



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

**September 8, 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:** August 11, 2016
- VI. PLANNING DIRECTOR'S REPORT**
- VII. PUBLIC HEARINGS**

**A. SE 2016- 108: 5 South Yonge Street, Special Exception for sign variance**

This is a request submitted Anne Dumond, Canopy Specialist, LLC on behalf of the property owner, Volusia County Enterprises LLC, to allow a ground sign to be 10' in height along the Granada Boulevard (S.R. 40) frontage of the property located at the southeast corner of Granada Boulevard (S.R. 40) and South Yonge Street (US Hwy 1). Section 3-47(B)(2)(a) of the Land Development Code allows a maximum sign height limit of 8' and Section 3-49 of the Land Development Code allows sign variances for the height limit of a sign through the Special Exception process. The additional 2' of sign height is sought based on an existing traffic control device on Granada Boulevard (S.R. 40) which obstructs the view of the existing sign. The property address is 5 South Yonge Street.

**B. M 2016-110: Citywide Bike Plan**

This is a City initiated request for adoption of the draft 2016-2026 Bike Plan. The Bike Plan proposes 15 miles of multi-use paths with an estimated cost between \$4.3 and \$5.7 million dollars. Estimated cost/benefit of said plan is a net \$14 Million in reduced injury costs and health benefit costs over a 10 year horizon of the plan.

**C. LDC 2016-111: Compensatory Storage, Section 3-20 Floodplain, Chapter 3, Article II of the Land Development Code**

This is a city initiated amendment to Section 3-20 n. subparagraphs 2, 3 and 6 entitled, Floodplain management and protection, of the Land Development Code. The amendments propose to delete a payment in lieu of compensatory storage as a mitigation option.

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

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

August 11, 2016

7:00 PM

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

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**I. ROLL CALL**

Members Present

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

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**

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## V. MINUTES

### July 14, 2016

Mr. Briley moved to approve the July 14, 2016 Minutes as presented. Mr. Jorczak seconded the motion. Ms. Press stated that she had a correction for the July minutes. The last paragraph on page 16, should read the “Woodham Woods Trail, in memory of Bennie M. Woodham, Jr.” Mr. Briley moved for approval of the amended minutes. Mr. Jorczak seconded the motion. Hearing no objections, the minutes were unanimously approved.

## VI. PLANNING DIRECTOR’S REPORT

Planning Director, Mr. Ric Goss stated that the Bike Plan will be coming before the Board at the September meeting, for a public hearing. The documents have been revised and will be presented to the Board for approval.

## VII. PUBLIC HEARINGS

### A. 2016-048: Cypress Trails Planned Residential Development

Mr. Steven Spraker, Senior Planner, City of Ormond Beach, stated that this is a request for a re-zoning of property for the proposed Cypress Trails development. Mr. Spraker described the subject property as about 2,000 linear feet, and a depth of around 600 feet. This subdivision is in the City of Ormond Beach. The applicant has another subdivision that joins Cypress Trails, and is in the City of Daytona Beach. It is called Birchwood, and is going under a separate review process with the City of Daytona Beach. Volusia County owns the property from the subdivision to Nova Road, and also has permitting and access control traffic signal management over Clyde Morris Blvd. So, there are three jurisdictions that impact this subdivision.

The application is to go from the Suburban Residential zoning to a Planned Residential Development. Within the City’s Comprehensive Plan and the Land Development Code, it is required that any area having Suburban Residential zoning to go through this process, so that the site can be analyzed for holding capacity, the wetlands on site, the floodplain, and whether or not it is connected to water and sewer. If someone wants to build a subdivision that is less than one unit per acre, the applicant has to go through this process.

Mr. Spraker continued that the Planned Residential zoning provides a contract for site development, the lot layout, the buffers, and the number of lots within the subdivision. It doesn’t provide the detailed engineering, which will be part of the second step for the preliminary plat. The first step is the rezoning which establishes the contract and the layout, the second is the preliminary plat, and then the final plat, when lots can be sub-divided, recorded with the Volusia County Clerk of Court, and then sell lots to perspective property owners.

Mr. Spraker noted that one key part of the Planned Residential Development is the holding capacity, which is a site specific analysis which analyzes how much a sub-division could potentially hold. The applicant did perform a Holding Capacity Analysis, and based on the soils, the floodplains, and access to water and sewer, the

maximum number of lots they could build is 101. The property is shown as 48 units, which has a gross density of 1.68 acres, which is similar to other planned residential developments, such as Creekside and River Oaks.

Mr. Spraker stated that the access to the Cypress Trails subdivision is directly across from the medical center at 400 Clyde Morris Blvd. There is only one access into the Cypress Trails subdivision. Mr. Spraker explained the location, orientation and characteristics of the subject subdivision.

Mr. Spraker stated that there was a neighborhood meeting, as required by the LDC, on July 27. There were four points that were discussed. The primary item of discussion was the traffic signal at Clyde Morris and the Aberdeen subdivision. That intersection is at the access point to the Birchwood development, which is in Daytona Beach. Additionally, Volusia County is the permitting authority for a traffic light, if it is warranted. The traffic study that the applicant submitted indicated there wasn't a significant lowering of the level of service at the entrance of the Aberdeen development. The City of Ormond Beach would not have control over a proposed traffic signal at the entrance of the Aberdeen development, and the appropriate entity to contact would be the Volusia County Traffic Engineering.

Mr. Briley stated that the Cypress Trails access only lines up with the medical center, so this subdivision really has no effect on the Aberdeen entrance. Mr. Spraker stated that was correct, that the Aberdeen entrance is further to the south.

Mr. Jorczak asked if the traffic study took into account the additional impact for the Birchwood development and the amount of traffic that would generate. Mr. Spraker replied that it did.

Mr. Spraker stated that the second issue discussed at the neighborhood meeting was the zoning designation of this property. There was some concern that this property was once zoned as commercial. Mr. Spraker did some research and this property has been zoned Suburban Residential since at least 1992.

Mr. Spraker continued that the third issue brought up at the meeting was the school capacity, and whether or not there would be adequate schools. Within the packet was a Determination of School Capacity through the Volusia County School Board. They are showing that the elementary schools are at 97% of capacity, the middle schools are at 91%, and the high schools are at 84%. So, there is adequate school capacity. Once the project goes to the preliminary plat, there will be an additional school review, and that will be coordinated with the Volusia County School Board.

Mr. Spraker stated the last point of discussion at the neighborhood meeting was the price point on the single family homes in this subdivision. The applicant stated that they aren't at a point yet of knowing a price point for the homes that will be built.

Mr. Spraker stated that staff is recommending approval of the application, and will answer any questions. The applicant is also here to answer questions.

Mr. Rob Merrell, Cobb-Cole law firm, 149 S. Ridgewood Ave, Daytona Beach, stated that he would like to highlight some main points for the Board. This is a 48-

lot subdivision, which is about compatibility, the environmental impacts, how this development will look for those living across the street, houses across from houses that are well buffered, no wetland impacts, and no transportation impacts that are negative. This is a very responsible project on a fairly small piece of property that butts up against wetlands.

Mr. Merrell stated that he wanted to point out some items in the Staff Report to try and emphasize some of the points. There will be a lot of open space areas for kids to play, twice as many sidewalks as what is needed, there are architectural safeguards, the storm water ponds will have fountains.

Mr. Merrell stated that since there is a room full of people here to speak, he would like to answer questions from the Board members, so they will understand anything about the project from a legal or business standpoint.

Ms. Press stated that this is an unusual situation in the sense that Birchwood and Cypress Trails are inter-connected, but are the standards for building different in Daytona than Ormond Beach. Mr. Merrell stated that the Land Development Codes are different, and over the last several years, Daytona Beach re-wrote their entire code. No one is expert enough to answer the questions on each point. But, the subdivisions will be pretty similar to each other. The subdivisions will not be connected, but will share storm water ponds.

Ms. Press stated that this is interesting from a marketing standpoint that the communities will have similar type housing in two different communities. The tax structure is different in Ormond than it is in Daytona, and Ms. Press doesn't recall a similar situation taking place in the past.

Ms. Tolland asked if the external sidewalk along Clyde Morris Blvd. will connect to anything else or is it just an independent sidewalk. Mr. Merrell stated that ultimately it will connect to other sidewalks.

Mr. Briley stated that he was able to attend the neighborhood meeting, and one of the main differences he sees between the two subdivisions is that Cypress Trails will have wider lots than the Birchwood subdivision. Mr. Merrell stated that it is a little bit different configuration.

Mr. Jorczak asked what the anticipated buildout time was for both properties. Mr. Merrell stated that both communities will be built at the same time. This is a small subdivision, and it should be built pretty quickly and occupied pretty quickly. Mr. Jorczak stated that there are already traffic problems at Clyde Morris and LPGA, and at Hand Ave. with respect to turn lanes. Depending on the extra amount of activity that will take place due to these subdivisions, it will be a future problem, and yet we do not know where the County stands with respect to being able to perform the widening functions, and turn lanes, at both intersections. An article in the newspaper stated that the County is already short on road money, and are wondering how they can complete the projects they already have.

Mr. Merrell stated that he is involved in a lot of projects in the vicinity that Mr. Jorczak was talking about, and the traffic situation has been analyzed fully. The

City and County are both going to get road impact fees as a result of this project being built. Hopefully that will get pipelined into something that is meaningful for this area.

Ms. Behnke asked what the distance is between the entrance to Cypress Trails and the northern entrance to Birchwood. There will be so much traffic so close together coming in and out of all of the different areas. Cypress Trails has the medical center directly across from it, and the Birchwood entrance has the Aberdeen entrance directly across from it. Mr. Merrell stated that the county has regulatory realm over the road, and they determine the distance between driveways, what turn lanes need to go in, and where crossovers should go. Ms. Behnke stated that she realizes it is the counties discretion, but it is something that needs to be taken into consideration.

Ms. Behnke asked if the existing vegetation between the two subdivisions would stay as they are. Mr. Merrell stated that was correct. Ms. Behnke asked about the walking trail, and where it would cross from subdivision to subdivision. Mr. Merrell explained that the details aren't finalized yet, but the trails will probably run between the pond and the residential lots.

Mr. Roy Rearden, 30 Cypress Grove Lane, stated that he is here personally and as a representative of the Aberdeen HOA. The Association likes the plans, with a couple of exceptions. There will be an additional 175 cars trying to get in and out onto Clyde Morris every day. There will be three traffic cut-thrus within 2,000 feet, which is way too close for the speed and the density of the traffic in that area. Allwood Green Blvd. lies within the City of Ormond Beach, not in Daytona Beach, and the Ormond Beach city line encompasses all of Aberdeen. A traffic light is needed now, even without these subdivisions. Mr. Rearden hopes that the residents don't have to stand before a governing body and beg for a traffic light, after one of Aberdeen's 1,000+ residents is killed trying to make a left turn onto Clyde Morris.

Mr. Rearden continued that the HOA would like to get a traffic light, and rather than Aberdeen residents going to 3, 4 or 5 different organizations about the necessity, would like this Board to make an amendment to the approval, that the developer should install a traffic light at the intersection before beginning construction.

Mr. Ray Okon, 132 Green Forest Lane, stated that he lived through this situation once before. He moved to Aberdeen from a small town of 600 people. In that town they put in a new residential community of about 450 houses, which resulted in four deaths of children walking across a street that had no crosswalks and no traffic light. The four gentlemen who hit the children were never charged, because there were no crosswalks. A light is needed, because there are people in Aberdeen who are 70+ years old and are scared to pull out into traffic.

Mr. Okon is also concerned about the impact fees, and asked if they were going to be charged to the homeowners. Chairman Thomas stated that Ormond Beach has impact fees for fire, recreation, roads, and many other items.

Chairman Thomas asked City Attorney, Randy Hayes to explain what the Board's options are, what their abilities are as a Planning Board as far as traffic, and what they can and can't accomplish.

Attorney Hayes stated that the Cypress Trails subdivision is a pretty straight forward project, and that is what the focus is on for this meeting. The other information that has been provided with respect to the Birchwood subdivision is a project that is being reviewed by Daytona Beach. As far as the ability to do traffic control, that is sole jurisdiction of Volusia County. The scope of this Board's duties is to look at the criteria for the review of projects detailed in the Staff Report, together with the information and the evidence that has been provided in the analysis regarding that criteria. The Planning Staff has put together a recommendation based on their review, and in their professional opinion have determined that the Cypress Trails project meets the criteria by which the Board has to review this particular project. That is the scope of this body's duties this evening, though the Board may take note that the residents have concerns with respect to traffic and traffic control, but that it outside the Board's purpose.

Chairman Thomas asked if the Board can put a caveat into the recommendation stating that the Board would like a stop light installed. Attorney Hayes stated that the Board could put an annotation, that in the view of the Board that they would recommend Volusia County give favorable consideration to whatever the Board feels is appropriate with respect to traffic and traffic control devices. The Board's approval should not be based on things that are outside of the review of the Board.

Mr. Briley stated that the traffic signal is outside the scope of the project the Board is looking at, because it would be further south, although it does effect the Ormond Beach development of Aberdeen.

Marge Gaither, 136 Deer Run Lake Dr, stated that she agrees with the other gentlemen, that there is a need for a stop light at the Aberdeen entrance. She is hearing that this is Daytona Beach, but the resident's addresses are in Ormond Beach. People race up and down Clyde Morris all the time, and police are always tagging cars. People do go in and out of this neighborhood, and they are senior citizens and they need the traffic light for their safety.

Ken Thibodeln, 115 Deer Run Lake, stated that there are 550 homes in Aberdeen. It is not a small community, so the traffic coming in and out is quite large, especially in the morning for doctor appointments, and at dinner time. Mr. Thibodeln doesn't understand a couple of items within the packet; the developer is asking for a PRD and also a couple of changes within the PRD. Instead of 1 house per acre, they now want 1.68 houses per acre. In the building coverage section, it states that the applicant is seeking a 40% building coverage, where the actual section states that it should be 35% coverage. So, they are asking for a larger building on a smaller lot.

Mr. Thibodeln continued that the people in Aberdeen are not against this development, they just would like it done correctly, and don't want something that's terrible across the street that will decrease the value of their community.

Marlene Reardon, 30 Cypress Grove Lane, stated that the Cypress Trails subdivision will be a family community, and any of the children attending school will be too close to be taking a bus, so they will be walking to Hinson School. Where will they be walking to get to school? On the 2,000 feet of sidewalk that is in front of the subdivision, or are they going to cross Clyde Morris and walk on the sidewalk that is already there? When they have to cross the street, how are they going to do that? Or will parents be pulling in and out of the neighborhood driving them to school?

Chairman Thomas stated that the young man in the back who has raised his hand and would like to speak may do so, even though he didn't sign up. Any time a young person of his age is interested in government, the Board will do anything for them that they can.

Keenan Jessup, with Boy Scout Troop 403, who lives on the beach side, stated that he thinks there should be a beach side public pool, since there is the YMCA on the other side of the bridge. You have the beach, but some people don't like the beach because you can get very sunburned, there are waves and it is salty. Mr. Jessup would be able to walk to a beachside pool.

Mr. Jessup continued that when he was little, about three years ago, he and his dad built a tree house, and there was a problem, and a policeman told them to take it down, because they were not allowed to have a tree house in their front yard. There are many kids on his block who have tree houses.

Chairman Thomas promised that he would send this information on to City Commission as a question for them, and also ask them to address the pool issue.

Mr. Jessup stated that he also has a suggestion for people who walk their dogs. There are not many people who stay late at the beach, unless they are having a party, so after 7:00 it would be good to allow people to walk their dogs on the beach. But they would have to pick up the poop or feces, in order to walk their dog on the beach. Chairman Thomas thanked Mr. Jessup for his comments.

Mr. Merrell stated that most of the consensus from what he is hearing is that most of the people here tonight like the idea of the project, they are just concerned about traffic. As Attorney Hayes stated, this meeting tonight is concerning the Ormond Beach project, and the stop light that people are talking about, is across from the Daytona Beach project. If there is to be discussion about the traffic light, it should come during the Daytona Beach planning meeting, although the County is the regulatory authority that decides whether stop lights are put in, where turn lanes will be put in, and when roads will be widened.

Mr. Merrell continued that a transportation expert has provided a report that states this project is not going to cause traffic problems. There are dozens of pages where they have analyzed all of this, and Mr. Merrell is not saying that these are not valid concerns that folks are bringing to the Board, but what he understands is if there is a request for a traffic light, a Warrant Study will be done by the county and sometimes the state, and they will decide if a traffic light is warranted. Mr. Merrell

hopes that the Board looks at this project favorably, and realizes the one issue is in the hands of someone else.

Ms. Press stated that she always appreciates it when residents come out to meetings and are given their chance to speak. One of the things this Board hears the most has to do with traffic lights. For example, Ormond Lakes, which is a large development on US 1, constantly ask for a traffic light. FDOT makes that decision and there isn't anything the City can do. Unfortunately, this Board is only tasked with doing one thing, and that is to look at what has been brought before us concerning Cypress Trails.

Mr. Briley stated that when the Board looks at this project, and the entrance to Cypress Trails lines up with the medical facilities driveway, and the Daytona Beach portion is what lines up with Allwood Green Blvd., and as Aberdeen residents, you should ask the county, since the traffic light is outside of our curfew. When the county widened Clyde Morris Blvd., the county engineer was supposed to assess the need for a traffic light at that time. If the engineer never let the people know what his decision was, they have a right to contact him about that. The road was widened and made 45 mph. People may want to ask the County what warranted the traffic signal at Clyde Morris and Strickland. These are questions that Aberdeen residents need to ask Volusia County. The Board has to look at the Cypress Trails project based on its merits, and unfortunately the traffic signal that the Aberdeen residents are concerned about, is going to be on the Daytona Beach side of the project.

Ms. Behnke stated that the traffic light issue has been a sore spot with her from the start, and she encourages the residents who have concerns to contact the County, the County Chair, the County Commission, and the County Manager. Flood them with emails. Go to the people who can do something about this.

Ms. Behnke continued that she does not have a problem with the couple of exceptions on the recommendation. Concerning the 40% coverage, if the people who live there want less green space, then she has no problem with that. The 35' setback won't be a problem, as long as there is a wall or something which acts as a buffer. The only thing Ms. Behnke is concerned about is the wetlands. Mr. Merrell stated that this project will not be impacting the wetlands on the site. The wetland areas are going to stay green and remain as wetland areas.

Mr. Jorczak concurs with the concerns that the citizens have over the traffic situation with respect to a traffic light. He and his wife have had a couple of close calls at the intersection of Aberdeen and Clyde Morris. While that is not part of the Board's decision point for Cypress Trails, Attorney Hayes' comment with respect to making some sort of statement that would help the City Commission make a point with respect to the County for improving that condition, he doesn't know if that would carry any weight. Mr. Jorczak would not be adversely affected by adding a caveat, that as a group we would recommend that whatever pressure our Commission can apply to the County, with respect to alleviating the condition, they would look forward to trying to implement something that might speed the process up. Mr. Jorczak is in favor of moving ahead with the Cypress Trails project.

Ms. Tolland stated that it is a precarious situation, having the three entities, without an umbrella to see what each arm is doing. Ms. Tolland strongly agrees with Mr. Jorczak about putting some type of recommendation or at least a concern to Volusia County about the traffic safety. We need to be pro-active as much as we can.

Mr. Heaster stated that unfortunately probably the best opportunity to get a light there will be after the subdivisions are built out. After there are children in the neighborhoods, the subdivisions will need to come together, and as a force go to the County at that time. Mr. Heaster thanked the developer for some of the things that they are proposing in this community; double-sided sidewalks, the common area, and the huge expense that has been added for this development.

Ms. Press concurs that a recommendation needs to be made to Volusia County. One of the women who spoke this evening made a very good point that these will be larger houses that will have children, and the chances are that they will be going to the Hinsden School. The School Board would have to consider that these children will have to get across the street, and it will be impossible.

Mr. Briley stated that if you have the pedestrian sidewalk and children can get from one subdivision to the other, and would be able to use the traffic signal to cross Clyde Morris. Kids living that close to the school would not have bus transportation, and it could be considered a hazardous walking condition without a light or signal.

Chairman Thomas stated that after the subdivisions are built, the people of Aberdeen could ask the School Board for a crossing guard, which could help residents get out in the morning during school hours. Chairman Thomas agrees that the Board needs to do everything it can to encourage the County to put in a traffic light, and it would also serve as a speed break for people who come flying down Clyde Morris.

Chairman Thomas addressed the 40% lot coverage that is being proposed, and the City is already dealing with that in Chelsea Place, where they built the smaller homes and residents have come back and wanted to increase the footprint of their homes. The market will bear what the market wants to bear. This plan is one of the most complete plans that has come before this Board. This is a good project, and it could help in the long run to get a traffic light at the Aberdeen intersection.

Mr. Ray Okon stated that he does not agree with Mr. Heaster, to wait until this development is done. When people come out of the Cypress Trails subdivision, probably  $\frac{3}{4}$  of them will come out to the right and make a U-turn and go back to the south. There will be 48 houses in the subdivision, two cars per house, adding about 100 cars to the traffic. There will be electricians coming in, A/C people coming in, delivery trucks coming, and it will impact Aberdeen. Mr. Okon stated that Mr. Heaster said to wait until both developments are done, and then go to the County. In the last community he was in, they waited until the developments were done, and then the county made the subdivisions pay for the light.

**There being no further discussion, Mr. Heaster moved to approve PRD 2016-048: Cypress Trails PRD Zoning Map Amendment. Ms. Behnke seconded the**

**motion, with the additional verbiage about the recommendation for a traffic light.**

Attorney Hayes stated that the motion would be to accept the recommendation of Staff to approve the project as presented. Separate from the motion, the minutes should reflect the concern that has been expressed over the lack of a traffic signal, and to encourage comments to be shared with City Commission, the County and whatever authorities may be appropriate to consider the addition of traffic control lights.

Attorney Hayes commented that he doesn't typically voice comments, since that is not his role, but what has been heard earlier with respect to the Warrant Studies for Traffic Control, obviously as development occurs and circumstances change, the more people who request things to be done, and the more people who voice a safety interest, that tends to move things. Assuming these projects are approved, the residents of Aberdeen should embrace the residents of these other communities, and have one massive, collective voice with the County. Attorney Hayes wouldn't be surprised if this didn't make some movement happen, from his personal observations from doing this for nearly 30 years.

**Mr. Heaster amended his motion to approve PRD 2016-048: Cypress Trails PRD Zoning Map Amendment, with the additional traffic signal comments added into the minutes. Ms. Behnke seconded the amended motion. Vote was called, and the motion unanimously approved (7-0).**

**B. LUPA 2016-069: 26 Plaza Drive – Small Scale Land Use Amendment**

Ms. Becky Weedo, Senior Planner, City of Ormond Beach, stated the property located at 26 Plaza Drive was annexed into the City on July 26, 2016. Now that the property is in the City, it is required to have a similar City Land Use and compatible zoning designation. The City proposes to change the property from the County Urban Medium Intensity to the City Low Density Residential. Ms. Weedo explained the location, orientation and characteristics of the subject property. Because this property was touching the City property line and needed to connect to City water, the owner requested voluntary annexation. Staff supports the amendment for the following reasons: the amendment meets the goals, objectives, policies and requirements of the Florida Statutes, it is an appropriate use of land, there is adequate infrastructure, and it's not going to impact the surrounding jurisdictions. Staff recommends approval.

Ms. Weedo continued that following the Planning review, the Future Land Use Amendment will be reviewed by the City Commission for final action.

Mr. Al Hurlbut, 20 Plaza Drive, stated that it doesn't make sense to him that one house has to be annexed into the City. Why is this being done? Mr. Hurlbut stated that it is baloney that it is because of water, because every house on the street has water and all they have to do is hook up to it.

Attorney Hayes stated that this was a vacant lot when the annexation request came in, it will probably undergo development, and in order to do that it needs water and sewer. In order to get the water, the property owner has a right to request annexation, and the property has been annexed. Under the state law, the County's

Land Use and Zoning continues to apply after annexation, but the City is obligated to go through the re-zoning process, and that's what this is. This is basically a house-cleaning exercise that follows the annexation of the property.

Mr. Hurlbut stated that by annexing this property, the next thing they will request is sewer, and you will tear the street up to put sewer in for one house. Attorney Hayes stated that it doesn't work that way. Mr. Hurlbut stated that he talked to over 20 people on the street that got this letter, and if they had any vote on it, they all would have voted no. They want to know why. It doesn't make sense that you want to annex one house in the middle of the block.

Attorney Hayes stated that the property owner has a legal right to request annexation, and the property owner did request it in this situation. That's why the property was annexed. Mr. Hurlbut received a letter because the City is obligated to provide a notice to the surrounding property owners regarding the Land Use amendment. Mr. Hurlbut stated that the letter was sent after the property was annexed. Why wasn't it sent prior to annexation?

Attorney Hayes stated that there is no requirement that individual notices be sent regarding annexations, however the annexation was approved by an Ordinance by the City Commission, the Ordinance was published in the newspaper, which constitutes public notice to the world at large. So notice was sent in that respect.

Mr. Hurlbut asked what advantage does the property owner have by being annexed. Attorney Hayes stated that they can develop the property. Mr. Hurlbut stated that they could develop it before. Attorney Hayes stated that they wouldn't have had water. Mr. Hurlbut stated that there was already water there. Attorney Hayes stated that they have to comply to City standards and if they want City water they have to annex. That is the answer to the question, sir, and you may not like it, but there is nothing here to argue about.

Chairman Thomas asked Mr. Hurlbut what the objection was to this person annexing at his request. Mr. Hurlbut wants to know why. Wouldn't you want to know why? Years ago they tried to put sewers in and the people all voted it down. So they are playing some baloney again now, so that sewers can be put in, and we'll have to pay \$10,000 to have them put in and then a sewer bill every month to the City. Mr. Hurlbut doesn't trust the City.

Chairman Thomas stated that he has been on this Board for 26 years, and he has never seen the City go in and just do something in a neighborhood. The reason it is put up for a vote, is to get input on whether they do or don't want the sewer, and you voted no. This lot owner decided that he wanted to be part of the City, maybe for tax reasons, since the taxes are lower. Chairman Thomas doesn't know what the reason was, but if they ask for City water, they can get it.

Mr. Hurlbut again stated that there has to be a reason. Chairman Thomas stated that he can't tell Mr. Hurlbut what the reasoning is. Ms. Weedon stated that it is a simple reason. The property owner wanted water, and in order to connect to the water utility line, she has to come into the City.

Mr. Briley stated that the important thing here is that this is an undeveloped lot, and water was never there before. The line may run down the street, but the lot was never connected to the City water. The City has a policy that if you want that water, you have to annex into the City to get it.

Ms. Weedo stated that there are benefits to coming into the City. There is a lower millage rate in the City than in the County, and that property will also receive police and fire services. There is not going to be any sewer availability in that area, and it is not planned for that area. They will need to be on septic and have already contacted the Health Dept. to make sure that they will be able to have a septic, and they have been told they can.

Chairman Thomas stated that that is one of the best kept secrets, that if you are in the City of Ormond Beach, your taxes are lower than in the County. Mr. Hurlbut stated that maybe he will annex his property in. Chairman Thomas stated that there are a lot of things that people don't realize, and that is what the Board is here for, is to inform people and answer their questions. Mr. Hurlbut said thank you.

**Mr. Briley made a motion to approve LUPA 2016-069 Small Scale Land Use Amendment. Mr. Jorczak seconded the motion. Vote was called, and the motion unanimously approved (7-0).**

**C. RZ 2016-070: 26 Plaza Drive – Zoning Map Amendment**

Ms. Becky Weedo, Senior Planner, City of Ormond Beach, stated that this property has a County zoning designation, and since it has been annexed into the City, it needs to have a City zoning designation. The request is to change the County existing designation of R4 - Urban Single Family to the Ormond Beach 2.5, which is Single Family Low Medium. Ms. Weedo explained the location, orientation and characteristics of the subject property, and stated that Staff is recommending approval.

**Mr. Briley made a motion to approve RZ 2016-070: Zoning Map Amendment. Mr. Jorczak seconded the motion. Vote was called, and the motion unanimously approved (7-0).**

**D. LUPA 2016-083: 1195 Roberts Street – Small Scale Land Use Amendment**

Ms. Becky Weedo, Senior Planner, City of Ormond Beach, stated that this property located at 1195 Roberts Street was also annexed on July 26, 2016. It is a little unique in that part of it is located in the City's Interlocal Service Boundary Agreement area and under the City's jurisdiction, and part of it is under the County's Land Use and Zoning classifications. This amendment is to take the two classifications – the County's Urban Low Intensity and the Ormond Beach Light Industrial, and change them to the Ormond Beach Low Density Residential.

Ms. Weedo explained the location, orientation and characteristics of the subject property. Staff supports the amendment because it meets the goals and objectives and policies of the City's Comp Plan, it meets the requirements established in the Florida Statutes, it is the appropriate use of land, and there is adequate infrastructure to serve the proposed land use, and it's not going to impact the surrounding

jurisdictions areas. Staff is recommending approval to change the 4.14 acres from the existing Land Use designation to the Ormond Beach Low Density Residential.

Ms. Behnke asked if there is a proposed use for this land. Ms. Weedo stated that the property owners want to build a single family home on the property. There is a plan to split the property and build two houses, one for a mother, and the other for her daughter and son-in-law.

Mr. Jorczak asked about the portion that was still in the county and would this get annexed into the County. Ms. Weedo explained that the whole property was already annexed in. The portion that was in the ISBA was still in the County. The Land Use and Zoning was under the City's jurisdiction. It was very complicated.

Mr. Briley asked about the portion that was zoned industrial, and wondered if it could have been developed with some sort of industrial use. Ms. Weedo stated that she didn't see how that could have happened, for the size of the property and the lack of service to the property. It would have been very costly to get water and sewer to develop it as industrial.

Ms. Behnke asked that if the property is designated Low Density Residential, then commercial property cannot go into the property. Ms. Weedo stated that was correct.

Ms. Gloria Gentry, 310 Wall Avenue, asked if this was part of Ormond Lakes and would they try to get water from Ormond Lakes? Are there any kind of wetlands in this property? Ms. Weedo stated that there will not be any availability for water and sewer to the property. They have contacted the Health Dept. and they will be able to get the well and septic. The plans that have been discussed have been to take the 4 acres and split it so that it will meet the Land Development Code regulations for setbacks, and for storm water, they will have to have a drainage plan, they will have to identify on their survey any trees, wetland areas, floodplain areas, the whole gamut, when the actual permit application comes in the door.

Ms. Gentry stated that she still doesn't understand why they needed this property to be annexed into the City. Ms. Weedo explained that this lot is a unique lot because it had both residential and industrial zoning, and was under two different jurisdictions. The County or City wouldn't have been able to issue a permit with the mixed zoning and land use. They annexed into the City so there would only be the one jurisdiction.

Mr. Don Dewar, 15 Deerskin Lane, stated that he abuts this property, and he was assured that the land by him would not be developed. He understands that there will be homes built on the property. Ms. Weedo stated that the property owners purchased this property based on the advice from the City, to annex the whole property so that they could build on it. Mr. Dewar asked if the purchasers of the property came to the City and stated that this was what they wanted to do with the property. Ms. Weedo stated that the purchasers didn't know how to go about purchasing the property and developing it the way they wanted to develop it, with two single family homes. After discussion and analysis with the Planning staff, this seemed to be the easiest and best solution.

Mr. Dewar stated that one of the concerns that he and his wife have is that they have a great deal of privacy now, and he wanted to know what the plans are to provide a certain amount of privacy between the developed land and the existing lots on Deerskin Lane. Ms. Weedo stated that it is whatever the property owner will want to do for privacy. Mr. Dewar stated that the property is quite deep, and they are just concerned about losing their privacy. He asked if the property owners were in attendance at this meeting. Ms. Weedo stated that they were not, because this is a City initiated Land Use and Zoning change. Mr. Dewar wanted to know when they will be attending a meeting.

Chairman Thomas asked Attorney Hayes to give some guidance or clarification that may help Mr. Dewar to understand the process. Attorney Hayes stated that this meeting is to change the Land Use which follows annexation, and that is the sole scope of the matter before the Board this evening. Whether the property owner submits an application to develop the property or not, it is irrelevant to what the task is this evening. If the property owner should submit an application to develop the property, then it will have to meet all the requirements of the Land Development Code, with respect to setbacks, fencing, and buffering. So, until the Planning Staff gets a plan from the applicant, they really can't answer the questions being asked this evening. Attorney Hayes suggested that Mr. Dewar meet with the Planning Staff and let them know what his concerns are in the event that an application for development is received. If that occurs, then property owners within a certain radius will get notice of it, and at that time they can look at specific plans, and address any concerns with the Planning Staff.

Chairman Thomas asked if spot buffering could be done. Attorney Hayes stated that the buffering will have to meet the requirements of the Land Development Code, and if it requires vegetated buffering, then that may direct Mr. Dewar's concern. There are a lot of things that will have to be evaluated. This is a sizable piece of property for residential purposes, so we will have to wait and see what develops.

Mr. Dewar stated that it is interesting that the size of the lot was mentioned, because presently they are talking about splitting it into two lots. Could they possibly break this into three lots? Ms. Weedo stated that she only knows what has been discussed, but she has nothing in concrete about what is going to be developed there. The property owner has just discussed the two lots, and the lot split process, and none of this can happen until the Future Land Use and Zoning is changed.

Chairman Thomas stated that he understands Mr. Dewar's concerns, and when this item comes back up, he will understand Mr. Dewar's concerns, as part of this Board.

Mr. Dewar asked about the balance of the property and wondered if the property owners could put a third house on the property. Ms. Weedo stated that they are only talking about one lot split, with one house on one side, and one on the other. In order to build another house, they would have to do another lot split, and they are not allowed to split the property again into another lot, for three years. There are rules that allow additional lot splits if the property owner wants to do that, as long as the dimensional standards meet the Land Development Code requirements.

Mr. Dewar asked if Ms. Weedo anticipated another lot split happening. Ms. Weedo stated that she doesn't anticipate it happening, but it could happen.

Ms. Press asked if this can happen without going before a Board. Do they have the right to do that? Ms. Weedo stated that just a lot split is an administrative process. Mr. Dewar stated that they could possibly divide this into four lots. Ms. Weedo stated over a twelve year time period possibly. Ms. Weedo stated that the property owners are very enthusiastic about getting started. They also live in Ormond Lakes and recently sold their house.

**Mr. Briley made a motion to approve LUPA 2016-083 Small Scale Land Use Amendment. Ms. Tolland seconded the motion. Vote was called, and the motion unanimously approved (7-0).**

**E. RZ 2016-084: 1195 Roberts Street – Zoning Map Amendment**

Ms. Becky Weedo, Senior Planner, City of Ormond Beach, stated that this is the corresponding rezoning case. This request will take the property at 1195 Roberts Street from Volusia County Urban Single Family Residential R-3, and the City's ISBA Light Industrial to the Ormond Beach Single Family Medium Density. There is already County's equivalent R-3 zoning in Ormond Lakes and Tomoka Estates. Staff supports the amendment because the impacts on facilities and services won't change, the proposed zoning classification of R-3 is consistent with the County's R-3 classification, and the administrative request is consistent with the compatibility matrix for Low Density Residential. Staff recommends approval of the change to the City's R-3 zoning classification.

**Mr. Jorczak made a motion to approve RZ 2016-084 Zoning Map Amendment. Ms. Press seconded the motion. Vote was called, and the motion unanimously approved (7-0).**

Mr. Lewis Heaster stated that before moving to Items F & G on the agenda for LUPA 2016-101 and RZ 2016-102, he currently has a business relationship with the applicant, so he will be refraining from discussion and will abstain from the vote on these two items. As directed by the City Attorney, he has to file form 8B with the Recording Secretary, and submit copies for the Board members.

**F. LUPA 2016-101: Volusia County Property Appraiser Parcel #4230-00-00-0051 – Small Scale Land Use Amendment**

Steven Spraker, Senior Planner, City of Ormond Beach, stated that this is a request that involves 1245 W. Granada Blvd. This property has attempted several times to do site plans to redevelop the property. There is an existing non-conforming single family house on the property. The geometry of the lot is not possible to draw a site plan that allows access in and out, provide landscape buffers, and make it a commercial development. The current property owner went to the neighboring church, and sought a triangle parcel, which basically evens out the parcel. This would allow additional access aisles, landscaping, and would make it a more developable parcel.

Mr. Spraker stated that the issue is that there is a public conditional land use on this triangle parcel. In order to do site development, it needs to be amended to

Residential-Office-Retail. This is a request for a .2 acre parcel to go from Public Institutional to Residential-Office-Retail. There is an existing single family house on the property. There is no site development proposed, and no application is pending. The matter before the Board tonight is just for the Land Use. Staff is recommending approval and believes that it meets the criteria for a Land Use change, and the applicant is here to address the Board.

Ms. Tolland asked if anyone is living in the house. Mr. Spraker stated that there are cars there, but he can't say for sure if someone lives there. Ms. Tolland asked if there were any plans for the house. Mr. Spraker stated that it will be demolished. There have been two different site plans present for this property. The problem is, for example, that a fire truck cannot make a turning maneuver around the site because there is not enough land area. The church was able to sell off a portion of land, so the Land Use and Zoning have to be made consistent.

Mr. Jeff Sweet, 595 W. Granada, attorney for Mr. Paul Holub, stated that this parcel cannot presently be developed without the triangle piece of land being added. So, it was acquired from the church and now we just need to complete the zoning. There are no plans to develop the parcel at the present time. There is someone living in the house right now.

**Mr. Jorczak made a motion to approve LUPA 2016-101 Volusia County Property Appraiser Parcel #4230-00-00-0051 – Small Scale Land Use Amendment. Mr. Briley seconded the motion. Vote was called, and the motion unanimously approved (6-0) with Mr. Heaster abstaining from the vote.**

**G. RZ 2016-102: Volusia County Property Appraiser Parcel #4230-00-00-0051 – Zoning Map Amendment**

Steven Spraker, Senior Planner, City of Ormond Beach, stated that this is the corresponding zoning for the land use change. The amendment seeks to change the zoning from SR Suburban Residential to B-10 Suburban Boulevard. When the property does go for site development there will be a neighborhood meeting since it abuts residential. If they would seek any variances or alteration to the code, they would go through a Planned Business Development. Staff is recommending approval of the B-10 zoning district.

**Ms. Tolland made a motion to approve RZ 2016-102 Zoning Map Amendment. Ms. Press seconded the motion. Vote was called, and the motion unanimously approved (6-0) with Mr. Heaster abstaining from the vote.**

**VIII. OTHER BUSINESS**

Mr. Jorczak stated that he would like to congratulate the City for changing the sign out at the airport. They did a really nice job and it is much more representative of the look we would like to see in the City, and it is in keeping with the ambiance of the City.

**IX. MEMBER COMMENTS**

Mr. Jorczak did visit the new CVS store at the corner of Nova and Granada and they did a marvelous job and got it up in record time. It is his understanding that

they have to move one palm tree that got planted in the wrong location, but they did a nice job and it is a credit to that corner.

Ms. Tolland stated kudos to the City, in particular Robert Carolin, for his pro-activeness for taking care of Zika control in the Ormond Beach gardens. They purchased some particular Mosquito Bits that help prevent mosquito infestation. Leisure Services is also working hard to clean up the ponds and streams that interconnect. These are such a gem in our City, and Ms. Tolland just wants to thank Robert and Leisure Services for being pro-active.

Mr. Briley asked Mr. Goss what the City's current policy is on street legal golf carts. There are several companies that sell golf carts and they say they are street legal because they have head lights and brake lights and you can get tags for them. The County's policy is that they do not allow golf carts on any street within the jurisdiction of Volusia County, unless it is a development that allows them. The people selling golf carts will tell people that they can drive them anywhere they want. Does the City have any kind of ordinance that allows these on City streets?

Mr. Goss stated that the City has to go through a process by statute to allow golf carts to go on City streets, and if there is a County regulation, then we would have to follow that regulation and get their approval.

Attorney Hayes stated that under State statute, the local governing body would have to approve it by ordinance, which was done for S.R. Perrott. Businesses do tell people that they can drive them anywhere that they want.

Mr. Briley stated that Ormond Beach police should probably be citing people for driving golf carts on City streets. Mr. Goss stated that the buyer should be finding out where they can drive them.

Chairman Thomas stated that he thinks the City should address this issue. Attorney Hayes stated that it is not the City's responsibility.

Mr. Briley stated that the County will not allow them on any County roads unless they are specifically authorized by the County Engineer, and they set up what roads are allowed. A subdivision such as Ormond Lakes wants to have golf carts within its community. The City would have to pass an ordinance so that the people in that community can drive them, but now there are horsepower issues, and the streets have to be posted "No golf carts beyond this point."

Chairman Thomas personally thinks it is something the City should address. He may want to get a golf cart to drive around his community.

Ms. Behnke stated that a lot of people drive golf carts onto the beach, and they are not allowed unless they have a license plate on them.

Attorney Hayes stated that by law they are not allowed, unless specifically allowed. The governing authority would have to list the streets on which they are allowed. They are not allowed in Ormond Beach, period. There is an exception in the statute for delivery companies such as UPS and FedEx, and golf carts may be used around

Christmas time when they are delivering packages. There is a specific statutory exemption for them. It doesn't apply to the population at large. The problem occurs between the business owner and the purchaser. There is nothing the City can do about that.

Chairman Thomas stated that the golf carts are becoming more popular and people are using them on streets. Ms. Behnke stated that people have to take them on streets to get to the beach.

Ms. Tolland stated that it is a good article for Wayne Grant to write about to make people aware.

Mr. Briley stated that up in the County section of John Anderson, where the speed limit is 30 mph, he got stuck behind one and he didn't realize it was a golf cart because he was about ½ mile behind the golf cart. Mr. Briley saw one on his way to the meeting at Granada and little Ridgewood, and he didn't know if the City had a policy that made them legal.

Ms. Press stated that she has a friend who plays tennis with her, and her golf cart is their second car, and she drives it to the beach and to play tennis.

Ms. Press stated that Ormond Beach had a Candidates Forum on August 1, and there was standing room only, which tells you what kind of an interest people have. The next forum will be October 5.

Chairman Thomas stated that the young scout that spoke really impressed him and he had the internal fortitude to get up and speak. He really enjoyed that.

**X. ADJOURNMENT**

The meeting was adjourned at 9:18 p.m.

Respectfully submitted,

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Ric Goss, Planning Director

ATTEST:

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Doug Thomas, Chair

*Minutes transcribed by Melanie Nagel.*

# FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME <i>HEASTER LEWIS MAX</i>	NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE <i>CITY OF O.B. PLANNING BOARD</i>
MAILING ADDRESS <i>90 RIVERSIDE DRIVE</i>	THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:
CITY COUNTY <i>ORLANDO BEACH VOLUSIA</i>	<input checked="" type="checkbox"/> CITY <input type="checkbox"/> COUNTY <input type="checkbox"/> OTHER LOCAL AGENCY
DATE ON WHICH VOTE OCCURRED <i>AUGUST 11, 2016</i>	NAME OF POLITICAL SUBDIVISION:
	MY POSITION IS: <input type="checkbox"/> ELECTIVE <input checked="" type="checkbox"/> APPOINTIVE

## WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

## INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also **MUST ABSTAIN** from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

\* \* \* \* \*

### ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

\* \* \* \* \*

### APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)

**APPOINTED OFFICERS (continued)**

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

**IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:**

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

**DISCLOSURE OF LOCAL OFFICER'S INTEREST**

I, LEWIS MAX HEASTER, hereby disclose that on AUGUST 11, 20 16:

(a) A measure came or will come before my agency which (check one or more)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, PAUL HOLUB;
- inured to the special gain or loss of my relative, \_\_\_\_\_;
- inured to the special gain or loss of \_\_\_\_\_, by whom I am retained; or
- inured to the special gain or loss of \_\_\_\_\_, which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

LUPA 2016-01  
+  
R2 2016-102

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

August 11, 2016  
Date Filed

[Signature]  
Signature

**NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.**

# STAFF REPORT

## City of Ormond Beach Department of Planning

**DATE:** September 1, 2016

**SUBJECT:** 5 South Yonge Street: Special Exception for sign variance

**APPLICANT:** Anne Dumond, Canopy Specialist, LLC on behalf of the property owner, Volusia County Enterprises LLC

**NUMBER:** SE 2016-108

**PROJECT PLANNER:** Steven Spraker, AICP, Senior Planner

**INTRODUCTION:** This is a request submitted Anne Dumond, Canopy Specialist, LLC on behalf of the property owner, Volusia County Enterprises LLC, to allow a ground sign to be 10' in height along the Granada Boulevard (S.R. 40) frontage of the property located at the southeast corner of Granada Boulevard (S.R. 40) and South Yonge Street (US Hwy 1). Section 3-47(B)(2)(a) of the Land Development Code allows a maximum sign height limit of 8' and Section 3-49 of the Land Development Code allows sign variances for the height limit of a sign through the Special Exception process. The additional 2' of sign height is sought based on an existing traffic control device on the Granada Boulevard (S.R. 40) which obstructs the view of the existing sign. The property address is 5 South Yonge Street, Volusia County Property Appraiser short parcel ID 4215-11-06-0010.

**BACKGROUND:** The property at 5 South Yonge Street is an existing Mobil convenience store with fuel sales. The subject property received approval from the Site Plan Review Committee (SPRC) on July 20, 2005, for a redevelopment project for a 2,400 square foot building with four gas terminals and 8 individual fueling areas. The site and building improvements were issued a final Certificate of Occupancy on May 19, 2006. The site signage along Granada Boulevard was not modified as part of the overall redevelopment plan.

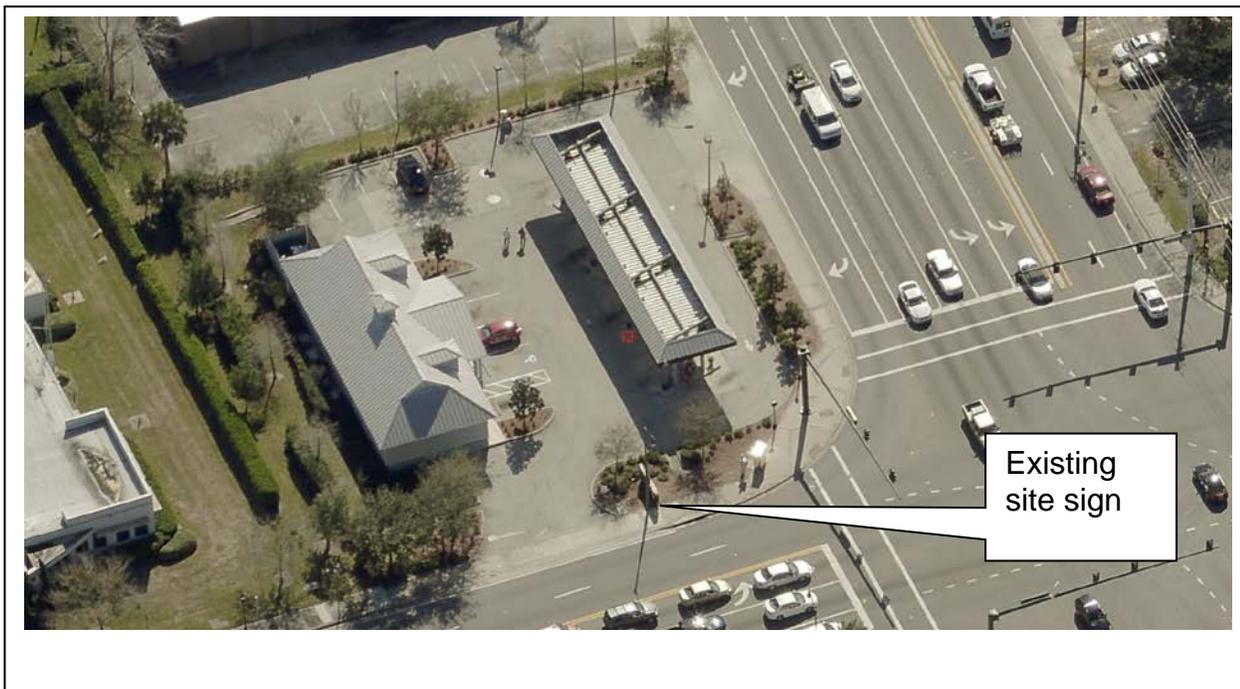
During the 2005 SPRC review, it was established that there was a proposed project to expand the Yonge Street right-of-way for intersection improvements and a portion of the subject property would be taken. The Florida Department of Transportation (FDOT) performed an eminent domain taking of a portion of the Yonge Street and Granada Boulevard frontage to allow a dedicated right hand turn lane for northbound traffic turning eastbound onto Granada Boulevard. The taking by FDOT left a varying landscape buffer of 1' to 10' along the Yonge Street and Granada Boulevard frontages. On January 6, 2010, the property at 5 South Yonge Street was issued a variance to reduce the required landscape buffer along Yonge Street and Granada Boulevard to reflect land area that was taken by the FDOT.

The chart below describes the surrounding land uses around 5 South Yonge Street:

**Exhibit 1: Surrounding Uses with Land Use and Zoning**

Direction	Use	Future Land Use Designation	Zoning
North	Gas station	“General Commercial”	(PBD) Planned Business Development
South	Commercial uses	“Heavy Commercial”	B-5 (Service Commercial)
East	Police station	“Public Institutional”	B-4 (Central Business)
West	Vehicle repair	“Heavy Commercial”	B-5 (Service Commercial)

**Exhibit 2: Site aerial:**



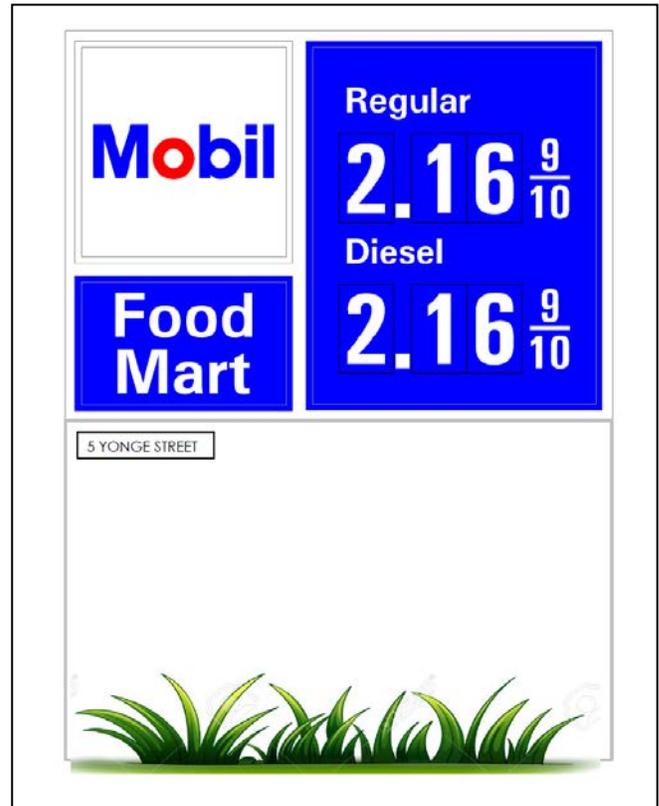
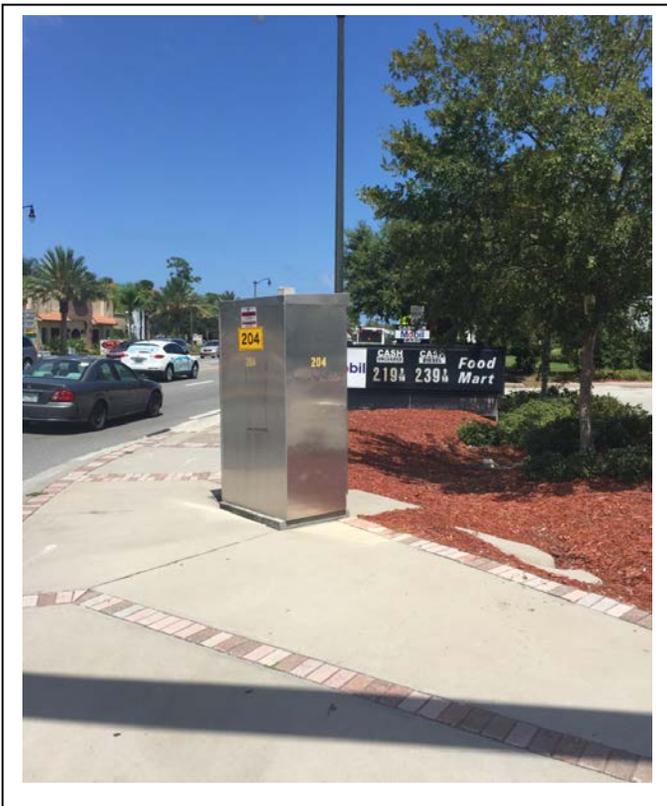
Source: <http://explorer.pictometry.com/index.php>

**PROJECT DESCRIPTION:** The Special Exception seeks to allow a ground sign of 10' in height where the Land Development Code allows only a monument sign that is a maximum of 8' in height. The application is sought based upon the location of an existing traffic control box that is located directly west of the existing site sign that blocks visibility for east bound traffic. **There is no other site or building construction proposed with this Special Exception application.**

The existing sign, shown in Exhibit 3, is monument sign that encroaches into the Granada Boulevard right-of-way. The sign also blocks visibility for motorists exiting the Mobil property of east bound traffic and vehicles making a right hand turn from South Yonge Street onto Granada Boulevard. The Special Exception application seeks to allow a ground sign that is 10' in height as shown in Exhibit 4. The sign application shows that the sign would be designed to meet the required 5' setback from Granada Boulevard.

**Exhibit 3: Photograph of the existing Mobil sign**

**Exhibit 4: Proposed sign at 10' in height**



Source: Site picture on August 24, 2016

Source: Applicant's submittal

## **ANALYSIS:**

Section 3-47(B)(1) of the Land Development Code provides the requirement that all site signs in the Downtown Community Redevelopment Area are required to be monument signs. Section 3-47(B)(2) of the Land Development Code states that the maximum monument sign height is 8'. Section 3-49 of the Land Development Code allows for sign height variances through a Special Exception. The applicant has submitted the ground sign plan with the intent of obtaining a Special Exception to allow the ground sign 10' in height instead of the required 8' height limit allowed by Section 3-48(B)(2) of the Land Development Code.

The following is a review of Section 3-49 of the Land Development Code. Section 3-49(1) of the Land Development Code states, "Sign variances may be requested through the special exception process where an applicant desires the use of a ground, pedestal, or pole sign in lieu of a required monument sign. No other type of variance shall be permitted other than the height of the site signage. Applications shall be reviewed against the following criteria":

- a. There are special and unique conditions related to the property or structures on site exist that limit the ability to identify business within the property and cause a need to modify the monument sign height regulations. Examples of special and unique conditions would include limited visibility and traffic safety.**

The existing sign has been at the site for a number of years, since before the 2005 redevelopment. There are two primary issues with the existing sign. The first issue is that the existing traffic control box blocks the visibility of the sign for east bound motorists. The second issue is that the existing sign encroaches into the right-of-way and blocks visibility of motorists exiting the Mobil gas station creating a traffic safety issue. The proposed sign would cure both of the issues listed above by being placed above the traffic control box and being setback 5' from the Granada Boulevard right-of-way.

- b. The proposed signs would be conducive to promoting traffic safety by preventing visual distractions.**

The proposed sign would improve visibility for motorists exiting the Mobil station and improve traffic safety. The sign would improve the visibility of the site signage by being located slightly higher than the traffic control box.

- c. The special exception shall not amend the requirements of subsection 3-47.C. of this Code (allowed square footage, height maximum of 20', or number of site signs).**

The sole request of the Special Exception is to allow an additional 2' of sign height. No other sign provisions are sought to be waive as part of this Special Exception.

- d. Site signs otherwise not permitted within the sign article shall not be introduced through the special exception.**

No signs otherwise not permitted by the sign article are being introduced in this Special Exception. The sole request is for a ground sign that is 10' in height.

**e. Impacts of the proposed sign(s) on residential uses.**

There are no residential uses surrounding the subject property and there shall be no residential impacts.

**f. Proposed ground, pedestal, or pole sign shall provide architectural elements, such as wrap columns and no exposed metal poles. Sign renderings shall be included as part of the development order.**

Sign renderings are included in attachment two and there are no exposed poles. The sign will be a ground sign with a covering.

**Section 1-15.E: Planning Board Criteria and Section 1-18.E: City Commission Criteria**

Sections 1-15.E. and 1-18.E of the Land Development Code establish the Planning Board and City Commission Development Order criteria. The Land Development Code states that the following criteria shall be considered:

**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 request will not adversely affect the public health, safety, welfare or quality of life. The proposed Special Exception proposes to raise the height of a site sign by 2' in order to have visibility above an existing traffic control box.

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

The site has a Future Land Use designation of "General Commercial", which is consistent with the proposed use. Objective 2.1 of the Future Land Use Element of the Comprehensive Plan discussed maintaining innovative techniques within the Land Development Code regarding commercial properties. The proposed sign utilizes a variance procedure that was implemented for atypical sites with Planning Board review and City Commission approval. The proposed Special Exception 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.**

The proposed application for the height of the site signage will not adversely impact environmentally sensitive lands or natural resources and is an existing developed site.

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

The proposed application for the height of the site signage will not depreciate the value of surrounding property if the merchandise is displayed in accordance with the proposed plan.

**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.**

Public facilities currently serve the site and there would be no impact to the existing infrastructure as the result of this application.

**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 Special Exception would have no negative impact to traffic patterns or vehicle movement. The proposed new sign would improve visibility of motorists leaving the site going eastbound on Granada Boulevard.

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

There is no development proposed with this Special Exception related to the height of the site signage.

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

There are no changes to the site and the proposed sign would improve safety on the site for occupants and customers.

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

There is no new building development related to the Special Exception application and this criterion is not applicable.

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

This application has not been reviewed in a public forum and no testimony has been provided.

**RECOMMENDATION:** It is expected that the application will be reviewed by the City Commission on October 18, 2016. It is recommended that the Planning Board **APPROVE** the application for the Special Exception to allow a ground sign at a height of 10', a 2' variance, from the maximum height limit of 8' established by the Land Development Code.

**Attachments:**

Attachment 1: Site Maps and Pictures

Attachment 2: Applicant Provide Information

# **ATTACHMENT 1**

Maps & Site Pictures



LOCATION MAP  
5 South Yonge Street





5 South Yonge Street, Special Exception for new site sign



Mobil



STAY SEPARATED  
Keep 10  
feet apart

DO NOT START  
YOUR ENGINE  
if Stopped

NO SMOKING  
in Park, Dining

NO PET CRUISE

PUSH BUTTON  
IN GREEN

GRANADA BLEND



S & YONKE



# **ATTACHMENT 2**

Applicant provided  
information

**Mobil**

Regular

**2.16**  $\frac{9}{10}$

Diesel

**2.16**  $\frac{9}{10}$

**Food  
Mart**

5 YONGE STREET



$\frac{3}{4}$ " X 12" X 10" PLATE WITH  $\phi$ 1 1/2" HOLE CENTERED

CENTER CONDUITS IN FOOTING  $\phi$ 1 1/2" FACTORY HOLE IN BASE PLATE

10" +/-  
DIRECTION OF  
SIGN

A.B. PLAN  
(4 BOLTS)

A.B. PLAN  
(4 BOLTS)

FINISHED COLUMN GRADE  
ELEVATION VARIES

150 SF OF LANDSCAPING TO BE INSTALLED AROUND  
BASE OF MID SIGN. MINIMUM OF (2) TYPES OF PLANT  
MATERIAL IN MINIMUM (1) GALLON SIZES

TOP OF ALL PIERS  
AT SAME ELEVATION

ROUGH GRADE

I.D. SIGN BOX  
10' WIDE  
SEE ATTACHED RENDERING FOR COPY

LOCATION ADDRESS WILL BE ON SIDE  
OF SIGN IN 6" LETTERS & NUMBERS  
FACING THE STREET

5 YONGE ST

C10X20 STEEL COLUMNS  
PROVIDE FASTENING DETAIL TO  
SIGN FRAMING.

WRAP BOTTOM OF SIGN  
FRAMING WITH ACM ON 4 SIDES

CONDUITS AS REQ'D

#3 CLOSED  
TIES @ 8" O/C

$\frac{3}{4}$ "  $\phi$  x 30" ANCHOR BOLTS  
EMBEDDED 1'-10" INTO PIER  
WITH HEAVY NUT HEAD

A  
SIGN

FOUNDATION DETAILSIGN A  
NO SCALE

STRUCTURAL NOTES

PLANS HAVE BEEN PREPARED IN COMPLIANCE WITH  
DESIGN LOADS PER 2014 FLORIDA BUILDING CODE WITH ASCE 7-10:

ROOF LIVE LOAD = 30 PSF

FLAT ROOF SNOW LOAD = 0 PSF  
BASED ON GROUND SNOW LOAD = 0 PSF

WIND LOADS:  
Vult = 140 MPH  
Vnom = 128 MPH  
Risk Category II  
LATERAL = 30.03 PSF  
UPLIFT = 22.01 PSF  
BASED ON 128 MPH 3 SECOND GUST WIND SPEED EXPOSURE 'C'  
OPEN STRUCTURE - NO INTERNAL PRESSURE  
IMPORTANCE FACTOR = 1.0

DEAD LOADS:  
DECK / GUTTER / LIGHTS = 5 PSF  
FASCIA = 5 TO 15 PLF (PER DESIGN)  
STRUCTURAL STEEL = SELF WT  
CONCRETE = 145 PCF

1. BOLTS - ASTM A325 UNLESS NOTED



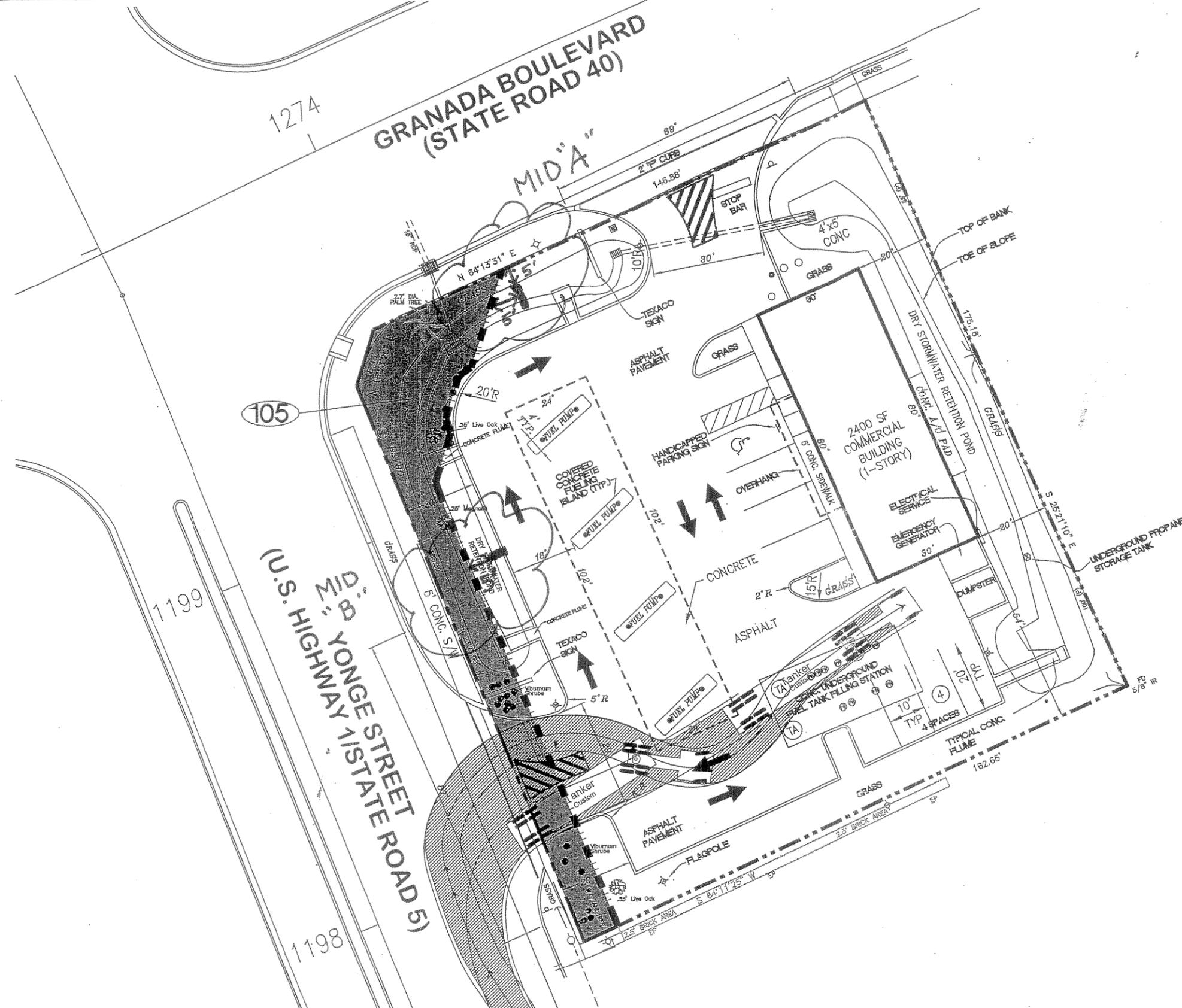
		STILLWATER TECHNOLOGIES INC. 203 HILLCREST STREET ORLANDO, FL 32801 FREDERICK A. BLECHA LICENSE # 50701	
		JUL 25 2016	
7/19/16	1	City Comments	AD
DATE:	#	REVISION DESCRIPTION	BY
			DATE:

Canopy Specialist LLC  
P.O. Box 5224  
Plant City, Florida 33563  
(813) 703-6844

MID SIGN "A"  
5'-0" HEIGHT X 7'-1" LENGTH

JOB NAME AND LOCATION:  
APEC - Ormond MOBIL  
5 Yonge Street  
Ormond Beach, FL

DATE:	6-25-16	PROJECT NO:	15-421
DRAWN BY:	N.F.		
CHECKED BY:		SHT NO.	CS-1



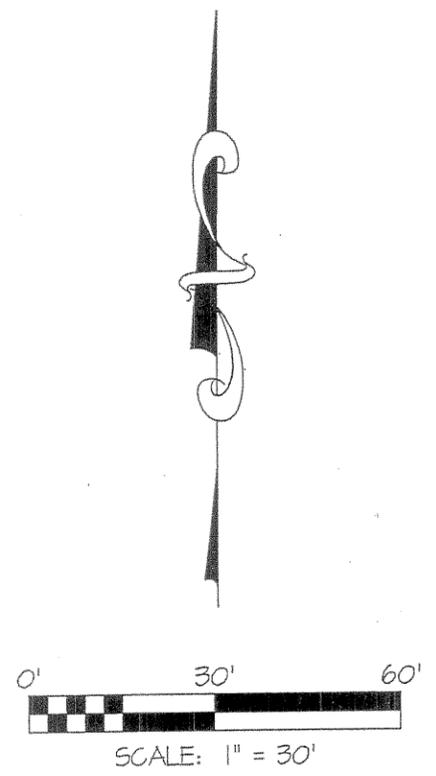
105

MID 'B' YONGE STREET  
(U.S. HIGHWAY 1/STATE ROAD 5)

GRANADA BOULEVARD  
(STATE ROAD 40)

MID 'A'

EXISTING CONDITION  
PARCEL 105  
FLORIDA DEPARTMENT OF TRANSPORTATION  
LAND ACQUISITION



# ATTACHMENT B

DESIGNER: N/A	SCALE: AS NOTED	 Maximer Consulting Engineers 530 DR. MARTIN LUTHER KING JR. STREET NORTH ST. PETERSBURG, FL 33704 (727) 844-8584 FAX (727) 842-4431 ENGINEERING BUSINESS No. 00008857	DATE	BY	REVISION	SHEET	
DRAWN BY: FM Sr./JS	DATE: 11.09						
CHECKED BY: RVM	PROJECT NO.:07125.039						



# CITY OF ORMOND BEACH

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

TO: Mr. Doug Thomas, Chairman  
Planning Board members  
FROM: Ric Goss, Planning Director

SUBJECT: Case#16-110

DATE: 8 September 2016

## **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 July of this year the Planning Board had a workshop on the draft bike plan which has been vetted with neighborhood residents who reside in the vicinity of a proposed bike trail, OSLT Board, Public Works Advisory Board, Quality of Life Board and the City Commission. The Plan is ready for a public hearing.

The Plan, which is attached, has been a work in progress for quite some time. It was only this summer that we were able to complete a draft for public inspection. 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 2.5 miles of shared use paths (8 foot wide sidewalk) and 9.15 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.

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. A small fixed span bridge proposed earlier was deleted. The total cost of the plan is estimated between \$4.3 million and \$5.7 million depending on the routes that are finally chosen and designed. 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 \$14 million in reduced injury costs and health benefit costs over the 10 year horizon of the Plan.

### **RECOMMENDATION:**

Endorse the Citywide Bike Plan and forward the plan to the City Commission for action.

9/1/2016

*CITY OF  
ORMOND  
BEACH*

*DRAFT 2016-2026 BICYCLE  
MASTER PLAN*



*PLANNING DEPARTMENT*

## Acknowledgments

### City Commissioners:

Ed Kelley, Mayor  
James Stowers, City Commissioner, Zone 1  
Troy Kent, City Commissioner, Zone 2  
Rick Boehm, City Commissioner, Zone 3  
Bill Partington, City Commissioner, Zone 4

### City Manager:

Joyce Shanahan, CCM

### Planning Board:

Doug Thomas, Chairman  
Harold Briley, Vice Chairman  
Lewis Heaster, member  
Pat Behnke, member  
Rita Press, member  
Alan Jorczak, member  
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Stephen Shams, 2015 UF Graduate Planning Intern

## Table of Contents

<b>I.</b>	<b>EXECUTIVE SUMMARY</b> .....	6
<b>II.</b>	<b>INTRODUCTION</b> .....	8
<b>III.</b>	<b>GOALS AND OBJECTIVES OF BIKE PLAN</b> .....	9
<b>IV.</b>	<b>CONSISTENCY WITH COUNTY, REGIONAL AND STATE PLANS</b> .....	11
<b>V.</b>	<b>EXISTING CONDITIONS</b> .....	12
	A. On Street Facilities.....	12
	B. Off Street Facilities.....	14
	C. Ormond Scenic Loop and Trail.....	17
	D. Bicycle Parking and Repair Facilities .....	17
	E. Existing Bike and Pedestrian Level of Service .....	19
	1. Road Corridors.....	19
	2. Signalized Intersections .....	19
	F. Bike Facilities in Ormond Beach .....	20
	1. Types of Bike Facilities .....	20
<b>VI.</b>	<b>DESIGNING BIKE FACILITIES – FOR WHOM?</b> .....	22
	A. Users.....	22
	B. Selecting the Right Bicycle Facility for the User .....	22
	C. Design Elements .....	24
	D. Design Philosophy .....	26
<b>VII.</b>	<b>BICYCLE AND PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES</b> .....	26
<b>VIII.</b>	<b>EVALUATION</b> .....	27
	A. Bicycle Crash Analysis.....	27
	B. Types of Bike Crashes .....	31
	C. Findings.....	31
<b>IX.</b>	<b>ENFORCEMENT AND EDUCATION</b> .....	32
	A. State Laws (Chapter 316, Section 316.2065).....	33
<b>X.</b>	<b>COST ESTIMATES</b> .....	33
<b>XI.</b>	<b>BICYCLE NETWORK</b> .....	34
	A. Forest Hills Connector.....	35
	B. Tomoka State Park Multi-Use Path - Phase 2.....	35
	C. Thompson Creek Multi-Use Path .....	36
	D. Sanchez Multi-Use Path.....	38

E.	US 1 Shared Use Path.....	38
F.	East Coast Greenway (ECG) Trail .....	39
G.	Hand Avenue Multi-Use Path.....	39
H.	Kings Highway Heritage Shared Use Path.....	40
I.	Broadway Multi-Use Path .....	41
J.	Bike Plan Costs.....	41
<b>XII.</b>	<b>Priortizing Bike Paths.....</b>	<b>42</b>
A.	Criterion and Weight.....	42
B.	Prioritization:.....	44
<b>XIII.</b>	<b>RECOMMENDED WAYFINDING SIGNAGE .....</b>	<b>45</b>
<b>XIV.</b>	<b>FINANCING OF SHARED USE AND MULTI-USE PATHS .....</b>	<b>46</b>
A.	River-to-Sea Transportation Planning Organization’s Bike-Pedestrian Program	46
B.	Volusia ECHO Program .....	47
C.	City Mobility Fees.....	47
D.	Tax Increment Financing.....	48
E.	Florida Communities Trust .....	48
F.	Land and Water Conservation Fund (LWCF).....	48
G.	The Recreational Trails Program in Florida (RTP) .....	48
H.	SunTrail Funding.....	49
<b>XV.</b>	<b>CIVIC ENGAGEMENT.....</b>	<b>49</b>
<b>XVI.</b>	<b>COST/BENEFIT OF IMPLEMENTING THE PLAN .....</b>	<b>50</b>
A.	Cost Profile .....	50
B.	Benefit Profile .....	50
C.	Cost/Benefit of Plan.....	52
<b>XVII.</b>	<b>KEY PERFORMANCE OUTCOMES.....</b>	<b>53</b>
<b>XVIII.</b>	<b>SUMMARY .....</b>	<b>54</b>
	<b>Works Cited.....</b>	<b>55</b>

## Table of Figures

	<b>Page#</b>
Table 1: Biking rates by age group, 1995-2009 .....	8
Table 2: Bus Routes in City .....	11
Table 3: Consistency with Plans .....	12
Table 4: Designated Bike Lane or Paved Shoulder .....	14
Table 5: Bicycle Parking Schedule .....	18
Table 6: Existing Bike & Pedestrian LOS.....	19
Table 7: Existing Bicycle LOS by Corridor and Intersection.....	20
Table 8: Facility Design Standards .....	24
Table 9: Bicycle Crashes by Year.....	28
Table 10: Bicycle Crashes by day of week .....	28
Table 11: 2010-14 Bicycle Crashes by Month .....	30
Table 12: 2010-14 Bicycle Crashes per capita .....	30
Table 13: Common Bicycle Collisions .....	31
Table 14: Cost Estimates.....	34
Table 15: Estimated Bike Plan Costs .....	42
Table 16 Rank and Weight of Criteria.....	44
Table 17 Prioritization of Bike Paths .....	45
Table 18: Mobility Fee .....	48
Table 19: Cost Profile .....	50
Table 20: Crash Severity and Costs .....	51
Table 21: Benefit Profile .....	52
Table 22: Cost-Benefit Profile (CBP) .....	53
Table 23: Key Performance Outcomes.....	53

## Exhibits

	<b>Page#</b>
Designated bike lanes and paved shoulders .....	1
Multi-use paths .....	2
Forest Hills Connector .....	3
Tomoka State Park Shared Use Path Phase 2.....	4
Thompson Creek Multi-Use Path.....	5
Sanchez Multi-Use Path .....	6
US 1 Shared Use Path .....	7
East Coast Greenway Trail.....	8
Hand Avenue.....	9
Kings Highway Heritage Multi-Use Path.....	10
Broadway Multi-Use Path .....	11
Proposed Bike Facility Network .....	12

## 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 2.5 miles of shared use paths (8 foot wide sidewalk not part of the road rights of way) and 9.15 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.

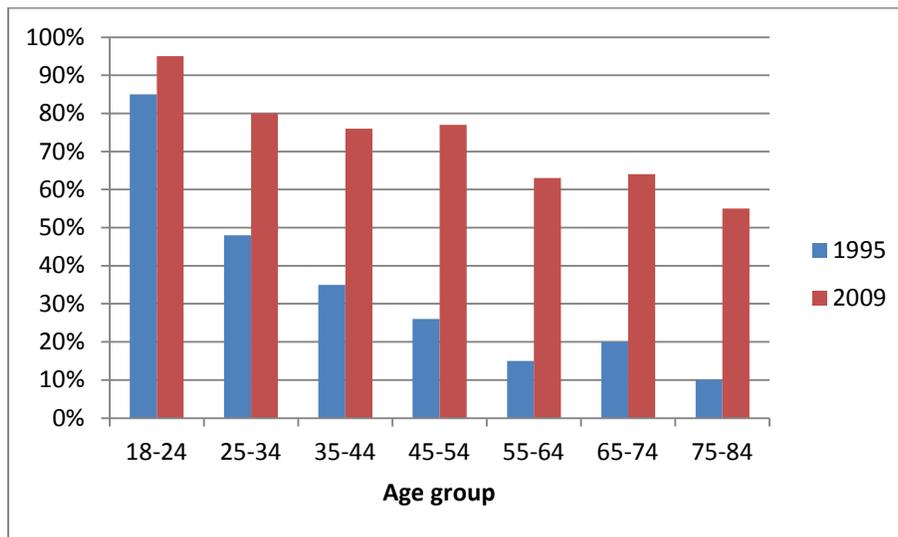
The Plan proposes 15.5 miles of multi-use path that connect multiple destinations. These are not paths or trails contained only in a park. One small fixed span bridge is proposed. The total cost of the plan is estimated to be between \$4.3 million and \$5.7 million depending on routes chosen and designed. 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 \$14 million in reduced injury costs and health benefit costs 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.<sup>1</sup> 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.<sup>2</sup> 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.

<sup>1</sup> (Anderson, 2014)

<sup>2</sup> (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.<sup>3</sup> 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

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<sup>3</sup> (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.

Table 3: Consistency with 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**

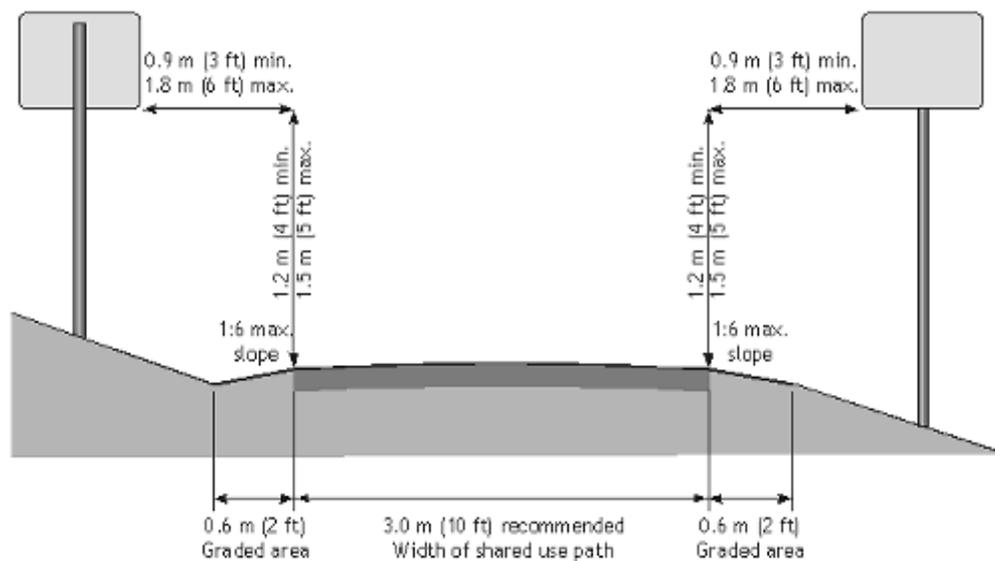
Road	From	To	Distance (mi)	Lane/Shoulder (ft)
Airport Road	FEC RR X	Ocean Pines BLVD	1.75	4
Clyde Morris	SR40	Aberdeen	1.18	4
North Halifax	SR 40	Banyan Drive	2.04	4
Hand Avenue	Shangri La	Williamson	2.03	4
Ocean Shore	Neptune	Northern City line	1.21	4
SR 40	A1A	Beach	1.02	4
SR 40	US 1	Williamson	3.70	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 Inglesa Avenue to Burr Oak Court (2,100 lf)

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

- Woodham Woods Trail (1.10 miles)
- GF Althouse Trail (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 mile 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.<sup>4</sup> 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.<sup>5</sup>

<sup>4</sup> (Entity)

<sup>5</sup> (Professionals, 2002)

Table 5: Bicycle Parking Schedule

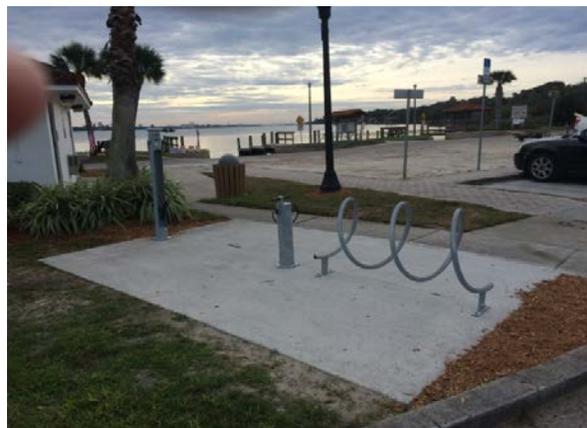
Residential	Percent of Required Automobile Parking
Multifamily apartment complexes	10
Timeshares	10
Nonresidential uses	
Bowling alleys	10
Child Care	5
Libraries	15
Hotels/motels	2.5
Uses located adjacent to SR A1A	5
Municipal and community office buildings	15
Office buildings > 30 required parking spaces	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 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.<sup>6</sup> The Level of Service for each of the road corridors is provided in Table 6.

Table 6: Existing Bike & Pedestrian LOS		
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.

<sup>6</sup> (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
	@ Harvard	B
Airport Road	@ Tymber Creek Road	A
	@ US1	A
Clyde Morris Boulevard Hand Avenue	@ Hand	A
	@ Nova	B
	@ Clyde Morris	D
Nova Road	@ Williamson	B
	@ Hand	C
	@ SR 40	C
SR 40	@ US 1	C
	@ Tymber Creek Road	B
	@ I95	B
	@ Williamson	B
	@ Clyde Morris	C
	@ Nova	B
	@ US1	B
	@ Halifax	B
	@ A1A	C
	@ Airport Road	C
Tymber Creek Road	@ Riverchase	D
	@ SR 40	B
	@ SR 40	B
US 1	@ Nova	A
	@ Airport	B
	@ I95 SB Ramp	B
	@ Hand	E
Williamson	@ 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.<sup>7</sup> 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.<sup>8</sup>

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.

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<sup>7</sup> (Administration, 1994)

<sup>8</sup> (Officials, 1999)

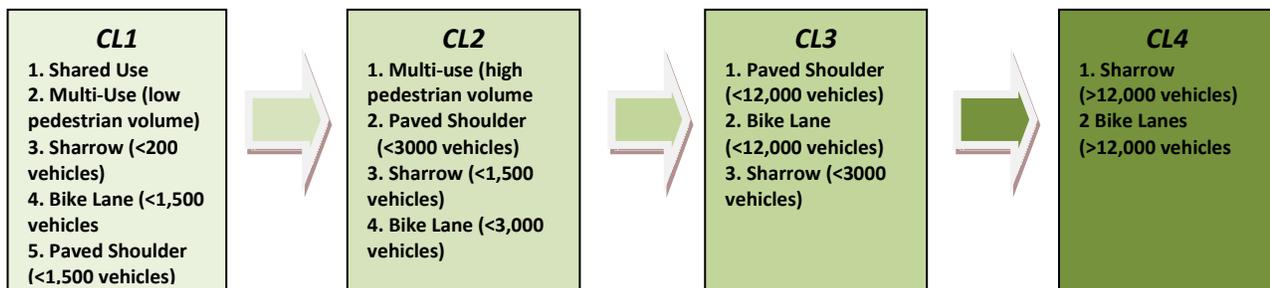
- 🚲 Crash reduction – Reducing or preventing bicycle crashes is important enough that all new or refurbishments of bike facilities must be assessed to resolve safety issues.
- 🚲 Directness – Connect traffic generators along direct lines of travel that is convenient for the user.
- 🚲 Accessibility – When 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

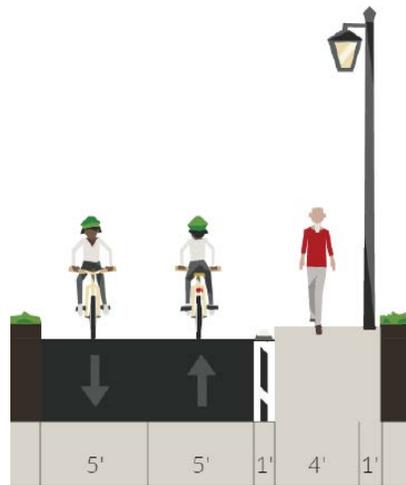
*Bike lanes principally cater to advanced bicyclist. Intermediate bicyclist comfort levels depend on vehicle volumes and speed.*

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.

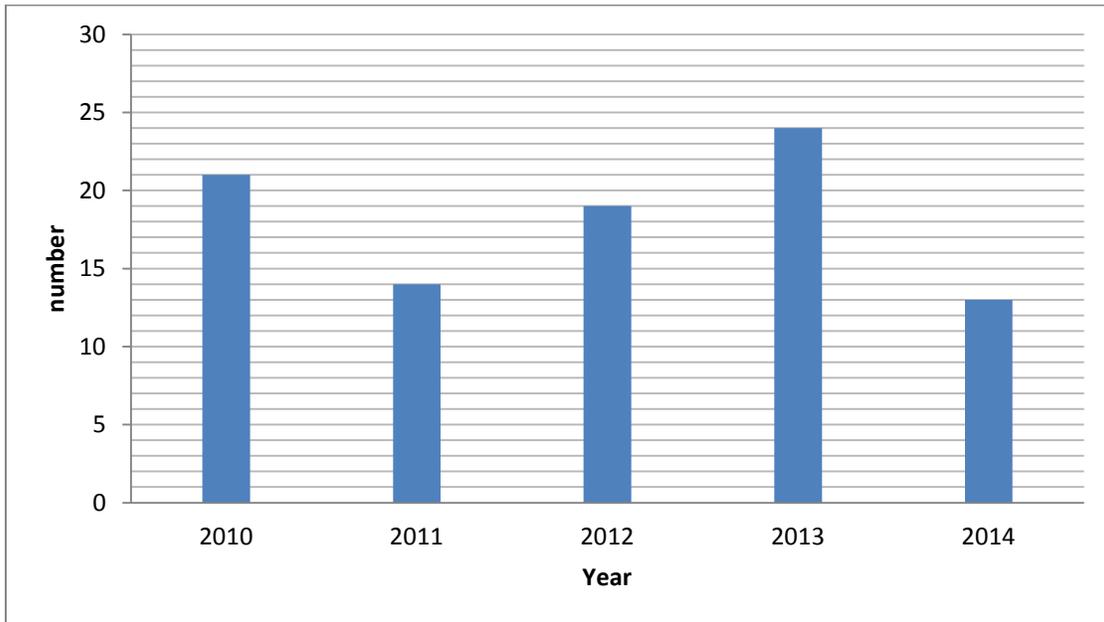
### A. Bicycle Crash Analysis

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.<sup>9</sup> 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.

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<sup>9</sup> (Florida U. o.)

**Table 9: Bicycle Crashes by Year**



**Table 10: Bicycle Crashes by day of week**

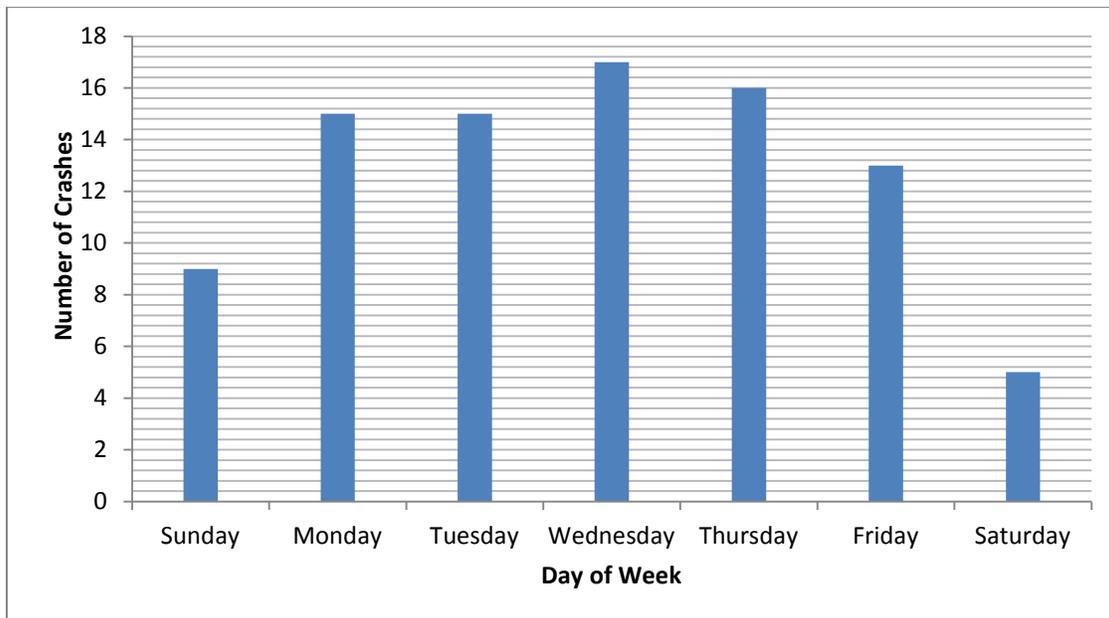
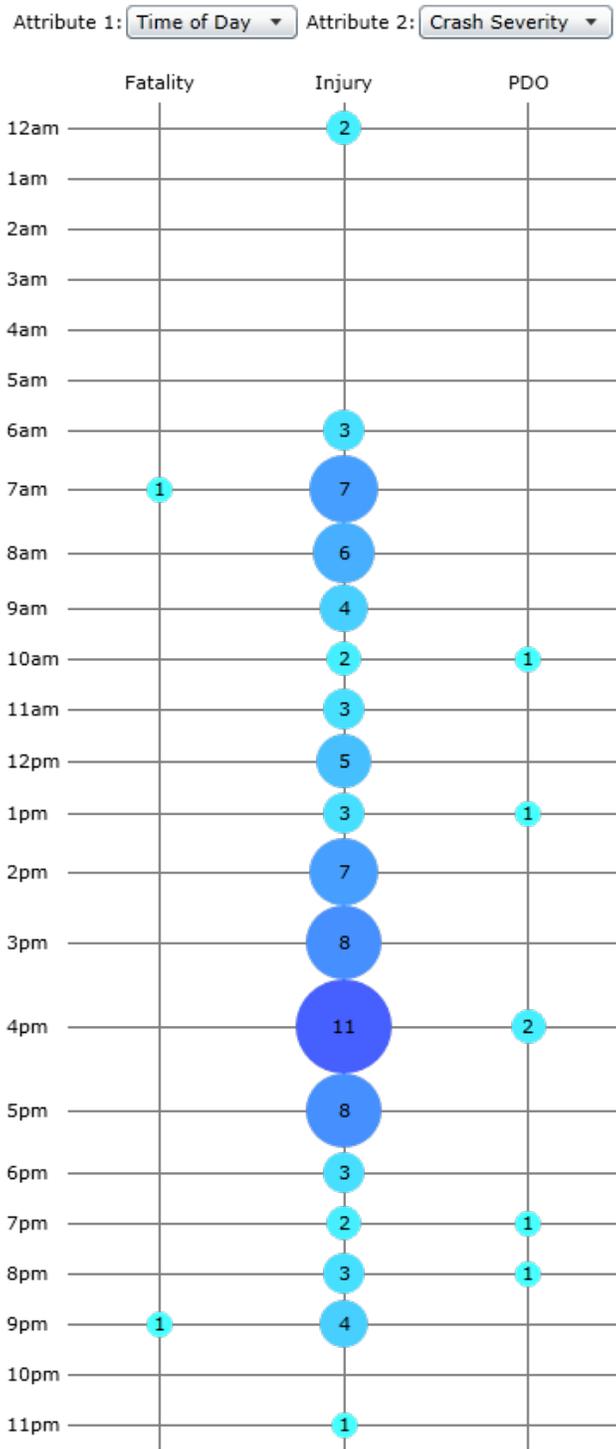
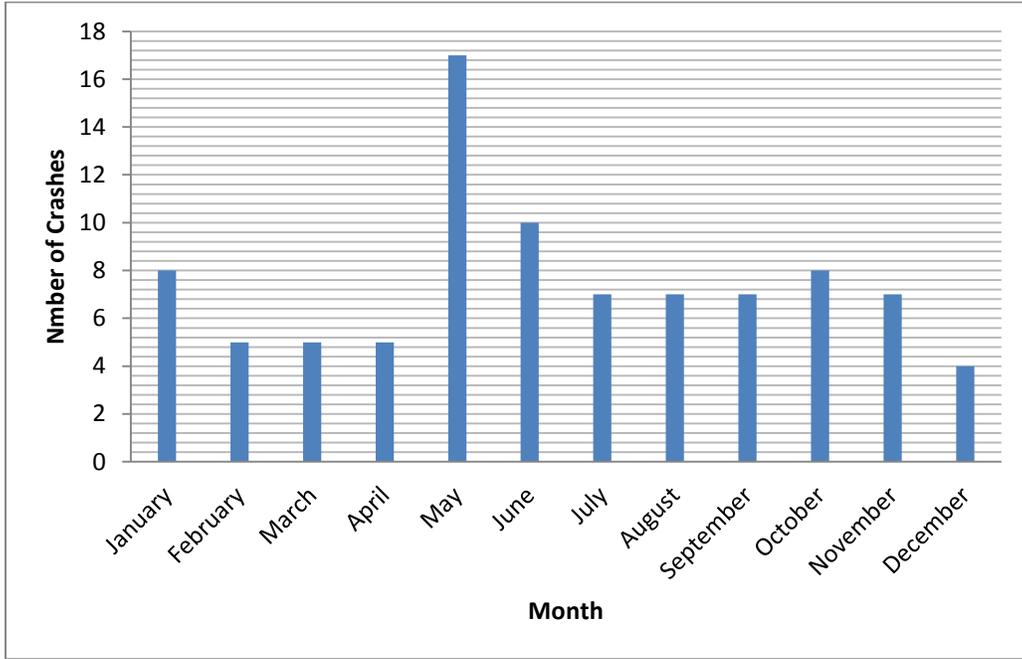


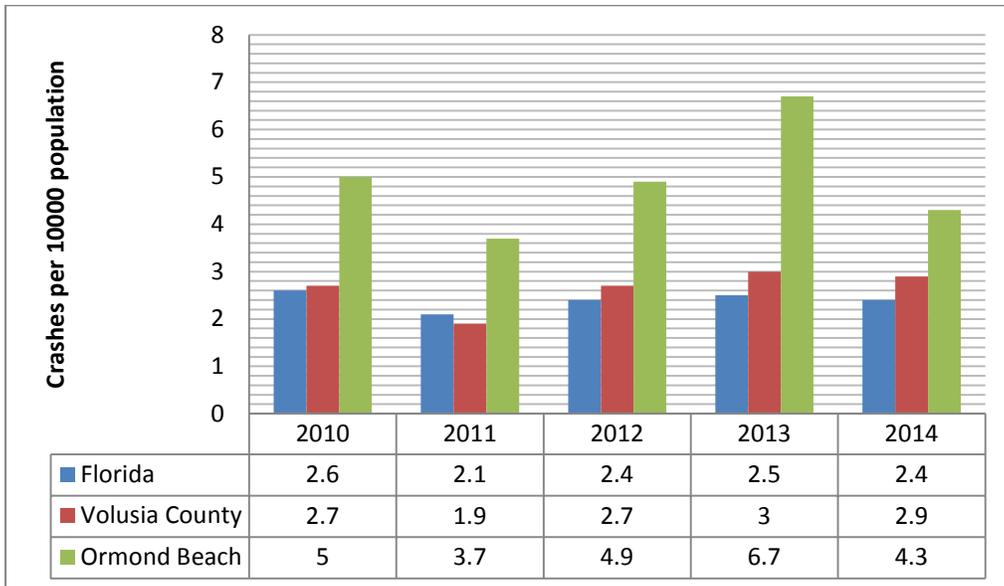
Figure 1: 2010-14 Crashes by time of day



**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.

<b>Collision Type</b>	<b>Number</b>	<b>Percent</b>	<b>Crash Group</b>
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	
<b>Total</b>	<b>95</b>	<b>100%</b>	

## 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.

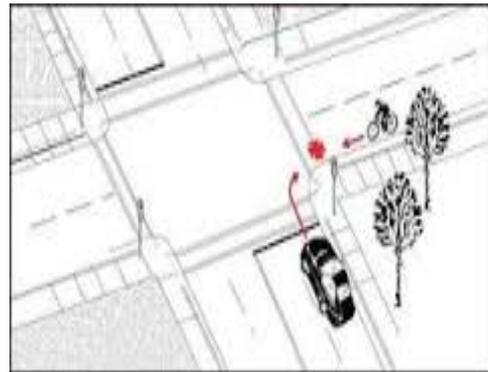
May was the month that had the largest number of bike crashes.

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. FDOT has funding available for law enforcement agencies to conduct High Visibility Enforcement operations for pedestrian and

bicyclist safety. High visibility enforcement funds are intended as a crash mitigation tool. These enforcement activities are designed to target unsafe behaviors of all road users, including motorists, pedestrians, and bicyclists. 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)<sup>1011</sup>

- 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.<sup>12</sup> 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

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<sup>10</sup> (Bicycle-traffic law)

<sup>11</sup> (Statute)

<sup>12</sup> (FDOT, 2014)

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.

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.<sup>13</sup> 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 Sytem, 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.<sup>14</sup> 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

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

<sup>14</sup> (Protection, 2012)

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

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

currently in Tier B – ready for funding. This pathway would be car-free and 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± linear feet of existing 5 foot sidewalk on N. Beach Street from Burr Oak Court to Domicilio 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 has only one possible alternative. Initially, a pedestrian bridge was examined at the canal crossing of Andrews Street. Silting and tidal flow puts an at grade span bridge in conflict with boats that are moored in the dead end portion of the canal. The most logical route would be to build an 8 foot path on Sanchez to connect to Yonge's 8 foot sidewalk. Yonge's sidewalk would then connect to Wilmette's 8 foot sidewalk. An upgrade of the signal and crossing at US 1 would be required but then the 8 foot multi-use path picks up again in an east-west fashion.

Project	Map #	Description	Length	Est. Cost
Sanchez multi-use path	6	Sanchez Park to Yonge to Wilmette.	.Approximate distance: 600 lf of 8 foot path; Stone driveway aprons in ROW require replacement with concrete; upgrade of signal/crossing; and construct missing link from Sanchez Park to Yonge.	\$75,000 to \$100,000  \$1000
Annual Maintenance Cost				

#### 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.<sup>15</sup>

Project	Map #	Description	Length	Cost
US 1 Trail	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

<sup>15</sup> (Transportation, US 1 Corridor Improvement Program, Phase II Summary Report, 2013)

## 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.<sup>16</sup> There were four alignments studied:

- 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
		Ocean Shore 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

<sup>16</sup> (Transportation, Ormond Beach East Coast Greenway Alliance Trail Designation Review, 2001)

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.<sup>17</sup>

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.

<sup>17</sup> (Protection, 2012)

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.

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	\$75,000-\$100,000	\$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		Feasibility Study	
Broadway	10,349 LF	\$450,000 to \$525,000	\$4,000
Total	75,016 LF	\$4,325,000 to \$5,725,000	\$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"> <li>Does the proposed project connect to an existing bicycle system by removing barriers and closing system gaps?</li> <li>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?</li> <li>Does the project provide directness by providing a convenient bicycle path to popular destinations such as schools, library, parks, downtown, and other public spaces?</li> </ul>	25
2	Safety	30.0%	<ul style="list-style-type: none"> <li>Does the project provide a safer, more comfortable and therefore a more appealing alternative to what currently exists in a given corridor?</li> </ul>	25
3	Demand	20.0%	<ul style="list-style-type: none"> <li>Does the project either supplement the existing bicycle system by removing physical barriers and/or closing system gaps?</li> <li>Are neighborhoods conveniently and comfortably connected within a ¼ miles of the proposed bike facility?</li> <li>Does the project serve diverse populations equally?</li> <li>Is the bike facility appealing to a broad range of age and ability levels and is consideration given to user amenities.</li> </ul>	25
4	Community Support	20.0%	<ul style="list-style-type: none"> <li>Did the bike facility project have support from a neighborhood or a user constituency group?</li> </ul>	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, , 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.

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

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.<sup>18</sup> 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

<sup>18</sup> (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:

<b>Crash Severity</b>	<b>Comprehensive Cost</b>
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.<sup>19</sup> 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.<sup>20</sup> 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.

<sup>19</sup> (Inc, 2005)

<sup>20</sup> (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.<sup>21</sup> 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.<sup>22</sup> 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	<b>Total</b>
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

<sup>21</sup> (Albert Gan, 2005)

<sup>22</sup> (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)											
<b>Cost Profile</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
Projected Costs	.52	1.0	.70	.12	1.80	.40	.70	.52	.03	.03	5.75
<b>Benefits Profile</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
Projected Benefits	1.56	2.84	2.02	.35	5.09	.96	1.87	1.52	.06	.06	16.48
<b>Cumulative CBP</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
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"> <li>1. % of bikeways that cater to each type of bicyclist (i.e. Advanced, Basic, Family).</li> <li>2. Number of existing road segments and intersections improved to Bike LOS B.</li> <li>3. Number of miles of multi-use and shared uses paths.</li> </ol>
 	<ol style="list-style-type: none"> <li>1. Number of crash hotspots improved.</li> <li>2. Reduction in bicyclist and pedestrian crash rate.</li> <li>3. # of reductions in injuries and death.</li> </ol>
	<ol style="list-style-type: none"> <li>1. Miles of networked bicycle routes with wayfinding signs indicating destinations and distances.</li> <li>2. % of households within ¼ mile of a bicycle facility.</li> </ol>
	<ol style="list-style-type: none"> <li>1. Establishment of Bike Advisory Committee.</li> <li>2. Development of an online crowd sourcing tool to ascertain user comments on existing and future bike path improvements.</li> <li>3. % of residents satisfied with the safety and comfort of existing bicycle and/or pedestrian facilities.</li> </ol>

## **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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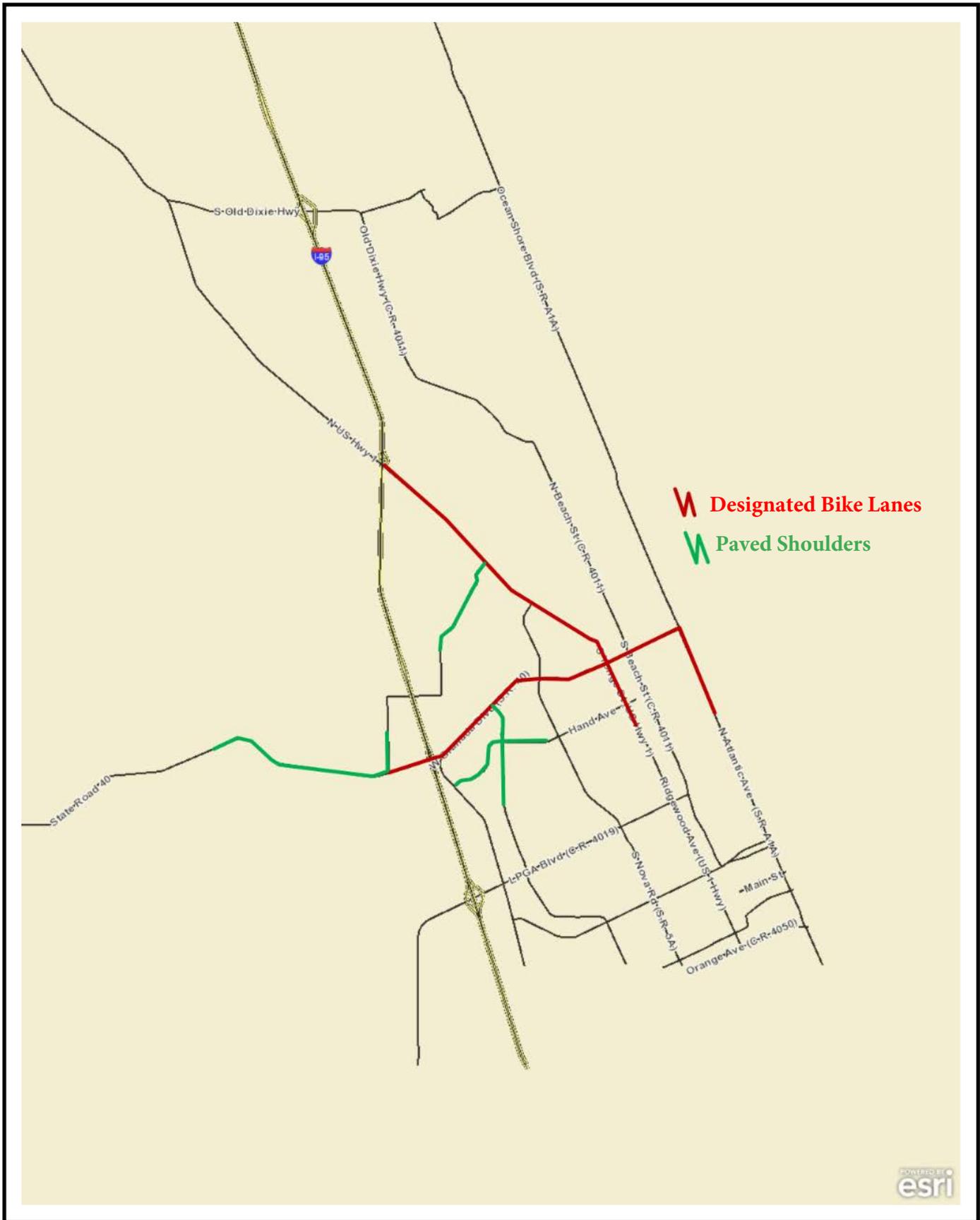
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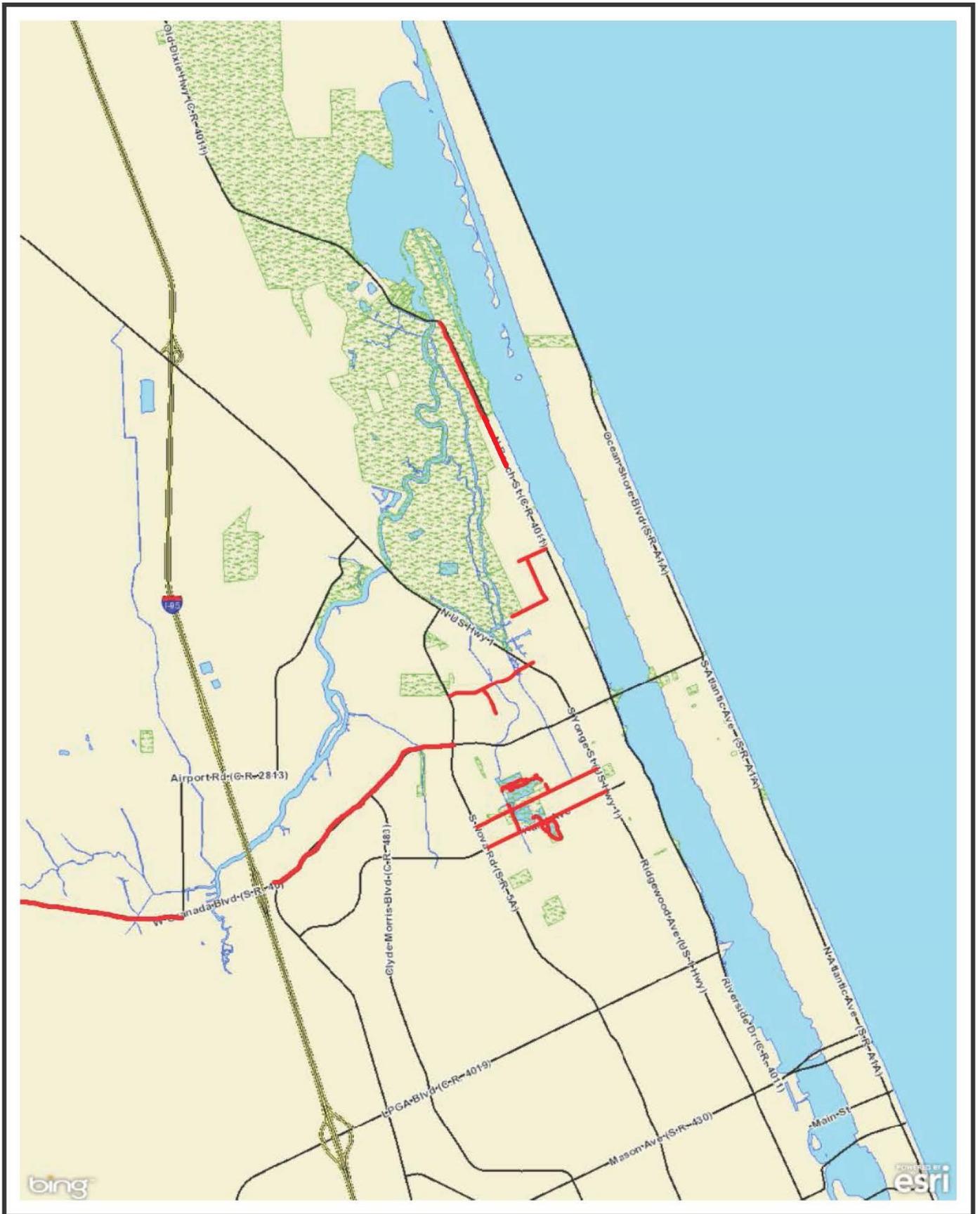


## LOCATION MAP

### Map 1 - Designated Bike Lanes & Paved Shoulders

RPG 081015

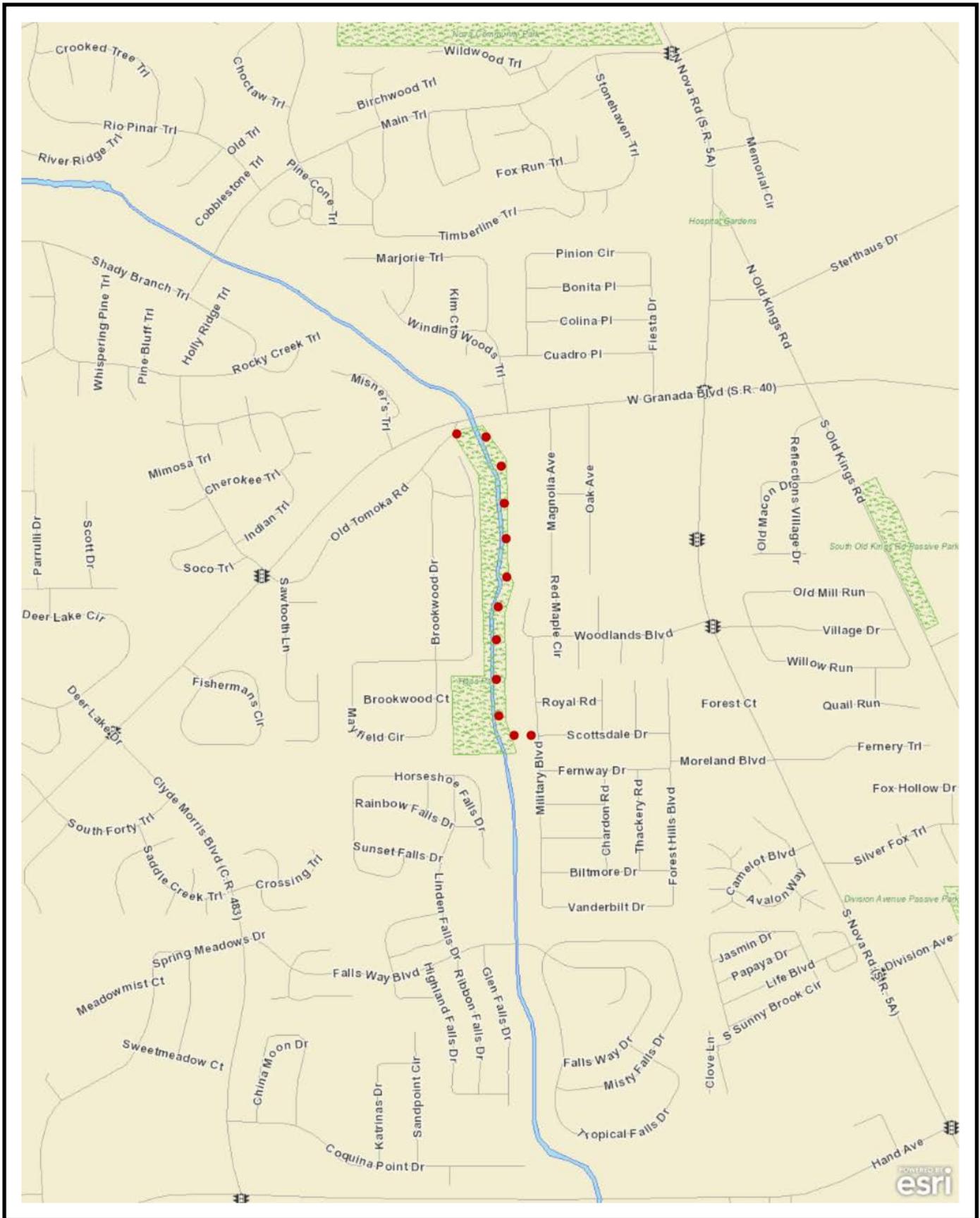




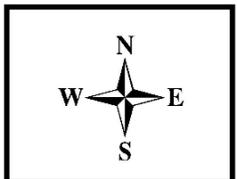
**LOCATION MAP**  
Map 2 - Multi-Use Paths

RPG072915





**LOCATION MAP**  
 Map 3 - Forest Hills Connector  
 rpg 073115

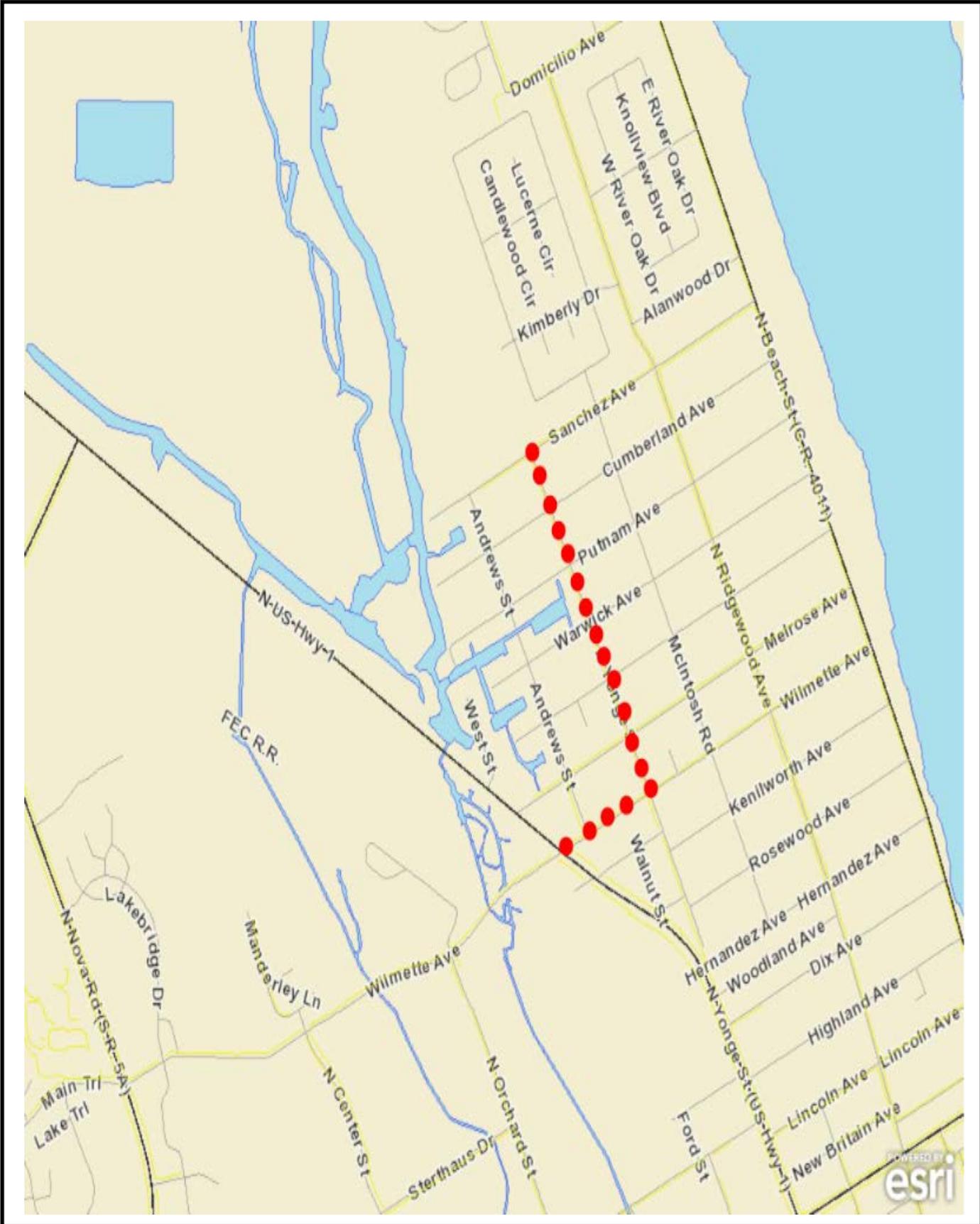




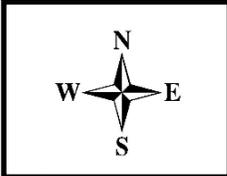
**LOCATION MAP**  
**Map 4 - Tomoka State Park Shared Use Path Phase 2**  
 RPG 073115

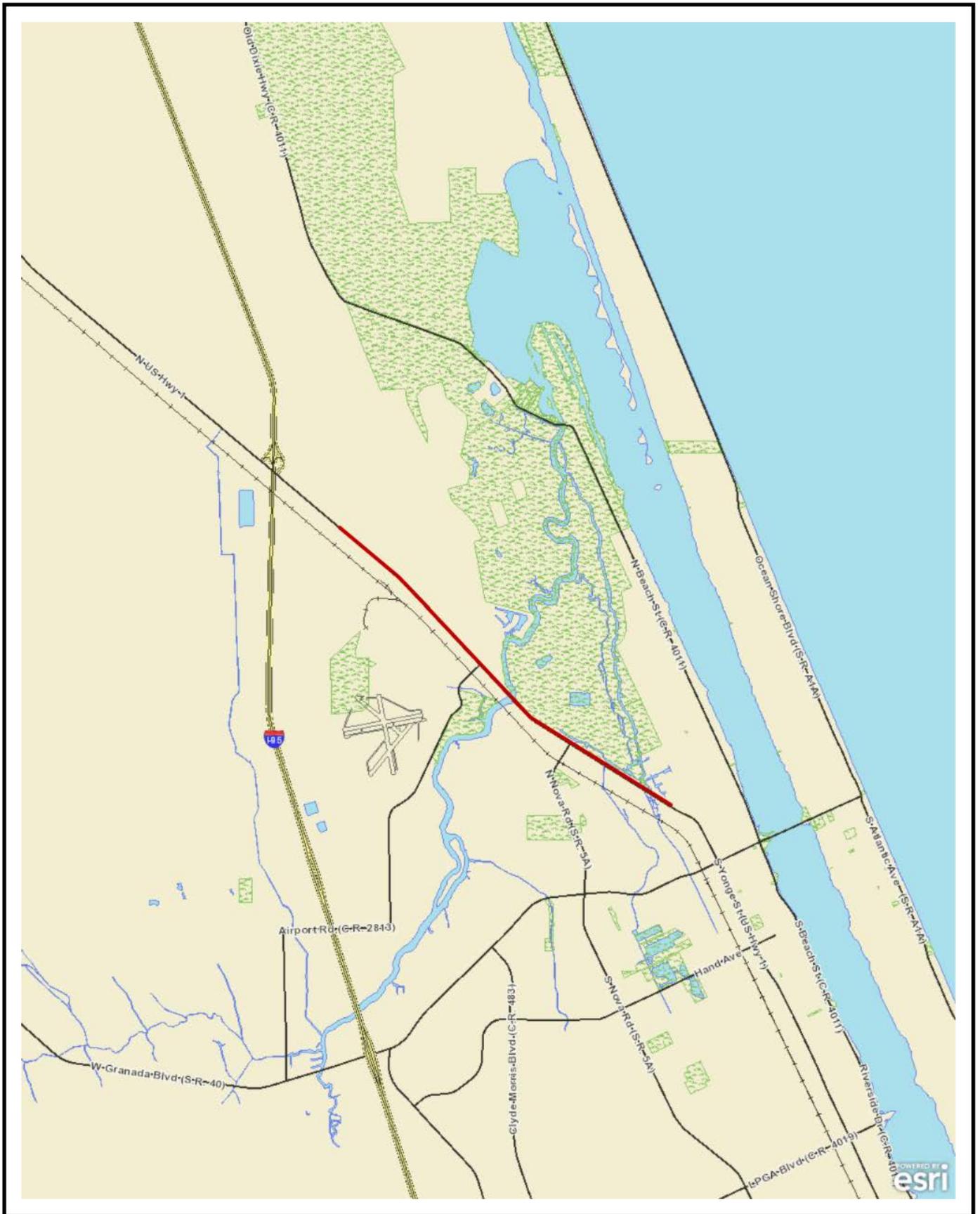






**LOCATION MAP**  
 Map 6 - Sanchez Multi-Use Path  
 RPG 073115





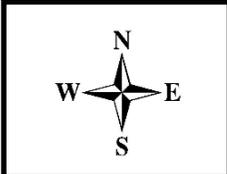
**LOCATION MAP**  
**Map 7 - US 1 Shared Use Path**

RPG 073115





**LOCATION MAP**  
 Map 8 - East Coast Greenway Trail  
 RPG 080315

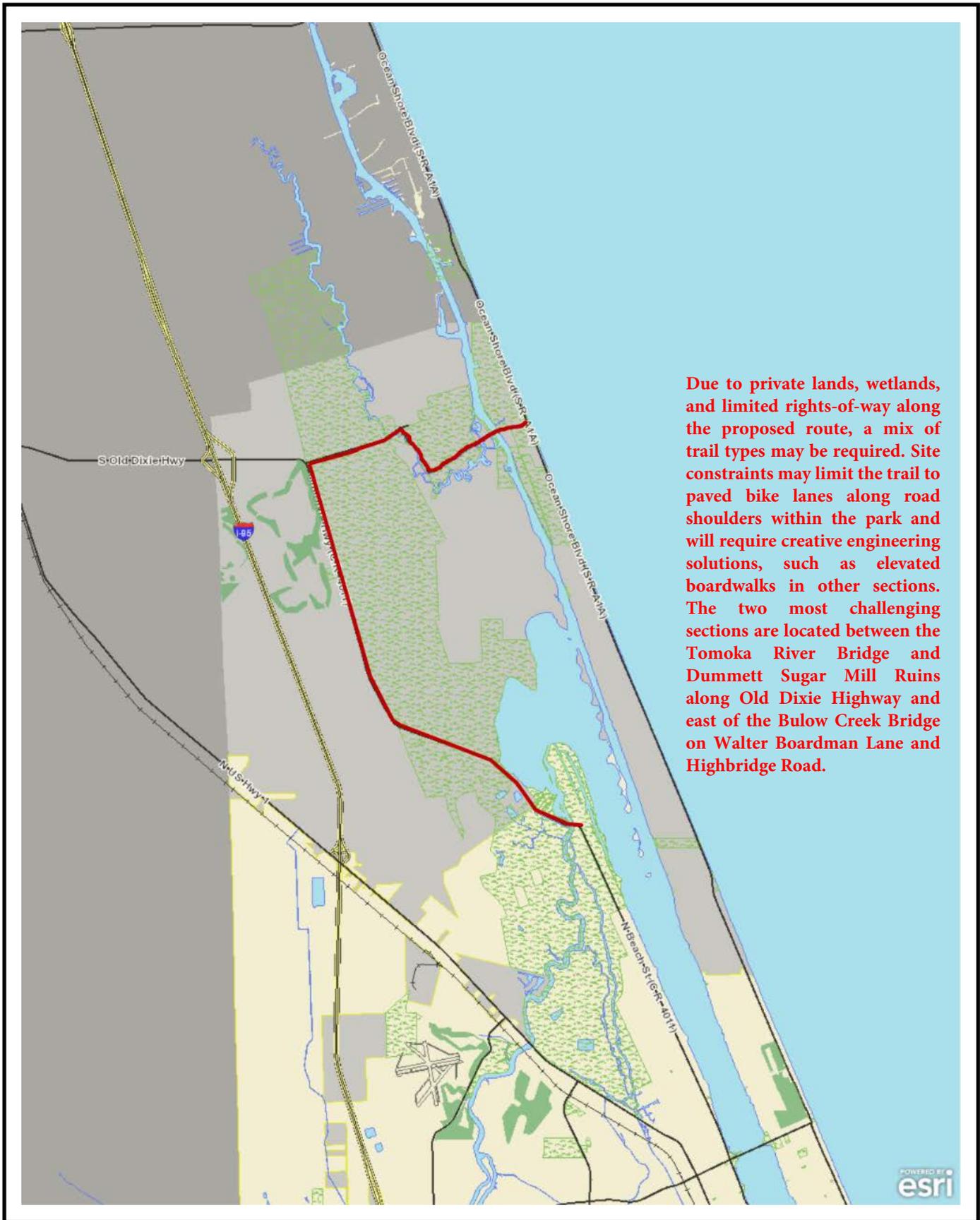




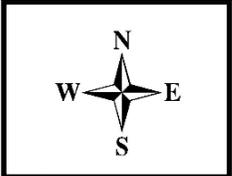
**LOCATION MAP**  
**Map 9 - Hand Avenue Multi-Use Path**

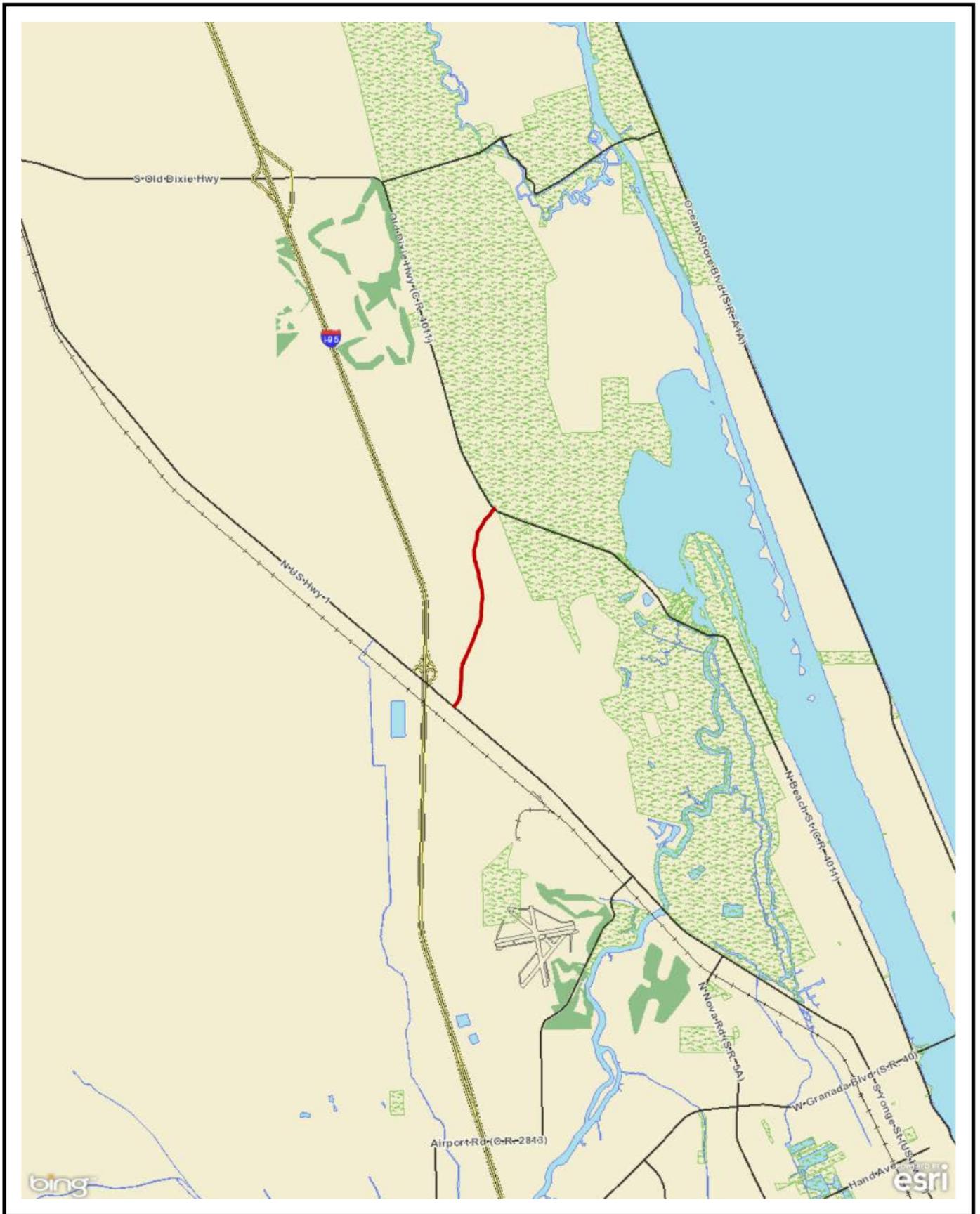
RPG 073115





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





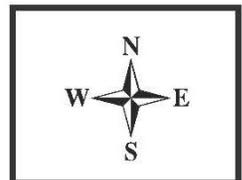
LOCATION MAP  
 Map 11 - Broadway Multi-Use Path

RPG 080315





**LOCATION MAP**  
 Map 12 - Proposed Bike Facility Network  
 RPG 080315





# Draft 2016 Bike Plan

**September 8, Public Hearing**

# Themes, Goals and Objectives

(pages 9-11 of Bike Plan)

- Safety  Complete, safe and attractive accessibility for bicyclists.
- Connectivity  Interconnected network of bike facilities that serve all users.
- Demand  Increase bicycle usage
- Health  Improve community health
- Community Support  Engage citizens in planning and development of bike facilities.

# Neighborhood Meetings



## CITY OF ORMOND BEACH

Planning • 22 S. Beach St. • Ormond Beach, FL 32174

**WHAT:** The City of Ormond Beach is hosting a series of neighborhood meetings to present the City's proposed Bike Plan. Information will be available to take home.

**WHY:** Notice of a workshop is provided to neighborhood residents who live within 300 feet of a proposed bike-pedestrian path. This plan outlines conceptual routes. Specific route feasibility and development of construction plans will require additional neighborhood meetings.

**WHEN:** Attendance at one or all three scheduled meetings is welcomed. The workshop material and presentation are the same at each meeting.

**WHERE:** 351 Andrews Street @ Ormond Beach Senior Center in SR Art Room

**WHO:** Ormond Beach Planning Department will host and present the Plan.

**QUESTIONS?** Please call 386.676.3343 or email to: [ric.goss@ormondbeach.org](mailto:ric.goss@ormondbeach.org)

### **WORKSHOP DATES**

January 11, 2016 @ 6-7:30 pm

January 13, 2016 @ 6-7:30 pm

January 20, 2016 @ 6-7-30 pm



# Biking and walking in Ormond Beach

(pages 12-17)

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-  10.65 miles of paved shoulders in city (4' wide)
-  2 designated bike lanes (17.42 miles) – SR 40 and US 1
-  2 miles of shared use paths within parks in city (8' and 10' wide)
-  8.94 miles of multi-use paths adjacent to roads (8' wide)
-  33.98 miles (Ormond Scenic Loop & Trail)

# Crash Statistics

(Pages 27-32)

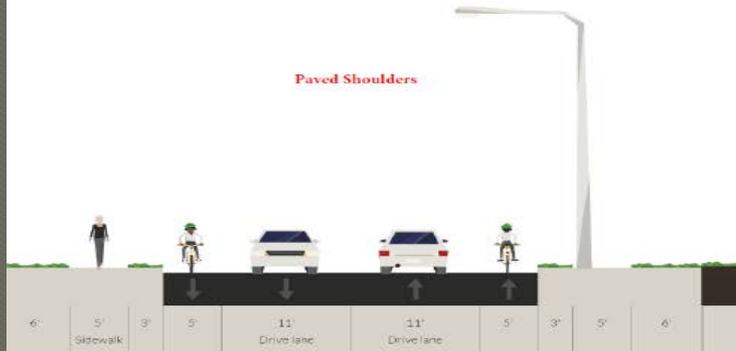
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-  2010-14 – 90 crashes involving 1 fatality and 85 injuries. 32 injuries on city roads.
-  Most crashes occur during weekday between 4-6 pm at intersections and driveways.
-  Ormond Beach during period studied had a higher per capita bike crash rate than Volusia or State.
-  Most common crash – right angle

# Highlights of Plan

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-  Proposes 15 miles of multi-use paths.
-  1 small fixed span bridge is proposed.
-  Cost of plan ranges from \$4.3 to \$5.7 million depending on alternatives chosen.
-  Cost/Benefit of Plan - \$16.5 million in reduced injury savings and health benefits over the Plan's 10 year horizon.



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



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



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



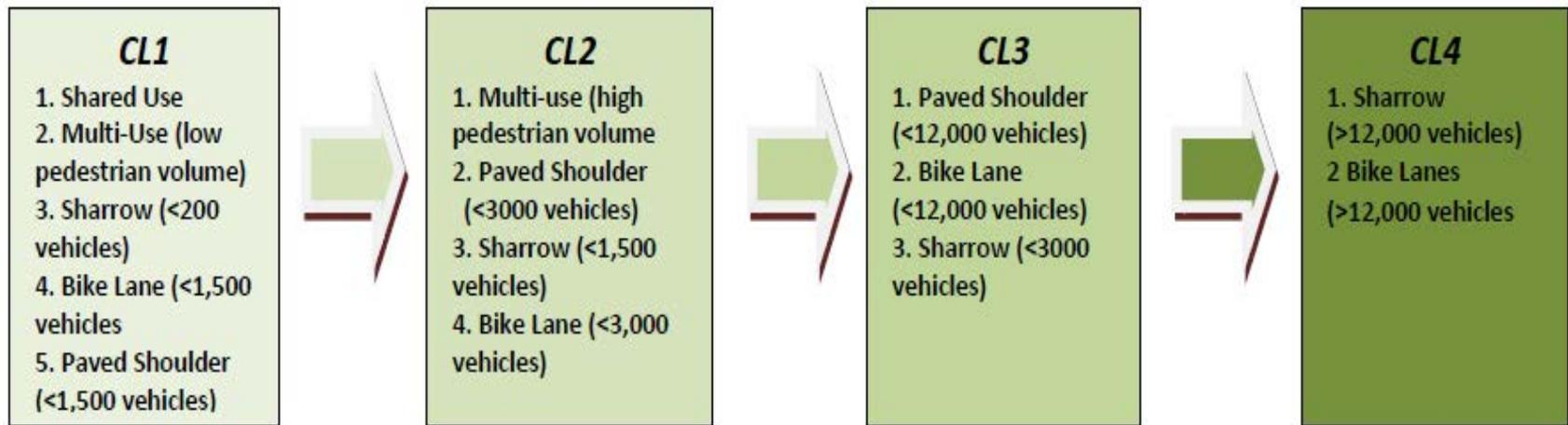
**Shared-use paths cater to intermediate and family bicyclists and pedestrians.**



**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.**

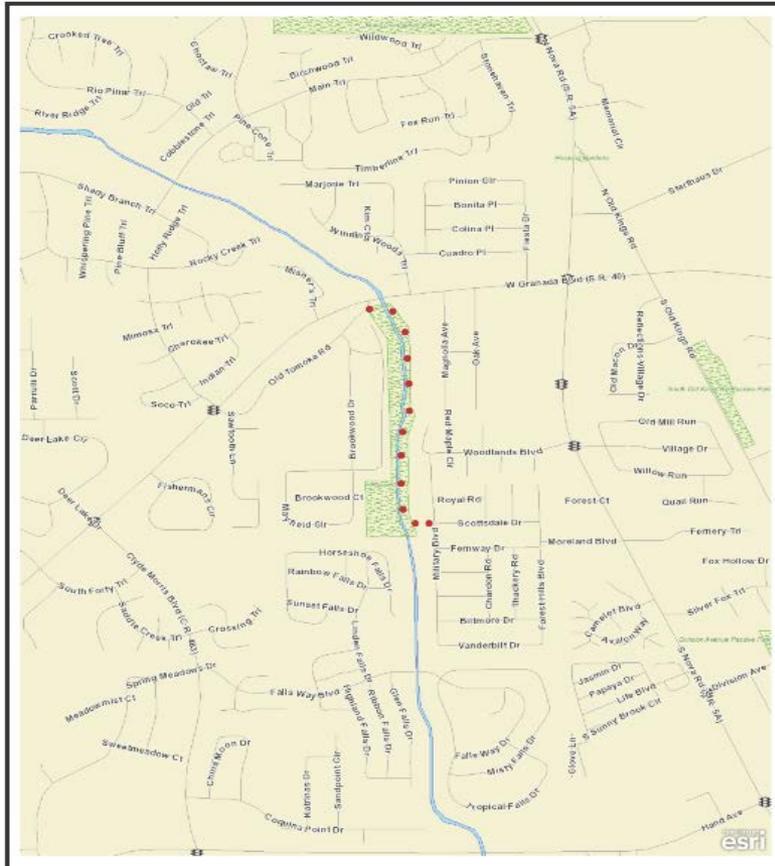
# Comfort Level of Bicyclist

(page 24)



Comfort Level (CL) 1-5. 1 Most Comfortable, 2 moderately, 3 less, and 4 least comfortable

# Forest Hills Connector



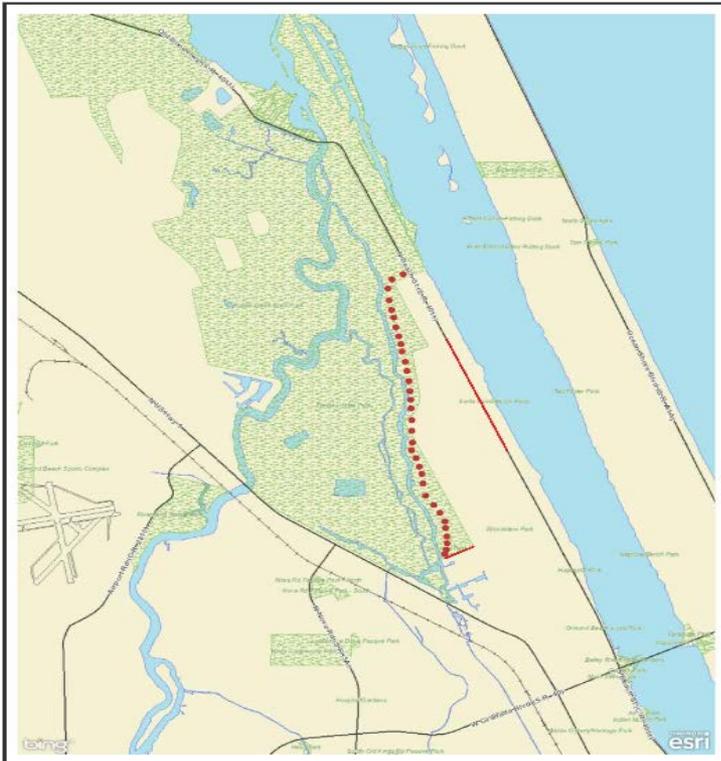
LOCATION MAP  
Map 3 - Forest Hills Connector

spg 073115



- **Project Name:** Forest Hill
- **Map #** 3
- **Description:** Scottsdale/Military to Old Tomoka Avenue via Misner Creek Channel
- **Length:** 5600 LF of concrete and boardwalk decking with lighting
- **Cost:** \$500,000
- **Annual Maintenance Cost:** \$2,200

# Tomoka State Park Phase 2



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

- **Project Name:** Tomoka State Park Phase 2
- **Map #** 4
- **Description:**
  1. Sanchez Park to Tomoka State Park multi-use path at Inglesa via Tomoka State Park
  2. Sidewalk from Burr Oak Court on N. Beach to Domicillio and from Sanchez to Andrew.
- **Length:**
  1. 12,667 LF of 10 foot sidewalk & 700 LF of boardwalk
  2. 6,650 LF 8 foot sidewalk
- **Cost:** \$400,000 to \$1,000,000
- **Annual Maintenance Cost:** \$ 5,000

# Sanchez Multi-use path



LOCATION MAP  
Map 6 - Sanchez Multi-Use Path

RPG 073118



- Project Name : Sanchez multi-use path
- Map # 6
- Description: Sanchez Park to Yonge to Wilmette.
- Length: 600 lf
- Cost: \$75,000 to \$100,000 – Stone driveway aprons in ROW require replacement with concrete; upgrade of signal/crossing; construct missing link from Sanchez Park to Yonge.
- Annual Maintenance Cost: \$1000

# Thompson Creek Multi-Use Path

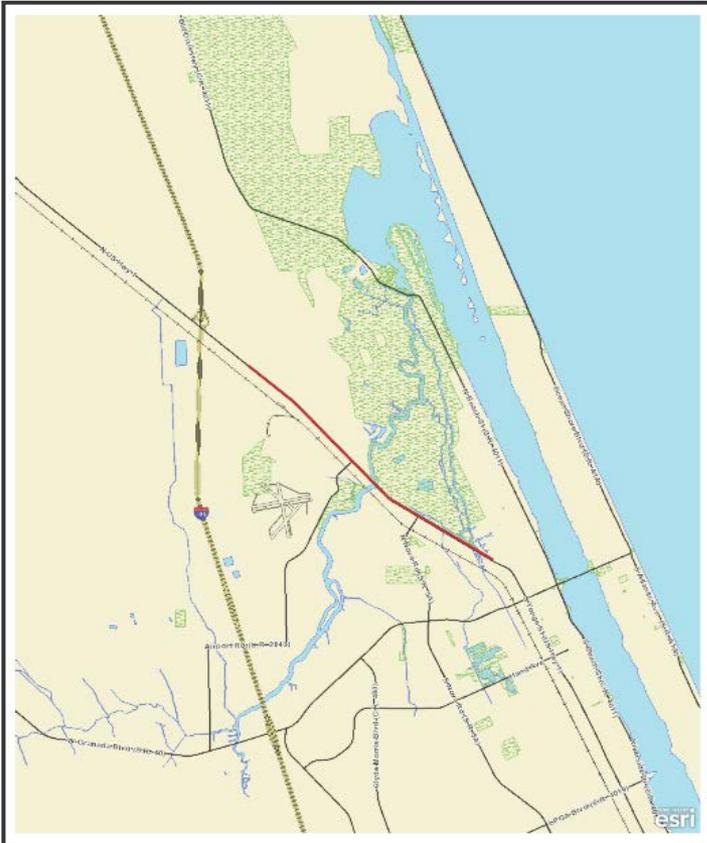


LOCATION MAP  
Map 5 - Thompson Creek Multi-Use Path  
RPG 073118



- **Project Name:** Thompson Creek Multi-Use Path
- **Map #:** 5
- **Description:** Division to Wilmette via FPL/city property. Alternative Route: Tomoka Avenue to Orchard to Wilmette
- **Length:**
  1. 4252 LF of 10 foot sidewalk, 1750 LF of Boardwalk , Median Refuge
  2. 8 foot of 3151 LF sidewalk from Tomoka at Orchard to Wilmette
- **Cost:** Alternative 1: \$400,000  
Alternative 2: \$700,000
- **Annual Maintenance Cost:** \$ 2,363

# US 1 Shared Use Path



LOCATION MAP  
Map 7 - US 1 Shared Use Path

RPG 07311E



- **Project Name:** US 1 Shared Use Path
- **Map #** 7
- **Description:** Wilmette to Pine Tree Drive via US 1
- **Length:** 27139 LF of 12 foot concrete pathway
- **Cost:** \$1,600,000 to \$1,800,000
- **Annual Maintenance Cost:** \$ 10,675

# East Coast Greenway (ECG) Trail



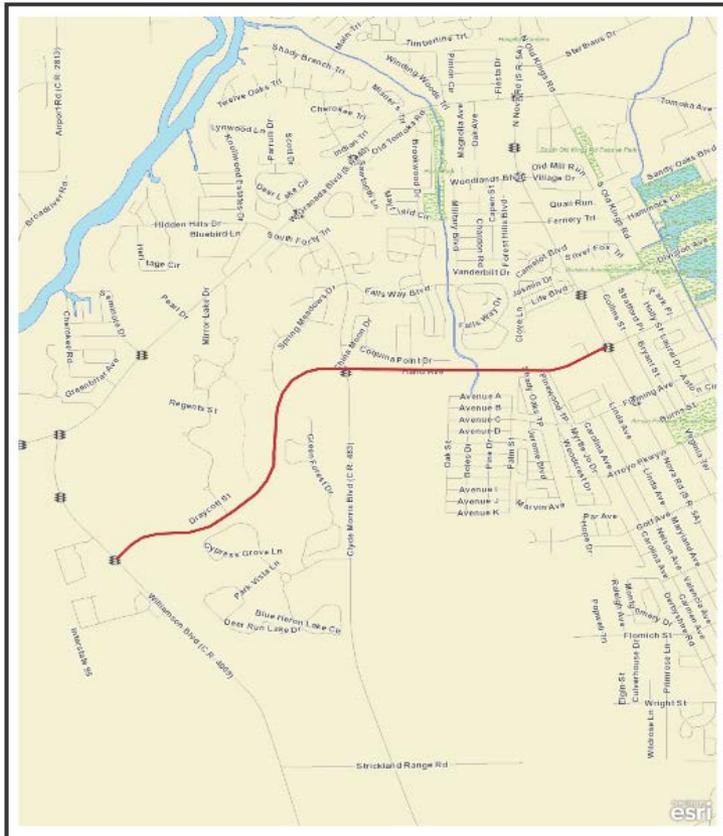
LOCATION MAP  
Map 8 - East Coast Greenway Trail

RPG 080318



- **Project Name** : East Coast Greenway Trail
- **Map #** 8
- **Description**: North Beach to E. Granada to A1A to Roberta – Preferred alternative. Oceanshore from NCL to Neptune; Neptune to Halifax to Granada Bridge to S. Beach Street - Alternative
- **Length**: 6388 LF of 10 foot sidewalk from Neptune to Plaza Drive on A1A
- **Cost**: \$300,000 to \$400,000
- **Annual Maintenance Cost**: \$ 2,513

# Hand Avenue Multi-use Path



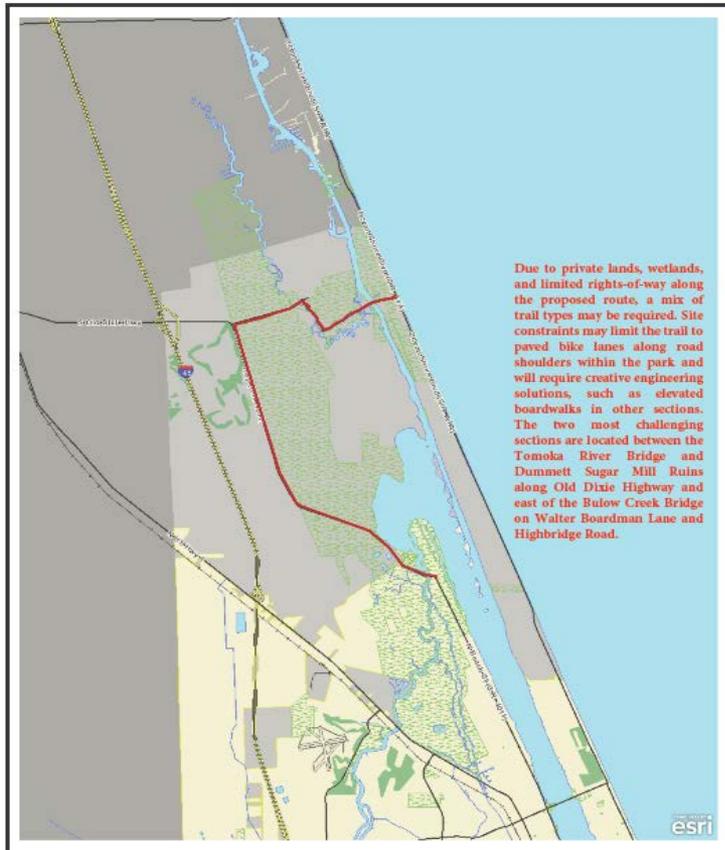
LOCATION MAP  
Map 9 - Hand Avenue Multi-Use Path

RPG 073118



- Project Name: Hand Avenue Multi-Use Path
- Map # 9
- Description: Hand Avenue from Nova to Williamson. Central Park to Nova 8 foot wide exists.
- Length: 12830 LF of 10' wide from Nova to Williamson
- Cost: \$600,000 to \$700,000
- Annual Maintenance Cost: \$ 5,050

# Kings Highway Heritage Shared Use Path



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

RPG 08031E



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

# Broadway Multi-Use Path



LOCATION MAP  
Map 11 - Broadway Multi-Use Path

RPG 080318



- Project Name:  
Broadway Multi-use path
- Map #: 11
- Description: From US 1 to Old Dixie Highway
- Length: 10349 LF
- Cost: \$450,000 to \$525,000
- Annual Maintenance Costs: \$ 4,070

## Table 16 Rank and Weight of Criteria (pages 42-44)

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

# Table 17 Prioritization of Bike Paths

(pages 44-45)

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

## Table 23: Key Performance Outcomes

(page 53)

### Goal Icons

CD

S

H

D

CS

### Proposed Key Performance Indicators.

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.

1. Number of crash hotspots improved.
2. Reduction in bicyclist and pedestrian crash rate.
3. # of reductions in injuries and death.

1. Miles of networked bicycle routes with way finding signs indicating destinations and distances.
2. % of households within  $\frac{1}{4}$  mile of a bicycle facility.

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.

**Table 22: Cost-Benefit Profile (CBP)**  
**(in hundreds of thousands)**  
**(See page 53)**

<b>Cost Profile</b>	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
<b>Projected Costs</b>	.52	1.0	.70	.12	1.80	.40	.70	.52	.03	.03	5.75
<b>Benefits Profile</b>	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
<b>Projected Benefits</b>	1.56	2.84	2.02	.35	5.09	.96	1.87	1.52	.06	.06	16.48
<b>Cumulative CBP</b>	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
<b>Net Cumulative Benefits</b>	1.04	1.84	1.33	.23	3.29	.56	1.17	1.0	.06	.06	14.02

# The Big Picture



LOCATION MAP  
Map 12 - Proposed Bike Facility Network

RPG 080318



# STAFF REPORT

City of Ormond Beach  
Department of Planning

**DATE:** August 11, 2016

**SUBJECT:** LDC Amendment to Floodplain regulations

**APPLICANT:** City Initiated

**NUMBER:** Case#16-111

**PROJECT PLANNER:** Richard P. Goss, AICP

<u>Code Section Title</u>	<u>Code Section</u>	<u>Amendment</u>
<u>Chapter 3, Article II</u>	<u>3-20 Floodplain</u>	<u>Compensatory Storage</u>

## A. INTRODUCTION

This is an amendment to the Land Development Code (LDC) to delete in its entirety the "Payment-in-lieu-of" option for compensatory storage.

## B. BACKGROUND

1. Compensatory Storage: What is it? NFIP floodway standard in 44CFR 60.3 (d) restricts new development from obstructing the flow of water and increasing flood heights. However, this provision does not address the need to maintain flood storage. Especially in flat areas, the floodplain provides a valuable function by storing floodwaters. When fill or buildings are placed in the flood fringe, the flood storage areas are lost and flood heights will go up because there is less room for the floodwaters. This is particularly important in smaller watersheds which respond sooner to changes in the topography. One approach that may be used to address this issue is to require compensatory storage to offset any loss of flood storage capacity. Ormond Beach requires compensatory storage when development places fill into the floodplain. So for each cup of fill added to the flood plain, a cup of dirt must be dug out in the same drainage basin.

2. Flood Study: After the May flooding in 2009, Camp Dresser and McKee (CDM) was contracted by the City of Ormond Beach to investigate measures to mitigate widespread flooding associated with the May 2009 storm. Much of the study (March 2010) focused on the Laurel Creek area but other areas that experienced flooding were evaluated also. The Laurel Creek and Thompson Creek Drainage Basin is presented together due to its shared drainage characteristics. The area is between Fleming Avenue (south); Wilmette (north); Old Kings Road (west) and US 1 (east). The Laurel Creek drainage basin alone contains about 1,185

acres and 51,618,600 cubic yards of flood plain storage. See Map as part of code amendment attachment. There were two phases recommended for the Laurel Creek area. Phase 1 involved open channel connections between the ponds within Central Park and Laurel Creek, installation of flap gates on the culverts under Wilmette Avenue and a permanently installed set of emergency stormwater pump discharge pipes under Wilmette Avenue. This was engineered and completed. Phase 2 for Laurel Creek built on Phase 1 and provided a means to drawdown the system more rapidly during extreme events. Phase 2 consisted of a high pressure pump (150 cfs) station and associated ponds. It was projected this would cost \$8 million and provide about 220,693 cub yards of storage volume.

3. Land Development and City Code of Ordinance Amendments: In March 2010, the Planning Department prepared Land Development Code (LDC) amendments (Ordinance 2010-21) to the floodplain management portion of the code. The LDC amendment permitted a payment in lieu of providing on-site compensatory storage if the site did not permit full storage. The amendment was principally designed to address residential lots which could not be developed due to the full on-site compensatory storage requirement but continued economic stagnation led to its unintended use of supporting nonresidential development. A companion city code amendment (Ordinance 2010-38) established a fee in lieu of on-site compensatory storage. The fee was based upon providing 220,693 cubic yards of storage volume at \$3.36 a cubic yard (cy). This price per cubic yard was established at a time when little development was occurring. The costs were based upon the going rate for cut and fill in 2010. The price in today's market does not represent the true cost of providing 1 cubic yard of replacement fill.

Ormond Beach provides the following menu of approaches in order of preference to address compensatory storage:

- On-site compensatory storage
- Off-site compensatory storage but within same hydrologic basin; and
- Payment-in-lieu of provide on-site or off-site storage

### C. DISCUSSION

Since the adoption of these regulations, six developments received approvals that were located in the flood plain. Table 1 depicts two nonresidential developments that made a payment in lieu of providing storage since compensatory storage and on-site drainage could not both be accommodated.

TABLE 1 – OFFSITE COMPENSATORY STORAGE APPROVALS					
ADDRESS	FLOOD IMPACT FILL (CY)	COMP STORAGE ON SITE	NET IMPACT FILL (CY)	DATE	PAYMENT
315 Hand Avenue	208	0	208	2012	\$ 699.95
320 Parque Drive	1,148	0	1148	2015	\$3,857.28
Total	1,356		1356		

Table 2 depicts three nonresidential developments which provided equal or more compensatory storage on-site than required.

<b>TABLE 2 – ONSITE COMPENSATORY STORAGE APPROVALS</b>				
<b>ADDRESS</b>	<b>FLOOD IMPACT FILL (CY)</b>	<b>COMP STORAGE ON SITE</b>	<b>NET IMPACT FILL (CY)</b>	<b>DATE</b>
146 N. Orchard Street	38,670	39,219	-549	2015
YMCA Parking lot	7,715	7,869	-154	2015
Environmental Discovery Center	7,930	7,930	0	2015
<b>Total</b>	<b>54,315</b>	<b>55,018</b>	<b>-703</b>	

One development was approved (550 W. Granada Boulevard) with no compensatory storage provided on site, but this development has been abandoned and is now part of the 600 West Granada (Granada Pointe) project. However, with the approval of this development St John’s River Water Management District staff began to inquire about the City’s plan for compensatory storage improvements within the basin. The City grant request submittals to FEMA for Phase 2 of the Laurel Creek drainage basin were not approved. The net loss of 653 cubic yards (1,356-703=653 cubic yards) of flood plain has little impact on the depth of the flood plain. The total impact of 653 cubic yards of unmitigated fill in the floodplain had no effect at all (See Table 5 for Thompson Creek).

Interest in developing lands within the Laurel Creek and Thompson Creek drainage basins continues now that a full range of commercial is permitted in the B1, B9 and B10 zoning districts. Table 3 depicts projects within the Laurel Creek drainage basin which have been filed or approved.

<b>TABLE 3 – FUTURE DEVELOPMENT</b>				
<b>ADDRESS</b>	<b>FLOOD IMPACT FILL (CUBIC YARDS)<sup>1</sup></b>	<b>COMP STORAGE ON SITE<sup>1</sup></b>	<b>NET IMPACT FILL (CUBIC YARDS)<sup>1</sup></b>	<b>DATE APP FILED</b>
600 W. Granada	59,783	51,332	+8,451	Filed
500 Sterhaus	7,869	0	+7,869	Filed
720 W. Granada	9,327	5,794	+4,663	Approved
1 Old Kings Road	6,970	1,936	-5,034	Filed
<b>Total</b>	<b>83,949</b>	<b>59,062</b>	<b>+26,017</b>	
<sup>1</sup> Actual numbers	(Power Point presentation presents more conservative numbers)			

1. Public Accommodation for Compensatory Storage: Engineering evaluated five areas with potential for compensatory storage ponds. Table 4 depicts the five areas, location, volume in cubic yards provided and costs. Commitment to fund these five ponds would provide 22,472 cubic yards (Table 4) but 26,017 cubic yards (Table 3) is needed. There are no additional areas within the two basins to offset the net difference of 3,545 cubic yards nor is the fee sufficient to offset the true cost of providing compensatory storage if it could be provided. Since there are no public lands to provide sufficient storage to offset development in Table 3 either upstream or downstream from West Granada, it is recommended that the City remove the

TABLE 4 – COMPENSATORY STORAGE AREAS ON CITY OWNED PROPERTY				
AREA	LOCATION	VOLUME (CUBIC YARDS PROVIDED)	COST	COST PER CY
A	Division Ave/Lake 2	4,335	\$310,000	\$71.51
B	Division Ave/Lake 2	6,300	\$271,833	\$43.15
C	Division Ave/Lake 2	886	\$48,250	\$54.46
D	W of FEC RR	7,000	\$309,944	\$44.28
E	N. Orchard-PW site	<u>3,951</u>	<u>\$358,972</u>	<u>\$90.87</u>
Total:		22,472	\$1,299,000	Average: \$60.85
<b>Developers Requests</b>		<b>26,017</b>	<b>\$75,506</b>	<b>\$3.36</b>

Payment-in-lieu-of option from the compensatory storage menu of options.

To remove this option however, the City will need to still address the 22,472 cubic yards of flood plain loss since \$75,506 to be collected from the developers who are vested is insufficient to provide compensatory storage.

2. CDM Model: An alternative approach to the public sector provide compensatory storage to enable full development of commercial sites, is to determine whether the 22,472 cubic yards if not mitigated violates Federal or State law or has a negative impact on the flood plain.

FEMA criteria indicates that fill may be placed within the floodplain if it can be demonstrated that the cumulative effect of the proposed development, combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than 1 foot at any point within the community.

St. Johns Waterman Management District criteria is more restrictive in that fill placed into the flood plain shall not cause no more than a 1 foot increase in the 100 year flood elevation immediately upstream had no more than 1/10 of a foot increase in the 100 year flood elevation 500 feet upstream.

To determine if the 22,472 cubic yards increased the 100 year flood elevation 500 feet upstream by 1/10 of a foot, the CDM model was modified to reflect conservatively the proposed development impacts in the floodplain. Since the proposed fill numbers from development have not been approved, a more conservative number (33,000) was used. This was done at three drainage nodes where development is to occur. Nodes in Thompson Creek (315 Hand/Parque Warehouse); Laurel Creek A (600 West Granada and YMCA) and Laurel Creek B (720 and 700 West Granada) were modeled.

Table 5 provides the results of that modelling and the net impact of 33,000 cubic yards of fill to the flood plain. All three nodes individually had less than 1/10 of a foot increase.

<b>TABLE 5 – NET IMPACT TO FLOOD PLAIN ELEVATION</b>				
<b>BASIN AREA</b>	<b>ELEVATION BEFORE FILL</b>	<b>CY OF FILL ADDED</b>	<b>ELEVATION AFTER FILL</b>	<b>DIFFERENCE</b>
Thompson Creek	6.76	3,000	6.76	0
Laurel Creek A	6.44	20,000	6.52	.08
Laurel Creek B	6.70	10,000	6.72	.02

Consequently, the additive fill put into the flood plain does not trigger a FEMA or SJRWMD criteria threshold however the continuation of the Payment-in-lieu-of option is not a long term option.

#### **D. OPTIONS**

In summary, the following options were evaluated:

1. Option 1:
  - a) Amend the LDC to remove the payment in lieu of option from all basins and require onsite or offsite compensatory storage within the same hydrologic basin;
  - b) Remove the current fee per cubic yard from the City Code of Ordinances;
  - c) All development with filed site plans or approved site plans shall be vested. All new development will be required to provide on-site or off-site compensatory storage.
  
2. Option 2:
  - a) Amend the fee per cubic yard from \$3.36 to \$60.85 within the City Code of Ordinances;
  - b) Program into the CIP Areas A, B, C, D and E for implementation; and
  - c) Amend the LDC to permit the payment-in-lieu option only in the Laurel Creek and Thompson Creek basins.

#### **E. CONCLUSIONS**

It has been demonstrated in this report that Option 2 still leaves the city a net loss in floodplain of 3,545 cubic yards. Also areas for future storage on public lands do not exist. The Payment-in-lieu-of option of \$60.85 is an average among the five ponds and it is possible that it could be higher depending on more analysis of conditions at a site. All potential development has filed or has been approved and therefore would be vested under the current ordinance. No harm has occurred since approved and vested development's impact on the floodplain is under SJRWMD thresholds. This will not be the case however if no change is made because the accumulated impact of any future development will have a negative effect upon the floodplain. Now would be a good time to go back to what the City had prior to 2010 when compensatory storage must be provided by the property owner either on site or off-site within the same hydrological basin.

## F. RECOMMENDED LDC CODE SECTIONS TO BE AMENDED

Chapter 3, Article II, is proposed to be amended by Amending Section 3-20 n. entitled, "Compensatory Storage" to read as follows:

1. Floodways and floodplains, and levels of flood flows or velocities of adjacent streams, impoundments or other watercourses shall not be altered so as to adversely impact the on-site and off-site storage of the water resource. To compensate for any loss of flood storage capacity during development, compensatory storage is hereby required.
- ~~2. Non-single-family developments. Where a compensating storage plan is approved by the St. Johns River Water Management Agency and/or the department of environmental protection, the city shall accept the permit as evidence of meeting the requirements of this section. All correspondence related to the state permit shall be provided to the city. Projects that do not require a state permit shall provide a compensating storage volume ratio of one cubic foot of mitigation to one cubic foot fill (1:1).~~
- ~~3. Single-family developments. To offset any possible loss, compensating storage is required as follows:
  - ~~(i) Parcels of twenty thousand (20,000) square feet or less in size shall have a minimum volume ratio of one cubic foot of mitigation to one cubic foot fill (1:1).~~
  - ~~(ii) (ii) Parcels greater than twenty thousand and one (20,001) square feet in size shall have a minimum volume ratio of one point fifteen hundredths cubic feet of mitigation to one cubic foot fill (1.15:1).~~~~
- ~~4. 2. Compensatory storage is limited to one foot (1') minimum above the water table (seasonal high).~~
- ~~5. 3. The storage should be located adjacent to or opposite the placement of the fill and maintain an unimpeded connection to an adjoining floodplain. If the storage is proposed to be off site, said site must be considered hydrologically equivalent. Documentation providing evidence of this equivalency shall be submitted to the city.~~
- ~~6. In the event that compensatory storage is unable to be provided on site or off site and adjacent to the placement of fill, mitigation may be made for the loss in floodplain storage through the payment of a fee to the city in an amount determined by the city to represent a pro rata share of the cost required to acquire and maintain property located within the same hydrologic basin that can provide a compensating equivalent for floodplain storage lost due to the filling of land in the floodplain.~~
- ~~7. 4. Calculations for floodplain volume shall be submitted in tabular form showing calculations by cross section and shall indicate no~~

net loss of storage capacity. The volume of floodplain storage under the without-project conditions and the with-project conditions should be determined using the average-end-area method with plotted cross sections at a horizontal to vertical ratio of between five to one (5:1) and ten to one (10:1), with ten-year (10-year) through one hundred-year (100-year) flood elevations noted on each cross section. The scale chosen should be large enough to show the intent of proposed grading. Cross sections should reflect both the existing and proposed conditions on the same plot. The location and extent of the compensatory storage area as well as the location and orientation of cross sections should be shown on the grading plan or a separate floodplain exhibit. This table should be presented as follows:

Cross Section	Fill Area (sq. ft.)	Cut Area (sq. ft.)	Distance Between Sections (ft.)	Volume of Fill (cu. ft.)	Cumulative Fill (cu. ft.)	Volume of Cut (cu. ft.)	Cumulative Cut (cu. ft.)
A							

**G. ADDITIONAL CRITERIA FOR REVIEW**

There are certain criteria that must be evaluated beyond the analysis already provided. . According to Article I of the Land Development Code, the Planning Board shall consider the following when making its recommendation:

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

The amendment relates to ensuring floodplain encroachments are properly mitigated and ensuring land with severe environmental constraints is not negatively impacted by development. If not acted upon, the public safety and quality of life in the long term will be negatively affected.

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

The amendments are consistent with and further the city's floodplain objectives (Objective 2.2 CE) and environmental objectives (Objective 1 .6, Objective 7.2, and Objective 5.4 CE) articulated in the Future Land Use, Conservation and Transportation Elements of 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 floodplain amendment will directly correct current adverse impacts to the environment in terms of floodplain and severe environmental land encroachment.

- 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 amendment will maintain the value of surrounding property by eliminating flooding as a result of unmitigated fill in the floodplain.

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

The City's adopted Flood Plan for improvements was designed to reduce flooding of existing residential and nonresidential properties provided the plan was fully implemented. Phase 2 of the plan exceeds \$8 million dollars and the City has been unsuccessful in its ability to obtain grant funding from FEMA. Consequently, the Flood Plan is not funded in the short term (CIP 5 years).

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

The amendment is not specific to a development as it relates to this criterion.

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

The amendment is not specific to a development as it relates to this criterion.

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

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

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

The amendment is not specific to a development as it relates to this criterion.

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

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

## **H. RELATED AMENDMENT TO THE CITY CODE OF ORDINANCES**

There is a companion amendment to the City Code of Ordinances regarding the Payment-in-lieu-of option which does not come to the Planning Board for action. Chapter 8, Section 8-10 (p) 3 would be deleted in its entirety. This section establishes the fee per cubic yard of fill not mitigated on-site or off-site within the same hydrological basin by the developer.

## **I. RECOMMENDATION**

It is recommended that the Planning Board approve a recommendation to the City Commission to amend the Land Development Code by deleting the payment-in-lieu of option for compensatory storage in the Floodplain regulations.

Attachments: as

# Mitigation of Floodplain Impacts

Laurel and Thompson Creek Basins

August, 2016

# Floodplain Management

- Standards and Regulations Guiding Development in Floodplain
- Impacts from Current Development
- Addressing Floodplain Impacts
  - Compensating Storage
  - Basin Analysis
- Addressing Future Floodplain Impacts within Ormond Beach

# Floodplain Management

- Section 3-20 of the City of Ormond Beach Land Development Code
  - Requirements for projects within Special Flood Hazard Areas
    - FEMA Flood Insurance Rate Maps (FIRM).
  - These regulations allow the City to remain in compliance with its participation in the National Flood Insurance Program (NFIP).

# FEMA Criteria for Land Management and Use

## Communities shall:

*Require until a regulatory floodway is designated that no new construction, substantial improvements, of other development (including fill) shall be permitted within Zones A1 – 30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.*

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## St. Johns River Water Management District Criteria

*A system may not cause a reduction in the flood conveyance capabilities provided by a floodway except for structure elevated on pilings or traversing works. Such works, or other structures shall cause no more than a one-foot increase in the 100-year flood elevation immediately upstream and no more than one tenth of a foot increase in the 100-year flood elevation 500 feet upstream.*

## St. Johns River Water Management District Criteria

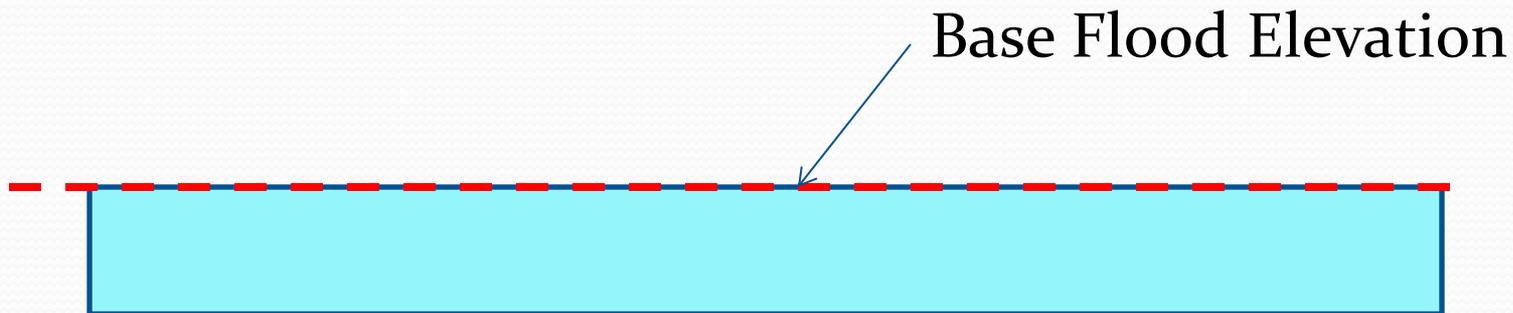
*A **system** may not cause a reduction in the flood conveyance capabilities provided by a floodway except for structure elevated on pilings or traversing works. Such works, or other structures shall cause no more than a one-foot increase in the 100-year flood elevation immediately upstream and no more than one tenth of a foot increase in the 100-year flood elevation 500 feet upstream.*

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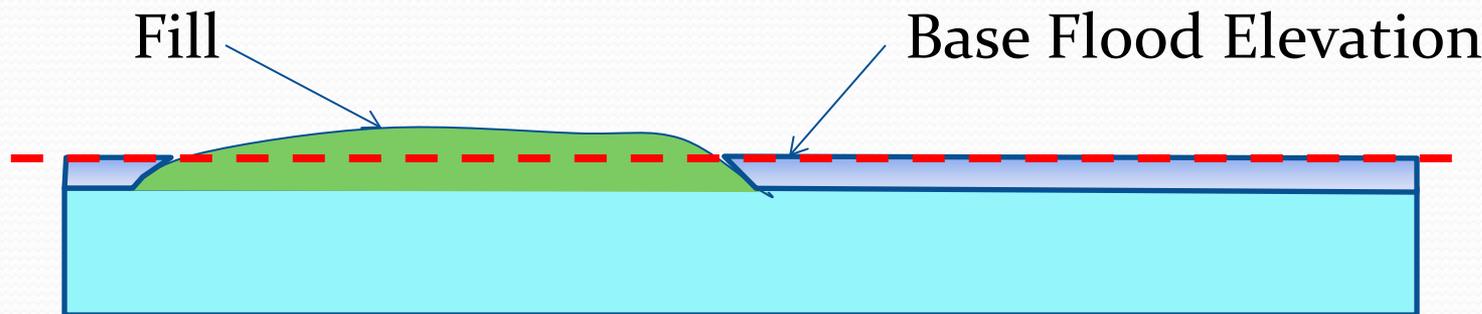
# Compensating Storage

- The Land Development Code further addresses that floodplain impacts should be mitigated through the use of compensating storage
- Traditional means for addressing floodplain impacts.
- Cup for Cup compensation



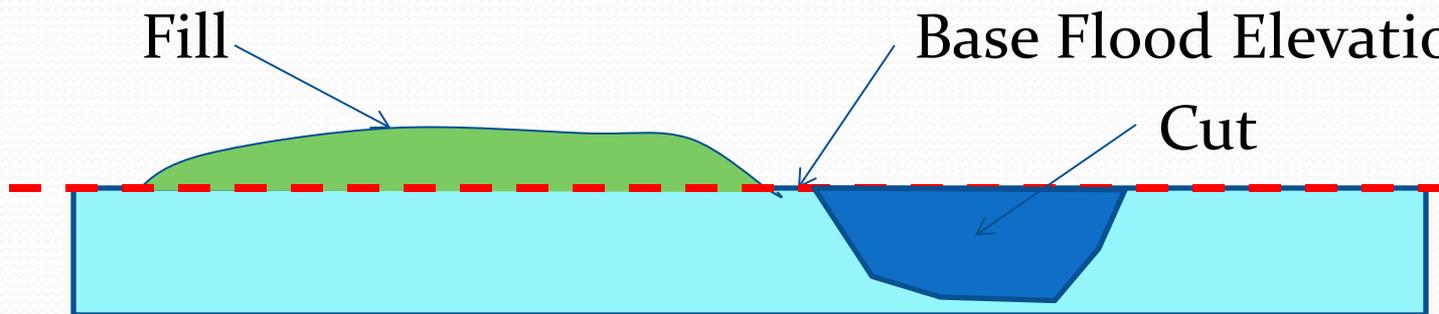
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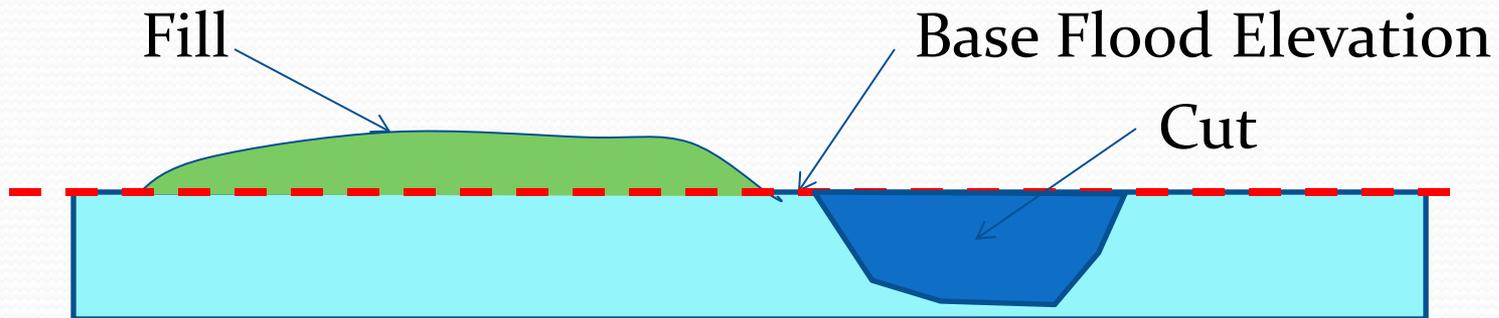
# Compensating Storage

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- Traditional means for addressing floodplain impacts.
- Cup for Cup compensation



# Compensating Storage

If  $CUT = FILL$   
Then  $\Delta = \text{Requirement}$



# Compensating Storage

- In March, 2010 Resolution 2010-19 was passed by the City Commission amending the Land Development Code allowing developers to pay a pro-rata share to the City for a compensating equivalent when storage is unable to be provided on-site
- Resolution 2010-38 was later passed (August, 2010) setting a rate for mitigation as:  
**\$3.36 per cubic yard**

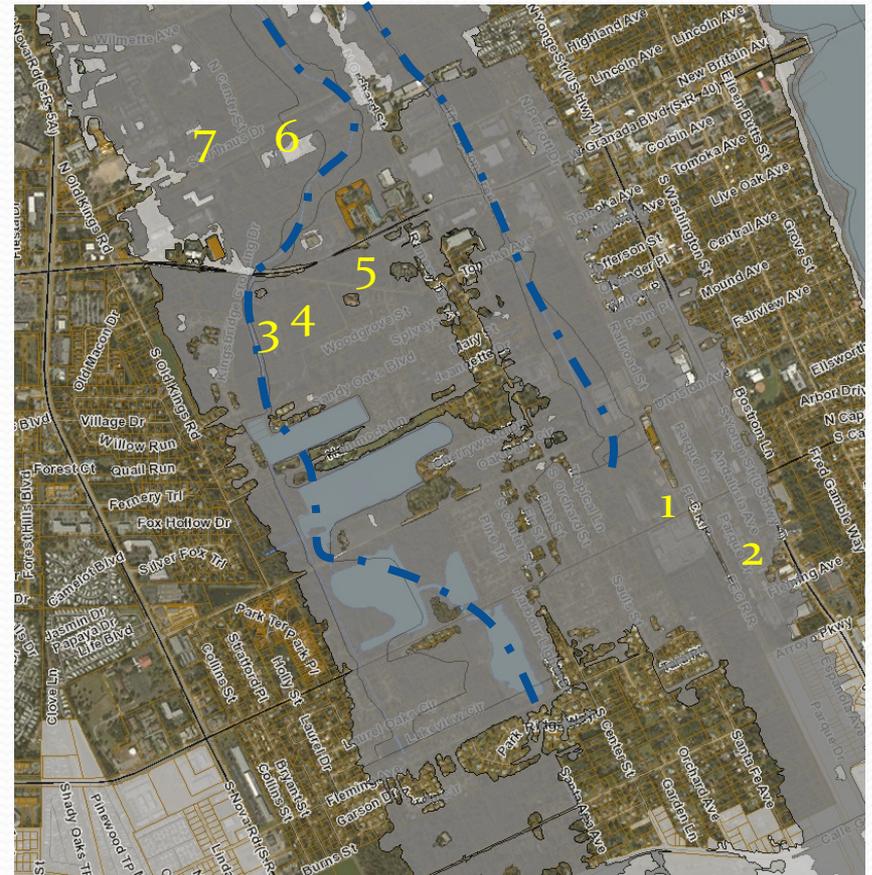
# Where are the Proposed Floodplain Impacts?

- Thompson Creek

1. 315 Hand Ave -
2. Parque Warehouse -

- Laurel Creek

3. Antares  
(720 W. Granada)
4. Ormond Central  
(700 W. Granada)
5. Granada Pointe  
(600 W. Granada)
6. YMCA Expansion /  
YMCA Dog Park
7. Ormond Renaissance



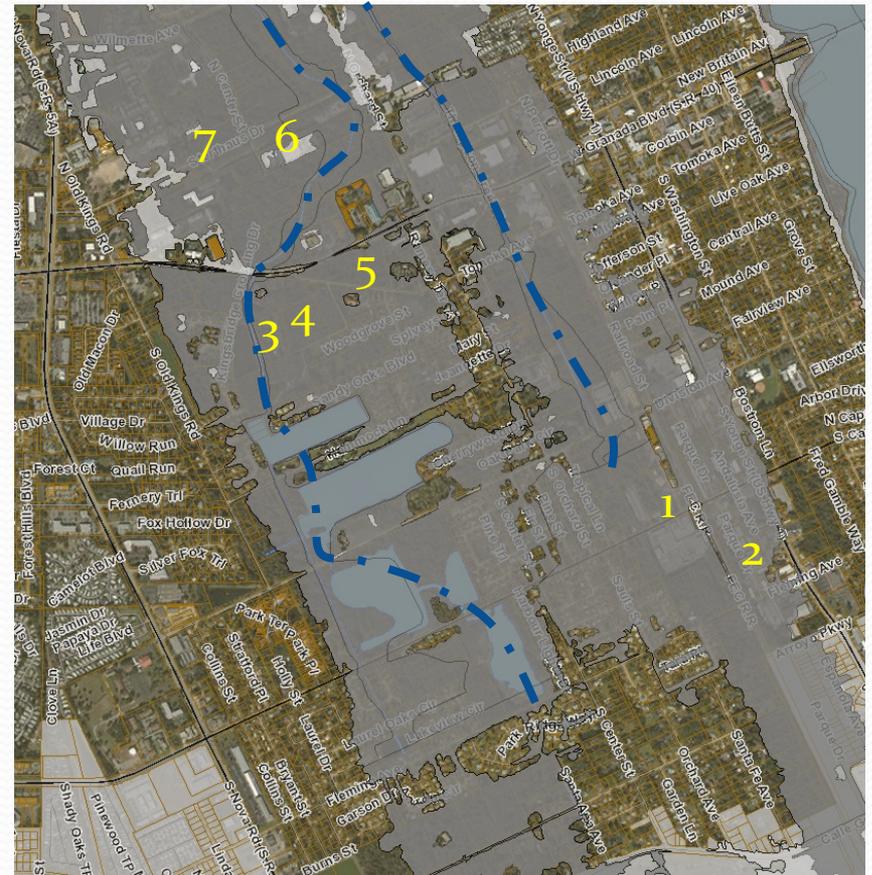
# Where are the Proposed Floodplain Impacts?

- Thompson Creek

- |    |                  |                 |
|----|------------------|-----------------|
| 1. | 315 Hand Ave     | 208 cy          |
| 2. | Parque Warehouse | 1,148 cy        |
|    | <b>Total</b>     | <b>1,356 cy</b> |

- Laurel Creek

- |    |                                    |                  |
|----|------------------------------------|------------------|
| 3. | Antares<br>(720 W. Granada)        | 4,663 cy         |
| 4. | Ormond Central<br>(700 W. Granada) | 5,034 cy         |
| 5. | Granada Pointe<br>(600 W. Granada) | 12,000 cy        |
| 6. | YMCA Expansion /<br>YMCA Dog Park  | 7,869 cy         |
| 7. | Ormond Renaissance                 | 0 cy             |
|    | <b>Total</b>                       | <b>29,566 cy</b> |



# Potential Compensating Storage Locations

- Reviewed 15 potential locations for providing compensating storage.
- Focused on areas recommended in CDM 2009 study, or owned by City.





# Location Evaluation

- Soils Data
  - NRCS Soil Survey
  
- What is the capacity of the property to provide compensating storage?
  - Depth to Water Table
  - Site Hydrology



Table—Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Volusia County, Florida (FL127)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
11	Bulow sand, 0 to 5 percent slopes	A	1.5	6.3%
69	Tusawilla fine sand	B/D	22.5	93.7%
Totals for Area of Interest			24.0	100.0%

# Location Evaluation

- Topographic Information
  - LiDAR Contours
- How much storage can be gained on site?
  - Credit only provided from Base Flood Elevation (BFE) to Seasonal High Groundwater Elevation



# Location Evaluation

- Prepared Cost Estimates

$$\frac{\text{Cost to Excavate}}{\text{Calculated Storage Gained}} = \text{Cost Per Cubic Yard of Compensating Storage}$$

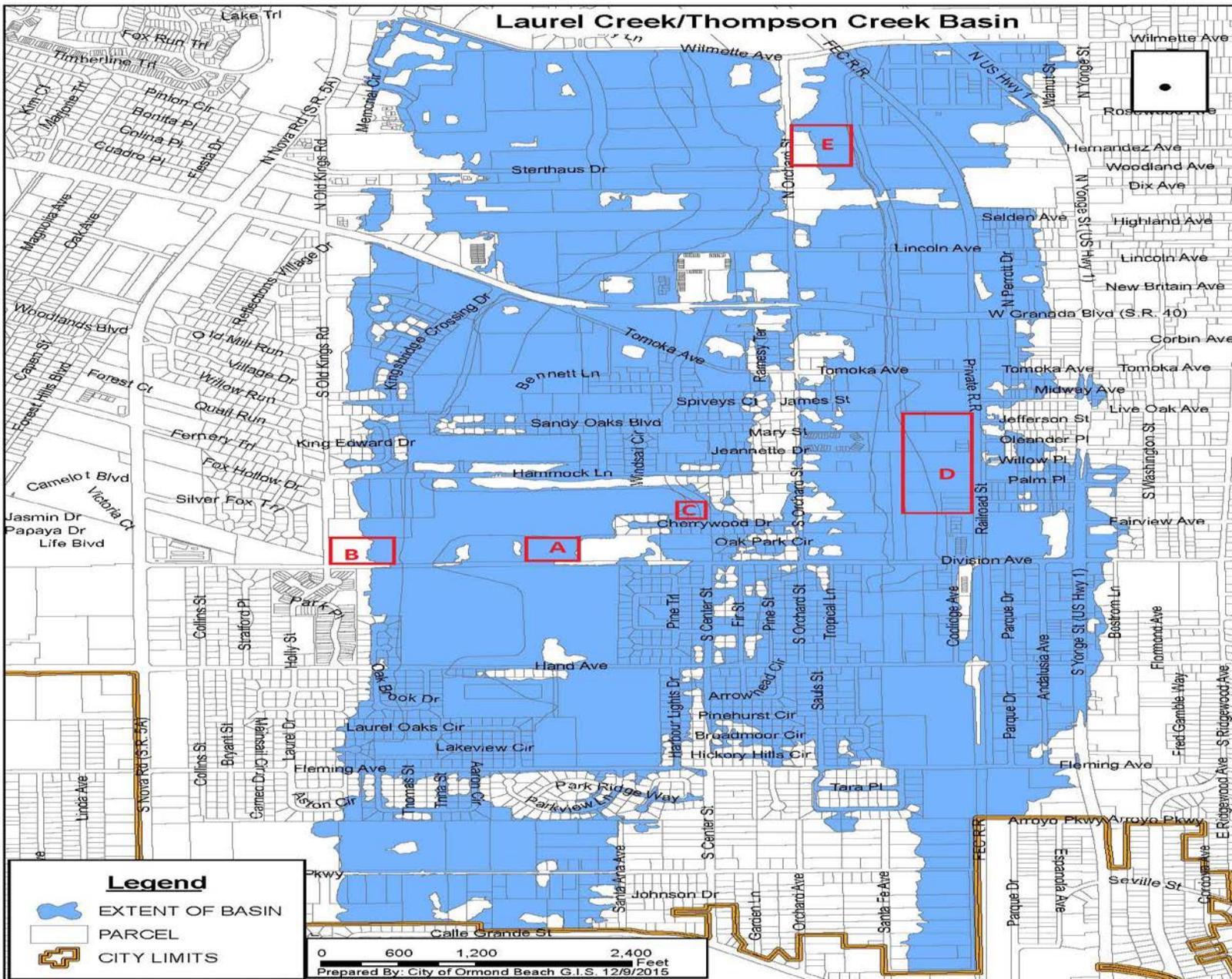
# Potential Compensating Storage Projects

Compensating Storage Area	Amount of Storage Gained (CY)	Estimated Construction Cost	Estimated Cost / CY
Location A: Area East of EDC, expansion of Central Park Lake 2	4,335	\$ 310,000	\$ 71.51
Location B: Proposed Canoe Run west of Laurel Creek.	6,300	\$ 271,833	\$ 43.15
Location C: Expansion of Lake 2 at Cherrwood Lane	886	\$ 48,250	\$ 54.46
Location D: West of FEC RR - Excavation above SHGW	7,000	\$ 309,944	\$ 44.28
Location E: N. Orchard Street South of Public Works - Excavation of storage above SHGW	3,951	\$ 358,972	\$ 90.87
<b>Total</b>	<b>22,472</b>	<b>\$ 1,299,000</b>	<b>\$ 60.85</b>

# Potential Compensating Storage Projects

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<b>Total</b>	<b>22,472</b>	<b>\$ 1,299,000</b>	<b>\$ 60.85</b>
<b>Developer Requested Storage</b>	<b>29,566</b>		
<b>Code of Ordinance Mitigation Rate</b>			<b>\$ 3.36</b>
<b>Revenue From Developer</b>		<b>\$ 75,506</b>	

# Laurel Creek/Thompson Creek Basin



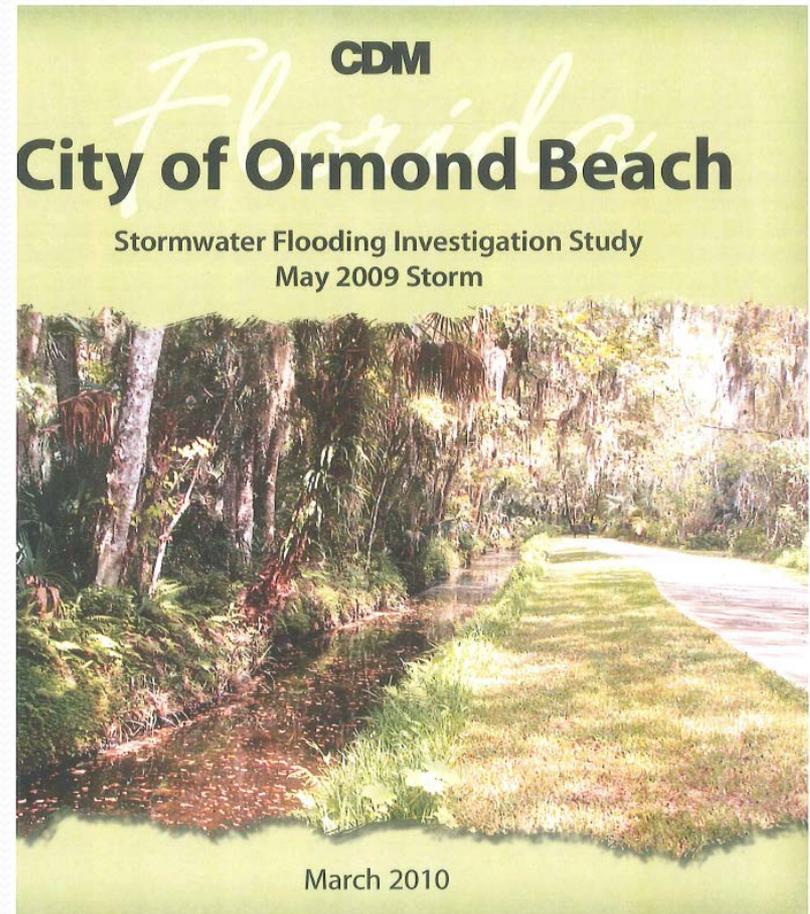
## Legend

-  EXTENT OF BASIN
-  PARCEL
-  CITY LIMITS

0 600 1,200 2,400 Feet  
 Prepared By: City of Ormond Beach G.I.S. 12/9/2015

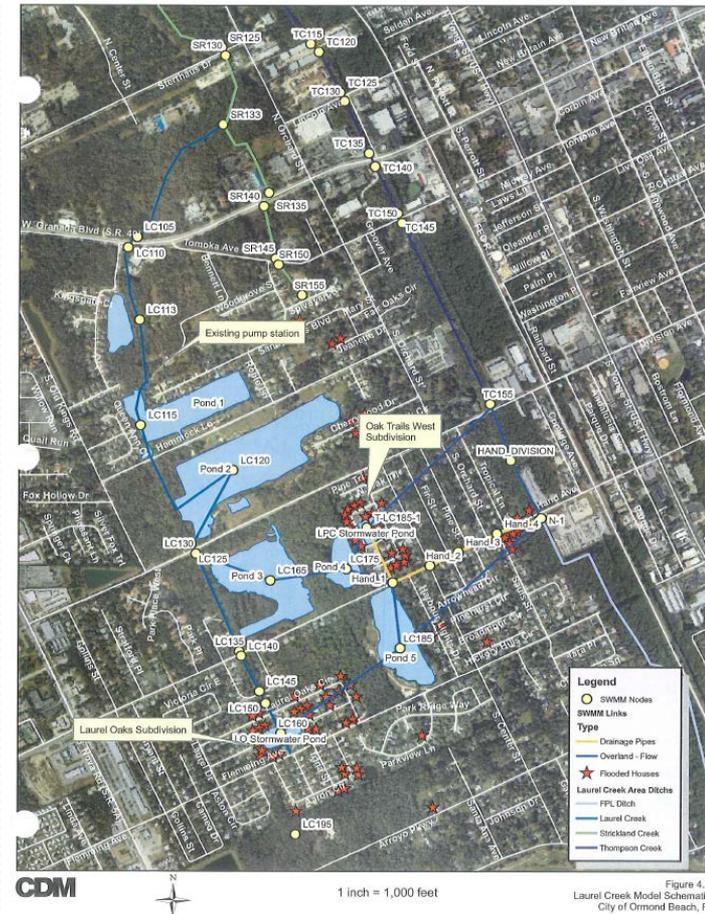
# CDM Model

- EPA SWMM (Storm Water Management Model).
- Model includes the Laurel Creek and Thompson Creek Basin
- Updated most recently May, 2009.
- Easily modified to account for lost storage.



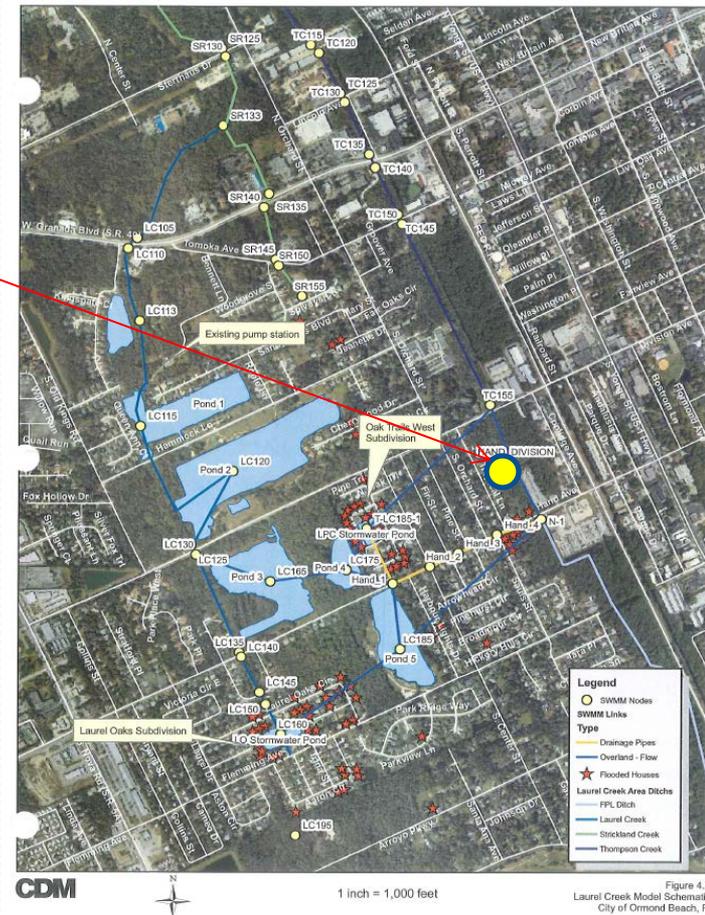
# CDM Model Modified to Reflect Proposed Development Impacts to Floodplain

- Modified Three Points



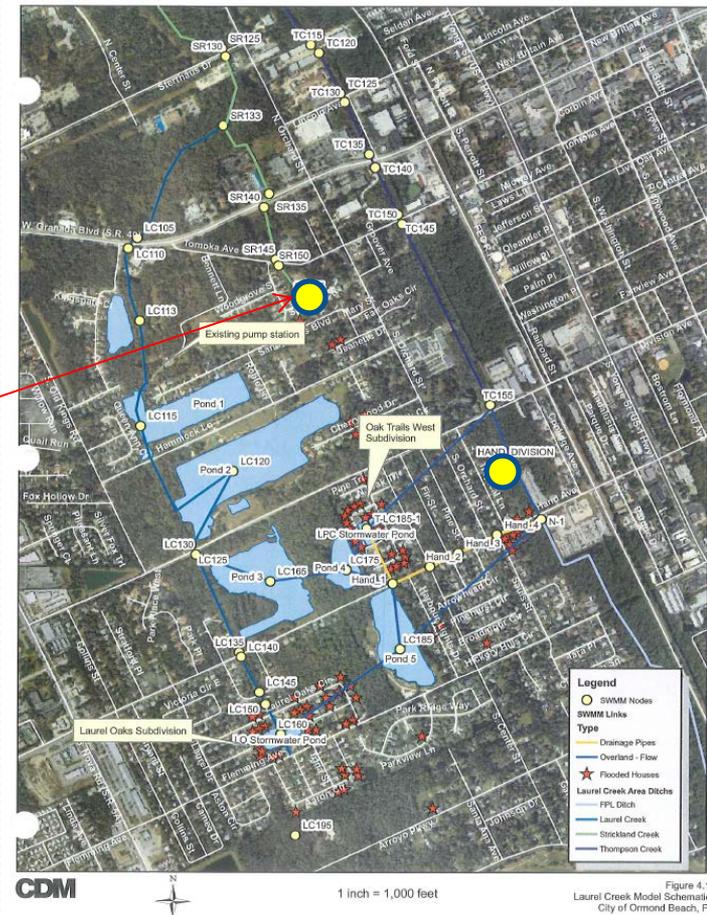
# CDM Model Modified to Reflect Proposed Development Impacts to Floodplain

- Modified Three Points
  - Thompson Creek
  - 315 Hand / Parque Whse.



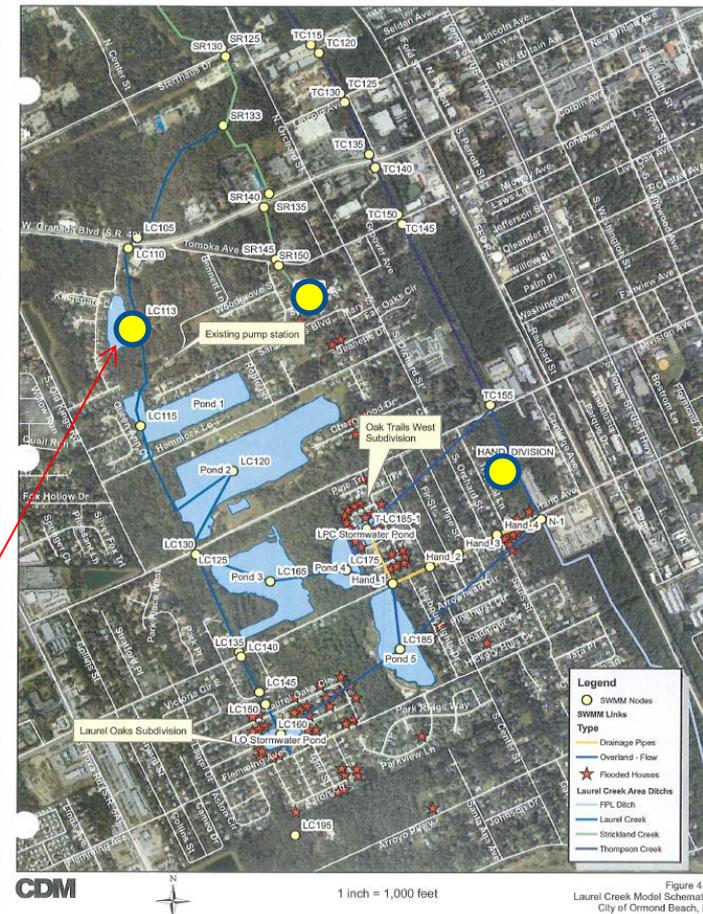
# CDM Model Modified to Reflect Proposed Development Impacts to Floodplain

- Modified Three Points
  - Thompson Creek
    - 315 Hand / Parque Whse.
  - Laurel Creek - A
    - Granada Pointe (600 W. Granada)
    - YMCA



# CDM Model Modified to Reflect Proposed Development Impacts to Floodplain

- Modified Three Points
  - Thompson Creek
    - 315 Hand / Parque Whse.
  - Laurel Creek - A
    - Granada Pointe (600 W. Granada)
    - YMCA
  - Laurel Creek - B
    - Antares (720 W. Granada)
    - Ormond Central (700 W. Granada)

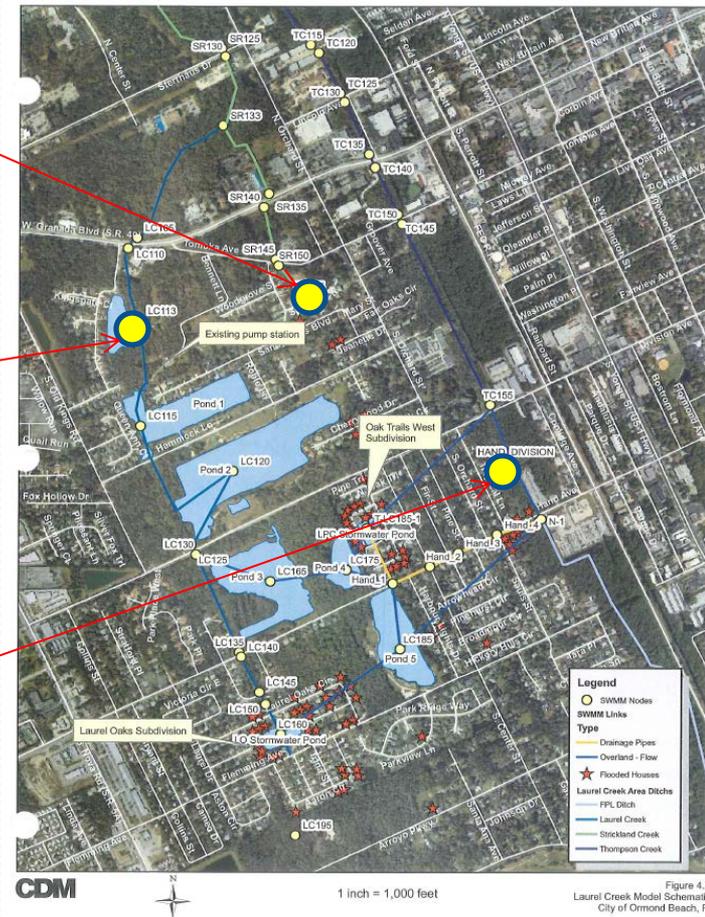


# Modeling of Development Impacts

Laurel Creek - A

Laurel Creek - B

Thompson Creek



# Modeling of Development Impacts

**Laurel Creek - A**  
Before Fill: 6.44

**Laurel Creek - B**  
Before Fill: 6.70

**Thompson Creek**  
Before Fill: 6.76

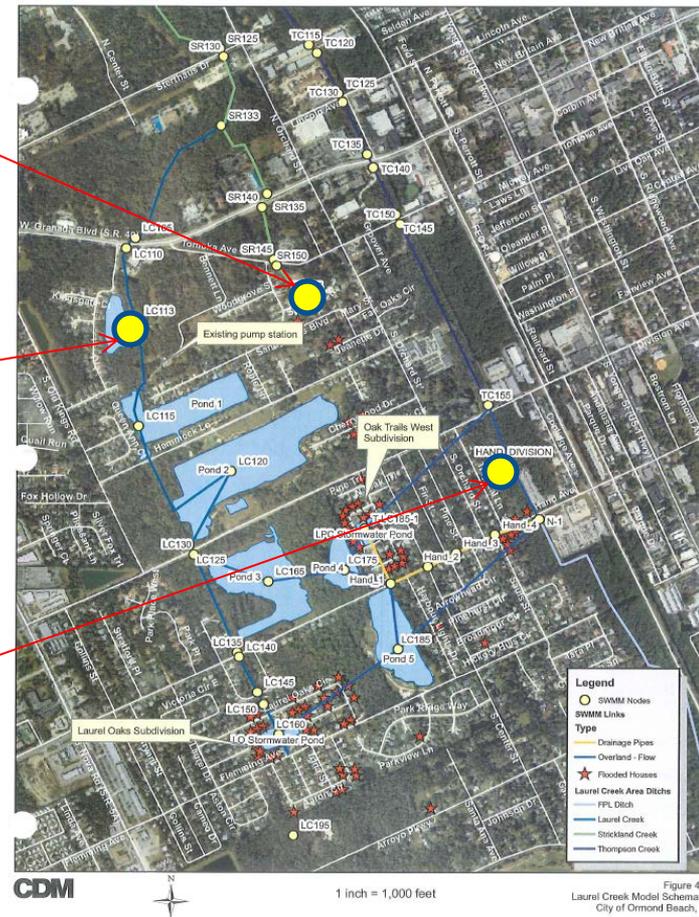


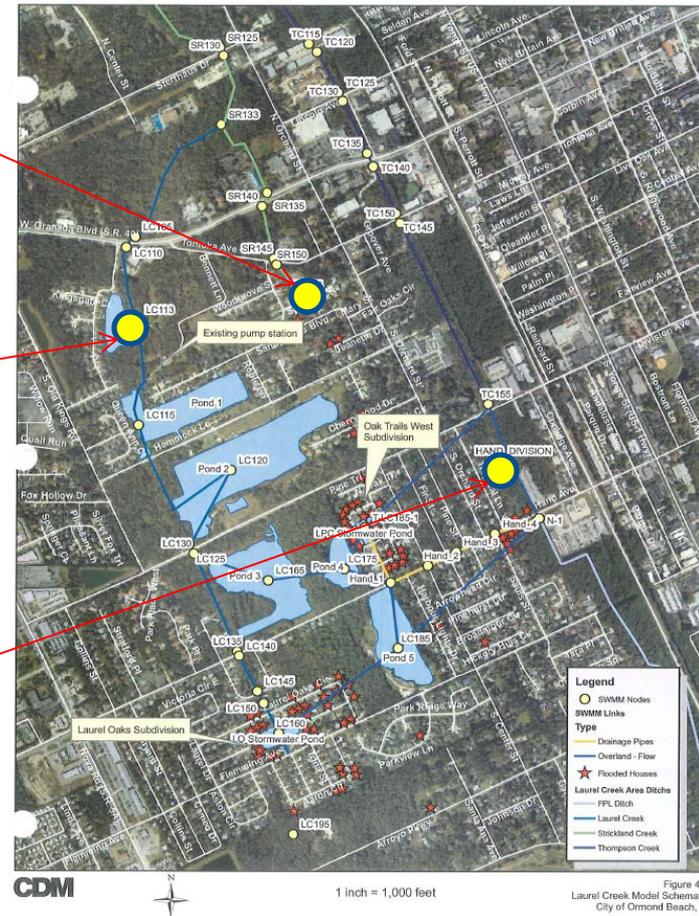
Figure 4.1  
Laurel Creek Model Schematic  
City of Ormond Beach, FL

# Modeling of Development Impacts

**Laurel Creek - A**  
Before Fill: 6.44  
Fill Added: 20,000 cy  
After Fill: 6.52

**Laurel Creek - B**  
Before Fill: 6.70  
Fill Added: 10,000 cy  
After Fill: 6.72

**Thompson Creek**  
Before Fill: 6.76  
Fill Added: 3,000 cy  
After Fill: 6.76



# Conclusions

- The additive effect of the proposed developments do not trip FEMA or SJRWMD thresholds.
- Because grants have not yet been awarded, no storage is available.
- Based on modeling of proposed developments, no further mitigation is required for the developments submitted to the City.
- Vest those projects already submitted.
- Allowing developers to purchase compensating storage credits is not a long term option.
- Places economic burden on City

# Recommendations

Staff recommends:

- City staff shall continue to work with those developers who have submitted plans to complete their permitting using basin analysis
- Eliminating the ability for Developers to purchase compensating storage credits.
- Revise Land Development Code and Code of Ordinances to remove the ability to purchase compensating storage credits.
- Require Developers to address impacts from fill in the floodplain.

# Amendments to Land Development Code and Code of Ordinances

- First Amendment is to Land Development Code: Section 3-20 n. Compensatory storage subparagraphs 2, 3 and 6 to be deleted in there entirety.
- Second amendment is to City Code of Ordinances: Chapter 8, Section 8-10, (p) 3 is deleted in its entirety.

# Land Development Code: Section 3-20 n.

Paragraph 1: Unchanged

1. Floodways and floodplains, and levels of flood flows or velocities of adjacent streams, impoundments or other watercourses shall not be altered so as to adversely impact the on-site and off-site storage of the water resource. To compensate for any loss of flood storage capacity during development, compensatory storage is hereby required.

Paragraph 2: Deleted in its entirety

- ~~2. Non-single-family developments. Where a compensating storage plan is approved by the St. Johns River Water Management Agency and/or the department of environmental protection, the city shall accept the permit as evidence of meeting the requirements of this section. All correspondence related to the state permit shall be provided to the city. Projects that do not require a state permit shall provide a compensating storage volume ratio of one cubic foot of mitigation to one cubic foot fill (1:1).~~

# Land Development Code: Section 3-20 n.

Paragraph 3: Deleted in its entirety

- ~~3. Single-family developments. To offset any possible loss, compensating storage is required as follows:~~
- ~~i. Parcels of twenty thousand (20,000) square feet or less in size shall have a minimum volume ratio of one cubic foot of mitigation to one cubic foot fill (1:1). (ii) Parcels greater than twenty thousand and one (20,001) square feet in~~
  - ~~ii. size shall have a minimum volume ratio of one point fifteen-hundredths cubic feet of mitigation to one cubic foot fill (1.15:1).~~

Paragraph 4: Unchanged (Renumbered to Paragraph 2)

- ~~4.2. Compensatory storage is limited to one foot (1') minimum above the water table (seasonal high).~~

# Land Development Code: Section 3-20 n.

Paragraph 5: Unchanged (Renumbered to Paragraph 3)

5. 3. The storage should be located adjacent to or opposite the placement of the fill and maintain an unimpeded connection to an adjoining floodplain. If the storage is proposed to be off site, said site must be considered hydrologically equivalent. Documentation providing evidence of this equivalency shall be submitted to the city.

Paragraph 6: Deleted in its entirety

~~6. In the event that compensatory storage is unable to be provided on site or off site and adjacent to the placement of fill, mitigation may be made for the loss in floodplain storage through the payment of a fee to the city in an amount determined by the city to represent a pro rata share of the cost required to acquire and maintain property located within the same hydrologic basin that can provide a compensating equivalent for floodplain storage lost due to the filling of land in the floodplain.~~

# Land Development Code: Section 3-20 n.

Paragraph 7: Unchanged (Renumbered to Paragraph 4)

7. 4. Calculations for floodplain volume shall be submitted in tabular form showing calculations by cross section and shall indicate no net loss of storage capacity. The volume of floodplain storage under the without-project conditions and the with-project conditions should be determined using the average-end-area method with plotted cross sections at a horizontal to vertical ratio of between five to one (5:1) and ten to one (10:1), with ten-year (10-year) through one hundred-year (100-year) flood elevations noted on each cross section. The scale chosen should be large enough to show the intent of proposed grading. Cross sections should reflect both the existing and proposed conditions on the same plot. The location and extent of the compensatory storage area as well as the location and orientation of cross sections should be shown on the grading plan or a separate floodplain exhibit. This table should be presented as follows:

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A							

# City Code of Ordinances

- Chapter 8, Section 8-10, (p) 3 is deleted in its entirety.

3.—Compensating storage mitigation	3.36 per cubic yard
	—on sites where the developer is unable to provide compensating storage to the full extent required by the Land Development Code, payment for that portion not provided, in whole or in part, shall be 3.36 per cubic yard.

# CITY OF ORMOND BEACH

FLORIDA

PLANNING

MEMORANDUM

**TO:** Planning Board members

**FROM:** Steven Spraker, AICP, Senior Planner

**DATE:** August 30, 2016

**SUBJECT:** Development projects

Attached to this memorandum is the monthly development report. Listed below is an itemized summary of significant development project events:

**Site Plan Review Committee (SPRC) Review:**

1. **Vystar Credit Union, 1301 West Granada Boulevard.**
  - Certificate of Occupancy issued on August 3, 2016.
  - Members of SPRC working with design team to address a lighting issue brought to staff's attention from an abutting neighbor.
2. **Children's Workshop, 506 Lincoln Avenue.**
  - Certificate of Occupancy issued on August 12, 2016.
  - Applicant is working to address outstanding punch list items related to site improvements.
3. **Cunningham Research, 3 Signal Avenue.**
  - SPRC pre-construction meeting complete.
  - Site and building permits for warehouse expansion issued.
4. **Realty Pros, 900 West Granada Boulevard (formerly 10 Magnolia Avenue).**
  - Site plan re-submittal for an 11,400 square foot office/retail building and associated site plan improvements submitted August 29, 2016.
  - Applicant preformed neighborhood meeting on August 15, 2016.
  - Primary neighborhood meeting issues discussed were the access entrance on Magnolia Avenue, location of the dumpster, and the construction access.
  - City requested independent traffic engineer review of the applicant's traffic study. The independent review concurred that the access entrance along Magnolia Avenue would be the safest traffic movement for west bound motorists accessing the 900 West Granada Boulevard property.
5. **Granada Pointe, 600 West Granada Boulevard.**
  - Rezoning to Planned Business Development encompassing 32.58 acres, including 10.05 acres of conservation and a 6.71-acre stormwater parcel.
  - The project proposes to re-align Tomoka Avenue and Granada Boulevard with a traffic signal. In addition, the conceptual plan shows three retail

buildings of 15,000 square feet, 41,952 square feet, 26,000 square feet, a gas station of 5,539 square feet, and a restaurant of 2,800 square feet.

- No additional project submittal has been received and the project has not yet scheduled a neighborhood meeting as required by the Land Development Code. No public hearing schedule has been established by this project to date.

**6. Plantation Oaks, Final Plat Unit 2, Final Site Plan Unit 2A.**

- SPRC review (utilities only) complete and comments provided as the utility provider for plat and construction plans for Unit 2 of Plantation Oaks consisting of 97 lots and the project infrastructure.
- Project location is in unincorporated Volusia County which has permitting authority.
- Existing annexation agreement requires annexation into the City in the future.

**7. 875 Sterthaus Drive, Ormond Renaissance Condominium.**

- Engineering permit issued on August 5, 2016 (site construction cost \$2,232,081) and site work commenced.

**8. Pineland Planned Residential Development (PRD).**

- Preliminary plat authorizing construction of Phase I approved on August 15, 2016 by the SPRC.
- Currently under review for a PRD amendment primarily related to the project expiration and completion dates scheduled for City Commission September 6<sup>th</sup>, 2016 and September 20<sup>th</sup>, 2016.

**9. Cypress Trails Planned Residential Development (PRD).**

- Rezoning application reviewed by the Planning Board on August 11, 2016.
- Scheduled for City Commission action on September 20, 2016 and October 4, 2016.

**10. 1521 North US Highway 1, RaceTrac.**

- Site plan submittal received August 30, 2016 and currently under SPRC review.
- Application proposes building expansion of 393 square feet, an outdoor seating area, and associated site improvements.

**11. 1530 North US Highway 1, McDonald's.**

- SPRC conducted a pre-construction meeting on August 24, 2016 for the interior renovation and dual drive thru exterior improvements at the McDonald's at 1530 North US1.
- Site and building permits issued. A total of three MacDonal'd's plan construction renovation improvements.

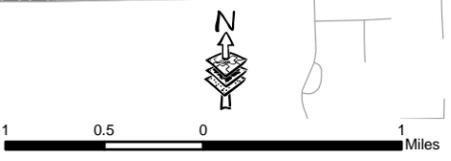
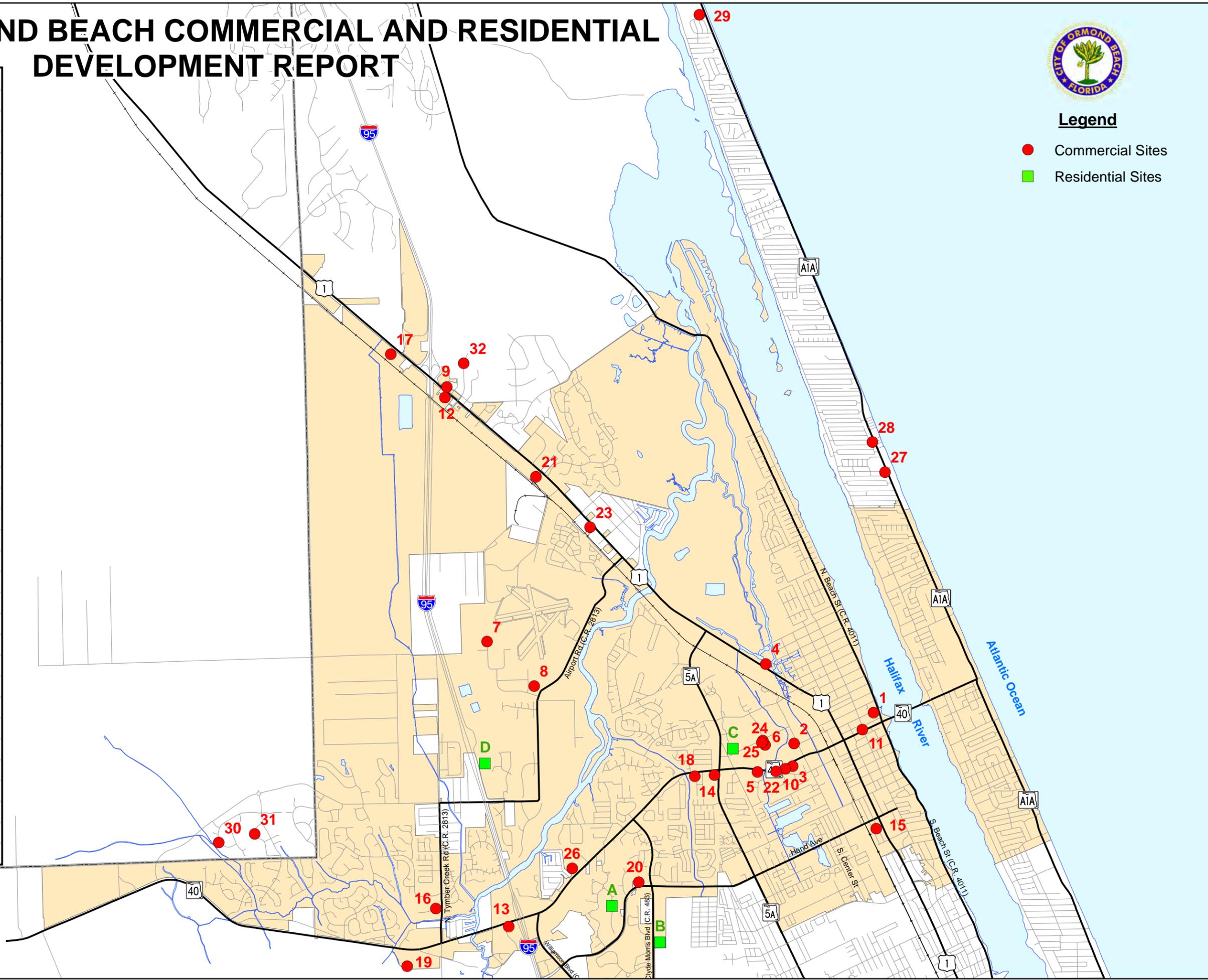
# CITY OF ORMOND BEACH COMMERCIAL AND RESIDENTIAL DEVELOPMENT REPORT



## 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	Center Street Partial ROW Vacation
7	Concentrated Aloe
8	Cunningham Research
9	Dollar General
10	Granada Pointe
11	Hulls Seafood Deck
12	McDonald's (N US Hwy 1)
13	McDonald's (Interchange Blvd)
14	McDonald's (S Nova Rd)
15	McNamara Warehouse
16	Moss Point - Entry Wall
17	Pennsylvania Ave ROW Vacation
18	Realty Pros
19	Riverbend Church Expansion
20	Speciality Surgery Center of Florida
21	S.R. Perrott Office Addition
22	Tomoka Ave Partial ROW Vacation
23	Window World
24	YMCA Dog Park
25	YMCA Parking Expansion
26	Zaxby's
27	1190 Ocean Shore Blvd
28	1368 Ocean Shore Blvd
29	5500 Ocean Shore Blvd
30	Huntington Green
31	Huntington Villas
32	Plantation Oaks



## City of Ormond Beach Commercial Development Report September 1, 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	<b>30 LINCOLN AVENUE</b> 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				Issued 08.08.16		5%		E = City of Ormond Beach O = City of Ormond Beach
2	<b>146 NORTH ORCHARD STREET</b> 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	<b>550 WEST GRANADA BOULEVARD (BELLA MARIE)</b> 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		Note: Site incorporated into Granada Pointe project.						E = Daniel Johns, P.E. O = Granada Management, LLC ARC = Ben Butera
4	<b>783 N US HWY 1, CAMPANA</b> 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 ARC/E: W.A. Cross O = Steven Campana
5	<b>ANTARES OF ORMOND BEACH</b> 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	<b>CENTER STREET PARTIAL ROW VACATION</b> SPRC# 2016-014 Center Street, south of Sterthaus 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
7	<b>CONCENTRATED ALOE</b> 20 West Tower Circle #SPRC 2015-120	Construct a 37,800 SF manufacturing/office building and associate site improvements on vacant land	08.26.15	09.15.16	10.09.15						10.19.15	10.19.17		Not applied		Not applied				O = Timothy Meadows E = Finley Engineering ARC = Stan Hoelle
8	<b>CUNNINGHAM RESEARCH</b> 3 Signal Avenue SPRC#16-081	Warehouse addition of 2,651 SF	05.26.16	06.09.16	07.26.16						07.26.16			Approved	\$75,000	08.11.16	\$8,000	5%		E = Alann Engineering Group O = Cunningham Family LTD Partnership
9	<b>DOLLAR GENERAL</b> 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	Under Constr.		Issued 07.12.16	\$1,057,056	Issued 06.03.16	\$292,000	30%		E = Jade Consulting LLC O = HSC Ormond Beach, LLC ARC = Jared Ducote, Architect
10	<b>GRANADA POINTE</b> 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	08.07.16													O = Granada Pointe, LLC Eng = Newkirk Engineering, Inc.
11	<b>HULLS SEAFOOD DECK</b> 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		Not applied		Not applied				O = Hull's Seafood Eng = Mark Dowst & Associates ARC = Richard Brookfield
12	<b>MCDONALD'S</b> 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	04.22.18		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.
13	<b>MCDONALD'S</b> 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		Not applied		Not applied				E = CPH Inc. O = McDonald's USA LLC ARC = CPH Inc.
14	<b>MCDONALD'S</b> 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.

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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
15	<b>McNAMARA WAREHOUSE</b> 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
16	<b>MOSS POINT, ENTRY WALL</b> 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
17	<b>PENNSYLVANIA AVENUE ROW VACATION</b> 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					07.26.16 09.06.16 09.20.16										E = Zev Cohen & Associates
Not on map	<b>RACETRAC #661, ADDITION</b> 1521 North US Highway 1 SPRC#2016-113	Addition of 393 SF of building, outdoor seating, and associated site improvements.	08.30.16	09.13.16																E = Tannath Design, Inc. O = RaceTrac Petroleum, Inc.
18	<b>REALTY PROS</b> 900 West Granada Boulevard SPRC #2016-091	Construct a 11,400 square foot office/retail building and associated site improvements on a 1.68 acre parcel.	07.20.16	08.03.16	09.12.16				Neigh, meeting 08.15.16											E = Newkirk Engineering O = RPA Vestments, LLC ARC = BPF Design Inc.
19	<b>RIVERBEND CHURCH EXPANSION</b> 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
20	<b>SPECIALITY SURGERY CENTER OF FL</b> 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	06.22.18		Approved	\$2,410,000	Not Applied				E = Jerry Finley, P.E. O = PRC Associates, LLC ARC = Gordon & Associates Architect, LLC
21	<b>S.R PERROTT OFFICE ADDITION</b> 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	45%		E = Parker Mynchenberg & Assoc O = S.R. Perrott, Inc.
22	<b>TOMOKA AVE, PARTIAL ROW VACATION</b> 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.
23	<b>WINDOW WORLD</b> 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		In review	\$500,000	Not applied				E = Kirby Engineering, LLC O = Tillman Volusia Holdings, LLC ARC: A.L. Designs
24	<b>YMCA DOG PARK</b> 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
25	<b>YMCA PARKING EXPANSION</b> 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
26	<b>ZAXBY'S</b> 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		Not applied		Not applied				E = Newkirk Engineering APP = Demerburn, LLC ARC = HFR

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Change in project status

Project nearing completion

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**Ormond Beach is Utility Provider Only**

27	<b>1190 OCEAN SHORE BLVD</b> 1190 Ocean Shore Blvd. SPRC# 2016-096	Sewer connection for existing building	07.26.16	08.09.16																E = Anderson-Dixon LLC O = Afshari 1190, LLC
28	<b>1368 OCEAN SHORE BLVD</b> 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	90%		E = Finley Engineering Group O = 1368 Oceanshore Blvd. LLC
29	<b>5500 OCEAN SHORE BOULEVARD</b> 5500 Ocean Shore Boulevard SPRC #2015-097	Water connection for existing building	06.17.14	07.01.14	02.02.15	03.06.15					03.25.16									E = Alann Engineering Group O = Kingston Shores Condo
30	<b>HUNTINGTON GREEN</b> 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
31	<b>HUNTINGTON VILLAS</b> 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	90% portion		E = Zev Cohen & Associates O = BADC Huntington Communities, LLC
32	<b>PLANTATION OAKS</b> SPRC# 2016-001 I-95 and North US1	Water connection for phase of subdivision development	10.22.15	11.12.15	08.26.16															E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, L.C.

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**City of Ormond Beach Residential Development Report - September 1, 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	<b>CHELSEA PLACE, PHASE 3</b> 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	65%		E = Parker Mynchenberg & Associates O = CP & SP Residential Land, LLC
B	<b>GRANDE CHAMPION CYPRESS TRAILS</b> 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	08.03.16		Approved 08.11.16	09.20.16 &10.04.16											E = Matthews Deign Group O = Indigo Development, LLC Purchaser = Grande Champion Partners, LLC
C	<b>ORMOND RENAISSANCE CONDOMINIUM</b> 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	Approved 08.05.16	2%		E = Parker Mynchenberg & Associates O = Ormond King Center, LLC ARC = David Howard
D	<b>PINELAND</b> 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
D	<b>PINELAND, PHASE 1</b> East of I-95, north of Airport Road SPRC #2015-084	Construction of 44 single- family lots	02.04.16	02.23.16	04.21.16	05.24.16				07.20.16	08.15.16	08.15.18									E = Zahn Engineering
D	<b>PINELAND, PRD AMENDMENT</b> East of I-95, north of Airport Road SPRC #2016-086	Amendment to Ordinance 08-44	06.08.16	06.22.16					PB Approved	09.06.16 & 09.20.16											E = Zahn Engineering

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