



City of Deltona

REGULAR CITY COMMISSION MEETING
MONDAY, APRIL 21, 2014
6:30 P.M.

Mayor
John Masiarczyk

Vice Mayor
Heidi Herzberg
District 3

Commissioners:

Zenaida Denizac
District 1

Webster Barnaby
District 2

Nancy Schleicher
District 4

Fred Lowry
District 5

Chris Nabicht
District 6

City Manager
William D. Denny

DELTONA COMMISSION CHAMBERS
2345 PROVIDENCE BLVD.
DELTONA, FLORIDA

AGENDA

- 1. CALL TO ORDER:**
- 2. ROLL CALL – CITY CLERK:**
- 3. INVOCATION AND PLEDGE TO THE FLAG:**
 - A. Invocation Presented by Commissioner Lowry.**
- 4. APPROVAL OF MINUTES & AGENDA:**
 - A. Approval of Minutes - Regular City Commission Meeting of April 7, 2014.**
 - B. Additions or Deletions to Agenda.**
- 5. PRESENTATIONS/AWARDS/REPORT:**
 - A. Presentation of Certificates of Recognition and Thanks, to the three (3) 7th Grade students from Deltona Middle Schools whose essays were chosen for the "If I Were Elected Mayor" Essay Contest.**

- B. Presentation of Inductee to the Wall of Fame.
- C. Presentation - William S. Harvey Deltona Scholarship Award Certificates.
- D. Presentation - Quarterly Reports of City Advisory Boards/Committees.

6. PUBLIC FORUM - Citizen comments for any items.
(4 minute maximum length)

CONSENT AGENDA: All items marked with an * will be considered by one motion unless removed from the Consent Agenda by a member of the City Commission.

7. CONSENT AGENDA:

8. ORDINANCES AND PUBLIC HEARINGS:

- A. Public Hearing - Ordinance No. 04-2014, Zoning Map Amendment (RZ13-009) for eleven (11) parcels located at the northeast corner of the Saxon Boulevard/Finland Drive intersection, at second and final reading.
- B. Ordinance No. 08-2014, amending the City Charter and Authorizing proposed Charter amendment questions to be submitted to the electors at the November 4, 2014 General Election for a referendum on the questions of approval of the proposed amendments, for first reading.

9. OLD BUSINESS:

10. NEW BUSINESS:

- A. Request for approval of the U.S. Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant.
- B. Request for approval of Resolution No. 2014-07 declaring certain property of the City as surplus and authorizing the sale or disposal of such property.
- C. Request for approval to sign engagement letter with Purvis Gray & Company.

11. CITY ATTORNEY COMMENTS:

12. CITY MANAGER COMMENTS:

- A. Lobbyist Update.

13. CITY COMMISSION COMMENTS:

14. ADJOURNMENT:

NOTE: If any person decides to appeal any decision made by the City Commission with respect to any matter considered at this meeting or hearing, he/she will need a record of the proceedings, and for such purpose he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (F.S. 286.0105).

Individuals with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk, Joyce Raftery 48 hours in advance of the meeting date and time at (386) 878-8500.



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 3 - A
SUBJECT: Invocation Presented by Commissioner Lowry.

LOCATION:	N/A
BACKGROUND:	At the Regular City Commission Meeting on Monday, October 17, 2011, the City Commission approved to have each Commissioner by District schedule someone to present the invocation at each Regular City Commission meeting rotating each Commissioner by District starting with District #1, #2, #3, #4, #5, #6 and the Mayor.
ORIGINATING DEPARTMENT:	City Clerk's Office
SOURCE OF FUNDS:	N/A
COST:	N/A
REVIEWED BY:	City Clerk
STAFF RECOMMENDATION PRESENTED BY:	N/A - Invocation Only.
POTENTIAL MOTION:	N/A - Invocation Only.
AGENDA ITEM APPROVED BY:	<hr/> William D. Denny, City Manager



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 4 - A
SUBJECT: Approval of Minutes - Regular City Commission Meeting of April 7, 2014.

LOCATION:	N/A
BACKGROUND:	N/A
ORIGINATING DEPARTMENT:	City Clerk's Office
SOURCE OF FUNDS:	N/A
COST:	N/A
REVIEWED BY:	City Clerk
STAFF RECOMMENDATION PRESENTED BY:	City Clerk Joyce Raftery - To approve the minutes of the Regular City Commission Meeting of April 7, 2014.
POTENTIAL MOTION:	"I move to approve the minutes of the Regular City Commission Meeting of April 7, 2014."
AGENDA ITEM APPROVED BY:	<hr/> William D. Denny, City Manager
ATTACHMENTS:	<ul style="list-style-type: none">• RCM Minutes 4-7-2014

**CITY OF DELTONA, FLORIDA
REGULAR CITY COMMISSION MEETING
MONDAY, APRIL 7, 2014**

1 A Regular Meeting of the Deltona City Commission was held on Monday, April 7, 2014 at the City
2 Hall Commission Chambers, 2345 Providence Boulevard, Deltona, Florida.

3
4 **1. CALL TO ORDER:**

5
6 The meeting was called to order at 6:30 p.m. by Mayor Masiarczyk.

7
8 **2. ROLL CALL:**

9			
10	Mayor	John Masiarczyk	Present
11	Vice Mayor	Heidi Herzberg	Present
12	Commissioner	Webster Barnaby	Present
13	Commissioner	Zenaida Denizac	Present
14	Commissioner	Fred Lowry	Present
15	Commissioner	Chris Nabicht	Present
16	Commissioner	Nancy Schleicher	Present
17	City Manager	Dave Denny	Present
18	City Attorney	Becky Vose	Present
19	City Clerk	Joyce Raftery	Present

20
21 Also present: Parks and Recreation Director Steve Moore; Planning and Development Services
22 Director Chris Bowley; Economic Development Manager Jerry Mayes; Deputy City Manager Dale
23 Baker; Acting Fire Chief Robert Rogers; and VCSO Captain David Brannon.

24
25 **3. INVOCATION AND PLEDGE TO THE FLAG:**

26
27 Invocation Presented by Commissioner Schleicher – Nick Pizza.

28
29 The National Anthem was sung by Madeline Aker, a senior from Deltona High School.

30
31 **4. APPROVAL OF MINUTES & AGENDA:**

32
33 **A. Minutes:**

34
35 **1. Approval of Minutes – Regular City Commission Meeting of March 17, 2014.**

36
37 **Motion by Commissioner Vice Mayor Herzberg, seconded by Commissioner Lowry to approve**
38 **the minutes of the Regular City Commission Meeting of March 17, 2014.**

39
40 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**
41 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**
42 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

43
44 **B. Additions or Deletions to Agenda:** None.

45
46 **5. PRESENTATIONS/AWARDS/REPORTS:**

47
48 **A. Presentation – Super Star Student of the Month Certificates for March, 2014.**

49

1 The Commission presented Super Star Students of the Month certificates for March, 2014.

2
 3 **B. Presentation – Love Your Heart 5K, Presented by Final Mile Race Management.**

4
 5 The Mayor and Commission, Bill Griffin, Halifax Health Director of System Research and Planning,
 6 and Final Mile Race Management staff presented a check for \$5,486.73 to the American Heart
 7 Association Regional Director Robin Mozingo.

8
 9 **C. Presentation – New Arts & Performance Center presented by Llyod Marcus.**

10
 11 Llyod Marcus, President of Deltona Arts & Historic Center gave a brief presentation on a proposed
 12 new Arts & Performance Center.

13
 14 The Commission discussed permitting problems with the proposed construction site and the Saint
 15 Johns River Water Management District, concerns for the preservation of historical items, the high
 16 quality of the presentation material, the property being in a flood zone, sewage treatment plant and
 17 sewer line infrastructure, current use at the Deltona Arts and Historical Center, prior events
 18 conducted at the Center, the Center progressing to the next level, funding expected from the City, the
 19 City's financial well-being, the Commission commended Mr. Marcus for having a vision, the City
 20 being fiscally responsible, discussing the proposed concept at a Commission Workshop, Deltona
 21 having talent that needs a place to perform, recommending Mr. Marcus meet with the economic
 22 development community, the City Manager, and with Deltona's Economic Development Manager.
 23 The Commission thanked Mr. Marcus for presenting his Arts & Historical Center concept.

24
 25 **6. PUBLIC FORUM – Citizen comments for items not on the agenda.**

26
 27 a) Tim Coll, 1323 Pine Song Drive, Enterprise, Florida, stated that the 25% percent water
 28 surcharge for outside the City households financially hurts families and he requested the Commission
 29 reconsider the surcharge. The surcharge hurts the community, many residents are on a fixed income,
 30 his annual water bill will be over \$1,500 dollars, residents are having a difficult time managing their
 31 income now, although State law allows the tax, the Enterprise community cannot vote for City
 32 Commissioners which seems like taxation without representation, and he is against the 25% surcharge.

33
 34 Mayor Masiarczyk replied that water rates are set by Resolution and that the Commission annually
 35 reviews those rates.

36
 37 **7. CONSENT AGENDA:**

38
 39 Mayor Masiarczyk read the title of each item on the Consent Agenda.

40
 41 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

42
 43 **Motion by Commissioner Lowry, seconded by Commissioner Schleicher to approve Consent**
 44 **Agenda Items 7-A and 7-B.**

45
 46 **Motion carried unanimously with members voting as follows: Commissioner Barnaby For;**
 47 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**
 48 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

1 **A. Request for approval of the William S. Harvey Deltona Scholarship Advisory Board's**
 2 **recommendation to add Jerry M. Robinson, M.D. to the Wall of Fame.**

3
 4 **Approved by Consent Agenda - to accept the William S. Harvey Deltona Scholarship Advisory**
 5 **Board's recommendation to add Jerry M. Robinson, M.D. to the Wall of Fame.**

6
 7 **B. Request for approval of recommendations for scholarship awards from the William S.**
 8 **Harvey Deltona Scholarship Advisory Board.**

9
 10 **Approved by Consent Agenda - to approve the 2013/2014 William S. Harvey Scholarship**
 11 **recipients as presented by the William S. Harvey Deltona Scholarship Advisory Board.**

12
 13 **8. ORDINANCES AND PUBLIC HEARINGS:**

14
 15 **A. Public Hearing - Ordinance No. 02-2014, Zoning Map Amendment for three (3) lots**
 16 **from Mixed Planned Unit Development (MPUD) to the Business Planned Unit Development**
 17 **(BPUD) for the Saxon Sterling Silver project, at first reading.**

18
 19 Commissioner Denizac asked the City Attorney to explain the Quasi-judicial hearing process as it pertains to
 20 a change to a zoning application, and Mrs. Vose replied that a Quasi-judicial hearing is equivalent to a court
 21 hearing, in that each Commission member would act as a judge, weighing each presentation, and only basing
 22 their decision on the application for zoning changes on the range of development that could occur on the
 23 property from information presented during the meeting.

24
 25 Chris Bowley, Director of Planning and Development Services gave a presentation on Ordinance No. 02-
 26 2014, zoning map amendments for three (3) lots from the City's Mixed Planned Unit Development (MPUD)
 27 to the Business Planned Unit Development (BPUD) for the Saxon Sterling Silver project.

28
 29 The Commission and staff discussed the request for a change from mast arm traffic signal to a string pole
 30 traffic signal, if the Commission can make a mast arm traffic signal a condition of the approval for Ordinance
 31 No. 02-2014, putting a mast arm traffic signal in the development agreement, Lot No. 1 right in right out
 32 access from Saxon Boulevard having to meet Volusia County requirements, mast arm installation becoming a
 33 Deltona standard, Volusia County making the final decision on what type of traffic signal is installed and
 34 when it is installed because Saxon Boulevard is a County road, the City approving and installing wire hanging
 35 traffic signals in the past, the staff reasons to change the lift station access road from a 14 foot stabilization
 36 road to a 12 foot wide paved road, and revisiting the access road width issue with the City's public protection
 37 staff to be a 20 foot stabilization road.

38
 39 Alex Ford, from the law firm of Landis Graham French, P.A., representative for the applicant, the Deltona
 40 Retail Investment Group LLC, introduced members in attendance and available to answer questions, he
 41 thanked Mr. Bowley for a very thorough and professional presentation, and then he gave a brief presentation
 42 on the MPUD existing sites, proposed BPUD rezoning changes, and types of businesses being planned for the
 43 lots.

44
 45 Mayor Masiarczyk opened the public hearing.

- 46
 47 a) Margaret Tilden, 1001 Sterling Court, Apartment 124, stated that she is for the rezoning.
 48
 49 b) Joe Cotton, 1001 Alabaster Way, stated that he is for the rezoning.
 50
 51 c) Pat Cotton, 1001 Alabaster Way, stated that she is for the rezoning.

- 1 d) Shirley Toka, 1001 Alabaster Way, Apartment 334, stated that she is against the rezoning.
2
3 e) June Cleveland, 1001 Alabaster Way, Apartment 202, stated that she is for the rezoning.
4
5 f) Dan Lemine, 1001 Alabaster Way Apartment 209, stated that he is for the rezoning.
6
7 g) Carolyn Carl, 1001 Alabaster Way, stated that she is for the rezoning.
8
9 h) Dan Fiberie, 1001 Alabaster Way, stated that he is for the rezoning.
10
11 i) Bernard Choinlete, 1001 Alabaster Way, stated that he is for the rezoning.
12
13 j) Theyo Elam, 2449 Derby Drive, stated that he is for the rezoning.
14
15 k) Nick Jindal, 2801 Corrigan Drive, stated that he is for the rezoning.
16
17 l) Susan Little, 1089 Platinum Court, stated that she is against the rezoning.
18
19 m) Robert Desmond, 811 N. Midland Drive, stated that he is for the rezoning.
20
21 n) Tracey Sandell, 2369 Sedgefield Avenue, stated that she is for the rezoning.
22
23 o) David Stautihar, 1201 Abigail Drive, stated that the rezoning and a development of a Wal-mart in
24 the area has many issues that need to be researched.
25
26 p) John Pike, 1032 Pearl Tree Road, submitted a petition against the rezoning, and he stated that he is
27 against the rezoning.
28
29 q) Peter McNichol, 1041 Pearl Tree Road, stated that he is against the rezoning.
30
31 r) John Cucura, 1089 Pearl Tree Road, stated that he is against the rezoning.
32
33 s) Leslie Premo, 1098 Pearl Tree Road, stated that she is against the rezoning.
34
35 t) Harvey Oretsky, 1671 Emerald Green Court, stated that he is against the rezoning.
36
37 u) Daniel Dudley, 1089 Pearltree Road, stated that he is against the rezoning.
38
39 v) David Dawson, Sterling Park Homeowners Association President, 1698 Sterling Silver Boulevard,
40 stated the association members are for the rezoning of Lot No. 1, but are against the rezoning of
41 Lot Numbers 2 and 4.
42
43 w) Stephen Bacon, 257 Bayou Circle, stated that he is against the rezoning.
44
45 x) Bill Brazee, 1057 Platinum Court, stated that he is against the rezoning.
46
47 y) Veronica Kennedy, 3237 Tealwood Terrace, stated that she is against the rezoning.
48
49 z) John Wannamaker, 1019 Town Center Drive, stated that he represents Florida Hospital who is
50 committed to coming to Deltona.
51
52 Mayor Masiarczyk closed the public hearing.

1 The Commission and staff discussed Lot No. 1 currently being zoned C-1 commercial use under the
 2 MPUD and Florida Hospital being able to build on Lot No.1, the curve in Saxon Boulevard prior to
 3 Lot No. 2 not being the best location for non-residential to build, local roads feeding to I4, travel
 4 speed and traffic mobility design in the area, placing a traffic light in the area to help control traffic
 5 flow and speed, a traffic light at Saxon Boulevard and Sterling Park Boulevard being a must, types
 6 of non-residential uses of the lots under the current MPUD, no hourly operation restrictions under
 7 the current MPUD, current height restrictions being 36 feet or three (3) stories, responsibility for
 8 repair and maintenance of sidewalks being transferred to property owners when property is sold,
 9 buffer wall location for Lot No. 1, access to Lot No. 2 and 4 would be off Alabaster Way and Saxon
 10 Boulevard, the City not being able to deny a retail grocery store to be built on Lot No. 1 as long as it
 11 fits into the MPUD zoning requirements and the ramifications if the Commission turns down such a
 12 request, the Commission addressing the issue of rezoning only and not whether a Wal-Mart is being
 13 built or not, joint access being on Saxon Boulevard, the City would work with Volusia County's
 14 traffic engineers on the timing of when a traffic light would be installed, requiring a construction
 15 access point, the City's prerogative to place a requirement in a development agreement to require a
 16 traffic light be installed before construction begins, whether or not to put amendments in the motion,
 17 a PUD being a negotiated developers agreement, Florida Fish Memorial Hospital being committed to
 18 coming to Deltona, having an executed contract with the developer for Lot No. 1, but can build on
 19 either lot location, Florida Hospital's current contract being tied to and dependent on the requested
 20 BPUD, reasons for the requirement of eight (8) foot wide sidewalks as compared to five (5) foot
 21 sidewalks, the traffic study being 4,700 not 47,000 cars a day, having a median on Saxon Boulevard
 22 to allow cross access which saves having to put in one (1) entrance in the area, and emergency
 23 vehicle access not being affected by the proposed BPUD.

24
 25 Mrs. Vose stated that because the Commission members are participating in a Quasi-judicial hearing
 26 any ex parte communication received by the Commission needed to be disclosed. The Commission
 27 discussed types of communications received and that the Commission providing no responses to
 28 those communications, and any meetings attended that may have been germane to the rezoning.
 29 Also discussed was the Commission only basing their decision on what was discussed at the public
 30 hearing and what procedure to use for approving or disapproving the motion, making a motion for
 31 Option No.2 to include modified amendments discussed at the public hearing, and discussing the
 32 details of a development agreement at a workshop.

33
 34 The Commission discussed when to have a traffic light installed and working out the installation
 35 with Volusia County, installation of a mast arm traffic light being preferred and fitting better into the
 36 ascetics of the community, addressing certain issues during a final site plan application, eight (8)
 37 foot sidewalks being a must, the pros and cons of businesses being allowed to operate for 24 hours,
 38 Wal-Mart acting irresponsible and inappropriately by putting a sign up and posting to their webpage
 39 that a Wal-Mart store was coming to Saxon Boulevard, which gave residents a false impression that
 40 a deal had already been made, and concerns about addressing area resident's issues.

41
 42 **Motion by Commissioner Nabicht, seconded by Vice Mayor Herzberg to approve Ordinance**
 43 **No. 02-2014, a rezoning of the Saxon-Sterling Silver lots 1, 2, and 4 from MPUD to BPUD, to**
 44 **include the following modified amendments to the Development Agreement: mast arm traffic**
 45 **signal, eight (8) foot wide sidewalk(s) along Saxon Boulevard, address hours of operation at the**
 46 **time of the Final Site Plan, and only Option 2 of the Master Development Plan, at first reading.**

47
 48 City Attorney Becky Vose read the title of Ordinance No. 02-2014.

49 **AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, REZONING LOTS 1, 2, AND**
 10 **Item 4A**

1 **4 AND TRACTS “B” AND “C” AND ROAD “B” OF THE RETIREMENT COMMUNITY**
 2 **AT STERLING PARK MPUD SUBDIVISION ACCORDING TO THE PLAT THEREOF AS**
 3 **RECORDED IN MAP BOOK 53, PAGES 59 AND 60 OF THE PUBLIC RECORD OF**
 4 **VOLUSIA COUNTY, FLORIDA, FROM MIXED USE PLANNED UNIT DEVELOPMENT**
 5 **TO BUSINESS PLANNED UNIT DEVELOPMENT, LOCATED ALONG SAXON**
 6 **BOULEVARD AT AND NORTH OF THE INTERSECTION OF STERLING SILVER AND**
 7 **SAXON BOULEVARDS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN**
 8 **EFFECTIVE DATE.**

9
 10 **Motion carried with members voting as follows:**

11		
12	Commissioner Barnaby	Against
13	Commissioner Denizac	Against
14	Commissioner Lowry	Against
15	Commissioner Nabicht	For
16	Commissioner Schleicher	For
17	Vice Mayor Herzberg	For
18	Mayor Masiarczyk	For
19		

20 The Commission discussed making decisions that are best for all residents of Deltona, the need for
 21 medical facilities in Deltona, additional growth being needed in the community, sending a signal to the
 22 development community that Deltona is “Open for Business”, the need for commercial development in
 23 Deltona and the effect on some residential areas, not being able to deny what property owners build as
 24 long as it is in accordance with zoning, Florida Fish Memorial’s commitment and vision for medical
 25 facilities in Deltona, and conducting a proper Quasi-judicial hearing.

26
 27 Ordinance No. 02-2014 was adopted at 10:43 p.m.

28
 29 **B. Public Hearing – Ordinance No. 04-2014, Zoning Map Amendment (RZ13-009) for**
 30 **eleven (11) parcels located at the northeast corner of the Saxon Boulevard/Finland Drive**
 31 **intersection, at first reading.**

32
 33 The Commission discussed lots involved in the rezoning, and Racetrack being the contract purchaser
 34 after the rezoning.

35
 36 Mayor Masiarczyk opened the public hearing.

37
 38 Tom Sullivan, Gray Robinson Law Firm, stated that he represented the Racetrack Corporation who
 39 appreciates the Commission’s past decisions and staff’s assistance and would appreciate the
 40 Commission’s continued support.

41
 42 Richard Peach, 529 South Glancy Drive, stated that he is against the zoning map amendment.

43
 44 Mayor Masiarczyk closed the public hearing.

45
 46 The Commission discussed Racetrack putting in an on-site septic system until it can hook up to City
 47 sewer lines, putting in a drainage buffer, neighborhood compatibility measures that are being taken,
 48 the site having to be engineered and permitted, and also having to be permitted by the Saint Johns

1 River Water Management District for on-site pre and post design.

2
 3 **Motion by Commissioner Nabicht, seconded by Commissioner Lowry to approve Ordinance**
 4 **No. 04-2014, to rezone lots 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, and Tract 'K', Block 101,**
 5 **Deltona Lakes, Unit 3, Map Book 25, Pages 105 - 120, from Office Residential (OR) and Public**
 6 **(P) to General Commercial (C-2), at first reading.**

7
 8 City Attorney Becky Vose read the title of Ordinance No. 04-2014.

9
 10 **AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, AMENDING THE OFFICIAL**
 11 **ZONING MAP FOR THE FOLLOWING PARCELS: A TRACT OF LAND, BEING LOTS 23,**
 12 **24, 25, 26, 27, 28, 29, 30, 31, 32 AND TRACT "K", BLOCK 101, DELTONA LAKES UNIT**
 13 **THREE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 25, PAGES**
 14 **105 THROUGH 120, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. CONTAINING**
 15 **3.9 ACRES MORE OR LESS, LOCATED AT THE NORTH SIDE OF THE 2000 BLOCK OF**
 16 **SAXON BOULEVARD; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN**
 17 **EFFECTIVE DATE.**

18
 19 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**
 20 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**
 21 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

22
 23 Ordinance No. 04-2014 was adopted at 10:52 p.m.

24
 25 **C. Public Hearing - Resolution No. 2014-06, Lakeshore Shared-Use Path Local Agency**
 26 **Program (LAP) Agreement between the Florida Department of Transportation (FDOT) and the**
 27 **City of Deltona (City) to secure design services.**

28
 29 **Motion by Commissioner Nabicht, seconded by Commissioner Barnaby to approve Resolution**
 30 **No. 2014-06, the FDOT LAP Agreement, to allow the Lakeshore Shared-Use Path design and**
 31 **City funding of up to 10% of that design.**

32
 33 Mayor Masiarczyk read the title of Resolution No. 2014-06.

34
 35 **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA,**
 36 **AUTHORIZING THE EXECUTION AND DELIVERY TO THE STATE OF FLORIDA**
 37 **DEPARTMENT OF TRANSPORTATION A LOCAL AGENCY PROGRAM AGREEMENT**
 38 **FOR THE LAKESHORE SHARED-USE PATH PROJECT.**

39
 40 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

41
 42 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**
 43 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**
 44 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

45
 46 Resolution No. 2014-06 was adopted at 10:58p.m.

47
 48 **9. OLD BUSINESS:** None.

49 **10. NEW BUSINESS:** None.

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11. CITY ATTORNEY COMMENTS: None.

12. CITY MANAGER COMMENTS:

A. Lobbyist Update:

Mr. Denny stated that the Springs Bill reported on during the last Commission meeting is tied up in Committee, has been stripped down a lot, probably will not make it through this year, but may come back next year. There is a push in Tallahassee to come up with a budget to form a committee to look at Enterprise Zones, and possibly bringing Enterprise Zones back next year.

13. CITY COMMISSION COMMENTS:

a) Commissioner Barnaby thanked the Deltona Public Information Office (PIO) and Internet Technology (IT) staff for its meeting support.

b) Mayor Masiarczyk mentioned upcoming events being held in Deltona for the upcoming weekend to include the Easter Eggstravaganza, Music in Courtyard, and Relay for life.

14. ADJOURNMENT:

There being no further business, the meeting adjourned at 11:02 p.m.

John Masiarczyk Sr., Mayor

ATTEST:

Mitch Honaker, Deputy City Clerk



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 5 - A
SUBJECT: Presentation of Certificates of Recognition and Thanks, to the three (3) 7th Grade students from Deltona Middle Schools whose essays were chosen for the "If I Were Elected Mayor" Essay Contest.

LOCATION:

City Wide

BACKGROUND:

Students throughout Volusia County participated in the Essay Contest and each school designed three (3) students to be recognized by the City of Deltona.

The City of Deltona and Area Superintendent Tom Russell, would like to recognize the three (3) 7th Grade students from Deltona Middle School, Galaxy Middle School and Heritage Middle School who were chosen for their essays which were submitted for the "If I Were Elected Mayor" Essay Contest.

Deltona Middle School:

Veronica Choler
Melanie Santos
Emmanuel Torres

Galaxy Middle School:

Kaylin Flam
Christina Rubio
Seth Walley

Heritage Middle School:

Natalie Dokken
Lilly Lawson
Justin Mymudes

ORIGINATING DEPARTMENT:

City Manager's Office

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

Community/Public Information Officer, City Manager

**STAFF
RECOMMENDATION
PRESENTED BY:**

N/A - Presentation Only.

**POTENTIAL
MOTION:**

N/A - Presentation Only.

**AGENDA ITEM
APPROVED BY:**

Dave Denny, City Manager

ATTACHMENTS:

- Student Essays

Melanie
Santos

1-22-14

4th period

Deltona MS

339
words

If I were elected mayor I would do the greatest things I can to help the city that I am mayor for. I would try my best to make everyone happy.

The first thing I would do for the city of Deltona if I was mayor would be to add more lights. I've notice at night it's super dark in many neighborhood, which is dangerous because it's an easier way for people to brake into peoples homes. Sometimes I don't feel safe in my neighborhood at night cause not many lights are on or the lights that are around arnt working, and I don't think it's safe for kids to be able to simply have a walk with there family at night cause an animal or another person, sometimes even a car could hurt them, but no one knows what's going on cause they could see due to little light.

Another thing I would do if if I were elected mayor is improve the schools a little better. Every year schools are being repainted or some buildings are need of improvement so the school does fundraisers or try selling something so with that money they can improve the school but not every-thing can be taken care of at once so the school has to wait for next year when kids come back to buy there gym cloths, Spirit Shirts, ciucelets anything so they can fix what is need.

Veronica Choler

DeHona MS

IF I were elected Mayor I would make everything better. I would make people pick up all the trash in the woods. I would make sure the people do the speed limit so we should have more police officers watching out for every car. I would have cameras in every single store to watch what people do in the store so people don't steal. I would make sure that every school was protected so nobody kills anymore children. I would give food and toys to all the kids that need it. We should help the neighbors by giving them help on doing the chores. I would clean up all the dirty, polluted water. I would help clean up all the lakes, swamps, rivers and oceans. I would give food and toys to all the animals in the shelter. I would also give water to the animals and kids that need it. I would keep donating money to people with cancer. I would make the roads more safe and the sidewalks also. We should also have no crimes going on. There should be nobody shooting anybody. No one should

Emmanuel Torres 1/22/14 Deltona MS
Period 3rd

If I were elected mayor I would make more Parks to play. At like basketball courts And Football Fields. Cause I think kids these days need more exercise Cause All they wanna do is stay inside And play xbox or PS4. So I think they should make more Parks And when they make the Parks make sure that their clean, safe And etc. Because Sometimes Parents Dont wanna let their kids go to the Parks Cause their either dirty And have graffiti All over the place Or just Are infested with gangs or Child molesters. But other than that I would make more grocery Shopping Places, And more restaurants like closer to peoples houses so like For example not everybody has A car so in order For some people to get groceries they have to walk Far distances but if we make them closer to Peoples house And Restaurants to they wont have to walk so Far I mean they would still have to walk but not AS Far AS before. So thats About All I would do if I was mayor.

Kaylin Flam, Galaxy Middle School

2400 Eustace Ave

Deltona, FL 32725

(386) 575-4144

If I Were Elected Mayor

If I were elected mayor, I would make sure everyone is happy. I would hold town meetings where people can give their opinions. Also, beautifying and safety are my intentions. When people pass through Deltona, I want them to think, "Wow...this is a beautiful town filled with happy people and it seems very safe."

One thing I would do, as I mentioned, is beautifying. In some areas of Deltona, things aren't as neat and pretty as they should be. I would make sure the whole town is clean and looking its best. If people were walking down the sidewalk, they wouldn't see litter on the ground. Instead, they would see freshly cut grass and plants. I would have everything cleaned up and beautiful.

Another big plan of mine would be safety. Bad things happen everywhere and I want to make sure that crime rates drop dramatically. I would help developments around town set up neighborhood patrols. They would change shifts and patrol to make sure everything is safe. I would also have officers visit schools more often to talk about safety and what to do during an emergency.

The things I would do for Deltona would make people happier and safer. They could walk around and enjoy the beautiful and safe city they live in. They wouldn't have to worry about crime or catastrophes. Friends could take a nice stroll and see the true beauty and feel joy. That is what I would do if I were elected mayor.

Christina Rubio

Christina Rubio, Galaxy Middle School
2400 Eustace Ave
Deltona, FL 32725
(386) 575-4144

If I Were Elected Mayor

If I were elected mayor, I would make Deltona a warm, loving place where people can live in peace. I would make school nicer and education better. I would have more community events so people could meet each other. I would make a little “downtown” area where families can relax and spend time together. For my little “downtown,” I was thinking of doing a nice little park, and stores for the elderly. I would have a coffee area and a place to relax for the adults. I would use the money wisely to protect the community of Deltona.

I will rebuild schools. I would make the students wear uniforms so they can concentrate on their grades and future college education. I would want them to make smarter choices when they’re older. I will dedicate my energy and time with those events. I would make a contest where they show Deltona their talents and people win prizes! I would have a festival with rides and attractions with food and where people can have fun. I would keep Deltona clean and up-to-date.

I would rebuild houses for the people that are in trouble or in harsh conditions and need the help. Not only would I do that, but I would give them food from the people who choose to do bad. Those people would give back to the community by doing community service so they choose not to do it again.

Seth Walley, Galaxy Middle School
2400 Eustace Ave
Deltona, FL 32725
(386) 575-4144

If I Were Elected Mayor

If I were elected mayor of Deltona, I would construct playgrounds for schools. I believe it would help boost morale in schools. I would request volunteers to repaint schools and rebuild broken property. Likewise, I would work to make more parks, and even make parks for animals only.

All of this would require sufficient funding, and let's face it, Deltona could have increased revenue. I would encourage business growth and many grants to those businesses to make Deltona an eventful place. The increase in businesses would get more jobs for jobless people and decrease tax rates. Deltona couldn't just spend all of its money on pointless things, so I would invest that money into making Deltona clean. Also, I would make sure funds are distributed evenly, and that budget cuts will be eliminated.

I, as mayor, would also add parks, such as, playgrounds dedicated to the citizen's choices. I would even dedicate things, such as grants to schools. I would love to run a city by the citizen's side. Their input would improve the lives of the people in the city.

Finally, I would make taxes affordable and reasonable. They would be neither excessive nor insufficient. After all, the city still needs funds to operate. I think that lowering taxes would help make the citizens happier with their city. It would also help raise funding by encouraging purchases.

Being the mayor of the city would be a blessing. I think I could really make a difference in Deltona.

Natalie Dokken
Heritage Middle School
7th Grade Civics
March 3, 2014

“If I Were Elected Mayor...”

If I were elected mayor I would encourage children to express themselves; dancing, writing, painting, or singing we all try to express ourselves in one way or another. Schools push us to do our best academically but not everyone is so content with the idea that having brains is better than having creativity, rhythm, or athleticism. As a straight “A” student I understand the importance of being well-educated but I also value my ability to express myself. Why is it that the performing arts are always the first to be cut? We have a constitutional right to freedom of expression! As mayor I would embrace the potential that each of us has to express ourselves by helping to organize concerts, plays, youth art festivals and sporting events. It’s hard enough to express ourselves in such a judgmental world but if we were to highlight these talents in positive and welcoming light students might be willing to be more involved in extracurricular activities which could build social skills and would keep kids out of trouble. We all are unique human beings with diverse interests and aptitudes. We need to be accepting of all people intelligent or artistic, musical or athletic because we all aspire to be different things from a factual scientist to an infamous rock star, we are America’s future and we’ll need kids to fill all the job positions not just the practical ones so let’s give them the experience to do so.

Lilly Lawson
Ms. Sheridan
Heritage MS.

If I were mayor...

If I were elected mayor I would make the city a better place. I would put up vibrant, beautiful flowers, and plant new trees. Beautiful scenery may attract more visitors to our city, and all the people of the city could enjoy the beauty too. I may even create a park for tourists to attract more attention to our small town. More tourists mean more money to make our town more beautiful and benefited.

I would also save the wildlife. Wildlife adds a dash of beauty into the city's life. I would make a national park to save the wildlife. Think for a minute, if I don't do those things to help the city would anyone ever hear the soft, peaceful chirping of birds? Or see the beautiful trees that surrounded the houses?

Another thing I would do is get rid of is pollution. Without pollution being stopped there would be murky waters, lifeless bare trees, and un-breathable air. Nobody wants that! If I could be chosen as mayor, I would help everyone have a better lifestyle. I would show people that by littering they really do harm the earth. As Robert Orben says, "There's so much pollution in the air now that if it weren't for our lungs there'd be no place to put it all." Pollution not only harms the earth, it harms us too. If I were mayor, I would put a stop to all the pollution, making Deltona a cleaner, healthier, and brighter place!

Justin Mymudes
Heritage Middle School
7th grade Civics
March 3, 2014

If I Were Elected Mayor

If I were elected mayor I would focus on a more realistic and reasonable goal rather than trying to save the world or do something outrageous and completely unrealistic. I would try to educate the kids on more real life situations rather than just math and books. Although that stuff is important it doesn't really help them in the real world. For example, educational classes will get a child through college and high school, but when it's all said and done most people haven't the slightest clue where to go and what to do. What I aim to do is bring in some real life skills and situations into everyday teachings and school days. Field trips may seem like just fun and games, but they actually are quite educational in the aspect where it tells kids and teenagers about what the real world is about. They teach things to kids that cannot be found in books.

While on the topic of real life, I also want to teach kids to think more independent at a younger age. Most kids nowadays just think what their parents think and believe what their parents believe. This is fine for a majority of the kid's life, but inevitably the parents won't be there for the kid forever. I believe in getting kids prepared to think and do things for themselves for when the time comes and they're all by themselves. Who knows, the idea may just catch on to other mayors across America.



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 5 - B
SUBJECT: Presentation of Inductee to the Wall of Fame.

LOCATION:	N/A
BACKGROUND:	At the William S. Harvey Deltona Scholarship Advisory Board held on March 20, 2014 the Board reviewed and recommended Jerry M. Robinson, M.D. to the Wall of Fame. The Board's recommendation was approved by the City Commission at the Regular City Commission Meeting held on April 7, 2014.
ORIGINATING DEPARTMENT:	City Clerk's Office
SOURCE OF FUNDS:	N/A
COST:	N/A
REVIEWED BY:	City Clerk
STAFF RECOMMENDATION PRESENTED BY:	N/A - Presentation Only.
POTENTIAL MOTION:	N/A - Presentation Only.
AGENDA ITEM APPROVED BY:	<hr/> William D. Denny, City Manager
ATTACHMENTS:	<ul style="list-style-type: none">• Wall of Fame Appointments• Robinson Certificate

Wall of Fame Appointments

<i>Member Name</i>	<i>Nominated By:</i>	<i>Appointed By:</i>	<i>Date Appointed</i>
<i>Jerome Amundsen</i>	<i>Winifred Stavracos</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Florence B. Durand</i>	<i>Nellie V. Savage</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Don Foss</i>	<i>Robert L. Heffelfinger; Bill & Eleanore McEachern</i>	<i>Carolyn Carbonell</i>	<i>04/11/03</i>
<i>Mary Lou Foster</i>	<i>Barbara Willey</i>	<i>John Masiarczyk</i>	<i>07/21/04</i>
<i>Catherine C. Fuller</i>	<i>Anonymous</i>	<i>Jose Perez</i>	<i>04/11/03</i>
<i>Clarence W. Gardiner</i>	<i>Frank J. Dragoun, P.E.</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Katherine Sellers Hahl</i>	<i>Laviel VanBenachaten</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Blanca Hernandez</i>	<i>Carmen Frizavry</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>John G. Hernandez</i>	<i>Salomon Valle; Lydia Selle; Samual Cintron; Norma O. Perez</i>	<i>Lucille Wheatley</i>	<i>04/11/03</i>
<i>Colonel Richard Hintermeier</i>	<i>Carl Carey</i>	<i>Carl Carey</i>	<i>04/11/03</i>
<i>Nancy Hudson</i>	<i>Anonymous</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Jesse James</i>	<i>Eleanor James</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Leonard "Len" B. Jansen</i>	<i>Bob & Jennie Travers; Edward S. Toperzen</i>	<i>Wayne Gardner</i>	<i>04/11/03</i>
<i>Mary O'Leary</i>	<i>Anonymous</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Robert "Bob" Maxwell</i>	<i>Anonymous</i>	<i>Don Foss</i>	<i>04/11/03</i>
<i>Charles "Chuck" R. McCarthy</i>	<i>Officers & members of Landmark Lodge No. 383; Membership – Deltona All-State Shrine Club; Clyde & Mary Meade</i>	<i>Carl Carey</i>	<i>04/11/03</i>
<i>Captain Clyde K. Meade</i>	<i>Sherwood A. Weissman</i>	<i>Jose Perez</i>	<i>04/11/03</i>
<i>Mary Meade</i>	<i>Sherwood A. Weissman</i>	<i>Doug Horn</i>	<i>08/04/04</i>
<i>Herbert E. Packman</i>	<i>John Masiarczyk</i>	<i>Ken Runge</i>	<i>08/31/04</i>
<i>E. Allan Paulowski</i>	<i>Dawn Marie, David & Robin Paulowski</i>	<i>Carolyn Carbonell</i>	<i>04/11/03</i>
<i>Dwight Rosi</i>	<i>Joseph Zarbo</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Leroy Roth</i>	<i>Anonymous</i>	<i>John Masiarczyk</i>	<i>04/11/03</i>
<i>Kathryn "Kay" J. Shea</i>	<i>John Masiarczyk</i>	<i>John Masiarczyk</i>	<i>04/11/03</i>
<i>Sue Sims</i>	<i>Anna M. Day; Alice McCarthy</i>	<i>Don Foss</i>	<i>04/11/03</i>
<i>Ruth Swanto</i>	<i>Diane Matousek</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Elizabeth Thomas</i>	<i>Barbara Willey</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Ruth S. Treloar</i>	<i>Deltona Retired Teachers (Vesta Seek, President)</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Charlotte Weydig</i>	<i>Gealy Thomas</i>	<i>City Commission</i>	<i>01/22/13</i>
<i>Barbara L. Willey</i>	<i>Charlotte Hintermeier</i>	<i>William S. Harvey</i>	<i>08/27/04</i>
<i>Marwin "Marv" Williams</i>	<i>John Boehm</i>	<i>John Masiarczyk</i>	<i>01/07/13</i>

Updated: 4/7/2014

City of Deltona Certificate of Recognition



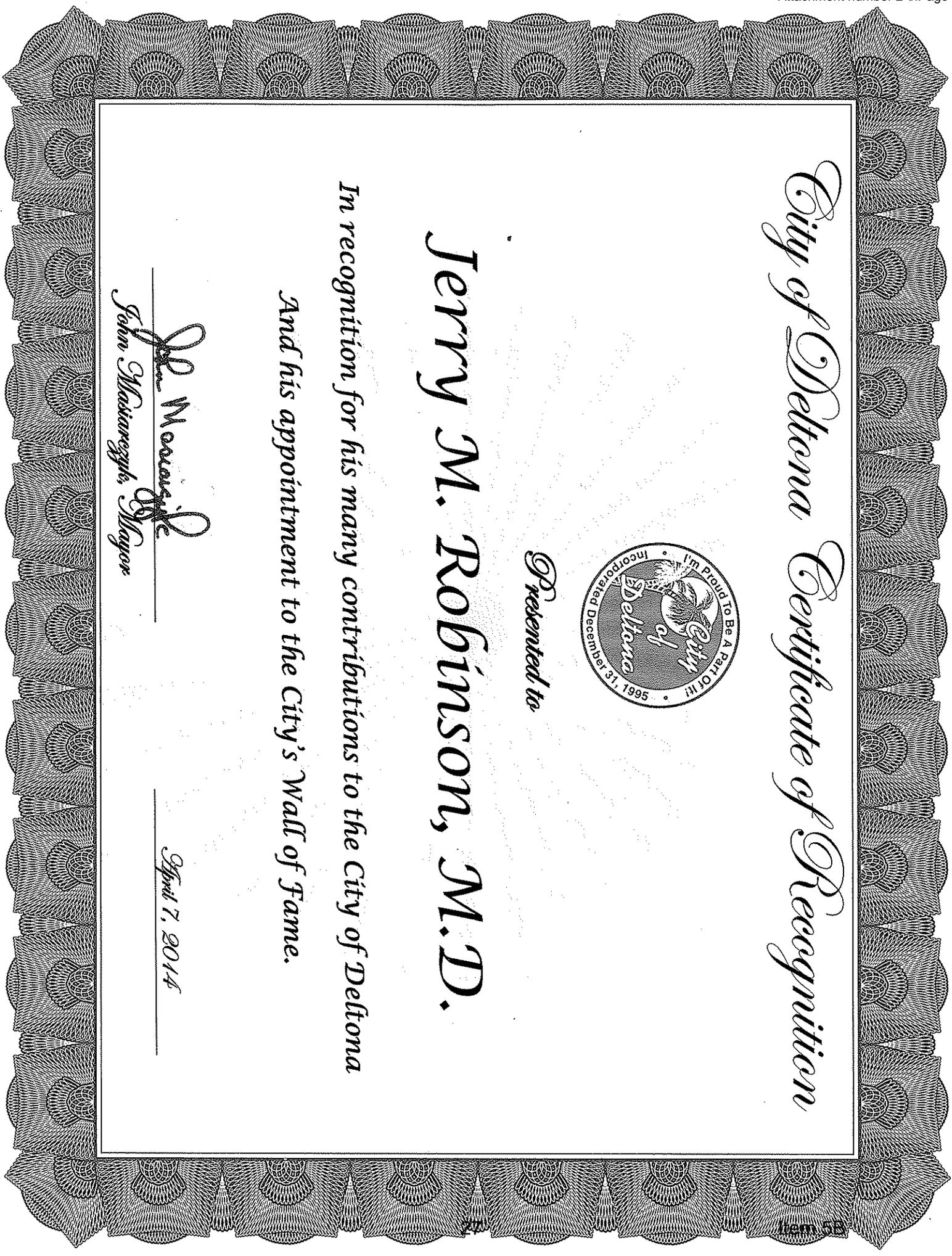
Presented to

Jerry M. Robinson, M.D.

*In recognition for his many contributions to the City of Deltona
And his appointment to the City's Wall of Fame.*

[Signature]
John Mascarenigo, Mayor

April 7, 2014





AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 5 - C
SUBJECT: Presentation - William S. Harvey Deltona Scholarship Award Certificates.

LOCATION:

N/A

BACKGROUND:

In recognition of scholastic achievement and commitment to demonstrating leadership in our community and at their schools. We, the Mayor, City Commission and William S. Harvey Deltona Scholarship Advisory Board of the City of Deltona, Florida, proudly present these scholarship awards, on this 21st day of April, 2014.

The recipients for the \$1,000 scholarship award are:

Zachery Holmes, Deltona High School
Neville Williams, Deltona High School
Brenna Calhoun, Deltona High School
Barbara Sanchez, Deltona High School
Joseph Pizza, University High School
Jolynn Arias, Deltona High School
Morgan Ginn, Deltona High School

The recipients for the \$1,500 scholarship award are:

Jonathan DeJesus, University High School
Alexa Hardrick, DeLand High School
Kaleigh Premo, Deltona High School
Ashton Langrick, Deltona High School
Amber Frato, Stetson University
Ali Payan, Deltona High School
Travis Pinnock, University of Florida, Gainesville

The recipients for the \$2,000 scholarship award are:

Monique Collier, Pine Ridge High School
Tiffany Gomez, Deltona High School
Adriana Jimeno, Pine Ridge High School
Eisa Khwaja, University High School
Luis Mendez, Pine Ridge High School
Sheryllyn Gayle, Mainland High School

The recipients for the \$2,500 scholarship award are:

Briana Williams, Pine Ridge High School
William Fanning, Home Schooled
Alejandra Morales, Pine Ridge High School

The recipient for the \$3,000 scholarship award is:
Eric Duran, Deltona High School

**ORIGINATING
DEPARTMENT:**

City Manager's Office

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

City Clerk

**STAFF
RECOMMENDATION
PRESENTED BY:**

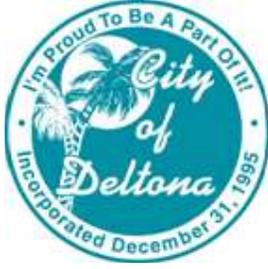
N/A - Presentation only.

**POTENTIAL
MOTION:**

N/A - Presentation only.

**AGENDA ITEM
APPROVED BY:**

William D. Denny, City Manager



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 5 - D
SUBJECT: Presentation - Quarterly Reports of City Advisory Boards/Committees.

LOCATION:	N/A
BACKGROUND:	Quarterly Reports of City Advisory Boards/Committees: 1) Parks and Recreation Advisory Committee - (Written Report Only) <ul style="list-style-type: none">• Senior Advisory Sub-Committee• Youth Advisory Sub-Committee• Citizen Accessibility Advisory Sub-Committee 2) William S. Harvey Deltona Scholarship Advisory Board - (Written Report Only)
ORIGINATING DEPARTMENT:	City Clerk's Office
SOURCE OF FUNDS:	N/A
COST:	N/A
REVIEWED BY:	City Clerk
STAFF RECOMMENDATION PRESENTED BY:	N/A - Presentation Only.
POTENTIAL MOTION:	N/A - Presentation Only.
AGENDA ITEM APPROVED BY:	<hr/> William D. Denny, City Manager
ATTACHMENTS:	<ul style="list-style-type: none">• Parks & Recreation Advisory Board - 1st Quarter 2014• William S. Harvey Deltona Scholarship Advisory Board - 1st Quarter 2014

PARKS & RECREATION DEPARTMENT

QUARTERLY REPORT

JANUARY, FEBRUARY, MARCH 2014

Parks & Recreation Advisory Board

First quarter:

- This board met in January and welcomed one new member.
- Jerry Mayes attended the meeting and updated the members on eco, medical and sports tourism development in the City over the short and long terms.
- This board discussed revisions to the By Laws regarding the age limits for members on the Youth Advisory Sub-Committee.
- Mr. Moore re-emphasized to this board, the importance of the Sunshine Law.
- This board had no further meetings for this quarter.

Citizen Accessibility Advisory Sub-Committee

First quarter:

- This sub-committee met in January and began discussions on the upcoming Community Expo which they co-host.
- This sub-committee met in February and March and continued their discussions on the community expo and possibly making some changes to their ADA Educational Pamphlet.
- Mr. Moore re-emphasized to this sub-committee, the importance of the Sunshine Law.

Youth Advisory Sub-Committee

First quarter:

- This sub-committee met in January and Mr. Moore briefly went over the Board By-Laws as a refresher. The members were brought up to date on park developments.
- Sub-committee members volunteered as servers at the Sweetheart Italian Dinner in February, hosted by the Senior Advisory Sub Committee. They met and discussed other volunteer opportunities like the Eggstravaganza event and discussed their ideas for an upcoming Teen Game Day to further their development of a Teen Center in Deltona.
- Mr. Moore discussed the age limit changes to the By-Laws that affect this board, as discussed at the Parks & Recreation Advisory Board Meeting and approved by the City Commission.
- Mr. Moore re-emphasized to this sub-committee, the importance of the Sunshine Law.
- This sub-committee did not meet in March.

Senior Advisory Sub-Committee

First quarter:

- This sub-committee met in January to finalize their plans for the Sweetheart Italian Dinner in February.
- This sub-committee successfully hosted their first Sweetheart Italian Dinner in February with an estimated attendance of 125.
- This sub-committee briefly discussed upcoming events at their March meeting.
- Mr. Moore re-emphasized to this sub-committee, the importance of the Sunshine Law.

Respectfully submitted,
Steve Moore, Director
Parks and Recreation Department



City of Deltona

Quarterly Report for the William S. Harvey Scholarship Advisory Board (January – March, 2014)

- During this quarter the Advisory Board met on March 20, 2014:
 - The Board moved to forward Dr. Jerry Robinson's Wall of Fame nomination to the City Commission for approval. Dr. Robinson was the first doctor in Deltona.
 - The Board discussed and ranked scholarship applications. The scholarship awards are based on total average scores. There are 24 scholarship recipients this year for a total amount of \$40,000 from Deltona's recycling program.
 - The Scholarship reward receipts' list was forwarded to the City Commission for their approval.
 - Scholarship certificates will be presented to the award recipients at the April 21st City Commission meeting.

Pauline Shattuck – April 1, 2014



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 8 - A
SUBJECT: Public Hearing - Ordinance No. 04-2014, Zoning Map Amendment (RZ13-009) for eleven (11) parcels located at the northeast corner of the Saxon Boulevard/Finland Drive intersection, at second and final reading.

LOCATION:

Located at the northeast corner of Saxon Boulevard and Finland Drive.

BACKGROUND:

The subject site includes an assemblage of eleven (11) parcels with Office Residential (OR) or Public (P) zoning designations. The applicant proposes a rezoning of those tracts from OR and P to C-2 (General Commercial), which could accommodate a range of commercial land uses. The applicant desires to perform the rezoning action to accommodate a gas station with a convenience store, as proposed.

The proposed rezoning is consistent with the Comprehensive Plan for the general health, safety, welfare of the City and furthers Deltona's economic development and employment goals. The proposed rezoning to C-2 is located along a City thoroughfare, as defined in the Comprehensive Plan, is near a major interstate interchange, is similar to existing C-2 zoning designations to the east and west of the site, and promotes a non-residential tax base that is predominantly reliant upon residential land uses.

Because the rezoning request is for conventional zoning (C-2), the zoning action is for the application of the C-2 regulations to the subject site. While a gas station with convenience store is the desired use for this rezoning application, any permitted or conditional C-2 land use could be development on-site with the established Citywide standards for that zoning district. The Planning and Zoning Board and local residents had concerns with access management, site grading, area-wide drainage patterns, and neighborhood compatibility, which will be addressed at the site plan level. Finally, the City Commission unanimously voted to approve Ordinance No. 04-2014, at first reading, on

ORIGINATING DEPARTMENT:

April 7, 2014.

Planning and Development Services

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

Planning Director and City Attorney

STAFF RECOMMENDATION PRESENTED BY:

Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends that the City Commission approve Ordinance No. 04-2014, rezoning eleven (11) of parcels of land located at the northeast corner of Saxon Boulevard and Finland Drive from Office Residential (OR) and Public (P) to General Commercial (C-2).

POTENTIAL MOTION:

"I move to adopt Ordinance No. 04-2014, to rezone lots 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, and Tract 'K', Block 101, Deltona Lakes, Unit 3, Map Book 25, Pages 105 - 120, from Office Residential (OR) and Public (P) to General Commercial (C-2), at second and final reading."

AGENDA ITEM APPROVED BY:

William D. Denny, City Manager

ATTACHMENTS:

- Ordinance No. 04-2014
- Staff Report 032114
- TEDS Traffic Impact Study 0114
- Traffic Impact Study Peer Review 031114

ORDINANCE NO. 04-2014

AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, AMENDING THE OFFICIAL ZONING MAP FOR THE FOLLOWING PARCELS: A TRACT OF LAND, BEING LOTS 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 AND TRACT "K", BLOCK 101, DELTONA LAKES UNIT THREE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 25, PAGES 105 THROUGH 120, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. CONTAINING 3.9 ACRES MORE OR LESS, LOCATED AT THE NORTH SIDE OF THE 2000 BLOCK OF SAXON BOULEVARD; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received an application to amend the Official Zoning Map from Office Residential (OR) and Public (P) to General Commercial (C-2), for 11 parcels of land; and

WHEREAS, the City of Deltona, Florida, and its Land Planning Agency have complied with the requirements of Municipal Home Rule Powers Act, sections 166.011 et seq., Florida Statutes, in considering the proposed zoning amendment; and

WHEREAS, after said public hearing, the City Commission of the City of Deltona, Florida, has determined that the subject property will be amended to the General Commercial (C-2) zoning classification, and has further determined that said zoning action is consistent with the Comprehensive Plan of the City of Deltona, Florida.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA, AS FOLLOWS:

SECTION 1. The zoning classification for the subject property, located in the City of Deltona, Florida, is hereby amended from Office Residential (OR) and Public (P) to General Commercial (C-2) for the following property:

City of Deltona, Florida

Ordinance No. 04-2014

Page 2 of 4

A TRACT OF LAND, BEING LOTS 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 AND TRACT "K", BLOCK 101, DELTONA LAKES UNIT THREE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 25, PAGES 105 THROUGH 120, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS.

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SECTION 2. This Ordinance is adopted in conformity with and pursuant to the Comprehensive Plan of the City of Deltona, the local government Planning and Land

City of Deltona, Florida
Ordinance No. 04-2014
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Development Act, Sections 163.161 et seq., Florida Statutes, and the Municipal Home Rule Powers Act, Sections 166.011 et seq., Florida Statutes.

SECTION 3. Conflicts. Any and all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

SECTION 4. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the Ordinance, which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared severable.

SECTION 5. Effective Date. This Ordinance shall become effective immediately upon its final passage and adoption.

**ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA,
FLORIDA THIS _____ DAY OF _____ 2014.**

FIRST READING:_____

ADVERTISED:_____

SECOND READING:_____

BY:_____
JOHN C. MASIARCZYK, SR. MAYOR

City of Deltona, Florida
Ordinance No. 04-2014
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ATTEST:

JOYCE RAFTERY, CMC, CITY CLERK

Approved as to form and legality
for use and reliance by the
City of Deltona, Florida

GRETCHEN R. H. VOSE, CITY ATTORNEY

Memorandum

To: Planning and Zoning Board

From: Chris Bowley, AICP

Date: February 4, 2014 and updated on March 21, 2014

Re: Project No. RZ13-009, Amendment to the Official Zoning Map

I. SUMMARY OF APPLICATION:

APPLICANT: Brian Potts P.E.
 Tannath Design
 2494 Rose Spring Drive
 Orlando, FL 32825

Request: The City of Deltona Planning and Development Services Department has received an application to amend the Official Zoning Map from Office Residential (OR) and Public (P) to General Commercial (C-2) for an assemblage of parcels located at the northeast corner of Saxon Boulevard and Finland Drive. The applicant requests the ability to rezone eleven (11) lots as an assemblage for commercial use to construct a fueling station with a convenience store. The proposed assemblage includes of seven (7) existing single family lots, demolition of the homes on them, and four (4) vacant lots. One of the vacant lots is Tract 'K', sold to the property seller by the City. This rezoning action would allow for a range of land uses permitted within the C-2 zoning district, including the use desired by the applicant.

A. SITE INFORMATION:

1. **Tax Parcel No.:** 30-18-31-03-40-0280, 30-18-31-03-40-0270
 30-18-31-03-40-0290, 30-18-31-03-40-0310
 30-18-31-03-40-0230, 30-18-31-03-40-0240
 30-18-31-03-40-0250, 30-18-31-03-40-0260
 30-18-31-03-40-0300, 30-18-31-03-40-0320
 30-18-31-03-00-0110
2. **Property Addresses:** Varies

3. **Property Acreage:** ±3.9 acres
4. **Property Location:** At the northeast corner of Saxon Boulevard and Finland Drive (see Figure 1).

5. **Property Legal Description:**

A TRACT OF LAND, BEING LOTS 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 AND TRACT "K", BLOCK 101, DELTONA LAKES UNIT THREE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 25, PAGES 105 THROUGH 120, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS.

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CONTAINING 3.9 ACRES, MORE OR LESS.



Figure 1: Location Map

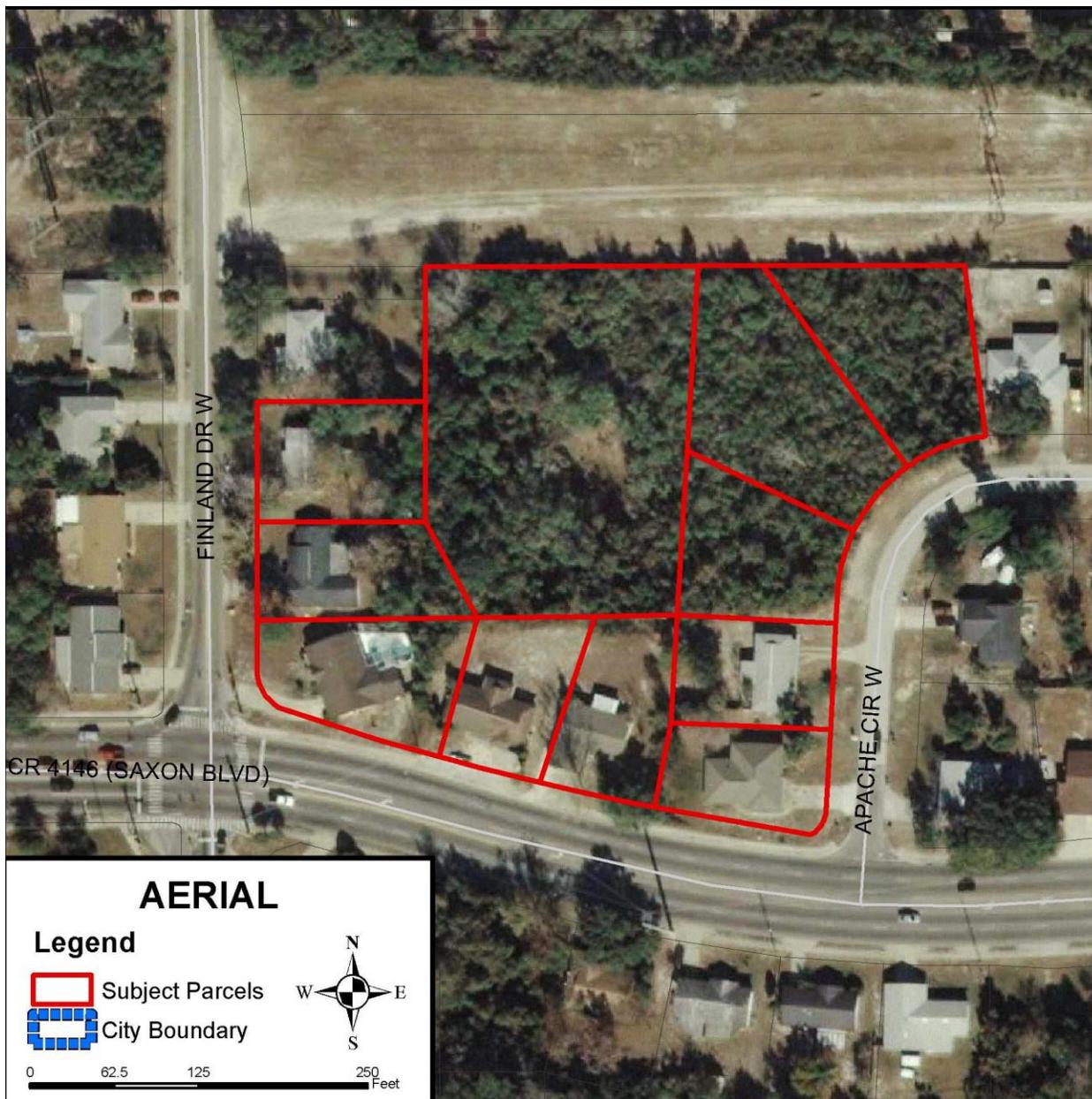


Figure 2: Aerial Photo

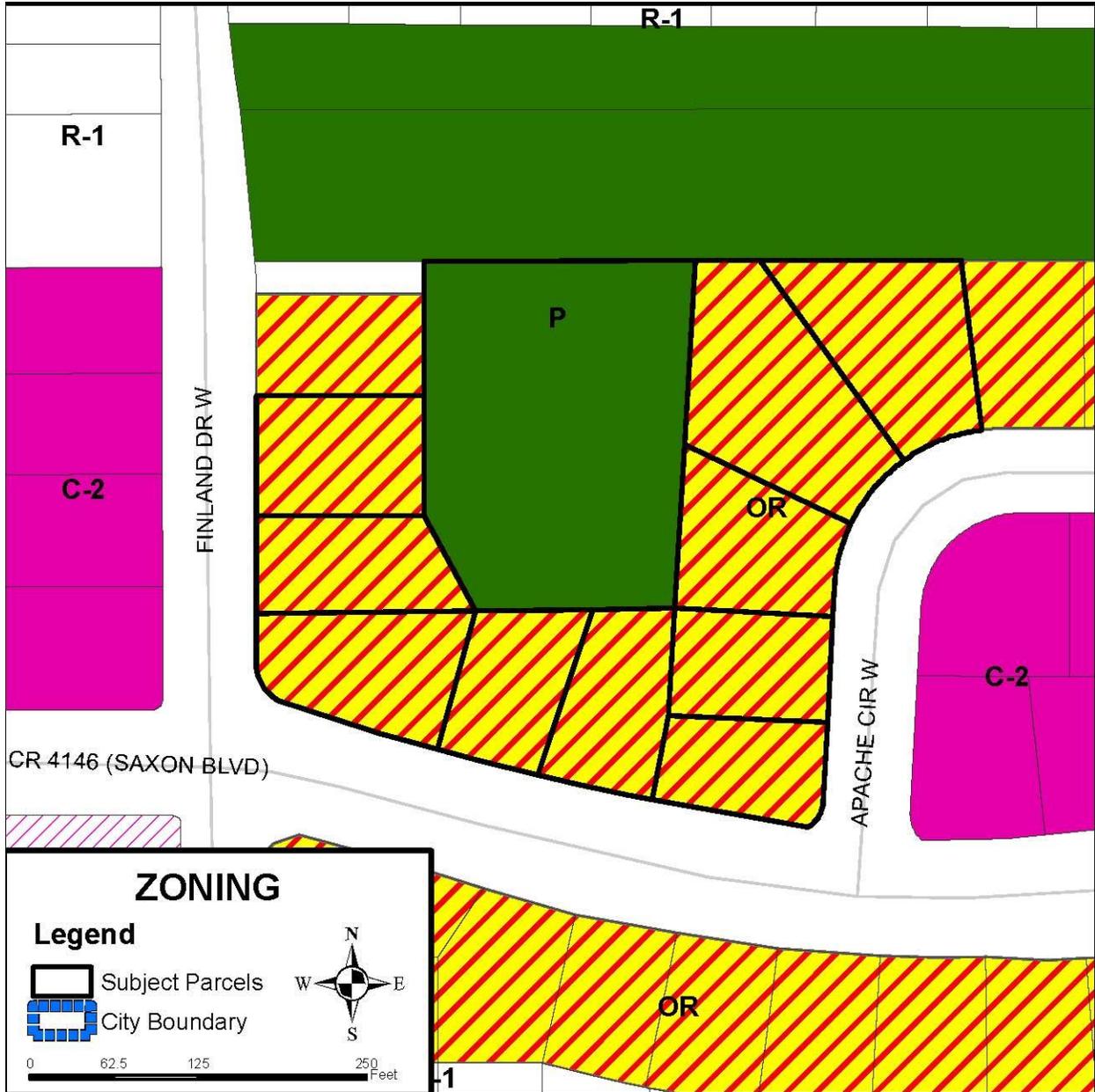


Figure 3: Existing Zoning

B. Existing Zoning:

1. Subject Property:

Existing: Office Residential (OR) and Public (P)

Requested: General Commercial (C-2)

2. Adjacent Properties:

North: Public (P)

South: Office Residential (OR)

East: General Commercial (C-2)

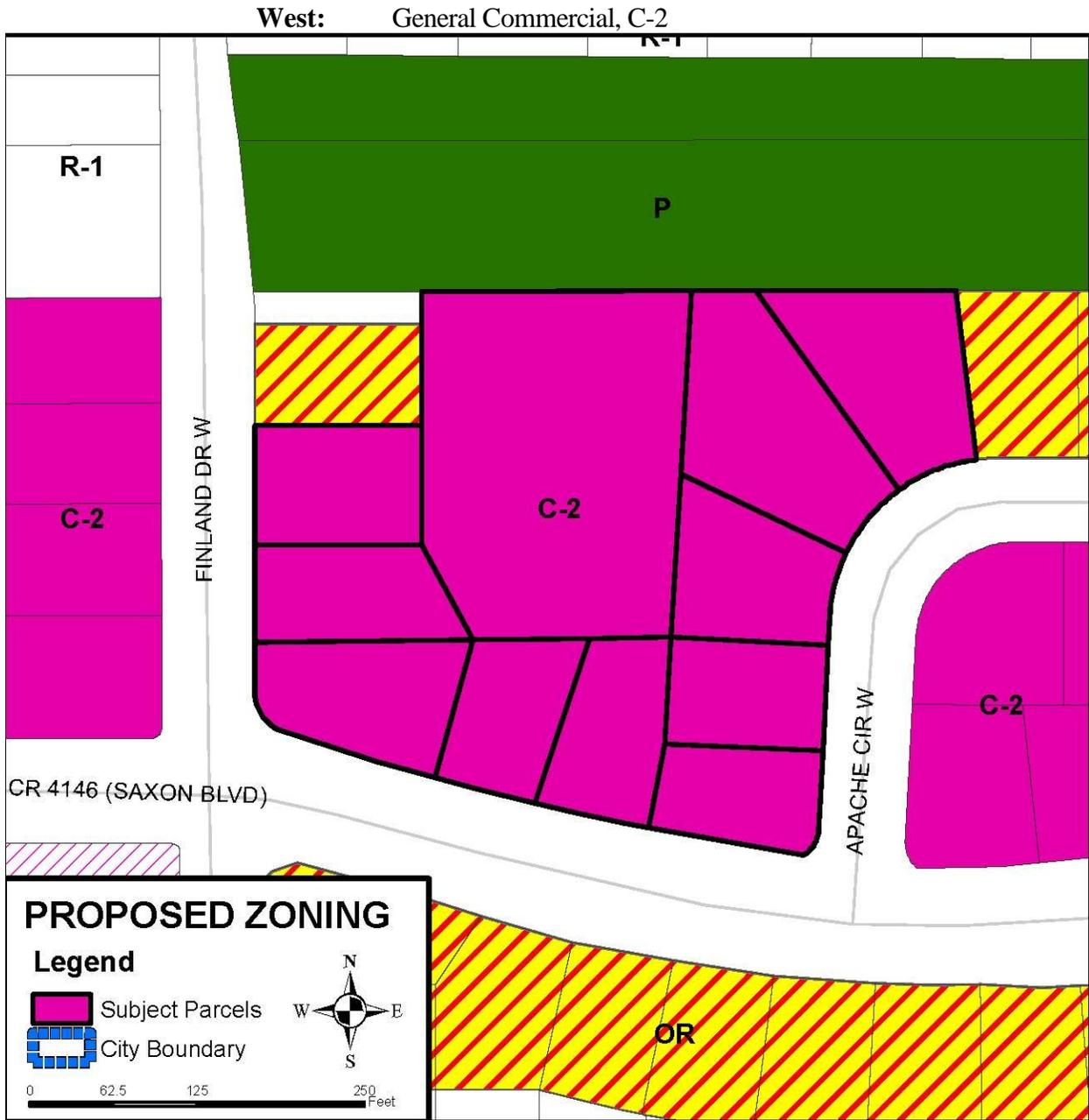


Figure 4: Proposed Zoning

C. Proposed Zoning:

General Commercial District (C-2) (Section 110-316 Purpose and Intent.) The purpose and intent of the General Commercial (C-2) zoning classification is to encourage the development of intensive commercial areas that provide a wide range of non-residential goods and services, located and adjoining at least one major collector or arterial road. The C-2 classification is intended to be applied to strip-retail areas, Interstate Highway interchange areas, and other intersections that are characterized by high traffic volumes appropriate for highway-oriented commercial development and shopping centers. This district is not intended to be applied within established residential areas or areas of lesser intensity; except when those areas are either in transition, blighted, or designated in the Commercial future land use category on the adopted Future Land Use Map, as it may be amended from time to time.

D. Back Ground:

The subject property is proposed to be rezoned based on an application to accommodate an automobile service station, type C (fueling station with convenience store). However, the proposed zoning amendment is for conventional zoning to C-2 and any of the land uses listed within that district (see Section 110-316 of the Code of Ordinances) would have the potential to be development on the subject site whether a permitted or conditional uses. Conditional uses on-site can only be approved through additional City Commission action. Thus, this zoning application is requesting the ability to allow for a range of land uses and development rights on the assembled parcels that despite the use included with the zoning application could be changed by the applicant.

Since the area-wide rezoning event in this corridor several years ago, this is one of the first redevelopment activities located along Saxon Boulevard between I-4 and Normandy Boulevard in nearly a decade. The prospect of this development has created interest by others in redeveloping the Saxon Boulevard corridor, as evidenced through increased due diligence activity. The proposed rezoning at this location has also supported a study to extend/upgrade sewer service from the Saxon Boulevard interchange to the Fisher Water Reclamation Facility. The sanitary sewer installation would facilitate more commercial development opportunities in the area.

E. Support Information

Public Facilities:

- | | |
|---------------------|--|
| a. Potable Water: | Deltona Water |
| b. Sanitary Sewer: | Deltona Water (once available) |
| c. Fire Protection: | City Fire Station 62 |
| d. Law Enforcement: | Volusia County Sheriff's Office (VCSO) |
| e. Electricity: | Duke Energy (formerly Progress Energy) |

F. Matters for Consideration:

Section 110-1101, Code of City Ordinances, states that the City shall consider the following matters when reviewing applications for amendments to the Official Zoning Map:

1. Whether it is consistent with all adopted elements of the Comprehensive Plan.

The amendment to the Official Zoning Map will not diminish the vision of the goals or the policies of the Comprehensive Plan. The current future land use designation for the site is Commercial. The C-2 zoning is consistent with the Commercial future land use designation.

2. Its impact upon the environment or natural resources.

The subject property along the roads is developed with single family residences and the interior portion is undeveloped with a mixture of palms and scrub oaks. There is a depressional area in this portion of the property featuring steep slopes that appears to be a sinkhole. Water is ponded at the bottom of this area and exhibits wetland characteristics. The wetland is likely less than one-third of an acre and development within the wetland may be considered exempt under Chapter 98 of the City Land Development Code. The soils on-site are well-drained and classified as Paola Fine Sand. According to the February 19, 2014, a FEMA flood zone map, the subject property is not located within the 100 year floodplain.

The site is home to a variety of small animals, such as rabbits, armadillos, squirrels, etc. that are tolerant of developed areas. Burrows were observed on the site; however, it was unclear if they were created by gopher tortoises. Before property development, the applicant will need to survey the site for gopher tortoises and permit and relocate them to a suitable mitigation bank site, if any are present on-site. There are no other known listed species that utilize the property.

3. Its impact upon the economy of any affected area.

The proposed impact upon the local economy would be the creation of retail commercial jobs and an increase in the non-residential tax base for the City. The proposed rezoning may facilitate retail commercial development on nearby sites, given its visible location. The area utilized for existing residential uses is impacted by the close proximity to the interchange and the high volumes of traffic along Saxon Boulevard and Finland Drive.

Further, that portion of the property zoned (P) Public, formerly owned by the City and sold to the applicant, has not generated commercial property taxes while in City control. Therefore, the rezoning to the requested C-2 would result in the property being zoned consistent with C-2 zoning to the east and west of the site, existing commercial uses in the area, and taxed at a commercial rate. Commercial uses will generate employment, lower the City's unemployment rate, and utilize the visible corner to match the adjacent roadway network.

4. Notwithstanding the provisions of Article XIV of the Land Development Code, Ordinance No. 92-25 [Chapter 86, Code of Ordinances] as it may be amended from time to time, its impact upon necessary governmental services, such as schools, sewage disposal, potable water, drainage, fire and police protection, solid waste or transportation systems.

- a. **Schools:** The Volusia County School Board staff has indicated that this rezoning will not affect local schools.
- b. **Sewage Disposal:** City sewer capacity is available at the central sewer plant. However, suitable transmission lines are more the quarter mile away that are required for development. Therefore, the site will be served by an on-site septic system in the interim, until central sewer service is available. The City is currently undertaking a feasibility study to provide sewer to this area. The sewer system will be required to be installed as ‘dry’, until central sewer service becomes available.
- c. **Potable Water:** Deltona Water will serve the site and sufficient potable water capacity is available.
- d. **Drainage:** All site related stormwater will be managed on-site and will be constructed in accordance with the necessary requirements of the City’s Land Development Code and other permitting agencies. Off-site drainage impacts will also be designed and engineered for site permitting.
- e. **Transportation Systems:** The subject property is located near the intersection of Interstate 4 and Saxon Boulevard; a congested area. The segment of Saxon Boulevard (I-4 to Normandy Boulevard) adjacent to the subject site is operating at a Level of Service “F”. A Level of Service (LOS) “F” indicates that vehicle flow is sometimes halted by heavy traffic volumes typically at peak hours (morning and evening rush hours). The current traffic condition of the Saxon Boulevard segment from I-4 to Normandy Boulevard, at peak hours, has very slow speeds, limited maneuverability, turn-lane storage issues, and occasionally grid-lock at AM and PM peak hours.

The Comprehensive Plan has established a policy that the LOS on City thoroughfares generally should not be allowed to operate below a LOS of E. A level of service (LOS) E represents the maximization of the important and expensive public resource of roads. From a user standpoint, a roadway facility operates at a LOS E represents flowing traffic, at times below the speed limit and limited maneuvering opportunity. The purpose of implementing LOS standards is to maintain a level of mobility within the City. Mobility is critical to ensuring convenient travel throughout the City. However, LOS standards, while being a

good way to quantifiably maintain and protect roadway capacity, can result in the limitation of land use opportunity offered by major thoroughfares.

At the same time, traffic volume is used an indicator by potential businesses for site selection. This dichotomy of commercial uses looking for heavy traffic volumes to support viable business and a local government establishing a policy to protect roadway capacity counters each other. The City has a policy provision accommodate redevelopment of areas before public roadway improvements are made and contemplates traffic volumes above the LOS E threshold, as follows:

Policy CIE1-1.4

The determination of concurrency for backlogged facilities, included in the Thoroughfare System segments shall be consistent with the revised Land Development Regulations and established in the following manner:

9J-5.016(3)(c)(1,3,4&6):

a. Establish Benchmark Traffic Counts

The most recent twenty-four hour traffic counts taken prior to the adoption of this Comprehensive Plan shall be used as the benchmark counts for each backlogged road identified in the Transportation Element.

b. Set Percent Thresholds of Benchmark Traffic Counts

Each of these backlogged thoroughfare roads shall not be allowed to degrade its operational service standards on a peak hour basis (using the most recent sanction FDOT Highway Capacity Tables) by allowing no more than twenty (20) percent of the peak hour bench mark counts for such facilities in The City. Some backlogged thoroughfare roads will only be allowed to be degraded ten (10) or fifteen (15) percent from the adopted Level of Service.

c. Track Development - Trip Generation/Distribution

The City shall track all proposed new developments and based on generally accepted traffic modeling procedures identify the likely number of trips generated by such developments and their distribution specifically for this objective to the previously identified backlogged thoroughfare roads. Tracking shall start upon the Comprehensive Plan's effective date of the revised Land Development Regulations.

d. Tracking on a Cumulative Basis

This tracking of the additional trips to the twenty percent threshold of the benchmark counts and trips originating within the boundaries of the Future Transportation Map shall be done on a cumulative basis following the adoption of this plan.

e. Cumulative Thresholds Twenty, Fifteen and Ten Percent

The City shall not approve any additional final development orders, (excluding vested properties) including building permits, once the percent threshold for projects that would generate trips in excess of ten/fifteen/twenty percent on a peak hour basis; unless a final development order is subject to the adoption and implementation of an Area-wide Traffic Action Mitigation Plan. An Area-wide Traffic Action Mitigation Plan shall include, but not be limited to, the following activities: additional or modified turn lanes; additional or modified signalization; incentives for mass transit use where available; incentives for van/carpooling programs; promote staggered work hours; or operating lanes.

f. It shall be the goal of each Area-wide Traffic Action Mitigation Plan to achieve 100 percent mitigation of the impacts of a proposed development.

Such plans shall include, when applicable, participants in addition to the property owner or applicant in question such as but not limited to adjacent property owners and business establishments.

While this policy indicates capacity on a City thoroughfare roadway may be allowed to exceed a LOS E by up to 20%, there is a requirement for traffic mitigation. According to policy CIE1-1.4, mitigation options include, but are not limited to, access management in the form of modified turn lanes. The access management element of this policy will be implemented during the City land development review phase. According to the applicant's traffic impact analysis submitted as part of this rezoning request, a Saxon Boulevard right-in and right-out access to the site is proposed for Saxon Boulevard. This right-in right-out on Saxon Boulevard does not comport with the City Land Development Code driveway spacing requirements. The right-in, right-out will also result in more turning maneuvers on Saxon Boulevard. More turning on the Saxon Boulevard thoroughfare further constraining traffic flow and creating safety problems. The safety problems with the right-in, right-out are more acute when traffic speeds, road curvature and limited sight distances associated with the subject segment of Saxon Boulevard are factored.

A significant component regarding access to the site will be a driveway cut-off of Finland Drive. According to the City Land Development Code, the entrance should be no closer than 250 feet to the intersection of Saxon Boulevard and Finland Drive. The intent of the 250 foot separation is to protect the flow and function of major intersections. This distance will be needed along Finland Drive.

Lot 33 along Finland Drive and adjacent to the subject site is owned by the seller of this land assemblage, but has elected to exclude this parcel from sale and, thus the rezoning application. This exclusion will affect access management and design of the subject site for any future development. For this rezoning application, the applicant cannot elect to include Lot 33 without reapplying and

going back through the Planning and Zoning Board, because the legal description associated with due public notice does not include Lot 33.

The applicant prepared a Traffic Impact Analysis (TIA) with this application that included a proposed fueling facility with convenience store use. As proposed, this use will generate 3,256 trips per day, which is a significant amount of new trip-ends on a failing segment of Saxon Boulevard. However, with the City's ability to accommodate LOS thresholds to facilitate redevelopment (per policy CIE 1-1.4), the Saxon Boulevard LOS could be exceeded by up to 20%. The proposed project, along with background traffic, would create a condition where Saxon Boulevard operates at an LOS E + 6.9%. To assist in relief of over-capacity of roadways, Votran transit transportation is also available via bus routes 23. In summary, the applicant will be required to design the subject site to be safe, functional, and compatible to off-set transportation impacts in the area.

5. Any changes in circumstances or conditions affecting the area.

In Deltona, the Saxon Boulevard corridor has remained unchanged for some time now. Volusia County is performing major renovations to the Orange City side of Saxon Boulevard on the other side of I-4. As stated, the City has hired a consultant to study the feasibility of installing a sewer transmission line to the area to serve commercial development along Saxon Boulevard from Normandy Boulevard to the I-4 interchange.

6. Any mistakes in the original classification.

No known mistakes.

7. Its effect upon the public health, welfare, safety or morals.

Early in its history, the City changed the City Future Land Use Map for residential properties along Saxon Boulevard between I-4 and Normandy Boulevard from a residential land use category to Commercial to stimulate economic and non-residential development within this urban corridor. Aside of the current platting and existing residential development pattern, the change to Commercial on the Future Land Use Map represents a City policy that is desirous of adjacent land uses to be placed in strategic locations along accommodating roadways and near interchanges. The City followed the policy action by administratively rezoning the area to both C-2 and OR to transition the neighborhood from predominantly residential to commercial and office uses.

While residential uses currently dominate the existing land use pattern, the roadways, zoning designations, and future utility potential indicates that the area is designed to accommodate commercial and office uses. Walgreens at the northwest corner of Saxon Boulevard and Normandy Boulevard is one of the first redevelopment conversions in the area, as an example. This incremental conversion has impacts on the existing residential areas, in the form of traffic,

signage, light and noise pollution. The effort is to accommodate and mitigate those impacts to the greatest extent possible, while providing for business and economic opportunity appropriate and strategic areas of the City.

The OR zoning category is consistent with the underlying Commercial future land use designation, but predominantly commercial uses are not allowed in the OR zoning district. The subject property is under unified control, making development activity viable on the site. Therefore, the proposed C-2 designation would be appropriate to facilitate redevelopment for commercial uses on-site and is consistent and compatible with C-2 both east and west of the assembled tract. Rezoning the property to C-2 would represent a logical extension of the C-2 zoning.

CONCLUSION/STAFF RECOMMENDATION:

The proposed rezoning is consistent with the City's Comprehensive Plan goals for economic development, employment, and general public health, welfare, and safety. The requested C-2 zoning will support commercial development at this location, in proximity to the Interstate 4 interchange and along the existing Saxon Boulevard urban corridor. The proposed rezoning represents an incremental improvement of the City tax base, which is predominantly reliant on low density residential land uses. The potential for commercial development at this location is anticipated to facilitate more options to serve Deltona residents. Therefore, staff recommends approval of the rezoning application from OR and P to C-2.

TRAFFIC IMPACT STUDY

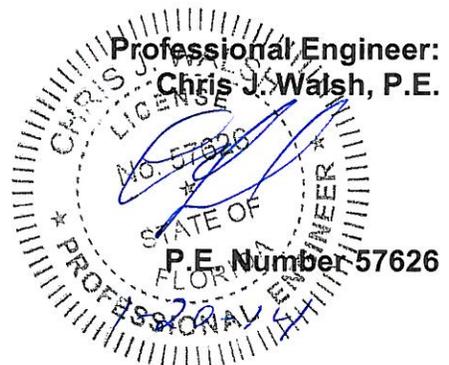
For
RaceTrac Gas Station
Saxon Boulevard at Finland Drive
Deltona, Florida

Prepared for:

RaceTrac Petroleum, Inc



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
January 2014



INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) has been retained to conduct a traffic impact analysis for the proposed RaceTrac gas station in the northeast quadrant of the Saxon Boulevard/Finland Drive intersection in the City of Deltona, Florida (see **Figure 1**). The proposed gas station will include 20 vehicle fueling positions along with a 5,928 square-foot convenience store. A preliminary site plan of the proposed development is included in the **Appendix**.

This study, which evaluates the overall impact of the development on the adjacent roadway network, was prepared to meet the City of Deltona's transportation concurrency requirements. This study was conducted in accordance with the approved methodology as provided in the **Appendix**.

PROJECT ACCESS

Access to the proposed development is proposed via three driveways. Driveway #1, a full access driveway, will be located on Finland Drive Williamson Boulevard approximately 130 feet north of Saxon Boulevard. Driveway #2 is a proposed right-in/right-out driveway on Saxon Boulevard approximately 230 feet east of Finland Drive. It is proposed to have a westbound right-turn lane on Saxon Boulevard at Driveway #2. Another full-access driveway, Driveway #3, is also proposed on Apache Circle approximately 130 feet north of Saxon Boulevard.

STUDY AREA

Because the proposed development is projected to generate between 100 and 300 PM peak-hour trips, the study area was determined based upon a three-percent level of significance as consistent with the Volusia TPO Transportation Impact Analysis (TIA) Guidelines. However, as summarized in the methodology, the development impact will not exceed three percent on any of the adjacent roadways. Regardless, the following roadways were analyzed.

- Saxon Boulevard from Interstate 4 to Finland Drive
- Saxon Boulevard from Finland Drive to Normandy Boulevard
- Finland Drive south of Saxon Boulevard
- Finland Drive north of Saxon Boulevard
- Apache Circle

The study intersections include the following:

- Saxon Boulevard at Finland Drive
- Saxon Boulevard at Apache Circle
- All access point intersections with public streets



Figure 1
Site Location Map

EXISTING CONDITIONS

For purposes of this study, a PM peak-period turning movement count, from 4:00 PM to 6:00 PM, was conducted at the Saxon Boulevard/Finland Drive intersection as well as at Apache Circle. **Figure 2** summarizes the existing PM peak-hour turning movement volumes at the study intersections. Printout of the traffic counts are provided in the **Appendix**.

The PM peak-hour two-way volumes on the roadway segments were calculated from the PM peak-hour turning movement volumes shown in **Figure 2**. These volumes were then compared against the generalized service volume for each study roadway segment. The generalized peak-hour two-way service volume for each roadway segment was obtained from FDOT's 2012 Generalized Service Volume tables based on the adopted level of service standards from the City of Deltona's Comprehensive Plan. **Table 1** below shows the adopted level of service and generalized service volume under the adopted level of service for each study roadway segment. As shown in **Table 1**, the existing PM peak-hour two-way volumes for all study roadway segments are below the generalized service volume, thereby indicating that all roadway segments currently have acceptable operating conditions.

The PM peak-hour existing operating conditions for the Saxon Boulevard/Finland Drive intersection were evaluated using the Highway Capacity Software (HCS) 2010 which utilizes analysis methodologies contained in the 2010 Highway Capacity Manual. The existing PM peak-hour turning movement volumes, existing roadway geometry, and existing signal timings were utilized in the analyses. Based on the HCS analyses, the Saxon Boulevard/Finland Drive intersection currently operates acceptably with an overall intersection level of service of C (average delay of 33.5 seconds/vehicle). The unsignalized intersection of Saxon Boulevard/Apache Circle was also analyzed using HCS 2010. Based on the analysis the southbound approach and eastbound left-turn movement both currently operate acceptably at level of service B. HCS printouts are provided in the **Appendix**.

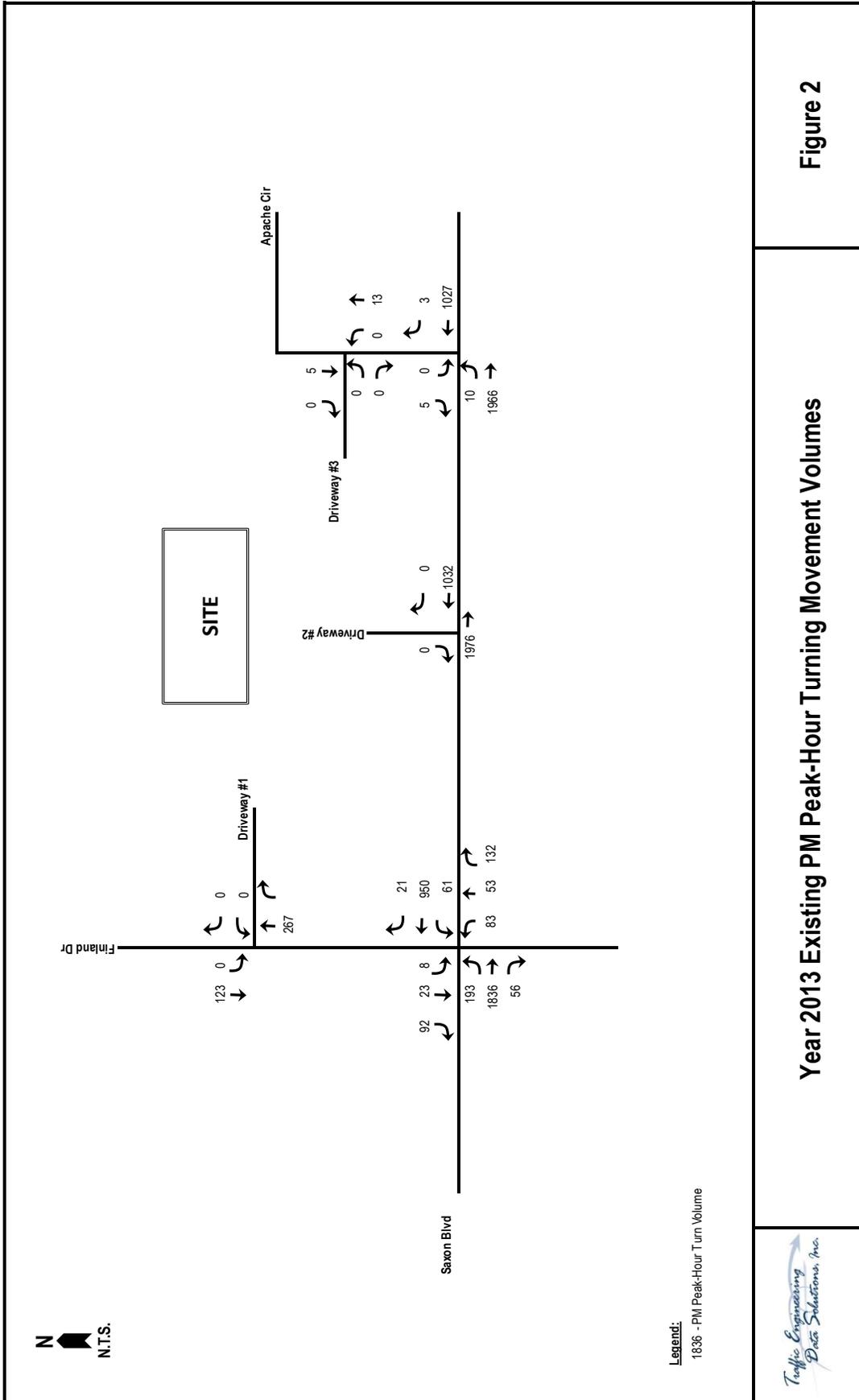


Table 1
Existing Roadway Segment Operating Conditions (PM Peak Hour)

Roadway Segment	Existing Number of Lanes	Adopted Level of Service Std.	Pk-Hr 2-Way Generalized Service Volume	Existing PM Pk-Hr 2-Way Volume	Year of Count	Existing Volume Exceeds Svc Vol?
Saxon Blvd						
Interstate 4 to Finland Dr	4	E	3,222	3,210	2013	no
Finland Dr to Normandy Blvd	4	E	3,222	3,008	2013	no
Apache Cir						
Saxon Blvd to Normandy Blvd	2	D	931	18	2013	no
Finland Dr						
South of Saxon Blvd	2	D	931	390	2013	no
Saxon Blvd to Sullivan St	2	D	931	390	2013	no

FUTURE BACKGROUND TRAFFIC

Future background traffic is the non-project-related traffic projected to utilize the study roadways and intersections. For the purposes of this analysis, trips from the proposed Saxon Sterling Silver retail development and the proposed Halifax Medical walk-in clinic (5,037 square feet) were added to the existing traffic volumes to obtain the future background traffic volumes on the study roadways and intersections. The trips from the Saxon Sterling Silver development were obtained from Transportation Impact Analysis dated November 2013 as prepared by CPH. The trips for the Halifax Medical clinic were calculated using ITE and assigning the trips to the study roadways. The resulting future background turning movement volumes are shown in **Figure 3**. Supporting documentation regarding vested trip information is provided in the **Appendix**.

The future background PM peak-hour bi-directional volumes on the study roadway segments were calculated based on the volumes in **Figure 3** and are summarized in **Table 2**. The resulting annual growth rates from the vested trips were then calculated. Based on the vested trips, the resulting annual growth rate on Saxon Boulevard ranges between 7% and 8%. In reviewing the County's historical traffic data on Saxon Boulevard as maintained on the County website, this level of growth is conservatively high as traffic volumes over the last 5 years have been stagnant and/or decreased. Relative to the resulting growth on Finland Drive, current historical data is not available. However, recognizing that these roadways essentially serve areas that are built out, the resulting annual growth rate of 2% south of Finland Drive and 13% north of Finland Drive are conservatively high. As for Apache Circle, no traffic growth is expected. **Table 2** shows the future background PM peak-hour two-way volumes on the study roadway segments.

Table 2
Future Background Volumes for Roadway Segments (PM Peak Hour)

Roadway Segment	Existing PM Pk-Hr 2-Way Volume	Year of Count	Future Bckgrnd PM Pk-Hr 2-Way Volumes	Total Future Bckgrnd PM Pk-Hr 2-Way Volumes	Resulting Annual Growth Rate
Saxon Blvd					
Interstate 4 to Finland Dr	3,210	2013	235	3,445	7%
Finland Dr to Normandy Blvd	3,008	2013	249	3,257	8%
Apache Cir					
Saxon Blvd to Normandy Blvd	18	2013	0	18	0%
Finland Dr					
South of Saxon Blvd	390	2013	52	442	13%
Saxon Blvd to Sullivan St	390	2013	7	397	2%

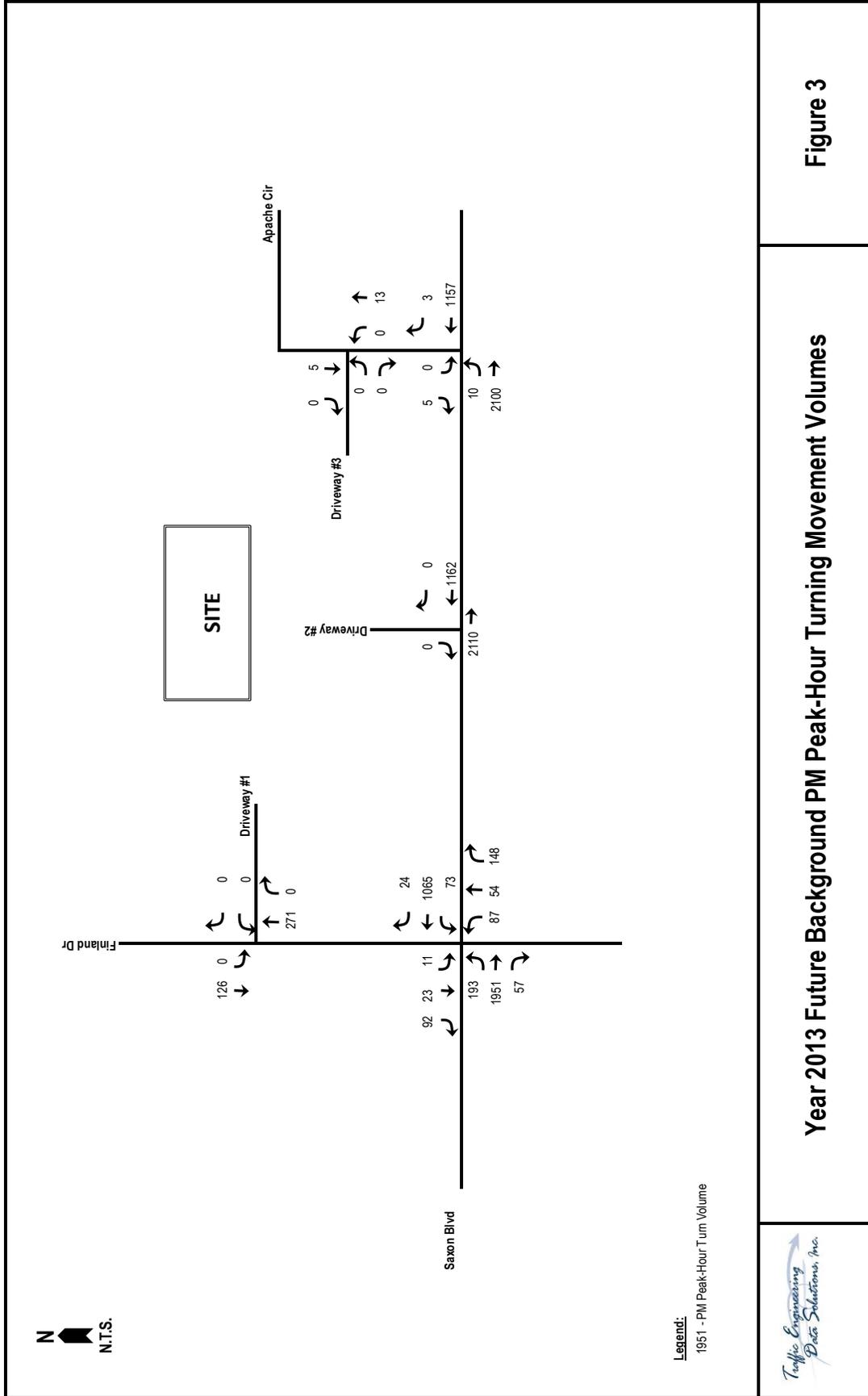


Figure 3

Year 2013 Future Background PM Peak-Hour Turning Movement Volumes



TRIP GENERATION

The number of vehicle trips that will originate from, or are destined to, a development is dependent upon the type and amount of land uses contained within that development. The total daily and PM peak-hour trip generation potential for the development was determined based on trip generation equations and rates provided in the Institute of Transportation Engineer's (ITE) Informational Report, *Trip Generation, 9th Edition*. For the proposed development, ITE Land Use Code 945 (Gas Station with Convenience Store) was used. As summarized in **Table 3**, the proposed development is projected to generate 3,256 total daily trips and 270 total PM peak-hour trips (135 in, 135 out).

In order to determine the net effect of the proposed development on the future road system, the trip generation volumes need to be adjusted to consider the effects of pass-by trips. Pass-by trips are those trips that will stop at the site while traveling by the site on the adjacent roadways. Because pass-by trips are effectively vehicles that are already on the roadway, pass-by trips do not create any new impacts on the adjacent roadway segments. Pass-by trips for the gas station were calculated based on the pass-by rate of 56% for ITE Land Use Code 945 (Gas Station with Convenience Store) as provided in ITE's *Trip Generation Handbook, 2nd Edition*. Of the total trip generation potential of the site, 151 PM peak-hour trips (76 in, 75 out) are expected to be pass-by trips. The Volusia TPO's TIA Guidelines limit pass-by trips to 14% of the background traffic on the adjacent streets. Based on **Figure 3**, the future background traffic on Saxon Boulevard adjacent to the site is 3,272 PM trips, of which 14% equates to 458 trips. Therefore, the 151 pass-by trips as shown in **Table 3** are acceptable. As summarized in **Table 3**, the proposed development is projected to generate 119 new external PM peak-hour trips (59 in, 60 out).

Table 3
Trip Generation Projection for Proposed RaceTrac Gas Station

Land Use	Intensity	Units	Daily			PM Peak		
			In	Out	Total	In	Out	Total
Gas/Svc Station with Convenience Market	20	Vehicle Fueling Positions	1628	1,628	3,256	135	135	270
Pass-By Trips	Pass-By %	56.0%	912	912	1,824	76	75	151
Net New External Trips			716	716	1,432	59	60	119

Gasoline/Service Station with Convenience Market (ITE 9th Edition - Land Use Code 945)

Daily	$T = 162.78 \times (\# \text{ of VFP})$	50% In	50% Out
PM Peak Hour	$T = 13.51 \times (\# \text{ of VFP})$	50% In	50% Out

TRIP DISTRIBUTION

The trip distribution pattern defines the primary corridors that will be traveled by the traffic generated by the project. By reviewing the land use types in the vicinity of the site, proximity to competing sites such as the existing RaceTrac service station on the west side of Interstate 4, and applying engineering judgment with regard to the interaction with the project, a trip distribution pattern for the net new external trips was estimated. The trip distribution is shown in **Figure 4**.

TRIP ASSIGNMENT

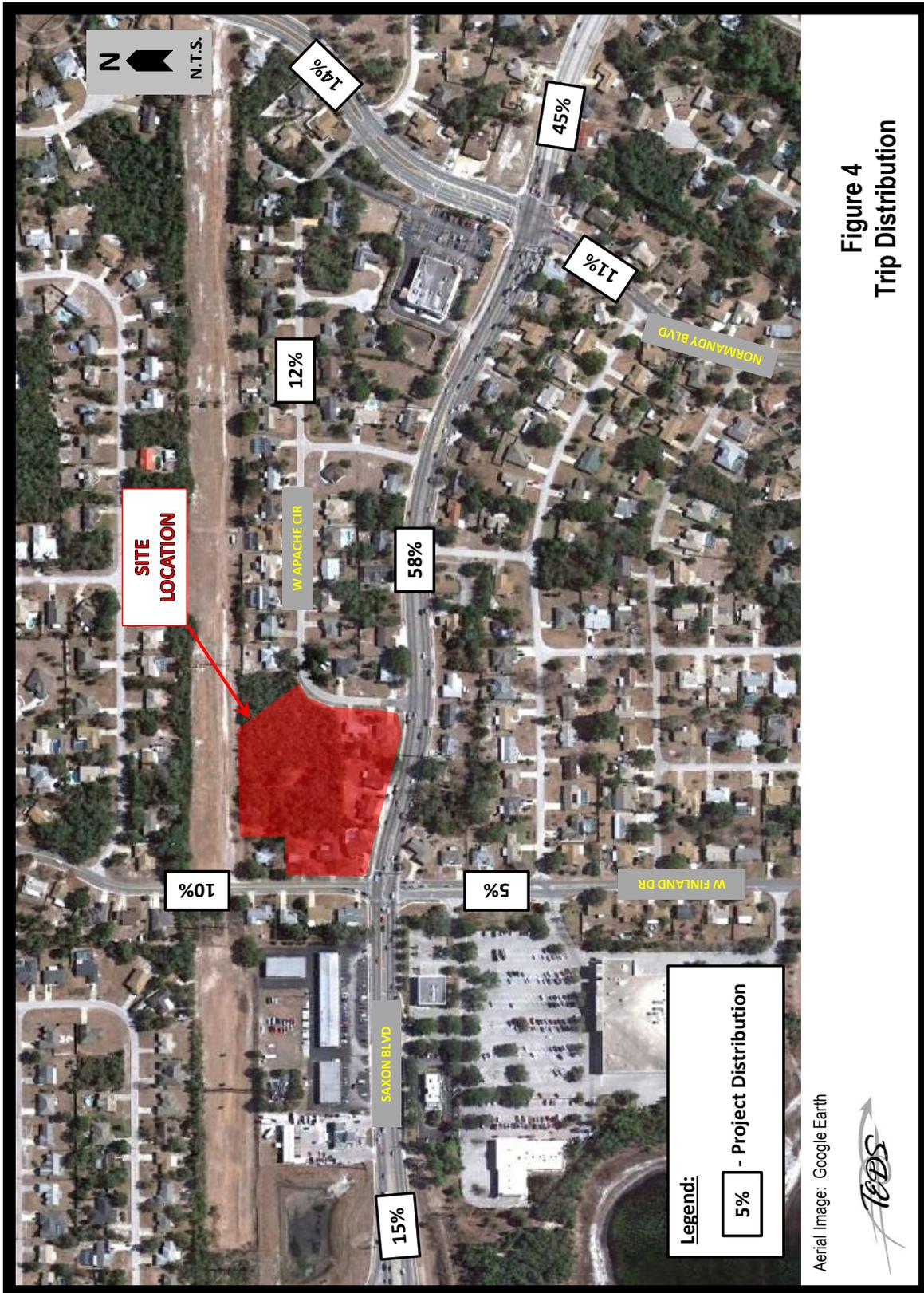
The new external PM peak-hour project trips were assigned to the study roadways and intersections based on the trip distribution. Recognizing that the site will directly access on to Apache Circle, 25% of those trips traveling to the site from Normandy Boulevard north of Saxon Boulevard were assigned to Apache Circle. As for the 70% exiting the site to travel east, it is estimated that approximately 25% of these trips will instead use Apache Circle.

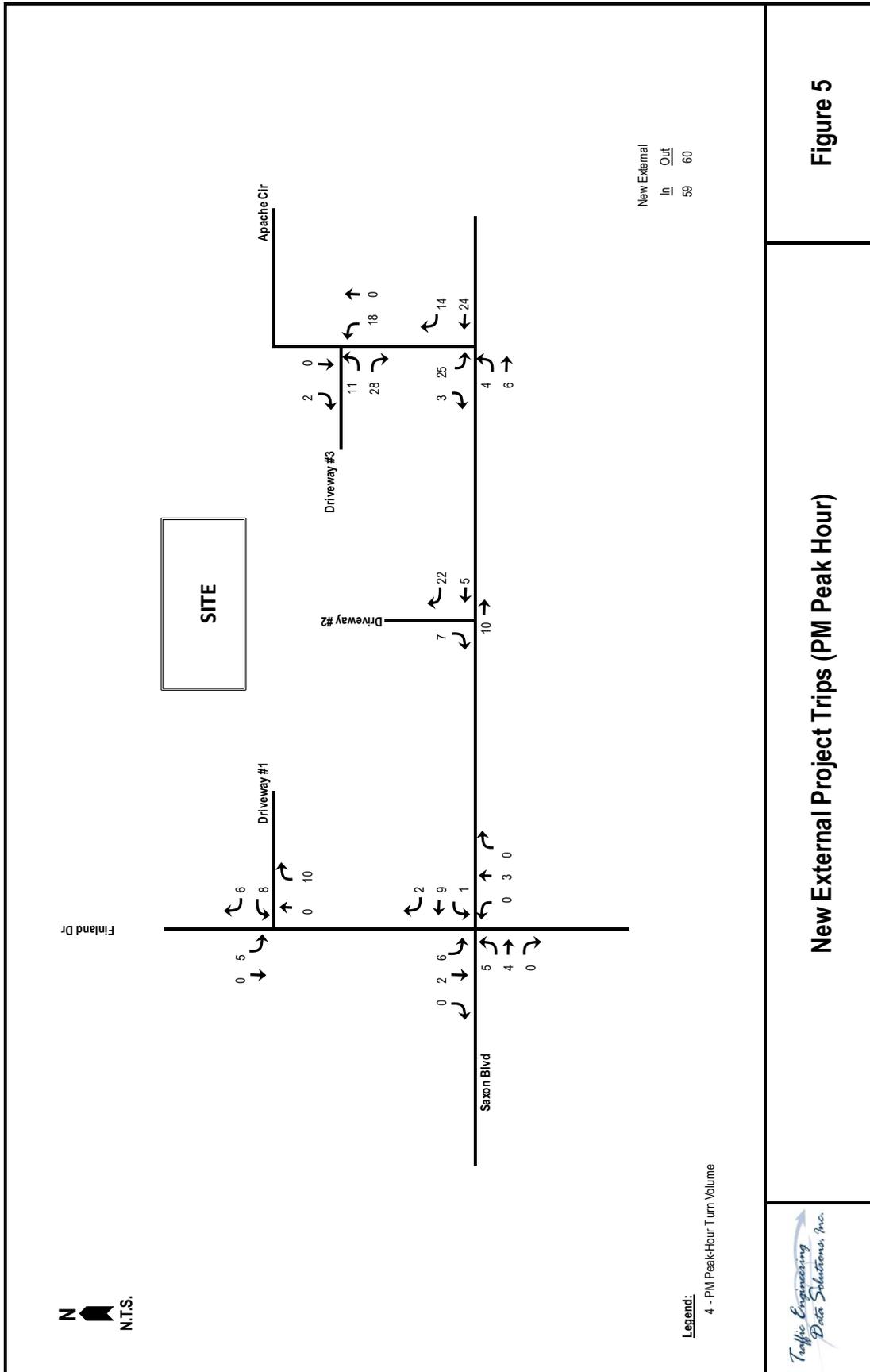
Pass-by trips were also assigned to the project driveways and study intersections. However, the assignment of pass-by trips considered the volume of traffic on the roadways adjacent to the site, ease of access to the site for each direction of travel, as well as the consideration of other service stations in close proximity to the proposed development. **Figure 5** and **Figure 6** show the PM peak-hour new external trips and pass-by trips, respectively, assigned to the study intersections.

The project trips were then added to the future background traffic volumes to arrive at the total future PM peak-hour volumes for both the roadway segments and intersections. **Figure 7** shows the total (year 2014) PM peak-hour turning movement projections at the study intersections at build out of the development. **Table 4** summarizes the total PM peak-hour two-way volumes in year 2014 on the roadway segments at build out of the development.

Table 4
Year 2014 Roadway Segment Volumes and Operating Conditions
(PM Peak Hour Two-Way)

Roadway Segment	Number of Lanes	Adopted Level of Service Std.	Pk-Hr 2-Way Generalized Service Volume	Total Future Bckgrnd PM Pk-Hr 2-Way Volumes	Percent Assignment	Pk-Hr 2-Way Project Trips	Future PM Pk-Hr 2-Way Volume	Future Total Volume Exceeds Svc Vol?
Saxon Blvd								
Interstate 4 to Finland Dr	4	E	3,222	3,445	15.0%	18	3,463	YES
Finland Dr to Normandy Blvd	4	E	3,222	3,257	58.0%	69	3,326	YES
Apache Cir								
Saxon Blvd to Normandy Blvd	2	D	931	18	12.0%	14	32	no
Finland Dr								
South of Saxon Blvd	2	D	931	442	5.0%	6	448	no
Saxon Blvd to Sullivan St	2	D	931	397	10.0%	12	409	no





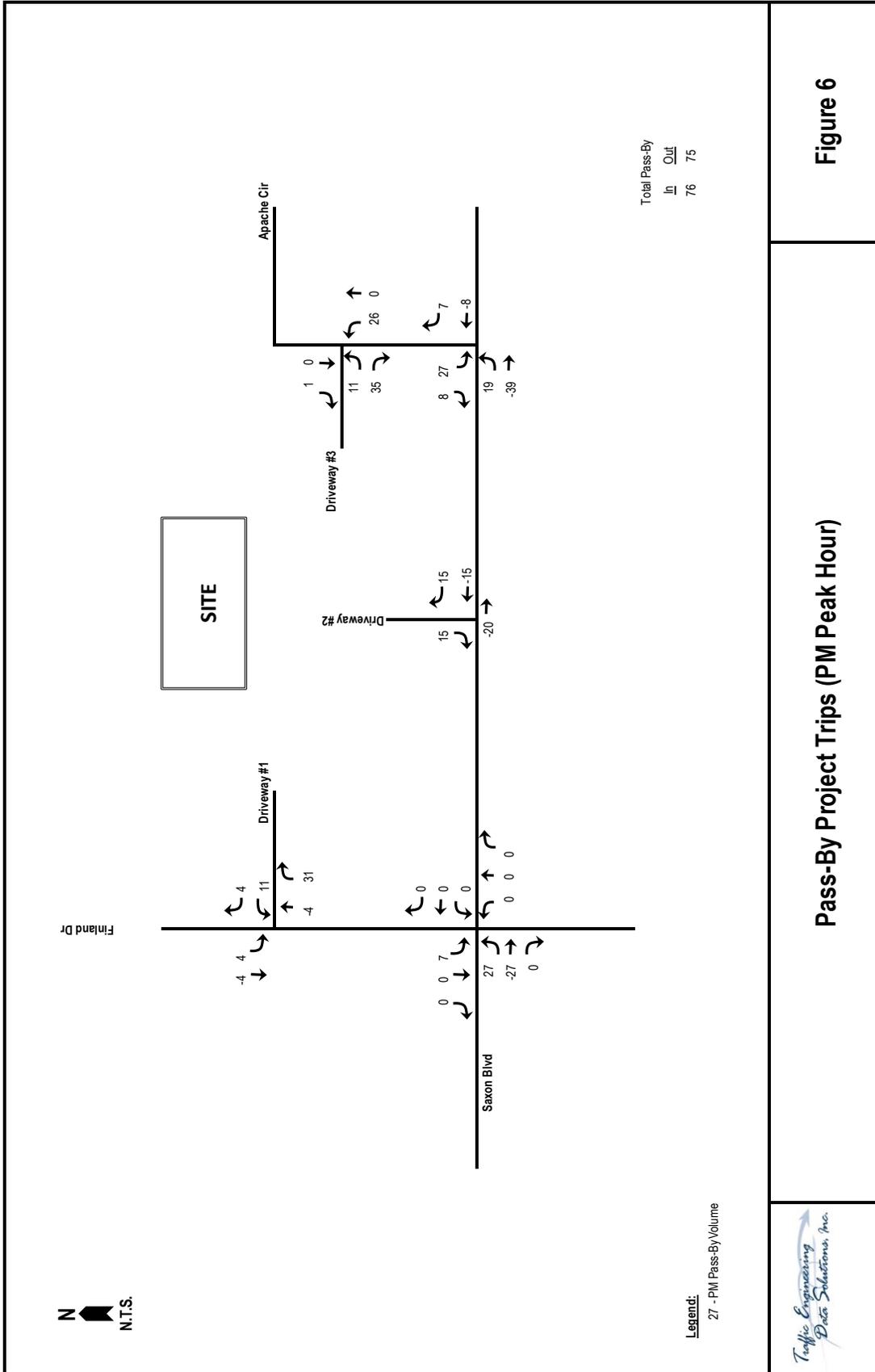


Figure 6

Pass-By Project Trips (PM Peak Hour)

Traffic Engineering
Data Solutions, Inc.



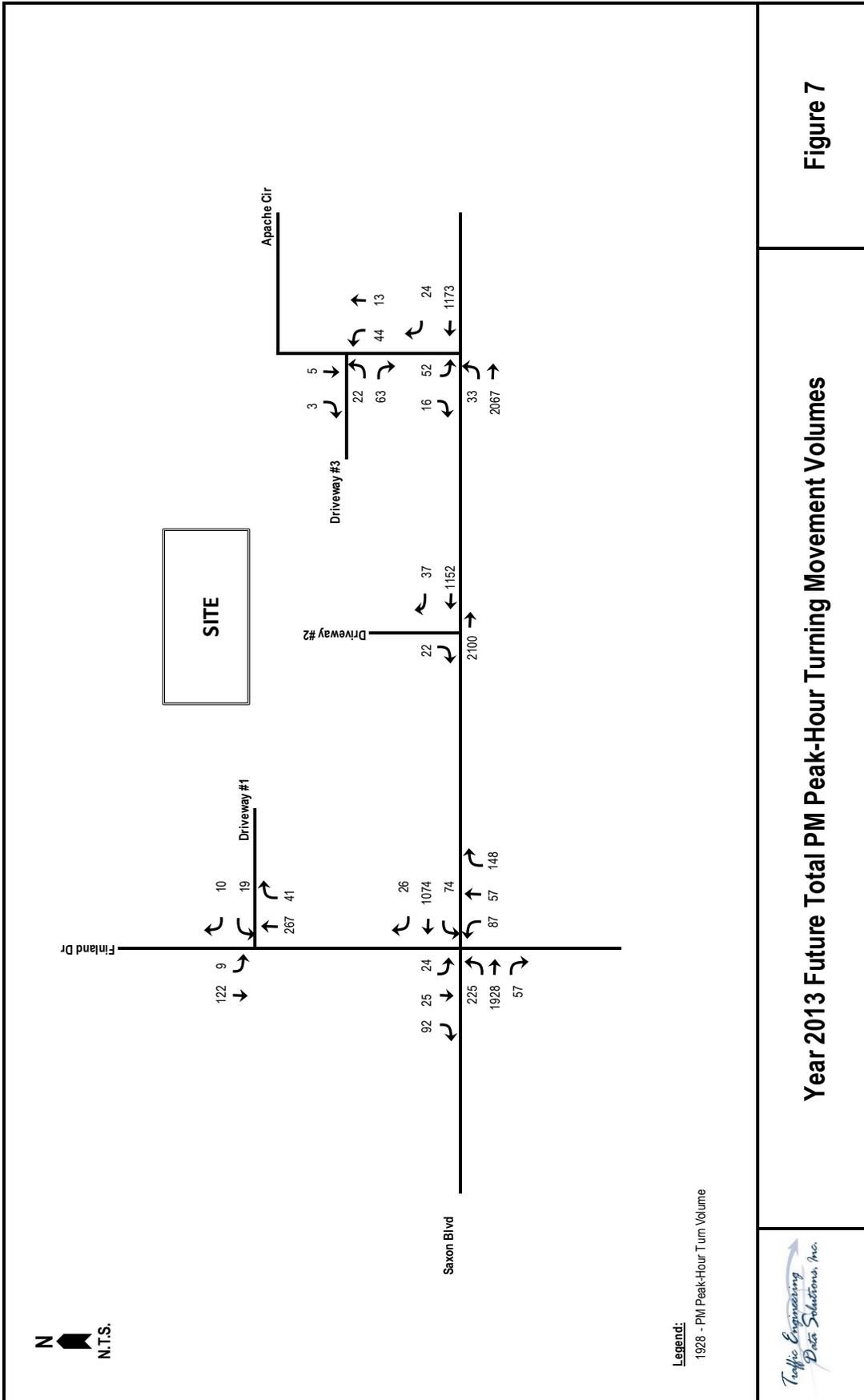


Figure 7



FUTURE CONDITIONS ANALYSIS

The PM peak-hour operating conditions of the roadway segments were analyzed by comparing total projected PM peak-hour two-way segment volumes to each roadway's generalized service volume. As summarized in **Table 4**, the projected volumes on all study roadway segments are below the generalized service volumes, with the exception of Saxon Boulevard between Interstate 4 and Finland Drive and between Finland Drive and Normandy Boulevard. However, it should be noted that future background volumes on these two same roadway segments also exceed the generalized service volume thereby indicating that the deficiency is triggered by background traffic. Because a development is not required to mitigate deficiencies triggered by background traffic, the proposed development is not required to mitigate these deficiencies on Saxon Boulevard. All other study roadway segments are projected to have acceptable operating conditions in year 2014 at build out of the proposed RaceTrac gas station.

The PM peak-hour operating conditions of the Saxon Boulevard/Finland Drive intersection were analyzed at build out of the proposed development in year 2014 using HCS 2010 and the projected turning movements. Based on the HCS analysis, this intersection is projected to operate acceptably at overall level of service D (average delay of 40.0 seconds/vehicle) at build out of the proposed RaceTrac gas station. The HCS printout is provided in the **Appendix**. Despite the intersection being shown to operate at an acceptable level of service, the developer is proposing to construct a southbound right-turn lane at the Saxon Boulevard/Finland Drive intersection to enhance operating conditions at the intersection. Based on the evaluation provided in the **Appendix**, the project trips will increase the critical movement volume at the intersection by 8 PM peak-hour trips. However, the addition of a southbound right-turn lane increases the capacity of the critical movement sum by 92 PM peak-hour trips, thereby substantially offsetting the project's impact. Recognizing that the proposed improvement provides a capacity enhancement to City/County facilities, the engineering and construction costs for such improvement should be creditable against the project's transportation impact fees.

The unsignalized study intersections were also analyzed using HCS 2010 and the future turning movement volumes. As summarized in **Table 5**, all movements at the unsignalized intersections are projected to operate with acceptable levels of service. HCS printouts are provided in the **Appendix**.

**Table 5
Summary of Unsignalized Intersection Analyses (PM Peak Hour)
Future Conditions (2014)**

Intersection	Level of Service Standard	Delay (sec/veh)	Level of Service
Finland Drive at Driveway #1			
Southbound Left/Through	D	7.9	A
Westbound Left	D	11.4	B
Westbound Right	D	9.8	A
Saxon Boulevard at Driveway #2			
Southbound Right	E	12.2	B
Saxon Boulevard at Apache Circle			
Eastbound Left	E	11.5	B
Southbound Left/Right	E	42.0	E
Apache Circle at Driveway #3			
Northbound Left/Through	D	7.3	A
Eastbound Left/Right	D	8.9	A

CRITICAL/NEAR-CRITICAL ROADWAY SEGMENTS

A critical, near critical and hurricane critical roadway segment is one where the existing daily volume is 90 percent or more of a roadway's service volume at the adopted LOS standard. The Volusia TPO Transportation Impact Analysis Guidelines specifies that convenience store developments are to analyze such roadways that are located within a one-mile radius. As conveyed in the approved methodology, due to the fact that another RaceTrac gas station is located on the west of the Saxon Boulevard/Interstate 4 interchange, no roadways will be evaluated west of I-95 as motorists would be expected to use that RaceTrac service station. The only other critical/near-critical roadway located within a one-mile radius is Saxon Boulevard between Interstate 4 and Normandy Boulevard. However, these roadway segments were already evaluated in a prior section of this study. Therefore, no other roadways are analyzed as part of this section.

CONCLUSIONS

Traffic Engineering Data Solutions, Inc. (TEDS) was retained to analyze the projected traffic impact for a proposed RaceTrac gas station proposed in the northeast quadrant of the Saxon Boulevard/Finland Drive intersection in Deltona, Florida.

Based on the analyses, the existing PM peak-hour two-way volumes for all study roadway segments are below the generalized service volume, thereby indicating that all roadway segments currently have acceptable operating conditions. Additionally, the Saxon Boulevard/Finland Drive intersection currently operates acceptably with an overall intersection level of service (LOS) of D during the PM peak hour. Also, the southbound approach and eastbound left-turn movement at the Saxon Boulevard/Apache Circle intersection both currently operate acceptably at level of service B.

At build out of the proposed RaceTrac in 2014, the projected volumes on all study roadway segments are below the generalized service volumes, with the exception of Saxon Boulevard between Interstate 4 and Finland Drive and between Finland Drive and Normandy Boulevard. However, it should be noted that future background volumes on these two same roadway segments also exceed the generalized service volume thereby indicating that the deficiency is triggered by background traffic. Because a development is not required to mitigate deficiencies triggered by background traffic, the proposed development is not required to mitigate these deficiencies on Saxon Boulevard. All other study roadway segments are projected to have acceptable operating conditions in year 2014 at build out of the proposed RaceTrac gas station.

The Saxon Boulevard/Finland Drive intersection is projected to operate acceptably at LOS D at build out of the proposed development in 2014. Despite the intersection being shown to operate at an acceptable level of service, the developer is proposing to construct a southbound right-turn lane at the Saxon Boulevard/Finland Drive intersection to enhance operating conditions at the intersection. The addition of a southbound right-turn lane substantially offsets the project's impact. Recognizing that the proposed improvement provides a capacity enhancement to City/County facilities, the engineering and construction costs for such improvement should be creditable against the project's transportation impact fees.

With regard to the unsignalized intersections, all movements at the project driveways and the Saxon Boulevard/Apache Circle intersection are projected to operate acceptably at build out of the proposed RaceTrac service station in 2014.

Appendix

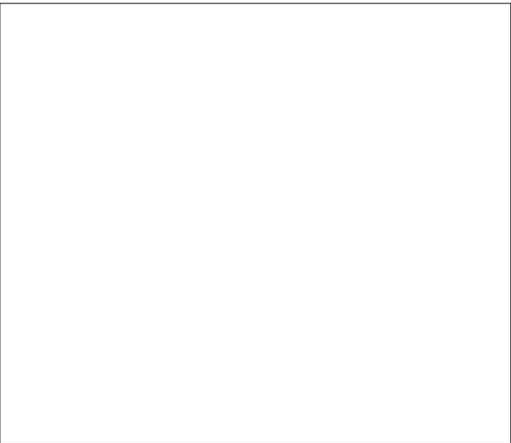
Preliminary Site Plan





Attachment number 3 in Page 20 of 55

VICINITY MAP
NTS



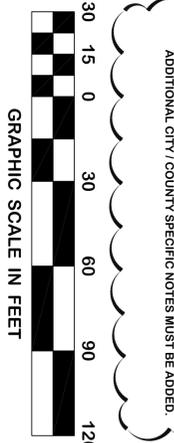
LEGEND

- PROPOSED ELEMENTS
- EXISTING ELEMENTS
- WATER LINE
- OVERHEAD ELECTRICAL LINE
- UNDERGROUND ELECTRICAL LINE
- TELEPHONE LINE
- GAS LINE
- SANITARY SEWER LINE
- DETAIL REFERENCE
- NORTHING & EASTING COORDINATES
- ELECTRICAL TRANSFORMER PAD
- PARKING SPACE COUNT / DISPENSER NUMBER
- STORM CATCH BASIN
- STORM JUNCTION BOX
- STORM OUTLET CONTROL STRUCTURE
- SANITARY SEWER MANHOLE
- POWER POLE

SITE PLAN NOTES:

1. ALL WORK AND MATERIALS SHALL COMPLY WITH _____ COUNTY AND/OR CITY OF _____ REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, DOOR LOCATIONS, AND UTILITY ENTRANCES.
3. ALL DISTURBED AREAS SHALL RECEIVE 4 INCHES OF TOPSOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR RELOCATED PER PLANS. ALL COST SHALL BE INCLUDED IN BASE BID.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED PER PLANS. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL CURB DIMENSIONS ARE TO THE FACE OF GUTTER OF CURB UNLESS OTHERWISE NOTED.
6. ALL CURB DIMENSIONS ARE TO THE FACE OF STRUCTURAL CMU.
7. ALL BUILDING DIMENSIONS ARE TO THE FACE OF STRUCTURAL CMU. THE BOTTOM OF CANOPY AT ITS LOWEST POINT IS TO BE 18 FEET ABOVE THE FINISH FLOOR ELEVATION OF THE BUILDING.
9. ALL STRIPING ON THIS PLAN IS TO BE PAINTED WITHIN 48 HOURS OF COMPLETED PAVING UNLESS OTHERWISE NOTED.

NOTE TO DEC:
• ALL NOTES MUST BE EDITED TO BE SITE SPECIFIC.
• ADDITIONAL CITY / COUNTY SPECIFIC NOTES MUST BE ADDED.



<p>SITE PLAN RACETRAC MARKET Saxon Boulevard @ Finland Drive Deltona, Florida Volusia County</p>		 RACETRAC PETROLEUM, INC. 3225 CUMBERLAND BOULEVARD SUITE 100 ATLANTA, GA 30339 (770) 431-7600	<p>THESE PLANS ARE SUBJECT TO FEDERAL COPYRIGHT LAWS: ANY USE OF SAME WITHOUT THE EXPRESSED WRITTEN PERMISSION OF RACETRAC PETROLEUM, INC. IS PROHIBITED.</p>	NO.	DATE
<p>DATE: 04/12/2013 SCALE: 1" = 30' DRAWN-BY: TR DRAWING NAME: 1061-RT16000.dwg</p>	<p>SHEET NO: C-3.1 VERSION: 1</p>				

Methodology



Ref: 10560

TECHNICAL MEMORANDUM

To: Mr. Chris Bowley, AICP
From: Chris J. Walsh, P.E.
Subject: Traffic Impact Analysis Methodology – RaceTrac
(Saxon Boulevard at Finland Drive) Deltona, Florida
Date: December 27, 2013

Introduction

Traffic Engineering Data Solutions, Inc. (TEDS) has been retained to conduct a traffic impact analysis for the proposed RaceTrac gas station in the northeast quadrant of the Saxon Boulevard/Finland Drive intersection in the City of Deltona, Florida (see **Figure 1**). The proposed gas station will include 24 vehicle fueling positions along with a 5,928 square-foot convenience store. A preliminary site plan of the proposed development is attached. This letter summarizes the methodology for the City of Deltona concurrency study and for the Volusia County Use Permit Traffic Impact Analysis (TIA).

Project Access

Access to the proposed development is proposed via three driveways. One full access driveway is proposed on Finland Drive approximately 120 feet north of Saxon Boulevard. A right-in/right-out driveway is proposed on Saxon Boulevard approximately 185 feet east of Finland Drive. A full ingress and right-out egress access driveway is proposed on Apache Road, approximately 110 feet north of Saxon Boulevard.

Trip Generation

The total daily and PM peak-hour trip generation potential for the development was determined based on trip generation equations and rates provided in the Institute of Transportation Engineer's (ITE) Information Report, *Trip Generation, 9th Edition*. For the gas station with convenience market, Land Use Code 945 (Gas Station with Convenience Store) was used. As summarized in **Table 1**, the proposed development is projected to generate 3,908 total daily trips and 324 total PM peak-hour trips (162 in, 162 out).

Pass-by trips for the gas station were calculated based on the pass-by rate of 56% for Land Use Code 945 (Gas Station with Convenience Store) as provided in ITE's *Trip Generation Handbook, 2nd Edition*. Of the total trip generation potential of the site, 181 PM peak-hour trips (91 in, 90 out) are expected to be pass-by trips. As summarized in **Table 1**, the proposed development is projected to generate 143 new external PM peak-hour trips (71 in, 72 out).

Mr. Chris Bowley, AICP
December 27, 2013
Page 2 of 6



Figure 1
Site Location Map

Mr. Chris Bowley, AICP
 December 27, 2013
 Page 3 of 6

Table 1
Total Trip Generation Summary

Land Use	Intensity	Units	Daily			PM Peak		
			In	Out	Total	In	Out	Total
Gas/Svc Station with Convenience Market	24	Vehicle Fueling Positions	1954	1,954	3,908	162	162	324
Pass-By Trips	Pass-By %	56.0%	1,095	1,095	2,190	91	90	181
Net New External Trips			859	859	1,718	71	72	143

Gasoline/Service Station with Convenience Market (ITE 9th Edition - Land Use Code 945)

Daily $T = 162.78 \times (\# \text{ of VFP})$

50% In

50% Out

PM Peak Hour $T = 13.51 \times (\# \text{ of VFP})$

50% In

50% Out

In addition to the trip generation calculations above, a trip generation comparison will also be provided for the maximum development intensity allowed under both the approved and existing zoning for the parcels of the site.

Trip Distribution & Assignment

Project trips will be assigned to the study area roadways based on applying engineering judgment. The proposed trip distribution is provided in **Figure 2**.

Study Area

Because the proposed development is projected to generate more than 100 PM peak-hour trips, the study area was determined based upon a three-percent level of significance as consistent with the Volusia TPO Transportation Impact Analysis (TIA) Guidelines. A summary of the determination of the three-percent significance area can be found in **Table 2**. The adopted levels of service (LOS) included in **Table 2** were obtained from the City of Deltona's comprehensive plan and the generalized service volumes based on FDOT's 2012 Generalized Service Volume Tables.

Mr. Chris Bowley, AICP
December 27, 2013
Page 4 of 6



Traffic Engineering Data Solutions, Inc.

Table 2
Summary of Significant Impact Determination

Roadway Segment	Existing Number of Lanes	Adopted Level of Service Std.	Pk-Hr 2-Way Generalized Service Volume	Percent Assignment	Pk-Hr 2-Way Project Trips	Project Trips as % of Svc Vol.	Impact Exceeds 3%?
Saxon Blvd							
Interstate 4 to Finland Dr	4	E	3,222	15.0%	16	0.50%	no
Project to Normandy Blvd	4	E	3,222	70.0%	75	2.33%	no
Normandy Blvd to Tivoli Dr	4	E	3,222	70.0%	75	2.33%	no
Finland Dr							
South of Saxon Blvd	2	E	931	5.0%	5	0.54%	no
North of Project	2	E	931	10.0%	11	1.18%	no

Based on **Table 2**, none of the adjacent roadway segments meet or exceed three percent. However, the following roadway segments will be analyzed:

- Saxon Boulevard from Interstate 4 to Finland Drive
- Saxon Boulevard from Finland Drive to Normandy Boulevard
- Finland Drive south of Saxon Boulevard
- Finland Drive north of Saxon Boulevard
- Apache Circle

The study intersections will include the following:

- Saxon Boulevard at Finland Drive
- Saxon Boulevard at Apache Circle
- All access point intersections with public streets

The PM peak-hour background traffic volumes for the roadway segments will be projected based on vested trips from the City of Deltona and/or historical growth rates. Project trips will then be added to the future background volumes to project the build out conditions for each roadway segment and intersection.

The existing and future roadway segment and intersection operating conditions will be analyzed for the PM peak hour. The roadway segments will be analyzed by comparing the two-way link volumes to the generalized service volumes. Should the projected volume be less than the generalized service volume then it shall be concluded that the roadway will operate at an acceptable LOS standard at build out of the project. In the event the future volume of a roadway exceeds the generalized service volume, TEDS may conduct a more detailed highway/arterial analysis to further refine the level of service evaluation.

Mr. Chris Bowley, AICP
December 27, 2013
Page 6 of 6

Existing and future PM peak-hour intersection operating conditions will be analyzed using the Highway Capacity Software based upon the committed geometry. Existing signal timings and phasing will be used for intersection analyses. A study intersection will be deemed to operate acceptably if the overall intersection LOS meets the adopted LOS standard for the roadways. Per the Volusia TPO TIA Guidelines, in the event the two intersecting roadways have different LOS standards, then the lower standard shall prevail. For example, if one roadway has a LOS standard of D and the intersecting road has a LOS standard of E, then the overall intersection LOS standard shall be E.

Critical and Near Critical Study Area

A critical, near critical and hurricane critical roadway segment is one where the existing daily volume is 90 percent or more of a roadway's service volume at the adopted LOS standard. All critical, near critical, and hurricane critical roadway segments located within a five-mile travel distance of the development will be analyzed if the project's impact is deemed to be non-deminimus. It should be noted that due to the fact that another RaceTrac gas station is located on the west of the Saxon Boulevard/Interstate 4 interchange, no roadways will be evaluated west of I-95 as motorists would be expected to use that RaceTrac service station.

Conclusions, Recommendations and Mitigation

Based upon the results of the analysis, conclusions and recommendations will be prepared. If the TIA identifies deficient roadways/intersections and the project's impacts are non-deminimus, then a plan to mitigate the project's impacts will be provided.

Chris Walsh

From: Chris Walsh <cwash@teds-fl.com>
Sent: Friday, January 10, 2014 9:44 AM
To: 'Ron Paradise'
Cc: 'Chris Bowley'; 'Melissa Winsett (mwinsett@volusia.org)'; 'Scott McGrath'; 'Kathrine Kyp'
Subject: RE: RaceTrac (Saxon at Finland) - Traffic Methodology
Attachments: Saxon&Normandy-PM Counts.pdf

Good morning Ron,

Upon receiving the Saxon Sterling TIA, I reviewed the TMC for Normandy/Saxon and think our assignment of traffic to Normandy (north/south of Saxon) and to Saxon (east of Normandy) as conveyed in item 4 in my response-to-comments email is not appropriate and should be adjusted. As shown in the attached count sheet, of traffic on the west leg of the Normandy/Saxon intersection, approx. 20% is to/from the north on Normandy, 16% to/from the south on Normandy, and 64% to/from the east on Saxon. Recognizing that our project assignment on Saxon (east of the project) is 70%, this means our new proposed assignment is as follows:

To/from the north on Normandy = $70\% \times 20\% = \underline{14\%}$
 To/from the south on Normandy = $70\% \times 16\% = \underline{11\%}$
 To/from the east on Saxon (east of Normand) = $70\% \times 64\% = \underline{45\%}$

Thus, we would like to revise our response to comment #4 to as follows:

- 4) Trip Distribution – Suggest that a certain percentage of trips will use Apache Circle and Apache needs to be modeled.

Response: Project-related trips will be assigned to Apache. However, access onto apache has not been finalized in terms of full access or turn restrictions. When considering the assignment of traffic it should be noted that of the 70% project trips to/from the east on Saxon, 11% will be to/from the south on Normandy (south of Saxon), 14% to/from the north on Normandy (north of Saxon), and the remaining 45% to/from the east on Saxon (east of Normandy).

I know you are probably jazzed up by reading this technical stuff....but that's what we do. Please call or email with any questions and also please let me know if you find this revised response acceptable.

Chris

Chris J. Walsh, PE
Senior Transportation Engineer



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 DeBary, Florida 32713
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[cwash@teds-fl.com](mailto:cwalsh@teds-fl.com)
www.teds-fl.com

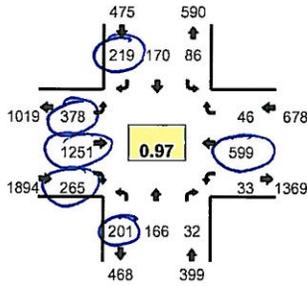
From: Ron Paradise [mailto:RParadise@deltonafl.gov]
Sent: Thursday, January 09, 2014 10:34 AM

Type of peak hour being reported: Intersection Peak

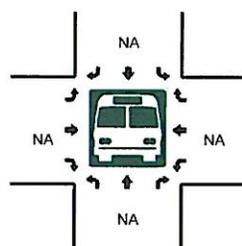
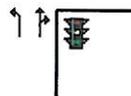
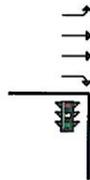
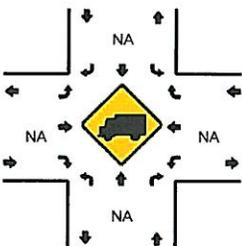
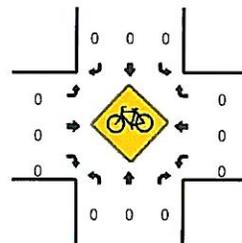
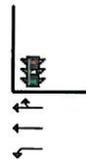
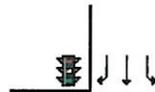
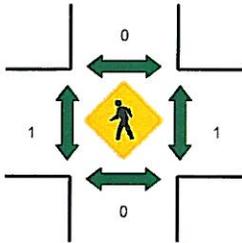
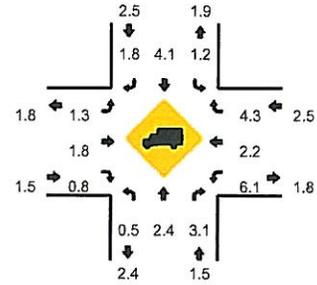
Method for determining peak hour: Total Entering Volume

LOCATION: Normandy Blvd -- Saxon Blvd
CITY/STATE: Deltona, FL

QC JOB #: 11213804
DATE: Wed, Sep 11 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Normandy Blvd (Northbound)				Normandy Blvd (Southbound)				Saxon Blvd (Eastbound)				Saxon Blvd (Westbound)				Total	Hourly Totals				
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left			Thru	Right	U	R*
4:00 PM	40	28	5	0	2	13	33	23	0	11	77	261	48	0	9	8	141	8	0	0	707	
4:15 PM	43	32	3	0	1	12	33	48	0	13	91	237	54	0	13	4	123	9	0	0	716	
4:30 PM	52	39	6	0	1	11	31	35	0	20	80	272	47	0	14	7	148	9	0	0	772	
4:45 PM	40	35	10	0	3	23	35	36	0	18	98	293	48	0	22	6	150	5	0	2	824	3019
5:00 PM	47	47	5	0	0	19	35	33	0	12	93	297	40	0	22	7	181	11	0	1	850	3162
5:15 PM	56	37	7	0	1	22	52	51	0	16	93	315	50	0	18	11	146	12	0	0	887	3333
5:30 PM	50	44	10	0	1	21	35	41	0	12	89	320	54	0	17	7	142	10	0	2	855	3416
5:45 PM	48	38	8	0	0	24	48	36	0	18	103	319	48	0	16	8	130	8	0	2	854	3446

$219 + 378 + 1251 + 599 + 265 + 201 = 2913$
 To/From NORTH = $20\% = \left(\frac{219 + 378}{2913}\right)$
 To/From SOUTH = $16\% = \left(\frac{201 + 265}{2913}\right)$
 To/From EAST = $64\% = \left(\frac{1251 + 599}{2913}\right)$

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total				
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left		Thru	Right	U	R*
All Vehicles	224	148	28	0	4	88	208	204	0	64	372	1260	200	0	72	44	584	48	0	0	3548
Heavy Trucks	0	0	0			0	0	8			8	36	0			4	12	4			72
Pedestrians								0					0					4			4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

To: Chris Walsh
Cc: Chris Bowley; Melissa Winsett (mwinsett@volusia.org); Scott McGrath; Kathrine Kyp
Subject: RE: RaceTrac (Saxon at Finland) - Traffic Methodology

Chris, thanks for the responses. Please be advised that both Apache and Finland are local roads have a LOS of "D" Comp Plan requirement.

With regard to access, it is understood that TEDS will model the traffic with the access off of Saxon. However, that access assumption will probably result in staff questions and will possibly create a condition for the City to engage in peer review – at the expense of the applicant. In addition, the process may be protracted.

Finally, modeling the access off of Saxon does not obligate the City to approve or otherwise acknowledge the appropriateness of such access during the rezoning or subsequent land development reviews/processes.

If there are any questions feel free to contact me at 878-8610.

Have a good day.

Ron Paradise

From: Chris Walsh [<mailto:cwalsh@teds-fl.com>]
Sent: Tuesday, January 07, 2014 1:22 PM
To: Ron Paradise
Cc: Chris Bowley; 'Melissa Winsett'; Scott McGrath; Kathrine Kyp
Subject: RE: RaceTrac (Saxon at Finland) - Traffic Methodology

Good afternoon Ron,

Below are responses to the methodology comments. Please let me know if these responses are acceptable to the City.

Thanks

Chris

Senior Transportation Engineer



Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive
 DeBary, Florida 32713
 386.753.0558 (o) 386.801.5682 (c)
cwalsh@teds-fl.com
www.teds-fl.com

From: Ron Paradise [<mailto:RParadise@deltonafl.gov>]
Sent: Tuesday, December 31, 2013 2:45 PM
To: Chris Walsh
Cc: Chris Bowley; Melissa Winsett (mwinsett@volusia.org); Scott McGrath; Kathrine Kyp
Subject: RE: RaceTrac (Saxon at Finland) - Traffic Methodology

Mr. Walsh, Mr. Bowley and I went over the methodology provided to us by TEDS. Thanks.

Below are some comments:

- 1) Project Access – The proposed right in and right out on Saxon does not comply with section 96-37(a)(10)(c)(5)(ii) of the City Land Development Code. That Section calls for 250' of turn lane for right turns. In addition, Table 96-6B of the City Code (Chapter 96) requires at least 335' of separation between access points. The site has about 420' of frontage. Also, City staff is concerned about the safety ramifications regarding a right in and right out on Saxon. There is no problem with the suggested full access points on Finland and Apache Circle being modeled. However, the exact distances from Saxon will be determined as project review matures.

Response: The TIA will reflect the proposed access. Should the proposed access be adjusted based on further discussion with the City/County, then the TIA will be adjusted accordingly.

- 2) Trip Generation - The 3,908 total daily trips seems reasonable.

Response: No comment

- 3) Location Map – The site location maps do not depict the entire property. (Picky I know.)

Response: The maps within the TIA will be modified accordingly.

- 4) Trip Distribution – Suggest that a certain percentage of trips will use Apache Circle and Apache needs to be modeled.

Response: Project-related trips will be assigned to Apache. However, access onto Apache has not been finalized in terms of full access or turn restrictions. When considering the assignment of traffic it should be noted that of the 70% project trips to/from the east on Saxon, 20% will be to/from the south on Normandy, south of Saxon, 30% to/from the north on Normandy, north of Saxon, and the remaining 20% to/from the east on Saxon, east of Normandy.

- 5) Trip Distribution Map – Please provide directional information for traffic splits.

Response: The percentages shown in the distribution map reflect each direction. So, as an example, the 15% on Saxon west of Finland indicates that 15% of the inbound traffic and 15% of the outbound traffic will be assigned to this roadway segment.

- 6) Table 2 – Apache Circle should be included in Table 2. In addition, Apache and Finland are considered local roads and have a LOS threshold of “D” as articulated in Policy T1-4.3 of the City Comprehensive Plan.

Response: Apache will be added to Table 2

- 7) PM Peak Hour Volumes – With regard to volume projections and City growth rates, please be advised that the City utilizes a 2.5% annual growth rate as per the City CIE. In addition, there are several projects that will affect traffic volumes on the Saxon corridor associated with the project. The projects include the Saxon/Sterling Silver development (retail and office) and the Halifax medical clinic located near Publix.

Response: The background trips will account for trips to/from both developments.

Mr. Bowley and I will be calling you to discuss when you get back in the office.

Thanks and have a great day.

Ron

From: Chris Walsh [<mailto:cwalsh@teds-fl.com>]
Sent: Friday, December 27, 2013 2:55 PM
To: Ron Paradise
Cc: bpotts@tannathdesign.com; 'Sutapaha, Victor'
Subject: RaceTrac (Saxon at Finland) - Traffic Methodology

Good afternoon Ron,

Attached is a proposed methodology for a traffic impact study for the proposed RaceTrac service station in the northeast quadrant of the Saxon/Finland intersection. Please call or email with any questions.

Chris

Chris J. Walsh, PE
Senior Transportation Engineer



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
386.753.0558 (o) 386.801.5682 (c)
cwalsh@teds-fl.com
www.teds-fl.com

Florida has a very broad Public Records Law. Virtually all written communications to or from State and Local Officials and employees are public records available to the public and media upon request. The City of Deltona's policy does not differentiate between personal and business emails. This means email messages, including your e-mail address and any attachments and information we receive online might be disclosed to any person or media making a public records request. E-mail sent on the City system will be considered public and will only be withheld from disclosure if deemed confidential or exempt pursuant to State Law. If you are an individual whose identifying information is exempt under 119.071, Florida Statutes, please so indicate in your email or other communication. If you have any questions about the Florida public records law refer to Chapter 119 Florida Statutes.

Traffic Data

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : Not Named 2
Site Code : 00000000
Start Date : 5/6/2013
Page No : 1

Groups Printed- All Vehicles

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	23	0	2	0	25	4	3	53	0	60	6	114	6	0	126	5	390	5	0	400	611
07:15 AM	28	1	5	0	34	8	3	43	0	54	7	135	2	0	144	5	474	2	0	481	713
07:30 AM	35	1	9	0	45	3	3	73	0	79	13	165	7	0	185	7	447	4	1	459	768
07:45 AM	25	1	8	0	34	10	2	50	0	62	9	154	2	0	165	8	485	2	0	495	756
Total	111	3	24	0	138	25	11	219	0	255	35	568	17	0	620	25	1796	13	1	1835	2848
08:00 AM	18	0	6	0	24	2	1	61	0	64	7	142	3	0	152	5	476	9	0	490	730
08:15 AM	27	1	4	0	32	4	6	42	1	53	6	126	2	2	136	3	317	3	0	323	544
08:30 AM	18	3	6	0	27	1	4	39	0	44	14	144	12	0	170	5	359	0	0	364	605
08:45 AM	11	3	7	0	21	3	2	45	1	51	16	150	6	0	172	8	330	5	1	344	588
Total	74	7	23	0	104	10	13	187	2	212	43	562	23	2	630	21	1482	17	1	1521	2467
*** BREAK ***																					
04:00 PM	22	16	29	0	67	4	5	39	0	48	34	404	11	0	449	8	193	5	2	208	772
04:15 PM	18	4	19	0	41	6	11	26	1	44	40	392	11	0	443	24	240	5	0	269	797
04:30 PM	23	11	25	0	59	5	11	26	0	42	32	380	6	0	418	9	231	1	0	241	760
04:45 PM	32	8	27	0	67	2	7	25	0	34	39	395	17	0	451	19	220	4	2	245	797
Total	95	39	100	0	234	17	34	116	1	168	145	1571	45	0	1761	60	884	15	4	963	3126
05:00 PM	23	13	35	0	71	1	5	24	1	31	56	435	15	0	506	13	247	2	0	262	870
05:15 PM	23	13	39	0	75	2	6	22	0	30	41	485	16	0	542	13	228	7	2	250	897
05:30 PM	20	15	26	0	61	3	3	19	0	25	49	479	13	2	543	18	242	7	0	267	896
05:45 PM	17	12	32	0	61	2	9	27	0	38	47	437	12	1	497	17	233	5	0	255	851
Total	83	53	132	0	268	8	23	92	1	124	193	1836	56	3	2088	61	950	21	2	1034	3514
Grand Total	363	102	279	0	744	60	81	614	4	759	416	4537	141	5	5099	167	5112	66	8	5353	11955
Apprch %	48.8	13.7	37.5	0		7.9	10.7	80.9	0.5		8.2	89	2.8	0.1		3.1	95.5	1.2	0.1		
Total %	3	0.9	2.3	0	6.2	0.5	0.7	5.1	0	6.3	3.5	38	1.2	0	42.7	1.4	42.8	0.6	0.1	44.8	

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	28	1	5	0	34	8	3	43	0	54	7	135	2	0	144	5	474	2	0	481	713
07:30 AM	35	1	9	0	45	3	3	73	0	79	13	165	7	0	185	7	447	4	1	459	768
07:45 AM	25	1	8	0	34	10	2	50	0	62	9	154	2	0	165	8	485	2	0	495	756
08:00 AM	18	0	6	0	24	2	1	61	0	64	7	142	3	0	152	5	476	9	0	490	730
Total Volume	106	3	28	0	137	23	9	227	0	259	36	596	14	0	646	25	1882	17	1	1925	2967
% App. Total	77.4	2.2	20.4	0		8.9	3.5	87.6	0		5.6	92.3	2.2	0		1.3	97.8	0.9	0.1		
PHF	.757	.750	.778	.000	.761	.575	.750	.777	.000	.820	.692	.903	.500	.000	.873	.781	.970	.472	.250	.972	.966

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:30 AM					07:45 AM				
+0 mins.	23	0	2	0	25	8	3	43	0	54	7	135	2	0	144	5	474	2	0	481
+15 mins.	28	1	5	0	34	3	3	73	0	79	13	165	7	0	185	7	447	4	1	459
+30 mins.	35	1	9	0	45	10	2	50	0	62	9	154	2	0	165	8	485	2	0	495
+45 mins.	25	1	8	0	34	2	1	61	0	64	7	142	3	0	152	5	476	9	0	490
Total Volume	111	3	24	0	138	23	9	227	0	259	36	596	14	0	646	25	1882	17	1	1925
% App. Total	80.4	2.2	17.4	0		8.9	3.5	87.6	0		5.6	92.3	2.2	0		1.3	97.8	0.9	0.1	
PHF	.793	.750	.667	.000	.767	.575	.750	.777	.000	.820	.692	.903	.500	.000	.873	.781	.970	.472	.250	.972

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : Not Named 2
Site Code : 00000000
Start Date : 5/6/2013
Page No : 2

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	23	13	35	0	71	1	5	24	1	31	56	435	15	0	506	13	247	2	0	262	870
05:15 PM	23	13	39	0	75	2	6	22	0	30	41	485	16	0	542	13	228	7	2	250	897
05:30 PM	20	15	26	0	61	3	3	19	0	25	49	479	13	2	543	18	242	7	0	267	896
05:45 PM	17	12	32	0	61	2	9	27	0	38	47	437	12	1	497	17	233	5	0	255	851
Total Volume	83	53	132	0	268	8	23	92	1	124	193	1836	56	3	2088	61	950	21	2	1034	3514
% App. Total	31	19.8	49.3	0		6.5	18.5	74.2	0.8		9.2	87.9	2.7	0.1		5.9	91.9	2	0.2		
PHF	.902	.883	.846	.000	.893	.667	.639	.852	.250	.816	.862	.946	.875	.375	.961	.847	.962	.750	.250	.968	.979

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					05:00 PM					05:00 PM					
+0 mins.	32	8	27	0	67	4	5	39	0	48	56	435	15	0	506	13	247	2	0	262	
+15 mins.	23	13	35	0	71	6	11	26	1	44	41	485	16	0	542	13	228	7	2	250	
+30 mins.	23	13	39	0	75	5	11	26	0	42	49	479	13	2	543	18	242	7	0	267	
+45 mins.	20	15	26	0	61	2	7	25	0	34	47	437	12	1	497	17	233	5	0	255	
Total Volume	98	49	127	0	274	17	34	116	1	168	193	1836	56	3	2088	61	950	21	2	1034	
% App. Total	35.8	17.9	46.4	0		10.1	20.2	69	0.6		9.2	87.9	2.7	0.1		5.9	91.9	2	0.2		
PHF	.766	.817	.814	.000	.913	.708	.773	.744	.250	.875	.862	.946	.875	.375	.961	.847	.962	.750	.250	.968	

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : AM_PM Peak TMC
Site Code : 00000000
Start Date : 5/6/2013
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	2	0	0	2	1	8	0	0	9	1	1	0	0	2	14
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	3	0	0	4	0	3	0	0	3	8
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	0	1	5	8
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
Total	2	0	1	0	3	1	2	0	0	3	2	14	0	0	16	1	10	0	1	12	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	4	0	2	6	0	1	0	0	1	9
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5
08:45 AM	0	0	1	0	1	0	0	0	1	1	0	4	0	0	4	0	4	1	1	6	12
Total	1	0	1	0	2	1	1	0	1	3	0	12	0	2	14	0	11	1	1	13	32
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	1	0	2	3	9
04:15 PM	1	0	0	0	1	0	0	0	1	1	0	2	0	0	2	0	6	0	0	6	10
04:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
Total	2	0	0	0	2	2	0	0	1	3	0	11	0	0	11	0	15	0	2	17	33
05:00 PM	0	0	0	0	0	0	0	0	1	1	2	4	0	0	6	0	6	0	0	6	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	1	1	2	5	0	1	8	0	12	0	2	14	23
Grand Total	5	0	2	0	7	4	3	0	3	10	4	42	0	3	49	1	48	1	6	56	122
Apprch %	71.4	0	28.6	0		40	30	0	30		8.2	85.7	0	6.1		1.8	85.7	1.8	10.7		
Total %	4.1	0	1.6	0	5.7	3.3	2.5	0	2.5	8.2	3.3	34.4	0	2.5	40.2	0.8	39.3	0.8	4.9	45.9	

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	2	0	0	2	1	8	0	0	9	1	1	0	0	2	14
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	3	0	0	4	0	3	0	0	3	8
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	0	1	5	8
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
Total Volume	2	0	1	0	3	1	2	0	0	3	2	14	0	0	16	1	10	0	1	12	34
% App. Total	66.7	0	33.3	0		33.3	66.7	0	0		12.5	87.5	0	0		8.3	83.3	0	8.3		
PHF	.500	.000	.250	.000	.750	.250	.250	.000	.000	.375	.500	.438	.000	.000	.444	.250	.625	.000	.250	.600	.607

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	0	0	1	0	1	0	2	0	0	2	1	8	0	0	9	0	3	0	0	3
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	3	0	0	4	0	4	0	1	5
+30 mins.	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3
Total Volume	2	0	1	0	3	1	2	0	0	3	2	14	0	0	16	0	12	0	1	13
% App. Total	66.7	0	33.3	0		33.3	66.7	0	0		12.5	87.5	0	0		0	92.3	0	7.7	
PHF	.500	.000	.250	.000	.750	.250	.250	.000	.000	.375	.500	.438	.000	.000	.444	.000	.750	.000	.250	.650

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : AM_PM Peak TMC
Site Code : 00000000
Start Date : 5/6/2013
Page No : 2

Start Time	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	0	0	1	0	0	0	1	1	0	2	0	0	2	0	6	0	0	6	10
04:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
05:00 PM	0	0	0	0	0	0	0	0	1	1	2	4	0	0	6	0	6	0	0	6	13
Total Volume	2	0	0	0	2	1	0	0	2	3	2	10	0	0	12	0	20	0	0	20	37
% App. Total	100	0	0	0		33.3	0	0	66.7		16.7	83.3	0	0		0	100	0	0		
PHF	.500	.000	.000	.000	.500	.250	.000	.000	.500	.750	.250	.625	.000	.000	.500	.000	.833	.000	.000	.833	.712

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					03:45 PM					04:15 PM					04:15 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	
+30 mins.	1	0	0	0	1	0	0	0	1	1	0	4	0	0	4	0	5	0	0	5	
+45 mins.	1	0	0	0	1	1	0	0	0	1	2	4	0	0	6	0	6	0	0	6	
Total Volume	2	0	0	0	2	2	0	0	1	3	2	10	0	0	12	0	20	0	0	20	
% App. Total	100	0	0	0		66.7	0	0	33.3		16.7	83.3	0	0		0	100	0	0		
PHF	.500	.000	.000	.000	.500	.500	.000	.000	.250	.750	.250	.625	.000	.000	.500	.000	.833	.000	.000	.833	

File Name : Not Named 2
 Site Code : 00000000
 Start Date : 1/14/2014
 Page No : 1

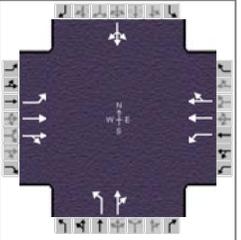
Groups Printed- All Vehicles

Start Time	APACHE Northbound					APACHE Southbound					SAXON Eastbound					SAXON Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	1	0	1	7
04:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	7	0	7	7	0	0	0	7	0	0	2	0	2	16
05:00 PM	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	2	1	3	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	1	0	1	3	0	0	1	4	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	5	0	5	10	0	0	1	11	0	0	3	1	4	20
Grand Total	0	0	0	0	0	0	0	12	0	12	17	0	0	1	18	0	0	5	1	6	36
Apprch %	0	0	0	0		0	0	100	0		94.4	0	0	5.6		0	0	83.3	16.7		
Total %	0	0	0	0	0	0	0	33.3	0	33.3	47.2	0	0	2.8	50	0	0	13.9	2.8	16.7	

Existing Conditions HCS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	TEDS			Duration, h	0.25		
Analyst	KJM	Analysis Date	May 14, 2013		Area Type	Other	
Jurisdiction	Deltona	Time Period	PM Peak Hour		PHF	0.95	
Intersection	Saxon Blvd at Finland Drive	Analysis Year	2013		Analysis Period	1 > 7:00	
File Name	Existing Conditions - PM Peak Hour.xus						
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	193	1836	56	61	950	21	83	53	132	8	23	92

Signal Information				Signal Timing (s)								Signal Phases												
Cycle, s	130.0	Reference Phase	2	Green	6.0	4.1	70.4	23.5	0.0	0.0	Yellow	4.5	4.5	4.5	4.0	0.0	0.0	Red	2.0	2.0	2.0	2.5	0.0	0.0
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	4.0	2.0	4.0		6.0		8.0
Phase Duration, s	23.1	87.5	12.5	76.9		30.0		30.0
Change Period, (Y+R _c), s	6.5	6.5	6.5	6.5		6.5		6.5
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		5.3		5.3
Queue Clearance Time (g _s), s	16.5		6.6			25.0		16.2
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.0		1.4
Phase Call Probability	1.00		0.90			1.00		1.00
Max Out Probability	1.00		0.01			1.00		0.54

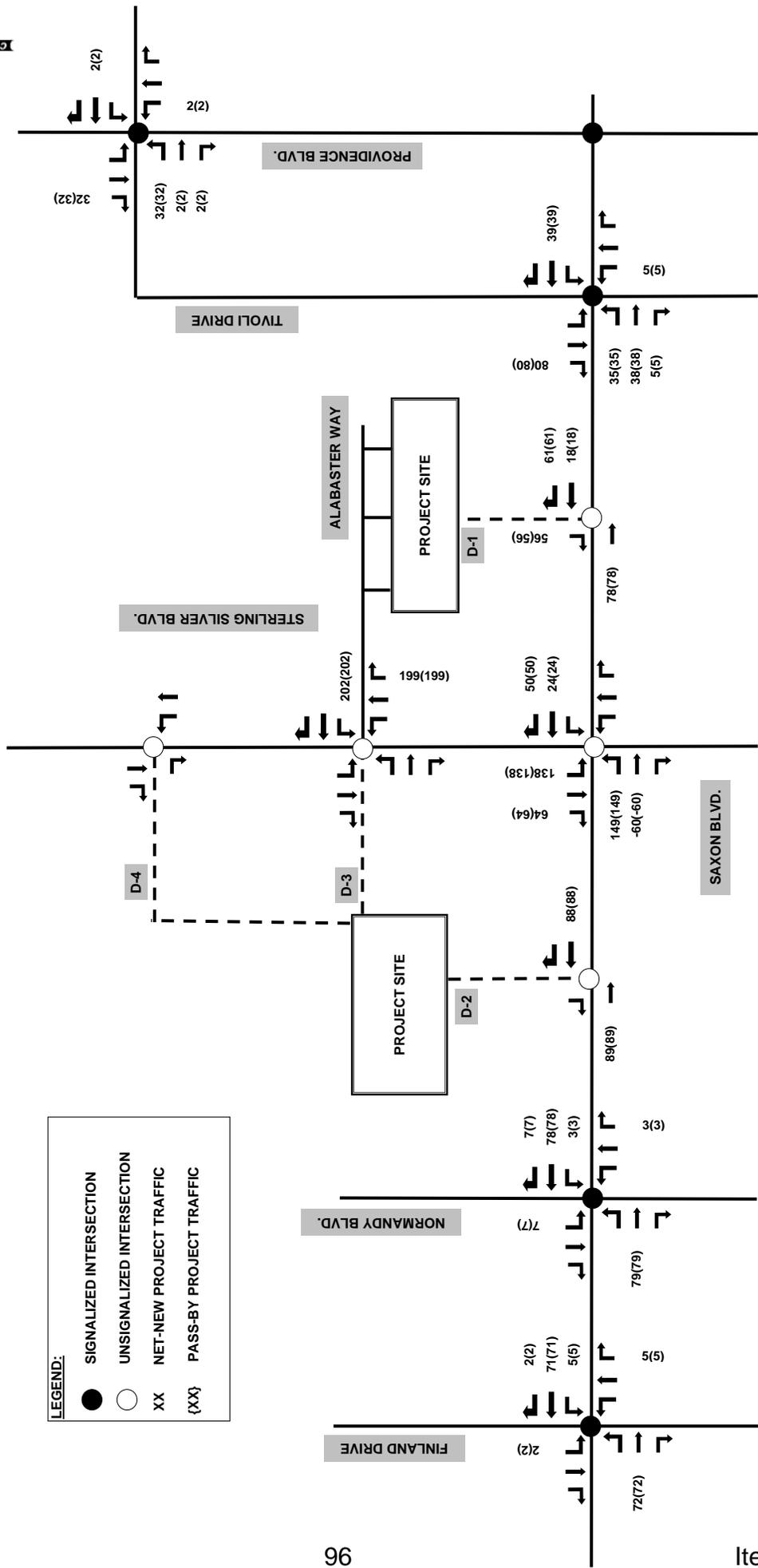
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	203	996	996	64	513	509	87	195			114	
Adjusted Saturation Flow Rate (s), veh/h/ln	1792	1845	1825	1792	1881	1867	1296	1667			1609	
Queue Service Time (g _s), s	14.5	57.5	58.8	4.6	22.4	22.4	8.7	14.1			0.0	
Cycle Queue Clearance Time (g _c), s	14.5	57.5	58.8	4.6	22.4	22.4	23.0	14.1			14.2	
Capacity (c), veh/h	229	1149	1137	83	1019	1011	147	301			321	
Volume-to-Capacity Ratio (X)	0.887	0.867	0.876	0.774	0.504	0.504	0.594	0.646			0.355	
Available Capacity (c _a), veh/h	255	1149	1137	200	1019	1011	147	301			321	
Back of Queue (Q), veh/ln (95th percentile)	12.8	32.7	33.3	4.3	14.8	14.7	5.7	10.5			6.0	
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00			0.00	
Uniform Delay (d ₁), s/veh	55.8	20.1	20.3	61.3	18.8	18.8	60.2	49.4			46.8	
Incremental Delay (d ₂), s/veh	27.3	8.9	9.5	14.1	1.8	1.8	7.5	5.4			0.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (d), s/veh	83.1	28.9	29.9	75.4	20.6	20.6	67.7	54.8			47.8	
Level of Service (LOS)	F	C	C	E	C	C	E	D			D	
Approach Delay, s/veh / LOS	34.4		C	23.8		C	58.8		E	47.8		D
Intersection Delay, s/veh / LOS	33.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.3	B	1.4	A	1.0	A	0.7	A

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	TEDS		Intersection	Saxon at Apache				
Agency/Co.	TEDS		Jurisdiction	Deltona				
Date Performed	1/15/2014		Analysis Year	2013				
Analysis Time Period	PM Peak							
Project Description <i>Saxon Blvd at Apache - PM Peak - Existing Conditions</i>								
East/West Street: <i>Saxon Blvd</i>			North/South Street: <i>Apache Circle</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1966			1027	3		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1966	0	0	1027	3		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Two Way Left Turn Lane</i>							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				0		5		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	5		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	10						5	
C (m) (veh/h)	682						564	
v/c	0.01						0.01	
95% queue length	0.04						0.03	
Control Delay (s/veh)	10.4						11.4	
LOS	B						B	
Approach Delay (s/veh)	--	--					11.4	
Approach LOS	--	--					B	

Vested Development Information

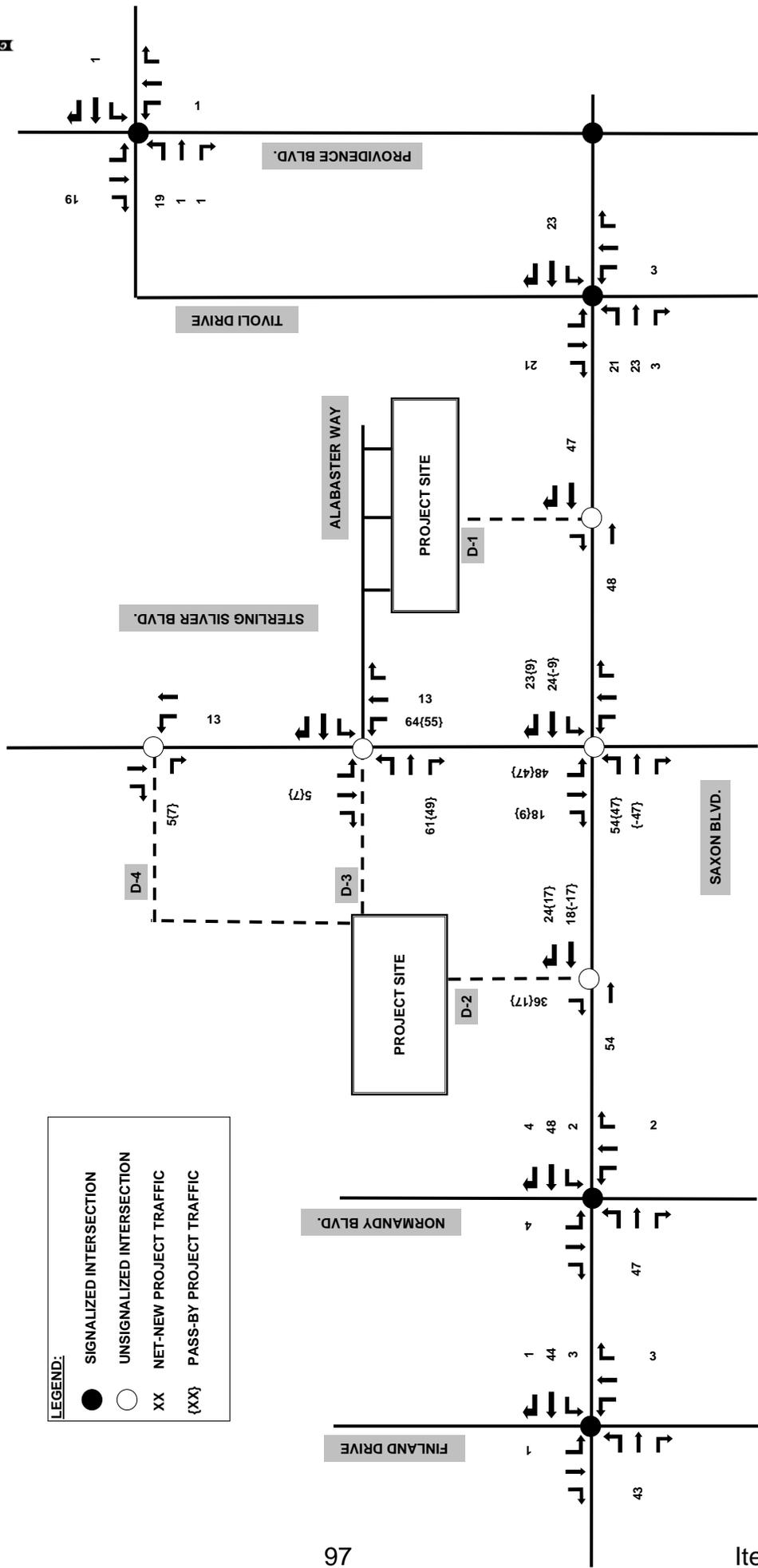
FIGURE 5A, PM PEAK HOUR PROJECT TRAFFIC
(NE CORNER)



LEGEND:

- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- XX NET-NEW PROJECT TRAFFIC
- {XX} PASS-BY PROJECT TRAFFIC

FIGURE 5B, PM PEAK HOUR PROJECT TRAFFIC (NW CORNER)





Saxon Sterling PM Peak-Hour Turning Movement Volumes

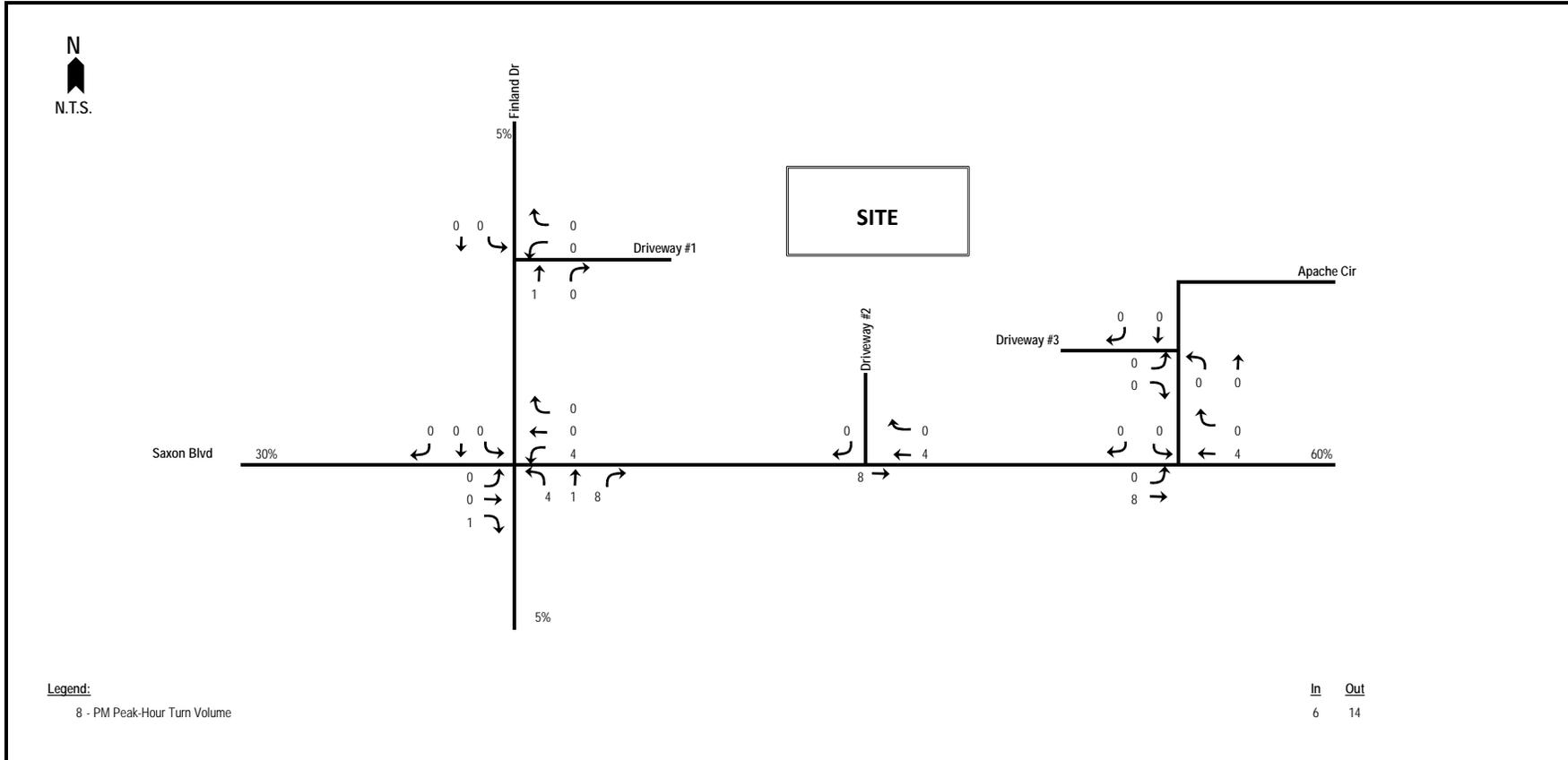
Figure

Halifax Medical Walk-In Clinic

Land Use	Intensity	Units	PM Peak		
			In	Out	Total
Medical-Dental Office	5,037	SF	6	14	20

Medical-Dental Office Building (ITE 9th Edition)

PM Peak Hour (ITE 720) $\text{Ln}(T) = 0.9 \times \text{Ln}(1000\text{'s of SF}) + 1.53$ 28% In 72% Out



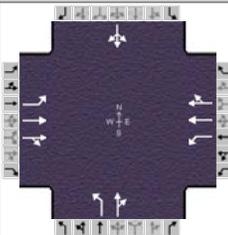
Halifax Clinic PM Peak-Hour Turning Movement Volumes

Figure

Future Conditions (2014) HCS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	TEDS			Duration, h	0.25		
Analyst	KJM	Analysis Date	May 14, 2013		Area Type	Other	
Jurisdiction	Deltona		Time Period	PM Peak Hour		PHF	0.95
Intersection	Saxon Blvd at Finland Drive		Analysis Year	2014		Analysis Period	1 > 7:00
File Name	Future Conditions - PM Peak Hour.xus						
Project Description	Build Out Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	225	1928	57	74	1074	26	87	57	148	24	25	92

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	7.3	4.7	68.5	23.5	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	4.5	4.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.5	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	4.0	2.0	4.0		6.0		8.0
Phase Duration, s	25.0	86.2	13.8	75.0		30.0		30.0
Change Period, (Y+R _c), s	6.5	6.5	6.5	6.5		6.5		6.5
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0		5.4		5.4
Queue Clearance Time (g _s), s	19.2		7.6			25.5		20.3
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.0		0.8
Phase Call Probability	1.00		0.94			1.00		1.00
Max Out Probability	1.00		0.04			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	237	1045	1045	78	581	577	92	216			133	
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1844	1774	1863	1847	1281	1649			1039	
Queue Service Time (g _s), s	17.2	64.2	65.7	5.6	27.9	27.9	5.2	16.0			2.3	
Cycle Queue Clearance Time (g _c), s	17.2	64.2	65.7	5.6	27.9	27.9	23.5	16.0			18.3	
Capacity (c), veh/h	253	1143	1131	99	981	973	106	298			221	
Volume-to-Capacity Ratio (X)	0.938	0.914	0.924	0.787	0.592	0.592	0.862	0.724			0.601	
Available Capacity (c _a), veh/h	253	1143	1131	198	981	973	106	298			221	
Back of Queue (Q), veh/ln (95th percentile)	15.6	37.5	38.3	5.1	17.9	17.8	7.9	11.8			8.0	
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00			0.00	
Uniform Delay (d ₁), s/veh	55.2	22.1	22.4	60.6	21.1	21.2	63.6	50.2			48.8	
Incremental Delay (d ₂), s/veh	40.0	12.7	13.8	12.8	2.6	2.7	48.3	9.1			5.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (d), s/veh	95.2	34.8	36.2	73.4	23.8	23.8	111.9	59.3			54.1	
Level of Service (LOS)	F	C	D	E	C	C	F	E			D	
Approach Delay, s/veh / LOS	41.6		D	26.9		C	75.0		E	54.1		D
Intersection Delay, s/veh / LOS	40.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.4	B	1.5	A	1.0	A	0.7	A

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	TEDS		Intersection	Finland at Driveway #1				
Agency/Co.	TEDS		Jurisdiction	Deltona				
Date Performed	1/15/2014		Analysis Year	2014				
Analysis Time Period	PM Peak							
Project Description <i>Finland Dr at D/W #1 - PM Peak - 2014</i>								
East/West Street: <i>Driveway #1</i>			North/South Street: <i>Finland Drive</i>					
Intersection Orientation: <i>North-South</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		267	41	9	122			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	267	41	9	122	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				19		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	10		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		9	19		10			
C (m) (veh/h)		1264	584		756			
v/c		0.01	0.03		0.01			
95% queue length		0.02	0.10		0.04			
Control Delay (s/veh)		7.9	11.4		9.8			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	10.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	TEDS			Intersection	Saxon at Driveway #2			
Agency/Co.	TEDS			Jurisdiction	Deltona			
Date Performed	1/15/2014			Analysis Year	2014			
Analysis Time Period	PM Peak							
Project Description Saxon Blvd at D/W #2 - PM Peak - 2014								
East/West Street: Saxon Blvd				North/South Street: Driveway #2				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		2100			1152	37		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	2100	0	0	1152	37		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	0	2	0	0	2	1		
Configuration		T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						22		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	22		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								R
v (veh/h)								22
C (m) (veh/h)								521
v/c								0.04
95% queue length								0.13
Control Delay (s/veh)								12.2
LOS								B
Approach Delay (s/veh)	--	--				12.2		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	TEDS		Intersection	Saxon at Apache				
Agency/Co.	TEDS		Jurisdiction	Deltona				
Date Performed	1/15/2014		Analysis Year	2014				
Analysis Time Period	PM Peak							
Project Description Saxon Blvd at Apache - PM Peak - 2014								
East/West Street: Saxon Blvd			North/South Street: Apache Circle					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	33	2067			1173	24		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	33	2067	0	0	1173	24		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				52		16		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	52	0	16		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	33						68	
C (m) (veh/h)	590						163	
v/c	0.06						0.42	
95% queue length	0.18						1.86	
Control Delay (s/veh)	11.5						42.0	
LOS	B						E	
Approach Delay (s/veh)	--	--					42.0	
Approach LOS	--	--					E	

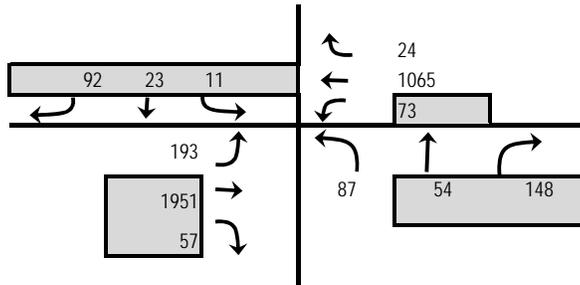
TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	TEDS			Intersection	Apache at Driveway #3		
Agency/Co.	TEDS			Jurisdiction	Deltona		
Date Performed	1/15/2014			Analysis Year	2014		
Analysis Time Period	PM Peak						
Project Description Apache Cir at D/W #3 - PM Peak - 2014							
East/West Street: Driveway #3				North/South Street: Apache Circle			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	44	13			3	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	44	13	0	0	3	5	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration	LT						TR
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	22		63				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	22	0	63	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration	LR						
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					LR	
v (veh/h)	44						85
C (m) (veh/h)	1625						1019
v/c	0.03						0.08
95% queue length	0.08						0.27
Control Delay (s/veh)	7.3						8.9
LOS	A						A
Approach Delay (s/veh)	--	--				8.9	
Approach LOS	--	--				A	

**Critical Movement Evaluation
for Saxon Boulevard/Finland Drive
Southbound Right-Turn Lane Improvement**



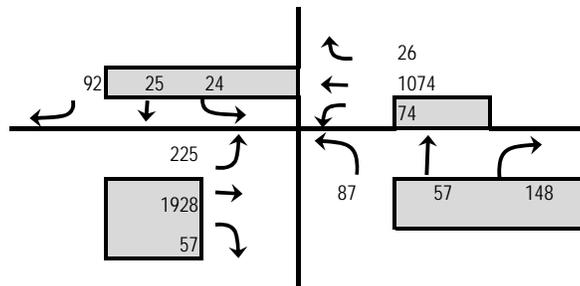
Critical Movement Evaluation of Southbound Right-Turn Lane Improvement at Saxon Boulevard/Finland Drive

Future Background Volumes



$$\text{Critical Sum (Existing Geometry)} = (92+23+11)/1 \text{ lane} + (54+148)/1 \text{ lane} + 73/1 \text{ lane} + (1951+57)/2 \text{ lanes} = \mathbf{1405}$$

Future Total Volumes



$$\text{Critical Sum (Existing Geometry)} = (92+25+24)/1 \text{ lane} + (57+148)/1 \text{ lane} + 74/1 \text{ lane} + (1928+57)/2 \text{ lanes} = \mathbf{1413}$$

Project impact on Critical Movements is 1413 - 1405 = 8 PM peak-hour trips

$$\text{Critical Sum (with Southbound Right-Turn Lane)} = (25+24)/1 \text{ lane} + (57+148)/1 \text{ lane} + 74/1 \text{ lane} + (1928+57)/2 \text{ lanes} = \mathbf{1321}$$

Improvement impact on Critical Movements is 1321 - 1413 = 92 PM peak-hour trips



GMB ENGINEERS & PLANNERS, INC.

TO: Mr. Ron Paradise
FROM: Karl Krichbaum
DATE: March 11, 2014
RE: RaceTrac Gas Station- Saxon Boulevard at Finland Drive
 Transportation Impact Analysis
 GMB Project No.: 14-010.01

The purpose of this memorandum is to provide a review of the RaceTrac Gas Station at Saxon Boulevard and Finland Drive Transportation Impact Analysis (TIA) dated January 2014. Specific comments and findings are provided below.

Comment 1 - (General Comment):

The *Methodology* in the Appendix of the TIA indicates the proposed gas station will include 24 vehicle fueling positions. The Introduction of the TIA, and subsequent analyses, indicates the proposed gas station will include 20 vehicle fueling stations. Please revise, if necessary.

Comment 2 - Page 3

It appears that existing and background analysis revolves around existing turning movement counts (TMC), counts collected for Saxon Boulevard rather than utilizing the “2012 Volusia County Traffic Counts and LOS for Volusia County Roadways”. Please determine if any findings using the Volusia County Counts are different from the study’s final conclusions. The existing TMCs counts can be utilized for roadways not listed in the Volusia County or City of Deltona’s Count programs. The K-factor of 0.09 should be used to determine the peak hour volumes. For example, if we use a K-factor of 0.09, and the correct total future PM peak hour 2-way volume on Saxon Boulevard, from Finland Drive to Normandy Boulevard, of 3,272, as discussed in Comment 4, the resulting AADT is 36,356, which does not correspond with the *Volusia County 2012 AADT & Historical Counts* spreadsheet.

GMB Orlando

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 Orlando, FL 32803
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www.GMB.cc

Review of RaceTrac Gas Station- Saxon Boulevard at Finland Drive
Transportation Impact Analysis
March 11, 2014
Page 2 of 2

Comment 3 - (Table 1):

The total existing PM peak hour 2-way volume on Finland Drive, south of Saxon Boulevard, is 408, not 390. Please revise, both existing and future volumes, accordingly.

Comment 4 - (Table 2):

The total future PM peak hour 2-way volume on Saxon Boulevard, from Finland Drive to Normandy Boulevard, is 3,272. This is further corroborated in the *Trip Generation* section, in which the amount of 3,272 PM trips is quoted. Please revise as necessary.

Comment 5 - (Future Conditions (2014) Analyses):

The Two-Way-Stop-Controlled Analysis for Apache Circle at Driveway #3, during the PM peak, for 2014, contains an input error. The southbound volumes should read: 0 left, 5 through, and 3 right. According to Figure 7, the latter two movements were erroneously swapped. Please revise accordingly.

Comment 6 - Figure 5

The sum of 57 vehicles entering the site does not correspond to the trip generation presented within the study. Please revise study as needed.

Comment 7 - Figure 6

The sum of 77 vehicles entering the site does not correspond to Pass-By presented in the trip generation calculation. Please revise study as needed.

Conclusion:

In summary, based on the peer review relating to the TIA supporting the RaceTrac Gas Station at Saxon Boulevard and Finland Drive, GMB recommends that the City of Deltona transmits these comments to the Applicant and that a revised TIA be provided addressing these comments. Should you have any questions on the above, please feel free to call me at (407) 898-5424 ext. 218 or email me at kkrichbaum@gmb.cc.





AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 8 - B
SUBJECT: Ordinance No. 08-2014, amending the City Charter and Authorizing proposed Charter amendment questions to be submitted to the electors at the November 4, 2014 General Election for a referendum on the questions of approval of the proposed amendments, for first reading.

LOCATION:

Citywide

BACKGROUND:

The City's Charter Review Committee, over the past year, has conducted a complete review of the City Charter and presented its recommendations to the City Commission on proposed changes to the City Charter at a Joint Workshop held on March 10, 2014.

The City Commission at a workshop held on March 27, 2014, reviewed and discussed the proposed recommendations of the Charter Review Committee. The attached proposed ordinance reflects the changes that were discussed and agreed to by a consensus of the City Commission at the workshop.

ORIGINATING DEPARTMENT:

City Attorney's Office

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

City Attorney, City Manager

STAFF RECOMMENDATION PRESENTED BY:

City Attorney Becky Vose - That the City Commission, after conducting a public hearing, approve Ordinance No. 08-2014 at first reading and to schedule second and final reading for Monday, May 5, 2014.

POTENTIAL MOTION:

"I move to approve Ordinance No. 08-2014 at first reading and to schedule second and final reading for Monday, May

**AGENDA ITEM
APPROVED BY:**

5, 2014."

William D. Denny, City Manager

ATTACHMENTS:

- Ordinance No. 08-2014
- Exhibit A

ORDINANCE NO. 08-2014

AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, PROPOSING AMENDMENTS TO THE CHARTER FOR THE CITY OF DELTONA, FLORIDA, PROPOSING A CHARTER AMENDMENT REMOVING INITIAL INCORPORATION/ TRANSITION PROVISIONS, BOUNDARY DESCRIPTIONS, AND CHANGING CANDIDATE QUALIFYING PROVISIONS; PROPOSING A CHARTER AMENDMENT REMOVING CITY MANAGER RESIDENCY REQUIREMENT; PROPOSING A CHARTER AMENDMENT REMOVING TERM LIMITS ON MAYOR AND CITY COMMISSIONERS; PROPOSING A CHARTER AMENDMENT REMOVING IN-HOUSE CITY ATTORNEY RESIDENCY REQUIREMENT; PROPOSING A CHARTER AMENDMENT CHANGING COMPENSATION OF MAYOR AND CITY COMMISSIONERS; CALLING FOR REFERENDA ON THE PROPOSED AMENDMENTS TO THE CHARTER TO BE HELD AT THE GENERAL ELECTION ON NOVEMBER 4, 2014; PROVIDING THE BALLOT TITLES AND BALLOT SUMMARIES FOR THE REFERENDA; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, AS FOLLOWS:

Section 1. The revisions to the Charter for the City of Deltona, Florida which are appended and attached as Exhibit “A” to this Ordinance are hereby adopted by reference by the City Commission to be submitted to the electors of the City of Deltona.

Section 2. The proposed adoption of the Charter revisions appended to and adopted by reference as Exhibit “A” to this Ordinance shall be placed on the ballot for the election to be held on , 2014. The Charter revisions are proposed in five ballot questions. The ballot title and ballot summary for each are set forth in Exhibit “A”. Each Charter revision shall become effective upon approval of its corresponding ballot question in such referendum.

Section 3. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

Section 4. This Ordinance shall become effective upon final adoption by the City Commission.

City of Deltona, Florida
Ordinance No. 08-2014
Page 2 of 2

**ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA,
FLORIDA THIS _____ DAY OF _____ 2014.**

FIRST READING: _____

ADVERTISED: _____

SECOND READING: _____

BY: _____
JOHN C. MASIARCZYK, MAYOR

ATTEST:

JOYCE RAFTERY, CMC, CITY CLERK

Approved as to form and legality
for use and reliance by the
City of Deltona, Florida

GRETCHEN R. H. VOSE, CITY ATTORNEY

EXHIBIT "A"**QUESTION #1**

CITY CHARTER AMENDMENT REMOVING INITIAL
INCORPORATION / TRANSITION PROVISIONS,
BOUNDARY DESCRIPTIONS, AND CHANGING
CANDIDATE QUALIFYING PROVISIONS

Shall the Deltona City Charter be amended to remove outdated provisions relating to the initial incorporation of the city and transition schedules, to remove the lengthy legal descriptions of the original corporate boundaries of the city and its districts, with the current boundaries to be kept on file with the City Clerk pursuant to law, and to provide that candidate qualifying periods be set by ordinance?

_____ Yes

_____ No

Text Revisions: Section 8(3) of the Deltona City Charter is amended, Section 9 of the Deltona City Charter is amended, Section 10 of the Deltona City Charter is amended to delete Subsections 2-3, Section 13 of the Deltona City Charter is amended to delete Subsections 1-7 and renumber, Section 14 of the Deltona City Charter is deleted, and Section 15 of the Deltona City Charter is deleted, all to read as follows:

Section 8(3) Elections

...

(3) QUALIFYING FOR OFFICE. If there are more than two candidates who qualify for any office, a primary election shall be held. The qualifying period for City of Deltona elections shall be set by ordinance. ~~at any time after noon of the 1st day for qualifying, which shall be the 71st day prior to the primary election, but no later than noon of the 67th day prior to the date of the primary election of each even-numbered year.~~ In addition, candidates shall qualify as provided in section 5 (1) (b).

...

Section 9. Commission Districts.**(1) CITY BOUNDARIES.**

(a) _____ The corporate boundaries of the City of Deltona, and the district boundaries thereof, shall remain as they exist on the date this amended charter provision takes effect, provided that the city shall have the power to change such boundaries in the manner prescribed by law. A description of the corporate boundaries and district boundaries shall be maintained on file in the City Clerk's office and made available to the public.

The corporate boundaries of the City shall be as follows:

~~BEGIN at the intersection of the centerline of Dirksen Drive with the Southerly extension of the Westerly limited access right of way line of Interstate Highway #4 (1-4) in Section 2, Township 19 South, Range 30 East, Volusia County, Florida, according to the State Road Department of Florida Maps of State Roads in Volusia County Book 2, pages 241 through 259 inclusive (Section No. 7716-401 and 7911-401, Road No. 400) of the Public Records of Volusia County, Florida; run thence Northerly and Northeasterly, along the said Southerly extension of the Westerly limited access right of way line of Interstate Highway #4 and continuing Northeasterly along the Westerly limited access right of way line of said Interstate Highway #4, to its intersection with the North line of the South one half of Government Lot 7, Section 6, Township 18 South, Range 31 East; thence Easterly, along said North line of the South one half of Government Lot 7 and continuing Easterly, along the North lines of Lots 32, 33, 34 and 35 and the Easterly extension of the said North line of Lot 35, Yourlando Farms and Groves, according to map in Map Book 10, Pages 227 and 228, Public Records of Volusia County, Florida, to its intersection with the West line of Government Lot 5, Section 5, Township 18 South, Range 31 East; thence Northerly along the said West line of Government Lot 5, to the Northwest corner of said Government Lot 5; thence Easterly, along the North line of said Government Lot 5, to the Northeast corner of said Government Lot 5; thence Southerly, along the East line of said Government Lot 5, to a point in the North line of the South one half of Government Lot 6, Section 5, Township 18 South, Range 31 East; thence Easterly, along the said North line of the South one half of Government Lot 6, to a point that is 590.32 feet West of the Northeast corner of the South one half of said Government Lot 6; thence South and parallel with the East line of said Government Lot 6, a distance of 590.32 feet to a point; thence Easterly and parallel with the said North line of the South one half of Government Lot 6, a distance of 590.32 feet, to the East line of said Government Lot 6; thence Southerly, along the said East line of Government Lot 6 and continuing Southerly along the East line of Government Lot 11 of said Section 5, to the Northwest corner of the South one half of Government Lot 10, Section 5, Township 18 South, Range 31 East; thence Easterly, along the North line of the South one half of said Government Lot 10, to the Northeast corner of said South one half of Government Lot 10; thence Southerly, along the East line of said Government Lot 10, to its intersection with the North line of Section 8, Township 18 South, Range 31 East; thence Easterly, along the North line of said Section 8 and continuing Easterly along the North line of Section 9, Township 18 South, Range 31 East, to the Northeast corner of said Section 9, also being the Southwest corner of Section 3, Township 18 South, Range 31 East; thence Northerly, along the West line of said Section 3, to the Northwest corner of said Section 3; thence Easterly, along the North line of said Section 3 and continuing Easterly along the North lines of Sections 2 and 1, Township 18 South, Range 31 East, to the Northeast corner of said Section 1; thence Southerly, along the East line of said Section 1 and continuing Southerly along the East lines of Sections 12, 13, 24 and 25, Township 18 South, Range 31 East, to the Southeast corner of said Section 25; thence Easterly, along the North line of Section 31, Township 18 South, Range 32 East, to the Northeast corner of said Section 31; thence Southerly, along the East line of said Section 31, to its intersection with the Northwesterly right of way line of State Road 415; thence Southwesterly, along said Northwesterly right of way line of State Road 415, to its intersection with the South line of said Section 31; thence Westerly, along the South line of said Section 31, to the Southwest corner of said Section 31; thence Southerly, along the East line of Section 1, Township 19 South, Range 31 East, to the Southeast corner of said Section 1; thence Westerly, along the South line of said Section 1, to the Southwest corner of said Section 1; thence Southerly, along the East~~

line of Section 11, Township 19 South, Range 31 East, to the Southeast corner of said Section 11; thence Westerly, along the South line of said Section 11, to its intersection with the West line of the East one-half of said Section 11; thence Northerly, along said West line of the East one-half of said Section 11, to its intersection with the South line of the North one-half of said Section 11; thence Westerly, along said South line of the North one-half of Section 11, to the West line of the East one-half of the NW $\frac{1}{4}$ of said Section 11; thence Northerly along said West line of the East one-half of the NW $\frac{1}{4}$ of said Section 11, to the North line of the South one-half of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said Section 11, also being the North line of Deltona Lakes, Unit #63, according to map in Map Book 28, pages 100 through 105, Public Records of Volusia County, Florida; thence Easterly, along said North line of the South one-half of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 11, to the West line of the East one-half of said Section 11; thence Southerly, along said West line of the East one-half of Section 11, to the North line of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said Section 11; thence Easterly, along the said North line of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 11, to the Southwest corner of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said Section 11, also being the Southwest corner of Deltona Lakes, Unit #60, according to map in Map Book 28, pages 92 and 93, Public Records of Volusia County, Florida; thence Northerly, along the West line of said NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 11, to the South line of Section 2, Township 19 South, Range 31 East; thence continue Northerly along the West line of the East one-half of the SE $\frac{1}{4}$ of said Section 2, to the South line of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2; thence Westerly, along said South line of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 2, to the West line of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2; thence Northerly, along said West line, to the North line of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2; thence Easterly, along said North line, to the West line of the East one-half of the SE $\frac{1}{4}$ of said Section 2, thence Northerly, along said West line, to the South line of the NE $\frac{1}{4}$ of said Section 2; thence Westerly, along said South line, to the Southwest corner of the NE $\frac{1}{4}$ of said Section 2; thence Northerly, along the West line of the NE $\frac{1}{4}$ of said Section 2, a distance of 1490 feet to a point that is 100 feet Southerly of the South line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said Section 2; thence Westerly and parallel with said South line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$, a distance of 100 feet; thence Northerly and parallel with the West line of said NE $\frac{1}{4}$ of Section 2, a distance of 100 feet, to the South line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said Section 2; thence Westerly, along said South line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 2, to the West line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said Section 2; thence Northerly, along said West line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 2, to the South line of Section 35, Township 18 South, Range 31 East; thence Westerly, along said South line of Section 35, to the Southeast corner of Section 34, Township 18 South, Range 31 East; thence Westerly, along the South line of said Section 34, to the Southwest corner of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 34; thence Northerly, along the West line of said SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 34, to the Northwest corner of the said SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 34; thence Westerly, along the South line of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 34, to the Northeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 34; thence Southerly, along the East line of the said SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 34, to the South line of said Section 34; thence Westerly, along the said South line of Section 34, to the Southeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 34, being also the Northeast corner of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 3, Township 19 South, Range 31 East; thence Southerly, along the East line of said NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 3, to the Southeast corner thereof; thence Westerly, along the South line of said NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 3, to the Southwest corner of said NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 3, also being a point on the East line of Section 4, Township 19 South, Range 31 East; thence Southerly, along said East line of Section 4, to the Southeast corner of the NE $\frac{1}{4}$ of said Section 4; thence Westerly, along the South line of said NE $\frac{1}{4}$

of Section 4, to the Southeast corner of the West one half of the NE $\frac{1}{4}$ of Section 4; thence Northerly, along the East line of the West one half of the NE $\frac{1}{4}$ of said Section 4, a distance of 100 feet; thence Westerly and parallel with the South line of the NE $\frac{1}{4}$ of said Section 4, to the West line of the NE $\frac{1}{4}$ of said Section 4; thence Southerly, along said West line, a distance of 100 feet, to the Southwest corner of the said NE $\frac{1}{4}$ of Section 4; thence Westerly, along the South line of the NW $\frac{1}{4}$ of said Section 4, to the Southwest corner of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said Section 4; thence Northerly, along the West line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 4, to the Northwest corner of said SE $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 4; thence Easterly, along the North line of the said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 4, to the Northeast corner of said SE $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 4; thence Northerly, along the West line of the NE $\frac{1}{4}$ of said Section 4, to the North line of said Section 4; thence Westerly, along the said North line of Section 4 and continuing Westerly along the North line of Section 5, Township 19 South, Range 31 East, to the Northeast corner of the NW $\frac{1}{4}$ of said Section 5, thence Southerly, along the East line of the NW $\frac{1}{4}$ of said Section 5, to the Northwest corner of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 5; thence Easterly, along the North line of the said NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 5, to the Northeast corner of said NW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 5; thence Southerly, along the East line of the West one half of the SE $\frac{1}{4}$ of said Section 5, to the Southerly right-of-way line of Braddock Road; thence Westerly, along said Southerly right of way line of Braddock Road, to its intersection with the West line of the Anthony Stark Estate, according to map in Map Book 2, page 13, Public Records of Volusia County, Florida; thence Southerly, along said West line of the Anthony Stark Estate, to its intersection with the centerline of the Florida East Coast Railroad right-of-way; thence Northwesterly, along the said centerline of the Florida East Coast Railroad right of way, to its intersection with the East line of Section 6, Township 19 South, Range 31 East; thence Southerly, along said East line of Section 6, to its intersection with the Southeasterly line of Lot 52, Assessor's Subdivision of Section 6, Township 19 South, Range 31 East, Enterprise, according to map in Map Book 3, page 146, Public Records of Volusia County, Florida; thence Southwesterly, along the said Southeasterly line of Lot 52, to its intersection with the mean high water line of Lake Monroe; thence Northwesterly, along said mean high water line of Lake Monroe, to its intersection with the Westerly line of Lot 39, of said Assessor's Subdivision (Map Book 3, page 146); thence Northeasterly, along said Westerly line of Lot 39, to its intersection with the centerline of the Florida East Coast Railroad right-of-way; thence Northwesterly, along said centerline of the Florida East Coast Railroad right of way, to its intersection with the West line of the Northeast $\frac{1}{4}$ of said Section 6; thence Northerly, along said West line of the Northeast $\frac{1}{4}$ of Section 6 and continuing Northerly along the West line of the Southeast $\frac{1}{4}$ of Section 31, Township 18 South, Range 31 East, to the Northwest corner of Tract "M", Deltona Lakes Unit #20, according to map in Map Book 27, pages 1 through 6, Public Records of Volusia County, Florida; thence Westerly, along the Southerly line of Lot 2, Block 587 of said Deltona Lakes Unit #20, and continuing Westerly along the Southerly line of Tract "N", of said Deltona Lakes, Unit #20, to the Southeast corner of Lot 5, Plat of Noah Robbins Homestead, according to map in Map Book 2, page 3, Public Records of Volusia County, Florida; thence Northerly along the East lines of Lots 5, 4 and 2 of said Plat of Noah Robbins Homestead, to the Northeast corner of said Lot 2; thence Westerly, along the North line of said Lot 2, to the Northwest corner of said Lot 2, being also a point on the Easterly boundary of a drainage retention area, of said Deltona Lakes, Unit #20; thence S 00°04'49" E, along said Easterly boundary of the drainage retention area, to the Southeast corner of said drainage retention area; thence S 89°55'11" W, along the South line of said drainage retention area, a distance of 100.00 feet, to the Southwest corner of said drainage retention area; thence N 00°04'49" W, a distance of 110.00 feet; thence N 40°59'02" W, a distance of 94.96 feet to a point, said point being a point on a curve concave

~~Southeasterly and having a radius of 440.00 feet; thence Southwesterly, along the arc of said curve, through a central angle of 20°30'11" for an arc distance of 157.45 feet to a point of reverse curve concave Northwesterly and having a radius of 1160.00 feet; thence Southwesterly, along the arc of said curve, through a central angle of 60°59'20" for an arc distance of 1234.77 feet to a point of tangency; thence S 89°33'18" W, a distance of 25.00 feet; thence N 00°14'16" W, a distance of 125.00 feet to a point of intersection with the Southerly right-of-way line of Anderson Drive, said Deltona Lakes Unit #20; thence Southwesterly, along the said Southerly right-of-way line of Anderson Drive, to the Westerly right-of-way line of Cloverleaf Boulevard; thence Northerly, along said Westerly right-of-way line of Cloverleaf Boulevard, to the Southeasterly corner of Lot 20, Block 610, said Deltona Lakes, Unit #20; thence Westerly, along the Southerly line of said Lot 20, to the Southwest corner of said Lot 20, also being the Southwest corner of Block 610; thence Northerly, along the West line of said Block 610, to the Northwest corner of Lot 1, of said Block 610; thence Easterly, along the North line of said Lot 1, to its intersection with the Westerly right-of-way line of Cloverleaf Boulevard; thence Northerly, along said Westerly right-of-way line of Cloverleaf Boulevard, to its intersection with the Southeast corner of Tract "L", Deltona Lakes, Unit #22, according to map in Map Book 27, pages 11 through 15, Public Records of Volusia County, Florida; thence Westerly, along the Southerly line of said Tract "L", to the Southeast corner of Tract "K", Deltona Lakes Unit #22, a Replat of Tract "K", according to map in Map Book 31, page 5, Public Records of Volusia County, Florida; thence continuing Westerly, along the Southerly line of said Tract "K", to the Northeast corner of Lot 9, Block 624, of said Deltona Lakes Unit #22 (Map Book 27, pages 11 through 15); thence Southerly, along the Easterly line of said Block 624, to the Southeast corner of said Block 624; thence Westerly, along the Southerly lines of said Block 624 and a portion of Block 626, of said Deltona Lakes Unit #22, to its intersection with the Easterly line of Lot 10 of said Block 626; thence Southerly, along the Easterly line of Lots 10 through 16 inclusive, of said Block 626 and continuing Southerly along the Southerly extension of the East line of said Block 626, to the Southerly right-of-way line of Kinlock Street; thence Westerly, along said Southerly right-of-way line of Kinlock Street, to the Westerly right-of-way line of Dan River Avenue; thence Northerly, along said Westerly right-of-way line of Dan River Avenue, to the Southerly right-of-way line of Dolin Street; thence Westerly, along said Southerly right-of-way line of Dolin Street, to the Easterly right-of-way line of Whitemarsh Avenue; thence Southerly, along said Easterly right-of-way line of Whitemarsh Avenue, to the Northerly right-of-way line of Camden Street; thence Easterly, along said Northerly right-of-way line of Camden Street and the Easterly extension thereof, to the Easterly line of Map of North Enterprise, according to map in Deed Book "O", page 465, Public Records of Volusia County, Florida; thence Southerly, along said Easterly line of Map of North Enterprise, to the Southeast corner of said Map of North Enterprise; thence Westerly, along the Southerly line of said Map of North Enterprise and continuing Westerly, along the Southerly line of Deltona Lakes, Unit #46, according to map in Map Book 27, page 314, Public Records of Volusia County, Florida, and continuing Westerly, along the Southerly line of said Map of North Enterprise, to its intersection with the Easterly right-of-way line of Belltower Avenue, being also the Northeast corner of the NW ¼ of the NW ¼ of Section 1, Township 19 South, Range 30 East; thence Southerly, along the Easterly right-of-way line of Belltower Avenue and continuing Southerly, along the East line of the NW ¼ of the NW ¼ of said Section 1, to its intersection with the centerline of DeBary Avenue; thence Northwesterly, along said centerline of DeBary Avenue, until DeBary Avenue becomes Dirksen Drive and continuing Westerly along the centerline of Dirksen Drive to the POINT OF BEGINNING.~~

(2) District Boundaries.

(a) The district boundaries of the six districts shall be as follows:

~~DISTRICT #1~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 091001 and within U.S. Bureau of the Census Year 2010 Census Blocks 1058 through 1060; and U.S. Bureau of the Census Year 2010 Census Tract 091019 and within U.S. Bureau of the Census 2010 Census Blocks 1000 through 1041, Blocks 2000 through 2015, Blocks 3000 through 3022, Block 3024, Block 3044 through 3046; and U.S. Bureau of the Census Year 2010 Census Tract 091020 and within U.S. Bureau of the Census Year 2010 Census Blocks 1003 through 1026, Block 1032, Blocks 1034 through 1058, Blocks 2000 through 2051; and U.S. Bureau of the Census Year 2010 Census Tract 091021 and within U.S. Bureau of the Census Year 2010 Census Block 1006, Blocks 1008 through 1009, Blocks 1011 through 1025, Blocks 1027 through 1035, Blocks 1037 through 1040, Blocks 1044 through 1052; and U.S. Bureau of the Census Year 2010 Census Tract 091022 and within U.S. Bureau of the Census Year 2010 Census Block 2077; and U.S. Bureau of the Census Year 2010 Census Tract 091024 and within U.S. Bureau of the Census Year 2010 Census Block 1000 through 1008, Blocks 1016 through 1022, Blocks 1028 through 1029; and U.S. Bureau of the Census Year 2010 Census Tract 091027 and within U.S. Bureau of the Census Year 2010 Census Block 2014 through 2015; and Blocks 2069 through 2070.~~

~~DISTRICT #2~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 090805 and within U.S. Bureau of the Census Year 2010 Census Block 1007 through 1009, Blocks 1041 through 1042; and U.S. Bureau of the Census Year 2010 Census Tract 090806 and within U.S. Bureau of the Census Year 2010 Census Blocks 1006 through 1008, Blocks 1011 through 1012; and U.S. Bureau of the Census Year 2010 Census Tract 091001 and within U.S. Bureau of the Census Year 2010 Census Block Blocks 1016 through 1017, Blocks 1019 through 1031, Block 1035, Block 1039 through 1045, Block 1047 through 1055, Block 1061 through 1065, Block 1080; and U.S. Bureau of the Census Year 2010 Census Tract 091015 and within U.S. Bureau of the Census Year 2010 Census Block 1000 through 1011, Block 1016, 1019, Blocks 1052 through 1053; and U.S. Bureau of the Census Year 2010 Census Tract 091019 and within U.S. Bureau of the Census Year 2010 Census Blocks 3023, Blocks 3025 through 3043; and U.S. Bureau of the Census Year 2010 Census Tract 091021 and within U.S. Bureau of the Census Year 2010 Census Block 1036, Blocks 1041 through 1043; and U.S. Bureau of the Census Year 2010 Census Tract 091022 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1017, Blocks 2000 through 2076, Blocks 2078 through 2084, Blocks 3000 through 3042; and U.S. Bureau of the Census Year 2010 Census Tract 091023 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1015, Blocks 2000 through 2026.~~

~~DISTRICT #3~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 090902 and within U.S. Bureau of the~~

~~Census Year 2010 Census Blocks 2067 through 2070; and U.S. Bureau of the Census Year 2010 Census Tract 091015 and within U.S. Bureau of the Census Year 2010 Census Blocks 1031 through 1038, Block 1049; and U.S. Bureau of the Census Year 2010 Census Tract 091016 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1003, Block 1005, Blocks 1014 through 1037, Block 1042, Blocks 2000 through 2025; and U.S. Bureau of the Census Year 2010 Census Tract 091017 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1010, Block 1014, Blocks 2000 through 2035; and U.S. Bureau of the Census Year 2010 Census Tract 091018 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1036, Blocks 2000 through 2013, Blocks 2015 through 2016, Blocks 2036 through 2038, Blocks 2040 through 2042, Blocks 3000 through 3025, Blocks 4000 through 4001, Blocks 4003 through 4027, Block 4029; and U.S. Bureau of the Census Year 2010 Census Tract 091023 and within U.S. Bureau of the Census Year 2010 Census Blocks 1016 through 1017; and U.S. Bureau of the Census Year 2010 Census Tract 091028 and within U.S. Bureau of the Census Year 2010 Census Blocks 2019 through 2028, Blocks 2038 through 2039, Blocks 2043 through 2047, Block 2050; and U.S. Bureau of the Census Year 2010 Census Tract 091029 and within U.S. Bureau of the Census Year 2010 Census Blocks 3014 through 3018, Blocks 3020 through 3025, Block 3027, Blocks 3030 through 3033, Block 3035, Blocks 3039 through 3044.~~

~~DISTRICT #4~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 091013 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1057, Block 3025; and U.S. Bureau of the Census Year 2010 Census Tract 091015 and within U.S. Bureau of the Census Year 2010 Census Blocks 1012 through 1018, Blocks 1020 through 1030, Blocks 1039 through 1048, Blocks 1050 through 1051, Blocks 2000 through 2020; and U.S. Bureau of the Census Year 2010 Census Tract 091016 and within U.S. Bureau of the Census Year 2010 Census Block 1004, Blocks 1006 through 1013, Blocks 1038 through 1041, Blocks 3000 through 3041; and U.S. Bureau of the Census Year 2010 Census Tract 091017 and within U.S. Bureau of the Census Year 2010 Census Blocks 1011 through 1013, Blocks 1015 through 1027; and U.S. Bureau of the Census Year 2010 Census Tract 091026 and within U.S. Bureau of the Census Year 2010 Census Block 2045; and U.S. Bureau of the Census Year 2010 Census Tract 091027 and within U.S. Bureau of the Census Year 2010 Census Blocks 2017 through 2038, Blocks 2040 through 2048, Blocks 2053 through 2055, Block 2058; and U.S. Bureau of the Census Year 2010 Census Tract 091028 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1032, Blocks 2000 through 2018, Blocks 2029 through 2037, and Block 2041.~~

~~DISTRICT #5~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 091024 and within U.S. Bureau of the Census Year 2010 Census Blocks 1009 through 1015, Blocks 1023 through 1027, Blocks 1030 through 1074, Block 2006, Blocks 2009 through 2011, Blocks 2016 through 2053; and U.S. Bureau of the Census Year 2010 Census Tract 091025 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1024, Block 1031; and U.S. Bureau of the Census Year 2010 Census Tract 091026 and within U.S. Bureau of the Census Year 2010 Census Blocks 2000 through 2003, Blocks 2005 through 2006, Blocks 2008 through 2010, Blocks 2012 through 2014, Blocks 2016 through 2020, Blocks 2022 through~~

~~2023, Blocks 2026 through 2027, Blocks 2029 through 2032, Blocks 2035 through 2037, Block 2041, Blocks 2047 through 2049; and U.S. Bureau of the Census Year 2010 Census Tract 091027 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1062, Blocks 2000 through 2013, Block 2016, Block 2039, Blocks 2049 through 2052, Blocks 2056 through 2057, and Blocks 2059 through 2068.~~

~~DISTRICT #6~~

~~All lands, waters and real property located within the municipal limits of the City of Deltona, Florida, and located within U.S. Bureau of the Census Year 2010 Census Tract 091005 and within U.S. Bureau of the Census Year 2010 Census Block 1010, Block 1012, Block 1019, Block 1021, Blocks 1023 through 1024, Block 1075, Block 1080; and U.S. Bureau of the Census Year 2010 Census Tract 091013 and within U.S. Bureau of the Census Year 2010 Census Blocks 2000 through 2009, Block 2011, Block 2013, Blocks 2016 through 2019, Blocks 2021 through 2027, Blocks 2035 through 2039, Blocks 2041 through 2049, Block 2051, Block 2053, Blocks 2057 through 2073, Blocks 2075 through 2078, Blocks 3000 through 3007, Block 3009, Blocks 3011 through 3016, Blocks 3018 through 3024, Blocks 3026 through 3032, Blocks 3036 through 3045, Blocks 3049 through 3050, Blocks 3052 through 3059; and U.S. Bureau of the Census Year 2010 Census Tract 091024 and within U.S. Bureau of the Census Year 2010 Census Block 2054, Blocks 2057 through 2094; and U.S. Bureau of the Census Year 2010 Census Tract 091025 and within U.S. Bureau of the Census Year 2010 Census Blocks 1025 through 1030, Blocks 1032 through 1038, Blocks 2000 through 2033; and U.S. Bureau of the Census Year 2010 Census Tract 091026 and within U.S. Bureau of the Census Year 2010 Census Blocks 1000 through 1063, Block 2004, Block 2007, Block 2011, Block 2015, Block 2021, Blocks 2024 through 2025, Block 2028, Blocks 2033 through 2034, Blocks 2038 through 2040, Blocks 2042 through 2044, Block 2046, and Block 2050; and U.S. Bureau of the Census Year 2010 Census Tract 091028 and within U.S. Bureau of the Census Year 2010 Census Block 2042, and Blocks 2048 through 2049; and U.S. Bureau of the Census Year 2010 Census Tract 091029 and within U.S. Bureau of the Census Year 2010 Census Blocks 1001 through 1002, Blocks 1005 through 1006, Block 1008, Block 1012, Block 1034, Block 2001, Blocks 2003 through 2004, Blocks 2006 through 2013, Blocks 2016 through 2017, Blocks 2020 through 2022, Blocks 2024 through 2034, Block 3004, Block 3006, Block 3008, and Block 3048.~~

(b) The District boundaries shall be revised every 10 years based upon population figures following the release of census tract data.

Section 10. Dissolution of existing districts.

(1) DELTONA FIRE DISTRICT DISSOLUTION: TRANSFER OF ASSETS AND LIABILITIES; SERVICES; PERSONNEL; TRANSITION ORDINANCES.

The Deltona Fire District, an independent special taxing district created by Chapter 69-1707, Laws of Florida, shall cease to exist on December 31, 1995. From that date forward, the City shall have, exercise, and enjoy all rights, immunities, powers, benefits, privileges, and franchises now and formerly possessed or held by said Deltona Fire District. Pursuant thereto:

(a) Transfer of assets and liabilities. The assets, liabilities, and written contracts of the Deltona Fire District, including all rights, obligations, duties, and relationships now existing by law or

agreement between the special district and other governmental units, shall be unaffected and shall remain in full force and effect and shall become those of the City of Deltona. All rights, claims, actions, orders, and all contracts between the special district and district personnel, and all legal or administrative proceedings involving the district, shall continue in full force and effect under the jurisdiction of the City of Deltona.

(b) Services.

1. To the extent not inconsistent with this Charter, all resolutions and policies of the Deltona Fire District shall remain in effect until amended, revised, or repealed by the City Commission.

2. Fire protection and emergency technician services shall thereafter be a function of the City of Deltona, specifically the Deltona Fire Department, under the jurisdiction of the City.

(c) Personnel. Employees of the Fire District shall become employees of the City, and all rights as to vacation, sick leave, pay grades, retirement, and insurance shall be preserved until such time as merit rules, regulations, and personnel procedures have been established by the City. The Deltona Fire District pension board shall remain in effect until such time as the City establishes a new pension board consistent with the rules, regulations, and personnel procedures that have been established by the City for fire personnel.

(d) [Repeal of state law.] Chapters 69-1707, 73-646, 83-533, 84-538 and 90-415, Laws of Florida, relating to the Deltona Fire District are hereby repealed.

~~(2) DELTONA AREA MUNICIPAL SERVICES DISTRICT.~~

~~Notwithstanding the incorporation of the City of Deltona, the Deltona Area Municipal Services District, a special taxing district created by the Volusia County Council, is authorized to continue in existence and to provide services through December 31, 1995.~~

~~(3) UNINCORPORATED AREA MUNICIPAL SERVICES DISTRICT.~~

~~Notwithstanding the incorporation of the City of Deltona, that portion of the Unincorporated Area Municipal Services District created by the Volusia County Council that lies within the boundaries of the City of Deltona is authorized to continue in existence through December 31, 1995.~~

...

Section 13. Transition schedule.

~~(1) REFERENDUM. The referendum election called for by this act shall be held on Saturday, September 9, 1995, unless there is established by general or special law a uniform municipal election date for Volusia County, in which case the election shall be at the time of the uniform primary election date. At such time the following question shall be placed upon the ballot:~~

~~"SHALL CHAPTER 95 [498], LAWS OF FLORIDA, CREATING THE CITY OF DELTONA AND PROVIDING ITS CHARTER BE APPROVED?"~~

~~In the event this question is answered affirmatively by a majority of voters voting in the referendum, the provisions of this Charter shall take effect as provided herein.~~

~~(2) CREATION AND ESTABLISHMENT OF CITY. For the purpose of compliance with Florida Statutes, relating to assessment and collection of ad valorem taxes, and for the purpose of section 11(2), the City is hereby created and established effective December 31, 1995.~~

~~(3) INITIAL ELECTION OF COMMISSIONERS: DATES; QUALIFYING PERIOD; CERTIFICATION OF ELECTION RESULTS; INDUCTION INTO OFFICE.~~

~~(a) Dates. Following the adoption of this Charter in accordance with subsection (1), the Volusia County Council shall call a special election for the election of the Mayor and the other six City Commissioners to be held on Saturday, December 2, 1995. Any necessary primary election shall be held on November 7, 1995.~~

~~(b) Qualifying period. Between 8:30 a.m. on October 2, 1995, and 2 p.m. on October 6, 1995, any individual who wishes to run for one of the seven initial seats on the Commission shall qualify as a candidate with the Volusia County Supervisor of Elections in accordance with the provisions of this Charter and general law.~~

~~(c) Certification of election results. For the initial election, the Volusia County Council shall appoint a canvassing board which shall certify the results of the election.~~

~~(d) Induction into office. Those candidates who are elected on December 2, 1995, or at the primary on November 7, 1995, shall take office at the initial City Commission meeting, which shall be held at 7 p.m., on December 4, 1995, at the Deltona Community Center, 980 Lakeshore Drive, Deltona, Florida.~~

~~(4) TRANSITION SERVICES AND COMPENSATION. It is the intent of this section that the County shall provide and be compensated for the provision of services to the City of Deltona as budgeted for in the fiscal year 1995-1996 Volusia County Budget. The level of services to be provided will be consistent with the level upon which the fiscal year 1995-1996 expense budget was predicated and in accordance with adopted revenues. Compensation to the County of Volusia for services provided will include all revenues which, although accruing to the City, would have accrued to the County as budgeted for provision of services prior to the incorporation of the City. It is the responsibility of the City to adopt appropriate ordinances, resolutions, or agreements as required to ensure the continued collection of budgeted revenues with which to fund services beginning January 1, 1996. Any revenues adopted or received by the City of Deltona upon which delivery of services was not predicated within the County's fiscal year 1995-1996 adopted budget shall accrue to the City of Deltona. Services which the County shall provide under the terms of this agreement include all services provided to the Deltona Municipal Service District as adopted by the Volusia County Council prior to the City of Deltona becoming operational on December 31, 1995.~~

~~(5) FIRST YEAR EXPENSES. The City Commission, in order to provide moneys for the expenses and support of the City, shall have the power to borrow money necessary for the operation of City Government until such time as a budget is adopted and revenues are raised in accordance with the provisions of this Charter.~~

~~(6) TRANSITIONAL ORDINANCES AND RESOLUTIONS. The City Commission shall adopt ordinances and resolutions required to effect the transition. Ordinances adopted within 60 days after the first Commission meeting shall be passed as emergency ordinances. These transitional ordinances shall be effective for no longer than 90 days after adoption, and thereafter may be readopted, renewed, or otherwise continued only in the manner normally prescribed for ordinances.~~

~~(7) TRANSITIONAL COMPREHENSIVE PLAN AND LAND DEVELOPMENT REGULATION.~~

~~(a) Until such time as the City shall adopt a comprehensive plan, the applicable provisions of the Comprehensive Plan of Volusia County, as the same exists on the day the City commences corporate existence, shall remain in effect as the City's transitional comprehensive plan. However, all planning functions, duties, and authority shall thereafter be vested in the City Commission of Deltona, which shall be deemed the local planning agency until the Commission establishes a separate local planning agency.~~

~~(b) All powers and duties of the Volusia County Planning and Land Development Regulations Commission, any Boards of Adjustment and Appeals created pursuant to statutory trade codes, and the County Council of Volusia County, as set forth in these transitional zoning and land use regulations, shall be vested in the City Commission of Deltona until such time as the City Commission delegates all or a portion thereof to another entity.~~

~~(c) Subsequent to the commencement of the City's corporate existence, no amendment of the Comprehensive Plan or Land Development Regulations enacted by the Volusia County Council shall be deemed as an amendment of the City's transitional Comprehensive Plan or Land Development Regulations or shall otherwise take effect within the City's corporate limits unless approved by the City Commission.~~

~~(8) (1) STATE SHARED REVENUES. The City of Deltona shall be entitled to participate in all shared revenue programs of the State of Florida effective immediately on the date of incorporation. The provisions of s. 218.23(1), Florida Statutes, shall be waived for the purpose of eligibility to receive revenue sharing funds from the date of incorporation through the state fiscal year 1996-1997. Initial population estimates for calculating eligibility for shared revenues shall be determined by the University of Florida Bureau of Economic and Business Research. Should the Bureau be unable to provide an appropriate population estimate, the Volusia County Planning Department shall provide an appropriate estimate.~~

~~(9) (2) GAS TAX REVENUES. Notwithstanding the requirements of F.S. § 336.025 to the contrary, the City of Deltona shall be entitled to receive local option gas tax revenues beginning October 1, 1996. The amount of said revenues to be distributed to the City of Deltona shall be in accordance with an interlocal agreement between Volusia County and the municipalities within said County that shall take effect July 1, 1996. In the event an interlocal agreement is not enacted by July 1, 1996, the said revenues shall be distributed in accordance with F.S. § 336.025.~~

Section 14. Effective date.

~~This act shall take effect as provided herein only upon its approval by a majority vote of those qualified electors residing within the proposed corporate limits of the proposed City of Deltona as described in~~

~~section 9(1), voting in a referendum election to be called by the Volusia County Council and to be held in accordance with section 13(1) and with the provisions of general law relating to elections currently in force, except that this section and section 15 shall take effect upon becoming a law.~~

~~Section 15. Future incorporation efforts.~~

~~Should this charter fail at referendum, the issue of incorporation for Deltona residents may only be brought to the voters by petition of 10 percent of the eligible voters within the Deltona Municipal Service District boundaries.~~

QUESTION #2CITY CHARTER AMENDMENT REMOVING CITY
MANAGER RESIDENCY REQUIREMENT

Shall the Deltona City Charter be amended to remove the residency requirements for City Manager?

_____ Yes

_____ No

Text Revisions: Section 7, Subsection 2 of the Deltona City Charter is amended to read as follows:

Section 7. Charter Officers

...

(2) CITY MANAGER: QUALIFICATIONS; POWERS AND DUTIES. The City Manager shall be the Chief Administrative Officer of the City.

(a) Qualifications. The City Manager shall be selected on the basis of experience, expertise, education, and management ability as it pertains to running municipal government. ~~Although the City Manager need not be a resident of the City at the time of appointment, within 6 months of such appointment, he or she shall establish and maintain residency within the corporate limits of the City. Upon request of the City Manager, this 6 month period may be extended by the City Commission for an additional 6 month period.~~

(b) Power and duties. The City Manager shall:

1. Attend all meetings of the City Commission.
2. Draw and sign vouchers upon depositories, which vouchers shall be countersigned by the Finance Director or by the City Clerk, in the event of the Finance Director's absence or disability, and keep, or cause to be kept, a true and accurate account of same.
3. Be responsible for signature and issuance of all licenses issued by the City; issuance of receipts for all moneys paid to the City; and deposit of said moneys in the proper depositories on the first banking day after receipt.
4. Provide administrative services as required by the Mayor and the Commission.
5. Appoint a City Clerk to serve at his or her pleasure.
6. Appoint and suspend or remove any employee of the City. The City Manager may authorize any administrative officer who is subject to his or her direction and supervision

to exercise these powers with respect to subordinates in that officer's department, office, or agency within the guidelines of stated personnel policies and procedures.

7. Direct and supervise the administration of all departments, offices, and agencies of the City, except as otherwise provided by this Charter or by law.
8. See that all laws, provisions of this Charter, and acts of the Commission are faithfully executed.
9. Prepare and submit the annual budget, budget message, and capital program to the Commission.
10. Keep the Commission fully advised as to the financial condition and future needs of the City and make such recommendations to the Commission concerning the affairs of the City.
11. Submit to the Commission, and make available to the public, a complete report on finances and administrative activities of the City as of the end of each fiscal year.
12. Sign contracts on behalf of the City to the extent authorized by the Commission.
13. Assist the Commission to develop long term goals for the City and strategies to implement these goals.
14. Encourage and provide staff support for regional and intergovernmental cooperation and submit reports of any of these activities to the Commission.
15. Promote partnerships among the Commission, staff, and citizens in developing public policy and building a sense of community.
16. Perform such other duties as are specified in this Charter or as may be directed by the Commission.

QUESTION #3CITY CHARTER AMENDMENT REMOVING TERM
LIMITS ON MAYOR AND CITY COMMISSIONERS

Shall the Deltona City Charter be amended to remove the term limits on the Mayor and City Commissioners?

_____ Yes

_____ No

Text Revisions: Section 5, Subsection 2 of the Deltona City Charter is amended to read as follows:

Section 5. City Commission

...

(2) TERMS OF OFFICE. The term of office for each Commissioner shall be four (4) years. Term of office for each Commission shall be 4 years except that, in order to provide for staggering of terms, the initial term of office for District Seats One, Three, Five and the Mayor's Seat shall be for 2 years. ~~Neither the Mayor nor any other Commissioner may serve more than two successive 4 year terms in the same seat.~~ Each Commissioner shall remain in office until his or her successor is elected and assumes the duties of the position at the first meeting of the new Commission which shall be held on the first Monday following the regularly scheduled general election.

QUESTION #4CITY CHARTER AMENDMENT REMOVING IN-
HOUSE CITY ATTORNEY RESIDENCY
REQUIREMENT

Shall the Deltona City Charter be amended to remove the residency requirements for an in-house City Attorney?

_____ Yes

_____ No

Text Revisions: Section 7, Subsection 3 of the Deltona City Charter is amended to read as follows:

Section 7. Charter Officers

...

(3) CITY ATTORNEY; QUALIFICATIONS; POWERS AND DUTIES. The City Attorney shall be the chief legal officer of the City, and shall serve as chief legal advisor to the City Commission, the City Manager, and all City departments, offices, City advisory boards, and agencies.

(a) Qualifications. The City Attorney shall be a member of The Florida Bar in good standing. ~~Within 6 months of the appointment of an in-house attorney, he or she shall establish and maintain residency within the corporate limits of the City.~~

(b) Powers and duties. The City Attorney shall appoint, suspend or remove any assistant city attorney or legal counsel and shall have full managerial authority of any employee who works directly under the attorney. The City Attorney or his or her designee shall attend all City Commission meetings unless excused by the City Commission, and shall perform such professional duties as may be required by law or by the Commission in furtherance of the law. The City Attorney shall prepare an annual budget for the operation of the Office of the City Attorney and shall submit this budget to the City Manager for inclusion in the annual City budget, in accordance with uniform City procedures.

QUESTION #5CITY CHARTER AMENDMENT CHANGING
COMPENSATION OF MAYOR AND CITY
COMMISSIONERS

Shall the Deltona City Charter be amended to change the compensation of the Mayor to 50% of the salary of the Volusia County Chairman, and to change the compensation of the Commissioners to 40% of the salary of the Volusia County Council Members?

_____ Yes

_____ No

Text Revisions: Section 5, Subsection 6 of the Deltona City Charter is amended to read as follows:

Section 5. City Commission

...

(6) COMPENSATION AND EXPENSES.

(a) Compensation. The Mayor and members of the City Commission shall receive annual compensation, payable bi-weekly. ~~equivalent to average annual salary of the Mayor and Commissioners in the cities within Volusia County.~~ The Mayor's compensation shall be 50% of the compensation of the Volusia County Chairman, and each Commissioners' compensation shall be 40% of the compensation of each of the Volusia County Council Members. Said compensation shall not include benefits, except medical benefits under the City's group health insurance plan, the premium costs of which shall be fully paid by the members of Commission who elect coverage. Said compensation shall be identified as a line item within the annual budget and shall be automatically adjusted every two years coincident with adoption of the annual budget.

(b) Expenses. The Commission may provide for reimbursement of actual expenses incurred by its members while performing their official duties.



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 10 - A
SUBJECT: Request for approval of the U.S. Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant.

LOCATION:

N/A

BACKGROUND:

The U.S. Department of Transportation (DOT) provides a Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant for projects that are typically regional in scope and that focus on the broad categories of ports, roads, rail, planning, transit, or bicycle/pedestrian projects. The overall intent of the funding is to provide for more efficient movement of people, industry, and commerce for economic development and community function (see Exhibit A attached).

Historically, these funds are for large capital improvement projects in urban areas, as has been implemented for the past six years. Of the eligible categories listed above, the DOT has opened the application process to planning projects for the first time since 2010. Past TIGER grant awards within Florida have been for construction projects, such as the Dames Point Marine Terminal Intermodal Facility, the Port of Miami Rail Access, the City of Orlando Parramore Bus Rapid Transit Facility, the Tampa Downtown Multimodal Improvements, the Ft. Lauderdale Wave Streetcar Project, etc. TIGER planning grants were also awarded outside of Florida for transportation, affordable housing, infrastructure, and trail systems projects.

The 2014 TIGER grant funds Notice of Available Funding (NOFA) was authorized by the President on January 17, 2014, under the Consolidated Appropriations Act 2014, National Infrastructure Investments. The City has a project worth consideration after meeting with the Florida Department of Transportation (FDOT) and the Volusia Transportation Planning Organization (TPO). The project is warranted, due to the proposed expansion of Interstate 4 and

the area's population. It would parallel I-4 as a north-south reliever/connector that is regionally serving, protects the capacity of the area roadway network, and allows for greater mobility. The project limits would extend from Graves Avenue to DeBary Avenue, utilizing and expanding the existing roadway network that includes Normandy Boulevard and Deltona Boulevard.

The application deadline to be considered for the planning grant is April 28, 2014, and the DOT has allocated \$600 million for nationwide grant funding. Staff is requesting a lock-step approach that first requires the City Commission's approval to apply for the grant by the April 28, 2014 deadline. If approved, staff would then bring the cost estimate for the feasibility study and ultimate design to the City Commission once determined from the study, to receive permission to proceed prior to funding commitment.

To utilize TIGER funds, there would be an 80% reimbursement from the grant and a 20% funding commitment from the City, if the City elects to move forward. Proposed funding for this grant would then be considered for fiscal year 2014/15. Thus, this request is only for the City Commission approval to apply for the grant by the April 28, 2014 deadline.

**ORIGINATING
DEPARTMENT:**

Planning and Development Services

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

Planning Director, Finance Director, City Attorney

**STAFF
RECOMMENDATION
PRESENTED BY:**

Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends that the City Commission allow staff to apply for the 2014 TIGER Discretionary Grant, with the understanding to bring the cost estimate for the feasibility and design to the City Commission for review and approval before any additional action is taken.

**POTENTIAL
MOTION:**

"I move to approve allowing staff to apply for the 2014 TIGER Discretionary Grant and to bring the cost estimate for the feasibility and design to the City Commission for review and approval before any additional action is taken."

AGENDA ITEM

APPROVED BY:

William D. Denny, City Manager

ATTACHMENTS:

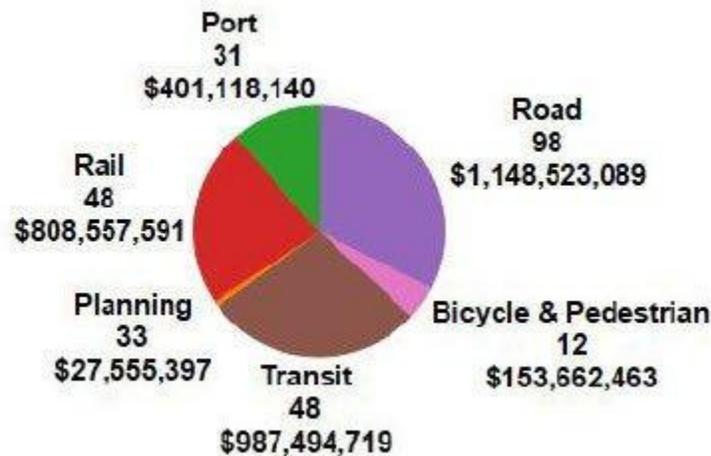
- Exhibit A: Summary of TIGER Grant
- Exhibit B: Proposed Project Alignment

Exhibit 'A'

U.S. Department of Transportation TIGER Grant Summary

Source: U.S. Department of Transportation © All rights reserved.

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. As can be seen below, a variety of project types have been awarded:



The TIGER program enables DOT to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. This focus is especially important in the current era of fiscal constraint. In each round of TIGER, DOT receives many applications to build and repair critical pieces of our freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability. DOT also evaluates projects on their expected contributions to economic recovery, as well as their ability to facilitate innovation and new partnerships.

The competitive structure of the TIGER program and its broad eligibility allow project sponsors at the State and local level to avoid narrow, formula-based categories, and fund multi-modal, multi-jurisdictional projects not eligible for funding through traditional DOT programs. TIGER can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but which are not eligible for any other sources of Federal funds. Similarly, TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows TIGER and our traditional partners at the state and local level

to work directly with a host of entities that own, operate and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

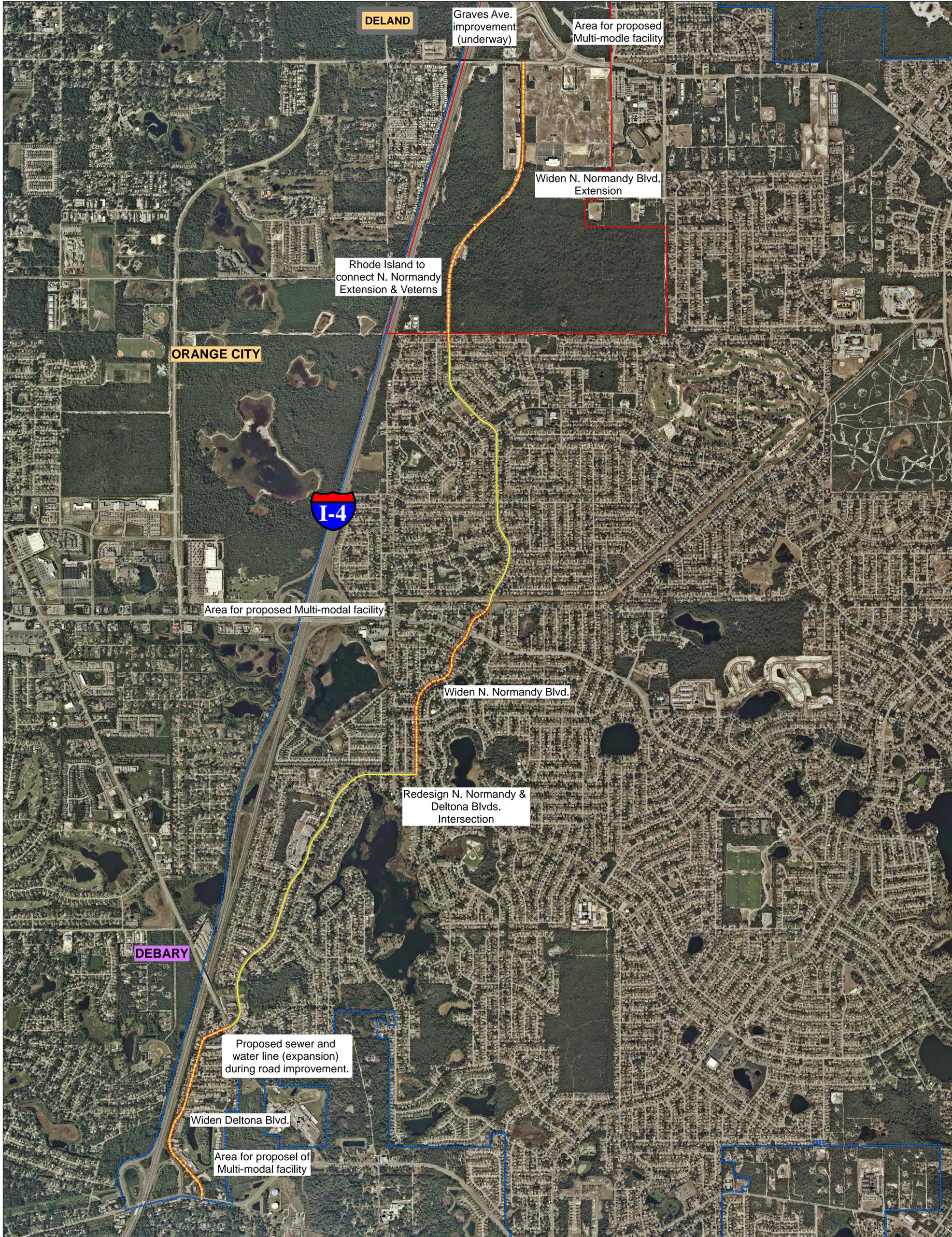
By running a competitive process, DOT is able to reward applicants that exceed eligibility criteria and demonstrate a level of commitment that surpasses their peers. While TIGER can fund projects that have a local match as low as twenty percent of the total project costs, TIGER projects have historically achieved, on average, co-investment of two non-Federal dollars (including State, local, private and philanthropic funds) for every TIGER dollar invested. The high-level of co-investment achieved through TIGER, and the ability to foster creative and innovative approaches to transportation investments, is demonstrated across all types of TIGER projects.

Program Background

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Congress dedicated more than \$4.1 billion to the program: \$1.5 billion for TIGER I, \$600 million for TIGER II, \$526.944 million for FY 2011, \$500 million for FY 2012, \$473.847 million for FY2013, and \$600 million for the FY 2014 round of TIGER Grants to fund projects that have a significant impact on the Nation, a region or a metropolitan area.

TIGER's highly competitive process, galvanized by tremendous applicant interest, allowed DOT to fund 51 innovative capital projects in TIGER I, and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category and 33 planning projects were also funded through TIGER II. In the FY 2011 round of TIGER Grants, DOT awarded 46 capital projects in 33 states and Puerto Rico. DOT awarded 47 capital projects in 34 states and the District of Columbia in the FY 2012 round. Last year the Department announced 52 capital projects in 37 states.

Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs. The TIGER program enables DOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable.

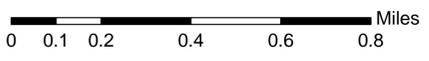


TIGER GRANT APPLICATION MAP: PARALLEL FACILITY
PREPARED BY:
CITY OF DELTONA
PLANNING AND DEVELOPMENT SERVICES
2345 PROVIDENCE BLVD., DELTONA, FL, 32725
PHONE: (386) 878-8600 FAX: (386) 878-8601

SHEET NO. 1 of 1
DRAWN BY: SHERRI CAMPBELL
CREATED: 02/15/2012
APPROVED BY: CHRIS BOWLEY, AICP
DIRECTOR PLANNING AND DEVELOPMENT SERVICES

Legend

- Deltona Blvd Area of Interest
- N. Normandy Blvd. Area of Interest
- N Normandy Blvd & Deltona Blvd
- City Boundary
- Activity Center



GIS MAP DISCLAIMER:
 THIS MAP IS NOT TO BE USED FOR TRANSFER OF PROPERTY AND DOES NOT REPRESENT A SURVEY. This map was created by the City of Deltona staff using data gathered by the City and Volusia County. No decision involving a risk of economic loss or physical injury should be made in reliance of this Map nor should it be used as a substitute for a survey. The information provided on this document should be used as a guide only. The City of Deltona shall not be held liable for any claim for any loss or damage as a result of reliance on the information contained in this document.
 Please report any inaccuracies to the City of Deltona GIS department at 386-878-8609
 Datum: State Plane, NAD83 HARN



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 10 - B
SUBJECT: Request for approval of Resolution No. 2014-07 declaring certain property of the City as surplus and authorizing the sale or disposal of such property.

LOCATION:

N/A

BACKGROUND:

Over time certain items of the City become obsolete or lose their usefulness and are either replaced, upgraded or are no longer functional and need to be declared surplus or disposed of by the most appropriate means available.

The attached resolution declares certain property as surplus as it has long outlived its usefulness. The City has been using GovDeals for disposal of assets. This has been more profitable than the live auctions that were done in the past. Most items will be auctioned this way. A lot of the radios will be traded in for credit towards new radios.

The GovDeals auction is open to the public. The cost to sell on GovDeals will be netted against the proceeds for the items sold.

ORIGINATING DEPARTMENT:

Finance

SOURCE OF FUNDS:

N/A

COST:

N/A

REVIEWED BY:

William "Dave" Denny, City Manager

STAFF RECOMMENDATION PRESENTED BY:

Finance Director Robert Clinger - Staff recommends adopting Resolution No. 2014-07 declaring certain property of the City as surplus and authorizing the sale or disposal of such property.

POTENTIAL MOTION:

"I move to adopt Resolution No. 2014-07 declaring certain

property of the City as surplus and authorizing the sale or disposal of such property."

**AGENDA ITEM
APPROVED BY:**

William D. Denny, City Manager

ATTACHMENTS:

- Resolution 2014-07
- Surplus Items

RESOLUTION NO. 2014-07

**A RESOLUTION OF THE CITY COMMISSION OF THE
CITY OF DELTONA, FLORIDA, PERTAINING TO THE
SALE OF SURPLUS PROPERTY; DECLARING CERTAIN
PROPERTY OF THE CITY AS SURPLUS AND
AUTHORIZING THE SALE OR DISPOSAL OF SUCH
PROPERTY; PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, over time, certain tangible personal property of the City becomes obsolete or loses its usefulness due to replacement, upgrade or loss functionality; and

WHEREAS, such property is surplus and should be disposed of by the most appropriate means available;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE
CITY OF DELTONA, FLORIDA:**

Section 1. The City of Deltona hereby declares the tangible personal property described in Exhibit A attached hereto to be surplus.

Section 2. The City Manager is hereby directed to dispose of these surplus items via whatever means he deems most appropriate.

Section 3. Effective Date. This resolution shall take effect immediately upon its final adoption by the City Commission.

PASSED AND RESOLVED this ____ day of _____, 2014, by the City Commission of the City of Deltona, Florida.

BY: _____
JOHN MASCIARCZYK, SR., Mayor

City of Deltona, Florida
Resolution No. 2014-07
Page 2 of 2

ATTEST:

JOYCE KENT, City Clerk

Approved as to form and legality for use
and reliance of the City of Deltona, Florida:

GRETCHEN R.H. VOSE, City Attorney

FIXED ASSET ITEMS FOR AUCTION				
TAG #	DESCRIPTION		REASON	
35504	CHARGER, I60 I CHARGE 6 BAY		OBSOLETE	
35649	CHARGER, I60 I CHARGE 6 BAY		OBSOLETE	
35571	CHARGER, I60 I CHARGE 6 BAY		OBSOLETE	
35562	CHARGER, I60 I CHARGE 6 BAY		OBSOLETE	
35759	CHARGER, I60 I CHARGE 6 BAY		OBSOLETE	
39941	ICE MACHINE		BROKEN	
1064	PLOTTER PRINTER HP750C PLUS		OLD/NOT CAPATIBLE WITH NEW WINDOWS SYSTEMS	
38706	AEBI MOWER 2004		END OF LIFE CYCLE	
38659	2000 PSI TOY-BILT PRESSURE WASHER		PRESSURE PUMP HAS GONE BAD	
37255	RADIO, LPE 200 800 MHZ SYSTEM PORTABLE		OBSOLETE	
37068	RADIO, PORTABLE LPE 200 EDACS 800 MHZ		OBSOLETE	
38772	30X24010 L/S FIBERGLASS PANEL		REMOVED	
39006	30X30X12 L/S FIBERGLASS PANEL		REPLACED	
38840	LIFTSTATION ELECTRIC PANEL		REPLACED	
1000338	2500 GALLONS MCCROMETER		DEFECTIVE	
1000615	3000 GALLONS MCCROMETER		DEFECTIVE	
1000303	75" CHLORINE STORAGE TANK		REPLACED	
1000295	75" CHLORINE STORAGE TANK		REPLACED	
1000282	74" CHLORINE STORAGE TANK		REPLACED	
39313	58" CHLORINE STORAGE TANK		REPLACED	
38268	44" CHLORINE STORAGE TANK WELL 28		REPLACED	
39523	72" CHLORINE STORAGE TANK WELL 27		REPLACED	
	75" CHLORINE STORAGE TANK		REPLACED	
	74" CHLORINE STORAGE TANK		REPLACED	
	107" CHLORINE STORAGE TANK		REPLACED	
38830	LS#12 CONCRETE		REPLACED	
38840	ELECTRICAL BOARD		REPLACED	
39292	VICKSBURG WTP PUMP 19		REPLACED	
1000199	AGATHA/SAXON WTP 7		REPLACED	
39257	1300 GALLON MCCROMETER W/COVER		DEFECTIVE	
1000233	106" CHLORINE TANK SAXON		REPLACED	

38769	30"X24"X12" FIBERGLASS PANEL		REPLACED	
38218	TORO REELMASTER 6500D		REPLACED	
IT RELATED ITEMS				
Asset	Model	Serial		
38335	Ricoh GX3050 SFF Printer	R3287400163	End of Life	
37662	HP 460 Printer	MY7755Z1JM	End of Life	
37757	HP 1315 Photosmart	MY26S111K2	End of Life	
35970	Dell Optiplex 745	6MX1LC1	End of Life	
36080	HP 1600 Printer	CNCC7215RL	End of Life	
36319	Dell Optiplex	CJD5YD1	End of Life	
35258	Epson Receipt Printer	TM-U35PD	End of Life	
35568	Dell D820 Laptop	JL6HWB1	End of Life	
37270	Dell D820 Laptop	77JLMC1	End of Life	
RADIOS				
ENFORCEMENT SERVICES DIVISION				
37630	RADIO P5100		TRADE-IN	
37185	RADIO MOBILE		TRADE-IN	
37617	RADIO MOBILE		TRADE-IN	
37190	RADIO MOBILE		TRADE-IN	
37618	RADIO MOBILE		TRADE-IN	
37627	RADIO BASE		TRADE-IN	
37116	RADIO MOBILE		TRADE-IN	
37310	RADIO P5100		TRADE-IN	
37309	RADIO P5100		TRADE-IN	
37628	RADIO P5100		TRADE-IN	
37629	RADIO P5100		TRADE-IN	
37637	RADIO P5100		TRADE-IN	
37638	RADIO P5100		TRADE-IN	
37648	RADIO P5100		TRADE-IN	
37649	RADIO P5100		TRADE-IN	

37639	RADIO P7100		TRADE-IN	
37636	RADIO P7100		TRADE-IN	
37646	RADIO P7100		TRADE-IN	
37647	RADIO P5100		TRADE-IN	
37869	RADIO, P7100		TRADE-IN	
37640	RADIO P5100		TRADE-IN	
37650	RADIO, P5100		TRADE-IN	
37870	RADIO P7100		TRADE-IN	
37866	RADIO, 500M		TRADE-IN	
SOLID WASTE DIVISION				
37868	RADIO, P5100		TRADE-IN	
FIRE SAFETY DIVISION				
37140	RADIO, P7100		TRADE-IN	
CITY MANAGER'S OFFICE				
37130	RADIO, P7100		TRADE-IN	
37985	RADIO, P5100		TRADE-IN	
37110	RADIO, LPE-200		TRADE-IN	
CITY CLERK'S OFFICE				
37253	RADIO, LPE-200		TRADE-IN	
IT DIVISION				
38364	RADIO, P5100		TRADE-IN	
PARKS & RECREATION DEPARTMENT				
1599	RADIO, MAHM-S8RXX		TRADE-IN	
1609	RADIO, MAHM-S8RXX		TRADE-IN	
1614	RADIO, MAHM-S8RXX		TRADE-IN	
1616	RADIO, MAHM-S8RXX		TRADE-IN	
38385	RADIO, MAHM-S8RXX		TRADE-IN	
38386	RADIO, MAHM-S8RXX		TRADE-IN	
38387	RADIO, MAHM-S8RXX		TRADE-IN	
38388	RADIO, MAHM-S8RXX		TRADE-IN	
FIRE DEPARTMENT				
38365	RADIO, 500M SCAN HEAD		TRADE-IN	
37149	RADIO P7150 W/EDACS FEATURE		TRADE-IN	

37113	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37115	37115 RADIO P7150 W/EDACS FEATURE		TRADE-IN	
38367	RADIO P5100 PORTABLE		TRADE-IN	
38358	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37141	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37142	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37111	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37211	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37213	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37144	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37150	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37148	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37162	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37114	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37197	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37123	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37099	RADIO SCAN PORTABLE		TRADE-IN	
37120	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37145	RADIO SCAN PORTABLE		TRADE-IN	
37199	RADIO SCAN PORTABLE		TRADE-IN	
37100	RADIO SCAN PORTABLE		TRADE-IN	
37126	RADIO SCAN PORTABLE		TRADE-IN	
37163	RADIO SCAN PORTABLE		TRADE-IN	
37164	RADIO SCAN PORTABLE		TRADE-IN	
37131	RADIO SCAN PORTABLE		TRADE-IN	
38435	RADIO, MOBILE 500M		TRADE-IN	
38362	RADIO, MOBILE 500M		TRADE-IN	
38359	RADIO, MOBILE 500M		TRADE-IN	
37175	RADIO, MOBILE 500M		TRADE-IN	
37167	RADIO, MOBILE 500M		TRADE-IN	
38361	RADIO 7100 MOBILE		TRADE-IN	
38376	RADIO 800 MHZ EDACS 500M		TRADE-IN	
37176	RADIO 500M EDACS		TRADE-IN	

38360	RADIO 500M MOBILE		TRADE-IN	
38363	RADIO 500M MOBILE		TRADE-IN	
38372	RADIO 500M		TRADE-IN	
37203	RADIO, ORION MOBILE		TRADE-IN	
37241	RADIO, ORION MOBILE		TRADE-IN	
38437	RADIO 500M		TRADE-IN	
37230	RADIO 800MHZ EDACS 500M		TRADE-IN	
38436	RADIO ORION MOBILE		TRADE-IN	
38370	RADIO MOBILE RADIO 500M		TRADE-IN	
37109	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37146	RADIO P7150 W/EDACS FEATURE		TRADE-IN	
37124	RADIO SCAN PORTABLE		TRADE-IN	
37137	RADIO SCAN PORTABLE		TRADE-IN	
38391	RADIO, M7100 MOBILE		TRADE-IN	
38381	RADIO, M7100 MOBILE		TRADE-IN	
38396	RADIO, M7100 MOBILE		TRADE-IN	
38393	RADIO, M7100 MOBILE		TRADE-IN	
38397	RADIO, M7100 MOBILE		TRADE-IN	
37135	RADIO, 500M MOBILE		TRADE-IN	
37136	RADIO, 800 MHZ EDACS 500M		TRADE-IN	
38374	RADIO, BASE ORION EDACS 12W 800 MHZ		TRADE-IN	
38373	RADIO, BASE ORION EDACS 12W 800 MHZ		TRADE-IN	
38392	RADIO, BASE ORION EDACS 12W 800 MHZ		TRADE-IN	
38375	RADIO, BASE ORION EDACS 12W 800 MHZ		TRADE-IN	
OTHER MISCELLANEOUS LOW DOLLAR ITEMS THROUGHOUT THE YEAR				

MISC ITEMS TO BE DISPOSED OF		
3	EMT CONDUIT 10' X 2'	NOT USED
1	VARIOUS LENGTHS OF 10" WATER PIPE `	NOT USED
1	4-" X 12" WATER PIPE W/SHUT OFF VALVE	NOT USED
1	MISC. BOLTS AND NUTS	NOT USED
1	ALUMINUM STAIRS W/HAND RAILS	NOT USED
1	GORMAN RUPP TRASH PUMP HOUSING AND PARTS	DEFECTIVE
1	FRIDIDARE WINDOW MOUNT A/C UNIT	DEFECTIVE
2	500 GALLON FUEL STORAGE TANK	NOT USED
2	12 VOLT DC PUMP W/HOSE AND METER	REMOVED FROM SERVICE
1	100 GALLON DIESEL BELLY TANK	REPLACED
1	29" X 26" DUCTELLRON	NOT USED
1	16" DEAD END PLATE	NOT USED
4	PIPE STANDS	NOT USED
1	48" X 15" PIPE WATER	NOT USED
1	2" WATER VALVE W/3' OF 2" PVC	DEFECTIVE
1	MINERS TRASH PUMP	DEFECTIVE
1	SLUDGE MOTOR W/HOUSING	DEFECTIVE
2	FILTER CARTRIDGE CONTAINER GLOBAL FILTRATION	REPLACED
1	2" NEPTUNE METER T-10 NSF-61	DEFECTIVE
1	CHEMTUBE PUMP BLADOR SER#F0510070401	DEFECTIVE
1	105 GAL FUEL TANK MODEL 480000	NEED HAZ MAT ENDORSEMENT
1	FOUR CRATES OF VARIOUS SIZE METERS	BROKEN
1	ELECTRICAL COPPERWIRE AND ALUMINUM WIRE	SCRAP
1	6" X 6" X 24" GUTTER	SCRAP
1	6"X6"X48" GUTTER	SCRAP
1	SQUARE D MAIN DISCONNECT PANEL	REMOVED FROM SERVICE
1	GE LIGHTING TRANSFORMER W/LIGHTING PANEL	REMOVED FROM SERVICE
1	30X9X6 GE DISCONNECT PANEL	REMOVED FROM SERVICE
1	200 AMP NON FUSE DISCONNECT FE	REMOVED FROM SERVICE
1	TELEMECANIQUE CC1D115 SCHNEIDER ELECTRIC	REMOVED FROM SERVICE
1	4' WET WELL COVER	SCRAP
1	ECHO BACKPACK LEFT BLOWER PB-620	DEFECTIVE
1	AUWA MOTOR 115V 1/3 HP 4.0	DEFECTIVE
1	26"C31"X12" FIBERGLASS BOX	SCRAP
2	24X20X8 HOFFMAN COBART	SCRAP
1	FIBERGLASS COVER 57" X 62"	NOT USED
1	43" X 6" DUCTELIRON	SCRAP
1	26"X2, 7"X2, 38" 1 1/2 UNISTRUT	SCRAP
1	YASKAUA VARISPEED P7 48U SOFT START	DEFECTIVE
1	BATTERY CHARGER FOR USE W/EMERGENCY GENERATORS	DEFECTIVE
1	METER CAN W/STRUT LANDIS & GYR TYPE 3R	REPLACED
1	SQUARE D PANEL "X12"X4" W/STRUT	DEFECTIVE
1	SQUARE D SERVICE DISCONNECT W/STRUT	DEFECTIVE
1	WESTINGHOUSE SERIES 2100 MCC	REPLACED
4		DEFECTIVE

1	BERKERELY PUMP MODEL BVMID-60		DEFECTIVE
1	2500 GALLON MCCROMETER W/COVER		DEFECTIVE
2	36X69" CONTAINMENT UNIT		REPLACED
3	48"X69"CONTAINMENT UNIT		REPLACED
1	40"X30" CONTAINMNET UNIT		REPLACED
	HP 1600 Printer	CNNCC6C51YS	End of Life
	HP 1600 Printer	CNNCC6C51YT	End of Life
	HP 1600 Printer	CN6C71T1KP	End of Life
	HP 1600 Printer	CNCC7215RP	End of Life
	HP 1600 Printer	CNCC72N1NP	End of Life
	HP 1600 Printer	CNBC6520HG	End of Life
	HP 1600 Printer	CNCC76L0TJ	End of Life
	HP 1600 Printer	CNCC72N1NZ	End of Life
	HP 1600 Printer	CNBC6810KC	End of Life
	Dell P793 Monitor	CN-04D025-4760	End of Life
	APC UPS 1000	QB0226221513	End of Life
	(4) Dell Monitor Stands		End of Life
	(4) Dell Port Replicators		End of Life
	Sony MVC-FD75 Camera	1645716	End of Life
	APS UPS BX1300G	3B1026X06073	End of Life



AGENDA MEMO

TO: Mayor & City Commission **AGENDA DATE:** 4/21/2014
FROM: William D. Denny, City Manager **AGENDA ITEM:** 10 - C
SUBJECT: Request for approval to sign engagement letter with Purvis Gray & Company.

LOCATION:

N/A

BACKGROUND:

Purvis Gray & Company have worked with the City for a number of years providing auditing services and they are interested in continuing the relationship with the City of Deltona through FYE 2016 with optional renewals for FYE 2017 and FYE 2018. They have reduced their annual fee by \$1,500 less than the most recently completed audit due to the efficiencies they have gained from their experience in working with the City.

The last time the City competitively solicited auditing services in 2009, only two firms responded and Purvis Gray & Company's current proposal is \$8,000 less than what the other firm bid back in 2009.

Staff cannot say with certainty that should we put this engagement out to bid another firm would not bid lower than this offered renewal fee but given prior history and the fact that this proposed fee is \$8,000 below what another firm bid five years ago it would appear that significant savings are unlikely. Furthermore we believe the additional cost and effort required of staff to bring new auditors up to speed should be factored into the decision.

ORIGINATING DEPARTMENT:

Finance

SOURCE OF FUNDS:

General Fund

COST:

\$57,000

REVIEWED BY:

Finance Director, City Manager

STAFF RECOMMENDATION

Robert Clinger, Finance Director - Recommendation is

PRESENTED BY:

being made to waive the competitive selection process and sign the new engagement letter with Purvis Gray & Company through 2016 with optional renewals for 2017 and 2018.

POTENTIAL MOTION:

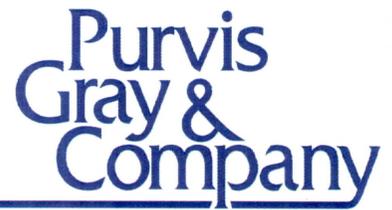
"I move to approve waiving the competitive selection process and signing the new engagement letter with Purvis Gray & Company through 2016 with optional renewals for 2017 and 2018".

AGENDA ITEM APPROVED BY:

William D. Denny, City Manager

ATTACHMENTS:

- Purvis Gray & Company Engagement Letter



March 19, 2014

Honorable Mayor and City Commissioners
c/o Mr. Dave Denny, City Manager and
Mr. Robert Clinger, C.P.A., Finance Director
City of Deltona
2345 Providence Boulevard
Deltona, Florida 32056

Honorable Mayor and City Commissioners,

It was a pleasure to see you all at the March 17, 2014, City Commission meeting where we presented the results of our audit of the City of Deltona's (the City)'s 2013 financial statements, discussed current issues, and reviewed some of the new Governmental Accounting Standards Board accounting pronouncements that will be affecting the City in the immediate two years.

As noted at the meeting, our current Audit Engagement Letter is expiring so we have prepared and are including in this package an amended Audit Engagement Letter to extend our services to the City for the 2014-2016 years, with two optional years for your consideration. We have reduced our fee for the new term as the result of efficiencies that have been achieved by our experience with your operations under the current engagement period.

We have enjoyed our association with the City and believe that our local government industry expertise and the consistent service level that we have demonstrated make us a good fit and a good value for the City. It is our intention to continue to provide you with this great expertise and value over the term of this new agreement as we work with your staff to implement new accounting and reporting standards and deal with whatever new issues will emerge.

Sincerely,

PURVIS GRAY AND COMPANY, LLP

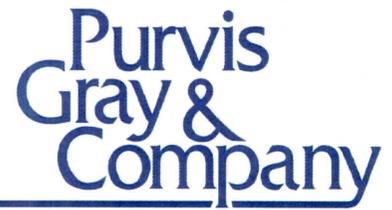
A handwritten signature in blue ink, appearing to read "Mark A. White", written over the typed name.

Mark A. White, C.P.A.
Audit Partner

Certified Public Accountants

P.O. Box 141270 • 222 N.E. 1st Street • Gainesville, Florida 32614-1270 • (352) 378-2461 • FAX (352) 378-2505
Laurel Ridge Professional Center • 2347 S.E. 17th Street • Ocala, Florida 34471 • (352) 732-3872 • FAX (352) 732-0542
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MEMBER OF AMERICAN INSTITUTE OF CERTIFIED PUBLIC ACCOUNTANTS PRIVATE COMPANIES AND S.E.C. PRACTICE SECTIONS



March 19, 2014

AUDIT ENGAGEMENT LETTER

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 2345 Providence Boulevard
 Deltona, Florida 32056

We are pleased to confirm our understanding of the audit services we are to provide the City of Deltona, Florida (the City). This Audit Engagement Letter amends our original Audit Engagement Letter dated August 7, 2009, for changes in *Government Audit Standards* that have occurred since that time and by extending the term of that agreement to include three additional years (2014-2016) and two optional renewal years with a reduced fee as the result of efficiencies that we have achieved by our experience with your operations under the current contract.

We will audit the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements of the City, as of and for the year then ended. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI) such as management's discussion and analysis (MD&A) to supplement the City's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the City's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles (GAAP) and will be subjected to certain limited procedures, but will not be audited:

- Management's Discussion and Analysis
- Required Pension Disclosures
- Major Fund Budgetary Comparison Statements

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Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

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March 19, 2014

We have also been engaged to report on supplementary information other than RSI that accompanies the City's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the financial statements as a whole:

- Schedule of Expenditures of Federal Awards
- Combining Nonmajor Fund Statements
- Nonmajor Fund Budgetary Comparison Statements

The following additional information accompanying the financial statements will not be subjected to the auditing procedures applied in our audit of the financial statements, and for which our auditors' report will not provide an opinion or any assurance:

- Introductory Section
- Statistical Section

Audit Objectives

The objective of our audit is the expressions of opinions as to whether the City's basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. The objective also includes reporting on:

- Internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control related to major federal programs and state projects and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts and grant agreements that could have a direct and material effect on each major federal program or state project in accordance with the *Single Audit Act Amendments of 1996*, OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and Chapter 10.550, *Rules of the Auditor General*.

The report on internal control and compliance will include a paragraph that states that the purpose of the report is solely to describe: (1) the scope of testing of internal control over financial reporting and compliance, and the result of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance; (2) the scope of testing internal control over compliance for major federal programs and state projects and major federal program and state project compliance and the result of that testing and to provide an opinion on compliance but not provide an opinion on the effectiveness of internal control over compliance; and (3) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering internal control over financial reporting and compliance and the *Single Audit Act Amendments of 1996*, OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and Chapter 10.550, *Rules of the Auditor General*, in considering internal control over compliance and major federal program and state, project compliance. The paragraph will also state that the report is not suitable for any other purpose.

Honorable Mayor and City Commissioners
c/o Mr. Dave Denny, Interim City Manager and
Mr. Robert Clinger, C.P.A., Finance Director
City of Deltona
Deltona, Florida

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March 19, 2014

Audit Objectives (*Concluded*)

Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the *Single Audit Act Amendments of 1996*; and the provisions of OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, and will include tests of accounting records, a determination of major federal program(s) and state project(s) in accordance with OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, and other procedures we consider necessary to enable us to express such opinions and to render the required reports. We cannot provide assurance the unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for the basic financial statements, schedule of expenditures of federal awards and state projects, and all accompanying information as well as all representations contained therein. Management is also responsible for identifying federal government award programs and state government projects and understanding and complying with the compliance requirements, and for preparation of the schedule of expenditures of federal awards and state projects in accordance with the requirements of OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*.

As part of the audit, we will assist with preparation of the City's financial statements, schedule of expenditures of federal awards and state projects, and related notes. Management is responsible for making all management decisions and performing all management functions relating to the financial statements, schedule of expenditures of federal awards and state projects, and related notes and for accepting full responsibility for such decisions. Management will be required to acknowledge in the written management representation letter our assistance with preparation of the financial statements and the schedule of expenditures of federal awards and state projects and that management has reviewed and approved the financial statements, schedule of expenditures of federal awards and state projects and related notes prior to their issuance, and have accepted responsibility for them. Further, management is required to designate an individual with suitable skill, knowledge, or experience to oversee any nonaudit services we provide and for evaluating the adequacy and results of those services and accepting responsibility for them.

Management is responsible for establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met and that there is reasonable assurance that federal government programs and state government projects are administered in compliance with compliance requirements. Management is also responsible for the selection and application of accounting principles; for the fair presentation of the financial statements in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

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March 19, 2014

Management Responsibilities (Continued)

Management is also responsible for making all financial records and related information available to us and for ensuring that the financial information is reliable and properly recorded. Management is also responsible for providing us with: (1) access to all financial information of which management is aware that is relevant to the preparation and fair presentation to the financial statements; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence.

Management's responsibilities also include identifying significant vendor relationships in which the vendor has the responsibility for program compliance and for the accuracy and completeness of that information. Management's responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Management is responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving: (1) management; (2) employees who have significant roles in internal control; and (3) others where the fraud or illegal acts could have a material effect on the financial statements. Management's responsibilities include informing us of their knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, management is responsible for identifying and ensuring that the City complies with applicable laws, regulations, contracts, agreements, and grants. Additionally, as required by OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary schedule of prior audit findings should be available for our review on the commencement of fieldwork.

Management is responsible for the preparation of the schedule of expenditures of federal awards and state projects in conformity with the requirements of OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*. Management agrees to include our report on the schedule of expenditures of federal awards and state projects in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards and state projects. Management also agrees to include the audited financial statements with any presentation of the schedule of expenditures of federal awards and state projects that includes our report thereon or make the audited financial statements readily available to users of the schedule of expenditures of federal awards and state projects no later than the date the schedule of expenditures of federal awards and state projects is issued with our report thereon. Management's responsibilities include acknowledging to us in the written representation letter that: (1) management is responsible for presentation of the schedule of expenditures of federal awards and state projects in accordance with OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*; (2) that management believes the schedule of expenditures of federal awards and state projects, including its form and content, is fairly presented in accordance with OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) management has disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards and state projects.

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

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March 19, 2014

Management Responsibilities (Concluded)

Management is also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. Management agrees to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. Management also agrees to include the audited financial statements with any presentation of the supplementary information that includes our report thereon or make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon. Management's responsibilities include acknowledging to us in the written representation letter that: (1) management is responsible for presentation of the supplementary information in accordance with GAAP; (2) that management believes the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) management has disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. Management is also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from: (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the City or to acts by management or employees acting on behalf of the City. Because the determination of abuse is subjective, *Governmental Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors or any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

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March 19, 2014

Audit Procedures—General (*Concluded*)

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will also require certain written representations from management about the financial statements and related matters.

Audit Procedures—Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*, we will perform tests of controls to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program and state project. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under American Institute of Certified Public Accountants professional standards, *Government Auditing Standards*, OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the City's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major federal programs and state projects. Our procedures will consist of the tests of transactions and other applicable procedures described in the OMB Circular A-133, *Compliance Supplement*, and Chapter 10.550, *Rules of the Auditor General*, for the types of compliance requirements that could have a direct and material effect on each of the City's major federal programs and state projects. The purpose of these procedures will be to express an opinion on the City's compliance with requirements applicable to each of its major federal programs and state projects in our report on compliance issued pursuant to OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*.

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

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March 19, 2014

Engagement Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal and state awards, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period, unless a shorter or longer period is agreed to in advance by the cognizant or oversight agency for audits.

The audit documentation for this engagement is the property of Purvis, Gray and Company, LLP and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to a federal or state agency providing direct or indirect funding, or the U.S. General Accountability Office for purposes of a quality review of the audit to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Purvis, Gray and Company, LLP personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release or for any additional period requested by a federal or state agency. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit in July of each year and to issue our report in March of each subsequent year. Mr. Mark A. White, C.P.A. and Mr. Timothy M. Westgate, C.P.A. are the engagement partners and they will be responsible for supervising the engagement and signing the report.

Our fee for these services will be at our standard hourly rates plus out-of-pocket costs such as report production, word processing, postage, travel, copies, telephone, etc. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to the audit.

However, we agree that our gross fee, including expenses, for the 2014 audit will be reduced from the previous engagement letter amount of \$58,500 to \$57,000. This fee reduction reflects efficiencies that we have achieved based upon our experience with your operations under the current contract. The subsequent two years fees will be the previous year amount adjusted by the change in the Consumer Price Index for all financial services for that year. The fees for the optional two years will be negotiated with you at the time of optional renewal.

Honorable Mayor and City Commissioners
 c/o Mr. Dave Denny, Interim City Manager and
 Mr. Robert Clinger, C.P.A., Finance Director
 City of Deltona
 Deltona, Florida

-8-

March 19, 2014

Engagement Administration, Fees, and Other (Concluded)

Our invoices for these fees will be rendered as work progresses and are payable upon presentation. The above fee is based on anticipated cooperation from City personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with the appropriate level of management and arrive at a new fee estimate before we incur the additional costs.

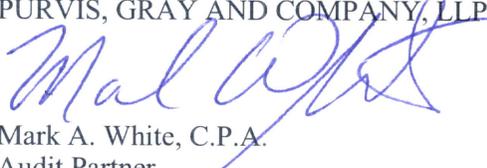
This agreement may be terminated by the City at any time and by Purvis, Gray and Company, LLP at any time up to four months prior to the fiscal year-end to be audited, or by mutual consent of both parties. The City will be obligated to compensate us for all of the time expended and to reimburse us for all out-of-pocket costs through the date of termination. This agreement may also be extended further at the option of the City.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2013 peer review report accompanies this letter.

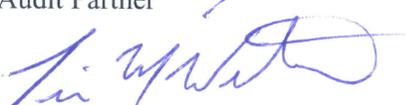
We appreciate the opportunity to be of service to the City and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know.

Sincerely,

PURVIS, GRAY AND COMPANY, LLP



Mark A. White, C.P.A.
 Audit Partner



Timothy M. Westgate, C.P.A.
 Audit Partner

MAW/TMW/meg
 Enclosures

RESPONSE:

This letter correctly sets forth the understanding of the City of Deltona.

Officer Signature: _____

Title: _____

Date: _____



Fowler, Holley, Rambo & Stalvey, P.C.
 CERTIFIED PUBLIC ACCOUNTANTS
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Curtis G. Fowler, CPA, PFS, CFP® · Carlton W. Holley, CPA · C. Wayne Rambo, CPA, CVA · Richard A. Stalvey, CPA

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System Review Report

September 11, 2013

To the Partners of
 Purvis, Gray and Company, LLP
 and the National Peer Review Committee

We have reviewed the system of quality control for the accounting and auditing practice of Purvis, Gray and Company, LLP (the firm) in effect for the year ended May 31, 2013. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants. As a part of our peer review, we considered reviews by regulatory entities, if applicable, in determining the nature and extent of our procedures. The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review. The nature, objectives, scope, limitations of, and the procedures performed in a System Review are described in the standards at www.aicpa.org/prsummary.

As required by the standards, engagements selected for review included engagements performed under *Government Auditing Standards*, audits of employee benefit plans and an audit performed under FDICIA.

In our opinion, the system of quality control for the accounting and auditing practice of Purvis, Gray and Company, LLP in effect for the year ended May 31, 2013, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Purvis, Gray and Company, LLP has received a peer review rating of *pass*.

Fowler, Holley, Rambo & Stalvey, P.C.
 Fowler, Holley, Rambo & Stalvey, P.C.

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