas in the city will become most important.



In addition to the multi-use paths, the city has an excellent sidewalk network consisting of 4, 5 and 6 foot wide sidewalks. Sidewalks are typically provided on one side of the roadway. In addition, sidewalks are a critical component of the Safe Route to Schools Program. The city has made extensive improvements as a result of the studies completed for each elementary school and the sole middle school within city limits. Unfortunately, the existing intermediate and family bicycle network consists primarily of paved paths either in parks (Central, Nova or Tomoka State Park) or on low volume local streets which have signal-controlled crossings of collector and arterial streets. This system lacks connectivity. The existing local street system is made up of partial grid and cul-de-sac type development and offset intersections limit the functionality of the bike network

Privately, there is one large subdivision that provides a shared use path for the community which is open to the public. This shared use path runs throughout the Trails community and is separate from the road system.

The multi-use path/sidewalk network adjacent to the arterial and collector road system is depicted in Map 2 at the end of the plan.

C. Ormond Scenic Loop and Trail

The Ormond Scenic Loop and Trail is located in the City of Ormond Beach and unincorporated Volusia County. The 33.98 double loop of roadways traverses some of the most beautiful and diverse natural scenery remaining in all of northeast Florida. There is ready access to the Atlantic Ocean, North Peninsula, Tomoka and Bulow Creek State Parks as well as numerous city and county parks. The roadway view includes unobstructed vistas of two rivers, creeks and marshes, barrier island dunes and beach, and historic dwellings. Visitors seeking a cultural and/or historic experience will find museums and historic public buildings and private homes along the corridor, in Tomoka State Park and in locations a few blocks off the designated roadways.⁴ Currently, the Loop is a “Share the Road” type of bicycle facility. There is no paved shoulder and no separated bike path. Consequently, users of this loop are considered experienced cyclists.



D. Bicycle Parking and Repair Facilities

Bike racks are currently provided at all appropriate city facilities. The City’s Land Development Code requires multifamily and nonresidential uses to set aside a certain percentage of bicycle parking spaces based upon the number of parking spaces required. These bicycle percentages based upon specific land uses are depicted in Table 5. Bike racks at city facilities and private development should either be of the inverted U or spiral design. Both designs meet the Bicycle Guidelines of the Association of Pedestrian and Bicycle Professionals.⁵

⁴ (Entity)

⁵ (Professionals, 2002)

Table 5: Bicycle Parking Schedule

Residential	Percent of Required Automobile Parking
Multifamily apartment complexes	10
Timeshares	10
Nonresidential uses	
Bowling alleys	10
Child Care	5
Libraries	15
Hotels/motels	2.5
Uses located adjacent to SR A1A	5
Municipal and community office buildings	15
Office buildings > 30 required parking spaces	2.5
Outdoor Recreation	20
Skating centers	15
Restaurants, fast food	10
Commercial retail uses adjacent to SR A1A	10
Commercial uses not appearing above & not exempt	5
Institutional uses not listed above & not exempt	5

The Guidelines recommend the following for bike racks:

- Support the bicycle upright by its frame in two places.
- Prevent the wheel of the bicycle from tipping over.
- Support bicycles without a diamond-shaped frame with a horizontal top tube.
- Allow front-in and back-in parking where the front or rear wheel and the down tube or seat tube respectively can be locked using a u-lock



In keeping with the City’s support of bicycle usage, two bicycle repair stations donated by the Daytona Beach Bike Club have been constructed – one each at Fortunato Park and Cassen Park. Additional stations will be required as the bike network is expanded. These stations provide all the tools necessary to perform basic repairs and maintenance, from changing a flat to adjusting brakes. Each bike repair station contains a spiral a support rack that is double-sided; a heavy duty bike pump with a waterproof gauge; and a service station that can handle a flat to adjusting brakes and derailleurs. Tools are attached to the stand with stainless



steel cables. Hanger arms are provided to place the bike in a position where the pedals and wheels may spin freely while making adjustments.



The repair stations depicted to the right are located in Fortunato and Cassen Park. These bike repair stations provide a valued amenity and recognition of the importance of cycling to the Ormond Beach community. The easy installation and positive feedback from bikers using bike stations demonstrates both the scalability of these stations in Ormond Beach as well as the high demand for a bike resource like the repair station.

E. Existing Bike and Pedestrian Level of Service

1. Road Corridors

There are a number of approaches to determining improvement needs to bicycle and pedestrian facilities. For the purposes of this plan, the approach chosen to determine the existing level of service for pedestrian and bicycle travel modes is FDOT’s Bike and Pedestrian LOS Model. FDOT concluded that these two models were the best analytical methodologies available.⁶ The Level of Service for each of the road corridors is provided in Table 6.

Road Corridor	Travel Mode	
	Pedestrian	Bicycle
SR 40	D	C
A1A	D	C
Airport Road	D	B
Clyde Morris	C	B
Hand Avenue	E	D
SR 5A	C	D
Tymber Creek	C	D
US 1	D	B
Williamson	C	E

2. Signalized Intersections

There are 45 signalized intersections that the City contracts with Volusia County to operate and maintain. All the signalized intersections within the city operate in a semi-actuated mode which allows the signal timing to adjust based on vehicle demand. Video detection exists at three SR40 intersections.

⁶ (Transportation, Level of Service Handbook, 2009),

Table 7 provides the analysis of levels of service for bike and pedestrians at signalized intersections in the city.

Table 7: Existing Bicycle LOS by Corridor and Intersection		
Road	Intersection	Bike LOS
A1A	@ Neptune	C
	@ SR40	B
Airport Road	@ Harvard	B
	@ Tymber Creek Road	A
Clyde Morris Boulevard	@ US1	A
	@ Hand	A
Hand Avenue	@ Nova	B
	@ Clyde Morris	D
Nova Road	@ Williamson	B
	@ Hand	C
SR 40	@ SR 40	C
	@ US 1	C
	@ Tymber Creek Road	B
	@ I95	B
	@ Williamson	B
	@ Clyde Morris	C
Tymber Creek Road	@ Nova	B
	@ US1	B
	@ Halifax	B
	@ A1A	C
	@ Airport Road	C
	@ Riverchase	D
US 1	@ SR 40	B
	@ SR 40	B
	@ Nova	A
	@ Airport	B
Williamson	@ I95 SB Ramp	B
	@ Hand	E

F. Bike Facilities in Ormond Beach

1. Types of Bike Facilities

Bike facilities that are commonly found in the State of Florida and in Ormond Beach include:

- Shared Travel Lane – Except for the Interstate highway system and the Florida Turnpike, every FDOT lane is also a bikeway.

Comment: Standard travel lanes are 12 foot wide and too narrow to share, so the cyclist when using a travel lane must control the lane.

- Wide Outside Lanes – Some lanes are designed to be 14 feet wide and can be shared by the bicyclist and a vehicle.

Comment: Recently FDOT reduced the lane widths on SR 40 to create designated bike lanes in each direction.

- Shared Lanes – This is sometimes called a “sharrow” lane which is often marked as two chevrons over it.

Comment: This is commonly used for lower speed streets and roads (<35 mph) where bike lanes either cannot be accommodated or are not encouraged such as in the City’s downtown where on-street parking and bike lanes conflict.

- Bike lanes - Designated lanes on the right side of the road separated by a solid strip. The lane width is typically between 4 and 6 feet wide.

Comment The City has two designated bike lane corridors and they are SR 40 from John Anderson Drive to Tymber Creek Road and US 1 from I95 to the southern city line.

- Paved Shoulders – Lanes on the right side of the road separated by a solid strip but not designated as bike lanes. These types of lanes are found on rural road sections where curb and gutter do not exist although some urban road sections have paved shoulders.

Comment: Clyde Morris Boulevard, Hand Avenue and North Halifax are good examples of this type of facility.

- Multi Use Paths – These are paths that are off-road facilities specifically designed to accommodate a low volume of cyclists and pedestrians. They also can be parallel to road facilities. Typically the multi-use path is between 8-10 feet wide.

Comment: The Tomoka State Park multi-use path between Inglesa and the state park is an example of an off-road facility. SR 40 multi-use path from Tymber Creek Road to Airport Road Extension is also an example of parallel facility to a road.

- Shared Use Paths – These are paths that are off-road facilities also and they are designed to accommodate a higher volume of cyclists and pedestrians. They also can be parallel to road facilities. Shared use paths that are two-directional should have a minimum width of 12 feet and the pedestrian area should be marked separately by a 4” stripe from the bikeway portion of the path.

Comment: The city currently has no shared use paths although as part of the Project Development & Environment (PD&E) of SR 40 from Williamson to

Breakaway Trails, a shared use path was designed as part of the facility improvement.

VI. DESIGNING BIKE FACILITIES – FOR WHOM?

A. Users

A 1994 report by the Federal Highway Administration identified three types of bicycle users that should be considered in the design of facility types.⁷ Advanced or experienced riders generally use bicycles as a convenience and speed and want direct access to destinations with minimum of detour or delay. The Ormond Loop and SR 40 could be considered routes for experienced riders due to the limited pavement width and/or vehicle volume. Basic or less confident adult riders prefer comfortable riding on neighborhood streets and multi use paths and prefer designated bike lanes or wider shoulder lanes on busier streets. SR 40 multi-use path would be akin to the basic rider. Families and children who ride for fun and access to destinations like parks gravitate to neighborhood streets, where the speed limit is 25 mph, which are then linked to multi-use or shared use paths. The Tomoka State Park or Central Park multi-use paths are good examples of a facility for family and children use. Based upon the different users, the City’s bike facility network must be designed to have interconnectivity and provide consistency and continuity between the users.

B. Selecting the Right Bicycle Facility for the User

The American Association of State Highway and Transportation Officials provide guidance on facility selection in their publication entitled a, “guide for the development of bicycle facilities.” This publication, while dated, is still the authoritative source when designing bike facilities. The Guide indicates there are a number of factors to consider when determining the bicycle facility type, location and priority for implementation.⁸

These factors should be considered when locating a bike facility:

- 🚲 Skill level of users – Consideration should be given to the skills and preferences of advanced, basic or children bicyclists.
- 🚲 On street parking – Bicycling and on-street parking are not compatible and should be designed separately if right-of-way widths permit it.
- 🚲 Barriers – Physical barriers due to topographical features or even manmade features can provide interesting bicycling opportunities.

⁷ (Administration, 1994)

⁸ (Officials, 1999)

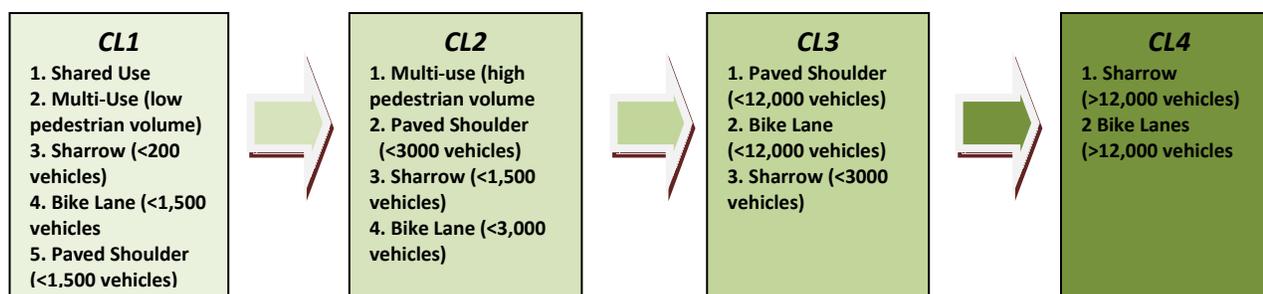
- 🚲 Crash reduction – Reducing or preventing bicycle crashes is important enough that all new or refurbishments of bike facilities must be assessed to resolve safety issues.
- 🚲 Directness – Connect traffic generators along direct lines of travel that is convenient for the user.
- 🚲 Accessibility – When locating a facility, consider the ease of access.
- 🚲 Aesthetics – Placing bike facilities along the Halifax River, the beach, state park lands and city parks is an important consideration.
- 🚲 Personal safety/security – Consider crime and design facility accordingly.
- 🚲 Number of potential stops – Try to minimize the number of stops along the way to ensure the bicyclist does not make frequent stops.
- 🚲 Conflicts between users of different facility types – Consider the number of road crossings required when planning a bike facility.
- 🚲 Maintenance – Facility design should facilitate and simplify maintenance which in turn will improve safety and use of the facility.
- 🚲 Pavement quality – Pavement must not have bumps, holes, utility covers or unfriendly drainage grates.
- 🚲 Presence of bus or truck traffic – Large vehicles and bicycles cause special issues particularly in turning movements.
- 🚲 Traffic volumes and speed – Volume, speed and existing roadway width should be assessed for a facility.
- 🚲 Bridges – Bridges are a great way to cross barriers but they can also present unfavorable conditions for bicyclists.
- 🚲 Intersection conditions – A high percentage of bike/vehicle crashes occur at intersections and driveways. Facilities should be selected so as to minimize the number of crossings, or intersections should be improved to reduce crossing conflicts.
- 🚲 Cost/funding – Cost, while important, should be one component balanced with all the other factors when designing a facility. Perform a Cost Path analysis and assess the costs with the goals of the bike facility to be constructed.
- 🚲 State and city laws – Bike facility design and how it operates should not conflict with city or state laws

C. Design Elements

Once all of the applicable factors in section D have been evaluated, the selected facility should adhere to the design standard contained in Table 8 that is most

Table 8: Facility Design Standards					
Type of Facility	Width	Road Classification	Type of User	Location Examples	Comments
Sharrow	12' Lane	Rural/Urban	Advanced	Ormond Loop Nova Road Beach Street	
Paved Shoulder	Minimum 4'	Rural road section	Advanced	Airport Road east of Ocean Pints Drive	Ditch and recovery
	Minimum 5'	Urban road section	Advanced	Clyde Morris	Curb and gutter
Bike Lane	5 – 7'	Rural or Urban	Advanced Intermediate	SR40 US 1	FDOT is going from 5 foot lane to 2' buffer + 5' bike lane on divided roads with a speed limit of <45 MPH
Multi-Use Paths	Minimum: 8' Preferred: 10' Vertical Clearance: 8' Horizontal Clearance: 2'	N/A	Intermediate Family	Wilmette SR 40 west of Tymber Creek Road	Two directional – bicycle and pedestrian traffic is anticipated to be low; good horizontal/vertical alignment
Shared Use Paths	Minimum 12' Vertical Clearance: 8' Horizontal Clearance: 2'	N/A	Intermediate Family	Tomoka State Park from Inglesa Av. to state park entrance	Two directional – bicycle and pedestrian traffic is anticipated to be high; bicycle and pedestrian separated by 4" stripe.

The comfort level of a bicyclist varies based upon the stress experienced while biking. The more comfortable (less stress) a bicyclist feels on a facility, the more willing a bicyclist will use the facility. Bicyclists comfort levels (CL) are depicted below by type of bicycle facility. These levels range from 1 (most comfortable), 2 (moderately), 3 (less) to 4 (least comfortable).



Diagrams depicting these facility design standards were developed using Streetmixology, an interactive street section builder browser used to engage neighbors in the decision making process about Complete Street design.



Paved Shoulders

Paved shoulders cater principally to advanced bicyclist. Intermediate bicyclist may feel comfortable depending on vehicle volumes and speed.



Bike Lanes

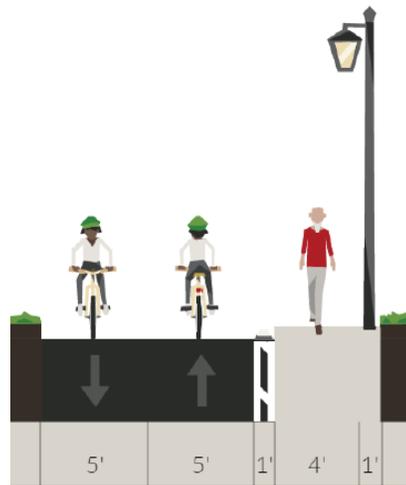
Bike lanes principally cater to advanced bicyclist. Intermediate bicyclist comfort levels depend on vehicle volumes and speed.

Shared-Use Path



Multi-Use Path

Multi-use paths cater to intermediate and family bicyclists. Pedestrians may feel comfortable depending on volume of bicyclists.



Shared-use paths cater to intermediate and family bicyclists and pedestrians.



Shared Lanes

Sharrows cater principally to advanced bicyclists on arterial and collector roads. Intermediate and family bicyclists may use sharrows on local residential streets where vehicle volume and speed is low.

D. Design Philosophy

In designing new multi-use paths or retrofitting local roads as part of a reconstruction or repaving, a design philosophy is advocated that moves the City towards Complete Streets. This philosophy should include the following:

Routinely accommodate bicyclists as part of roadway improvement projects

- Be bike friendly by replacing older unfriendly drainage grates, removing vertical and horizontal hazards and maintaining a smooth riding surface on local roads;
- Provide as much space for bike lanes and paved shoulders as possible given the rights-of-way but strive for a 5.0 foot width;
- For local streets that may be used as part of recognized bike routes, use signs for way-finding and pavement markings for channelization;
- Be consistent in signs and markings for all bike related facilities;
- Recognized that biking is for all users. Experienced cyclists will use arterial and collector roads while the casual or less experienced cyclist will probably navigate to multi-use paths or low volume collectors or local streets.

In Ormond Beach, the city has several collector roads and mostly local streets. There is little new road construction anticipated except for Ormond Crossing. A key consideration for city engineers when planning a repaving or reconstruction of existing roads is the possibility of retrofitting said roads with designated bike lanes or paved shoulders. It is recommended that the City examine the existing lanes to determine if the lanes can be narrowed. This was done recently by FDOT when East-West Granada was repaved. If the lanes are of the required width, can the existing pavement be widened or can the curbs be relocated? Of course, these considerations should be assessed against the effects of changes in the existing cross section of a road.

VII. BICYCLE AND PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES

Consultants were retained by the River-to-Sea Transportation Planning Organization to prepare an Implementation Report for the Bicycle and Pedestrian School Safety Review Study for 17 Volusia County schools. Conditions within the walk zone of elementary schools and middle schools were assessed based upon the following factors:

- Safety severity
 - Distance from the school
 - crashes

- Traffic flow (how it affected walkers and bicyclists)
- Benefits associated with improvement
 - Walker and bicyclist traffic
 - Walking and bicycling network/connectivity
- Constructability
- Cost

Studies completed were for the following schools:

- Ormond Beach Middle School
- Ormond Beach Elementary School
- Osceola Elementary School
- Pathways Elementary School
- Pine Trail Elementary School
- Tomoka Elementary School

Projects, where denoted as a priority, are incorporated into the Proposed Bicycle Network.

VIII. EVALUATION

A number of evaluation measures are available to the City to determine how well its bicycle program is performing. Some of these include bicycle accident data and bicycle Levels of Service. This chapter establishes the baseline from which the City can measure progress and identify areas for potential improvement in the future.

A. Bicycle Crash Analysis

A bicycle crash analysis looks at all aspects of bicycle crashes in the city. With this analysis, an attempt was made to identify all of the factors that contribute to bicycle crashes in Ormond Beach, and then seek improvement. The period of study 2010 to 2014 provides a clear picture of what is needed to achieve the goals of City's 2016 Bike Plan. Using the University of Florida's Signal Four Analytics, it was determined that the city had 95 bicycle crashes between January 1, 2010 and December 31, 2014.⁹ Of the bicycle crashes, two fatalities and 90 injuries were reported. Twenty-six crashes occurred on city roads of which three were property damages only. The crash data is presented in Tables 9 through 12 and Figure 1. The data is broken down by year; day of the week; time of day; month; and crashes per capita for Ormond Beach, Volusia County and Florida for comparison purposes.

⁹ (Florida U. o.)

Table 9: Bicycle Crashes by Year

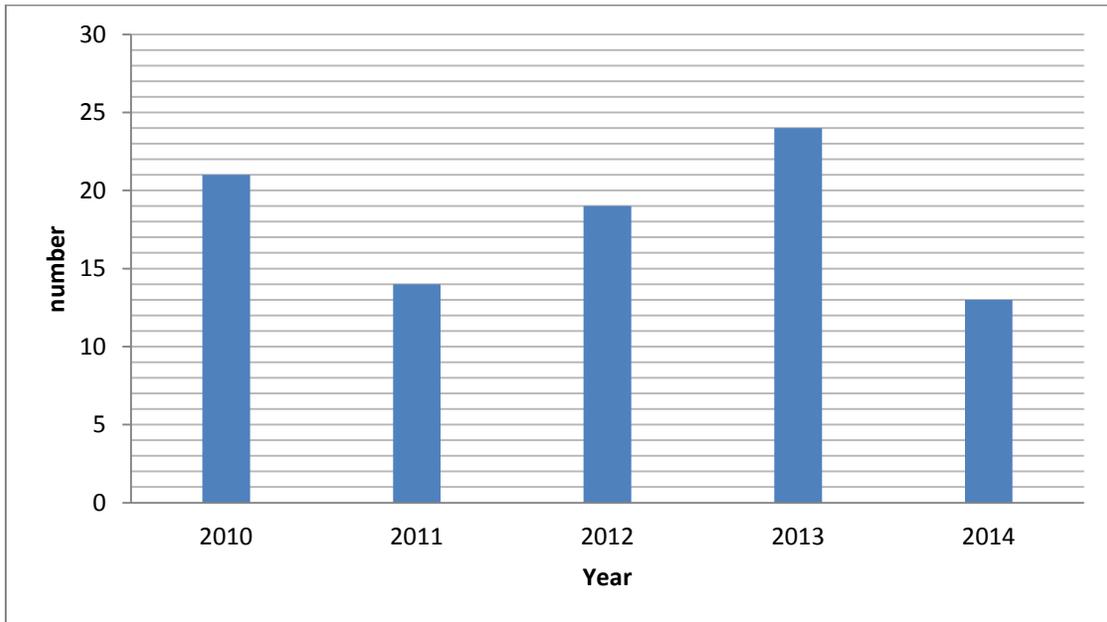


Table 10: Bicycle Crashes by day of week

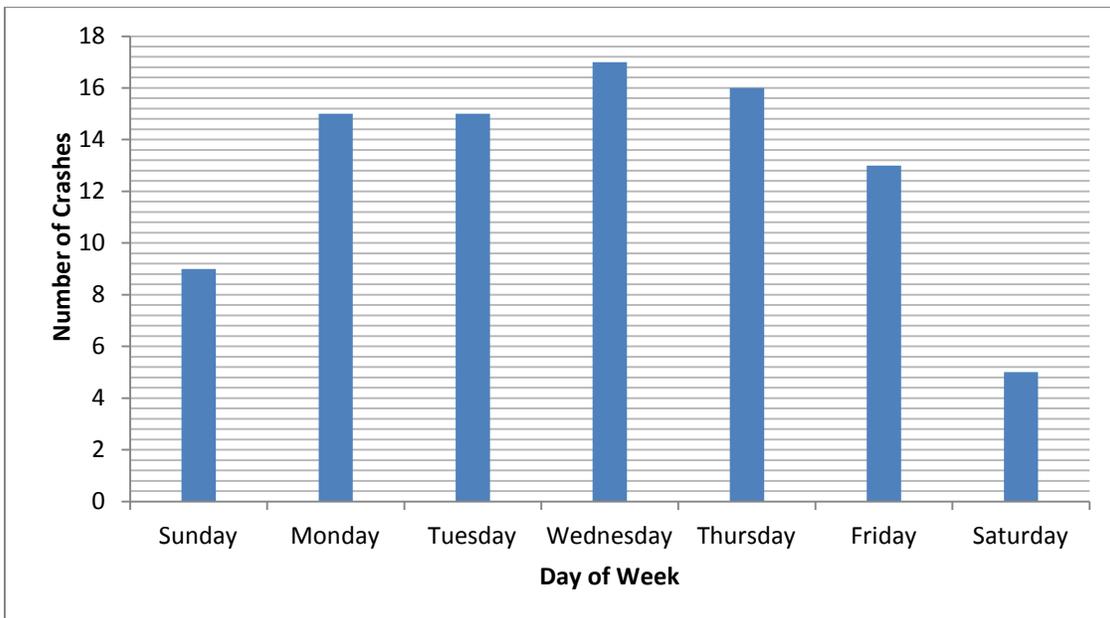


Figure 1: 2010-14 Crashes by time of day

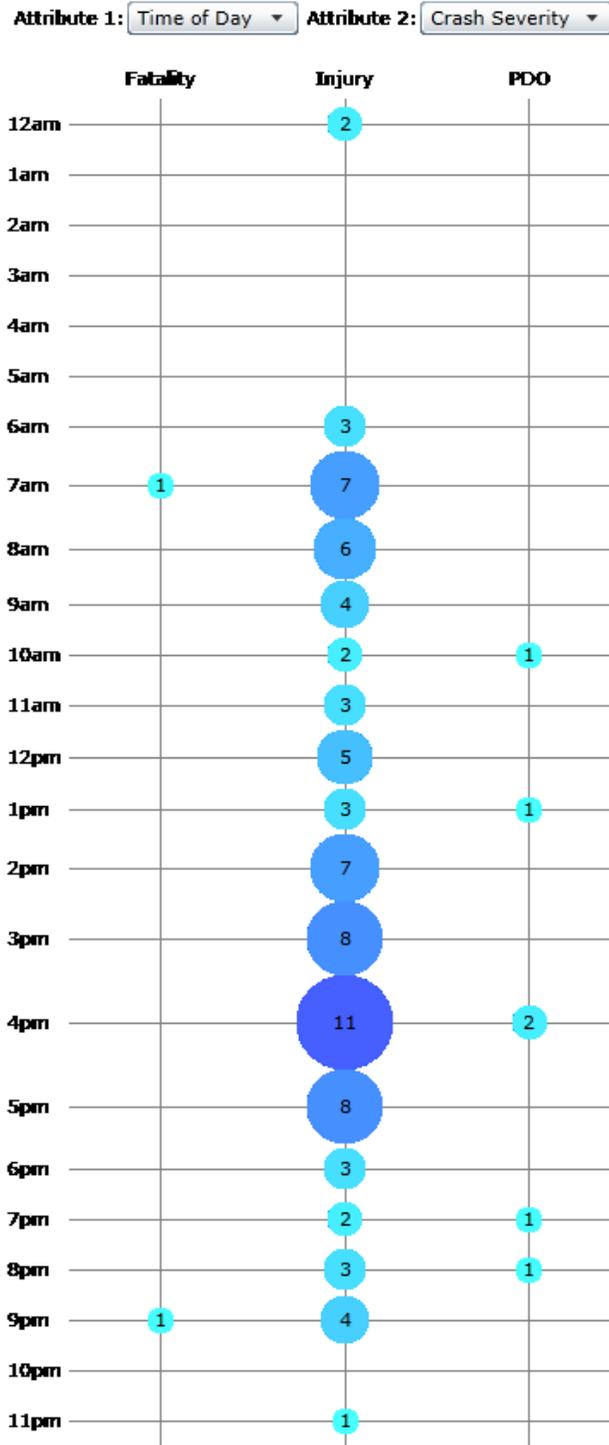


Table 11: 2010-14 Bicycle Crashes by Month

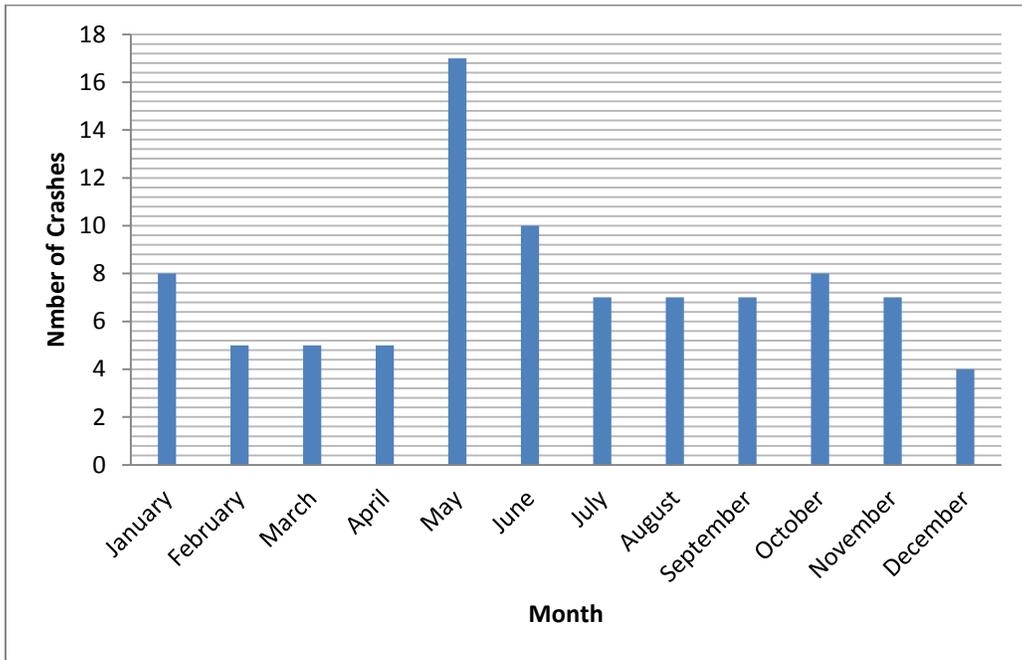
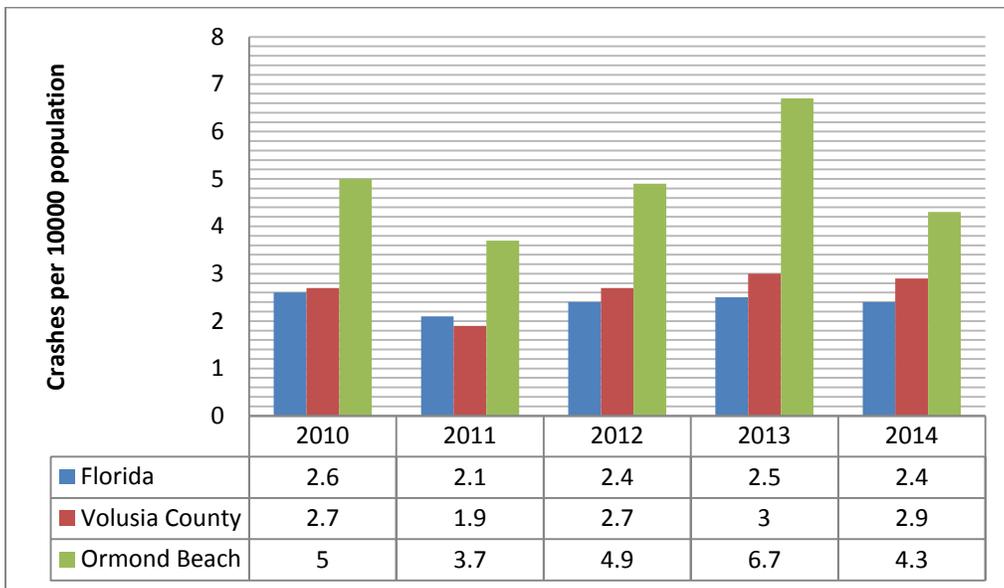


Table 12: 2010-14 Bicycle Crashes per capita



The bike crashes from 2010-2014 were compared to the number of bicycle crashes in Volusia County and Florida. The bicycle crashes reported in Table 12 are based upon the number of crashes per 10,000 residents.

B. Types of Bike Crashes

An analysis of the bike crashes was performed on the data provided from Signal Four Analytics. The predominant type of crash was right angle crashes where either the cyclist or the motorist failed to yield. These type of crashes include one of the following: 1) motorists pulling out or driving into intersections and into the path of bicyclists on initial crossing path; and 2) motorists and bicyclists failing to stop for a red signal indication or a stop sign, or pulling into the path of each other at a stop-controlled location after initially stopping, including to make right turns on red or to make right or left turns at stop signs. Accident reports indicate wrong-way and sidewalk riding were two major contributing factors that placed cyclists in positions not expected by motorists at intersections and driveways.

Collision Type	Number	Percent	Crash Group
Rear End	5	.05	Parallel path
Bicycle side/car front	18	.20	Crossing path
Right Hook	1	.01	Crossing path
Driver failed to yield - intersection	10	.11	Crossing path
Other (alcohol related)	3	.03	
Sideswipe	7	.08	Parallel path
bicyclist failure to yield - intersection	17	.18	Crossing path
Left Cross	1	.01	Crossing path
Right Angle	26	.27	Parallel path
Left Angle	3	.03	Parallel path
Operating without proper equipment	4	.04	
Total	95	100%	

C. Findings

The key findings of this analysis are these:

BIKE CRASH SAFETY TRENDS, 2010-14

Bike crash trend is sporadic but increased generally and reached its peak in 2013 before decreasing in 2014.

Ormond Beach had a higher per capita crash rate than Volusia County or the State of Florida during the period studied.

WHERE DID THE CRASHES OCCUR

The bike crash data is scattered throughout the city but many of the bike crashes are generally located along two major corridors and at major and minor intersections and driveways. The two main corridors are SR 40 (Granada Boulevard) and SR5A (Nova Road). Twenty-six crashes occurred on city roads.

WHEN DID CRASHES OCCUR

The majority of bike crashes occurred during daylight hours and the weather was clear.

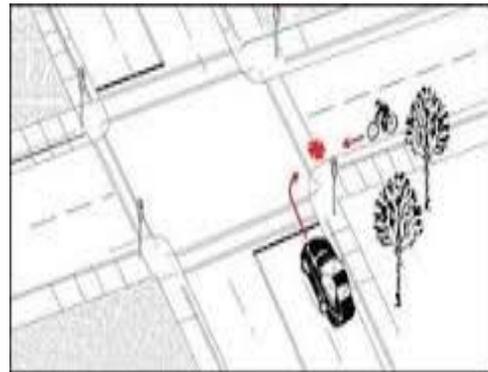
May was the month that had the largest number of bike crashes.

Bike crashes increased into the weekday and reached its peak on Wednesday before decreasing into the weekend.

The largest number of crashes occurred on the weekday between 4:00-6:00 pm.

ADDITIONAL COMMENTS

The most common type of crash was a right angle crash where the bicyclist was either riding with or against traffic on street or with or against traffic on the sidewalk/crosswalk. The second and third most common is cyclist and motorists not yielding the right of way. All three are considered a crossing path crash group issue.



IX. ENFORCEMENT AND EDUCATION

Engineering of infrastructure for bicycles alone will not increase bike safety. Behavior change by people using the road is also needed. This change can be through education and enforcement of laws pertaining to bicyclist, motorists and pedestrians. The City's Police Department is highly trained in knowing, understanding, and applying local and state bicycle laws. The Department has an active Bicycle Patrol unit of six (6) police officers. The City's Police Department has roll call videos for bicycle training which is provided to all officers. In addition, the Police use Radar Speed trailers as part of a community education program. While these types of actions have limited long-term effectiveness in changing the problem, they can be useful in educating motorists and residents thereby boosting support for longer term solutions.



Enforcement actions such as Progressive Ticketing (education, warning and ticketing) and the use of Pedestrian Enforcement Operations using pedestrian decoys crossing marked crosswalks are all enforcement techniques that have been used in the State. Behavior can change! Vehicle speeds on Division and Hand between Orchard and Nova rarely exceed the posted 25 mph. Nor do

motorists fail to stop for pedestrians at or in the marked crosswalks along the streets that divide Central Park. This is due to a constant police presence and enforcement along these roads. In addition, the Police should actively enforce the helmet law for age groups that are under 16.

A. State Laws (Chapter 316, Section 316.2065)¹⁰¹¹

- Bicycles are vehicles. Drivers of vehicles must follow all traffic laws common to drivers. As a bicyclist, special laws adopted for bicycles also apply.
- Bicycles cannot carry more persons than designed or equipped.
- Bicycle riders under 16 must wear a helmet.
- Bicycles may not be attached to other vehicles other than trailers designed for such attachment.
- Bicycles travelling at less than the normal speed shall ride in the lane marked for bicycle use or as far right as practicable except when:
 - overtaking a vehicle travelling in the same direction,
 - preparing for a left turn;
 - when reasonably necessary to avoid any condition or potential conflict;
 - lane is substandard in width (less than 14 feet) which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane.
- Bicycles may not be ridden more than 2 abreast and do so only within a single lane and travelling at less than normal traffic speed and it does not impede traffic.
- Bicycles on a sidewalk or crosswalk must observe the duties applicable to a pedestrian.
- Bicycles on a sidewalk or crosswalk shall yield to pedestrians and give an audible signal before overtaking.
- Bicyclists may not wear headsets, headphones or other listening devices unless sound is provided through only one ear.

X. COST ESTIMATES

Unit costs for the types of pedestrian/bike projects proposed in this plan are based upon FDOT's Long Range Estimates (LRE) System as of June 2014.¹² LRE is FDOT's Long Range Estimates web-based computer system that is used to develop construction cost estimates for projects. It is a parametric estimating tool used for conceptual estimating prior to the development of design quantities. The LRE is used in estimating bicycle and pedestrian facility related cost items and is based on the total Project Costs for such facilities. Table 14 cost items includes Construction, PE Design and CEI.

¹⁰ (Bicycle-traffic law)

¹¹ (Statute)

¹² (FDOT, 2014)

Yearly maintenance is based upon the Rails-to-Trails Maintenance & Operation Manual which surveyed 100+ trails on primary management and design topics, including liability, surfaces, drainage, amenities, signs, bridges and budgets. The report was used to estimate maintenance of trails.

Table 14: Cost Estimates		
Item	Costs	Comments
Sidewalks	\$33 LF	5' Wide – 1 Side. Includes
Multi-Use Paths	\$48 LF	10 foot wide; 6" thick.
Boardwalk	\$250.00 LF	Includes handrails
Paved Shoulder	\$28 per LF	4' Wide – 2 sides (rural) 85% of the bike lane cost per mile.
Bike Lane	\$33 per LF	5' Wide – 2 sides (urban)
Bridging	\$1,600 per LF	14' wide; Prefabricated steel structure Steadfast type pedestrian bridge. The cost of abutments, foots, crane and other mobilization costs not included.
Shared Use Path	\$63 per LF	12' wide; 1 side. Concrete only
Lane Marking	\$15,000 per mile	Both sides of road
	\$2.47 per LF of thermoplastic for line striping	
	\$350 for each set of performed thermoplastic bike symbols with arrows	
Lighting	Varies widely depending on type of light and location. Forest Hill lighting was \$5,000/light	System controller included
Route Marking	\$2,000 per mile	
Signs	\$250 - \$350 each	
Maintenance	\$2,077 per mile for city owned facilities	

XI. BICYCLE NETWORK

In addition to advocating design improvements at high crash locations at State and County intersections and expanding the network of protected bike lanes for state, county and city roads when resurfacing or reconstruction is planned, additional multi-lane and shared lane improvements are needed. The City should advocate for the state and county to build multi-use and shared use paths adjacent to major road widening improvements. In addition, the City should identify a local network of bike paths interconnecting destinations for residents to bicycle for utilitarian and recreational purposes. With this latter statement in mind, the following multi-use and shared use paths have been identified:

A. Forest Hills Connector

In 2008 a School Bicycle and Pedestrian Review Study was prepared for the Tomoka Elementary School located south of SR 40 and west of Nova Road on Old Tomoka Road. At the time of the study, 840 students attended this school with 351 living within the designated walk zone area. During the 2007/2008 school year approximately 70 of these students walked or rode bicycles to school. Children walking or riding bicycles to and from school currently travel along Nova Road and S.R. 40 to reach Old Tomoka Road and the school. These roads are busy and the distance exceeds one mile.¹³ This Study recommended that the City of Ormond Beach pursue funding for a trail connection with a pedestrian bridge between this subdivision and Mayfield Terrace. The proposed 5600 linear foot pathway would begin at the western end of Scottsdale Drive and proceed south to north along Misner’s Creek in Haas Park to Old Tomoka Road. At each end wood decking would be used to bridge the differences in topography or the channel itself. This project was submitted to the TPO for funding in 2015/16 and therefore is considered a number 1 priority.

Project	Map #	Description	Length	Est. Cost
Forest Hills Shared Use Path	3	Scottsdale/Military to Old Tomoka Avenue via Misner Creek Channel	5600 LF of concrete and boardwalk decking with lighting.	\$500,000
Annual Maintenance Cost				\$ 2,200

B. Tomoka State Park Multi-Use Path - Phase 2

In 2012 the City constructed an 8 foot multi-use path from Inglesa Avenue to the Tomoka State Park entrance, a distance of 1.09 miles. Phase 2 of this multi-use path would connect Inglesa with Sanchez Park. This pathway would parallel the King Heritage Highway and run in a north-south direction. The proposed pathway could take two directions. The first alternative would require cooperation and planning from key stakeholders such as the city, the State of Florida Park, Volusia County, residents, and the R2CTPO. This trail alignment (alignment 1) would be consistent with the State of Florida’s Tomoka Basin State Park land management plan which was approved in 2012.¹⁴ Multi-use pathways will be examined to determine the exact alignment of the trail. It is possible that the trail will connect with portions of existing fire trails. The trail will consist primarily of paved (concrete) surface, with alternative materials employed where necessary in environmentally sensitive areas. Location of trail will be aligned in a way to ensure the residents’ concerns regarding security and privacy are addressed. This pathway is currently in the City’s proposed 2016-20 Capital Improvement Plan. The project was submitted to the TPO in 2014, and it is currently in Tier B – ready for funding. This pathway would be car-free and

¹³ (Transportation, Tomoka Elementary School Bicycle and Pedestrians School Safety Review Study, Phase 3B, 2008)

¹⁴ (Protection, 2012)

connect Sanchez Park directly to Tomoka State Park. Sanchez Park could be the trail head for this portion of the multi-use path.

Alternative 2 to placing the path in the State Park property is to make use of the 8 foot wide sidewalk on N. Beach Street to Burr Oak Court and then widen 5,500±

Project	Map #	Description	Length	Est. Cost
Tomoka State Park Shared Use Path – Phase 2	4	1. Sanchez Park to Tomoka State Park multi-use path at Inglesa via Tomoka State Park	12,667 LF of 10 foot sidewalk & 700 LF of boardwalk	\$900,000 - \$1,000,000
		2. 8 Foot sidewalk from Beach to Domicillio and from Sanchez to Andrew Street	6,650 LF± 8 foot sidewalk	\$400,000 to \$500,000
			Annual Maintenance Cost:	\$ 5,000

linear feet of existing 5 foot sidewalk on N. Beach Street from Burr Oak Court to Domicillio Avenue to 8 foot. Make use of the 8 foot wide sidewalk on Domicillio to the intersection of North Ridgewood and Sanchez. Once at Sanchez, there are 8 foot sidewalks on Sanchez Avenue on the north side to the beginning of Sanchez Park property. An existing 8 foot sidewalk is on the south side of Sanchez across from the park but the path should be on the same side. Construct about 1,150± linear feet of sidewalk from N. Yonge to Andrew Street.

C. Thompson Creek Multi-Use Path

This is a 6550± linear foot multi-use path that parallels Thompson Creek on city owned land from Wilmette to Division Street. This corridor will have more urban type trail characteristics near Sanchez Park and near Division Street. However, in the middle of the corridor, construction of the trail would follow more rural trail type characteristics. Alignment traverses the Downtown and SR 40 - a City designated multimodal corridor. Pathways devoted to bicycling and pedestrians that link the downtown with residential neighborhoods contribute to the smart growth initiatives that are articulated in the City’s mobility plan, downtown plan and form based code. Non-motorized connectivity is needed between the downtown and the residential areas along this corridor. Ultimately, this trail has the potential to connect the Central Park area’s population to destination shopping areas, transit stops, civic buildings, and other parks.

In 2001, this corridor was assessed as part of the FDOT sponsored East Coast Greenway Alliance Trail Designation Review Study. The corridor was evaluated based upon:

- Location of the corridor in relation to roadways;
- Aesthetics of the corridor;
- Proximity to Attractors;

- Relative cost to construct;
- Right of way availability;
- Safety Issues; and
- Connectivity

Of the four corridors evaluated, this western corridor was tied for the best route but was not recommended due to the complexity involved in crossing Granada. However, the right-of-way is publically owned and is considered one of the most beautiful canopied corridors in the city. In 2011 this was approved by the City for submittal to the TPO for a feasibility study to determine the most appropriate alignment. Due to a number of obstacles, two alignments are possible. The first and preferred alignment would be south to north and that portion of the southern leg would be within FPL’s easement. This would require FPL’s approval but bike facilities within power easements are being done throughout Florida so this would not be precedent setting. Crossing SR40 would be the first obstacle. From SR40, the trail would proceed north along the city owned Thompson Creek channel to Wilmette. Due to wetlands, trees and water, part of this trail would be concrete and part wood decking. Clearing of trees and the width of the channel are obstacles.

An alternative could be the use of Tomoka Street to Orchard and from Orchard to Wilmette. Crossing of SR 40 would be at a signalized intersection but the existing right-of-way on Orchard north of SR40 is narrow. Funding of a feasibility study for this segment has remained at the bottom of the TPO’s priority list since each year new projects from other cities are added. Staff intends to retool the application and resubmit for 2016.

Project	Map #	Description	Length	Est. Cost
Thompson Creek multi-use path	5	Division to SR 40 via FPL easement and north along canal to Wilmette.	4252 LF of 10 foot sidewalk & 1750 LF of Boardwalk Median Refuge	\$400,000 to \$700,000
		Alternative Route: Tomoka Avenue to Orchard to Wilmette	8 foot of 3151 LF sidewalk from Tomoka at Orchard to Wilmette	
Annual Maintenance Cost:				\$ 2,400

D. Sanchez Multi-Use Path

The pathway from Sanchez Park to the Thompson Creek pathway at Wilmette can be accomplished in one of two alternatives. The first alternative involves using Andrew Street as a shared local road since Andrew Street is not a through street. A drainage channel dissects this right-of-way. A pedestrian bridge would need to be constructed but otherwise no additional improvements would be required other than appropriate signing. Andrew Street proceeds south to Wilmette which has an 8 foot multi-use path. A major crossing at US 1 would be

required but then the 8 foot multi-use path picks up again in an east-west fashion. A second alternative would be to use Yonge Street to Wilmette. Yonge Street has 8 foot sidewalks from Sanchez Street to Wilmette.

Project	Map #	Description	Length	Est. Cost
Sanchez multi-use path	6	Sanchez Park to Andrews Street to Wilmette Avenue.	Pedestrian Bridge to cross canal between Putnam and Warwick on Andrews Street.	\$95,000 to \$125,000
		Alternative: Yonge to Wilmette.	Use Approximate distance: 60 lf	
Annual Maintenance Cost				\$1000

E. US 1 Shared Use Path

In December 2013, FDOT partnered with the TPO and had prepared the US 1 Corridor Improvement Program (CIP). This study concentrated on the entire corridor from Brevard County to Flagler County. There were two phases to the US 1 CIP. Phase 1 of the study compiled all previous studies and developed a database of current and proposed projects associated with US1. Additionally, goals and objectives for the corridor were developed through a county-wide working group. One of the conclusions of Phase 1 was the need to improve multi-modal travel along US 1. Phase 2 was undertaken to determine the most appropriate approaches for US 1 to better serve bicyclists, pedestrians and transit while still maintaining the primary focus of US 1 – move vehicles. Figure 29 of the study identifies a potential network of facilities that would establish a fully contiguous system of facilities for cyclists and pedestrians based upon the existing bike/pedestrian infrastructure and gaps on US 1 in Ormond Beach. This project was submitted to the TPO for funding in 2015. One of those illustrative projects was a shared use path from Wilmette to Pine Tree.¹⁵

Project	Map #	Description	Length	Cost
US Trail	1 7	Wilmette to Pine Tree Drive via US 1	27139 LF of 12 foot concrete pathway	\$1,600,000 to \$1,800,000
Annual Maintenance Cost				\$ 11,000

F. East Coast Greenway (ECG) Trail

In 2001 FDOT prepared for the City of Ormond a feasibility report whose purpose was to assist the city in completing an analysis of alternative alignments for multi-use trail that would have been designated as part of the ECG Alliance Trail System.¹⁶ There were four alignments studied:

¹⁵ (Transportation, US 1 Corridor Improvement Program, Phase II Summary Report, 2013)
¹⁶ (Transportation, Ormond Beach East Coast Greenway Alliance Trail Designation Review, 2001)

- Alignment A was South Beach Street to Granada to A1A to Roberta Road;
- Alignment B was South Beach Street to Granada to John Anderson to Neptune to A1A to Roberta Road;
- Alignment C was South Beach Street to Granada to North Beach Street to Sanchez Avenue to Sanchez Park; and
- Alternative D was South Beach Street to Division to Thompson Creek to Wilmette to US 1 to West Street over the canal to Putnam to Andrews to Sanchez Park.

Alignment B was recommended as a Class A – East Coast Greenway Trail while Alignment C was recommended as an alternative.

Since then, a number of changes have occurred to affect these recommendations. FDOT provided designated bike lanes on East Granada from west side of the bridge approach to the intersection of A1A and the City as part of the resurfacing and drainage work on North Halifax provides 4 foot marked shoulders where none existed previously.

Consequently, Alignment A could be the preferred route provided the sidewalks along A1A are expanded from 5 feet to 8-10 feet wide. Alignment B could be the alternative route but rather than using John Anderson, N. Halifax should be used as the connector between Granada and Neptune.

Project	Map #	Description	Length	Cost
East Coast Greenway Trail	8	North Beach to E. Granada to A1A to Roberta – Preferred alternative	6388 LF of 10 foot sidewalk from Neptune to Plaza Drive on A1A	\$300,000 to \$400,000
		Oceanshore from NCL to Neptune; Neptune to Halifax to Granada Bridge to S. Beach Street - Alternative		
			Annual Maintenance Cost	\$ 2,500

G. Hand Avenue Multi-Use Path

The Hand Avenue multi-use path would begin at Central Park and extend westward to Williamson Boulevard. The path will connect along the north-south bike shoulders and sidewalk on Clyde Morris Boulevard. Central Park would be a good trail head because of parking and recreational facilities. An 8 foot sidewalk already exists from Central Park to Nova Road. Two intersections would require crossing but there is sufficient rights-of-way between these intersections to provide an 8 foot wide multi-use path. Since Hand Avenue is a Volusia County jurisdictional road, cooperation and a partnership would be required.

Project	Map #	Description	Length	Cost
Hand Avenue Multi-Use Path	9	Hand Avenue from Central Park to Williamson	Central Park to Nova 8 foot wide exists. 12830 LF of 10' wide from Nova to Williamson	\$600,000 to \$700,000
			Annual Maintenance Cost:	\$ 5,000

H. Kings Highway Heritage Shared Use Path

The Kings Highway Heritage shared use path would continue where the Tomoka State Park multi-use path ended (entrance to park) and proceed up Old Dixie Highway, Walter Boardman Lane, Highbridge Road and State Road A1A using state lands. Expanded shoulders on Old Dixie Highway outside of the Park seems like a good alternative approach to providing bike facilities however Old Dixie rights-of-way is prescriptive and therefore limited to the width of the pavement.

In 2001 the State Park System expressed concerns about this trail due to security and vandalism concerns however in the latest Management Plan for the park DRP *“supports a partnership with Volusia and Flagler Counties and the City of Ormond Beach to implement part of this vision that would connect Sanchez City Park, Tomoka State Park, Bulow Creek State Park, Bulow Plantation Ruins Historic State Park, Ormond Tomb County Park, North Peninsula State Park and adjacent communities.”* DRP sees Kings Highway Heritage Shared Use Path as complimenting the existing Ormond Scenic Loop and Trail, increasing bicycle and pedestrian safety, and providing an important contribution to Volusia County’s proposed trails network. Because of private lands, wetlands, and limited rights-of-way along the proposed route, a mix of trail types may be required. As stated in the Management Plan, site constraints may limit the trail to paved bike lanes along road shoulders within the park and will require creative engineering solutions, such as elevated boardwalks in other sections. The two most challenging sections are located between the Tomoka River Bridge and Dummett Sugar Mill Ruins along Old Dixie Highway and east of the Bulow Creek Bridge on Walter Boardman Lane and Highbridge Road.

The Management’s Plan recognizes that the completion of this trail will require significant intergovernmental coordination and support from the local community, particularly since the proposed route is not entirely within park boundaries. An important first step in this process is the completion of a feasibility study that would propose options for constructing the trail through areas of private ownership, across bridges and through tidal marshes.

A variety of funding sources beyond DRP will have to be considered and may include Volusia County’s ECHO Program, SunTrail funding and/or federal transportation enhancement dollars. DRP will also encourage local governments

to establish safe bicycle/pedestrian passage north along Old Kings Highway that would provide a link to Bulow Plantation Ruins Historic State Park.¹⁷

Project	Map #	Description	Length	Cost
Kings Highway Heritage Shared Use Path	10	From Tomoka State Park Entrance to Old Dixie Highway, Walter Boardman Lane, Highbridge Road and State Road A1A	The presence of private lands, extensive wetlands and limited right-of-way along the proposed route will require a mix of trail types	Feasibility Study required

I. Broadway Multi-Use Path

Broadway, between US 1 and Old Dixie Highway, is a relatively new road that has not been opened to the public. The Plantation Oaks development will soon begin to start up and the link between US 1 to Old Dixie Highway would provide connectivity.

Project	Map #	Description	Length	Cost
Broadway Multi-use path	11	From US 1 to Old Dixie Highway	10349 LF	\$450,000 to \$525,000
Annual Maintenance Costs				\$ 4,000

J. Bike Plan Costs

This bike plan proposes 15.5 new miles of multi-use or shared use paths. These paths range in width from 8 feet to 10 feet. Some are separate from the road while others follow a road. The estimated planning costs are \$5.35 million with annual maintenance costs projected at \$32,604. These costs do not necessarily mean that the City would assume the full funding of these improvements. For example, three of the projects have been submitted to the R2CTPO for funding with the city providing a 10% match using the mobility fees collected for non-motorized improvements.

There are a number of projects that could involve multiple partners such as the Kings Highway Heritage Trail. This trail due to its location and potential positive impact on the State Park and the ability to connect historic resources could involve the Recreational Trails Program of Florida (State/Fed); County (ECHO); and the City.

¹⁷ (Protection, 2012)

Table 15: Estimated Bike Plan Costs			
Project Name	Distance in Linear Feet (LF)	Estimated Construction Cost	Estimated Annual Maintenance Cost
Forest Hills Connector	5,600 LF	\$500,000	\$2,200
Tomoka State Park Phase 2	6,650 LF	\$400,000 - \$1,000,000	\$5,000
Thompson Creek	6,000 LF	\$400,000- \$700,000	\$2,400
Sanchez	60 LF	\$95,000-\$125,000	\$1,000
US 1	27,139 LF	\$1,600,000 to \$1,800,000	\$11,000
East Coast Greenway	6,388 LF	\$300,00 to \$400,000	\$2,500
Hand Avenue	12,830 LF	\$600,000 to \$700,000	\$5,000
Kings Highway Heritage Broadway		Feasibility Study	
	10,349 LF	\$450,000 to \$525,000	\$4,000
Total	75,016 LF	\$4,345,000 to \$5,750,000	\$33,100

Finally, this plan is an extension of the current Comprehensive Plan policy to accommodate bicyclists as part of roadway improvement projects. Consequently, for experienced riders, this means making every street bicycle friendly, while for casual and intermediate riders, this means including paved shoulders, bicycle lanes and providing trails where possible. Ormond has a wide variety of streets, from congested urban road corridors to quiet residential streets. This policy of routine accommodation will require creativity and flexibility when designing bike facilities.

XII. Prioritizing Bike Paths

A. Criterion and Weight

The criteria used to rank the bicycle and pedestrian projects are discussed below. The criteria are linked to the goals articulated in the Bike Plan. Many of the criteria address multiple goals and therefore have been identified using the Goal Icons as identifiers.

🚲 Connectivity

Facilities that fill gaps among existing facilities (especially gaps that discourage walking/biking because they limit route continuity) qualify for this priority criterion. Areas of activity such as the beach, shopping centers, transit stops, commercial and industrial centers, recreation areas, schools, libraries, hospitals and government buildings are the major trip-driving destinations within Ormond Beach. By increasing bicycle and pedestrian accessibility to these areas, the City of Ormond Beach Bicycle & Pedestrian Master Plan can reduce traffic congestion and support residents and visitors who choose to bicycle or walk for transportation. Does the proposed bike facility increase recreational potential by providing greater uninterrupted distances and increased transportation usefulness by connecting people to desired locations? Projects located within the most popular activity areas qualify for this prioritization criterion.



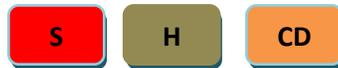
🚲 Demand

Population density is used to gauge the potential volume of bicyclists and pedestrians. Projects located within the most dense activity areas fit this priority criterion. Service Level (SL) identifies the potential number of people who could reasonably be expected to use a bike facility. SL is determined by the number of people who live within the walking distance of a path or proposed path. Walking distance is 1250 linear feet. How well does the proposed bike facility provide geographic and demographic equity by either removing barriers and closing system gaps or serve populations with lower than average rates of bicycling?



🚲 Safety

Type of bike facilities available and the aesthetics of the area are likely to encourage and attract or discourage or detract people from walking or bicycling. Does the proposed bike facility provide a safer and more appealing alternative to what currently exists currently. Proposed facilities that can reduce the frequency of bicycle/pedestrian and vehicle collisions by serving areas with high volumes of such occurrences fit this priority criterion.



🚲 Community Support

Proposed bike facility that have a citizen and/or user group constituency are best positioned to succeed?



Each of the four criteria contains elements of a project's value to the bicycle and pedestrian network. Ranking the criteria establishes which factors have greater influence over prioritization. Each criterion was ranked and then given a weight according to the rank. Table 16 describes the rank, points, and weight assigned to each criterion. One hundred raw points have been allocated with 25 points allocated to each criterion. Weights were given unequally to each criterion to reflect the goals of the bike plan.

An example of how weight is used to determine a score from allocated points is provided for the Goal entitled, "Connectivity."

Connectivity has been assigned a 0.30 (weight) and 25 points resulting in a 7.5 maximum score.

$$(.30) \times 25 = 7.5.$$

Table 16 Rank and Weight of Criteria

Rank	Criteria	Weight		Points
1	Connectivity	30.0%	<ul style="list-style-type: none"> Does the proposed project connect to an existing bicycle system by removing barriers and closing system gaps? Does the project connect Ormond Beach to surrounding communities or to planned regional bike facilities that facilitate the ability to take longer trips by bicycle? Does the project provide directness by providing a convenient bicycle path to popular destinations such as schools, library, parks, downtown, and other public spaces? 	25
2	Safety	30.0%	<ul style="list-style-type: none"> Does the project provide a safer, more comfortable and therefore a more appealing alternative to what currently exists in a given corridor? 	25
3	Demand	20.0%	<ul style="list-style-type: none"> Does the project either supplement the existing bicycle system by removing physical barriers and/or closing system gaps? Are neighborhoods conveniently and comfortably connected within a ¼ miles of the proposed bike facility? Does the project serve diverse populations equally? Is the bike facility appealing to a broad range of age and ability levels and is consideration given to user amenities. 	25
4	Community Support	20.0%	<ul style="list-style-type: none"> Did the bike facility project have support from a neighborhood or a user constituency group? 	25
		100%		100

B. Prioritization:

This prioritization does not include shared lane markings such as sharrows nor does it include shared roads. The intent is to determine the priority and phasing of expenditure on constructing multi-use or shared use paths. Pavement markings and signage is a low cost, and can be best implemented annually, either independently or in conjunction with adjacent road repaving projects. Since the Plan has a 10 year horizon and 9 projects, it is highly unlikely that all of them will be constructed in the 10 year horizon. Each project will need to go through the funding, design and engineering and then construction. This cycle can take anywhere between 3 to 5 year for each project. It is important therefore to prioritize the projects as to which one best implements the goals and objectives of the Plan. Table 17 identifies the bike path’s name, type of project and the points in the upper left hand corner of the cell multiplied by the weighted percentage given to each criterion. The results are the points in the lower left hand corner of the cell. The last cell identifies the total number of points given out of 100 and the weighted score based upon a total of 25. The projects are ranked in priority based upon the score.

Table 17 Prioritization of Bike Paths

Bike Path Name	Project Type*	Connectivity 30%	Safety 30%	Demand 20%	Community Support 20%	Points	Score
Thompson Creek	SU	20	10	20	25	75	
		6	3	4	5	18	
Hand Avenue	MU	15	15	20	25	75	
		4.5	4.5	4	5	18	
Forest Hills Connector	SU	15	25	25	0	65	
		4.5	7.5	5	0	17	
Tomoka State Park Phase 2	SU	20	25	15	0	60	
		6	7.5	3	0	16.5	
Sanchez	MU	20	20	15	0	55	
		6	6	3	0	15	
Kings Highway Heritage	MX	20	15	20	0	55	
		6	4.5	4	0	14.5	
US 1	SU	15	25	10	0	50	
		4.5	7.5	2	0	14	
Broadway	SU	15	15	15	0	45	
		4.5	4.5	3	0	12	
East Coast Greenway	PS	20	5	15	0	40	
		6	1.5	3	0	10.5	

*SU = Shared Use; MU = Multi-Use; MX = Mixed

XIII. RECOMMENDED WAYFINDING SIGNAGE

It is recommended that as local bike routes are marked or constructed, that a consistent sign package and pavement marking be developed for application throughout the bicycling network. Signs should be posted on local roadways that are considered shared paths that lead to city multi-use paths or designated routes and paved shoulders on state and county road facilities. Pavement markings should also be used and be consistent in color and application with wayfinding signs. The following basic standards are recommended when locating signs as part of a bike route:

- Follow the Manual on Uniform Traffic Control Devices for sign installation.
- Keep city, state, and regional route bike signs separate on all segments although local, state and regional signs on one channel iron would be acceptable.
- City bike signs should include the city seal,  logo, directional arrow, destination, time and distance.
- When there are multiple destinations that can be reached by a bike route, the sign listing the closest destination should be on top and the furthest at the bottom. In order not to create sign chaos, keep the number of sign panels to no more than three. As intermediate destinations are reached along the route, additional intermediate destinations can be added with the furthest destination still at the bottom.
- Destinations on signs should reflect the commonly understood name i.e., Central Park, Tomoka State Park, City Hall, Library, etc.
- Feeder streets are typical local residential streets the road is shared between bicyclist and motorist due to low volumes and speed limit. Install signs on feeder streets leading to bike routes. Indicate the distance and direction to the bike route as well as to the destinations the bike route serves.
- On city streets, ensure bike route signs are at each turn or decision point along the route.
- Place signage for bicyclists traversing residential areas that have complicated street patterns making it difficult to traverse.
- To connect through existing gaps in bike routes, use pavement markings in conjunction with signs to provide direction.
- For multi-use paths, post bicycle signs at all major road intersections, feeder streets, and other decision points.
- For multi-use paths, provide bicycle route confirmation signs after all local, collector and arterial roadway crossings if applicable. Depending on length of route, consider placing additional confirmation signs.
- For multi-use paths that cross roads, include the road name along with the trail name on separate panels.

XIV. FINANCING OF SHARED USE AND MULTI-USE PATHS

Funding for bikeway facilities include federal, state and locally supported initiatives. The following programs are potential funding sources but the list should not be considered all-inclusive:

A. River-to-Sea Transportation Planning Organization's Bike-Pedestrian Program

Each year the TPO issues a Call for Projects which is typically in March or April. Projects must be within one of three Priority Project Lists. They include:

- Traffic Operations/ITS/Safety and Local Initiatives

- Bicycle/Pedestrian and B/P Local Initiatives Project
- Transportation Planning Studies

These applications are ranked by the TPO based upon criteria established for each program. The project applications **require a 10% local match**. Frequently, a feasibility study is required before funding an actual construction project. The TPO will pay for the study to determine a project's feasibility and cost, but the project sponsor must secure funding for the local match. The local match can be cash or in-kind services such as providing design and construction inspection.

B. Volusia ECHO Program

Volusia ECHO provides grant funds to finance acquisition, restoration, construction or improvement of facilities to be used for environmental, cultural, historical and outdoor recreational purposes. Resolution 2000-156 states: It is the intent of the County Council that the funds be allocated throughout the County to provide broad geographical distribution and apportioned appropriately among the environmental, cultural, historic and outdoor recreation projects. The Volusia ECHO Program seeks to enhance the quality of life of Volusia County's residents by working to achieve the following goals over a broad geographic base:

- Provide environmental/ecological, cultural, historical/heritage, and outdoor recreational facilities.
- Preserve significant archaeological or historic resources; and develop, enhance, and promote heritage tourism opportunities, experiences, and resources.
- Foster public memory and community identity by promoting and providing access to destinations and experiences associated with past events, peoples, and places within the County of Volusia.
- Provide high quality, user oriented outdoor recreational opportunities including, but not limited to, access to the Atlantic Ocean through the establishment of oceanfront parks and off-beach parking.
- Improve the quality of life for Volusia citizens by providing access to the cultural arts, increase cultural based tourism, and encourage redevelopment and revitalization of downtown and urban areas through the provision of cultural arts facilities.

C. City Mobility Fees

The City approved Ordinance 2013-02 establishing a mobility fee that was mode neutral and it contained a road, transit and non-motorized (sidewalks, bike trails) component. This mobility fee is collected on all development located on SR 40, US 1 and A1A. The fee is based upon person trips rather than vehicle trips. The cost for one person trip is \$16.00 of which 39% is allocated to bike/pedestrian improvements. This fund can be used to provide the match to those grant programs where a match is required.

Modal Component	Cost Per PT	Mode allocation %
Roads	\$1.76	11%
Transit	\$8.00	50%
Bike/Pedestrian	\$6.24	39%
Total	\$16.00	100%

During fiscal years 2013/14 and 2014/15, the City collected \$42,913.19 in mobility fees of which \$4,700 were for roads, \$21,500 was for transit, and \$16,700 was for bike and pedestrian improvements. Staff is expecting an increase in mobility fee collection based upon an improvement in the economy.

D. Tax Increment Financing

Dollars from the Downtown CRA can be used based upon the proportionate share of the total bike facility located in the CRA. It has been demonstrated that bike facilities that pass through downtowns are great economic development drivers. The Pinellas Trail and its impact on downtowns such as Dunedin, Largo and Clearwater have been well documented.

E. Florida Communities Trust

Florida Communities Trust assists communities in protecting important natural resources, providing recreational opportunities and preserving Florida's traditional working waterfronts through the competitive criteria in the Parks and Open Space *Florida Forever* Grant Program and the Stan Mayfield Working Waterfronts *Florida Forever* Grant Program. These local land acquisition grant programs provide funding to local governments and eligible non-profit organizations to acquire land for parks, open space, and greenways. The source of funding for Florida Communities Trust comes from *Florida Forever* proceeds.

F. Land and Water Conservation Fund (LWCF)

The LWCF is a federal competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50%/50%). The maximum grant request is \$200,000.

G. The Recreational Trails Program in Florida (RTP)

The Recreational Trails Program (RTP) is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or

federal governments, and organizations, approved by the State or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities.

H. SunTrail Funding

In early 2016 the Florida Greenways & Trails Council evaluated several regional trails systems selected for evaluation. The St. Johns River to Sea Loop Trail was ranked as the #1 regional trail. This positions the St. Johns River to Sea Loop Trail second only to Coast to Coast Trail as the priority for SunTrail funding, which is \$50 million in FY 2016/17 and \$25 million annually thereafter. The incomplete segments of the St. Johns River to Sea Loop Trail will be eligible for SunTrail funding if they will be paved, separated from the roadway and at least 10 feet wide. In Volusia County, this includes the Spring to Spring Trail, East Coast Greenway, East Central Regional Rail Trail, and the remainder of the loop trail.

XV. CIVIC ENGAGEMENT

Public meetings will be required to engage the affected neighborhoods and bike users about the plan as well as when recommended projects enter design phase. Bicyclists can be found in two general groups. The first group is the bicycling community who is experienced and has an interest in promoting bicycling for transportation or sport. The Daytona Beach Bicycle Club has Wednesday morning rides where they start at the Fifth Third Bank ride to Halifax Plantation entrance and then to Flagler Beach and return to West Granada. The Bike Shop in the downtown sponsors Thursday Night rides during the daylight hours. Classifications for bike rides are based upon route length, rest stop intervals, average riding speeds and the use of paceline cycling. These bicyclists either share the road, or use designated bike lanes and paved shoulders along arterial or collector roads.

The second group is more family oriented that use local streets, multi-use paths or shared-use paths for leisure recreational activities. The location of these paths typically requires more effort to inform and engage the affected residential neighborhood. Across the country when residents believe bicycle or pedestrian paths are not properly designed and integrated into their area the specter of decreased property values and/or increase crime that would adversely affect the quality of life become the rallying cry.

In order to ensure an open line of communication to all groups, an interactive crowd-sourcing wikimap should be developed and posted on the city's webpage which would allow all levels of bicyclists or pedestrians to provide input to the City about walking and bicycling routes and barrier concerns by adding comments, points, line and photos. Results of this mapping tool could be used to inform future project recommendations.

A biking alliance consisting of biking enthusiasts from bike clubs, bike shops, and residential neighborhoods could be developed to work directly with the City when local roads are repaved or bike-pedestrian paths are being developed and funded. This alliance could also assist the city in conducting neighborhood meetings in prioritizing trail routes, identifying walking and bicycling routes not listed in this plan, select specific routes where alternatives exist, inform and educate the public about bicycling laws, and even volunteer in policing trails for light maintenance and monitoring, reporting safety issues.

XVI. COST/BENEFIT OF IMPLEMENTING THE PLAN

A. Cost Profile

The expected costs resulting from this plan include construction and maintenance costs once construction occurs aggregated over a 10 year plan horizon. Future cash flows were deemed not applicable consequently calculating net present value was not done. There is a value to the benefits, but these benefit values accrue more to the community than to the city making the investment. Table 16 provides the cost profile of the cost/benefit analysis. The high range of estimated costs or \$5,750,000 over the plan's 10 year horizon is used because it represents the worst case with respect to costs.

Cost Category	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Construction	.500	1.0	.700	.125	1.800	.400	.700	.525	0	0	5,750
Maintenance	.22	.05	.24	.01	.11	.25	.5	.4	0	0	.33
Projected Costs	.522	1.5	.724	.126	1.811	.425	.705	.529	0	0	5,783
Net Present Value											N/A
Net Cumulative Costs	.522	1.5	.724	.126	1.811	.425	.705	.529	.0	0	5,783

B. Benefit Profile

FDOT frequently issues Roadway Design Bulletins (RDB) to the seven FDOT Districts regarding changes to the Plans Preparation Manual (PPM), Volume 1. Chapter 23 of the PPM provides for accident severity level costs.¹⁸ These costs are used in the cost/benefit analysis FDOT is required to do when doing improvements at sites with a crash history. There are methods that are acceptable for performance of a benefit/cost analysis. The Historical Crash Method (HCM) uses the Highway Safety Improvement Program Guideline (HSIPG) cost per crash by facility type to estimate benefit to society, while the cost to society is estimated by the expected cost of right of way, construction, and maintenance. This method aggregates all crashes regardless of severity by facility type. The Predictive methods (Roadside Safety Analysis Program and Highway Safety Manual) allocates costs to an individual crash severity which is

¹⁸ (Transportation, Plans Preparation Manual, January 1, 2015 Revised)

much more useful in the performance of a benefit/cost analysis based upon the crash analysis that was performed earlier in this plan. When using the predictive methods for analysis, the accident severity level costs are as follows:

Crash Severity	Comprehensive Cost
Fatal (K)	\$10,120,000
Severe Injury (A)	\$574,080
Moderate Injury (B)	\$155,480
Minor Injury ©	\$96,600
Property Damage Only (O)	\$7,600

The city does not collect data regarding crash severity costs on local roads under the city’s jurisdiction. Consequently, the best source of information is FDOT’s information regarding severity crash data which includes pedestrian, bicyclists and motorists. The City had 23 bike crashes involving some type of injury and 3 crashes involving property damage only (see page 23) from 2010-14. Assuming all injuries were minor, the approximate injury costs were \$2,244,600 ($(\$96,600 \times 23 = \$2,221,800 + (7,600 \times 3 = \$22,800))$)

The benefits to city’s residents can be analyzed in two measurable areas. First, providing bicycle facilities reduces the incidences of injuries. The city’s existing bicycle network consists of a few miles of shared use paths and approximately 5.91 miles of multi-use paths. Regarding the latter, these multi-use paths are scattered throughout the city but are concentrated generally in and around walking routes to schools and a few parks. There is no interconnectivity of these shared use paths and multi-use paths that lead to multi-destination points. In the 2005 City’s Parks and Recreation Master Plan, the bench mark average for comparable sized cities indicated .40 miles of trails per 1000 population while the City’s rate was .18 miles per 1000 population.¹⁹ Consequently, it is not surprising that a review of 23 studies on bicycling injuries found that bike facilities (e.g. off-road paths, on-road marked bike lanes and on-road bike routes) are where bicyclists are the safest.²⁰ The estimated cost to build 15.5 miles of shared and multi-use paths ranging in width from 8 feet to 10 feet, is about \$5.36 million (see Table 15, page 37) over the projected 10 years of the plan. The off-street bicycle paths and bike lanes will decrease interactions between vehicles and bicycles by providing dedicated space for bicyclists, especially on the off-street facilities.

According to FHWA literature, it is standard practice to use Crash Reduction Factors (CRF) to estimate the reduction in future bicycle collisions and Crash Reduction Factors (CRF) to estimate the number of future bicycle collisions.

¹⁹ (Inc, 2005)

²⁰ (Reynolds, 2009)

However the Crash Modification Factors (CMF) Clearinghouse website was not able to provide a CMF for off road bike paths nor could FDOT’s Final Report on Florida Crash Reduction Factors.²¹ However, a compendium of state DOT’s CRF’s featured in FDOT’s report indicates pedestrian sidewalks have a 65% CRF. Since many of the multi-use paths and shared use paths are for pedestrians and bicyclists, a .65 CRF was used in determining the injury benefits.

Second, the next greatest benefit is the health benefits that biking provides. G. Wang estimated, in his Cost Benefit Analysis of Physical Activity Using a Bike/Pedestrian Trail, that per capita annual cost of using bike trails was \$209.28 (\$59.28 construction and maintenance, \$150 of equipment and travel). Per capita annual direct medical benefit of using the trails was \$564.41. The cost-benefit ratio was 2.94, which means that every \$1 investment in bike paths for physical activity led to \$2.94 in direct medical benefit. The sensitivity analyses indicated the ratios ranged from 1.65 to 13.40. Therefore, Mr. Wang arrived at the conclusion that building trails was cost beneficial from a public health perspective. The most sensitive parameter affecting the cost-benefit ratios were equipment and travel costs; however, even for the highest cost, every \$1 investment in trails resulted in a greater return in direct medical benefit.²² Based on this study, the expenditure of \$5.36 million (federal, state or local dollars) would lead to \$15.7 million in direct medical benefit over the 10 year horizon.

Benefits Category	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Injury (CRF: .65)	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.753
Health	1.50	2.78	1.96	.28	5.03	.90	1.81	1.46	0	0	Total
Projected Benefits	1.56	2.84	2.02	.35	5.09	.96	1.87	1.52	.06	.06	16.50
NPV of Benefits											N/A
Net Cumulative Benefits	1.56	2.84	2.02	.35	5.09	.69	1.87	1.52	.06	.06	16.48

Total injury and health benefit is estimated at \$16.5 million over 10 years. There was no attempt to determine environmental benefits such as CO2 reductions.

C. Cost/Benefit of Plan

Table 18 summarizes the cost-benefit analysis in thousands over a ten year horizon. The purpose of this table is simply to state that the soft benefit costs exceed the hard costs which include construction, design, inspection and maintenance. The benefit costs include the savings in economic costs resulting in reduced injuries and increased health savings for pedestrians and bicyclists. No attempt was made to assess the environmental benefit, the quality of life benefit or perform a present value calculation of costs or benefits. Overall, after construction is completed and all costs have been paid, the net cumulative health benefits to the public are estimated at \$14.02 million. This number continues

²¹ (Albert Gan, 2005)

²² (G. Wang, 2004)

beyond the horizon year and increases as more bike projects are implemented beyond the horizon end year.

Table 22: Cost-Benefit Profile (CBP)											
(in hundreds of thousands)											
Cost Profile	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Projected Costs	.52	1.0	.70	.12	1.80	.40	.70	.52	.03	.03	5.75
Benefits Profile	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Projected Benefits	1.56	2.84	2.02	.35	5.09	.96	1.87	1.52	.06	.06	16.48
Cumulative CBP	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Net Cumulative Benefits	1.04	1.84	1.33	.23	3.29	.56	1.17	1.0	.06	.06	14.02

XVII. KEY PERFORMANCE OUTCOMES

The net benefit savings resulting in reduced injuries and increased health savings for pedestrians and bicyclists is demonstrated in Section XVI. These net savings should be sufficient motivation for the City of Ormond Beach to make investments in walking and biking to improve quality of life, public health, aesthetics and even economic development. Measuring these outcomes of bicycle goals, objectives and investments directly, rather than measuring assumed outputs associated with them, should yield data that is more clearly linked to bike plan goals.

Table 23: Key Performance Outcomes	
Goal Icons	Proposed Key Performance Indicators.
	<ol style="list-style-type: none"> 1. % of bikeways that cater to each type of bicyclist (i.e. Advanced, Basic, Family). 2. Number of existing road segments and intersections improved to Bike LOS B. 3. Number of miles of multi-use and shared uses paths.
 	<ol style="list-style-type: none"> 1. Number of crash hotspots improved. 2. Reduction in bicyclist and pedestrian crash rate. 3. # of reductions in injuries and death.
	<ol style="list-style-type: none"> 1. Miles of networked bicycle routes with wayfinding signs indicating destinations and distances. 2. % of households within ¼ mile of a bicycle facility.
	<ol style="list-style-type: none"> 1. Establishment of Bike Advisory Committee. 2. Development of an online crowd sourcing tool to ascertain user comments on existing and future bike path improvements. 3. % of residents satisfied with the safety and comfort of existing bicycle and/or pedestrian facilities.

XVIII. SUMMARY

Walking and bicycling is a growing physical activity across all age groups. The fastest age group is those at or above 50 years of age. The median age of Ormond Beach residents is 50.6. Making it safer to walk and bike contributes to the community health, quality of life and future independence of residents as they progress in age. What has been proposed in this plan is doable. The implementation of this plan relies on the cooperation and participation of city residents, the county, the TPO and the State. It will take time to develop a bike friendly system of roadways and paths for greater connectivity to multiple destination points in the city. There is a need for greater mobility, access, and connectivity on and off the street system that accommodates walkers, bicyclist and transit users. There is no better time than now to begin this effort.

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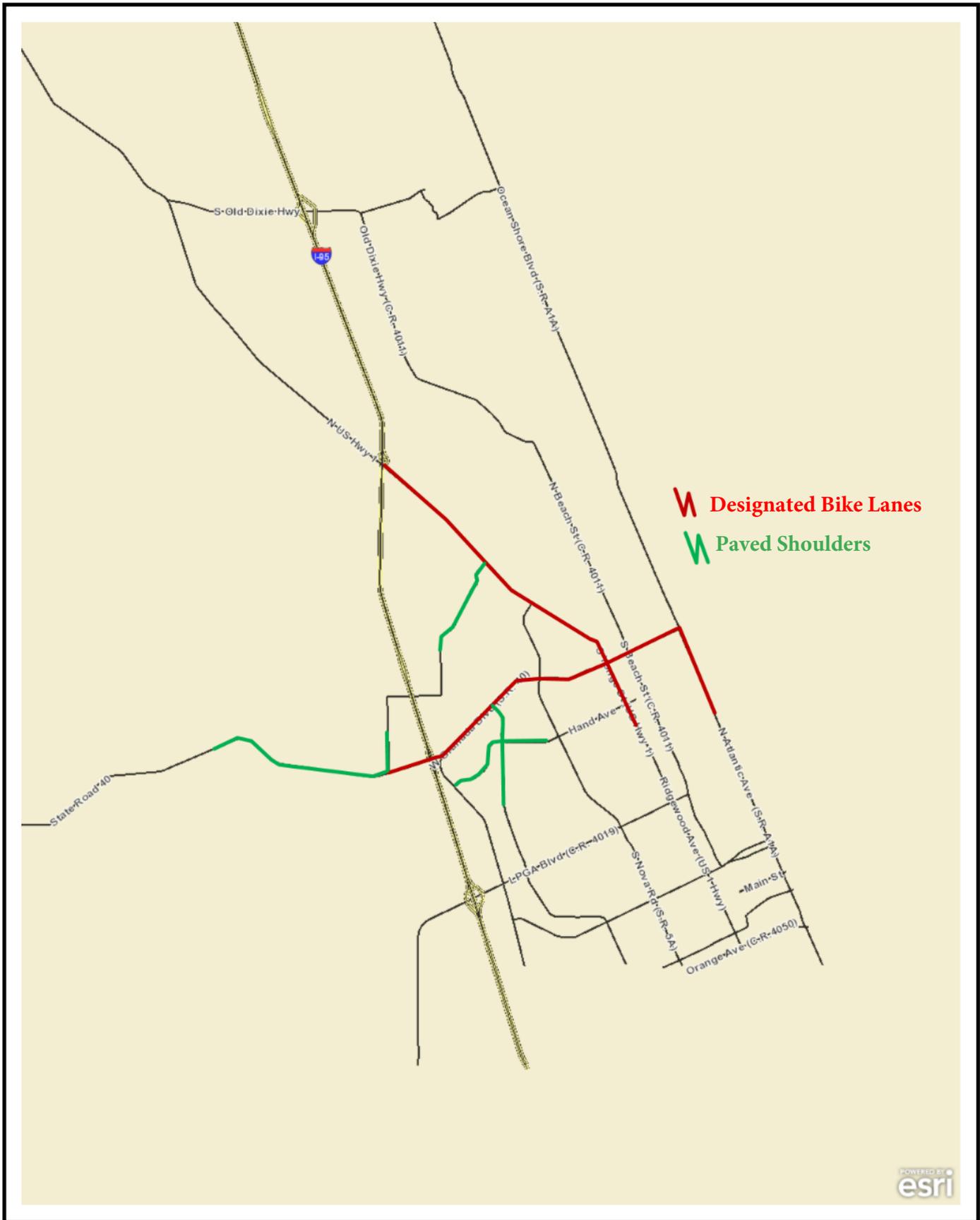
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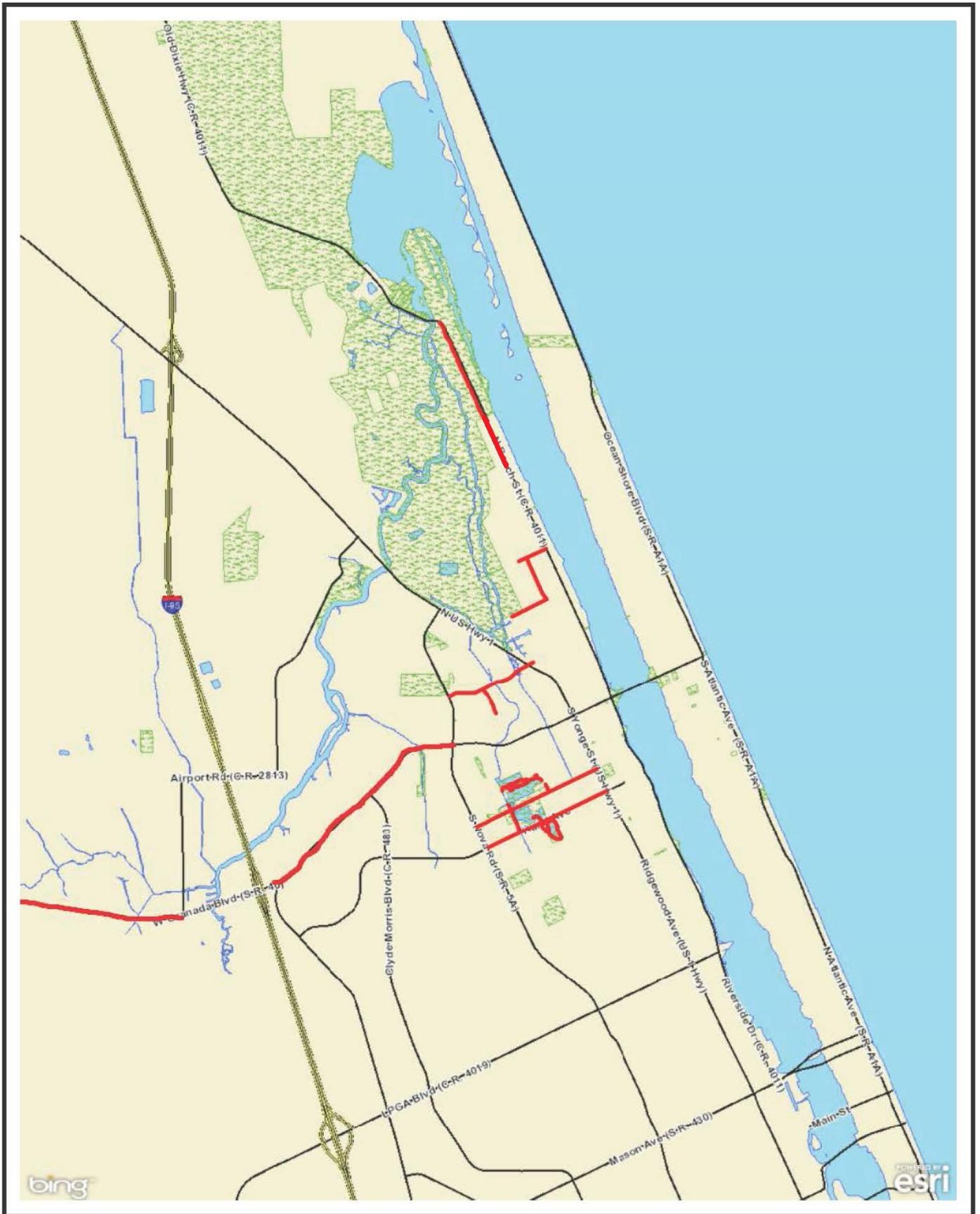


LOCATION MAP

Map 1 - Designated Bike Lanes & Paved Shoulders

RPG 081015





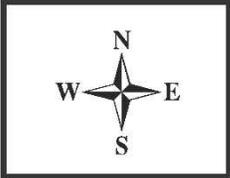
LOCATION MAP
Map 2 - Multi-Use Paths

RPG072915





LOCATION MAP
Map 4 - Tomoka State Park Shared Use Path Phase 2
 RPG 073115





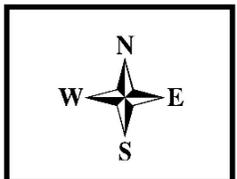
LOCATION MAP
Map 5 - Thompson Creek Multi-Use Path

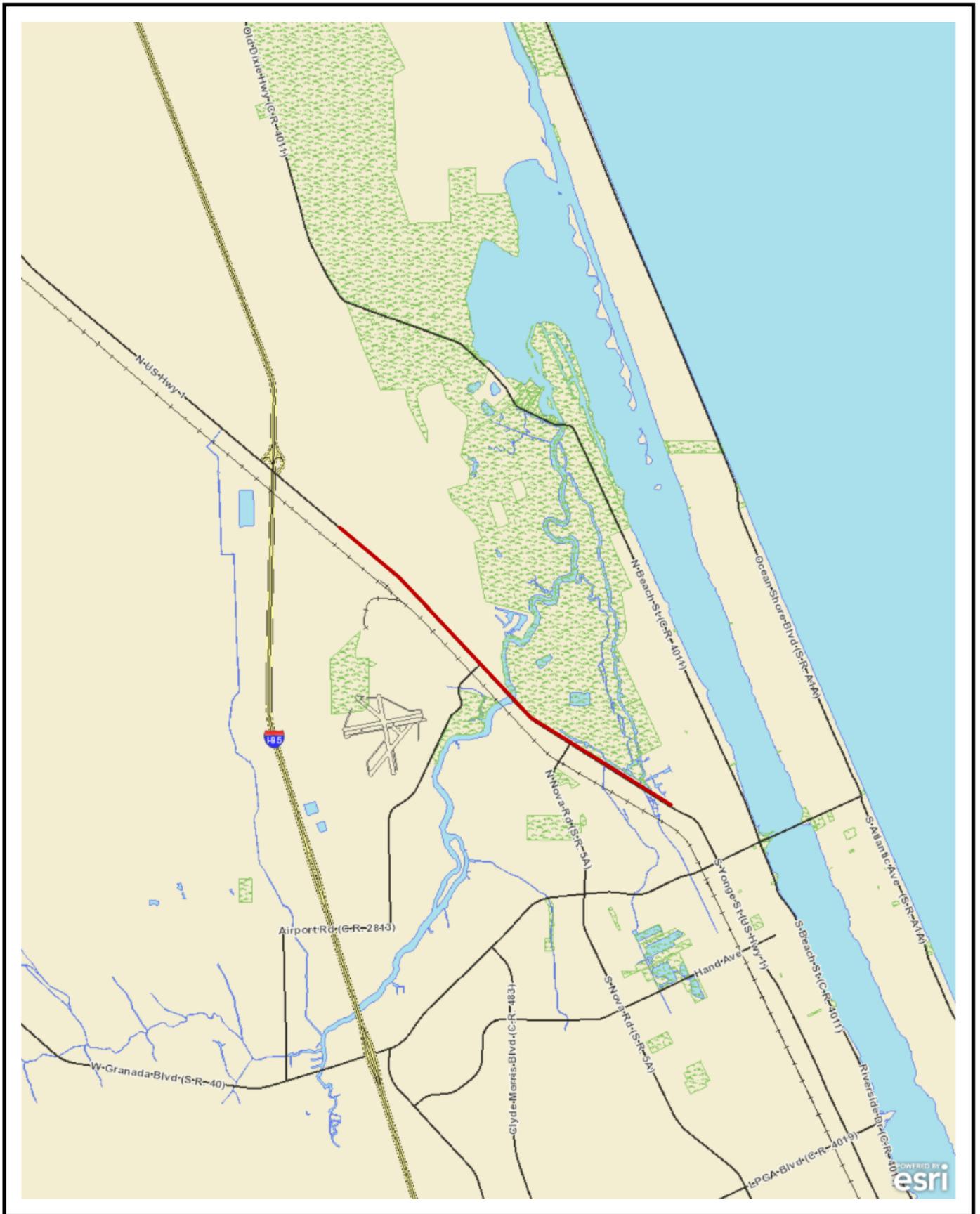
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LOCATION MAP
 Map 6 - Sanchez Multi-Use Path
 RPG 073115





LOCATION MAP
Map 7 - US 1 Shared Use Path

RPG 073115



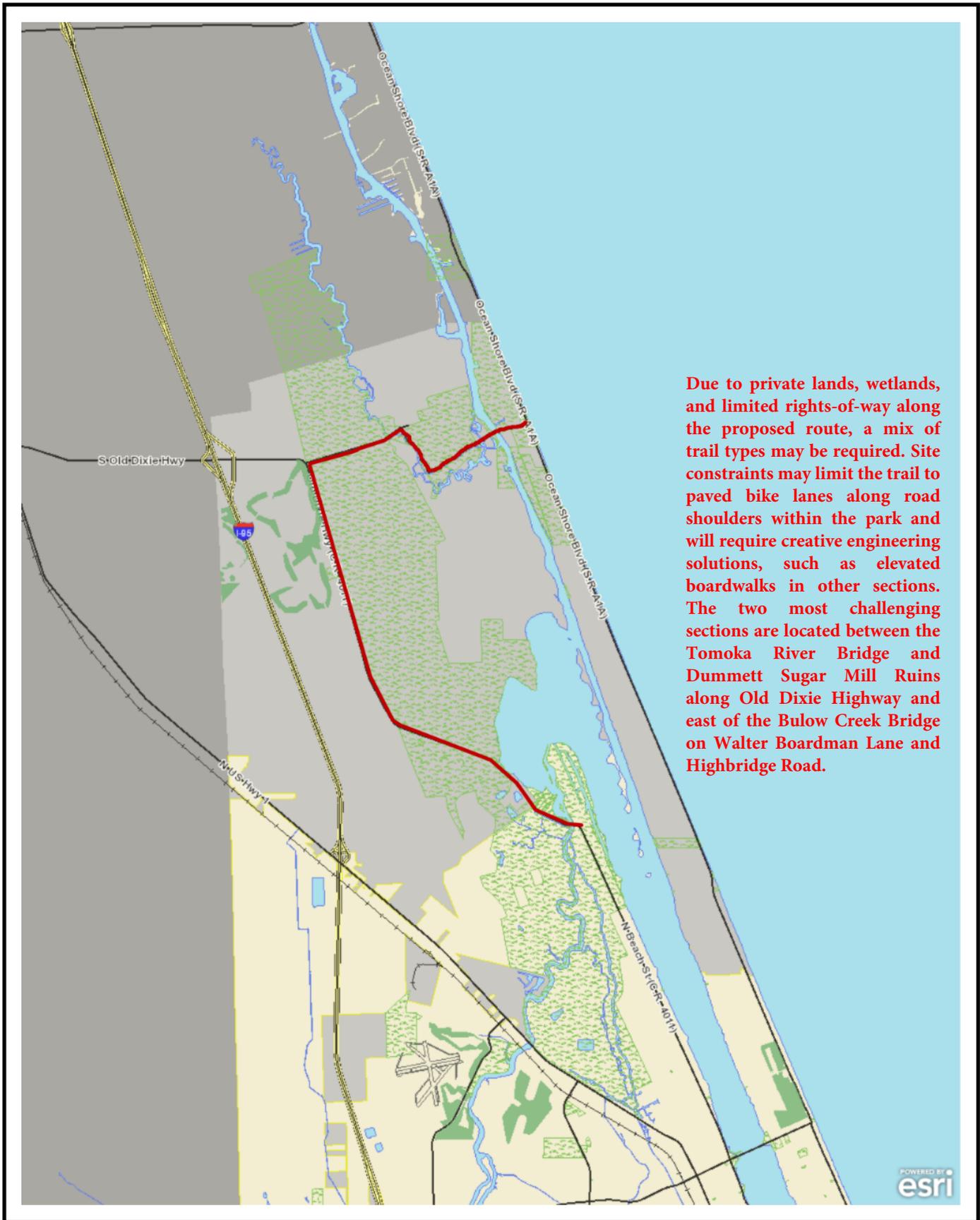


LOCATION MAP

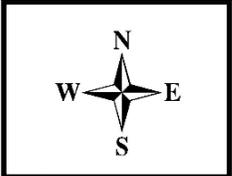
Map 9 - Hand Avenue Multi-Use Path

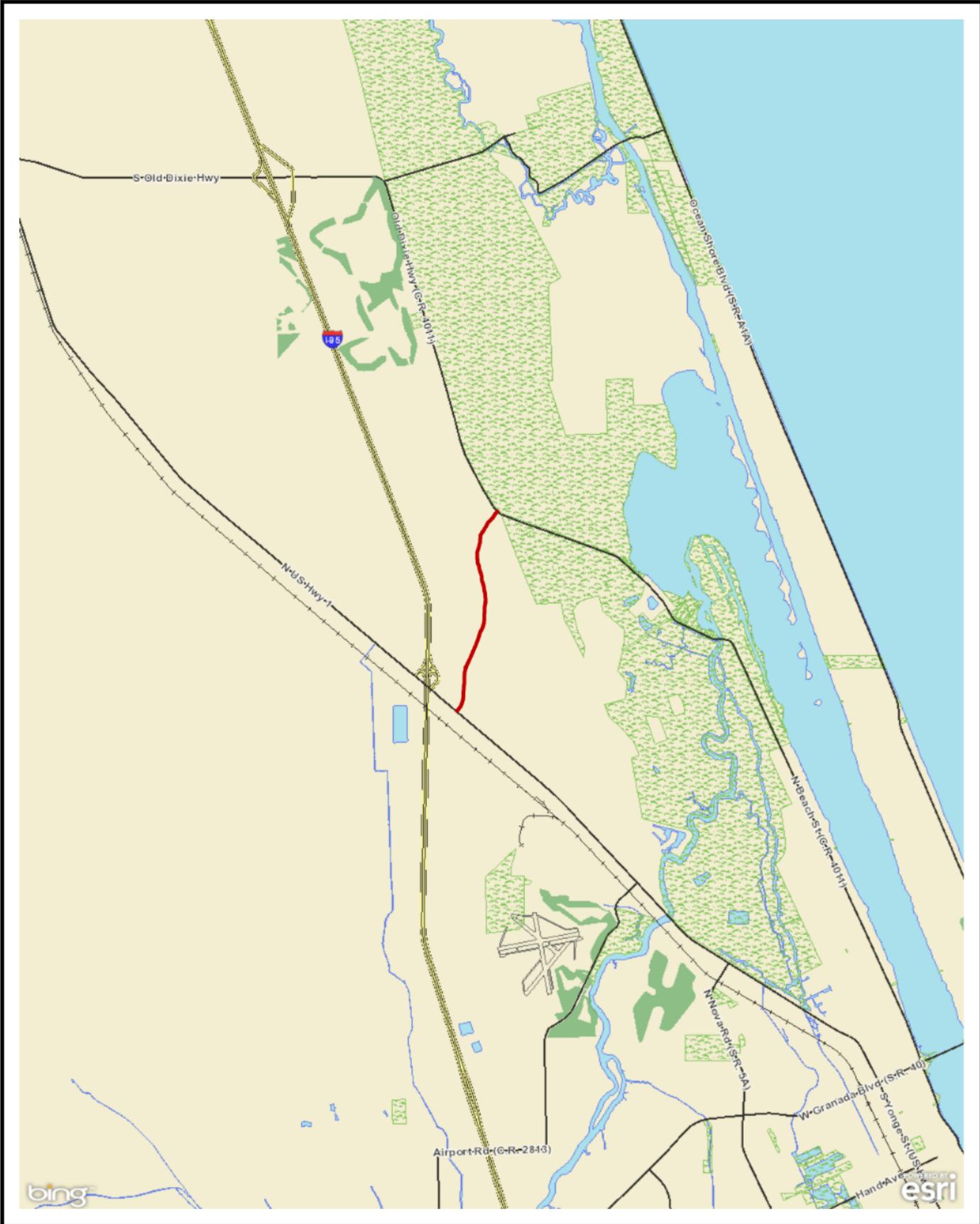
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LOCATION MAP
 Map 10 - Kings Highway Heritage Multi-Use Path
 RPG 080315





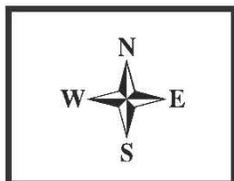
LOCATION MAP
 Map 11 - Broadway Multi-Use Path

RPG 080315





LOCATION MAP
 Map 12 - Proposed Bike Facility Network
 RPG 080315



CITY OF ORMOND BEACH

FLORIDA

PLANNING

MEMORANDUM

TO: Planning Board members

FROM: Steven Spraker, AICP, Senior Planner

DATE: July 7, 2016

SUBJECT: Development projects

Please find attached the monthly development report. The significant events include:

Site Plan Review Committee (SPRC) Review:

1. **500 Sterthaus Drive, YMCA Dog Park.** The SPRC received and reviewed an application to construct a public dog park on land owned by the YMCA with associated parking and site improvements.
2. **Granada Pointe, 600 West Granada Boulevard and partial Tomoka Avenue right-of-way vacation.** The SPRC provided comments on this project on June 21, 2016 and the project is nearing the review process of public hearings. The applicant has indicated that they are in process to schedule a neighborhood meeting with a tentative date being Monday, July 25th. Additional information will be provided to the Planning Board as it is received by Planning staff.
3. **Pennsylvania Avenue right-of-way vacation.** The SPRC has reviewed and has no outstanding comments on the Pennsylvania Avenue right-of-way vacation. The sixty (60') foot right-of-way, which lies west of North U.S. Highway 1 and east of the F.E.C. Railroad, south of 1670 North U.S. Highway 1, Volusia County parcel #3126-00-00-0170 and north of 1662 North U.S. Highway 1, Volusia County parcel #3136-01-65-0010 and Volusia County parcel #3136-01-66-0070. The right-of-way is sought to be released to allow a large project of retail uses that has initially stated a desire to rezone the property to Planned Business Development.
4. **McDonald's, 105 Interchange Boulevard and 100 South Nova Road.** The McDonald's uses continue to update their properties to allow two order windows. The McDonald's at 105 Interchange Boulevard was approved by the SPRC on June 13, 2016. The McDonald's at 100 South Nova Road submitted a site plan on July 1, 2016.
5. **146 North Orchard Street.** The project has applied and was issued a building permit to construct the required screen wall for the RV/Boat storage use.
6. **280 Destination Daytona Drive, Giant Recreation World.** City staff has completed the required site and building inspections for this project and a Certificate of Occupancy is close to being issued for this project.

7. **1301 West Granada Boulevard, Vystar Credit Union.** The project was provided a 95% punch list by the engineering inspector. The project is close to receiving final site and building inspections that would lead to a certificate of occupancy.

8. **1545 Hand Avenue, Specialty Surgery Center.** The site plan for miscellaneous site improvements (adding water line, generator, etc.) was approved on June 22, 2016. The building permit has also been approved to perform a build-out of an existing shell building to construct a surgery center. The build-out permit value is \$2,410,000.

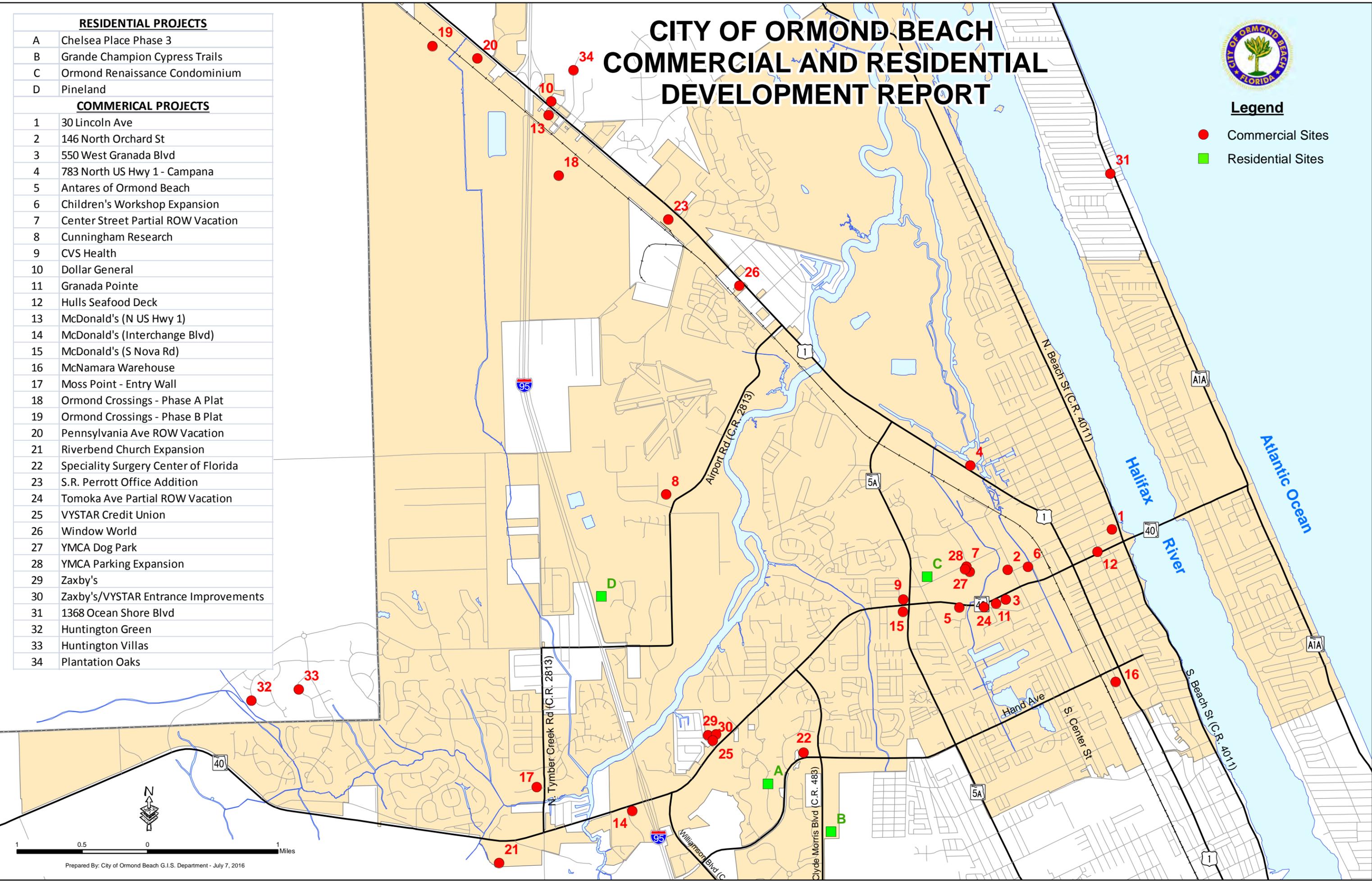
CITY OF ORMOND BEACH COMMERCIAL AND RESIDENTIAL DEVELOPMENT REPORT



Legend

- Commercial Sites
- Residential Sites

RESIDENTIAL PROJECTS	
A	Chelsea Place Phase 3
B	Grande Champion Cypress Trails
C	Ormond Renaissance Condominium
D	Pineland
COMMERICAL PROJECTS	
1	30 Lincoln Ave
2	146 North Orchard St
3	550 West Granada Blvd
4	783 North US Hwy 1 - Campana
5	Antares of Ormond Beach
6	Children's Workshop Expansion
7	Center Street Partial ROW Vacation
8	Cunningham Research
9	CVS Health
10	Dollar General
11	Granada Pointe
12	Hulls Seafood Deck
13	McDonald's (N US Hwy 1)
14	McDonald's (Interchange Blvd)
15	McDonald's (S Nova Rd)
16	McNamara Warehouse
17	Moss Point - Entry Wall
18	Ormond Crossings - Phase A Plat
19	Ormond Crossings - Phase B Plat
20	Pennsylvania Ave ROW Vacation
21	Riverbend Church Expansion
22	Speciality Surgery Center of Florida
23	S.R. Perrott Office Addition
24	Tomoka Ave Partial ROW Vacation
25	VYSTAR Credit Union
26	Window World
27	YMCA Dog Park
28	YMCA Parking Expansion
29	Zaxby's
30	Zaxby's/VYSTAR Entrance Improvements
31	1368 Ocean Shore Blvd
32	Huntington Green
33	Huntington Villas
34	Plantation Oaks



City of Ormond Beach Commercial Development Report July 7, 2016

Applications, site plans, and public hearing documents may be viewed at the Planning Department website:

<http://fl-ormondbeach.civicplus.com/index.aspx?NID=247>

Change in project status

Project nearing completion

#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Advisory Board	City Commission	Final Approval	DO Expiration	LDC Extension Expiration	Building Permit Info	Building Permit Value	Eng. Permit	Eng. Permit Constr. Value	Under Construction	CO Issued	E or Arc = Project Engineer or Architect
																				O = Owner A = Applicant
1	30 LINCOLN AVENUE 30 Lincoln Avenue SPRC # 2016-061	Construct a public parking lot of 36 parking spaces	04.01.16	04.15.16	05.03.16						05.20.16	05.20.18								E = City of Ormond Beach O = City of Ormond Beach
2	146 NORTH ORCHARD STREET 146 North Orchard Street SPRC #14-015	56 space RV & Boat self storage facility with associated parking and infrastructure	11.07.13	11.26.13	01.14.13	06.09.15			NA	NA	07.01.15	Under Constr.				Issued 07.06.15	\$194,733.42	92%		E = Alann Engineering Group O = Pat Baylor/Clinton Baylor
3	550 WEST GRANADA BOULEVARD (BELLA MARIE) 550 West Granada Boulevard SPRC# 2015-028	Modification of approved plan set to construct a retail/office building and 30 residential units.	11.18.14	12.02.14	01.13.15	02.10.15			Neighborhood meeting (2.18.15)	NA	04.13.15	04.13.17								E = Daniel Johns, P.E. O = Granada Management, LLC ARC = Ben Butera
4	783 N US HWY 1, CAMPANA 783 N US HWY 1 SPRC 2016-010	Construction of a 1,216 SF building for kayak rental & repair and associated site improvements	11.06.15	11.20.15	02.03.16	03.11.16	05.20.16				05.24.16	Under Constr.			\$80,000	issued 05.27.2016	\$35,000	5%		E = Alann Engineering Group O = Steven Campana
5	ANTARES OF ORMOND BEACH 720 West Granada Boulevard SPRC# 2016-012	123 unit Assisted Living Facility and associated site improvements	11.11.15	11.25.15	02.24.16	03.18.16	04.19.16		Neighborhood meeting (12.09.15)		04.12.16	04.12.18		In review	\$14,000,000					E = Alann Engineering Group ARC = Lawson Group Architects, Inc. O = Antares of Ormond Beach, LLC
6	CHILDREN'S WORKSHOP EXPANSION 506 Lincoln Avenue SPRC#15-109	New building for classroom(s) and an office.	07.14.15	07.28.15	09.17.15						10.15.15	Under Constr.		Submitted 12.04.15	\$316,457	Issued 12.21.15	\$48,000	50%		O = Brian Adair E = MetaWorld Civil Consulting, LLC ARC = Richard Brookfield
7	CENTER STREET PARTIAL ROW VACATION SPRC# 2016-014 Center Street, south of Sterhaus Drive	Partial ROW vacation associated with the YMCA parking project	11.25.15	12.10.15	05.15.16				Required											A = YMCA E = Zev Cohen & Associates
8	CUNNINGHAM RESEARCH 3 Signal Avenue SPRC#16-081	Warehouse addition of 2,651 SF	05.26.16	06.09.16																E = Alann Engineering Group O = Cunningham Family LTD Partnership
9	CVS HEALTH 795 W Granada Boulevard SPRC#2015-071	Demolition of the existing gas station and Burger King and construction of a 13,013 SF CVS and associated site improvements.	03.10.15	03.24.15	06.03.15	08.05.15					08.13.15	Under Constr.		Issued 02.01.16	\$2,641,707	Issued 01.20.16	\$404,549	80%		E = England-Thims & Miller, Inc. ARC = Stefano DeLuca & Associates O = City of Ormond Beach
10	DOLLAR GENERAL 1545 North US 1 SPRC#2016-043	Demolish existing structure and construct a 9,100 SF store with associated site improvements	02.23.16	03.09.16	04.18.16	05.10.16					05.24.16			In review	\$885,000	Issued 06.03.16	\$292,000	5%		E = Jade Consulting LLC O = HSC Ormond Beach, LLC ARC = Jared Ducote, Architect
11	GRANADA POINTE 600 West Granada Boulevard SPRC#2016-017	Proposed 4 unit, 19.5 acre commercial development on south side of Granada Blvd with associated improvements and 3 acre parcel on north side of Granada Blvd and 10 acre preservation area.	12.08.15	12.23.15	04.05.16	06.09.16														O = Granada Pointe, LLC Eng = Newkirk Engineering, Inc.
12	HULLS SEAFOOD DECK 111 West Granada Boulevard SPRC#2016-15	Construct 2,557 SF covered wood deck for dining and 700 SF bathroom	12.08.15	12.23.15	02.08.16	02.29.16	03.28.16				03.30.16	03.30.18								O = Hull's Seafood Eng = Mark Dowst & Associates ARC = Richard Brookfield
13	MCDONALD'S 1530 North US 1 SPRC#2016-040	Update existing drive thru and site ADA upgrades	02.10.16	02.29.16	04.20.16						04.22.16			Issued 05.23.16	\$31,000	Issued 05.18.16	\$31,834.83	0%		E = CPH Inc. O = McDonald's USA LLC ARC = CPH Inc.
14	MCDONALD'S 105 Interchange Boulevard SPRC# 2016-066	Update existing drive thru and site ADA upgrades	04.19.16	05.03.16							06.13.16	06.13.18								E = CPH Inc. O = McDonald's USA LLC ARC = CPH Inc.
15	MCDONALD'S 100 South Nova Road SPRC# 2016-065	Update existing drive thru and site ADA upgrades	07.01.16	07.15.16																E = CPH Inc. O = McDonald's USA LLC ARC = CPH Inc.

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

Change in project status

Project nearing completion

#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Advisory Board	City Commission	Final Approval	DO Expiration	LDC Extension Expiration	Building Permit Info	Building Permit Value	Eng. Permit	Eng. Permit Constr. Value	Under Construction	CO Issued	E or Arc = Project Engineer or Architect O = Owner A = Applicant
16	McNAMARA WAREHOUSE 480 Andalusia Drive SPRC# 2011-13	4,580 square foot warehouse and associated site improvements	12.22.10	01.05.11					NA	NA	03.06.14	03.06.16		Approved 02.24.16	\$256,938	Approved 02.24.16	included in building permit	10%		E = Parker Mynchenberg & Assoc O = McNamara Construction, LLC ARC = Stan Hoelle
17	MOSS POINT, ENTRY WALL Moss Point subdivision SPRC#2015-072	Install subdivision entry wall, add brick façade to existing wall, and landscaping	03.10.15	03.24.15							04.21.15	Under Constr.		Issued 10.07.15	\$104,000			0%		E = Parker Mynchenberg & Assoc O = Moss Point HOA
18	ORMOND CROSSINGS, PHASE A PLAT East of I-95, west of US1 SPRC#2014-114	Subdivision and infrastructure improvements of approximately 220 acres for commercial/industrial uses.		01.09.09	10.08.14				NA											E - Singhofen & Associates, Inc. O = Tomoka Holdings, LLC
19	ORMOND CROSSINGS, PHASE B PLAT East of I-95, west of US1 SPRC#2015-042	Subdivision and infrastructure improvements of approximately 103.7 acres for a four lot plat.	12.19.14	01.21.15																E - Singhofen & Associates, Inc. O = Tomoka Holdings, LLC
20	PENNSYLVANIA AVENUE ROW VACATION Pennsylvania Ave - North US1 SPRC# 16-077	Vacate a right-of-way as part of a larger project. ROW located on west side of US1, 1670 North US1	05.12.16	05.26.16	06.06.16					Required										E = Zev Cohen & Associates
21	RIVERBEND CHURCH EXPANSION 2080 West Granada Boulevard SPRC# 09-25000008	Site improvements and utility connect in association with expansion in Daytona Beach	09.08.09	09.22.09	01.18.11				NA	NA	07.13.11	Under Constr.			\$515,034	Issued 11.09.11		35%		E = Mark Dowst & Associates O = Riverbend Church
22	SPECIALITY SURGERY CENTER OF FL 1545 Hand Avenue SPRC# 2016-026	Conversion of building to a Surgery Center with clinic including certain site improvements.	01.15.16	02.02.16	02.18.16	06.09.16					06.22.16			Approved	\$2,410,000					E = Jerry Finley, P.E. O = PRC Associates, LLC ARC = Gordon & Associates Architect, LLC
23	S.R PERROTT OFFICE ADDITION 1280 N. US Highway 1 SPRC#2016-041	Construct a 22,000 SF office building and associated site improvements	02.10.16	02.24.16	03.16.16						03.22.16	Under Constr.		Issued 03.30.16	\$3,545,293	Issued 03.30.16	\$160,000	10%		E = Parker Mynchenberg & Assoc O = S.R. Perrott, Inc.
24	TOMOKA AVE, PARTIAL ROW VACATION SPRC#2016-18 Tomoka Avenue & W. Granada Boulevard	Partial ROW vacation associated with the Granada Pointe project	12.08.15	12.23.15	03.31.16	05.15.16	06.09.16			Required										A = Granada Pointe, LLC Eng = Newkirk Engineering, Inc.
25	VYSTAR CREDIT UNION 1301 West Granada Boulevard SPRC#2015-067	Construction of a single story 4,500 SF credit union with drive thru and associated site improvements	02.24.15	03.10.15	05.05.15	09.30.15			Neighborhood meeting (3.25.15)		11.02.15	Under Constr.		Approved 01.04.16	\$2,220,762	Approved	\$550,000	95%		E = Parker Mynchenberg & Assoc O = 1301 W Granada Investors LLC ARC = RS&H, Inc.
26	WINDOW WORLD 1142 North US Highway 1 SPRC#15-092	Construction of 2,975 SF office, showroom, and warehouse and associated site improvements.	05.19.15	06.02.15	08.31.15						01.04.16	01.04.18		Under review	\$500,000					E = Kirby Engineering, LLC O = Tillman Volusia Holdings, LLC ARC: A.L. Designs
27	YMCA DOG PARK 500 Sterthaus Drive SPRC #2106-088	Construct a public dog park on land owned by the YMCA with associated parking and site improvements	06.03.16	06.17.16																E = Zev Cohen & Associates O = Volusia/Flagler YMCA
28	YMCA PARKING EXPANSION 500 Sterthaus Drive SPRC#2015-011	Parking Lot Expansion	11.04.14	11.18.14	02.24.15															E = Zev Cohen & Associates O = Volusia/Flagler YMCA
29	ZAXBY'S 1287 West Granada Boulevard SPRC# 2014-102	Development of vacant land into a 3,847 square foot, 90 seat drive thru restaurant.	06.24.14	07.08.14	08.27.14				NA	NA	09.16.14	09.16.16								E = Newkirk Engineering APP = Demerburn, LLC ARC = HFR
30	ZAXBY'S/VYSTAR ENTRANCE IMPROVEMENTS SPRC#16-008 1287 & 1301 W. Granada Blvd.	Driveway entrance and lift station improvements	10.26.15	11.23.15							12.01.16	Under Constr.		Included in the Vystar project						E = Newkirk Engineering

Applications, site plans, and public hearing documents may be viewed at the Planning Department website:

<http://fl-ormondbeach.civicplus.com/index.aspx?NID=247>

Change in project status

Project nearing completion

#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Advisory Board	City Commission	Final Approval	DO Expiration	LDC Extension Expiration	Building Permit Info	Building Permit Value	Eng. Permit	Eng. Permit Constr. Value	Under Construction	CO Issued	E or Arc = Project Engineer or Architect O = Owner A = Applicant

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

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Ormond Beach is Utility Provider Only

31	1368 OCEAN SHORE BLVD 1368 Ocean Shore Blvd. SPRC# 2015-121	Sewer connection for existing building	08.28.15	09.08.15							02.12.16					Issued 04.13.16	\$29,770	60%		E = Finley Engineering Group O = 1368 Oceanshore Blvd. LLC
32	HUNTINGTON GREEN SPRC #2015-117 Flagler County	Provision of utilities to a Flagler County subdivision	07.03.15	07.17.15	09.03.15	12.09.15	02.08.16				02.12.16									E = Zev Cohen & Associates O = BADC Huntington Communities, LLC
33	HUNTINGTON VILLAS SPRC# 2015-070 Flagler County	Provision of utilities to a Flagler County subdivision	03.10.15	03.24.15	05.05.15	06.01.15	08.06.15				08.26.15	Under Constr.				Issued	\$537,833	80%		E = Zev Cohen & Associates O = BADC Huntington Communities, LLC
34	PLANTATION OAKS SPRC# 2016-001 I-95 and North US1	Water connection for phase of subdivision development	10.22.15	11.12.15																E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, L.C.

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City of Ormond Beach Residential Development Report - July 7, 2016

#	Project	Description	Applica-tion Date	1st Review	2nd Review	3rd Review	4th Review	5th Review	Advisory Board	City Commis-sion	Final Approval	DO Expiration	LDC Extension Expiration	2009 SB Expiration	SB 2156 Expiration	HB 7207 Expiration	Improvement Value	Eng. Permit	Under Construc-tion	CO Issued	E or Arc = Project Engineer or Architect O = Owner A = Applicant
A	CHELSEA PLACE, PHASE 3 Chelsea place subdivision SPRC #2016-034	65 single family lots	02.02.16	02.16.16	04.05.16						04.11.16						\$1,097,100	04.21.16	2%		E = Parker Mynchenberg & Associates O = CP & SP Residential Land, LLC
B	GRANDE CHAMPION CYPRESS TRAILS Clyde Morris Boulevard SPRC# 2016-048	50 single family lots on 28.65 acres	02.29.16	03.14.16	06.09.16	07.07.16															E = Matthews Deign Group O = Indigo Development, LLC Purchaser = Grande Champion Partners, LLC
C	ORMOND RENAISSANCE CONDOMINIUM 875 Sterthaus Drive 2014-061	286 multi-family unit	06.17.14	07.01.14	11.05.14	02.04.15			03.12.15	04.21.15 & 05.05.15	04.01.16						\$2,232,081	Submitted			E = Parker Mynchenberg & Associates O = Ormond King Center, LLC ARC = David Howard
D	PINELAND East of I-95, north of Airport Road 08-23000002	Preliminary Plat of 192 Single-Family Lots	11.04.08	11.18.08	02.17.09	02.20.16	04.08.16	05.23.16	PB Approved (4-2)	Approved Ord 08-44		10.21.13 PRD Rezoning	10.21.16 PRD Rezoning	NA	NA	10.21.15 PRD Rezoning					E = Zahn Engineering O = Funcoast Developers

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).