



Awards.

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. 05-2014, an amendment to rezone ±8.67 acres of land located at 110 Howland Boulevard from the Volusia County zoning designation of Rural Residential (RR) to the City of Deltona zoning designation of Retail Commercial (C-1), at first reading.
- B. Ordinance No. 13-2014, Amending the Firefighter's Pension Plan by allowing the Fire Chief the option of Opting Out of Participation, at first reading and to schedule second and final reading for July 21, 2014.
- C. Ordinance No. 14-2014 - Amending Section 42-186, of Article IV, "Fire Codes", of Chapter 42, "Fire Prevention and Protection", of the Code of the City of Deltona, Adopting More Recent Standard Code Provisions and Providing for New Methods of Appeals of Certain Decisions, at first reading and to schedule second and final reading for July 21, 2014.
- D. Ordinance No. 12-2014, regarding anti-blight, at first reading and to schedule second and final reading for July 21, 2014.
- E. Ordinance No. 11-2014, regarding the City's Rental Regulatory License, at first reading and to schedule second and final reading for July 21, 2014.
- F. Ordinance No. 18-2014, regarding unfit and unsafe structures, at first reading and to schedule second and final reading for July 21, 2014.

9. OLD BUSINESS:

10. NEW BUSINESS:

- A. Request for approval for waiver of all fees - SE 14-006-Latin Festival 2014.
- B. Request for approval of 2014-2015 Law Enforcement Services Agreement.

C. Appointment of an individual to fill the remainder of the District 5 Commission seat.

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:** 7/7/2014  
**FROM:** William D. Denny, City Manager            **AGENDA ITEM:** 3 - A  
**SUBJECT:** Invocation Presented by Vice Mayor Herzberg - Nick Pizza.

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<b>LOCATION:</b>	N/A
<b>BACKGROUND:</b>	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.
<b>ORIGINATING DEPARTMENT:</b>	City Clerk's Office
<b>SOURCE OF FUNDS:</b>	N/A
<b>COST:</b>	N/A
<b>REVIEWED BY:</b>	City Clerk
<b>STAFF RECOMMENDATION PRESENTED BY:</b>	N/A - Invocation Only.
<b>POTENTIAL MOTION:</b>	N/A - Invocation Only.
<b>AGENDA ITEM APPROVED BY:</b>	<hr/> William D. Denny, City Manager



## AGENDA MEMO

**TO:** Mayor & City Commission                      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager            **AGENDA ITEM:** 4 - A  
**SUBJECT:** Approval of Minutes - Regular City Commission Meeting of June 16, 2014.

---

<b>LOCATION:</b>	N/A
<b>BACKGROUND:</b>	N/A
<b>ORIGINATING DEPARTMENT:</b>	City Clerk's Office
<b>SOURCE OF FUNDS:</b>	N/A
<b>COST:</b>	N/A
<b>REVIEWED BY:</b>	City Clerk
<b>STAFF RECOMMENDATION PRESENTED BY:</b>	City Clerk Joyce Raftery - To approve the minutes of the Regular City Commission Meeting of June 16, 2014.
<b>POTENTIAL MOTION:</b>	"I move to approve the minutes of the Regular City Commission Meeting of June 16, 2014."
<b>AGENDA ITEM APPROVED BY:</b>	<hr/> William D. Denny, City Manager
<b>ATTACHMENTS:</b>	<ul style="list-style-type: none"><li>• Minutes of June 16, 2014</li></ul>

**CITY OF DELTONA, FLORIDA  
REGULAR CITY COMMISSION MEETING  
MONDAY, JUNE 16, 2014**

1 A Regular Meeting of the Deltona City Commission was held on Monday, June 16, 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: Planning and Development Services Director Chris Bowley; Public Works Director  
22 Gerald Chancellor; Economic Development Manager Jerry Mayes; Deputy City Manager Dale  
23 Baker; and VCSO Captain Dave Brannon.

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

26  
27 Invocation Presented by Commissioner Barnaby.

28  
29 The National Anthem was sung by 13 year old Kasia Soto from Deltona Middle School.

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

32  
33 **A. Minutes:**

34  
35 **1. Approval of Minutes – Regular City Commission Meeting of June 2, 2014.**

36  
37 **Motion by Commissioner Denizac, seconded by Vice Mayor Herzberg to approve the minutes of**  
38 **the Regular City Commission Meeting of June 2, 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:**

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

47  
48 **A. Presentation re: Volusia County School Board's Half Cent Tax Extension Initiative.**

49

1 Marketing Team Representative Joe Perez, former Deltona Commissioner and Middle School teacher  
 2 Michelle McFall-Conte, and upcoming Pine Ridge Senior Sierra D'Errico presented information on the  
 3 half cent tax extension which is to be voted on at the Primary Election on Tuesday, August 26, 2014.  
 4

5 **Motion by Commissioner Barnaby, seconded by Commissioner Schleicher to extend the half-cent**  
 6 **sales tax.**

7  
 8 **Motion carried unanimously with members voting as follows:**

9		
10	<b>Commissioner Barnaby</b>	<b>For</b>
11	<b>Commissioner Denizac</b>	<b>Abstained</b>
12	<b>Commissioner Lowry</b>	<b>For</b>
13	<b>Commissioner Nabicht</b>	<b>For</b>
14	<b>Commissioner Schleicher</b>	<b>For</b>
15	<b>Vice Mayor Herzberg</b>	<b>For</b>
16	<b>Mayor Masiarczyk</b>	<b>For</b>
17		

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

19  
 20 a) Rory & Sandra Litzinger, 2681 Courtland Blvd., requested that the Commission consider  
 21 changing the ordinance pertaining to parking regulations and he asked what steps to take to do this.  
 22

23 b) Mitch Honaker, 2557 Sweet Springs Street, provided items to consider in the upcoming budget  
 24 such as community pride, have a beautification fund and re-instating the Beautification Advisory Board,  
 25 have a meeting hall for things like school graduations, and building infrastructure.  
 26

27 c) Larry DeMatteo, 2501 Barry Drive, complimented the Commission for installing walkway  
 28 benches at City Hall, he does not agree with promoting the half-cent sales tax during a Commission  
 29 meeting, and he suggested building schools compact instead of spread out.  
 30

31 d) Larry Kent, 235 River Village Drive, Debary, stated he watched some interesting items on  
 32 Deltona TV, Channel 199 and he listed a few of them and he asked about the guidelines for using the  
 33 City seal.  
 34

35 **7. CONSENT AGENDA:**

36  
 37 **Motion by Commissioner Denizac, seconded by Commissioner Schleicher to approve Consent**  
 38 **Agenda Items 7-A and 7-B.**

39  
 40 **Motion carried with members voting as follows: Commissioner Barnaby, For; Commissioner**  
 41 **Denizac, For; Commissioner Lowry, For; Commissioner Nabicht For; Commissioner**  
 42 **Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**  
 43

44 **A. Request for approval of award of RFP#14017 for Auditing Services.**

45  
 46 **Approved by Consent Agenda - to approve award of RFP#14017 for Auditing Services to Purvis**  
 47 **Gray & Company at a total cost for the 2013/2014 audit of \$54,350 and at the cost as stated in**  
 48 **their attached proposal for each of the following four years.**  
 49

1 **B. Request for approval of award of RFQ#14013 for Engineering Design Services for**  
 2 **Lakeshore Multi-Purpose Trail Project.**

3  
 4 **Approved by Consent Agenda - to approve beginning negotiations and make award to CPH, Inc.**  
 5 **upon successful negotiations. If an agreement cannot be reached, negotiations will be terminated**  
 6 **with them and continued with the next firm and continue until negotiations are successful and the**  
 7 **City enters into an agreement with that firm.**

8  
 9 **8. ORDINANCES AND PUBLIC HEARINGS:**

10  
 11 **A. Public Hearing - Ordinance No. 09-2014, Saxon Plaza Business Unit Development**  
 12 **(BPUD), RZ14-004, at second and final reading.**

13  
 14 Mayor Masiarczyk opened the public hearing.

15  
 16 Wallace Thurston, 608 Saxon Blvd., stated he did not have concerns about the property use but did have  
 17 concerns about the location.

18  
 19 Mayor Masiarczyk closed the public hearing.

20  
 21 Commissioner Nabicht asked Planning and Development Director Chris Bowley if there was a  
 22 traffic impact study done and Mr. Bowley replied no because there was an existing use before when  
 23 it was an internet café and with this use it will net about 110-115 trips. Commissioner Nabicht  
 24 stated he thinks this is the wrong location for this type of business.

25  
 26 Vice Mayor Herzberg stated a business, especially a daycare, has a lengthy process to go through to  
 27 be able to start a business and if the site were not suitable for the type of business it would not be  
 28 allowed. She stated the business is going in an existing plaza, there is plenty of parking and there is  
 29 no outside playground.

30  
 31 **Motion by Vice Mayor Herzberg, seconded by Commissioner Barnaby to adopt Ordinance No.**  
 32 **09-2014, an amendment to the Saxon Plaza Business Planned Unit Development (BPUD) that**  
 33 **adds Daycare Center as a permitted use, at second and final reading.**

34  
 35 Mayor Masiarczyk stated many times families with special needs children do not have anybody to  
 36 watch them and the daycare is in doors.

37  
 38 Commissioner Barnaby stated the daycare is going to be beneficial to families due to its location and the  
 39 City needs this.

40  
 41 City Attorney Becky Vose read the title of Ordinance No. 09-2014.

42  
 43 **AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, AMENDING THE**  
 44 **ALBERTSON'S PLAZA BUSINESS PLANNED UNIT DEVELOPMENT AGREEMENT**  
 45 **PER ORDINANCE BOOK 3730 PAGES 3430-3444 FOR THE FOLLOWING PARCEL:**  
 46 **LOT 4 ALBERTSONS MAP BOOK 46 PAGES 46-47, LOCATED AT 2120 SAXON**  
 47 **BOULEVARD TOTALING APPROXIMATELY ±3.49 ACRES; PROVIDING FOR**  
 48 **SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.**

1  
 2 **Motion carried unanimously with members voting as follows:**

3  
 4 **Commissioner Barnaby For**  
 5 **Commissioner Denizac For**  
 6 **Commissioner Lowry For**  
 7 **Commissioner Nabicht Against**  
 8 **Commissioner Schleicher For**  
 9 **Vice Mayor Herzberg For**  
 10 **Mayor Masiarczyk For**

11  
 12 Ordinance No. 09-2014 was adopted at 7:14 p.m.

13  
 14 **B. Public Hearing - Ordinance No. 16-2014, Creating a new Article IX, Chapter 2 of the**  
 15 **Code of Ordinances, Pertaining to Sanctions for Charter Violations, at second and final reading.**

16  
 17 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

18  
 19 **Motion by Commissioner Schleicher, seconded by Commissioner Nabicht to adopt Ordinance**  
 20 **No. 16-2014 at second and final reading.**

21  
 22 City Attorney Becky Vose read the title of Ordinance No. 16-2014.

23  
 24 **AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, CREATING A NEW**  
 25 **ARTICLE IX, CHAPTER 2 OF THE CODE OF ORDINANCES; PERTAINING TO**  
 26 **SANCTIONS FOR CHARTER VIOLATION; PROVIDING FOR CONFLICTS;**  
 27 **PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.**

28  
 29 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**  
 30 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**  
 31 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

32  
 33 Ordinance No. 16-2014 was adopted at 7:16 p.m.

34  
 35 **C. Resolution No. 2014-09, Establishing Preliminary Annual Assessment Rate - Stormwater**  
 36 **Utility Services for FY 14/15.**

37  
 38 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

39  
 40 **Motion by Commissioner Barnaby, seconded by Vice Mayor Herzberg to adopt Resolution No.**  
 41 **2014-09, Establishing Preliminary Assessment Rate Resolution – Stormwater Utility**  
 42 **Assessments for FY 14/15 at the rate of \$76.11 per Equivalent Residential Unit (ERU).**

43  
 44 Mayor Masiarczyk read the title of Resolution No. 2014-09.

45  
 46 **A RESOLUTION OF THE COMMISSION OF THE CITY OF DELTONA, FLORIDA,**  
 47 **RELATING TO THE PROVISION OF STORMWATER SERVICES, FACILITIES AND**  
 48 **PROGRAMS IN THE CITY OF DELTONA; GENERALLY DESCRIBING THE**  
 49 **SERVICES, FACILITIES OR PROGRAMS TO BE PROVIDED; ESTIMATING THE COST**

1 **TO BE ASSESSED FOR THE UPCOMING FISCAL YEAR; ESTABLISHING THE**  
 2 **ASSESSMENT RATE FOR THE UPCOMING FISCAL YEAR; AUTHORIZING A PUBLIC**  
 3 **HEARING; DIRECTING THE ROLL BE UPDATED AND NOTICE PROVIDED WHERE**  
 4 **REQUIRED; DIRECTING AND AUTHORIZING ADDITIONAL OR SUPPLEMENTAL**  
 5 **NOTICE; AND PROVIDING FOR AN EFFECTIVE DATE.**

6  
 7 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**  
 8 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**  
 9 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

10  
 11 Resolution No. 2014-09 was adopted at 7:18 p.m.

12  
 13 **D. Resolution No. 2014-10, Establishing the Preliminary Annual Rate Resolution - Solid**  
 14 **Waste Services for FY 14/15.**

15  
 16 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

17  
 18 Commissioner Nabicht stated that this is in accordance with the seven (7) year contract with the provider and  
 19 after the first three years there may be an increase in the dumping fees in the future.

20  
 21 **Motion by Commissioner Nabicht, seconded by Commissioner Schleicher to adopt Resolution**  
 22 **No. 2014-10, Establishing Preliminary Assessment Rate Resolution – Solid Waste Assessment**  
 23 **for FY 14/15 to provide for an annual rate of \$173.96 for solid waste collection services.**

24  
 25 The Commission discussed the City's current contract with the vendor being guaranteed for the first  
 26 three (3) years, looking at the contract after the first three (3) years and the possible increase in dumping  
 27 fees after the first three (3) years. Also, in the contract was the vendor's acquiring new equipment and  
 28 the Commission would like an update on the status of that equipment.

29  
 30 Commissioner Barnaby stated there is no stenographer at the meeting and what gets reported can be  
 31 published in the wrong way and he asked that the information be reported correctly. He stated he just  
 32 wanted to point out that staff is not proposing to change the \$173.96 or raise taxes.

33  
 34 Mayor Masiarczyk read the title of Resolution No. 2014-10.

35  
 36 **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA,**  
 37 **RELATING TO THE PROVISION OF SOLID WASTE SERVICES, FACILITIES AND**  
 38 **PROGRAMS IN THE CITY OF DELTONA; GENERALLY DESCRIBING THE**  
 39 **SERVICES, FACILITIES OR PROGRAMS TO BE PROVIDED; ESTIMATING THE COST**  
 40 **TO BE ASSESSED FOR THE UPCOMING FISCAL YEAR; ESTABLISHING THE**  
 41 **ASSESSMENT RATE FOR THE UPCOMING FISCAL YEAR; AUTHORIZING**  
 42 **ADDITIONAL OR SUPPLEMENTAL NOTICE; AND PROVIDING AN EFFECTIVE**  
 43 **DATE.**

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

48  
 49 Resolution No. 2014-10 was adopted at 7:21 p.m.

1  
 2 **E. Resolution No. 2014-11, Establishing Preliminary Annual Assessment Rate - Streetlighting**  
 3 **Services for FY 14/15.**

4  
 5 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

6  
 7 **Motion by Commissioner Schleicher, seconded by Vice Mayor Herzberg to adopt Resolution**  
 8 **No. 2014-11, adopting the current rate for Streetlighting Assessments for FY 14/15.**

9  
 10 Mayor Masiarczyk read the title of Resolution No. 2014-11.

11  
 12 **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA,**  
 13 **RELATING TO THE PROVISION ON STREETLIGHTING SERVICES, FACILITIES AND**  
 14 **PROGRAMS IN THE CITY OF DELTONA; GENERALLY DESCRIBING THE**  
 15 **SERVICES, FACILITIES OR PROGRAMS TO BE PROVIDED; ESTIMATING THE COST**  
 16 **TO BE ASSESSED FOR THE UPCOMING FISCAL YEAR; ESTABLISHING THE**  
 17 **ASSESSMENT RATE FOR THE UPCOMING FISCAL YEAR; AUTHORIZING A PUBLIC**  
 18 **HEARING; DIRECTING THE ROLL BE UPDATED AND NOTICE PROVIDED WHERE**  
 19 **REQUIRED; DIRECTING AND AUTHORIZING ADDITIONAL OR SUPPLEMENTAL**  
 20 **NOTICE; AND PROVIDING AN EFFECTIVE DATE.**

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

25  
 26 Resolution No. 2014-11 was adopted at 7:24 p.m.

27  
 28 Commissioner Nabicht stated he gets a lot of requests for streetlights and he explained how it works and how to  
 29 establish a streetlighting district.

30  
 31 **9. OLD BUSINESS:**

32  
 33 **A. Request for consideration of proposed First Amendment to Real Estate Purchase**  
 34 **Agreement for Dupont Lakes Park extending the inspection period to July 17, 2014.**

35  
 36 Mayor Masiarczyk asked staff if there was an update on why the purchaser asked for a delay and the  
 37 City Attorney answered she was contacted by the purchaser's attorney requesting an extension of one  
 38 (1) more month to finish their due diligence.

39  
 40 Commissioner Schleicher asked what would happen if the extension was denied and the City Attorney  
 41 replied the City could take back the contract, however, she is not aware of any other offers.

42  
 43 Vice Mayor Herzberg asked how long the contract was for and the City Attorney replied she would  
 44 assume it is about over if not already over. Vice Mayor Herzberg stated she did not see any harm in  
 45 extending it when there is no backup offer.

46  
 47 Mayor Masiarczyk and Commissioner Denizac both agreed there was no harm in extending the contract  
 48 another month.

1 **Motion by Commissioner Denizac, seconded by Commissioner Nabicht to approve the**  
2 **proposed First Amendment to Real Estate Purchase Agreement extending the inspection**  
3 **period to July 17, 2014.**  
4

5 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.  
6

7 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**  
8 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**  
9 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**  
10

11 **10. NEW BUSINESS:**  
12

13 **A. Request for consideration from Sergey Ginzburg for a reduction of fine from**  
14 **\$10,000.00 assessed pursuant to Special Magistrate Cases DEL-07-192 and DEL-07-193.**  
15

16 The Commission discussed the Special Magistrates recommendation to not reduce the fine, the City  
17 not having a reason to reduce the fine.  
18

19 Commissioner Denizac recommended keeping the fine the same as the Special Magistrate  
20 recommended noting this should be between the bank, the new homeowner and the title company  
21 and that she understood they did not have the disclosure.  
22

23 Mr. Ginzburg's attorney Ms. Munoz stated at closing it was discovered there were existing liens and  
24 it was more cost efficient to ask for a reduction in fines than to go after the bank or title company.  
25

26 Commissioner Denizac stated the homeowner has to get a title search and the City does not have  
27 anything to do with that process.  
28

29 Commissioner Schleicher stated she is not in favor of reducing fines, the Special Magistrate  
30 recommended not reducing the fine and reading through the documents it is more of a bank problem.  
31

32 Commissioner Nabicht stated this is a due diligence issue with the buyer, the seller and the title  
33 company.  
34

35 Vice Mayor Herzberg agreed adding when the Special Magistrate recommends not reducing the fine  
36 it raises a red flag. She stated this is an investment property, the due diligence is on the buyer and  
37 she does not see where the City should reduce the fine in this case.  
38

39 **Motion by Commissioner Nabicht, seconded by Commissioner Barnaby to not grant any**  
40 **reduction of the fines requested of Sergey Ginzburg concerning Case No. DEL-07-192 and**  
41 **DEL-07-193 for the property located at 1551 Fort Smith Boulevard, Deltona, Florida.**  
42

43 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.  
44

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

1 **B. Request for authorization to execute the River to Sea Transportation Planning**  
 2 **Organization (TPO) Transportation Planning Funds Joint Participation Agreement and the**  
 3 **Interlocal Agreement for the Creation of the Metropolitan Planning Organization.**

4  
 5 Mayor Masiarczyk gave a brief explanation of the creation of the Metropolitan Planning  
 6 Organization, and the City not losing a seat with the organizations. He stated there are two (2) cities  
 7 that must approve this, Deltona and Palm Coast as the largest cities in Volusia and Flagler counties  
 8 and most of the other cities agree.

9  
 10 Commissioner Denizac suggested that either Mayor Masiarczyk or Commissioner Nabicht bring  
 11 back to the organizations that it is confusing when the organization's name keeps changing and  
 12 should keep with one (1) name.

13  
 14 **Motion by Vice Mayor Herzberg, seconded by Commissioner Schleicher to approve the River**  
 15 **to Sea Transportation Planning Organization Transportation Planning Funds Joint**  
 16 **Participation Agreement and the Interlocal Agreement for the Creation of the Metropolitan**  
 17 **Planning Organization.**

18  
 19 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

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

24  
 25 **C. Request Consideration of appointment of one (1) member to the Economic**  
 26 **Development Advisory Board (Commissioner Nabicht's appointment).**

27  
 28 **Motion by Commissioner Nabicht, seconded by Commissioner Barnaby to confirm the**  
 29 **following Commission member's appointment of Eric Alexander to the Economic Development**  
 30 **Advisory Board for the remainder of a term to expire on May 31, 2015.**

31  
 32 Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

33  
 34 **Motion carried unanimously with members voting as follows: Commissioner Barnaby, For;**  
 35 **Commissioner Denizac, For; Commissioner Lowry, For; Commissioner Nabicht, For;**  
 36 **Commissioner Schleicher, For; Vice Mayor Herzberg, For; and Mayor Masiarczyk, For.**

37  
 38 **11. CITY ATTORNEY COMMENTS:** None.

39  
 40 **12. CITY MANAGER COMMENTS:** None.

41  
 42 **A. Lobbyist Update:** None.

43  
 44 **13. CITY COMMISSION COMMENTS:**

45  
 46 a) Commissioner Lowry stated he sold his home and his new home is just outside the District 5  
 47 boundaries. The City Charter states that he must live within his district and he submitted his  
 48 resignation. He stated he is not resigning to run for Volusia County District 5.

1  
2 b) Commissioner Schleicher stated her thoughts and prayers are with City Manager Dave Denny,  
3 she thanked the Deputy City Manager for taking the time to go over the agenda with her, she hopes to  
4 see new programs at Daytona State College, she was sorry to miss the concert at the amphitheater and  
5 she thanked the audience for staying for the entire meeting.

6  
7 c) Commissioner Barnaby stated he would love to see some St. Augustine grass replace the red  
8 mulch outside City Hall, curb appeal is very important; the entrance to City Hall is “second division”  
9 and would like the landscape to look like a “Garden of Eden”.

10  
11 d) Commissioner Denizac stated she was disappointed in the turnout of residents at the budget  
12 workshop and she urged the Commission to not do anything about homelessness until there are  
13 numbers and facts pertaining to the City.

14  
15 e) Commissioner Nabicht stated the Budget meetings with staff is scheduled for July 14<sup>th</sup> and 15<sup>th</sup>  
16 and he requested that the meetings be rescheduled the Monday prior to or the meeting after because  
17 both him and Commissioner Lowry will not be able to attend the meeting(s). He stated one of the  
18 things the Commission concurred with is the need for sidewalks, staff was not provided any direction  
19 and he suggested providing a dollar amount to staff for budgeting purposes.

20  
21 Commissioner Nabicht stated the Mayor had also mentioned Fire Based Transport and it will take a lot  
22 of planning to come up with a budget figure, and Mayor Masiarczyk clarified that his statement was to  
23 put some funds aside to start planning and not to hire a consultant. Commissioner Denizac stated that it  
24 was inappropriate for the Commission to state what it would like to recommend for the next budget  
25 during a citizen’s budget workshop and she is looking forward to the next budget meeting.

26  
27 f) Vice Mayor Herzberg asked that the Mayor or Commissioner Nabicht provide an update on TPO  
28 and that she had suggested to the City Manager to agenda an update from each Commissioner who is on  
29 a board. Concerning all of the resident’s issues, her suggestion is to form a citizen advisory board that  
30 sticks to one (1) topic, board members would include business owners, and the board being a go to  
31 group between the residents and the Commission. She stated she does not want to workshop the topic  
32 and she does not want to continue telling everyone the City is going to take it to the residents when the  
33 City does not have a format to do that.

34  
35 Commissioner Nabicht stated he is all for citizen boards if there is a specific issue to form the board for  
36 such as beautification, street signs, ordinances, codes or business relations, and are specifically defined.

37  
38 Mayor Masiarczyk stated the topics would need to be specific as there are already boards established.

39  
40 Commissioner Schleicher stated she had asked for this previously and it was for specific reasons like an  
41 issue coming up more than once and it would be something that staff would need to research, but would  
42 need citizen input.

43  
44 g) Mayor Masiarczyk thanked the audience and he stated this meeting is adjourned.

45  
46 **14. ADJOURNMENT:**

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48 There being no further business, the meeting adjourned at 8:03 p.m.

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**John Masiarczyk Sr., Mayor**

**ATTEST:**

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**Joyce Raftery, City Clerk**

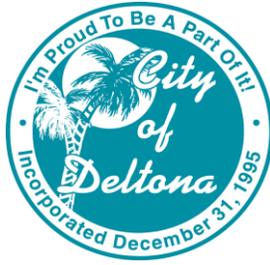


## AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, Acting City Manager **AGENDA ITEM:** 5 - A  
**SUBJECT:** Proclamation - Parks and Recreation Month - July, 2014.

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<b>LOCATION:</b>	City - Wide
<b>BACKGROUND:</b>	A Proclamation for Parks and Recreation Month, July 2014.
<b>ORIGINATING DEPARTMENT:</b>	City Manager's Office
<b>SOURCE OF FUNDS:</b>	N/A
<b>COST:</b>	N/A
<b>REVIEWED BY:</b>	City Clerk
<b>STAFF RECOMMENDATION PRESENTED BY:</b>	N/A - Proclamation only.
<b>POTENTIAL MOTION:</b>	N/A - Proclamation only.
<b>AGENDA ITEM APPROVED BY:</b>	<hr/> William D. Denny, Acting City Manager
<b>ATTACHMENTS:</b>	<ul style="list-style-type: none"><li>• Parks and Recreation Month</li></ul>



*WHEREAS, the public parks and recreation systems are dedicated to enhancing the quality of life for millions of residents in communities around the world through recreation programming, leisure activities and conservation efforts; and,*

*WHEREAS, parks, recreation activities and leisure experiences provide opportunities for young people to live, grow and develop into contributing members of society; and,*

*WHEREAS, through these activities and leisure experiences lifelines are created, as well as continuous life experiences for older members of the community and opportunities are generated for people to come together and experience a sense of community; and,*

*WHEREAS, dividends are paid to communities by attracting business and jobs and increasing housing values; and*

*WHEREAS, as we observe National Parks and Recreation Month, we recognize the vital contributions of employees and volunteers in parks and recreation facilities who are dedicated supporters, keeping public parks clean and safe for visitors, organizing youth activities, providing educational programming on health and cultural diversity, advocating for more open space and better trails, and fundraising for local improvements. They ensure that parks and recreation facilities are safe and accessible places for all citizens to enjoy.*

*NOW THEREFORE, we, the Mayor and City Commissioners of Deltona, Florida, do hereby proclaim the month of July 2014 as*

### ***“PARKS AND RECREATION MONTH”***

*And call upon the residents of Deltona and the parks and recreation community to join us in recognizing the importance of our nation’s parks and recreation facilities, learning more about how to support the places that bring our communities a higher quality of life, safe places to play, healthier alternatives through recreation programming for everyone, enjoyment of what your community has to offer by taking part in your favorite sport, and the value of spending time with family and friends in a clean, safe, and fun recreational environment.*

*EXECUTED this 1<sup>st</sup> day of July, 2014.*

---

*John Masiarczyk, Mayor*



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 5 - B  
**SUBJECT:** Proclamation - Penny & Nicole Hession - VLOC Citizen of the Year Award;  
Nicole Hession - Johana Knox Youth Chrysalis Awards.

**LOCATION:**

N/A

**BACKGROUND:**

On June 19, Florida Hospital Fish Memorial recognized three award winners, at the fifth annual Johana Knox Award for Community Service awards dinner at the Deltona Commission Chambers. Mary Gusky of DeLand won the Johana Knox for Community Service Excellence for her dedication to the Good Samaritan Clinic, Nicole Hession of Deltona won the Chrysalis Youth Award because of her mission to help control the feral cat program in Volusia County, and the University High School Army Jr. ROTC Titan Battalion of Orange City won the Flutter Award for their dedication to serving local veterans.

Additional nominees from the City of Deltona are as follows: Sofia Auflick, Ruben Colon, Griffin Daly, Emma Fowler, Haley Hovis, Jessica MacFarlane, Jordyn McCaskill, Ives Morin, Olivia Russo-Hood, Vincent Russo-Hood, Barbara Sanchez, Carolyn Stewart Martin, and Nancy Toms.

**ORIGINATING DEPARTMENT:**

City Manager's Office

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Manager

**STAFF RECOMMENDATION**

**PRESENTED BY:**

N/A - Presentation Only.

**POTENTIAL  
MOTION:**

N/A - Presentation Only.

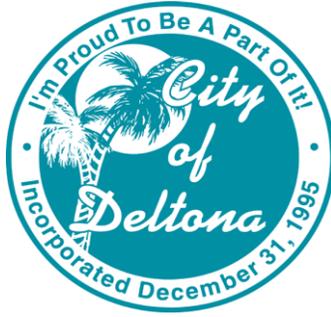
**AGENDA ITEM  
APPROVED BY:**

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Penny and Nicole Hession Proclamation



**WHEREAS**, the City of Deltona would like to recognize the many accomplishments of Penny & Nicole Hession for serving their community in countless capacities; and

**WHEREAS**, Penny & Nicole Hession give immeasurable hours of their time as animal rescuers, caring for dogs as well as cats, both feral and stray, abandoned, lost, neglected or abused; and

**WHEREAS**, Penny Hession volunteers her time with Petco and Penny & Nicole Hession volunteer their time with the SPCA; and

**WHEREAS**, Penny & Nicole Hession's dedication in heading a project of trapping, fixing and releasing cats at a local educational facility; and

**WHEREAS**, Penny & Nicole Hession have been an asset to both the community and fellow rescuers; and

**WHEREAS**, Penny Hession recently received the Volusia League of Cities 2014 Distinguished Service Award for Citizen of the Year in the Other Category; and

**WHEREAS**, Nicole Hession recently received the Johana Knox Chrysalis Youth Award for Volunteerism.

**NOW, THEREFORE**, We, the Mayor and City Commission of Deltona, Florida, do hereby proclaim July 7th, 2014 as

## **“Penny & Nicole Hession Day”**

And encourage all citizens to join together in recognizing two of Deltona's finest volunteers.

**EXECUTED** this 7<sup>th</sup> day of July, 2014.

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*John Masiarczyk, Mayor*



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014

**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 8 - A

**SUBJECT:** Public Hearing - Ordinance No. 05-2014, an amendment to rezone ±8.67 acres of land located at 110 Howland Boulevard from the Volusia County zoning designation of Rural Residential (RR) to the City of Deltona zoning designation of Retail Commercial (C-1), at first reading.

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**LOCATION:**

The subject property is located at 110 Howland Boulevard, north of the intersection of SR 415 and Howland Boulevard.

**BACKGROUND:**

The City has received an application to amend the Official Zoning Map from the Volusia County (County) zoning classification of Rural Residential (RR) to the City of Deltona (City) zoning classification of Retail Commercial (C-1), for ±8.67 acres located at 110 Howland Boulevard. The area proposed to be rezoned is currently vacant and wooded, with the exception of two (2) single family dwelling units and ancillary structures.

The subject property was annexed into the City in 2004. The County future land use designation of Urban Low Intensity was changed to the City future land use designation of Commercial (C) in 2006. As part of the Future Land Use Map amendment process, the Volusia Growth Management Commission (VGMC) conditionally approved the change to Commercial that included a limitation on intensity, which resulted in a floor area ratio (FAR) cap of 0.22, as well as a limitation to the amount of curb-cuts allowed onto SR 415. These conditions will be adhered to throughout the development process and is supported by the FDOT design of the improved SR 415.

This rezoning request is consistent with the City's Comprehensive Plan and is compatible with surrounding existing and planned land uses. The City has the public service capacity to support the proposed development of the property under the C-1 zoning. The rezoning action will encourage commercial development within the City. Finally, on June 18, 2104, the Planning and Zoning Board recommended that the City Commission approve Ordinance

**ORIGINATING DEPARTMENT:**

No. 05-2014.

Planning and Development Services

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

Planning Director, Finance Director, City Attorney

**STAFF RECOMMENDATION PRESENTED BY:**

Presented by: Ron Paradise, Assistant Director, Planning and Development Services - Staff recommends that the City Commission approve Ordinance No. 05-2014, an amendment to rezone ±8.67 acres of land located at 110 Howland Boulevard from the Volusia County zoning designation of Rural Residential (RR) to the City of Deltona zoning designation of Retail Commercial (C-1), at first reading."

**POTENTIAL MOTION:**

"I move to approve Ordinance No. 05-2014, an amendment to rezone ±8.67 acres of land located at 110 Howland Boulevard from the Volusia County zoning designation of Rural Residential (RR) to the City of Deltona zoning designation of Retail Commercial (C-1), at first reading."

**AGENDA ITEM APPROVED BY:**

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Ordinance No. 05-2014
- Staff Report 060614
- Exhibit A: Transportation Impact Study
- Exhibit B: Transportation Impact Study Letter 052814

**ORDINANCE NO. 05-2014**

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, AMENDING THE OFFICIAL ZONING MAP FROM THE VOLUSIA COUNTY ZONING CLASSIFICATION OF RURAL RESIDENTIAL (VC (RR)) TO RETAIL COMMERCIAL (C-1) FOR AN IRREGULAR SHAPED PARCEL LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF HOWLAND BLVD. AND S.R. 415 CONTAINING 8.76 ACRES MORE OR LESS, LOCATED GENERALLY AT 110 HOWLAND BLVD; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City has received an application to amend the Official Zoning Map from Rural Residential (Volusia County) to Retail Commercial (C-1) for property located at the northwest corner of the intersection of Howland Blvd. and S.R. 415, addressed generally at 110 Howland Boulevard; 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 zoning for the subject property will be amended to Retail Commercial (C-1) and has further determined that said zoning amendment 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 of the following property is hereby amended from Rural Residential (Volusia County) to Retail Commercial (C-1):

City of Deltona, Florida  
 Ordinance No. 05-2014  
 Page 2 of 4

LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 19 SOUTH, RANGE 32 EAST AND BEING A PART OF 2ND ADDITION TO CARNELL AS RECORDED IN PLAT BOOK 10, PAGE 128 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. TOGETHER WITH THE PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 2176, PAGE 1195 OF SAID PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 6, THENCE N.89°39'52"E., ALONG THE NORTH LINE OF SAID SECTION 6, A DISTANCE 995.40 FEET TO THE INTERSECTION WITH THE EAST LINE OF THE WEST 995.40 FEET OF THE NORTHWEST 1/4 OF SAID SECTION 6; THENCE S.00°19'40"E., ALONG SAID LINE, AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST 1/4 OF SAID SECTION 6, A DISTANCE OF 886.07 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.00°19'40"E., ALONG SAID LINE, 385.18 FEET TO THE NORTHEAST CORNER OF SAID PARCEL OF LAND DESCRIBED IN SAID OFFICIAL RECORDS BOOK 2176, PAGE 1195; THENCE ALONG THE BOUNDARIES OF SAID PARCEL OF LAND, THE FOLLOWING FIVE COURSES AND DISTANCES: THENCE S.89°42'51"W., 314.89 FEET; THENCE S.28°43'23"E., 228.50 FEET TO A POINT LYING ON THE NORTHEASTERLY RIGHT OF WAY LINE OF HOWLAND BOULEVARD AS SHOWN ON STATE ROAD RIGHT OF WAY MAP FOR STATE ROAD NO.415, SECTION 79120, APPROVED 9/19/2008 AND SAID POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1561.19 FEET AND TO WHICH POINT A RADIAL LINE BEARS S.31°25'14"W.; THENCE ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 05°48'49", 158.41 FEET TO THE POINT OF TANGENCY; THENCE S.64°23'35"E., CONTINUING ALONG SAID RIGHT OF WAY LINE, 75.09 FEET TO A POINT LYING ON THE EAST LINE OF THE WEST 995.4 FEET OF SAID SECTION 6, TOWNSHIP 19 SOUTH, RANGE 32 EAST; THENCE N.00°19'40"W., ALONG SAID LINE, 15.13 FEET TO THE INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH AS SHOWN OF SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE N.89°47'43"E., ALONG SAID NORTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH, 158.57 FEET TO A POINT LYING ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO.415 AS SHOWN ON SAID STATE ROAD RIGHT OF WAY MAP FOR STATE ROAD NO. 415, SECTION 79120; THENCE ALONG SAID RIGHT OF WAY LINE, THE FOLLOWING FIVE COURSES AND DISTANCES: THENCE N.00°09'47"W., 7.60 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1495.21 FEET AND TO WHICH POINT A RADIAL LINE BEARS N.59°01'33"W.; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°37'10", 68.36 FEET TO THE POINT OF TANGENCY; THENCE N.33°35'36"E., 33.07 FEET; THENCE N.43°04'48"E., 78.88 FEET; THENCE N.33°35'37"E., 734.60 FEET TO THE INTERSECTION WITH THE CENTERLINE OF THE VACATED RIGHT OF WAY OF 4TH AVENUE SOUTH AS SHOWN ON SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE DEPARTING SAID RIGHT OF WAY LINE ON A BEARING OF S.89°50'24"W., ALONG SAID CENTERLINE, 171.97 FEET TO THE INTERSECTION WITH THE CENTERLINE OF THE VACATED RIGHT OF WAY OF 1ST STREET EAST AS SHOWN OF SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE N.00°09'32"W., ALONG SAID CENTERLINE, 73.77 FEET; THENCE S.89°50'24"W., 163.60 FEET; THENCE S.33°35'37"W., 92.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°17'28", 171.93 FEET TO THE POINT OF TANGENCY; THENCE S.89°53'05"W., 144.98 FEET TO THE POINT OF BEGINNING;

City of Deltona, Florida  
Ordinance No. 05-2014  
Page 3 of 4

**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 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:** \_\_\_\_\_

City of Deltona, Florida  
Ordinance No. 05-2014  
Page 4 of 4

**BY:** \_\_\_\_\_  
**JOHN C. MASIARCZYK, SR., 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, ESQ., CITY ATTORNEY**

# Memorandum

**To:** Planning and Zoning Board

**From:** Chris Bowley, AICP

**Date:** June 6, 2014

**Re:** Project No. RZ14-001, Amendment to the Official Zoning Map

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## I. SUMMARY OF APPLICATION:

**APPLICANT:** Rodney M. Honeycutt, P.E.  
Honeycutt & Associates, Inc.  
5195 S. Washington Avenue  
Titusville, FL 32780

**Request:** The City of Deltona Planning and Development Services Department has received an application to amend the Official Zoning Map from the Volusia County classification of Rural Residential (RR-C) to C-1 Retail Commercial for a portion of parcels 9206-01-03-0010 and 9206-01-03-0012 as described below.

### A. SITE INFORMATION:

1. **Tax Parcel No.:** 9206-01-03-0010, 9206-01-03-0012
2. **Property Addresses:** 110 Howland Boulevard
3. **Property Acreage:** ±8.67 Acres
4. **Property Location:** North of the intersection of SR 415 and Howland Blvd. in Deltona.
5. **Legal Description:** A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 19 SOUTH, RANGE 32 EAST AND BEING A PART OF 2ND ADDITION TO CARNELL AS RECORDED IN PLAT BOOK 10, PAGE 128 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. TOGETHER WITH THE PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 2176, PAGE 1195 OF SAID PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 6, THENCE N.89°39'52"E., ALONG THE NORTH LINE OF SAID SECTION 6, A DISTANCE 995.40 FEET

TO THE INTERSECTION WITH THE EAST LINE OF THE WEST 995.40 FEET OF THE NORTHWEST 1/4 OF SAID SECTION 6; THENCE S.00°19'40"E., ALONG SAID LINE, AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST 1/4 OF SAID SECTION 6, A DISTANCE OF 886.07 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE CONTINUE S.00°19'40"E., ALONG SAID LINE, 385.18 FEET TO THE NORTHEAST CORNER OF SAID PARCEL OF LAND DESCRIBED IN SAID OFFICIAL RECORDS BOOK 2176, PAGE 1195; THENCE ALONG THE BOUNDARIES OF SAID PARCEL OF LAND, THE FOLLOWING FIVE COURSES AND DISTANCES: THENCE S.89°42'51"W., 314.89 FEET; THENCE S.28°43'23"E., 228.50 FEET TO A POINT LYING ON THE NORTHEASTERLY RIGHT OF WAY LINE OF HOWLAND BOULEVARD AS SHOWN ON STATE ROAD RIGHT OF WAY MAP FOR STATE ROAD NO.415, SECTION 79120, APPROVED 9/19/2008 AND SAID POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1561.19 FEET AND TO WHICH POINT A RADIAL LINE BEARS S.31°25'14"W.; THENCE ALONG SAID RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 05°48'49", 158.41 FEET TO THE POINT OF TANGENCY; THENCE S.64°23'35"E., CONTINUING ALONG SAID RIGHT OF WAY LINE, 75.09 FEET TO A POINT LYING ON THE EAST LINE OF THE WEST 995.4 FEET OF SAID SECTION 6, TOWNSHIP 19 SOUTH, RANGE 32 EAST; THENCE N.00°19'40"W., ALONG SAID LINE, 15.13 FEET TO THE INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH AS SHOWN OF SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE N.89°47'43"E., ALONG SAID NORTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH, 158.57 FEET TO A POINT LYING ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO.415 AS SHOWN ON SAID STATE ROAD RIGHT OF WAY MAP FOR STATE ROAD NO. 415, SECTION 79120; THENCE ALONG SAID RIGHT OF WAY LINE, THE FOLLOWING FIVE COURSES AND DISTANCES: THENCE N.00°09'47"W., 7.60 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1495.21 FEET AND TO WHICH POINT A RADIAL LINE BEARS N.59°01'33"W.; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°37'10", 68.36 FEET TO THE POINT OF TANGENCY; THENCE N.33°35'36"E., 33.07 FEET; THENCE N.43°04'48"E., 78.88 FEET; THENCE N.33°35'37"E., 734.60 FEET TO THE INTERSECTION WITH THE CENTERLINE OF THE VACATED RIGHT OF WAY OF 4TH AVENUE SOUTH AS SHOWN ON SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE DEPARTING SAID RIGHT OF WAY LINE ON A BEARING OF S.89°50'24"W., ALONG SAID CENTERLINE, 171.97 FEET TO THE INTERSECTION WITH THE CENTERLINE OF THE VACATED RIGHT OF WAY OF 1ST STREET EAST AS SHOWN OF SAID PLAT OF 2ND ADDITION TO CARNELL; THENCE N.00°09'32"W., ALONG SAID CENTERLINE, 73.77 FEET; THENCE S.89°50'24"W., 163.60 FEET; THENCE S.33°35'37"W., 92.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°17'28", 171.93 FEET TO THE POINT OF TANGENCY; THENCE S.89°53'05"W., 144.98 FEET TO THE POINT OF BEGINNING.

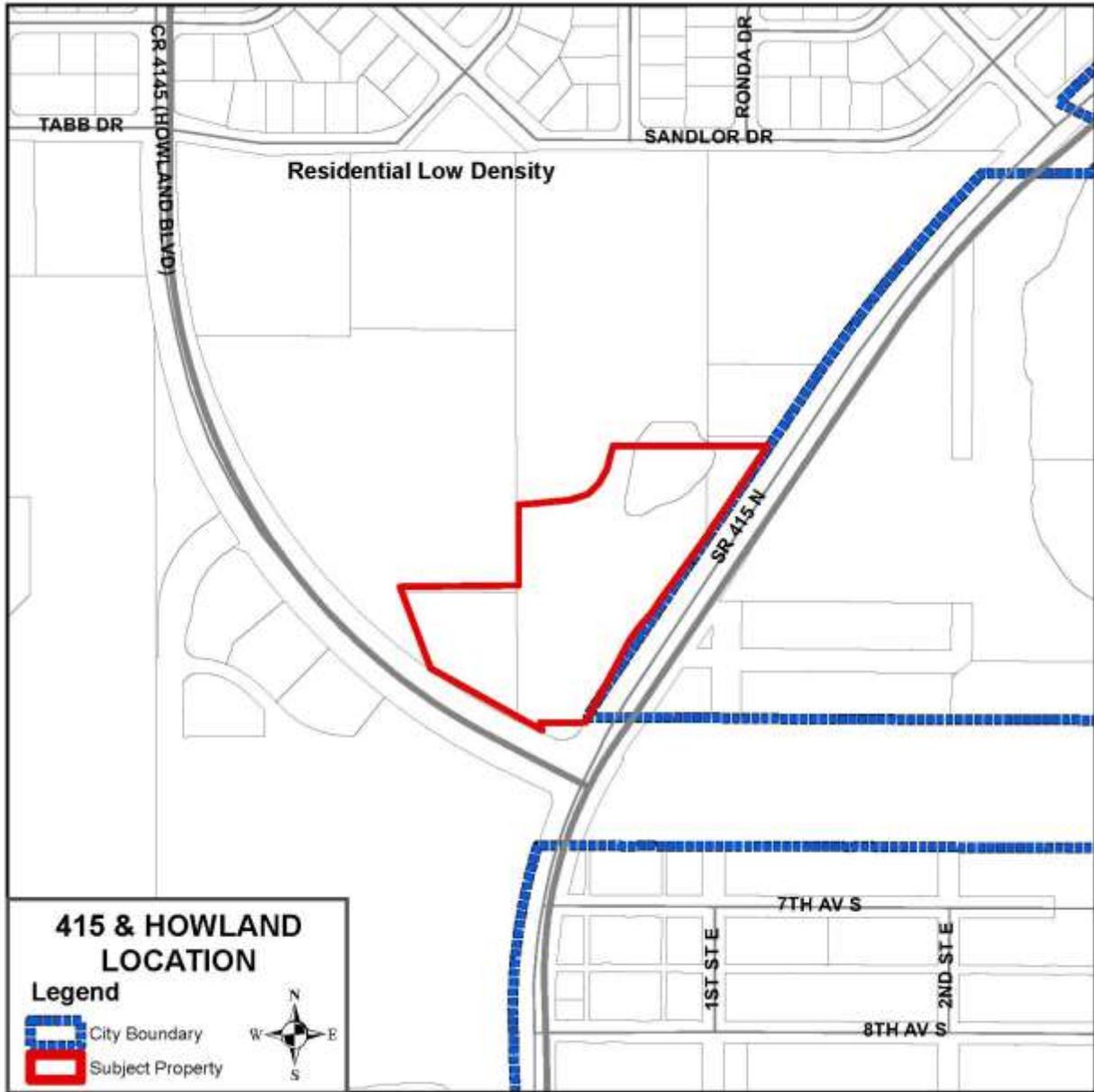
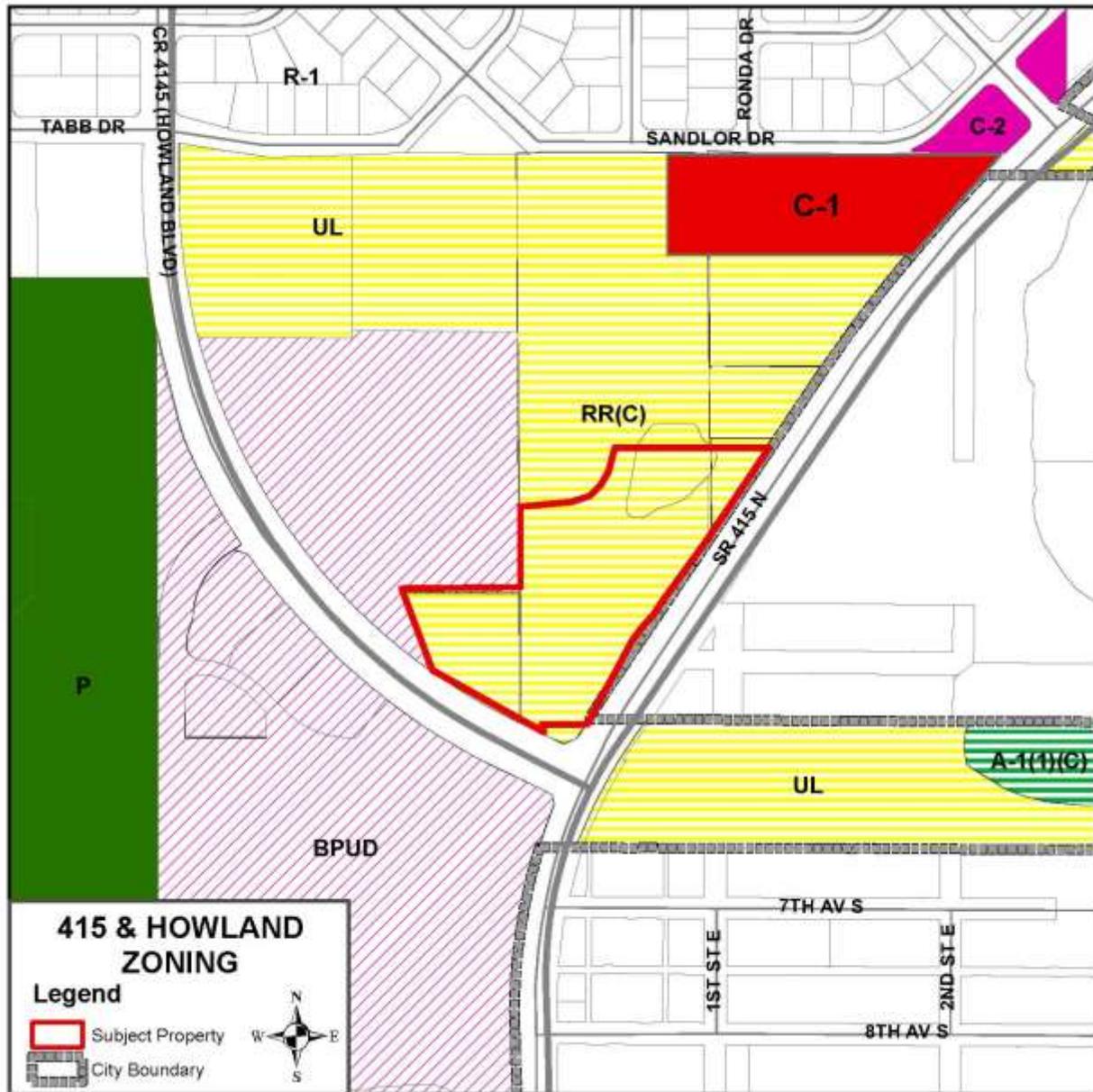


Figure 1: Location Map



Figure 2: Aerial Photo



**Figure 3: Existing Zoning**

**B. Existing Zoning:**

**1. Subject Property:**

**Existing:** Volusia County Rural Residential, RR(C)

**Requested:** Retail Commercial, C-1

**2. Adjacent Properties:**

**North:** Volusia County Rural Residential, RR(C)

**South:** BPUD

**East:** Volusia County Osteen Mixed Use Village (OMV)

**West:** BPUD

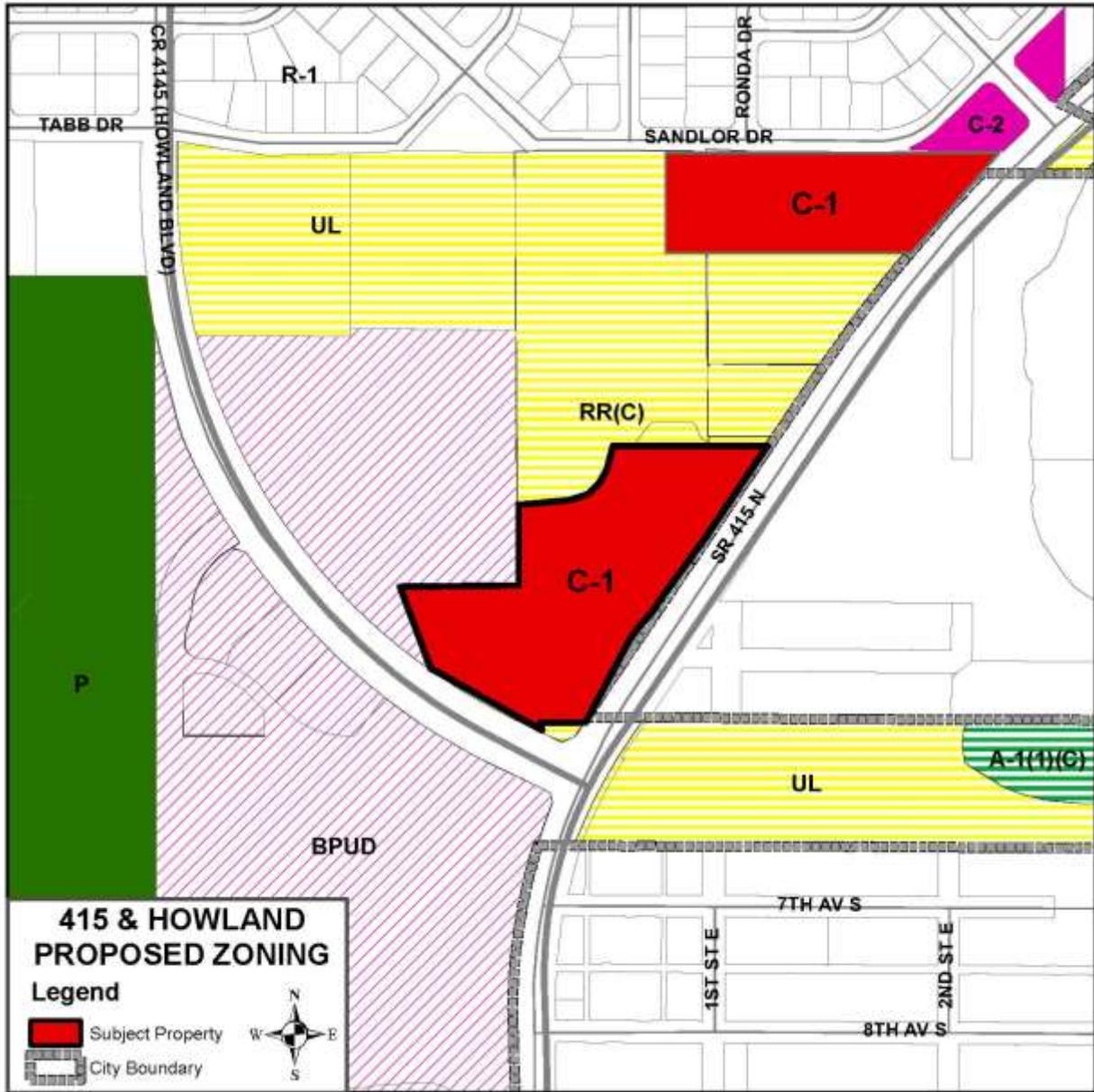


Figure 4: Proposed Zoning

### **C. Proposed Zoning:**

**Retail Commercial District (C-1) (Section 110-315 Purpose and Intent.)** The purpose of the C-1-Retail Commercial Zoning District is to establish neighborhood commercial development along high-volume roads that are compatible with nearby single-family residential areas. The C-1-Retail Commercial Zoning District is not suitable for transitional areas. Therefore, low intensity commercial development with no residential mix is permitted. The C-1-Retail Commercial Zoning District was first established in the original Deltona Lakes Community Development Plan to serve this purpose in the planned development. It may be applied to achieve a commercial development that is suitable for serving surrounding single-family residential development in all other appropriate areas of the City of Deltona, including those areas that were not included in the original Deltona Lakes Community Development Plan. The C-1-Retail Commercial Zoning district shall only be applied to areas that are designated in the Commercial Future Land Use category on the adopted Future Land Use Map in the Deltona Comprehensive Plan, as it may be amended from time to time.

### **D. Background:**

The subject property was annexed into the City in 2004. In 2006, the County Future Land Use designation of Urban Low Intensity was changed to City Commercial (C). As part of the Future Land Use Map amendment process, the Volusia Growth Management Commission (VGMC) conditionally approved the change to City Commercial. Conditions included a limitation on intensity which resulted in a Floor Area Ratio (FAR) cap of 0.22, as well as a limitation to the amount of curb cuts onto SR 415. These conditions will be adhered to throughout the development process and is supported by the FDOT design of widened SR 415.

### **E. Support Information**

#### **Public Facilities:**

- a. Potable Water: to be supplied by Deltona Water
- b. Sanitary Sewer: to be supplied by Deltona Water
- c. Fire Protection: City Fire Station 64
- d. Law Enforcement: Volusia County Sheriff's Office (VCSO)
- e. Electricity: Florida Power and Light (FP&L)

### **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 current Future Land Use designation for the site is Commercial, as adopted by Ordinance No. 10-2005 and VGMC Resolution No. 2006-02. The C-1 zoning is consistent with the Commercial Future Land Use designation. In addition, the proposed rezoning is consistent with the goals, objectives and policies of the Comprehensive Plan.

**2. Its impact upon the environment or natural resources.**

There are a couple single family dwellings and several accessory structures onsite, but the property is primarily undeveloped. The majority of the site is forested with a mixture of pines and scrub oak. The property is located on the eastern escarpment of a physiographic area of the County known as the DeLand Ridge. The soil is predominately well drained Astatula and Cassia Fine Sand series soils. According to the February 14, 2014 FEMA flood zone maps, the subject property is not located within the 100 year floodplain. However, there is a depressional area on the property proposed to be rezoned. The area, known locally as 'Lake David', is not an open water lake but an herbaceous wetland. The exact jurisdictional limits of the wetland have not been determined. However, it is possible that the wetland is less than .33 acre and would be exempt from the permitting requirements of the City Land Development Code. The exact extent of the wetland and requisite permitting requirements will be determined during the land development phase.

During a recent site visit, staff did not observe any gopher tortoise burrows, However, before property development, the applicant will need to survey for gopher tortoises. If tortoises are found, the applicant will be required to permit and relocate the tortoises to a suitable mitigation bank site. There are no other known listed species that utilize the property.

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

The proposed rezoning would facilitate the commercial development of the property. The commercial development and related improvements would represent a significant investment and an increase of taxable value. Therefore, the commercial development of the property would be an improvement and diversification of the City tax base. Another positive impact upon the local economy would be the creation of professional and/or service-oriented jobs.

**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 C-1 zoning is not a residential zoning classification. Therefore, the Volusia County School Board staff has indicated that this rezoning will not affect local schools.
- b. **Sewage Disposal:** Central sewer will be required. The site will be served by City utilities and sewer capacity is available at the new wastewater treatment plant located in the vicinity of the site.
- c. **Potable Water:** Deltona Water will serve the site and sufficient potable water capacity is available.

- d. **Drainage:** All site related stormwater runoff 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.
- e. **Transportation Systems:** The applicant did prepare a transportation impact analysis (TIA) that was submitted to this office. City staff and a peer consultant performed a review. The TIA, peer review and applicant's response to the peer review are attached respectively as Exhibit A, Exhibit B and Exhibit C. The applicant's TIA assumed a development program with a total of 72,425 square feet of non-residential development. The type of non-residential development articulated in the TIA included 56,800 square feet of medical office, 5,625 square feet of medical clinic, and 10,000 square feet of retail use. As has been mentioned, the property is regulated by a Floor Area Ratio (FAR) cap of 0.22 (the cap is a result of a 2006 VGMC resolution limiting development intensity). The modeled development program for the property is below the maximum yield of 83,086 square feet facilitated by the 0.22 FAR. While the modeled development program is less intensive than the maximum possible entitlement, City staff suggests that the modeled development program is a realistic representation, in the context of general planning, of what could be developed on the property in light of parcel shape, natural characteristics, City code and contemporary development expectations.

The TIA revealed that after internal trip capture and traffic pass-by rates are figured, the project would generate 3,275 new trips onto the City transportation network. This traffic would be dispersed mostly throughout the City via the Howland, Ft. Smith and Courtland Blvd. thoroughfares. In addition, about one third of that traffic will use SR 415.

Analyzing the projected trip generation and other information in the TIA, the following observations are made:

- (1) SR 415 is in the process of being improved to carry four lanes of traffic and will have plenty of capacity to support traffic that would be generated from the development of the property.
- (2) Capacity exists on Howland Blvd. between SR 415 and Courtland Blvd. to support the commercial development of the property.
- (3) Ft. Smith Blvd., from SR 415 to Courtland Blvd., has adequate capacity.
- (4) The segment of Howland Blvd. between Elkcam Blvd. and Providence Blvd. (two-lane segment) will continue to operate at a level of service "F" by the 2016 project build out (an aggressive timetable). The project does not add a significant traffic volume to this roadway segment (approximately 1.5% of the P.M. peak hour adopted roadway service volume).
- (5) The segment of Providence Blvd. between Elkcam Blvd. and Ft. Smith Blvd. will operate at a level of service "F" by the 2016 project build out. The project does not add a significant traffic volume to these roadway segments (approximately 0.1% or less of the P.M. peak hour adopted roadway service volume).
- (6) The two referenced failing roadway segments are County roadways and are projected to fail without the project. Therefore, the City and County, along with private development interest, need to continue to discuss how to advance the improvements of these segments that appear on the year 2025 County long range plan, but are not funded.

- (7) No intersections within the TIA study area are projected to fail as a result of the project.

Finally, the TIA makes mention of a SR 415 driveway cut for the project. This driveway cut has not been contemplated by the FDOT as part of the SR 415 improvement. It is the understanding of City staff that the applicant is working with FDOT to effectuate some type of access to SR 415. City staff has taken the position that as long as the access comports with all applicable spacing requirements and safety standards, there should be no objection from the City. However, the burden of obtaining permission for such a SR 415 driveway cut rests on the shoulders of the applicant and should be negotiated between the applicant and FDOT independent of the City. Finally, there is a right in and right out access to Howland Blvd. planned by the applicant. Access onto Howland Blvd. will need to be associated with, at minimum, a turn lane designed to comply with the requirements of the City Land Development Code. The design of access will be determined through the land development process as projects progress through City site plan review.

Votran transit transportation is available at the Wal-Mart Super Center via bus routes 21 and 22. This site is less than the standard quarter-mile walk radius used for mass transit planning.

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

The subject property, along with other land in the area has been contemplated for commercial development for some time. The Wal-Mart Super Center complex near the property to be rezoned is almost fully developed with out-parcel uses. It is logical to expect that there would be demand for more commercial development in this strategic node. In addition, there are significant infrastructure investments occurring in the area. Investments include the SR 415 widening, the development of the City Eastern Wastewater Treatment plant and the extension of urban utilities (water and sewer). The transition of this area to a commercial area is evidenced by the recent rezoning of a 12.49 acre property located across from the Wal-Mart complex known as the Bella Vista project. In addition, a standalone retail use, Tractor Supply Company, is engaged in site plan review for an approximately 18,000 square foot facility fronting on SR 415 situated just to the north of the property proposed to be rezoned.

**6. Any mistakes in the original classification.**

No known mistakes.

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

The property is located within an existing and planned commercial node. The property to be rezoned is not located near any existing residential neighborhoods. The nearest residential land use entitlements are located east of SR 415 in unincorporated Volusia. The residential entitlements are part of mixed use land use category (Osteen Mixed Use Village) that is an incarnation of the Osteen Joint Planning Area. The Osteen Mixed Use Village may include residential, maybe in a multi-family format, or non-residential uses.

The Osteen Mixed Use Village area is removed from the site by what will be a divided four lane highway and multi-family and other residential uses in a mixed use format tend to be more harmonious with commercial uses than areas that are developed with mostly detached housing. Therefore, the proposed rezoning will be compatible with existing and planned land uses located in the vicinity. In addition, the requested C-1 will have no adverse impacts on the health, welfare, safety or morals of the City.

**CONCLUSION/STAFF RECOMMENDATION:**

The proposed rezoning will encourage commercial development in the City, which is underserved by commercial uses. Furthermore, the rezoning represents an incremental improvement of the City tax base that is overly reliant on residential uses. The rezoning will be compatible with the recent rezoning efforts and adjacent land uses and is consistent with the Comprehensive Plan. Therefore, staff recommends approval of the rezoning from Volusia County Rural Residential to C-1 (Retail Commercial).

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**June 2014**

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**PROMENADE AT DELTONA  
CITY OF DELTONA, FLORIDA  
Transportation Impact Study**

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***Luke Transportation Engineering Consultants, Inc.***

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**PROMENDA AT DELTONA  
CITY OF DELTONA, FLORIDA  
Transportation Impact Study**

Prepared for:  
Florida Hospital Executive Office  
2400 Bedford Road, 2<sup>nd</sup> Floor  
Orlando, FL 32803

Prepared by:  
Luke Transportation Engineering Consultants, Inc.  
P. O. Box 941556  
Maitland, Florida 32794-1556

**June 2014**

***Luke Transportation Engineering Consultants, Inc.***

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**Luke Transportation Engineering Consultants, Inc.**

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**PROFESSIONAL ENGINEER ENDORSEMENT**

I hereby certify that I am a registered engineer in the State of Florida, practicing with Luke Transportation Engineering Consultants, a corporation authorized to operate as an engineering business (#EB-0007429), by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Promenade at Deltona Transportation Impact Study

LOCATION: SR 415 & Howland Boulevard, Deltona, Florida

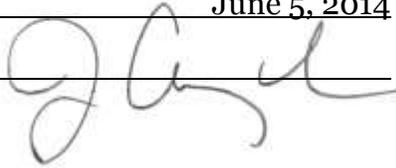
CLIENT: Florida Hospital Executive Office

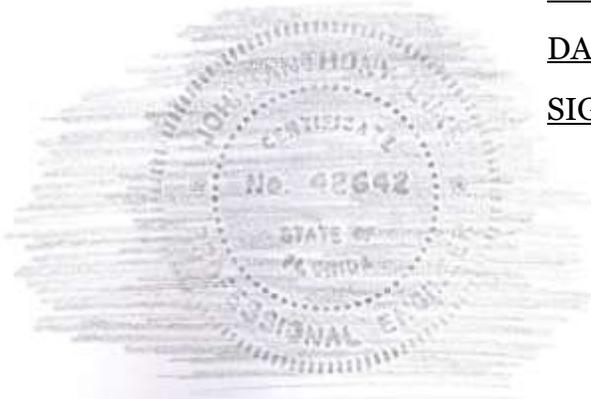
I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional judgment and experience.

NAME: J. Anthony Luke, P.E.

P.E. NO.: 42642

DATE: June 5, 2014

SIGNATURE: 



***Luke Transportation Engineering Consultants, Inc.***

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## INTRODUCTION

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This traffic study has been revised based on the review comments. Most of the changes are minor for clarification with the exception of adding the requested A.M. peak hour analysis. A copy of the review comments and response are included in Appendix A.

### **Purpose**

This study was conducted in order to assess the Promenade at Deltona, which is a development of a mix of medical office building, office and retail uses within the City of Deltona. The study addressed the requirements of the City Traffic Impact Analysis (TIA) standards. The project property is ±8.67 acres and is located at the northwest quadrant of Howland Boulevard (CR 4145) and SR 415, within the City of Deltona. The project site and the surrounding road network is shown in **Figure 1**. Build-out is expected to occur by the end of 2016.

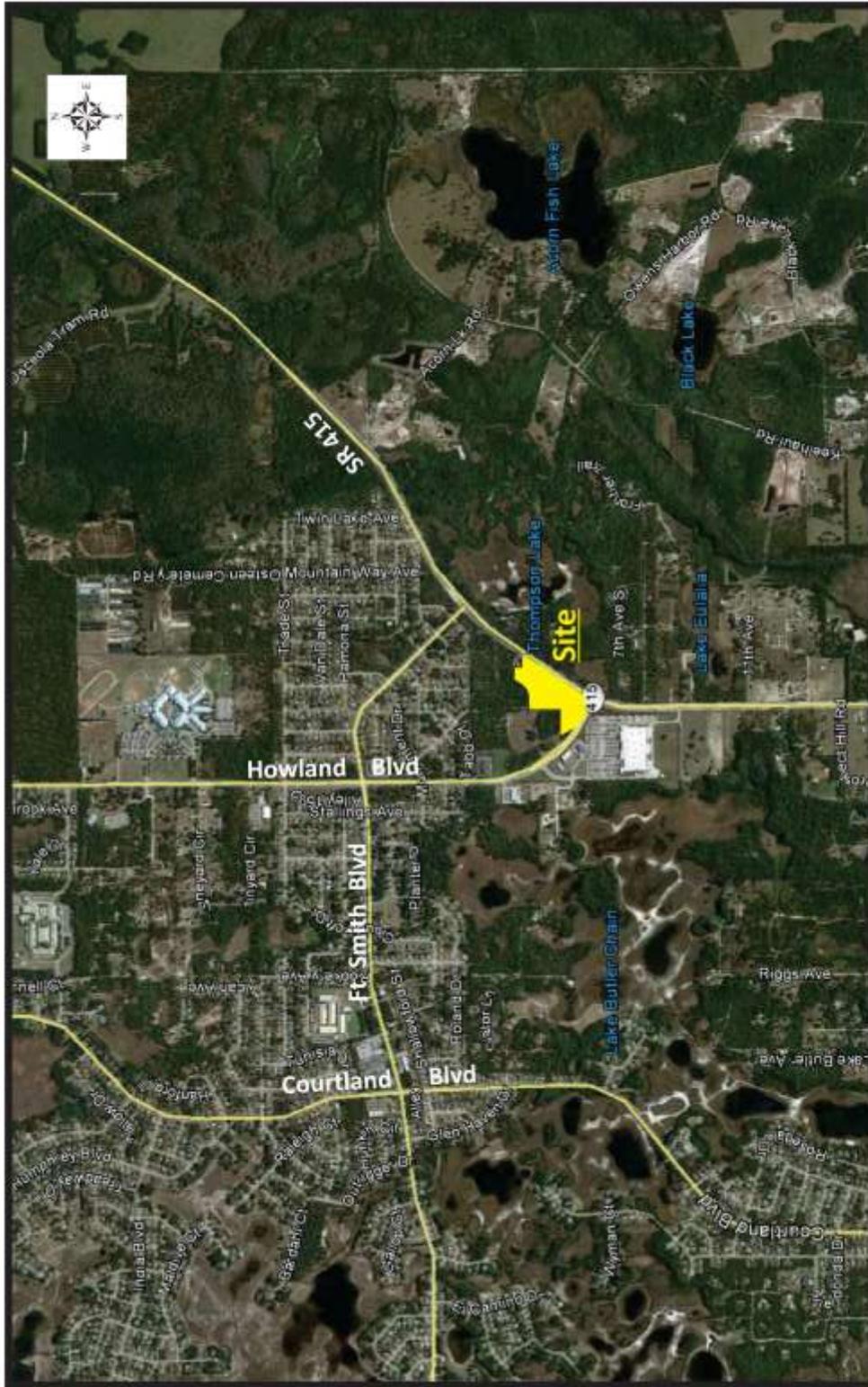
The project property fronts SR 415 and Howland Boulevard, and is proposed to have a directional access connection on SR 415 and a right-in/right-out access connection on Howland Boulevard. A conceptual site plan layout of the development parcel configuration with the access connections is shown in **Figure 2**. An internal roadway connection is planned to extend to future land uses west of the Promenade at Deltona property. The property to the west is made up of about ±19.6 acres. While these future land uses are expected to be developed over a long range at a point after build-out of the Promenade at Deltona, the City staff has requested that an estimate of the future lane use plan be included with the background traffic volumes developed for this study.

### **Study Methodology**

Before conducting this study, the assumptions and procedures to be used in the traffic impact study was submitted to the City of Deltona staff and Volusia County staff. A copy of the study methodology and related City/County correspondence are included in **Appendix B**.

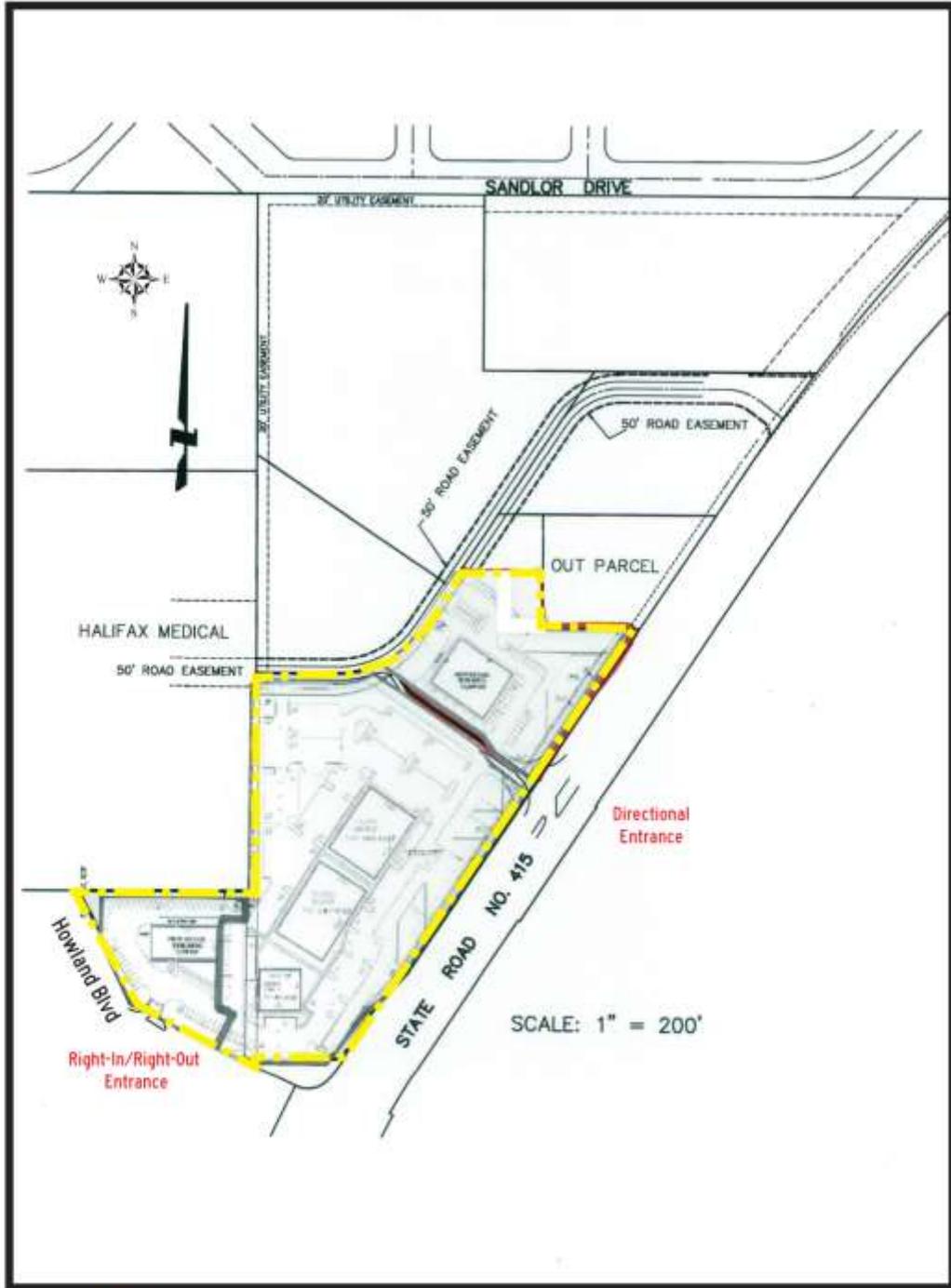
Data utilized in the study consisted of land use data provided by Project planners, traffic volume data/level of service standards obtained from Volusia County and planned improvement's information from the Florida DOT and Volusia County.

Based upon the study methodology assumptions, the initial impact area will consist of collector and arterial roadways within a five-mile sphere of influence impacted by P.M. peak hour 2-Way Project trips that are equal to or greater than 5% of the adopted level of service (LOS) capacity of the study roadways and Critical and Near Critical State and County Roadways adjacent to and within the five-mile impact sphere of influence. **Figure 3** is a copy of the Volusia County 5-mile impact sphere of influence.



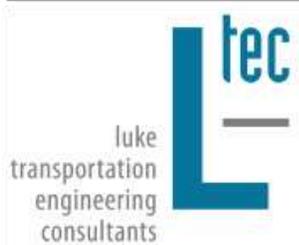
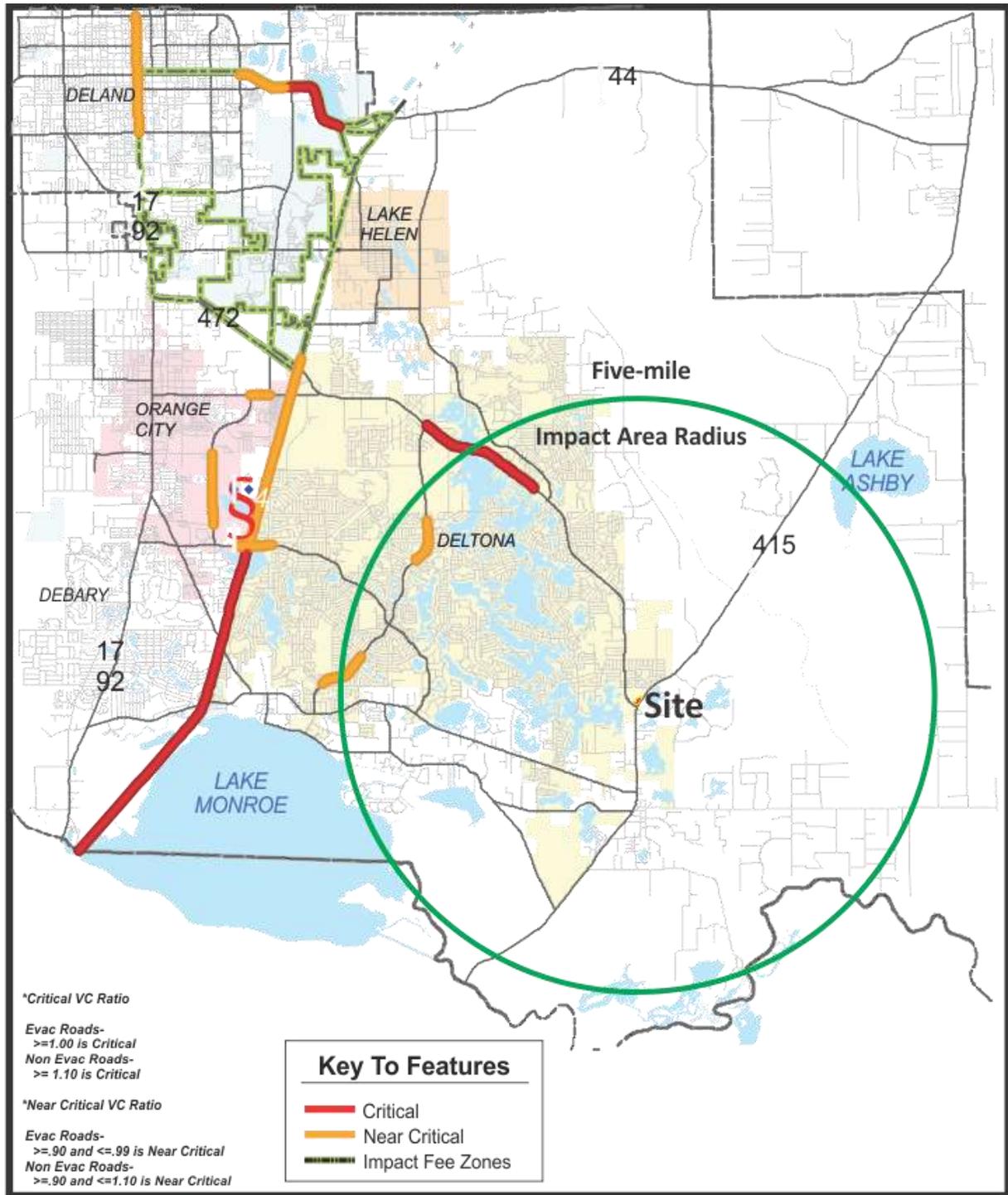
**PROMENADE AT DELTONA  
TRAFFIC IMPACT ANALYSIS**  
SITE LOCATION

**Figure 1**



**PROMENADE AT DELTONA**  
**CONCEPTUAL SITE PLAN ACCESS**

**Figure 2**



PROMENADE AT DELTONA

Level of Service 2013

Critical / Near Critical\* State and County Roadways

Figure 3

**Table 1** was developed to show the Project impact area based on the 5-mile impact radius and 5% of the adopted level of service (LOS) P.M. peak hour 2-way service volume threshold. **Table 1** lists the roadways, number of lanes, functional class, adopted LOS standard, adopted service volume, 5% threshold volume, Project trip distribution, Project trip volume for each roadway segment and a determination of significance.

The actual study area has been defined based on the Project trip assignment where Project trips are 5% or more of the adopted P.M. peak hour two-way level of service roadway capacity, direct access roadways and critical/near critical roadways. Listed below and shown in **Figure 4** are the study area roadways and study intersections that were included in the analysis, based on methodology coordinated with the review staff:

Direct Access Roadways

- SR 415: Acorn Lake Road to Howland Boulevard
- Howland Boulevard: Fort Smith Boulevard to SR 415

5%+ Impacted Roadways

- Fort Smith Boulevard: Courtland Boulevard to Howland Boulevard

Critical/Near Critical Roadways

- Howland Boulevard: Providence Boulevard to Elkcam Boulevard
- Providence Boulevard: Elkcam Boulevard to Fort Smith Boulevard
- Providence Boulevard: Normandy Boulevard to Anderson Drive

Intersections

- SR 415 and Howland Boulevard
- SR 415 and Fort Smith Boulevard
- Howland Boulevard and Fort Smith Boulevard
- Howland Boulevard and Courtland Boulevard
- Howland Boulevard and Wal-Mart Entrance
- Fort Smith Boulevard and Courtland Boulevard
- Project access points on Howland Boulevard and SR 415

**Luke Transportation Engineering Consultants, Inc.**

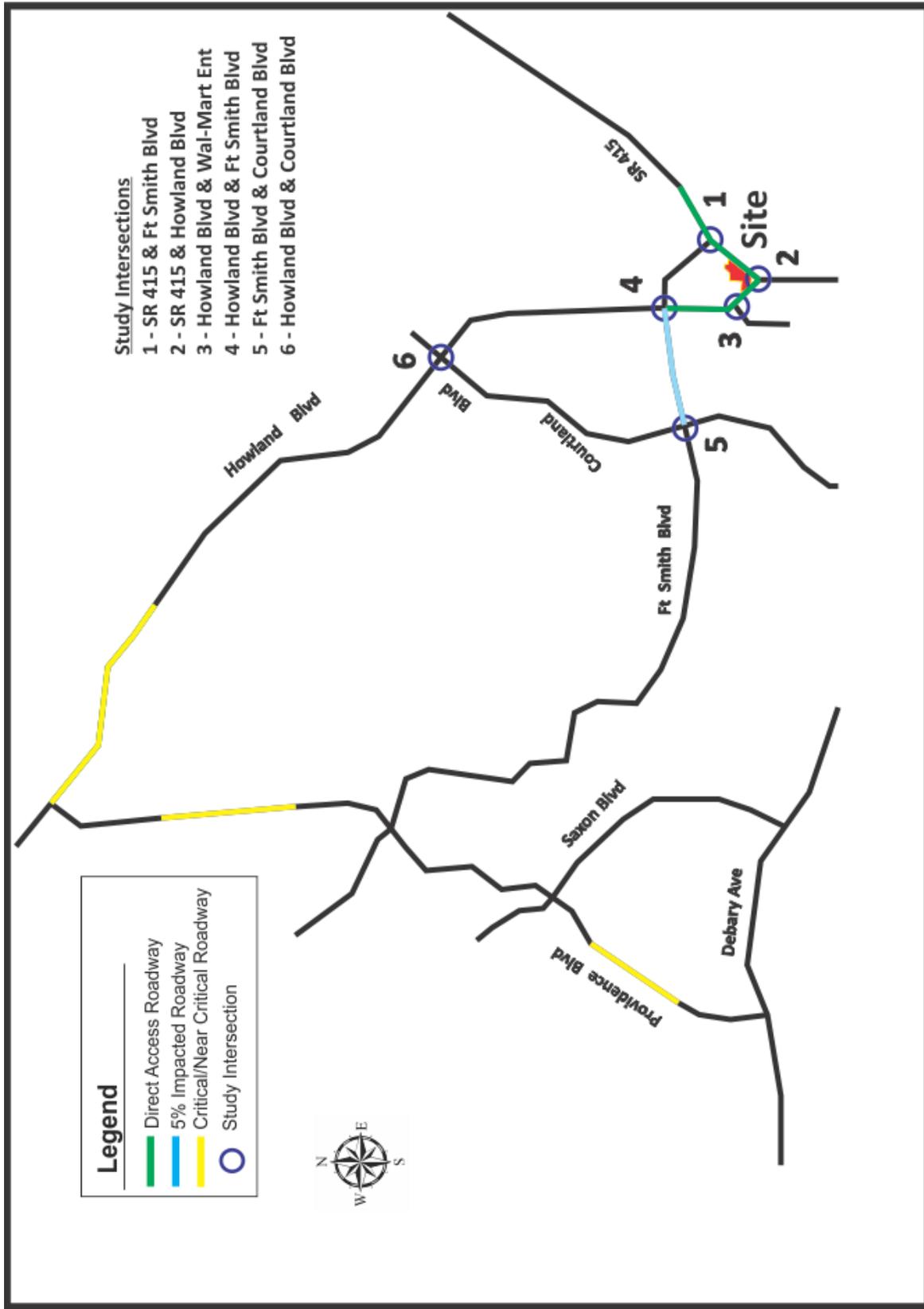
**TABLE 1**  
**STUDY ROADWAY IMPACT DETERMINATION WITHIN FIVE MILE RADIUS**

Roadway Segment From To		# of Lanes	Adopted Roadway (1)				5% of Adopted LOS	PM Peak Project Trips			
			Functional Class	LOS	Service Volumes Daily Peak Hour	Model Distribution		2-Way Trips	% Of LOS Std	5% Sig ?	
<b>SR 415</b>											
SR 44	Acorn Lake Rd	2L	Rural Minor Arterial	C	16,400	1,550	77.5	11.14%	31	2.00%	No
Acorn Lake Rd	Howland Blvd	4LD (2)	Urban Minor Arterial	D	35,820	3,220	161.0	21.80%	61	1.89%	No
Howland Blvd	Enterprise-Osteen Rd	4LD (2)	Urban Minor Arterial	D	35,820	3,220	161.0	24.73%	69	2.14%	No
Enterprise-Osteen Rd	Seminole Co	4LD (2)	Rural Minor Arterial	D	56,610	5,090	254.5	12.03%	34	0.67%	No
<b>Debarv Avenue/Dovle Road</b>											
Providence Blvd	Garfield Rd	2L	Urban Minor Arterial	E	13,640	1,230	61.5	6.60%	18	1.46%	No
Garfield Rd	Saxon Blvd	2L	Urban Minor Arterial	E	13,640	1,230	61.5	7.40%	21	1.71%	No
Saxon Blvd	Courtland Blvd	2L	Urban Minor Arterial	E	13,640	1,230	61.5	9.13%	25	2.03%	No
Courtland Blvd	SR 415	2L	Urban Minor Arterial	E	13,640	1,230	61.5	10.25%	29	2.36%	No
<b>Enterprise-Osteen Road</b>											
Providence Blvd	Garfield Rd	2L	Rural Local	E	10,220	920	46.0	0.00%	0	0.00%	No
Garfield Rd	Reed Ellis Rd	2L	Rural Local	E	10,220	920	46.0	0.25%	1	0.11%	No
Reed Ellis Rd	SR 415	2L	Rural Local	E	10,220	920	46.0	0.57%	2	0.22%	No
<b>Courtland Boulevard</b>											
Beckwith St	Captain Dr	2L	Urban Collector	E	13,640	1,230	61.5	0.30%	1	0.08%	No
Captain Dr	Elkcam Blvd	2L	Urban Collector	E	13,640	1,230	61.5	2.00%	6	0.49%	No
Elkcam Blvd	Newmark Dr	2L	Urban Collector	E	13,640	1,230	61.5	0.60%	2	0.16%	No
Newmark Dr	Howland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	4.00%	11	1.08%	No
Howland Blvd	India Blvd	2L	Urban Collector	E	13,640	1,020	51.0	1.40%	4	0.39%	No
India Blvd	Fort Smith Blvd	2L	Urban Collector	E	13,640	1,020	51.0	9.60%	27	2.65%	No
Fort Smith Blvd	Dovle Rd	2L	Urban Collector	E	13,640	1,230	61.5	0.70%	2	0.16%	No
Dovle Rd	Enterprise-Osteen Rd	2L	Urban Collector	E	13,640	1,020	51.0	0.40%	1	0.10%	No
<b>Elkcam Boulevard</b>											
Fort Smith Blvd	Providence Blvd	2L	Urban Collector	E	13,640	1,020	51.0	0.17%	0	0.00%	No
Providence Blvd	Montecito Ave	2L	Urban Collector	E	13,640	1,020	51.0	1.20%	3	0.29%	No
Montecito Ave	Howland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	0.20%	1	0.10%	No
Howland Blvd	Lake Helen-Osteen Rd	2L	Urban Collector	E	14,740	1,330	66.5	0.30%	1	0.08%	No
Lake Helen-Osteen Rd	Courtland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	2.40%	7	0.69%	No
Courtland Blvd	Riverhead Dr	2L	Local	E	13,640	1,020	51.0	0.00%	0	0.00%	No
<b>Fort Smith Boulevard</b>											
Elkcam Blvd	Providence Blvd	2L	Urban Collector	E	13,640	1,020	51.0	1.60%	4	0.39%	No
Providence Blvd	Newmark Dr	2L	Urban Collector	E	14,740	1,330	66.5	2.60%	7	0.53%	No
Newmark Dr	India Blvd	2L	Urban Collector	E	14,740	1,330	66.5	4.80%	13	0.98%	No
India Blvd	Courtland Blvd	2L	Urban Collector	E	14,740	1,330	66.5	8.40%	23	1.73%	No
Courtland Blvd	Howland Blvd	2L	Urban Collector	E	14,740	1,330	66.5	24.70%	69	5.19%	Yes
Howland Blvd	SR 415	2L	Urban Collector	E	13,640	1,020	51.0	2.37%	7	0.69%	No
<b>Garfield Road</b>											
Dovle Rd	Enterprise-Osteen Rd	2L	Local	E	13,640	1,230	61.5	0.35%	1	0.08%	No
<b>Howland Boulevard</b>											
Wolf Pack Run	Catalina Blvd	4LD	Urban Minor Arterial	E	37,970	3,420	171.0	5.55%	15	0.44%	No
Catalina Blvd	Providence Blvd	4LD	Urban Minor Arterial	E	37,970	3,420	171.0	6.00%	17	0.50%	No
Providence Blvd	Elkcam Blvd	2L	Urban Minor Arterial	E	13,640	1,230	61.5	6.88%	19	1.54%	No
Elkcam Blvd	Lake Helen-Osteen Rd	4LD	Urban Minor Arterial	E	37,970	3,410	170.5	7.60%	21	0.62%	No
Lake Helen-Osteen Rd	Newmark Dr	4LD	Urban Minor Arterial	E	37,970	3,410	170.5	14.50%	40	1.17%	No
Newmark Dr	Courtland Blvd	4LD	Urban Minor Arterial	E	37,970	3,410	170.5	17.00%	47	1.38%	No
Courtland Blvd	Fort Smith Blvd	4LD (2)	Urban Minor Arterial	E	37,970	3,410	170.5	21.80%	61	1.79%	No
Fort Smith Blvd	SR 415	4LD (2)	Urban Minor Arterial	E	37,970	3,410	170.5	49.40%	138	4.05%	No
<b>India Boulevard</b>											
Fort Smith Blvd	Humphrey Blvd	2L	Local	E	13,640	1,020	51.0	1.00%	3	0.29%	No
<b>Lake Helen-Osteen Road</b>											
Haulover Blvd	Elkcam Blvd	2L	Urban Collector	E	13,640	1,230	61.5	2.25%	6	0.49%	No
Elkcam Blvd	Howland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	6.00%	17	1.67%	No
<b>Maytown Road</b>											
New Smyrna Blvd	Pell Rd	2L	Rural Minor Collector	E	12,300	1,160	58.0	5.20%	15	1.29%	No
<b>Newmark Drive</b>											
Fort Smith Blvd	Humphrey Blvd	2L	Urban Collector	E	13,640	1,020	51.0	1.40%	4	0.39%	No
Humphrey Blvd	Howland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	1.05%	3	0.29%	No
Howland Blvd	Courtland Blvd	2L	Urban Collector	E	13,640	1,020	51.0	2.35%	7	0.69%	No
<b>Normandy Boulevard</b>											
Tivoli Dr	Providence Blvd	3L	Urban Minor Arterial	E	13,640	1,020	51.0	1.00%	3	0.29%	No
Providence Blvd	Saxon Blvd	2L	Urban Minor Arterial	E	14,740	1,330	66.5	1.45%	4	0.30%	No
Saxon Blvd	Fort Smith Blvd	2L	Urban Collector	E	13,640	1,020	51.0	3.40%	9	0.88%	No
<b>Providence Boulevard</b>											
Howland Blvd	Elkcam Blvd	2L	Urban Minor Arterial	E	14,040	1,270	63.5	0.53%	1	0.08%	No
Elkcam Blvd	Fort Smith Blvd	2L	Urban Minor Arterial	E	13,640	1,020	51.0	0.20%	1	0.10%	No
Fort Smith Blvd	Tivoli Dr	4LD	Urban Minor Arterial	E	30,420	2,740	137.0	0.40%	1	0.04%	No
Tivoli Dr	Saxon Blvd	2L	Urban Minor Arterial	E	14,740	1,330	66.5	0.05%	0	0.00%	No
Saxon Blvd	Normandy Blvd	2L	Urban Minor Arterial	E	13,640	1,020	51.0	0.20%	1	0.10%	No
Normandy Blvd	Anderson Dr	2L	Urban Minor Arterial	E	13,640	1,020	51.0	0.13%	0	0.00%	No
<b>Reed Ellis Road</b>											
Enterprise-Osteen Rd	SR 415	2L	Local	E	13,640	1,120	56.0	0.40%	1	0.09%	No
<b>Saxon Boulevard</b>											
Tivoli Dr	Providence Blvd	3L	Urban Minor Arterial	E	13,640	1,020	51.0	1.20%	3	0.29%	No
Providence Blvd	Normandy Blvd	2L	Urban Collector	E	13,640	1,020	51.0	1.95%	5	0.49%	No
Normandy Blvd	Doyle Rd	2L	Urban Collector	E	13,640	1,230	61.5	0.80%	2	0.16%	No

1. Volusia County 2013 Average Annual Daily Traffic &amp; Historical Counts

2. Programmed Roadway Widening

Luke Transportation Engineering Consultants, Inc., 2014



PROMENADE AT DELTONA

Existing Study Roadways and Intersections

Figure 4



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## **Existing Roadways and Traffic Conditions**

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A survey of characteristics of the existing roadway segments within the impact area that will be impacted by the proposed Promenade at Deltona was conducted. The purpose of this survey was to obtain information on physical and traffic characteristics of these facilities. Existing traffic volume data at the study intersections is based on turning movement counts collected during April 2014.

### **Study Roadways**

**Table 2** provides a list of the roadway parameters utilized in the analysis, taken from the *Volusia County 2013 Average Daily Traffic & Historical Counts* spreadsheet. Included in this table are; number of lanes, functional classification, adopted Level of Service (LOS) standards, roadway service volumes, daily and P.M. peak hour traffic volumes, LOS and if the roadway meets the adopted LOS. Based upon this analysis, all but the Critical and Near Critical roadway segments currently operate at acceptable levels of service.

### **Study Intersections**

The study intersections were analyzed under existing conditions using the procedures of the *2010 Highway Capacity Manual* for signalized and unsignalized intersections. This analysis used existing traffic volumes (see **Appendix C** for the turning movement summaries of the existing intersections) and existing geometric conditions.

**Figure 5** shows the existing A.M. and **Figure 6** shows the existing P.M. peak hour intersection turning movement traffic volumes at each of the study intersections. **Table 2** also includes the summary results of the intersection analysis. Analysis sheets are included in **Appendix D**. As can be seen, the study intersections operate at satisfactory Levels of Service.

### **Programmed Roadway Improvements**

Listed below are the programmed roadway improvements under construction or scheduled for construction within the first three years of the current Volusia County TPO Transportation Improvement Program – FY 2013/14-2017/18.

- SR 415: 4-lane widening from Seminole County Line to Acorn Lake Road,
- Howland Boulevard: 4-lane widening from Courtland Boulevard to SR 415.

**TABLE 2**  
**STUDY ROADWAY PARAMETERS, EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE (1)**

Roadway Segment		# of Lanes	Adopted Functional Class		Adopted Roadway Service Volumes		2013 Traffic Volumes			Meets Adopted LOS
					Daily	PM Peak Hour	Daily	LOS	2-Way PM Traffic (3)	
From	To						Traffic (1)	LOS	Traffic (3)	LOS
<b>SR 415</b>										
Acorn Lake Rd	Howland Blvd	4LD (2)	Urban Minor Arterial			35,820	3,220	C	585	C
<b>Fort Smith Boulevard</b>										
Courtland Blvd	Howland Blvd	2L	Urban Collector	E		14,740	1,330	D	761	D
<b>Howland Boulevard</b>										
Providence Blvd	Elkcam Blvd	2L	Urban Minor Arterial	E		13,640	1,230	F	1,364	F
Fort Smith Blvd	SR 415	4LD (2)	Urban Minor Arterial	E		37,970	3,410	C	1,128	C
<b>Providence Boulevard</b>										
Elkcam Blvd	Fort Smith Blvd	2L	Urban Minor Arterial	E		13,640	1,020	E	1,176	F
Normandy Blvd	Anderson Dr	2L	Urban Minor Arterial	E		13,640	1,020	E	1,184	F

### Study Intersections

Intersection	Control	Delay		LOS	
		A.M.	P.M.	A.M.	P.M.
Howland Boulevard and Fort Smith Boulevard	Signal	9.8	8.4	A	A
Howland Boulevard and Courtland Boulevard	Signal	14.3	13.8	B	B
Fort Smith Boulevard and Courtland Boulevard	Signal	13.2	13.6	B	B
Howland Boulevard and Wal-Mart Entrance	Signal	8.4	8.8	A	A
SR 415 and Howland Boulevard (4)	STOP	8.4//20.7	9.0//16.1	A//C	A//C
SR 415 and Fort Smith Boulevard (4)	STOP	8.1//16.7	8.1//15.0	A//C	A//B

1. Volusia County 2013 Average Annual Daily Traffic & Historical Counts

2. Programmed Roadway Widening

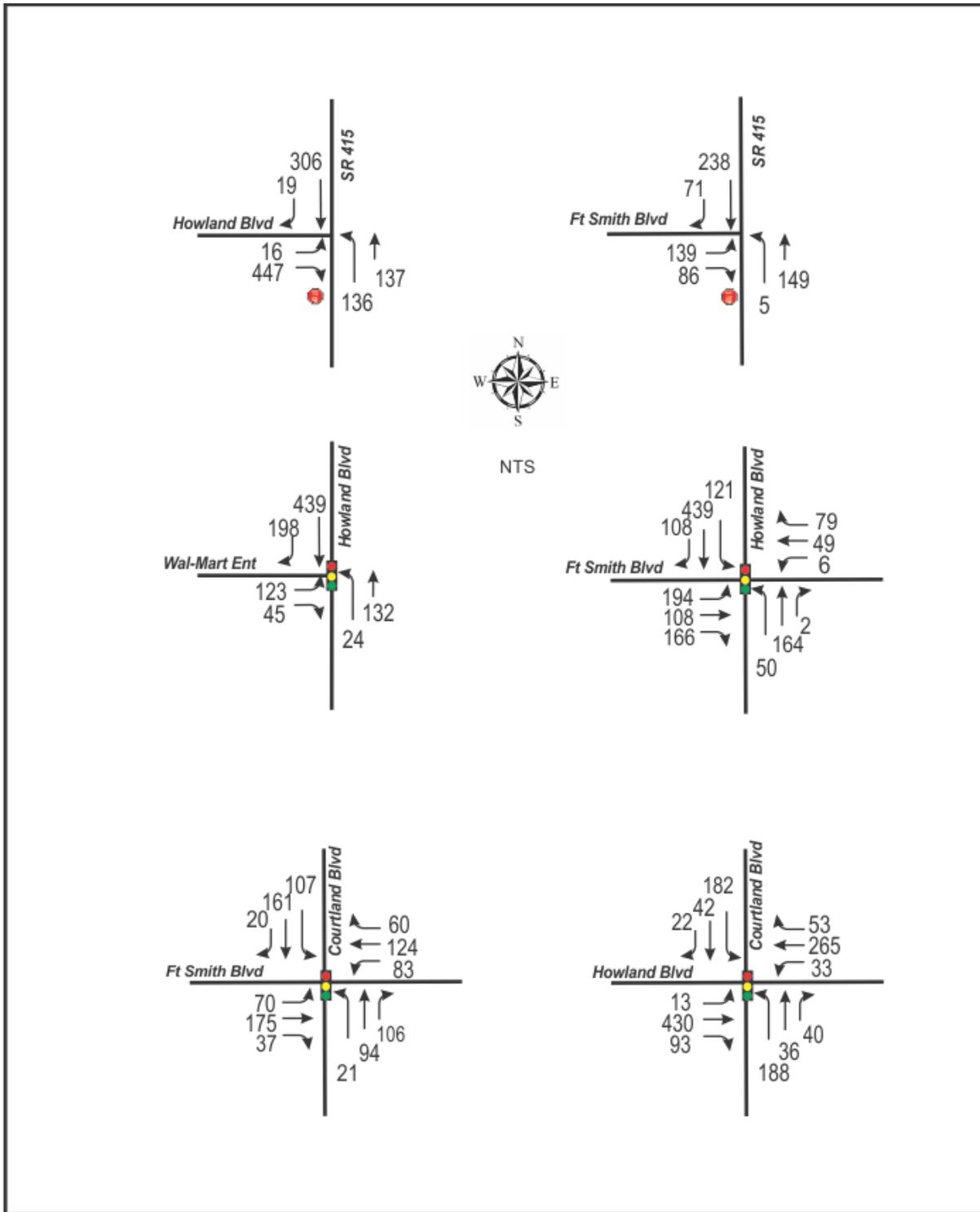
3. PM Peak Hour traffic based on K-Factor of 0.9.

4. NB Major Street Left Turns // EB Minor Street Movements

Critical Roadway

Near Critical Roadway

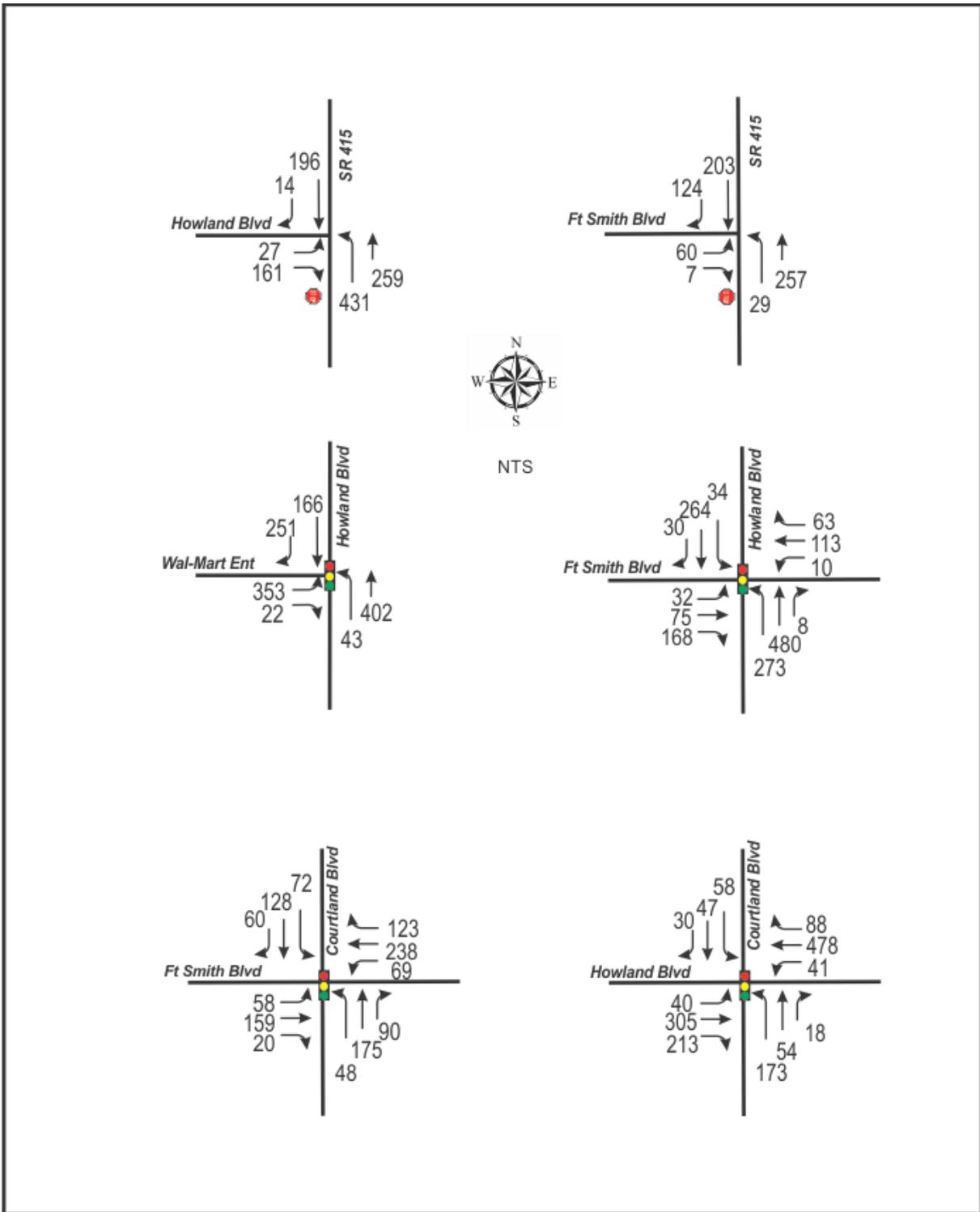
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PROMENADE AT DELTONA  
TRAFFIC IMPACT ANALYSIS

EXISTING A.M. PEAK HOUR TRAFFIC VOLUMES

Figure 5



PROMENADE AT DELTONA  
TRAFFIC IMPACT ANALYSIS

EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES

Figure 6

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## **Proposed Development**

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The proposed land use for the Promenade at Deltona is a mixed use of medical office, medical clinic and retail. To determine the impact of this development plan, an estimate of the trip generation characteristics was prepared. This included the determination of the site's trip generation and distribution/assignment of these different trip generation characteristics to the study roadways and study intersections.

### **Trip Generation**

The trip generation was calculated utilizing the **9th Edition ITE Trip Generation Report**, 2012 data as summarized in **Table 3**. This summarizes the daily, A.M. and P.M. peak hour trip ends for the proposed development. The traffic volumes represent total driveway volumes, which include internal capture due to compatible land uses and pass-by capture trips not considered new to the area's roadways since they are attracted from the existing traffic stream on the adjacent roadway. Internal and pass-by trip reductions will be discussed below.

Per the request of the reviewer, Table 3 also includes (for informational purposes only) the trip generation calculation for the P.M. peak hour of the generator. As can be seen in the table, only the medical office has data for the peak hour of the generator.

### **Internal Trips**

Internal trips are defined as trips that occur between compatible portions of the development without impacting the adjacent roadway network (i.e., trips occurring between the medical office and retail land use within the proposed development site. The internal trips will have no impact on the adjacent roadway network. Utilizing the procedures contained in the *2nd Edition, ITE Trip Generation Handbook, June 2004* section on "Multi-Use Development" and the *March 2011 NCHRP Report 684 Enhancing Internal Trip Capture Estimation for Mixed-use Developments* an internal capture calculation was performed. The trip generation tables also include the internal trip ends adjustment calculations. **Appendix E** contains the internal capture worksheets. The internal capture applied in the study was nominal (less than 12%).

### **Pass-by Traffic**

The total driveway trips generated by the retail component land use will comprise "new (primary)" and "pass-by" trips. Pass-by trips are defined as those trips from the passing roadway stream that would already be on the road. Therefore, pass-by traffic does not create additional impact on the surrounding roadways. For this site, the pass-by traffic will be drawn from SR 415 and Howland Boulevard. Based upon pass-by information contained in the 2nd Edition, **ITE Trip Generation Handbook**, June 2004, a retail center will generate, on average, a P.M. peak hour pass-by trip percentage of 34%.

TABLE 3

Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Estimated Trip Generation (1)												
			Trip Generation Rates						Total Trips						
			A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour
Total	Exit	Total	Exit	Total	Enter	Total		Enter	Total	Enter	Total		Enter	Total	Exit
Medical Office	56,800 SF	720 / E	37.11	1.89	0.50	3.08	0.86	2.22	2,108	136	107	29	175	49	126
Clinic	5,625 SF	630 / R	31.45	4.87	2.44	5.18	2.12	3.06	1,777	28	14	14	29	12	17
Retail	10,000 SF	820 / E	152.03	3.83	2.37	12.81	6.15	6.66	1,520	39	24	15	128	61	67
							<b>Total</b>		<b>3,805</b>	<b>203</b>	<b>145</b>	<b>58</b>	<b>332</b>	<b>122</b>	<b>210</b>
Land Use	Size	Internal Capture (3)	External Trips (4)												
			Internal Capture						External Trips (4)						
			A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour
Total	Exit	Total	Exit	Total	Enter	Total		Enter	Total	Enter	Total		Enter	Total	Exit
Medical Office	56,800 SF	7.3%	48	3	6	5	1	4	2,060	127	104	23	170	48	122
Clinic	5,625 SF	7.3%	5	2	1	1	0	1	172	25	12	13	28	12	16
Retail	10,000 SF	30.8%	53	7	5	6	5	1	1,467	27	17	10	122	56	66
	<b>Total</b>	<b>11.8%</b>	<b>106</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>3,699</b>	<b>179</b>	<b>133</b>	<b>46</b>	<b>320</b>	<b>116</b>	<b>204</b>
Land Use	Size	Pass-by Capture (5)	Net New (Primary) Trips (6)												
			Pass-by Capture						Net New (Primary) Trips (6)						
			A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour
Total	Exit	Total	Exit	Total	Enter	Total		Enter	Total	Enter	Total		Enter	Total	Exit
Medical Office	56,800 SF	0.0%	0	0	0	0	0	0	2,060	127	104	23	170	48	122
Clinic	5,625 SF	0.0%	0	0	0	0	0	0	172	25	12	13	28	12	16
Retail	10,000 SF	28.9%	424	0	0	41	21	21	1,043	27	17	10	81	36	46
	<b>Total</b>	<b>11.5%</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>21</b>	<b>3,275</b>	<b>179</b>	<b>133</b>	<b>46</b>	<b>279</b>	<b>96</b>	<b>184</b>

(1) Trip Generation Rate from 9th Edition of ITE Trip Generation Report, 2012.  
 (2) ITE Land Use Code Number / E = Fitted Curve Equation or R = Average Trip Rate  
 (3) Internal Percentage calculations based on ITE "Trip Generation Handbook," June 2004 procedures.  
 Individual land use percentage adjusted to match internal trip calculation.  
 (4) Total Traffic Volumes minus Internal Capture Trips = External Trips.  
 (5) Pass-by trips set to ITE Handbook Table 5.6 LUC 820 Shopping Center - 34% pass-by percentage. Daily assumed to be 85% of PM.  
 (6) External Traffic Volumes minus Pass-by Capture Trips = Net New (Primary) Trips.

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Estimated Trip Generation of the Generator (1)

Land Use	Size	ITE Code (2)	Estimated Trip Generation of the Generator (1)												
			Trip Generation Rates						Total Trips						
			A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour		Daily	A.M. Peak Hour		P.M. Peak Hour
Total	Exit	Total	Exit	Total	Enter	Total		Enter	Total	Enter	Total		Enter	Total	Exit
Medical Office	56,800 SF	720 / E	37.11			4.27	1.67	2.61	2,108				243	95	148
Clinic	5,625 SF	630 / R	31.45			Information Not Available	Information Not Available	Information Not Available	177				Information Not Available	Information Not Available	Information Not Available
Retail	10,000 SF	820 / E	152.03			Information Not Available	Information Not Available	Information Not Available	1,520				Information Not Available	Information Not Available	Information Not Available

(1) Trip Generation Rate from 9th Edition of ITE Trip Generation Report, 2012.  
 (2) ITE Land Use Code Number / E = Fitted Curve Equation or R = Average Trip Rate  
 Luke Transportation Engineering Consultants, Inc., 2014

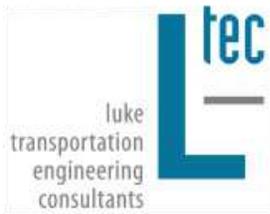
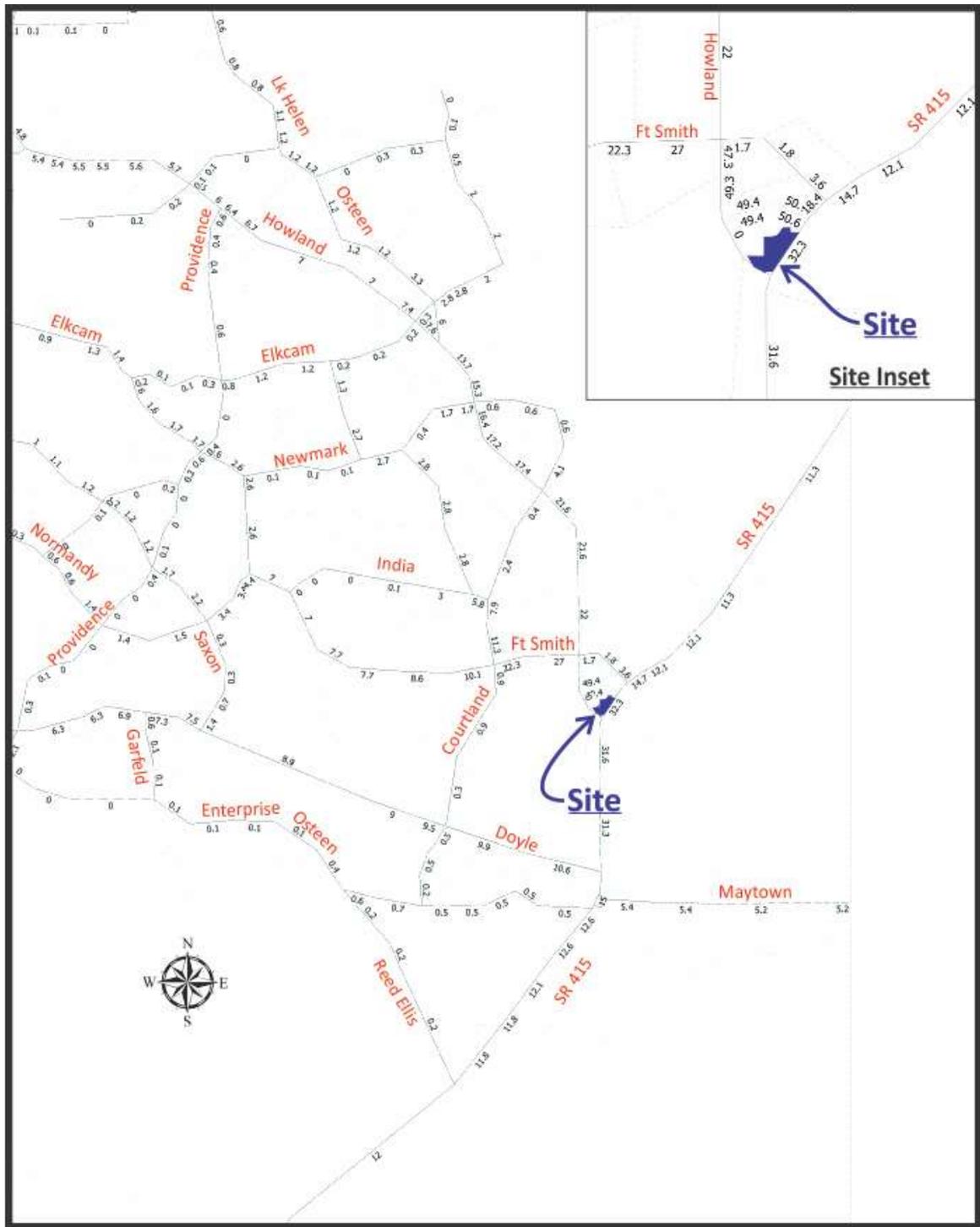
As a check, the Florida DOT *Transportation Impact Handbook*, July 4, 2010 stipulates that pass-by trips should not be higher than 10% of the adjacent street traffic. The calculated pass-by trips are approximately 4% of the existing P.M. peak hour traffic on the adjacent roadways (see calculations below). Therefore, the P.M. peak hour pass-by trip reduction was based on the ITE pass-by percentage. The trip generation tables also include the pass-by trip calculations.

SR 415 & WB Howland Boulevard Traffic	$210 + 286 + 431 = 927$
10% Threshold	$927 \times 0.10 = 93$
Pass-by Traffic	41
Is Pass-by > 10% of Adjacent street traffic?	No, $41 \div 927 = 0.044$ or 4%

As shown, the pass-by trips determined in the study was nominal (only 41 peak hour trips).

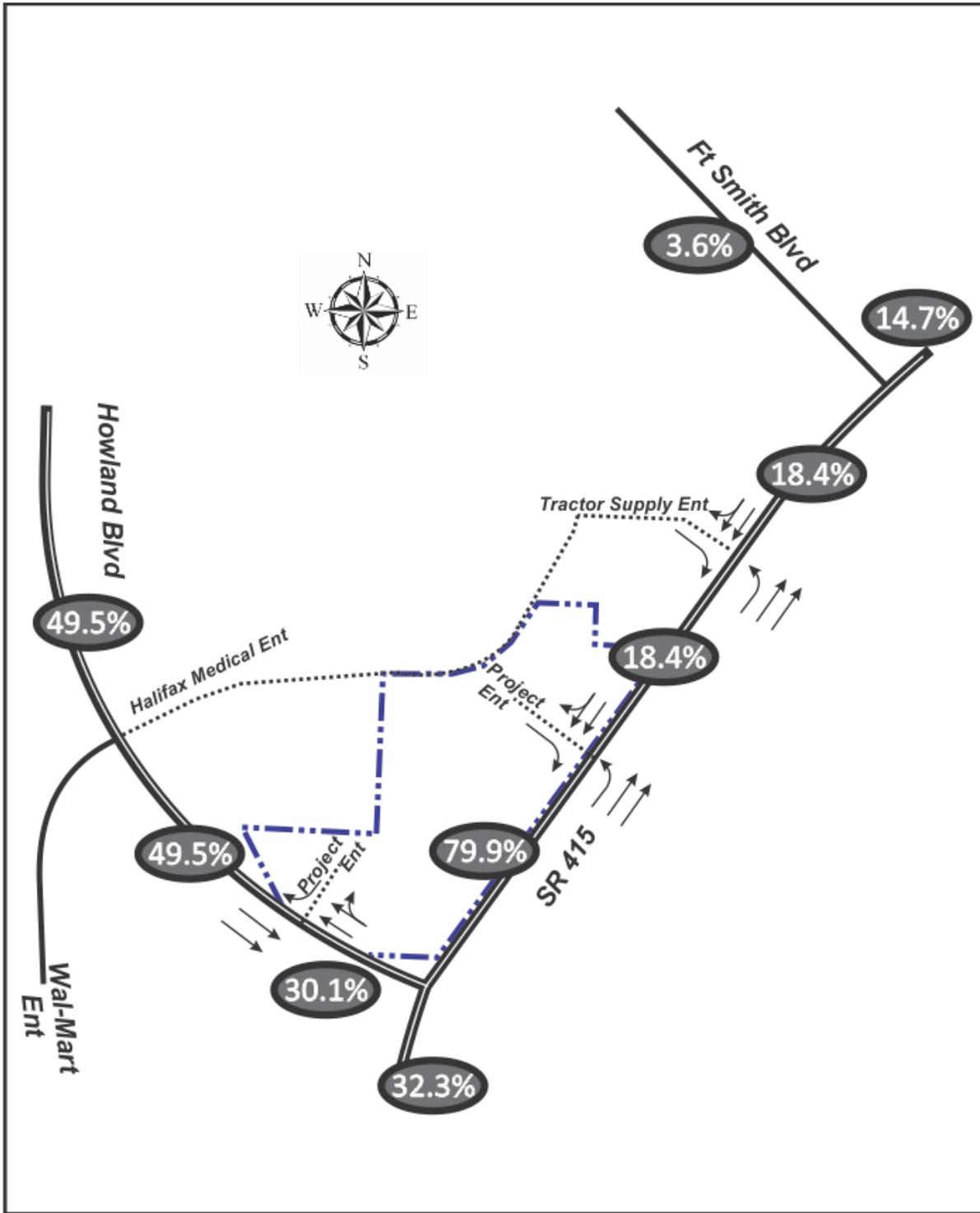
### **Trip Distribution**

The Project trip distribution is based on a base year (2005) assignment of the FDOT Central Florida Regional Planning Model. This model distribution was used to determine estimated P.M. peak hour volumes on the study area road segments and will be used to determine the Project trip distribution at the study intersections. The model network included all planned and programmed roadways and improvements within the impact area. The socioeconomic data was updated to reflect the proposed development in a separate traffic zone. Subsequently, a selected zone assignment was performed to determine distribution of site trips in the impact area to the area roadways. Copies of the model proposed land use distribution plot is contained in **Appendix F. Figure 7** shows the model Project trip distribution on the study roadway segments. **Figure 8** presents the Project trip distribution redistributed based on the right-in/right-out access connection on Howland Boulevard and the directional access connection on SR 415.



**PROMENADE AT DELTONA**  
**PROJECT TRIP DISTRIBUTION**

**Figure 7**



**PROMENADE AT DELTONA  
TRAFFIC IMPACT ANALYSIS**  
*PROJECT TRIP DISTRIBUTION AT SITE ACCESS*

**Figure 8**

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## Projected Traffic Transportation Assessment

The Project trips generated by the proposed Promenade at Deltona development were combined with background traffic and assigned to the study roadways and intersections. Background traffic projections for the study roadways were estimated two ways. The first assumed a growth rate based on historical traffic counts (last five years, see **Appendix G** for linear regression worksheet) or a minimum of 1% annual growth rate.

The second assumed the build-out of land uses within the property adjacent to the western property boundary of the Promenade at Deltona. This adjacent property (about ±19.6 acres) was assumed to be developed as a medical office building with 300,000 square feet. See **Appendix A**, Comment 14 for the trip generation table. This amount of development was estimated based on the application of floor-area-ratio limitations and considered on-site parking requirements. It was assumed that this property to the west will have an internal connection to the Promenade at Deltona development, and a full-access connection to Howland Boulevard. While these future land uses are expected to be developed over a long range at a point after build-out of the Promenade at Deltona, the City staff has requested that an estimate of the future land use plan be included with the background traffic volumes developed for this study. The third included the SKMBT Tractor Supply store just to the north of the proposed development site.

The estimated daily and P.M. peak hour background traffic volumes are shown in **Table 4**. The estimated background daily traffic volumes were converted to P.M. peak hour 2-way traffic volumes based on an FDOT K-factor of 0.9.

**TABLE 4**  
**2016 Background Traffic Calculations**

Roadway Segment From      To		Daily Traffic Volumes					Intersection Growth Factor	Peak Hour Background (6)
		Existing (1)	Growth (2)	Tractor Supply (3)	MOB (4)	Background (5)		
<b>SR 415</b>								
Acorn Lake Rd	Howland Blvd	6,500	197	260	2,627	9,584	1.48	863
<b>Fort Smith Boulevard</b>								
Courtland Blvd	Howland Blvd	8,460	256	104	2,977	11,797	1.40	1,062
<b>Howland Boulevard</b>								
Providence Blvd	Elkcam Blvd	15,150	459	40	829	16,478	1.09	1,483
Fort Smith Blvd	SR 415	12,530	380	42	5,953	18,905	1.51	1,701
<b>Providence Boulevard</b>								
Elkcam Blvd	Fort Smith Blvd	13,070	396	0	24	13,490	1.03	1,214
Normandy Blvd	Anderson Dr	13,150	398	0	16	13,564	1.03	1,221

1. From Table 2

2. Based on Linear Regression projections or 1% annual growth rate.

3. SKMBT Tractor Supply Store - 18,800 Square Feet (September 19, 2013 Lassiter Transportation Group, Inc. study)

4. MOB - 300,000 Square Foot Medical Office Building

5. Existing + Growth + MOB = Background

6. Background x 0.09 = P.M. Peak Hour 2-Way Background Traffic volume

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Background traffic projections at the study intersections were determined by applying a roadway specific growth factor (see **Table 4**) to the existing turning movement counts and then combined with project traffic as shown in **Figure 9** (for the A.M. Peak Hour) and **Figure 10** (for the P.M. Peak Hour).

### **Traffic Impact Roadway Analysis**

An analysis of daily and P.M. peak traffic conditions was conducted to determine if adequate capacity was available on each study roadway segment. Each impacted roadway segment was analyzed by comparing its total daily and P.M. peak hour volume to the available capacity of the segment as shown in **Table 5**. The results of this analysis indicate that all of the impacted roadway segments except the Critical and Near critical roadway segments will continue to have adequate capacity at Project build-out in 2016. As shown in **Table 5**, the Project is not significant on any of the Critical or Near Critical roadway segments.

### **Intersection Analysis**

To determine the projected Level of Service provided by the intersections to be impacted by the proposed development, a capacity analysis was conducted utilizing the procedures of the *2010 Highway Capacity Manual* for the signalized intersections and unsignalized intersections. This analysis used projected traffic volumes (see **Figure 9** and **Figure 10**) and existing/proposed geometric conditions. Printouts of the intersection analyses may be found in **Appendix H**. The projected intersection levels of service and delay, for each study intersection, are also shown in **Table 5**. As can be seen, the signalized and unsignalized study intersections, at build-out of the proposed development, will continue to operate at acceptable levels of service similar to the existing conditions analysis.

### **Transit**

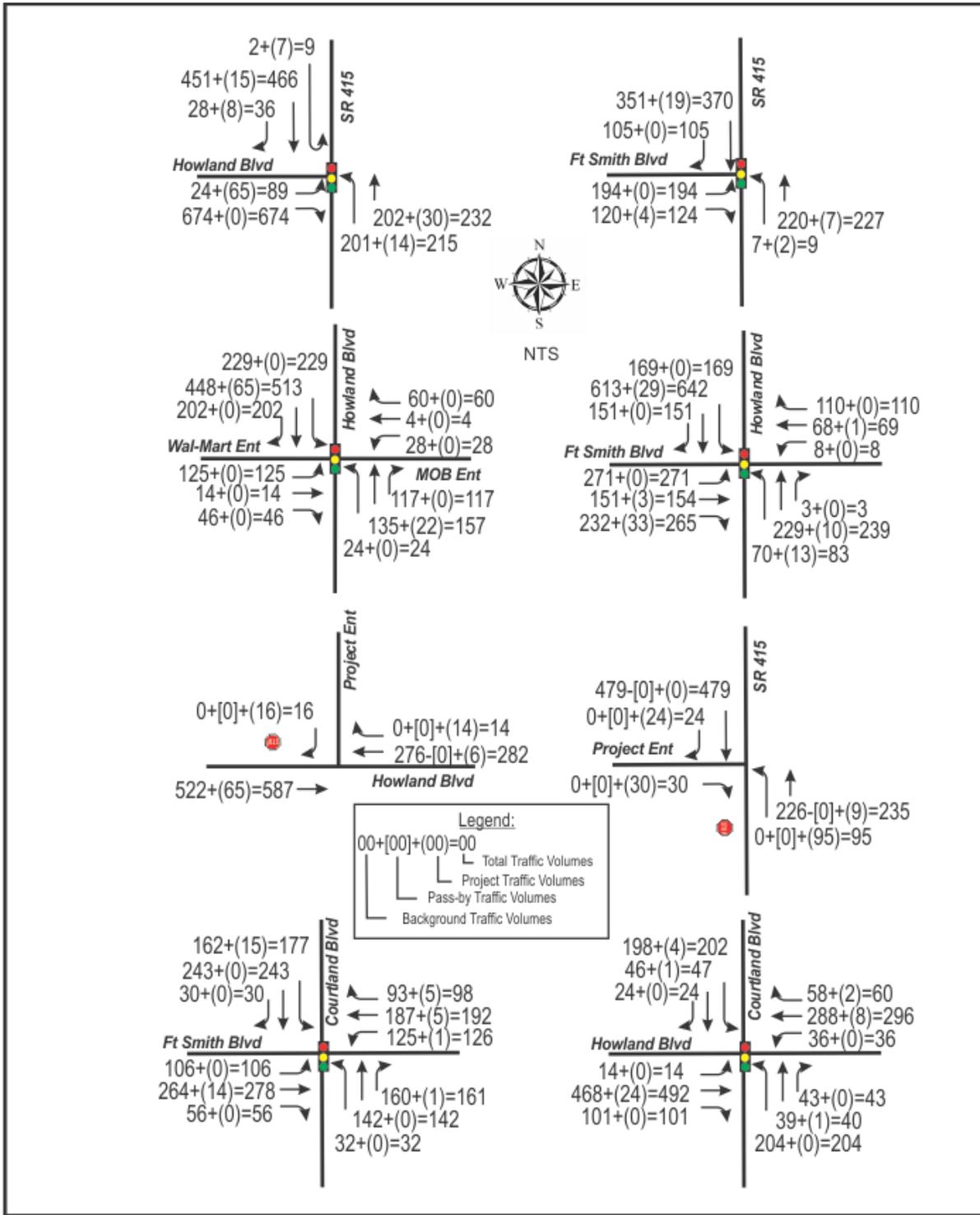
Currently VoTran Route 21 and Route 22 provide service to the Wal-Mart with stops on Howland Boulevard and SR 415. See **Appendix I** for the route schedules and routes maps.

### **Bicycle**

The closest trail to the Promenade at Deltona Project site is the East Central Regional Rail Trail located approximately 1.8 miles south.

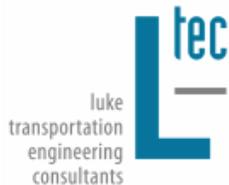
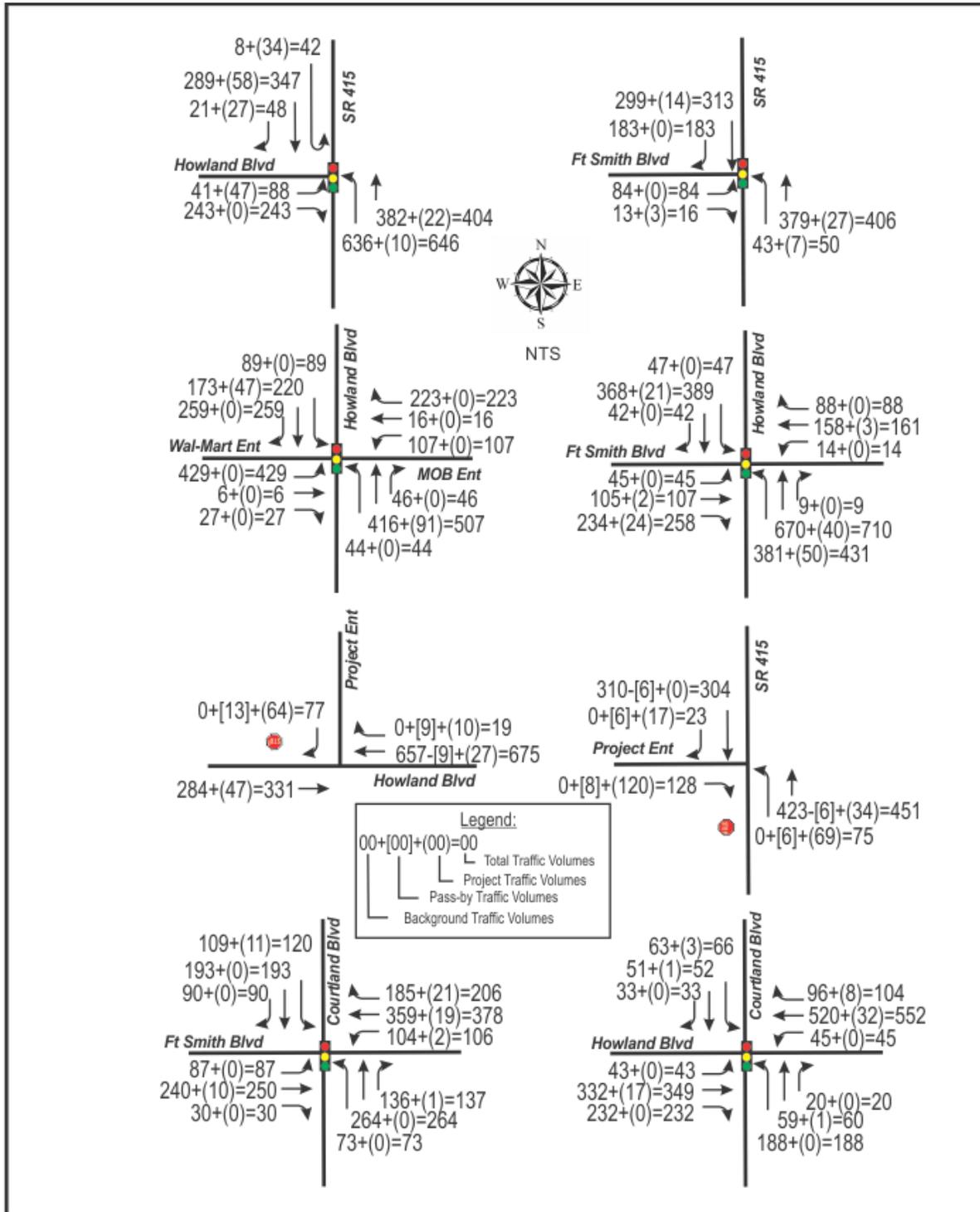
### **Pedestrian**

Sidewalks currently exist along both sides of SR 415 and the south side of Howland Boulevard. The future on-site sidewalk system should be constructed to serve any pedestrians of this development and should be designed to connect to the external sidewalk system.



**PROMENADE AT DELTONA  
 TRAFFIC IMPACT ANALYSIS**

**PROJECTED 2016 A.M. PEAK HOUR TRAFFIC VOLUMES Figure 9**



**PROMENADE AT DELTONA  
 TRAFFIC IMPACT ANALYSIS**

**PROJECTED 2016 P.M. PEAK HOUR TRAFFIC VOLUMES Figure 10**

**TABLE 5**  
Projected 2016 Traffic Volumes Analysis

Roadway Segment		Project Trip Distribution	Daily Traffic Volumes		PM Peak Hour Traffic Volumes		Project % of Adopted Capacity		Meets LOS Standard			
From	To		Bkgrnd (1)	Project	Total	LOS	Bkgrnd (1)	Project	Total	LOS	Daily	PM Peak
SR 415												
Acorn Lake Rd	Project Ent	21.8%	9,584	714	10,298	C	863	61	924	C	2.0%	1.9%
Project Ent	Howland Blvd	21.8%	9,584	714	10,298	C	863	61	924	C	2.0%	1.9%
<b>Fort Smith Boulevard</b>												
Courtland Blvd	Howland Blvd	24.7%	11,797	809	12,606	D	1,062	69	1,131	D	5.5%	5.2%
<b>Howland Boulevard</b>												
Providence Blvd	Elkcam Blvd	6.9%	16,478	225	16,703	F	1,701	19	1,720	F	1.6%	1.5%
Fort Smith Blvd	Project Ent	8.4%	18,905	275	19,180	C	1,214	23	1,237	C	0.7%	0.7%
Project Ent	SR 415	49.4%	18,905	1,618	20,523	C	1,221	138	1,359	C	4.3%	4.0%
<b>Providence Boulevard</b>												
Elkcam Blvd	Fort Smith Blvd	0.2%	13,490	7	13,497	E	1,214	1	1,215	F	0.1%	0.1%
Normandy Blvd	Anderson Dr	0.1%	13,564	4	13,568	E	1,221	0	1,221	F	0.0%	0.0%

**Study Intersections**

Intersection	Control	Delay		LOS	
		A.M.	P.M.	A.M.	P.M.
Howland Boulevard and Fort Smith Boulevard	Signal	24.8	20.2	C	C
Howland Boulevard and Courtland Boulevard	Signal	15.4	14.1	B	B
Fort Smith Boulevard and Courtland Boulevard	Signal	16.1	17.6	B	B
Howland Boulevard and Wal-Mart Entrance	Signal	13.6	22.4	B	C
SR 415 and Howland Boulevard	Signal	22.8	14.1	C	B
SR 415 and Fort Smith Boulevard	Signal	6.3	5.1	A	A
SR 415 Project Entrance (2)	STOP	8.9//9.9	8.2//9.9	A//A	A//A
Howland Boulevard Project Entrance (3)	STOP	9.1	11.0	A	B

- From Table 4
- NB Major Street Left Turns // EB Minor Street Right Turn Movements
- SB Minor Street Right Turn Movements..

Critical Roadway  
Near Critical Roadway

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## **Study Conclusions**

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### **Study Conclusions**

This study was undertaken to evaluate existing and future traffic conditions in the vicinity of the proposed Promenade at Deltona at the intersection of SR 415 and Howland Boulevard in Deltona, Florida. The study consisted of the determination of the vehicular trips, which would utilize the area roadways as a result of the proposed development of the vacant site. The results of the study as documented herein are summarized below:

- The proposed development will contain a 56,800 square foot medical office building, a 5,625 square foot medical clinic and 10,000 square feet of retail space.
- The trips to be generated by the proposed development were estimated to be 3,275 net new (primary) daily trip ends, 179 net new (primary) A.M. peak hour trip ends and 279 net new (primary) P.M. peak hour trip ends. The Project's daily, A.M. and P.M. peak hour trip ends were distributed and assigned to the adjacent roadways (daily and two-way P.M. peak hour) and study intersections (A.M. and P.M. peak hour directional trips).
- The traffic study accounted for the potential build-out of land uses within the property adjacent to the western property boundary and the northern boundary of the Promenade at Deltona.
- All of the study roadway segments directly access or significantly impacted by the proposed development have sufficient available capacity to serve the traffic generation of the proposed development.
- The study intersections will continue to operate at acceptable levels of service at build-out of the proposed development.
- Provisions for a future on-site sidewalk system should be included in the development plan to serve the Promenade at Deltona pedestrians. The on-site sidewalk system should be designed to connect to the existing external sidewalk system.
- At the Project entrance on SR 415, the northbound left turn should be designed to accommodate a queue length of 100 feet (based on A.M. peak hour traffic volumes). Based on the posted 45 mph speed limit, the total deceleration length should be 240 feet for a total northbound auxiliary turn lane length of 340 feet.
- The proposed access driveways should be designed to City of Deltona and FDOT design standards. The development of the proposed access point to SR 415 will be subject to applicable FDOT permit requirements.

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## **APPENDICES**

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## **Appendix A – Response to Review Comments**

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## MEMORANDUM

**TO:** Mr. Chris Bowley, AICP  
**FROM:** Joseph T. Roviario, AICP  
**DATE:** May 4, 2014  
**RE:** Promenade at Deltona, City of Deltona, Florida  
 Response to Review Comments  
 LTEC N<sup>o</sup> 13-0113

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The following are the responses to the request for additional information. Review comments were provided by Mr. Ron Paradise and DRMP, the City's Consultant. The review comment will be listed followed by the response.

### **Mr. Ron Paradise Review Comments**

**Comment 1: Figure 3 page 9 – Most (60) of the turns at the intersection of Ft. Smith and SR 415 from Ft. Smith to SR 415 are northbound. Seems like a lot of northbound turns. How was this figure arrived at?**

Response: The traffic volumes shown in Figure 3 are the existing P.M. peak hour traffic counts which represent the peak hour from the two-hour traffic counts collected during the March 17<sup>th</sup>, March 18<sup>th</sup> and March 20<sup>th</sup> data collection effort.

**Comment 2: Figure 4 page 14 – On the traffic split map there is an 87.4% figure reported near the property. Please explain the 87.4% figure.**

Response: **Figure 4** is a copy of the project distribution plot from the transportation model. The software for the plot prints the project trip distribution for each segment between intersecting roadways and centroid connectors. Sometimes when there is a short segment, one value will be printed over another value. This is what happened with the 87.4 value. Project trip percentage 49.4 was overprinted with a 0 which makes it look like 87.4.

**Comment 3: Figure 4 page 14 – Why is there 0% traffic assumed on the segment of Providence from Elkcam to Ft. Smith?**

Response: As noted above, Figure 4 is a copy of the model project trip distribution. The model assigns trips based on the shortest path. The zero (0) value shown in Figure 4 is the result of the model assignment based on two (2) access connections (see Site Inset in **Figure 4**) for the Project and the model placement of centroid connections. The actual Project trip distribution utilized in the analysis reassigned the model Project trip distribution based on the right-in/right-out access connection on Howland Boulevard and the directional access connection on SR 415. A new **Figure 8** shows the Project trip distribution around the Project access connections.

**DRMP Review Comments**
**Comment 1: Purpose, pg.1; paragraph 1**

**In the first sentence there is a space missing in “isa”**

Response: The requested change has been made.

**Comment 2: Purpose, pg.1; paragraph 2**

**Please check sentence spacing between first and second sentence.**

Response: The report alignment for each paragraph is fully justified and two spaces are inserted between each sentence. Therefore, the spacing between sentences is based on the length of each word and number of words in each sentence. The actual spacing is a function of the Word 2010 sentence configuration software formula.

**Comment 3 Table 1**

**Please explain the significance of the highlighted roadway segments.**

Response: The light blue highlighted segment represents the only segment that is significantly impacted, 5% or more. Yellow highlighted segments represent those segments that fall under the County’s Critical and Near Critical classification.

**Comment 4: Study Methodology**

**The reviewer suggests including a study area roadway and intersection figure to clearly depict all study area roadways and intersections to be analyzed for reference. They are difficult to see in Figure 1.**

Response: Per the request, a new **Figure 4** has been prepared which shows the existing study roadways and existing study intersections.

**Comment 5: Study Methodology**

**General Comment: Please include the AM peak hour in the study analysis.**

Response: As documented in the study methodology, the P.M. peak hour is the critical time period and was the basis for the analysis. The attached new **Figure 5** has the A.M. peak hour traffic volumes.

**Comment 6: Study Intersections, pg.7**

**Was a FDOT seasonal adjustment applied to the existing TMC as indicated by the methodology memo in Appendix A? Was existing signal timing obtained from Volusia County?**

Response: Yes, the FDOT seasonal factor was applied to the existing turning movements. Existing signal timings were not obtained from Volusia because four of the study intersections are being modified due to roadway construction and the remaining two utilized timings obtained

from the field review. The four study intersections impacted by the roadway construction are as follows:

- SR 415 & Fort Smith Boulevard
- SR 415 & Howland Boulevard
- Howland Boulevard & Wal-Mart Entrance
- Fort Smith Boulevard & Howland Boulevard

**Comment 7: Proposed Development**

**General Comment: Please include trip generation for the PM peak hour also.**

Response: The requested P.M. peak hour of the generator is shown as a separate line item on **Table 3**. Please note that only the Medical Office has P.M. peak hour trip data for the generator and combining the peak hour of the generator with the peak hour of the adjacent street is not a valid analysis procedure.

**Comment 8: Proposed Development**

**Proposed Site Access: Please include a discussion on proposed access locations, type, and spacing from any existing intersections.**

Response: The Project property fronts SR 415 and Howland Boulevard, and is proposed to have a directional access connection on SR 415 and a right-in/right-out access connection on Howland Boulevard. The SR 415 directional access connection will be located approximately 665 feet north of Howland Boulevard and 735 feet south of the SKMBT Tractor Supply store directional median opening. The right-in/right-out access connection on Howland Boulevard will be located approximately 378 feet west of SR 415 and 786 feet east of the Wal-Mart Entrance.

**Comment 9: Proposed Development**

**Proposed Site Access/SR 415: Please ensure that the proposed site access location on SR 415 meets FDOT standards.**

Response: As shown in the attachment from Davis and Associates, the proposed access plan for the Project will meet the 660-ft spacing requirements:

- Spacing from Howland Blvd to Project Entrance at directional median opening: 665 feet.
- Spacing from directional median opening to SKMBT Tractor Supply store connection at directional median opening: 735 feet.

**Comment 10: Pass-by Traffic, pg. 11; pass-by trip calculations**

**Please explain the volumes in the pass-by trip calculation tables. 431 – NB SR 415, 210 – SB SR 415, and WB Howland – 259 NB SR 415 + 27 SBL from Howland.**

Response: Because the entrance on Howland Boulevard is a right-in/right-out only access connection, just the northbound left turn volume (431)

from SR 415 was assumed to be considered for pass-by traffic for that entrance. The southbound right turn volume (14) from SR 415 was not included in order to avoid double counting potential Howland Boulevard pass-by traffic as the right turn volume is included in the traffic volumes on SR 415.

The entrance on SR 415 is a directional entrance, so pass-by traffic would come from both the northbound (286) and southbound (210) traffic volumes. To be conservative, the 10% pass-by traffic limit was checked against existing traffic volumes.

**Comment 11: Table 3, pg. 12**

**The reviewer suggests highlighting / or defining the Net New (Primary) Trips for easier reference.**

Response: **Table 3** has been revised to include the highlighted volumes.

**Comment 12: Trip Distribution, pg.13**

**The reviewer suggests rewording the second sentence to the following, “This model distribution was used to determine estimated P.M. peak hour volumes on the study area road segments and will be used to determine the Project trip distribution at study area intersections.”**

Response: We appreciate the suggestion and have made the change.

**Comment 13: Trip Distribution General Comment:**

**The reviewer suggests including a figure with all study area intersections to illustrate Trip Distribution more clearly and simply. For instance it is difficult to read the distribution percentages on Figure 4, and this does not clearly show the location of the proposed project driveways or the Walmart entrance.**

Response: Please see the response to the comments by Mr. Ron Paradise regarding the Project trip distribution figure.

**Comment 14: Projected Traffic Transportation Assessment General Comment:**

**Please include trip generation and distribution details for the assumed future Medical Office Building on the adjacent property.**

Response: The requested trip generation table (see below) was prepared for the Halifax Medical Center medical office. The distribution pattern for the Promenade at Deltona was utilized for the Halifax Medical Center medical office building.

**Estimated Trip Generation (1)**

Land Use	Acres	Size	ITE Code (2)	Trip Generation Rates				Total Trips			
				Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
					Total	Enter	Exit		Total	Enter	Exit
Medical Office	12.49	300,000 SF	720 / E	40.170	2.611	0.731	1.880	12,051	783	219	564

(1) Trip Generation Rate from 9th Edition of ITE Trip Generation Report, 2012.

(2) ITE Land Use Code Number / E = Fitted Curve Equation

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**Comment 15: Intersection Analysis, pg. 16**

**Please add delay to Table 5 as specified in the text.**

Response: Table 2 and Table 5 have been corrected to include Delay in the table heading.

**Comment 16: Transit, pg. 16**

**Please provide a route and service schedule for the existing transit in the Appendix.**

Response:

**Comment 17: Bicycle, pg. 16**

**Please clarify if there are any bike lanes on the study area roadways.**

Response: Portions of Fort Smith Boulevard has bike lanes. When SR 415 and Howland Boulevard are completed they may have bike lanes.

**Comment 18: Study Conclusions, pg. 19**

**It should be noted that while the proposed development trip generation does not add a significant percentage of daily or PM peak hour trips, it does cause the following roadway segments to experience a daily LOS F in the 2016 build out:**

- **Providence Blvd from Elcam Blvd to Fort Smith Blvd**
- **Providence Blvd from Normandy Blvd to Anderson Dr.**

**Future discussion may be held with the City / County in regards to the proposed projects impact to these Near Critical Roadways if deemed necessary.**

Response: During the preparation of the responses, Table 5 was found to contain an error. The Project trip distribution for the Daily trip assignment was incorrectly calculated. Two Excel columns were incorrectly averaged. The correct table is attached. As can be seen, the two Near Critical roadway segments operate at LOS E under the Daily analysis.

**Comment 19: Appendix A**

**Please include all correspondence with the City/County regarding the TIA methodology.**

Response: The requested correspondence is included in the Appendix.

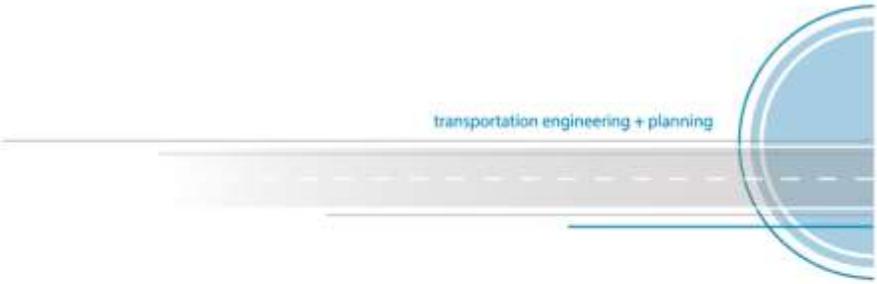
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## **Appendix B – Study Methodology and Correspondence**

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## MEMORANDUM

**TO:** Ron Paradise  
 Melissa K. Winsett  
**FROM:** J. Anthony Luke  
**DATE:** May 2, 2014  
**RE:** Traffic Impact Analysis Methodology for Proposed Promenade at Deltona  
 LTEC № 13-0113

The following is the revised methodology for the traffic impact analysis for the Promenade at Deltona project. This methodology followed the Volusia County transportation study guidelines.

The project will be developed with a mix of medical office building, office and retail uses. The project property is 8.67 acres and is located at the northwest quadrant of Howland Boulevard (CR 4145) and SR 415, within the City of Deltona. The project site and the surrounding road network is shown in **Figure 1**. A conceptual site plan layout of the development parcel configuration with access connections is shown in **Figure 2**.

### 1. Proposed Development

The proposed development will consist of the following uses:

- Medical Office Building (MOB)- 56,800 sq. ft.
- Medical Clinic (CentraCare)- 5,625 sq. ft.
- Retail- 10,000 sq. ft.

The project property fronts SR 415 and Howland Boulevard, and is proposed to have an access plan as follows:

- One (1) directional access connection on SR 415
- One (1) right-in/right-out access connection on Howland Boulevard.

An internal roadway connection is planned to extend to future land uses west of the Promenade at Deltona property. These future land uses are expected to be developed over a long range at a point after build-out of the Promenade at Deltona.

### 2. Trip Generation

The 9<sup>th</sup> Edition of the ITE *Trip Generation Report* will be used for the trip generation calculation of the proposed development. **Table 1** provides a summary of the estimated daily, A.M. and P.M. peak hour traffic volumes for the proposed Promenade at Deltona. Internal capture procedures are based on ITE *Trip Generation Handbook*, 2<sup>nd</sup> Edition.

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The Internal Capture worksheet is included in the **Appendix**. Pass-by trips percentage is based on the ITE *Trip Generation Handbook*, 2<sup>nd</sup> Edition, Land Use 820 Shopping Center. Based on the estimated trip generation, the study roadway segments and study intersections analysis will be performed for the P.M. peak hour.

### 3. Programmed Roadway Improvements

Listed below are the programmed roadway improvements under construction or scheduled for construction within the first three years of the current Volusia County TPO *Transportation Improvement Program – FY 2013/14-2017/18*.

- SR 415: 4-lane widening from Seminole County Line to Acorn Lake Road
- Howland Boulevard: Courtland Boulevard to SR 415

### 4. Impact Area

Based upon the project size, a five-mile sphere of influence was assumed. **Figure 3** shows the current Volusia County 2013 Critical and Near Critical State and County Roadways adjacent to and within the five-mile impact sphere of influence. The actual study area has been defined based on Project trip assignment where Project trips are 5% or more of the adopted P.M. peak hour two-way level of service roadway capacity, direct access roadways and critical roadways.

### 5. Trip Distribution

The Project trip distribution is based on a base year (2005) assignment of the FDOT Central Florida Regional Planning Model. This model distribution was used to determine estimated P.M. peak hour volumes on the study area road segments and will be used to determine Project trip's at the study intersections. **Figure 4** shows the model Project trip distribution on the potential study roadway segments.

### 6. Study Roadways and Study Intersections

**Table 2** documents the Project traffic percentage impact on the potential study roadway segments. As can be seen, only one (1) roadway segment meets the five (5) percent threshold criteria. Listed below are the study area roadways and study intersections to be included in the analysis:

#### Direct Access Roadways

- SR 415: Acorn Lake Road to Howland Boulevard
- Howland Boulevard: Fort Smith Boulevard to SR 415

#### 5%+ Impacted Roadways

- Fort Smith Boulevard: Courtland Boulevard to Howland Boulevard

#### Critical Roadways

- Howland Boulevard: Providence Boulevard to Elkcam Boulevard
- Providence Boulevard: Elkcam Boulevard to Fort Smith Boulevard
- Providence Boulevard: Normandy Boulevard to Anderson Drive

#### Intersections

- SR 415 and Howland Boulevard
- SR 415 and Fort Smith Boulevard
- Howland Boulevard and Fort Smith Boulevard
- Howland Boulevard and Courtland Boulevard

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- Howland Boulevard and Wal-Mart Entrance
- Fort Smith Boulevard and Courtland Boulevard
- Project access points on Howland Boulevard and SR 415

**7. Projected Traffic Impact Assessment**
**A) Roadways**

- Existing traffic volumes will be based on the 2013 annual traffic counts in the *Volusia County 2013 Average Daily Traffic & Historical Counts* spreadsheet converted to P.M. peak hour 2-way traffic volumes based on an FDOT K-factor of 0.9.
- Projected background traffic volumes on the study roadways will be based on a minimum 1% annual growth rate or a 5-Year % Trend value developed from the *Volusia County 2013 Average Daily Traffic & Historical Counts* spreadsheet.
- Background traffic will be converted to P.M. peak hour 2-way traffic volumes using the FDOT K-factor of 0.9.
- Promenade at Deltona project traffic will be added to the background traffic to obtain total traffic flows.
- P.M. peak hour traffic analysis will utilize the FDOT 2013 Quality/Level of Service Handbook for roadways.

**B) Intersections**

- Intersection counts will be conducted during the P.M. peak period at the study intersections.
- Existing turning movement traffic P.M. peak hour traffic volumes will be converted to peak season using the current FDOT adjustment factors.
- Projected background traffic volumes at the study intersections will be taken from the P.M. peak hour roadway segment traffic projections.
- Promenade at Deltona project traffic will be added to the background traffic to obtain total traffic.
- Intersection capacity analysis will be completed utilizing the 2010 HCM/HCS operational analysis procedures for the P.M. peak hour.

**7. Traffic Report**

A traffic report will be prepared summarizing study procedures, analyses and recommendations.

Please review the above information and let us know if you have any questions or comments. Based on your input, we'll finalize the transportation methodology and proceed with the traffic analysis.

c.c. Chris Bowley  
Paul Scarpello  
Joe Roviario

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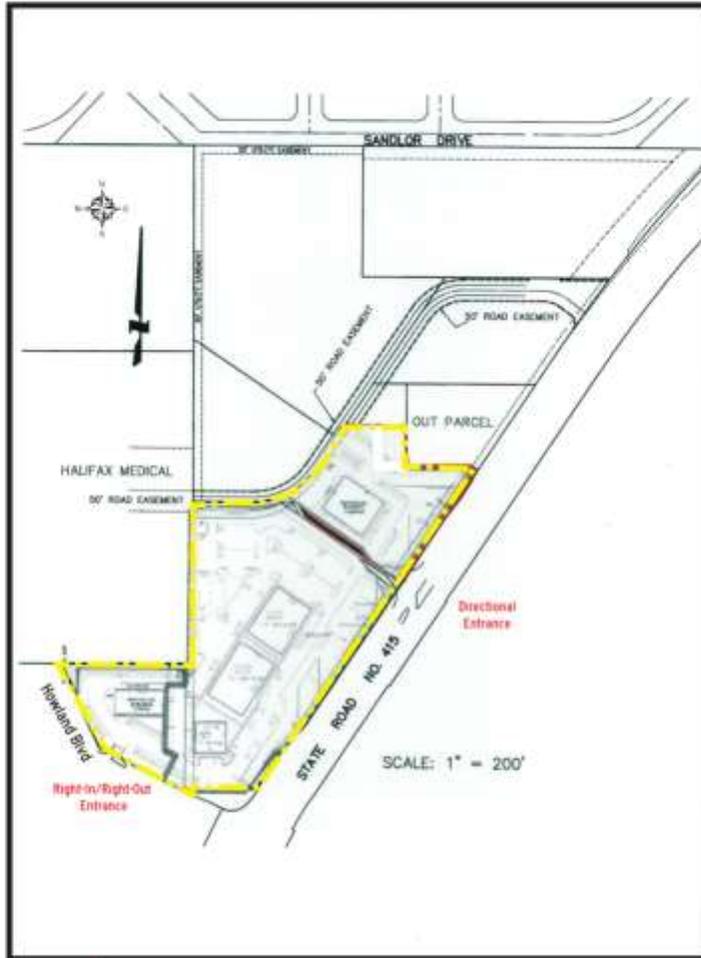


Figure 1

PROMENADE AT DELTONA  
 TRAFFIC IMPACT ANALYSIS  
 SITE LOCATION

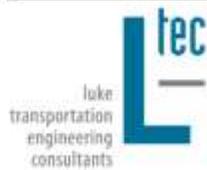


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**PROMENADE AT DELTONA**  
**CONCEPTUAL SITE PLAN ACCESS**

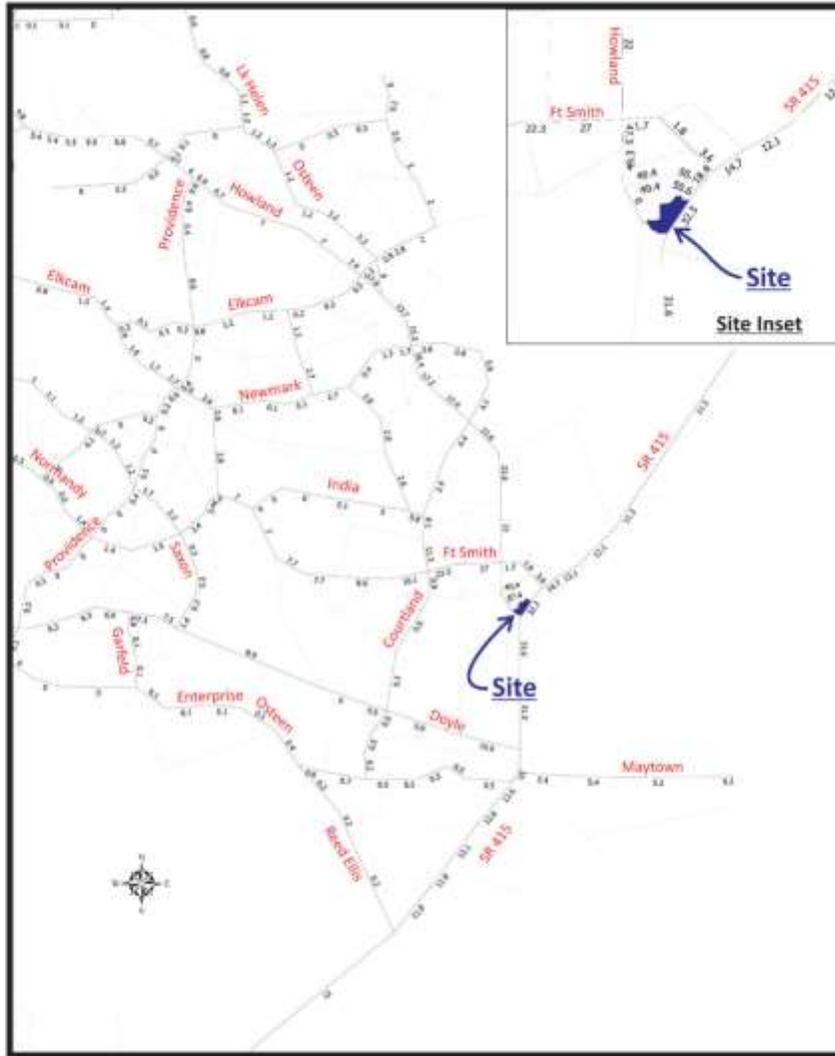
Figure 2



**PROMENADE AT DELTONA**  
**Level of Service 2013**  
**Critical / Near Critical\* State and County Roadways**

Figure 3

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**PROMENADE AT DELTONA**  
**PROJECT TRIP DISTRIBUTION**

Figure 4

TABLE 1  
Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates						Total Trips									
			A.M. Peak Hour		P.M. Peak Hour		Daily		A.M. Peak Hour		P.M. Peak Hour		Daily					
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit		
Medical Office	56,800 SF	720 / E	2,39	1,89	0,50	3,08	0,86	2,22	2,108	1,36	107	29	175	49	126			
Clinic	5,625 SF	630 / R	4,87	2,44	2,44	5,18	2,12	3,06	1,77	28	14	14	29	12	17			
Retail	10,000 SF	820 / E	3,83	2,37	1,45	12,81	6,15	6,66	1,520	39	24	15	128	61	67			
									<b>3,805</b>	<b>203</b>	<b>145</b>	<b>58</b>	<b>332</b>	<b>122</b>	<b>210</b>			
			Internal Capture						External Trips (4)									
Land Use	Size	Internal Capture (3)	A.M. Peak Hour		P.M. Peak Hour		Daily		A.M. Peak Hour		P.M. Peak Hour		Daily		A.M. Peak Hour		P.M. Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Medical Office	56,800 SF	7.3%	175	136	48	23	170	48	122	127	104	23	170	48	122			
Clinic	5,625 SF	7.3%	17	12	5	4	16	12	17	12	13	13	28	12	16			
Retail	10,000 SF	30.8%	110	70	53	39	66	106	179	133	46	320	116	204				
			<b>2.8%</b>	<b>11.8%</b>	<b>3.6%</b>													
			Pass-by Capture						Net New (Primary) Trips (6)									
Land Use	Size	Pass-by Capture (5)	A.M. Peak Hour		P.M. Peak Hour		Daily		A.M. Peak Hour		P.M. Peak Hour		Daily		A.M. Peak Hour		P.M. Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Medical Office	56,800 SF	0.0%	0	0	0	0	0	0	127	104	23	170	48	122				
Clinic	5,625 SF	0.0%	0	0	0	0	0	17	12	13	13	28	12	16				
Retail	10,000 SF	28.9%	424	0	424	0	41	21	1,043	27	17	10	81	36	46			
			<b>11.5%</b>	<b>0.0%</b>	<b>12.8%</b>				<b>3,275</b>	<b>179</b>	<b>133</b>	<b>46</b>	<b>279</b>	<b>96</b>	<b>184</b>			

(1) Trip Generation Rate from 9th Edition of ITE Trip Generation Report, 2012.  
 (2) ITE Land Use Code Number/E = Plated Curve Equation or R = Average Trip Rate.  
 (3) Internal Percentage calculations based on ITE "Trip Generation Handbook," June 2004 procedures.  
 Individual land use percentages adjusted to match internal trip calculation.  
 (4) Total Traffic Volume minus Internal Capture Trips = External Trips.  
 (5) Pass-by Trips set to ITE Handbook Table 5.6 LUC 820 Shopping Center - 34% pass-by percentage. Daily, assumed to be 85% of PM.  
 (6) External Traffic Volume minus Pass-by Capture Trips = Net New (Primary) Trips.  
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TABLE 2  
STUDY ROADWAY IMPACT DETERMINATION WITHIN FIVE MILE RADIUS

Roadway Segment	From	To	# of Lanes	Adopted Roadway (1)			PM Peak Project Trips					
				Functional Class	LOS	Service Volumes		% of Adopted	Modell Distribution	2-Way Trips	% OF LOS Std	Sig 2
						Daily	Peak Hour					
<b>SR 415</b>												
SR 44	Acorns Lake Rd		2L	Rural/Minor Arterial	C	16,400	1,550	77.5	11.14%	31	2.00%	No
Acorns Lake Rd	Howland Blvd		4L(D)(2)	Urban Minor Arterial	D	35,820	2,320	161.0	21.80%	61	1.88%	No
Howland Blvd	Enterprise-Oakton Rd		4L(D)(2)	Urban Minor Arterial	D	35,820	2,320	161.0	24.73%	69	2.14%	No
Enterprise-Oakton Rd	Sarasota Cir		4L(D)(2)	Rural/Minor Arterial	D	56,610	5,000	254.5	12.03%	34	0.87%	No
<b>Deltona Avenue/Deak Road</b>												
Providence Blvd	Garfield Rd		2L	Urban Minor Arterial	E	17,640	1,730	81.5	6.60%	18	1.45%	No
Garfield Rd	Saxon Blvd		2L	Urban Minor Arterial	E	17,640	1,730	81.5	7.40%	21	1.71%	No
Saxon Blvd	Coastland Blvd		2L	Urban Minor Arterial	E	17,640	1,730	81.5	9.13%	25	2.03%	No
Coastland Blvd	SR 415		2L	Urban Minor Arterial	E	17,640	1,730	81.5	10.25%	29	2.36%	No
<b>Enterprise-Oakton Road</b>												
Providence Blvd	Garfield Rd		2L	Road Local	E	10,720	920	46.0	0.00%	0	0.00%	No
Garfield Rd	Road 11th Rd		2L	Road Local	E	10,720	920	46.0	0.75%	1	0.11%	No
Road 11th Rd	SR 415		2L	Road Local	E	10,720	920	46.0	0.57%	2	0.23%	No
<b>Coastland Boulevard</b>												
Boywith St	Captain Dr		2L	Urban Collector	E	17,640	1,730	81.5	0.30%	1	0.08%	No
Captain Dr	Ellicott Blvd		2L	Urban Collector	E	17,640	1,730	81.5	2.00%	6	0.49%	No
Talwood Dr	Newmark Dr		2L	Urban Collector	E	17,640	1,730	81.5	0.60%	3	0.16%	No
Newmark Dr	Howland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	4.00%	11	1.00%	No
Howland Blvd	India Blvd		2L	Urban Collector	E	17,640	1,020	51.0	1.40%	4	0.34%	No
India Blvd	Fort South Blvd		2L	Urban Collector	E	17,640	1,020	51.0	9.60%	27	2.65%	No
Fort South Blvd	Doyle Rd		2L	Urban Collector	E	17,640	1,730	81.5	0.70%	2	0.16%	No
Doyle Rd	Enterprise-Oakton Rd		2L	Urban Collector	E	17,640	1,020	51.0	0.40%	1	0.10%	No
<b>Ellicott Boulevard</b>												
Fort South Blvd	Providence Blvd		2L	Urban Collector	E	17,640	1,020	51.0	0.17%	0	0.00%	No
Providence Blvd	Monrovia Ave		2L	Urban Collector	E	17,640	1,020	51.0	1.20%	3	0.29%	No
Monrovia Ave	Howland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	0.20%	1	0.10%	No
Howland Blvd	Lake Helen-Oakton Rd		2L	Urban Collector	E	14,740	1,330	66.5	0.30%	1	0.08%	No
Lake Helen-Oakton Rd	Coastland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	2.40%	7	0.69%	No
Coastland Blvd	Riverhead Dr		2L	Local	E	17,640	1,020	51.0	0.00%	0	0.00%	No
<b>Fort South Boulevard</b>												
Ellicott Blvd	Providence Blvd		2L	Urban Collector	E	17,640	1,020	51.0	1.60%	4	0.39%	No
Providence Blvd	Newmark Dr		2L	Urban Collector	E	14,740	1,330	66.5	2.60%	7	0.57%	No
Newmark Dr	India Blvd		2L	Urban Collector	E	14,740	1,330	66.5	4.80%	13	0.98%	No
India Blvd	Coastland Blvd		2L	Urban Collector	E	14,740	1,330	66.5	8.40%	23	1.73%	No
Coastland Blvd	Howland Blvd		2L	Urban Collector	E	14,740	1,330	66.5	24.70%	69	5.29%	Yes
Howland Blvd	SR 415		2L	Urban Collector	E	17,640	1,020	51.0	2.37%	7	0.69%	No
<b>Garfield Road</b>												
Doyle Rd	Enterprise-Oakton Rd		2L	Local	E	17,640	1,730	81.5	0.35%	1	0.08%	No
<b>Howland Boulevard</b>												
Wolf Duck Run	Catalina Blvd		4L(D)	Urban Minor Arterial	E	37,970	2,420	171.0	5.55%	15	0.44%	No
Catalina Blvd	Providence Blvd		4L(D)	Urban Minor Arterial	E	37,970	2,420	171.0	6.00%	17	0.50%	No
Providence Blvd	Ellicott Blvd		2L	Urban Minor Arterial	E	17,640	1,730	81.5	6.88%	19	1.54%	No
Ellicott Blvd	Lake Helen-Oakton Rd		4L(D)	Urban Minor Arterial	E	37,970	2,410	170.5	2.60%	21	0.62%	No
Lake Helen-Oakton Rd	Newmark Dr		4L(D)	Urban Minor Arterial	E	37,970	2,410	170.5	14.50%	40	1.17%	No
Newmark Dr	Coastland Blvd		4L(D)	Urban Minor Arterial	E	37,970	2,410	170.5	17.00%	47	1.36%	No
Coastland Blvd	Fort South Blvd		4L(D)(2)	Urban Minor Arterial	E	37,970	2,410	170.5	21.80%	61	1.79%	No
Fort South Blvd	SR 415		4L(D)(2)	Urban Minor Arterial	E	37,970	2,410	170.5	40.40%	138	4.05%	No
<b>India Boulevard</b>												
Fort South Blvd	Hungary Blvd		2L	Local	E	17,640	1,020	51.0	1.00%	3	0.29%	No
<b>Lake Helen-Oakton Road</b>												
Hunter Blvd	Ellicott Blvd		2L	Urban Collector	E	17,640	1,730	81.5	2.25%	6	0.49%	No
Ellicott Blvd	Howland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	6.00%	17	1.67%	No
<b>Meyerton Road</b>												
New Service Blvd	Pal Rd		2L	Rural/Minor Collector	E	12,900	1,160	58.0	5.20%	15	1.29%	No
<b>Newmark Drive</b>												
Fort South Blvd	Humphrey Blvd		2L	Urban Collector	E	17,640	1,020	51.0	1.40%	4	0.34%	No
Humphrey Blvd	Howland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	1.05%	3	0.29%	No
Howland Blvd	Coastland Blvd		2L	Urban Collector	E	17,640	1,020	51.0	2.35%	7	0.69%	No
<b>Normandy Boulevard</b>												
Thick Dr	Providence Blvd		2L	Urban Minor Arterial	E	17,640	1,020	51.0	1.00%	3	0.29%	No
Providence Blvd	Saxon Blvd		2L	Urban Minor Arterial	E	14,740	1,330	66.5	1.45%	4	0.30%	No
Saxon Blvd	Fort South Blvd		2L	Urban Collector	E	17,640	1,020	51.0	3.40%	9	0.85%	No
<b>Providence Boulevard</b>												
Howland Blvd	Ellicott Blvd		2L	Urban Minor Arterial	E	14,040	1,270	63.5	0.53%	1	0.08%	No
Ellicott Blvd	Fort South Blvd		2L	Urban Minor Arterial	E	17,640	1,020	51.0	0.20%	1	0.10%	No
Fort South Blvd	Thick Dr		4L(D)	Urban Minor Arterial	E	30,420	2,740	137.0	0.40%	1	0.04%	No
Thick Dr	Saxon Blvd		2L	Urban Minor Arterial	E	14,740	1,330	66.5	0.05%	0	0.00%	No
Saxon Blvd	Normandy Blvd		2L	Urban Minor Arterial	E	17,640	1,020	51.0	0.20%	1	0.10%	No
Normandy Blvd	Anderson Dr		2L	Urban Minor Arterial	E	17,640	1,020	51.0	0.13%	0	0.00%	No
<b>Road 11th Road</b>												
Enterprise-Oakton Rd	SR 415		2L	Local	E	17,640	1,120	56.0	0.40%	1	0.09%	No
<b>Saxon Boulevard</b>												
Thick Dr	Providence Blvd		2L	Urban Minor Arterial	E	17,640	1,020	51.0	1.20%	3	0.29%	No
Providence Blvd	Normandy Blvd		2L	Urban Collector	E	17,640	1,020	51.0	1.95%	5	0.49%	No
Normandy Blvd	Doyle Rd		2L	Urban Collector	E	17,640	1,730	81.5	0.80%	2	0.16%	No

1. Volusia County 2017 Average Annual Daily Traffic & Historical Counts  
2. Programmed Roadway Modeling  
Luke Transportation Engineering Consultants, Inc., 2014

Luke Transportation Engineering Consultants, Inc.

Luke Transportation Engineering Consultants

Appendix

Daily Multi-Use External Trip Generation

LAND USE A: RETAIL LAND USE

ITE LU Code: 820			
Site (SF): 10,000			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	360	30	330
Exit	360	23	337
<b>Total</b>	<b>1,520</b>	<b>53</b>	<b>1,467</b>
%	100%	3.5%	96.5%



LAND USE B: OFFICE

ITE LU Code: 630 & 720			
Site (SF): 62,425			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	1,143	23	1,120
Exit	1,143	30	1,113
<b>Total</b>	<b>2,285</b>	<b>53</b>	<b>2,232</b>
%	100%	2.3%	97.7%

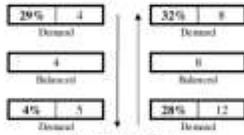
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Total	Internal Capture Percentage
Enter	730	1,120	1,850	
Exit	737	1,113	1,850	
<b>Total</b>	<b>1,467</b>	<b>2,232</b>	<b>3,699</b>	<b>2.8%</b>
Single Use ITE Trip Gen. Est.	1,520	2,285	3,805	106

A.M. Peak Hour Multi-Use External Trip Generation

LAND USE A: RETAIL LAND USE

ITE LU Code: 820			
Site (SF): 10,000			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	24	0	16
Exit	15	4	11
<b>Total</b>	<b>39</b>	<b>12</b>	<b>27</b>
%	100%	30.8%	69.2%



LAND USE B: OFFICE

ITE LU Code: 630 & 720			
Site (SF): 62,425			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	121	4	117
Exit	43	8	35
<b>Total</b>	<b>164</b>	<b>12</b>	<b>152</b>
%	100%	7.3%	92.7%

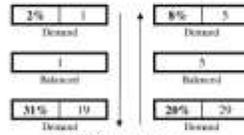
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Total	Internal Capture Percentage
Enter	16	117	133	
Exit	11	35	46	
<b>Total</b>	<b>27</b>	<b>152</b>	<b>179</b>	<b>11.8%</b>
Single Use ITE Trip Gen. Est.	39	164	203	24

P.M. Peak Hour Multi-Use External Trip Generation

LAND USE A: RETAIL LAND USE

ITE LU Code: 820			
Site (SF): 10,000			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	61	5	56
Exit	67	1	66
<b>Total</b>	<b>128</b>	<b>6</b>	<b>122</b>
%	100%	4.7%	95.3%



LAND USE B: OFFICE

ITE LU Code: 630 & 720			
Site (SF): 62,425			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	61	1	60
Exit	143	5	138
<b>Total</b>	<b>204</b>	<b>6</b>	<b>198</b>
%	100%	2.9%	97.1%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Total	Internal Capture Percentage
Enter	56	60	116	
Exit	66	138	204	
<b>Total</b>	<b>122</b>	<b>198</b>	<b>320</b>	<b>3.8%</b>
Single Use ITE Trip Gen. Est.	128	204	332	12

Luke Transportation Engineering Consultants, Inc., 2014

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**Luke Transportation Engineering Consultants, Inc.**

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**Joseph Thomas Roviario**

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**From:** Ron Paradise <RParadise@deltonafl.gov>  
**Sent:** Thursday, April 3, 2014 4:12 PM  
**To:** John Anthony Luke PE  
**Cc:** Chris Bowley; Paul Scarpello (paul@classadevelopers.com); Joseph Thomas Roviario; Melissa Winsett (mwinsett@volusia.org); Scott McGrath; Kathrine Kyp  
**Subject:** RE: Promenade at Deltona project

Mr. Luke, here are my comments:

- 1) Are the directional access points on SR 415 approved by the State? If not the TIA should be formulated consistent with actual approved access points.
- 2) Please provide turning counts for all driveway cuts.
- 3) What data is used to determine that the Bella Vista site, located west of the property, will develop after the Promenade project? Please provide the support documentation.
- 4) The impact area radius needs to be consistent with the Volusia TPO TIA methodology.
- 5) Should also look at the Courtland and Ft. Smith and Courtland and Howland intersections.
- 6) Growth rates should be figured at 1%.
- 7) Could not seem to find a traffic splits map with the percentages. Did I miss something?

Be prepared for Mr. Bowley to submit comments. Also have you sent this over to Volusia County?

Ron

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**From:** John Anthony Luke PE [<mailto:tony@ltec-fl.com>]  
**Sent:** Wednesday, April 02, 2014 4:08 PM  
**To:** Ron Paradise  
**Cc:** Chris Bowley; Paul Scarpello ([paul@classadevelopers.com](mailto:paul@classadevelopers.com)); Joseph Thomas Roviario  
**Subject:** Promenade at Deltona project

Ron-

I left you a ph message- I'm working w/ Paul Scarpello to prepare the Traffic Impact Study for the proposed Promenade at Deltona project located at the northwest quadrant of Howland Boulevard (CR 4145) and SR 415. Attached is the proposed methodology for the traffic impact analysis. Please let me know if you have any questions or comments.

**Tony Luke, PE**  
 President  
[tony@ltec-fl.com](mailto:tony@ltec-fl.com)

	<b>Luke Transportation Engineering Consultants, Inc.</b>	
	<b>Office Address</b> 29 East Pine Street Orlando, FL 32801  Phone: (407) 423-8055 Fax: (407) 423-8022	<b>Mailing Address</b> P.O. Box 841556 Maitland, FL 32784-1556  <small>YOM.US.AS.BUS.NET.01</small> <a href="http://www.LteC-FL.com">www.LteC-FL.com</a>

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**Luke Transportation Engineering Consultants, Inc.**

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**Joseph Thomas Roviaro**

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**From:** Melissa Winsett <mwinsett@volusia.org>  
**Sent:** Monday, April 14, 2014 3:38 PM  
**To:** RParadise@deltonafl.gov; Joseph Thomas Roviaro  
**Cc:** John Anthony Luke PE; CBowley@deltonafl.gov  
**Subject:** Re: Promenade at Deltona Project

Thank you for the revised methodology. We highly recommend that you wait to receive formal TIA methodology comments back from our reviewers before moving forward with the TIA. They have not seen this project yet since I was the only county reviewer who scanned the previous methodology and made only a few comments, mainly concerning the need to follow TPO TIA Guidelines. Now that the full methodology is submitted, we will need at least a week to review it and provide written comments.

If you have any questions, please feel free to contact me.

Melissa K. Winsett  
 Transportation Planner III/Acting Traffic Engineering Supervisor  
 Transportation Planning, Engineering Studies, Development Review

Volusia County Traffic Engineering  
 123 W. Indiana Ave., Room 400  
 DeLand, FL 32720-4262

[mwinsett@volusia.org](mailto:mwinsett@volusia.org)  
 386-736-5968 x12322 (DeLand Area)  
 386-257-6000 x12322 (Daytona Area)  
 386-423-3300 x12322 (New Smyrna Area)

Fax 386-740-5242

>>> Joseph Thomas Roviaro <jtr@ltec-fl.com> 4/14/2014 3:28 PM >>>  
 Melissa and Ron,  
 Attached is the revised traffic study methodology based on Volusia County's TIA Guidelines and the April 3<sup>rd</sup> City of Deltona comments.  
 We are proceeding with the analysis based on the proposed methodology.

Joe

**Joseph Thomas Roviaro, AICP**  
 Director of Transportation Planning  
[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com) Mobile: 407-415-1086

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**Luke Transportation Engineering Consultants, Inc.**

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**Joseph Thomas Roviaro**

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**From:** Ron Paradise <RParadise@deltonafl.gov>  
**Sent:** Friday, May 2, 2014 3:52 PM  
**To:** Joseph Thomas Roviaro; mwirsett@co.volusia.fl.us  
**Cc:** John Anthony Luke PE; Chris Bowley  
**Subject:** RE: Revised Promenade at Deltona Study Methodology

Mr. Roviaro, I have reviewed the methodology. Some of these responses Luke Engineering has seen before.

- 1) I think the site proposed to be rezoned is going to be about 7.5 acres not 21.5 acres. However, I have not seen a final survey. I would check with Mr. Scarpello or Mr. Honeycutt to determine the status of the survey.
- 2) The access on to SR 415 has not been finalized and there is doubt cast on FDOT approving that full movement. Suggest the SR 415 movement not be modeled and the internal access shared with Tractor Supply be relied upon as the primary access to SR 415.
- 3) This has been mentioned in the past. Cannot assume that the property to the north (Bella Vista) will develop after this project is developed. There is no data to support that assertion. In any, event the City really needs to know and understand the cumulative impacts of the rezoning so that an informed decision can be made. Please account for and analyze the Bella Vista traffic.

Have a good day,

Ron

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**From:** Joseph Thomas Roviaro [<mailto:jtr@ltec-fl.com>]  
**Sent:** Friday, May 02, 2014 1:44 PM  
**To:** [mwirsett@co.volusia.fl.us](mailto:mwirsett@co.volusia.fl.us); Ron Paradise  
**Cc:** John Anthony Luke PE; Chris Bowley  
**Subject:** Revised Promenade at Deltona Study Methodology

Melissa and Ron,

I revised the methodology based on a change in the development density (it went down and shrink in parcel size) as well as the need to include the 2013 Critical and Near Critical map.

Please review and let me know if you have any questions or require additional information.

Joe

**Joseph Thomas Roviaro, AICP**  
 Director of Transportation Planning  
[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com) Mobile: 407-415-1086

	<b>Luke Transportation Engineering Consultants, Inc.</b>	
	<b>Office Address</b> 29 East Pine Street Orlando, FL 32628  Phone: (407) 423-8055 Fax: (407) 423-8022	<b>Mailing Address:</b> P.O. Box 941556 Maitland, FL 32794-1556  <small>Visit us on the web at</small> <a href="http://www.Ltec-FL.com">www.Ltec-FL.com</a>

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**Luke Transportation Engineering Consultants, Inc.**

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**Joseph Thomas Roviario**

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**From:** Melissa Winsett <mwinsett@volusia.org>  
**Sent:** Thursday, April 24, 2014 11:59 AM  
**To:** Joseph Thomas Roviario  
**Cc:** Paradise, Ron  
**Subject:** Re: Promenade at Deltona Project  
**Attachments:** CriticalNearCritical\_2.pdf

Hello,

Please see the countywide 2013 critical/near critical map, which was just finished today. We don't have a five mile map for your project at this stage, but you can use this to figure your 5 mile radius - I didn't want you to wait any longer.

Melissa K. Winsett  
 Transportation Planner III/Acting Traffic Engineering Supervisor  
 Transportation Planning, Engineering Studies, Development Review

Volusia County Traffic Engineering  
 123 W. Indiana Ave., Room 400  
 DeLand, FL 32720-4262

[mwinsett@volusia.org](mailto:mwinsett@volusia.org)  
 386-736-5968 x12322 (DeLand Area)  
 386-257-6000 x12322 (Daytona Area)  
 386-423-3300 x12322 (New Smyrna Area)

Fax 386-740-5242

>>> Joseph Thomas Roviario <[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com)> 4/14/2014 3:28 PM >>>  
 Melissa and Ron,  
 Attached is the revised traffic study methodology based on Volusia County's TIA Guidelines and the April 3<sup>rd</sup> City of Deltona comments.  
 We are proceeding with the analysis based on the proposed methodology.

Joe

**Joseph Thomas Roviario, AICP**  
 Director of Transportation Planning  
[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com) Mobile: 407-415-1086

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**Luke Transportation Engineering Consultants, Inc.**

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**Joseph Thomas Roviaro**

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**From:** Melissa Winsett <mwinsett@volusia.org>  
**Sent:** Monday, May 5, 2014 1:22 PM  
**To:** Joseph Thomas Roviaro  
**Cc:** Paradise, Ron  
**Subject:** Re: Revised Promenade at Deltona Study Methodology

Joe,

Your methodology looked great, and I have forwarded a hard copy to our director for comment. A couple of minor areas were missing (Or perhaps I didn't see them):

- 1) Proposed Build out schedule
- 2) Multimodal analysis: transit, bike, ped connections; etc.

Jon may have a couple of additional things, but I don't anticipate much. I will provide formal methodology comments when I get them from him, but in the mean time I wanted to let you know about the two areas above. Also, we are monitoring discussions between the city and applicant with regard to this review.

Melissa K. Winsett  
 Transportation Planner III/Acting Traffic Engineering Supervisor  
 Transportation Planning, Engineering Studies, Development Review

Volusia County Traffic Engineering  
 123 W. Indiana Ave., Room 400  
 DeLand, FL 32720-4262

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 386-423-3300 x12322 (New Smyrna Area)

Fax 386-740-5242

>>> Joseph Thomas Roviaro <[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com)> 5/2/2014 1:44 PM >>>

Melissa and Ron,

I revised the methodology based on a change in the development density (it went down and shrink in parcel size) as well as the need to include the 2013 Critical and Near Critical map.

Please review and let me know if you have any questions or require additional information.

Joe

**Joseph Thomas Roviaro, AICP**  
 Director of Transportation Planning  
[jtr@ltec-fl.com](mailto:jtr@ltec-fl.com) Mobile: 407-415-1086

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## **Appendix C – Traffic Count Data**

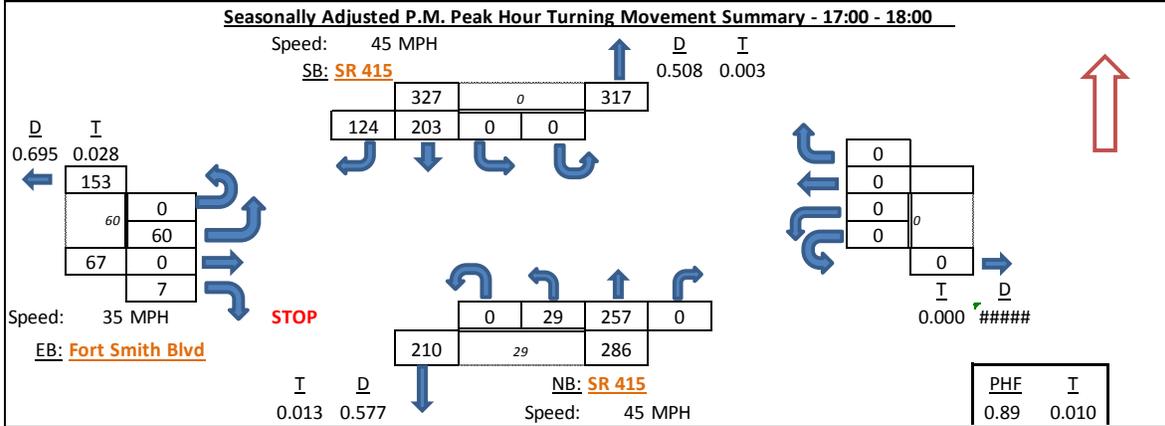
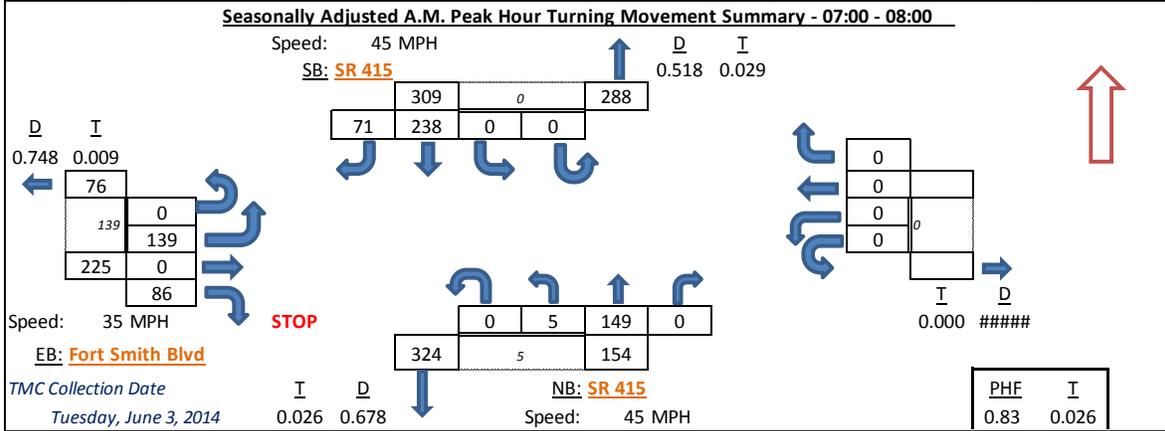
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Luke Transportation Engineering Consultants, Inc.

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

<b>Project:</b>	Promenade at Deltona			LTEC 13-0113					
<b>N/S Road:</b>	SR 415			<b>Observer:</b>	LTEC				
<b>E/W Road:</b>	Fort Smith Blvd			<b>Weather:</b>	Clear				
<b>Date:</b>	Tuesday, March 18, 2014			<b>Rd Condition:</b>	Ok				
<b>City:</b>	Deltona			<b>Signal:</b>	No				
<b>County:</b>	Volusia			<b>Major St Movement:</b>	North/South			<b>Latitude:</b>	28.876143°
<b>FDOT SF:</b>	0.93 PM	1.02 AM		<b>PM Pk Hr Factor:</b>	0.89			<b>Longitude:</b>	-81.158079°
							<b>Station #:</b>	2	



Peak Hour	SR 415 Northbound				SR 415 Southbound				Fort Smith Blvd Eastbound				Westbound			
	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt
# Lanes	1		1				1	<	>			<				
7:00 7:15	0	1	35	0	0	0	55	26	0	34	0	20	0	0	0	0
7:15 7:30	0	1	35	0	0	0	73	20	0	51	0	26	0	0	0	0
7:30 7:45	0	0	38	0	0	0	52	10	0	28	0	30	0	0	0	0
7:45 8:00	0	3	38	0	0	0	53	14	0	23	0	8	0	0	0	0
Hourly Sum	0	5	146	0	0	0	233	70	0	136	0	84	0	0	0	0
8:00 8:15	0	1	35	0	0	0	41	9	0	28	0	7	0	0	0	0
8:15 8:30	0	3	51	0	0	0	66	19	1	25	0	5	0	0	0	0
8:30 8:45	0	4	42	0	0	0	40	8	0	22	0	5	0	0	0	0
8:45 9:00	0	1	44	0	0	0	36	7	0	20	0	3	0	0	0	0
Hourly Sum	0	9	172	0	0	0	183	43	1	95	0	20	0	0	0	0
16:00 16:15	0	10	50	0	0	0	50	20	0	20	0	1	0	0	0	0
16:15 16:30	0	7	43	0	0	0	61	15	0	13	0	3	0	0	0	0
16:30 16:45	0	4	67	0	0	0	53	18	0	10	0	2	0	0	0	0
16:45 17:00	0	8	56	0	0	0	52	29	1	15	0	3	0	0	0	0
Hourly Sum	0	29	216	0	0	0	216	82	1	58	0	9	0	0	0	0
17:00 17:15	0	3	81	0	0	0	50	33	0	17	0	0	0	0	0	0
17:15 17:30	0	9	60	0	0	0	44	30	0	15	0	3	0	0	0	0
17:30 17:45	0	11	65	0	0	0	57	29	0	16	0	2	0	0	0	0
17:45 18:00	0	8	70	0	0	0	67	41	0	16	0	3	0	0	0	0
Hourly Sum	0	31	276	0	0	0	218	133	0	64	0	8	0	0	0	0

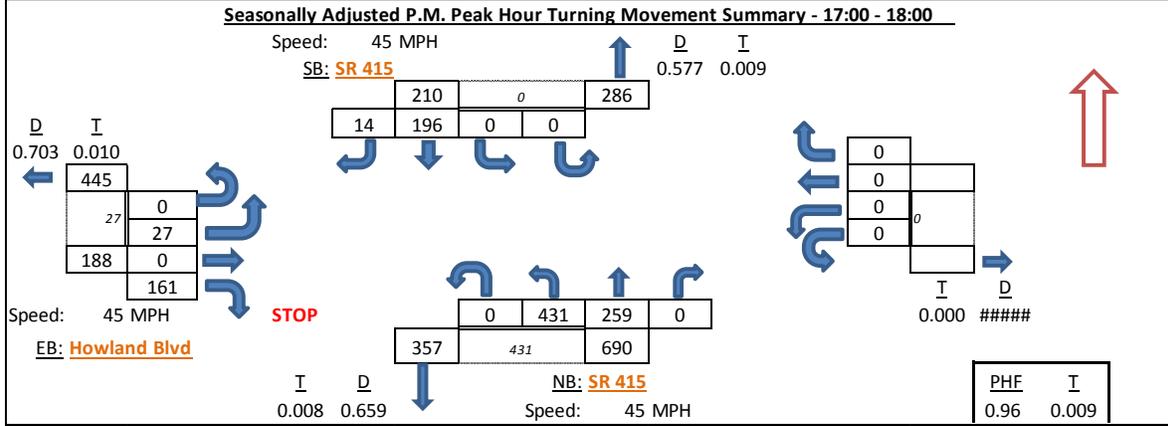
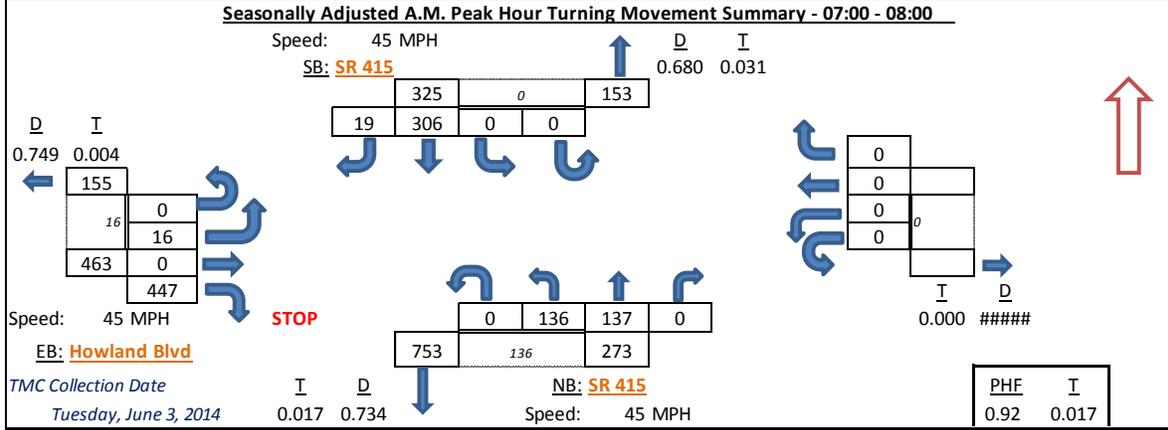
Luke Transportation Engineering Consultants, 2014

**Luke Transportation Engineering Consultants, Inc.**

**Summary of Vehicle Movements**

Luke Transportation Engineering Consultants

<b>Project:</b>	<b>Promenade at Deltona</b>			<b>LTEC 13-0113</b>					
<b>N/S Road:</b>	SR 415			<b>Observer:</b>	LTEC				
<b>E/W Road:</b>	Howland Blvd			<b>Weather:</b>	Clear				
<b>Date:</b>	Tuesday, March 18, 2014			<b>Rd Condition:</b>	Ok				
<b>City:</b>	Deltona			<b>Signal:</b>	No				
<b>County:</b>	Volusia			<b>Major St Movement:</b>	North/South			<b>Latitude:</b>	28.871272°
<b>FDOT SF:</b>	0.93 PM	1.02 AM		<b>PM Pk Hr Factor:</b>	0.96			<b>Longitude:</b>	-81.162182°
								<b>Station #:</b>	1



Peak Hour	SR 415 Northbound				SR 415 Southbound				Howland Blvd Eastbound				Westbound			
	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt	Utum	Lt	Thru	Rt
Time Interval																
# Lanes	1		1				1	<	1			1				
7:00 7:15	0	38	32	0	0	0	71	4	0	3	0	109	0	0	0	0
7:15 7:30	0	27	34	0	0	0	92	7	0	3	0	125	0	0	0	0
7:30 7:45	0	34	35	0	0	0	80	2	0	2	0	116	0	0	0	0
7:45 8:00	0	34	33	0	0	0	57	6	0	8	0	88	0	0	0	0
Hourly Sum	0	133	134	0	0	0	300	19	0	16	0	438	0	0	0	0
8:00 8:15	0	40	30	0	0	0	48	1	0	6	0	86	0	0	0	0
8:15 8:30	0	31	47	0	0	0	67	3	0	6	0	61	0	0	0	0
8:30 8:45	0	25	38	0	0	0	43	3	0	6	0	71	0	0	0	0
8:45 9:00	0	41	40	0	0	0	33	4	0	4	0	50	0	0	0	0
Hourly Sum	0	137	155	0	0	0	191	11	0	22	0	268	0	0	0	0
16:00 16:15	0	81	54	0	0	0	55	2	0	6	0	50	0	0	0	0
16:15 16:30	0	76	51	0	0	0	59	6	0	7	0	40	0	0	0	0
16:30 16:45	0	60	69	0	0	0	52	2	0	3	0	41	0	0	0	0
16:45 17:00	0	92	58	0	0	0	51	4	0	8	0	46	0	0	0	0
Hourly Sum	0	309	232	0	0	0	217	14	0	24	0	177	0	0	0	0
17:00 17:15	0	98	65	0	0	0	41	6	0	16	0	54	0	0	0	0
17:15 17:30	0	136	69	0	0	0	53	1	0	4	0	41	0	0	0	0
17:30 17:45	0	120	73	0	0	0	55	2	0	6	0	39	0	0	0	0
17:45 18:00	0	109	72	0	0	0	62	6	0	3	0	39	0	0	0	0
Hourly Sum	0	463	279	0	0	0	211	15	0	29	0	173	0	0	0	0

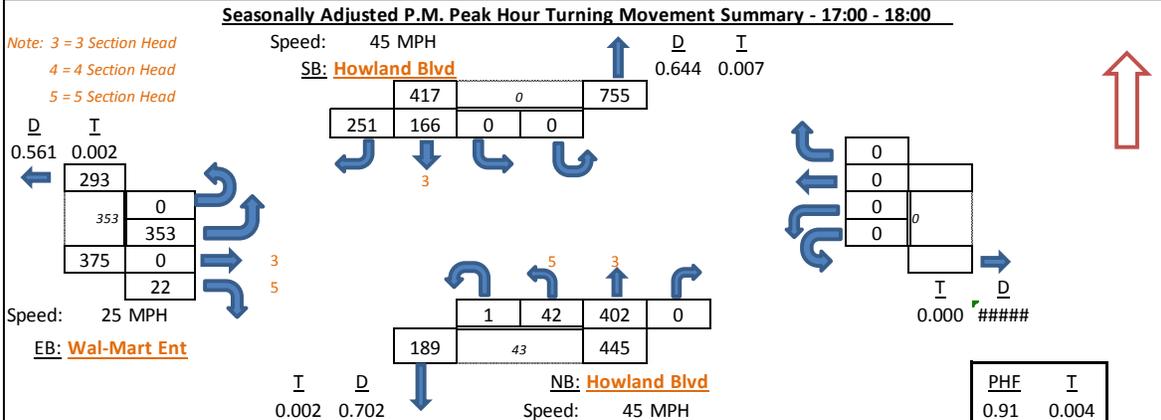
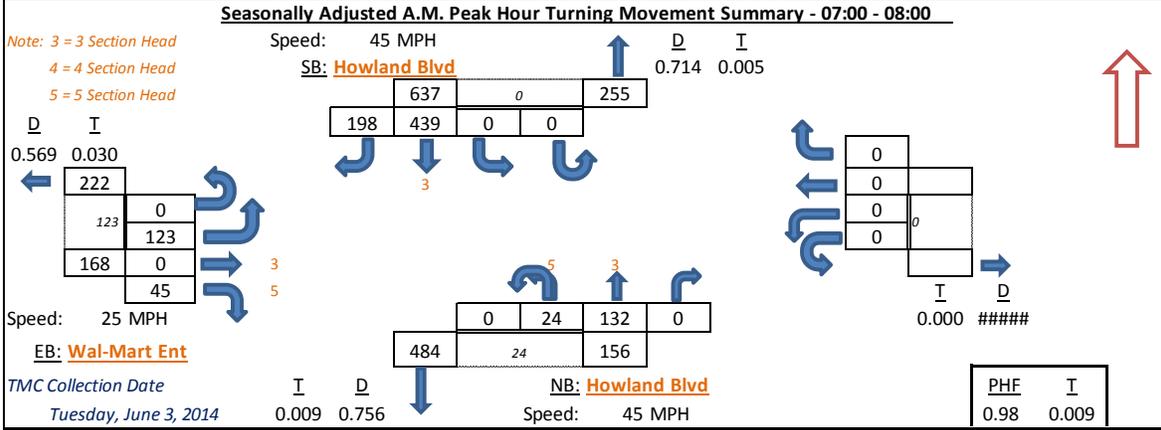
Luke Transportation Engineering Consultants, 2014

**Luke Transportation Engineering Consultants, Inc.**

**Summary of Vehicle Movements**

Luke Transportation Engineering Consultants

<b>Project:</b>	<b>Promenade at Deltona</b>			<b>LTEC 13-0113</b>				
<b>N/S Road:</b>	<b>Howland Blvd</b>			<b>Observer:</b>	LTEC			
<b>E/W Road:</b>	<b>Wal-Mart Ent</b>			<b>Weather:</b>	Clear			
<b>Date:</b>	Tuesday, March 18, 2014			<b>Rd Condition:</b>	Ok			
<b>City:</b>	Deltona			<b>Signal:</b>	Yes			
<b>County:</b>	Volusia			<b>Major St Movement:</b>	-		<b>Latitude:</b>	28.873233°
<b>FDOT SF:</b>	0.93	PM	1.02	<b>PM Pk Hr Factor:</b>	0.91		<b>Longitude:</b>	-81.164780°
							<b>Station #:</b>	4



Peak Hour Time Interval	Howland Blvd Northbound				Howland Blvd Southbound				Wal-Mart Ent Eastbound				Wal-Mart Ent Westbound			
	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt
# Lanes	1				2				2				1			
7:00 7:15	0	8	30	0	0	0	117	36	0	36	0	5	0	0	0	0
7:15 7:30	0	10	28	0	0	0	126	42	0	28	0	11	0	0	0	0
7:30 7:45	0	3	33	0	0	0	98	59	0	23	0	14	0	0	0	0
7:45 8:00	0	3	38	0	0	0	89	57	0	34	0	14	0	0	0	0
Hourly Sum	0	24	129	0	0	0	430	194	0	121	0	44	0	0	0	0
8:00 8:15	0	4	31	0	0	0	80	57	0	39	0	8	0	0	0	0
8:15 8:30	0	8	31	0	0	0	57	51	0	35	0	7	0	0	0	0
8:30 8:45	0	4	25	0	1	0	66	60	0	41	0	9	0	0	0	0
8:45 9:00	0	4	36	0	0	0	50	50	0	38	0	7	0	0	0	0
Hourly Sum	0	20	123	0	1	0	253	218	0	153	0	31	0	0	0	0
16:00 16:15	0	9	69	0	0	0	51	67	0	115	0	9	0	0	0	0
16:15 16:30	0	8	80	0	0	0	32	71	0	90	0	11	0	0	0	0
16:30 16:45	0	5	54	0	0	0	35	64	0	103	0	6	0	0	0	0
16:45 17:00	0	9	83	0	2	0	56	85	0	71	0	8	0	0	0	0
Hourly Sum	0	31	286	0	2	0	174	287	0	379	0	34	0	0	0	0
17:00 17:15	0	9	96	0	0	0	48	58	0	94	0	6	0	0	0	0
17:15 17:30	1	10	126	0	0	0	45	89	0	87	0	6	0	0	0	0
17:30 17:45	0	17	106	0	0	0	41	60	0	96	0	8	0	0	0	0
17:45 18:00	0	9	104	0	0	0	45	63	0	103	0	4	0	0	0	0
Hourly Sum	1	45	432	0	0	0	179	270	0	380	0	24	0	0	0	0

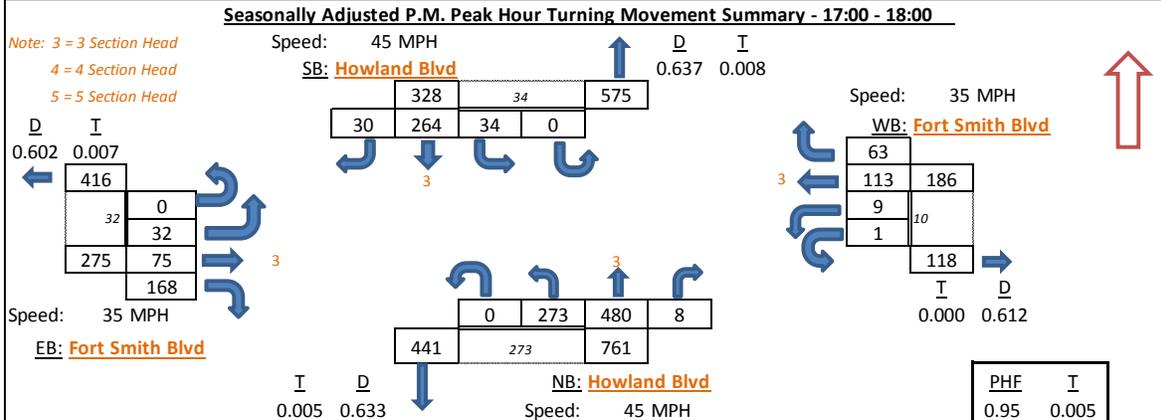
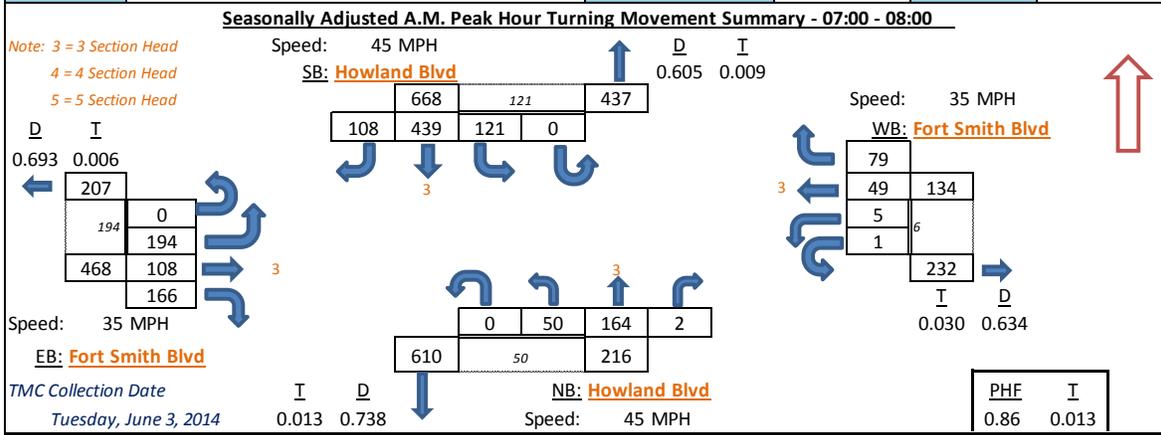
Luke Transportation Engineering Consultants, 2014

Luke Transportation Engineering Consultants, Inc.

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

<b>Project:</b>	<b>Promenade at Deltona</b>		<b>LTEC 13-0113</b>			
<b>N/S Road:</b>	Howland Blvd		<b>Observer:</b>	LTEC		
<b>E/W Road:</b>	Fort Smith Blvd		<b>Weather:</b>	Clear		
<b>Date:</b>	Thursday, March 20, 2014		<b>Rd Condition:</b>	Ok		
<b>City:</b>	Deltona		<b>Signal:</b>	Yes		
<b>County:</b>	Volusia		<b>Major St Movement:</b>	-	<b>Latitude:</b>	28.879942°
<b>FDOT SF:</b>	0.93 PM	1.02 AM	<b>PM Pk Hr Factor:</b>	0.95	<b>Longitude:</b>	-81.165587°
					<b>Station #:</b>	3



Peak Hour Time Interval	Howland Blvd Northbound				Howland Blvd Southbound				Fort Smith Blvd Eastbound				Fort Smith Blvd Westbound			
	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt
# Lanes	1				1				1				1			
7:00 7:15	0	12	56	2	0	22	113	33	0	69	31	39	0	1	11	25
7:15 7:30	0	14	40	0	0	43	112	38	0	68	30	40	0	2	17	26
7:30 7:45	0	11	32	0	0	32	98	24	0	31	29	42	0	1	9	14
7:45 8:00	0	12	33	0	0	22	107	11	0	22	16	42	1	1	11	12
Hourly Sum	0	49	161	2	0	119	430	106	0	190	106	163	1	5	48	77
8:00 8:15	0	20	41	1	0	7	60	10	0	15	24	39	0	1	10	6
8:15 8:30	0	24	44	0	0	13	90	12	0	22	21	30	0	2	13	8
8:30 8:45	0	28	30	1	0	10	77	20	0	12	21	36	0	3	9	6
8:45 9:00	0	24	41	3	0	7	69	7	0	14	20	56	0	1	16	8
Hourly Sum	0	96	156	5	0	37	296	49	0	63	86	161	0	7	48	28
16:00 16:15	0	74	105	9	0	7	68	5	0	10	16	50	0	3	32	14
16:15 16:30	0	46	92	3	0	6	52	6	0	6	19	49	0	0	30	22
16:30 16:45	0	60	113	3	0	6	67	11	0	6	26	25	0	5	37	18
16:45 17:00	0	48	90	4	0	17	94	5	0	3	14	52	0	0	32	16
Hourly Sum	0	228	400	19	0	36	281	27	0	25	75	176	0	8	131	70
17:00 17:15	0	76	139	1	0	9	68	8	0	5	21	49	0	2	30	15
17:15 17:30	0	67	117	3	0	9	77	6	0	12	17	49	0	3	24	18
17:30 17:45	0	73	125	1	0	10	67	8	0	9	23	38	1	2	31	16
17:45 18:00	0	78	135	4	0	9	72	10	0	8	20	45	0	3	37	19
Hourly Sum	0	294	516	9	0	37	284	32	0	34	81	181	1	10	122	68

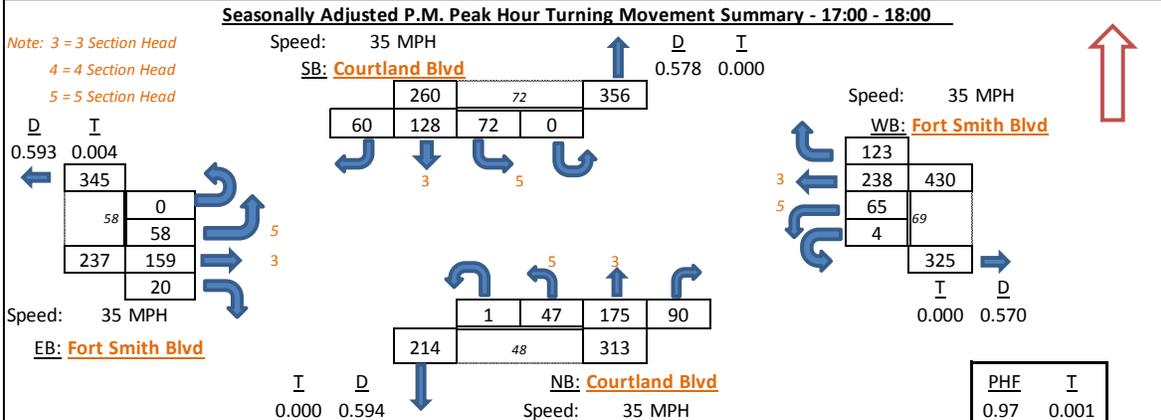
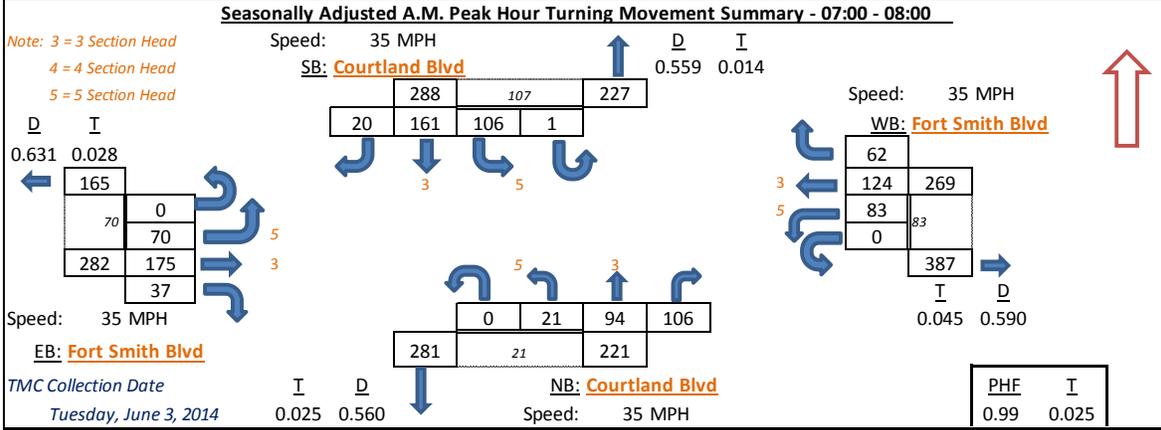
Luke Transportation Engineering Consultants, 2014

**Luke Transportation Engineering Consultants, Inc.**

**Summary of Vehicle Movements**

Luke Transportation Engineering Consultants

<b>Project:</b>	<b>Promenade at Deltona</b>			<b>LTEC 13-0113</b>					
<b>N/S Road:</b>	Courtland Blvd			<b>Observer:</b>	LTEC				
<b>E/W Road:</b>	Fort Smith Blvd			<b>Weather:</b>	Clear				
<b>Date:</b>	Thursday, April 17, 2014			<b>Rd Condition:</b>	Ok				
<b>City:</b>	Deltona			<b>Signal:</b>	Yes				
<b>County:</b>	Volusia			<b>Major St Movement:</b>	-			<b>Latitude:</b>	28.878642°
<b>FDOT SF:</b>	0.97	PM	1.02	<b>PM Pk Hr Factor:</b>	0.97			<b>Longitude:</b>	-81.178766°
								<b>Station #:</b>	5



Peak Hour Time Interval	Courtland Blvd Northbound				Courtland Blvd Southbound				Fort Smith Blvd Eastbound				Fort Smith Blvd Westbound			
	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt	Utturn	Lt	Thru	Rt
# Lanes	1				1				<				1			
7:00 7:15	0	3	29	36	0	31	34	6	0	14	59	11	0	9	23	14
7:15 7:30	0	4	18	23	0	33	41	3	0	9	44	6	0	28	34	16
7:30 7:45	0	9	22	22	0	20	40	3	0	21	36	10	0	16	30	18
7:45 8:00	0	5	23	23	1	20	43	8	0	25	33	9	0	28	35	13
Hourly Sum	0	21	92	104	1	104	158	20	0	69	172	36	0	81	122	61
8:00 8:15	0	5	42	20	0	20	25	7	0	11	30	7	0	12	21	20
8:15 8:30	0	3	31	18	0	24	28	5	0	7	32	8	0	18	25	17
8:30 8:45	0	4	33	15	0	18	29	12	0	19	31	8	0	11	21	17
8:45 9:00	0	5	32	9	0	31	36	16	0	11	32	3	0	13	21	12
Hourly Sum	0	17	138	62	0	93	118	40	0	48	125	26	0	54	88	66
16:00 16:15	0	8	36	14	0	25	39	17	0	20	35	7	0	14	42	12
16:15 16:30	0	9	40	8	0	14	22	9	0	9	31	5	0	13	34	28
16:30 16:45	0	11	36	11	0	16	30	15	0	19	31	7	4	15	34	17
16:45 17:00	0	9	44	17	0	24	25	15	0	11	46	9	0	15	41	23
Hourly Sum	0	37	156	50	0	79	116	56	0	59	143	28	4	57	151	80
17:00 17:15	0	13	40	23	0	23	21	13	0	11	42	6	1	19	59	32
17:15 17:30	0	11	51	25	0	15	30	13	0	16	50	4	1	17	67	31
17:30 17:45	0	6	48	24	0	14	32	17	0	18	37	6	1	15	73	30
17:45 18:00	1	18	41	21	0	22	49	19	0	15	35	5	1	16	46	34
Hourly Sum	1	48	180	93	0	74	132	62	0	60	164	21	4	67	245	127

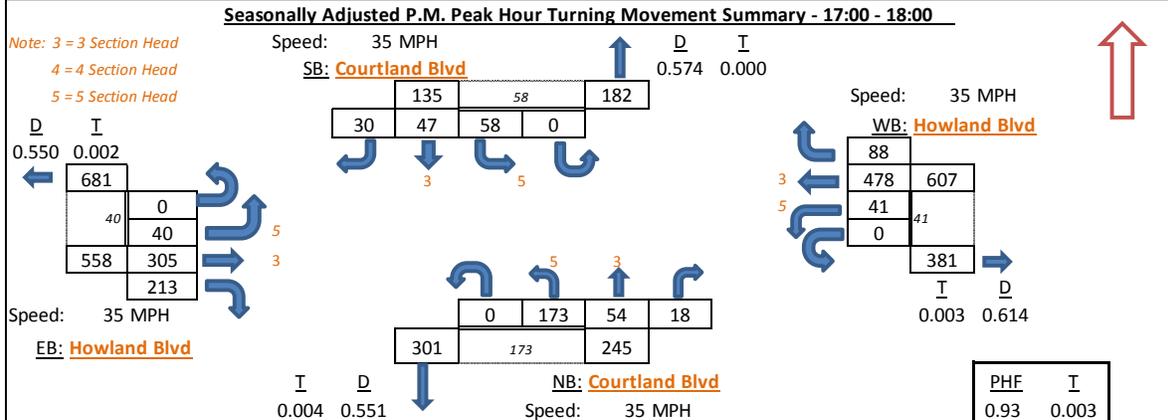
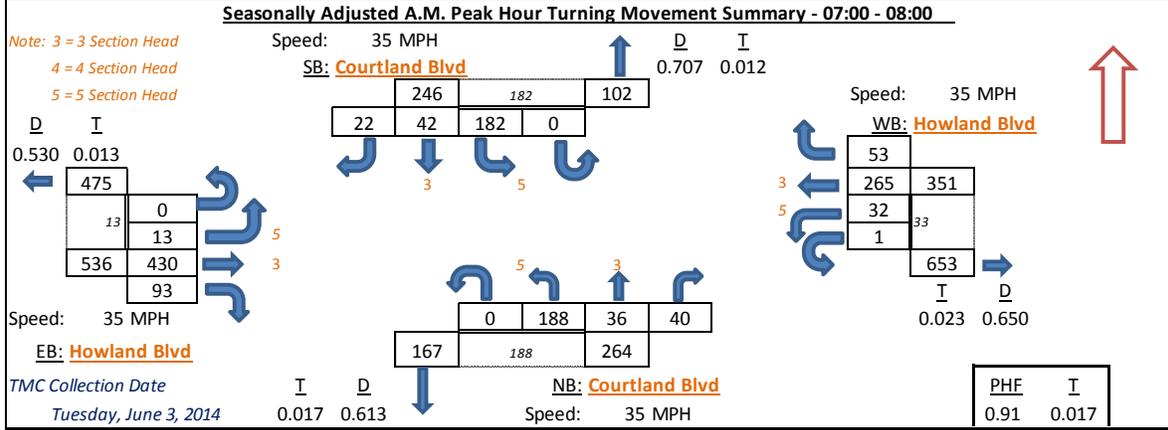
Luke Transportation Engineering Consultants, 2014

Luke Transportation Engineering Consultants, Inc.

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

<b>Project:</b>	<b>Promenade at Deltona</b>			<b>LTEC 13-0113</b>					
<b>N/S Road:</b>	Courtland Blvd			<b>Observer:</b>	LTEC				
<b>E/W Road:</b>	Howland Blvd			<b>Weather:</b>	Clear				
<b>Date:</b>	Thursday, April 17, 2014			<b>Rd Condition:</b>	Ok				
<b>City:</b>	Deltona			<b>Signal:</b>	Yes				
<b>County:</b>	Volusia			<b>Major St Movement:</b>	-			<b>Latitude:</b>	28.902351°
<b>FDOT SF:</b>	0.97 PM	1.02 AM		<b>PM Pk Hr Factor:</b>	0.93			<b>Longitude:</b>	-81.171324°
							<b>Station #:</b>	6	



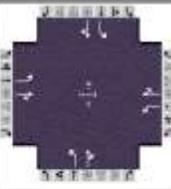
Peak Hour	Courtland Blvd Northbound				Courtland Blvd Southbound				Howland Blvd Eastbound				Howland Blvd Westbound			
	Uturm	Lt	Thru	Rt	Uturm	Lt	Thru	Rt	Uturm	Lt	Thru	Rt	Uturm	Lt	Thru	Rt
Time Interval																
# Lanes	1	1	<		1	1	<		1	1	1		1	2	<	
7:00 7:15	0	58	9	17	0	55	8	5	0	3	129	21	0	7	69	4
7:15 7:30	0	48	9	7	0	52	7	6	0	1	112	17	0	7	58	21
7:30 7:45	0	28	3	7	0	43	16	4	0	3	94	25	1	7	56	12
7:45 8:00	0	50	14	8	0	28	10	7	0	6	87	28	0	10	77	15
Hourly Sum	0	184	35	39	0	178	41	22	0	13	422	91	1	31	260	52
8:00 8:15	0	48	13	7	0	16	19	6	0	4	67	22	0	5	51	13
8:15 8:30	0	42	16	7	0	28	19	7	0	2	67	44	0	2	64	6
8:30 8:45	0	52	20	6	0	9	18	7	0	6	63	31	0	6	60	6
8:45 9:00	0	45	18	11	0	11	19	4	0	6	53	28	0	5	51	3
Hourly Sum	0	187	67	31	0	64	75	24	0	18	250	125	0	18	226	28
16:00 16:15	0	45	21	6	0	8	11	6	0	9	69	38	0	13	106	26
16:15 16:30	0	48	15	4	0	10	5	6	0	12	77	40	0	3	95	26
16:30 16:45	0	44	5	2	0	17	17	8	0	7	82	35	0	13	106	18
16:45 17:00	0	36	12	3	0	9	9	7	0	4	65	44	0	7	101	23
Hourly Sum	0	173	53	15	0	44	42	27	0	32	293	157	0	36	408	93
17:00 17:15	0	34	15	4	0	15	12	7	0	8	77	47	0	13	135	20
17:15 17:30	0	46	14	5	0	16	11	8	0	14	78	50	0	10	113	20
17:30 17:45	0	44	9	2	0	14	11	6	0	11	77	63	0	8	123	26
17:45 18:00	0	54	18	8	0	15	14	10	0	8	82	60	0	11	122	25
Hourly Sum	0	178	56	19	0	60	48	31	0	41	314	220	0	42	493	91

Luke Transportation Engineering Consultants, 2014

## **Appendix D – HCS Existing Worksheets**

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## Luke Transportation Engineering Consultants, Inc.

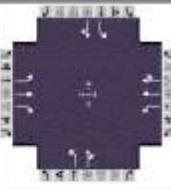
HCS 2010 Signalized Intersection Results Summary																
<b>General Information</b>							<b>Intersection Information</b>									
Agency	LTEC						Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014				Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.95								
Intersection	Howland Boulevard & Fort						Analysis Year	2014		Analysis Period				1> 17:00		
File Name	Hb FSb Exist AM.xus															
Project Description	Existing AM Peak															
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h	194	108	166	6	49	79	50	164	2	121	439	108				
<b>Signal Information</b>																
Cycle, s	33.7	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On	Green	14.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.6	0.0	0.0	0.0	0.0	0.0					
				Red	1.0	1.0	0.0	0.0	0.0	0.0	0.0					
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>					
Assigned Phase					4					8						
Case Number					6.0					6.0						
Phase Duration, s					14.4					14.4						
Change Period, (Y+R), s					4.6					4.6						
Max Allow Headway (MAH), s					3.3					3.3						
Queue Clearance Time (qc), s					9.2					7.1						
Green Extension Time (ge), s					0.7					0.0						
Phase Call Probability					1.00					1.00						
Max Out Probability					0.30					1.00						
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h	204	288		6	135		53	175		127	578					
Adjusted Saturation Flow Rate (s), veh/h/ln	1250	1680		1086	1676		834	1859		1205	1799					
Queue Service Time (qs), s	5.1	5.0		0.2	2.1		2.0	2.0		2.6	9.3					
Cycle Queue Clearance Time (qc), s	7.2	5.0		5.1	2.1		11.2	2.0		4.6	9.3					
Green Ratio (g/C)	0.29	0.29		0.29	0.29		0.42	0.42		0.42	0.42					
Capacity (c), veh/h	500	489		370	488		330	772		641	747					
Volume-to-Capacity Ratio (X)	0.409	0.590		0.017	0.276		0.159	0.226		0.199	0.771					
Available Capacity (ca), veh/h	693	748		370	488		380	882		856	1067					
Back of Queue (Q), veh/ln (50th percentile)	1.0	1.3		0.0	0.5		0.3	0.5		0.4	2.3					
Queue Storage Ratio (RQ) (50th percentile)	0.13	0.00		0.01	0.00		0.03	0.00		0.04	0.00					
Uniform Delay (di), s/veh	12.0	10.2		12.4	9.2		13.3	6.4		7.8	8.5					
Incremental Delay (di), s/veh	0.2	0.4		0.0	0.1		0.1	0.1		0.1	1.2					
Initial Queue Delay (di), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0					
Control Delay (d), s/veh	12.2	10.7		12.4	9.3		13.4	6.4		7.9	9.7					
Level of Service (LOS)	B	B		B	A		B	A		A	A					
Approach Delay, s/veh / LOS	11.3		B	9.5		A	8.0		A	9.4		A				
Intersection Delay, s/veh / LOS	9.8						A									
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>			
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																

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HCS 2010™ Streets Version 6.50

Generated: 6/5/2014 3:46:59 PM

**Luke Transportation Engineering Consultants, Inc.**

HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour		PHF	0.93								
Intersection	Howland Boulevard & Court					Analysis Year	2014		Analysis Period	1> 7:00					
File Name	Hb Cb Exist AM.xus														
Project Description	Existing AM														
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	13	430	93	33	265	53	188	36	40	182	42	22			
<b>Signal Information</b>															
Cycle, s	45.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.8	1.0	14.0	5.0	0.8	4.9					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	0.0	3.6	3.6	0.0	3.6					
				Red	1.0	0.0	1.0	1.0	0.0	1.0					
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0				
Phase Duration, s				5.4	18.6	6.4	19.6	9.6	9.5	10.4	10.4				
Change Period, (Y+R), s				4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Allow Headway (MAH), s				3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2				
Queue Clearance Time (qc), s				2.2	12.2	2.8	5.2	6.5	4.0	6.2	3.6				
Green Extension Time (ge), s				0.0	1.7	0.0	1.7	0.0	0.2	0.1	0.2				
Phase Call Probability				0.16	1.00	0.36	1.00	0.92	0.99	0.91	0.99				
Max Out Probability				0.00	0.00	0.00	0.00	1.00	0.00	0.53	0.00				
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	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	14	462	100	35	174	168	202	82		196	69				
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1579	1774	1863	1756	1774	1702		1774	1754				
Queue Service Time (qs), s	0.2	10.2	2.1	0.6	3.1	3.2	4.5	2.0		4.2	1.6				
Cycle Queue Clearance Time (qc), s	0.2	10.2	2.1	0.6	3.1	3.2	4.5	2.0		4.2	1.6				
Green Ratio (g/C)	0.33	0.31	0.31	0.35	0.33	0.33	0.22	0.11		0.24	0.13				
Capacity (c), veh/h	420	580	492	310	621	586	423	187		475	228				
Volume-to-Capacity Ratio (X)	0.033	0.797	0.203	0.115	0.280	0.287	0.478	0.437		0.412	0.305				
Available Capacity (ca), veh/h	861	2152	1824	633	1531	1443	423	756		639	779				
Back of Queue (Q), veh/ln (50th percentile)	0.1	3.5	0.6	0.2	1.0	1.0	1.5	0.7		1.4	0.6				
Queue Storage Ratio (RQ) (50th percentile)	0.01	0.00	0.00	0.02	0.00	0.00	0.11	0.00		0.15	0.00				
Uniform Delay (d1), s/veh	10.4	14.2	11.4	10.9	11.0	11.1	15.5	18.7		14.7	17.8				
Incremental Delay (d2), s/veh	0.0	1.0	0.1	0.1	0.1	0.1	0.3	0.6		0.2	0.3				
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Control Delay (d), s/veh	10.4	15.2	11.5	10.9	11.1	11.2	15.8	19.3		14.9	18.1				
Level of Service (LOS)	B	B	B	B	B	B	B	B		B	B				
Approach Delay, s/veh / LOS	14.4		B	11.1		B	16.8		B	15.7		B			
Intersection Delay, s/veh / LOS	14.3						B								
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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HCS 2010 Signalized Intersection Results Summary																			
<b>General Information</b>						<b>Intersection Information</b>													
Agency	LTEC					Duration, h	0.25												
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other												
Jurisdiction	Deltona		Time Period	AM Peak Hour		PHF	0.97												
Intersection	Fort Smith Boulevard & Co					Analysis Year	2014		Analysis Period	1> 7:00									
File Name	FSb Cb Exist AM.xus																		
Project Description	Existing AM																		
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h	70	175	37	83	124	60	21	94	106	107	161	20							
<b>Signal Information</b>																			
Cycle, s	36.3	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.6	0.3	6.7	1.0	2.4	4.9									
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	0.0	3.6	3.6	0.0	3.6									
				Red	1.0	0.0	1.0	1.0	0.0	1.0									
<b>Timer Results</b>				<b>EBL</b>		<b>EBT</b>		<b>WBL</b>		<b>WBT</b>		<b>NBL</b>		<b>NBT</b>		<b>SBL</b>		<b>SBT</b>	
Assigned Phase	5		2		1		6		3		8		7		4				
Case Number	1.1		4.0		1.1		3.0		1.1		3.0		1.1		4.0				
Phase Duration, s	7.2		11.3		7.5		11.7		5.6		9.5		8.0		11.9				
Change Period, (Y+R), s	4.6		4.6		4.6		4.6		4.6		4.6		4.6		4.6				
Max Allow Headway (MAH), s	3.1		3.1		3.1		3.1		3.1		3.1		3.1		3.1				
Queue Clearance Time (qc), s	3.1		6.1		3.4		4.2		2.4		4.3		3.9		5.3				
Green Extension Time (ge), s	0.0		0.7		0.1		0.7		0.0		0.7		0.1		0.7				
Phase Call Probability	0.52		1.00		0.58		1.00		0.20		0.98		0.67		0.99				
Max Out Probability	0.00		0.00		0.01		0.00		0.00		0.00		0.02		0.00				
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Approach Movement	L	T	R	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	72	219		86	128	62	22	97	109	110	187								
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1806		1774	1863	1579	1774	1863	1579	1774	1826								
Queue Service Time (qs), s	1.1	4.1		1.4	2.2	1.2	0.4	1.7	2.3	1.9	3.3								
Cycle Queue Clearance Time (qc), s	1.1	4.1		1.4	2.2	1.2	0.4	1.7	2.3	1.9	3.3								
Green Ratio (g/C)	0.26	0.19		0.27	0.19	0.19	0.16	0.14	0.14	0.23	0.20								
Capacity (c), veh/h	426	335		425	362	306	313	253	214	477	368								
Volume-to-Capacity Ratio (X)	0.170	0.651		0.201	0.353	0.202	0.069	0.383	0.510	0.231	0.508								
Available Capacity (ca), veh/h	787	994		772	973	825	752	1025	868	801	1005								
Back of Queue (Q), veh/ln (50th percentile)	0.3	1.3		0.4	0.7	0.3	0.1	0.6	0.7	0.6	1.1								
Queue Storage Ratio (RQ) (50th percentile)	0.04	0.00		0.05	0.00	0.03	0.01	0.00	0.10	0.10	0.00								
Uniform Delay (d1), s/veh	10.7	13.7		10.5	12.7	12.3	13.0	14.3	14.6	11.6	12.9								
Incremental Delay (d2), s/veh	0.1	0.8		0.1	0.2	0.1	0.0	0.4	0.7	0.1	0.4								
Initial Queue Delay (d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Control Delay (d), s/veh	10.7	14.5		10.6	12.9	12.4	13.0	14.7	15.3	11.7	13.3								
Level of Service (LOS)	B	B		B	B	B	B	B	B	B	B								
Approach Delay, s/veh / LOS	13.6		B	12.1		B	14.8		B	12.7		B							
Intersection Delay, s/veh / LOS	13.2						B												
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

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HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.91							
Intersection	Howland Boulevard & Wal-					Analysis Year	Existing 2014		Analysis Period	1> 17:00					
File Name	Hb WalMart Exist AM.xus														
Project Description	Existing AM Peak														
<b>Demand Information</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	123		45				24	132			439	198			
<b>Signal Information</b>															
Cycle, s	27.6	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.9	7.3	3.8	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.3	4.0	0.0	0.0	0.0					
				Red	1.0	1.0	1.0	0.0	0.0	0.0					
<b>Timer Results</b>				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4					5	2	6			
Case Number					9.0					1.0	4.0	7.3			
Phase Duration, s					8.8					6.2	18.8	12.6			
Change Period, (Y+R), s					5.0					5.3	5.3	5.3			
Max Allow Headway (MAH), s					3.2					3.1	3.1	3.1			
Queue Clearance Time (q <sub>c</sub> ), s					3.0					2.3	2.6	5.3			
Green Extension Time (g <sub>e</sub> ), s					0.3					0.0	2.0	2.0			
Phase Call Probability					0.76					0.18	1.00	1.00			
Max Out Probability					0.00					0.00	0.00	0.00			
<b>Movement Group Results</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	7		14				5	2				6	16		
Adjusted Flow Rate (v), veh/h	135		49				26	145				482	218		
Adjusted Saturation Flow Rate (s), veh/h/ln	1723		1579				1774	1756				1773	1563		
Queue Service Time (g <sub>q</sub> ), s	1.0		0.7				0.3	0.6				3.2	3.3		
Cycle Queue Clearance Time (g <sub>c</sub> ), s	1.0		0.7				0.3	0.6				3.2	3.3		
Green Ratio (g/C)	0.14		0.17				0.37	0.49				0.26	0.26		
Capacity (c), veh/h	474		270				454	1717				934	412		
Volume-to-Capacity Ratio (X)	0.285		0.183				0.058	0.084				0.517	0.529		
Available Capacity (c <sub>a</sub> ), veh/h	2000		969				1103	3695				4246	1872		
Back of Queue (Q), veh/ln (50th percentile)	0.3		0.2				0.0	0.1				0.7	0.7		
Queue Storage Ratio (RQ) (50th percentile)	0.02		0.00				0.00	0.00				0.00	0.06		
Uniform Delay (d <sub>1</sub> ), s/veh	10.7		9.8				6.1	3.8				8.7	8.7		
Incremental Delay (d <sub>2</sub> ), s/veh	0.1		0.1				0.0	0.0				0.2	0.4		
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0		0.0				0.0	0.0				0.0	0.0		
Control Delay (d), s/veh	10.8		9.9				6.1	3.8				8.8	9.1		
Level of Service (LOS)	B		A				A	A				A	A		
Approach Delay, s/veh / LOS	10.6		B	0.0				4.1	A	8.9		A			
Intersection Delay, s/veh / LOS	8.4						A								
<b>Multimodal Results</b>				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JTR			Intersection	SR 415 & Howland Blvd			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2014			
Analysis Time Period	AM Peak Hour							
Project Description Existing								
East/West Street: Howland Boulevard				North/South Street: SR 415				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	136	137			306	19		
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92		
Hourly Flow Rate, HFR (veh/h)	147	148	0	0	332	20		
Percent Heavy Vehicles	3	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	16		447					
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	17	0	485	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	147					17		485
C (m) (veh/h)	1201					318		701
v/c	0.12					0.05		0.69
95% queue length	0.42					0.17		5.58
Control Delay (s/veh)	8.4					17.0		20.8
LOS	A					C		C
Approach Delay (s/veh)	--	--				20.7		
Approach LOS	--	--				C		

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Two-Way Stop Control

Page 1 of 1

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JTR			Intersection	SR 415 & Ft Smith Blvd			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2014			
Analysis Time Period	AM Peak Hour							
Project Description Existing								
East/West Street: Fort Smith Boulevard				North/South Street: SR 415				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	149			238	71		
Peak-Hour Factor, PHF	0.83	0.83	1.00	1.00	0.83	0.83		
Hourly Flow Rate, HFR (veh/h)	6	179	0	0	286	85		
Percent Heavy Vehicles	3	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	139		86					
Peak-Hour Factor, PHF	0.83	1.00	0.83	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	167	0	103	0	0	0		
Percent Heavy Vehicles	2	0	2	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						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	6						270	
C (m) (veh/h)	1182						575	
v/c	0.01						0.47	
95% queue length	0.02						2.49	
Control Delay (s/veh)	8.1						16.7	
LOS	A						C	
Approach Delay (s/veh)	--	--					16.7	
Approach LOS	--	--					C	

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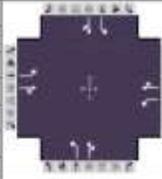
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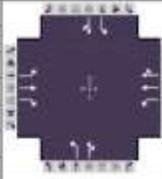
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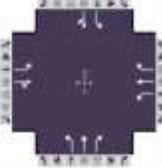
## Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																											
<b>General Information</b>							<b>Intersection Information</b>																				
Agency	LTEC						Duration, h	0.25																			
Analyst	JTR			Analysis Date	5/8/2014			Area Type	Other																		
Jurisdiction	Deltona			Time Period	PM Peak Hour			PHF	0.95																		
Intersection	Howland Boulevard & Fort			Analysis Year	2014			Analysis Period	1> 17:00																		
File Name	Hb FSB Exist.xus																										
Project Description	Existing PM Peak																										
																											
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R												
Demand (v), veh/h	32	75	168	10	113	63	273	480	8	34	264	30															
<b>Signal Information</b>																											
Cycle, s	30.5	Reference Phase	2																								
Offset, s	0	Reference Point	End																								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.9	6.7	0.0	0.0	0.0	0.0	0.0	0.0															
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.6	0.0	0.0	0.0	0.0	0.0																
				Red	1.0	1.0	0.0	0.0	0.0	0.0	0.0																
<b>Timer Results</b>				<b>EBL</b>			<b>EBT</b>			<b>WBL</b>			<b>WBT</b>			<b>NBL</b>			<b>NBT</b>			<b>SBL</b>			<b>SBT</b>		
Assigned Phase				4			8			2			6														
Case Number				6.0			6.0			6.0			6.0														
Phase Duration, s				11.3			11.3			19.2			19.2														
Change Period, (Y+R), s				4.6			4.6			5.3			5.3														
Max Allow Headway (MAH), s				3.2			3.2			3.3			3.3														
Queue Clearance Time (g <sub>s</sub> ), s				6.3			6.6			12.8			9.3														
Green Extension Time (g <sub>e</sub> ), s				0.5			0.0			1.1			2.3														
Phase Call Probability				0.98			0.98			1.00			1.00														
Max Out Probability				0.04			1.00			1.00			0.14														
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16															
Adjusted Flow Rate (v), veh/h	34	256		11	185		287	514		36	309																
Adjusted Saturation Flow Rate (s), veh/h/ln	1194	1657		1119	1750		1066	1857		883	1829																
Queue Service Time (g <sub>s</sub> ), s	0.8	4.3		0.3	2.8		7.4	6.3		1.0	3.4																
Cycle Queue Clearance Time (g <sub>c</sub> ), s	3.6	4.3		4.6	2.8		10.8	6.3		7.3	3.4																
Green Ratio (g/C)	0.22	0.22		0.22	0.22		0.46	0.46		0.46	0.46																
Capacity (c), veh/h	388	363		323	384		604	846		455	834																
Volume-to-Capacity Ratio (X)	0.087	0.704		0.033	0.483		0.476	0.607		0.079	0.371																
Available Capacity (c <sub>a</sub> ), veh/h	715	816		323	384		678	976		632	1201																
Back of Queue (Q), veh/ln (50th percentile)	0.2	1.2		0.1	0.8		1.0	1.2		0.1	0.6																
Queue Storage Ratio (RQ) (50th percentile)	0.02	0.00		0.01	0.00		0.10	0.00		0.01	0.00																
Uniform Delay (d <sub>i</sub> ), s/veh	11.9	11.0		13.1	10.4		9.0	6.2		9.0	5.4																
Incremental Delay (d <sub>i</sub> ), s/veh	0.0	0.9		0.0	0.4		0.2	0.4		0.0	0.1																
Initial Queue Delay (d <sub>s</sub> ), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0																
Control Delay (d), s/veh	12.0	11.9		13.1	10.7		9.2	6.7		9.0	5.5																
Level of Service (LOS)	B	B		B	B		A	A		A	A																
Approach Delay, s/veh / LOS	11.9		B	10.9		B	7.6		A	5.9		A															
Intersection Delay, s/veh / LOS	8.4						A																				
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Pedestrian LOS Score / LOS																											
Bicycle LOS Score / LOS																											

Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																		
<b>General Information</b>						<b>Intersection Information</b>												
Agency	LTEC					Duration, h	0.25											
Analyst	JTR		Analysis Date	5/8/2014		Area Type	Other											
Jurisdiction	Deltona		Time Period	PM Peak Hour		PHF	0.93											
Intersection	Howland Boulevard & Court		Analysis Year	2014		Analysis Period	1> 17:00											
File Name	Hb Cb Exist.xus																	
Project Description	Existing PM																	
<b>Demand Information</b>			EB			WB			NB			SB						
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h			40	305	213	41	478	88	173	54	18	58	47	30				
<b>Signal Information</b>																		
Cycle, s	40.7	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On		Green	2.0	10.8	2.5	2.4	4.6	0.0							
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.6	3.6	3.6	0.0	3.6	0.0							
					Red	1.0	1.0	1.0	0.0	1.0	0.0							
<b>Timer Results</b>			EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase			5		2		1		6		3		8		7		4	
Case Number			1.1		3.0		1.1		4.0		1.1		4.0		1.1		4.0	
Phase Duration, s			6.5		15.4		6.6		15.4		9.6		11.6		7.1		9.2	
Change Period, (Y+R), s			4.6		4.6		4.6		4.6		4.6		4.6		4.6		4.6	
Max Allow Headway (MAH), s			3.1		3.1		3.1		3.1		3.1		3.1		3.1		3.1	
Queue Clearance Time (g <sub>s</sub> ), s			2.7		8.4		2.7		8.1		5.6		3.5		3.2		3.8	
Green Extension Time (g <sub>e</sub> ), s			0.0		2.4		0.0		2.3		0.0		0.2		0.0		0.2	
Phase Call Probability			0.39		1.00		0.39		1.00		0.88		0.98		0.51		0.92	
Max Out Probability			0.00		0.00		0.00		0.00		1.00		0.00		0.00		0.00	
<b>Movement Group Results</b>			EB			WB			NB			SB						
Approach Movement			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			43	328	229	44	312	297	186	77		62	83					
Adjusted Saturation Flow Rate (s), veh/h/ln			1774	1863	1579	1774	1863	1762	1774	1783		1774	1741					
Queue Service Time (g <sub>s</sub> ), s			0.7	6.4	5.1	0.7	6.0	6.1	3.6	1.5		1.2	1.8					
Cycle Queue Clearance Time (g <sub>c</sub> ), s			0.7	6.4	5.1	0.7	6.0	6.1	3.6	1.5		1.2	1.8					
Green Ratio (g/C)			0.31	0.26	0.26	0.31	0.27	0.27	0.24	0.17		0.18	0.11					
Capacity (c), veh/h			316	493	418	376	494	468	484	308		401	197					
Volume-to-Capacity Ratio (X)			0.136	0.666	0.548	0.117	0.630	0.635	0.385	0.251		0.156	0.421					
Available Capacity (c <sub>a</sub> ), veh/h			755	2380	2017	726	1693	1601	485	876		726	855					
Back of Queue (Q), veh/ln (50th percentile)			0.2	2.2	1.4	0.2	2.0	1.9	1.2	0.5		0.4	0.6					
Queue Storage Ratio (RQ) (50th percentile)			0.03	0.00	0.00	0.02	0.00	0.00	0.08	0.00		0.04	0.00					
Uniform Delay (d <sub>i</sub> ), s/veh			10.7	13.4	12.9	10.4	13.2	13.2	13.3	14.6		14.4	16.8					
Incremental Delay (d <sub>i</sub> ), s/veh			0.1	0.6	0.4	0.1	0.5	0.5	0.2	0.2		0.1	0.5					
Initial Queue Delay (d <sub>s</sub> ), s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0					
Control Delay (d), s/veh			10.8	13.9	13.3	10.4	13.7	13.7	13.5	14.7		14.4	17.3					
Level of Service (LOS)			B	B	B	B	B	B	B		B	B						
Approach Delay, s/veh / LOS			13.5		B	13.5		B	13.9		B	16.1		B				
Intersection Delay, s/veh / LOS			13.8						B									
<b>Multimodal Results</b>			EB			WB			NB			SB						
Pedestrian LOS Score / LOS																		
Bicycle LOS Score / LOS																		

## Luke Transportation Engineering Consultants, Inc.

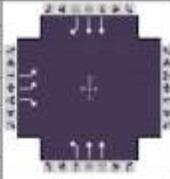
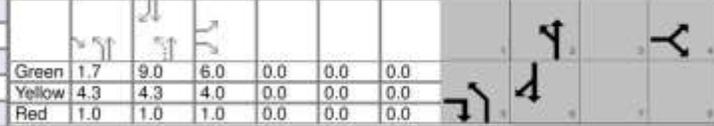
HCS 2010 Signalized Intersection Results Summary																											
<b>General Information</b>							<b>Intersection Information</b>																				
Agency	LTEC						Duration, h	0.25																			
Analyst	JTR			Analysis Date	5/8/2014			Area Type	Other																		
Jurisdiction	Deltona			Time Period	PM Peak Hour			PHF	0.97																		
Intersection	Fort Smith Boulevard & Co			Analysis Year	2014			Analysis Period	1> 17:00																		
File Name	FSb Cb Exist.xus																										
Project Description	Existing PM																										
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R												
Demand (v), veh/h	58	159	20	69	238	123	48	175	90	72	128	60															
<b>Signal Information</b>																											
Cycle, s	36.8	Reference Phase	2																								
Offset, s	0	Reference Point	End																								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.3	0.3	7.1	2.0	0.7	6.1																	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	0.0	3.6	3.6	0.0	3.6																	
				Red	1.0	0.0	1.0	1.0	0.0	1.0																	
<b>Timer Results</b>				<b>EBL</b>			<b>EBT</b>			<b>WBL</b>			<b>WBT</b>			<b>NBL</b>			<b>NBT</b>			<b>SBL</b>			<b>SBT</b>		
Assigned Phase				5	2			1			6			3			8			7			4				
Case Number				1.1	4.0			1.1			3.0			1.1			3.0			1.1			4.0				
Phase Duration, s				6.9	11.7			7.2			12.0			6.6			10.7			7.3			11.3				
Change Period, (Y+R), s				4.6	4.6			4.6			4.6			4.6			4.6			4.6			4.6				
Max Allow Headway (MAH), s				3.1	3.1			3.1			3.1			3.1			3.1			3.1			3.1				
Queue Clearance Time (g <sub>s</sub> ), s				3.0	5.3			3.1			6.5			2.6			5.3			3.2			5.7				
Green Extension Time (g <sub>e</sub> ), s				0.0	1.0			0.0			0.9			0.0			0.8			0.0			0.8				
Phase Call Probability				0.46	1.00			0.52			1.00			0.40			0.99			0.53			1.00				
Max Out Probability				0.00	0.00			0.00			0.00			0.00			0.00			0.00			0.00				
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement	L	T	R	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	60	185		71	245	127	49	180	93	74	194																
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1826		1774	1863	1579	1774	1863	1579	1774	1762																
Queue Service Time (g <sub>s</sub> ), s	1.0	3.3		1.1	4.5	2.6	0.8	3.3	1.9	1.2	3.7																
Cycle Queue Clearance Time (g <sub>c</sub> ), s	1.0	3.3		1.1	4.5	2.6	0.8	3.3	1.9	1.2	3.7																
Green Ratio (g/C)	0.26	0.19		0.26	0.20	0.20	0.22	0.16	0.16	0.24	0.18																
Capacity (c), veh/h	335	352		443	374	317	325	307	261	415	323																
Volume-to-Capacity Ratio (X)	0.178	0.524		0.161	0.656	0.400	0.152	0.587	0.356	0.179	0.600																
Available Capacity (c <sub>a</sub> ), veh/h	706	991		799	960	814	710	1011	857	768	956																
Back of Queue (Q), veh/ln (50th percentile)	0.3	1.1		0.3	1.5	0.7	0.3	1.1	0.6	0.4	1.2																
Queue Storage Ratio (RQ) (50th percentile)	0.04	0.00		0.04	0.00	0.07	0.03	0.00	0.08	0.07	0.00																
Uniform Delay (d <sub>i</sub> ), s/veh	11.1	13.4		10.6	13.6	12.8	11.9	14.2	13.6	11.3	13.8																
Incremental Delay (d <sub>i</sub> ), s/veh	0.1	0.5		0.1	0.7	0.3	0.1	0.7	0.3	0.1	0.7																
Initial Queue Delay (d <sub>s</sub> ), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
Control Delay (d), s/veh	11.2	13.8		10.6	14.3	13.1	12.0	14.9	14.0	11.4	14.5																
Level of Service (LOS)	B	B		B	B	B	B	B	B	B	B																
Approach Delay, s/veh / LOS	13.2		B	13.4		B	14.2		B	13.6		B															
Intersection Delay, s/veh / LOS	13.6						B																				
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Pedestrian LOS Score / LOS																											
Bicycle LOS Score / LOS																											

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## Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																
<b>General Information</b>							<b>Intersection Information</b>									
Agency	LTEC						Duration, h	0.25								
Analyst	JTR			Analysis Date	5/8/2014			Area Type	Other							
Jurisdiction	Deltona			Time Period	PM Peak Hour			PHF	0.91							
Intersection	Howland Boulevard & Wal-			Analysis Year	Existing 2014			Analysis Period	1> 17:00							
File Name	Hb WalMart Exist.xus															
Project Description	Existing PM Peak															
																
<b>Demand Information</b>				EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h	353		22						43	402			166	251		
<b>Signal Information</b>																
Cycle, s	32.4	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Green	1.7	9.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.3	4.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>Timer Results</b>				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase					4			5			2			6		
Case Number					9.0			1.0			4.0			7.3		
Phase Duration, s					11.0			7.0			21.4			14.3		
Change Period, (Y+R), s					5.0			5.3			5.3			5.3		
Max Allow Headway (MAH), s					3.1			3.1			3.1			3.1		
Queue Clearance Time (qc), s					5.3			2.5			4.3			6.9		
Green Extension Time (ge), s					0.8			0.0			2.1			2.1		
Phase Call Probability					0.98			0.35			1.00			1.00		
Max Out Probability					0.00			0.00			0.00			0.00		
<b>Movement Group Results</b>				EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7		14				5	2					6	16		
Adjusted Flow Rate (v), veh/h	388		24				47	442					182	276		
Adjusted Saturation Flow Rate (s), veh/h/ln	1723		1579				1774	1773					1773	1579		
Queue Service Time (qs), s	3.3		0.4				0.5	2.3					1.3	4.9		
Cycle Queue Clearance Time (qc), s	3.3		0.4				0.5	2.3					1.3	4.9		
Green Ratio (g/C)	0.18		0.24				0.40	0.50					0.28	0.28		
Capacity (c), veh/h	638		377				605	1762					992	441		
Volume-to-Capacity Ratio (X)	0.608		0.064				0.078	0.251					0.184	0.625		
Available Capacity (ca), veh/h	1702		865				1113	3176					3614	1608		
Back of Queue (Q), veh/ln (50th percentile)	1.0		0.1				0.1	0.4					0.3	1.2		
Queue Storage Ratio (RQ) (50th percentile)	0.09		0.00				0.01	0.00					0.00	0.11		
Uniform Delay (d), s/veh	12.1		9.5				6.3	4.7					8.9	10.2		
Incremental Delay (di), s/veh	0.4		0.0				0.0	0.0					0.0	0.5		
Initial Queue Delay (ds), s/veh	0.0		0.0				0.0	0.0					0.0	0.0		
Control Delay (d), s/veh	12.5		9.6				6.3	4.7					8.9	10.7		
Level of Service (LOS)	B			A			A			A			B			
Approach Delay, s/veh / LOS	12.3		B	0.0			4.9		A	10.0			A			
Intersection Delay, s/veh / LOS	8.8						A									
<b>Multimodal Results</b>				EB			WB			NB			SB			
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JTR			Intersection	SR 415 & Howland Blvd			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2014			
Analysis Time Period	PM Peak Hour							
Project Description Existing								
East/West Street: Howland Boulevard				North/South Street: SR 415				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	431	259			196	14		
Peak-Hour Factor, PHF	0.96	0.96	1.00	1.00	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	448	269	0	0	204	14		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	27		161					
Peak-Hour Factor, PHF	0.96	1.00	0.96	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	28	0	167	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	448					28		167
C (m) (veh/h)	1352					107		829
v/c	0.33					0.26		0.20
95% queue length	1.47					0.97		0.75
Control Delay (s/veh)	9.0					50.2		10.4
LOS	A					F		B
Approach Delay (s/veh)	--	--				16.1		
Approach LOS	--	--				C		

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5/8/2014

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Two-Way Stop Control

Page 1 of 1

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JTR			Intersection	SR 415 & FDr Smith Blvd			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2014			
Analysis Time Period	PM Peak Hour							
Project Description: Existing								
East/West Street: Fort Smith Boulevard				North/South Street: SR 415				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	29	257			203	124		
Peak-Hour Factor, PHF	0.88	0.88	1.00	1.00	0.88	0.88		
Hourly Flow Rate, HFR (veh/h)	32	292	0	0	230	140		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	60		7					
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	68	0	7	0	0	0		
Percent Heavy Vehicles	3	0	3	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						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	32						75	
C (m) (veh/h)	1189						435	
v/c	0.03						0.17	
95% queue length	0.08						0.62	
Control Delay (s/veh)	8.1						15.0	
LOS	A						B	
Approach Delay (s/veh)	--	--					15.0	
Approach LOS	--	--					B	

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5/8/2014

## **Appendix E – Internal Capture Worksheet**

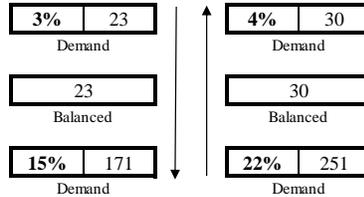
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## Luke Transportation Engineering Consultants, Inc.

### Daily Multi-Use External Trip Generation

#### LAND USE A: RETAIL LAND USE

ITE LU Code: 820			
Size(SF): 10,000			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	760	30	730
Exit	760	23	737
Total	1,520	53	1,467
%	100%	3.5%	96.5%



#### LAND USE B: OFFICE

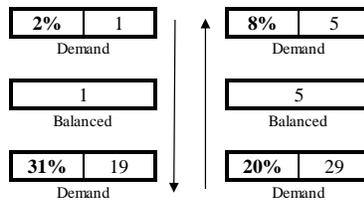
ITE LU Code: 630 & 720			
Size (SF): 62,425			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	1,143	23	1,120
Exit	1,143	30	1,113
Total	2,285	53	2,232
%	100%	2.3%	97.7%

Net External Trips for Multi-Use Development				
	Land Use A	Land Use B	Total	Internal Capture Percentage
<b>Enter</b>	730	1,120	1,850	2.8%
<b>Exit</b>	737	1,113	1,850	
<b>Total</b>	1,467	2,232	3,699	
<b>Single Use ITE Trip Gen. Est.</b>	1,520	2,285	3,805	<b>106</b>

### P.M. Peak Hour Multi-Use External Trip Generation

#### LAND USE A: RETAIL LAND USE

ITE LU Code: 820			
Size (SF): 10,000			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	61	5	56
Exit	67	1	66
Total	128	6	122
%	100%	4.7%	95.3%



#### LAND USE B: OFFICE

ITE LU Code: 630 & 720			
Size (SF): 62,425			
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	61	1	60
Exit	143	5	138
Total	204	6	198
%	100%	2.9%	97.1%

Net External Trips for Multi-Use Development				
	Land Use A	Land Use B	Total	Internal Capture Percentage
<b>Enter</b>	56	60	116	3.6%
<b>Exit</b>	66	138	204	
<b>Total</b>	122	198	320	
<b>Single Use ITE Trip Gen. Est.</b>	128	204	332	<b>12</b>

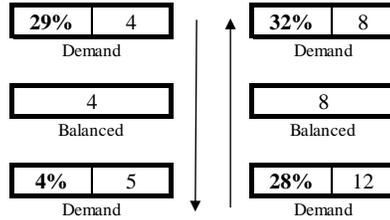
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**Luke Transportation Engineering Consultants, Inc.**

**A.M. Peak Hour Multi-Use External Trip Generation**

LAND USE A: RETAIL LAND USE

ITE LU Code:	820		
Size (SF):	10,000		
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	24	8	16
Exit	15	4	11
Total	39	12	27
%	100%	30.8%	69.2%



LAND USE B: OFFICE

ITE LU Code:	630 & 720		
Size (SF):	62,425		
	<b>Total</b>	<b>Internal</b>	<b>External</b>
Enter	121	4	117
Exit	43	8	35
Total	164	12	152
%	100%	7.3%	92.7%

Net External Trips for Multi-Use Development				Internal Capture Percentage
	Land Use A	Land Use B	Total	
<b>Enter</b>	16	117	133	<b>11.8%</b>
<b>Exit</b>	11	35	46	
<b>Total</b>	27	152	179	
<b>Single Use ITE Trip Gen. Est.</b>	39	164	203	<b>24</b>

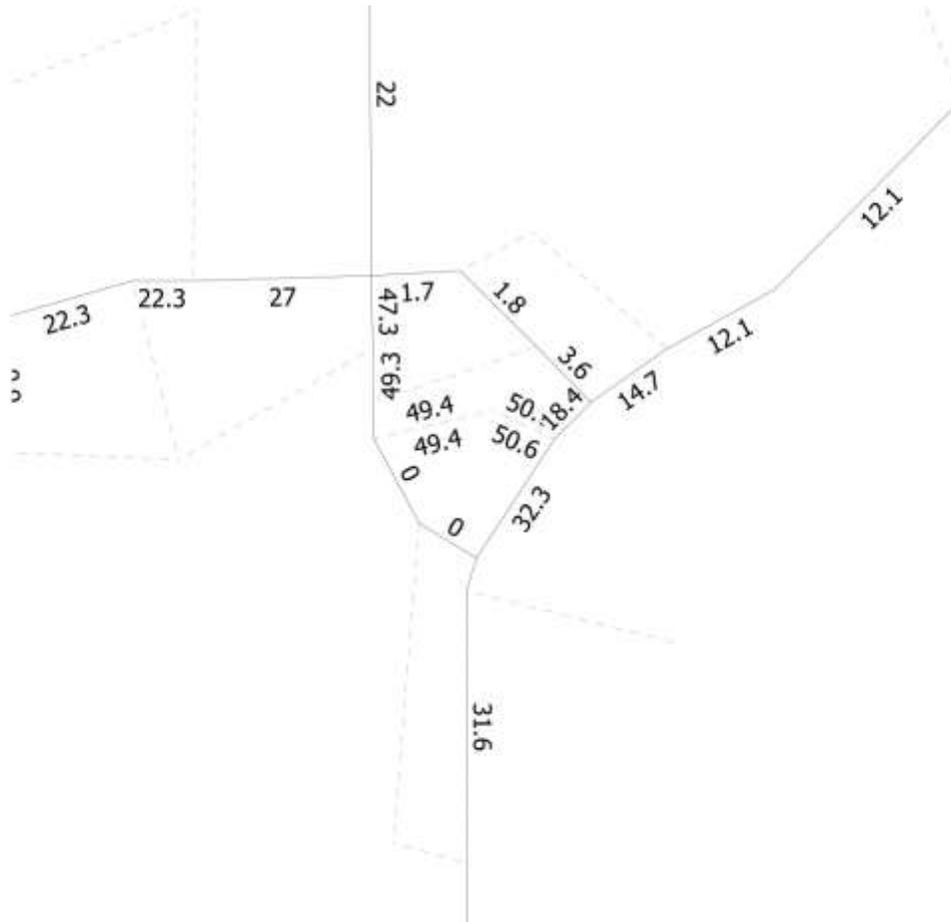
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## **Appendix F – 2005 Model Plots**

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Blowup of Model Plot



## **Appendix G – Linear Regression Worksheet**

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**Linear Regression  
Historical Traffic Counts**

SR 415 - Acorn Lake Road to Howland Boulevard							
Year:	ADT	Rel Year	Linear Growth	LN ADT	Exponential Growth	LN Year	Decaying Growth
2009	6,700	1	6,500	8.8099	6,500	0.0000	6,500
2010	6,400	2	6,400	8.7641	6,400	0.6931	6,400
2011	5,900	3	6,400	8.6827	6,400	1.0986	6,400
2012	6,500	4	6,400	8.7796	6,400	1.3863	6,300
2013	6,500	5	6,300	8.7796	6,300	1.6094	6,300
2014		6	6,300		6,300	1.7918	6,300
2015		7	6,300		6,300	1.9459	6,200
<b>2016</b>		<b>8</b>	<b>6,300</b>		<b>6,300</b>	<b>2.0794</b>	<b>6,200</b>
RSQ			0.0250		0.0221		0.1072
Slope			-30.000		-0.005		-154.587
Intercept			6490.000		8.777		6548.016
			<b>Low Rsq</b>		<b>Low Rsq</b>		<b>Low Rsq</b>
<b>Projected ADT:</b>							
Forecast 2014			6,300		6,300		6,300
Forecast 2016			6,300		6,300		6,200
<b>Annual Growth:</b>			<b>0.0%</b>		<b>0.0%</b>		<b>-0.8%</b>
<b>2016 Growth Factor:</b>			100.0%		100.0%		98.4%
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.0%</b>		
Providence Boulevard - Elkcarn Boulevard to Fort Smith Boulevard							
Year:	ADT	Rel Year	Linear Growth	LN ADT	Exponential Growth	LN Year	Decaying Growth
2009	15,160	1	14,900	9.6264	14,900	0.0000	15,000
2010	13,630	2	14,400	9.5200	14,400	0.6931	14,300
2011	14,680	3	14,000	9.5942	14,000	1.0986	13,800
2012	13,460	4	13,600	9.5075	13,600	1.3863	13,500
2013	13,070	5	13,100	9.4781	13,100	1.6094	13,300
2014		6	12,700		12,700	1.7918	13,100
2015		7	12,300		12,400	1.9459	12,900
<b>2016</b>		<b>8</b>	<b>11,800</b>		<b>12,000</b>	<b>2.0794</b>	<b>12,800</b>
RSQ			0.6101		0.6144		0.6146
Slope			-435.000		-0.031		-1086.225
Intercept			15305.000		9.638		15040.059
			<b>Low Rsq</b>		<b>Low Rsq</b>		<b>Low Rsq</b>
<b>Projected ADT:</b>							
Forecast 2014			12,700		12,700		13,100
Forecast 2016			11,800		12,000		12,800
<b>Annual Growth:</b>			<b>-3.5%</b>		<b>-2.8%</b>		<b>-1.1%</b>
<b>2016 Growth Factor:</b>			92.9%		94.5%		97.7%
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.0%</b>		

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**Linear Regression  
Historical Traffic Counts**

Howland Boulevard - Providence Boulevard to Elckam Boulevard							
Year:	ADT	Rel Year	Linear Growth	LN ADT	Exponential Growth	LN Year	Decaying Growth
2009	13,380	1	14,500	9.5015	14,500	0.0000	14,100
2010	15,390	2	14,800	9.6415	14,700	0.6931	14,800
2011	16,890	3	15,000	9.7345	14,900	1.0986	15,100
2012	14,140	4	15,200	9.5568	15,200	1.3863	15,400
2013	15,150	5	15,400	9.6258	15,400	1.6094	15,600
2014		6	15,700		15,700	1.7918	15,700
2015		7	15,900		16,000	1.9459	15,900
<b>2016</b>		<b>8</b>	<b>16,100</b>		<b>16,200</b>	<b>2.0794</b>	<b>16,000</b>
RSQ			0.0738	0.0856		0.1815	
Slope			229.000	0.016		893.712	
Intercept			14303.000	9.563		14134.272	
			<b>Low Rsq</b>	align="center"> <b>Low Rsq</b>		align="center"> <b>Low Rsq</b>	
<b>Projected ADT:</b>							
Forecast	2014		15,700		15,700		15,700
Forecast	2016		16,100		16,200		16,000
<b>Annual Growth:</b>			<b>1.3%</b>	align="center"> <b>1.6%</b>		align="center"> <b>1.0%</b>	
<b>2016 Growth Factor:</b>			102.5%	align="center">103.2%		align="center">101.9%	
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.0%</b>		
Providence Boulevard - Normandy Boulevard to Anderson Drive							
Year:	ADT	Rel Year	Linear Growth	LN ADT	Exponential Growth	LN Year	Decaying Growth
2009	14,460	1	14,100	9.5791	14,100	0.0000	14,200
2010	12,950	2	13,900	9.4689	13,900	0.6931	13,800
2011	14,410	3	13,700	9.5757	13,700	1.0986	13,600
2012	13,510	4	13,500	9.5112	13,500	1.3863	13,500
2013	13,150	5	13,300	9.4842	13,300	1.6094	13,300
2014		6	13,100		13,100	1.7918	13,200
2015		7	12,900		12,900	1.9459	13,200
<b>2016</b>		<b>8</b>	<b>12,700</b>		<b>12,700</b>	<b>2.0794</b>	<b>13,100</b>
RSQ			0.2140	0.2074		0.2359	
Slope			-206.000	-0.015		-538.093	
Intercept			14314.000	9.568		14211.223	
			<b>Low Rsq</b>	align="center"> <b>Low Rsq</b>		align="center"> <b>Low Rsq</b>	
<b>Projected ADT:</b>							
Forecast	2014		13,100		13,100		13,200
Forecast	2016		12,700		12,700		13,100
<b>Annual Growth:</b>			<b>-1.5%</b>	align="center"> <b>-1.5%</b>		align="center"> <b>-0.4%</b>	
<b>2016 Growth Factor:</b>			96.9%	align="center">96.9%		align="center">99.2%	
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.0%</b>		

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**Linear Regression  
Historical Traffic Counts**

<b>Howland Boulevard - Fort Smith Boulevard to SR 415</b>							
<b>Year:</b>	<b>ADT</b>	<b>Linear Growth</b>	<b>Exponential Growth</b>		<b>Decaying Growth</b>		
2009	11,580	1	12,100	9.3570	12,100	0.0000	11,900
2010	12,770	2	12,200	9.4549	12,200	0.6931	12,200
2011	12,650	3	12,300	9.4454	12,300	1.0986	12,400
2012	12,180	4	12,500	9.4076	12,500	1.3863	12,500
2013	12,530	5	12,600	9.4359	12,600	1.6094	12,600
2014		6	12,700		12,700	1.7918	12,700
2015		7	12,900		12,900	1.9459	12,800
<b>2016</b>		<b>8</b>	<b>13,000</b>		<b>13,000</b>	<b>2.0794</b>	<b>12,800</b>
RSQ			0.1865		0.1955		0.3420
Slope			131.000		0.011		441.374
Intercept			11949.000		9.387		11919.386
			<b>Low Rsq</b>		<b>Low Rsq</b>		<b>Low Rsq</b>
<b>Projected ADT:</b>							
Forecast	2014		12,700		13,000		12,800
Forecast	2016		13,000		13,000		12,800
<b>Annual Growth:</b>			<b>1.2%</b>		<b>0.0%</b>		<b>0.0%</b>
<b>2016 Growth Factor:</b>			102.4%		100.0%		100.0%
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.0%</b>		
<b>Fort Smith Boulevard - Courtland Boulevard to Howland Boulevard</b>							
<b>Year:</b>	<b>ADT</b>	<b>Linear Growth</b>	<b>Exponential Growth</b>		<b>Decaying Growth</b>		
2004	5,670	1	6,600	8.6429	6,600	0.0000	6,100
2005	7,460	2	6,900	8.9173	6,800	0.6931	6,900
2006		3	7,100		7,100	1.0986	7,400
2007	7,388	4	7,400	8.9076	7,300	1.3863	7,700
2008	8,497	5	7,600	9.0475	7,600	1.6094	8,000
2009		6	7,900		7,800	1.7918	8,200
2010		7	8,100		8,100	1.9459	8,400
<b>2011</b>		<b>8</b>	<b>8,400</b>		<b>8,400</b>	<b>2.0794</b>	<b>8,500</b>
RSQ			0.5861		0.5564		0.8156
Slope			250.752		0.035		1175.649
Intercept			6391.691		8.758		6086.228
			<b>Low Rsq</b>		<b>Low Rsq</b>		
<b>Projected ADT:</b>							
Forecast	2014		7,900		8,400		8,500
Forecast	2016		8,400		8,400		8,500
<b>Annual Growth:</b>			<b>3.2%</b>		<b>0.0%</b>		<b>0.0%</b>
<b>2016 Growth Factor:</b>			106.3%		100.0%		100.0%
<b>2016 Minimum 1% Annual Compound Growth</b>							103.03%
<b>Use 2016 Growth Factor:</b>					<b>103.2%</b>		

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## **Appendix H – Projected HCS Worksheets**

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Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.95							
Intersection	Howland Blvd & Ft Smith B					Analysis Year	2016		Analysis Period	1> 7:00					
File Name	Hb FSb 2016 AM.xus														
Project Description	Projected with Total Trips														
<b>Demand Information</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	271	154	265	8	69	110	83	239	3	169	642	151			
<b>Signal Information</b>															
Cycle, s	92.7	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	50.4	32.4	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.6	0.0	0.0	0.0	0.0					
				Red	1.0	1.0	0.0	0.0	0.0	0.0					
<b>Timer Results</b>				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4					8					
Case Number					6.0					6.0					
Phase Duration, s					37.0					37.0					
Change Period, (Y+R), s					4.6					4.6					
Max Allow Headway (MAH), s					3.3					3.3					
Queue Clearance Time (qc), s					30.5					23.8					
Green Extension Time (ge), s					1.8					0.0					
Phase Call Probability					1.00					1.00					
Max Out Probability					0.00					1.00					
<b>Movement Group Results</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16			
Adjusted Flow Rate (v), veh/h	285	441		8	188		87	255		178	835				
Adjusted Saturation Flow Rate (s), veh/h/ln	1190	1672		944	1677		655	1859		1120	1801				
Queue Service Time (qs), s	21.0	21.2		0.7	7.5		12.2	6.7		9.4	36.7				
Cycle Queue Clearance Time (qc), s	28.5	21.2		21.8	7.5		49.2	6.7		16.6	36.7				
Green Ratio (g/C)	0.35	0.35		0.35	0.35		0.54	0.54		0.54	0.54				
Capacity (c), veh/h	404	593		197	594		166	999		592	968				
Volume-to-Capacity Ratio (X)	0.707	0.744		0.043	0.317		0.525	0.255		0.300	0.862				
Available Capacity (ca), veh/h	3275	4628		197	594		193	1073		592	968				
Back of Queue (Q), veh/ln (50th percentile)	5.9	8.1		0.2	2.9		2.0	2.6		2.3	15.6				
Queue Storage Ratio (RQ) (50th percentile)	0.75	0.00		0.04	0.00		0.20	0.00		0.19	0.00				
Uniform Delay (d1), s/veh	31.9	26.0		35.4	21.5		39.7	11.4		16.0	18.3				
Incremental Delay (d2), s/veh	0.9	0.7		0.0	0.1		1.0	0.0		0.1	7.7				
Initial Queue Delay (d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0				
Control Delay (d), s/veh	32.7	26.7		35.5	21.7		40.6	11.4		16.1	26.0				
Level of Service (LOS)	C	C		D	C		D	B		B	C				
Approach Delay, s/veh / LOS	29.1		C	22.3		C	18.9		B	24.3		C			
Intersection Delay, s/veh / LOS	24.8 C														
<b>Multimodal Results</b>				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour		PHF	0.93								
Intersection	Howland Blvd & Courtland					Analysis Year	2016		Analysis Period	1> 7:00					
File Name	Hb Cb 2016 AM.xus														
Project Description	Projected with Total Trips														
<b>Demand Information</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	14	492	101	36	296	60	204	40	43	202	47	24			
<b>Signal Information</b>															
Cycle, s	49.3	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.9	1.1	16.9	5.0	2.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	0.0	3.6	3.6	0.0	3.6					
				Red	1.0	0.0	1.0	1.0	0.0	1.0					
<b>Timer Results</b>				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0				
Phase Duration, s				5.5	21.5	6.7	22.6	9.6	9.6	11.6	11.6				
Change Period, (Y+R <sub>c</sub> ), s				4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Allow Headway (MAH), s				3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2				
Queue Clearance Time (q <sub>c</sub> ), s				2.3	14.9	2.7	5.8	7.0	4.5	7.2	3.9				
Green Extension Time (g <sub>e</sub> ), s				0.0	2.0	0.0	2.0	0.0	0.2	0.1	0.2				
Phase Call Probability				0.19	1.00	0.41	1.00	0.95	0.99	0.95	0.99				
Max Out Probability				0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00				
<b>Movement Group Results</b>				EB			WB			NB			SB		
Approach Movement	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	15	529	109	39	195	188	219	89		217	76				
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1579	1774	1863	1754	1774	1704		1774	1756				
Queue Service Time (q <sub>s</sub> ), s	0.3	12.9	2.4	0.7	3.7	3.8	5.0	2.5		5.2	1.9				
Cycle Queue Clearance Time (q <sub>c</sub> ), s	0.3	12.9	2.4	0.7	3.7	3.8	5.0	2.5		5.2	1.9				
Green Ratio (g/C)	0.36	0.34	0.34	0.39	0.37	0.37	0.20	0.10		0.24	0.14				
Capacity (c), veh/h	430	639	542	293	682	642	408	172		463	248				
Volume-to-Capacity Ratio (X)	0.035	0.828	0.201	0.132	0.286	0.292	0.538	0.520		0.469	0.308				
Available Capacity (c <sub>a</sub> ), veh/h	827	1961	1662	577	1433	1350	408	690		571	711				
Back of Queue (Q), veh/ln (50th percentile)	0.1	4.6	0.7	0.2	1.2	1.2	2.0	0.9		1.8	0.7				
Queue Storage Ratio (RQ) (50th percentile)	0.01	0.00	0.00	0.02	0.00	0.00	0.15	0.00		0.19	0.00				
Uniform Delay (d <sub>1</sub> ), s/veh	10.3	14.9	11.4	11.3	11.1	11.1	18.2	21.1		16.2	19.0				
Incremental Delay (d <sub>2</sub> ), s/veh	0.0	1.1	0.1	0.1	0.1	0.1	0.8	0.9		0.3	0.3				
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Control Delay (d), s/veh	10.4	16.0	11.5	11.4	11.2	11.2	18.9	22.0		16.5	19.3				
Level of Service (LOS)	B	B	B	B	B	B	B	C		B	B				
Approach Delay, s/veh / LOS	15.1		B	11.2		B	19.8		B	17.2		B			
Intersection Delay, s/veh / LOS	15.4						B								
<b>Multimodal Results</b>				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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HCS 2010™ Streets Version 6.50

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## Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																											
<b>General Information</b>						<b>Intersection Information</b>																					
Agency		LTEC				Duration, h		0.25																			
Analyst		JTR		Analysis Date		5/8/2014		Area Type					Other														
Jurisdiction		Deltona		Time Period		AM Peak Hour		PHF					0.97														
Intersection		Fort Smith Boulevard & Co				Analysis Year		2016					Analysis Period		1> 7:00												
File Name		FSb Cb 2016 AM.xus																									
Project Description		Projected with Total Traffic																									
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R												
Demand (v), veh/h				106	278	56	126	192	98	32	142	161	177	243	30												
<b>Signal Information</b>																											
Cycle, s		45.9		Reference Phase		2																					
Offset, s		0		Reference Point		End																					
Uncoordinated		Yes		Simult. Gap E/W		On		Green	3.8	0.3	11.0	1.7	3.6	7.1													
Force Mode		Fixed		Simult. Gap N/S		On		Yellow	3.6	0.0	3.6	3.6	0.0	3.6													
								Red	1.0	0.0	1.0	1.0	0.0	1.0													
<b>Timer Results</b>				<b>EBL</b>			<b>EBT</b>			<b>WBL</b>			<b>WBT</b>			<b>NBL</b>			<b>NBT</b>			<b>SBL</b>			<b>SBT</b>		
Assigned Phase				5			2			1			6			3			8			7			4		
Case Number				1.1			4.0			1.1			3.0			1.1			3.0			1.1			4.0		
Phase Duration, s				8.4			15.6			8.7			15.9			6.3			11.7			9.9			15.3		
Change Period, (Y+R <sub>c</sub> ), s				4.6			4.6			4.6			4.6			4.6			4.6			4.6			4.6		
Max Allow Headway (MAH), s				3.1			3.1			3.1			3.1			3.1			3.1			3.1			3.1		
Queue Clearance Time (q <sub>c</sub> ), s				4.0			10.2			4.4			6.1			2.7			6.6			5.7			8.4		
Green Extension Time (g <sub>e</sub> ), s				0.1			0.8			0.1			1.1			0.0			0.5			0.2			1.0		
Phase Call Probability				0.75			1.00			0.81			1.00			0.34			1.00			0.90			1.00		
Max Out Probability				0.03			0.26			0.00			0.01			0.00			0.85			0.00			0.02		
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Approach Movement				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				109	344		130	198	101	33	146	166	182	281													
Adjusted Saturation Flow Rate (s), veh/h/ln				1774	1808		1774	1863	1579	1774	1863	1579	1774	1827													
Queue Service Time (q <sub>s</sub> ), s				2.0	8.2		2.4	4.1	2.4	0.7	3.3	4.6	3.7	6.4													
Cycle Queue Clearance Time (q <sub>c</sub> ), s				2.0	8.2		2.4	4.1	2.4	0.7	3.3	4.6	3.7	6.4													
Green Ratio (g/C)				0.32	0.24		0.33	0.25	0.25	0.19	0.15	0.15	0.29	0.23													
Capacity (c), veh/h				437	434		377	459	389	279	288	244	466	427													
Volume-to-Capacity Ratio (X)				0.250	0.793		0.345	0.431	0.260	0.118	0.509	0.681	0.392	0.660													
Available Capacity (c <sub>a</sub> ), veh/h				677	630		722	771	653	676	406	344	800	756													
Back of Queue (Q), veh/ln (50th percentile)				0.7	3.1		0.8	1.5	0.7	0.2	1.3	1.5	1.2	2.3													
Queue Storage Ratio (RQ) (50th percentile)				0.08	0.00		0.10	0.00	0.07	0.03	0.00	0.21	0.22	0.00													
Uniform Delay (d <sub>1</sub> ), s/veh				11.6	16.4		12.0	14.6	13.9	15.5	17.8	18.4	13.0	16.0													
Incremental Delay (d <sub>2</sub> ), s/veh				0.1	2.6		0.2	0.2	0.1	0.1	0.5	1.3	0.2	0.7													
Initial Queue Delay (d <sub>3</sub> ), s/veh				0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0													
Control Delay (d), s/veh				11.8	19.0		12.2	14.8	14.1	15.6	18.3	19.6	13.2	16.6													
Level of Service (LOS)				B	B		B	B	B	B	B	B	B														
Approach Delay, s/veh / LOS				17.2		B	13.9		B	18.7		B	15.3		B												
Intersection Delay, s/veh / LOS				16.1						B																	
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>														
Pedestrian LOS Score / LOS																											
Bicycle LOS Score / LOS																											

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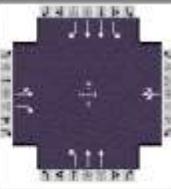
HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.91							
Intersection	Howland Blvd & Wal-Mart I					Analysis Year	Existing 2014		Analysis Period	1> 7:00					
File Name	Hb WalMart 2016 AM.xus														
Project Description	Projected with Total Trips														
<b>Demand Information</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	125	14	46	28	4	60	24	157	117	229	513	202			
<b>Signal Information</b>															
Cycle, s	41.9	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.3	4.8	7.9	4.5	3.5	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	0.0	4.3	3.6	3.6	0.0					
				Red	1.0	0.0	1.0	1.0	1.0	0.0					
<b>Timer Results</b>				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4					8	5	2	1	6	
Case Number					10.0					11.0	1.1	4.0	1.1	3.0	
Phase Duration, s					9.1					8.1	6.6	13.2	11.5	18.0	
Change Period, (Y+R), s					4.6					4.6	5.3	5.3	5.3	5.3	
Max Allow Headway (MAH), s					3.2					3.3	3.1	3.1	3.1	3.1	
Queue Clearance Time (qc), s					3.6					3.7	2.5	5.4	6.3	7.5	
Green Extension Time (ge), s					0.3					0.1	0.0	2.5	0.2	2.5	
Phase Call Probability					0.91					0.69	0.26	1.00	0.95	1.00	
Max Out Probability					0.00					0.00	0.00	0.00	0.62	0.00	
<b>Movement Group Results</b>				EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16			
Adjusted Flow Rate (v), veh/h	137	66			35	66	26	157	144	252	564	222			
Adjusted Saturation Flow Rate (s), veh/h/ln	1723	1637			1785	1579	1774	1863	1606	1774	1773	1579			
Queue Service Time (qs), s	1.6	1.6			0.8	1.7	0.5	3.1	3.4	4.3	5.5	4.8			
Cycle Queue Clearance Time (qc), s	1.6	1.6			0.8	1.7	0.5	3.1	3.4	4.3	5.5	4.8			
Green Ratio (g/C)	0.11	0.11			0.08	0.08	0.22	0.19	0.19	0.37	0.30	0.30			
Capacity (c), veh/h	373	177			148	131	334	351	303	551	1079	480			
Volume-to-Capacity Ratio (X)	0.368	0.372			0.238	0.505	0.079	0.446	0.477	0.457	0.522	0.462			
Available Capacity (ca), veh/h	1234	586			639	566	744	3514	3029	713	6437	2865			
Back of Queue (Q), veh/ln (50th percentile)	0.5	0.5			0.3	0.6	0.2	1.1	1.0	1.2	1.7	1.3			
Queue Storage Ratio (RQ) (50th percentile)	0.05	0.00			0.00	0.00	0.01	0.00	0.00	0.21	0.00	0.12			
Uniform Delay (di), s/veh	17.3	17.3			18.0	18.4	13.0	15.1	15.1	10.0	12.0	11.8			
Incremental Delay (di), s/veh	0.2	0.5			0.3	1.1	0.0	0.3	0.4	0.2	0.1	0.3			
Initial Queue Delay (di), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	17.6	17.8			18.3	19.5	13.0	15.4	15.6	10.2	12.2	12.0			
Level of Service (LOS)	B	B			B	B	B	B	B	B	B	B			
Approach Delay, s/veh / LOS	17.6		B	19.1		B	15.3		B	11.7		B			
Intersection Delay, s/veh / LOS	13.6						B								
<b>Multimodal Results</b>				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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HCS 2010 Signalized Intersection Results Summary																			
<b>General Information</b>						<b>Intersection Information</b>													
Agency	LTEC					Duration, h	0.25												
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other												
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.95											
Intersection	SR 415 & Howland Boulev					Analysis Year	2016		Analysis Period	1> 7:00									
File Name	415 Hb 2016 AM.xus																		
Project Description	Projected 2016 AM																		
<b>Demand Information</b>				EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R							
Demand (v), veh/h	89	0	674	0	0	0	215	232		9	466	36							
<b>Signal Information</b>																			
Cycle, s	77.7	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.1	14.0	37.6	0.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.3	4.3	0.0	0.0	0.0									
				Red	1.0	1.0	1.0	0.0	0.0	0.0									
<b>Timer Results</b>				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase			4		8		5		2		6								
Case Number			7.0		8.0		1.0		4.0		5.3								
Phase Duration, s			42.9		42.9		15.4		34.7		19.3								
Change Period, (Y+R), s			5.3		5.3		5.3		5.3		5.3								
Max Allow Headway (MAH), s			3.3		0.0		3.1		3.1		3.1								
Queue Clearance Time (qc), s			35.0				9.6		5.6		12.3								
Green Extension Time (gv), s			2.1		0.0		0.4		1.8		1.5								
Phase Call Probability			1.00				0.99		1.00		1.00								
Max Out Probability			0.00				0.00		0.00		0.04								
<b>Movement Group Results</b>				EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R							
Assigned Movement	7	4	14	3	8	18	5	2		1	6	16							
Adjusted Flow Rate (v), veh/h	94 709			0			226 244			9 491 38									
Adjusted Saturation Flow Rate (s), veh/h/ln	1440 1579			0			1774 1773			1131 1773 1610									
Queue Service Time (qs), s	2.8 33.0			0.0			7.6 3.6			0.5 10.3 1.6									
Cycle Queue Clearance Time (qc), s	2.8 33.0			0.0			7.6 3.6			0.5 10.3 1.6									
Green Ratio (g/C)	0.48 0.48						0.34 0.38			0.18 0.18 0.18									
Capacity (c), veh/h	792 767						367 1344			296 641 291									
Volume-to-Capacity Ratio (X)	0.118 0.925			0.000			0.616 0.182			0.032 0.766 0.130									
Available Capacity (ca), veh/h	1796 1869						1242 5282			408 963 451									
Back of Queue (Q), veh/ln (50th percentile)	0.8 10.9						3.0 1.4			0.1 4.3 0.6									
Queue Storage Ratio (RQ) (50th percentile)	0.00 0.00			0.00			0.30 0.00			0.01 0.00 0.06									
Uniform Delay (d1), s/veh	11.1 18.8						21.1 16.3			26.6 30.6 27.0									
Incremental Delay (d2), s/veh	0.0 2.2			0.0			0.6 0.0			0.0 0.7 0.1									
Initial Queue Delay (d3), s/veh	0.0 0.0			0.0			0.0 0.0			0.0 0.0 0.0									
Control Delay (d), s/veh	11.1 21.0						21.7 16.3			26.6 31.3 27.1									
Level of Service (LOS)	B C						C B			C C C									
Approach Delay, s/veh / LOS	19.9		B		0.0		18.9		B		31.0		C						
Intersection Delay, s/veh / LOS	22.9						C												
<b>Multimodal Results</b>				EB			WB			NB			SB						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

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HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	AM Peak Hour			PHF	0.95							
Intersection	SR 415 & Fort Smith Boulev					Analysis Year	2016		Analysis Period	1> 7:00					
File Name	415 FSb 2016 AM.xus														
Project Description	Projected 2016 with Total Trips														
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	194		124							9	227			370	105
<b>Signal Information</b>															
Cycle, s	20.2	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>				
Assigned Phase					4					2					
Case Number					9.0					6.0					
Phase Duration, s					9.2					11.0					
Change Period, (Y+R), s					5.0					5.3					
Max Allow Headway (MAH), s					0.0					0.0					
Queue Clearance Time (qc), s					0.0					0.0					
Green Extension Time (ge), s					0.0					0.0					
Phase Call Probability					0.00					0.00					
Max Out Probability					0.00					0.00					
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2					6	16	
Adjusted Flow Rate (v), veh/h	0		0				0	0					0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln	0		0				0	0					0	0	
Queue Service Time (qs), s	0.0		0.0				0.0	0.0					0.0	0.0	
Cycle Queue Clearance Time (qc), s	0.0		0.0				0.0	0.0					0.0	0.0	
Green Ratio (g/C)	0.21		0.21				0.28	0.28					0.28	0.28	
Capacity (c), veh/h	373		332				545	991					991	441	
Volume-to-Capacity Ratio (X)	0.548		0.394				0.017	0.241					0.393	0.251	
Available Capacity (ca), veh/h	0		0				0	0					0	0	
Back of Queue (Q), veh/ln (50th percentile)	0.4		0.2				0.0	0.1					0.2	0.1	
Queue Storage Ratio (RQ) (50th percentile)	0.06		0.00				0.00	0.00					0.00	0.02	
Uniform Delay (di), s/veh	7.1		6.9				6.7	5.6					5.9	5.6	
Incremental Delay (di), s/veh	0.5		0.3				0.0	0.0					0.1	0.1	
Initial Queue Delay (di), s/veh	0.0		0.0				0.0	0.0					0.0	0.0	
Control Delay (d), s/veh	7.6		7.1				6.7	5.7					6.0	5.7	
Level of Service (LOS)	A		A				A	A					A	A	
Approach Delay, s/veh / LOS	7.4		A		0.0		5.7	A		5.9			A	A	
Intersection Delay, s/veh / LOS	6.3						A								
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JTR			Intersection	SR 415 & Project Entr			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2016			
Analysis Time Period	AM Peak Hour							
Project Description: <i>Projected with Total Traffic</i>								
East/West Street: <i>Project Entrance</i>				North/South Street: <i>SR 415</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	95	235			479	24		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	100	247	0	0	504	25		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			30					
Peak-Hour Factor, PHF	1.00	1.00	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	31	0	0	0		
Percent Heavy Vehicles	0	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	0		
Configuration			R					
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							R
v (veh/h)	100							31
C (m) (veh/h)	1034							773
v/c	0.10							0.04
95% queue length	0.32							0.13
Control Delay (s/veh)	8.9							9.9
LOS	A							A
Approach Delay (s/veh)	--	--				9.9		
Approach LOS	--	--				A		

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	JTR				Intersection	Howland Blvd & Project Entr		
Agency/Co.	LTEC				Jurisdiction	Deltona		
Date Performed	5/8/2014				Analysis Year	2016		
Analysis Time Period	AM Peak Hour							
Project Description: <i>Projected with Total Traffic</i>								
East/West Street: <i>Howland Boulevard</i>					North/South Street: <i>Project Entrance</i>			
Intersection Orientation: <i>East-West</i>					Study Period (hrs): <i>0.25</i>			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>			Eastbound			Westbound		
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	587			282			14	
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	617	0	0	296	14		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized				0				0
Lanes	0	2	0	0	2	0		
Configuration				T				TR
Upstream Signal				0				0
<b>Minor Street</b>			Northbound			Southbound		
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)							16	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	16		
Percent Heavy Vehicles	0	0	0	0	0	2		
Percent Grade (%)				0				0
Flared Approach				N				N
Storage				0				0
RT Channelized				0				0
Lanes	0	0	0	0	0	1		
Configuration							R	
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration						R		
v (veh/h)						16		
C (m) (veh/h)						890		
v/c						0.02		
95% queue length						0.05		
Control Delay (s/veh)						9.1		
LOS						A		
Approach Delay (s/veh)	--	--				9.1		
Approach LOS	--	--				A		

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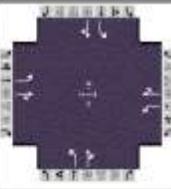
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## Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																			
<b>General Information</b>						<b>Intersection Information</b>													
Agency	LTEC					Duration, h	0.25												
Analyst	JTR		Analysis Date	5/8/2014		Area Type	Other												
Jurisdiction	Deltona		Time Period	PM Peak Hour		PHF	0.95												
Intersection	Howland Blvd & Ft Smith B					Analysis Year	2016		Analysis Period	1> 17:00									
File Name	Hb FSb 2016 .xus																		
Project Description	Projected with Total Trips																		
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R							
Demand (v), veh/h	45	107	258	14	161	88	431	710	9	47	389	42							
<b>Signal Information</b>																			
Cycle, s	84.9	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	Yes	Simult. Gap E/W	On	Green	52.9	22.0	0.0	0.0	0.0	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0							
				Red	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0							
<b>Timer Results</b>				<b>EBL</b>		<b>EBT</b>		<b>WBL</b>		<b>WBT</b>		<b>NBL</b>		<b>NBT</b>		<b>SBL</b>		<b>SBT</b>	
Assigned Phase			4		8		2		6										
Case Number			6.0		6.0		6.0		6.0										
Phase Duration, s			26.6		26.6		58.2		58.2										
Change Period, (Y+R <sub>c</sub> ), s			4.6		4.6		5.3		5.3										
Max Allow Headway (MAH), s			3.3		3.3		3.4		3.4										
Queue Clearance Time (q <sub>c</sub> ), s			21.1		22.3		52.8		28.1										
Green Extension Time (g <sub>e</sub> ), s			1.0		0.0		0.1		0.0										
Phase Call Probability			1.00		1.00		1.00		1.00										
Max Out Probability			0.00		1.00		1.00		1.00										
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R							
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16							
Adjusted Flow Rate (v), veh/h	47	384		15	262		454	757		49	454								
Adjusted Saturation Flow Rate (s), veh/h/ln	1113	1652		995	1751		933	1859		705	1831								
Queue Service Time (q <sub>s</sub> ), s	3.3	19.1		1.2	11.1		40.2	21.9		4.1	10.5								
Cycle Queue Clearance Time (q <sub>c</sub> ), s	14.3	19.1		20.3	11.1		50.8	21.9		26.1	10.5								
Green Ratio (g/C)	0.26	0.26		0.26	0.26		0.62	0.62		0.62	0.62								
Capacity (c), veh/h	229	429		120	454		551	1160		341	1142								
Volume-to-Capacity Ratio (X)	0.206	0.896		0.123	0.577		0.824	0.653		0.145	0.397								
Available Capacity (c <sub>a</sub> ), veh/h	3269	4943		120	454		551	1160		341	1142								
Back of Queue (Q), veh/ln (50th percentile)	0.9	7.5		0.3	4.6		9.1	7.7		0.6	3.5								
Queue Storage Ratio (RQ) (50th percentile)	0.11	0.00		0.08	0.00		0.92	0.00		0.05	0.00								
Uniform Delay (d <sub>1</sub> ), s/veh	33.6	30.3		40.1	27.4		20.7	10.1		18.5	8.0								
Incremental Delay (d <sub>2</sub> ), s/veh	0.2	2.7		0.2	1.2		9.2	1.0		0.1	0.1								
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0								
Control Delay (d), s/veh	33.7	33.1		40.3	28.6		29.9	11.2		18.5	8.1								
Level of Service (LOS)	C	C		D	C		C	B		B	A								
Approach Delay, s/veh / LOS	33.2		C	29.2		C	18.2		B	9.1		A							
Intersection Delay, s/veh / LOS	20.2						C												
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>						
Pedestrian LOS Score / LOS																			
Bicycle LOS Score / LOS																			

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Luke Transportation Engineering Consultants, Inc.

HCS 2010 Signalized Intersection Results Summary																	
<b>General Information</b>						<b>Intersection Information</b>											
Agency	LTEC					Duration, h	0.25										
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other										
Jurisdiction	Deltona		Time Period	PM Peak Hour			PHF	0.93									
Intersection	Howland Blvd & Courtland					Analysis Year	2016		Analysis Period	1> 17:00							
File Name	Hb Cb 2016.xus																
Project Description	Projected with Total Trips																
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>				
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h	43	349	232	45	552	104	188	60	20	66	52	33					
<b>Signal Information</b>																	
Cycle, s	42.8	Reference Phase	2	Green	2.2	12.4	2.9	2.1	4.7	0.0	Yellow	3.6	3.6	3.6	0.0	3.6	0.0
Offset, s	0	Reference Point	End	Red	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On										
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>						
Assigned Phase	5			2			1			6							
Case Number	1.1			3.0			1.1			4.0							
Phase Duration, s	6.7			17.0			6.8			17.1							
Change Period, (Y+R <sub>c</sub> ), s	4.6			4.6			4.6			4.6							
Max Allow Headway (MAH), s	3.1			3.1			3.1			3.1							
Queue Clearance Time (q <sub>c</sub> ), s	2.8			9.7			2.8			9.3							
Green Extension Time (g <sub>e</sub> ), s	0.0			2.8			0.0			2.7							
Phase Call Probability	0.42			1.00			0.44			1.00							
Max Out Probability	0.00			0.00			0.00			0.00							
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>				
Approach Movement	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	46	375	249	48	362	343	202	86	71	91							
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1863	1579	1774	1863	1760	1774	1783	1774	1741							
Queue Service Time (q <sub>s</sub> ), s	0.8	7.7	5.7	0.8	7.3	7.3	4.2	1.8	1.5	2.1							
Cycle Queue Clearance Time (q <sub>c</sub> ), s	0.8	7.7	5.7	0.8	7.3	7.3	4.2	1.8	1.5	2.1							
Green Ratio (g/C)	0.34	0.29	0.29	0.34	0.29	0.29	0.23	0.16	0.18	0.11							
Capacity (c), veh/h	312	542	459	372	545	515	456	287	380	193							
Volume-to-Capacity Ratio (X)	0.148	0.693	0.543	0.130	0.665	0.667	0.443	0.300	0.187	0.473							
Available Capacity (c <sub>a</sub> ), veh/h	721	2265	1919	696	1655	1563	456	834	677	814							
Back of Queue (Q), veh/ln (50th percentile)	0.2	2.6	1.6	0.2	2.5	2.3	1.4	0.6	0.5	0.8							
Queue Storage Ratio (RQ) (50th percentile)	0.03	0.00	0.00	0.02	0.00	0.00	0.10	0.00	0.05	0.00							
Uniform Delay (d <sub>1</sub> ), s/veh	10.6	13.5	12.8	10.2	13.3	13.3	14.5	15.8	15.1	17.8							
Incremental Delay (d <sub>2</sub> ), s/veh	0.1	0.6	0.4	0.1	0.5	0.6	0.3	0.2	0.1	0.7							
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Control Delay (d), s/veh	10.7	14.1	13.2	10.3	13.8	13.9	14.7	16.0	15.2	18.5							
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B							
Approach Delay, s/veh / LOS	13.5	B	B	13.6	B	B	15.1	B	17.1	B							
Intersection Delay, s/veh / LOS	14.1						B										
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>				
Pedestrian LOS Score / LOS																	
Bicycle LOS Score / LOS																	

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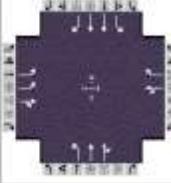
HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona	Time Period	PM Peak Hour			PHF	0.97								
Intersection	Fort Smith Boulevard & Co					Analysis Year	2016						Analysis Period	1> 17:00	
File Name	FSb Cb 2016.xus														
Project Description	Projected with Total Traffic														
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	87	250	30	106	378	206	73	264	137	120	193	90			
<b>Signal Information</b>															
Cycle, s	48.6	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.5	0.3	12.5	3.2	0.9	9.8					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	0.0	3.6	3.6	0.0	3.6					
				Red	1.0	0.0	1.0	1.0	0.0	1.0					
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0				
Phase Duration, s				8.1	17.1	8.5	17.4	7.8	14.4	8.7	15.3				
Change Period, (Y+R), s				4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Allow Headway (MAH), s				3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1				
Queue Clearance Time (qc), s				3.7	8.8	4.1	11.5	3.6	8.6	4.6	9.5				
Green Extension Time (ge), s				0.1	1.3	0.1	1.3	0.1	0.3	0.1	1.1				
Phase Call Probability				0.70	1.00	0.77	1.00	0.64	1.00	0.81	1.00				
Max Out Probability				0.01	0.21	0.00	0.19	0.00	1.00	0.00	0.05				
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	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	90	289		109	390	212	75	272	141	124	292				
Adjusted Saturation Flow Rate (s), veh/h/ln	1774	1828		1774	1863	1579	1774	1863	1579	1774	1762				
Queue Service Time (qs), s	1.7	6.8		2.1	9.5	5.6	1.6	6.6	3.8	2.6	7.5				
Cycle Queue Clearance Time (qc), s	1.7	6.8		2.1	9.5	5.6	1.6	6.6	3.8	2.6	7.5				
Green Ratio (g/C)	0.33	0.26		0.34	0.26	0.26	0.27	0.20	0.20	0.29	0.22				
Capacity (c), veh/h	304	469		417	491	416	290	376	318	368	387				
Volume-to-Capacity Ratio (X)	0.295	0.616		0.262	0.794	0.510	0.259	0.724	0.444	0.336	0.754				
Available Capacity (ca), veh/h	541	602		750	728	617	612	383	325	731	689				
Back of Queue (Q), veh/ln (50th percentile)	0.6	2.4		0.7	3.6	1.7	0.5	3.0	1.2	0.9	2.7				
Queue Storage Ratio (RQ) (50th percentile)	0.07	0.00		0.09	0.00	0.18	0.07	0.00	0.17	0.16	0.00				
Uniform Delay (di), s/veh	12.9	16.0		11.9	16.7	15.2	14.4	18.1	17.0	13.8	17.7				
Incremental Delay (di), s/veh	0.2	0.5		0.1	2.0	0.4	0.2	5.6	0.4	0.2	1.1				
Initial Queue Delay (di), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh	13.1	16.4		12.1	18.7	15.6	14.6	23.8	17.4	14.0	18.9				
Level of Service (LOS)	B	B		B	B	B	B	C	B	B	B				
Approach Delay, s/veh / LOS	15.7		B	16.7		B	20.5		C	17.4		B			
Intersection Delay, s/veh / LOS				17.6						B					
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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HCS 2010 Signalized Intersection Results Summary															
<b>General Information</b>						<b>Intersection Information</b>									
Agency	LTEC					Duration, h	0.25								
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other								
Jurisdiction	Deltona		Time Period	PM Peak Hour			PHF	0.91							
Intersection	Howland Blvd & Wal-Mart I					Analysis Year	Existing 2014		Analysis Period	1> 17:00					
File Name	Hb WalMart 2016 .xus														
Project Description	Projected with Total Trips														
<b>Demand Information</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h	429	6	27	107	16	223	44	507	46	89	220	259			
<b>Signal Information</b>															
Cycle, s	58.8	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.7	1.3	13.5	10.4	11.2	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	0.0	4.3	3.6	3.6	0.0					
				Red	1.0	0.0	1.0	1.0	1.0	0.0					
<b>Timer Results</b>				<b>EBL</b>	<b>EBT</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBT</b>	<b>SBL</b>	<b>SBT</b>				
Assigned Phase				4	8			5	2	1	6				
Case Number				10.0	11.0			1.1	4.0	1.1	3.0				
Phase Duration, s				15.0	15.8			8.0	18.8	9.3	20.0				
Change Period, (Y+R <sub>c</sub> ), s				4.6	4.6			5.3	5.3	5.3	5.3				
Max Allow Headway (MAH), s				3.1	3.3			3.1	3.1	3.1	3.1				
Queue Clearance Time (q <sub>c</sub> ), s				9.7	10.8			3.2	11.0	4.4	11.7				
Green Extension Time (g <sub>e</sub> ), s				0.7	0.4			0.0	2.4	0.1	2.4				
Phase Call Probability				1.00	1.00			0.55	1.00	0.80	1.00				
Max Out Probability				0.24	0.53			0.00	0.00	0.04	0.00				
<b>Movement Group Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16			
Adjusted Flow Rate (v), veh/h	471	36			135	245	48	308	300	98	242	285			
Adjusted Saturation Flow Rate (s), veh/h/ln	1723	1624			1785	1579	1774	1863	1808	1774	1773	1579			
Queue Service Time (g <sub>q</sub> ), s	7.7	1.1			3.9	8.8	1.2	9.0	9.0	2.4	3.2	9.7			
Cycle Queue Clearance Time (g <sub>c</sub> ), s	7.7	1.1			3.9	8.8	1.2	9.0	9.0	2.4	3.2	9.7			
Green Ratio (g/C)	0.18	0.18			0.19	0.19	0.28	0.23	0.23	0.30	0.25	0.25			
Capacity (c), veh/h	610	287			339	300	390	427	415	305	889	396			
Volume-to-Capacity Ratio (X)	0.773	0.126			0.399	0.818	0.124	0.720	0.723	0.321	0.272	0.719			
Available Capacity (c <sub>a</sub> ), veh/h	877	413			454	402	638	2497	2423	485	4573	2035			
Back of Queue (Q), veh/ln (50th percentile)	3.0	0.4			1.5	3.5	0.4	3.6	3.5	0.9	1.2	3.3			
Queue Storage Ratio (RQ) (50th percentile)	0.27	0.00			0.00	0.00	0.03	0.00	0.00	0.15	0.00	0.30			
Uniform Delay (d <sub>1</sub> ), s/veh	23.1	20.4			20.9	22.9	16.0	21.0	21.0	16.2	17.8	20.2			
Incremental Delay (d <sub>2</sub> ), s/veh	1.5	0.1			0.3	7.0	0.1	0.9	0.9	0.2	0.1	0.9			
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	24.6	20.5			21.2	29.9	16.1	21.8	21.9	16.4	17.8	21.1			
Level of Service (LOS)	C	C			C	C	B	C	C	B	B	C			
Approach Delay, s/veh / LOS	24.3		C	26.8		C	21.4		C	19.1		B			
Intersection Delay, s/veh / LOS	22.4						C								
<b>Multimodal Results</b>				<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

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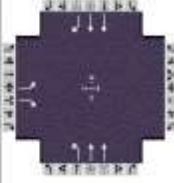
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HCS 2010 Signalized Intersection Results Summary																
<b>General Information</b>						<b>Intersection Information</b>										
Agency	LTEC					Duration, h	0.25									
Analyst	JTR	Analysis Date	5/8/2014			Area Type	Other									
Jurisdiction	Deltona		Time Period	PM Peak Hour			PHF	0.95								
Intersection	SR 415 & Howland Boulev					Analysis Year	2016		Analysis Period	1> 17:00						
File Name	415 Hb 2016.xus															
Project Description	Projected 2016 PM															
<b>Demand Information</b>																
	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h	88		243				646	404		42	347	48				
<b>Signal Information</b>																
Cycle, s	55.5	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On	Green	19.2	9.3	11.2	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.3	4.3	0.0	0.0	0.0						
				Red	1.0	1.0	1.0	0.0	0.0	0.0						
<b>Timer Results</b>																
	EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase			4						5		2				6	
Case Number			9.0						1.0		4.0				5.3	
Phase Duration, s			16.5						24.5		39.1				14.6	
Change Period, (Y+R), s			5.3						5.3		5.3				5.3	
Max Allow Headway (MAH), s			3.3						3.1		3.1				3.1	
Queue Clearance Time (qc), s			10.6						17.6		5.0				7.3	
Green Extension Time (ge), s			0.6						1.5		2.1				2.0	
Phase Call Probability			1.00						1.00		1.00				1.00	
Max Out Probability			0.01						0.00		0.00				0.01	
<b>Movement Group Results</b>																
	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement	7		14				5	2		1	6	16				
Adjusted Flow Rate (v), veh/h	93		256				680	425		44	365	51				
Adjusted Saturation Flow Rate (s), veh/h/ln	1774		1579				1774	1773		958	1773	1610				
Queue Service Time (qs), s	2.4		8.6				15.6	3.0		2.2	5.3	1.5				
Cycle Queue Clearance Time (qc), s	2.4		8.6				15.6	3.0		2.2	5.3	1.5				
Green Ratio (g/C)	0.20		0.20				0.55	0.61		0.17	0.17	0.17				
Capacity (c), veh/h	357		318				815	2157		290	594	270				
Volume-to-Capacity Ratio (X)	0.259		0.805				0.834	0.197		0.152	0.614	0.187				
Available Capacity (ca), veh/h	670		596				1542	5101		508	1403	637				
Back of Queue (Q), veh/ln (50th percentile)	0.9		3.0				4.4	0.7		0.5	2.0	0.5				
Queue Storage Ratio (RQ) (50th percentile)	0.00		0.00				0.45	0.00		0.05	0.00	0.05				
Uniform Delay (di), s/veh	18.7		21.2				10.1	4.9		20.2	21.5	19.9				
Incremental Delay (di), s/veh	0.1		1.8				0.9	0.0		0.1	0.4	0.1				
Initial Queue Delay (di), s/veh	0.0		0.0				0.0	0.0		0.0	0.0	0.0				
Control Delay (di), s/veh	18.9		23.0				11.0	4.9		20.3	21.9	20.0				
Level of Service (LOS)	B		C				B		A		C		C			
Approach Delay, s/veh / LOS	21.9		C		0.0		8.6		A		21.5		C			
Intersection Delay, s/veh / LOS	14.1						B									
<b>Multimodal Results</b>																
	EB			WB			NB			SB						
Pedestrian LOS Score / LOS																
Bicycle LOS Score / LOS																

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HCS 2010 Signalized Intersection Results Summary																											
<b>General Information</b>							<b>Intersection Information</b>																				
Agency	LTEC						Duration, h	0.25																			
Analyst	JTR			Analysis Date	5/8/2014			Area Type	Other																		
Jurisdiction	Deltona			Time Period	Projected PM Peak Hour			PHF	0.95																		
Intersection	SR 415 & Fort Smith Boule			Analysis Year	2016			Analysis Period	1> 17:00																		
File Name	415 FSb 2016.xus																										
Project Description	Projected 2016 with Total Trips																										
																											
<b>Demand Information</b>				EB			WB			NB			SB														
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R												
Demand (v), veh/h	84		16							50	406			313	183												
<b>Signal Information</b>																											
Cycle, s	18.8	Reference Phase	2																								
Offset, s	0	Reference Point	End																								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0															
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0															
				Red	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0															
<b>Timer Results</b>				EBL			EBT			WBL			WBT			NBL			NBT			SBL			SBT		
Assigned Phase				4												2			6								
Case Number				9.0												6.0			7.0								
Phase Duration, s				7.1												11.7			11.7								
Change Period, (Y+R), s				5.0												5.3			5.3								
Max Allow Headway (MAH), s				3.2												3.1			3.1								
Queue Clearance Time (qc), s				2.9												4.0			3.7								
Green Extension Time (gv), s				0.1												2.4			2.4								
Phase Call Probability				0.42												1.00			1.00								
Max Out Probability				0.00												0.00			0.00								
<b>Movement Group Results</b>				EB			WB			NB			SB														
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R												
Assigned Movement	7		14				5	2					6	16													
Adjusted Flow Rate (v), veh/h	88		17				53	427					329	193													
Adjusted Saturation Flow Rate (s), veh/h/ln	1774		1579				1046	1773					1773	1579													
Queue Service Time (qs), s	0.9		0.2				0.7	1.7					1.3	1.7													
Cycle Queue Clearance Time (qc), s	0.9		0.2				2.0	1.7					1.3	1.7													
Green Ratio (g/C)	0.11		0.11				0.34	0.34					0.34	0.34													
Capacity (c), veh/h	199		177				866	1205					1205	536													
Volume-to-Capacity Ratio (X)	0.443		0.095				0.079	0.355					0.273	0.359													
Available Capacity (ca), veh/h	1793		1596				2314	6792					7547	3359													
Back of Queue (Q), veh/ln (50th percentile)	0.2		0.0				0.0	0.1					0.1	0.1													
Queue Storage Ratio (RQ) (50th percentile)	0.03		0.00				0.01	0.00					0.00	0.01													
Uniform Delay (di), s/veh	7.8		7.5				5.3	4.7					4.5	4.7													
Incremental Delay (di), s/veh	0.6		0.1				0.0	0.1					0.0	0.2													
Initial Queue Delay (di), s/veh	0.0		0.0				0.0	0.0					0.0	0.0													
Control Delay (d), s/veh	8.4		7.6				5.3	4.7					4.6	4.8													
Level of Service (LOS)	A		A				A	A					A	A													
Approach Delay, s/veh / LOS	8.2		A			0.0	4.8	A				4.7	A														
Intersection Delay, s/veh / LOS				5.1									A														
<b>Multimodal Results</b>				EB			WB			NB			SB														
Pedestrian LOS Score / LOS																											
Bicycle LOS Score / LOS																											

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Two-Way Stop Control

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TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	JTR				Intersection	SR 415 & Project Entr		
Agency/Co.	LTEC				Jurisdiction	Deltona		
Date Performed	5/8/2014				Analysis Year	2016		
Analysis Time Period	PM Peak Hour							
Project Description: <i>Projected with Total Traffic</i>								
East/West Street: <i>Project Entrance</i>					North/South Street: <i>SR 415</i>			
Intersection Orientation: <i>North-South</i>					Study Period (hrs): <i>0.25</i>			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	75	451			304	23		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	78	474	0	0	320	24		
Percent Heavy Vehicles	2	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			128					
Peak-Hour Factor, PHF	1.00	1.00	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	134	0	0	0		
Percent Heavy Vehicles	0	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	0		
Configuration			R					
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							R
v (veh/h)	78							134
C (m) (veh/h)	1212							870
v/c	0.06							0.15
95% queue length	0.21							0.54
Control Delay (s/veh)	8.2							9.9
LOS	A							A
Approach Delay (s/veh)	--	--				9.9		
Approach LOS	--	--				A		

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6/5/2014

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Two-Way Stop Control

Page 1 of 1

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JTR			Intersection	Howland Blvd & Project Entr			
Agency/Co.	LTEC			Jurisdiction	Deltona			
Date Performed	5/8/2014			Analysis Year	2016			
Analysis Time Period	PM Peak Hour							
Project Description: <i>Projected with Total Traffic</i>								
East/West Street: <i>Howland Boulevard</i>				North/South Street: <i>Project Entrance</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)		331			675	19		
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	348	0	0	710	20		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration		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)						77		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	81		
Percent Heavy Vehicles	0	0	0	0	0	2		
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)								81
C (m) (veh/h)								678
v/c								0.12
95% queue length								0.40
Control Delay (s/veh)								11.0
LOS								B
Approach Delay (s/veh)	--	--						11.0
Approach LOS	--	--						B

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## **Appendix I – VoTran Route Maps and Schedules**

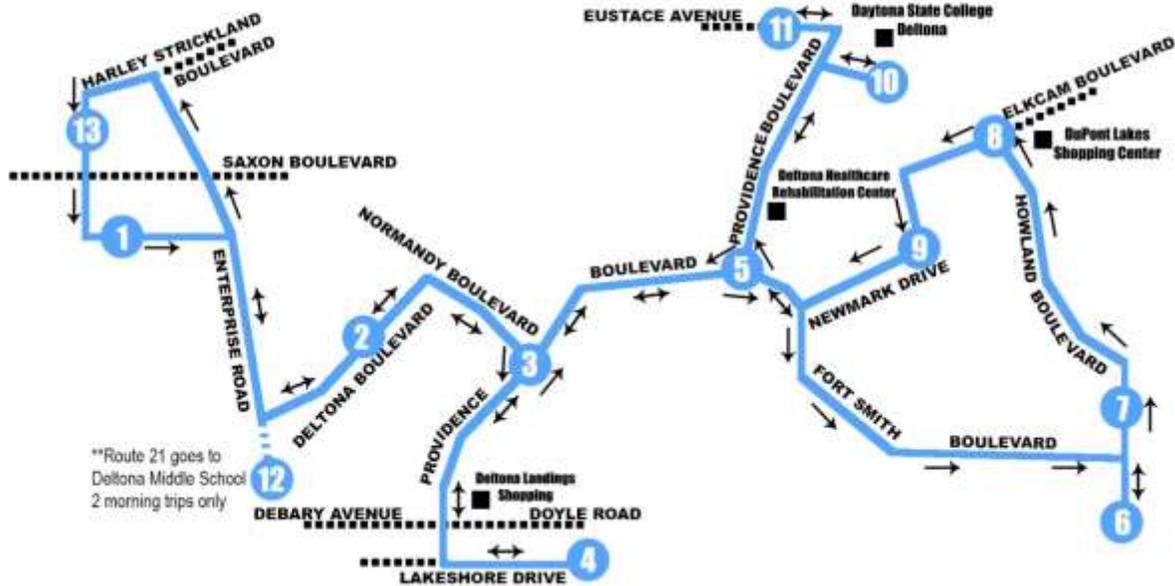
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## ROUTE 21- Deltona

### Serving:

- |   |                                      |
|---|--------------------------------------|
| 1 Market Place Shopping Plaza               | 7 Pine Ridge High School             |
| 2 Deltona Plaza                             | 8 Howland Boulevard/Elkcam Boulevard |
| 3 Providence Boulevard/Normandy Boulevard   | 9 Newmark Drive/Monticello Avenue    |
| 4 Deltona Community Center                  | 10 Deltona City Hall                 |
| 5 Providence Boulevard/Fort Smith Boulevard | 11 Deltona Library                   |
| 6 Walmart - Osteen                          | 12 Deltona Middle School**           |
|   | 13 Crowne Center                     |



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\*All afternoon times are in **bold**

**21 - 21 Deltona | Weekday - Outbound**

Market Place Recovery	Deltona Plaza Ob	Providence & Normandy 1st	Deltona Community Center	Normandy & Providence 2nd Ob	Providence & Ft. Smith 21 Ob	Wal-Mart Osteen
6:25 AM	6:34 AM	6:40 AM	6:46 AM	6:52 AM	6:58 AM	7:11 AM
8:32 AM	8:40 AM	8:47 AM	8:53 AM	8:59 AM	9:05 AM	9:18 AM
10:32 AM	10:40 AM	10:47 AM	10:53 AM	10:59 AM	11:05 AM	11:18 AM
<b>12:32 PM</b>	<b>12:40 PM</b>	<b>12:47 PM</b>	<b>12:53 PM</b>	<b>12:59 PM</b>	<b>1:05 PM</b>	<b>1:18 PM</b>
<b>12:32 PM</b>	<b>12:40 PM</b>	<b>12:47 PM</b>	<b>12:53 PM</b>	<b>12:59 PM</b>	<b>1:05 PM</b>	<b>1:18 PM</b>
<b>2:32 PM</b>	<b>2:40 PM</b>	<b>2:47 PM</b>	<b>2:53 PM</b>	<b>2:59 PM</b>	<b>3:05 PM</b>	<b>3:18 PM</b>
<b>2:32 PM</b>	<b>2:40 PM</b>	<b>2:47 PM</b>	<b>2:53 PM</b>	<b>2:59 PM</b>	<b>3:05 PM</b>	<b>3:18 PM</b>
<b>4:32 PM</b>	<b>4:40 PM</b>	<b>4:47 PM</b>	<b>4:53 PM</b>	<b>4:59 PM</b>	<b>5:05 PM</b>	<b>5:18 PM</b>
<b>6:32 PM</b>	<b>6:40 PM</b>	<b>6:47 PM</b>	<b>6:53 PM</b>	<b>6:59 PM</b>	<b>7:05 PM</b>	<b>7:18 PM</b>

**21 - 21 Deltona | Weekday - Inbound**

Wal-Mart Osteen	Pineridge High School 21 lb	Howland & Elkcam lb	Newmark Dr & Montecito Ave lb	Providence Blvd./ Ft Smith 21&22	Deltona City Hall	Deltona Library	Providence And Ft Smith 21&23 lb	Providence & E Normandy lb	Deltona Plaza lb	Deltona Middle School	Crown Center - Publix	Market Place Recovery
5:33 AM	5:36 AM	5:43 AM	5:48 AM	5:52 AM	5:56 AM	5:58 AM	6:03 AM	6:08 AM	6:15 AM	--	6:24 AM	6:27 AM
7:14 AM	7:17 AM	7:27 AM	7:34 AM	7:38 AM	7:49 AM	7:51 AM	7:56 AM	8:01 AM	8:08 AM	8:13 AM	8:20 AM	8:23 AM
9:26 AM	9:29 AM	9:36 AM	9:41 AM	9:45 AM	9:49 AM	9:51 AM	9:56 AM	10:01 AM	10:08 AM	10:13 AM	10:20 AM	10:23 AM
11:26 AM	11:29 AM	11:36 AM	11:41 AM	11:45 AM	11:49 AM	11:51 AM	11:56 AM	<b>12:01 PM</b>	<b>12:08 PM</b>	--	<b>12:17 PM</b>	<b>12:20 PM</b>
<b>1:26 PM</b>	<b>1:29 PM</b>	<b>1:36 PM</b>	<b>1:41 PM</b>	<b>1:45 PM</b>	<b>1:49 PM</b>	<b>1:51 PM</b>	<b>1:56 PM</b>	<b>2:01 PM</b>	<b>2:08 PM</b>	--	<b>2:17 PM</b>	<b>2:20 PM</b>
<b>3:26 PM</b>	<b>3:29 PM</b>	<b>3:36 PM</b>	<b>3:41 PM</b>	<b>3:45 PM</b>	<b>3:49 PM</b>	<b>3:51 PM</b>	<b>3:56 PM</b>	<b>4:01 PM</b>	<b>4:08 PM</b>	--	<b>4:17 PM</b>	<b>4:20 PM</b>
<b>5:26 PM</b>	<b>5:29 PM</b>	<b>5:36 PM</b>	<b>5:41 PM</b>	<b>5:45 PM</b>	<b>5:49 PM</b>	<b>5:51 PM</b>	<b>5:56 PM</b>	<b>6:01 PM</b>	<b>6:08 PM</b>	--	<b>6:17 PM</b>	<b>6:20 PM</b>

**21 - 21 Deltona | Saturday - Outbound**

Market Place Recovery	Deltona Plaza Ob	Providence & Normandy 1st	Deltona Community Center	Normandy & Providence 2nd Ob	Providence & Ft. Smith 21 Ob	Wal-Mart Osteen
8:32 AM	8:40 AM	8:47 AM	8:53 AM	8:59 AM	9:05 AM	9:18 AM
10:32 AM	10:40 AM	10:47 AM	10:53 AM	10:59 AM	11:05 AM	11:18 AM
<b>12:32 PM</b>	<b>12:40 PM</b>	<b>12:47 PM</b>	<b>12:53 PM</b>	<b>12:59 PM</b>	<b>1:05 PM</b>	<b>1:18 PM</b>
<b>12:32 PM</b>	<b>12:40 PM</b>	<b>12:47 PM</b>	<b>12:53 PM</b>	<b>12:59 PM</b>	<b>1:05 PM</b>	<b>1:18 PM</b>
<b>2:32 PM</b>	<b>2:40 PM</b>	<b>2:47 PM</b>	<b>2:53 PM</b>	<b>2:59 PM</b>	<b>3:05 PM</b>	<b>3:18 PM</b>
<b>4:32 PM</b>	<b>4:40 PM</b>	<b>4:47 PM</b>	<b>4:53 PM</b>	<b>4:59 PM</b>	<b>5:05 PM</b>	<b>5:18 PM</b>
<b>6:32 PM</b>	<b>6:40 PM</b>	<b>6:47 PM</b>	<b>6:53 PM</b>	<b>6:59 PM</b>	<b>7:05 PM</b>	<b>7:18 PM</b>

**21 - 21 Deltona | Saturday - Inbound**

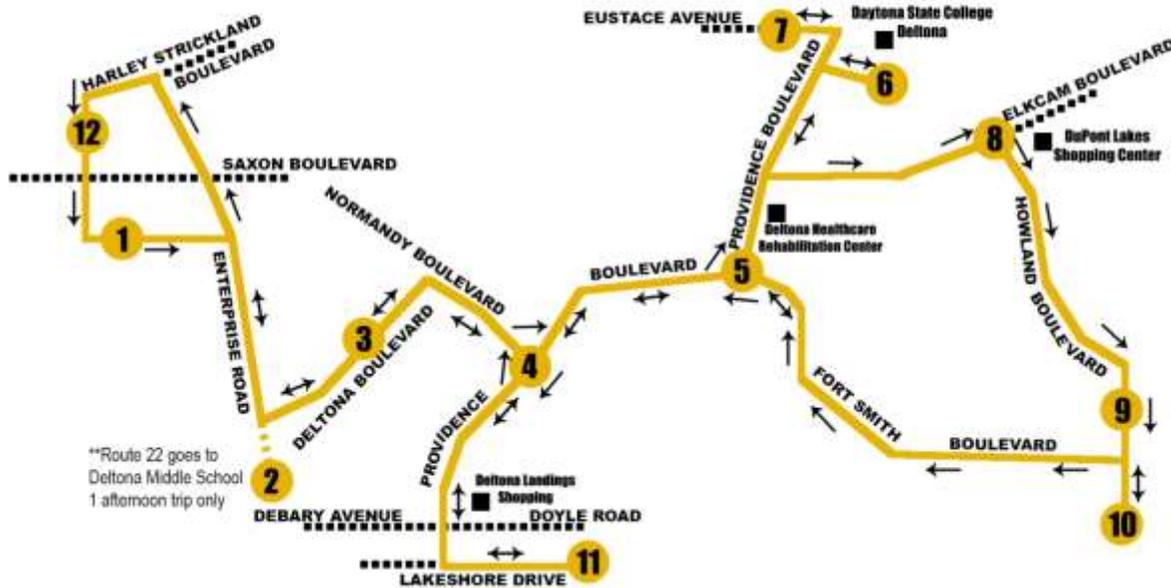
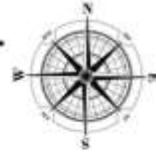
Wal-Mart Osteen	Pineridge High School 21 lb	Howland & Elkcam lb	Newmark Dr & Montecito Ave lb	Providence Blvd./ Ft Smith 21&22	Deltona City Hall	Deltona Library	Providence And Ft Smith 21&23 lb	Providence & E Normandy lb	Deltona Plaza lb	Crown Center - Publix	Market Place Recovery
7:26 AM	7:29 AM	7:36 AM	7:41 AM	7:45 AM	7:49 AM	7:51 AM	7:56 AM	8:01 AM	8:08 AM	8:17 AM	8:20 AM
9:26 AM	9:29 AM	9:36 AM	9:41 AM	9:45 AM	9:49 AM	9:51 AM	9:56 AM	10:01 AM	10:08 AM	10:17 AM	10:20 AM
11:26 AM	11:29 AM	11:36 AM	11:41 AM	11:45 AM	11:49 AM	11:51 AM	11:56 AM	<b>12:01 PM</b>	<b>12:08 PM</b>	<b>12:17 PM</b>	<b>12:20 PM</b>
<b>1:26 PM</b>	<b>1:29 PM</b>	<b>1:36 PM</b>	<b>1:41 PM</b>	<b>1:45 PM</b>	<b>1:49 PM</b>	<b>1:51 PM</b>	<b>1:56 PM</b>	<b>2:01 PM</b>	<b>2:08 PM</b>	<b>2:17 PM</b>	<b>2:20 PM</b>
<b>3:26 PM</b>	<b>3:29 PM</b>	<b>3:36 PM</b>	<b>3:41 PM</b>	<b>3:45 PM</b>	<b>3:49 PM</b>	<b>3:51 PM</b>	<b>3:56 PM</b>	<b>4:01 PM</b>	<b>4:08 PM</b>	<b>4:17 PM</b>	<b>4:20 PM</b>
<b>5:26 PM</b>	<b>5:29 PM</b>	<b>5:36 PM</b>	<b>5:41 PM</b>	<b>5:45 PM</b>	<b>5:49 PM</b>	<b>5:51 PM</b>	<b>5:56 PM</b>	<b>6:01 PM</b>	<b>6:08 PM</b>	<b>6:17 PM</b>	<b>6:20 PM</b>



## ROUTE 22- Deltona

### Serving:

- |   |                                      |
|---|--------------------------------------|
| 1 Market Place Shopping Plaza                 | 7 Deltona Library                    |
| 2 Deltona Plaza                               | 8 Howland Boulevard/Elkcam Boulevard |
| 3 Deltona Middle School**                     | 9 Pine Ridge High School             |
| 4 Providence Boulevard and Normandy Boulevard | 10 Walmart - Osteen                  |
| 5 Providence Boulevard/Fort Smith Boulevard   | 11 Deltona Community Center          |
| 6 Deltona City Hall                           | 12 Crowne Center                     |



\*\*Route 22 goes to Deltona Middle School 1 afternoon trip only

**Luke Transportation Engineering Consultants, Inc.**

\*All afternoon times are in bold

### 22 - 22 Deltona | Weekday - Outbound

Market Place Recovery	Deltona Middle School	Deltona Plaza Ob	Normandy & Providence 2nd Ob	Ft Smith & Providence	Deltona City Hall	Deltona Library	Elkcam Blvd & Howland Blvd Ob	Pineridge High School 22 Ob	Wal-Mart Osteen
--	--	--	5:57 AM	6:03 AM	6:08 AM	6:10 AM	6:18 AM	6:25 AM	6:29 AM
7:32 AM	--	7:40 AM	7:47 AM	7:53 AM	7:58 AM	8:01 AM	8:10 AM	8:17 AM	8:22 AM
9:32 AM	--	9:40 AM	9:47 AM	9:53 AM	9:58 AM	10:01 AM	10:10 AM	10:17 AM	10:22 AM
11:32 AM	--	11:40 AM	11:47 AM	11:53 AM	11:58 AM	<b>12:01 PM</b>	<b>12:10 PM</b>	<b>12:17 PM</b>	<b>12:22 PM</b>
<b>1:32 PM</b>	<b>1:40 PM</b>	<b>1:44 PM</b>	<b>1:51 PM</b>	<b>1:57 PM</b>	<b>2:01 PM</b>	<b>2:03 PM</b>	<b>2:12 PM</b>	<b>2:19 PM</b>	<b>2:24 PM</b>
<b>1:32 PM</b>	<b>1:40 PM</b>	<b>1:44 PM</b>	<b>1:51 PM</b>	<b>1:57 PM</b>	<b>2:01 PM</b>	<b>2:03 PM</b>	<b>2:12 PM</b>	<b>2:19 PM</b>	<b>2:24 PM</b>
3:32 PM	--	3:40 PM	3:47 PM	3:53 PM	3:58 PM	4:01 PM	4:10 PM	4:17 PM	4:22 PM
5:32 PM	--	5:40 PM	5:47 PM	5:53 PM	5:58 PM	6:01 PM	6:10 PM	6:17 PM	6:22 PM

### 22 - 22 Deltona | Weekday - Inbound

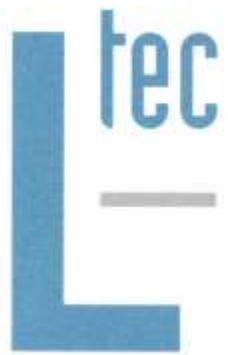
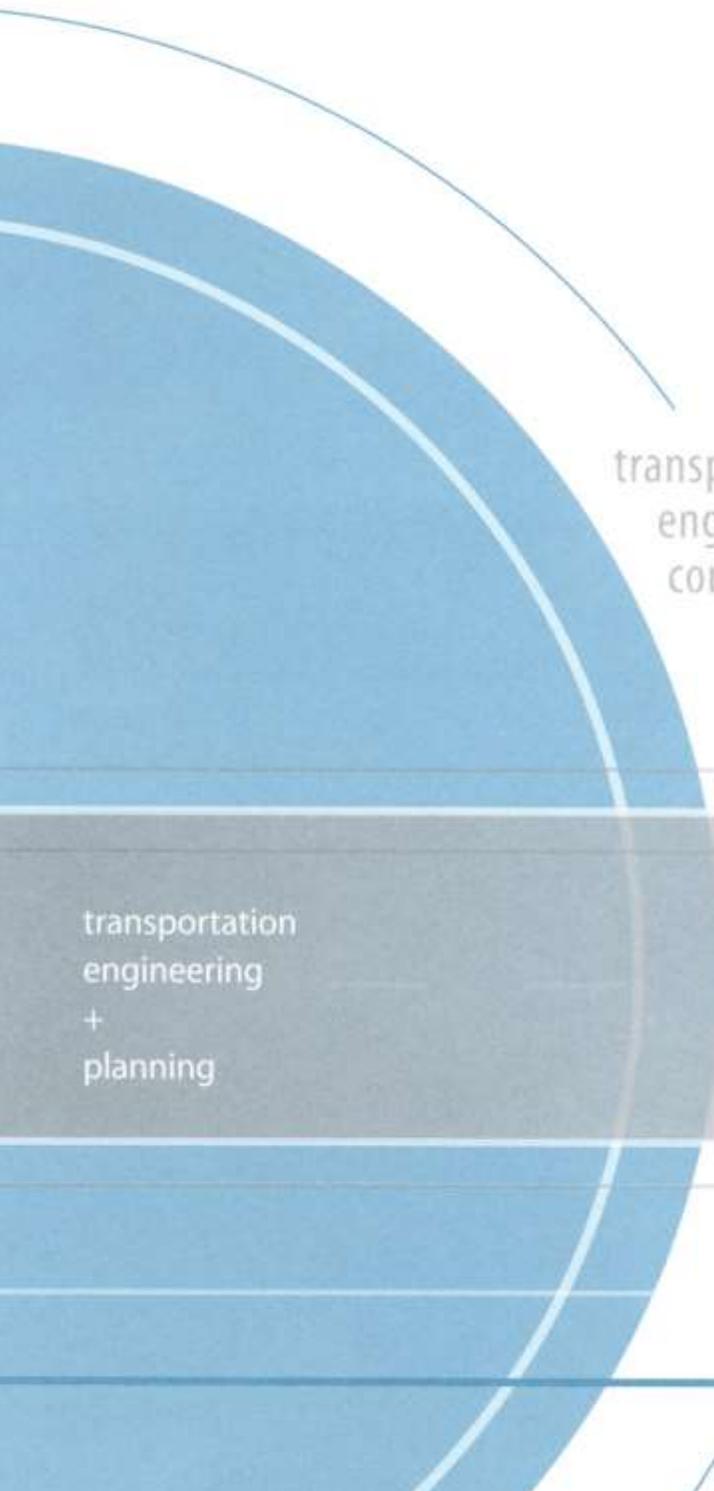
Wal-Mart Osteen	Providence And Ft. Smith 21 lb	Providence & Normandy 1st	Deltona Community Center	Providence & E Normandy lb	Deltona Plaza lb	Crown Center - Publix	Market Place Recovery
6:31 AM	6:44 AM	6:50 AM	6:56 AM	7:02 AM	7:09 AM	7:18 AM	7:20 AM
8:31 AM	8:44 AM	8:50 AM	8:56 AM	9:02 AM	9:09 AM	9:18 AM	9:20 AM
10:31 AM	10:44 AM	10:50 AM	10:56 AM	11:02 AM	11:09 AM	11:18 AM	11:20 AM
<b>12:31 PM</b>	<b>12:44 PM</b>	<b>12:50 PM</b>	<b>12:56 PM</b>	<b>1:02 PM</b>	<b>1:09 PM</b>	<b>1:18 PM</b>	<b>1:20 PM</b>
<b>2:31 PM</b>	<b>2:44 PM</b>	<b>2:50 PM</b>	<b>2:56 PM</b>	<b>3:02 PM</b>	<b>3:09 PM</b>	<b>3:18 PM</b>	<b>3:20 PM</b>
<b>4:31 PM</b>	<b>4:44 PM</b>	<b>4:50 PM</b>	<b>4:56 PM</b>	<b>5:02 PM</b>	<b>5:09 PM</b>	<b>5:18 PM</b>	<b>5:20 PM</b>
6:27 PM	6:40 PM	6:46 PM	6:52 PM	6:58 PM	7:05 PM	7:14 PM	7:17 PM

### 22 - 22 Deltona | Saturday - Outbound

Market Place Recovery	Deltona Plaza Ob	Normandy & Providence 2nd Ob	Ft Smith & Providence	Deltona City Hall	Deltona Library	Elkcam Blvd & Howland Blvd Ob	Pineridge High School 22 Ob	Wal-Mart Osteen
7:32 AM	7:40 AM	7:47 AM	7:53 AM	7:58 AM	8:01 AM	8:10 AM	8:17 AM	8:22 AM
9:32 AM	9:40 AM	9:47 AM	9:53 AM	9:58 AM	10:01 AM	10:10 AM	10:17 AM	10:22 AM
11:32 AM	11:40 AM	11:47 AM	11:53 AM	11:58 AM	<b>12:01 PM</b>	<b>12:10 PM</b>	<b>12:17 PM</b>	<b>12:22 PM</b>
11:32 AM	11:40 AM	11:47 AM	11:53 AM	11:58 AM	<b>12:01 PM</b>	<b>12:10 PM</b>	<b>12:17 PM</b>	<b>12:22 PM</b>
<b>1:32 PM</b>	<b>1:40 PM</b>	<b>1:47 PM</b>	<b>1:53 PM</b>	<b>1:58 PM</b>	<b>2:01 PM</b>	<b>2:10 PM</b>	<b>2:17 PM</b>	<b>2:22 PM</b>
<b>1:32 PM</b>	<b>1:40 PM</b>	<b>1:47 PM</b>	<b>1:53 PM</b>	<b>1:58 PM</b>	<b>2:01 PM</b>	<b>2:10 PM</b>	<b>2:17 PM</b>	<b>2:22 PM</b>
3:32 PM	3:40 PM	3:47 PM	3:53 PM	3:58 PM	4:01 PM	4:10 PM	4:17 PM	4:22 PM
5:32 PM	5:40 PM	5:47 PM	5:53 PM	5:58 PM	6:01 PM	6:10 PM	6:17 PM	6:22 PM

### 22 - 22 Deltona | Saturday - Inbound

Wal-Mart Osteen	Providence And Ft. Smith 21 lb	Providence & Normandy 1st	Deltona Community Center	Providence & E Normandy lb	Deltona Plaza lb	Crown Center - Publix	Market Place Recovery
6:31 AM	6:44 AM	6:50 AM	6:56 AM	7:02 AM	7:09 AM	7:18 AM	7:20 AM
8:31 AM	8:44 AM	8:50 AM	8:56 AM	9:02 AM	9:09 AM	9:18 AM	9:20 AM
10:31 AM	10:44 AM	10:50 AM	10:56 AM	11:02 AM	11:09 AM	11:18 AM	11:20 AM
<b>12:31 PM</b>	<b>12:44 PM</b>	<b>12:50 PM</b>	<b>12:56 PM</b>	<b>1:02 PM</b>	<b>1:09 PM</b>	<b>1:18 PM</b>	<b>1:20 PM</b>
<b>2:31 PM</b>	<b>2:44 PM</b>	<b>2:50 PM</b>	<b>2:56 PM</b>	<b>3:02 PM</b>	<b>3:09 PM</b>	<b>3:18 PM</b>	<b>3:20 PM</b>
<b>4:31 PM</b>	<b>4:44 PM</b>	<b>4:50 PM</b>	<b>4:56 PM</b>	<b>5:02 PM</b>	<b>5:09 PM</b>	<b>5:18 PM</b>	<b>5:20 PM</b>



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+  
planning

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*Promenade at Deltona Transportation Impact Study  
Transportation Impact Study Review  
City of Deltona, Florida*

## MEMORANDUM

**Date:** May 28, 2014 **DRMP Project #:** 09-0857.009

**To:** Mr. Chris Bowley, AICP  
Planning and Development Services Director  
City of Deltona  
2345 Providence Boulevard  
Deltona, Florida 32725

**Reviewed By:** Lisa Lanman, AICP & Melissa Gross, EI  
DRMP, Inc.  
941 Lake Baldwin Lane  
Orlando, Florida 32814

As requested by the City, DRMP has reviewed the Transportation Impact Study provided by the applicant that corresponds to the Promenade at Deltona provided by the City on May 13, 2014. The following narrative provides further input regarding DRMP's recommendations for further information.

Comment Number	Section/ Page Number	Comment
1	Purpose, pg.1; paragraph 1	In the first sentence there is a space missing in "isa"
2	Purpose, pg.1; paragraph 2	Please check sentence spacing between first and second sentence.
3	Table 1	Please explain the significance of the highlighted roadway segments.
4	Study Methodology	The reviewer suggests including a study area roadway and intersection figure to clearly depict all study area roadways and intersections to be analyzed for reference. They are difficult to see in Figure 1.
5	Study Methodology	General Comment: Please include the AM peak hour in the study analysis.
6	Study Intersections, pg.7	Was a FDOT seasonal adjustment applied to the existing TMC as indicated by the methodology memo in Appendix A? Was existing signal timing obtained from Volusia County?

Comment Number	Section/ Page Number	Comment
7	Proposed Development	General Comment: Please include trip generation for the PM peak hour also.
8	Proposed Development	Proposed Site Access: Please include a discussion on proposed access locations, type, and spacing from any existing intersections.
9	Proposed Development	Proposed Site Access/SR 415: Please ensure that the proposed site access location on SR 415 meets FDOT standards.
10	Pass-by Traffic, pg. 11; pass-by trip calculations	Please explain the volumes in the pass-by trip calculation tables. 431 – NB SR 415, 210 – SB SR 415, and WB Howland – 259 NB SR 415 + 27 SBL from Howland.
11	Table 3, pg. 12	The reviewer suggests highlighting / or defining the Net New (Primary) Trips for easier reference.
12	Trip Distribution, pg.13	The reviewer suggests rewording the second sentence to the following, “This model distribution was used to determine estimated P.M. peak hour volumes on the study area road segments and will be used to determine the Project trip distribution at study area intersections.”
13	Trip Distribution	General Comment: The reviewer suggests including a figure with all study area intersections to illustrate Trip Distribution more clearly and simply. For instance it is difficult to read the distribution percentages on Figure 4, and this does not clearly show the location of the proposed project driveways or the Walmart entrance.
14	Projected Traffic Transportation Assessment	General Comment: Please include trip generation and distribution details for the assumed future Medical Office Building on the adjacent property.
15	Intersection Analysis, pg. 16	Please add delay to Table 5 as specified in the text.
16	Transit, pg. 16	Please provide a route and service schedule for the existing transit in the Appendix.
17	Bicycle, pg. 16	Please clarify if there are any bike lanes on the study area roadways.
18	Study Conclusions, pg. 19	It should be noted that while the proposed development trip generation does not add a significant percentage of daily or PM peak hour trips, it does cause the following roadway segments to experience a daily LOS F in the 2016 build out: <ul style="list-style-type: none"> <li>Providence Blvd from Elkcam Blvd to Fort Smith Blvd</li> </ul>

Comment Number	Section/ Page Number	Comment
		<ul style="list-style-type: none"> <li>Providence Blvd from Normandy Blvd to Anderson Dr.</li> </ul> Future discussion may be held with the City / County in regards to the proposed projects impact to these Near Critical Roadways if deemed necessary.
19	Appendix A	Please include all correspondence with the City/County regarding the TIA methodology.

DRMP appreciates the opportunity to support the City of Deltona on this project. Please contact Lisa Lanman at [llanman@drmp.com](mailto:llanman@drmp.com) if you have any questions or wish to discuss further.



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 8 - B  
**SUBJECT:** Ordinance No. 13-2014, Amending the Firefighter's Pension Plan by allowing the Fire Chief the option of Opting Out of Participation, at first reading and to schedule second and final reading for July 21, 2014.

**LOCATION:**

N/A

**BACKGROUND:**

At the present time, the pension ordinance provides that all full-time firefighters shall, as a condition of employment, become participants in this plan as of the later of the October 1, 1997 or his or her date of employment (or reemployment, if applicable) with the city. However, the fire chief shall have the option to participate in the plan or to participate in the City of Deltona General Employees' Pension Plan.

Ordinance No. 13-2014 will amend Chapter 46, "*Pension plans*," Article II, "*Firefighter's Pension Plan*," of the Code of Ordinances of the City of Deltona, Section 46-27, "*Participation – Conditions of eligibility*," amending the Firefighter's Pension Plan by allowing the Fire Chief the option of Opting Out of Participation without participating in the general employee's pension plan. The Deltona general employee's pension plan does not permit a firefighter to belong.

**ORIGINATING DEPARTMENT:**

City Attorney's Office

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, City Manager, Fire Chief

**STAFF RECOMMENDATION PRESENTED BY:**

Becky Vose, City Attorney – To adopt Ordinance No. 13-2014 at first reading, and to schedule second and final reading for July 21, 2014.

**POTENTIAL  
MOTION:**

“I move that the City Commission adopt Ordinance No. 13-2014 at first reading, and to schedule second and final reading for July 21, 2014.”

**AGENDA ITEM  
APPROVED BY:**

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Ordinance No. 13-2014

**ORDINANCE NO. 13 - 2014**

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, AMENDING THE FIREFIGHTER'S PENSION PLAN BY ALLOWING THE FIRE CHIEF THE OPTION OF OPTING OUT OF PARTICIPATION; PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY AND FOR AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:**

**SECTION 1.** Chapter 46, "*Pension plans,*" Article II, "*Firefighter's Pension Plan,*" of the Code of Ordinances of the City of Deltona is hereby amended by the amendment of Section 46-27, "*Participation – Conditions of eligibility,*" which section shall read as follows:

**Sec. 46-27. Participation – Conditions of Eligibility.**

All full-time firefighters shall, as a condition of employment, become participants in this plan as of the later of the October 1, 1997 or his or her date of employment (or reemployment, if applicable) with the city. ~~However, the fire chief shall have the option to participate in the plan or to participate in the City of Deltona General Employees' Pension Plan.~~ Notwithstanding the previous sentence, the fire chief may, within the first three months of employment as fire chief, or within thirty (30) days of the effective date of the ordinance adopting this provision, notify the board and the city, in writing, of his election to not be a member of the system. In the event of any such election, he shall be barred from future membership in the system and any contributions made after employment and prior to opting out shall be refunded. Thereafter, contributions to the plan in accordance with Section 46-31 shall not be required, he shall not be eligible to be elected as a member trustee on the board or vote for a member trustee and shall not be eligible for any other benefits from the plan.

**SECTION 2. CONFLICTS.** All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

**SECTION 3. CODIFICATION.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Deltona. The sections of this Ordinance may be renumbered or relettered to accomplish such intention.

City of Deltona, Florida  
Ordinance No.13 -2014  
Page 2 of 2

**SECTION 4. SEVERABILITY.** In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2014.**

**FIRST READING:** \_\_\_\_\_

**ADVERTISED:** \_\_\_\_\_

**SECOND READING:** \_\_\_\_\_

\_\_\_\_\_  
**JOHN C. MASIARCZYK SR., MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JOYCE RAFTERY, CITY CLERK**

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

\_\_\_\_\_  
**GRETCHEN R. H. VOSE, CITY ATTORNEY**



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014

**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 8 - C

**SUBJECT:** Ordinance No. 14-2014 - Amending Section 42-186, of Article IV, "Fire Codes", of Chapter 42, "Fire Prevention and Protection", of the Code of the City of Deltona, Adopting More Recent Standard Code Provisions and Providing for New Methods of Appeals of Certain Decisions, at first reading and to schedule second and final reading for July 21, 2014.

**LOCATION:**

N/A

**BACKGROUND:**

The current city code adopts the 2001 Florida Fire Prevention Code and the 1994 Life Safety Code. This ordinance adopts the most recent of those codes, the 2010 Florida Fire Prevention Code, as amended, and the 2009 Life Safety Code, as amended.

This ordinance also provides that appeals of decisions of the city Life Safety Manager pertaining to the codes may be appealed to the city Fire Chief, and the Fire Chief's decision may be appealed to the city's Special Magistrate, whose decision shall be final.

In addition, the ordinance provides that if the building official and the fire official are unable to agree on a resolution of a conflict between the Florida Building Code and the Life Safety Code, the conflict shall be referred to the city's Special Magistrate who shall resolve the conflict in favor of the code that offers the greatest degree of life safety or alternatives that would provide an equivalent method of construction.

**ORIGINATING DEPARTMENT:**

City Attorney's Office

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, City Manager, Fire Chief, Building Official, Fire Safety Manager, and Director of Building and

Enforcement Services

**STAFF  
RECOMMENDATION  
PRESENTED BY:**

Becky Vose, City Attorney – To adopt Ordinance No. 14-2014 at first reading, and to schedule second and final reading for July 21, 2014.

**POTENTIAL  
MOTION:**

“I move that the City Commission adopt Ordinance No. 14-2014 at first reading, and to schedule second and final reading for July 21, 2014.”

**AGENDA ITEM  
APPROVED BY:**

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Ordinance No. 14-2014

**ORDINANCE NO. 14-2014**

**AN ORDINANCE AMENDING SECTION 42-186, OF ARTICLE IV, "FIRE CODES", OF CHAPTER 42, "FIRE PREVENTION AND PROTECTION", OF THE CODE OF THE CITY OF DELTONA, FLORIDA, ADOPTING MORE RECENT STANDARD CODE PROVISIONS AND PROVIDING FOR NEW METHODS OF APPEALS OF CERTAIN DECISIONS; PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.**

BE IT ORDAINED by the City Commission of the City of Deltona, Florida, as follows:

**SECTION 1.** Section 42-186, "Adopted", of Article IV, "Fire Codes", of Chapter 42, "Fire Prevention and Protection", of the Code of the City of Deltona, Florida, are amended to read as follows:

Sec. 42-186. Adopted.

(a) The ~~2001~~ 2010 Florida Fire Prevention Code ~~and documents adopted by section 4A-60 of the Florida Fire Prevention Code, as amended,~~ copies of which are on file in the office of the city clerk, are adopted and by reference made a part of this article as if set forth in this section as the fire prevention code for the city. The same are hereby adopted as the code of the City of Deltona for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion and providing for issuance of permits and collection of fees.

(b) The Life Safety Code, ~~1994~~ 2009 edition, as amended, a copy of which is on file in the office of the city clerk, is adopted and by reference made a part of this article as if set forth in this section as the life safety code for the city.

(c) Any decision of the ~~city~~ Fire Safety Manager ~~official~~ pertaining to these codes may be appealed within ten (10) days from the rendering of such decision in writing to the city Fire Chief. The decision of the Fire Chief may be appealed within ten (10) days from the rendering of such decision to the city's Special Magistrate, whose decision shall be final. ~~building code board of adjustments and appeals pursuant to the Standard Building Code, section 5.105 and A105.4. The member of the board from the public sector shall be replaced by an individual with expertise in fire safety standards for an appeal from the Life Safety Code only.~~

(d) If the building official and fire official are unable to agree on a resolution of a conflict between the ~~Standard~~ Florida Building Code and the Life Safety Code, the conflict shall be referred to the city's Special Magistrate who ~~building code board of adjustments and appeals~~ shall resolve the conflict in favor of the code that offers the greatest degree of life safety or alternatives that would provide an equivalent method of construction.

(e) In the event of any conflict between this article, the adopted codes of the city, and any applicable state or county law, ordinance, rule or regulation, the more stringent shall apply.

**SECTION 2. CONFLICTS.** All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

**SECTION 3. CODIFICATION.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Deltona. The sections of this Ordinance may be renumbered or relettered to accomplish such intention.

**SECTION 4. SEVERABILITY.** In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2014.**

**FIRST READING:** \_\_\_\_\_

**ADVERTISED:** \_\_\_\_\_

**SECOND READING:** \_\_\_\_\_

\_\_\_\_\_  
**JOHN C. MASIARCZYK SR., MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JOYCE RAFTERY, CITY CLERK**

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

\_\_\_\_\_  
**GRETCHEN R. H. VOSE, CITY ATTORNEY**



## AGENDA MEMO

**TO:** Mayor & City Commission                      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager              **AGENDA ITEM:** 8 - D  
**SUBJECT:** Ordinance No. 12-2014, regarding anti-blight, at first reading and to schedule second and final reading for July 21, 2014.

**LOCATION:**

N/A

**BACKGROUND:**

This proposed ordinance would require mortgagees to register properties in default/foreclosure with the city. It would require mortgagees (only ones that have the contractual right to enter onto the mortgaged property to secure and repair the property upon default by the property owner - which includes most institutional mortgagees), to actually maintain the property during a mortgage foreclosure if the property is either abandoned or is in disrepair. As part of the registration process, a mortgagee is required to designate a property maintenance company to monitor the property being foreclosed, and maintain and repair the property if it is abandoned or falls into disrepair. If the mortgagee does not comply with the ordinance, the Special Master can assess a fine against the mortgagee not to exceed \$250. Every day of non-compliance is a separate offense. A certified copy of an order imposing fines can be recorded and constitutes a lien upon any real or personal property owned by the mortgagee in violation.

A Workshop was held on Monday, June 23, 2014 to discuss this ordinance.

**ORIGINATING DEPARTMENT:**

City Attorney's Office

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, City Manager

**STAFF RECOMMENDATION**

Becky Vose, City Attorney – To adopt Ordinance No. 12-

**PRESENTED BY:**

2014 at first reading, and to schedule second and final reading for July 21, 2014.

**POTENTIAL MOTION:**

“I move that the City Commission adopt Ordinance No. 12-2014 at first reading, and to schedule second and final reading for July 21, 2014.”

**AGENDA ITEM APPROVED BY:**

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Ordinance No. 12-2014

**ORDINANCE NO. 12– 2014**

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, ADDING A NEW CHAPTER 37, “DELTONA ANTI-BLIGHT ORDINANCE”; PROVIDING AUTHORITY, PURPOSE, INTENT, FINDINGS, AND DEFINITIONS; REQUIRING REGISTRATION OF DISTRESSED PROPERTIES, MAINTENANCE AND SECURITY; REQUIRING FULL UTILITIES FOR OCCUPANCY; DECLARING A PUBLIC NUISANCE; PROVIDING FOR A CIVIL FINE; PROVIDING FOR NO CONTINUING OBLIGATION OR LIABILITY ON CITY; PROVIDING PENALTY FOR OBSTRUCTING AN ENFORCEMENT OFFICER; PROVIDING IMMUNITY FOR ENFORCEMENT OFFICER; PROVIDING FOR ISSUANCE OF BUILDING PERMITS; AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY AND FOR AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:**

**SECTION 1.** Chapter 37, “Deltona Anti-Blight Ordinance,” is added to the Code of Ordinances of the City of Deltona to read as follows:

Sec. 37-1. Short title

This article shall be known and may be cited as the "Deltona Anti-Blight Ordinance".

Sec. 36-2. Authority

This ordinance is enacted under the city’s home rule powers under Florida Statutes, Chapter 166, and is supplemental and cumulative to the city’s powers under Florida Statutes, Chapter 162. The city’s special magistrate shall have the power to adjudicate matters under this ordinance.

Sec. 37-3. Purpose, intent and finding

It is the purpose and intent of this ordinance to establish a process to address the deterioration and blight of city neighborhoods caused by an increasing amount of abandoned, foreclosed or distressed real property located within the city, and to identify, regulate, limit and reduce the number of abandoned properties located within the city. It is the city's further intent to establish a registration program as a mechanism to protect neighborhoods from becoming blighted due to the lack of adequate maintenance and security of abandoned and foreclosed properties. The

city finds that mortgagees that have liens on real property situated in the city own significant equitable property interests in the city, and there is a reasonable relationship (rational nexus) between certain actions of such mortgagees and the welfare of the city and its residents.

#### Sec. 37-4. Definitions

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning.

*Applicable codes* includes, but is not be limited to, the city's land use regulations, the city's Code of Ordinances ("City Code"), the Florida Building Code, and the International Property Maintenance Code.

*Blighted property* means:

- (1) Properties that have broken or severely damaged windows, doors, walls, or roofs which create hazardous conditions and encourage trespassing; or
- (2) Properties that are accessible through a comprised/breached gate, fence, wall, window, door, etc. or a structure that is unsecured and/or breached in such a way as to allow access to the interior space by unauthorized persons; or
- (3) Properties cited for a public nuisance pursuant to the City Code; or
- (4) Properties that endanger the public's health, safety, or welfare because the properties or improvements thereon are dilapidated, deteriorated, or violate minimum health and safety standards or lack maintenance as required by the applicable codes;
- (5) Properties that are inhabited, but do not have active water and electric service accounts through local utility service providers; or
- (6) Properties that have roof tarps or boarded windows or doors for a period in excess of thirty (30) days.

*Distressed real property* means any real property located in the city that i) has had a lis pendens filed against it by the mortgagee or is subject to an ongoing foreclosure action by the mortgagee, or the mortgage has been declared to be in default; or ii) is subject to an application for a tax deed or pending tax assessor's lien sale; or iii) has been transferred to the mortgagee under a deed in lieu of foreclosure; or iv) has been the subject of a foreclosure sale where title is retained by the mortgagee or related party. The designation of a property as "distressed" shall remain in place until such time as the property has been sold or transferred to a new owner, and any foreclosure action has been dismissed and the borrower

is no longer in default. Until the mortgage or lien on the property in question is satisfied, or legally discharged, and the mortgagee is no longer pursuing foreclosure, the filing of a dismissal of lis pendens and/or summary final judgment and/or certificate of title, voluntary or otherwise, does not exempt any mortgagee, or lien holder who initiated foreclosure proceedings, from all the requirements of this article as long as the borrower is in default.

*Enforcement officer* means any law enforcement officer, building official, zoning inspector, code enforcement officer, fire inspector or building inspector, or other person authorized by the city to enforce the applicable codes.

*Evidence of vacancy* means any condition, on its own or combined with other conditions present, which would lead a reasonable person to believe the property is vacant. Such conditions may include, but are not limited to lack of habitation by persons, uncollected mail, lack of furniture, lack of cars in the driveway, accumulation of newspapers, circulars, flyers or notices on the property, and/or lack of active water and/or electric service.

*Mortgagee* means any person or entity that has a lien on real property that has the contractual right, upon the mortgagor's failure to perform the covenants and agreements contained in security instruments and/or promissory note, to enter upon such real property to secure and repair such property.

*Mortgage servicer* means a company to which borrowers pay their mortgage loan payments and which performs other services in connection with mortgages and mortgage-backed securities. Under this ordinance, a mortgage servicer as to a particular mortgage is jointly and severally liable to perform the duties of, and be subject to the liabilities of, a mortgagee as to that particular mortgage.

*Property management company* means a property manager, property maintenance company or similar entity responsible for the maintenance of distressed real property which is located within Volusia County or within 35 miles from the closest city limit of the City of Deltona.

*Temporary emergency security measures* mean the boarding of windows and/or doors, to temporarily secure a property pending the permanent repair of the property, which temporary measures shall not remain in place for longer than thirty (30) days.

*Vacant* means any building or structure that is not legally occupied.

#### Sec. 37-5. Establishment of a registry

Pursuant to the provisions of the following section, the city shall establish a registry cataloging each distressed property within the city, containing the information required by this ordinance.

## Sec. 37-6. Registration of distressed real property

(a) Any mortgagee as to any distressed real property located within the City of Deltona shall, within ten (10) days of the property becoming distressed, as defined herein, perform an exterior inspection of the distressed real property. The mortgagee shall also, no later than ten (10) days after the exterior inspection, or ten (10) days after filing any foreclosure documents in circuit court, whichever comes first, register the property with city code enforcement, or its designee, in the manner designated by resolution by the city, and indicate whether the property has evidence of vacancy or is blighted, all as provided herein.

(b) Mortgagees that have pending foreclosure actions, or are mortgagees or owners of distressed real property, at the time of the adoption of this ordinance shall register that property within thirty (30) days of being noticed by the city, or its designee, of the requirements under this ordinance. A separate registration is required for each property.

(c) As to each distressed property that is either blighted or shows evidence of vacancy, the mortgagee shall have the duty to designate a property management company as defined herein to ensure compliance with the maintenance and security requirements as provided hereunder.

(d) As to each distressed property that is not blighted and is occupied, the mortgagee shall have the duty to designate a property management company to ensure compliance with the maintenance and security requirements as provided hereunder in the event the distressed property becomes either blighted or shows evidence of vacancy.

(e) If the distressed real property is occupied, but the mortgage thereon remains in default, the mortgagee's designated property management company shall conduct an exterior inspection of the property no less often than once per month until either (i) the mortgagor or other party remedies the default and the mortgage foreclosure action is dismissed, or (ii) it is found to be vacant or shows evidence of vacancy at which time it is deemed abandoned. Once the property is deemed abandoned, the mortgagee shall, within ten (10) days of that determination, update the property registration with the city to a vacancy status on forms provided by the city, and thereafter its designated property management company shall ensure compliance with the maintenance and security requirements as provided hereunder.

(c) Registration pursuant to this section shall contain the name of the mortgagee and mortgage servicer, the direct mailing address of the mortgagee and mortgage servicer, a direct contact name and telephone number for the mortgagee and the mortgage servicer, facsimile number and e-mail address for mortgagee and mortgage servicer, the folio or tax I.D. number of the property, and the name and

24-hour contact phone number of the property management company designated by the mortgagee and/or mortgage servicer.

(d) A non-refundable annual registration fee in an amount set by resolution of the city commission, shall accompany the registration form. Such fee shall be determined to generate revenue commensurate with the cost of the regulatory activity.

(e) Properties subject to this section shall remain under the annual registration requirement, and the inspection, security and maintenance standards of this section as long as they remain distressed properties, blighted properties, or are vacant.

(f) Any person or legal entity that has registered a property under this section must report any change of information contained in the registration within ten (10) days of the change.

(g) Failure of the mortgagee to properly register or to modify the registration form from time to time to reflect a change of circumstances as required by this article is a violation of the article and shall be subject to enforcement.

#### Sec. 37-7. Maintenance requirements

Properties subject to this chapter shall be maintained to the following standards and in full compliance with all applicable codes:

(a) kept free of weeds, overgrown brush, dead vegetation, trash, junk, debris, building materials, any accumulation of newspapers, circulars, flyers, notices, except those required by federal, state or local law, discarded personal items including, but not limited to, furniture, clothing, large and small appliances, printed material or any other items that give the appearance that the property is abandoned;

(b) kept free of graffiti or similar markings by removal or painting over with an exterior grade paint that matches the color of the exterior structure;

(c) front, side, and rear yards, including landscaping, maintained in accordance with the applicable codes;

(d) cut grass or ground covering, and trim bushes, shrubs, hedges or similar plantings with removal of all trimmings;

(e) pools and spas maintained so the water remains free and clear of pollutants and debris and shall comply with the regulations set forth in the applicable codes.

#### Sec. 37-8. Security requirements

(a) Properties subject to these sections shall be maintained in a secure manner so as not to be accessible to unauthorized persons.

(b) A "secure manner" shall include, but not be limited to, the closure and locking of windows, doors, gates and other openings of such size that may allow a child or adult to access the interior of the property or structure. Broken windows, doors, gates and other openings of such size that may allow a child or adult to access the interior of the property or structure must be repaired. Broken windows shall be secured by re-glazing of the windows, and broken or damaged doors shall be secured by newly installed doors. Boarding of windows and/or doors shall not be permitted except as temporary emergency security measures.

(c) If a distressed property shows evidence of vacancy, or the property is blighted, the property manager designated by the mortgagee shall perform the work necessary to bring the property into compliance with the applicable codes, and the property manager must perform regular exterior inspections, no less often than every thirty (30) days, to verify compliance with the requirements of this article, and any other applicable laws.

#### Sec. 37-9. Full utilities required for occupancy

No person(s) shall occupy any property in the city unless such property is properly and legally serviced by both electricity and water, (with electricity and water turned on), provided to the specific location by the utility provider in the area. If a property legally receives its water from a well located on the property, water service through a utility company is not required. If a property legally receives sufficient power to power the entire property through solar devices, electric service through a utility company is not required. If any person is found to be occupying any property in violation of this section, the special magistrate shall enter an order providing for the removal of all persons occupying such property.

#### Sec. 37-10. Public nuisance

All blighted and distressed real properties are hereby declared to be public nuisances, the abatement of which pursuant to the police power is hereby declared to be necessary for the health, welfare and safety of the residents of the city.

#### Sec. 37-11. Civil fine

The mortgagee of a distressed property shall be liable for a civil fine of not to exceed \$250 for failure to comply with the terms of this ordinance, such civil fine to be imposed by the city's special magistrate. Each day that the mortgagee fails to comply with the terms of this ordinance shall constitute a separate violation. In addition, if the mortgagee fails to comply with the maintenance and/or security requirements hereunder, the city may, but shall not be required, to take actions to

fulfil those requirements, and the special magistrate shall assess an additional civil fine against the mortgagee equal to the costs of such actions by the city to include a \$200 administration fee. The city's special magistrate shall enter an order assessing fines as provided herein. A certified copy of an order imposing such fine may be recorded in the public records and thereafter shall constitute a lien upon any real or personal property owned by the mortgagee in violation.

Sec. 37-12. No continuing obligation or liability on city

In the event the city takes actions to fulfill the maintenance and/or security requirements hereunder, such action shall not create a continuing obligation on the part of the city to make further repairs or to maintain the property, and shall not create any liability against the city for any damages to the property if such actions were taken in good faith.

Sec. 37-13. Opposing, obstructing enforcement officer; penalty

Whoever opposes, obstructs or resists any enforcement officer or any person authorized by the enforcement officer in the discharge of duties as provided in this chapter shall be punishable as provided in the applicable codes or by a court of competent jurisdiction.

Sec. 37-14. Immunity of enforcement officer

Any enforcement officer or any person authorized by the enforcement officer to enforce the sections set forth herein shall be immune from prosecution, civil or criminal, for reasonable, good faith entry upon real property while in the discharge of duties imposed by this article.

Sec. 37-15. Mortgagee allowed to apply for and obtain building permits

Mortgagees and mortgage servicers utilizing the services of properly licensed contractors shall be permitted to apply for and obtain building permits to carry out the requirements under this ordinance.

**SECTION 2. CONFLICTS.** All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

**SECTION 3. CODIFICATION.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Deltona. The sections of this Ordinance may be renumbered or relettered to accomplish such intention.

**SECTION 4. SEVERABILITY.** In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2014.**

**FIRST READING:** \_\_\_\_\_

**ADVERTISED:** \_\_\_\_\_

**SECOND READING:** \_\_\_\_\_

\_\_\_\_\_  
**JOHN C. MASIARCZYK SR., MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JOYCE RAFTERY, CITY CLERK**

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

\_\_\_\_\_  
**GRETCHEN R. H. VOSE, CITY ATTORNEY**



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 8 - E  
**SUBJECT:** Ordinance No. 11-2014, regarding the City's Rental Regulatory License, at first reading and to schedule second and final reading for July 21, 2014.

**LOCATION:**

N/A

**BACKGROUND:**

This ordinance is proposed as a replacement for the business tax receipt ordinance for rental houses. The regulatory fees that will be imposed under this ordinance are based upon the actual cost to the city of the regulation provided under the terms of the ordinance. It also requires that renters provide to Deltona Water a copy of the rental regulatory license and a notarized statement of authorization from the record owner of the property prior to turning on water/sewer services. This will assist the city in keeping track of rental properties and help prevent squatters from taking over abandoned properties.

A Workshop was held on Monday, June 23, 2014 to discuss this ordinance.

**ORIGINATING DEPARTMENT:**

City Attorney's Office

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, City Manager

**STAFF RECOMMENDATION PRESENTED BY:**

Becky Vose, City Attorney – To adopt Ordinance No. 11-2014 at first reading, and to schedule second and final reading for July 21, 2014.

**POTENTIAL MOTION:**

“I move that the City Commission adopt Ordinance No. 11-2014 at first reading, and to schedule second and final reading for July 21, 2014.”

**AGENDA ITEM  
APPROVED BY:**

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William D. Denny, City Manager

**ATTACHMENTS:**

- Ordinance No. 11-2014

**ORDINANCE NO. 11– 2014**

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, ADDING A NEW CHAPTER 36, “DELTONA RENTAL REGULATORY LICENSE ORDINANCE”; PROVIDING INTENT, AUTHORITY, FINDINGS OF FACT, AND DEFINITIONS; REQUIRING A RENTAL REGULATORY LICENSE AND FEE, PROVIDING FOR AN APPLICATION; PROHIBITING CERTAIN OCCUPANCY; PROVIDING FOR INTERIOR RENTAL INSPECTIONS FOR CAUSE, EMERGENCY INSPECTIONS AND REMEDIATION, AND DELINQUENCIES, REVOCATION AND PENALTIES; REQUIRING CERTAIN DOCUMENTS PRIOR TO UTILITY ACTIVATION, AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY AND FOR AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:**

**BE IT ORDAINED** by the City Commission of the City of Deltona, Florida, as follows:

**SECTION 1.** Chapter 36, “Deltona Rental Regulatory License Ordinance,” is added to the Code of Ordinances of the City of Deltona to read as follows:

Sec. 36-1. Short title

This article shall be known and may be cited as the "Deltona Rental Regulatory License Ordinance".

Sec. 36-2. Authority

This chapter is enacted under the home rule of power of the city in the interest of the health, peace, safety and general welfare of the people of the city, and pursuant to Florida Statutes, Section 166.221.

Sec. 36-3. Intent

The intent of the city commission in adopting this chapter is to i) establish reasonable and uniform regulations for the rental of residential dwelling units that will protect the health, safety, property values and general welfare of the people, businesses and industries of the city; ii) provide the means to give adequate notice to owners of residential dwelling units in the city who do not reside in that property as to their responsibilities under city codes and ordinances; iii) ensure that rental residential dwelling units are maintained in a high quality manner as

required of all residential properties; and iv) maintain the tax base of the City of Deltona.

#### Sec. 36-4. Findings of fact

The City of Deltona is primarily a residential community composed of residential dwelling units with a mix of owner-occupied residential dwelling units and rental residential dwelling units. Historically, rental residential dwelling units in Deltona have disproportionately been the subject of code enforcement violations, and the expense of code enforcement activities by the city relating to rental residential dwelling units is disproportionately high compared to the expense of code enforcement activities relating to owner-occupied residential dwelling units. The property values of all residential dwelling units can be dramatically negatively impacted by rental properties in the area that are not appropriately maintained in compliance with applicable city codes. The rental of a residential dwelling unit is a business that can be regulated by the city to protect the health, safety, property values and general welfare of the people, businesses and industries of the city. The ability of City of Deltona code enforcement to contact a responsible party designated by the owner of a rental property greatly aids in the successful resolution of code enforcement issues.

#### Sec. 36-5. Definitions

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Immediate family* means any individual who is a relative or legal dependent of the property owner, to include spouse, children, step-children, parent, step-parent, foster parent, foster children, grandparent, brother, sister, father-in-law, mother-in-law, son-in-law, daughter-in-law, sister-in-law, brother-in-law, or legal guardian.

*Local point of contact* means a person who resides or has a business location within a 50-mile radius of the subject property.

*Residential dwelling unit* means a single family residence, a duplex, or a multi-family dwelling.

*Rent* means to lease or rent, or allow a person or persons who are not a member of the owner's immediate family to occupy, a residential dwelling unit.

*Rental inspector* means any designated employee or agent of the city whose duty it is to enforce codes and ordinances enacted by the city.

#### Sec. 36-6. Rental Regulatory License Required; Exception

Prior to the rental of any residential dwelling unit in the City of Deltona, the owner of the property to be rented must obtain a Rental Regulatory License. In the case of a duplex, if one of the two parts of the duplex is occupied by the owner of the duplex, a Rental Regulatory License is not required for the rental of the other part of the duplex. In the case of a multi-family dwelling, if one of the units of the multi-family dwelling is occupied by the owner, or an on-site manager who isn't necessarily the owner, a Rental Regulatory License is not required for the rental of the other units in the multi-family dwelling.

#### Sec. 36-7. Rental Regulatory License Fee

The city commission of the City of Deltona shall annually, as a part of its budgeting process, set the amount of the Rental Regulatory License Fee. Such fee shall be determined to generate revenue commensurate with the cost of the regulatory activity.

#### Sec. 36-8. Application for license

On or before September 30 of each year, or at the same time thereafter as a residential dwelling unit is first offered for rent, an owner of a residential dwelling unit desiring to rent such residential dwelling unit shall file with the city manager, or his or her authorized designee, a sworn license application on a standard application form supplied by the city manager, or his or her authorized designee. Such application shall set forth the address of the rental property, and a local point of contact person ("Contact Person") of each rental property. A separate Rental Regulatory License is needed for each and every tax parcel on which a rental residential dwelling unit is located. A Contact Person of one or more owners may apply for multiple Rental Regulatory Licenses, upon certifying that such person has received written authorization from each owner represented provided that such authorization acknowledges receipt of a copy of this ordinance and applicable sections of the International Property Maintenance Code and acknowledges that failure to abide by this ordinance or other applicable codes and ordinances may result in a lien upon the property of the owner. The owner of record shall notify the city within 30 days when the Contact Person changes.

#### Sec. 36-9. Prohibition of rental without license

It shall be unlawful for any owner of a residential dwelling unit to rent any residential dwelling unit within the city, without first obtaining a Rental Regulatory License as required by the provisions of this article.

Sec. 36-10. Copies of Violations sent to Contact Person

In the event a rental residential dwelling unit, or its occupant, is cited for a code violation, a copy of the violation shall be also sent to the Contact Person of the rental residential dwelling unit.

Sec. 36-11. Interior rental inspections for cause

Nothing in this Ordinance shall prohibit the rental inspector from inspecting the interior of properties if he or she has probable cause, supported by a sworn affidavit, or by invitation of the tenant or the property owner, to believe a health or safety violation exists inside the dwelling.

Sec. 36-12. Emergency inspections and remediation

(a) Nothing in this Ordinance shall limit or supplant the power of the rental inspector under the International Property Maintenance Code to placard and order the vacation of property which:

(1) Is so damaged, decayed, dilapidated, unsanitary, unsafe, or vermin-infested that it creates a serious hazard to the health or safety of the occupants or the public.

(2) Lacks illumination, ventilation or sanitation facilities adequate to protect the health or safety of the occupants of the public.

(b) Nothing in this Ordinance limits the right of the city to abate or remediate such emergency or nuisance by any other lawful means or proceedings.

Sec. 36-13. Delinquencies, revocation; penalties

(a) If a Rental Regulatory License is required under this article and it is not renewed when due and payable, it shall be deemed delinquent and subject to a delinquency fee of ten percent (10%) for the first month of delinquency, plus an additional five percent (5%) delinquency fee for each subsequent month or portion thereof that the fee remains paid. However, the total delinquency fee may not exceed twenty-five percent (25%) of the Rental Regulatory License fee for the delinquent property.

(b) Any person owning or operating a rental residential dwelling unit without first obtaining a Rental Regulatory License, if required in accordance with this article, shall be subject to a fee of twenty five percent (25%) of the license fee, in addition to any other fee or penalty provided by law or ordinance.

(c) Any person who owns or operates a residential dwelling unit covered by this article, who does not pay the required Rental Regulatory License Fee within 150

days after the initial notice of license fee due, and who does not obtain the required license is subject to civil actions and penalties, including court costs, reasonable attorneys' fees, additional administrative costs incurred as a result of collection efforts, and an additional fee of up to \$250.00.

(d) All costs of collection and enforcement of the terms of this article, to include attorneys' fees whether or not litigation is commenced, shall be the responsibility of the person or corporation for which a Rental Regulatory License is or was required.

(e) Notifications to the Contact Person when applicable will be mailed by First Class U.S. Mail, or hand delivered.

(f) As an additional means of ensuring compliance with the provisions of this article, the City of Deltona Special Magistrate shall have jurisdiction and authority to hear and decide alleged violations occurring in the corporate limits of the city and to impose administrative fines and liens for violations. Proceedings before the special magistrate shall be governed by its rules and procedures, and Chapter 162, Florida Statutes.

#### Sec. 36-14. Utility Accounts

Deltona Water shall require, prior to activating water and/or sewer accounts, that any applicant for service, other than the record owner of the property as determined in accordance with the Volusia County Property Appraiser's Office, or as determined by the city attorney, shall provide a copy of the rental regulatory license for the rental or other use of the property, and shall provide a notarized statement of authorization to turn on the water and/or sewer service by the record owner of the property.

**SECTION 2. CONFLICTS.** All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

**SECTION 3. CODIFICATION.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Deltona. The sections of this Ordinance may be renumbered or relettered to accomplish such intention.

**SECTION 4. SEVERABILITY.** In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2014.**

**FIRST READING:** \_\_\_\_\_

**ADVERTISED:** \_\_\_\_\_

**SECOND READING:** \_\_\_\_\_

\_\_\_\_\_  
**JOHN C. MASIARCZYK SR., MAYOR**

**ATTEST:**

\_\_\_\_\_  
**JOYCE RAFTERY, CITY CLERK**

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

\_\_\_\_\_  
**GRETCHEN R. H. VOSE, CITY ATTORNEY**



## AGENDA MEMO

**TO:** Mayor & City Commission      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager      **AGENDA ITEM:** 8 - F  
**SUBJECT:** Ordinance No. 18-2014, regarding unfit and unsafe structures, at first reading and to schedule second and final reading for July 21, 2014.

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<b>LOCATION:</b>	N/A
<b>BACKGROUND:</b>	<p>This ordinance sets forth all the procedures for the city to demolish unfit and unsafe structures within the city and assess the costs as a lien on the property that can also be collected through non-ad valorem tax procedures.</p> <p>A Workshop was held on Monday, June 23, 2014 to discuss this ordinance.</p>
<b>ORIGINATING DEPARTMENT:</b>	City Attorney's Office
<b>SOURCE OF FUNDS:</b>	N/A
<b>COST:</b>	N/A
<b>REVIEWED BY:</b>	City Attorney, City Manager
<b>STAFF RECOMMENDATION PRESENTED BY:</b>	Becky Vose, City Attorney – To adopt Ordinance No. 18-2014 at first reading, and to schedule second and final reading for July 21, 2014.
<b>POTENTIAL MOTION:</b>	“I move that the City Commission adopt Ordinance No. 18-2014 at first reading, and to schedule second and final reading for July 21, 2014.”
<b>AGENDA ITEM APPROVED BY:</b>	<hr/> William D. Denny, City Manager
<b>ATTACHMENTS:</b>	<ul style="list-style-type: none"><li>• Ordinance No. 18-2014</li></ul>

**ORDINANCE NO. 18-2014**

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, ADOPTING A NEW ARTICLE IV, "UNFIT AND UNSAFE STRUCTURES", OF CHAPTER 18, "BUILDINGS AND BUILDING REGULATIONS", PROVIDING FOR THE HANDLING OF UNFIT OR UNSAFE STRUCTURES, AND THE PROCEDURES TO DEMOLISH, REMOVE, SECURE, ETC. SUCH STRUCTURES; PROVIDING FOR NOTICES, ASSESSMENT OF COSTS, LIENS, EMERGENCY CONDEMNATIONS, APPEALS AND NON-AD VALOREM ASSESSMENTS; AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY AND FOR AN EFFECTIVE DATE.**

**BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:**

**SECTION 1:** A new Article IV, "Unfit and Unsafe Structures", of Chapter 18, "Buildings and Building Regulations," of the Code of Ordinances of the City of Deltona is hereby adopted to read as follows:

**ARTICLE IV –UNFIT AND UNSAFE STRUCTURES**

**Sec. 18-101. Unfit or unsafe structures**

When any structure in the City is found to be unfit or unsafe by the building official, the building official shall require the repair, securing, demolition or removal thereof. In this ordinance, the term "structure" includes all buildings, dwellings, accessory structures, pools and spas, and any part or portion thereof. A structure shall be deemed unfit or unsafe when any part of it, by reason of inadequate maintenance, acts of God, fire, age, decay, filth, deterioration, structural defects, improper design, unstable foundation, mold, termites, affording the opportunity of being a nuisance to the public or a haven for vagrants or criminals, or other causes, shall be dangerous to the occupants thereof, or to surrounding buildings and the occupants thereof, a menace to public health, a fire hazard, or so unsafe as to endanger life or property, or render the use of the public streets dangerous.

**Sec. 18-102. Notice of violation; notice of condemnation/order to demolish**

When the building official verifies that a structure is unfit or unsafe, the building official shall determine the owner of record of the real estate upon which the structure is located as set forth on the records of the Volusia County Property Appraiser, and shall provide an initial notice of violation by First Class U.S. Mail, postage paid, to such owner of record at the address listed for such owner on the records of the

Volusia County Property Appraiser, and post such notice on the property. The initial notice of violation shall state the requirements to secure or repair, and/or an initial notice of condemnation/order to demolish requiring demolition and removal.

Sec. 18-103. Authority to order demolition, removal, securing, etc.

(a) If the conditions identified in the notice are not remedied within the time set forth in the notice, the building official shall order the vacation, demolition, removal or securing of the structure. Notice of the order shall be provided to the interested parties as set forth in section 18-105.

(b) When a structure is required to be secured, open windows and doors shall be secured with exterior plywood and suitably coated with an appropriate neutral color blending with or harmonizing with the exterior colors of the building so as to be as inconspicuous as possible. When securing with exterior plywood is not possible because existing structural damage or design features will not support a sound, secure application of plywood or for any other reason, the building official shall order securing against access and shall specify the method and materials to be installed. Pools and spas must be secured in a manner so as to eliminate any drowning or infection hazard, or must be filled completely with clean fill dirt or sand and adequate drainage provided so that water is not retained, does not accumulate, and does not pond.

(c) If the owner or other parties in interest do not repair, restore, demolish, secure or replace such part or parts of such structure within the specified time or such other reasonable time fixed in such order, the building official may order vacation of the premises and proceed to remedy the conditions. If the building official verifies the existence of a rodent infestation in any structure that is to be demolished and removed, in order to preclude the migration of rodents, the building official shall require that the owner or person in charge carry out effective rodent extermination methods by a licensed structural pest control operator prior to demolition. Extermination techniques shall include ectoparasite control measures.

(d) Prior to the demolition of any structure, a determination of the presence of asbestos in the structure shall be made by a properly licensed asbestos contractor. In the event asbestos is present in any structure to be demolished, such demolition shall proceed in a manner in full compliance with all applicable laws and under the supervision of a properly licensed asbestos abatement contractor.

(e) Prior to the demolition of any structure, a determination of the presence of mold in the structure shall be made by a properly licensed mold contractor. In the event mold is present in any structure to be demolished, such demolition shall proceed in a manner in full compliance with all applicable laws and under the supervision of a properly licensed mold abatement contractor.

(f) All unfit or unsafe structures which have been secured as a result of a notice of violation shall be subject to inspection and the owner of the structure shall be assessed a fee for each and every such inspection. For the purpose of ensuring that the vacant and unfit or unsafe structure is locked and/or secured, inspections will be conducted at thirty (30) day intervals and the following fee collected in the manner provided by this ordinance for each and every inspection conducted.

(1) Residential, commercial, institutional and industrial structures, per structure: \$50.00.

(2) Other structures (detached garages, accessory buildings, etc.), per structure: \$25.00.

#### Sec. 18-104. Condition of lot after demolition

A lot from which a structure is demolished shall be properly filled, graded and seeded with grass seed or sodded within five (5) days of the date of completion of the demolition.

#### Sec. 18-105. Manner of serving notice; interested parties

(a) For the purpose of providing notice, interested parties shall be the owner of the property as shown on the records of the Volusia County Property Appraiser, and the tenant or occupant of the property, if any can be determined, as well as other persons of record interest, which may include the mortgagee, contract purchaser (if known), agent with power of attorney (if known), and any person claiming an interest under a *lis pendens*.

(b) Ten (10) days or more prior to the demolition or securing of any unfit or unsafe structure, the notice of condemnation/order to demolish shall be posted on the front of the property and shall be delivered to the interested parties either:

(1) By personally delivering a copy thereof to the party to be notified;

(2) By leaving a copy at such person's usual place of residence with some person of the household above 15 years of age and informing such person of the contents thereof; or

(3) By either registered or certified United States mail with return receipt requested, with a copy of such notice also sent by First Class U.S. Mail, postage paid.

If the name of any interested party or their place of residence or their post office address cannot be ascertained after diligent search, or in the event a notice sent by either registered or certified mail shall be returned undelivered, and such interested party has not otherwise indicated (in writing or verbally) that such interested party is

aware of the content of the notice, notice shall be given by publishing a copy thereof one time in a newspaper of general circulation in Volusia County as set forth in subsection (d) of this section.

(c) A copy of such notice and order shall be posted in a conspicuous place at City Hall and upon the subject structure.

(d) If needed, publication notice shall be substantially in one of the following forms:

#### Notice of Intent to Secure and Inspect

The owner and other interested parties having failed to either repair and/or secure the structure at (address) as ordered by the City of Deltona are hereby notified that the City of Deltona will proceed to have the structure secured on or after (date) and a lien will be placed against the property to recover all costs.

If, as result of this notice, the structure is secured, notice is hereby given that the structure may be inspected on a monthly basis by the City of Deltona, a fee charged for that inspection, and a lien placed against the property for such fees.

To appeal this notice, interested parties must follow the procedure in section 18-108, of the Deltona City Code. Interested parties may contact (contact person, address, and phone number) for information."

or

#### Notice of Intent to Demolish

The owner and other interested parties having failed to demolish and remove the structure (address) as ordered by the City of Deltona are hereby notified that the City of Deltona will proceed to have the structure demolished and removed on or after (date), and a lien will be placed against the property to cover all costs.

To appeal this notice, interested parties must follow the procedure set forth in section 108 of the Deltona City Code. Interested parties may contact the (contact person, address, and phone number) for information."

(e) If the interested parties have obtained a building or demolition permit within the specified period and in good faith and in due time have begun work to comply with the order, but it appears that they will not be able to complete the work by the date ordered, they may file a written request to the building official stating the reasons they have been unable to fully comply, and if reasonable grounds are shown therefor, the building official is authorized to issue extensions in writing not to exceed a total of sixty (60) days in which to fully comply with the original order.

(f) In exceptional cases, the building official may approve an additional thirty (30) days extension upon written request if the party shows special hardship, unusual difficulty or unique problems. Requests for this extension shall be made either in person or by certified mail, return receipt requested, to the building official.

Sec. 18-106. Action on failure to comply

In the event that the owner or other interested parties shall fail to comply with any order issued under this ordinance within the time therein fixed, the City, acting through the building official, is authorized to demolish, remove or secure, either with City forces or by independent contractor, submitting the lowest and best bid, any such structure.

Sec. 18-107. Assessment of cost of demolition, etc.; lien on property

(a) Upon expiration of the appeal period with no appeal having been taken, or upon expiration of a thirty (30) day period following the denial of an appeal, or following an emergency demolition authorized and conducted in accordance with section 18-110, the building official, after proceeding under this ordinance, shall report the abatement of the nuisance by the City; and the City Council shall assess the entire cost of such demolition, removal or securing against the real property upon which such cost was incurred. The costs which may be assessed include the cost of rodent extermination, mold abatement, and asbestos abatement where employed, an administrative fee of \$200, plus postal expenses, newspaper publication fees and other costs reasonably and necessarily incurred by the City, and attorney's fees and costs. Such costs when assessed and when recorded in the public records of Volusia County as provided in subsection (c) below, shall constitute a lien upon such property superior to all others except taxes.

(b) In those instances where the owner has repaired, secured or demolished a structure or caused such work to be done as the result of having received notice from the City ordering such repair work, demolition or securing, all costs described in subsection (a) of this section reasonably and necessarily incurred by the City shall be assessed against the property and shall constitute a lien upon such property superior to all others except taxes.

(c) The City shall record a notice of lien in the public records of the county. The notice of lien shall show the nature of such lien, the amount thereof, the names of persons having an ownership or other property interest of record and an accurate legal description of the property, which lien shall date from the date of recording of the notice of lien. Such lien shall bear interest from such date at the rate established by the comptroller of the State of Florida pursuant to Florida Statutes, Section 55.03, and shall be enforceable if unsatisfied, after the expiration of one month from the date of recording such notice of lien, as other liens may be enforced by the City.

(d) Failure to affect personal notice on an interested party shall not prevent the City from performing the demolition or securing the property, or attaching a lien on the property.

#### Sec. 18-108. Appeal procedure

(a) Appeals may be taken from an order, a notice of condemnation/order to demolish, or notice of violation/order for securing a structure issued pursuant to this ordinance by an interested party who has been aggrieved, except in emergency cases as set forth in section 18-110. As used in this ordinance, "interested party" means a person who possesses a present legal right of present or future enjoyment of the property by virtue of a deed, other instrument of title, mortgage, fully executed contract for purchase, lien on or estate in the property, judgment of court, being a named beneficiary entitled to an interest in the property under a will or trust of a deceased owner, or the legal spouse of the property owner. Such party is afforded a right of hearing before the City special magistrate. A written request for such hearing filed with the city special magistrate's clerk within ten (10) days of service of the notice of violation/order for securing, or the posting or publication (if required) of the notice or notice of condemnation/order to demolish, whichever is later. A cashier's check payable to the City of Deltona, in the amount of \$100.00, to cover the special magistrate's fee at the time of the request for a hearing is made. Said deposit will be used to pay the special magistrate should such party be declared the losing party. If the special magistrate's fee exceed the deposit, the losing party will be responsible for any and all additional fees. If the city fails to prevail the deposit will be returned within 30 days of the special magistrate's ruling.

(b) A notice of the appeal hearing before the City special magistrate shall be served by First Class U.S. Mail, postage paid, upon the appealing party no less than ten (10) days prior to the date of the hearing. In the event the findings of the special magistrate sustain the building official, the Special magistrate may set a new deadline date for compliance, or authorize the building official to proceed to take the code action that was appealed, or demolish and remove the structure and report the cost to the City Council.

(c) In any hearing before the special magistrate, formal rules of evidence shall not apply, but fundamental due process shall be observed and shall govern the proceedings. Irrelevant, immaterial, or unduly repetitious evidence shall be excluded. All other evidence of a type commonly relied upon by reasonably prudent persons in the conduct of their affairs shall be admissible whether or not such evidence would be admissible in a trial in the courts of the State of Florida. Each party shall have the right to be represented by counsel, to call and examine witnesses under oath, to introduce documentary evidence or exhibits, to cross-examine opposing witnesses on any relevant matter even though the matter was not covered under direct examination, to impeach any witness regardless of which party first called him or her to testify, and to submit rebuttal evidence.

(d) The burden of proof by a preponderance of the evidence is upon the City to show that the structure is unfit or unsafe as defined in this chapter. At the hearing, the special magistrate, shall affirm, modify, or reverse the findings of the building official that the structure is unfit or unsafe as defined in this chapter. If the special magistrate agrees with the determination of the building official, he or she shall enter a final order approving the code action or demolition.

(e) Any person aggrieved by the decision of the special magistrate may seek judicial review in accordance with the laws of the State of Florida or other applicable law.

(f) An interested party appearing before the special magistrate may appear in person or through legal counsel.

#### Sec. 18-109. Reports of unsafe dwellings or structures

Any person, including City employees, may make reports to the building official concerning dwellings or structures which appear to be unfit or unsafe. The building official is authorized to utilize the services of private engineers, architects or other professionals in order to determine the condition of the structure in question and such costs shall be assessed in the same manner as provided for in section 18-107.

#### Sec. 18-110. Emergency condemnations, authority to take action; lien on property

(a) In cases where there is imminent peril to the public safety or general welfare or immediate danger to the life or safety of any person, or where the public is endangered by weather conditions, fire, other natural disasters or the particular location of the subject property, and in instances in which unless an unfit or unsafe structure is immediately repaired, demolished, or removed, the building official shall promptly cause such structure to be made safe or removed. For this purpose the ~~code~~ building official may at once enter such a structure or land on which it stands, or abutting land or structures, to perform an inspection with such assistance and at such cost as may be deemed necessary.

(b) Upon inspection, the building official shall determine whether or not the structure requires immediate emergency demolition in order to maintain the safety and welfare of the owner, tenants, or public. A written report will document results of these inspections. Exterior and interior photographs of the building, structure, or portion thereof will be taken when feasible.

(c) The building official may order the vacation of adjacent structures and may require the protection of the public by appropriate fencing or such other means as may be necessary, and for this purpose may close any public or private right of way.

(d) If the building official determines there is sufficient time prior to demolition, a notice of intent to demolish will be provided to interested parties via priority mail, courier delivery, or telephone, (if the phone numbers of interested parties are readily

ascertainable by the building official), informing him/her/them of the emergency demolition. This notification must state the findings of the building official documenting cause for demolition or removal. Where the owner or other interested party fails to take immediate corrective action as ordered by the building official, the building official shall have the authority to promptly proceed with the abatement of the unsafe structure in accordance with this ordinance. Failure to give personal notice upon the individual owner or interested parties shall not prevent the City from performing the emergency demolition or removal and assessing a lien on the property. All costs incurred in the evaluation, vacation, securing and emergency demolition are the responsibility of the property owner, shall be reported to City Council, and the Council shall place a lien on the property as set forth in section 18-107.

Sec. 18-111. Appeal and hearing of notice of emergency condemnation/order to demolish

(a) Appeals may be taken by any interested party of a notice of emergency condemnation/order to demolish only in cases where the structure has not been secured or demolished. Such interested party is afforded a right of hearing before the city special magistrate. A written request for such hearing filed with the city special magistrate's clerk within five (5) days of receipt of actual or constructive notice of the emergency condemnation/order to demolish. A cashier's check payable to the City of Deltona, in the amount of \$100.00, to cover the special magistrate's fee at the time of the request for a hearing is made. Said deposit will be used to pay the special magistrate should such party be declared the losing party. If the special magistrate's fee exceed the deposit, the losing party will be responsible for any and all additional fees. If the city fails to prevail the deposit will be returned within 30 days of the special magistrate's ruling. The written request shall include the cell phone number of the applicant.

(b) The hearing will be scheduled as soon as possible after receipt of the appeal. Notice of the public hearing of the appeal of emergency cases shall be given by telephone notice to the appellant if possible and by posting a copy of the special magistrate's agenda or a good and sufficient notice of such hearing in City Hall for at least two days prior thereto. Notice will be mailed by First Class U.S. Mail, postage paid, to interested parties at least two days prior thereto. Failure to give personal notice to an interested party shall not prevent the City from performing the emergency demolition or removal and assessment of a lien on the property as set forth in section 18-107.

Sec. 18-112. Alternative method of collection – non ad valorem assessment

The City of Deltona, in its entirety, is hereby declared a special-assessment district for the purposes of abating and remedying unfit and unsafe structures. The City Council is authorized to levy a non-ad valorem assessment against any property in the City on which there has been a lien created under section 18-107 in the full amount of

such lien. Such non-ad valorem assessment shall be included in the combined notice for ad-valorem assessments as provided in Florida Statutes, Section 197.3635, and shall be subject to all provisions of such state statute.

Sec. 18-113. Penalty.

In the event the owner, agent or occupant fails to comply with the written notice or order of the building official or the special magistrate, the owner, agent and/or occupant shall be in violation of this article.

**SECTION 2. CONFLICTS.** All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

**SECTION 3. CODIFICATION.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Deltona. The sections of this Ordinance may be renumbered or relettered to accomplish such intention.

**SECTION 4. SEVERABILITY.** In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance on which shall remain in full force and effect.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2014.**

**FIRST READING:** \_\_\_\_\_

**ADVERTISED:** \_\_\_\_\_

**SECOND READING:** \_\_\_\_\_

\_\_\_\_\_  
**JOHN C. MASIARCZYK SR., MAYOR**

**ATTEST:**

\_\_\_\_\_

**JOYCE RAFTERY, CITY CLERK**

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

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**GRETCHEN R. H. VOSE, CITY ATTORNEY**



## AGENDA MEMO

**TO:** Mayor & City Commission                      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager              **AGENDA ITEM:** 10 - A  
**SUBJECT:** Request for approval for waiver of all fees - SE 14-006-Latin Festival 2014.

**LOCATION:**

Dewey Boster Sports Complex-1200 Saxon Blvd.

**BACKGROUND:**

The City of Deltona has received a request from Emma Santiago of the Volusia County Hispanic Association (VCHA), to waive all fees (police, fire, public works, field use and permits) associated with the annual Latin Festival that is scheduled to take place on Sunday, September 21, 2014 from 11:00 AM to 8:00 PM at the Dewey Boster Sports Complex.

Waiver of fees, Commission Policy # CC99-005, adopted March 7, 2011 (supersedes policy dated February 7, 2005) allows for a maximum dollar value for in-kind donations of \$2,500.00 (police, fire, permits, etc.) for any special event that has an expected attendance of more than 900 people.

Additionally, VCHA has requested use of two message boards for 10 days; however, there is a possibility that both message boards might not be available due to an emergency need. If that situation arises, every effort will be made to provide one message board for the event. VCHA has requested the the Dewey Boster Concession Operation remain closed for this event, similiar to last four previous years. The fees for this event are listed below:

Sheriff's Office: \$5,130 (6 deputies from 10am - 9pm & 6 deputies from 1pm-9pm at \$45 per hour) - See attached email from Sgt. Joel Turney

Public Works: \$2,402.50 (includes use of generator) - See

**ORIGINATING DEPARTMENT:**

**SOURCE OF FUNDS:**

**COST:**

**REVIEWED BY:**

**STAFF RECOMMENDATION PRESENTED BY:**

**POTENTIAL MOTION:**

**AGENDA ITEM APPROVED BY:**

**ATTACHMENTS:**

attached

Parks & Rec: \$1,010.00 - See attached

Fire Dept: \$ 1,400.00- See attached replace the engine with the MERV

Total: \$9,942.50

Parks Recreation

General Fund

N/A

Parks and Recreation, Deputy City Manager, City Manager

For discussion and direction to staff.

For discussion and direction to staff.

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William D. Denny, City Manager

- CC9905
- Application
- PW costs
- VCSO costs
- P&R costs
- Fire inspector costs
- FD costs

## COMMISSION POLICY/PROCEDURE

EFFECTIVE DATE	POLICY NUMBER	PAGE NUMBER	SUPERSEDES POLICY Dated: 02-07-05
03-07-11	CC99-005	1 of 1	
<b>Subject: In-Kind Donations to Deltona-based not-for-profit entities</b>		Adopted by the Deltona City Commission at the Regular City Commission meeting held on September 8, 1999; revised by the City Commission on July 5, 2000; revised by the City Commission on March 15, 2004; revised by City Commission action on February 7, 2005; revised by City Commission action on March 21, 2011.	

It shall be the policy of the City of Deltona to support Deltona-based not-for-profit entities that sponsor City-wide events for the benefit of all residents. A not-for-profit entity, in accordance with Florida Statutes, §617.01401 (5), shall mean an entity in which no part of the income or profit of which is distributable to its members, directors, or officers.

An entity seeking in-kind services shall submit a special event permit application and a letter of request for specified in-kind services to the Parks & Recreation Department specifying the nature and details of the benefits provided to Deltona residents by such community-wide festival or special event. The entity must also provide an expected attendance number for the event, proposed disposition of any funds raised during the proposed events, and follow the established process and meet all requirements outlined within the City's Code of Ordinances, Chapter 10, *Amusements, Entertainment and Block Parties*, Article III, *Events on City-Owned or Controlled Property*. Letters of request for in-kind donations must be submitted to the Parks & Recreation Department no later than 90 days prior to the scheduled event.

A follow-up report **must be submitted** to the City Commission within thirty (30) days following the conclusion of the special event. Such report shall contain a narrative of the event, and shall also identify the actual number of attendees, any proceeds from the event and the disposition of such proceeds, including a detailed accounting of same, the benefit realized by the City's partnership with the organization for said special event, any difficulties or problems experienced during the event, and any changes suggested for future events. Failure to submit the follow-up report within the required 30-day timeframe will disqualify the agency for funding in the next budget year.

The City Commission, by majority vote, will determine whether or not to provide any or all of the following in-kind services:

1. Fees for permits.
2. Use of City equipment, e.g. barricades, traffic cones, generators, light towers, etc.
3. Costs associated with City staff time to support said special event.
4. Fire and first aid protection calculated at the current hourly rate.
5. Police protection calculated at the current hourly rate.

**CITY OF DELTONA****COMMISSION POLICY/PROCEDURE****POLICY NUMBER: CC99-005****SUBJECT: In-Kind Donations to Deltona-based  
not-for-profit entities**

The maximum total in-kind donations allowed will be based on the expected attendance as follows:

<u>Expected Attendance</u>	<u>Maximum Dollar Value of In-Kind Donations</u>
Up to 100	\$250.00
101 - 200	\$500.00
201 - 300	\$750.00
301 - 400	\$1,000.00
401 - 500	\$1,250.00
501 – 600	\$1,500.00
601 – 700	\$1,750.00
701 – 800	\$2,000.00
801 – 900	\$2,250.00
Above 901	\$2,500.00

Special event requests that exceed these amounts must be annual events approved by line item in the City's Parks and Recreation Department budget for the upcoming fiscal year.

New events, not approved by line item in the City's budget, will be considered on a case by case basis.



Parks & Recreation Department  
2345 Providence Boulevard  
Deltona, FL 32725  
(386) 878-8900, Fax (386) 878-8901

PROJECT NO.: SE14-006  
ADDRESS: DEWEY BOSTER  
PROJECT NAME: VCHA-LATIN FEST  
*(Do NOT write in this box—for office use only!)*

Rec'd 4/23/2014

CITY OF DELTONA  
SPECIAL EVENTS  
MUSIC/ENTERTAINMENT/FESTIVAL PERMIT APPLICATION  
*(A 90 day prior notice of event is required)*

There is a \$50 fee required with this application which is due when the application is submitted.

Applicant's Name: Volusia County Hispanic Assoc. Age: \_\_\_\_\_  
Residence: PO BOX 390361  
City: Deltona State: FL Zip: 32725 Phone: 386-216-0975  
Mailing address: PO BOX 390361 City: Deltona State: FL  
E-mail Address: info@volusiahispanics.com

Check if partnership and attach names, ages, phone #'s and Address of all partners.

Check if corporation, name of corporation officer: EMMA SANTIAGO

Title: V.C.H.A. Secretary Mailing Address: 2031 Eustace Ave. Deltona

Purpose of event: 19<sup>TH</sup> Annual Latin Arts + Music Festival

Security provided by: V.C.S.O.

Will activity be open to the public?  Yes  No

Will admission be charged?  Yes  No

Will alcohol be consumed?  Yes  No

Will alcohol be sold?  Yes  No

Dates of Event:	Event Hours:	Set up/Clean up Hours	# of people
<u>9-21-14</u>	<u>11am-8pm</u>	<u>7AM-9pm</u>	<u>5,000</u>
_____	_____	_____	_____
_____	_____	_____	_____

Will a sign be displayed on the property? \_\_\_\_\_ Yes  No If yes, applicant will need to secure a temporary sign permit from the Department of Planning & Development.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Applicant must provide statement as to the kind, character or type of music/entertainment event proposed to be conducted, operated, or carried-on: \_\_\_\_\_

Latin Music + Arts celebrating Hispanic Heritage Month.  
(Arts display / vendors / music performances)

Provide names of all persons who will perform at such event: TBA

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address and/or location of the place where outdoor music/entertainment event is proposed to be conducted, operated, or carried on (a site plan MUST be submitted with all applications, SEE BELOW):

Dewey O. Boster Sports Complex, Saxon Blvd.

\_\_\_\_\_  
\_\_\_\_\_

**SITE PLAN SPECIFICATION:**

A site plan, drawn to a scale no less than one inch equals 60 feet, showing the location and layout of all buildings and structures, parking facilities, sanitation facilities, medical facilities, security gates, ingress and egress points, and lighting poles, if applicable

Applicant's Signature Emilia Santiago Date 4/21/14  
City of Deltona  
Parks & Recreation Department

APPLICANT MUST PROVIDE PROOF OF OWNERSHIP OR SIGNED STATEMENT BY OWNER OF PREMISES INDICATING CONSENT THAT SITE IS ALLOWED TO BE USED FOR PROPOSED EVENT. A FACILITY USE PERMIT IS REQUIRED WHEN USING CITY PROPERTY AND MAY BE OBTAINED FROM THE PARKS & RECREATION DEPARTMENT.

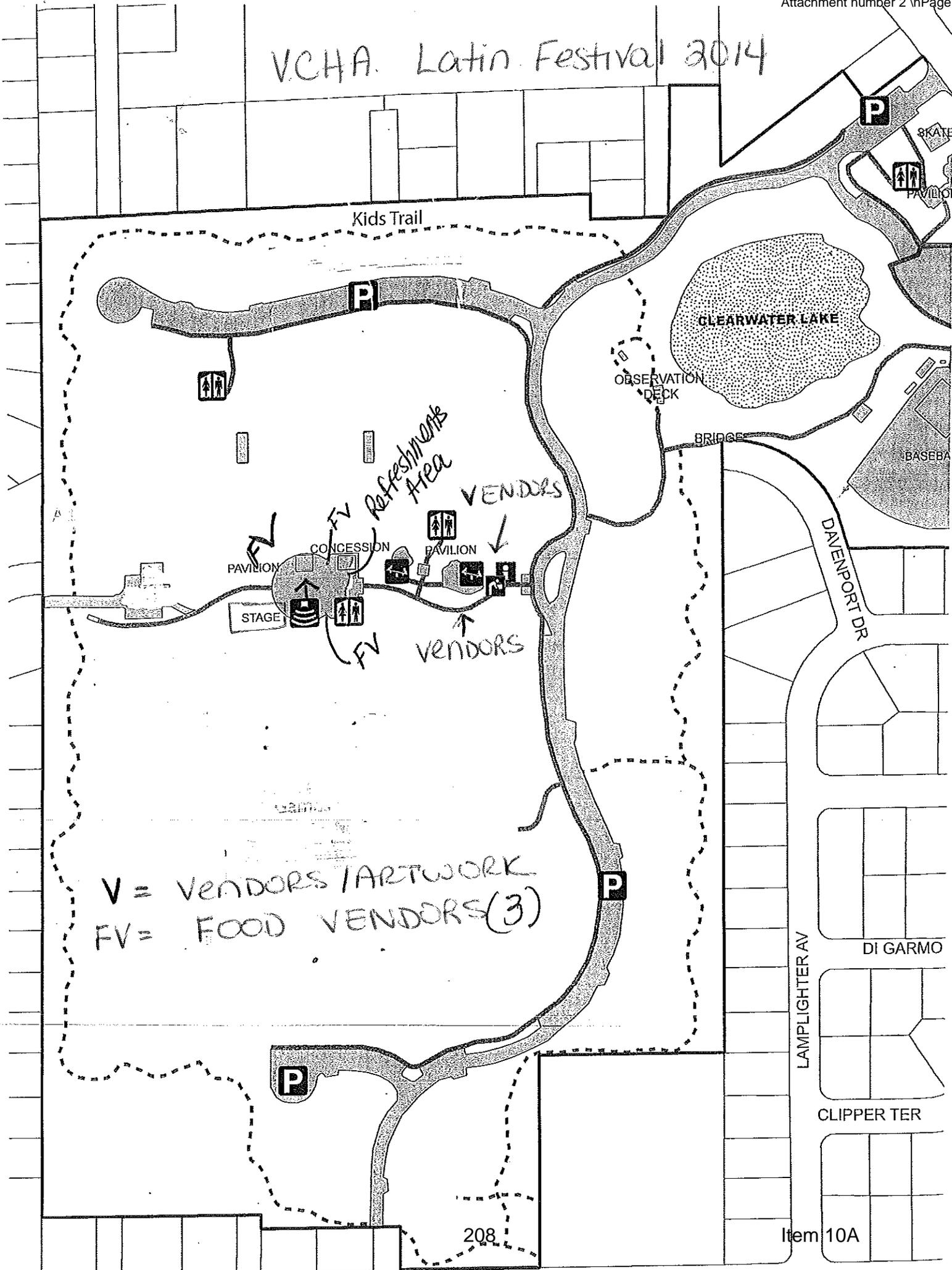
The following plans and information must be attached to the application for consideration:

1. A plan for adequate sanitation facilities and sewage disposal, approved by the Florida Department of Health and Rehabilitative Services;
2. A plan for parking facilities which may be located on site or off site; and, in addition, when the parking facilities are not located on site, a plan for the transportation of the patrons from said parking facilities to the event;
3. A plan for adequate medical facilities;
4. A plan for provision of adequate security and traffic control in and around the area;
5. A plan for illumination of the premises if the event is to occur or continue after dark;
6. A plan for fire protection;
7. A site plan, drawn to scale no less than 1 inch = .60 feet, showing the location and layout of all buildings and structures, parking facilities, sanitation facilities, medical facilities, security gates, ingress and egress points, and lighting poles;
8. Identification of how adjacent properties would be protected from the impacts of the event (noise, lighting, traffic, and related impacts);
9. Full disclosure, by promoters, of the financial backing of the event.

Ordinance No. 96-24, which is included in Article II, Section 10-31 through Section 10-68, Amusements and Entertainment, Code of Ordinances, City of Deltona, provides the following:

PLEASE READ ORDINANCE NO. 96-24, ARTICLE II, CHAPTER 10, AMUSEMENTS AND ENTERTAINMENT, CODE OF ORDINANCE, CITY OF DELTONA, FOR MORE INFORMATION REGARDING THIS PROCESS.

# VCHA Latin Festival 2014





April 20, 2014

Dear Deltona Mayor & Commissioners:

The Volusia County Hispanic Association is requesting in-kind services for the support of the 19<sup>th</sup> Annual Latin Arts & Music Festival on Sunday, September 21, 2014 from 11:00am to 8:00pm. We are specifically requesting Sheriff's Dept. services, Fire Dept. services, Public Works services and Parks & Recreation staff for facilities support. We request the placement and utilization of barricades, traffic cones, utilization, and space on entry signs promoting the event and placement of two mobile messaging trailers to be placed 10 days before the event promoting the festival.

We request a waiver of any applicable city permit fees. As has been done in the last four festivals, we are requesting that the city instruct the concession stand operator at Dewey O. Boster Sports Complex to be closed during the event. This has allowed us to utilize more of the concrete area surrounding the stage and help support the event objectives.

This annual event has been successful every year to bring a family fun day promoting diversity and culture to our community. The Volusia County Hispanic Association is a 501 c 3 corporation and we do not have any paid employees or officers. The revenues generated during this event will allow us to help our community in many ways. Below are a few examples of what VCHA does in the community.

- Successfully completed 7 Back to School Fairs assisting over 5000 children and families with needs to get ready for the school year.
- Scholarships to graduating teens from both Deltona high schools.
- Partnered with the City's Parks and Recreation Dept. to host and plan Music in the Courtyard event. Including providing free concerts for the public attracting international known artists
- Giveaways and events to our seniors located in local nursing homes.
- Provided a venue for local businesses to market themselves.

This event has been well accepted by the residents of Deltona and we look forward to the City of Deltona's support.

Respectfully,



Emma Santiago  
VCHA Secretary

P.O. Box 390361 • Deltona, Florida 32725

P. 386.216.0975

[www.volusiahispanics.com](http://www.volusiahispanics.com) / [info@volusiahispanics.com](mailto:info@volusiahispanics.com)

## **Response to Special Event Application**

Applicant: Volusia County Hispanic Association

Date of Event: September 21, 2014

Hours of Event: 11am – 8pm

Location: Dewey O’Boster

Equipment Requested: Large Generator to be utilized for the sound equipment, traffic cones and barricades.

### **Large Generator**

\$150.00 per day (1 generator for 1 day) = \$150.00

Pick-up truck- \$15.00hr (1 truck for 3hrs total) = \$45.00

Personnel- \$30.00 hr (1 person for 3hrs) = \$90.00

**Total Fees for the Large Generator: \$285.00**

### **Message Boards**

2 Message Boards for 10 days (9/11/14 – 9/21/14) @ \$75ea per day = \$1650.00\*

Personnel- \$30.00 hr (2 people for 3hrs) = \$180.00 (To deliver and pickup Msg. Boards)

Pick-up truck- \$15.00hr (2 trucks for 3hrs) = \$90.00 (To deliver and pickup Msg. Boards)

**Total Message Board Fees: \$1920.00**

### **Other Equipment**

Traffic Cones: 130 @ \$.40 ea for 1 day = \$52.00

A Frame Barricades: 6 @ \$1.75ea for 1 day = 10.50

Personnel- \$30.00hr (1 person for 3hrs total) = \$90.00 (To deliver and pickup traffic equip.)

Pick-up truck- \$15.00hr (1 truck for 3hrs total) = \$45.00 (To deliver and pickup traffic equip.)

**Other Equipment Fees: \$197.50**

**Total Event Fees: \$2,402.50**

**\*Message Boards will be tentatively scheduled for this event for this time period.**

## Mark Manning

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**From:** Turney, Joel <JTurney@vcso.us>  
**Sent:** Friday, May 09, 2014 5:59 PM  
**To:** Mark Manning  
**Subject:** RE: VCHA Latin Fest

Mark,

We will use similar staffing as last year. 6 deputies from 1000-2100 and 6 from 1300-2100. Total cost \$5130.00

Joel

---

**From:** Mark Manning [<mailto:mmanning@deltonafl.gov>]  
**Sent:** Wednesday, April 23, 2014 12:32 PM  
**To:** Crystal Harris; Turney, Joel; Robert Rogers; Leigh Grosvenor  
**Subject:** VCHA Latin Fest

Hello Everyone,

Please see attached special event application from the Volusia County Hispanic Association for the annual Latin Festival which is scheduled for Sunday, September 21<sup>st</sup>, 2014 at the Dewey Boster Sports Complex. The attached application includes a letter requesting a waiver of all fees (Parks, Fire, PW, etc.) associated with this event. Please review and have your costs to me for this event no later than Thursday, May 29<sup>th</sup>, 2014. Their request is scheduled to go before the commission on Monday, July 7<sup>th</sup>, 2014. Thanks.

Crystal – We will be using our message boards for a parks event that week. Please provide a cost for using PW's message boards.

Leigh – Your contact for VCHA is Emma Santiago. Her office extension number is 6901.

Mark

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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.

CONFIDENTIALITY: This email (including any attachments) may contain confidential, proprietary and privileged information, and unauthorized disclosure or use is prohibited. If you received this email in error, please notify the sender and delete this email from your system.

## Parks & Recreation Response to Special Event Application

Applicant: Volusia County Hispanic Association

Date of Event: September 21, 2014

Hours of Event: 11am – 8pm

Location: Dewey O’Boster

Equipment Requested: 3 fields, employee and supplies.

### Field Rentals

$\$15\text{ph per field} \times 10\text{hrs per day} = \$150 \text{ per field} \times 3 \text{ fields} = \$450.00$

Supplies (trash bags, soap, paper towels, etc.) = \$100.00

Personnel-  $\$15.00 \text{ hr} (12 \text{ hours per day} \times 2 \text{ employees} = 24 \text{ hours total}) = \$360.00$

Pavilions 2 & 3 @ \$25 per pavilion x 2 = \$50.00

Application Fee: \$50.00

**Total Fees: \$1,010.00**

**Mark Manning**

---

**From:** Leigh Grosvenor  
**Sent:** Thursday, April 24, 2014 8:20 AM  
**To:** Mark Manning  
**Subject:** RE: VCHA Latin Fest

Thanks Mark. The fire safety inspection cost is \$50/hr minimum of 4 hrs = \$200.00 If there are any tents to be installed there will be additional costs for tent permits.

---

**From:** Mark Manning  
**Sent:** Wednesday, April 23, 2014 12:32 PM  
**To:** Crystal Harris; [jturney@vcso.us](mailto:jturney@vcso.us); Robert Rogers; Leigh Grosvenor  
**Subject:** VCHA Latin Fest

Hello Everyone,

Please see attached special event application from the Volusia County Hispanic Association for the annual Latin Festival which is scheduled for Sunday, September 21<sup>st</sup>, 2014 at the Dewey Boster Sports Complex. The attached application includes a letter requesting a waiver of all fees (Parks, Fire, PW, etc.) associated with this event. Please review and have your costs to me for this event no later than Thursday, May 29<sup>th</sup>, 2014. Their request is scheduled to go before the commission on Monday, July 7<sup>th</sup>, 2014. Thanks.

Crystal – We will be using our message boards for a parks event that week. Please provide a cost for using PW's message boards.

Leigh – Your contact for VCHA is Emma Santiago. Her office extension number is 6901.

Mark

## Mark Manning

---

**From:** Steve Moore  
**Sent:** Wednesday, June 11, 2014 2:37 PM  
**To:** Mark Manning  
**Subject:** FW: Latin Festival

FYI

Steve Moore  
 City of Deltona  
 Director, Parks, Recreation & Facilities Maintenance  
 2345 Providence Blvd.  
 Deltona, Fl. 32725  
[smoore@deltonafl.gov](mailto:smoore@deltonafl.gov)  
 386-878-8902

-----Original Message-----

**From:** Russell Rafferty  
**Sent:** Wednesday, June 11, 2014 2:36 PM  
**To:** Steve Moore  
**Cc:** Russell Rafferty  
**Subject:** Re: Latin Festival

Ok, go with the figures below, but change the Engine to be the MERV unit. That will work.

Russ Rafferty

> On Jun 11, 2014, at 2:20 PM, "Steve Moore" <[SMoore@deltonafl.gov](mailto:SMoore@deltonafl.gov)> wrote:  
 >  
 > Chief,  
 >  
 > Typically what Chief Staples has done in the past (2012,13) has been the following:  
 >  
 > \$ 100.00 Permit Review Fee  
 > \$ 600.00 1 Engine ( \$75.00/hour/unit  
 > \$ 600.00 1 Bike Team (75.00/hour/unit  
 > \$ 200.00 Vendor Inspection (\$50.00 hour-minimum 4 hrs. -Bldg. Services Lisa Nadeau  
 > Total Fees \$ 1500.00  
 >  
 > Remember this will be in the packet; which will be reviewed by the Commission....  
 >  
 >  
 >  
 > Steve Moore  
 > City of Deltona  
 > Director, Parks, Recreation & Facilities Maintenance  
 > 2345 Providence Blvd.  
 > Deltona, Fl. 32725

> [smoore@deltonafl.gov](mailto:smoore@deltonafl.gov)

> 386-878-8902

>

>

> -----Original Message-----

> From: Russell Rafferty

> Sent: Wednesday, June 11, 2014 1:28 PM

> To: Steve Moore

> Subject: Latin Festival

>

> Steve,

>

> Do you know what coverage you would like for the event? One bike team and our MERV unit?

>

> Chief Rafferty



## AGENDA MEMO

**TO:** Mayor & City Commission                      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager            **AGENDA ITEM:** 10 - B  
**SUBJECT:** Request for approval of 2014-2015 Law Enforcement Services Agreement.

**LOCATION:**

N/A

**BACKGROUND:**

This Amendment is to authorize the County of Volusia to continue to provide law enforcement services and equipment to the City of Deltona for fiscal year 2014-2015, for the sum of \$9,855,726.00. The amended price allows for an increase of \$260,768.00 or 2.72% from the current 2013-2014 fiscal year's cost of \$9,594,958.00.

The Agreement continues to provide the City of Deltona with 76 sworn personnel inclusive of supervisors as full staffing, and three (3) unsworn office workers.

**ORIGINATING DEPARTMENT:**

City Manager's Office

**SOURCE OF FUNDS:**

General Fund

**COST:**

N/A

**REVIEWED BY:**

City Attorney, Finance Director

**STAFF RECOMMENDATION PRESENTED BY:**

William D. Denny, City Manager - To consider authorization for the Mayor and City Manager to execute the Law Enforcement Services Agreement for fiscal year 2014-2015, at a cost of \$9,855,726.00.

**POTENTIAL MOTION:**

"I move to authorize the Mayor and City Manager to execute the Law Enforcement Services Agreement for fiscal

**AGENDA ITEM  
APPROVED BY:**

year 2014-2015 in the amount of \$9,855,726.00."

---

William D. Denny, City Manager

**ATTACHMENTS:**

- Amendment to Aggrement
- Original Agreement

**SECOND AMENDMENT TO  
COUNTY OF VOLUSIA STANDARD INTERLOCAL AGREEMENT FOR  
PROVISION OF LAW ENFORCEMENT SERVICES TO THE  
CITY OF DELTONA, FLORIDA**

**WHEREAS**, the County of Volusia, hereinafter referenced as COUNTY, and the City of Deltona, hereinafter referenced as CITY, are parties to the *Interlocal Agreement For Provision of Law Enforcement Services To The City of Deltona, Florida*, with the effective date for the initial year of the 1<sup>st</sup> day of October, 2012 (hereinafter referenced as Interlocal Agreement), and

**WHEREAS**, the Interlocal Agreement provides for modification of the annual compensation rate;

**NOW THEREFORE**, it is agreed between the County of Volusia and the City of Deltona to amend the aforescribed Interlocal Agreement by modifying Section 13. COMPENSATION and LEVEL OF SERVICE, so that the section shall read as follows:

**13. COMPENSATION and LEVEL OF SERVICE.** CITY shall pay COUNTY the sum of NINE MILLION, EIGHT HUNDRED FIFTY-FIVE THOUSAND SEVEN HUNDRED TWENTY-SIX AND NO ONE-HUNDREDTHS (\$9,855,726.00) DOLLARS for the foregoing law enforcement services for **FY14-15**, in accordance with CITY's adopted budget for said services.

COUNTY agrees to provide the personnel and equipment at the level of service reflected herein. Should the CITY desire that the COUNTY provide services either different in kind, or at a higher staffing level than that contemplated herein, the City Manager shall have the authority to negotiate with the COUNTY regarding modification of the Agreement and shall bring any modification to which the COUNTY agrees to the City Commission for appropriate action. During a fiscal year any request for modification of service levels which are not deemed material under Article 24 shall be in writing to the Sheriff and in accordance with the notification requirements of Article 26. Should a request come within the parameters of Article 24, which Article shall be controlling.

COUNTY shall draw down funds from the CITY on a quarterly basis for service provided hereunder. Upon completion of the contract year, the COUNTY shall reconcile actual costs against the compensation set forth in this Section 13

and remit to CITY any monies paid by CITY in excess of actual costs incurred by COUNTY no later than **December 31, 2015**, or COUNTY shall invoice the CITY for the difference between actual costs incurred by the COUNTY and the compensation set forth in this Section 13 and CITY shall pay the same to the COUNTY no later than **December 31, 2015**. The CITY pledges any legally available non-ad valorem taxes to pay any deficit in compensation to the COUNTY for services rendered to the CITY under this Agreement and agrees to pay any such deficit from such funds even in the event of termination of this Agreement.

The Interlocal Agreement is further extended for an additional year until September 30, 2015, and may be renewed or modified in accordance with Article 21 of the Interlocal Agreement, except that written application for renewal to the COUNTY and Sheriff, as contemplated in Article 21, shall be provided no later than July 31, 2015.

This Amendment is incorporated into the Interlocal Agreement as if fully set forth therein. Except as provided above, all other terms and conditions of the Interlocal Agreement shall remain unchanged and in full force and effect. In the event of any conflict or inconsistency between the provisions set forth in this Amendment and the Interlocal Agreement, the provisions of this Amendment shall govern and control.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]**

**IN WITNESS WHEREOF**, the parties to this Second Amendment to County of Volusia Standard Interlocal Agreement for Provision of Law Enforcement Services to the City of Deltona, Florida, have caused the same to be signed by their duly authorized representatives on the dates indicated below.

ATTEST:

**COUNTY OF VOLUSIA**

By: \_\_\_\_\_  
Name: James T. Dinneen  
Title: County Manager  
Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name: Jason P. Davis  
Title: County Chair  
Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name: Ben F. Johnson  
Title: Sheriff  
Dated: \_\_\_\_\_

ATTEST:

**CITY OF DELTONA**

By: \_\_\_\_\_  
Name: Joyce Kent  
Title: City Clerk  
Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Name: John C. Masiarczyk  
Title: Mayor  
Dated: \_\_\_\_\_

By: \_\_\_\_\_  
City Manager

**COUNTY OF VOLUSIA STANDARD INTERLOCAL AGREEMENT FOR  
PROVISION OF LAW ENFORCEMENT SERVICES TO THE CITY OF  
DELTONA, FLORIDA**

THIS AGREEMENT is entered into by and between the County of Volusia, a political subdivision of the State of Florida, with administrative offices at 123 West Indiana Avenue, DeLand, Florida 32720-4613, hereinafter referred to as COUNTY, and the City of Deltona, a municipal corporation duly incorporated pursuant to the laws of the State of Florida, with administrative offices at 2345 Providence Boulevard, Deltona, Florida 32725, hereinafter referred to as CITY.

**RECITALS**

1. The COUNTY is authorized by 125.01(p), Florida Statutes, to "...enter into agreements with other governmental agencies within or outside the boundaries of the county for the joint performance, or performance by one unit in behalf of the other, of any of either agency's authorized functions."
2. Public agencies (including COUNTY and CITY) are authorized by 163.01(14), Florida Statutes, to enter "...into contracts for the performance of service functions of [such] public agencies, but shall *not be deemed to authorize the delegation of the constitutional or statutory duties of ... county or city officers.*" The parties *expressly deny* any intent, express or implied, in this Agreement to provide for a delegation by CITY of such constitutional or statutory duties to COUNTY.
3. The foregoing authorization for such agreements is granted to counties and cities for the purpose of permitting local governments to make the *most efficient use* of their powers by enabling them to cooperate with the other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities. 163.01(2), Florida Statutes.
4. Pursuant to 768.28(18), Florida Statutes, neither the COUNTY nor the CITY waives any defense of sovereign immunity, or increases the limits of its liability, upon entering into this Agreement. This Agreement does not contain any provision that requires one party to indemnify or insure the other party for the other party's negligence, or to assume any liability for the other party's negligence.
5. The City Commission of the CITY, after evaluation of options for the provision to its residents of the municipal law enforcement services enumerated herein, has made a legislative determination that the interests of its residents will be best served by contracting with COUNTY for such services, which services will be performed by COUNTY personnel, but under the managerial direction of the City Commission and the City Manager in accordance with the terms of this Agreement.
6. COUNTY certifies that it either currently has, or will employ, a sufficient number of personnel, appropriately qualified to perform the services enumerated herein, and COUNTY is willing to provide such services to CITY.

**NOW, THEREFORE**, in consideration of the mutual promises contained herein, the parties agree as follows:

7. The foregoing recitals are hereby adopted as a material part of this Agreement.
8. **PURPOSE.** The purpose of this Agreement is for the COUNTY to provide specified *municipal* law enforcement services and equipment to the CITY (hereafter, the Contract Services), at the level of service (LOS) herein specified, in lieu of the CITY using its own personnel and equipment therefor.
9. **VOLUSIA COUNTY SHERIFF.** COUNTY shall provide the Contract Services through the Volusia County Sheriff (hereafter, Sheriff) who shall be the COUNTY'S liaison to CITY for purposes of performance, interpretation, and implementation of this Agreement.
10. **ENFORCEMENT OF LAWS.** The Sheriff shall discharge his responsibility under this Agreement by the enforcement of all state laws, federal laws, COUNTY ordinances applicable within the CITY, as well as the ordinances of the CITY.
11. **SCOPE OF SERVICE.** COUNTY shall provide 24-hour law enforcement services to the CITY and enforce all laws as provided in Article 10 hereof. Staffing levels shall provide for a total of seventy-six (76) sworn personnel including supervisors, as full staffing plus three (3) unsworn office workers. Patrol zones shall be identified within the municipal boundaries and staffed by patrol deputies working (twelve) 12 hour shifts. Office personnel shall staff a substation located within the municipal boundaries, said substation to be open to the public for a minimum of 8 hours per day, 5 days per week. All dispatching will be handled by the Sheriff. It is the specific understanding of the parties that in no event will any hiring freeze or other staffing condition of the Sheriffs Office, county-wide, lead to any reduction of level of service provided in this Agreement or increase overtime charged to CITY under this Agreement.

It is understood that the CITY expects to receive the contracted full staffing. The minimum staffing level will be full staffing. Every attempt within reason will be made to insure that occasional vacancies due to sickness, vacation and/or training will be filled with additional personnel to comply with the provision of this contract.

Nevertheless, the parties understood that from time to time emergencies may require the transfer of personnel to or from the municipal limits of CITY on a temporary basis, to the same extent contemplated in a mutual aid agreement between any two independent law enforcement agencies.

No officer or department of the COUNTY shall perform for the CITY any function not within the scope of the duties of such officer or department in performing the same kind of services for the COUNTY.

12. **MUNICIPAL SERVICES.** The Contract Services purchased by CITY herein are a *municipal* level of services. Such Contract Services shall be provided by COUNTY resources *distinct from* the level

of services that are funded by county-wide ad valorem and other county-wide revenues (hereinafter, County Services), which services COUNTY would provide irrespective of this Agreement, and which services COUNTY will continue to provide notwithstanding this Agreement. The CITY government shall pay COUNTY for the Contract Services provided for herein, the County Services shall continue to be funded directly from COUNTY general funds revenues.

13. **COMPENSATION and LEVEL OF SERVICE.** CITY shall pay COUNTY the sum of NINE MILLION, TWO HUNDRED FORTY-NINE THOUSAND, THREE HUNDRED AND NO ONE-HUNDREDTHS (\$9,249,300.00) DOLLARS for the foregoing law enforcement services for **FY12-13** in accordance with CITY'S adopted budget for said services.

COUNTY agrees to provide the personnel and equipment at the level of service reflected herein. Should the CITY desire that the COUNTY provide services either different in kind, or at a higher staffing level than that contemplated herein, the City Manager shall have the authority to negotiate with the COUNTY regarding modification of the Agreement and shall bring any modification to which the COUNTY agrees to the City Commission for appropriate action. During a fiscal year any request for modification of service levels which are not deemed material under Article 24 shall be in writing to the Sheriff and in accordance with the notification requirements of Article 26. Should a request come within the parameters of Article 24 that Article shall be controlling.

COUNTY shall draw down funds from the CITY on a quarterly basis for service provided hereunder. Upon completion of the contract year, the COUNTY shall reconcile actual costs against the compensation set forth in this Section 13 and remit to CITY any monies paid by CITY in excess of actual costs incurred by COUNTY no later than **December 31, 2013**, or COUNTY shall invoice the CITY for the difference between actual costs incurred by the COUNTY and the compensation set forth in this Section 13 and CITY shall pay the same to the COUNTY no later than **December 31, 2013**. The CITY pledges any legally available non-ad valorem taxes to pay any deficit in compensation to the COUNTY for services rendered to the CITY under this Agreement and agrees to pay any such deficit from such funds even in the event of termination of this Agreement.

14. **DEPUTY EQUIPMENT/SUBSTATION FACILITIES.** The Sheriff shall provide each deputy who provides Contract Services with a patrol automobile and all other necessary and appropriate equipment, which equipment shall at all times remain the property of the COUNTY. Deputies providing Contract Services shall operate out of a substation facility located within the municipal boundaries of the CITY, and provided for by the CITY. All furniture and equipment located within the substation and provided by the Sheriff shall at all times remain the property of the COUNTY. Any improvements made to the CITY'S substation facility by the Sheriff shall become the property of the CITY.

15. **DIVISION OF MANAGEMENT RESPONSIBILITIES.** During the term of this Agreement the CITY shall have the continuing right and authority to manage and direct, in general terms, the provision of the Contract Services, as outlined in this Agreement, including the deployment of personnel and equipment. However, where specific professional standards are applicable to the actual implementation of such forces, the Sheriff's designated officer in charge (OIC) of the assigned personnel, or his or her designee, shall have the authority for decision making within that realm. The Sheriff or the

OIC, shall be available on a regular basis to the City Manager to provide consultation and recommendations to the City Manager in his or her general management decisions as contemplated herein.

16. **LIAISON.** A close liaison shall be maintained between the CITY and the Sheriff. The Sheriff agrees to make available to the City Manager a specified member or members of his command staff who shall be available at reasonable times to act as liaison between the CITY and the Sheriff. The City Manager and the Sheriff, or their designees, shall meet and confer with each other on a regularly scheduled basis to discuss the administration of this Agreement.

17. **AUTHORITY TO ACT.** CITY hereby vests in each sworn deputy of the Sheriff, who from time to time may be assigned to CITY under this Agreement, to the extent allowed by law, all law enforcement powers and jurisdiction of the CITY which are necessary to implement and carry out the Contract Services, for the limited purpose of giving official and lawful status and validity to the performance thereof by sworn deputies. Every sworn deputy of the Sheriff, designated by the Sheriff to provide Contract Services and actually engage in the performance of the Contract Services shall be deemed to be a sworn officer of the CITY. Accordingly, such sworn deputies of the Sheriff are hereby vested with the power to enforce the ordinances of the CITY, to make arrests and searches in accordance with the law, and to perform all other law enforcement functions incidental and necessary to the performance of the Contract Services.

18. **PERSONNEL MATTERS.** All COUNTY personnel assigned to perform Contract Services shall remain subject to COUNTY merit rules and regulations for all purposes contemplated thereunder, including, but not limited to, hiring, training and assignment, annual and sick leave, promotions, merit and cost-of-living raises, and disciplinary actions as well as being subject to Sheriff's Office Directives. Any complaint of a disciplinary nature by CITY regarding a COUNTY employee shall be referred to the Sheriff, who shall remain the appointing authority for such employee, for all purposes designated under the COUNTY Merit Rules. Such COUNTY employees shall have no right to elect or choose any procedures available to CITY employees.

19. **FINES and FORFEITURES.** All fines and forfeitures rendered in any court as a result of charges made by the Sheriff shall be distributed as provided by general law and the rules of the court. Extraordinary revenues generated within the municipal boundaries of the CITY shall be distributed based upon the specifics of the situation, applicable law, and by agreement between the City Manager and the Sheriff.

20. **RECORDS.** The Sheriff shall maintain Uniform Crime Reporting records regarding crimes committed within the CITY. A computer printout reflecting this information shall be furnished to the City Manager each month. Additionally, the Sheriff shall maintain a dispatch log regarding all calls for assistance originating from within the city limits. The dispatch log shall reflect the time a call is received, the time a call is dispatched, the deputy's arrival time, the time the assignment is completed and the geographical location of the incident.

21. **TERM.** This Agreement shall take effect on the **1st day of October, 2012**, and shall continue in effect until **September 30, 2013**. The parties may, by mutual agreement, renew this Agreement upon the same or modified terms. Should the CITY desire to renew this Agreement, it shall make application to COUNTY and Sheriff in writing therefore and provide notification in accordance with Article 26 no later than **July 1, 2013**.

22. **NO PLEDGE OF AD VALOREM TAXES.** The parties agree that this Agreement does not constitute a general indebtedness of the CITY within the meaning of any constitutional, statutory, or charter provision or limitation and it is expressly agreed by the parties that the COUNTY shall not have the right to require or compel the exercise of ad valorem taxing power of CITY, or taxation of any real or personal property therein for payment of any monetary obligations due under the terms of this Agreement, and it is further agreed that this Agreement and any funds called for to be paid hereunder shall not constitute a lien upon any real or person property of CITY, or any part thereof, and that the obligation for monetary payments called for to be made hereunder shall be deemed to exist for less than a year at any point in time and shall be entirely subject to the legislative budgetary discretion of the CITY and the COUNTY. The foregoing notwithstanding, the CITY will pay deficits for services rendered by the COUNTY to the CITY in accordance with Article 13.

23. **SOVEREIGN IMMUNITY.** Each party to this Agreement expressly retains all rights, benefits and immunities of sovereign immunity that they presently enjoy under the Constitution and statutes of the State of Florida, and particularly with respect to Chapter 768, Florida Statutes. It is the intent of the CITY that the CITY'S management decisions as contemplated in Article 15, above, are to be the exercise of a legislative, planning level function of the CITY, and that the CITY shall not undertake to exercise specific operational control over the provision of the Contract Services. Should the CITY direct or exercise operational control in fact beyond that contemplated in Article 15, and there be liability to third parties and/or to the COUNTY that flows therefrom, then the CITY shall have such responsibility for the liability attributable to the CITY subject to the provisions of recital number 4 and Article 23 of this Agreement. Notwithstanding anything set forth in any article of this Agreement to the contrary, nothing in this Agreement shall be deemed as a waiver of immunity or limits of liability of either party beyond any statutory limited waiver of immunity or limits of liability which may have been adopted by the Florida Legislature or may be adopted by the Florida Legislature and any liability of either party for damages shall not exceed the statutory limits of liability, regardless of the number or nature of any claim which may arise including but not limited to a claim sounding in tort, equity or contract. Nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim against any party, which would otherwise be barred under the Doctrine of Sovereign Immunity or by operation of law.

24. **MODIFICATION.** The CITY shall notify Sheriff no later than **May 15** of each year regarding any material change it intends to make in the Level of Service (LOS) provided for herein, as compared to the services described in Article 11. Following each such notification, and with concurrence of the Sheriff to match the level of service, an adjustment will be made to the LOS for the next fiscal year, and the annual compensation rate shall be adjusted. In each renewal year, the compensation shall be paid quarterly, as provided in Article 13, above. Nothing in this article shall preclude the CITY or the COUNTY from requesting contract modifications at other times during this Agreement regarding the

service levels or costs identified in Article 13 if such changes are not a material change, i.e., a change which results in a change in compensation whether higher or lower that exceeds five (5%) percent of the compensation set forth in Article 13.

25. **TERMINATION.** Either party may terminate this Agreement without cause or further liability to the other, upon written notice to the other party, said written notice to be given no less than 180 days prior to the requested termination date, said notice to be deemed delivered when a copy is delivered to the other parties and a receipt thereof signed by the other party.

26. **NOTICE.** Notice as required to be given in this Agreement shall be provided to the following persons:

**COUNTY:** A. County Manager, James T. Dinneen  
Thomas C. Kelly Administration Center  
123 West Indiana Avenue  
DeLand, Florida 32720

B. Sheriff, Ben F. Johnson  
Thomas C. Kelly Administration Center  
123 West Indiana Avenue  
DeLand, Florida 32720

**CITY:** City Manager, Faith G. Miller  
2345 Providence Boulevard  
Deltona, Florida 32725

27. **THIRD PARTIES.** In no event shall any of the terms of this Agreement confer upon any third persons, corporation, or entity other than the parties hereto any right or cause of action for damage claims against any of the parties to this Agreement arising from the performance of this obligation and responsibilities of the parties herein or for any other reason.

28. **NON-ASSIGNABILITY.** The COUNTY shall not assign the performance of the Contract Services to any other governmental or private entity, or in any manner contract for the provision of the Contract Services by a third party without the express written consent of the CITY and the COUNTY, which consent must have been agreed to between the CITY and the COUNTY at a public meeting.

29. **DISPUTE RESOLUTION.** Any disputes concerning non-performance, or other aspects of this Agreement for which either party initiates to enforce its right hereunder, shall be subject to the provisions of Chapter 164, Florida Statutes, the "Florida Governmental Cooperation Act."

30. **TRANSITION ANALYSIS.** If the CITY should request same, the COUNTY shall participate in an analysis of the feasibility of a CITY police department at the CITY'S cost. The analysis shall include, but shall not be limited to, cost effectiveness, shared responsibilities, mutual aid, facility and capital needs and personnel requirements. It being the intent of the parties to develop, without a predisposition

to a particular result, information which will enable the CITY to decide if, how, and in what fashion and over what time line the CITY may establish a CITY police department. The CITY shall reimburse the COUNTY for all costs associated with participation in such a feasibility analysis. This Section 30 does not survive the expiration or termination of this Agreement.

31. **VENUE.** The venue for any litigation between the parties arising under this Agreement shall be exclusively in the County of Volusia, Florida, unless the litigation is exclusively cognizable in federal court and venue shall then be exclusively in the United States District Court, Middle District of Florida in Orlando, Florida. Each party hereby agrees to submit to the personal jurisdiction of these courts for any lawsuits filed there against such party arising under or in connection with this Agreement.

32. **SEVERABILITY.** If any provision of this Agreement is found to be unconstitutional, illegal, or otherwise unenforceable by judgment of a Court of competent jurisdiction, such judgment shall not invalidate the remainder of this Agreement, unless such judgment renders the purpose or performance of this Agreement no longer practical for either party.

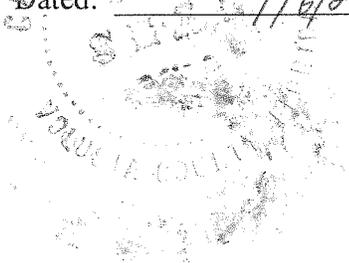
33. **ENTIRE AGREEMENT.** This Agreement reflects the full and complete understanding of the parties and may be modified or amended only by a document in writing executed by all the parties, with the same formalities as this Agreement.

**REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK**

IN WITNESS WHEREOF, the parties to this County of Volusia Standard Interlocal Agreement for Provision of Law Enforcement Services to the City of Deltona, Florida, have caused the same to be signed by their duly authorized representatives on the dates indicated below.

ATTEST:

By: [Signature]  
Name: James T. Dinneen  
Title: County Manager  
Dated: 9/6/2012



COUNTY OF VOLUSIA

By: [Signature]  
Name: Frank T. Bruno, Jr.  
Title: County Chair  
Dated: 9/6/2012

By: [Signature]  
Name: Ben F. Johnson  
Title: Sheriff  
Dated: 9/27/12

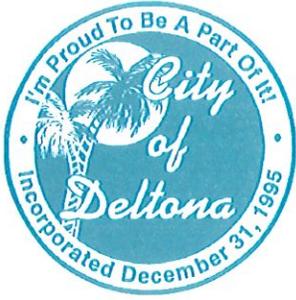
ATTEST:

By: [Signature]  
Name: Joyce Kent  
Title: City Clerk  
Dated: 8-7-12

CITY OF DELTONA, a municipal corporation

By: [Signature]  
Name: John C. Masiarczyk  
Title: Mayor  
Dated: 8-7-12

By: [Signature]  
Faith G. Miller, City Manager



# City of Deltona

July 19, 2012

Ms. Laura Bounds  
Volusia County Sheriff's Office  
123 West Indiana Avenue  
DeLand, Florida 32720

Dear Ms. Bounds:

Please accept this letter as a request from the City of Deltona for the Volusia County Sheriff's Office to further enhance law enforcement services provided through our interlocal agreement to include an additional canine asset beginning FY 2012-13 on October 1, 2012. Following discussions with you, I understand the initial start-up costs to acquire a canine and related equipment is \$16,500 coupled with recurring costs of \$5,500 each year the canine is in service, which typically lasts seven to nine years.

Following our recent discussions, it is understood this canine asset will likely not be in place until January 2013 and the Sheriff's Office would prorate the \$5,500 care and maintenance costs in the initial year accordingly to an amount of \$4,000. Therefore, the total amount to be paid by the City of Deltona in the first year of this agreement to add a canine shall be \$20,500, and \$5,500 in the remaining years of the canine's service life. In future years, the recurring care and maintenance costs can be added to the overall costs for law enforcement services through our interlocal agreement.

Please let me know if this is acceptable or if you need anything further from the City on this matter. Thank you.

Sincerely,

Faith G. Miller, MMC, MPA  
City Manager

## OFFICE OF THE CITY MANAGER

Deltona Municipal Complex 2345 Providence Boulevard, Deltona, Florida 32725

(386) 878-8100 • Fax (386) 878-8501

Webpage: [www.deltonafl.gov](http://www.deltonafl.gov) • Email: [fmiller@deltonafl.gov](mailto:fmiller@deltonafl.gov)



## AGENDA MEMO

**TO:** Mayor & City Commission                      **AGENDA DATE:** 7/7/2014  
**FROM:** William D. Denny, City Manager            **AGENDA ITEM:** 10 - C  
**SUBJECT:** Appointment of an individual to fill the remainder of the District 5  
Commission seat.

**LOCATION:**

N/A

**BACKGROUND:**

At the City Commission Meeting held on Monday, June 16, 2014 Commissioner Lowry announced his resignation from Commission District 5 seat.

At the Workshop held on Monday, June 23, 2014 the City Commission discussed the vacant District 5 seat left by Commissioner Lowry and decided to have a Special City Commission Meeting on Monday, July 7, 2014 at 6:00 p.m. before the regular meeting to rank and select the submitted applications from those individuals interested in filling the vacancy. The appointment of the individual to fill the remainder of the term for the Commission District 5 seat will be made at the City Commission Meeting at 6:30 p.m. on July 7, 2014.

**ORIGINATING  
DEPARTMENT:**

City Clerk's Office

**SOURCE OF FUNDS:**

N/a

**COST:**

N/A

**REVIEWED BY:**

City Manager

**STAFF  
RECOMMENDATION  
PRESENTED BY:**

City Clerk Joyce Raftery - That the City Commission appoint \_\_\_\_\_ as City Commissioner for the unexpired term created by the June 16, 2014 resignation of Commissioner Fred Lowry from the District 5 Commission seat.

**POTENTIAL  
MOTION:**

"I move that the City Commission appoint \_\_\_\_\_ as City Commissioner for the unexpired term created by the June 16, 2014 resignation of Commissioner Fred Lowry from the District 5 Commission seat and to expire November, 2014."

**AGENDA ITEM  
APPROVED BY:**

\_\_\_\_\_  
William D. Denny, City Manager