# City of Deltona

*Mayor*
John Masiarczyk

*Vice Mayor*
Nancy Schleicher
*District 4*

*Commissioners:*

Mitch Honaker
*District 1*

Diane Smith
*District 2*

Heidi Herzberg
*District 3*

Brian Soukup
*District 5*

Chris Nabicht
*District 6*

*Acting City Manager*
Dale Baker

## REGULAR CITY COMMISSION MEETING
## MONDAY, APRIL 20, 2015
## 6:30 P.M.

## DELTONA COMMISSION CHAMBERS
## 2345 PROVIDENCE BLVD.
## DELTONA, FLORIDA

## AGENDA

**1. CALL TO ORDER:**

**2. ROLL CALL – CITY CLERK:**

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

**A. Silent Invocation Presented by Mayor Masiarczyk.**

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

**A. Approval of Minutes - Regular City Commission Meeting of April 6, 2015.**

**B. Additions or Deletions to Agenda.**

**5. PRESENTATIONS/AWARDS/REPORT:**

**A. Presentation - William S. Harvey Deltona Scholarship Award Certificates.**

**B. Presentation - Traveling Trophy from the American Lung Association's *Fight for Air Climb* - 1st Place - Overall**

**Firefighter Award for Best Times and Highest Fundraising 2015.**

**C. Presentation by Team Volusia Economic Development Corporation (EDC).**

**D. Presentation - Quarterly Reports of City Advisory Boards/Committees.**

**6. CITY COMMISSION SPECIAL REPORTS:**

**7. 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. If an item is removed for clarification only, it will be discussed immediately following action on the Consent Agenda. If an item is removed for further discussion, it will be discussed under New Business immediately following the last listed item.**

**8. CONSENT AGENDA:**

***A. Request to sunset the DEDAB Educational and Medical Sub-Committee and the DEDAB Commerce Park Research Project Sub-Committee.**

***B. Request for approval of changes to the Deltona Economic Development Advisory Board By-Laws.**

***C. Request for approval of the Southwest Volusia Community Redevelopment Area (CRA).**

**9. ORDINANCES AND PUBLIC HEARINGS:**

**A. Public Hearing - Resolution No. 2015-01, Final Assessment for the creation of the London Avenue Street Lighting District.**

**B. Public Hearing - Resolution No. 2015-11, Final Assessment for the creation of the Coachman Drive Street Lighting District.**

**C. Public Hearing - Arbor Ridge Unit 5 Final Plat (FP 14-002).**

**D. Public Hearing - Ordinance No. 04-2015, Creating a new Chapter 45, "Panhandling," of the Deltona Code of Ordinances, making findings, providing definitions, and prohibiting certain acts.**

**10. OLD BUSINESS:**

**11. NEW BUSINESS:**

**12. CITY ATTORNEY COMMENTS:**

**13. CITY MANAGER COMMENTS:**

**A. Lobbyist Update.**

**14. CITY COMMISSION COMMENTS:**

**15. ADJOURNMENT:**

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

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

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 3 - A

**SUBJECT:** Silent Invocation Presented by Mayor Masiarczyk.

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**LOCATION:** N/A

**BACKGROUND:** At the Regular City Commission Meeting on Monday, October 17, 2011, the City Commission approved to have each Commissioner by District schedule someone to present the invocation at each Regular City Commission meeting rotating each Commissioner by District starting with District #1, #2, #3, #4, #5, #6 and the Mayor.

**ORIGINATING DEPARTMENT:** City Manager's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** Acting City Manager

**STAFF RECOMMENDATION PRESENTED BY:** N/A - Invocation Only.

**POTENTIAL MOTION:** N/A - Invocation Only.

**AGENDA ITEM APPROVED BY:**

Dale Baker, Acting City Manager

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 4 - A

**SUBJECT:** Approval of Minutes - Regular City Commission Meeting of April 6, 2015.

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| **LOCATION:** | N/A |
| **BACKGROUND:** | N/A |
| **ORIGINATING DEPARTMENT:** | City Clerk's Office |
| **SOURCE OF FUNDS:** | N/A |
| **COST:** | N/A |
| **REVIEWED BY:** | City Clerk |
| **STAFF RECOMMENDATION PRESENTED BY:** | City Clerk Joyce Raftery - To approve the minutes of the Regular City Commission Meeting of April 6, 2015. |
| **POTENTIAL MOTION:** | "I move to approve the minutes of the Regular City Commission Meeting of April 6, 2015." |
| **AGENDA ITEM APPROVED BY:** | Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • Minutes of April 6. 2015 |

# CITY OF DELTONA, FLORIDA
# REGULAR CITY COMMISSION MEETING
# MONDAY, APRIL 6, 2015

A Regular Meeting of the Deltona City Commission was held on Monday, April 6, 2015 at the City Hall Commission Chambers, 2345 Providence Boulevard, Deltona, Florida.

## 1. CALL TO ORDER:

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

## 2. ROLL CALL:

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| Mayor | John Masiarczyk | Absent (Excused) |
| Vice Mayor | Nancy Schleicher | Present |
| Commissioner | Heidi Herzberg | Present |
| Commissioner | Mitch Honaker | Present |
| Commissioner | Chris Nabicht | Present |
| Commissioner | Diane Smith | Present |
| Commissioner | Nancy Soukup | Present |
| Acting City Manager | Dale Baker | Present |
| City Attorney | Becky Vose | Present |
| City Clerk | Joyce Raftery | Present |

Also present: Public Works/Deltona Water Director Gerald Chancellor; Planning and Development Services Director Chris Bowley; Parks & Recreation Director Steve Moore and VCSO Captain Eagan.

## 3. INVOCATION AND PLEDGE TO THE FLAG:

### A. Invocation Presented by Commissioner Nabicht - Fire Department Chaplain Hector L. Maldonado, United Pentecostal Church International and a Lieutenant Paramedic with Orange County Fire Rescue.

Commissioner Nabicht stated Fire Department Chaplain Hector L. Maldonado was unable to attend the meeting and in his place County Councilmember Fred Lowry, Pastor at Deltona Baptist Church will give the invocation.

County Councilmember Fred Lowry stated before he gives the invocation he wanted to say that when his organization does the backpack giveaway in August there will also be a dental clinic for adults in Deltona this year.

The National Anthem was sung by Yami Toro an 11th Grader with University High School.

## 4. APPROVAL OF MINUTES & AGENDA:

### A. Minutes:

**1. Approval of Minutes – Regular City Commission Meeting of March 16, 2015.**

Vice Mayor Schleicher stated that the minutes had been corrected already because there was an error on the vote for the backyard chicken ordinance that listed Commissioner Nabicht and herself as being "For" it and it did not reflect the "Against" vote. The minutes have been revised to reflect a five (5) to

two (2) vote and not a unanimous vote.

Commissioner Honaker suggested per Florida Statutes the minutes are supposed to be a brief synopsis of the vote, how the Commission voted, passed or failed, and something like the Comprehensive Annual Financial Report (CAFR) a short bullet like what was in the Weekly Report would have been good instead of the 20 or so lines that were reflected in the minutes. He stated it is not the City Clerk's fault, staff is just looking for guidance from the Commission as to how short or long the minutes should be. There is a meeting every Monday and all staff is doing is turning around agenda and minutes. The more detail the Commission asks for the longer it takes staff to come up with a product.

**Motion by Commissioner Nabicht, seconded by Commissioner Herzberg to approve the minutes of the Regular City Commission Meeting of March 16, 2015, as amended.**

**Motion carried unanimously with members voting as follows: Commissioner Herzberg, For; Commissioner Honaker, For; Commissioner Nabicht, For; Commissioner Smith, For; Commissioner Soukup, For; and Vice Mayor Schleicher, For.**

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

## 5. PRESENTATIONS/AWARDS/REPORTS:

### A. Presentation – Super Star Student of the Month Certificates for March, 2015.

Vice Mayor Schleicher and the Commission presented Certificates of Recognition to the Super Star Students for the month of March, 2015.

### B. Proclamation – Fair Housing Month – April 2015.

Vice Mayor Schleicher and the Commission presented a proclamation for Fair Housing Month in the month of April to the Planning & Development Services Department Director Chris Bowley.

## 6. CITY COMMISSION SPECIAL REPORTS:

Commissioner Herzberg stated on Tuesday, March 31st the Daytona State College Center for Women and Men held their annual luncheon, there was approximately 165 people in attendance, the key note speaker was the Reverend Doctor Oledia F. Bell and several of the students who had gone through the center. The center provides services to displaced homemakers, for adults after a divorce or a death and provides workforce training and job placement. Also, the center is looking for donations of professional clothes for the Clothes Closet.

Commissioner Nabicht stated on March 27th he and Commissioner Herzberg attended Wilbur by the Sea regarding Amendment #1, Clay Henderson and Patricia Northey were the speakers, the legislature is in the process of making a decision of what the Amendment #1 monies will be used for and there are some proposals out there that if passed will be using the dollars to replace existing funding for existing projects that have been ongoing. It is disturbing that the legislature would consider taking the dollars that were intended to protect water sheds, Blue Springs water shed in particular, to purchase conservation land and to use those dollars to reduce the State's budget or shift budgeted dollars to other programs which is very similar to what happened to the lottery money in

the School Board. He encouraged everyone to pay attention to what is going on with Amendment #1 and as a Commission needing to take a strong position and let the Lobbyist know what it wants to see happen with those dollars because it will affect the City and the dollars could be put to good use in the City such as expanding programs of the existing sewer main system and if the City has to do anything with septic tanks down the road that is where the money would come from.

**7. PUBLIC FORUM – Citizen comments for item not on the agenda.**

a) Greg Gimbert, 255 Euclid Avenue, Deltona, spoke about Amendment #1, Florida Forever, beach driving, the County's proposed ordinance to remove cars from driving on the beach, Let Volusia Vote and putting the amendment regarding driving on the beach on the ballot for the voters to decide.

b) Dustin Sweeney, 825 West Gaucho Circle, Deltona, spoke about West Volusia Youth Football and Cheer Association not having lighted fields to practice on at night, the organization having no place to call home, safe practice fields being in high demand and not enough to go around, staff providing the use of fields which is becoming less and less now that it is the busy season, having an opportunity to provide the same safe environment to its organization as others do, the City's project fund budget including dollars to add lights to Dewey O. Boster Park which he suggested moving to the available fund balance and shifting the money to add the lights at Wes Crile Park instead.

c) Deborah Suitt-Green, 1531 Toluca Court, Deltona, spoke about her involvement as well as her daughters and Mike Williams' in the NAACP Youth Council, students from the organization that were in attendance and had the opportunity to be introduced to Commissioner Nabicht at the Florida United Methodist Home (FUMCH), fundraising efforts in cooperation with the Deltona Firefighters, students doing a presentation at Crown Plaza next Saturday in Orlando on the topic of Civic Engagement so the students will be attending meetings and asking questions, wanting a place for the students in the Deltona area to do nice things and have fun in the area, and she hoped the organization has the Commissions support.

**8. CONSENT AGENDA:**

Commissioner Nabicht requested to pull Items 8-D and 8-F for discussion.

**Motion by Commissioner Honaker, seconded by Commissioner Herzberg to approve Consent Agenda Items 8-A through 8-C and 8-E.**

**Motion carried unanimously with members voting as follows: Commissioner Herzberg, For; Commissioner Honaker, For; Commissioner Nabicht, For; Commissioner Smith, For; Commissioner Soukup, For; and Vice Mayor Schleicher, For.**

***A. Request for approval of of the William S. Harvey Deltona Scholarship Advisory Board's recommendation to add Reverend Donald Herchenroder and Former Commissioner Lucille Wheatley to the Wall of Fame.**

**Approved by Consent Agenda – to accept the William S. Harvey Deltona Scholarship Advisory Board's recommendations to add Reverend Donald Herchenroder and Former Commissioner Lucille Wheatley to the Wall of Fame.**

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

**Approved by Consent Agenda - to approve the 2014/2015 William S. Harvey Scholarship recipients as presented by the William S. Harvey Deltona Scholarship Advisory Board**.

***C. Request for approval of of the City of Deltona FY 2015 HOPWA Grantee Re-Designation Agreement.**

**Approved by Consent Agenda - to approve the City of Deltona Fiscal Year 2015 HOPWA Grantee Re-Designation Agreement with HUD and the Florida Department of Health.**

**D. Request for approval of Grant Application for Residential Construction Mitigation Program (RCMP) funding through the Florida Division of Emergency Management.**

Commissioner Nabicht asked if this is a grant for the public to apply for or the homes the City has inventory on and Mr. Bowley replied the public.

Commissioner Nabicht stated that in years past the City was left out of this so he is excited to see Deltona included. Mr. Bowley stated the City is making some strides, the City is going to get its community rating through Federal Emergency Management Agency (FEMA) this year as of May 1st which is a big deal, it gives the residents up to a 5% discount initially and thereafter as the City maintains the Community Rating System (CRS) through FEMA the residents will get more and more discounts towards their premium, this goes towards this as well and he thinks that is why the City is getting considered for this.

***E. Request for approval of Lakeshore Shared – Use Path Construction Funding.**

**Approved by Consent Agenda - to approve the attached budget amendment authorizing the expenditure of $579,020 for the cost to construct the Lakeshore Shared Use Path, TPO Project (FM#4335671) and to authorize the City Manager to formally approve and sign the related grant agreement(s) and construction contracts.**

**F. Request for approval of Resolution No. 2015-12, requesting the County Council send a letter to the Central Florida Expressway Authority authorizing a study to construct an Eastern Connector from SR 417 in Seminole County to I-95 in Volusia County.**

Commissioner Nabicht stated this goes back to the $800,000 that Congressman Mica brought forward and the mechanism here is going to be the Expressway Authority if the road is built, if the $800,000 determines it is feasible it will be a toll type road but, more specifically the study can be structured to connect I-95 to SR 417 but, utilizing SR 415 as a connecter. So there is still a possibility this could come over from Edgewater, connect into SR 415 and not have to connect directly to the SR 417.

**Motion by Commissioner Nabicht, seconded by Commissioner Honaker to approve Items 8-D and 8-F.**

**Motion carried unanimously with members voting as follows: Commissioner Herzberg, For;**

**Commissioner Honaker, For; Commissioner Nabicht, For; Commissioner Smith, For; Commissioner Soukup, For; and Vice Mayor Schleicher, For.**

## 9. ORDINANCES AND PUBLIC HEARINGS:

### A. Ordinance No. 04-2015, Creating a new Chapter 45, "Panhandling," of the Deltona Code of Ordinances, making findings, providing definitions, and prohibiting certain acts.

City Attorney Becky Vose stated she passed out a revised copy of the ordinance to add Section 45-3 and she read the section for the record.

The Commission discussed being supportive of the ordinance, work shopping the item to discuss how the City is going to address the issue, there being two (2) issues mental health and families in need which are equally as important, the people standing outside businesses causing an issue not going to be able to pay fines, adding the words “school” to include private schools and “house of worship” to the ordinance, staff being proactive and talking to businesses, the dangerous situation at a plaza that brought about this ordinance,

**After discussion, the Commission concurred to add the words “school” and “house of worship” to the ordinance.**

Commissioner Smith stated she is not opposed to adding “house of worship” but, the folks in need are going to the houses of worship and Ms. Vose replied it allows them to be there if they have written approval from the property owner but, for right now she will add the language and the Commission can strike through it if necessary.

Vice Mayor Schleicher opened the public hearing.

Deborah Suitt-Green, 1531 Toluca Court, Deltona, asked why the City is criminalizing poverty, it is the same as writing a ticket to someone with no money and no job, and her only concern is to look at the person before criminalizing them.

Larry Kent, 235 River Village Drive, Debary, suggested small signage at the major intersections with the road signs that are around town, consider that the exits are very intense and there are hours of operation in the ordinance and he encouraged them to look at heavy travel times during those intersections.

Karen Hudson, 1098 Swanson Drive, Deltona, stated she feeds the homeless in the community, gives them personal items and she does not think houses of worship should be included because that is where she wants people to go for help.

Vice Mayor Schleicher closed the public hearing.

The Commission discussed the ordinance not being intended to be a mechanism for the VCSO or Code Officers to aggressively pursue these folks, the ordinance being for those people who have interrupted the business community, this being and additional tool for the VCSO to use when a person cannot be educated or persuaded to move along, the ordinance not being meant to be an aggressive action but, a tool in the toolbox if needed, that there is one (1) location in the City where

women work at night and are fearful, people fighting in woods and defecating on buildings, the issue being a continual problem and having no way to deal with it, the ordinance not being intended to go after those people that need help including at a house of worship, the ordinance being brought forward because of the numerous complaints to an issue that has been going on for a long time and has made people who have been accosted fearful and the ordinance being specifically for violence and people causing it.

City Attorney Becky Vose read the title of Ordinance No. 04-2015.

**AN ORDINANCE AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, CREATING A NEW CHAPTER 45, "PANHANDLING," OF THE DELTONA CODE OF ORDINANCES, MAKING FINDINGS, PROVIDING DEFINITIONS, PROHIBITING CERTAIN ACTS, AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY, AND EFFECTIVE DATE.**

**Motion by Commissioner Herzberg, seconded by Commissioner Honaker to approve Ordinance No. 04-2015 at first reading and to schedule second and final reading for April 20, 2015.**

**Motion carried unanimously with members voting as follows: Commissioner Herzberg, For; Commissioner Honaker, For; Commissioner Nabicht, For; Commissioner Smith, For; Commissioner Soukup, For; and Vice Mayor Schleicher, For.**

Ordinance No. 04-2015 was approved at 7:26 p.m.

**10. OLD BUSINESS:** None.

**11. NEW BUSINESS:** None.

**12. CITY ATTORNEY COMMENTS:** None

**13. CITY MANAGER COMMENTS:**

Mr. Baker stated that the Mayor has to answer an e-mail regarding driving on the beach and he is asking whether the Commission prefers that the County Council handle the issue or whether to have it on a referendum for the voters to vote on. Also, there is a transportation roundtable meeting at 12:45 p.m. at the County Administration Building and both the Mayor and Vice Mayor are unable to attend but, Commissioner Nabicht has volunteered to attend in their place and he is looking for some guidance as to how the Commission wants to proceed with the one (1) cent local sales tax.

Commissioner Nabicht stated on the one (1) cent local sales tax, Doug Daniels is the sub-committee chair on the transportation issue. There has been discussion about the methods to come up with transportation dollars and he needs to know if the Commission is in favor of putting to a referendum by the County a one (1) cent additional sales tax specifically to address transportation needs. The structure of the allocation of those dollars is yet to be determined and this is the preliminary discussion as to whether or not the County should start pursuing this to get it on the ballot for 2016 for a vote. Councilman Wagner had put forth some time ago a formula where so much money would go to Votran, then that dollar amount would be reduced from the General Fund so that those dollars would replace

that money that is currently in the General Fund and the General Fund would be reduced accordingly.

The Commission discussed whether it was in support of the County moving forward with the plan or research, if the Commission was in favor of a one (1) cent sales tax specifically for transportation, needing to see the allocation of the money, a portion of the dollars going to six (6) elements such as Votran, trails, SunRail subsidy and roads and repairs, the funds being exhausted from the bond and what is left will be applied to the bond debt, there being no money for transportation and needing to be aggressive to go after State dollars, a one (1) cent sale tax being the only fair way to pay for roads and the formula is going to be a big problem, Deltona getting its fair share of the money and an estimate of what kind of funds the one (1) cent sales tax will generate.

**After discussion, the Commission concurred it is in support of the one (1) cent sales tax or at least looking into it but, the biggest concern is the funding formula.**

Commissioner Honaker stated in regards to the resolution to the County Council for the citizen's right to vote, there are no citizens against it but, there are many in favor of beach driving, however, right now the citizens do not have the right to vote.

**Motion by Commissioner Honaker, seconded by Commissioner Nabicht to do a resolution to Volusia County for the citizens to have the right to vote on beach driving.**

**Motion carried unanimously with members voting as follows: Commissioner Herzberg, For; Commissioner Honaker, For; Commissioner Nabicht, For; Commissioner Smith, For; Commissioner Soukup, For; and Vice Mayor Schleicher, For.**

**A. Lobbyist Update:**

Mr. Baker stated he had not spoken in the last week or so with the Lobbyist.

Commissioner Honaker stated last year Kirk Pepper with Capital Insight provided a report every Friday to the Commission as to what was going on in the Legislature and the Commission is not getting anything back from the Lobbyist this year. Mr. Baker replied that there have been e-mails that have come out but, he was under the assumption the entire Commission was receiving those and since that was not the case he would forward them to the Commission and then would contact the Lobbyist to make sure the entire Commission receives the updates in the future.

## 14. CITY COMMISSION COMMENTS:

a) Commissioner Soukup stated he attended the Eggstravaganza event on Saturday and he attended the funeral of Doctor Donald Herchenroder this morning and not only First Baptist Church but, Faith Bible Church have a big meaning to him as it is where he accepted the Lord as his savior and where he got baptized while Dr. Herchenroder was a Pastor. He stated Dr. Herchenroder may be gone but, will never be forgotten, he has touched a lot of people through his ministry, and his heart goes out to him and he is glad to see him being inducted into the Wall of Fame.

b) Commissioner Herzberg stated her condolences go out to the Herchenroder family, she thanked the VCSO for their help with the panhandling issues at the Publix Plaza on Saxon Blvd., she thanked the City Attorney and Acting City Manager for being proactive with regards to the panhandling issue,

and she thanked animal control for their help with the Trap Neuter Release (TNR) Program.

c) Commissioner Nabicht stated going back to elements of the strategic plan, he has been getting lobbied heavily by a couple of individuals regarding the Community Life Center, that is one (1) of many agencies to broaden the topic and to include in the strategic plan there should be an element of social services, and that Deltona's population is tremendously underserved when it comes to social services. Previous administrations had taken a crack at this and tried to place social services in what is now the building that is now the VCSO office. He stated he has a letter from Congressman Mica asking for support for the Community Life Center's application to the City on grant funding. He has met with Carolyn Martin indicating that they had submitted an application to the City and are looking for some assistance. He asked the Commission to put this on their radar, when talking about homelessness Deltona's situation is much different than the Daytona Beach area. This is not a one (1) shoe fits all type of issue, so as the Commission moves forward in picking a new City Manager and talks with him/her about updating the strategic plan, that certainly needs to be an element that is addressed and the more private agencies the City can partner with. He suggested that when the new City Manager comes on board to create a seven (7) member committee to help steer that project. There have been several people come to podium to talk about specific issues because of their involvement with an agency providing a service but, something needs to be formalized in the strategic plan and budgeted for that level of service the Commission wants to determine and assign a staff member specifically to that project.

d) Commissioner Honaker stated the Volusia School Board is planning Good Will Tours where residents can meet their school board representatives and the one in District 5 with Melody Johnson is tomorrow night at Pine Ridge High School from 6:30 to 7:30 p.m. and he encouraged everyone to attend. He encouraged everyone to send an e-mail or call their representative regarding Senate Bill 896 and House Bill 391 which has to do with the cost of moving utility lines if roads are widened or any construction is done and currently the utility companies pay for that expense, however, if these Bills pass the cost would be paid by the cities to relocate the utility lines and it could bankrupt some cities. Pine Ridge High School's Future Tomorrow Leaders will be recognized at a reception next week at DeLand High School, their standing room only crowds were on hand at the Panther Athletic Center for recent scholarship signings and their senior baseball player Dillan McCullah signed with Eckerd College in St. Petersburg and senior softball player Harley Sage signed with Seminole State College.

Commissioner Nabicht asked if on that legislation was that something he wanted the Commission to pass onto the Lobbyist and Commissioner Herzberg replied to contact the legislators directly, the Florida League of Cities puts out legislative alerts, two (2) alerts came out today and she listed the names of the legislators to contact.

Mr. Baker stated a resolution was done, it passed and it was sent to the Lobbyist.

e) Commissioner Smith stated there is no reason the Lobbyist should not be bringing the mentioned Bills up especially if the City forwarded a resolution. She stated she and other Commissioners attended the Daytona State College (DSC) opening of the Falcons Center where the whole area that students register at was redone and it serves the students and the community well. As a follow up to the Legislative Leadership Luncheon that some of the Commission attended, last year the City passed a resolution in support of Workers Memorial Day and there was a request to do the resolution again this year. She asked if the field issue that was mentioned under public comments could be a discussion the Commission could have regarding the lighting at Wes Crile Park as she does not know much about it and the CAFR does show there is money in the budget for projects.

Mr. Baker replied it is in the budget but, it is unfunded, it would be a matter of moving the money and getting the lights up.

Commissioner Soukup stated it is a big issue when there are 23,000 kids, the Panthers use Dewey O. Boster Sports Complex and the Wolves use Deltona High.

The Commission and staff discussed the issue with unlighted fields, shifting money in the budget to provide lights at the fields at Wes Crile Park, the limited amount of lighted fields, the monthly cost of lighting the fields being approximately $6,000, the City's cost to rent the parking lot and walkway lights being $1,340 monthly, the field electric bill being approximately $3,500 a month, the Commission and staff having had lengthy discussions on this issue in the last two (2) years, the need for new fields, the cost of lighting the fields and who would pay for it, organizations paying for lights at other fields in other cities, and the organizations not wanting to pay anything for the use of the fields or field lights.

Commissioner Herzberg asked that when the item is placed on a workshop that staff has all the financials available for other areas so that the City is competitive and Mr. Moore replied that he would have the information available at the workshop to take place on Monday, April 13th. Mr. Baker stated there will be a facility use workshop as part of the subject and the issue of the lights can be added to that.

f) Vice Mayor Schleicher stated she hoped everyone had a wonderful Easter vacation, she attended the Eggstravaganza and it was interesting to see the tallest Commissioner realizing how quickly the eggs disappear, and on Saturday, April 11th the first of the Concert at the Amphitheater series takes place with her favorite group Pop 60 at 7:00 p.m. She announced that on Saturday, April 25th from 9:30 a.m. to 11:00 a.m. there will be a meet and greet, with interviews taking place between 1:00 p.m. and 3:00 p.m. with the City Manager finalists and she suggested if anyone had any input to let the Commissioners know what they think of the candidates.

## 14. ADJOURNMENT:

There being no further business, the meeting adjourned at 7:56 p.m.

_____
**John Masiarczyk Sr., Mayor**

**ATTEST:**

_____
**Joyce Raftery, CMC, City Clerk**

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 5 - A

**SUBJECT:** Presentation - William S. Harvey Deltona Scholarship Award Certificates.

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**LOCATION:** N/A

**BACKGROUND:** In recognition of scholastic achievement and commitment to demonstrating leadership in our community and at their schools. We, the Mayor, City Commission and William S. Harvey Deltona Scholarship Advisory Board of the City of Deltona, Florida, proudly present these scholarship awards, on this 20th day of April, 2015.

<u>The recipients for the $1,000 scholarship award are:</u>
Veronica Vidal, Deltona High School
Sierra D'Errico, Pine Ridge High School
Charnese Williams, Pine Ridge High School
Alexa Hardwick, Rollins College
Mariah Knowles, University High School
Jose Villalobos, University High School
Renee McNabb, Pine Ridge High School
Tiffany Gomez, Florida International
Katelyn Mitchell, University of Central Florida
Jorge Castro, Trinity Christian High School
Gabriela Carrasquillo, Pine Ridge High School

<u>The recipients for the $2,000 scholarship award are:</u>
Marilu Duque, Deltona High School
Abby Marion, University High School
Cory Brown, Deltona Christian School
Antonio Rivera, Pine Ridge High School
Chancellor Hansen, Pine Ridge High School
Kylie Gay, Florida State University
Alexandra Oretsky, Florida State University

<u>The recipients for the $3,000 scholarship award are:</u>
Adebisi Gbadamosi, University High School

**ORIGINATING DEPARTMENT:** City Manager's Office

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|---|---|
| **SOURCE OF FUNDS:** | N/A |
| **COST:** | N/A |
| **REVIEWED BY:** | City Clerk |
| **STAFF RECOMMENDATION PRESENTED BY:** | N/A - Presentation only. |
| **POTENTIAL MOTION:** | N/A - Presentation only. |
| **AGENDA ITEM APPROVED BY:** | _____<br>Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • 2014-2015 Scholarship Ranking Sheet |

| William S. Harvey Deltona Scholarship Awards - Fiscal Year 2014-2015 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholarship Applicants | | | Ranking - Sorted Highest to Lowest (March 19, 2015) | | | | | | | | | |
| Last Name | First Name | School | Alcantara | Burbank | Dawson | Lightbody | Meeks | Moore | Raimundo | Sub | Final | Award |
| Gbadamosi | Adebisi | | **97** | **98** | **100** | **89** | **90** | | **90** | 564.00 | 94.00 | $ 3,000.00 |
| Duque | Marilu | | **95** | **97** | **95** | **96** | **90** | | **88** | 561.00 | 93.50 | $ 2,000.00 |
| Marion | Abby | | **94** | **99** | **87** | **91** | **95** | | **92** | 558.00 | 93.00 | $ 2,000.00 |
| Brown | Cory | | **89** | **95** | **100** | **84** | **95** | | **92** | 555.00 | 92.50 | $ 2,000.00 |
| Rivera | Antonio | | 91 | 83 | 100 | 85 | 95 | | 94 | 548.00 | 91.33 | $ 2,000.00 |
| Hansen | Chancellor | | 97 | 94 | 90 | 88 | 89 | | 90 | 548.00 | 91.33 | $ 2,000.00 |
| Gay | Kylie | | **90** | **92** | **100** | **78** | **95** | | **85** | 540.00 | 90.00 | $ 2,000.00 |
| Oretsky | Alexandra | | 88 | 91 | 100 | 88 | 85 | | 88 | 540.00 | 90.00 | $ 2,000.00 |
| Vidal | Veronica | | 84 | 97 | 100 | 80 | 90 | | 85 | 536.00 | 89.33 | $ 1,000.00 |
| D'Errico | Sierra | | **88** | **85** | **87** | **84** | **95** | | **88** | 527.00 | 87.83 | $ 1,000.00 |
| Williams | Charnese | | 86 | 93 | 90 | 86 | 87 | | 80 | 522.00 | 87.00 | $ 1,000.00 |
| Hardwick | Alexa | | **82** | **66** | **100** | **90** | **90** | | **90** | 518.00 | 86.33 | $ 1,000.00 |
| Knowles | Mariah | | **92** | **68** | **93** | **87** | **90** | | **83** | 513.00 | 85.50 | $ 1,000.00 |
| Villalobos | Jose | | 89 | 74 | 90 | 82 | 90 | | 88 | 513.00 | 85.50 | $ 1,000.00 |
| McNabb | Renee | | **77** | **90** | **95** | **83** | **85** | | **81** | 511.00 | 85.17 | $ 1,000.00 |
| Gomez | Tiffany | | **86** | **82** | **85** | **77** | **90** | | **88** | 508.00 | 84.67 | $ 1,000.00 |
| Mitchell | Katelyn | | **81** | **71** | **95** | **80** | **85** | | **95** | 507.00 | 84.50 | $ 1,000.00 |
| Castro | Jorge | | **78** | **86** | **85** | **90** | **90** | | **75** | 504.00 | 84.00 | $ 1,000.00 |
| Carrasquillo | Gabriela | | **79** | **88** | **100** | **78** | **76** | | **82** | 503.00 | 83.83 | $ 1,000.00 |
| Lindell | Marcie | | **86** | **76** | **87** | **85** | **86** | | **81** | 501.00 | 83.50 | |
| Rioux | Sidney | | 84 | 72 | 75 | 85 | 90 | | 95 | 501.00 | 83.50 | |
| Khwaja | Eisa | | **75** | **83** | **91** | **76** | **88** | | **87** | 500.00 | 83.33 | |
| Duran | Eric | | **77** | **99** | **75** | **72** | **95** | | **80** | 498.00 | 83.00 | |
| Felix | Jaelen | | **79** | **80** | **95** | **80** | **78** | | **82** | 494.00 | 82.33 | |
| Semper | Aiana | | 67 | 91 | 90 | 85 | 86 | | 73 | 492.00 | 82.00 | |
| Patel | Kruti | | 79 | 78 | 70 | 92 | 81 | | 90 | 490.00 | 81.67 | |
| Bertini | Melissa | | **78** | **91** | **100** | **90** | **80** | | **50** | 489.00 | 81.50 | |
| Mundy | Jae'Mara | | 88 | 75 | 87 | 78 | 82 | | 79 | 489.00 | 81.50 | |
| Sanchez | Marcos | | 78 | 64 | 90 | 79 | 87 | | 90 | 488.00 | 81.33 | |
| Rodriguez-Garcia | Angeliz | | 88 | 90 | 70 | 82 | 80 | | 71 | 481.00 | 80.17 | |
| Alvarado | Yanely | | **94** | **97** | **60** | **63** | **86** | | **80** | 480.00 | 80.00 | |
| Payan | Ali | | 81 | 63 | 80 | 74 | 88 | | 90 | 476.00 | 79.33 | |
| Coffey | Morgan | | **82** | **65** | **75** | **77** | **90** | | **84** | 473.00 | 78.83 | |
| Long | Taylor | | **81** | **68** | **90** | **77** | **85** | | **72** | 473.00 | 78.83 | |
| Tegge | Megan | | 75 | 66 | 90 | 75 | 84 | | 80 | 470.00 | 78.33 | |
| Kinser | Sean | | **76** | **60** | **85** | **74** | **93** | | **78** | 466.00 | 77.67 | |
| Olasimbo | Olajumoke | | 71 | 56 | 100 | 61 | 85 | | 86 | 459.00 | 76.50 | |
| Dunlap | Kashiana | | **76** | **84** | **70** | **69** | **82** | | **74** | 455.00 | 75.83 | |
| Zacarias | Rosalyn | | 77 | 74 | 75 | 69 | 81 | | 74 | 450.00 | 75.00 | |
| Medina | Emily | | **74** | **59** | **72** | **71** | **83** | | **87** | 446.00 | 74.33 | |
| Leslie | Amy | | **73** | **51** | **83** | **86** | **73** | | **70** | 436.00 | 72.67 | |
| Langrick | Ashton | | **69** | **48** | **85** | **77** | **85** | | **70** | 434.00 | 72.33 | |
| Carbonell | Casey | | **53** | **60** | **98** | **67** | **81** | | | 359.00 | 71.80 | |
| Leisen | Melanie | | **68** | **60** | **75** | **75** | **82** | | **70** | 430.00 | 71.67 | |
| Noboa | Olivia | | 75 | 60 | 65 | 74 | 80 | | | 354.00 | 70.80 | |
| Cepeda | Destiny | | **63** | **82** | **74** | **47** | **79** | | **75** | 420.00 | 70.00 | |
| Mericle | Sarah | | **59** | **56** | **82** | **70** | **82** | | **70** | 419.00 | 69.83 | |
| Kesby | Stephanie | | **70** | **54** | **70** | **56** | **85** | | **80** | 415.00 | 69.17 | |
| Brown | Sheryl | | **62** | **76** | **70** | **45** | **75** | | **73** | 401.00 | 66.83 | |
| Love | Kory | | **50** | **60** | **65** | **63** | **75** | | **70** | 383.00 | 63.83 | |
| William | Michael | | 68 | 56 | 70 | 57 | 45 | | 60 | 356.00 | 59.33 | |
| Alvarez | Priscilla | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Alvarez | Anthony | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Escobar | Cesar | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Masters | Jaymi | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Mendez | Luis | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Pizza | Joseph | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| Mejia | Isaiah | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | |
| | | | | | | | | | | | | $ 28,000.00 |



| | |
|---|---|
| Missing information | |
| Lives outside Deltona | |

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 5 - B

**SUBJECT:** Presentation - Traveling Trophy from the American Lung Association's *Fight for Air Climb* - 1st Place - Overall Firefighter Award for Best Times and Highest Fundraising 2015.

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**LOCATION:** N/A

**BACKGROUND:** The American Lung Association holds an annual fundraiser called the *Fight for Air Climb*. Participants race to the top of the 25-story Bank of America building in downtown Orlando. There are several divisions, including a firefighter division. Firefighters climb the building wearing Bunker Gear and Self-Contained Breathing Apparatus (SCBA). This is the protective gear normally worn while fighting fires.

This year, the Deltona team consisted of Chief Mark Rhame, Engineer Aaron Quarberg, Firefighter Eric Baxa-Breedlove and his wife, Ashley, Firefighter Michael Drew, and his wife, Sheryl, Firefighter Aaron Payler, and Firefighter Kailey White. They had the overall best times and highest fundraising to win 1st Place for the third year in a row. The Traveling Trophy is being presented by Betsy Sheffield of the American Lung Association.

**ORIGINATING DEPARTMENT:** City Manager's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** N/A

**STAFF RECOMMENDATION PRESENTED BY:** N/A - Presentation only.

**POTENTIAL MOTION:** N/A - Presentation only.

**AGENDA ITEM APPROVED BY:**

_____

Dale Baker, Acting City Manager

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 5 - C

**SUBJECT:** Presentation by Team Volusia Economic Development Corporation (EDC).

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| | |
|---|---|
| **LOCATION:** | N/A |
| **BACKGROUND:** | Team Volusia EDC will provide a brief update on what they are working on. |
| **ORIGINATING DEPARTMENT:** | City Manager's Office |
| **SOURCE OF FUNDS:** | N/A |
| **COST:** | N/A |
| **REVIEWED BY:** | City Clerk, Acting City Manager |
| **STAFF RECOMMENDATION PRESENTED BY:** | N/A - Presentation Only. |
| **POTENTIAL MOTION:** | N/A - Presentation Only. |
| **AGENDA ITEM APPROVED BY:** | Dale Baker, Acting City Manager |

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 5 - D

**SUBJECT:** Presentation - Quarterly Reports of City Advisory Boards/Committees.

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**LOCATION:** N/A

**BACKGROUND:** Quarterly Reports of City Advisory Boards/Committees:

1) Parks and Recreation Advisory Committee - (Written Report Only)

- Senior Advisory Sub-Committee
- Youth Advisory Sub-Committee
- Citizen Accessibility Advisory Sub-Committee

2) William S. Harvey Deltona Scholarship Advisory Board - (Written Report Only)

3) Affordable Housing Advisory Committee - (Written Report Only)

**ORIGINATING DEPARTMENT:** City Clerk's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** City Clerk

**STAFF RECOMMENDATION PRESENTED BY:** N/A - Presentation Only.

**POTENTIAL MOTION:** N/A - Presentation Only.

**AGENDA ITEM APPROVED BY:**

Dale Baker, Acting City Manager

**ATTACHMENTS:**

- Parks and Recreation Advisory Board - 1st Quarter 2015
- William S. Harvey Deltona Scholarship Advisory Board - 1st Quarter 2015
- Affordable Housing Advisory Committee - 1st Quarter 2015

# PARKS & RECREATION DEPARTMENT
# QUARTERLY REPORT
# JANUARY, FEBRUARY, MARCH 2015

## Parks & Recreation Advisory Board

**First quarter:**

- This board met in January and was introduced to a new member. A new Chair was also nominated for the Youth Advisory Sub Committee.
- In February a new Chair was nominated for this board.
- Members are brain-storming on a project that they can focus on for 2015.

## Citizen Accessibility Advisory Sub-Committee

**First quarter:**

- This sub-committee met in January and brain-stormed about the upcoming Community Expo which they co-host yearly. Old business was discussed and added back to the February Agenda.
- Members are focusing on Part 2 of the ADA video regarding non-compliance by businesses as well as other parking related issues.
- Some of the members volunteered to run the prize tents at the Eggstravaganza Event.

## Youth Advisory Sub-Committee

**First quarter:**

- This sub-committee met in January to discuss new ideas for 2015 that will benefit the youth in the community.
- The members are brainstorming on doing a video recording for the City's Channel regarding technology, physical activity and peer pressure.
- Mr. Lopez presented the members with an idea that they could volunteer time to learn about the television and broadcasting industry by assisting at concerts and studio recordings to which they agreed.
- The members volunteered to run the games at the Eggstravaganza event.

## Senior Advisory Sub-Committee

**First quarter:**

- This sub-committee hosted the Sweetheart Italian Dinner on February 14th and did a wrap-up of the event at their February meeting.
- 2 new members were introduced to the board in March. They also discussed developing a Deltona based Senior Service/Care Resource Guide for publication and the City website use.

Respectfully submitted,
Steve Moore, Director
Parks and Recreation Department

# William S. Harvey Deltona Scholarship Advisory Board

## Quarterly Report January-March 2015

The William S. Harvey Deltona Scholarship Advisory Board met on Thursday, March 19, 2015.

- Board reviewed and recommended two (2) additions to the Wall of Fame.
- Board discussed and ranked scholarship applications.
- Board determined scholarship awards based on total average scores.

Elizabeth Keys, Board Secretary - March 25, 2015

The Affordable Housing Advisory Committee mission is to review various City policies and procedures relating to affordable housing issues and make recommendations to the City Commission regarding those policies and procedures. This committee was formed to meet the State law requirement as part of the Strategic Housing Initiative Partnership (SHIP) entitlement communities.

The meeting scheduled for January 20, 2015 was cancelled. Martin Luther King Day was observed on Monday, January 19, 2015 and the City Commission meeting normally held on that day was moved to Tuesday, January 20, 2015, which conflicted with the AHAC meeting.

The AHAC committee met on February 17, 2015. The members approved the minutes from the December 16, 2014. Ron Paradise, Assistant Director of Planning and Development Services, presented a two part power point presentation on expedited permitting as it relates to affordable housing. Mr. Paradise offered the suggestion that additional verbiage should be added to the Comp Plan to memorialize procedures for expedited permitting for affordable housing that are already occurring. A motion was made and carried unanimously to accept the change to the Comp Plan. The second part of the power point presentation educated the AHAC members on impact fees. Ron's recommendation was that no action is needed regarding impact fees as it relates to affordable housing. A motion was made and carried unanimously.

The March 19, 2015 AHAC meeting was adjourned due to the lack of a quorum

The next meeting is scheduled for April 21, 2015 and staff will continue with the agenda items from the March 19, 2015 meeting; the allowance for flexibility in density levels for affordable housing and the reservation of infrastructure capacity for housing for low income persons.

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 8 - A

**SUBJECT:** Request to sunset the DEDAB Educational and Medical Sub-Committee and the DEDAB Commerce Park Research Project Sub-Committee.

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**LOCATION:** N/A

**BACKGROUND:** At the Regular City Commission Meeting on August 15, 2011 the Commission approved Resolution No. 2011-29 creating the following two (2) Deltona Economic Development Advisory Board Sub-Committees: Educational and Medical Sub-Committee and a Commerce Park and Sunrail Sub-Committee. Since their creation the Sub-Committees have change named several times depending on the tasks assigned.

At this time staff is asking that the Commission sunset both the DEDAB Educational and Medical Sub-Committee and the DEDAB Commerce Park Research Project Sub-Committee as both the Sub-Committees have completed the tasks assigned to them.

**ORIGINATING DEPARTMENT:** City Clerk's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** City Clerk, Acting City Manager, City Attorney

**STAFF RECOMMENDATION PRESENTED BY:** Joyce Raftery, City Clerk - That the Commission approve the sunsetting of the DEDAB Educational and Medical Sub-Committee and the DEDAB Commerce Park Research Project Sub-Committee.

**POTENTIAL MOTION:** "I move to approve the sunsetting of the DEDAB Educational and Medical Sub-Committee and the DEDAB

Commerce Park Research Project Sub-Committee effective this date."

**AGENDA ITEM APPROVED BY:**

_____

Dale Baker, Acting City Manager

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 8 - B

**SUBJECT:** Request for approval of changes to the Deltona Economic Development Advisory Board By-Laws.

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**LOCATION:** N/A

**BACKGROUND:**

At the City Commission Workshop on Tuesday, January 11, 2011, the Commission asked for a review of all Board/Committee/Sub-Committee By-Laws to be completed within the next 90 days for presentation to the City Commission for final approval. The inconsistencies and issues noted by the Mayor and Commissioners were addressed. The Boards/Committees reviewed their By-Laws and staff provided copies of the completed and uniform By-Laws for each.

At the City Commission Workshop on May 3, 2011, the Commission recommended several additional changes to the Board/Committee By-Laws. The Commission suggested that staff create a "generic" set of By-Laws that could be used by all the Board/Committees with the exception of the Planning and Zoning Board and the Firefighter's Pension Plan Board of Trustees. Once staff completed the generic By-Laws they were distributed to the Mayor and Commissioners for their review and any other suggested changes they may have. As of the Regular City Commission Meeting of Monday, June 20, 2011 there have been no additional suggestions or changes to the By-Laws from the Mayor and Commissioners.

**ORIGINATING DEPARTMENT:** City Clerk's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** City Clerk, Acting City Manager

| | |
|---|---|
| **STAFF RECOMMENDATION PRESENTED BY:** | Joyce Raftery, City Clerk - That the City Commission approve the recommended changes to the Deltona Economic Development Advisory Board By-Laws. |
| **POTENTIAL MOTION:** | "I move to approve the recommended changes to the Deltona Economic Development Advisory Board By-Laws." |
| **AGENDA ITEM APPROVED BY:** | _____<br>Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • DEDAB By-Laws |

# Deltona Economic Development Advisory Board
# By-Laws

**Article I.** **Purpose:**

**Section 1.** The Deltona Economic Development Advisory Board was created by the adoption of Resolution No. 2007-04 and became effective May 7, 2007, as adopted by the City Commission. The Board/Committee shall provide information and suggestions regarding economic development and programs involving economic development and the Staff Liaison will present the recommendations to the City Commission on a quarterly basis or as needed. The Advisory Board/Committee shall not have the authority or take any action that will commit the expenditure of public funds, the use of City equipment or personnel and shall not make monetary or other commitments on behalf of the Advisory Board/Committee, the City Commission, or the City of Deltona.

**Article II.** **Staff Liaison:**

**Section 1.** The Advisory Board/Committee Liaison shall serve as the Staff Liaison to the Advisory Board/Committee. In the event the Staff Liaison is unavailable, the appointed designee will assume their responsibilities for the period of their absence.

**Section 2.** The Advisory Board/Committee Liaison shall provide a summary of the discussion(s) and recommendation(s) of the Board/Committee to the City Commission on a quarterly basis. The schedule of which City Commission Meeting the Boards/Committees will present their quarterly report at is provided by the City Clerk's Office.

**Article III.** **Membership:**

**Section 1.** The Advisory Board/Committee shall consist of seven (7) members. The Mayor and each Commissioner shall each appoint or re-appoint one (1) member to the Advisory Board/Committee during the first regularly scheduled Commission meeting in December of each year. Each member shall serve a 12 month term and may be re-appointed for additional terms. These terms do not apply to the Firefighter's Pension Plan Board of Trustees, P & Z Board and Deltona Economic Development Advisory Board.

**Section 2.** All applicants to be considered for appointment to the Advisory Board/Committee shall complete a City of Deltona Citizen Board/Committee application form, which will be kept on file by the City Clerk.

**Section 3.** Each member of the Advisory Board/Committee shall be a resident of the City of Deltona, a business owner, or commercial landowner within the City limits and shall serve his or her term without compensation.

**Section 4.** Any vacancy occurring during the term of an Advisory Board/Committee member shall be filled or replaced by appointment by their respective appointing member of the City Commission for the remainder of the vacancy term.

**Section 5.** The Advisory Board/Committee Chair shall appoint up to four (4) alternate members for a term of 12 months. The alternate members may take part in discussion but, cannot make motions or vote unless they are filling in for an Advisory Board/Committee member in their absence. Each alternate member will take turns filling in for an absent Advisory Board/Committee member by rotation based on alphabetical order by last name. The Chair shall appoint or re-appoint the alternate members at the Advisory Board/Committee's first meeting after May 31st of each year.

## Article IV. Attendance:

**Section 1.** Members' office may be declared vacant by reason of death, resignation, mental or physical incapacity, absenteeism as prescribed hereafter, or for conduct bringing discredit to the City of Deltona or the Advisory Board/Committee.

**Section 2.** So that the Advisory Board/Committee may responsibly carry out its duties, all members should make every effort to attend all meetings. If a member has three (3) unexcused absences, the Advisory Board/Committee shall terminate the individual's membership and the Staff Liaison shall advise the appointing Commissioner of the vacancy. The Staff Liaison will also advise the City Clerk of the vacancy. The City Clerk will advertise the opening and place the appointment of a new member on a Regular City Commission Meeting Agenda.

**Section 3.** Absences may be excused by notifying the Staff Liaison of the circumstances prior to the meeting.

## Article V. Officers and Duties:

**Section 1.** The members of the Advisory Board/Committee shall elect a Chairperson and a Vice-Chairperson each December to serve for a period of one (1) year. If a Chairperson and/or a Vice-Chairperson position become vacant for any reason, a replacement shall be elected by a majority of the full Advisory Board/Committee at their next regularly scheduled Advisory Board/Committee meeting.

**Section 2.** The Chairperson shall perform the duties ordinarily performed by a Chairperson. All requests and communications shall be channeled through the Staff Liaison. Any and all correspondence by any Board/Committee member shall be directed to the Staff Liaison only and the Staff Liaison will forward the information to the City Commission or staff as necessary. Under no circumstances should a Board/Committee member be directly discussing Board/Committee business with staff or the City Commission. Members of the Advisory Board/Committee may not at any time represent themselves or mislead anyone that they are an employee of the City of Deltona.

**Section 3.** The Vice-Chairperson shall preside at any meeting in the absence of the Chairperson. If both the Chairperson and Vice-Chairperson are absent, the remaining members, if a quorum is present, shall elect a temporary presiding officer.

**Section 4.** The Chairperson, Vice-Chairperson or the temporary officer shall ensure that all members of the Advisory Board/Committee are aware of all applicable rules, laws, regulations, policies and procedures.

## Article VI. Quorum:

**Section 1.** In order to have an Advisory Board/Committee meeting, a quorum must be present. The majority of the members must be present to constitute a quorum. A quorum consists of half the Board, Committee or Sub-Committee members, plus one.

**Section 2.** There must be an affirmative vote of a majority of voting members present in order for any action to be taken by the Advisory Board/Committee.

## Article VII. Meetings:

**Section 1.** Meetings of the Advisory Board/Committee will be held as needed and directed by the City Commission, generally once per month. Meetings will be held at a location to be determined by the Staff Liaison.

**Section 2.** All meetings of the Advisory Board/Committee or any two (2) members thereof, are declared to be public meetings open to the public at all times, and may not be held unless due notice to the City and the public is given as required by Florida's Government-in-the-Sunshine Laws.

## Article VIII. Order of Business:

**Section 1.** At all regular Advisory Board/Committee meetings, the following shall be the general order of business:

1) Call to order by the Chairperson

2) Roll call
3) Approval of minutes
4) Public Comments
5) Old business
6) New business
7) Member comments
8) Adjournment

**Section 2.** In order to provide an opportunity for discussion of business before the Advisory Board/Committee prior to a motion, it shall be the duty of the Chairperson to state the matter of business to the Advisory Board/Committee and to provide a period of discussion of the facts relevant to the topic prior to entertaining a motion. After a motion is made and seconded, the Chairperson shall allow additional discussion by the Advisory Board/Committee members. Any member may call for a vote if additional discussion becomes repetitive or irrelevant to the motion.

## Article IX. Minutes:

**Section 1.** The Staff Liaison or the appointed designee shall be responsible for preparing written minutes of all meetings and notices of such meetings in accordance with the Advisory Board/Committee Meeting Agenda Procedure as approved by the City Clerk. The "Draft" minutes, which should be marked "Draft", of each meeting shall be open for public inspection two (2) weeks following the meeting date on the City's Website. The "Approved" minutes which will replace the "Draft" minutes shall be properly recorded and open for public inspection the day following the date the minutes were approved by the Advisory Board/Committee, with the original signed minutes kept in the City Clerk's Office. The Staff Liaison or the appointed designee will be responsible for all public notifications.

**Section 2.** All communications by or on behalf of the board or any board member(s) shall be made either in public at a board meeting, through communications to the Staff Liaison, or through items placed in the minutes of the board. Neither the board, nor any board member(s), shall purport to speak on behalf of the board or as an official board member through any other means of communication. This restriction shall not prevent any board member from expressing his or her individual ideas or opinions relating to any matter, so long as such expression of ideas or opinions are expressed as that *individuals*' ideas or opinions, and not as the ideas or opinions of the board, or the ideas or opinions of such individual *as a board member*.

## Article X. Voting:

**Section 1.** Any member of the Advisory Board/Committee having a personal or financial interest in any matter shall disclose such interest to the Advisory Board/Committee and shall complete and file with the City Clerk such

Memorandum of Voting Conflict as required by law. No member present shall abstain from voting on any matter except as provided by Florida Statutes.

**Article XI. By-Laws:**

**Section 1.** The City Commission has final approval of all By-Laws or By-Law changes as recommended by the Staff Liaison, the appointed designee or the Advisory Board/Committee.

**Section 2.** Motions to amend or add to the By-Laws shall be made in writing to the Staff Liaison. Voting on such motions shall be considered at the next regular meeting of the Advisory Board/Committee.

**Article XII. Sub-Committees:**

**Section 1.** Each Sub-Committee would need to go before the City Commission for approval and justification.

**Section 2.** The Advisory Board/Committee shall select Sub-Committee Chairpersons from among its members to serve as Chairperson of each Sub-Committee, where applicable. The Sub-Committee Chairperson shall select volunteers, from among residents of the City, to serve on each Sub-Committee.

**Section 3.** All individuals considered for appointment to a Sub-Committee shall complete a City of Deltona Citizen Board/Committee application form, which will be kept on file by the City Clerk.

**Section 4.** Each Sub-Committee member's term shall expire one (1) year after the member is appointed or re-appointed.

**Section 5.** Each member of the Sub-Committee shall be a resident of the City of Deltona, a business owner, or commercial landowner within the City limits and shall serve his or her term without compensation.~~Each member of the Sub-Committee shall reside within the City limits of the City of Deltona.~~ Every effort will be made to include representation from each Commission district on the Sub-Committee where possible.

***Section 6 only applies to the Youth Advisory Sub-Committee and would not be included in any other Board/Committee By-Laws.**

**Section 6.** Members of the Youth Advisory Sub-Committee, excluding the Chairperson, shall be 15 thru 20 years of age.

**Section 7.** Each member shall serve his or her term without compensation.

**Section 8.** The Chairperson of each Sub-Committee shall ensure that all members of the Sub-Committee are aware of all applicable rules, laws, regulations, policies and procedures.

## Article XIII. Dual Office Holding:

**Section 1.** It is the policy of the City of Deltona that no citizen may, simultaneously, serve on more than one City Board, Committee or Sub-Committee. This policy does not apply to citizens serving on Sub-Committees, or Committees and Boards of a temporary nature, and does not apply to citizens serving on Sub-Committees of the actual board or committee on which such citizen serves.

**Section 2.** This policy limiting the number of Boards/Committees on which a citizen may serve shall apply prospectively only, and shall not affect the current term being served by citizens on any Board and/or Commission within the City of Deltona. (Commission Policy/Procedure: CC06-001)

## Article XIV. Sunset Provision:

**Section 1.** The Advisory Board/Committee and Sub-Committees shall be sunset upon determination by the Deltona City Commission that the Advisory Board/Committee has served its purpose and is no longer needed for recommendations on related matters.

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 8 - C

**SUBJECT:** Request for approval of the Southwest Volusia Community Redevelopment Area (CRA).

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**LOCATION:**

Extending from Saxon Boulevard in the north to DeBary Avenue in the south, generally centered along Deltona Boulevard.

**BACKGROUND:**

At the end of 2015, the City of Deltona will be an established community of 50 years. Within that time, the infrastructure and lotting-pattern of the City has experienced functional obsolescence and changes to newer real estate development prototypes. The design of the City 50 years ago served an important historical purpose. However, that portion of the City identified in the attached Findings and Declarations of Necessity (Findings) now has an established preponderance of blight to qualify to receive a Community Redevelopment Area (CRA) designation.

The following is a brief summary of strategic planning and CRA efforts pertaining to the City:

1. 2007 – The City hires Strategic Planning Group (SPG) to provide the 5-Year Strategic Economic Development Plan (attached).
2. 2007 – The City hires Real Estate Research Consultants (RERC) to create two Findings of Necessity (attached); one for Deltona Boulevard and the other for the Activity Center.
3. 2010 – Volusia County creates two resolutions that govern CRAs.
4. 2012 – City Planning staff writes the Findings and Declarations of Necessity for the area that extends from Saxon Boulevard to the north and DeBary Avenue to the south, generally centered along Deltona Boulevard.
5. 2012 – The City adopts Resolution No. 2021-30, in accordance with Chapter 163, Florida Statutes, establishes the necessity for redevelopment and

preponderance of blight; approves the Findings and Declarations of Necessity; and allows the City to notify taxing authorities and to receive a delegation of authority from Volusia County.

6. 2012 – Volusia County places a temporary moratorium on CRA applications to revisit the 2010 resolutions and to study the CRA process, before any new CRAs are approved.
7. 2014 – Volusia County updates its by-laws governing CRAs and approves CRAs for the cities of New Smyrna Beach, Orange City, and Edgewater. Orange City and Edgewater elected to create Redevelopment Plans prior to their delegation of authority.
8. 2014-15 – City of Deltona places a Request for Proposal (RFP) through procurement to solicit consultant services to review the Findings for updates, prepare the documentation to request a delegation of authority from Volusia County, and to present to the County Council on the City's behalf to achieve that delegation.

Based on the responses received for the RFP, the selection committee selected Strategic Planning Group for their experience working with the City on the Strategic Plan and within Volusia County and throughout Florida on CRAs. With City Commission approval, staff will bring forward an Agenda Item to allocate funds from the Economic Development Fund Balance Reserve and to approve the use of Strategic Planning Group as the City's CRA consultant to achieve delegation of authority from Volusia County.

Following Volusia County delegation of authority, the City will have to establish a CRA Board, a CRA Trust Fund, establish sunset period and a base/freeze year to set the tax increment period, and to create a Redevelopment Plan. Those efforts are outside of the scope of this delegation effort.

**ORIGINATING DEPARTMENT:** Planning and Development Services

**SOURCE OF FUNDS:** Economic Development Fund Balance Reserve

**COST:** $30,000

**REVIEWED BY:** Planning Director, Finance Director, City Attorney

**STAFF RECOMMENDATION PRESENTED BY:** Chris Bowley, AICP, Director, Planning & Development Services - Staff recommends that the City Commission approve of the use of Strategic Planning Group to complete its scope of services to achieve a delegation of authority from Volusia County for the Southwest Volusia Community

Redevelopment Area (CRA) and to allocate funds in the attached budget amendment to achieve that effort.

**POTENTIAL MOTION:**

"I move to approve of the use of Strategic Planning Group to complete its scope of services to achieve a delegation of authority from Volusia County for the Southwest Volusia Community Redevelopment Area (CRA) and to allocate funds in the attached budget amendment to achieve that effort."

**AGENDA ITEM APPROVED BY:**

_____

Dale Baker, Acting City Manager

**ATTACHMENTS:**

- SPG SW Volusia CRA Submittal
- Resolution No. 2012-30
- 2012 CRA Findings of Declaration and Necessity
- 2007 SPG 5-Year Strategic Plan
- 2007 RERC Finding of Necessity Deltona Boulevard
- 2007 RERC Finding of Necessity Activity Center
- Budget Amendment

# RFP #15005
# Planning Services for Southwest Volusia CRA

## City of Deltona

Submitted by

**Strategic Planning Group, Inc.**
Economics • Planning • Development Consultants
**WWW.SPGINC.ORG**

# City of Deltona

## PLANNING SERVICES FOR SOUTHWEST VOLUSIA CRA

**Prepared for:**

**City of Deltona**
**c/o Kate Krauss, CPPO, CPPB, SPSM**
Purchasing Manager
2345 Providence Blvd
Deltona, FL 32725

**Due: Thursday, January 29, 2015 before 2:00 PM**

**Submitted by:**

**Strategic Planning Group, Inc.**
830-13 A1A, North
Suite 402
Ponte Vedra Beach, FL 32082
**800-213-PLAN**
www.spginc.org

**Contact**: Robert J. Gray, AICP
Chairman & President
904-631-8623
rgray@spginc.org

**Strategic Planning Group, Inc.**
Economics · Planning · Development Consultants
USA. JAMAICA. GUAM. VIRGIN ISLANDS.

**Robert J. Gray, Chairman & President**

January 23, 2015

Kate Krauss, CPPO, CPPB, SPSM
Purchasing Manager
2345 Providence Blvd.
Deltona, FL 32725

**RE: RFP # 15005 Planning Services for Southwest Volusia CRA**

Dear Ms. Krauss:

**Strategic Planning Group, Inc. (SPG)** is pleased to submit one (1) unbound original and seven (7) copies, of its response to the above referenced proposal to provide Redevelopment Consultant Services to establish a new Community Redevelopment Area.

**SPG**, **founded in 1983**, is an international planning and economic consulting firm, with extensive experience in assisting local governments worldwide create successful redevelopment programs ranging for Kingston, Jamaica to Ormond Beach, Florida. We have created over 20 Findings of Blight of which none have been challenged. But we are most proud of our Florida work where we are a leader in redevelopment planning, economic development and affordable housing. **Our redevelopment plans are based on economic development principles and financial/market viability**. Some of our 20+ Florida redevelopment planning efforts include: Ormond Beach's North Mainland CRA (including Findings); SR100 CRA, Palm Coast (including Findings), City Springfield CRA (including Findings), Central Bradenton CRA, Downtown Melbourne CRA (including Findings), as well as Sarasota and Delray Beach. SPG and our staff have prepared **over 60 redevelopment plans nationally**.

**SPG has extensive experience in Volusia County and its municipalities including Deltona were we prepared the City's 5 year Strategic Economic Development Plan. We prepared the Findings, Master Plan and Fiscal Impact Studies for the Ormond Crossings CRA, the first CRA which was required to negotiate with the County. SPG also prepared the planning efforts for Springfield which lead to the Springfield CRA. SPG also prepared the County's Strategic Economic Development Plan.**

Should you have any questions or desire additional information, please do not hesitate to contact me directly (904.631.8623). SPG attests that the information provided is current and factual and that our subcontractors have agreed to work on the project.

Sincerely,
**Strategic Planning Group, Inc.**

Robert J. Gray, AICP
Chairman and President

830-13 A1A, North | Suite 402 | Ponte Vedra Beach, FL 32082 | ( 904) 631-8623 | Fax (909) 834-2073 | rgray@spginc.org
www.spginc.org

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# TAB 1

## Company Background

Corporate Overview

## Corporate Background

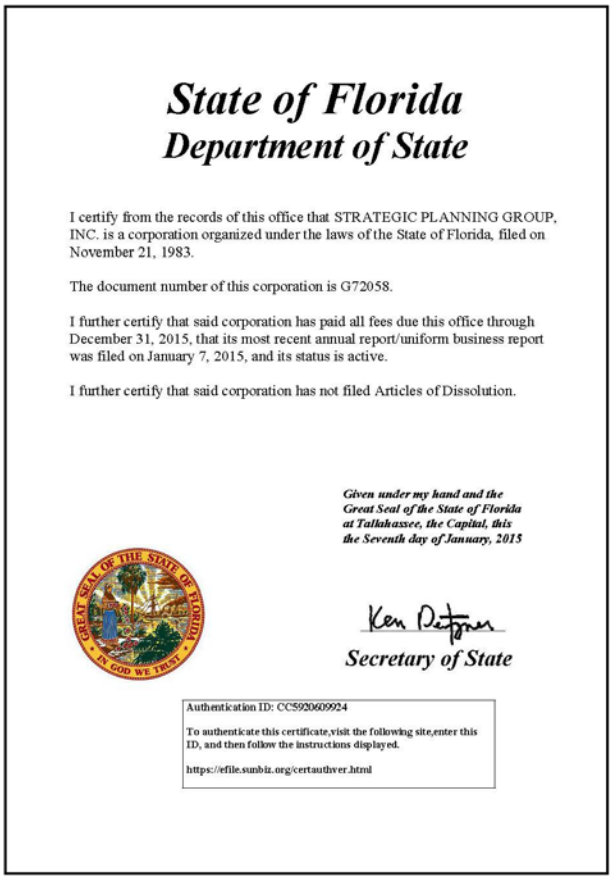
SPG, an international **(but local)** market research, economics, planning consulting firm, **was founded in 1983**. The core of our practice is the implementation of economically viable developments—public or private. Increasingly, SPG's role is to act as the client's representative assisting in the coordination of the various disciplines associated with redevelopment: commercial and retail development, affordable housing, market research, environmental assessments, engineering, permitting, design and construction, financing and management.

Redevelopment planning and implementation has changed significantly since the early 2000s. Today, the capital market, environmental regulations, available workforce skills, and lower government revenues have impacted the redevelopment process. **SPG is a pioneer in the use of strategic planning concepts in developing solutions to enhance the real estate development potential of local governments**. We are one of the first consulting organizations to successfully merge the fields of redevelopment planning, growth management, land development regulations, housing, and growth management expertise. Strategic Planning Group, Inc. (SPG) is highly qualified to provide the necessary expertise needed to assist the City of Deltona in its redevelopment efforts; as evidence, we submit our statement of qualifications and experience.

***At the heart of all our studies is the belief that, in order to succeed, planning must be based on sound economic and market principles and have solid stakeholder involvement throughout the entire planning and implementation process.***

economic development and market research consulting. Perhaps most importantly, **we are internationally known for forging public/private partnerships and developing public consensus.**

Since 1983, we have continuously provided market feasibility, community redevelopment, and planning services to local government entities throughout the Southeast. Our firm is committed to providing the highest quality of professional services to our clients. The success of this philosophy is evidenced by our clients satisfaction with the services we provide. We are extremely proud of the fact that we maintain an 85% client retention standing. SPG's staff is comprised of senior professionals with extensive neighborhood and community redevelopment, market research,



**State of Florida**
**Department of State**

I certify from the records of this office that STRATEGIC PLANNING GROUP, INC. is a corporation organized under the laws of the State of Florida, filed on November 21, 1983.

The document number of this corporation is G72058.

I further certify that said corporation has paid all fees due this office through December 31, 2015, that its most recent annual report/uniform business report was filed on January 7, 2015, and its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

*Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Seventh day of January, 2015*

Ken Detzner
*Secretary of State*

Authentication ID: CC5920609924

To authenticate this certificate,visit the following site,enter this ID, and then follow the instructions displayed.

https://efile.sunbiz.org/certauthver.html

## Consulting Services

SPG combines its experience and resources as a leader in:

- **Redevelopment Planning/CRA Programming**
- **Economic Development**
- **Market and Financial Feasibility Studies**
- **Comprehensive Planning (Land Use Plans)**

**SPG's consultant team** assists our public and private sector clients to maximize profitability and minimize costs while improving the quality of the investment. Some of the services we provide are listed below.

### Redevelopment Planning

Finding of Necessity
Redevelopment Master Plan
Fiscal Impact Studies
Forming and Supporting CRAs
Landscape Architecture
Public Involvement
Urban Streetscape Design
Wayfinding Signage
TIF financing analysis and strategies
Management of CRAs

### Economic Development

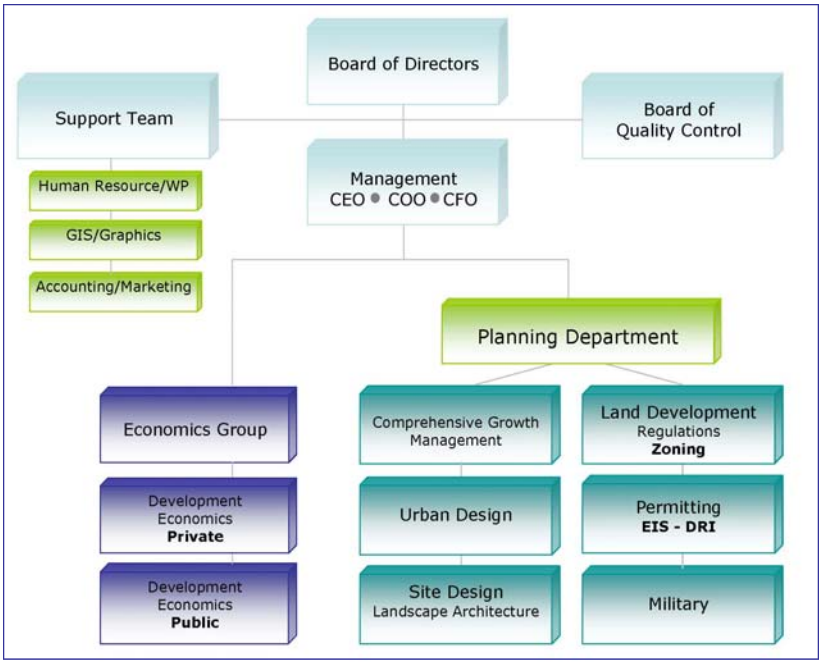
Site Selection Services
Economic Targeting
Workforce Development
Incentive Planning
Strategic Plan Development
Economic Development Strategies
Community Development

### Planning Studies

Long Range Comprehensive Plans
Affordable and Elderly Housing
Revitalization Plans
Tourism Planning
Land Development Regulations
Economic Development Strategies
Capital Improvement Programs

### Market and Economic Studies

Development Economics
Market Assessments
Market Feasibility Study
Absorption and Pricing Study
Development Planning and Permitting
Highest and Best Use Study
Investment Analysis
Economic and Fiscal Impact
Integrated Economic Analysis
Benefit/Cost Studies
Grants/Financing



## Corporate Summary

As shown in this response to your RFP, Strategic Planning Group, Inc. (SPG) is unique in its approach to redevelopment planning. Because the core of our firm is economic development and market/financial feasibility studies; we approach redevelopment planning from an economic and implementation orientation. Simply stated, it a redevelopment plan does not take into account the economic realities of the market place and have sufficient funding (public and private) will simply not be implemented. As national studies have shown most redevelopment plans fail; largely due to the fact that their central core was design not economics.

We are proud of the fact that because of our working relationship with the private sector; we have forged numerous public/private partnerships that formed the basis of new capital investments in redevelopment areas. An example is the City of Melbourne's Downtown Redevelopment Master Plan Update, prepared by Strategic Planning Group, Inc. Not only did the plan re-anchor the downtown and A1A corridor by "Returning the Harbor to the Harbor City" but even in spite of the current economic downturn, the CRA has achieved over $100 million in capital investments since the Plan's full adoption in 2006. Another example is the SR 100 corridor CRA Redevelopment Plan (Palm Coast) which has seen over $350 million in capital investments since its adoption in 2005.

The following is a brief summary as to why we feel we are best qualified to assist the CRA in this planning effort.

### REDEVELOPMENT PLANNING

All our Redevelopment Plans are based on economic and market conditions which define the re-use concept and urban design features. The American Planning Association and USAID have acknowledged SPG for our public participation/consensus-building approach. We are members of the Florida Redevelopment Association, the National Main Street Program, and the Congress for New Urbanism.

Examples of our Team's **Florida Community Redevelopment experience** includes:

- Central Avenue Redevelopment Plan, City of St. Petersburg
- Diamond Square CRA, City of Cocoa
- **Bradenton Central CRA, City of Bradenton and also its update** (new legislation)
- Downtown Maitland Commercial Plan, City of Maitland
- **Downtown Melbourne CRA Redevelopment Plan Update** (new legislation)
- Downtown Winter Haven CRA (2), City of Winter Haven
- Florence Villa CRA, City of Winter Haven
- Greater Leesburg CRA, City of Leesburg
- Heart of Boynton, City of Boynton Beach
- **North Mainland CRA Redevelopment Plan and its update, Ormond Beach** (new legislation)
- Jacksonville CBD Initial Action Plan, City of Jacksonville
- North Bank Jacksonville CRA, City of Jacksonville
- Rockledge CRA, City of Rockledge
- Safety Harbor CRA, City of Safety Harbor
- St. Petersburg UIRA Plan, City of St. Petersburg
- South Bank Jacksonville CRA, City of Jacksonville
- Southwest Area Redevelopment Plan, City of Delray Beach
- **Springfield CRA Findings and Master Plan** (new legislation)
- Tarpon Springs Downtown Development Plan, City of Tarpon Springs
- **SR100 CRA, Palm Coast** (used new legislation concepts)
- US 1 Corridor CRA, City of Cocoa
- Vero Beach Redevelopment Plan, City of Vero Beach
- Winter Haven (Downtown and Florence Villa)

In addition; our staff and subcontractor has over 30 additional (20 Florida) Redevelopment experience. **No team has as an extensive experience in Florida than the SPG Team**

## STATEMENT OF FINDINGS OF NECESSITY

SPG has prepared numerous Findings of Necessity per Florida Statute 163.355 according to new statute rulings. SPG has, per client request, fast tracked some Findings which have been completed in less than eight weeks (City of Ormond Beach and City of Springfield). Other Findings experience includes: Palm Coast (SR 100); City of Cocoa US 1 corridor and Diamond Square; City of Rockledge; Winter Haven Downtown and Florence Village, Jacksonville North and Southbank.

## ECONOMIC ANALYSIS FOR IDENTIFYING REDEVELOPMENT OPPORTUNITY SITES

This particular area of expertise separates SPG from most other consulting groups in the country. Our founding area of expertise, and still a major portion of our work product, is economic analysis for both the public and private sectors**.** Economics and market feasibility are the driving forces for all our studies. We are national leaders in Development Economics (private sector) and Economic Development (public sector) and serve as site-location experts to industry. SPG's Mr. Robert Gray has served as a Board of Director of the Florida Economic Development Commission and a member of Jacksonville's Economic Development Commission under three mayors and is also a licensed real estate broker. We have prepared market feasibility studies for over 45 million square feet of retail space, 100 million square feet of commercial/industrial, 25 million square feet of mixed use developments, 65,000 residential units and a host of entertainment districts throughout the country.

## PUBLIC IMPROVEMENT PROGRAMMING

All of our CRA Plans (over 20) include public improvement programming, including parking (structural and paved), drainage, roadway improvements, public safety, right-of-way acquisition, utilities construction or modifications, etc. Equally important to the City is the fact that SPG has prepared over ten capital improvement elements according to Chapter 163 FS. We have an established record of working closely with local public works departments. All our redevelopment plans contain detailed CIP estimates including timing and funding. Most importantly, SPG is fully versed in securing grant and funding opportunities including State, Federal and local grants.

## TAX INCREMENT PROJECTIONS/FINANCING STRATEGIES

SPG has prepared over 20 major TIF projections**,** [e.g., Bradenton, Boynton Beach, Cocoa, Jacksonville (3), Jacksonville Beach (2), Lakeland, North Miami, Ormond Beach, Palm Coast, Vero Beach, and Winter Haven (3)]. In addition, SPG has also prepared Business Improvement District (BID) projections and numerous bond feasibility studies for a host of public-sector, capital projects. **Because of our Economic Development experience, we have successfully identified numerous grants and other incentive programs to implement our plans.**

## URBAN DESIGN AND LANDSCAPE ARCHITECTURE

The SPG team has prepared over 30 urban design plans for a host of communities and uses (downtowns, entertainment districts, and neighborhood communities). Examples are contained in the Experience Section of the proposal. **We are leaders in Smart Growth principles, are members of the Congress for New Urbanism. and have created form based codes**.

## IMPLEMENTING PUBLIC AND/OR PRIVATE REDEVELOPMENT PROJECTS

The TEAM has extensive experience in developing public/private partnerships to implement redevelopment efforts. Examples of successes are over $2 billion worth of capital investment in the North and South bank of Jacksonville. When prepared correctly, redevelopment investment occurs even during the planning stages (prior to plan adoption), during the preparation of the Downtown Melbourne Redevelopment Plan, numerous developers expressed interest in the redevelopment process and SPG (with City permission) worked with several who began site plans prior to the Redevelopment Plan's adoption.

## PUBLIC AND/OR PRIVATE REDEVELOPMENT FINANCE

SPG has been involved in all areas of public/private redevelopment financing, ranging from Revenue Bonds (FS 163.385), TIFs, BIDs, and special assessments, to obtaining a whole source of federal grants, including CDBG. SPG is unique, in that as a corporation, we have not only assisted communities in receiving entitlement grants (e.g., CDBG), but have actually successfully managed the entire CDBG grant program for communities (e.g., Pasco County). SPG has also produced the bond feasibility studies for most of the state's HFAs–$100 million worth of Housing Finance Bonds for both affordable single-family and multi-family housing. Funding and grant programs include Special Improvement Districts (SIDs), Business Improvement Districts (BIDs), Certificates of Participation (COPs), Revolving Loan Funds (RLF), New Markets Tax Credits, Federal Brownfield Expensing Tax Incentive, Low Income Housing Tax Credits, SAFETEA-LU programs, Florida Inland Navigations District Cooperative Assistance Program, Florida Boater Improvement Program, Boating Infrastructure Grant Program, Florida Recreation Development Assistance Program, Greenways and Trails Program, and the Coastal Partnership Initiative Program to mention a few of the hundreds of grants and incentives available to implement redevelopment programs.

SPG recently assisted NCDOT and the City of Raleigh in their Tiger Grant applications for 2012 and 2013 both of which were awarded.

## LOCAL KNOWLEDGE

We have extensive redevelopment and economic development experience in Volusia County having prepared the North Mainland (Ormond Beach) Redevelopment Plan where SPG prepared the Findings Report, the draft ordinance for its adoption, the draft ordinance for the creation of the CRA, the redevelopment plan and its recent update as well as two fiscal impact studies of the CRA. SPG prepared the County's Economic Development Strategic Plan as well as the City's SEDP and its recent update.

SPG prepared the City of Deltona's 5 year Strategic Economic Development Plan.

**ABILITY TO MEET YOUR SCHEDULE** -- Because of our expertise, resources and our experience in completing our projects on time we can work with you on an time expedited schedule.

**SUCCESSFUL IMPLEMENTATION** -- New Jobs and Capital Investment to Communities
SPG and our team has been responsible for over 60,000 jobs/$10 billion capital investment.

## Community Revitalization & Renewal

The SPG staff has provided assistance to over 60 cities, municipalities and communities located throughout the United States on projects ranging from downtown/historic district renewal, neighborhood commercial revitalization, and Central Business District redevelopment/ retail restructuring. Services are specifically targeted and tailored to the special community

### Services Include:

- Agency Programming
- Community Relations
- Consumer/Business Surveys
- CRA Management
- CRA Planning
- Developer Negotiations
- Development Programming
- Feasibility Analysis
- Financial Analysis
- Fiscal Impact Studies
- Market Analysis
- Marketing/Promotions
- Market Research
- Property Acquisition / Disposition Analysis
- Property Valuations
- Regulatory Reviews
- Special Events
- Tax Increment Programs

### Project Experience:

**Florida**
Boynton Beach
Bradenton (2)
Cocoa (2)
Dayton Beach Shores
Delray Beach
Deltona
Jacksonville-Springfield
Englewood
Jacksonville-Downtown East
Ft. Myers
Fort Pierce
Leesburg
Melbourne
North Miami (2)
Orange County
Ormond Beach (2)
Palm Coast
Panama Beach
Pensacola
Rockledge
Safety Harbor
Sarasota
Springfield
Spring Hill
St. Petersburg (2)
Titusville
Tarpon Springs
Vero Beach

**Florida, cont.**
Winter Haven (2)
Volusia County

**Alabama**
Baldwin County
Gadsden
Mobile

**California**
Palmdale

**Georgia**
Augusta
Hinesville
South Rome
Tifton
Valdosta
World Fair

**New Jersey**
Port Monmouth

**New York**
Rochester
Albany
Syracuse

**North Carolina**
Raleigh
Washington
Spring Lake

**South Carolina**
Midlands Regional Council
St. Andrews

**Texas**
Corpus Christie
Galveston

**Bahamas**
Bimini

**Jamaica**
Downtown Kingston

**Australia**
Alice Springs
Darwin

**Curacao**

**Spain**
Costa del Sol

**US Virgin Islands**
St. Croix
St. Johns
St. Thomas

**US Territory of Guam**

## Economic Development

SPG is a leader in Economic Development assisting both the public and private sector to develop relocation plans and incentive programs. SPG staff have served on numerous Economic Development Councils and Agencies to aid with the implementation of numerous Economic Development Plans. SPG is currently developing the Economic Development Strategic Plan for the City of Ormond Beach.

Recent examples also include the Economic Development Strategic Plan for Volusia County, creating a five year $100 million program for the County. SPG understands economic development from both industry and community view points. SPG is a nationally recognized site location consultant to private industry as well as an internationally recognized leader in Economic Development. Relevant experience includes:

**Florida**

Apopka
Boynton Beach
Bradenton
Citrus County
Clay County
Cocoa
Delray Beach
Deltona
Duval County
Escambia County
First Coast Region
Hernando County
Jacksonville
Jacksonville Beach
Lee County
Leesburg
Leon County
Levy County
Maitland County
Manatee County
Marion County
Monroe County
Nassau County
North Miami
Orlando
Ormond Beach
Ormond Crossings
Palm Coast
Pasco County
Pensacola
Polk County

**Florida (con't.)**

Putnam County
Rockledge
Safety Harbor
St. Johns County
St. Petersburg
Sumter County
Tarpon Springs
Titusville
Vero Beach
Volusia County
Winter Haven
Withlacoochee

**Alabama**

Autauga County
Calhoun County
Chilton County
Coosa River County
Elmore County
Etowah County
Mobile County
Montgomery County
St. Claire County
Shelby County
Talladega County

**Texas**

Corpus Christi
Dayton
Galveston
Ingleside

**Georgia**

Atlanta Olympic Committee
Camden County
City of Conyers/Rockdale County
Hinesville
Kingsland
Oconee
Tifton

**Louisiana**

Covington
Lake Charles

**Mississippi**

Biloxi
Pascagoula

**North Carolina**

Washington

**California**

Palmdale
LA Airport Authority

**International**

Alice Springs, Australia
Darwin, Australia
Trinidad & Tobago
Arab Republic of Egypt
St. Thomas, Virgin Islands
St. Croix, Virgin Islands
St. Johns, Virgin Islands
Curacao, The Netherlands
Bimini, Bahamas
Guam, U.S. Territory
Kingston, Jamaica

## Corporate Summary

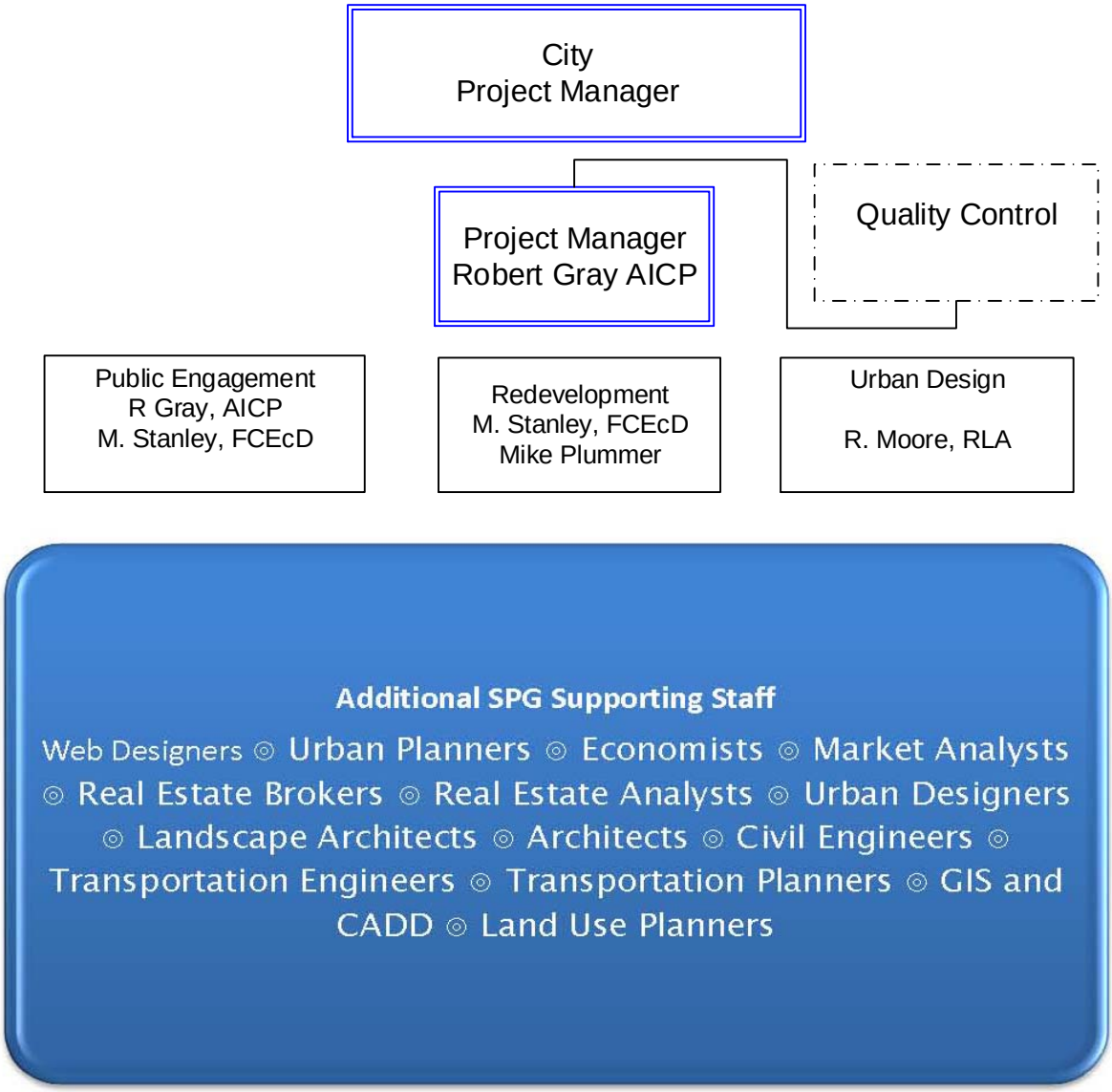
| Florida Clients County & Local Government | Market and Analysis | Redevelopment/Revitalization | Economic Development | Urban Planning | Fiscal Analysis - CIP | Tax Increment Financing (TIF | Housing Study | Affordable Housing | Commercial Feasibility | Retail Feasibility | Recreation Study | Tourism | Demographics | Strategic Planning | Site Selection/Evaluation | Facility Planning | Growth Management | EIS/DRI | Workforce Analysis | Concensus Building | Grants |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apopka | | X | | X | | | | | X | | | | | | | X | | | | | |
| Boca Raton | X | | | | | | | | | X | | | | | X | | | | | | |
| Boynton Beach | X | X | | X | | X | X | X | X | | | | X | X | | | X | | | X | |
| Bradenton | X | X | | | | | | | | | | | | | | | | | | | |
| Brevard County | | X | X | | X | | | X | | | X | X | X | | X | | | | | | |
| Citrus County | | | X | | | | | | | | | | | | | | | | | | |
| Clay County | | | X | X | X | | X | | | | X | | X | | | | X | | X | X | |
| Cocoa | X | X | X | X | X | X | X | X | X | X | | | X | X | X | | X | | | | X |
| Coconut Creek | | | | | | | X | | | | | | | | | | | | | | |
| Daytona Beach Shores | | X | | X | | | X | X | X | | X | | X | | | | X | | | X | |
| Deland | X | X | X | | | X | | | X | X | | | | | X | | | | | | |
| Delray Beach | X | X | | X | | | X | X | X | X | | | X | X | | | X | | | X | X |
| Deltona | | | X | | | | | | | | | | | | | | | | | | |
| Edgewater | | | | | | | X | X | | | | | | | | | X | | | X | |
| Fort Lauderdale | | | | | | | X | X | | X | | X | X | | X | | | | X | | |
| Fort Pierce | X | | | | | | | X | | | | | X | | | | | | | | |
| Fort Myers | X | X | | | | | | | X | X | | X | X | | | | | | | X | X |
| Hernando County | X | | X | | | | X | X | | | | | | | X | | | | X | | |
| Hialeah | | | | X | | | | | | | | | | | | | | | | | X |
| Hillsborough County | | | X | | | | | | | | | | | X | X | | X | | | | |
| Jacksonville Beach | X | X | | X | X | X | X | X | X | X | X | | X | X | X | | X | X | X | X | X |
| Jacksonville | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Kissimmee | X | | X | | | | | | | | | | | | X | | | | | | |
| Key West | X | | | X | X | | X | X | | | | | X | X | | | | | X | | |
| Leon County | X | X | X | X | X | | X | X | | | | X | | | X | | X | X | | X | X |
| Levy County | | | X | | | | | | | | | | | | | | | | | | |
| Maitland | X | X | X | X | | | | | X | X | | | | X | | | X | | | | |
| Marion County | | | X | | | | | | | | | | | | | | | | | | |
| Monroe County | X | X | | | X | | X | X | | | | | | | | | | | X | | |
| Melbourne | X | X | | X | X | X | X | X | X | X | X | | X | | | X | | | | X | |
| Navarre Beach | X | | | X | | | | X | X | X | | X | | | | | X | | | | |
| North Miami | X | X | X | X | X | X | | | X | X | | | | X | | | X | | | X | X |
| North Port | X | X | X | | X | | | | X | X | | X | | X | X | X | | | X | | |
| Orange County | X | X | X | | X | | | X | | X | | | | X | X | X | X | | | X | |
| Orlando | X | X | X | X | | | X | X | X | X | | | X | X | X | | | | | | |
| Ormond Beach | X | X | X | X | X | X | X | X | X | X | | | X | X | X | | X | | X | X | |
| Palatka | | X | X | X | | | | | | | | | X | X | | | | | | X | |
| Palm Beach County | | | | | | | X | X | | | | | | | | | | | | | |
| Palm Coast | X | X | X | X | X | X | X | X | X | X | | | X | X | | X | X | | | X | |
| Panama City | X | X | | X | X | | | X | X | X | | X | X | | | X | X | | | X | |
| Pasco County | | X | X | X | X | | X | X | | | | | | X | X | | X | | | | |
| Pembroke Pines | | | X | | | | | | | | | | X | | | | | | | X | |
| Pensacola | X | X | | X | | | X | X | | | | | | | | | X | | X | | |
| Pensacola Beach | | | | X | | | X | | X | X | | X | X | | | | X | | | | |
| Pinellas County | X | X | | X | | | X | X | | | | | | X | | | | | | | |
| Polk County | | | X | X | X | | | | X | | | | | | | | X | | | X | |
| Plant City | | | X | | | | X | X | | | | | | | | | | | | | |
| Rockledge | | X | | X | | | | | X | X | | | | | | | | | | X | |
| Safety Harbor | | X | X | X | | | | X | X | X | | | | | | X | | | | X | |
| Sarasota | X | X | X | | X | X | | | X | X | | X | | | X | | | | | | |
| Springfield | | X | | | | | | | | | | | | | | | X | | | | |
| St. Augustine | X | X | X | X | | | | | X | X | | | | | X | | X | | | X | |
| St. Cloud | | | | X | | | | | | | | | | | | | X | | | | |
| St. Johns County | | | X | | | | X | X | | | | | | | | | | | | | |
| St. Petersburg | X | X | X | X | X | | X | X | X | X | X | | X | X | X | | X | | X | X | X |
| Sunrise | | | | | | | X | X | | | | | | | | | | | | | |
| Sumter County | | | X | | | | | | | | | | | | | X | | | | | |
| Tallahassee | X | X | X | X | | | | X | X | X | | | | | X | X | | | | X | |
| Tarpon Springs | X | X | X | X | | | | X | X | X | | X | | | | | X | | | X | |
| Temple Terrace | | | X | X | | | | X | X | | | | | | | | X | | | | |
| Titusville | | X | X | X | | | | X | | | | | | | | | X | | | X | |
| Vero Beach | X | X | | X | | X | X | | X | X | | | | | | | X | | X | X | X |
| Volusia County | X | X | X | X | X | X | | | | | | | | | X | | | X | | | |
| Walton County | | | X | | | | | | | | X | X | X | | | | | | | | |
| Winter Haven | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | | X | X | X |

# TAB 2

## Qualifications

Key Personnel

## Project Organizational Chart



## *Robert J. Gray, AICP*

**Project Director**

As Chairman and President of Strategic Planning Group, Inc. (SPG), Robert Gray leads the resource team with over 30 years of consulting experience in: Community and Neighborhood Redevelopment, Economic Development/Site Location, Development Economics/ Feasibility, Growth Management/Comprehensive Land-Use Planning and Strategic Planning. His broad range of experience ensures SPG's clients of detailed accuracy, proven programs, and consistent professionalism.

### Specific Experience

**Redevelopment Planning**

Created effective CRA redevelopment plans/strategies for over 40 local, regional, and national governments including Australia, Egypt, the Caribbean, and locations throughout the United States.

**Florida experience include**:

- Boynton Beach CRA
- Bradenton Central CRA (2 Plans)
- Cocoa (3 CRAs)/Findings and Master Plan
- Delray Beach CRA (2 Plans)
- Jacksonville (3 Downtown Plans/Findings)
- Central Leesburg CRA
- Melbourne Downtown CRA
- Orlando (SR 436/50 Redevelopment Plan)
- **Ormond Beach (2 Plans) including Findings**
- Palm Coast SR100 CRA
- Panama City Beach Redevelopment
- Rockledge CRA
- Safety Harbor CRA including Findings
- Springfield CRA/Findings and Master Plan
- Spring Hill Redevelopment Plan
- St. Petersburg (3 Plans)
- Titusville
- Tarpon Springs Redevelopment
- Vero Beach Redevelopment
- Winter Haven (2 Plans) including Findings

**Redevelopment Planning (non Florida)**

Principal on the Spring Lake, NC redevelopment Plan; the South Rome Georgia Redevelopment Plan; the St. Andrews Redevelopment Plan (Richland County, SC); the Hinesville, Georgia Redevelopment Plan; the Tifton, GA Downtown Redevelopment Plan; and the Downtown Washington NC redevelopment Program; and the USAID funded redevelopment Plan for Kingston Jamaica.

**Economic Development/Site Location**

- Prepared over 30 Economic Development Plans for local and regional governments worldwide; 20 within the State of Florida
- Relocation studies resulting in the creation of over 60,000 jobs.
- Prepared workforce development programs and cost/wage surveys for Florida Communities
- Prepared Visions Program and acknowledge for Public Participation Programs in developing and implementing Economic Development Strategies.

### Career Details:

**Strategic Planning Group, Inc. Chairman and CEO,** 1985 to Present. **President and CEO,** 1985 to 1992. Directed internationally recognized economic development and growth management firm. Responsible for directing major projects and corporate marketing.

**Overseas Group, Inc. Senior Vice President; Propinvest S.A., Director and Senior Vice President,** 1983 to 1984. Responsible for long-range planning, and feasibility studies, corporate strategy, market strategy, and sales packaging. Corporate representative for Australian and Spanish projects. Liaison with government officials.

**Plantec Corporation/RSH. Vice President and Member of the Board of Directors,** 1972 to 1983. Responsible for special studies, corporate marketing; Supervisor of RS&H/Plantec's Washington, DC and California offices.

### Education:

Doctoral Courses, University of Florida

M.A., University of Florida, 1972

B.A., University of Florida, 1970

Corporate Management Courses, Harvard University

## *Mary Jane Stanley, FCEcD*

**Redevelopment/Economic Develop-**

### *Summary of Experience*

Ms. Stanley has over 25 years of direct experience in preparing and managing economic development programs and departments. Prior to joining SPG, she managed the Pasco Economic Development Council for 10 years. She is active in all areas of economic development including target industries studies and developing effective recruitment, retention, and business expansion strategies for county and local governments. She was elected as Fellow of the International Economic Development Council in December 2014, its highest certificate.

### *Specific Experience*

**Strategic Planning Group, Inc.**
**July 2009 to present**
**Senior Associate—Redevelopment Planning/ Economic Development**
Response for expanding SPG's Redevelopment and Economic Development Practice.

**PASCO ECONOMIC DEVELOPMENT COUNCIL**
Managed a public/private partnership responsible for countywide business and industry recruitment, retention and expansion initiatives.

- Recruited T. Rowe Price with 1,600 jobs, $191 million capital investment, and 450,000 SF of new corporate office space-property closed on July 1, 2009
- Over a ten year period, assisted over 275 new and expanding companies with the creation and/or retention of 5,400+ jobs; capital investment of over $533 million; and creation of over 3 million SF of new space

**CITY OF TALLAHASSEE**
**Downtown Development Administrator**
Responsible for coordinating private and public development of downtown, including redevelopment efforts, existing business assistance, and marketing in the State Capitol.

**CITY OF COCOA**
**Director of Planning and Community Development**
Responsibilities included all aspects of planning, zoning, downtown redevelopment, code enforcement and Community Development Grant programs. On occasion, served as acting City Manager. (Staff of 8, Budget 1992/93: $1.7 Million)

**CITY OF HOLLYWOOD**
**Director of Economic Development** Conducted business recruitment efforts. Created promotional materials and developed marketing advertising campaign. Established an existing business retention program to provide technical assistance to businesses.

**COMMUNITY REDEVELOPMENT AGENCY**
**Hollywood, Florida**
**Assistant Downtown Redevelopment Director**
Coordinated all redevelopment projects in the Downtown tax increment district. Responsible for coordination of traffic and streetscape design and construction totaling $4.5 million. Revised the Downtown Commercial Renovation Program and zoning to mandate storefront renovations.

**CITY OF HOLLYWOOD**
**Hollywood, Florida**
**Community Development Project Planner**
Responsible for project and policy analysis for capital improvements in low/moderate income neighborhoods. Developed alternative proposals for allocated funds, independently coordinated planning related studies.

**SOUTH FLORIDA REGIONAL PLANNING COUNCIL**
**Miami, Florida**
**Planning Specialist**
Conducted applied research and analysis in land use planning, environmental planning, public facility utilization and all elements related to the State Land Development Plan.

### *Education*

Professional Certified Economic Developer (September 1992), Fellow (2014)
Graduate – Economic Development Institute, University of Oklahoma (1992)

# *Russell Moore, RLA*

**Urban Design**

Russell Moore is a practicing planner and landscape architect with over 30 years experience in the public and private sectors. The spectrum of his project experience is wide and diverse. Planning projects have included the following: Comprehensive Plans, Redevelopment Plans, Transit-Oriented Development Corridor Plans, Form-based Codes, and Urban mixed-use In-fill Master Plans. Design projects have included the following: Urban Streetscapes, Town Squares, Heritage Museums, and Land Development Amenity Areas.

**Redevelopment experience includes:**

- Ormond Beach Redevelopment Strategy
- Palmetto Redevelopment Plan
- Moore Haven Redevelopment Plan
- Thomasville Redevelopment Plan
- Sarasota Urban Master Plan
- Stuart Redevelopment Plan
- Ormond Beach Redevelopment Strategy
- Cocoa Vision Plan
- Gainesville Redevelopment Strategy
- Boynton Beach Urban Code
- Lynn Haven Urban Code
- Port St. Joe Regional Plan
- East Naples Redevelopment Plan
- Dade City Redevelopment Plan

**Form Based Code experience includes:**

- Daytona Beach Urban Code
- Boynton Beach Urban Code
- Lynn Haven Urban Code
- Cape Coral Urban Code
- Lauderdale Lakes town Center Code
- Daytona Beach Urban Code
- Callaway Urban Code Guidelines
- Ormond Urban Guidelines

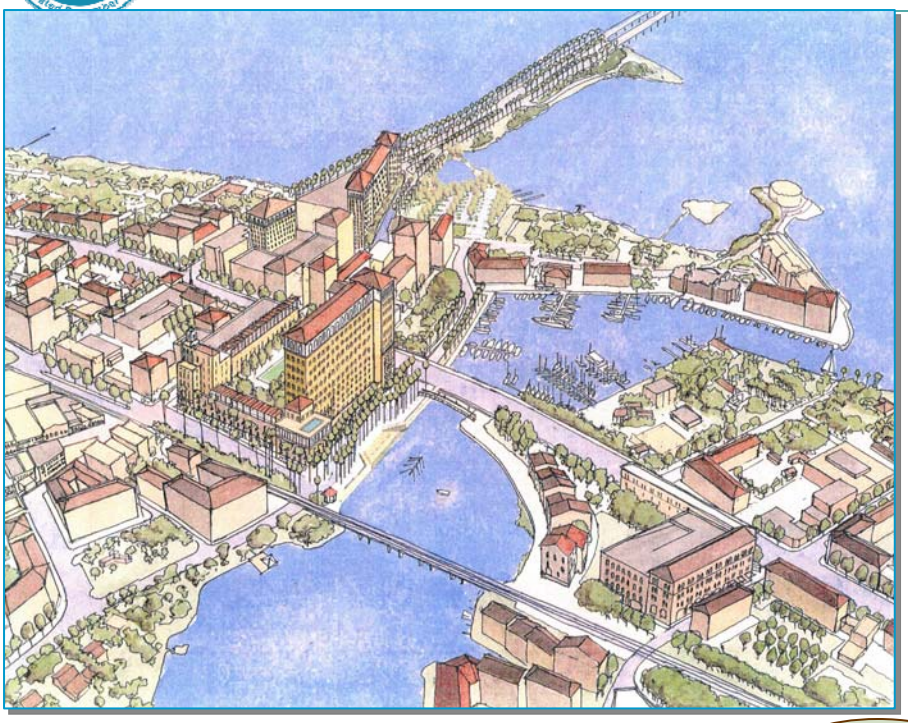
**Streetscape and Urban Design:**

- Ormond Beach Corridor Plan
- Tamarac Streetscape
- Eatonville Streetscape
- Brooksville Streetscape
- Rockledge Town Center Plan
- Tarpon Springs Urban Design Plan
- Margate Urban Design Guidelines
- Ormond Beach Corridor Plan
- Sumter Road Streetscape
- Sarasota Streetscape
- Greenacres Streetscape
- Cape Coral Streetscape
- Live Oak Streetscape
- Lake Wales Streetscape
- Ft. Walton Beach City-wide Plan
- Merritt Park Place Streetscape

**Education:**

Bachelor of Environmental Design, School of Architecture, University of Colorado, Boulder, Colorado, 1974

Master of Landscape Architecture and Regional Planning, University of Pennsylvania, Philadelphia, Pennsylvania, 1979



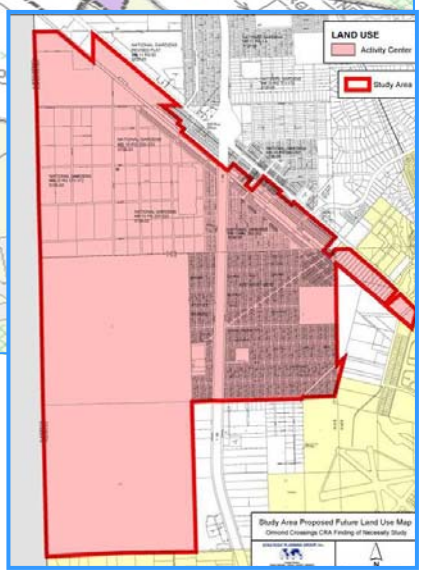
# TAB 3

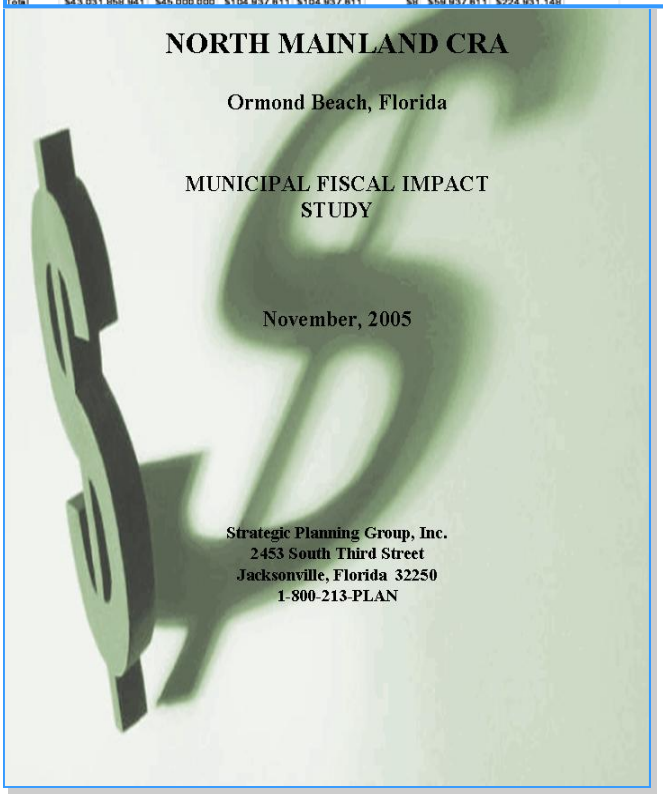
## Past Performance

## Project Experience

# Ormond Beach CRA Findings, Master Plan and Fiscal Impact Study

| | Increment | Annual Debt Service | City of Ormond Beach TIF Collections | Bond Service From City | % of City TIF | Deficit From City TIF | County TIF Collections | TIF Bond Service Needed From County | %County TIF |
|---|---|---|---|---|---|---|---|---|---|
| | 95.00% | | 0.00261 | | | | 0.0056 | | |
| Year 1 | $0 | $1,500,000 | $0 | $0 | na | -$1,500,000 | na | na | na |
| Year 2 | $42,492,334 | $1,500,000 | $0 | $0 | na | -$1,500,000 | na | na | na |
| Year 3 | $98,671,166 | $1,500,000 | $111,015 | $111,015 | 100+% | -$1,388,985 | $237,957 | $237,957 | 100+% |
| Year 4 | $171,330,715 | $1,500,000 | $252,561 | $252,561 | 100+% | -$1,247,439 | $541,359 | $541,359 | 100+% |
| Year 5 | $263,543,398 | $1,500,000 | $447,615 | $447,615 | 100+% | -$1,052,385 | $959,452 | $959,452 | 100+% |
| Year 6 | $353,045,708 | $1,500,000 | $688,528 | $688,528 | 100+% | -$811,472 | $1,475,843 | $811,472 | 54.98% |
| Year 7 | $459,935,408 | $1,500,000 | $922,360 | $922,360 | 100+% | -$577,640 | $1,977,056 | $577,640 | 29.22% |
| Year 8 | $655,925,492 | $1,500,000 | $1,201,618 | $1,201,618 | 100+% | -$298,382 | $2,575,638 | $298,382 | 11.58% |
| Year 9 | $783,487,425 | $1,500,000 | $1,713,658 | $1,713,658 | 87.53% | $213,658 | $3,673,183 | $0 | 0.00% |
| Year 10 | $910,586,480 | $1,500,000 | $2,048,924 | $2,048,924 | 73.28% | $548,924 | $4,387,530 | $0 | 0.00% |
| Year 11 | $1,075,345,944 | $1,500,000 | $2,379,006 | $2,379,006 | 63.05% | $879,006 | $5,099,340 | $0 | 0.00% |
| Year 12 | $1,200,497,676 | $1,500,000 | $2,809,427 | $2,809,427 | 53.39% | $1,309,427 | $6,021,937 | $0 | 0.00% |
| Year 13 | $1,283,628,816 | $1,500,000 | $3,136,396 | $3,136,396 | 47.83% | $1,636,396 | $6,722,787 | $0 | 0.00% |
| Year 14 | $1,371,725,484 | $1,500,000 | $3,353,583 | $3,353,583 | 44.73% | $1,853,583 | $7,188,321 | $0 | 0.00% |
| Year 15 | $1,463,701,580 | $1,500,000 | $3,583,743 | $3,583,743 | 41.86% | $2,083,743 | $7,681,683 | $0 | 0.00% |
| Year 16 | $1,555,045,935 | $1,500,000 | $3,824,037 | $3,824,037 | 39.23% | $2,324,037 | $8,196,729 | $0 | 0.00% |
| Year 17 | $1,651,886,886 | $1,500,000 | $4,062,682 | $4,062,682 | 36.92% | $2,562,682 | $8,708,257 | $0 | 0.00% |
| Year 18 | $1,747,043,287 | $1,500,000 | $4,315,687 | $4,315,687 | 34.76% | $2,815,687 | $9,250,567 | $0 | 0.00% |
| Year 19 | $1,838,810,282 | $1,500,000 | $4,564,290 | $4,564,290 | 32.86% | $3,064,290 | $9,783,442 | $0 | 0.00% |
| Year 20 | $1,935,734,022 | $1,500,000 | $4,804,039 | $4,804,039 | 31.22% | $3,304,039 | $10,297,338 | $0 | 0.00% |
| Year 21 | $2,013,181,975 | $1,500,000 | $5,057,260 | $5,057,260 | 29.66% | $3,557,260 | $10,840,111 | $0 | 0.00% |
| Year 22 | $2,093,727,846 | $1,500,000 | $5,259,599 | $5,259,599 | 28.52% | $3,759,599 | $11,273,819 | $0 | 0.00% |
| Year 23 | $2,177,495,552 | $1,500,000 | $5,470,031 | $5,470,031 | 27.42% | $3,970,031 | $11,724,676 | $0 | 0.00% |
| Year 24 | $2,264,613,967 | $1,500,000 | $5,688,881 | $5,688,881 | 26.37% | $4,188,881 | $12,193,975 | $0 | 0.00% |
| Year 25 | $2,355,217,118 | $1,500,000 | $5,916,485 | $5,916,485 | 25.35% | $4,416,485 | $12,681,838 | $0 | 0.00% |
| year 26 | $2,449,444,395 | $1,500,000 | $6,153,193 | $6,153,193 | 24.38% | $4,653,193 | $13,189,216 | $0 | 0.00% |
| Year 27 | $2,547,440,763 | $1,500,000 | $6,399,369 | $6,399,369 | 23.44% | $4,899,369 | $13,716,889 | $0 | 0.00% |
| Year 28 | $2,649,356,988 | $1,500,000 | $6,655,393 | $6,655,393 | 22.54% | $5,155,393 | $14,265,668 | $0 | 0.00% |
| Year 29 | $2,755,349,857 | $1,500,000 | $6,921,657 | $6,921,657 | 21.67% | $5,421,657 | $14,836,399 | $0 | 0.00% |
| Year 30 | $2,865,582,444 | $1,500,000 | $7,198,572 | $7,198,572 | 20.84% | $5,698,572 | $15,429,959 | $0 | 0.00% |
| | | | | | | | | | |
| Total | $43,031,858,941 | $45,000,000 | $104,937,611 | $104,937,611 | $0 | $59,937,611 | $224,931,148 | | |



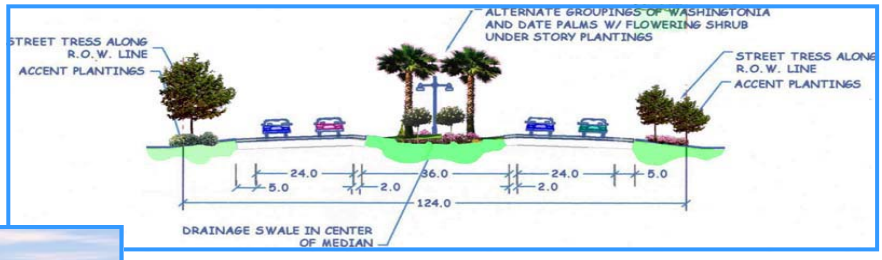

**Project Area:** 7,000+ Acres
**Retail:** 900,000 Sq. Ft.
**Office:** 1,000,000 Sq. Ft.
**Industrial:** 3,100,000 Sq. Ft.
**Residential:** 3,700 units

**Client:** City of Ormond Beach, Florida
**Team:** Strategic Planning Group, Inc.
**Services:** Findings of Necessity Report
Establish CRA
Market Study
Urban Design Plan
Implementation Plan
Funding Strategies
Community Redevelopment Plan

*SPG was retained in late 2009 to Update the Redevelopment Master Plan, and the Fiscal Impact Analysis; which was completed in late January 2010 and adopted by the CRA in February 2010.*

## Project Experience

# State Road 100 CRA Corridor/Palm Coast City Centre CRA Findings and Master Plan



**Client:**
City of Palm Coast, Florida

**Team:**
Strategic Planning Group, Inc.

**Size:** 1,000 Acres

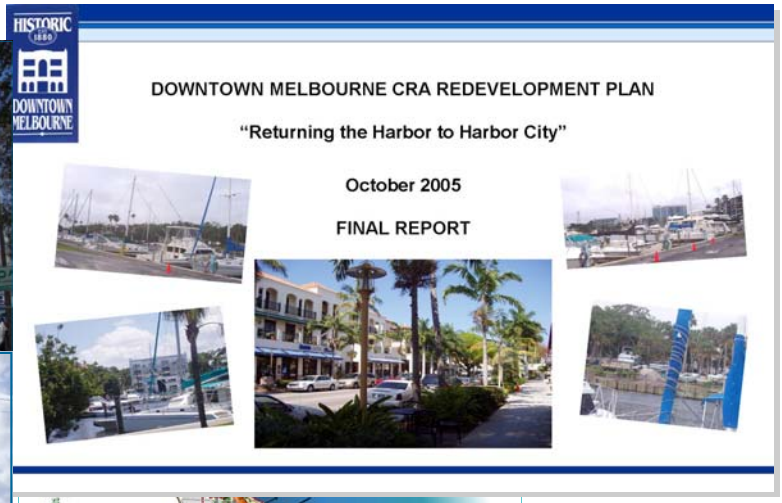
**Budget:** $140,000

**Services:**
Establish CRA
Findings of Necessity Report
Economic Repositioning Strategy
Urban Design Plan
Implementation Plan
Funding Strategies
Developer Analysis

*The CRA has seen over $350 million in private sector investments within the CRA during the post 2007 Economic Recession.*

## Project Experience

# Downtown Melbourne CRA Redevelopment Plan



Client
- City of Melbourne, Florida

Team
- Strategic Planning Group, Inc.

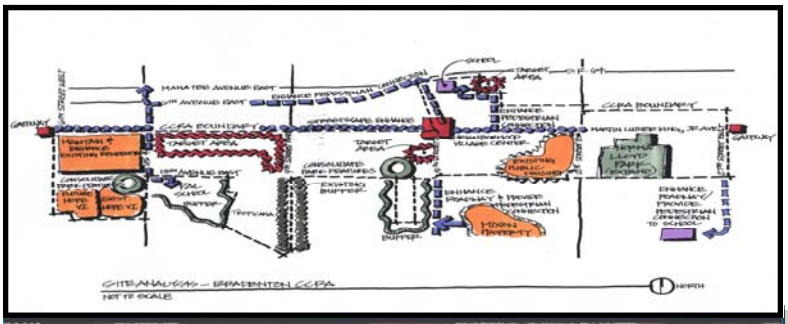
Services
- Findings

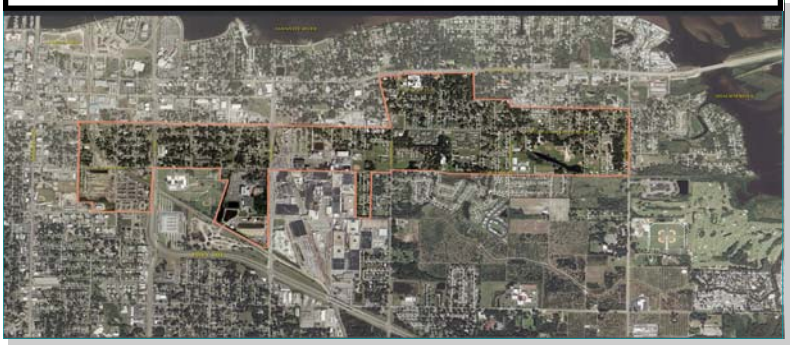
Redevelopment Master Plan
- Economic Repositioning Strategy
- Urban Design Plan
- Transportation Implementation Plan
- Funding Strategies

***The CRA has seen increase in building activity even in the current recession with the building and opening of mixed use office and condominium buildings.***

## Project Experience

# Bradenton Central Master Plan and Update





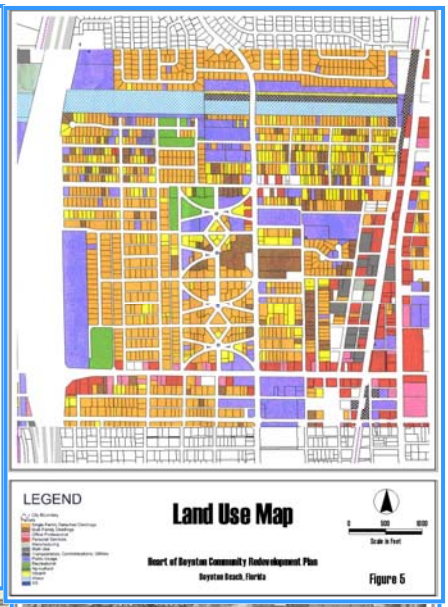
| | |
|---|---|
| Client | City of Bradenton, Florida |
| Team | Strategic Planning Group, Inc (Lead Consultants) |

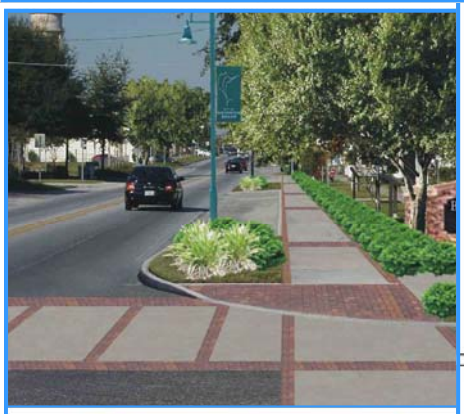
Services Extensive Public Engagement Strategy, Economic Repositioning Strategy
Affordable Housing Plan
Transportation Plan
Urban and Architectural Design Plan
Funding Strategies
Redevelopment Implementation Plan

***SPG was retained in late 2009 to prepare an Update to the SPG prepared CCRA Redevelopment Plan. We expanded the uses of TIF to included creation of business incubators, and programs aimed at increasing the labor skills of the residents.***

## Project Experience

# Heart of Boynton Redevelopment Plan



**Client**

City of Boynton Beach, Florida

**Team**

**Strategic Planning Group, Inc.**

**Services**

Stakeholder Engagement
Market and Economic Repositioning
Civil Engineering/Transportation
Affordable Housing
Capital Improvement Planning
TIF calculations
Urban Design
Implementation Strategies

**Schedule**: 6 months on schedule and on budget

## Project Experience

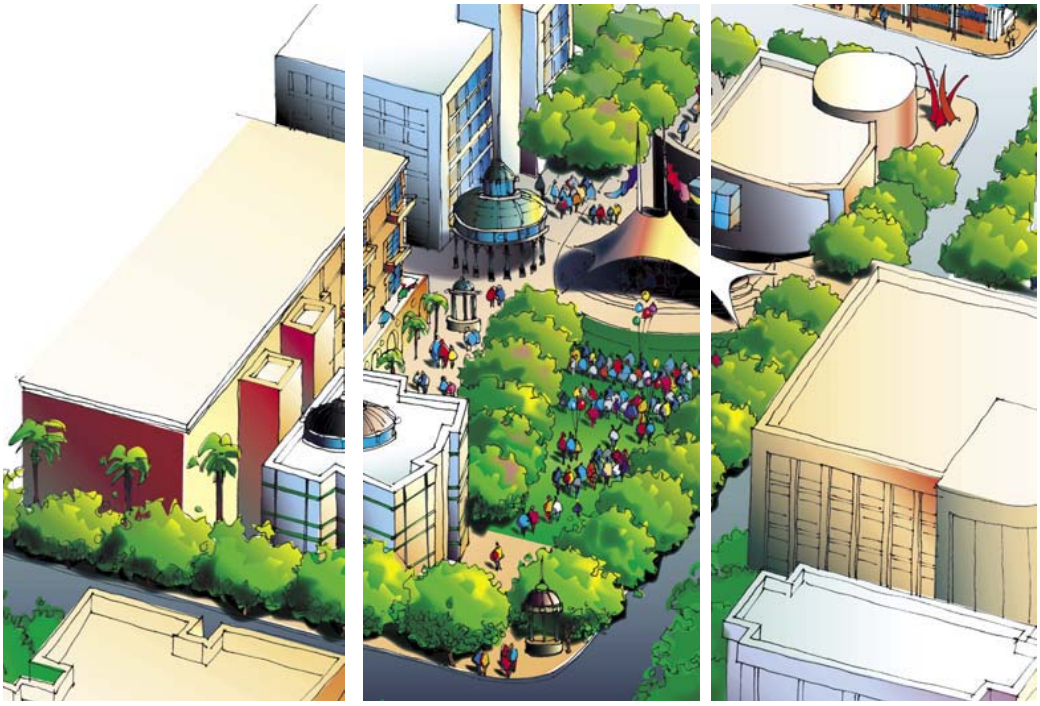
*Redevelopment Planning*

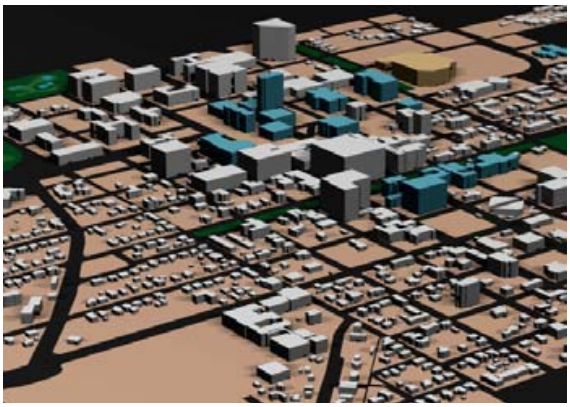
# DOWNTOWN MASTER PLAN

*Tallahasse, Florida*

Project Schedule: Jan. 2004–Jul. 2005

SPG staff was responsible for the preparation of a Community Redevelopment Plan for Downtown Tallahassee. The challenge in developing this Plan was to ensure continuity between numerous planning documents and derive strategies to invigorate activity in the downtown district. The Plan employs several solutions including the creation of district destinations such as an arts/cultural & entertainment district, a warehouse district employing adaptive reuse concepts, a hospitality district, and several neighborhood districts. The Plan further recommends strategies to stimulate private investment in an array of derived activities such as retail, office, entertainment, and high-density multi-family in the downtown core. The Plan provides for physical connections between the destinations and the surrounding neighborhoods through a series of trails, linear parks, and public improvements. The Master Plan was cultivated in an extremely difficult political environment and yet served as a unifying catalyst which received universal community support upon completion. The TEAM was retained following completion of the Plan to prepare a Downtown Pedestrian Connectivity Plan which identified key destinations throughout the capital and provided linkages between destinations through streetscape design, directional signage standards, and traffic circulation improvements.





## Project Experience

*Redevelopment Planning*

# DAYTONA BEACH SHORES A1A REDEVELOPMENT MASTER PLAN

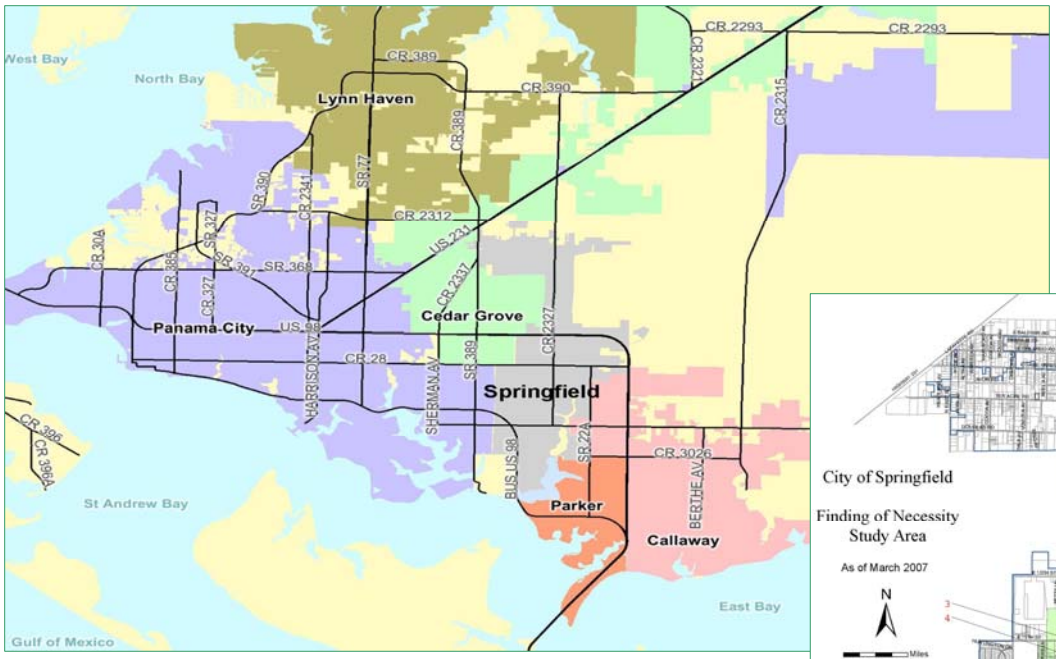
*Daytona Beach Shores, Florida*

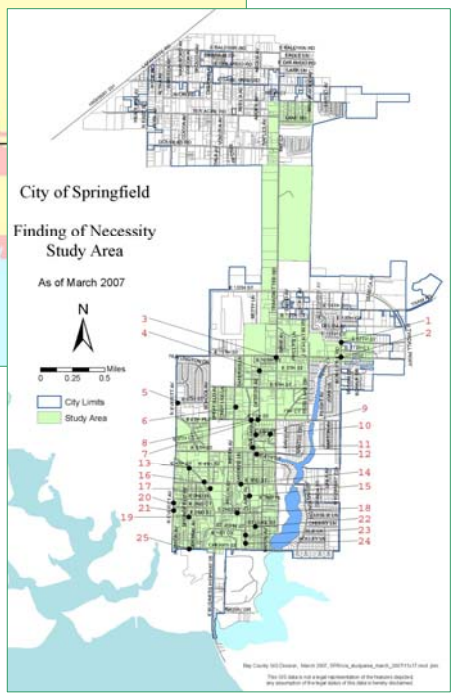
Mr. Moore served as Project Manager on this planning effort to conduct a study of the South Atlantic Avenue corridor and determine the need to create a Community Redevelopment Agency. The Finding of Necessity document indicated that a blight condition existed along the South Atlantic Avenue Corridor relating to several factors including: the existence of outdated lot configurations, an excess of curb cuts contributing to circulation and safety hazards, a considerable number of dilapidated or deteriorating structures.

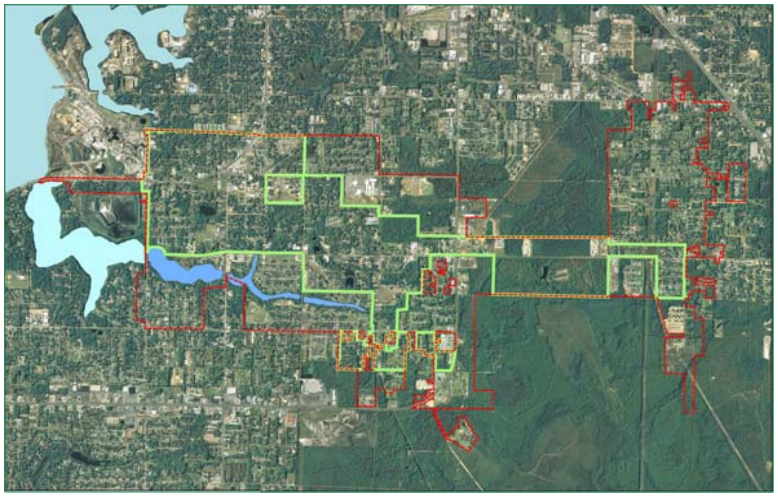
The Redevelopment Master Plan was subsequently developed as follow-up documentation to the Finding of Necessity and identities in detail the vision for the South Atlantic Avenue (A1A) corridor, a concept plan, capital improvement projects with costs, and implementation strategies for capital improvements. The overall intent of the Redevelopment Master Plan was to ensure that adequate provision of public amenities is achieved while improving the economic and aesthetic conditions of the corridor.

# Project Experience

## *City of Springfield, Findings of Necessity & Master Plan*



Client

City of Springfield, FL

Team

Strategic Planning Group, Inc.
Hatch Mott MacDonald

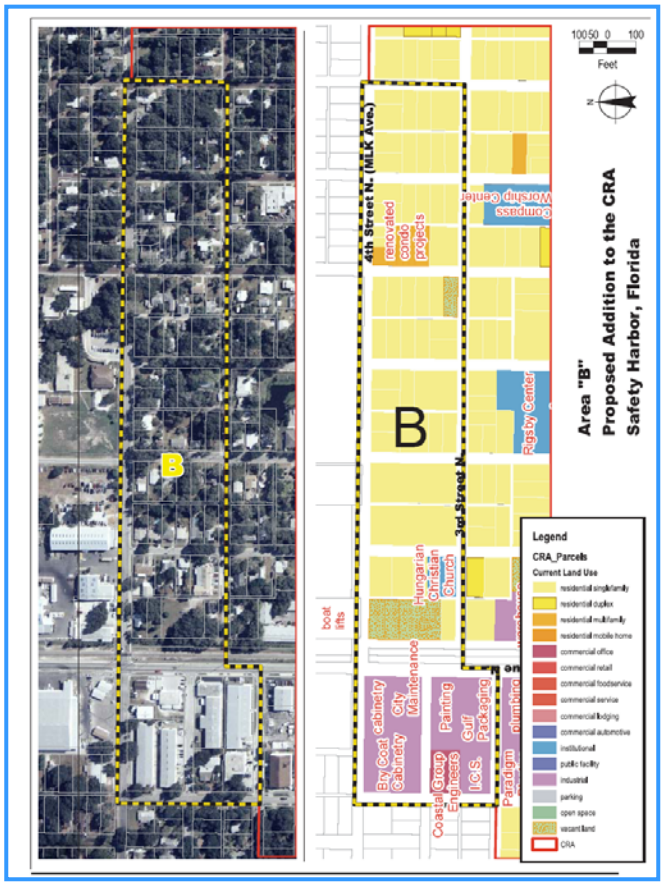
Services

Findings of Necessity
Establish CRA
Economic Repositioning
Redevelopment Master Plan
Strategy
Urban Design Plan
Implementation Plan
Funding Strategies

| Reported Incidence of Crime | | | | |
|---|---|---|---|---|
| Year | Redevelop-ment Area | Rest of City | Total | % within Redevelop-ment Area |
| 2001 | 953 | 373 | 1326 | 71.8% |
| 2002 | 879 | 322 | 1198 | 73.3% |
| 2003 | 978 | 440 | 1418 | 68.9% |
| 2004 | 905 | 330 | 1235 | 73.3% |
| 2005 | 878 | 337 | 1255 | 69.9% |

## Project Experience

# City of Safety Harbor Downtown Findings, Redevelopment Plan




Client

City of Safety Harbor, Florida

Team

Strategic Planning Group, Inc.
RMPK, Inc.

Services

Establish CRA
Findings of Necessity Report
Economic Repositioning Strategy
Urban Design Plan
Implementation Plan
Funding Strategies

# TAB 4

Cost

**RFP#15005**
**PLANNING SERVICES FOR SOUTHWEST VOLUSIA CRA**
**ADDENDUM #1**
**January, 20, 2015**

---

**This addendum is being issued to modify the proposal form to add Task 1.3 as an alternative in the case updates that are needed. Please use this form and include it with your proposal.**

**TASK I –REVIEW OF FINDINGS AND DECLARATIONS OF NECESSITY**

The City's Findings and Declarations of Necessity Report (the "Report") was approved by the City Commission in 2012. Consultant to review the Report to determine the extent to which any updates are needed.

1.1. Consultant to review the Report to identify needed updates.
1.2. Consultant to provide the City with recommendations regarding the need to update portions of the Report.

**Outcome of Task 1.1 and 1.2 :** Review report, identify needed updates and provide the City with recommendation regarding the need to update portions of the report

**Task 1.1 and 1.2 Cost: $** 3,900

**Task 1.3: Estimated Cost for Updating Report if needed $** 4,100

**Task 2: Preparation of Documentation to Comply with Volusia County Resolution 2010-20**

The County requires that the City identify and define how the CRA will maximize available resources to further the County's overall goals and strategies. In this Task, the Consultant will prepare an analysis demonstrating that the City's request complies with this requirement.

2.1. Consultant will review the Volusia County Comprehensive Plan and other relevant policy documents to identify the County's overall goals and strategies.
2.2. Consultant will prepare a draft analysis of how the CRA furthers the County's overall goals and strategies.
2.3. City will review the draft, obtain input from the County as appropriate, and provide comments to Consultant.
2.4. Consultant will provide a final analysis.

**Outcome of Task 2:** Final report documenting how the CRA furthers the County's overall goals and strategies.

**Task 2 Cost: $** 5,300

Cost Proposal

**Task 3: Presentation to the Volusia County Council**
This task involves preparing the presentation to the County Council on the Proposed Southwest CRA Findings and Declarations of Necessity and the request for the delegation of authority. The Consultant will prepare the agenda material for this presentation based on the documentation prepared in Task 1 and Task 2.

3.1 Consultant will prepare a draft written narrative to accompany the presentation of the Report and the request for delegation to the County Council. This narrative will specifically address the requirements of County Resolution 2010-20.
3.2 Consultant will prepare a draft oral presentation to the Volusia County Council. This will include graphics as necessary to supplement the presentation.
3.3. Consultant will identify the protions of the presentation to be presented by City staff.
3.4. City will review and provide the Consultant with comments on the narrative and oral Presentation.
3.5. Consultant will finalize the narrative and oral presentation.

**Outcome of Task 3:** Presentation for the County Council on the Findings and Declaration of Necessity and request for delegation of authority.

**Task 3 Cost: $** 4,650

**Task 4: Continued Monitoring, Meetings and Presentations**
The Consultant will be required to perform on-going monitoring efforts, per Volusia County requirements, on an hourly basis

It is expected that this scope will involve the following meetings/presentations:

- One site visit
- Up to four meetings with City
- One presentation to the County Council

**Task 4 Costs:**

**Cost per meeting/presentation: $** 820

**Hourly Rate for ongoing monitoring: $** 125

**Total Cost for All Tasks:**

**Task 1.1 and 1.2: $** 3,900

**Task 2: $** 5,350

**Task 3: $** 4,650

**Task 4: $** 6,100 (assume 6 meetings/presentations – to be billed per actual meetings/presentations attended) Do not include hourly rates for ongoing monitoring

**Travel: $** included

# Cost Proposal

**Presentation Boards: $** SPG no longer uses Presentation Boards

**TOTAL: $** 15,900

**Alternate, if needed: Task 1.3 Estimated Cost for Updating Report if needed**
**$** 4,100

**ESTIMATED CALENDAR DAYS TO PERFORM WORK:** 12-16 weeks **~~DAYS~~**

Schedule assumes a minimum of 4 weeks of City reviews. Please refer to the enclosed GANTT CHART

# Cost Proposal

**City of Deltona Planning Services for Southewst Volusia CRA**
FEE PROPOSAL
***PROJECT WORK PLAN & COST ESTIMATE***
***Prepared by Strategic Planning Group, Inc.***

| | PROJECT TASKS | ESTIMATED MAN-HOURS Principal PD | Senior Associate | Senior ED | Clerical | SPG Total Project |
|---|---|---|---|---|---|---|
| | *Hourly rate->* | $150 | $100 | $95 | $40 | |
| | **Project Kick-Off/Data Collection** | 6 | | | | $900 |
| ***TASK 1*** | **Review of Findings and Declarations of Necessity** | 8 | 18 | | | $3,000 |
| ***1.1*** | **Review Report** | 4 | 6 | | | |
| ***1.2*** | **Recommendations to Report** | 4 | 12 | | | |
| ***TASK 2*** | **Preparation of Documentation to Comply with Volusia County Resolution 2010-20** | 13 | 34 | | | $5,350 |
| ***2.1*** | **Review County Comp Plan etc., identify County Goals and Strategies** | 4 | 24 | | | |
| ***2.2*** | **Draft of how CRA furthers County goals and strategies** | 4 | 6 | | | |
| ***2.3*** | **City to Review and provide comments** | 1 | | | | |
| ***2.4*** | **Final Analysis** | 4 | 4 | | | |
| ***TASK 3*** | **Presentation to the Volusia County Council** | 15 | 24 | | | $4,650 |
| ***3.1*** | **Draft written narrative of presentation of Report to VCC** | 4 | 8 | | | |
| ***3.2*** | **Prepare draft oral presentation to VCC** | 4 | 8 | | | |
| ***3.3*** | **Identify parts of presentation to be presented by City Staff** | 2 | | | | |
| ***3.4*** | **City to review drafts and provide comment** | 1 | | | | |
| ***3.5*** | **Finalize narrative and oral presentation** | 4 | 8 | | | |
| ***TASK 4*** | **Continued Monitoring, Mtgs, Presentations** | 30 | 16 | | | $6,100 |
| ***4.1*** | **One Site Visit** | 8 | 8 | | | |
| ***4.2*** | **Up to 4 mtgs with City** | 16 | | | | |
| ***4.3*** | **One presentation of VCC** | 6 | 8 | | | |
| | **Travel** | | | | | $0 |
| | **Presentation Boards** | | | | | $0 |
| | **Update Findings Report if needed** | 6 | 32 | | | $4,100 |
| TOTAL ESTIMATED MAN-HOURS | | 72 | 92 | 0 | 0 | 164 |
| TOTAL ESTIMATED CONSULTING FEE | | $10,800 | $9,200 | $0 | $0 | **$20,000** |
| ESTIMATED EXPENSES | 5.00% | | | | | **included** |
| TOTAL ESTIMATED COST | | | | | | **$20,000** |

**SOURCE:STRATEGIC PLANNING GROUP, INC.** 1/23/2015

# TAB 5

## Approach

# GENERAL OVERVIEW/APPROACH

***THE OVERALL APPROACH***

The overall approach to providing planning services to the City is to **first** fully define the goals, objectives, schedule, and costs for performing needed tasks.

With this stated...***at the heart of all our studies is the belief that, in order to succeed, planning must be based on sound economic and market principles and have solid stakeholder involvement throughout the entire planning and implementation process.***

***The process as product..."***

A wise person once reasoned, "A problem well stated is a problem half solved." We believe it is critical to base future planning decisions on a solid foundation of informed and rational community support. In fact, SPG and its staff have been facilitating award winning public involvement initiatives for many years that have helped formulate long-term public policy. At the basis of our success has been our emphasis on three factors: process consistency, consultant credibility, and a personal interest in the community and the individuals we serve.

**Strategic Planning Process to Local Government Planning**

At the heart of all our studies, public and private sector, is the use of strategic planning to forge an understanding of real estate and financial markets as it impacts long range planning. The basis of the strategic planning process is identifying an area's strengths, weakness, threats and opportunities (or SWOT).

The City desires the assistance in updating its Findings Report and to develop a sound strategy to respond to County Resolution 2010-20. As the State leader in redevelopment planning, including form based redevelopment plans; we bring to the City the experience of preparing over 30 redevelopment plans within the Florida, which has resulted in over $5 billion worth of capital investment. Most importantly we worked with the City of Ormond Beach on the creation of Ormond Cross CRA, the first CRA to negotiate its creation with the County.

## Scope

The following chart illustrates the overall process or scope we propose.

Kick off meeting. SPG will meet with City staff to review scope, define data availability and contact points. The TEAM, with City representative will drive the entire proposed study area (s). At the conclusion of this meeting, data sources, contacts, deliverables and schedules will be finalized.

**Task 1 Review the existing Findings of Necessity**

Task 1.1. SPG will review the existing Findings of Necessity (FON) and review other FONs that were conducted under Resolution 2010-20.

Task 1.2. SPG will provide the City with recommendations to update the FON with respect to Resolution 2010-20.

The FON review will be based on FS 163.340 and Volusia County Resolution 2010-20.

**Definition of Blight**

*Pursuant to Section 163.340(8), F.S., "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:*[1]

a. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
b. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
d. Unsanitary or unsafe conditions;
e. Deterioration of site or other improvements;
f. Inadequate and outdated building density patterns;
g. Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
h. Tax or special assessment delinquency exceeding the fair value of the land;
i. Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
j. Incidence of crime in the area higher than in the remainder of the county or municipality;
k. Fire and emergency medical service calls to the area proportionately higher than in the

remainder of the county or municipality;

l. A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;

m. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

n. Governmentally owned property with adverse environmental conditions caused by a public or private entity

[1]. If the City has an agreement with the County to proceed with the CRA effort then only one criteria needs to be met, as was the case in Ormond Beach's Ormond Crossings FoN.

**Additional Deterrents to Sound Future Growth and Development**

The purpose of this study will be to identified conditions in the Study Area that are consistent with the definition of blight contained in the Community Redevelopment Act. Several other factors also combine to limit the community's ability to grow and prosper. The formulation of a redevelopment plan, using the tools made available in the statutes, is the most appropriate means of overcoming these obstacles to economic development.

<u>High Cost of Redevelopment</u>
It is often necessary to assemble more than one parcel of land, which is more costly, aggravating and time consuming. Considering these economic influences, it is difficult to justify investing in such areas without government strategies to overcome the obstacles associated with redevelopment.

<u>Economic Disuse</u>
Economic disuse can be defined in many ways based on perspective. From the private sector, economic disuse is defined through the vacancy of land and buildings and through the highest and best land use determined by market conditions. Property values and the tax base can be benchmarks for determining economic disuse from the public perspective. Criteria from both sectors of the local economy will be used to determine that conditions of economic disuse are prevalent in the study area.

Vacant land is an obvious sign of economic disuse. Traditionally vacant properties in are a challenge to be developed at their highest and best use because of the area's inability to succeed in competitive market conditions given the obstacles to redevelopment that might be present.

SPG will prepare an analysis of potential economic impact to the City based on implementation of the proposed study area (s).

Meeting with Staff to review findings

**Task 2: Prepare Rationale Documentation to show relevance of updated FON to Volusia Resolution 2010-20**

Task 2.1 SPG will review the County's Comprehensive Plan and other documents including Fiscal Analysis and other data that has been used by other CRAs to respond to County Resolution 2010-20.

Task 2.2 SPG will prepare a draft analysis to shown how the FON and proposed CRA furthers the County's Goals and Strategies

Task 2.3 City to review the draft and provide SPG with comments. Per the enclosed Gantt Chart we assume a maximum of 2 weeks for this review.

Task 2.4 SPG will prepare a final analysis/justification of how the CRA would comply with Resolution 2010-20.

**Task 3 Prepare City presentation to Volusia County Council (VCC)**

Task 3.1 SPG will prepare a draft written narrative, to be reviewed by the City, to accompany the presentation of the Report to the VCC.

Task 3.2 SPG will prepare a draft oral presentation of task 3.1 for review by the City.

Task 3.3 SPG will identify those portions of the presentation which are best presented by the City.

Task 3.4 City to review the documentation in the above three sub tasks. Per the enclosed Gantt Chart we assume a maximum of 2 weeks for this review.

Task 3.5 SPG will take City comments and finalize the presentations.

**Task 4 Continued Monitoring, Meetings, and Presentations**

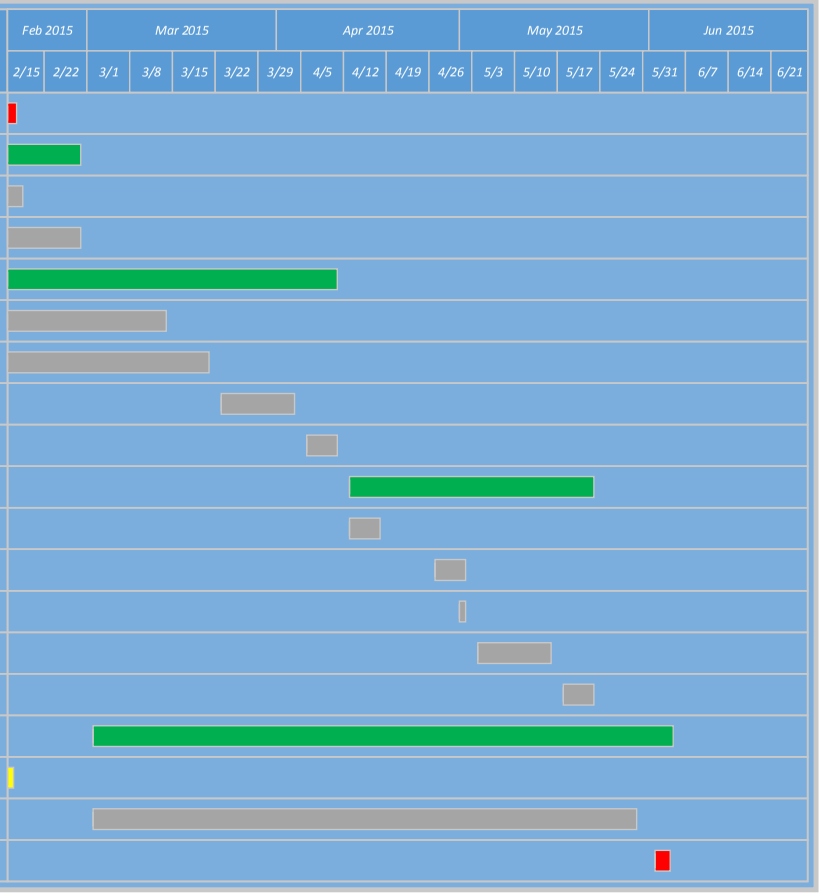
SPG has provided costs estimates for:

1. One site visit
2. Up to 4 meetings with City
3. One Presentation to VCC

# Gantt Chart

## Gantt Chart
## Southwest Volusia CRA Planning Services

| ID | Task Name | Start | Finish | Duration |
|---|---|---|---|---|
| 1 | Kick Off | 2/16/2015 | 2/17/2015 | .3w |
| 2 | Task 1 Review FON | 2/16/2015 | 2/27/2015 | 2w |
| 3 | 1.1 | 2/16/2015 | 2/18/2015 | .5w |
| 4 | 1.2 | 2/16/2015 | 2/27/2015 | 2w |
| 5 | Task 2 Documentation ie County Resolution 2010-20 | 2/16/2015 | 4/10/2015 | 8w |
| 6 | 2.1 | 2/16/2015 | 3/13/2015 | 4w |
| 7 | 2.2 | 2/16/2015 | 3/20/2015 | 5w |
| 8 | 2.3 | 3/23/2015 | 4/3/2015 | 2w |
| 9 | 2.4 | 4/6/2015 | 4/10/2015 | 1w |
| 10 | Task3 Presentation of VCC | 4/13/2015 | 5/22/2015 | 6w |
| 11 | 3.1 | 4/13/2015 | 4/17/2015 | 1w |
| 12 | 3.2 | 4/27/2015 | 5/1/2015 | 1w |
| 13 | 3.3 | 5/1/2015 | 5/1/2015 | .2w |
| 14 | 3.4 | 5/4/2015 | 5/15/2015 | 2w |
| 15 | 3.5 | 5/18/2015 | 5/22/2015 | 1w |
| 16 | Task 4 Continued Monitoring et al | 3/2/2015 | 6/4/2015 | 13.8w |
| 17 | 4.1 | 2/16/2015 | 2/16/2015 | .2w |
| 18 | 4.2 | 3/2/2015 | 5/29/2015 | 13w |
| 19 | 4.3 | 6/2/2015 | 6/4/2015 | .5w |




Assumes City has 2 weeks normal review i.e 2.3, and 3.4

# TAB 6

## References

# References



### Historic Downtown Melbourne CRA

Ms. Cindy Dittmer, AICP
Planning and Economic Development Director
900 E. Strawbridge Ave.
Melbourne, FL 32901
(321)-953-6209
cdittmer@melbourneflorida.org

**Description of Services:**
The study was a complete Redevelopment Master Plan Update for the Downtown / Historic City of Melbourne. SPG was the prime contractor -

Dates of Service: 2005-2006

Cost: $95,000

### City of Ormond Beach, Florida

North Mainland CRA
Mr. Joe Mannarino
Economic Development Director
22 South Beach Street
Ormond Beach, FL 32175
(386)-676-3342
mannarino@ormondbeach.org

**Description of Services:** SPG was retained to assist city staff prepare a Findings of Necessity report and a CRA Redevelopment Plan for a 6,000-acre newly annexed portion of the city (FEC property). The Findings Report and the Redevelopment Plan was approved unanimously by the City Council and the newly formed North Mainland CRA. SPG continues to assist the City in the implementation of all phases of the redevelopment program, including fiscal impact analyses and overall economic development strategic planning. SPG was also retained in 2010 to prepare an update to the CRA Master Plan.

Dates of Service: September 2005 - (ongoing)

Cost: $250,000+

### City of Sarasota, Florida

Mr. David Smith
General Manager
1565 First Street
Sarasota, FL 34236
(941) 954-4195 (Office)
(941) 954-4179 (Fax)
david.smith@sarasotagov.com

**Description of Services:** SPG working with Heidt Associates prepared the Master Redevelopment Plan for St. Armands Circle in Sarasota. SPG was also retained by the City to prepare feasibility studies for the New Town CRA.

Dates of Service: 2009-2010

Cost: $150,000+

### City of Pembroke Pines

MICHAEL D. STAMM JR.
Director, Planning and Economic Development Division
City of Pembroke Pines
10100 Pines Blvd
Pembroke Pines, FL 33026
954.435.6513 (Office)
954.435.6546 (Fax)
mstamm@ppines.com

**Description of Services:**

Prepared the City's Strategic Economic Development Plan 2015-2020. The SEDP included strategies for development of the City's vacant Town Center Property which upon complete of the Plan has now been successfully purchased and construction begun.

Dates of Service: 2014

# References

### Hillsborough/Tampa Planning Commission

Hillsborough County
Allison G. Yeh, AICP, LEED GA
Principal Planner / Sustainability Coordinator
Hillsborough County City-County Planning Commission
813.272.5940 yeha@plancom.org

**Description of Services:**
SPG was retained along with Wade Trim to perform three studies. The first study was to review the County and its municipalities Comprehensive Plans to determine improvements as it might effect the economic development potential of the County and Cities. The second contract was to provide an analysis of options the County could take to improve its economic development potential including development of an Economic Development Element.

Dates of Service: 2011; on going

Cost: $55,000 (three projects)

### City of North Miami

**Tanya Wilson-Sejour, AICP**
City Planner,
Community Planning & Development Dept
City of North Miami, 12400 NE 8th Avenue
North Miami, FL 33161
305~895~9826 Direct line. Fax: 305~895~4074
tsejour@northmiamifl.gov

**Description of Services:** SPG prepared a real estate market assessment for the City's major transportation corridors. SPG as part of a separate contract also prepare a housing needs assessment for the City.

Dates of Service: 2012-ongoing

### Historic Downtown Melbourne CRA

Ms. Cindy Dittmer, AICP
Planning and Economic Development Director
900 E. Strawbridge Ave.
Melbourne, FL 32901
(321)-953-6209
cdittmer@melbourneflorida.org

**Description of Services:**
The study was a complete Redevelopment Master Plan Update for the Downtown / Historic City of Melbourne. SPG was the prime contractor. SPG was also retained by the City to prepare a civic auditorium/center feasibility study to update or replace the existing City facility.

Dates of Service: 2006-2007

Cost: $75,000 (two projects)

### City of Deltona

Sally Sherman (Ms Sherman served as the City of Deltona's Project Manager
Deputy County Administrator
Flagler County
1769 E. Moody Blvd
Bldg 2, Suite 302
Bunnell, FL 32110-0787
ssherman@flaglercounty.org
386.313.4001

**Description of Services:**
SPG was retained by the City of Deltona and its Economic Development Board to prepare its first 5 year Strategic Economic Development Plan.

Dates of Service: 2007

Cost: $25,000

# TAB 7

## City Forms

Required Forms

**RFP#15005**
**PLANNING SERVICES FOR SOUTHWEST VOLUSIA CRA**
**ADDENDUM #2**
**January, 21, 2015**

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**This addendum is being issued to delete the below regarding references which has a strike through. Please only provide this information under the References Section, Tab 6.**

**Tab 3. Past Performance (20 points)**
Describe firm's qualifications and expertise related to the subject project. Discuss experience with managing similar projects. ~~Provide a list of no more than five clients (including name of contact, address, phone number and description of work performed) for whom similar projects have been performed by the key personnel identified in the paragraph above. Use Reference Form and copy if necessary.~~

ALL OTHER SPECIFICATIONS AND CONDITIONS REMAIN UNCHANGED.

RECEIPT OF THIS ADDENDUM AND ADDENDUM #1 IS HEREBY ACKNOWLEDGED

Strategic Planning Group, Inc.
NAME OF BUSINESS

BY: _____
SIGNATURE/DATE

Robert J Gray, AICP , President
NAME & TITLE, TYPED OR PRINTED

830-13 N A1A, Suite 402,
MAILING ADDRESS

Ponte Vedra Beach, FL 32082
CITY, STATE, ZIP CODE

( 904 ) 834-2073 (c) 904 631-8623
AREA CODE AND TELEPHONE NUMBER

**RETURN SIGNED ADDENDUM WITH YOUR BID ACKNOWLEDGING RECEIPT OF IT**

Required Forms

**RFP 15005 Planning Services for Southwest Volusia CRA**

ADDRESS TO:
THE CITY OF DELTONA
KATE KRAUSS, PURCHASING MANAGER
2345 PROVIDENCE BLVD.
DELTONA, FLORIDA 32725

I acknowledge receipt of Addenda No.(s) 1 and 2 -
I have included:

- xVendor Information Sheet_____
- xReferences (Include in Tab 7)
- xNon-Collusion Affidavit
- xDrug Free Workplace Form
- x Conflict of Interest

(Check mark items above, as a reminder that they are included.)
Mailing Address: 830-13 N A1A, Suite 402, Ponte Vedra Beach, FL 32082
Telephone: 800 213-PLAN (7526) 904.631-8623
Fax: 904 834-2073

Date: _____

Signed: _____

Printed Name: Robert J Gray, AICP

Title: President

Required Forms

# CITY OF DELTONA
# VENDOR INFORMATION SHEET

The information below is required to complete your proposal packet. Type or print only.

Company Name: Strategic Planning Group, Inc.

Address 1: 830-13 N A1A, Suite 402

Address 2:

City: Ponte Vedra Beach

State: FL

Zip Code: 32082

Phone Number: 800 213-PLAN (7526)

Fax Number: 904 834-2073

Project Contact: Robert J Gray

e-mail address: rgray@spginc.org

**Remittance (Payment) Mailing Information**

Address 1: 830-13 N A1A, Suite 402

Address 2:

City: Ponte Vedra Beach State: FL

Zip Code: 32082

Phone Number: 904 631-8623

Fax Number: 904 834-2073

Project Contact: Robert J Gray

e-mail address: rgray@ spginc.org

Federal Tax ID No.: 59-2353641

Tax ID Type: x Federal Tax ID Social Security Number

Required Forms

## NON-COLLUSION AFFIDAVIT

I, Robert J Gray, depose and say that:

1. I am President of the firm of Strategic Planning Group, Inc., the firm submitting the response described in this Request for Proposals for:

~~RFP-14017-Auditing Service~~ and that I executed the said response with full authority to do so: Planning Services for SW Volusia CRA.

2. the prices in this bid have been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other bidder or with any competitor;

3. unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the bidder and will not knowingly be disclosed by the bidder prior to bid opening, directly or indirectly, to any other bidder or to any competitor; and

4. no attempt has been made or will be made by the bidder to induce any other person, partnership or corporation to submit, or not to submit, a bid for the purpose of restricting competition;

5. the statements contained in this affidavit are true and correct, and made with full knowledge that the City of Deltona relies upon the truth of the statements contained in this affidavit in awarding contracts for said project.

Signature of Bidder: _____ Date: 1/23/2015

STATE OF: Florida CITY OF: Ponte Vedra Beach

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, (name of individual signing) affixed his/her signature in the space provided above on this 1/23 day of 2015

**NOTARY PUBLIC** _____

My Commission Expires: 11/02/18

MERCEDES MCLEOD
Notary Public - State of Florida
My Comm. Expires Nov 2, 2018
Commission # FF 138861

Required Forms

## DRUG-FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that:

Strategic Planning Group, Inc.
(Name of Business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 (Florida Statutes) or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, or any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.

***Proposer's Signature***

**Date** 1/23/15
NOTARY PUBLIC
My Commission Expires: 11/02/18

MERCEDES MCLEOD
Notary Public - State of Florida
My Comm. Expires Nov 2, 2018
Commission # FF 138861

Required Forms

**LOBBYING AND CONFLICT OF INTEREST CLAUSE**
**ETHICS CLAUSE**

" "

(Company)

"Strategic Planning Group, Inc. warrants that he/it has not employed, retained or otherwise had act on his/its behalf any former City officer or employee or any City officer or employee. For breach or violation of this provision the City may, in its discretion, terminate this contract without liability and may also, in its discretion, deduct from the contract or purchase price, or otherwise recover, the full amount of any fee, commission, percentage, gift, or consideration paid to the former City officer or employee".

Signature _____

Date: 11/23/15

STATE OF: Florida CITY OF: Ponte vedra Beach

Subscribed and sworn to (or affirmed) before me on (date) by (name of affiant). He/She is personally known to me or has produced as identification. (type of identification) FL Drivers License

**NOTARY PUBLIC** Mercedes McLeod

My commission expires: 11/02/18

MERCEDES MCLEOD
Notary Public - State of Florida
My Comm. Expires Nov 2, 2018
Commission # FF 138861

**Submission of Proposals**

Required Forms

***RFP 15005 Planning Services for Southwest Volusia CRA***
***REFERENCES – include in Tab 6***

| | | |
|---|---|---|
| #1 Agency | Ormond Beach Economic Development | |
| Address | 22 South Beach Street | |
| City, State, ZIP | Ormond Beach, FL 32175 | |
| Contact Person | Joe Mannarino, Director | |
| Telephone | 386 676-3266 | Email: mannarino@ormondbeach.org |
| Date(s) of Service | 2002- to present | |
| Type of Service | Findings, Creation of Ormond Crossing CRA, Master Plan, Fiscal Study Strategic Economic Development Strategies | |
| Comments: | Ormond Crossing CRA first to negiotate with County for approval | |
| #2 Agency | Pembroke Pines Planning and Economic Development | |
| Address | 10100 Pines Blvd | |
| City, State, ZIP | Pembroke Pines, FL 33026 | |
| Contact Person | Michael D. Stamm, Jr, Director | |
| Telephone | 954 435-6513 | |
| Date(s) of Service | calender year 2014 | |
| Type of Service | Developed City's Strategic Economic Development Strategy | |
| Comments: | | |
| #3 Agency | City of Melbourne Planning and Economic Development | |
| Address | 900 E Strawbridge Ave | |
| City, State, ZIP | Melbourne, FL 32901 | |
| Contact Person | Cindy Dittmer, Director | |
| Telephone | 321 953-6209 | |
| Date(s) of Service | Calender Year 2005 and 2006 | |
| Type of Service | Downtown CRA Master Plan and Civic Auditorium Feasibilty studies | |
| Comments: | | |

**REFERENCES-CONTINUED**

| | |
|---|---|
| #4 Agency | City of Kissimmee Development Services |
| Address | 101 N Church Street |
| City, State, ZIP | Kissimmee, FL 34741-5054 |
| Contact Person | Bob Wright, AICP |
| Telephone | 407 518-2373 |
| Date(s) of Service | 2013-2014 |
| Type of Service | Economic Development Services |
| Comments: | |

| | |
|---|---|
| #5 Agency | Flagler County County Administer |
| Address | 1769 E Moody Blvd, Bldg 2, Suite 302 |
| City, State, ZIP | Bunnell, FL 32110-0787 |
| Contact Person | Sally Sherman, Deputy County Administrator |
| Telephone | 386 313-4001 |
| Date(s) of Service | 2005 |
| Type of Service | Deltona's 5 year Economic Development Strategy |
| Comments: | Ms. Sherman served as Deltona's Project Manager on this Study |

CERTIFIED

**RESOLUTION NO. 2012-30**

**A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT IN THE CITY OF DELTONA; ESTABLISHING A MAP OF THE AREA PROPOSED FOR REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHTED CONDITIONS IN THE COMMUNITY REDEVELOPMENT AREA IN ACCORDANCE WITH THE CRITERIA OF CHAPTER 163, PART III, FLORIDA STATUTES; MAKING THE FINDINGS OF NECESSITY; ESTABLISHING THE NECESSITY FOR REHABILITATION AND REDEVELOPMENT; SEVERABILITY AND PROVIDING AN EFFECTIVE DATE.**

---

**WHEREAS,** the City of Deltona, Florida, finds the existence of blight, as defined by the "Community Redevelopment Act" of Part III, Chapter 163 in the area of the City depicted on the attached map and referred to as the City of Deltona Community Redevelopment Area; and

**WHEREAS,** the City of Deltona has performed an extensive study to confirm the fact the findings of blight and a need for redevelopment pursuant to Chapter 163, Part III; and

**WHEREAS,** conditions are present which are detrimental to the sound growth of the City of Deltona Community Redevelopment Area, and present conditions are detrimental to the public health, safety, morals and welfare; and

**WHEREAS,** the City of Deltona Community Redevelopment Area is associated with vacant and underutilized structures and facilities that are leading to economic distress and/or endanger life or property; and

**WHEREAS,** there is a lack of infrastructure including roadways, traffic management facilities, sidewalks, drainage, water, sewer, and mass transit in the City of Deltona Community Redevelopment Area; and

CERTIFIED

**WHEREAS,** according to Volusia County Property Appraiser Records, the assessed values of real property within the City of Deltona Community Redevelopment Area have clearly indicated a significant decline in real estate values; and

**WHEREAS,** there exists inadequate plat conditions in relation to the adequacy, accessibility and usefulness of the City of Deltona Community Redevelopment Area; and

**WHEREAS,** there exist unsanitary or unsafe conditions in the City of Deltona Community Redevelopment Area; and

**WHEREAS,** there exist deteriorated property and infrastructure within the City of Deltona Community Redevelopment Area; and

**WHEREAS,** there exist inadequate and outdated building density patterns within the City of Deltona Community Redevelopment Area; and

**WHEREAS,** there exist significantly high commercial and residential vacancy rates within the City of Deltona Community Redevelopment Area; and

**WHEREAS,** there exist a incidence of crime within the City of Deltona Community Redevelopment Area that is higher than other areas of the City; and

**WHEREAS,** there exist a incidence of fire and related emergency service activity within the City of Deltona Community Redevelopment Area that is higher than other areas of the City; and

**WHEREAS,** there exist a significant number of building code violations within the City of Deltona Community Redevelopment Area; and

**WHEREAS,** action must be taken to prevent further degradation and blight to protect and enhance public investments within the City of Deltona Community Redevelopment Area; and

CERTIFIED

**WHEREAS,** the City of Deltona desires to proceed under Part III, Chapter 163, Florida Statutes to establish the necessary means by which redevelopment can be accomplished in the City of Deltona Community Redevelopment Area; and

**WHEREAS,** the City Commission finds that the City of Deltona Community Redevelopment Area complies with the criteria of Section 163.340(8) Florida Statutes and constitutes a "blighted area" pursuant to "Community Redevelopment Act"; and

**WHEREAS,** the City desires to partner with the County of Volusia in establishing the City of Deltona Community Redevelopment Area and the City intends to comply with Volusia County Resolution 2010-20, the County of Volusia policy for the delegation or amendment of existing delegation of the exercise of the powers of the Community Redevelopment Act.

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

**Section 1. LEGISLATIVE FINDINGS.** The recitals set forth above are hereby ratified, adopted and incorporated herein as legislative findings of the City Commission.

**Section 2. FINDINGS OF NECESSITY**. The City Commission, based upon evidence presented to it and in the public record, does hereby expressly find that blighted areas as defined in Section 163.340(8), Florida Statutes, exists with the City of Deltona Community Redevelopment Area.

**Section 3. ESTABLISHING THE NECESSITY FOR REDEVELOPMENT.** The City Commission does hereby find that redevelopment of the City of Deltona Community Redevelopment Area is necessary and in the interest of the public health, safety, morals and welfare of the residents of the City of Deltona.

CERTIFIED

**Section 4. SEVERABILITY.** If any section, part of a sentence, paragraph, phrase or word of this Resolution is for any reason held to be unconstitutional, inoperative or void, such holding shall not affect the remaining portions hereof and it shall be construed to have been the legislative intent to pass this Resolution without such unconstitutional, invalid or inoperative part.

**Section 5. EFFECTIVE DATE.** This Resolution shall take effect immediately upon its adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA THIS 1st DAY OF OCTOBER 2012.**

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

_____
JOYCE KENT, City Clerk

| NAME | YES | NO |
|---|---|---|
| CARMOLINGO | ✓ | |
| DENIZAC | ✓ | |
| HERZBERG | ✓ | |
| LOWRY | ✓ | |
| MASIARCZYK | ✓ | |
| TREUSCH | ✓ | |
| ZISCHKAU | | ✓ |

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

_____
GRETCHEN R. H. VOSE, City Attorney

STATE OF FLORIDA
COUNTY OF VOLUSIA
This is to certify that the
foregoing is a true and correct copy of
Resolution No 2012-30
witness my hand and official Seal this
8th day of October 20 12

_____
Joyce Kent, CMC
City Clerk, City of Deltona, Florida

# CITY OF DELTONA

# COMMUNITY REDEVELOPMENT AREA

## Findings & Declarations of Necessity

## (Per Chapter 163, Florida Statutes)

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## OVERVIEW & PURPOSE

### *Introduction*

The proposed City of Deltona Southwest Community Redevelopment Area, herein referred to as the CRA, involves land associated with five (5) strategic roadway segments of the following thoroughfares: Saxon Blvd., East Normandy Blvd., DeBary Ave., Enterprise Rd. and Deltona Blvd. These thoroughfares extend both in east/west and north/south directions and include two interstate interchanges. The north/south corridors represent an important parallel facility to Interstate 4. However, the proposed CRA, while being developed with mostly residential and commercial uses, has never been utilized to a maximum potential commensurate with other major Interstate 4 interchanges and parallel Interstate 4 roadway facilities located in Central Florida. Notwithstanding high traffic volumes (both existing and projected), suitable interstate access, and a well-developed market radius, the economic condition of the CRA has, at best, languished and has been marked by disinvestment. There are several factors that have led to the current conditions that include the small lot, curvilinear legacy of the original Deltona Lakes PUD, shifting traffic patterns, obsolete buildings, and limited public infrastructure.

However, the CRA has great potential to serve a large existing population. To realize that potential, there needs to be enhanced public investment in the area, including transportation improvements and the expansion of central utilities. The purpose of the proposed CRA is to provide a reliable, long term, funding mechanism for the needed public investments.

A goal of the CRA is to also promote private investment in the area, which will create more commercial opportunity in a community that is woefully underserved by retail, service, and office uses. In addition, there is anticipation that investment and development within the CRA will create jobs. With regard to Deltona, there is a housing/jobs imbalance of such proportion that the majority of the working age citizens must commute outside of the City for employment. Therefore, internal job creation has been a long standing City objective; an objective that will be furthered by the CRA. The commuter culture, along with the fact that there are limited goods and services available in the City, creates a condition where roadways outside of the City, both within Volusia County and the greater Central Florida region, are impacted considerably by travelling Deltona residents. One viable solution to reduce vehicle miles travelled is to manage land uses within the City to ensure the location of a full range of goods, services and jobs available in close proximity to housing. Therefore, compact urban development and the reuse/redevelopment of land represents yet another worthwhile goal of the CRA.

Basically, the ability to enhance public investment afforded by the CRA will benefit the City by promoting job opportunities, create better commercial levels of service, help reverse a long-standing trend of leaving the City for employment and services, and expand the City tax base. These positive attributes will not only be reaped by the City, but also by the County and the greater Central Florida area through the reduction of vehicle miles travelled. Methods of which to achieve the above referenced objectives include upgraded water and sewer

infrastructure; transportation improvements to manage traffic flow and access to adjacent land uses; and aesthetic enhancements. Blight elimination and reinvestment in the CRA will be the dividends yielded from such efforts.

However, time is of the essence. The economic headwinds of the past recession have begun to abate. Recent information from the Volusia County Property Appraiser suggests that the real estate values in the City have leveled out portending real estate value appreciation in the near future. While future taxable values may not rise meteorically in the near future, even a modest level of appreciation represents appropriate mechanism to fund the CRA so that public investment activity can be enhanced to promote private economic activity within the CRA.

***General Objectives and Purposes of the Redevelopment Act***

Chapter 163, Part III, Florida Statutes, known as the Community Redevelopment Act of 1969, establishes the legal parameters for a local government to establish a CRA. The following excerpts from Chapter 163, Part III, Florida Statutes provide guidance with regard to the purpose and intent of a CRA as it relates to the proposed CRA.

**Section 163.335(1), F.S.** *"…[blighted areas] constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities."*

**Section 163.335(2), F.S.** *"…certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of property in such areas."*

**Section 163.335(3), F.S.** *"…powers conferred by this part are for public uses and purposes for which public money may be expended and police power exercised, and the necessity in the*

*public interest for the provisions herein enacted is declared as a matter of legislative determination."*

**Section 163.335(5), F.S.** *"…the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns."*

**Section 163.335(6), F.S.** *"…there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such condition is a proper matter of state policy and state concern and is for a valid and desirable public purpose."*

**Section 163.335(7), F.S.** *"…the prevention or elimination of a slum area or blighted area as defined in this part and the preservation or enhancement of the tax base are not public uses or purposes for which private property may be taken by eminent domain and do not satisfy the public purpose requirement of s. 6(a), Art. X of the State Constitution."*

A reoccurring theme of the excerpts above is "blight." The term blight conjures up images of inner city decay and rampant social strife. However, "blight," as the term appears in Chapter 163, F.S., is broadly defined containing 14 indicators, and not only captures typical hard core urban decay but less intense conditions that prevent an area from becoming economically viable. Examples of "blight", as defined in Chapter 163, Part III, F.S., represents significant urban dysfunction, including platting, that does not support modern development, has a lack of infrastructure, there are high commercial vacancy rates, etc. For more information on the blight conditions associated with the CRA see the *Blight Findings* section.

Notwithstanding the negative connotations of the term "blight," in order to establish a CRA, a local government needs to officially recognize an area as blighted. In order to determine blight, an area must exhibit only two (2) of the 14 indicators, as defined in Chapter 163, Part III, F.S. The blight condition needs to be recognized by the City Commission in the form of an adopted resolution. If the resolution is adopted by the Commission, the City would then need to establish a Community Redevelopment Agency.

The Community Redevelopment Agency can consist of no less than five (5) and no more than nine (9) "commissioners." Members of the City Commission can also serve as the Community Redevelopment Agency that represents the City with regard to the operating CRA. The next step to establish a CRA is the preparation of a Community Redevelopment Plan (Plan). The establishment of the Plan is directed by the Community Redevelopment Agency. The Plan is intended to address consistency with the City Comprehensive Plan, redevelopment activities (including potential projects), infrastructure improvements, expected outcomes, land acquisition (if applicable), budgeting; etc. Ultimately, the Plan must be reviewed by the Planning and Zoning Board as the Local Planning Agency (LPA).

In addition, the City, acting as the Community Redevelopment Agency, must submit the Plan to all applicable taxing authorities that levy ad valorem taxes within the proposed CRA, including the County of Volusia. The County, as a charter entity, has the right to object to the CRA. However, if it does object, then the City and the County shall have a joint meeting to discuss the nature of the objection(s) with the intent of resolving objections. If there are outstanding objections unresolved, there is an option to use a dispute resolution process, pursuant to Chapter 164, F.S.

After recommendation by the LPA, the City Commission shall hold a public hearing to approve the Community Redevelopment Plan and it needs to be funded. The funding mechanism is known as a Redevelopment Trust Fund (Fund). The Fund is utilized to finance redevelopment activities within the CRA that are consistent with the Community Redevelopment Plan. The Fund is created by an ordinance, adopted by the Community Redevelopment Agency, and is financed through ad valorem tax increments. There is a base year established and the amount or increment will be derived from increases in property tax revenues to support the Fund. Fund monies can be used for infrastructure improvements, property acquisition, administration, as well as a pledge to secure bonds.

***Declarations and Process***

The establishment of a Community Redevelopment Area is specifically identified within Chapter 163, F.S. That process is reliant upon a community establishing a reason or rational nexus as to why it wants to undertake a formally governed process that alters the tax assessment of a community to concentrate improvements within a specific geographic boundary. This ensures the following principles:

1. That there is a formal process to follow.
2. That there has to be a community need for the process to occur.
3. That the process is controlled and open to the public at all times.
4. That the desired outcomes and goals are achieved.
5. That there is real physical improvement that occurs.

To that end, the State of Florida has established specific laws to distinguish areas in need of assistance. One overarching mechanism of a CRA and these governing laws is to determine the presence of deteriorating physical conditions that warrant the need for community

attention. This requires the negative preponderance of blight. Most communities struggle with this concept because they know that physically an area is deteriorating over time and that is visually evident. However, by officially stating the presence of blight memorializes its existence and may have tangible repercussions.

It is a negative cycle that causes the community to further disinvest in itself and this has a direct relationship for an increase in social woes. As an area continues to decline in appearance and functionality, crime rates increase, absentee ownership increases, and a reduction of both private and public community reinvestment occurs. Basically, there is little incentive to invest in capital improvements, knowing that such investments will depreciate at a faster rate as compared to less or non-declining areas.

The public and private disinvestment paradigm can be addressed and reversed through a focused commitment facilitated by a Community Redevelopment Area. The CRA tool is a method to cease the negative trend of disinvestment needed to promote efficient functionality and to increase community pride. However, the commitment of a CRA represents a level of risk by a community. That risk is that there will be a community-wide effort supported by the political will of the City Commission, local businesses within the proposed CRA boundary, and other community stakeholders. Finally, Volusia County will need to recognize and support the fact that the investment of taxable value into the CRA represents a positive method of proactively addressing economic and social issues.

**Declarations**

The City of Deltona, through the writing of this Findings of Declarations & Necessity (i.e. Findings of Necessity) per Chapter 163, Florida Statutes, officially declares its intention to establish a Community Redevelopment Area for the betterment and increased viability of land uses within its boundaries for both the residents of the City and Volusia County. The purpose and intent of the CRA is to be able to provide a public benefit mechanism that is the civic, social, and moral responsibility of every government to provide and care for its residents. As part of the CRA effort, the City will comply with the Community Redevelopment Act of 1969, and will also follow Volusia County Resolution No. 2012-20.

By creating a CRA, the City and County would have the specific intent to make a portion of its community more physically functional and safer for its residents. Results of improved functionality for the community at large is that the public costs will be lessened by a reduction of crime, which translates to a cost savings for law enforcement and related criminal justice system, a cleaner living environment by having the majority of land uses on a centrally serving sanitary sewer and functional water system, a more vibrant business community that provides jobs, and a stable and appreciating tax base.

As such, the focus of the CRA will be on correcting functional obsolescence through infrastructure (capital improvements) and economic development, with the intent to take the oldest part of the City and publicly reinvest in redevelopment. In effect, this CRA would help reverse the trend of suburban sprawl by encouraging reinvestment in an already developed

area of the City and County, while simultaneously discouraging the expansion of development onto vacant tracts at the extremity of the City. This planning concept is supported throughout the City's *Comprehensive Plan* and is promoted within the State Growth Management Laws that govern planning throughout Florida.

**Process**

The City of Deltona is establishing a process through the writing of this Findings of Necessity that includes the following lock-step program:

1. Research and initial data collection to determine if a CRA is warranted. – Done.
2. Interviews with local governments to determine their successes and shortcomings. – Done.
3. Meet with Volusia County to determine the potential feasibility of new CRAs within the County. – Done.
4. Debrief the City Commission to determine the potential level of support and to seek permission to continue toward the creation of a Findings of Declarations and Necessity. – Done.
5. Research and data collection for the assemblage of the Findings of Declarations and Necessity. – Done.
6. Writing the Findings of Declarations and Necessity. – In progress.
7. Presentation of the Initial Draft of the Findings of Declarations and Necessity to the City Commission. – To be completed.
8. Public notice of intent to the public and the eligible ad valorem taxing authorities that the City intends to create a CRA. – To be completed.
9. Public Scoping to Present the Findings of Declarations and Necessity and to make the necessary corrective measures. – To be completed.
10. Presentation of the Initial Draft of the Findings of Declarations and Necessity to the Volusia County Council. – To be completed.
11. Approval of the Findings of Declarations and Necessity and procurement for a CRA consultant to prepare the Redevelopment Plan – To be completed.
12. Selection of a consultant and engagement of the Redevelopment Plan. – To be completed.
13. Research and data collection for the Redevelopment Plan. – To be completed.
14. Completion of the Redevelopment Plan, City Commission adoption of the plan, and Volusia County Council adoption of the plan. – To be completed.
15. Establishment of a Community Redevelopment Board. – To be completed.

With the above steps, the City will undertake its first CRA with the intent of creating a vibrant and functional corridor. The public will be engaged throughout the entire process in the strict adherence of open government and government performed following Sunshine laws. The CRA Board and City Commission meetings will be conducted using Roberts Rules of Order and there will be opportunity for public participation at each meeting.

The establishment of the Base Year will also set the tempo for the creation of the Community Redevelopment Board, in that it will be the Board's responsibility to ensure that the proposed CRA shows a positive fund balance and that the bond obligations are being met. This includes close attention to maintaining, at a minimum, debt service coverage and the public reporting of those expenditures.

The focus of the proposed CRA on infrastructure and economic development narrows the scope to a manageable and functional level. The primary emphasis in the early stages of the CRA will be on establishment of an incremental ad valorem tax base dedicated to the CRA. With the accrual of that increment, a Capital Improvement Plan-modeled CRA budget will be implemented to begin construction projects to retrofit and expand existing utilities for central water and sanitary sewer lines. Concurrently, roadway projects will be started to minimize utility conflicts, realign E. Normandy Blvd., expand Deltona Blvd., improve intersections, etc.

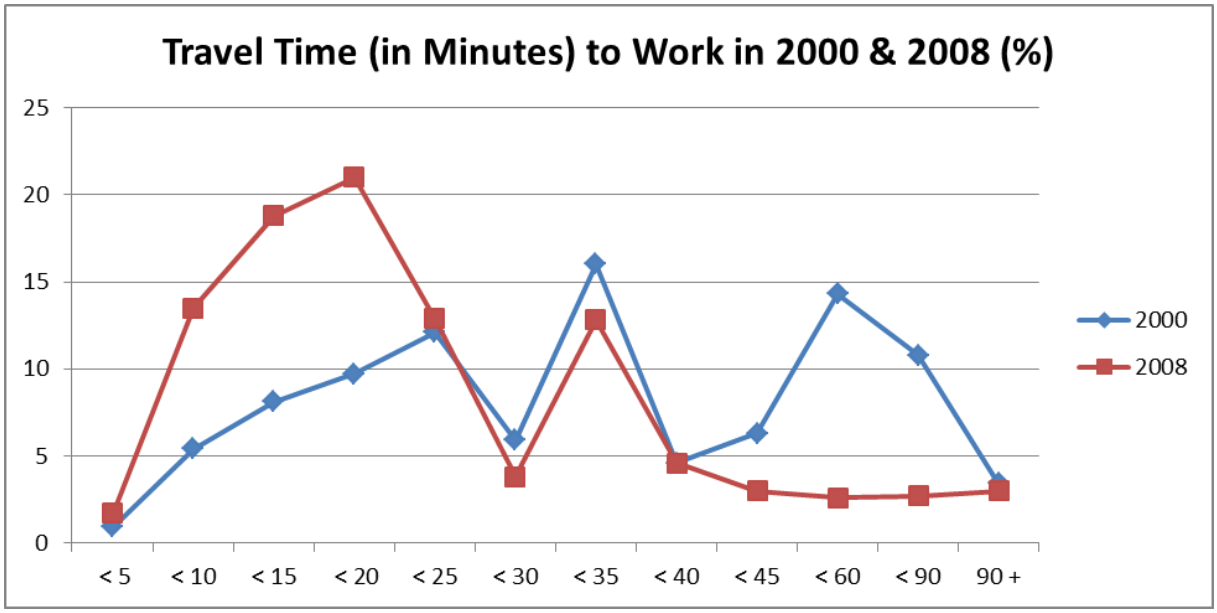
Following and concurrently with the capital investment to upgrade the infrastructure within the CRA boundary, a business development model will be implemented to retain existing businesses within the corridor, as well as attract new employment generators. The ultimate focus is on job creation with the intent that the area will become a major employment center with southwestern Volusia County that benefits the entire region.

The need for this employment center has been established and it is evident that many Deltona residents, both in and out of the proposed CRA boundary, leave the City for employment elsewhere. The social and economic impact that this has on a community is negative. Businesses struggle to remain open during a typical week, fewer services are provided to a limited market, and the community fabric becomes disjointed. This pattern is typical for suburban bedroom communities located near major employment centers and urban nodes. However, the urban spatial model is being redefined due to many factors, some include the following:

1. Interest in providing a higher quality of life for the residents of Deltona and Volusia County;
2. Higher fuel prices impacting the ability to affordably commute--transportation costs exceeding income potential;
3. Continued lack of mass transit from suburban areas to offset increased transportation costs;
4. Lack of employment opportunities as corporations/businesses downsize, thus forcing former employees to start their own businesses (many home occupancy based);
5. A reversion to more compact urban nodes where people took shorter daily trips and land uses were more compact located within a tight radius--the pre WWII model reminiscent of current patterns in Europe;
6. The advent of wireless communication, which has allowed businesses to be located within suburbia, such as Deltona, without having to occupy "brick and mortar" space within a large urban area;

7. The desire of the community to return to a family-based mode, where one parent earns a full-time income and the other provides child care during the day. This is evidenced by more home schooling of children; and
8. The need for a committed employment center north of the St. Johns River situated within southwestern Volusia County that is not located in Daytona Beach or the east coast of the County.

The above listed factors all drive the need for the City to complete a CRA in a timely manner for the continued viability and function of the southwest portion of the City. As many major metropolitan cities in America contract because fewer public capital funds are available to facilitate sprawling development patterns, it becomes more incumbent upon outlier cities, such as Deltona, to become more sustainable and provide a balanced land use structure for its residents. This is the equilibrium of the urban spatial model. Basically, rising fuel prices, increased unemployment, and a contracting global economic market make cities think in terms of providing a concentrated urban node that serves itself and the region. The graph below shows the change in travel time for Deltona commuters to work from 2000 to 2008.




***Source: www.city-data.com/city/Deltona-Florida.html***

The establishment of the CRA will reverse the trend of employees, businesses, and jobs from leaving the area and relocating within Central Florida or points elsewhere. Thus, with the declarations and process established, the City shall provide a detailed physical inventory of the corridor to understand whether the preponderance of blight exists.

## PHYSICAL ENVIRONMENT INVENTORY

### *Historical Perspective and Integrity of the Study Area*

Before development in a natural context, the area that comprises the current City of Deltona could be described as an area of Florida scrub land interspersed with a system of shallow lakes. In the early 1960's, contemporaneously with other massive development proposals located in Florida and other Sunbelt areas, the Deltona area was identified as a potential site suitable to support a large retirement community. The fact that a new major transportation corridor, I-4, which opened circa 1962, provided convenient access and further enhanced the appeal of the Deltona area to support a large residential development. The developers, known as the Mackle Brothers, started work in Deltona in the early 1960's and filed the first plats of what would be known as the Deltona Lakes Subdivision in 1962. Deltona was envisioned as a retirement community featuring a Florida lifestyle replete with affordable residential lots and dwelling units. The lots, as platted, were accessed by a system of curvilinear streets linking to longer arterials that provided access to other phases as development progressed. However, the arterials were mostly two-lane streets that were often times sinuous in design. The winding streets were intended to slow traffic and enhance the suburban character of the community, but as the community grew, the street design compromised mobility and facilitated a dysfunctional roadway hierarchical network.

Most of the lots within the Deltona Lakes plats were approximately 10,000 square feet in size and Volusia County had a major role in governing the unincorporated area. There were areas of some plats that were reserved for commercial and institutional uses. These areas were located in nodes associated with transportation arterials that could accommodate them. However, the platted non-residential nodes were also comprised of smaller lots that facilitated low intensity, neighborhood-oriented commercial uses. This low intensity, neighborhood commercial allocation represented an expectation that the retirement residents would be served by smaller-scale local commercial uses and would further promote the residential character of the community.

The vision of the Deltona community evolved over the years. In the late 1960's/early 1970's, Volusia County adopted the Deltona Lakes Community Development Plan (DLCDP) that was implemented by a Planned Unit Development (PUD) zoning tool. In 1974, Volusia County recognized the urban nature of the Deltona community and established a Municipal Service District (MSD). The MSD was intended to help provide an urban level of service to the Deltona area. The County governed the Deltona community and approved the majority of land uses within the proposed CRA area from the early 1960's through the City's incorporation in 1995.

The idea of incorporating the community of Deltona dates back to the late 1960's during the formative years of the master development. The goals of incorporation were to provide a greater level of service for residents and to establish a distinct urban identity, as the concept began in the County and as land uses were being approved in the County for an urban community. The first referendum for incorporation occurred in 1987, due to the growing

support for the community to become its own city. While the referendum ultimately failed, the idea of incorporation continued to gain support from area residents. A second incorporation referendum was introduced in 1990 and failed, as well. However, both referendums were defeated by a small margin, with approximately 54% opposed overall. Notwithstanding the two attempts, a third incorporation referendum occurred on September 5, 1995 and was successful. Thus, on December 31, 1995, Deltona officially became an incorporated city, building off of the urban land use patterns established within Volusia County.

During the 1960's and 1970's, Deltona grew as an unincorporated entity and the retirement orientation of the community dominated the demographic makeup of the City. In 1970, the U.S. Census recorded roughly 4,000 residents with a median age of 62 years. In the late 1970's, the demographic character of Deltona changed. An original mission of the Mackle Brothers, affordability, not only appealed to retirement buyers, but also attracted younger working families and the off-spring of retirees looking to relocate to be closer to their aging parents. The fact that Deltona also featured interstate access and was within commuting distance to the greater Orlando area enhanced the appeal of Deltona to working families. The result of the infusion of both retirement buyers and working families was meteoric growth, starting in the 1980s.

In 1990, the Deltona area had a population of over 50,000 with an average age of 35 years. The sharp upward trending growth continued into the 2000's, fueled in part by the Florida real estate boom, and resulted in a growth rate between the year 2000 and 2010 of 22.5%. The population of Deltona is now 85,281, which not only makes it the largest city in Volusia County, but the second largest city in the Central Florida region (second only to the City of Orlando).

The majority of the City is served by a central water system and on-site septic tanks. Approximately 6,000 homes and businesses are served by central sanitary sewer. Originally, a private company, Florida Water, provided the majority of the City with central water and was responsible for the limited central sewer system. However, in 2003, the City bought the water and sewer system from Florida Water and now operates the water and sewer system that serves the majority of the City. A portion of the City, located in the northwestern section of Deltona outside of the proposed CRA, is provided water and sewer service by Volusia County. The County's Deltona North Water and Sewer Service Area include about 1,800 units within the City.

The proposed CRA is comprised of approximately 256 acres and is located in the southwestern section of the City. The proposed CRA extends south from the Saxon Blvd. corridor, following properties abutting Normandy Blvd., to the intersection of Deltona Blvd. and Normandy Blvd. The proposed CRA extends down the Deltona Blvd. right-of-way and expands to include lands associated with a shopping center referred to as the Deltona Plaza. The considered CRA then extends south along the Deltona Blvd. corridor and broadens to include commercial development, and residential (both single family and multi-family uses)

that are in the vicinity of Deltona Blvd. The CRA area terminates at DeBary Ave., and includes areas associated with the DeBary Ave. /I-4 interchange.

The majority of the considered CRA is developed. There are approximately 37.7 acres that can be either described as wetlands, open water, or areas with severe slopes. The wetlands are mostly herbaceous or scrub/shrub and represent land that is developmentally constrained because of hydric soils, severe slopes, 100-year floodplain characteristics, regulatory challenges or a combination of all of the aforementioned factors. One open water feature is a manmade lake that was excavated for fill from a former wetland area during a time when wetland protection regulation was not well developed. In addition, the open water feature also serves as a stormwater management system. The other open water area is submerged land associated with Trout Lake situated near the I-4/Saxon Blvd. interchange. Natural upland areas of the proposed CRA accounts for about nine (9) acres and the majority of these areas are vegetated with a mixture of xeric vegetation indigenous to Central Florida established on sandy, well drained soils.

The undeveloped land being located in a developed area is fragmented from other natural landscapes. Therefore, the natural areas of the proposed CRA do not represent significant wildlife habitat. However, there is a possibility that upland portions could support gopher tortoises. If tortoises do exist within the proposed CRA, the population would be scattered and not be of significant constraint on the development of the vacant land. If tortoises are discovered as part of a City required survey, tortoises will be managed appropriately through the State permitting process. The Florida scrub jay is a listed species that can be a common occurrence within the City. Based on the urban developed nature of the proposed CRA and the lack of suitable habitat, the natural portions of the CRA likely do not support scrub jays.

The considered CRA is anchored on the north and the south by two I-4 interchanges with Saxon Bv. to the north and DeBary Ave. to the south. The two interchange areas of the CRA are connected by the Deltona Blvd. and Normandy Blvd. corridors. Originally, before the Saxon/I-4 interchange was built, the Deltona Blvd. corridor represented a main access to the City. Portions of Deltona Blvd. were developed with commercial uses, but in most cases the commercial development was limited because of land subdivision patterns and one-store deep strip commercial development pattern. The commercial development along Deltona Blvd. was very viable until the Saxon/I-4 interchange was constructed and the traffic patterns shifted their orientation towards I-4.

Currently, the business district along the Deltona Blvd. corridor is struggling. Vacant and underutilized commercial space is common along Deltona Blvd. A vacant Winn-Dixie that is located in a 1970's vintage shopping center (Deltona Plaza) is an example of the disinvestment and underutilization of commercial space along the Deltona Blvd. corridor. The shopping center is an obsolete commercial development that featured a central anchor tenant space and smaller leasable spaces radiating from the anchor tenant space, front facing parking, and a lack of or insufficient landscaping, architectural treatments, and site lighting. Commercial development along Deltona Blvd. located elsewhere in the proposed CRA, while

not being at a scale of the subject Winn-Dixie shopping center, is also characterized by front facing parking, little or no landscaping or other aesthetic deficiencies.

Other CRA frontage along the Deltona Blvd. corridor is comprised of single family dwellings situated on individual lots. Most of the homes were built as part of the initial development of Deltona and are more than 30 years old. The houses abut a busy four-lane road and each house has an individual driveway access to Deltona Blvd. The result is numerous turning maneuvers and hazardous traffic conditions. While converting the homes to commercial uses may seem like a logical land use transition, the conversion of individual homes to facilitate modern commercial development formats is questionably feasible. In reality, to comply with current building and the Land Development Code, a minimum of two lots would be needed to develop even a very modest commercial use and homes would need to be razed. Utilizing residential structures for commercial use is difficult in light of building code requirements. Ideally, to account for parking, stormwater management, landscaping, etc., a developer would need to aggregate at least four (4) contiguous lots. However, there needs to be a willingness by the private sector to engage in property aggregation. Such aggregation activities are complicated by fragmented ownership patterns and the desires/expectations of individual property owners.

The problem of residential flanking major roads within the CRA is not confined to the Deltona Blvd. area. The majority of the Saxon and Normandy corridors are abutted by single family dwellings established on individual lots. However, there has been a precedence established along the Saxon Blvd. corridor for the combination of individually owned lots to facilitate commercial development. An example is a stand-alone drug store located at the northwest corner of the intersection of Saxon Blvd. and Normandy Blvd. To encourage further commercial investment along the Saxon Blvd. corridor, an area of residential lots and dwelling units located approximately between Normandy Blvd. and Finland Dr. was administratively rezoned to commercial classifications that granted retail, service, and office type of entitlements. The expectation was that commercial development would extend from an established strip commercial center and shopping center development located between Finland Dr. and the Saxon/I-4 interchange.

Recently, there has been interest expressed by an owner regarding the development of residentially zoned land located on the southeast side of the Saxon Blvd. /Normandy Blvd. intersection. While the eastern section of the Saxon Blvd. /Normandy Blvd. intersection area had not been contemplated for commercial use, it does represent a logical extension of commercial entitlement.

Notwithstanding the high traffic volumes associated with a four lane Saxon Blvd., commercial zoning entitlements and the proximity of the proposed CRA to the I-4/Saxon Blvd., commercial development along the Saxon Blvd. corridor within the CRA, outside of the drugstore, has not come to any significant fruition. The aforementioned propitious factors have been negated by a key missing element of central sewer. The lack of a well-developed central sewer system to serve the portion of the CRA near the Saxon Blvd. /Normandy Blvd.

intersection has led to unwillingness, on any great scale, of the private sector to undertake the aggregation of lots and the conversion of residential uses into commercial developments. Basically, no central sewer service translates to a situation where more land needs to be provided to accommodate a commercial development served by a septic tank and related drain field. The challenges with land aggregation have been discussed elsewhere in this report. In addition, some high generators of wastewater flow may not be able to secure a permit to operate with a septic system, thus limiting commercial options for the area.

The portion of the proposed CRA extending along Normandy Blvd., a major north/south City thoroughfare, is intended to facilitate contiguity between the Saxon and Deltona nodes of the considered CRA. There is recognition that enhanced mobility will be needed to realize the full potential of the CRA. Therefore, the Normandy portion, which is now flanked by numerous single family dwellings with individual driveway cuts that access directly onto Normandy Blvd., would be proposed for improvement to accommodate extra lane capacity, realignment of sharp curves and utility installation.

Disinvestment, under-utilization, and a residential platting legacy do not lend a great deal of integrity regarding the future economic viability of the proposed CRA. However, there are certain existing and future factors that indicate that the proposed CRA is a worthwhile investment. Those factors are as follows:

1. A large and well established market radius;
2. The importance of the Normandy Blvd. and Deltona Blvd. corridors located within the considered CRA as a parallel facility to the congested Interstate 4;
3. The benefits of limiting vehicle miles travelled;
4. The expansion of the City central utilities; and
5. Efficient use of existing urban areas.

***Transportation, Road, and Traffic Conditions within the Study Area***

The proposed CRA is served by five (5) major City thoroughfares: Deltona Blvd., Normandy Blvd., Saxon Blvd., DeBary Ave., and Enterprise Rd. According to the City Comprehensive Plan, a level of service (LOS) threshold of "E" has been established for the subject thoroughfares. However, the City may allow backlogged roads to be degraded up to 20% from the adopted level of service.

Level of service for roadway facilities is expressed utilizing a gradation scale (see the attached *Exhibit A, Existing Roadways Levels of Service*). The scale rates roadway LOS with letter grades ranging from "A" to "F." A LOS of "A" represents very minimal traffic with no delays and no impediments to maintaining the speed limit. A good example of an LOS "A" road would be a country road where there is minimal traffic. Subsequent LOS thresholds represent more traffic, eventual delays and reduced mobility. LOS "F" (otherwise known as failing) indicates that at certain times a road, segment may be congested causing delays. LOS "E" is thought to represent the maximum amount of traffic that a road can carry yet still provide an acceptable level of mobility. The application of LOS thresholds is somewhat

subjective predicated on roadway design, the regional roadway network, adjacent land uses, development context, a local preference for mobility, etc. For example, an LOS of "F" is very different in Manhattan compared to a LOS of "F" in Deltona and indicates that a failing road segment may be able to accommodate more traffic before the segment is gridlocked. Therefore, simply because a roadway segment is operating at a LOS "F" does not mean that the roadway segment cannot support more traffic; the LOS "F" designation should not be the sole determining factor regarding the approval of development along a failing segment.

Deltona Blvd. is a City thoroughfare from Enterprise Rd. to DeBary Ave. and is a two-lane facility. Deltona Blvd. is a four-lane road between Enterprise Rd. and Normandy Blvd. The latest traffic counts and LOS analysis available are from 2008. The 2008 traffic counts were performed by the City of Deltona and are considered to be best available data. However, the 2008 Deltona traffic counts tend to be high. Comparing 2008 City traffic counts to 2011 Volusia County traffic counts, where both entities performed counts on the same road segment, revealed that traffic levels are lower in 2011. A reason for the traffic volume differences is that the 2008 counts represent a traffic condition before the economic recession started to intensify. Basically, traffic volumes have trended downward throughout the City (and County) since the recession. The operating condition of Deltona Blvd., depending on segment, ranges between levels of service "C" to "F." The segments and corresponding levels of service are as follows:

1. Deltona Blvd. – Normandy Blvd. to Gaynor Ct. – LOS D
2. Deltona Blvd. – Gaynor Ct. to Abbeyville St. – LOS D
3. Deltona Blvd. – Abbeyville St. to Balsam St. – LOS C
4. Deltona Blvd. – Balsam St. to Enterprise Rd. – LOS D
5. Deltona Blvd. – Enterprise Rd. to Hummingbird St. – LOS F
6. Deltona Blvd. – Hummingbird St. to DeBary Ave. – LOS F

The LOS "F" rating associated with the two segments of Deltona Blvd. corresponds to the two-lane portion of the road. The levels of service "F" segments are operating at 117% (Enterprise to Hummingbird) and 108% (Hummingbird to DeBary) beyond the LOS "E" capacity.

As has been stated, the lack of capacity on the above mentioned two segments of Deltona Blvd. is predicated on 2008 traffic counts. In the interim, the County constructed a new segment of DeBary Ave. (located out of the proposed CRA) that bypassed substandard two-lane local facilities to provide direct access to Providence Blvd. The installation of the new segment of DeBary Ave. in 2010 has lessened traffic on the two failing segments of Deltona Blvd. However, traffic reduction is based on observations and has not been quantified by up-to-date traffic counts. Also, while traffic on the subject two sections of Deltona Blvd. may have been mitigated by transportation improvements in the area, traffic congestion on those sections will probably become incipient in the future during the lifecycle of the proposed CRA.

The improvement of the failing segments of Deltona Blvd. has been investigated by the City. In order to add lane capacity to four (4) lanes, the cost would be about $11 million. There is anticipation that the improvement of the two-lane portion of Deltona Blvd. could be financed through the CRA. The benefits of such an improvement would include: better mobility; enhancement of the capacity of Deltona Blvd. to serve as a parallel facility to I-4; a change of public perception that the subject segment of Deltona Blvd. is congested and to be avoided; and the promotion of access management through median controls.

Normandy Blvd. is also a City thoroughfare. Normandy Blvd., within the proposed CRA, is a two-lane facility. The Normandy segment within the CRA was designed and constructed with an "S" curve located just south of the Normandy/Saxon intersection. Like Deltona Blvd., 2008 City traffic counts will be utilized to analyze the LOS condition of Normandy Blvd. Normandy Blvd., within the considered CRA, is operating at either a LOS "C" or "D." There are three segments of Normandy Blvd. analyzed as part of the 2008 counts within the proposed CRA:

1. Normandy Blvd. – Power line to Saxon Blvd. – LOS C
2. Normandy Blvd. – Saxon Blvd. to Merrimac St. – LOS D
3. Normandy Blvd. – Merrimac St. to Deltona Blvd. – LOS D

Currently, there is traffic capacity available on Normandy Blvd. within the CRA. However, as development intensifies along the Saxon and Deltona corridors, more traffic will utilize the subject Normandy segments. In addition, as with Deltona Blvd., Normandy Blvd. currently serves as a parallel facility to I-4; and the importance of the parallel facility benefits will become more apparent as I-4 becomes more congested.

Therefore, the improvement of Normandy Blvd., including a four-lane expansion from Saxon Blvd. to Deltona Blvd. and changing the geometry of the road would be a worthwhile community investment that could be funded through the CRA. The cost of the Normandy Blvd. roadway improvements is about $6 million. While there is limited land use opportunity within the considered CRA along the Normandy corridor, Normandy Blvd. is critical to connecting the Deltona Blvd. and Saxon Blvd. areas; thus, promoting greater connectivity and market synergy.

The Saxon Blvd. segments located west of Normandy Blvd. within the proposed CRA are significantly congested. Saxon Blvd. is a main artery into the City and does support various commercial uses. Saxon Blvd. is a four-lane County road, but there are limited median controls. The County has up-to-date traffic counts on the road. Therefore, for the purpose of this analysis, County 2011 traffic counts will be used. The LOS associated with the segments of Saxon within the proposed CRA is as follows:

1. Saxon Blvd. – I-4 to Finland Dr. – LOS F
2. Saxon Blvd. – Finland Dr. to Normandy Blvd. – LOS F
3. Saxon Blvd. – Normandy Blvd. to Tivoli Dr. – LOS B

The two segments of Saxon that are operating at a LOS "F" are operating at 130% (I-4 to Finland Dr.) and 114% (Finland Dr. to Normandy Blvd.) of capacity.

As has been stated, Saxon Blvd. is already a four-lane facility. Therefore, expanding the road, at least in the foreseeable future, may not be viable. However, there are certain improvements such as median controls, access management, and intersection modifications that would make traffic flow safer and more consistent. The fact that the segment of Saxon Blvd., located east of the Saxon/Normandy intersection, is operating at a high level of service ("B") indicates that traffic is dispersing relatively rapidly through a network of intersecting streets including Finland Dr. and Normandy Blvd. Therefore, median control and intersection improvements could yield significant dividends with regard to the management of traffic along the congested sections of Saxon Blvd. Another method of which to help manage traffic along Saxon west of the Saxon/Normandy intersection would be to three-lane Apache Circle. Apache Circle extends from Saxon Blvd. to the north and then swings east paralleling Saxon Blvd. until intersecting with Normandy Blvd. An improved Apache Circle would serve not only as a parallel facility to Saxon Blvd., but would also provide alternative, off Saxon Blvd. access for non-residential development envisioned for the area. The cost of improving Apache Cir. is estimated at $825,000.

DeBary Ave. is located along the southern terminus of the considered CRA. DeBary Ave. is a County road and is a four-lane facility. DeBary Ave. provides east/west access to the proposed CRA from I-4 and the City of DeBary located west of I-4. According to 2011 County traffic counts, the subject LOS thresholds are applicable:

1. DeBary Ave. – I-4 to Deltona Blvd. – LOS E
2. DeBary Ave. – Deltona Blvd. to Enterprise St. – LOS B

Currently there is ample capacity on DeBary Ave. to support the proposed CRA. However, as activity occurs near the I-4/DeBary Ave. interchange, DeBary Ave. may need to be improved to effectively manage traffic and protect interchange functions.

Enterprise Rd. is another County road located within the proposed CRA. Enterprise Rd. extends from the Orange City area and extends over I-4 before intersecting with Deltona Blvd. Enterprise Rd. continues to the southeast and terminates within the unincorporated community of Enterprise. Enterprise Rd. consists of four lanes and narrows to two lanes after the intersection of Enterprise Rd. and Deltona Blvd. There are two segments associated with Enterprise Rd. that traverse the considered CRA. The following LOS information for those segments is from the County 2011 traffic counts:

1. Enterprise Rd. – Highbanks Rd. to DeBary Ave. – LOS B
2. Enterprise Rd. – DeBary Ave. to Main St. – LOS B

Enterprise Rd. has ample traffic capacity to support the proposed CRA and provides direct access to the Orange City area.

Intersection improvements will also be needed to fully maximize roadway capacity; most notably the Deltona Blvd. /Normandy Blvd. intersection and the Saxon Blvd. /Normandy Blvd. intersection. In addition, but not as exigent as the aforementioned intersections, the intersection of Enterprise Rd. and Deltona Blvd. will need some improvements.

Deltona Blvd. terminates into Normandy Blvd. at a signalized tri-section. There have been several ideas, including major roadway realignments, a roundabout, and an urban interchange, discussed to better manage traffic flow. Some of those ideas and related designs are illustrated as part of the next three graphics. However, probably the most cost feasible method to improve the Deltona Blvd. /Normandy Blvd. intersection would be to improve right turn and deceleration lanes, on to and off of Normandy, with more storage to ensure that through-traffic is not impeded. While the right turn lane improvement construction cost will be less than a roundabout or urban interchange, the costs have not yet been quantified.

***Roudabout Intersection.***

***Three-way Intersection Realignment.***

***Four-way Intersection Realignment.***

The Saxon Blvd. /Normandy Blvd. intersection is a major signalized facility featuring various turning movements. To ensure safe and efficient traffic flow, right turn lanes should be installed and storage for all turning activities should be increased. As with the suggested improvements at the Deltona Blvd. /Normandy Blvd. intersection, improvement costs to the Saxon Blvd. /Normandy Blvd. intersection have not been estimated. Similar right turn lane treatments for the Enterprise Rd. /Deltona Blvd. intersection would improve traffic flow. Finally, signalization synchronization within the CRA, via fiber optic inner-connect or other connection method would be appropriate to managing traffic flow.

Mass transit/bus service within the proposed CRA is provided by the VOTRAN. Currently, there are three (3) routes that connect the considered CRA with other points of interest in Deltona and other areas of West Volusia County. Transit within the Saxon corridor is provided by Route 23. Route 23 connects portions of Deltona, DeBary and Orange City utilizing Saxon Blvd. as a hub for service. VOTRAN Routes 21 and 22 serve many points of interest within the City of Deltona. Routes 21 and 22 also extend into Orange City along Enterprise Rd. The headway for Route 23 is about one hour. The headways for Routes 21 and 22 are about two hours. Specific to the proposed CRA, the only areas that have direct VOTRAN service are Saxon Blvd. and the segment of Deltona Blvd. between Enterprise Rd. and Normandy Blvd. Therefore, transit service will need to be expanded to, at minimum, serve the entire Deltona Blvd. area, and establish a direct connection with the Saxon and Deltona corridors via Normandy Blvd. In addition, the City will need to work with VOTRAN to establish a transit-oriented connection with the commuter rail station planned for DeBary. Also, as ridership increases as a result of redevelopment activity, the headway times will need to be reduced to provide more convenient access to transit.

There are three (3) park and ride facilities within the immediate vicinity of the proposed CRA area. One facility is located at the northwest quadrant of Interstate 4 and Saxon Blvd. and is used as a regionally serving facility. The proposed CRA along Saxon Blvd. would be served by this multi-modal station. A second facility is located at the southeast quadrant of the Interstate 4 and DeBary Avenue interchange within the City of DeBary. This facility would serve the proposed CRA along the southern extremity and is within close proximity to the proposed Ft. Florida *SunRail* station to be located within the City of DeBary to the west. Finally, the Florida Department of Transportation opened a Rethink Commute Lot within the Deltona Plaza parking lot that is within the proposed center of the CRA. This lot would service the middle section of the proposed CRA and could be expanded from the limited spaces provided today to accommodate increased ridership due to demand.

The CRA is envisioned to become a very strategic asset with regard to providing access for City residents to the Central Florida commuter rail system. Commuter rail has been discussed in the Central Florida area for many years and has now been approved, funded, and will become a reality. The commuter rail system known as *SunRail*, will utilize the existing CSX rail line that extends through the greater Orlando area. The nearest *SunRail* station to the City of Deltona will be in neighboring DeBary. The DeBary station is projected to open in 2014. As has been discussed, a good portion of the working citizens of Deltona commute to the

greater Orlando area. *SunRail* could provide a viable commuting alternative for citizens that now use I-4, but access to the *SunRail* station needs to be convenient. The most direct roadway, DeBary Dr. /Dirksen Dr. leading to the station, is not currently suitable to carry significant volumes of traffic that could be generated by the station. Therefore, there needs to be a well-developed shuttle/transit service (i.e. a circulator) from Deltona to the *SunRail* station. To efficiently provide transit from Deltona to the station, a park and ride facility will probably be needed. A suitable location for such a facility would be somewhere within the proposed CRA and such a facility could be funded as part of the CRA.

Traffic congestion within the City will become greater as the City grows and becomes more mature featuring a more balanced land use structure. As a method to manage traffic, a reliance on the addition of lane miles is not sustainable. The City does not have the room or resources to feasibly expand major thoroughfares beyond four lanes. Other methods of traffic management include intersection improvements, signalization timing, further development of transit options, and access controls/management for developments. City land development techniques, such as access management, cross-access requirements, and the appropriate allocation of land use entitlements, will continue to be used to protect roadway capacity/function.

***Stormwater, Wastewater, Potable Water, & Other Capital Public Expenditures***

The CRA was platted and mostly developed before there were contemporary stormwater management requirements. Stormwater was planned by the developers to be managed by a series of swales, culverts, and ditches that usually drained into local lakes, wetlands, or severely sloped and depressional areas. However, some of the newer projects and public improvements did include some type of stormwater management system; both on-site and/or off-site.

From a private development standpoint, modern requirements to afford stormwater management can consume a large amount of valuable land that could be devoted to building square footage, parking, etc., or results in the need to construct expensive vault retention systems. Therefore, the development of smaller parcels of land can be unfeasible in light of stormwater management requirements, and the feasibility can be called further into question if such constrained parcels are situated in areas that do not exhibit healthy economic characteristics.

To address the issue of deficient stormwater infrastructure there have been cost estimates derived for stormwater management that would be needed to facilitate roadway improvements. These stormwater systems could be incorporated into a larger master stormwater plan that would help promote development in the proposed CRA and correct existing stormwater management problems throughout the drainage basins. A master stormwater plan should be formulated as part of a CRA to determine the need and scope of a master stormwater system.

The City is not well served by central sewer. However, there are portions of the proposed CRA that are served by central sewer. These areas include the southern tier of the CRA extending from DeBary Ave. to Enterprise Road (see the attached *Exhibit B, Existing Water and Sewer Infrastructure*). Progressing to the north along the Deltona Blvd. corridor land around Deltona Plaza; including residential areas across Deltona Blvd. from the shopping plaza have sewer service. The area around the Deltona Blvd. and Normandy Blvd. intersection has sewer service and the area surrounding Normandy Blvd. extending to the north to the Normandy Blvd. /Antilles Terrace intersection includes sanitary sewer lines.

There is a Publix shopping center located in the proposed CRA situated at the southeastern corner of the I-4 and Saxon interchange that is served by central sewer. Sewer service was provided to that shopping center by a force main that was installed along various local road rights-of-way located south of the shopping center. The Publix shopping center is the only use along the Saxon right-of-way within the CRA that is served by central sewer. The lack of central sewer for a corridor of such significant economic import to the City is profound and has impacted the growth potential of the Saxon corridor including the Saxon Blvd. /Normandy Blvd. intersection.

To realize full economic potential of the proposed CRA, central utilities, including sewer, are needed. Without sewer the only alternatives are individual septic tanks or an on-site package plant. Both are expensive to construct and maintain, involve the consumption of valuable land, and may not conform to future CRA requirements. Without the key element of central sewer, private developers will be severely discouraged from undertaking the resource consuming process of negotiating and buying property to amass enough land to support a viable commercial use. Sewer improvements are expensive. For example, to fully serve the Deltona Blvd. portion of the CRA, the cost to install sewer infrastructure, including reuse lines is about $1.4 million. To serve the Saxon area with sewer, including reuse water, the costs are also estimated to be about $1.4 million. The proposed CRA is viewed as a tool critical to funding the extension of sewer services.

The entire proposed CRA area is served by central water provided by City of Deltona utilities. However, notwithstanding ample central water coverage, certain lines will need to be up-sized to provide adequate water pressure, flow, and flow duration. These requirements are needed to support firefighting activities. The estimated cost for waterline upgrades is about $1 million. Again, the CRA would be an appropriate method to fund central water improvement investments. The location of existing City water and sewer infrastructure, including general specifications is illustrated on the following map.

***Existing Land Use***

For the purpose of land use analysis, this section will include a discussion about existing and future land uses. The methodology behind land use trends, both existing and future will be described in detail.

The proposed CRA is approximately 256 acres (see the attached *Exhibit C, Existing Land Use Map of Proposed CRA Area).* However, over ±28.3 acres of the CRA can be described as public rights-of-way; other public infrastructure including lift stations, stormwater management, power line easement etc. and ±34 acres are comprised of wetlands and open water. The remaining land uses include commercial, residential and institutional uses. To help determine the existing land uses within the considered CRA, the City relied on property class (PC) codes utilized by the County Property Appraiser. PC codes are used as a tool to determine land use types for the purpose of tax assessment. While the PC codes represent a good baseline, there is some interpretive license employed, predicated on field conditions, local knowledge and other information, to formulate existing land use data. For example, an area located along Saxon Blvd. and Apache Circle is classed by the Property Appraiser as commercial land. Based on field information and local knowledge, the Saxon Blvd. /Apache Circle area is mostly used for residential. Therefore, there was a determination made that the Saxon Blvd. /Apache Circle area should mostly be considered residential. The PC code data, along with authentication efforts, resulted in six (6) land use types being formulated to describe the existing land use structure within the proposed CRA. The existing land uses, acreage and the number of parcels are listed below:

1. Existing Commercial, 76 parcels, ±61.3 acres
2. Vacant Commercial, 38 parcels, ±29.7 acres
3. Single Family Residential, 265 parcels, ±68.2 acres
4. Vacant Single Family Residential, 14 parcels, ±3.9 acres
5. Multi-Family Units, 125 Units, ±24.7 acres
6. Vacant Multi-Family, 5 parcels, ±2.5 acres
7. Institutional Uses, 2 uses, ±3.2 acres

Existing commercial uses account for over 60 acres and include retail, office and service. The existing commercial uses include two anchor tenant designed shopping centers. One shopping center is located on Saxon Blvd. and includes a Publix supermarket as an anchor tenant. There are several outparcels that abut Saxon Blvd. Other uses associated with the shopping center include fast food, an internet café, etc. There is one vacant use in the Saxon shopping center. The vacant use is a former video rental establishment.

The other shopping center, known as Deltona Plaza, is located along the Deltona Blvd. corridor. Deltona Plaza is a large concrete block building that was constructed in the 1970's. Deltona Plaza is rife with vacancies including the large anchor tenant space once occupied by a Winn-Dixie grocery store. Uses within the Deltona Plaza include a bar, restaurants, some minor retail specialty shops and limited office. Strip commercial development formats are common within the considered CRA. There is a strip center located along the north side of Saxon Blvd. near the I-4/Saxon interchange. A stand-alone drugstore is located at the northwestern quadrant of the intersection of Normandy Blvd. and Saxon Blvd.

There are also numerous strip centers located along the Deltona Blvd. corridor mostly concentrated south of the Enterprise Rd. /Deltona Blvd. intersection. The strip centers are

typically one story buildings with front facing parking. Most of the uses contained within the strip centers are service oriented or specialty retail. Based on a review of the strip centers, most seem to be well occupied. The low vacancy rates within the strip centers indicate that there is some viability with regard to commercial buildings featuring small gross leasable area space. There are some office buildings within the proposed CRA.

***Vacant Winn-Dixie at Deltona Plaza***

***Vacant bank/office building, Deltona Blvd.***

The office buildings are either stand-alone, single buildings, former residential model units, or are comprised of small office complexes. Some office buildings are occupied by real estate service uses, medical uses and other entities and office vacancies are common. This situation seems to be most acute in buildings that were designed specifically to support offices with higher rental rates that former homes with lower rental rates. The noticeable existence of vacant office space suggests that the proposed CRA may be more viable for more retail and service oriented uses.

A large hotel is located along the Deltona Blvd. corridor near the DeBary Ave. /I-4 interchange. The hotel has been a longstanding use in the area and dates back to 1965. The hotel has 135 rooms and mostly serves the travelling public. However, like many long-established existing uses along the Deltona Blvd. corridor over the decades, the hotel was foreclosed upon last year is in bank receivership. It also represents an older hotel prototype that is outdated for today's traveling market; exterior access rooms that are considered less safe for travelers and typically command less rates per night. Thus, there are fewer hotel flags interested in taking over hotelier operations at this location, despite its proximity to an I-4 interchange.

Vacant commercial accounts for roughly less than 30 acres of land and includes 38 individual parcels. The vacant commercial is located along the Deltona Blvd. corridor and a portion of the vacant commercial is comprised of relatively larger lots. For example, there is a commercial subdivision, Stratford Commons, featuring several lots located north of, and behind, Deltona Plaza. The lots range in size from about 0.5 acres to over nine (9) acres. The Stratford Commons subdivision is accessed by a cul-de-sac and has very limited frontage on Deltona Blvd. In fact the largest lot, nine (9) acres, is located behind the Deltona Plaza and has limited access and even less visibility. In addition, the nine (9) acre parcel is linear in nature and consequently would require internal access and other improvements needed to develop the site. Therefore, the largest Stratford Commons lot would not be suitable for retail and some service commercial uses that rely on visibility, but may support an office complex or a group care facility or similar institutional type of use.

Other vacant commercial areas are located further south down the Deltona Blvd. corridor. The vacant commercial lots tend to be small, and in some cases, do not conform to zoning dimensional requirements. In addition, the small size of the parcels cast doubt on the ability of an individual parcel being feasibly developed, and indicates that there will need to be property aggregation to facilitate development of these smaller lots. There are few larger vacant commercial lots located along Deltona Blvd. These lots are a little less than an acre, and are ideal sites for infill commercial development. Finally, in the southern portion of the considered CRA, there are some vacant commercial lots that are located along Welcome Center Dr. Welcome Center Dr. extends from DeBary Ave. to Deltona Blvd. There are four (4) vacant lots that abut Welcome Center Dr. These lots range in size from one to two acres. The lots are located in a prime, high traffic area near a major interstate interchange. However,

visibility from the interstate is limited and the physical character of the lots is somewhat problematic. The lots, while probably not exhibiting jurisdictional wetland characteristics, are low and would require site work, including fill, to elevate the lots above the adjacent road grade and be suitable to accommodate development.

Approximately 68 acres of the proposed CRA is comprised of single family, detached dwelling units. The dwelling units are situated on lots that are about 10,000 square feet in size that were platted as part of the Deltona Lakes Subdivision. When the boundary for the CRA was derived, there was an attempt to minimize the inclusion of single family units. However, in a community that is dominated by single family dwellings, it is not practical to exclude all single family areas. Certain areas that are now used primarily for single family dwellings are well suited for being included in a CRA because there is an expectation that the area will transition to more intensive uses (i.e. commercial) or the homes are located next to strategic road rights-of-way. There are 265 single family dwellings in the proposed CRA. Of those dwellings, 173 are homesteaded properties, which imply that there is a high percentage of absentee ownership in the proposed CRA.

***Vacant single family residential dwelling***

Vacant single family residential is a small component of the considered CRA and accounts for approximately four (4) acres. The vacant residential consists of 14 individual lots located near Saxon Blvd. The limited number of vacant single family lots is a result of this particular area of the City having a relatively long development history.

There is a section of the considered CRA that is developed with multi-family units. The almost 25-acre multi-family area is characterized by low-rise multi-family units that include

duplexes, triplexes, quad-plexes, and some small apartment complexes that feature a range of 6 to 20 units. The multi-family area is located on the east side of Deltona Blvd. and is accessed by a network of local streets. The majority of the area caters to a rental cliental, but some of the multi-family complexes located along the Belltower and Caribbean corridors are owner-occupied condominiums. The subject multi-family area is one of two areas within the City that is developed with multi-family uses. The majority of the multi-family area is developed. However, there are five (5) parcels that total about 2.5 acres that are vacant multi-family properties.

***Multi-family residential property***

There are three institutional uses within the considered CRA. Two of the institutional uses are child day care facilities and both uses are situated along Deltona Blvd. The remaining institutional use is a fraternal organization located off of Normandy Blvd. situated just north of the Normandy Blvd. /Saxon Blvd. intersection.

***Future Land Use***

The allocation of future land use entitlements within the City of Deltona is a function of the City Future Land Use Map and the City Comprehensive Plan. The City future land use designations are associated with density and, if applicable, intensity ranges. However, the density/intensity entitlements are implemented through City zoning requirements. As part of a discussion on future land uses, zoning will also be discussed. The future land use designations and respective acreages are as follows:

1. Commercial, ±168 acres
2. High Density Residential, ±17 acres

3. Low Density Residential, ±66 acres
4. Recreation, ±5 acres

The majority of the proposed CRA area is designated as Commercial on the Future Land Use Map (see the attached *Exhibit D, Future Land Use Map of Proposed CRA Area*). The Commercial category allows a wide range of retail and service uses including big box stores, office complexes and smaller strip centers and stand-alone businesses. In addition, the Commercial designation may allow more heavy commercial uses such as major repair facilities and storage uses if compatible with surrounding uses. A maximum floor area ratio (FAR) allowed in the Commercial designation is 0.55. There are several types of zoning classifications that are consistent with the Commercial category. Five commercial type zonings are applied within the CRA. The zoning classification acreage and descriptions are described as follows:

**C-1 (Retail Commercial)** The C-1 is less intense than the C-2 zoning and is geared more toward uses that support residential areas including grocery stores, laundromats, hardware stores, medical offices, etc. The C-1 has been applied to ±61 acres of the CRA and includes uses such as the Deltona Plaza and various strip commercial uses located around the Deltona Blvd. /Enterprise Rd. intersection.

**C-2 (General Commercial)** The C-2 zoning accounts for ±24 acres of land and most of the C-2 zoned area is concentrated around the Saxon corridor and within a node located along the southern segment of Deltona Blvd near the Debary/I-4 interchange. The C-2 allows various commercial uses, and is intended to be applied to suitable areas along high traffic areas including interstate interchange areas. The C-2 has a maximum FAR allowance of 0.50.

**PB (Professional Business)** The PB zoning is intended to be a transitional zoning from more intensive commercial areas (i.e. C-1 and C-2) and residential areas. The preferred use within the PB zoning is office. Limited service uses, like banks and barber/beauty shops, may also be allowed. The maximum FAR allowed in the PB is 0.35, but for banks and medical offices the FAR is limited to 0.10 and 0.12 respectively. The PB within the CRA is designated on a section of Deltona Blvd. located south of the Deltona Blvd. /Enterprise Rd. intersection and accounts for ±11 acres of land.

**BPUD (Business Planned Unit Development)** The BPUD is a unique zoning classification that is applied through a rezoning, and a BPUD does include a unique developer agreement. The subject BPUD located within the CRA is known as the Welcome Center BPUD. Approved in 2003, the BPUD resulted in the creation of five (5) commercial lots located on a road named Welcome Center Dr. The lots can be used for a convenience store with gas pumps, a financial institution, a fast food restaurant, sit down restaurants, and other retail sales and services. The BPUD zoned area accounts for ±43 acres of land along the east and west side of Deltona Blvd. The overall BPUD area that is bisected by Deltona Blvd. includes an existing Waffle House Restaurant, a McDonalds Restaurant, a Citgo convenience store, and vacant land.

**OR (Office Residential)** The OR zoning is intended to be classified on single family residential areas where nearby land uses and other factors like high traffic volume roads have decreased the viability of areas to remain residential. The OR classification allows single family residential as well as general offices and may allow, as a conditional use, medical offices or banks. The FAR in the OR is 0.35 but for banks and medical offices the FAR is 0.12. The OR is applied to a residential area associated with Saxon Blvd. and W. Apache Cir. and accounts for ±13 acres.

A portion (±17 acres) of the CRA is designated as **High Density Residential (HDR)**. The HDR is a multi-family oriented residential land use designation that has a density range of 12.1 to 20 units per acre. The HDR corresponds to the area of the proposed CRA that is developed with multi-family units. The HDR area is zoned RM-1 and is described as follows:

**RM-1 (Multiple Family Residential Dwelling District)** The RM-1 allows a wide range of multi-family development types that range from zero lot line to low-rise apartments or condominiums. The maximum density is 12 units per acre and the minimum density is six (6) units per acre.

**Low Density Residential (LDR)** accounts for ±66 acres of the considered CRA. The LDR is a residential land use designation that allows 0 to 6 units per acre. The LDR in the context of the CRA is designated on single family residential areas that feature individual lots and detached dwellings--the most common land use type in the City.

**R-1 (Single Family)** The R-1 allows one single family dwelling on a lot no smaller than 7,400 square feet, and the dwelling has to be no smaller than 1,200 square feet. The minimum house size of 1,200 square feet was included as part of the City zoning requirements in the early 2000's for the R-1 zoning. However, many of the R-1 zoned houses within the proposed CRA were constructed in the 1960's and 1970's, and are smaller than the relatively nascent 1,200 square foot minimum floor area requirement. The result is that many of the detached dwellings are now non-conforming structures.

**Recreational (R) Future Land Use category**, as the title implies, is typically designated on recreational lands such as public parks and sports facilities. In the case of the Recreational designated area, it appears that, as per the original Deltona Lakes Plat, the area was earmarked for recreational use and that is the reason the City today has the property designated as Recreational on the Future Land Use Map. Notwithstanding the original plat, a portion of the R designated area is used for a fraternal organization and the remainder is a stormwater retention area. The R designated land is zoned P. The P zoning is discussed below:

**P (Public Use)** the P zoning allows governmental uses and some uses that would also be associated with the public sector. Governmental uses include utility services, fire stations, parks, etc. The minimum lot size is five (5) acres.

***Overall Site and Plat Conditions***

The proposed CRA is mostly platted as part of the Deltona Lakes Subdivision and includes some of the first units that were platted and developed. Unit 1 of the Deltona Lakes Subdivision was recorded in 1962. The plat included the portion of the CRA located near the intersection of Deltona Blvd. and Normandy Blvd. Both Deltona and Normandy Boulevards were platted at 80-foot widths. The Unit 1 plat contained residential lots.

Unit 3 of the Deltona Lakes Subdivision was recorded in 1962. The Unit 3 plat consists of a large geographic area of over 600 acres. Unit 3 includes the northern portion of the proposed CRA associated with Saxon and Normandy Boulevards. Saxon Blvd. was platted at a 70-foot width which was not enough to accommodate the four lane expansion, and Normandy Blvd. is platted with 80 feet of width. Unit 3 consisted almost exclusively of residential lots. Most of the lots were in the 8,000 to 10,000 square foot range.

Unit 6 was also recorded in 1962. Unit 6 included land within the CRA located along Deltona Blvd. between Normandy Blvd. and Abbeyville St. Unit 6 is somewhat unique in the fact that a large area of land, with frontage on Deltona Blvd., was not subdivided into residential lots. The large un-subdivided area would eventually be developed with the Deltona Plaza shopping center in the 1970's. This center would serve the community for many years with a grocery store and other goods and services. Deltona Blvd. was platted at 80 feet of width. As with other Deltona Units, there is a range of residential lots created even with frontage on Deltona Blvd. across from a major shopping center use.

Unit 10 abuts Unit 6 to the south. Unit 10 extends down the Deltona Blvd. corridor to the Deltona Blvd. /Enterprise Rd. intersection. Deltona Blvd. was platted with an 80-foot width. Much of the land located south of Balsam St. was not subdivided, but would eventually be re-platted in 1963.

Unit 22, recorded in 1963, includes a portion of Unit 10 as a re-plat, and does extend to just south of the Deltona Blvd. /Enterprise Rd. intersection. Unit 22 was platted with larger parcels that abut Deltona Blvd. Deltona Blvd. was platted as an 80 foot wide right-of-way. Apparently there was intent for land near the Deltona Blvd. /Enterprise Rd. intersection to be used for non-residential uses. However, there were smaller lots platted along the Deltona Blvd. corridor as part of, and a re-plat of Unit 22.

The remaining area of the Deltona Blvd. corridor from the southern extent of Unit 22 to the power line easement was recorded in 1964 as a re-plat of Unit 29 and Unit 37. More small lots were created fronting on both Deltona Blvd., and several side streets extending east of Deltona Blvd. However, further south near DeBary Ave., along the Deltona Blvd. corridor, the parcels were platted with larger areas with the intent of supporting commercial uses. The entire Deltona Blvd. corridor is platted at an 80 foot width.

The newest plat is the Deltona Welcome Center Subdivision that was recorded in 1995. The plat consists of five (5) lots that total over 17 acres of land. The subdivision is located along

DeBary Ave., abutting Deltona Blvd. on the west near the I-4/DeBary Ave. interchange. Deltona Welcome Center is a modern subdivision that was created to accommodate interchange type commercial development. The five (5) lots are accessed by a 60-foot wide road named Welcome Center Drive.

***Visual Character***

The general physiognomy of the proposed CRA can be described as post World War II contemporary, low profile suburbia. The architecture of the proposed CRA is very conservative. Building materials and construction techniques are typical of modern, suburban Florida vernacular. A good portion of the structures, both residential and commercial, are constructed out of concrete block. Balloon wood frame construction is also evident within the proposed CRA. Most of the single family dwellings are about 1,000 square feet. Larger commercial structures tend to be single story facilities. However, there are a few multi-story buildings that feature no more than two stories.

Impervious surfaces, including large expanses of parking lots and roads, are common within the CRA. The parking facilities mostly face major roads and are not well treated with landscaped islands or other mechanisms to soften the acrimonious nature of expanses of impervious areas.

As can be expected from a suburban environment, there is a lot of open space. The majority of the open space is manicured landscape areas in the form of yards and other landscape areas. The majority of the proposed CRA does feature mature over-story trees that include pines, oaks and other hardwoods. The trees occur within the yards of single family dwellings and in some cases trees are established along major roads. Natural areas are either wetlands or xeric uplands. The wetlands are either open water, herbaceous or scrub/shrub emergent types of hydric systems. Upland areas are vegetated with xeric vegetation. In some cases individual vacant lots have been cleared and those lots tend to be ruderal in nature.

A general lack of maintenance gives the CRA a fatigued look. Fading and stained exterior paint is common in the built environment of the CRA. The run down nature is also evident in the lack of structural maintenance associated with retaining walls, and some non-load bearing elements of various buildings. Abandoned and underutilized structures tend to be in the worst shape but some buildings that are used actively are also showing signs of deferred maintenance. Conversely, there are some homes and business buildings that are well maintained and the appearance of these structures is very appealing.

***Demographic Profile***

The CRA is located in Census Tract 091018. Census Tract (CT) 091018 extends no further west than Interstate 4 and includes the southwest part of the City of Deltona. CT 0910198 does include a small area of unincorporated Volusia County. This unincorporated area is sparsely populated and would contain no population or existing land uses that would skew the findings of this analysis as it relates to the proposed CRA and the City. As has been stated, the area of the subject CT does include the CRA along with other areas of the City. However,

the other City areas included within the CT are mostly residential and are very similar in age and in character, to the residential areas of the proposed CRA. Therefore, for the purposes of this analysis the data, unless specifically stated, is derived from 2010 U.S. Census demographic material for CT 091018. Forty-seven (47%) percent of the houses in CT 091018 were built between 1970 and 1989. The average year a house was built in 1984. The average construction year for multi-family structures is 1977.

In 2000, the median household income for the entire City was $39,736. In 2009, the estimated median household income for the City of Deltona was $48,623, which was an increase of 22.3%. While the median household income citywide is $48,623, within CT 09108 of which the proposed CRA is located, the median household income was only $33,596. That's over $6,000 less than the City wide median income in 2000.

The population of Deltona in 2010 was 85,182, which was an increase of 22.5% from 2000. Within the proposed CRA boundaries there are 279 single family residential dwellings and there are 127 multi-family units. According to 2010 Census data the persons per household for owner occupied single family dwellings in the City is 2.72. The same source has the person per house hold rate for rental units at 3.24. The high rate of person per household for rental properties is not unusual. Good paying jobs are scarce and even poorly paid service jobs can be difficult to obtain. The result is that there are many families that are forced to combine households under one roof. According to Volusia County Property Appraisers records, there are 133 that are non-homesteaded properties. This means that there is a very high probability that these rental units. Utilizing the Census persons per household rates for both owner-occupied and rental the population in single family dwellings yields 786 people. The majority of the 127 multi-family units in the proposed CRA are leased. The multi-family population would is 790 and the total population of the proposed CRA is 1,576 persons.

White residents make up 76% of the total population in the CT of which the proposed CRA is located. The median age of residents is 39.8 years. The homeownership rate from 2006 to 2010 in the City of Deltona was 85.6%, while the State of Florida had a homeownership rate of 69.7%. Within the proposed CRA nearly 50% of the single family properties are homesteaded, which means that the remaining residents are renters. Of those renters, 49% are considered poor residents. The median gross rent for the City of Deltona in 2009 was $1,102. The median gross rent in the Census Tract where the proposed CRA is located is $938. According to the U.S. Census Bureau, the percentage of people 25 and older in Deltona with a high school degree is 82.5%; 13.4% having earned a bachelor's degree; and 3.8% have a graduate or professional degree.

## BLIGHT STUDY

### *Standards for Blight, Criteria, and Findings*

Based on the above, the City followed Florida Statues to determine the preponderance of blight, to make formal declarations as part of this Findings of Necessity report, and to define a process. Beginning with the review of the statutes themselves, Chapter 163, please see below:

## *I. Chapter 163.335, Florida Statutes (Findings and Declarations of Necessity)*

*(1) It is hereby found and declared that there exist in counties and municipalities of the state slum and blighted areas which constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.*

The proposed Community Redevelopment Area focuses on one of the oldest parts of the City. The City of Deltona celebrating its 50th year as a community this year; therefore, this is a very appropriate time to recognize the need for the establishment of a CRA. With the average life of a non-residential structure at less than 40 years, the majority of the City's original structures within the CRA are falling into disrepair. The terms slum and blight are highly negative words that invokes an image of an extreme urban inner city environment with high crime, graffiti painted buildings, waste in the streets, and abandoned buildings with broken windows. Chapter 163.335(7) and (8), FS, provides the following definitions for these terms.

*(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:*

*(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;*

*(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or*

*(c) The existence of conditions that endanger life or property by fire or other causes.*

*(8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:*

*(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;*

*(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;*
*(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
*(d) Unsanitary or unsafe conditions;*
*(e) Deterioration of site or other improvements;*
*(f) Inadequate and outdated building density patterns;*
*(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;*
*(h) Tax or special assessment delinquency exceeding the fair value of the land;*
*(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;*
*(j) Incidence of crime in the area higher than in the remainder of the county or municipality;*
*(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;*
*(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;*
*(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or*
*(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.*

*However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.*

As indicated by the above definitions, slum or blighted areas do not necessarily represent the stereotypical image of an intense, dilapidated urban inner city environment. Rather, the definitions represent what can be typical throughout the mainstream suburban land use pattern of outdated buildings, platting problems, code violations, etc. Particularly in Florida, where suburban scale development is predominate as evidenced by the overall net density of the State being no greater than 2.5 dwelling units per acre, and intensities for non-residential land uses rarely exceeding a 0.50 Floor Area Ratio (FAR). On the whole, the State is very sprawl-oriented and in many cases lacks the public infrastructure to support greater densities and intensities.

For example, the State transportation network is basically a series of local roads linked to State roads and Federal highways linked to facilitate automotive transportation between a few large urban nodes, such as Tampa, Orlando, Miami, West Palm Beach, Jacksonville, etc., and a hierarchy of smaller cities and towns, such as Gainesville, Tallahassee, Ft. Myers, Daytona

Beach, etc. In other words, the State does not have an alternative, multi-modal, transportation network to support large populations and dense urban land use patterns.

Deltona is no different than many communities in Florida that were built for a specific purpose to provide residential housing to a relocating population from the northern United States. With the advent of air conditioning and an abundance of cheap water supply, Deltona grew along with the tremendous increase in Florida's population. As a result, an urban land use pattern was not required, and homes were allowed to be built in a suburban pattern. This suited many home buyers, because they were able to purchase a small single family detached unit on a large lot to realize the "American Dream."

In the early 1960's the Mackle Brothers capitalized on a demand for a suburban residential community and established the first phase of Deltona. The land use and lotting patterns, platting, and infrastructure were all created under the jurisdiction of the County, which allowed Deltona to ultimately become a suburban community featuring mostly smaller scale commercial uses that were neighborhood oriented and residentially supportive.

At first, the development pattern was functional and did provide a level of service to the community. However, as the City grew, that portion of the community located within the southwest original section of the City, including the proposed CRA, began to show signs of obsolescence. This dysfunction is exemplified by a lack of a full range of public services and facilities that have been neglected.

Based on the above criteria to determine if a slum area or blighted area exists within the proposed CRA area, the following analysis is provided:

***Meeting the Statutory Definition of a Slum Area***

***(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces.***

The City of Deltona provides a high quality of life for its residents concerning ventilation, light, air, and adequate open spaces. However, sanitation is a potential issue. The majority of homes and some commercial facilities within the proposed CRA area were permitted by Volusia County and, in some cases, by the City after incorporation, to be served by septic systems. The lack of central sewer coverage and the reliance on septic systems causes a serious health risk to the population.

The majority of the septic tanks are over 30 years old, have not been maintained, and do not have grinder pumps. The typical lot within the proposed CRA area is 80-ft. by 125-ft. for single family residential use. The location of the septic tanks is in close proximity to each other, due to the lotting pattern, cumulatively provides a potential health hazard especially in periods of heavy rains and flooding. There is also the potential to affect water quality in surficial water bodies, as well as the aquifer, which ultimately can affect the potable water supply for the City.

**Q: Is the definition of Slum Area met?**
**A:** Yes

***(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code.***

The City maintains the largest municipal population within Volusia County at 85,281, per the U.S. Census. As a result, the City has a corresponding lotting pattern that allows for this overall net density of roughly three (3) units per acre. The City is very underserved by commercial development. The City is developed with less than three (3) acres of commercial land per 1,000 population. For comparison, the Central Florida region is served by six (6) acres of commercial land per 1,000. The high population and lack of services creates a condition where the population has to drive to access such services and employment. This, along with a sprawling low density development pattern, results in an exponentially declining deterioration rate for infrastructure and public facilities. In other words, roads fall into disrepair at a greater rate due to the higher volume of daily use on it. The same is also true for the general disrepair of the existing water and sewer lines within the public rights-of-way. These systems were installed beginning in 1962, while the City was within unincorporated Volusia County, as part of the master development of the Mackle Brothers operation.

The water lines were sized to primarily serve the large number of residential units being developed and were extended to every land use, both residential and non-residential. The sanitary sewer lines were placed in three previously identified housing areas, primarily along Deltona Blvd., south of Enterprise Rd., and radiating out from the intersection of Deltona Blvd. and Normandy Blvd. These lines are primarily residentially serving with nominal non-residential land uses connected.

The limitation of public infrastructure has resulted in an under-achieving land use pattern that has several negative consequences:

1. The large number of houses constructed on a per square mile basis results in overcrowding when the population exceeds the amount of livable space within dwelling units. The result is a demand for housing, and when that is not available, typically results in sprawl at the periphery of the City where vacant land is available.
2. The population has a disproportionate residential density to its surrounding land use patterns, which is evident by the lack of services within the City.
3. The high volumes of homes within Deltona are served by an aging water system that has limited potential for upgrades.
4. The private market is not investing in the CRA area.

5. The minimum separation distance of existing septic tanks would not meet contemporary on-site wastewater disposal standards, and there is a desperate need to take these systems off-line and replace them with central sewer service.
6. There is a lack of central sewer service, especially line sized for non-residential uses. Thus the physical horizontal control area is not available to provide for new non-residential uses on commercial septic systems.
7. The lack of central facilities results in increased costs to both the City for maintenance of an older system with fewer units to distribute the cost proportion, as well as to the end user, in the payment of services over a smaller percentage of users on a depreciating system.
8. Non-residential development in the form of commercial and office are typically developed in prototypes. The unavailability of central facilities results in the need for oversized lots to place a smaller use upon to accommodate for septic systems. Such sites are often passed by within the due diligence process for acquisition, because of a lack of infrastructure that will accommodate the maximum development potential on-site. As a result, needed non-residential is not built and the dominance of residential with no supporting commercial occurs. This creates a disproportionate amount of density and overcrowding in a small geographic area.

**Q: Is the definition of Slum Area met?**
**A:** Yes

***(c) The existence of conditions that endanger life or property by fire or other causes.***

The majority of the existing development within the proposed CRA boundary predates 1978, and the existing septic tank predominance has the propensity to pose a health risk to the population that could endanger life. Many of the non-residential units include lead-based paint, mold conditions, and, in some cases, friable asbestos, due to their age. The former Winn-Dixie building located within the CRA corridor has an extreme infestation of mold to the extent that remediation may exceed the costs of demolition.

During the hurricanes of 2004, and Tropical Storm Faye in 2008, the southwest portion of the City was inundated with heavy rainfall and flooding conditions. As a result, the water table rose and many septic tanks failed, with human waste infesting the standing water bodies. This caused a very real health risk to the City's population, and many of those residents have homes within this area of the City. Specifically, those homes near the intersection of Cloverleaf Dr. and Deltona Blvd. in the direction of Lake Gleason had the greatest impact.

Further, the City of Deltona provides water and sewer services for parts of the City of DeBary that are located west of the DeBary Ave. /I-4 interchange. However, a portion of incorporated DeBary is located east of Interstate 4 along DeBary Ave., but those homes within DeBary located south of DeBary Ave. do not have central water or

sewer service. The homes utilize wells and septic tanks in close proximity to each other. This is a health risk. In addition, a mothballed Progress Energy power plant station is directly to the east of these homes. The idle power plant is situated within unincorporated Volusia County and has the potential to become a Brownfield, as a former longstanding industrial use. There is a potential for contaminated soil and, with the local potentiometric flow trending towards the residential wells, could indicate that there could be well water pollution and deleterious health issues. Creation of a CRA will provide a financial mechanism to extend and upgrade water and sewer lines to the area and will reduce the direct impact that the residents have for potential health risks.

**Q: Is the definition of Slum Area met?**
**A:** Yes

***Meeting the Statutory Definition of a Blighted Area***

***(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.***

Appendix A of this document provides a visual catalog of the proposed CRA area. Starting from the north to the south the following narrative is provided that documents defective and inadequate transportation infrastructure that meets this definition:

**Saxon Blvd./Interstate 4 to Finland Dr.**

Exiting off of I-4 onto east bound Saxon Blvd. the driver enters a constrained corridor. Based on 2011 Volusia County traffic counts, four lane Saxon Blvd. from I-4 to the Saxon Blvd./Normandy Blvd. intersection is operating at a level of service "F." However, the Saxon facility is not on any planned or programmed improvement schedule. Over 38,575 cars pass through the corridor daily. There are impaired sight distances at the intersection of Finland Dr. and Saxon Blvd. and driving conditions are unsafe.

For the east-bound Saxon Blvd. lanes, there is a dedicated right-turn deceleration lane leading into a parking facility for a Publix shopping center. The concrete divide is in major disrepair as many have used the intersection of the parking lot with Saxon Blvd. for U-turn maneuvers into the Saxon Blvd. right-of-way. Also the plastic barriers intended to direct traffic are damaged beyond repair from repeatedly being struck by vehicles. Basically, the intersection design and function is not working in the field.

In addition to a Publix supermarket, this plaza includes a fast-food restaurant, Family Dollar, a Chinese restaurant, etc., which generate a lot of trip ends. Compounding the traffic flow constraints for the Publix shopping center is the location of a mass transit bus stop for VOTRAN. When this facility is being used for drop-off and pick-up within the east-bound travel lane of Saxon Blvd. (there is no dedicated 'bus-buddy' or roll-off area), the right lane travel is stopped. The bus also blocks the exit lane for the

Publix plaza immediately causing unsafe conditions for pedestrians departing or boarding the bus.

Because of the restricted turning movement at the Publix plaza, vehicles often attempt to make a left-turn into the plaza and switchback to be within the dedicated right-turn lane from the east-bound direction. This causes traffic to be fully stopped queuing behind the illegally left turning vehicle, and causes traffic accidents. There are no "No U-turn" signs or proper traffic warrants restricting this movement. Further, the left turn lane for Finland Dr. northbound starts at the entrance of the Publix plaza. When the left turn lane is at capacity the queue backs up into the left travel lane and causes severe traffic congestion.

The widening of Saxon Blvd. impacted the Saxon Plaza parking lot. Saxon Plaza is a strip center located on the north side of Saxon Blvd. just to the east of I-4. Driveway cuts were restricted and the grade separation between the Saxon Plaza and Saxon Blvd. was not adequately addressed with landscaping. Consequently, the grade separation has a sterile and cold appearance. The Saxon Plaza grade separation with the adjacent land use to the west, a Citgo gas station and convenience store, was not adequately addressed with a retaining wall and there is long-term erosion and lack of structural stability between those land uses. Finally, there is a second bus stop present; this one is in front of Saxon Plaza, and during service times, the right lane of west bound Saxon Blvd. is blocked by VOTRAN buses, making it dysfunctional.

**Saxon Blvd.–Finland Dr. to Normandy Blvd.**

Situated along the Saxon corridor beyond the intersection of Saxon and Finland, single family residential units were permitted when the City was part of unincorporated Volusia County. At that time, Saxon Blvd. was a two-lane facility and there was no interstate exchange. Each house was permitted by the County to construct a driveway for access onto Saxon Blvd. Depending upon the orientation of the home and garage placement, several of these residentially serving driveways are adjacent to each other, and all driveways are in close proximity to each other. On the north side of Saxon Blvd., there are 10 driveway cuts. On the south side of Saxon Blvd. there are 16 driveway cuts. A few of these former residential units have been converted to limited retail, typically with substandard parking facilities and stormwater management.

The dysfunctional driveway cuts onto the high volume, four-lane Saxon Blvd. is hazardous for not only the residents accessing the homes, but for through traffic as well. There is no defensive response time available for vehicles on Saxon Blvd. The driver backing into Saxon is at the mercy of the on-coming traffic. The same is true for turning into driveways, as drivers are often rear-ended, despite first indicating their desire to turn.

There are several local roads that intersect with Saxon Blvd. within this segment: Apache Cir., Exotic Ter., and Diane Ter. The intersection of these roads with Saxon

Blvd. lack clear sight distances in both directions, making these intersections unsafe and in need of retrofitting.

Finally, the entrance to the Walgreen's drug store along Saxon Blvd. includes a deceleration lane. The deceleration lane is used for customer access as well as a service vehicle entrance. This creates a hazard close to the Saxon Blvd. /Normandy Blvd. intersection that warrants a retrofit for safe ingress and egress from the Walgreen's site, and to make the intersection of the arterial roadways function at greater levels of service.

**Normandy Blvd.-Saxon Blvd. to Deltona Blvd.**

The Normandy Blvd. corridor within the proposed CRA boundary extends from north of Saxon Blvd. to Deltona Blvd. The corridor begins at the existing power line easement north of the intersection of Apache Cir. and Normandy Blvd. and extends through the intersection at Saxon Blvd. through an s-curve then to Deltona Blvd. The pressure placed on Normandy Blvd. was created when the Saxon Blvd. interchange was opened in the early 1990s to provide a more direct connection to I-4 for residents living to the north and east of the proposed CRA boundary.

This former local road was not retrofitted to accommodate the high volumes of traffic associated with being connected to a full interchange along the Interstate Highway System. As a result, the dangerous S-curve in the road to the south of Saxon Blvd. forced the need for a guard rail to protect homes and driveways abutting Normandy Blvd. from both the volumes and speed of traffic.

Despite the extra safety measures to keep travelers along Normandy from impacting adjacent neighborhoods, vehicular and pedestrian safety remains a critical concern in this area of the proposed CRA boundary. The guardrail has to be replaced often, and the curve is not designed and constructed to accommodate the additional traffic volume. Local residents are reduced to backing out into this unsafe corridor and the road needs to be realigned and widened.

The widening of Normandy Blvd. north of Saxon Blvd. was completed by the City in 2008 to address stormwater management problems, public safety issues, clear sight distances, and levels of service. The roadway was widened to four-lanes from two-lanes, including a landscape median within an 80-ft. wide right-of-way.

Normandy Blvd., south of Saxon Blvd. was not widened by the City and the proposed CRA would be the impetus to achieving that much needed capital project. The proposed number of homes included in this portion of the corridor is 89. Forty three (43) of those 89 units are homestead exempted and the remaining 46 homes are rentals; which represents a 48% homestead ratio.

The widening and realignment of Normandy Blvd. will be an extension of the four-lane N. Normandy Blvd. and will be designed to minimize impacts to adjacent residential units. However, for early planning phases in the establishment of this CRA, both sides of the roadway are included.

The City also performed a detailed intersection study at the E. Normandy Blvd. and Deltona Blvd. intersection. The firm HHI, as a paid consultant to the City, came up with concepts for that intersection that was in keeping with the Urban Design Master Plan. Per HHI classification, the intersection was considered tertiary in nature as a non-plus intersection (no 4-way stops). Their concepts considered signal warrants and intersection improvements to the existing intersection. More prominently, they identified the need for such improvements back in 2007-2008 to create better and safer flow of traffic at the point of connection between Normandy and Deltona Boulevards. For illustrations of the HHI suggested improvements to the Normandy/Deltona Blvd. intersection see pages 20 and 21.

**Deltona Blvd.-Normandy Blvd. to Doyle Rd.**

The Deltona Blvd. corridor forms the majority of the CRA area and is a focal point of the CRA. A significant premise of the CRA is the reinvestment and retrofit of the Deltona Blvd. corridor.

Centered along Deltona Blvd. are smaller 'Mackle Brother' homes, a collection of nodes of supporting commercial centers, later development of office space, and some eating establishments. This corridor is active with pedestrian traffic; is associated with constrained levels of service for automobiles; lacks safe access management standards; and features generally underperforming land uses.

This corridor was disenfranchised when the City grew north and eastward and the Saxon Blvd. interchange was constructed in the early 1990s. Before the Saxon interchange was constructed, the corridor served as the main ingress and egress to the City and remained a viable corridor. Since that time, the corridor has been by-passed from traffic along Normandy and Saxon to the north and DeBary Ave. By-pass to the south. However, the corridor serves as a parallel facility to Interstate 4.

The realization of the land use potential of Deltona Blvd. is further compounded by the fact that the corridor is oriented away from Interstate 4. In addition, a sound barrier wall erected within the I-4 right-of-way was designed to mitigate I-4 from the adjacent residential uses. However, while the wall screens Deltona off from travelers along I-4, the wall also keeps businesses from being able to maximize the potential of highway oriented marketing.

The land uses between Deltona Blvd. and I-4 are primarily low density residential, with some non-residential. All of the uses are oriented towards Deltona Blvd. and

away from the higher volume traffic along I-4. Again, this limits businesses from achieving maximum market potential.

There are also conflicts between land uses. For example, Deltona Blvd. as a major thoroughfare within the City has low density single family residential units along it, which does not match the land use intensities required along a thoroughfare. This is the same issue with the Saxon Blvd. corridor that was previously mentioned in the document. The numerous residential driveway cuts within ingress and egress deduct from the function of the roadway, by having the thoroughfare used as a local road, which causes gridlock and lowers the level of service on the road.

The corridor also suffers from a lack of clear site distances and a lack of service access points, meaning oversized vehicles have difficulty entering and exiting along the corridor. There are gas stations, office buildings, a hotel, and commercial plazas that are serviced by solid waste vehicles, VOTRAN buses, fueling trucks, delivery trucks, and occasionally Fire/EMS vehicles. All of these vehicles require wider turning radii and design of driveways for safe travel. Currently, this is not being met.

Finally, the FDOT and Volusia County transportation requirements are not being met for safe roadway design. The southern portion of Deltona Blvd. is constrained to two-lanes with many driveway openings not meeting minimum spacing requirements. The northern portion of Deltona Blvd. has been widened to five lanes (four travel lanes and a center turn lane). While this segment of roadway is designed to accommodate more vehicle capacity and levels of service, it also includes the majority of single family residential driveways, which constrain its use and function.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(b) Aggregate assessed values of real property in the area for ad valorem tax purposes that have failed to show any appreciable increase over the 5 years prior to the finding of such conditions.***

The data for this analysis is automatically skewed in the fact that the overall real estate market for Florida and the nation experienced very real depreciation in all segments of the industry--residential and non-residential. Florida, in particular, was at the forefront of the housing boom and bust. Deltona was also subject to this pattern, due to the large number of residential homes in the community.

A high percentage of vacant and foreclosed homes have a direct impact on the residual land values within the City. However, the purpose of this report is to concentrate on the proposed CRA boundary. Within the proposed CRA boundary, an assessment of assessed values of real property was taken over a five year period, prior to the funding of such conditions. This analysis finds that the starting assessed just values were

$120,161,514 for properties within the proposed CRA area in 2007 and $53,453,665 for those same properties in 2011.

The assessment showed a major decline in assessed real property values for the CRA area that warrants action being taken to reverse that trend. The lack of action will promulgate further decline in assessed values, as very little reinvestment is occurring to alter the negative residual land value trend. As a result, continued disinvestment will prevail, thus leaving the ultimate long-range viability of the community in question.

The lotting and land use pattern, primarily created in the CRA area during the 1960s and 1970's that dominates the built environment, was originally permitted by Volusia County. The City anticipates a partnership with Volusia County regarding the CRA to promote redevelopment and foster reinvestment in a former unincorporated community that was begun 50 years ago.

**Q: Is the definition of Blight Slum Area met?**
**A:** Yes

***(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.***
The City of Deltona was platted primarily as a residential community with a very homogenous housing type. Over 90% of the City's existing land use is single family residential development.

Residential lots were platted on any roadway type, such as local, collectors, and even arterials. However, at the time, the majority of thoroughfares within the City were two-lane facilities, and the basic mission of the development was facilitating a single family detached dwelling unit development pattern. Roads such as Saxon Blvd., Normandy Blvd., and Deltona Blvd. within the CRA boundary were designed to act as both a thoroughfare and a local street. In other words, roads were not designed with adjacent non-residential land uses in mind or with mobility being the prime goal.

Larger roadway facilities should have been platted or designed to accommodate non-residential land uses. In addition, lots near larger roads should have featured proper lot depth and frontage to facilitate internal trip capture and on site circulation. The result would have been a minimization of pedestrian and vehicle conflicts, efficient emergency response accommodation, and a high degree of site functionality. Instead, a disproportional amount of single family residential lots were allowed to be permitted on main roads that hindered site function, accessibility, and property usefulness. The consequence is diminished land values through functional obsolesce.

The single family residential lots vary little, with the majority being a dimension of 80-ft. by 125-ft. lot. The ±10,000 SF lot size is designed to accommodate one (1) single family detached unit on a central potable water system with a septic tank. The

line sizes for the water mains serving the area are designed to serve a low density residential use. Therefore, the conversion of residential uses to other land uses is questionably feasible because of a lack of site utility/function, and the inability to get greater public utility service at this time. For example, a two-inch water main may not be able to serve a medium rise office complex, or depending on other demands, even a modest size strip center with several retail uses. The lack of feasibility to accommodate land use conversion is significantly compounded by the reliance on septic tanks and the poorly developed central sewer system within the proposed CRA.

The dominance of the single family residential lot type only provides a lot depth to accommodate residential use. Thus, conversion of the lots to non-residential use to match the function and capacity of the adjacent roadway facility cannot be performed on a one to one basis. Lots will need to be assembled to facilitate the development of a non-residential use. Lot assemblage requires approaching each land owner with an offer to purchase their property. Land assemblage activities are time consuming and very risky. Price increases are common as individual land owners learn of plans or hear rumors of a developer attempting to convert land. Also, individuals of strategic parcels can hold out based on exorbitant/unrealistic expectations and effectively scuttle efforts to convert land to non-residential uses.

In the assemblage of land, the alignment of local roads, existing utilities, and regulatory requirements, including zoning, are issues to consider. Finally, business site selectors are typically looking for a pad-ready site in a certain area. Often times, the use of geographic information systems or GIS, is employed with specific search criteria that produces a visual map for use, as well as data to support the graphic portrayal of the area. In an effort to find an ideal site, areas that need land use conversion never make it onto the map and often get over looked.

The City cannot expect the private market to underwrite or take on the business ventures needed to reverse the role of disinvestment and a preponderance of blight. As is well documented, the private investment real estate market has undergone great changes since 2007 in Florida and around the nation. Locally, banks were the underpinning of the ability for a developer to achieve a construction loan to undertake a venture. The local government depended upon that construction loan and any other investment activity, to pay for impact fees or to physically install some capital improvements. This off-set the 5-Year Capital Improvement Program (CIP) and provided for a symbiotic relationship between private development efforts and local government.

Unfortunately, for the State of Florida and within the City of Deltona, that relationship does not exist anymore. As a result, the public sector is responsible for ensuring that blight conditions do not overtake an area and cause unsafe or poor quality of life issues for its residents. That disinvestment of the private sector has had a direct impact on the proposed CRA area. Thus, the area for ad valorem tax purposes that has

failed to show any appreciable increase over the 5 years prior to the finding of such conditions.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(d) Unsanitary or unsafe conditions.***

The age of the area, at 50 years old, it functionally obsolete. Sidewalks were not appropriately engineered. For example, the widths of the sidewalks were not designed to accommodate Americans with Disabilities Act (ADA) accessibility and some sidewalks include many architectural barriers that do not meet the Community Development Block Grant (CDBG) National Objective standards. Thus, they are physically limiting in both their width and disrepair and cannot accommodate various user types simultaneously.

Roadways were not designed to meet up to date Florida Department of Transportation (FDOT) minimum spacing criteria. There are driveway openings located too close to the intersection of major roads, such as at Enterprise Blvd., with Deltona Blvd. Also, there are driveways with no clear sight distances. When the pedestrian is in the driveway opening or within an unsafe intersection, there is no recovery area or alternative route, which disallows the pedestrian to avoid the on-coming vehicle. This often results in injury to the pedestrian.

There are overhead power lines, many in disrepair that have not been upgraded by the power company. For example, oak trees, probably planted 50 years ago, are now fully matured sprawling oaks with a large canopy that have grown into the power lines. This results in power outages during storms, unsafe conditions on residential lots for people to work around or on their roofs. Finally, power lines traverse Deltona Boulevard, event extending over the right-of-way, at low elevations, which could cause conflict with oversized/high profile vehicles. The proposed CRA could help to have underground lines installed for safety and appearance purposes.

There are and have been both gas service stations and dry cleaners within the proposed CRA boundary. The gas stations included service garages, which stored materials such as car batteries, tires, various machinery fluids and other chemical-based materials that if not properly managed and controlled on-site, pose a health risk to the area population. The presence of underground storage tanks (USTs) may cause contamination and related health risks. Also, cleaning solutions and related solvents associated with dry cleaners may be a source of insalubrious contamination.

In summary, the proposed CRA area can qualify for a Brownfield Area with the presence of the above uses and conditions. While Deltona was fortunate that light or heavy manufacturing never occurred, like some American cities, residentially

servicing uses such as gas stations and dry cleaners utilize materials that can degrade human and environmental health.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(e) Deterioration of site or other improvements.***

As stated within previous section (d), the age of the area is over a half a century. As a result, there is physical deterioration of site and other improvements. The U.S. Congress changes the definition of deterioration periodically. However, the Internal Revenue Service (IRS) provides a tangible table that tax payers can use to determine the U.S. Government's definition of deterioration for tax filing purposes. From that table, the following can be applied to the proposed CRA area:

1. **15 Year Old Property** – Depreciable improvements to land such as shrubbery, fences, roads, and bridges. The existing roads within the proposed CRA area have far exceeded this 15 year period.
2. **27.5 Year Old Property** – Residential property. Many of the homes within the proposed CRA area are over 40 years in age and are in an advanced stage of depreciation.
3. **39 Year Old Property** – Non-residential real estate, including home offices. (Note that the value of land may not be depreciated.) Not all non-residential buildings within the proposed CRA boundary along the Saxon Blvd. corridor have achieved this period; however, the majority of non-residential units along Deltona Blvd. have exceeded this age.

The majority of the buildings within the proposed CRA area are of age to be classified by the IRS as being deteriorated. Physically, their conditions match their definition, in that several of the buildings need new roofs, need new painting (both interior and exterior), need upgraded landscaping or new landscaping, need resurfaced parking lots, need modern signage to convey businesses to the market, need new electrical service and plumbing fixtures, need the removal of lead-based paint and friable asbestos, and need mold remediation. In the case of the former Winn-Dixie building, located at 1200 Deltona Blvd., mold is extensive.

Finally, due to a lack of stormwater management constructed at the time the majority of land uses were being constructed, there is no surface water storage and pretreatment/attenuation. The water table is high and inhibits percolation of rainwater. Storm drains are limited throughout the area. Thus, water sheet flows from higher elevation to lower elevation areas and the relief of that water creates a higher rate with volume. Those areas not designed to accommodate stormwater management within the proposed CRA boundary, experience flooding in extreme rainfall events (i.e. 25-year rain-events or greater), erosion, mass wasting, and no pretreatment. Thus,

nitrogen-laden water with high TMDL levels flows overland into yards, parking lots, and area water bodies.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(f) Inadequate and outdated building density patterns.***

The City of Deltona is a large, scattered-lot residential development community, with several planned subdivisions built throughout its ±41.1 square miles. From the beginning, the land was platted to accommodate a homogenous land use pattern centered upon the construction of single family homes on an extensive network of local roads. The residential units were supported by platted small nodes of commercial and office to accommodate a sundry of uses to serve the residential. Thus, the densities and intensities remained low, since there was no need for intensive urban compact land use patterns and Deltona conformed to the classic model of a suburban bedroom community to a large metropolitan area. This model is typical throughout the United States.

The automobile dominated the transportation method to support this low density and intensity land use pattern. Every home had a driveway and a road led to the driveway from a City thoroughfare. Eventually the thoroughfare was connected to an interstate interchange, providing residents the ability to leave their home every day and commute for employment.

That subject suburban model that personifies Deltona was predicated on a few key factors:

1. Employment would always be available in the Orlando metropolitan market;
2. A robust housing market driven by population increase would continue; and
3. Fuel would remain cheap, so that a person's income would exceed their daily transportation costs.

Since the initial inception of the above listed model over 50 years ago in Deltona, there has been a dramatic change to the above equation. Employment is no longer abundant in the Orlando market, as unemployment rates remain high in Florida. There is a cessation of home construction, due to lack of demand. Fuel costs have nearly tripled within the last five (5) years due to global market forces.

That combination has led to a very inadequate and outdated density pattern that has forced Deltona, and all communities throughout the State, to find more sustainable methods of operation. Now that the population within the City has been established over the past half century, it is not merely a matter of residents leaving their paid off home or 30-year mortgage to take dwelling elsewhere. Within the last 50 years a community was built with schools, churches, doctor offices, etc. Thus, a retrofit is

required to change certain parts of the City to create a more vibrant and positive community.

The proposed CRA is not designed at correcting the lotting pattern throughout the City. Merely, it is designed to retrofit that area within the CRA boundary. Thus, particular attention was given to ensure that neighborhood compatibility is respected, while the conversation of land uses and public facilities are transformed to a modern functional corridor.

Currently, the inadequate density building patterns involve the aforementioned single family units with access points directly on major City thoroughfares for unsafe ingress and egress. Thoroughfare roads are designed to accommodate high volumes of traffic and larger commercial vehicles traveling at higher speeds. Underperforming adjacent residential uses that do not have adequate lot depth for commercial uses having access on such thoroughfares is unsafe.

These residential uses adjacent to the thoroughfares do not represent the maximum potential of the land, which is one of the tenets of valuation used in appraisal work. Thus, the multitude of large single family residential lots with a small unit on each lot means that there is a lot of land between the homes that is unutilized and is open space. This is a waste of a horizontal asset regarding land development purposes.

The outdated building density patterns have been reinforced throughout this document. The units were constructed at a date and time, primarily within the 1960s and 1970s, with what would be considered today, as outdated construction methods. The City's current Building Code and all subsequent regulations support safer, more modern building standards than the relatively primitive standards used to construct the current, outdated building inventory within the proposed CRA boundary. The building stock is marked by one or two story concrete block construction with a stucco façade. The buildings were not designed to current wind load standards. Also, despite simple and utilitarian appearance, some buildings are physically located at oblique and random angles relative with the roadway further enhancing the obsolescence of the buildings.

In addition to the dysfunctional orientation of the buildings, the scaling, massing and location reflects a desultory development model. One parcel is a gas station, which is next to an office building, which is next to a former single family home that has been converted to a non-residential use, all without a governing and guiding master plan.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality.***

Currently, the average range of rental rates on non-residential property within the proposed CRA area is $6.00 to $12.00 per square foot. These rates are down from the 2008-2009 period, which had an average range of rental rates on non-residential property from $10.00 to $16.00 per square foot. This is compounded by a decline in the real estate market, fewer businesses to lease space, a down-sizing of leasable space needed, and the continued disrepair and lack of private reinvestment into the area.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(h) Tax or special assessment delinquency exceeding the fair value of the land.***

Based on City research, this condition was not prevalent throughout the proposed CRA area. Some of the homes are homesteaded and mortgages are being maintained. Some of the homes are even owned outright in fee simple. Several of the homes are rental properties. The proportion of homes with liens or other delinquencies is small, since most of the homes are the original Mackle Brother units and have their mortgages paid. The same is true for the non-residential uses. Therefore, this condition is not applicable.

**Q: Is the definition of Blight Area met?**
**A:** No

***(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.***

The residential vacancy rates are roughly equivalent to the entire City. However, the City of Deltona has a much greater proportion of residential units than the remainder of Volusia County, and those units are in close proximity to one another.

For example, the City has over 30,000 single family residential dwellings Citywide. Comparatively, the neighboring cities of DeBary has roughly 7,000 units, and Orange City approximately 3,700 units. So, proportionately, the incidence of higher residential vacancy rates can be expected when Deltona is compared to other communities in the County.

The same is true for commercial uses. While the City has a very low percentage of non-residential land uses to residential land uses compared to other cities within the County, non-residential land within the proposed CRA area includes high vacancy rates.

Along Saxon Blvd. the commercial land uses are leased or occupied at near 100%. There are no non-residential uses within the Normandy Blvd. corridor within the proposed CRA. However, along the Deltona Blvd. a portion of the proposed CRA is

the Deltona Plaza. This is one of the first shopping centers within this part of the County and the anchor tenant space has been vacant for the last few years. There are smaller spaces within Deltona Plaza that are vacant.

The functional life of the Deltona Plaza and its ability to attract new tenants is damaged by the following:

1. Location at mid-block of the corridor.
2. Lack of Interstate 4 exposure.
3. Lack of proximity to an interchange.
4. Lack of visibility. Buildings are located within the parent tract towards the rear of the property with parking between Deltona Blvd. and the building.
5. The condition of the shopping center is poorly maintained.
6. The shopping center has competition from other, better located shopping venues.

Further to the south, there is a two-story bank building, a one-story commercial strip center, and another two-story office building that includes high percentages of vacancy in each. While this is in keeping with the remainder of the County, having the two-story vacant building along Deltona Blvd. 100% vacant is higher than average for the County.

**Q: Is the definition of Blight Area met?**
**A: Yes**

***(j) Incidence of crime in the area higher than in the remainder of the county or municipality.***

The City analyzed five (5) years of police call activity in the proposed CRA – 2007-2012. During that timeframe there were 72,659 calls for law enforcement services. The majority of these calls were for non-violent incidents. In fact, over 5,500 of the calls were to request extra patrols in the area. Of course, there were the typical criminal activities recorded including burglary, assault and battery, and narcotics. ***Based on a review of City-wide police activity for the same time period there were 4,467 police calls/responses per 1,000 people. Within the CRA, there were 17,617 police calls/responses per 1,000 people.*** Clearly crime and criminal activity within the proposed CRA is much greater than the remaining area of the City.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.***

The proposed CRA boundary is primarily served by Fire Station 62, located on Diamond Street. A review of data provided by the City of Deltona Fire Department

indicates that there were 2,359 fire or emergency medical service responses made by the City between the period of June 1, 2009 and June 1, 2012. Expressed in the terms of a population to service ratio the proposed CRA generated 1,572 fire and emergency response calls per 1,000 population. This response rate is very high. By way of comparison the ratio for the entire City is 290 calls per 1,000 population.

The majority of the land uses within the City are residential and the greatest proportion of responses by the Fire Department is residentially-oriented in nature. However, the proposed CRA area includes two interchanges along Interstate 4 and a very long corridor along Deltona Blvd. that is considered front-loaded with a higher amount of commercial than throughout the City. Thus, there is a greater response to commercial and non-residential uses within the overall CRA area, than elsewhere in the City.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality.***
Research was conducted with the City's Building Department for this information. Since Deltona was developed in stages, the area centered upon Deltona Blvd. is the oldest section of the City. The CRA area is included in this section of the City, especially that portion along Deltona Blvd.

The housing stock in this portion of the City is part of the original Deltona Lakes development and differs from other area housing stock. These units are small, typically ±800 to ±1,000 square feet in size and sit on a large lot that is 80 by 125 sq. ft. in dimension. Some of the units have sanitary sewer; however, most have a septic system on-site. All of the units are connected to central water provided through the City's Public Works Department.

The homes are typically constructed with concrete block and have a 3:12 roof pitch and carports. The majority of the units were permitted, while the City was part of unincorporated Volusia County. The units are well-built and structurally stable. Despite their outward appearance, the functional life of the home extends well beyond the 27.5 years for a residential home, previously listed. The same is true for the construction methods for non-residential structures. In summary, there are fewer violations of the Florida Building Code in this area.

**Q: Is the definition of Blight Area met?**
**A:** No

***(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.***

The proposed CRA area has a varied diversity of ownership from civic buildings, such as the post office, to a privately owned, obsolete shopping center. Included in that ownership pattern are single family and multi-family dwellings.

The majority of these tracts are owned in fee simple. However, there is a large amount of rental units within the CRA area that creates a much diversified land ownership pattern. City research of tax records indicates that about 50% of the dwellings within the proposed CRA are non-homesteaded, income producing properties. From the ability to potentially assemble, plat, and/or combine this land with diversified ownership characteristics into more functional tracts to accommodate new development is extremely problematic.

Thus, this checkerboard pattern of land ownership keeps the area depressed to-date because it does not easily allow for the aggregation of land to support modern development patterns which continue to depress the local market.

**Q: Is the definition of Blight Area met?**
**A:** Yes

***(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.***

There is no governmentally-owned property with adverse environmental conditions caused by a public or private entity within the proposed CRA area. However, there is an existing Progress Energy inactive power plant with large above ground storage tanks within approximately 1,200 ft. of the boundary that <u>would qualify as a Brownfield site</u>. The site is in unincorporated Volusia County and along the lakeshore of Lake Monroe to the east of the proposed CRA area. The underground potentiometric flow and possible leachate of contaminates from this site, potentially, toward the CRA area, would cause adverse environmental conditions within the proposed CRA area.

Groundwater testing, Phase I Environmental Site Assessments, and potentially, a Phase II Environmental Site Assessment would warrant the impacts that this site has of sending adverse environmental contaminates toward or into the proposed CRA area.

**Q: Is the definition of Blight Area met?**
**A:** Yes

## REAL ESTATE DEVELOPMENT AND INVESTMENT ACTIVITY

***Reported Investment and Disinvestment Activity***

The proposed CRA area is experiencing a situation that is akin to condemnation blight. The construction of Saxon Blvd. interchange to the north; the orientation of the corridor away from I-4; the mix of incompatible land uses; the geometry of Deltona Blvd.; the date of development and the functional obsolescence of many of those buildings; and the lack of public safety measures all have caused disinvestment activity in the area compared to investment activity.

The investment activity in the last 15 years has included two convenience stores, a McDonalds, and a Waffle House. The remaining structures proceeded that time, when the City was part of unincorporated Volusia County. The lack of investment in that period indicates disinvestment activity.

However, compounding that issue, within the past 10 years, the Planned Unit Development that includes the Waffle House, McDonalds, and convenience store located at Welcome Center Drive has no new development despite commercial entitlements and vacant land. The hotel to the north of Welcome Center Dr. is in receivership and its model is outdated. The two story office building located at 800 Deltona Blvd. is vacant and has not been occupied since spring 2012. The former model homes along the west side of Deltona Blvd. are in disrepair and have vacant leasable space for office uses. The Deltona Fountains plaza at 777 Deltona Blvd. has an occupancy rate of 43%.

The two story office building located at 577 Deltona Blvd. is in receivership but is 95% occupied. Justin Plaza is 40% vacant. Deltona Plaza, which was the former site of a Winn-Dixie, has approximately 132,000 SF and is 70% vacant. The former Kennedy Space Center Credit Union building located at 1260 Deltona Blvd. is being subleased or sold. There is no new commercial development at the intersection of Saxon Blvd. and Normandy Blvd., other than the Walgreens, constructed in 2006.

Disinvestment in the area is in part due to the platting of land for single family residential, the difficulty in assembling residential properties, the lack of proper lot depth for commercial development, and the lack of sanitary sewer lines to serve that commercial use. Thus, sites along the Saxon Blvd. corridor cannot compete in a weak real estate market and are often overlooked by site selectors for viable uses that would benefit from the high volumes of traffic along Saxon Blvd.

In summary, the above listed information indicates an overall disinvestment activity within the proposed CRA area.

## FIRE AND MEDICAL CALLS

Fire and medical calls for the proposed CRA were tracked for the last three years. Between 2009 and 2012, the City fire department responded to 2,359 calls including 87 fires. The fires ranged from brush fires to vehicle fires. 16 of the 87 or 67% of the fire calls were building fires. The total damage estimates were nearly $170,000. While the exact cause of the fires is unknown, it is possible to infer that some of the fires were caused or exacerbated by faulty building materials/techniques (i.e. wiring) or poor design (i.e. substandard or non-existent fire walls/breaks). Such design and material deficiencies are not unexpected in an area with an older building stock like the proposed CRA.

During the same time period there were 1,816 emergency medical-type of responses within the proposed CRA. The majority of those calls, over 62%, resulted in life support oriented responses that could constitute a serious medical condition such as cardiac arrest or some type of serious trauma. An interesting statistic and a window into the demographic of the CRA is that 53 of the medical calls were for "invalid" assistance. The high rate of life support calls and a percentage of "invalid assist" calls indicate two things: there is an elderly population residing within the CRA and the population of the CRA is not very healthy. The lower levels of health are common in economically disenfranchised areas and, according to 2010 U.S. Census data, 24% of the people that reside in the census tract that includes the proposed CRA have an income below the poverty level. This correlation certainly confirms the nexus between low income areas and an unhealthy population. 270 of the 1,816 calls were traffic accidents that resulted in injury and non-injury events. Four (4) of the 270 calls were for deleterious vehicle/pedestrian interaction. The majority of the traffic accidents involved injuries and that trend suggests that the accidents involved high speeds. A likely factor in the accidents with injuries is the turning movements associated with a plethora of driveway cuts, especially residential, within the CRA. Basically, ingress and egress to access those driveway cuts results in more chaotic traffic patterns. Finally, the compromised sight distances associated with the CRA thoroughfares also increases the risk of accidents.

The fire and medical calls support the conclusions cited elsewhere in this report that the land use pattern of the proposed CRA is obsolete, replete with older buildings surpassing or approaching the term of usefulness and the area is socially and economically disenfranchised.

As has been mentioned elsewhere in this report the fire and emergency calls for the entire City represent 290 calls per 1,000 population. For the CRA, the call ratio is considered very high at 1,572 calls per 1,000 population.

## CONCLUSIONS

The Deltona Lakes Subdivision accomplished the mission of the Mackle Brothers creating a large, nearly single-use subdivision of detached single family dwelling units. There was a realization by the developer that there needed to be some land set aside for support uses including commercial development. However, those commercial allocations were intended to

be more neighborhood-oriented. Neighborhood oriented commercial uses is an older development concept that pre-dates World War II. However, the demographic of the Deltona community changed as did the needs and expectations. The original developers did not envision a big box commercial facility; nor was there much thought devoted to a shift of demographics and a need for employment. Basically, the Mackle Brothers plat is antiquated and the result is a condition where opportunities for modern commercial development forms are limited.

While the plat legacies present a challenge, the most problematic issue associated with the proposed CRA is the lack of sufficient infrastructure including transportation, and utilities. Rectifying the infrastructure deficiencies associated with the proposed CRA is the primary goal of the CRA. Without the CRA and related financing tools needed to fund infrastructure upgrades, the subject area will continue to slide into disinvestment punctuated by a cycle of vacant and underutilized commercial space, unmaintained and dilapidated buildings, a less desirable housing stock, and limited public services.

The proposed CRA has benefits that extend beyond the CRA boundaries, and the City limits. The proposed CRA is a concept that represents a sound investment in the community and helps ensure that land resources will be used in a viable fashion. A general goal of many local government planning efforts, including the City and the County, is one of compact urban growth. The idea of compact urban growth implies that there will be less pressure to expand urban areas into rural communities and environmentally sensitive areas. In addition, a result of compact urban growth is a lessening of vehicle miles traveled. Lower vehicle miles traveled translates into a reduction of traffic impact on the regional road network.

The CRA represents a positive situation for the City and County. It allows for reinvestment in an area that can and will be viable. The CRA maximizes and improves existing urban infrastructure and the CRA promotes sound growth management principles.

# EXHIBIT A
## Existing Roadways Levels of Service

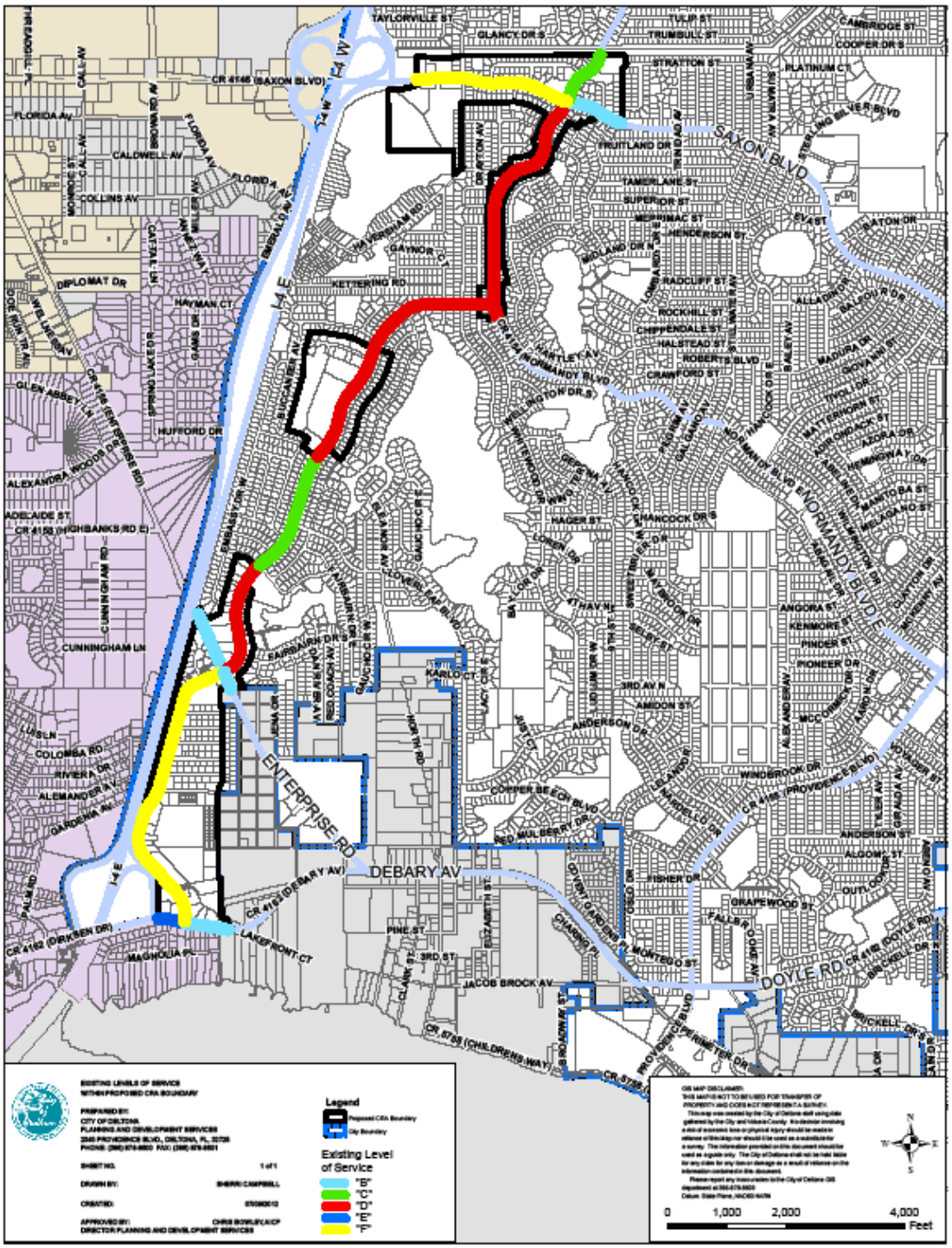
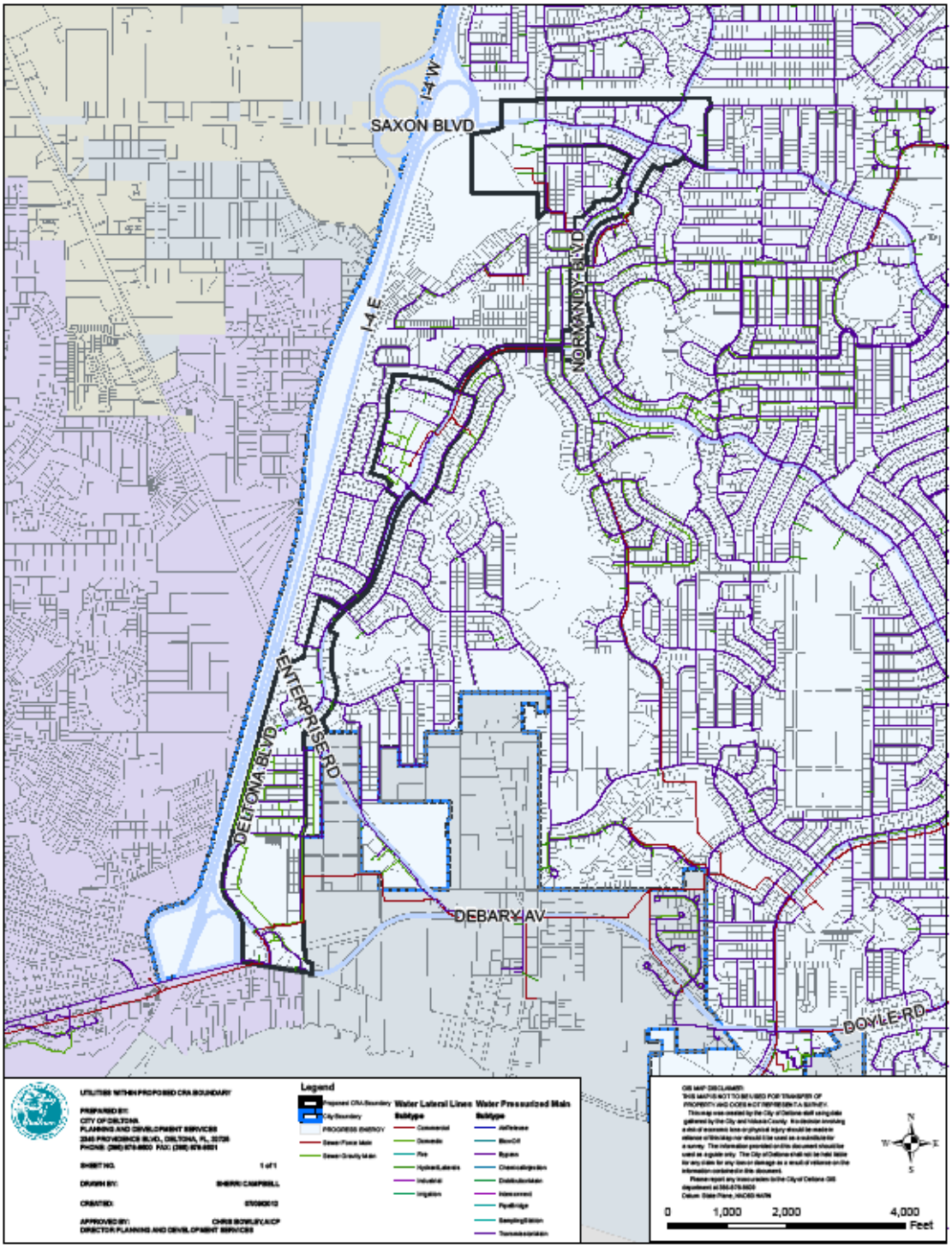


**EXHIBIT B**
**Existing Water and Sewer Infrastructure**



# EXHIBIT C
## Existing Land Use Map of Proposed CRA Area

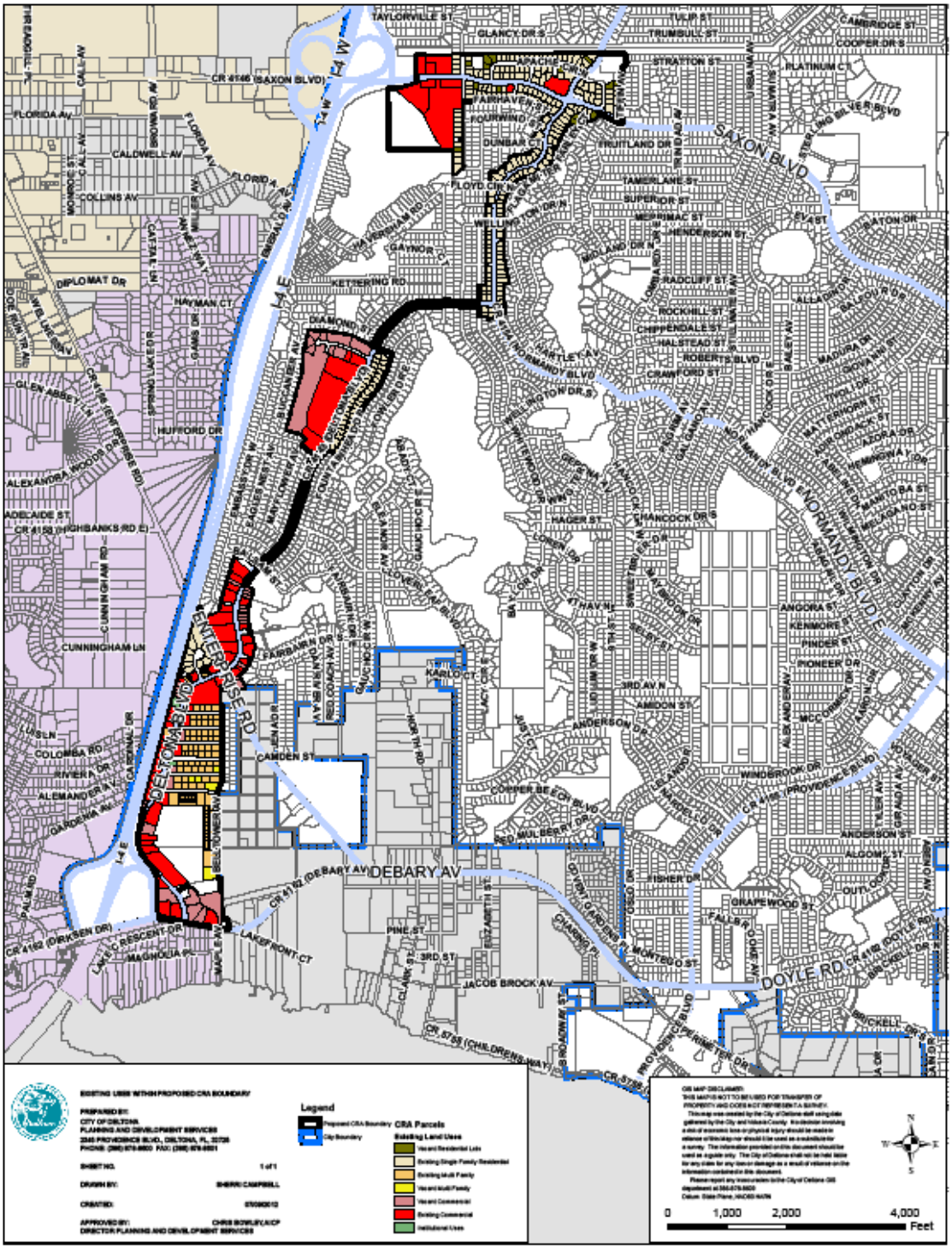
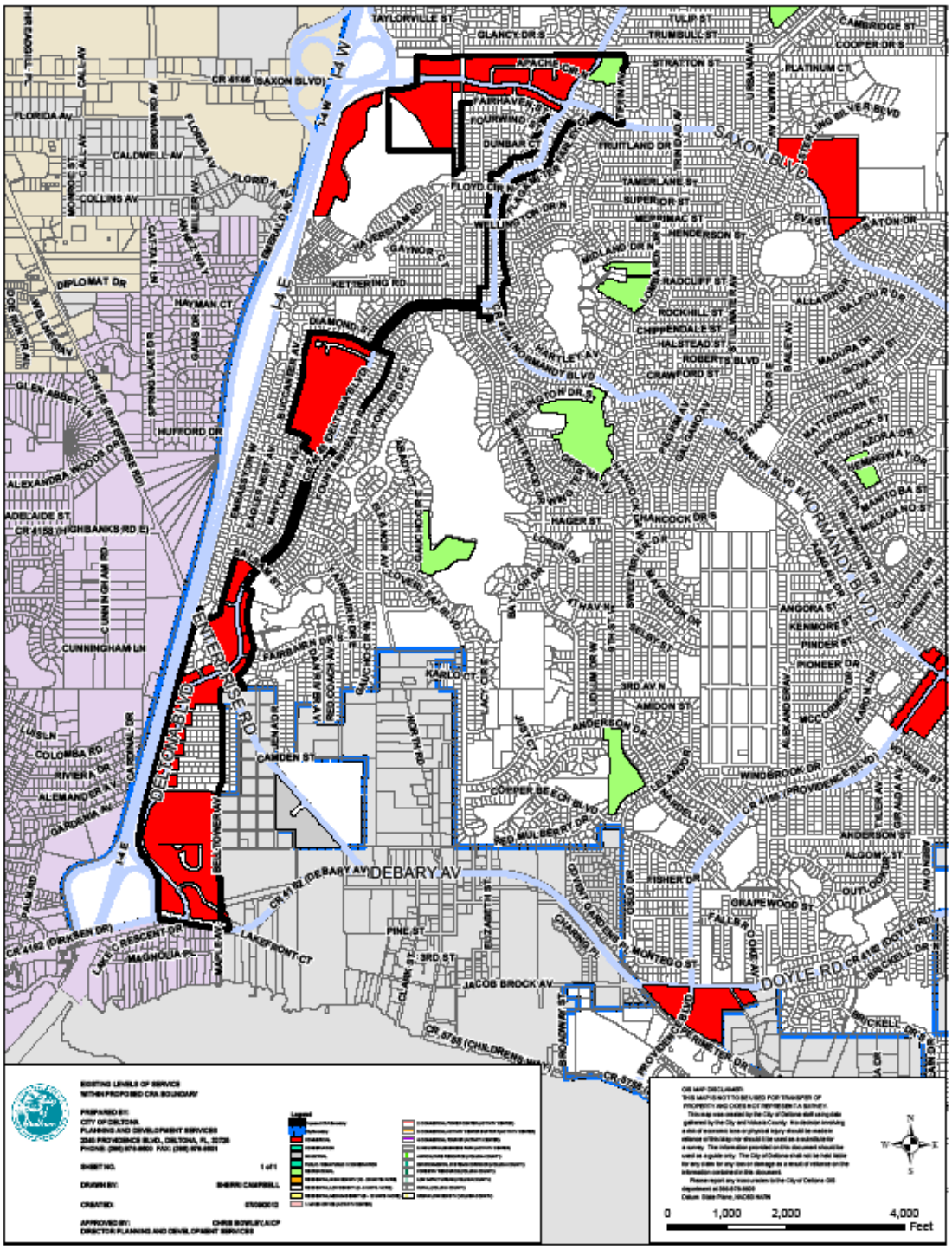


**EXHIBIT D**
**Future Land Use Map of Proposed CRA Area**



# CITY OF DELTONA

## 5- YEAR STRATEGIC ECONOMIC DEVELOPMENT PLAN

SPG

**Strategic Planning Group, Inc.**

**ECONOMICS ■ PLANNING ■ DEVELOPMENT**

2453 South Third Street
Jacksonville Beach, FL 32250
800-213-PLAN
**www.spginc.org**

# *The City of Deltona's*

# *5 Year Strategic Economic Development Plan*

*Submitted to*:

The City of Deltona
2345 Providence Blvd.
Deltona, FL 32725

October 8, 2007

*Prepared by:*

**Strategic Planning Group, Inc.**

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# EXECUTIVE SUMMARY

## 5-Year Strategic Economic Development Plan

Strategic Planning Group, Inc., (SPG) was retained by the City of Deltona to assist in the preparation of a 5-Year Strategic Economic Development Plan for the City. The City Commission, in September 2006, established economic development and redevelopment as one of their goals for the City of Deltona. To address this goal, staff prepared an Economic Development Two Year Action Plan and guidelines for establishing the Deltona Economic Development Advisory Board (DEDAB) that was approved by the City in May 2007. One of the main objectives from the Two Year Action Plan was the development of a five year plan.

The work on this five year Strategic Economic Development Plan was undertaken in conjunction with the City's Economic Development Board and city staff, who will ultimately be responsible for managing and implementing the plan.

As a part of the work program, SPG developed a socio-economic profile of the City of Deltona, Volusia County, and selected other cities and counties in the regional area for comparative purposes. This work effort was designed to establish an overview of the City. In addition, workshops with the Economic Development Board were held on August 18 and September 10, 2007, to obtain input on community issues, goals, objectives, and strategies for the plan. This effort resulted in a general consensus, refinement, and prioritization of objectives, strategies, and action steps.

## Acknowledgements

SPG and the City of Deltona's Economic Development Board extend special thanks to the Volusia County Department of Economic Development for financial support of this project.

Special recognition is given to the following participants for their value insight and the time donated to assisting in the development of this Plan:

**The Deltona Economic Development Advisory Board Members included:**
Nick Conte, Jr., Chairman
Linda S. White, Vice Chair
Karl Brown
Lily Guzman
Paul Jaynes
Deanne M. Maltacea
Richard Provini

**Other noted participants includ:**
Richard Michael, Volusia County Economic Development
Jon Rummel, Chamber of Commerce of West Volusia
Mark Watts, Chamber of Commerce of Deland

The starting point in the development of any economic development strategy is a full understanding of community's strengths and weaknesses. As a result of the workshops held with the City's Economic Development Board the following strengths and weaknesses were delineated.

## Deltona Strengths and Weaknesses

Deltona is well located to take advantage of growth within the region. Its major strengths appear to be:

**City of Deltona (City as a whole)**

**Strengths**

- Room to grow
- Good young, diverse workforce
- Good "Laidback" Communities
- Growth Oriented Government
- Lower land costs
- Affordable Housing
- Proximity/access to Orlando (highways, airports, ports)
- Low crime rate
- Transportation
- Lower taxes
- Green Infrastructure

**Weaknesses**

- Historically & Current anti-growth
- Perception that there is little amount of land to develop/Infrastructure
- Lack of current product (no identified industrial/business park)
- Lack of cooperation in permitting and zoning
- Lack of marketing plan/brand
- Lack of advocate for the west side
- Lack of supportive media

## Strategic Economic Development Plan

A strategic economic development plan is developed around a community's goal, or an articulation of the Vision of itself five years hence. The Deltona Economic Development Board had a unanimous consensus of the City's Economic Development Goal.

### *Goal:*

The City of Deltona must actively promote collaboration between public and private sectors to ensure the economic health and well-being of the City. The preservation and expansion of the community's economic base should be a prime objective. The future development of the community depends on enhancing local economic development efforts directed towards these objectives.

## *Objectives and Strategies*

**Objective 1.1:** Work diligently to enhance the City's reputation regarding its support of economic development.

**Strategy:** Develop an economic development "theme" or "brand" for the City

**Objective 1.2:** Develop an overall economic development plan that will improve quality of life and increase opportunities of its residents.

**Strategy:** Development Economic Development Strategic Plan with the help of an outside consulting group.

**Objective 1.3:** Attract new Businesses

**Strategy:**

1. Define appropriate "target industries" for the City
2. Join Metro Orlando to assist in marketing efforts
3. Develop marketing program aimed at area real estate brokers
4. Develop market program aimed at area/regional developers

**Objective 1.4:** Explore economic incentives to assist in the recruitment of business and industry.

**Strategy:** Review economic incentives currently being used by surrounding communities/counties

**Objective 1.5:** Develop an office/light industrial park for business recruitment.

**Strategy:**

1. Inventory existing vacant land parcels over 25 acres that are currently served by adequate utilities and have proper zoning for non residential development
2. Identify commercial/industrial developers who could be potential prospects
3. Focus development in the 472 and 415 activity centers (see those activity centers for specific strategies)

**Objective 1.6:** Develop a retention program for the City

**Strategy:** Develop a retention program

**Objective 1.7:** Develop the framework and partnership to establish at least three economic centers.

**Strategy:**

1. Develop inventory of currently developable parcels (with adequate infrastructure and zoning) by the three delineated activity centers (472, Deltona/Saxon, and 415/Howland).
2. Develop list of prospective companies and/or developers by activity zone.
3. Update future land use and zoning on high ranked sites if needed.

**Objective 1.8:** Develop marketing tools for business recruitment.

**Strategy:** Create computerized inventory and site selection criteria list using

**Objective 1.9:** Develop procedures for ensuring cooperation from municipalities, state and federal agencies for economic development projects in the City and in the region.

**Strategies:**

1. Become members of Metro Orlando and other local/regional economic development organizations
2. Develop communication network with area real estate brokers and developers

## *SR 472 Activity Center*

### Strengths

- DRI in place (existing zoning and land use)
- Mixed use development
- Good location and access to I-4
- A lot of rooftops to support retail
- Size threshold to support the local approval of a CRA/CDD/SAD

### Weaknesses

- Auto Trips Entitlements
- Public Perception/Lack of communication
- Financing of needed infrastructure
- Timing

**Objective 2.1:** Increase Trip Allocation

**Strategy:**

1. Work with State, Regional and local agencies to increase the trip allocation for all of the 472 activity center (critical)
2. Work with City on concurrency issues related to SR 472

**Objective 2.2:** Increase public awareness and support

**Strategy:** Develop a marketing/communication strategy to inform local residents and local/regional economic development groups on the importance of the 472 Activity Center

**Objective 2.3**: Identify infrastructure funding and promotion

**Strategy**

1. Define costs of needed public supported infrastructure
2. Apply for appropriate grants to assist in funding
3. Develop list of all funding sources

**Objective 2.4:** Gain more developer interests

**Strategy**

1. Create market tools to sell 472 Activity Center
2. Create market program to promote interest

**Objective 2.5:** Define target clusters and incentives to develop

**Strategy:**

1. Identify appropriate target clusters
2. Develop list of incentives and funding sources used by surrounding communities/counties.

## *Deltona/Saxon Boulevards Redevelopment Sub-area*

### Key points (Deltona)

- Half of Deltona's businesses are located in this study area (40 to 50%)
- Oldest part of City
- Original Retail Center for the City
- Pedestrian friendly (walkable)
- Hotel on the South-end
- Southern Gateway to the City
- Key Gateway to City
- Existing Businesses

### Strengths – Deltona Blvd

- Existing inventory
- Considered traditional main street
- Abundance of Mom & Pops Stores (small Businesses)
- Christmas events held in the area
- Public perception of need for improvements
- Roof tops
- New Residential & some commercial
- Art/Cultural center
- Some available lands
- Post Office
- Sheriff's Substation
- Saxon – Gateway that needs improvement (location and existing retail)
- Location
- Existing Businesses

### Weaknesses-Deltona

- Old and in need of redevelopment
- Smaller residential lots
- No longer main gateway into city

### Weaknesses-Saxon

- Landscape and Gateway improvements needed (old improvements) (curb appeal)
- Shopping Center
- Traffic Flow
- No vacant land
- Transportation concurrency
- Vacant residential

**Objective 3.1:** Work with redevelopment planning firm to identify appropriate businesses and incentives for redevelopment

**Strategy:**
1. Identify the types of businesses that are best suited for this activity center
2. Participate in all redevelopment workshops

**Objective 3.2:** Make Saxon a positive Gateway to Deltona
**Strategy:** Ensure that consulting plans for the gateway enhance the economic vitality of the Activity Center

**Objective 3.3**: Code Enforcement
**Strategy:**
1. Communicate to the Planning Board and City Commission the importance of Code enforcement within the city and its activity centers
2. Keep an inventory of buildings violating existing codes

**Objective 3.4:** Identify and promote public-private partnerships (strategies: work with landlords to promoting vacant space)
**Strategy**:
1. Identify all land owners within activity area
2. Identify all merchants or business owners within the activity area

**Objective 3.5:** Develop small business program to address redevelopment (w/DBCC)
**Strategy:**
1. Identify small businesses in area
2. Identify small businesses that appear to need assist
3. Work/coordinate with DBCC on the development of an assist program

**Objective 3.6:** Objective to encourage land assemblage
**Strategy:** Identify parcels suitable for assemblage

**Objective 3.7:** Establish redevelopment incentives (façade grants)
**Strategy**: Develop list of redevelopment incentives

**Objective 3.8:** Addressing the mixed use zoning– large portion of the city's MF development/land use is in Saxon area.
**Strategy**: Delineate current Mixed Use zoning opportunities within the activity center

**Objective 3.9:** Utilize economic impact analyses – Risk/Reward Analyses in analyzing incentives
**Strategy**: Develop an appropriate economic methodology to measure the cost/benefit of using incentives

## *SR 415/Howland Blvd Development Area*

**Key Points**

- City and County
- Competing planning
- Predominately rural
- Mix of land owners
- Utilities

**Strengths**

- Available Land
- Growth corridor
- Emerging Access to Orlando
- Future Greenway expansion through 415 to I-95 near Edgewater
- Existing access to Orlando/Sanford International Airport

**Weaknesses**

- 415 capacity (widening)
- Public perception as a conservation area; public policy conflict
- Trip issue
- Future land Use and Zoning
- Unstable boundaries
- Anti-growth sentiment

**Objective 4.1:** Review the City and County draft JPA Plan to determine if it is in the best interest of economic development to the City and to make recommendations to the commission

**Strategy**: Study the City/County draft JPA report and provide comments to City staff and the LPB and BOC.

**Objective 4.2:** The City should develop its own plan

**Strategy**: If the current plan is flawed, recommend that the City prepare its own plan.

**Objective 4.3:** Identification of ED areas (available lands)

**Strategy**: Create an inventory of currently developable lands (infrastructure/zoning)

**Objective 4.4:** Develop an advocacy group to support the plan

**Strategy**:

1. Identify individuals and organizations that would support the redevelopment of SR415/Howland Blvd.
2. Prepare marketing tools defining merits of redevelopment

**Objective 4.5:** Identify and promote public/private partnerships

**Strategy**: Same as Objective 4.4 above.

# City of Deltona's Strategic Economic Development Plan

Strategic Planning Group, Inc., (SPG) was retained by the City of Deltona to assist in the preparation of a 5-Year Strategic Economic Development Plan for the City. The City Commission, in September 2006, established economic development and redevelopment as one of their goals for the City of Deltona. To address this goal, staff prepared an Economic Development Two Year Action Plan and guidelines for establishing the Deltona Economic Development Advisory Board (DEDAB) that was approved by the City in May 2007. One of the main objectives from the Two Year Action Plan was the development of a five year plan.

The work on this five year Strategic Economic Development Plan was undertaken in conjunction with the City's Economic Development Board and city staff, who will ultimately be responsible for managing and implementing the plan.

As a part of the work program, SPG developed a socio-economic profile of the City of Deltona, Volusia County, and selected other cities and counties in the regional area for comparative purposes. This work effort was designed to establish an overview of the City. In addition, a focus group workshop session was conducted on April 1, 2006, to obtain input on community issues, goals, objectives, and strategies for the plan. This effort resulted in a general consensus, refinement, and prioritization of objectives, strategies, and action steps.

# Acknowledgements

SPG and the City of Deltona's Economic Development Board extend special thanks to the Volusia County Department of Economic Development for financial support of this project.

Special recognition is given to the following participants for their value insight and the time donated to assisting in the development of this Plan:

**The Deltona Economic Development Advisory Board Members included:**
Nick Conte, Jr., Chairman
Linda S. White, Vice Chair
Karl Brown
Lily Guzman
Paul Jaynes
Deanne M. Maltacea
Richard Provini

**Other noted participant included:**
Richard Michael, Volusia County Economic Development
Jon Rummel, Chamber of Commerce of West Volusia
Mark Watts, Chamber of Commerce of Deland

## Report Format

This report is broken down into four sections. The first section provides an overview of the Economic Planning Process. The second section provides a brief profile of the City. The third section provides a guide to where the City wants to go and its economic strengths and weaknesses. The fourth section outlines the City's (and its three sub areas) Strategic Economic Development Plan.

## What Is Economic Development

According to the Florida Economic Development Council (FEDC), economic development is:

> "The process of improving the economic health of a city, region or the state by bringing together its assets, resources and political action into a strategy to bring wealth and prosperity to that area."

Economic development is fundamentally about enhancing the factors of productive capacity - land, labor, capital, and technology - of a national, state or local economy. By using its resources and powers to reduce the risks and costs which could prohibit investment, the public sector often has been responsible for setting the stage for employment-generating investment by the private sector.

The public sector generally seeks to increase incomes, the number of jobs, and the productivity of resources in regions, states, counties, cities, towns, and neighborhoods. Its tools and strategies have often been effective in enhancing a community's

- labor force (workforce preparation, accessibility, cost);
- infrastructure (accessibility, capacity, and service of basic utilities, as well as transportation and telecommunications);
- business and community facilities (access, capacity, and service to business incubators, industrial/technology/science parks);
- schools/community colleges/universities, sports/tourist facilities;
- environment (physical, psychological, cultural, and entrepreneurial);
- economic structure (composition); and
- institutional capacity (leadership, knowledge, skills) to support economic development and growth.

However, there can be trade-offs between economic development's goals of job creation and wealth generation. Increasing productivity, for instance, may eliminate some types of jobs in the short-run.

## Why Do Economic Development

Again, according to the FEDC, the public sector is involved in economic development in order to

- increase wealth and prosperity for the state, communities and citizens;
- ensure job opportunities for all of Florida's citizens;
- expand the tax base for local and state government to better serve the citizens;
    - improve the quality of life of Florida's citizens by increasing the standard of living; and,
    - ensure a bright economic future for the state.

As noted by the FEDC, wealth creation occurs when products and services are exported outside of jurisdictional boundaries and money is imported in return. When companies have wages above the local or state average, it raises the standard of living. Local retail and service jobs, although needed, circulate money within the community but do not create wealth for the immediate area unless serving visitors to Deltona/Volusia County or Metro Orlando.

Without an economic development program, the community would grow but not always in the way desired. By targeting and attracting firms that produce high-wage, high-value jobs, which are competed for with other communities, prosperity is increased and the standard of living in Deltona and eastern Volusia County is raised. Without a proactive approach to economic development, growth may result in the City having lower wage, service-oriented jobs and a lower standard of living. The Strategic Development Plan will outline goals, objectives and implementation action steps to achieve the community's goals. In addition, diversification of the local economy with a balanced economy makes the community less vulnerable to industrial sector fluctuations.

By encouraging high levels of capital investment along with high-wage jobs, the tax base is expanded, thereby providing more dollars for local and state governments to provide high-quality services. This new tax base will continue to provide a strong return, especially at the local level, for many decades.

Our world is changing at a rapid pace. Much of that change can be seen in the very types of jobs that are available and those we are trying to attract. Without the effort to diversify by targeting higher-wage jobs, Deltona could fall behind and remain a bedroom community of the Orlando Metro area depend substantially on services for ad valorem tax revenue. The City of Deltona must change its bedroom community status, and that requires a combined effort with state and county governments and local businesses all working together to achieve the results of increased wealth, an expanded tax base, and a higher quality of life for citizens now and in the future.

## What is a STRATEGIC Economic Development Plan?

Strategic planning is a visionary process of what an organization, place or group wants to be at some determined point in time. Strategy is the framework that guides those decisions that determine the nature and direction of the process. Strategic planning is the

development of that framework. The following are definitions used in this Plan to define the elements of strategic planning: goals, objectives, strategies and action steps.

**Goal:** A long-term organizational target or direction of development. It states what the location wants to become over the next several years. Goals provide the basis for decisions about the nature, scope, and relative priorities of all projects and activities. An example might be:

To promote and support positive economic change by conducting strategic activities designed to expand and diversify the existing economy and create additional employment and income opportunities.

**Objectives:** A measurable target that must be met on the way to attaining a goal. An example might be:

- Identify and list the barriers to economic growth within the City.

**Strategy:** The means by which an organization or place intends to accomplish an objective. Identify all alternative approaches, rate them in terms of cost effectiveness, and select a set of strategies that best achieves the level of performance specified in the strategic objective. An example is:

- Establish a more user friendly permitting process.

**Action Steps:** Identify the specific acts, responsibilities, and funding to accomplish the strategies.

- Place a public service evaluation questionnaire form on all front office counters in permitting departments.
- Responsibility: Growth Management
- Costs: Minor
  - Printing of Form
  - Staff Time for review of Comments

The process of economic development has become complex. At its best, economic development is both research-based and relationship-driven. The major components of this Strategic Plan are expressed in the following areas:

## Research & Information

- Research key community factors including demographics, infrastructure, workforce, existing industry base, real estate inventory, tax climate, and quality of life.
- Evaluate the community's assets and weaknesses, including strengths, opportunities, threats, and develop strategies for emphasizing or minimizing them as needed.
- Capitalize on assisting existing companies and growing industry groups.

- Present data (both print and web versions) to prospective companies. Accurate, adequate and accessible data is essential in making the short list when prospects start their decision-making process.

## Relationships

- Marketing is key to obtaining inquiries and potential leads. Marketing strategies include:
    - Direct contact with target industries.
    - Trade shows and business missions.
    - Advertisements and advertorials in trade publications.
    - Websites and related links.
    - Relationships with site-selection consultants.
    - Leveraging of area activities for prospect recruitment.

- Ongoing communication with prospects. To become competitive, Deltona's economic development professionals need to coordinate with all leads and prospects that come from the other economic development groups within the County and region and maintain strong ties to project location specialists.

As all economic development professionals know, economic development is a collaborative process.

Facilitating site-specific real estate deals and navigating local and state regulatory issues while demonstrating that transportation and workforce needs are met are important parts of supporting potential business prospects. Economic development agency activities that need to be on the "front lines" for a successful partnership include:

- generating leads through relationship marketing, such as trade shows or consultant events;
- providing information on websites and project research to support cost analysis;
- facilitating site tours and community introductions;
- negotiating incentives; and
- advocating business climate improvements.

Site selection is an elaborate decision process. Business expansion and location decisions are based on evaluations of many factors. Often, corporate executives and their consultants develop complex matrices to compare cost and other factors for twenty or more sites in as many states or locations. A variety of location factors that are most important to businesses must be explored—transportation, labor costs, availability of skilled labor, taxes and incentives, and quality of life, among others.

The process begins with evaluation of the size of the community by population. Understanding how an area population profile is seen or understood by groups considering relocation or business expansion is key to what is expected of the community's workers.

Succeeding in demonstrating a workforce suitable for meeting the needs of a specific industry is quickly followed by the need for available work sites or facilities. It is critical that these basic resources be in place and available. Much of the challenge is to create and to enhance these resources to ultimately achieve our overall goals of economic development.

## *Site Selection Criteria for Economic Development*

This brief section provides an overview of how corporations and their consultants analyze communities with respect to relocation. The following tables illustrate the relative importance of the various factors affecting where firms choice to relocate or expand.

Table 1 lists the site selection factors of 2005 by relative importance.

**Table 1. Site Selection Factors**

| Site Selection Factors | Very Important % | Important % | Minor Consideration % | Of No Importance % |
|---|---|---|---|---|
| **Labor** | | | | |
| Availability of skilled labor | 58.5 | 28.7 | 10.6 | 2.1 |
| Availbility of unskilled labor | 16.9 | 33.7 | 36.0 | 13.5 |
| Training programs | 12.4 | 47.2 | 31.5 | 9.0 |
| Labor costs | 37.3 | 50.6 | 8.4 | 3.6 |
| Low union profile | 46.0 | 31.0 | 12.6 | 10.3 |
| Right-to-work state | 36.0 | 33.7 | 16.9 | 13.5 |
| **Transportation/Telecommunications** | | | | |
| Highway accessibility | 57.0 | 34.4 | 4.3 | 4.3 |
| Railroad service | 12.0 | 16.9 | 30.1 | 41.0 |
| Accessibility to major airport | 12.8 | 37.2 | 34.0 | 16.0 |
| Waterway or oceanport accessibility | 9.0 | 11.2 | 29.2 | 50.6 |
| Availability of telecommunications services | 37.2 | 42.6 | 11.7 | 8.5 |
| Availability of high-speed internet access | 49.4 | 36.3 | 7.7 | 6.6 |
| **Finance** | | | | |
| Availability of long-term financing | 29.3 | 27.2 | 26.1 | 17.4 |
| Corporate tax rate | 49.5 | 35.5 | 11.8 | 3.2 |
| Tax exemptions | 54.8 | 31.2 | 10.8 | 3.2 |
| **Other** | | | | |
| Proximity to major markets | 36.0 | 47.2 | 16.9 | 0.0 |
| Cost of land | 24.4 | 54.7 | 17.4 | 3.5 |
| Availability of land | 25.0 | 50.0 | 21.4 | 3.6 |
| Occupancy or construction costs | 30.2 | 53.5 | 14.0 | 2.3 |
| Raw materials availability | 26.7 | 35.6 | 27.8 | 10.0 |
| Energy availability and costs | 46.0 | 36.8 | 11.5 | 5.7 |
| Environmental regulations | 32.2 | 38.9 | 20.0 | 8.8 |
| Proximity to suppliers | 16.7 | 50.0 | 25.0 | 8.3 |
| Proximity to technical university | 5.8 | 24.4 | 50.0 | 19.8 |
| **Quality of life Factors** | | | | |
| Climate | 4.5 | 42.0 | 35.2 | 18.2 |
| Housing availability | 12.8 | 46.5 | 24.4 | 16.3 |
| Housing costs | 18.8 | 41.2 | 23.5 | 16.5 |
| Health facilities | 16.1 | 46.0 | 23.0 | 14.9 |
| Ratings of public schools | 15.9 | 40.9 | 26.1 | 17.0 |
| Cultural opportunities | 6.8 | 42.0 | 35.2 | 15.9 |
| Recreational opportunities | 6.9 | 37.9 | 40.2 | 14.9 |
| Colleges and universities in area | 9.2 | 36.8 | 35.6 | 18.4 |
| Low crime rate | 25.3 | 42.5 | 23.0 | 9.2 |

Source: Area Development, Dec. 2005/Jan. 2006, "20th Corporate Survey," and Strategic Planning Group, Inc., 2006

Site selection criteria are continuously changing as technology and the overall economy change. The criteria also differ between industries and those conducting site-selection efforts. The major, site-selection criteria for industry (primarily manufacturing) have shifted in the last year, as shown in Table 2.

**Table 2. Corporate Site Selection Rankings 2004 and 2005**

| Ranking | Corporate Site Selection Factors | 2004 | 2005 | Change |
|---|---|---|---|---|
| 1 | Highway accessibility | 90.2 | 91.4 | 1.2 |
| 2 | Labor costs | 96.4 | 87.9 | (8.5) |
| 3 | Availability of skilled labor | 89.1 | 87.2 | (1.9) |
| 4 | State and local incentives | 87.5 | 86.0 | (1.5) |
| 5 | Availability of high-speed internet access | 80.7 | 85.7 | 5.0 |
| 6 | Corporate tax rate | 84.4 | 85.0 | 0.6 |
| 7 | Occupancy or construction costs | 83.6 | 83.7 | 0.1 |
| 8 | Tax exemptions | 83.3 | 83.6 | 0.3 |
| 9 | Proximity to major markets | 72.7 | 83.2 | 10.5 |
| 10 | Energy availability and costs | 85.8 | 82.8 | (3.0) |
| 11 | Availability of telecommunications services | 82.3 | 79.8 | (2.5) |
| 12 | Cost of land | 76.6 | 79.1 | 2.5 |
| 13 | Low union profile | 75.5 | 77.0 | 1.5 |
| 14 | Availability of land | 75.7 | 75.0 | (0.7) |
| 15 | Environmental regulations | 80.7 | 71.1 | (9.6) |
| 16 | Right-to-work state | 69.5 | 69.7 | 0.2 |
| 17 | Proximity to suppliers | 62.4 | 66.7 | 4.3 |
| 18 | Raw materials availability | 64.9 | 62.3 | (2.6) |
| 19 | Training programs | 50.4 | 59.6 | 9.2 |
| 20 | Availability of long-term financing | 63.0 | 56.5 | (6.5) |
| 21 | Availability of unskilled labor | 59.4 | 50.6 | (8.8) |
| 22 | Accessibility to major airport | 53.8 | 50.0 | (3.8) |
| 23 | Proximity to technical university | 32.4 | 30.2 | (2.2) |
| 24 | Railroad service | 26.9 | 28.9 | 2.0 |
| 25 | Waterway or oceanport accessibility | 21.1 | 20.2 | (0.9) |
| | **Quality-of-Life Factors** | **2004** | **2005** | **Change** |
| 1 | Low crime rate | 80.2 | 67.8 | (12.4) |
| 2 | Health facilities | 72.2 | 62.1 | (10.1) |
| 3 | Housing costs | 64.5 | 60.0 | (4.5) |
| 4 | Housing availability | 65.8 | 49.3 | (16.5) |
| 5 | Ratings of public schools | 66.7 | 56.8 | (9.9) |
| 6 | Cultural opportunities | 51.9 | 48.8 | (3.1) |
| 7 | Climate | 50.5 | 46.5 | (4.0) |
| 8 | Colleges and universities in area | 58.1 | 46.0 | (12.1) |
| 9 | Recreational opportunities | 50.5 | 44.8 | (5.7) |

Source: Area Development, Dec. 2005/Jan. 2006, "20th Corporate Survey," and Strategic Planning Group, Inc., 2006

As noted by the publishers of *Area Development* magazine, site-selection consultants have a different set of rankings from those of corporations as shown in Table 3. The difference could partially be explained by the fact that the corporate rankings mainly reflect manufacturing facilities, while site consultant criteria would be more broadly based.

**Table 3. Consultant Site Selection Ratings 2004 and 2005**

| Ranking | Consultant Site Selection Factors | 2004 | 2005 | Change |
|---|---|---|---|---|
| 1 | Availability of telecommunications services | 87.2 | 96.0 | 8.8 |
| 2 | State and local incentives | 91.0 | 95.9 | 4.9 |
| 3 | Highway accessibility | 92.7 | 94.0 | 1.3 |
| 4 | Labor costs | 96.3 | 93.8 | (2.5) |
| 4T | Proximity to major markets | 92.6 | 93.8 | 1.2 |
| 4T | Availability of high-speed internet access | 81.8 | 93.8 | 12.0 |
| 5 | Availability of skilled labor | 94.4 | 89.6 | (4.8) |
| 6 | Availability of land | 92.5 | 89.1 | (3.4) |
| 7 | Tax exemptions | 87.0 | 86.0 | (1.0) |
| 8 | Corporate tax rate | 77.3 | 85.7 | 8.4 |
| 9 | Occupancy or construction costs | 83.9 | 84.3 | 0.4 |
| 10 | Energy availability and costs | 77.8 | 83.7 | 5.9 |
| 11 | Environmental reguations | 71.2 | 81.3 | 10.1 |
| 12 | Low union profile | 78.9 | 78.7 | (0.2) |
| 13 | Accessibility to major airport | 70.4 | 77.6 | 7.2 |
| 14 | Cost of land | 69.1 | 76.0 | 6.9 |
| 15 | Proximity to suppliers | 76.9 | 75.0 | (1.9) |
| 16 | Right-to-work state | 54.0 | 70.9 | 16.9 |
| 17 | Raw materials availability | 63.4 | 63.3 | (0.1) |
| 18 | Availability of long-term financing | 55.7 | 62.5 | 6.8 |
| 19 | Availability of unskilled labor | 48.1 | 60.8 | 12.7 |
| 20 | Training programs | 58.0 | 47.8 | (10.2) |
| 21 | Proximity to technical university | 41.8 | 53.4 | 11.6 |
| 22 | Railroad service | 19.2 | 26.0 | 6.8 |
| 23 | Waterway or oceanport accessibility | 13.2 | 19.5 | 6.3 |
| | **Quality-of-Life Factors** | **2004** | **2005** | **Change** |
| 1 | Ratings of public schools | 61.6 | 73.0 | 11.4 |
| 2 | Low crime rate | 67.3 | 70.8 | 3.5 |
| 3 | Housing availability | 49.0 | 68.1 | 19.1 |
| 4 | Health facilities | 50.9 | 67.3 | 16.4 |
| 5 | Housing costs | 57.2 | 65.9 | 8.7 |
| 6 | Colleges and universities in area | 64.2 | 60.4 | (3.8) |
| 7 | Climate | 41.1 | 53.1 | 12.0 |
| 8 | Cultural opportunities | 34.5 | 50.1 | 15.6 |
| 9 | Recreational opportunities | 39.6 | 46.9 | 7.3 |

Source: *Area Development*, Dec. 2005/Jan. 2006, "20th Corporate Survey," and Strategic Planning Group, Inc., 2006

Table 4 shows the direct comparison/ranking difference between corporate (manufacturing) rankings and site-selection consultants in 2005.

**Table 4. Corporate and Consultant Site Selection Rankings – 2005**

| Site Selection Factors | Corporate Ranking* | Consultant Ranking | Difference |
|---|---|---|---|
| Highway accessibility | 1 | 3 | (2) |
| Labor costs | 2 | 4 | (2) |
| Availability of skilled labor | 3 | 5 | (2) |
| State and local incentives | 4 | 2 | 2 |
| Availability of high-speed internet access | 5 | 4T | (2) |
| Corporate tax rate | 6 | 8 | (2) |
| Occupancy or construction costs | 7 | 9 | (2) |
| Tax exemptions | 8 | 7 | 1 |
| Proximity to major markets | 9 | 4T | (2) |
| Energy availability and costs | 10 | 10 | 0 |
| Availability of telecommunications services | 11 | 1 | 10 |
| Cost of land | 12 | 14 | (2) |
| Low union profile | 13 | 12 | 1 |
| Availability of land | 14 | 6 | 8 |
| Environmental regulations | 15 | 11 | 4 |
| Right-to-work state | 16 | 16 | 0 |
| Proximity to suppliers | 17 | 15 | 2 |
| Raw materials availability | 18 | 17 | 1 |
| Training programs | 19 | 20 | (1) |
| Availability of long-term financing | 20 | 18 | 2 |
| Availability of unskilled labor | 21 | 19 | 2 |
| Accessibility to major airport | 22 | 13 | 9 |
| Proximity to technical university | 23 | 21 | 2 |
| Railroad service | 24 | 22 | 2 |
| Waterway or oceanport accessibility | 25 | 23 | 2 |
| **Quality-of-Life Factors** | | | |
| Low crime rate | 1 | 2 | (1) |
| Health facilities | 2 | 4 | (2) |
| Housing costs | 3 | 5 | (2) |
| Housing availability | 4 | 3 | 1 |
| Ratings of public schools | 5 | 1 | 4 |
| Cultural opportunities | 6 | 8 | (2) |
| Climate | 7 | 7 | 0 |
| Colleges and universities in area | 8 | 6 | 2 |
| Recreational opportunities | 9 | 9 | 0 |

*The majority of corporate responses were from manufacturing facilities.
Source: Strategic Planning Group, Inc., 2006

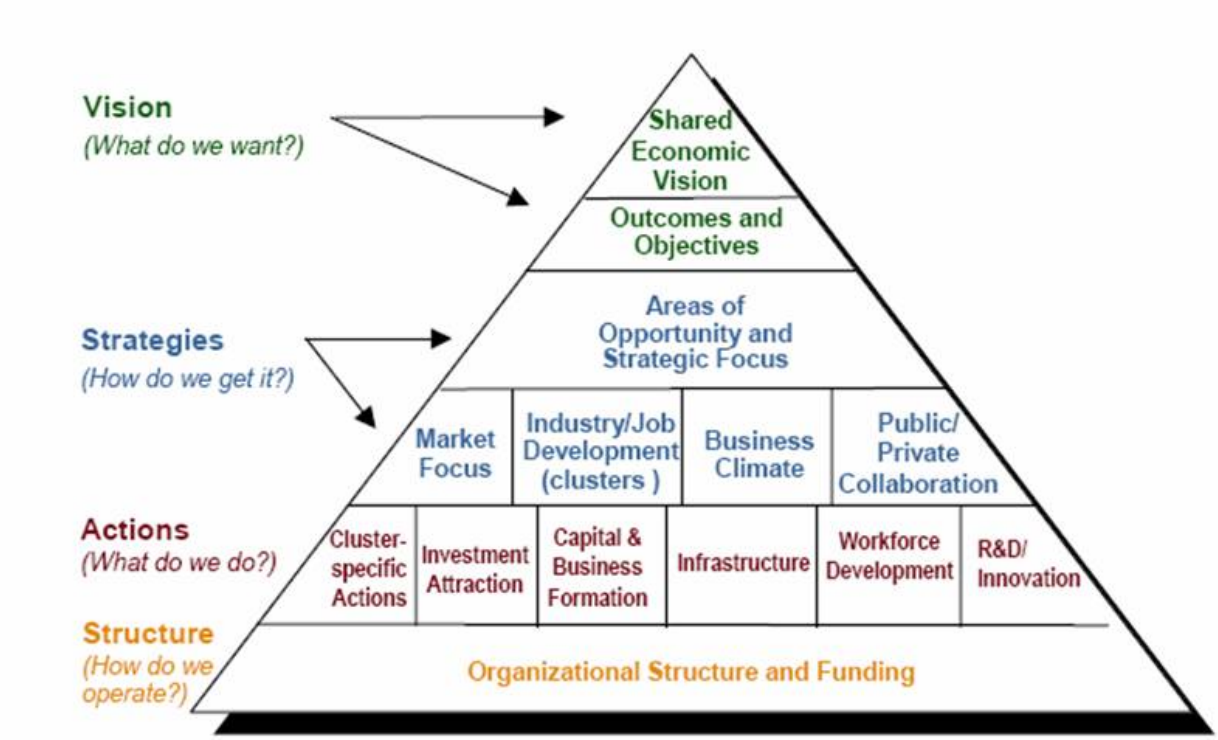
## *Steps in Preparing a STRATEGIC Economic Development Plan*

The Economic Development Administration (EDA) basically defines the strategic planning process as:

- Analysis—Where are we?
- Vision—Where do we want to be?
- Action Plan—How do we get there?
- Evaluation—How are we doing?

**The overall concept is shown below in the Economic Development Pyramid**

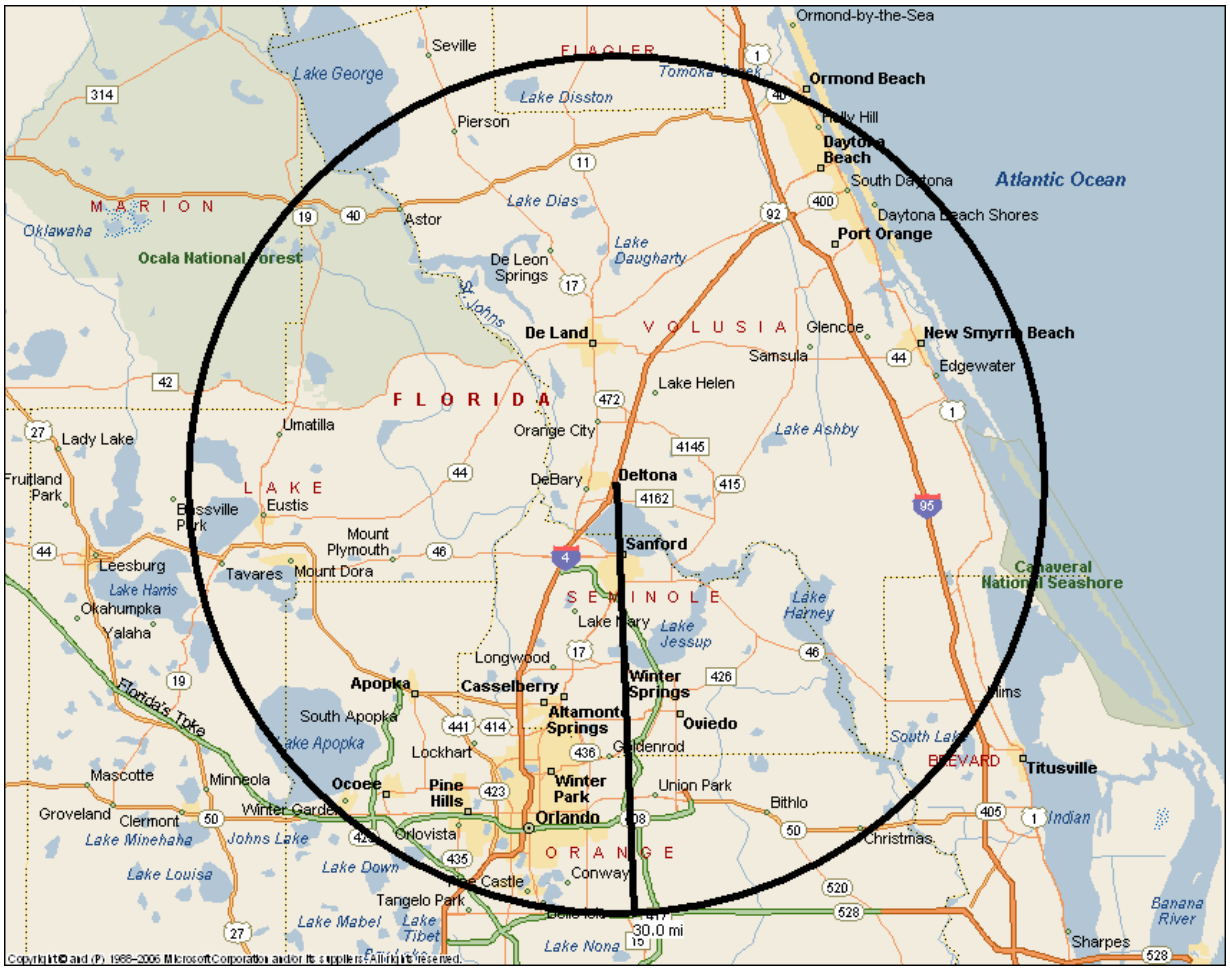
**Figure 1. Economic Development Pyramid**




## *Where are we?*

The City of Deltona is located in the western most part of Volusia County and is part of the Daytona Beach, Deltona, and Palm Coast CSA. While located within the Daytona, Deltona Consolidated Statistical Area (CSA), the city as traditionally been economically linked to the Orlando Metro Area, having served as one of that region's major bedroom communities. As shown below, a 30 mile radii of the City includes not only the Orlando metro area but the coastal communities of Volusia County.

**Figure 2. Location of the City of Deltona**




The Orlando metro region has been undergoing a series of vision workshops as part of myregion.com. As shown below, Deltona lies within the Central hub of this newly formed region which stretches from Lakeland in the west to the beach communities of Flagler, Volusia and Brevard Counties.

**Figure 3 : Myregion Orlando area**

Source: www.myregion.com

## *Who are we? Deltona Socio Economic Profile*

### Population

According to State of Florida estimates, the City of Deltona had a population of 84,273 as of July 1, 2006 and increase of 14,730 permanent residents since the 2000 Census count.

**Table 5: Population Growth 2000-2006**

| Annual Estimates of the Population : April 1, 2000 to July 1, 2006 | | | |
|---|---|---|---|
| **Deltona city** | **Date** | **Estimate** | Annual Growth |
| **Population Estimates** | **July 1, 2006** | 84,273 | |
| | **July 1, 2005** | 82,433 | 2,710 |
| | **July 1, 2004** | 79,723 | 3,385 |
| | **July 1, 2003** | 76,338 | 2,531 |
| | **July 1, 2002** | 73,807 | 1,906 |
| | **July 1, 2001** | 71,901 | 1,805 |
| | **July 1, 2000** | 70,096 | |
| **April 1, 2000** | **Estimates Base** | 69,628 | |
| | **Census** | 69,543 | |

Source: University of Florida, BEBR 2007; Strategic Planning Group, Inc. 2007

According to the newly release 2006 Census estimates (American Community Survey) the City of Deltona had an estimated population of 85,495 as of 2006, an increase of 15,941 residents since the 2000 US census, ranking Deltona as the second largest city in central Florida as well the largest City in Volusia County.

**Table 6 : Surround Cities Population Growth 2000-2006**

| City/County | 2006 | 2006-2000 Change |
|---|---|---|
| | | |
| **Deltona** | **85,485** | **15,941** |
| Deland | 26,536 | 5,632 |
| DeBary | 18,620 | 3,061 |
| Orange City | 9,416 | 2,812 |
| **Volusia County** | **503,844** | **60,501** |
| Sanford | 51,227 | 12,936 |
| Altamonte Springs | 43,054 | 1,854 |
| **Seminole County** | **402,667** | **55,468** |
| Clermont | 22,097 | 12,759 |
| Leesburg | 18,841 | 2,885 |
| **Lake County** | **276,783** | **66,256** |
| Orlando | 224,055 | 38,104 |
| **Orange County** | **1,079,524** | **183,180** |

Source: American Community Survey, US Census 2007
Strategic Planning Group, Inc., 2007

The City's ethnicity is mixed with approximately 78% being defined as white alone as shown below.

**Table 7: Ethnicity – 2005**

| | Estimate | |
|---|---|---|
| Total: | 85,979 | |
| White alone | 67,027 | 78% |
| Black or African | 6,657 | 8% |
| Other | 12,295 | 14% |
| | | |
| Hispanic | 20,797 | 24% |

Source: U.S. Census Bureau, 2005 American Community Survey

Deltona like most of Florida is comprised of relatively new residents. Based on Census estimates, only 30% of the City's residents were born in Florida; while 9% were born out side the United States.

**Table 8: Migration – Place of Birth**

| Total: | 85,979 | |
|---|---|---|
| Born in state of residence: | 26,016 | 30% |
| Born in other state in the United States: | 45,288 | 53% |
| Native; born outside the United States: | 7,370 | 9% |
| Foreign born: | 7,305 | 8% |

Source: U.S. Census Bureau, 2005 American Community Survey

## Households

In 2005 there were approximately 31,000 households in Deltona city. The average household size was 2.8 people.

Families made up 74 percent of the households in Deltona city. This figure includes both married-couple families (58 percent) and other families (16 percent).

Non-family households made up 26 percent of all households in Deltona city. Most of the non-family households were people living alone, but some were comprised of people living in households in which no one was related to the householder.

**Figure 4: Types of Households in Deltona City, FL in 2005**

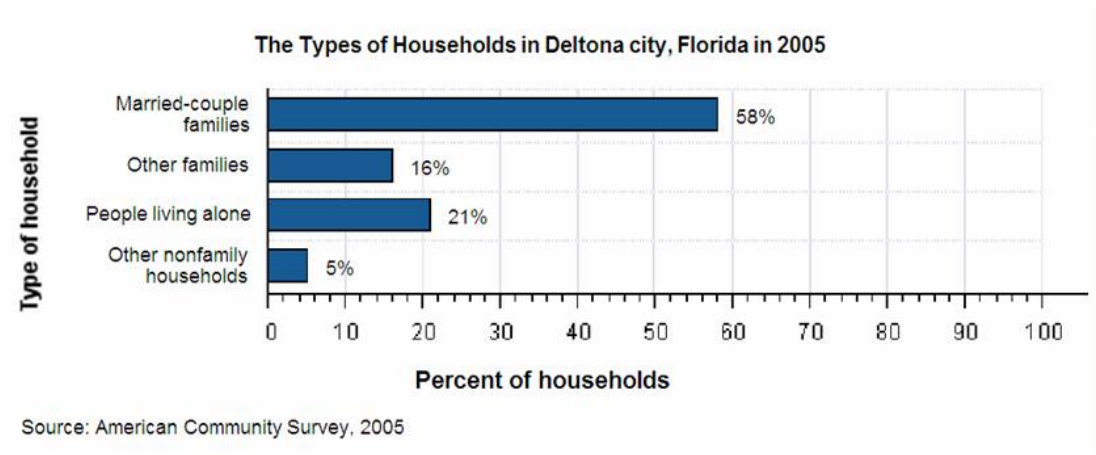
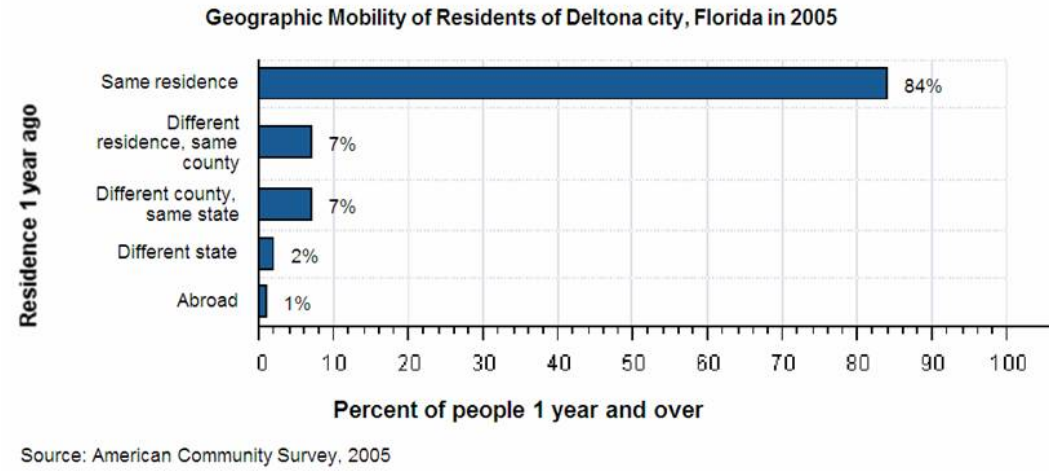



**Figure 5: Geographic Mobility of Residents of Deltona City, Florida in 2005**




## Labor Force

The labor force of Deltona is highly diverse. The largest occupation is Education, health and social services which accounts for 17% of all occupation.

**Table 9: Occupations – 2000**

| 2000 Employment by Occupation | Deltona | Percent |
|---|---|---|
| Educational, health and social services: | 5,428 | 17.29% |
| Retail trade | 4,641 | 14.78% |
| Construction | 3,209 | 10.22% |
| Arts, entertainment, recreation, accommodation and food services: | 3,080 | 9.81% |
| Professional, scientific, management, administrative, and waste management services: | 2,965 | 9.44% |
| Manufacturing | 2,657 | 8.46% |
| Finance, insurance, real estate and rental and leasing: | 2,290 | 7.29% |
| Other services (except public administration) | 1731 | 5.51% |
| Transportation and warehousing, and utilities: | 1623 | 5.17% |
| Professional, scientific, and technical services | 1,510 | 4.81% |
| Administrative and support and waste management services | 1455 | 4.63% |
| Public administration | 1423 | 4.53% |
| Information | 1223 | 3.90% |
| Wholesale trade | 1049 | 3.34% |
| Agriculture, forestry, fishing and hunting, and mining: | 77 | 0.25% |
| Total: | 31,396 | |

Source: U.S. 2000 Census; Strategic Planning Group, Inc., 2007

Deltona functions as a bedroom community to the Orlando MSA. Approximately 52% of the workers who reside within the City work outside the County according to the 2000 Census.

**Table 10: Job Location – 2000**

| Total: | 30,918 | |
|---|---|---|
| Worked in state of residence: | 30,694 | |
| Worked in county of residence | 14,622 | 48% |
| Worked outside county of residence | 16,072 | 52% |
| Worked outside state of residence | 224 | |

U.S. Census Bureau Census 2000; Strategic Planning Group, Inc., 2002

More over, only 16% worked within the City as shown below:

**Table 11: Job Location - 2000**

| Total: | 30,918 | |
|---|---|---|
| Living in a place: | 30,918 | |
| Worked in place of residence | 4,910 | 16% |
| Worked outside place of residence | 26,008 | 84% |
| Not living in a place | 0 | |

U.S. Census Bureau Census 2000

## City of Deltona Economic Census Comparison

Table shows the economic growth sustained by the City of Deltona between 1997 and 2002 according to the US Department of Commerce. The largest growth in employment was in retail trade followed by Professional, Scientific and Technical services.

### Table 12. Comparison of 1997 and 2002 Economic Censuses

| Deltona Industry Profile | | 1997 | | | 2002 | | | 1997-2002 Change | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Industry Descripton | NAICS Code | No. of Estab. | Employees | Sales/ Receipts | No. of Estab. | Employees | Sales/ Receipts | No. of Estab. | Employees | Sales/ Receipts |
| | | | | $000 | | | $000 | | | $000 |
| Manufactruing | 33-33 | 0 | 0 | $0 | 0 | 0 | $0 | 0 | 0 | $0 |
| Wholesale Trade | 42 | 11 | 13 | $4,211 | 10 | NA | NA | -1 | NA | NA |
| Retail Trade | 44-45 | 61 | 721 | $81,923 | 82 | 1,129 | $162,193 | 21 | 408 | $80,270 |
| Information | 51 | NA | NA | NA | 6 | 9 | NA | NA | NA | NA |
| Real Estate,Rental,Leasing | 53 | 19 | 27 | $3,546 | 22 | 50 | $6,964 | 3 | 23 | $3,418 |
| Prof., Scientific&Tech Serv. | 54 | 37 | 85 | $7,051 | 69 | 325 | $18,897 | 32 | 240 | $11,846 |
| Admin, Support, Waste/Remed. | 56 | 25 | 51 | $4,143 | 58 | 150 | $11,276 | 33 | 99 | $7,133 |
| Educational Services | 61 | 3 | 9 | $266 | 1 | NA | NA | -2 | NA | NA |
| Health Care-Social Assist. | 62 | 46 | 331 | $21,637 | 68 | 472 | $40,003 | 22 | 141 | $18,366 |
| Arts, Entertain., Recreation | 71 | 1 | NA | NA | 7 | 122 | $1,907 | 6 | NA | NA |
| Accommodations & Food Services | 72 | 24 | NA | NA | 34 | 467 | $15,047 | 10 | NA | NA |
| Other Services | 81 | 34 | 101 | $5,244 | 39 | NA | NA | 5 | NA | NA |

Source: 1997 and 2002 Economic Census, U.S. Department of Commerce and Strategic Planning Group, Inc. 2007

As of 2006, the City of Deltona had the second lowest tax millage rate of all the municipalities in Volusia County. The 2005 tax millage rates for municipalities and unincorporated areas of Volusia County are shown in Table 13.

### Table 13. Tax Millage Rates, 2005

| City or County | Total Oper. | Debt Svc. | Total Millage |
|---|---|---|---|
| DeBary | 2.50746 | | 19.11096 |
| **Deltona** | **4.15000** | | **20.75350** |
| Flagler Beach | 3.00000 | | 21.38150 |
| Orange City | 4.87506 | | 21.47856 |
| County - Westside | | | 21.53650 |
| Daytona Beach Shores | 3.83700 | | 22.21850 |
| Holly Hill | 4.08002 | | 22.46152 |
| **Ormond Beach** | 3.61267 | 0.54049 | 22.53466 |
| New Smyrna Beach | 4.31030 | 0.50159 | 22.54339 |
| Port Orange | 4.80000 | 0.05850 | 22.59000 |
| DeLand | 5.81770 | 0.22000 | 22.64120 |
| County - Southeast | | | 22.66450 |
| County - Silver Sands | | | 22.68180 |
| Ponce Inlet | 4.37800 | | 22.75950 |
| Port Orange | 4.80000 | 0.05850 | 23.24000 |
| County - Northeast | | | 23.31450 |
| Pierson | 3.80904 | | 23.65454 |
| Daytona Beach | 6.70279 | 0.38467 | 23.78096 |
| South Daytona | 5.54659 | | 23.92809 |
| Edgewater | 6.45000 | 0.06000 | 24.24150 |
| Lake Helen | 5.20000 | | 25.04550 |
| Daytona Beach | 6.70279 | 0.38467 | 25.46896 |
| Oak Hill | 5.26790 | | 26.24140 |
| Daytona Beach | 7.70279 | 0.38467 | 26.46896 |

Source: Volusia County Tax Appraisers Office, 2006 and Strategic Planning Group, Inc.

The tax base for the City is highly orientated toward residential development as a basis for its revenues. An evaluation of the City's final 2006 tax roll distribution shows that residential uses contribute 84% of the City's tax revenues with only 3.78% committed to office, retail or industrial uses.

The City's land uses reflect the fact that few jobs are created within the City. Deltona is largely a bedroom community today. As of 2006, approximately 84% of the City's land value is residential.

**Table 14: Tax Digest**

| CITY OF DELTONA 2006 | | |
|---|---|---|
| PROPERTY TYPE | TAXABLE VALUE | % |
| RESIDENTIAL | 2,797,368,241 | 83.60% |
| GOVERNMENTAL | 4,292 | 0.00% |
| TANGIBLE PERSONAL PROPERTY | 84,822,623 | 2.53% |
| AGRICULTURAL | 2,114,215 | 0.06% |
| COMMERCIAL & INDUSTRIAL | 126,569,898 | 3.78% |
| INSTITUTIONAL | 5,706,983 | 0.17% |
| VACANT | 328,161,129 | 9.81% |
| OTHER | 1,553,810 | 0.05% |
| CENTRALLY ASSESSED | 0 | 0.00% |
| TOTAL TAXROLL-----> | 3,346,301,191 | 100.00% |
| TOTAL REAL PROPERTY------> | 3,261,478,568 | |

## Education

Education is an extremely important relocation criterion. If is a measure of a potential skilled labor force as well as a key indicator to where people will move especially those with school age children. Deltona's schools seem to be improving. The current school rates are shown below.

**Deltona School Profile:**
Deltona HS – C
Deltona MS – B
Deltona ES – A

## Regional Growth

While the City of Deltona is within Volusia County, the city, from a social and economic perspective, is really economically connected to the Orlando Metropolitan. It is also one of the faster growing municipalities within this expanded Orlando region.

**Table 15: Comparative Growth - 2006**

| City/County | 2006 | 2006-2000 Change |
|---|---|---|
| **Deltona** | **85,485** | **15,941** |
| Deland | 26,536 | 5,632 |
| DeBary | 18,620 | 3,061 |
| Orange City | 9,416 | 2,812 |
| **Volusia County** | **503,844** | **60,501** |
| Sanford | 51,227 | 12,936 |
| Altamonte Springs | 43,054 | 1,854 |
| **Seminole County** | **402,667** | **55,468** |
| Clermont | 22,097 | 12,759 |
| Leesburg | 18,841 | 2,885 |
| **Lake County** | **276,783** | **66,256** |
| Orlando | 224,055 | 38,104 |
| **Orange County** | **1,079,524** | **183,180** |

Source: American Community Survey, 2007

Volusia County employee commuting patterns (2000 Census) show a net out-migration of almost 24,000 persons according to the Census. The majority of the employment out-migration was to Seminole and Orange Counties.

As of January 2006, Volusia County had a civilian labor force of 241,328 persons; 7,274 or 3% were unemployed. According to the recent Pathfinder Study (2005), an estimated 42,300 persons within the County were underemployed, while an additional 30,000 to 69,000 out-migrated to other counties for employment. Therefore, an employment pool of between 54,200 and 123,200 persons could be available to support new and expanding industry in Volusia County at the present time.

According to national statistics, Florida experienced more employment gains than any other state in 2005 (Table 16).

**Table 16. Nonagricultural Employment in the Ten Most Populous States**

| NONAGRICULTURAL EMPLOYMENT IN THE TEN MOST POPULOUS STATES<br>November 2004 - November 2005<br>Ranked by Over-the-Year Absolute Change<br>Seasonally Adjusted (in thousands) | | | | | |
|---|---|---|---|---|---|
| | | November | November | Over-the-Year Change | |
| Rank | State | 2004 | 2005 (P) | Number | Rate (%) |
| 1 | Florida | 7,585.60 | 7,840.70 | 255.1 | 3.4 |
| 2 | California | 14,656.40 | 14,842.80 | 186.4 | 1.3 |
| 3 | Texas | 9,526.80 | 9,663.20 | 136.4 | 1.4 |
| 7 | Pennsylvania | 5,662.40 | 5,730.10 | 67.7 | 1.2 |
| 8 | Illinois | 5,806.30 | 5,872.10 | 65.8 | 1.1 |
| 9 | New York | 8,483.60 | 8,547.40 | 63.8 | 0.8 |
| 10 | Georgia | 3,900.10 | 3,959.80 | 59.7 | 1.5 |
| 17 | New Jersey | 4,028.40 | 4,064.60 | 36.2 | 0.9 |
| 34 | Ohio | 5,418.10 | 5,429.20 | 11.1 | 0.2 |
| 50 | Michigan | 4,390.10 | 4,354.80 | -35.3 | -0.8 |
| P = Preliminary | | | | | |

Source: Agency for Workforce Development 2006

## Volusia County Employment Growth

Volusia County has traditionally experienced a lag in job growth within the County as compared to its neighbors. A significant percentage of its employment base is employed in the "Orlando Market." However, as noted by the Milken Institute, when compared nationally, the Daytona Beach metropolitan area ranked 5th in the nation for two years in a row in job growth (Table 16). It is also important to note that the surrounding counties also ranked high in the Milken Ranking, including Melbourne at No. 1 and Orlando at No. 6, demonstrating the strength of the region nationally (Table 17).

**Table 17. Best Performing Cities, 2004-2005**

| Cities | 2004 | 2005 |
|---|---|---|
| **Palm Bay-Melbourne-Titusville, FL** | 0 | **1** |
| Fort Myers-Cape Coral, FL | 1 | **2** |
| Naples-Marco Island, FL | 0 | **3** |
| McAllen-Edinburg-Mission, TX | 0 | **4** |
| **Deltona-Daytona Beach-Ormond Beach, FL** | 5 | **5** |
| **Orlando-Kissimmee, FL** | 0 | **6** |
| Washington DC-Arlington/Alexandria, VA | 0 | **7** |
| Fayetteville-Springdale-Rogers, AR | 7 | **8** |
| Ft. Lauderdale-Pompano Beach-Deerfield, FL | 9 | **9** |
| Riverside-San Bernadino-Ontario, Canada | 8 | **10** |
| Las Vegas, NV | 2 | **0** |
| Phoenix-Mesa, AZ | 3 | **0** |
| West Palm Beach-Boca Raton, FL | 4 | **0** |
| Sarasota-Bradenton, FL | 6 | **0** |
| Monmouth-Ocean, NJ | 10 | **0** |

Source: Milken Institute, 2006, Strategic Planning Group, Inc. 2007

## *Target Industries*

### Volusia County/Ormond Beach Targeted Industries

The Volusia County Economic Development Department has defined the following seven industrial clusters as their main "targeted industries."

- Medical Product Manufacturers
- Aviation/Avionic Product Manufacturers
- Marine/Recreational Product Manufacturers
- Automotive Manufacturing
- Customer Service & IT Technology Industries
- Research Development/Manufacturing
- "Green"/Sustainable Industries

## *Orlando Existing Clusters*

- Digital Media
- Modeling, simulation and training
- Optics and photonics
- Aviation/aerospace
- Homeland security/defense
- Financial services technology (fi-tech)
- Information technology
- Agri-technology
- Energy and alternative fuels
- Life science/biotechnology

## *Seminole County Target Industries*

- Research Development and Testing
- Space Technology, Aviation and Aerospace
- Simulation, Modeling and Training
- Laser Technology
- Photonics
- Computer Software
- Computer Hardware
- Medical Labs and Technology
- Communications

## *Vision – Where Are We Going?*

In order to best define where the City of Deltona is going in the future, the City and its Economic Development Board determined that a Five-year Strategic Economic Development Plan would be created to shape the existing and future landscape of the City by being proactive in business retention, expansion, and attraction.

Strategic Planning Group, Inc., working with the City's Economic Development Department staff, conducted two workshops with the City's Economic Development Board.

The workshops resulted in the formulation and prioritization of specific objectives and strategies to achieve the goals of the Five-year Strategic Economic Development Plan that will be managed by the City's Economic Development Department.

### *Strategic Economic Development Plan*

**Mission:** To shape the existing and future economic fabric of the City of Deltona by being proactive in business retention, expansion, and attraction.

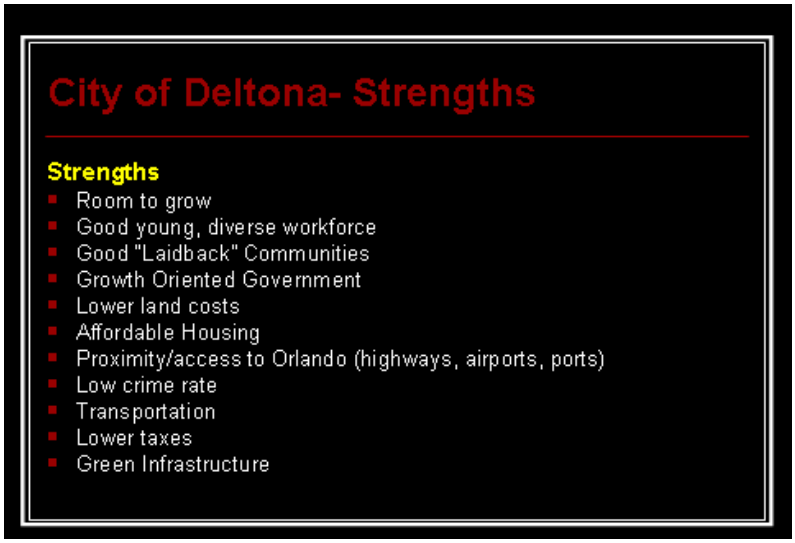
### Plan Summary:

- The Five-year Strategic Economic Development Plan ("ED Plan") is developed to guide the City of Deltona.
- The goals, objectives, and policies of the ED Plan are designed in the three main areas of economic development; business retention and expansion (business attraction) and redevelopment.
- The ED Plan focuses on four geographic areas: the City as a whole; the SR 472 Activity Center; the Deltona/ Saxon Boulevard Redevelopment area and the SR 415 Development Area.
- The ED Plan is a policy document that City officials, residents, local businesses, and real estate investors should view as a tool in shaping the Community's future financial viability.

# Deltona's Economic Development Strengths and Weaknesses

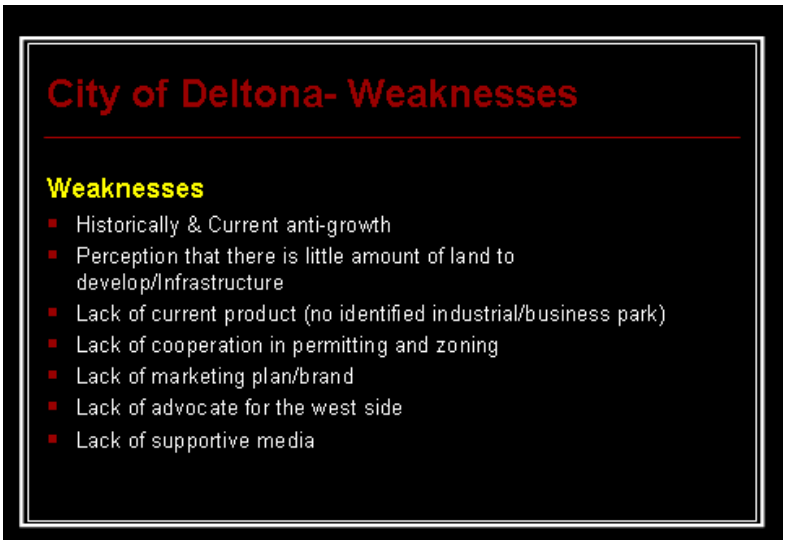
The City's Economic Development Board (DEDB), City Staff and SPG staff held a workshop on August to discuss the City's strengths and weaknesses as it pertains to attracting new jobs to the City. The following figure lists the City's perceived strengths.

**Figure 6: Deltona Strengths**




Likewise the DEDB developed a list of seven economic development weaknesses that need to be overcome if the City is to be successful in its economic development efforts.

**Figure 7: Deltona Weaknesses**

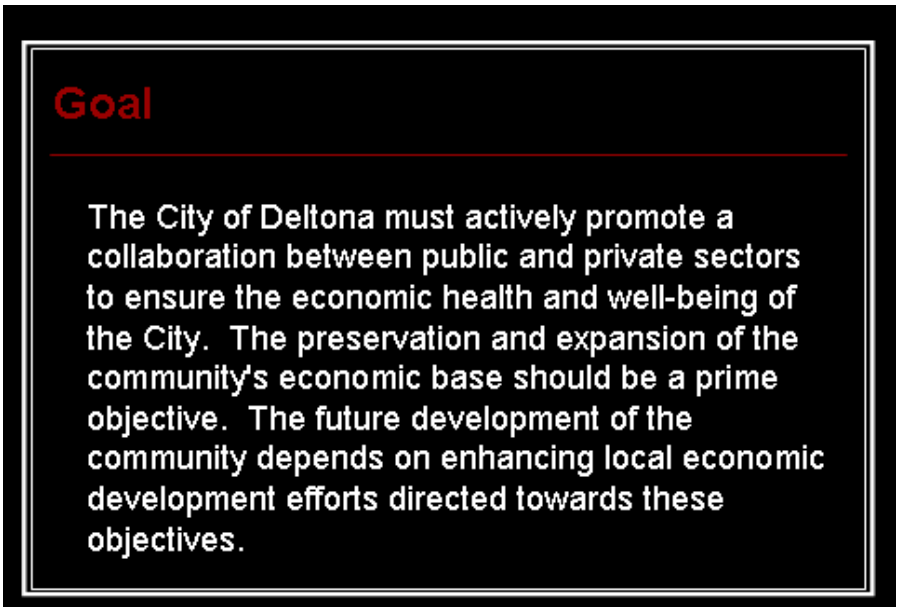


# Deltona Economic Development Strategic Plan (2007-12)

## *Goal*

Based on the analysis of the City's Strengths and Weakness, the DEDB, city and SPG staff held a workshop to develop the City's Strategic Action Plan. The overall goal of the City's five year Economic Development Strategic Plan is defined below:

**Figure 8: Deltona Economic Development Goal**



## *Objectives and Strategies*

The plan calls for nine (9) objectives and seventeen (17) strategies dealing the City as a whole. The following figures show the Objectives and Strategies.

**Figure 9: Deltona City-wide Five Year Action Plan**

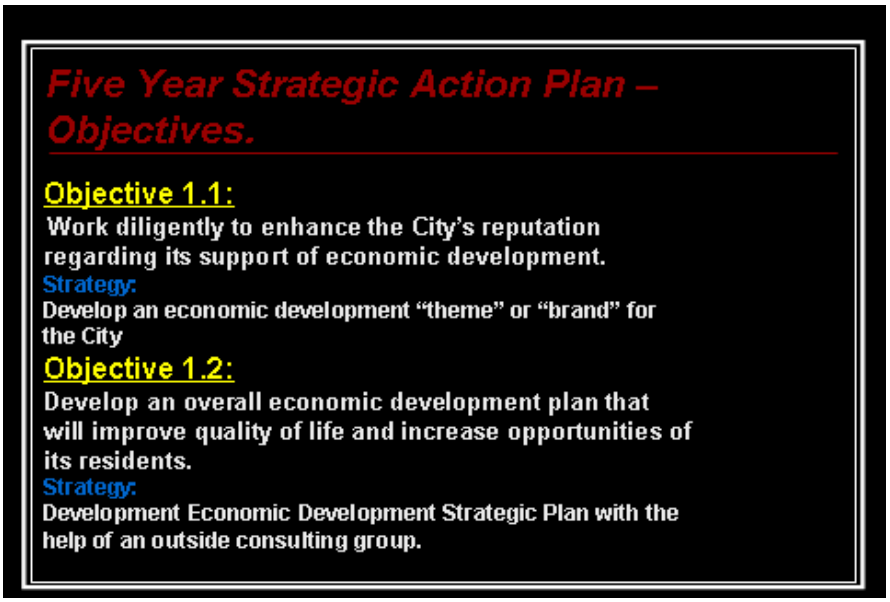



**Figure 10: Deltona City-wide Five Year Action Plan, cont.**

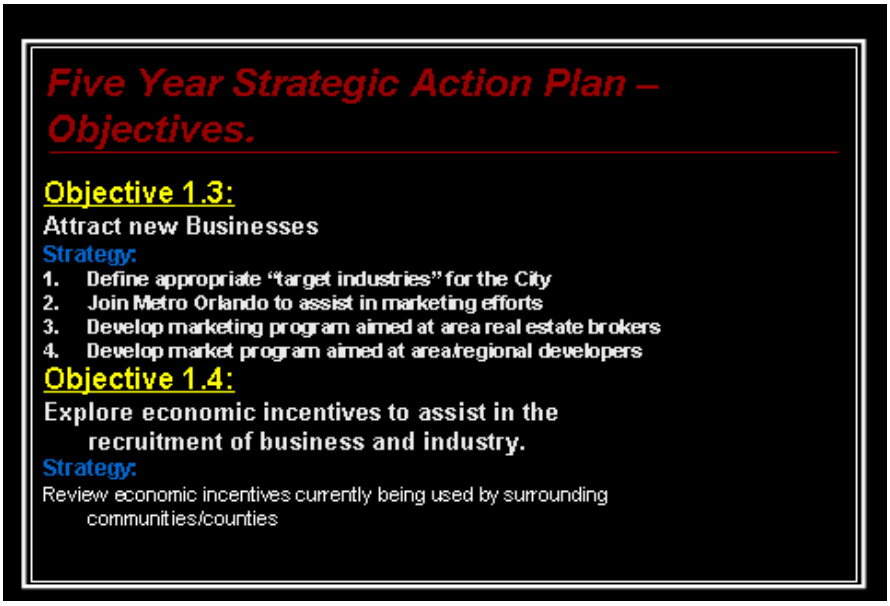


**Figure 11: Deltona City-wide Five Year Action Plan, cont**

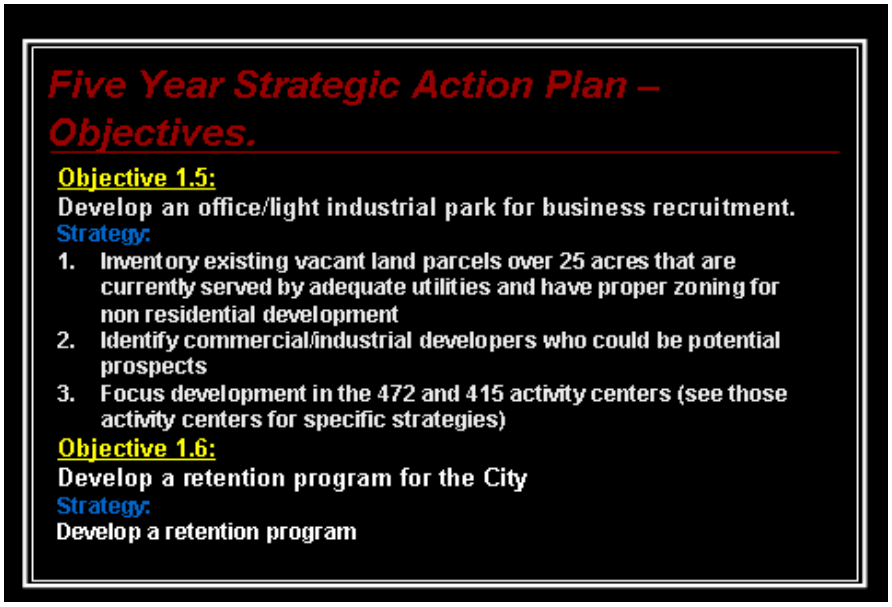



**Figure 12: Deltona City-wide Five Year Action Plan, cont**

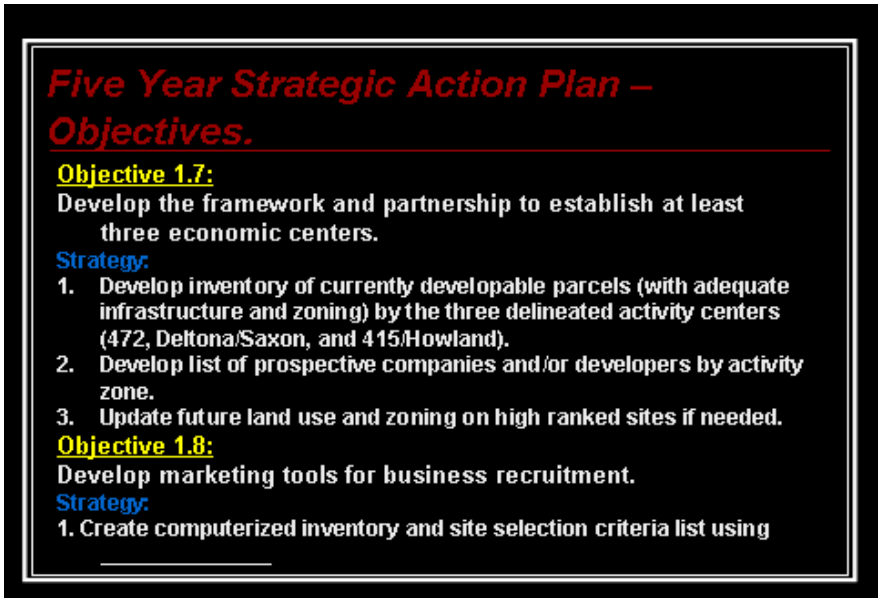
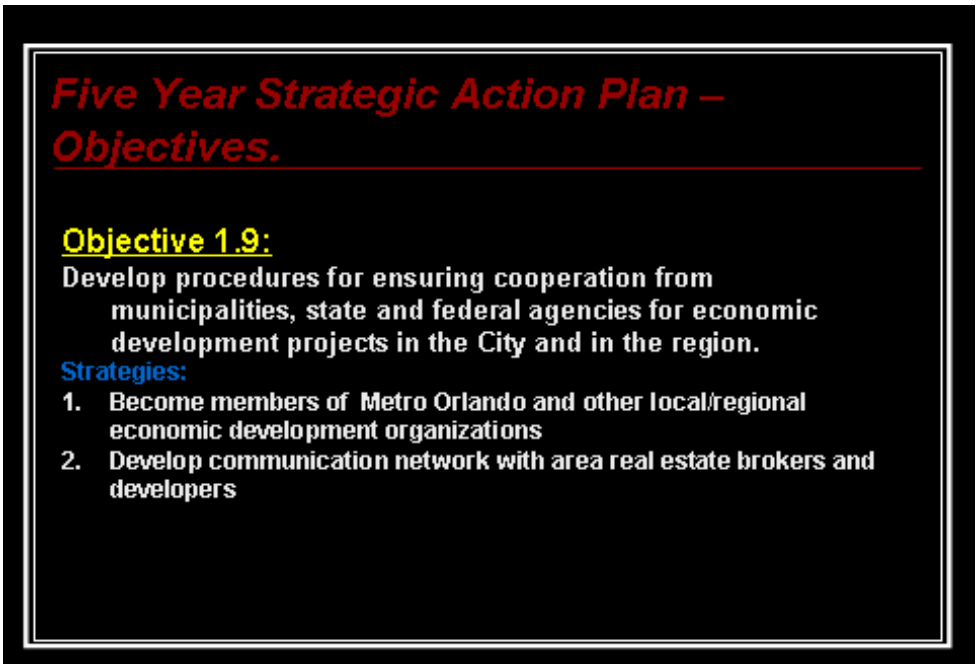


**Figure 13: Deltona City-wide Five Year Action Plan, cont**



# Deltona Economic Development Sub-areas

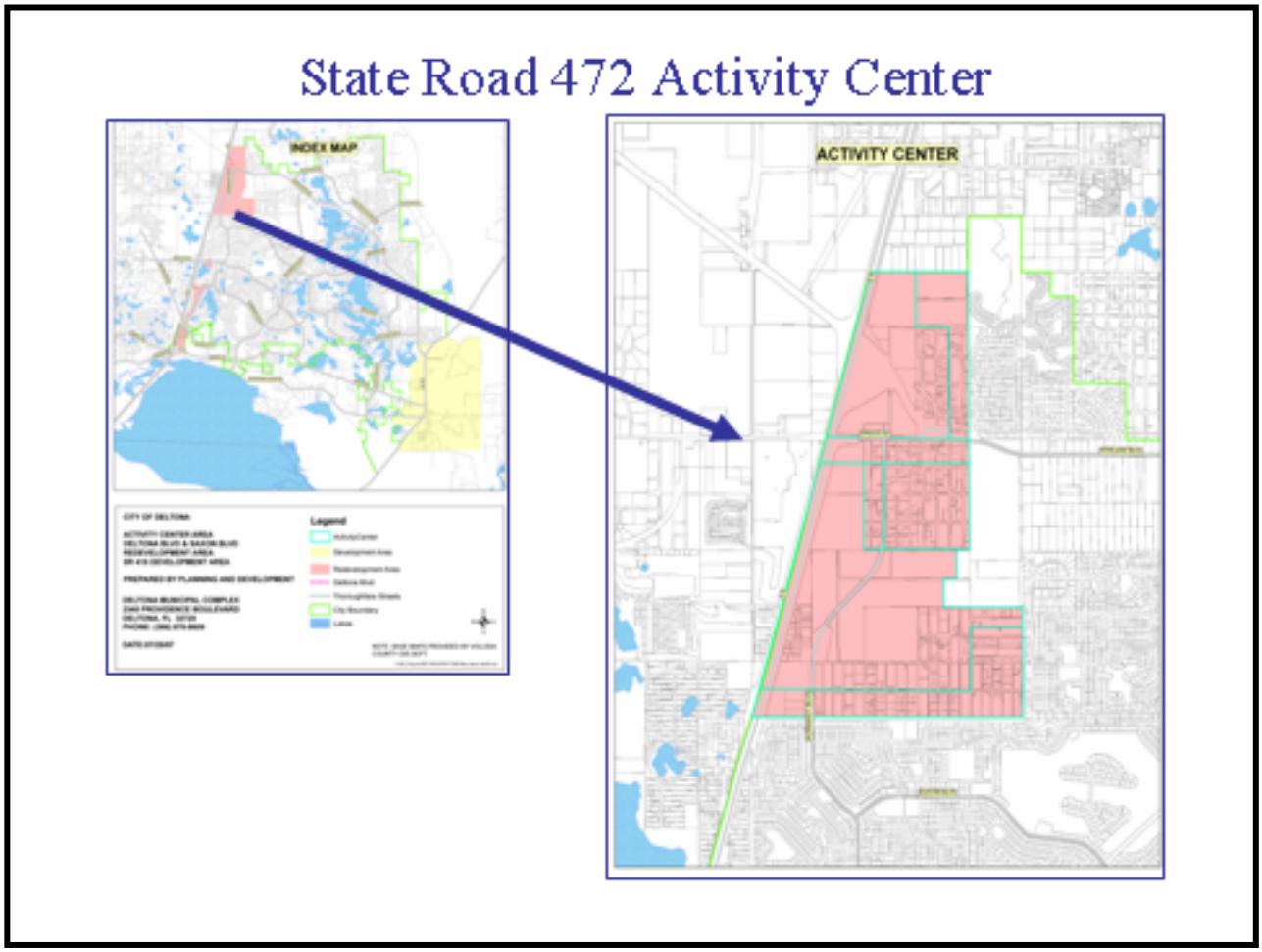
The DEDB in addition to analyzing the City at large, desired to look into three specific sub-areas that will have a major impact on the City:

- SR 472 Activity Center
- Deltona/Saxon Boulevards Redevelopment Area
- Howland/SR 415 Development Area

## *SR 472 Activity Center*

SR 472 is the City's major economic activity center. It is part of a large 1,824 acre Development of Regional Impact Development covering the four corners of the I-4/SR 472 intersection. Two Cities (Deltona, Deland) plus an unincorporated area of the County fall within its boundaries. Deltona contains the large land holdings at approximately 900 acres.

**Figure 14: State Road 472 Activity Center**

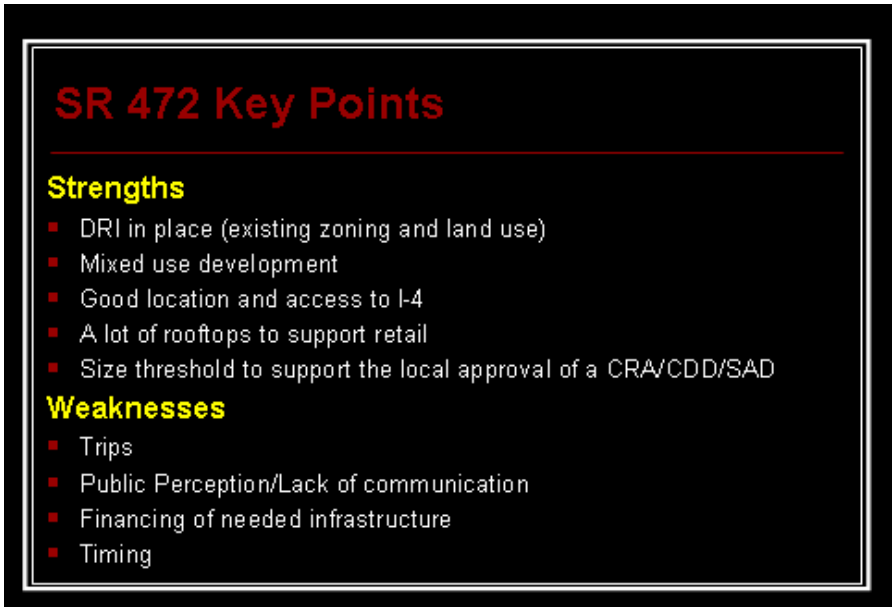


The SR 472 Activity Center as currently planning will contain:

- 5.7 million square feet of Warehouse/Industrial
- 4.4 million square feet of Office
- 1.8 million square feet of Retail
- 266 hotel rooms

During the August 18, 2007 DEDB workshop, the Board, City and SPG staff defined the Activity Centers major strengths and weaknesses as shown below:

**Figure 15: SR 472 Key Points – Strengths and Weaknesses**




## *SR 472 Activity Center Economic Development Objectives and Strategies*

Based on an analysis of the Activity Area's strengths and weaknesses, the DEDB, City and SPG staff developed five (5) objectives and nine (9) strategies that apply to the SR 472 Activity Center

**Figure 16: SR 472 Objectives**

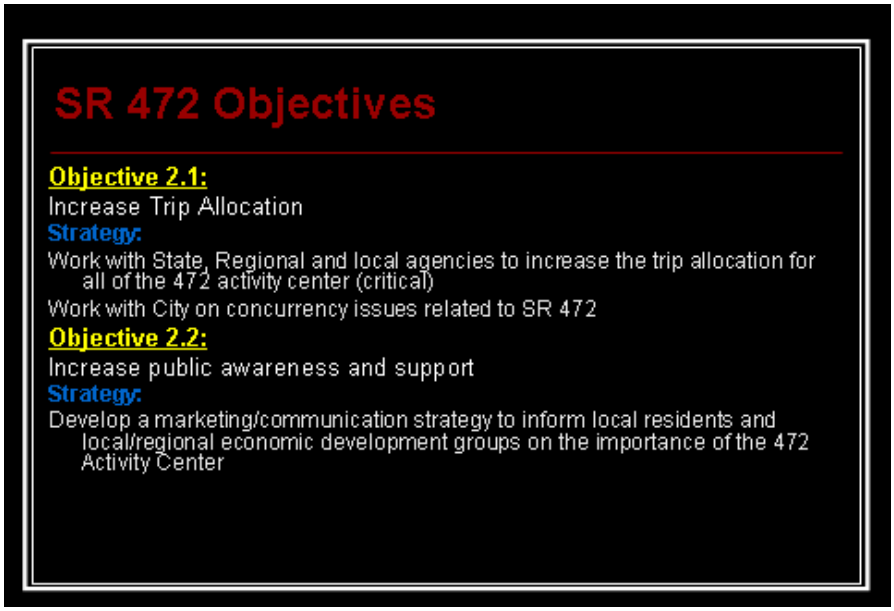



**Figure 17: SR 472 Objectives, cont.**

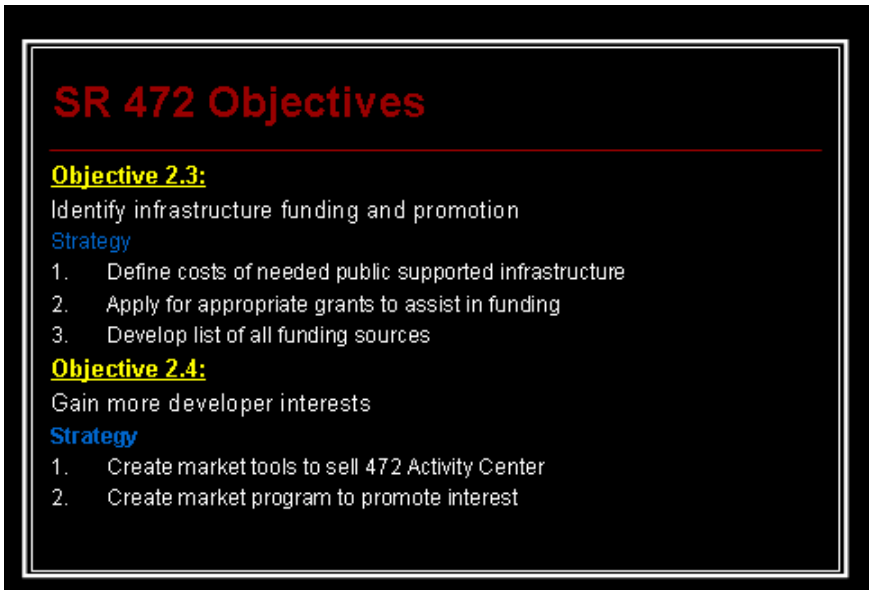
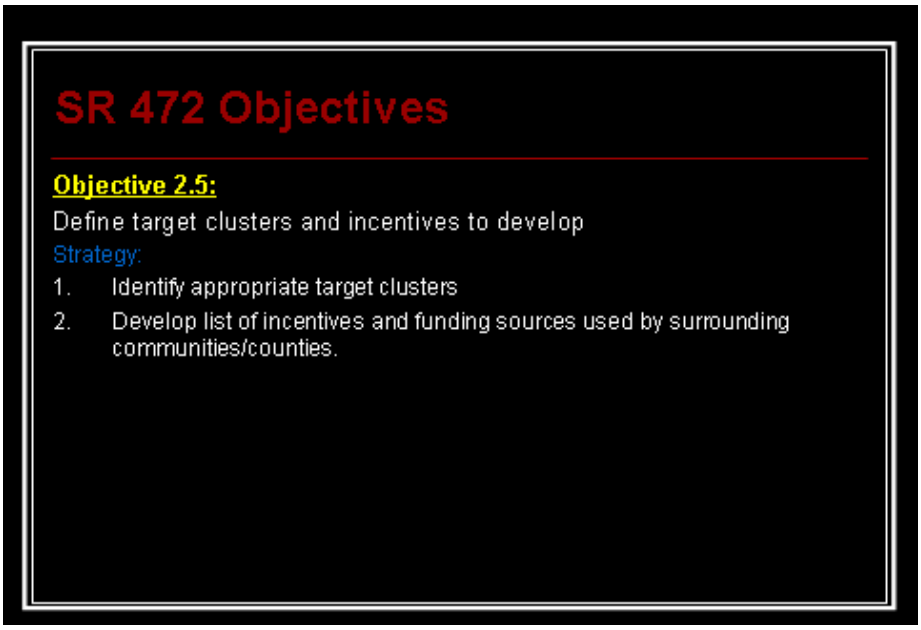
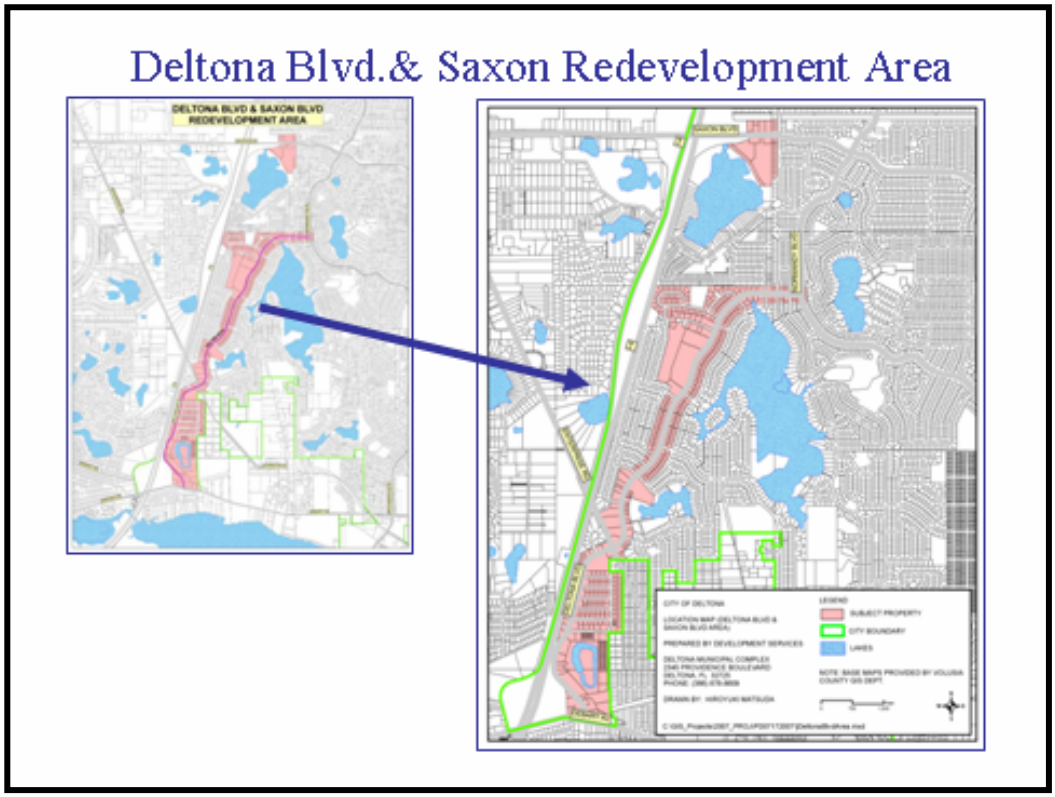


**Figure 18: SR 472 Objectives, cont.**



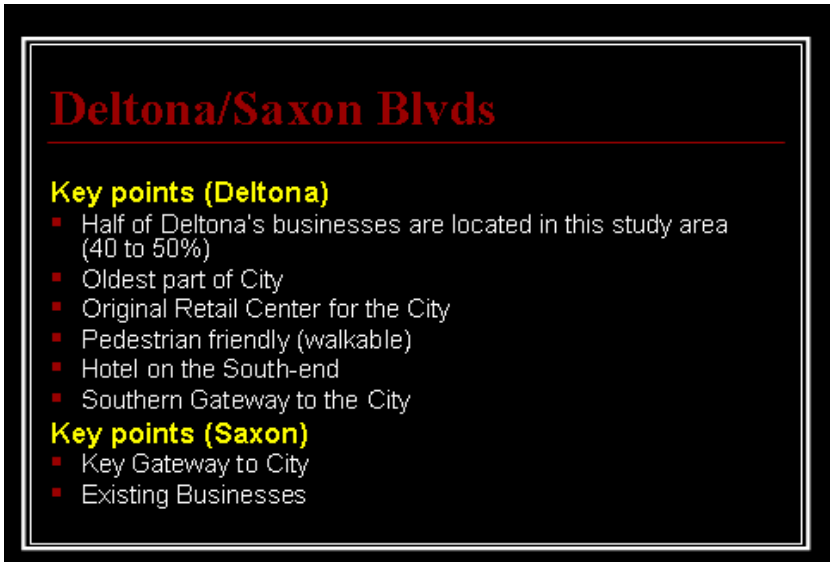
# Deltona and Saxon Boulevard Redevelopment Area

**Figure 19: Deltona Blvd. & Saxon Redevelopment Area**




As shown in the following graphic, the Deltona/Saxon Boulevards Redevelopment Area is the City's oldest commerce center and the oldest part of the City. The area is "dated" and in need of major redevelopment. Key considerations are listed below:

**Figure 20: Deltona/Saxon Blvds. Key Points**

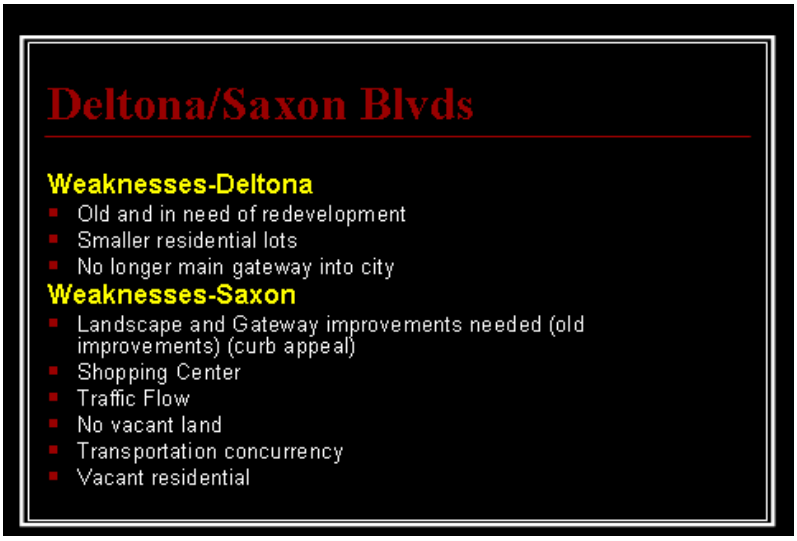



During the August 18, 2007 DEDB workshop, the Board, City and SPG staff defined the Activity Center's major strengths and weaknesses as shown below:

**Figure 21: Deltona/Saxon Blvds. Strenghts**

**Figure 22: Deltona/Saxon Blvds. Strengths**

**Figure 23: Deltona/Saxon Blvds. Weaknesses**



## *Deltona/Saxon Redevelopment Economic Development Objectives and Strategies*

The DEDB, City and SPG staff, arrived at a consensus of the Economic Redevelopment Objectives and Strategies. A total of nine (9) objectives and 14 strategies were defined for the area as shown below

**Figure 24: Deltona/Saxon Blvd Objectives**

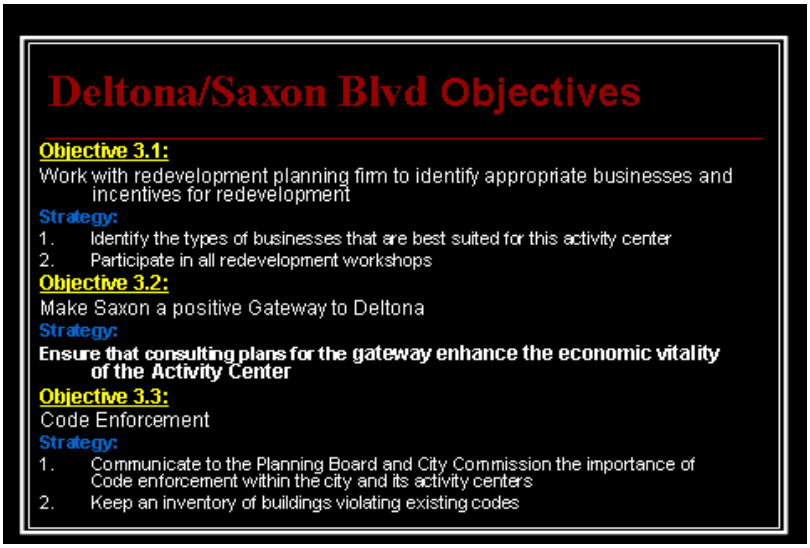



**Figure 25: Deltona/Saxon Blvd Objectives, cont.**

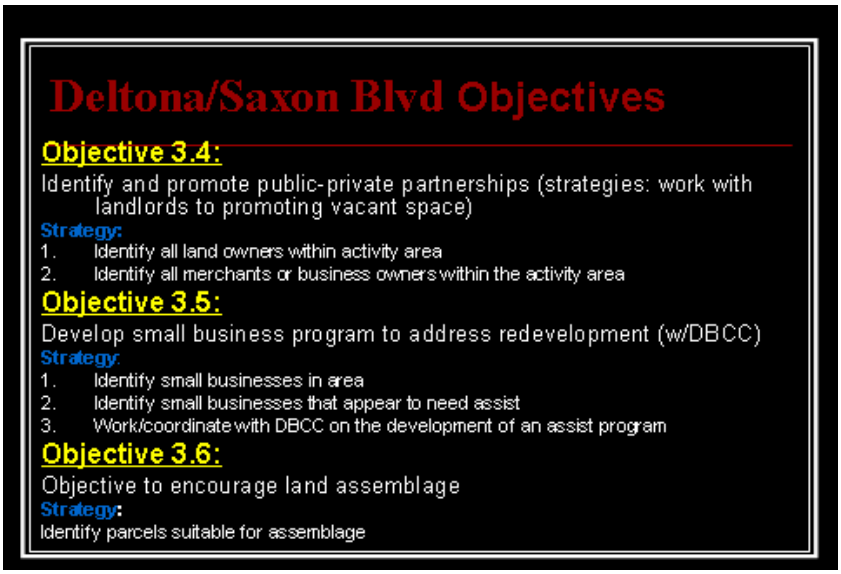
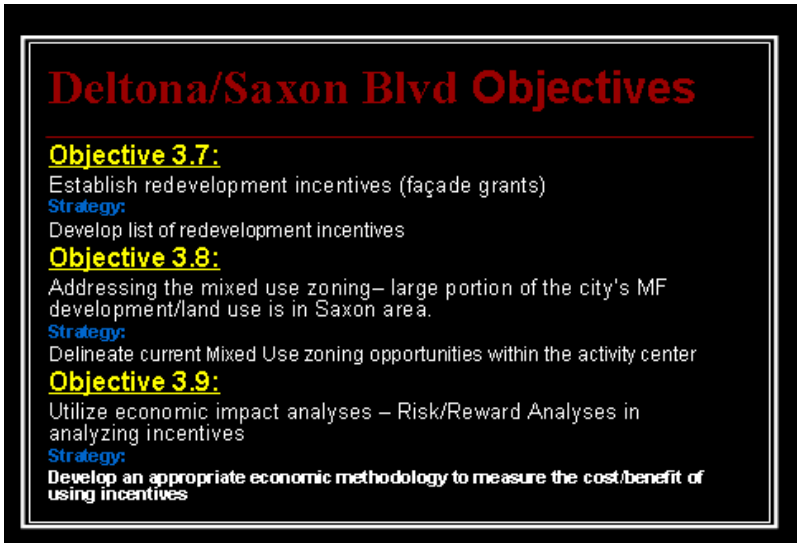


**Figure 26: Deltona/Saxon Blvd Objectives, cont.**



# Howland Boulevard/SR 415 Development Area

**Figure 27: Howland/SR 425 Development Area Objectives**

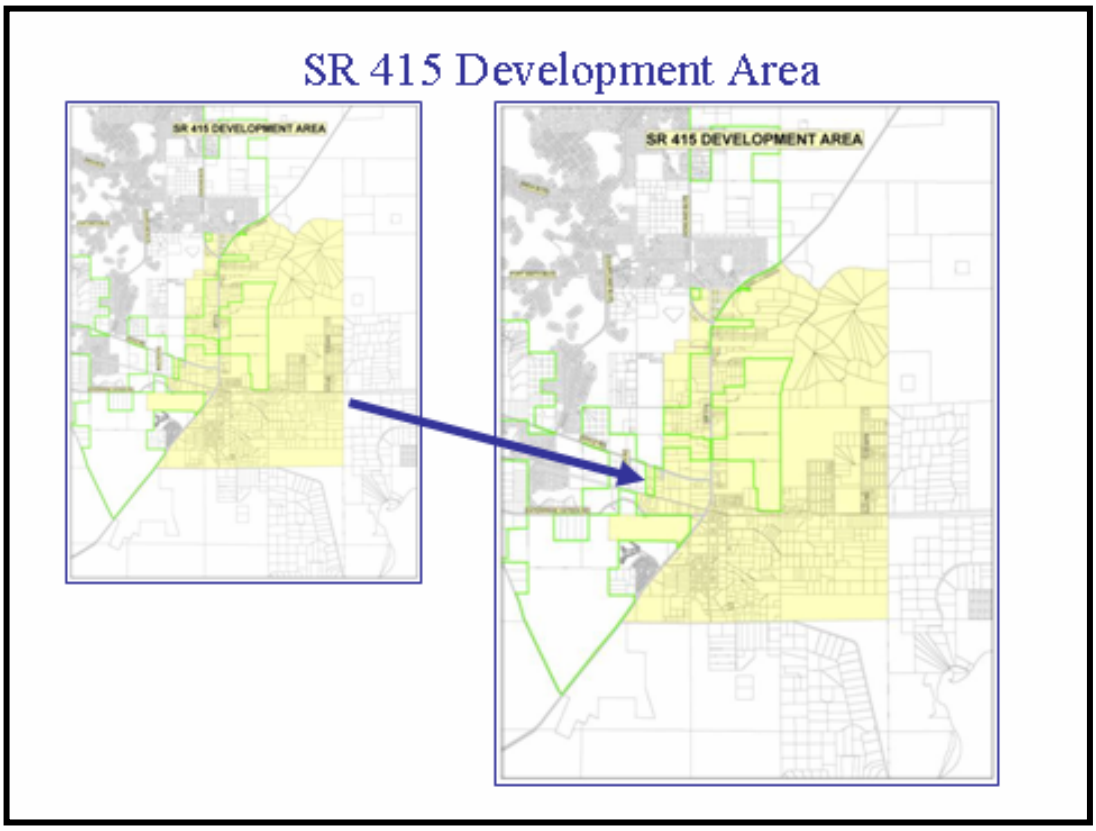


**Figure 28: SR 415/Howland Blvd. Key Points**

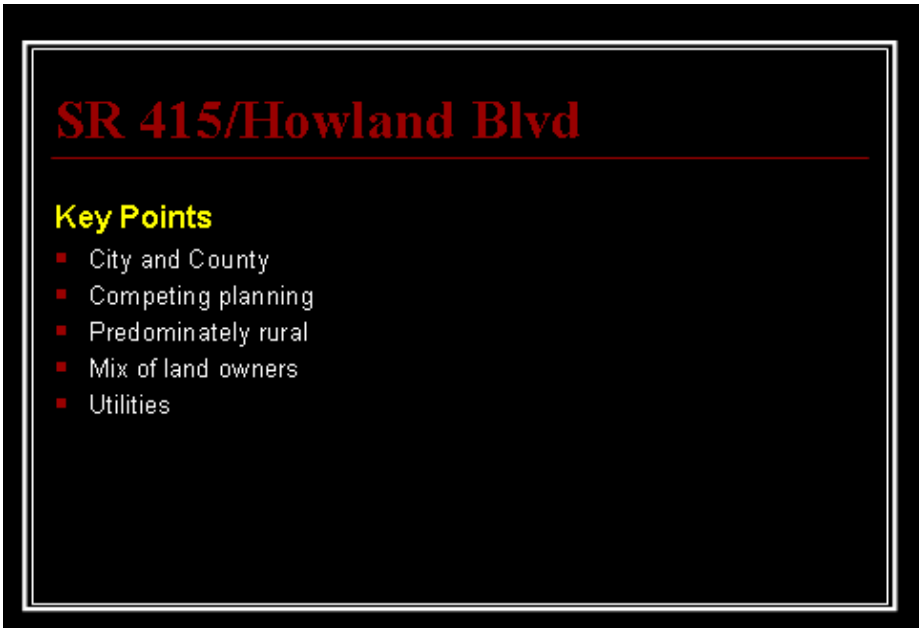



**Figure 29: SR 415/Howland Blvd. Strengths and Weaknesses**

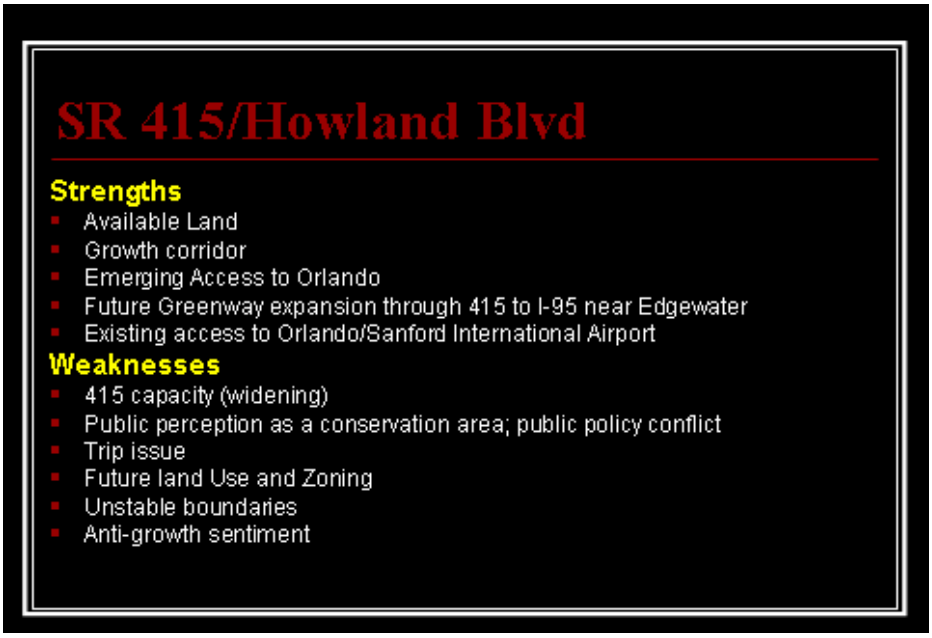


**Figure 30: SR 415/Howland Blvd. Objectives**

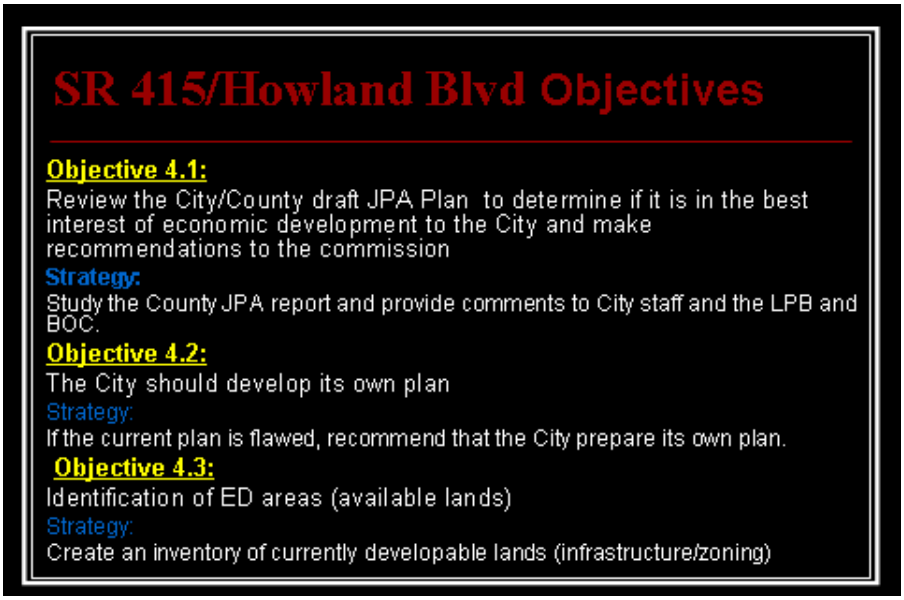
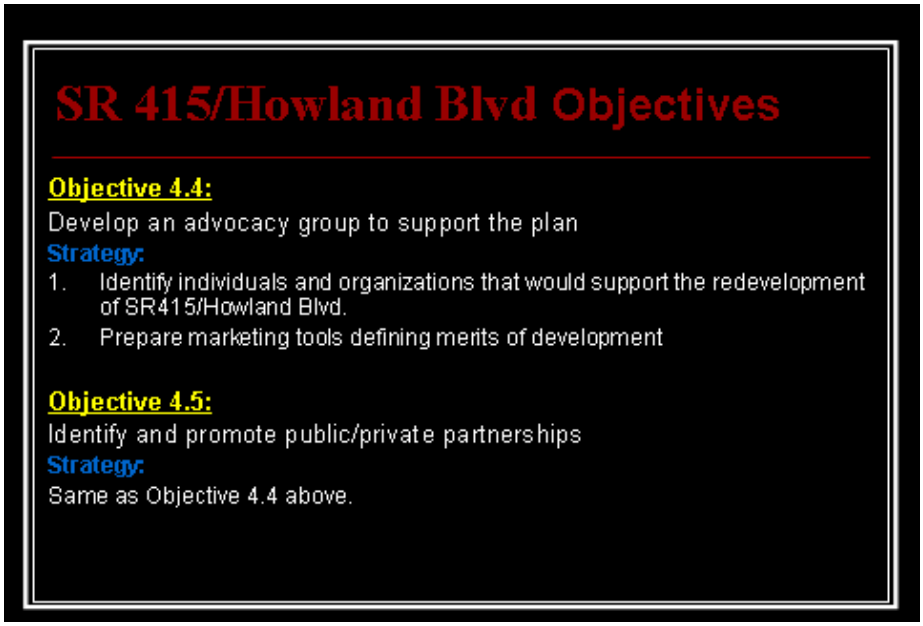



**Figure 31: SR 415/Howland Blvd. Objectives, cont.**



# City of Deltona Strategic Economic Development Implementation Plan

The following table(s) defines the various objectives and strategies by responsibility, cost and timeframe. If no costs have been defined, then the effort is assumed to be done by staff.

| Objective | Action Steps | Funding* | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| **Objective 1.1:** | **Work diligently to enhance the City's reputation regarding its support of economic development.** | | | | | | |
| Strategy: | Develop an economic development "theme" or "brand" for the City | Staff | | | | | |
| **Objective 1.2:** | **Develop an overall economic development plan that will improve quality of life and increase opportunities of its residents.** | | | | | | |
| Strategy: | Development Economic Development Strategic Plan with the help of an outside consulting group. | $25,000 | | | | | |
| **Objective 1.3:** | **Attract new Businesses** | | | | | | |
| Strategy: | 1.Define appropriate "target industries" for the City | DEBAB/Staff | | | | | |
| | 2.Join Metro Orlando to assist in marketing efforts | $TBD | | | | | |
| | 3.Develop marketing program aimed at area real estate brokers | DEBAB/Staff | | | | | |
| | 4.Develop market program aimed at area/regional developers | DEBAB/Staff | | | | | |
| **Objective 1.4:** | **Explore economic incentives to assist in the recruitment of business and industry.** | | | | | | |
| Strategy: | Review economic incentives currently being used by surrounding communities/counties | DEBAB/Staff | | | | | |
| **Objective 1.5:** | **Develop an office/light industrial park for business recruitment.** | | | | | | |
| Strategy: | 1.Inventory existing vacant land parcels over 25 acres that are currently served by adequate utilities and have proper zoning for non residential development | GIS Staff | | | | | |
| | 2.Identify commercial/industrial developers who could be potential prospects | DEBAB/Staff | | | | | |
| | 3.Focus development in the 472 and 415 activity centers (see those activity centers for specific strategies) | DEBAB/Staff | | | | | |
| **Objective 1.6:** | **Develop a retention program for the City** | | | | | | |
| Strategy: | Develop a retention program | DEBAB / Consultant | | | | | |
| **Objective 1.7:** | **Develop the framework and partnership to establish at least three economic centers.** | | | | | | |
| Strategy: | 1.Develop inventory of currently developable parcels (with adequate infrastructure and zoning) by the three delineated activity centers (472, Deltona/Saxon, and 415/Howland). | GIS | | | | | |
| | 2.Develop list of prospective companies and/or developers by activity zone. | Staff | | | | | |
| | 3.Update future land use and zoning on high ranked sites if needed. | Staff | | | | | |

* (Staff Time Assumes No Consultant Fees)

| Objective | Action Steps | Funding* | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| **Objective 1.8:** | **Develop marketing tools for business recruitment.** | | | | | | |
| Strategy: | 1. Create computerized inventory and site selection criteria list using | Staff | | | | | |
| **Objective 1.9:** | **Develop procedures for ensuring cooperation from municipalities, state and federal agencies for economic development projects in the City and in the region.** | | | | | | |
| Strategies: | 1.Become members of Metro Orlando and other local/regional economic development organizations | TBD | | | | | |
| | 2.Develop communication network with area real estate brokers and developers | Staff | | | | | |
| **Objective 2.1:** | **Increase Trip Allocation** | | | | | | |
| Strategy: | Work with State, Regional and local agencies to increase the trip allocation for all of the 472 activity center (critical) | Staff Consultant $TBD | | | | | |
| | Work with City on concurrency issues related to SR 472 | DEBAB/Staff | | | | | |
| **Objective 2.2:** | **Increase public awareness and support** | | | | | | |
| Strategy: | Develop a marketing/communication strategy to inform local residents and local/regional economic development groups on the importance of the 472 Activity Center | DEBAB/Staff | | | | | |
| **Objective 2.3:** | **Identify infrastructure funding and promotion** | | | | | | |
| Strategy | 1.Define costs of needed public supported infrastructure | Staff Consultant $TBD | | | | | |
| | 2.Apply for appropriate grants to assist in funding | Staff | | | | | |
| | 3.Develop list of all funding sources | Staff | | | | | |
| **Objective 2.4:** | **Gain more developer interests** | | | | | | |
| Strategy | 1.Create market tools to sell 472 Activity Center | Staff | | | | | |
| | 2.Create market program to promote interest | Staff | | | | | |
| **Objective 2.5:** | **Define target clusters and incentives to develop** | | | | | | |
| Strategy: | 1.Identify appropriate target clusters | Staff | | | | | |
| | 2.Develop list of incentives and funding sources used by surrounding communities/counties. | Staff | | | | | |
| **Objective 3.1:** | **Work with redevelopment planning firm to identify appropriate businesses and incentives for redevelopment** | | | | | | |
| Strategy: | 1.Identify the types of businesses that are best suited for this activity center | DEBAB/Staff | | | | | |
| | 2.Participate in all redevelopment workshops | DEBAB/Staff /Broker | | | | | |

* (Staff Time Assumes No Consultant Fees)

| Objective | Action Steps | Funding* | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| **Objective 3.2:** | **Make Saxon a positive Gateway to Deltona** | | | | | | |
| Strategy: | Ensure that consulting plans for the gateway enhance the economic vitality of the Activity Center | DEBAB/Staff | | | | | |
| **Objective 3.3:** | **Code Enforcement** | | | | | | |
| Strategy: | 1.Communicate to the Planning Board and City Commission the importance of Code enforcement within the city and its activity centers | DEBAB/Staff | | | | | |
| | 2.Keep an inventory of buildings violating existing codes | Staff | | | | | |
| **Objective 3.4:** | **Identify and promote public-private partnerships (strategies: work with landlords to promoting vacant space)** | | | | | | |
| Strategy: | 1.Identify all land owners within activity area | Staff/GIS | | | | | |
| | 2.Identify all merchants or business owners within the activity area | Staff | | | | | |
| **Objective 3.5:** | **Develop small business program to address redevelopment (w/DBCC)** | | | | | | |
| Strategy: | 1.Identify small businesses in area | Staff | | | | | |
| | 2.Identify small businesses that appear to need assist | Staff | | | | | |
| | 3.Work/coordinate with DBCC on the development of an assist program | DEBAB/Staff | | | | | |
| **Objective 3.6:** | **Objective to encourage land assemblage** | | | | | | |
| Strategy: | Identify parcels suitable for assemblage | Staff/GIS | | | | | |
| **Objective 3.7:** | **Establish redevelopment incentives (façade grants)** | | | | | | |
| Strategy: | Develop list of redevelopment incentives | Staff<br>Consultant<br>$25,000 | | | | | |
| **Objective 3.8:** | **Addressing the mixed use zoning– large portion of the city's MF development/land use is in Saxon area.** | | | | | | |
| Strategy: | Delineate current Mixed Use zoning opportunities within the activity center | Staff<br>Consultant<br>$25,000 | | | | | |
| **Objective 3.9:** | **Utilize economic impact analyses – Risk/Reward Analyses in analyzing incentives** | | | | | | |
| Strategy: | Develop an appropriate economic methodology to measure the cost/benefit of using incentives | Consultant<br>$50,000 | | | | | |

* (Staff Time Assumes No Consultant Fees)

| Objective | Action Steps | Funding* | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|---|
| **Objective 4.1:** | **Review the City/County's JPA Plan to determine if it is in the best interest of economic development to the City and make recommendations to the commission** | | | | | | |
| Strategy: | Study the City/County Draft JPA report and provide comments to City staff and the LPB and BOC. | Staff | | | | | |
| **Objective 4.2:** | **The City should develop its own plan** | | | | | | |
| Strategy: | If the current plan is flawed, recommend that the City prepare its own plan. | Staff<br>Consultant<br>$TBD | | | | | |
| **Objective 4.3:** | **Identification of ED areas (available lands)** | | | | | | |
| Strategy: | Create an inventory of currently developable lands (infrastructure/zoning) | Staff | | | | | |
| **Objective 4.4:** | **Develop an advocacy group to support the plan** | | | | | | |
| Strategy: | 1.Identify individuals and organizations that would support the redevelopment of SR425/Howland Blvd. | DEBAB/Staff | | | | | |
| | 2.Prepare marketing tools defining merits of redevelopment | Staff<br>Consultant<br>$TBD | | | | | |
| **Objective 4.5:** | **Identify and promote public/private partnerships** | | | | | | |
| Strategy: | Same as Objective 4.4 above. | Staff | | | | | |

* (Staff Time Assumes No Consultant Fees)

# November 2007

# City of Deltona
# Deltona Boulevard Corridor Study Area

# Finding of Necessity

DRAFT

Real Estate RESEARCH
CONSULTANTS

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# Overview and Purpose

The purpose of this analysis is to provide data that documents potentially blighting conditions, as defined in Section 163, Part III, Florida Statutes (F.S.) (the "Redevelopment Act") within the City of Deltona's Deltona Boulevard study area in Volusia County, Florida.

## *Introduction*

The analysis focuses on the land-based resources of the study area and its ability to generate economic return and local tax revenues. As a general matter, resources that are in a state of decline, approaching obsolescence, underutilized, or improperly deployed, limit the ability of a local jurisdiction to remain competitive in a larger economic context, ultimately affecting its financial condition and its level of services. Local governments that are highly dependent upon ad valorem revenues are the most vulnerable in these situations. Real property assets that are physically or functionally deteriorated or that do not meet contemporary or competitive development requirements are constrained in their ability to generate these kinds of taxes. As such, their physical character and utility, along with the services required to sustain them, are key factors in determining the economic health of the community.

As a way of documenting the condition of the study area, this analysis relies on government statistics and other data including: Volusia County tax roll data, City prepared maps, and interpretations of City and staff supplied data which all supplement the obvious observable conditions. While County tax roll data is assumed to be reliable, we cannot fully opine on its accuracy. Because of the purpose and official application of the data, we believe that any errors that may exist are relatively inconsequential.

## *General Objectives and Purposes of the Redevelopment Act*

The purpose of the Redevelopment Act is to assist local governments in preventing and/or eliminating blighted conditions detrimental to the sustainability of economically and socially vibrant communities or areas. The following paragraphs describe those blighting conditions, their specific effects, and the intentions of the community redevelopment regime as a tool for implementing policy and programs.

- *Section 163.335(1), F.S. …[blighted areas] constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of*

*housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.*

- *Section 163.335(2), F.S. …certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of the property in such areas.*

- *Section 163.335(3), F.S. …powers conferred by this part are for public uses and purposes for which public money may be expended and police power exercised, and the necessity in the public interest for the provisions herein enacted is declared as a matter of legislative determination.*

- *Section 163.335(5), F.S. …the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.*

- *Section 163.335(6,) F.S. …there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such*

> *condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.*

Under the Redevelopment Act, if an area is thought to be blighted, a resolution may be adopted by the local governing body finding that there are blighted conditions within the defined study area, and that the repair, rehabilitation, and/or redevelopment of such areas is in the interest of public health, safety, and welfare. If an area is found to have blighted conditions, the next step is to establish a Community Redevelopment Agency (CRA).

The CRA, as the legal unit acting for the City and County, would direct the preparation of the Community Redevelopment Plan for the study area. The Community Redevelopment Plan provides physical information on the redevelopment area and identifies potential project types that can diminish or eradicate the specified blighted conditions.

Under the Redevelopment Act, a Community Redevelopment Plan is then subjected to a compliance review conducted by the Local Planning Agency (LPA) before the City can submit the report to the County Commission for approval. After receiving recommendations from the LPA, the local governing body holds a public hearing on the approval of a Community Redevelopment Plan after public notice in a newspaper having a general circulation in the area of operation of the community redevelopment area.

The next step under the Redevelopment Act is the creation of a redevelopment Trust Fund, established by ordinance and adopted by the City Council, the governing body that created the CRA. The most recent certified real property tax roll prior to the effective date of the ordinance will be used to establish the tax base (the "Base Year") within the redevelopment area in order to calculate the tax increment.

After putting in place the redevelopment architecture described above, the CRA becomes funded upon the availability of tax increment revenues. Tax increment revenues become available as the result of increased property assessments associated with new development and redevelopment within the community redevelopment area beyond those of the Base Year. Funds allocated to and deposited into the Trust Fund are used by the CRA to fund, finance, or refinance any community redevelopment it undertakes pursuant to the approved Community Redevelopment Plan.

Before the governing body can adopt any resolution or enact any ordinance to create a CRA, approve a Community Redevelopment Plan, or establish a redevelopment Trust Fund, the governing body must provide public notice of proposed actions to each taxing authority which has the power to levy ad valorem taxes within the redevelopment area boundaries. Such notice alerts taxing authorities to any possible changes in their budgets as a result of a redevelopment action.

## *Declarations and Process*

Determining if blight conditions exist within the study area is an initial step in ascertaining the appropriateness of an area as a community redevelopment area. This study analyzes and summarizes the extent of the blight conditions within the study area boundaries.

This report describes the physical and economic conditions within the study area that are associated with blight or its causes. Real Estate Research Consultant's staff, working with City of Deltona staff, analyzed government maintained statistics and reports, inspected the area, and prepared this report and the analysis contained within.

## *Historical Perspective and Integrity of the Study Area*

Located in southwestern Volusia County, Deltona began as a planned unit development (PUD) in 1962, when the Mackle Brothers bought 17,203 acres and filed a PUD for a community of 35,143 lots. The Mackle Brothers developed communities all over the state of Florida. Many of these communities were developed after World War II as bedroom communities. These communities typically included thousands of speculative residential sized platted lots, many without the infrastructure in place to immediately develop the lots. Many of these communities today have similar deficiencies or development issues including a lack of contemporary commercial development and multiple parcels not connected to any city or county infrastructure.

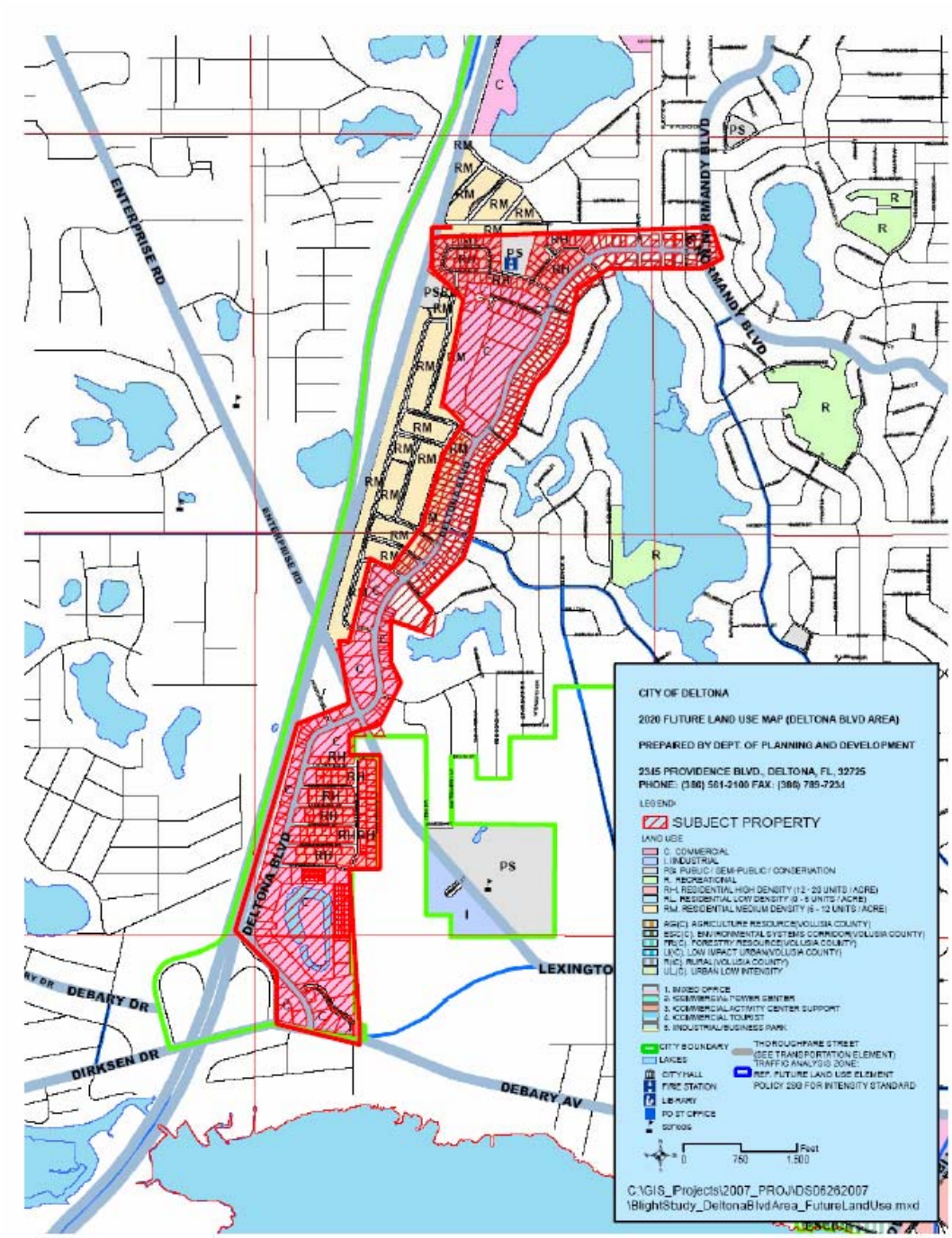
The first Deltonans took up residence in April of 1963. By the end of 1963, Deltona had a population of 180 people. In 1970, the U.S. Census recorded 4,868 inhabitants. By 1991, the population of Deltona reached more than 52,000. The residents of the unincorporated Deltona community voted in September 1995, to incorporate as the new City of Deltona. A seven-member Commission was elected, and in December of 1995, the City of Deltona was created. As part of the referendum for incorporation, the existing Deltona Fire District was dissolved, and on its first day as a City, Deltona had over 50 employees including firefighters, paramedics, and other emergency response personnel. By 2006, City staff had grown to over 310 employees encompassing services of Administration, Finance and Internal Services, Construction Services, Development Services, Enforcement Services, Parks and Recreation, and Public Works. The City continues to contract with the Volusia County Sheriff's Department via an interlocal agreement for law enforcement services in the City. The City currently owns its own utility. The City purchased the Deltona water and wastewater system from Florida Water Services.

With a current population of 85,484, Deltona is the largest municipality within Volusia County. Centrally located between Daytona Beach and Orlando, Deltona provides a large residential base for commuters to both cities.

This analysis focuses on a particular area within the City of Deltona, "the Deltona Boulevard Corridor". The Deltona Boulevard Corridor is located east of Interstate 4 in the

southwestern section of Deltona. Deltona Boulevard runs from Debary Avenue to the south to Normandy Boulevard to the north. RERC's analysis of the conditions of the study area is confined to the specific geographic area within the City of Deltona generally shown highlighted in red in Map 1.

**Map 1 – Deltona Boulevard Corridor Area**



The study area is made up of a mix of commercial properties, single family properties, and multi-family residential properties. The commercial properties are clustered in the southern half of the study area. Most of the commercial properties directly front Deltona Boulevard. Many of the residential properties also front Deltona Boulevard, while others are located on side streets. Most of the residential properties in the northern section of the study area are single family, while most of the residential properties in the southern portion of the study area are multifamily properties.

Much of the study area has deficiencies. The area was poorly planned for commercial development. The commercial development that exists today is mostly deficient by contemporary standards and is functionally obsolete. The area does not include an adequate mix of commercial development to serve the growing population of the City. Most of the commercial development is located in strip centers with large asphalt parking lots with little to no landscaping. Other commercial developments are located in buildings that were once single family residential structures, reinforcing the appearance of disinvestment and the pattern of decline. Many of the commercial structures are deteriorating as are many residential structures. The whole of the study area is hindered by small lots, poor layout, deteriorating and functionally obsolete structures, and deteriorating and/or absent infrastructure.

A large portion of the homes in the study area are located on shallow lots on Deltona Boulevard. As the area has grown, Deltona Boulevard has been expanded to four lanes. Residents must back out of their driveways to access the road. Since Deltona Boulevard was not a heavily used road when the area was created, this was not an inappropriate design at the time. However, because the road is now a highly traveled street it is no longer safe for cars to back out onto the busy road.

Deltona Boulevard is the City's original commercial area. The lack of significant investment in aged properties and the lack of new commercial development ultimately threatens the long-term viability of the study area and the City as a whole. The area is in need of improvements in the physical environment in order to create a sense of place and nurture commercial development. Streetscape and other pedestrian improvements as well as zoning changes need to take place in order to help bring additional retail development, commercial development, and residential improvements. The area could potentially include a more organized cluster of contemporary commercial development and revitalized residential properties.

Because of these deficiencies, the City approved a study to examine the existence of blight in the area. Where there are blighted areas, it is in the interest of public health, safety, morals, and welfare of the residents of the City to establish a CRA. Improvements in the study area are important to the overall vibrancy of the City as a whole. A CRA would provide opportunities to encourage value-added businesses in the study area, upgrade and install contemporary infrastructure and facilities, and stimulate reinvestment and revitalization. These redevelopment programs would contribute to the City's general health and tax base.

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## *Standards for Blight*

Having identified the study area as a group of residential and commercial properties east of Interstate 4 and surrounding the Deltona Boulevard Corridor, the specific conditions that constitute blight as listed in the Redevelopment Act were considered.

The Redevelopment Act currently, in effect, establishes three discrete pathways to determine if a study area is a "blighted area", sufficient to warrant the full application of redevelopment powers conveyed under Chapter 163.

- "Alternative One" involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively.

- "Alternative Two" involves a specific agreement among parties subject to a prospective Trust Fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area needs to pass a less rigorous test. As in the first alternative, this test relates to specific criteria and it must conclude affirmatively.

- Notwithstanding the requirements for the first or second alternative, “Alternative Three” involves the Governor certifying the need for emergency assistance under federal law as a result of an emergency under s. 252.34(3), F.S.

### Alternative One

The *first* of Alternative One's two tests requires that a study area identified as a blighted area contain a "substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property ". Recent court decisions have affirmed that structures include infrastructure.

The *second* of Alternative One's two tests is that the area must be one in "which two or more of the following factors are present".

a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
d) Unsanitary or unsafe conditions;
e) Deterioration of site or other improvements;
f) Inadequate and outdated building density patterns;



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g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
h) Tax or special assessment delinquency exceeding the fair value of the land;
i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
j) Incidence of crime in the area higher than in the remainder of the county or municipality;
k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

### Alternative Two

The Redevelopment Act also allows that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. are present and all taxing authorities (as such term is defined in the Redevelopment Act) subject to Section 163.387(2)(a), F.S. agree, either by interlocal agreement, agreements with the agency, or by resolution that the area is blighted.

### Alternative Three

The Redevelopment Act also provides that “when the governing body certifies that an area is in need of redevelopment or rehabilitation as a result of an emergency under s. 252.34(3), F.S., with respect to which the Governor has certified the need for emergency assistance under federal law, that area may be certified as a “blighted area”, and the governing body may approve a community redevelopment plan and community redevelopment with respect to such area without regard to the provisions of this section requiring a general plan for the county or municipality and a public hearing on the community redevelopment”, Section 163.360(10), F.S. On September, 1, 2004, former Governor Jeb Bush declared a state of emergency for the entire State of Florida by Executive Order 04-192 because of Hurricane Francis. On September 4, 2004, FEMA designated Volusia County as a disaster area by FEMA-1545-DR.

## Physical Environment Inventory

This section of the report documents the land uses, transportation systems, utilities infrastructure, and visual character of buildings and sites in the study area.

## *Land Use*

These physical characteristics of the area play key roles in the development or utilization of land based assets. The land use inventory provides more perspective regarding the pattern of development activity, the inventory of land uses, the compatibility of nearby uses, and the impact of uses that may assist or deter development activity within the study area.

The study area consists of a variety of single family residential properties, multi-family residential properties, and commercial properties including a motel. Presently, zoning within the Deltona Boulevard Corridor study area includes: single family, multifamily (medium and high density), general commercial, professional business, and a Business Planned Unit Development. Two governmental properties were identified in the study area including a post office and a vacant municipal property. Institutional properties include a church and a private school.

The historical pattern of development in the City has been suburban in nature. Traditionally the City has not had high design standards for new development or for redevelopment. The overall physical condition of the study area is fair. Pockets of deteriorated housing and deteriorating commercial structures exist throughout the study area.

**Deterioration**

**Deterioration**

**Deterioration**

**Deterioration**

The bulk of structures within the study area are residential. Volusia County Property Appraiser 2007 tax roll records show that there are 470 *improved* properties within the study area (88% of all properties). Of the 470 improved properties, 222 (47%) are single family residences, 192 (41%) are multi-family residential structures, 53 (11%) are commercial structures, and 3 (1%) are institutional or governmental structures.

Table 1 shows the number of building structures from the 2007 tax roll for each type of use.

**Table 1 – Improved Properties in the Study Area Boundaries by Land Use**

| Single-Family | Multi-Family | Commercial | Institutional/Gov't |
|---|---|---|---|
| 222 | 192 | 53 | 3 |

In all, there are currently a total of 534 properties (improved and unimproved) within the study area. Approximately 12% are classified as unimproved. A number of vacant parcels are scattered throughout the study area. Some of these vacant parcels are overgrown with weeds.

**Vacant Overgrown Parcel**

**Vacant Overgrown Parcel**

Most properties within the study area are residential or commercial. A field review indicated that most of the structures are one story. Many of the properties are deteriorated or deteriorating and are in need of renovation or redevelopment. Many of the lots are inadequately platted and are either too narrow or too shallow for contemporary development.

A large portion of the homes in the study area are located on shallow lots on Deltona Boulevard. As the area has grown, Deltona Boulevard has been expanded to four lanes. Residents must back out of their driveways to access the road. Since Deltona Boulevard was not a heavily used road when the area was created, this was not an inappropriate design at the time. However, because the road is now a highly traveled street, existing setbacks and conditions are no longer safe.

Where the residential environment has been declining or deteriorating, there has been an emphasis on converting residential lots and structures to commercial uses. These lots or properties are trying to perform a different function than originally intended. Because these lots were originally platted to accommodate residential activity, they are

not sized for commercial development and have an inappropriate character that ultimately hurts the surrounding area.

**Inadequate Setbacks**

**Converted Residential Structure**

Within the study area, a substantial number of commercial and residential properties are deteriorating or deteriorated. Some properties have deteriorating driveways or parking lots with crumbling asphalt. Generally, there is a lack of landscaping among the commercial and multi-family properties. Overall, the condition of the commercial and multi-family residential properties in the study area is generally fair or poor.

**Deteriorating Driveway and Structure**

**Deteriorating Parking Lot**

**Deteriorating Commercial Structure**

**Deteriorating Commercial Structure**

The decline in the physical condition of many sites in the study area can be attributed, at least in part, to the age of the structures and the site requirements during the period in which they were built. According to the 2007 Volusia County tax rolls, just over 22% of the structures in the study area were built after 1980, and around 6% of the structures in the study area were built after 1990. The records as well as a visual survey demonstrate

a lack of new development in the area and the dominance of the older building stock in the traditional commercial center of the City.

## *Transportation, Road, and Traffic Conditions*

According to Volusia County 2005 historical traffic counts, many of the roads within the study area need capacity improvements. Deltona Boulevard is divided into six segments for traffic counts. Of those six, two received an F for Level of Service (LOS), and four received Ds.

The following streets are wholly or partially in this report's study area:

| Roadway Segment | AADT* | LOS |
|---|---|---|
| Deltona Blvd-Normandy Blvd to Gaynor Ct. | 16,130 | D |
| Deltona Blvd- Gaynor Ct. to Abbeyville St. | 16,330 | D |
| Deltona Blvd- Abbeyville St. to Balsam St. | 15,680 | D |
| Deltona Blvd- Balsam St. to Enterprise Rd. | 18,980 | D |
| Deltona Blvd- Enterprise Rd. to Hummingbird St. | 13,550 | F |
| Deltona Blvd- Hummingbird St. to Debary Ave | 12,740 | F |
| Enterprise- Highbanks Rd. to Deltona Blvd. | 14,390 | C |
| Enterprise- Deltona Blvd. to Bristol Court | 6,290 | C |
| Normandy Blvd- Merrimac St. to Deltona Blvd. | 14,700 | F |
| Normandy Blvd- Deltona Blvd. to Lombardy Dr. | 14,360 | F |

*Average Annual Daily Traffic

Curbs, gutters, pedestrian crossings, and sidewalks are only sporadically located throughout the study area. Deltona Boulevard has curbs and gutters located along most of the street, but sidewalks are only located along some sections of the road. The side streets in the study area are lacking curbs and gutters. Sidewalks are located along very few roads. With the absence of sidewalks, pedestrian crossings, and bike lanes, the study area is not conducive for walking, jogging, or bicycling. A pedestrian must travel a great distance along sections of Deltona Boulevard in order to access a signalized crosswalk. As a whole, the study area lacks infrastructure for forms of transportation aside from vehicles. Expanding the sidewalk network could be difficult because of the small size of lots throughout the area. Other improvements, such as street light fixtures, street trees, and pedestrian signs are in need of upgrades and improvements in order to make the area a healthier commercial and residential area.

**Lack of Curbs, Gutters, Sidewalks**

**Road Deterioration**

**Lack of Curbs, Gutters, Sidewalks**

## *Stormwater, Wastewater, and Potable Water*

According to City stormwater consultants Tetra Tech, the study area does not have any major ponding issues identified at this time. While the stormwater system in the study area is in average condition, no significant stormwater related infrastructure needs have been identified at this time.

Preliminary stormwater modeling was conducted in the study area as part of the City's adopted 2001 Stormwater Master Plan (SWMP). Starting in 2004, the City developed a plan to conduct refinement of the modeling completed in the SWMP using 1-foot Lidar topographic data. So far, none of the Deltona Boulevard area has been refined. Modeling refinement will be required in the Deltona Blvd. area to establish updated Base Flood Elevations (BFE) for adoption by FEMA. There are portions of the area where no BFE has been established.

**Storm Drain**

Water quality testing conducted in 2004 at the Lake Gleason Basin Outfall No. 1 and 2 indicates that Total Phosphorus and Total Nitrogen (limiting nutrients for Lake Monroe, which is classified by the State as an Impaired Water Body) are within acceptable concentration ranges for discharge into Lake Monroe. This is also supported by water quality data taken in Lake Gleason between 1991 and 1992. However, Best Management Practices can be implemented to reduce pollutant loading into Lake Monroe for these constituents.

At this time there are no deterioration and /or deficiency issues for potable water in the study area. Water quality and potable water capacity are sufficient, including fire suppression capacity.

There have not been any wastewater spills in the study area in last five years. While no deterioration and /or deficiency issues for sewer have been identified by the City, there are roughly 210 septic tanks in the study area which pose public health risks and limit future development.

## *Overall Site and Plat Conditions*

The study area suffers from some level of deficient infrastructure. Basic infrastructure including, sidewalks, curbs, and gutters are lacking in parts of the study area. Many of the buildings in the study area are deteriorating. Part of the decline in the physical condition of buildings in the study area can be attributed to the age of the structures.

Most of the commercial properties and some of the multi-family properties leave very little pervious surface using almost all of their lots for buildings and parking. This leaves little room for landscaping, adequate drainage, or open space.

Many of the properties within the study area are inadequate in size due to narrow or shallow lots. This is particularly a problem for residential lots located along Deltona Boulevard. Because the lots are shallow, the driveways are located close to the street. Homeowners must back out of their driveways onto a busy four lane road. Because these lots are small, there is not adequate buffering between homes and the busy road.

## *Visual Character*

The study area includes of a mix of commercial properties, single family residential, and multi-family residential with no unifying architectural style and no design standards. In areas, the study area lacks infrastructure such as sidewalks, curbs, and gutters. These deficiencies, in addition to above ground utilities, lead to a visually unattractive environment. The study area has a lack of uniform landscaping and streetscape. Some of the parcels in the study area that are vacant are overgrown. Many multi-family and commercial properties in the area are dilapidated and poorly maintained. There is no streetscape and little landscaping.

**Deteriorating Commercial Properties**

**Deteriorating Residential Properties**

The transportation infrastructure in the study area is not adequate to support vibrant neighborhoods or healthy commercial areas. Lack of streetscape as well as pedestrian and cycling facilities limits the uses of the network and stunts redevelopment prospects.

**Lack of Streetscape**

**Lack of Pedestrian Facilities**

**Lack of Streetscape**

The several conditions documented in this analysis act together to undermine or constrain economic values by retarding a normally functioning real estate market. It is this normally functioning market that acts as the floor for economic value. If that floor cannot be maintained through a continuing exchange between buyers and sellers, economic values will eventually erode. Once that pattern is established, it becomes increasingly difficult to arrest the decline. In addition, the documented conditions are such that they combine to create a physical and social context that is not viable for long term stability.

# Real Estate Development and Investment Activity

## *Reported Investment and Disinvestment Activity*

Based on 2007 certified tax rolls, there were an estimated 414 residential property records with building structures (222 single-family and 192 multi-family) and a total of 470 property records with building structures including 53 commercial properties and 3 institutional properties. Homestead exemptions applied to only 187 (45%) of the improved residential properties. Approximately 534 properties comprised the study area (improved and unimproved). When looking at all properties, only 60% are owned by individuals or corporations with a Deltona address. Of commercial properties, only 26% are owned by individuals or corporations with a Deltona address. In 2007, the total assessed value in the study area was about $99.5 million with approximately 53% associated with residential development and 42% associated with commercial development. 52% of the assessed value of the area is in properties owned by individuals or corporations with a Deltona address.

A little more than 22% of the structures in the study area were built after 1980. About 6% of the structures in the study area were built after 1990, and only 3% have been built since 2000. The decline in the physical condition of many sites in the study area can be attributed, at least in part, to the age of the structures. While this area is the traditional commercial center of the City there has been little investment in recent years.

While the area has seen an increase in assessed value in the area, the values did not appreciate at the same rate as the City as a whole. The assessed value in the City of

Deltona grew from $2,203,069,250 in the 2002 final tax roll to $4,601,466,028 in the 2007 final tax roll an annual increase of 16%. The assessed value of the study area on the other hand grew from $57,560,898 in 2002 to $99,482,752 in 2007, an annual increase of 12%.

The cost of land has become a partial barrier in the study area and in the City. In 2002, building value to land value ratios were strong in both the City of Deltona and the study area. The City had a 4:1 building to land value ratio, while the study area had a 2.5:1 ratio. These ratios illustrate that buildings in the City and in the study area were four times more valuable than the land and 2.5 times more valuable than the land, respectively. Currently however, there is a 1:1 building to land value ratio in the City and in the study area, a sign that the area is in need of redevelopment and reinvestment. Many of the commercial structures and multi-family structures in the study area are beginning to reach the end of their useful life. Because land values are increasing at a more rapid rate than structures, in this location there is reason to reevaluate how structures are used.

### *Fire and Medical Calls*

The City of Deltona Fire Department calculated that from January of 2005 through the end of June of 2007, 785 requests for service were placed in the study area. When the study area is compared to the City as a whole, it can be seen that fire, rescue, and EMS calls were disproportionate in the study area. For every one property record in the study area, there were 1.47 requests for service. In the City as a whole, there were only 0.59 calls per property record. This means that proportionately, there were 2.8 times more calls in the study area compared to City as a whole when looking at the number of parcels in each area. When looking at Fire and EMS calls per 1,000 people, the study area had 606 calls, while the City as a whole had 291 calls. Proportionately, there were 2.08 times more calls in the study area compared to City as a whole when looking at the number of calls per 1,000 people in the population.

## Blight Findings

The following section outlines the blight factors present in the study area according to the criteria established under Chapter 163 of the Florida Statutes and as outlined in the “Standards for Blight” section of this report.

### *Assessment of "Substantial Number of Deteriorated or Deteriorating Structures"*

The Redevelopment Act provides little specific criteria or guidance in Section 163 F.S. regarding the definition or attributes of deteriorating structures other than that implied in the Redevelopment Act which focuses on a series of indicators that in the aggregate are

assumed to lead to economic, physical, or social distress. In the case of the study area, as documented throughout this report, there are a substantial number of deteriorated commercial and residential structures within the study area that satisfy the intent of the legislation. Declining properties are prevalent throughout portions of the study area. Structures in the area have a high rate of fire and EMS demands. Assessed values in the study area are growing at a slower rate compared to the city as a whole and few structures have been built since 1990. Many of the buildings have overall deteriorating structural and site conditions.

The conditions and circumstances documented in this report and readily observable conditions in the study area are evidence of a "substantial number of deteriorated, or deteriorating structures" leading to economic distress that, in their current condition, are certainly capable of endangering life, property, and economic vitality if not substantially modified, retrofitted, repaired, rebuilt, or redeveloped entirely."

## *Additional Criteria*

Of the fourteen conditions indicative of blight listed in the Redevelopment Act, this analysis indicates that at least five such conditions exist in the study area and are retarding its immediate and longer term social, economic, and physical development. Below is a summary of the criteria that apply to the study area.

*Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.*

The transportation system in the study area is inadequate as outlined on page 13. Many of the roads within the study area need capacity improvements with multiple roads having failing levels of service (LOS).

In addition, curbs, gutters, pedestrian crossings, and sidewalks are only sporadically located throughout the study area. Deltona Boulevard has curbs and gutters located along most of the street, but sidewalks are only located along some sections of the road. The side streets in the study area are lacking curbs and gutters. Sidewalks are located along very few roads. With the absence of sidewalks, pedestrian crossings, and bike lanes, the study area is not conducive for walking, jogging, or bicycling. Additionally, a pedestrian must travel a great distance along sections of Deltona Boulevard in order to access a signalized crosswalk. As a whole, the study area lacks infrastructure for forms of transportation aside from vehicles. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Other improvements, such as street light fixtures, street trees, and pedestrian signs are in need of upgrades and improvements in order to make the area a healthier commercial and residential area.

The overall transportation conditions outlined in this report contribute to the disinvestment of properties along the roads.

*Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;*

Property values in the study area did not appreciate at the same rate as the remainder of the City. The five years prior to the findings showed an annual increased of 16% for property values in the entire City, while the study area only grew by 12%.

*Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.*

Portions of the study area have a deficient pattern of existing development that precludes contemporary standards, design, and safety provisions. Most of the lots are inadequately sized and are either too narrow or too shallow for contemporary development.

A large portion of the homes in the study area are located on shallow lots on Deltona Boulevard. As the area has grown, Deltona Boulevard has been expanded to four lanes. Residents must back out of their driveways to access the road. Because the road is now a busy street, existing setbacks and conditions are no longer safe.

Where the residential environment has been declining, some old residential lots and structures have been converted to commercial uses. These lots are trying to support a different function than originally intended and have an inappropriate character.

*Unsanitary or unsafe conditions.*

While the wastewater system in the study area is sufficient, there are roughly 210 septic tanks in the study area which pose public health risks and limit future development.

In addition, many of the streets in the study area have no sidewalks, curbs, or gutters. The lack of sidewalks and the separation that curbs can provide between street traffic and pedestrians produces unsafe pedestrian conditions. The lack of crosswalks along Deltona Boulevard creates unsafe pedestrian and vehicular conditions along long stretches of the road.

Residents in homes located directly on Deltona Boulevard must back out of their driveways onto the arterial in order to access the roadway. This causes unsafe conditions for residents living along Deltona Boulevard as well as all others using the roadway.

*Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.*

When the study area is compared to the City as a whole, it can be seen that fire, rescue, and EMS calls were disproportionate in the study area. Proportionately, there were 2.8 times more calls in the study area compared to the City as a whole when looking at the number of parcels in each area.



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# Conclusions

The study area is one in which a substantial number of deteriorated structures exist and are materially injurious to both the area's and community's overall sustainability. These deteriorated structures and conditions are that such they "are leading to economic distress or endanger life or property" as described in the Redevelopment Act.

Such evidence of deteriorated conditions gleaned from study and observation, together with cited and inferred government statistics and other data identify multiple dimensions of social, physical, and economic hardship associated with deteriorated conditions and broad decline, demonstrate a substantial record of blight existing throughout the study area. Thus review indicates that conditions in the study area demonstrate the earmarks of blight.

The information summarized in this report demonstrates that the rehabilitation, redevelopment, and conservation of the study area are in the interest of public health, safety, morals, and welfare.

DRAFT

# November 2007

# City of Deltona Activity Center

# Finding of Necessity

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Real Estate RESEARCH
CONSULTANTS

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# Overview and Purpose

The purpose of this analysis is to provide data that documents potentially blighting conditions, as defined in Section 163, Part III, Florida Statutes (F.S.) (the "Redevelopment Act") within the City of Deltona Activity Center study area in Volusia County, Florida.

## *Introduction*

The analysis focuses on the land-based resources of the study area and its ability to generate economic return and local tax revenues. As a general matter, resources that are in a state of decline, approaching obsolescence, underutilized, or improperly deployed, limit the ability of a local jurisdiction to remain competitive in a larger economic context, ultimately affecting its financial condition and its level of services. Local governments that are highly dependent upon ad valorem revenues are the most vulnerable in these situations. Real property assets that are physically or functionally deteriorated or that do not meet contemporary or competitive development requirements are constrained in their ability to generate these kinds of taxes. As such, their physical character and utility, along with the services required to sustain them, are key factors in determining the economic health of the community.

As a way of documenting the condition of the study area, this analysis relies on government statistics and other data including: Volusia County tax roll data, City prepared maps, and interpretations of City and staff supplied data and reports which all supplement the obvious observable conditions. While County tax roll data is assumed to be reliable, we cannot fully opine on its accuracy. Because of the purpose and official application of the data, we believe that any errors that may exist are relatively inconsequential.

## *General Objectives and Purposes of the Redevelopment Act*

The purpose of the Redevelopment Act is to assist local governments in preventing and/or eliminating blighted conditions detrimental to the sustainability of economically and socially vibrant communities or areas. The following paragraphs describe those blighting conditions, their specific effects, and the intentions of the community redevelopment regime as a tool for implementing policy and programs.

- *Section 163.335(1), F.S. …[blighted areas] constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues,*

*substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.*

- *Section 163.335(2), F.S. …certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of the property in such areas.*

- *Section 163.335(3), F.S. …powers conferred by this part are for public uses and purposes for which public money may be expended and police power exercised, and the necessity in the public interest for the provisions herein enacted is declared as a matter of legislative determination.*

- *Section 163.335(5), F.S. …the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.*

- *Section 163.335(6,) F.S. …there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or*

> *moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.*

Under the Redevelopment Act, if an area is thought to be blighted, a resolution may be adopted by the local governing body finding that there are blighted conditions within the defined study area, and that the repair, rehabilitation, and/or redevelopment of such areas is in the interest of public health, safety, and welfare. If an area is found to have blighted conditions, the next step is to establish a Community Redevelopment Agency (CRA).

The CRA, as the legal unit acting for the City and County, would direct the preparation of the Community Redevelopment Plan for the study area. The Community Redevelopment Plan provides physical information on the redevelopment area and identifies potential project types that can diminish or eradicate the specified blighted conditions.

Under the Redevelopment Act, a Community Redevelopment Plan is then subjected to a compliance review conducted by the Local Planning Agency (LPA) before the city can submit the report to the County Commission for approval. After receiving recommendations from the LPA, the local governing body holds a public hearing on the approval of a Community Redevelopment Plan after public notice in a newspaper having a general circulation in the area of operation of the community redevelopment area.

The next step under the Redevelopment Act is the creation of a redevelopment Trust Fund, established by ordinance and adopted by the City Council, the governing body that created the CRA. The most recent certified real property tax roll prior to the effective date of the ordinance will be used to establish the tax base (the "Base Year") within the redevelopment area in order to calculate the tax increment.

After putting in place the redevelopment architecture described above, the CRA becomes funded upon the availability of tax increment revenues. Tax increment revenues become available as the result of increased property assessments associated with new development and redevelopment within the community redevelopment area beyond those of the Base Year. Funds allocated to and deposited into the Trust Fund are used by the CRA to fund, finance, or refinance any community redevelopment it undertakes pursuant to the approved Community Redevelopment Plan.

Before the governing body can adopt any resolution or enact any ordinance to create a CRA, approve a Community Redevelopment Plan, or establish a redevelopment Trust Fund, the governing body must provide public notice of proposed actions to each taxing authority which has the power to levy ad valorem taxes within the redevelopment area boundaries. Such notice alerts taxing authorities to any possible changes in their budgets as a result of a redevelopment action.

## *Declarations and Process*

Determining if blight conditions exist within the study area is an initial step in ascertaining the appropriateness of an area as a community redevelopment area. This study analyzes and summarizes the extent of the blight conditions within the study area.

This report describes the physical and economic conditions within the study area that are associated with blight or its causes. Real Estate Research Consultant's staff, working with City of Deltona staff, analyzed government maintained statistics and reports, inspected the area, and prepared this report and the analysis contained within.

## *Historical Perspective and Integrity of the Study Area*

Located in southwestern Volusia County, Deltona began as a planned unit development (PUD) in 1962, when the Mackle Brothers bought 17,203 acres and filed a PUD for a community of 35,143 lots. The Mackle Brothers developed communities all over the state of Florida. Many of these communities were developed after World War II as bedroom communities. These communities typically included thousands of speculative residential sized platted lots, many without the infrastructure in place to immediately develop the lots. Many of these communities today have similar deficiencies or development issues including a lack of contemporary commercial development and multiple parcels not connected to any city or county infrastructure.

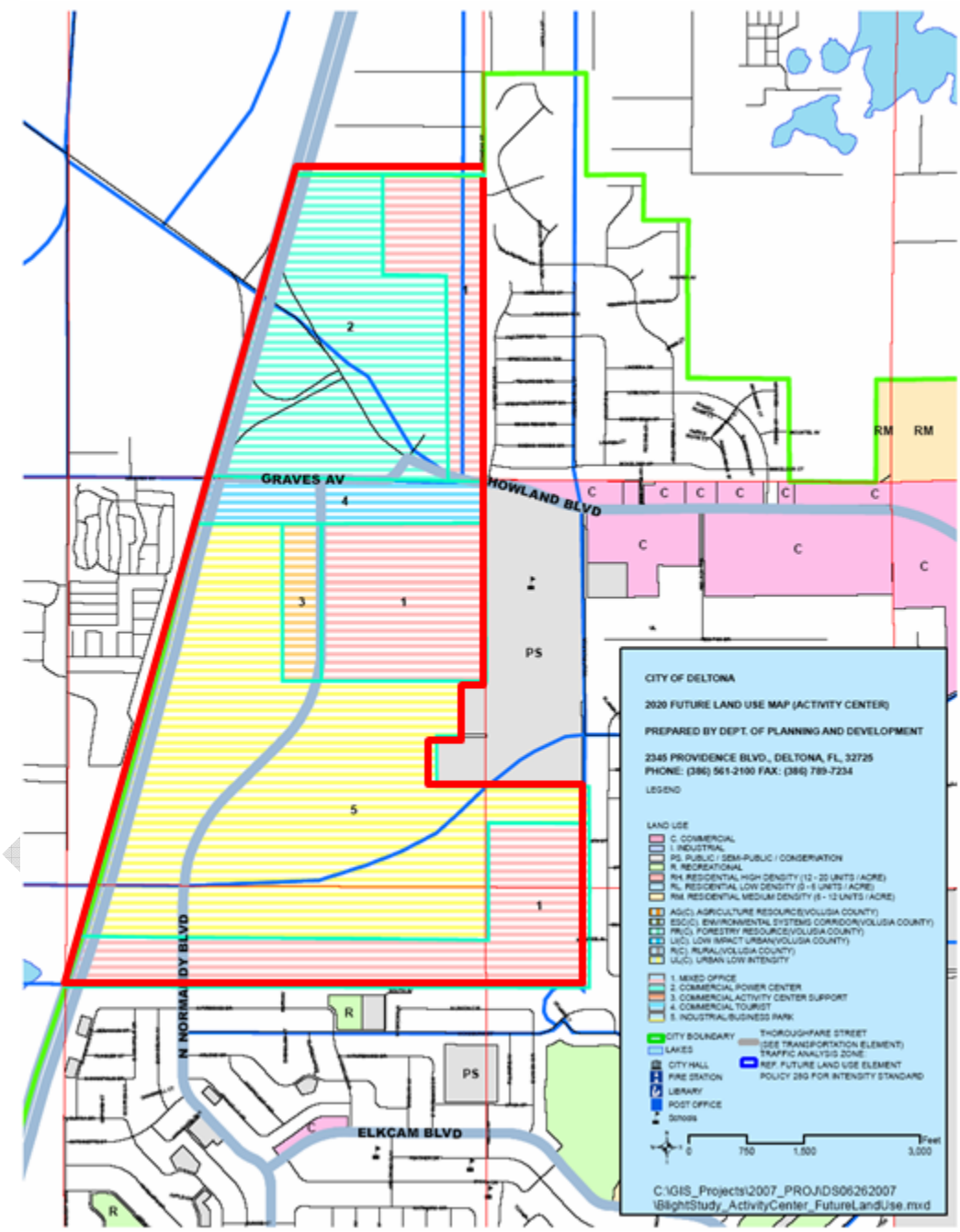
The first Deltonans took up residence in April of 1963. By the end of 1963, Deltona had a population of 180 people. In 1970, the U.S. Census recorded 4,868 inhabitants. By 1991, the population of Deltona reached more than 52,000. The residents of the unincorporated Deltona community voted in September 1995, to incorporate as the new City of Deltona. A seven-member Commission was elected, and in December of 1995, the City of Deltona was created. As part of the referendum for incorporation, the existing Deltona Fire District was dissolved, and on its first day as a City, Deltona had over 50 employees including firefighters, paramedics, and other emergency response personnel. By 2006, City staff had grown to over 310 employees encompassing services of Administration, Finance and Internal Services, Construction Services, Development Services, Enforcement Services, Parks and Recreation, and Public Works. The City continues to contract with the Volusia County Sheriff's Department via an interlocal agreement for law enforcement services in the City. The City currently owns its own utility. The City purchased the Deltona water and wastewater system from Florida Water Services.

With a current population of 85,484, Deltona is the largest municipality within Volusia County. Centrally located between Daytona Beach and Orlando, Deltona provides a large residential base for commuters to both cities.

This analysis focuses on a particular area within the City of Deltona, "the Activity Center". The Activity Center is located just east of Interstate 4 in the northwestern

section of Deltona. RERC's analysis of the conditions of the study area is confined to the specific geographic area within the City of Deltona generally shown in Map 1.

**Map 1 – Activity Center Study Area**



The study area is primarily made up of vacant parcels zoned for agriculture or industrial uses. Future land uses in the study area include: Mixed Office, Commercial Power Center, Commercial Activity Center Support, Commercial Tourist, and Industrial/ Business Park. The area could potentially include 7,428,700 square feet of light industrial space, 6,795,400 square feet of office space, 3,032,600 square feet of retail space, 722 hotel rooms, 2,315 multi-family residential units, and 263 single-family residential units. The main portion of the study area that has been developed houses a concrete mixing plant. While this area has the potential to serve the needs of the growing population of the city, currently there is no commercial and almost no residential development within the study area.

Much of the study area has deficiencies. Infrastructure is not in place to adequately support the area's potential development or the area's Future Land Use Plan. In the northern portion of the study area, road stubs have been put into place, but the construction of the road network has not been completed. In the southern portion of the study area, many parcels cannot be accessed, because the planned road network has never been constructed. According to the Volusia County Public Works Department, there is no stormwater system in place in the study area boundaries. There are water and sewer lines along Howland Blvd, Graves Ave, and Normandy Blvd. It would likely be cost prohibitive for someone developing an individual lot to connect to the county water and sewer lines. It would be more feasible for developers planning larger projects to run lines from their properties and connect to the county system. However, the potable water capacity in this area is currently insufficient, so improvements would have to be made to the system before significant development can take place. Overall, the lack of investment in infrastructure in the area makes it difficult to develop the land in a significant way. This ultimately may threaten the long-term viability of the area.

The only developed parcels in the study area include one single family residence, a County owned property, and a concrete mixing plant. The cement plant includes deteriorating structures and was built in 1981. The area is hindered by inadequate infrastructure, small lots, and poor layout including lots not connected to any infrastructure including the road network. The area is in need of development in order to create a sense of place and nurture commercial development. Because multiple owners possess the lots scattered throughout the study area, lot consolidation is likely to be a major undertaking.

Because of these deficiencies, the City approved a study to examine the existence of blight in the area. Where there are blighted areas, it is in the interest of public health, safety, morals, and welfare of the residents of the City to establish a CRA. Improvements in the study area are important to the overall vibrancy of the City as a whole. A CRA would provide opportunities to encourage value-added businesses in the study area, upgrade and install contemporary infrastructure and facilities, and stimulate reinvestment and revitalization. These redevelopment programs would contribute to the City's general health and tax base.

## *Standards for Blight*

Having identified the study area as a group of mostly undeveloped parcels adjacent to Interstate 4, the specific conditions that constitute blight as listed in the Redevelopment Act were considered.

The Redevelopment Act currently, in effect, establishes three discrete pathways to determine if a study area is a "blighted area", sufficient to warrant the full application of redevelopment powers conveyed under Chapter 163.

- "Alternative One" involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively.

- "Alternative Two" involves a specific agreement among parties subject to a prospective Trust Fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area needs to pass a less rigorous test. As in the first alternative, this test relates to specific criteria and it must conclude affirmatively. *Alternative Two is the focus of this report.*

- Notwithstanding the requirements for the first or second alternative, “Alternative Three” involves the Governor certifying the need for emergency assistance under federal law as a result of an emergency under s. 252.34(3), F.S.

### Alternative One

The *first* of Alternative One's two tests requires that a study area identified as a blighted area contain a "substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property ". (Recent court decisions have affirmed that structures include infrastructure.)

The *second* of Alternative One's two tests is that the area must be one in "which two or more of the following factors are present".

a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
d) Unsanitary or unsafe conditions;
e) Deterioration of site or other improvements;
f) Inadequate and outdated building density patterns;

g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
h) Tax or special assessment delinquency exceeding the fair value of the land;
i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
j) Incidence of crime in the area higher than in the remainder of the county or municipality;
k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

### Alternative Two

The Redevelopment Act also allows that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. are present and all taxing authorities (as such term is defined in the Redevelopment Act) subject to Section 163.387(2)(a), F.S. agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted.

### Alternative Three

The Redevelopment Act also provides that “when the governing body certifies that an area is in need of redevelopment or rehabilitation as a result of an emergency under s. 252.34(3), F.S., with respect to which the Governor has certified the need for emergency assistance under federal law, that area may be certified as a “blighted area”, and the governing body may approve a community redevelopment plan and community redevelopment with respect to such area without regard to the provisions of this section requiring a general plan for the county or municipality and a public hearing on the community redevelopment”, Section 163.360(10), F.S. On September, 1, 2004, former Governor Jeb Bush declared a state of emergency for the entire State of Florida by Executive Order 04-192 because of Hurricane Francis. On September 4, 2004, FEMA designated Volusia County as a disaster area by FEMA-1545-DR.

## Physical Environment Inventory

This section of the report documents the transportation systems, utilities infrastructure, land uses, and visual character of the study area.

## *Transportation, Road, and Traffic Conditions*

According to Volusia County 2005 and 2006 historical traffic counts, the roads within the study area currently need capacity improvements or will need capacity improvements in the nearer term. Of the four road segments in the study area, one received an F for Level of Service (LOS), and three received Ds as their LOS.

The following streets are wholly or partially in this report's study area:

| Roadway Segment | AADT* | LOS |
|---|---|---|
| Graves Ave.– Kentucky Ave. to Howland Blvd. | 11,560 | D |
| Howland Blvd.– 1-4/SR 472 to Wolf Pack Run | 34,200 | F |
| Normandy Blvd.– Graves to Rhode Island Ave. | 6,710 | D |
| Normandy Blvd.– Rhode Island to Elkham Blvd | 7,550 | D |

*Average Annual Daily Traffic

While only one of the roads is actually failing, three of the roads received Ds as their LOS. While this may be acceptable, the available capacity is striking since there is almost a total lack of development in the area. In order for any major new development to occur, significant transportation improvements must be implemented.

Throughout the study area the majority of parcels cannot be accessed, because the planned road network has never been constructed. The one residential home in the study area can be accessed through an unpaved road. The inadequate street layout makes development of this area nearly impossible for potential users. Currently, in the northern portion of the study area, road stubs have been put into place, but the construction of the road network has not been completed.

**Road Stub**

**Deteriorating Road Stub**

Transportation improvements have been recommended for the study area, but currently there is no funding source in place. The following map identifies the recommended major road improvements. Parcel boundaries are indicated by the white lines, illustrating the numerous parcels with no road access.

LEGEND
PROPOSED R/W LINE
2 LANE UNDIVIDED
4 LANE DIVIDED
DRI BOUNDARY
EXIST. R/W LINE
PROPOSED TRAFFIC SIGNAL
VOLUSIA COUNTY OWNED
DEVELOPMENT (BY OTHERS)
PARCEL BOUNDARIES (FOR REFERENCE ONLY)
HOWLAND BOULEVARD
RHODE ISLAND ROAD EXTENSION
GRAVES AVENUE
CONNECTOR "A"
I-4 FRONTAGE ROAD
NORMANDY BOULEVARD
RHODE ISLAND ROAD EXTENSION
BOWYER-SINGLETON & ASSOCIATES, INCORPORATED
I-4/SR 472 ACTIVITY CENTER
MASTER DEVELOPMENT PLAN
CITY OF DELTONA
VOLUSIA COUNTY, FLORIDA

Within the study area, there is no bus service. Currently, Volusia County's Public Transit System (VOTRAN) does not serve the area. Curbs, gutters, sidewalks, and bike lanes are absent in all but the most northern section of the study area. The study area is not conducive for pedestrian activity. The study area lacks infrastructure for forms of transportation except for vehicles. Other improvements, such as street light fixtures, landscaping, wayfinding and are also missing. Because the area has generally not yet been developed, expanding pedestrian infrastructure should not prove difficult.

**No curbs, gutters, sidewalks, or lighting**

**Lack of landscaping and wayfinding**

## *Stormwater, Wastewater, and Potable Water*

According to the Volusia County Public Works Department, there is no stormwater system in place in the study area boundaries. The City of Deltona has not identified any ponding issues. Because of the current lack of development, no significant stormwater related infrastructure needs have been identified. If significant development were to take place in the area, significant stormwater upgrades in the area would be necessary.

Preliminary stormwater modeling was conducted in the area as part of the City's Adopted 2001 Stormwater Master Plan (SWMP). Starting in 2004, the City developed a plan to conduct refinement of the modeling completed in the SWMP using 1-foot Lidar topographic data. To date, the southwest portion of the Activity Center has been refined. There are portions of the area where no BFE has been established.

Water quality testing conducted in 2004 at the Lake Gleason Basin Outfall No. 1 and 2 indicates that Total Phosphorus and Total Nitrogen (limiting nutrients for Lake Monroe, which is classified by the State as an Impaired Water Body) are within acceptable concentration ranges for discharge into Lake Monroe. This is also supported by water quality data taken in Lake Gleason between 1991 and 1992. However, Best Management Practices can be implemented to reduce pollutant loading into Lake Monroe for these constituents.

Potable water in the Activity Center study area is delivered through a 6" water main that runs down Normandy Boulevard, Howland Boulevard, and Graves Avenue. While water quality is high, there is currently not enough capacity. Should new development start to take place in the study area capacity upgrades would be necessary. Volusia County currently has some plans for capacity improvements.

Currently water pressure for fire suppression is adequate for small businesses and single family homes at 1,000 gallons per minute. Presumably upgrades would be necessary to meet the demands of major commercial development.

Currently there are wastewater lines that run along Howland Boulevard, Graves Avenue, and Normandy Boulevard. While it would likely be cost prohibitive for someone developing an individual lot to connect to county sewer, it would be feasible for developers planning larger projects to run lines from their properties and connect to the county system.

## *Land Use*

The physical characteristics of the area play key roles in the development or utilization of land based assets. The land use inventory provides more perspective regarding the pattern of development activity, the inventory of land uses, the compatibility of nearby uses, and the impact of uses that may assist or deter development activity within the study area.

The study area is primarily made up of vacant parcels zoned for agriculture or industrial uses. While this area has the potential to serve the needs of the growing population of the city, currently there is no commercial and almost no residential development within the study area. The only developed parcels in the study area include one single family residence and a concrete mixing plant. The areas directly to the east and to the south of the study area are developed and are suburban in nature.

Future land uses in the study area include: Mixed Office, Commercial Power Center, Commercial Activity Center Support, Commercial Tourist, and Industrial/ Business Park. The area could potentially include 7,428,700 square feet of light industrial space, 6,795,400 square feet of office space, 3,032,600 square feet of retail space, 722 hotel rooms, 2,315 multi-family residential units, and 263 single-family residential units.

Volusia County Property Appraiser 2007 tax roll records show that there are 3 *improved* properties within the study area (0.6% of all properties). Of the 3 improved properties, 1 is a homesteaded single family residence, 1 is governmental, and 1 is industrial.

The following table shows the number of building structures from the 2007 tax roll for each type of use.

**Table 1 – Improved Properties in the Study Area Boundaries by Land Use**

| Single-Family | Multi-Family | Industrial | Institutional/Gov't |
|---|---|---|---|
| 1 | 0 | 1 | 1 |

In all, there are currently a total of 506 properties (improved and unimproved) within the study area. Approximately 99% are unimproved. Vacant parcels make up the majority of

the study area. Some of the vacant properties are used as illegal dumping sites. Many of the trees in the study area have been damaged by hurricanes and other storms.

**Storm Damage**

**Storm Damage**

**Illegal Dumping**

**Illegal Dumping**

Although zoning maps indicate the majority of the area is zoned for agriculture or industrial uses, the Department of Revenue classifies most of the properties as vacant residential properties. Of these unimproved properties approximately 94% are classified as vacant residential. Around 2% are designated industrial or vacant industrial and 4% have a governmental designation. Table 2 shows the number of properties, improved and unimproved, from the 2007 tax roll for each type of land use designation.

**Table 2 – Properties in the Study Area Boundaries by Land Use**

| Land Use | Improved | Unimproved | Total |
|---|---|---|---|
| Single-Family | 1 | 475 | 476 |
| Multi-Family | 0 | 0 | 0 |
| Commercial | 0 | 2 | 2 |
| Institutional/Gov't | 1 | 18 | 19 |
| Industrial | 1 | 8 | 9 |
| Total | 3 | 503 | 506 |

The largest improved property in the study area is the Inland Materials concrete plant. The structures on the property were built in 1981, and there is some deterioration. The concrete manufacturing process is known to release the following toxic substances: Sulfur Oxides, Nitrogen Oxides, Volatile Organic Compounds, and Ground-level Ozone.

Other pollutants associated with the industry are: Carbon Dioxide, Total Particulate Matter, Carbon Monoxide, Methane, and Nitrous Oxide. In addition, the lime in cement and concrete products easily dissolves in water, which can be deadly to aquatic life.

**Cement Plant**

**Cement Plant**

Most of the lots throughout the study area are platted inadequate sizes, and the majority of properties have no access to the road network making development nearly impossible without extensive parcel consolidation.

## *Overall Site and Plat Conditions*

The study area suffers from a lack of infrastructure. Basic infrastructure including, roads, stormwater systems, wastewater systems, sidewalks, curbs, and gutters are either entirely lacking or are deficient for contemporary development. These site deficiencies make development challenging if not impossible. Many parcels are not served by any sort of infrastructure including roads. The lack of infrastructure deters the property values in the area.

## *Visual Character*

The study area is made up primarily of undeveloped properties with little to no infrastructure. While there are trees throughout the area, many have been harmed by storm damage. Many parts of the study area include overgrown grass and weeds, and some areas are being utilized to illegal dump trash. In part because of the undeveloped nature of the area, there is a lack of uniform landscaping and streetscape. The documented conditions are such that they combine to create a physical context that is not viable for long term stability.

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# Real Estate Development and Investment Activity

## *Reported Investment and Disinvestment Activity*

Based on 2007 certified tax rolls, there are only 3 improved properties in the study area and a total of 506 parcels in the study area. In 2007, the total assessed value in the study area was about $32.2 million with approximately 2% associated with improved properties.

The area has seen an increase in assessed value in the area, due to the speculation that the area may eventually be developed. Assessed values grew from $5.3 million in 2002 to $32.2 million in 2007.

Many of the parcels in the study area are owned by individuals or corporations outside of the City of Deltona. Of the 506 parcels only 14 parcels (3%) are owned by individuals or corporations with a Deltona address. Owners are scattered throughout the state and country with 34% of owners living outside the state of Florida.

Of the 506 parcels, there are approximately 229 different owners. Only four owners own 10 or more properties, and one of those owners is Volusia County. This fragmented ownership is due in large part to the speculative nature of the land when it was originally sold and the continual lack of infrastructure in the study area. Because of the diversity of ownership, a normal continue of exchange between buyers and sellers, does not exist while will ultimately lead to eroding economic values.

## *Fire and Medical Calls*

The City of Deltona Fire Department calculated that from January of 2005 through the end of June of 2007, 31 requests for service were placed in the study area. While this is not a great number of calls, when compared to the number of residents in the study area, the number is exceptionally large.

# Blight Findings

The following section outlines the blight factors present in the study area according to the criteria established under Chapter 163 of the Florida Statutes. As outlined in the “Standards for Blight” section of this report, three alternatives may be used to determine whether or not an area is blighted. Because of the continual lack of infrastructure in the study area that has led to a lack of development, this Finding of Necessity utilizes *Alternative Two* to evaluate the blight criteria.

The Redevelopment Act allows that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. are present and all taxing authorities (as such term is defined in the Redevelopment Act)



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subject to Section 163.387(2)(a), F.S. agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted.

Should the City of Deltona and Volusia County agree to be the only two taxing authorities subject to Section 163.387(2)(a), F.S, then in order for the area to be determined to be blighted, the two governments would need to agree by resolution or interlocal agreement that the area is blighted, and the area would need to meet at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. As outlined throughout this report and as summarized below more than one of the blight factors are present in the study area.

## *Criteria*

Of the fourteen conditions indicative of blight listed in the Redevelopment Act, this analysis indicates that at least four such conditions exist in the study area and are retarding its immediate and longer term social, economic, and physical development. Below is a summary of the criteria that apply to the study area.

*Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.*

The transportation system in the study area is severely deficient. Throughout the study area the majority of parcels cannot be accessed, because the planned road network has never been constructed. The one residential home in the study area can only be accessed through an unpaved road. The inadequate street layout makes development of this area nearly impossible for potential users. Currently, in the northern portion of the study area, road stubs have been put into place, but the construction of the road network has not been completed.

The existing roads within the study area either need capacity improvements or will need capacity improvements in the nearer term. Of the four road segments in the study area, one received an F for Level of Service (LOS), and three received a D and could be approaching failure. In order for any major new development to occur, significant transportation improvements must be implemented.

No bus service is provided within the study area. Curbs, gutters, sidewalks, and bike lanes are absent in the majority of the study area. The study area is not conducive for pedestrian activity. The study area lacks infrastructure for forms of transportation except for vehicles. Other improvements, such as street light fixtures, landscaping, wayfinding and are also missing. Existing conditions are not compatible with contemporary development. The overall transportation conditions outlined in this report contribute to the lack of investment in the area, because many parcels in the study area cannot be accesses through the road network making development difficult.

*Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.*

Most lots within the study area are vacant and completely inaccessible by road, because the planned road network has never been constructed. The lack of accessibility of lots has led to a distinctly deficient pattern of development. Lots in the study area suffer from a lack of infrastructure stripping away their usefulness. Basic infrastructure including, roads, stormwater systems, wastewater systems, sidewalks, curbs, and gutters are either entirely lacking or are deficient for contemporary development. These site deficiencies make development challenging if not impossible and inhibits maximum growth in property values. Because of the lack of accessibility to individual lots and lack of infrastructure in the area, development is nearly impossible without extensive parcel consolidation. The lack of investment and inadequate lot conditions threatens the long-term viability of the area.

*Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.*

Arguably, the study area's diverse ownership is among its most onerous and fractious problems. Many of the parcels in the study area are owned by individuals or corporations outside of the City of Deltona. Of the 506 parcels only 14 parcels (3%) are owned by individuals or corporations with a Deltona address. Owners are scattered throughout the state and country with 34% of owners living outside the state of Florida. Of the 506 parcels, there are approximately 229 different owners. Only four owners own 10 or more properties, and one of those owners is Volusia County.

Given the number of owners and the non-resident status of many of these owners, it will be difficult for private interests to acquire sufficient property to alter the established patterns of development and use. Intervention could be needed to facilitate the assemblage of parcels or holdings adequate in size to change the study area's social, physical, and economic character. It is difficult for private interests to mobilize the area for an assemblage that might counteract many of the conditions that have been described in this report.

## Conclusions

Such evidence of deteriorated conditions gleaned from study and observation demonstrate a substantial record of blight existing throughout the study area. Thus review indicates that conditions in the study area demonstrate the earmarks of blight. The study area is one in which blighting factors are materially injurious to both the area's and community's overall sustainability. These deteriorated conditions are that such they "are leading to economic distress or endanger life or property" as described in the Redevelopment Act.

The study area is currently underutilized and improperly deployed, limiting the ability of the City of Deltona as well as adjacent portions of Unincorporated Volusia County to remain competitive in a larger economic context. This ultimately affects both the City and

the County's financial condition and their level of services. By utilizing the powers set forth in the Redevelopment Act, the City and the County can work to better prevent and eliminate blighted conditions detrimental to the sustainability of economically and socially vibrant communities or areas.

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# City of Deltona

*Budget Amendment*

Fiscal Year 2014-2015

Amendment #: 2015-15 Date: April 14, 2015

Fund: 001 General Fund Agenda Item:

| | | | Increase | Decrease |
|---|---|---|---|---|
| Account #: | 001155 523101 | Amount: | 30,000 | |
| Description: | PROFESSIONAL SERVICES - OTHER | | | |
| Account #: | | Amount: | | |
| Description: | | | | |
| Account #: | | Amount: | | |
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| Description: | | | | |

Description: This amendment results in a net decrease in Budgetary Fund Balance of $ 30,000.00.

Reason: **Consultant for SW Volusia CRA. Funded from the Economic Development Reserve.**

ATTEST:

John C. Masiarczyk, Sr., Mayor

Joyce Raftery, City Clerk

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 9 - A

**SUBJECT:** Public Hearing - Resolution No. 2015-01, Final Assessment for the creation of the London Avenue Street Lighting District.

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**LOCATION:**

London Avenue from Captain Drive to Ventura Court.

**BACKGROUND:**

The City has received a petition requesting the creation of a new Street Lighting District for London Avenue. The petition bears thirteen (13) signatures representing 54% of the property within the proposed boundaries. The proposed District will include the installation of nine (9) 100 watt roadway/cobrahead street lights on existing overhead distribution poles. Twenty-four (24) platted lots of approximately equal size exist within the proposed street lighting district. The estimated annual charge per platted lot for the first year is $87.11, The estimated annual charge per platted lot for the second and subsequent years is $37.04. The assessment fee will be evaluated annually and adjusted based on actual charges from the power company.

December 15, 2014, the City Commission approved the preliminary assessment resolution (Resolution No. 2014-37) to create this district.

**ORIGINATING DEPARTMENT:**

Public Works/Deltona Water

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, Public Works Director, Acting City Manager

**STAFF RECOMMENDATION PRESENTED BY:**

Gerald Chancellor, Public Works Director - Staff recommends that the City Commission adopt the Final Assessment Resolution No. 2015-10 for the creation of the London Avenue Street Lighting District.

| | |
|---|---|
| **POTENTIAL MOTION:** | "I move to adopt the Final Assessment Resolution No. 2015-10, creating the London Avenue Street Lighting District." |
| **AGENDA ITEM APPROVED BY:** | _____<br>Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • Resolution No. 2015-10<br>• Proof of Legal Advertisement<br>• Notice of Hearing Letter<br>• Mailing List of Residents Notified<br>• Resident Email RE Petition Signature |

**RESOLUTION NO. 2015-10**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA; RELATING TO THE PROVISION OF STREETLIGHTING SERVICES, FACILITIES AND PROGRAMS WITHIN THE LONDON AVENUE STREETLIGHTING DISTRICT IN THE CITY OF DELTONA; ESTABLISHING THE RATE OF ASSESSMENT; IMPOSING STREETLIGHTING ASSESSMENTS AGAINST ASSESSED PROPERTY LOCATED WITHIN THE DISTRICT; APPROVING AND ADOPTING THE FINAL ASSESSMENT ROLL, AND PROVIDING AN EFFECTIVE DATE.**

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**WHEREAS**, the City Commission of the City of Deltona, Florida, has enacted Ordinance No. 96-47 (the "Ordinance"), which authorizes the imposition of Streetlighting Assessment for streetlighting services, facilities, and programs against Assessed Property located within the City; and

**WHEREAS**, the imposition of a Streetlighting Assessment for streetlighting services, facilities, and programs each Fiscal Year is an equitable and efficient method of allocating and apportioning Streetlighting Assessed Costs among parcels of Assessed Property; and

**WHEREAS**, the City Commission desires to impose a streetlighting assessment program within the London Avenue Streetlighting District using the tax bill collection method for the Fiscal Year beginning on October 1, 2015; and

**WHEREAS**, the City Commission, on November 17, 2014, adopted Resolution No. 2014-37 (the "Initial Assessment Resolution"), containing a brief and general description of the streetlighting facilities and services to be provided to Assessed Property, describing the method of apportioning the Streetlighting Assessed Cost to compute the Streetlighting Assessment for streetlighting services, facilities, and programs against Assessed Property, estimating a rate of

assessment, and directing preparation of the Assessment Roll and provision of the notice required by the Ordinance; and

**WHEREAS**, pursuant to the provisions of the Ordinance, the City is required to confirm or repeal the Initial Assessment Resolution, with such amendments as the City Commission deemed appropriate, after hearing comments and objections of all interested parties; and

**WHEREAS**, the Assessment Roll has heretofore been made available for inspection by the public, as required by the Ordinance; and

**WHEREAS**, a public hearing was held on April 20, 2015, and comments and objections of all interested persons have been heard and considered as required by the terms of the Ordinance.

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

**SECTION 1. AUTHORITY.** This Resolution is adopted pursuant to Ordinance No. 96-47, Resolution No. 2014-37, Sections 166.021 and 166.041, Florida Statutes, and other applicable provisions of law. The description of the parcels of property receiving a special benefit from the provision of the street lighting services, facilities or programs described herein is:

> Lots 1 through 7, inclusive, Block 918; Lots 1 through 10, inclusive, Block 919; Lots 7 through 12, inclusive, Block 920; Lot 1, Block 921, all within Deltona Lakes Unit Thirty-Five, as recorded in Plat Book 27, Pages 150-157, Public Records of Volusia County, Florida.

**SECTION 2. STREETLIGHTING ASSESSMENTS.**

(A) The parcels of Assessed Property described in the Assessment Roll, which is hereby approved, are hereby found to be specifically benefited by the provision of the

streetlighting services, facilities, and programs described in the Initial Assessment Resolution, in the amount of the Streetlighting Assessment set forth in the Assessment Roll, a copy of which was presented or available for inspection at the above referenced public hearing and is incorporated herein by reference. It is hereby ascertained, determined and declared that each parcel of Assessed Property within the District will be benefited by the City's provision of streetlighting services, facilities, and programs in an amount not less than the Streetlighting Assessment for such parcel, computed in the manner set forth in the Initial Assessment Resolution. Adoption of this Final Assessment Resolution constitutes a legislative determination that all parcels assessed derive a special benefit, as set forth in the Ordinance and the Initial Assessment Resolution, from the streetlighting services, facilities, or programs to be provided and a legislative determination that the Streetlighting Assessments are fairly and reasonably apportioned among the properties that receive the special benefits as set forth in the Initial Assessment Resolution.

(B) The method for computing Streetlighting Assessments described in the Initial Assessment Resolution is hereby approved.

(C) The Streetlighting Assessments to be assessed and apportioned among benefited parcels pursuant to the Cost Apportionment and Parcel Apportionment to generate the estimated Streetlighting Assessed Cost for the Fiscal Year commencing October 1, 2015 are hereby established as follows:

| **STREETLIGHTING DISTRICT** | **ANNUAL TOTAL 1ST YEAR** | **ANNUAL PER PARCEL 1ST YEAR** | **# OF PARCELS** |
|---|---|---|---|
| **LONDON AVENUE** | **$2,090.04** | **$87.11 Each** | **24** |

| STREETLIGHTING DISTRICT | ANNUAL TOTAL 2ND & Subsequent | ANNUAL PER PARCEL 2nd & Subsequent | # OF PARCELS |
|---|---|---|---|
| LONDON AVENUE | $888.96 | $37.04 Each | 24 |

The above rates of estimated assessment are hereby approved. Streetlighting Assessments for streetlighting services, facilities, and programs in the amounts set forth in the Assessment Roll, as hereby approved, are hereby levied and imposed on all parcels of Assessed Property described in the Assessment Roll.

(D) As authorized in Section 2.13 of the Ordinance, interim Streetlighting Assessments are also levied and imposed against all property for which a Certificate of Occupancy is issued after adoption of this Resolution based upon the rates of assessment approved herein.

(E) Streetlighting Assessments shall constitute a lien upon the Assessed Property so assessed equal in rank and dignity with the liens of all state, county, district or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles and claims, until paid.

(F) The Assessment Roll, as herein approved together with the correction of any errors or omissions as provided for in the Ordinance, shall be delivered to the Tax Collector for collection using the tax bill collection method in the manner prescribed by the Ordinance.

**SECTION 4. CONFIRMATION OF INITIAL ASSESSMENT RESOLUTION.**

The Initial Assessment Resolution is hereby confirmed.

**SECTION 5. EFFECT OF ADOPTION OF RESOLUTION.** The adoption of this Final Assessment Resolution shall be the final adjudication of the issues presented (including, but not limited to, the determination of special benefit and fair apportionment to the Assessed

Property, the method of apportionment and assessment, the rate of assessment, the Assessment Roll and the levy and lien of the Streetlighting Assessments), unless proper steps shall be initiated in a court of competent jurisdiction to secure relief within 20 days from the date of this Final Assessment Resolution.

**SECTION 6. EFFECTIVE DATE.** This Final Assessment Resolution shall take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** by the City Commission of the City of Deltona this 20th day of April, 2015.

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

_____
JOYCE RAFTERY, CMC, City Clerk

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

_____
GRETCHEN R. H. VOSE, City Attorney

**GROSS PRICE * :** **$805.62**

* Agency Commission not included

**PACKAGE NAME: Orlando Sentinel**

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**Product(s):** Orlando Sentinel, Affidavit, Floridapublicnotices.com, Classifieds.OS.com_Legals
**AdSize(s):** 2 Column,
**Run Date(s):** Thursday, April 02, 2015
**Color Spec.** B/W

**Preview**

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NOTICE OF HEARING TO IMPOSE AND PROVIDE FOR COLLECTION OF STREETLIGHTING SPECIAL ASSESSMENTS

**GROSS PRICE * :** **$805.62**

* Agency Commission not included

**PACKAGE NAME: Orlando Sentinel**

Notice is hereby given that the City Commission of the City of Deltona will conduct a public hearing to consider the creation of the "London Avenue Streetlighting District" and imposition of streetlighting special assessments for the provision of streetlighting services within the District.

The hearing will be held at **6:30 p.m. on Monday, April 20, 2015**, at the Deltona Commission Chambers located at 2345 Providence Boulevard, Deltona, Florida for the purpose of receiving public comments on the proposed assessments. All affected property owners have a right to appear at the hearing and to file written objections with the City Commission within 20 days of this notice. If a person decides to appeal any decision made by the City Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the American with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the City Clerk at 386/878-8502 at least three (3) business days prior to the date of the hearing.

The assessment for each parcel of property will be based upon the total annual costs of providing streetlighting services within the District and the total number of buildable lots within the District. The following table reflects the proposed streetlighting assessment schedule.

| STREETLIGHTING DISTRICT | ANNUAL TOTAL | ANNUAL PER PARCEL | NUMBER OF PARCELS |
|---|---|---|---|
| LONDON AVENUE | $2,090.52 | $87.11 | 24 |

Copies of the Streetlighting Assessment Ordinance Initial Assessment Resolution and the preliminary Assessment Roll are available for inspection at the City Clerk's Office, Deltona City Hall, 2345 Providence Boulevard, Deltona, Florida, during normal business hours of 8:00 a.m. – 4:30 p.m., Monday through Friday.

The assessments will be collected on the ad valorem tax bill to be mailed in November 2015, as authorized by Section 197.3632, Florida Statutes. Failure to pay the assessments will cause a tax certificate to be issued against the property, which may result in a loss of title.

**GROSS PRICE * :** **$805.62**

* Agency Commission not included

**PACKAGE NAME: Orlando Sentinel**

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If you should have any questions, please contact Ms. Phyllis Wallace, Project Administrator – Construction, 386/878-8965 or the Deltona City Clerk's office at 386/878-8502.

Joyce Raftery, City Clerk
City of Deltona

VOL3146235 4/2/15

March 31, 2015

Property Owner
Tax Parcel ID
Address
City, State Zip

***Subject:*** ***Notice of Hearing to Create the London Avenue Streetlighting District; Assessment Roll Property at***

Dear Property Owner:

As required by Section 197.3632, Florida Statutes, and the City of Deltona Ordinance No. 96-47, notice is hereby given by the City of Deltona that creating of a Streetlighting District is being considered for your area as depicted on the attached map and that an annual assessment for streetlighting services using the tax bill collection method, may be levied on your property. The purpose of this assessment is to fund streetlighting services benefiting improved property located within the proposed London Avenue Streetlighting District within the City of Deltona. A total of twenty-four (24) lots of approximately equal size will exist within the proposed District. The proposed District shall include the installation of nine (9) 100-watt cobrahead streetlights on existing overhead distribution poles. The estimated annual charge per platted lot in the proposed District is $87.11 for the 1st year and $37.04 for the second and subsequent years.

A public hearing for final consideration of the Streetlighting District will be held on Monday, April 20, 2015, at 6:30pm, in the Deltona Commission Chambers, located at 2345 Providence Boulevard, Deltona, Florida. You and all other affected property owners have a right to appear at the hearing and to file written objections with the City Commission within twenty (20) days of this notice. If you decide to appeal any decision made by the City Commission with respect to any matter considered at the hearing, you will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the American with Disabilities Act, persons needing special accommodation or an interpreter to participate in the proceeding should contact the City Clerk at 386/878-8502 at least three (3) business days prior to the date of the hearing.

Unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of the City Commission action at the above hearing

City of Deltona • 255 Enterprise Road • Deltona, Florida 32725
Fax • 386/878-8971

(including the method of apportionment, the rate of assessment and the imposition of assessment), such action shall be the final adjudication of the issue presented.

Copies of the Streetlighting Assessment Ordinance and Initial Assessment Roll for London Avenue Streetlighting District are available for inspection at the City Clerk's Office, Deltona City Hall, at 2345 Providence Boulevard, Deltona, Florida, during normal business hours of 8:00am to 4:30pm, Monday through Friday. All interested parties may ascertain the amount to be assessed for the Streetlighting District against a parcel of assessed property at the Office of the City Clerk.

Both the streetlighting non-ad valorem assessment amounts shown on this notice and the ad valorem taxes for the above parcel will be collected on the ad valorem tax bill mailed in November. Failure to pay the assessments will cause a tax certificate to be issued against the property, which may result in a loss of title.

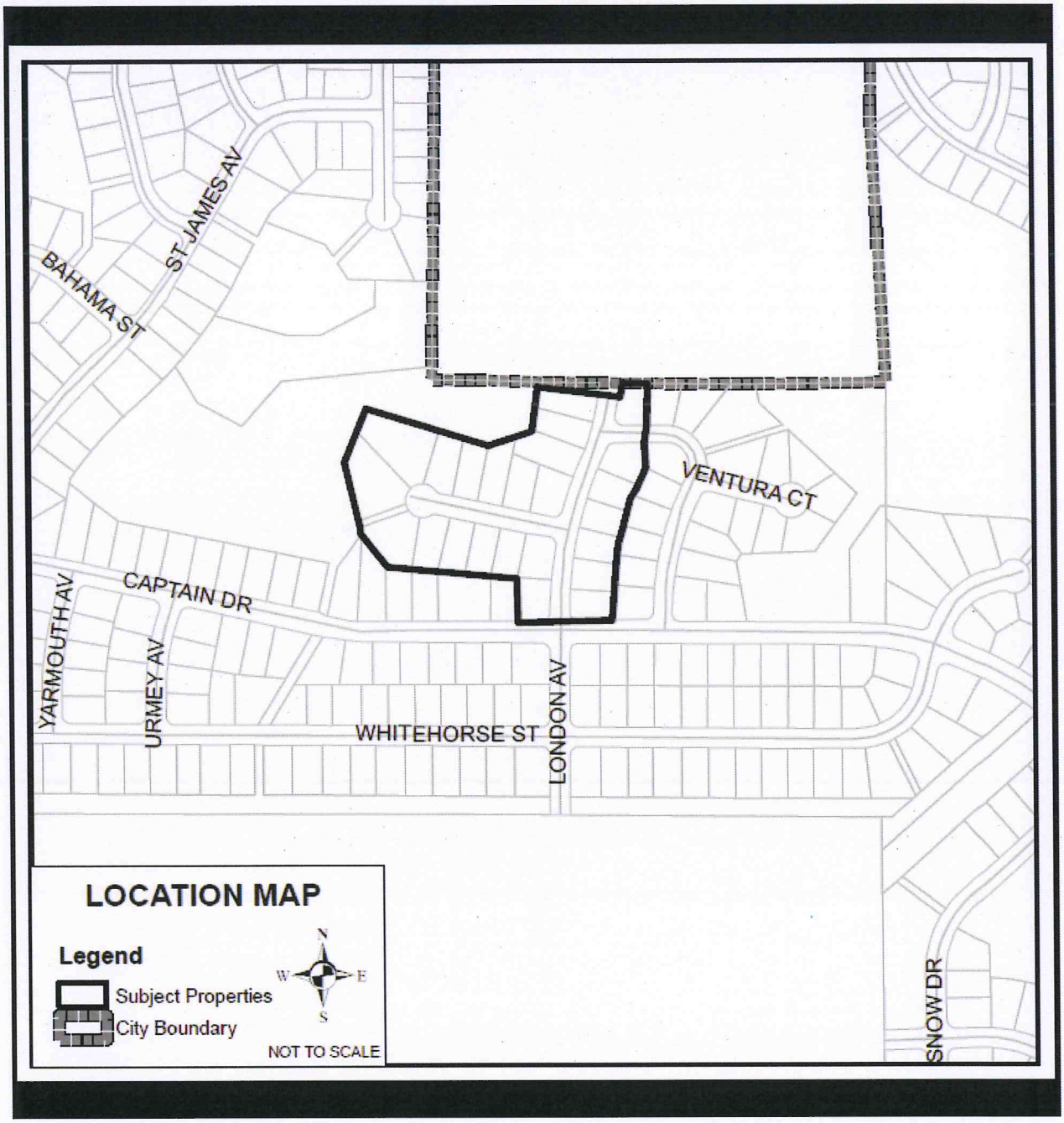
Should you need any further information, please feel free to contact me at 386/878-8965 or via email at pwallace@deltonafl.gov

Sincerely,

Phyllis A. Wallace
Project Administrator - Construction

/paw

*[Recipient Name]*
*March 31, 2015*
*Page 3*



Mr. & Mrs. Anzee Cleveland
2355 Weldon Court
Deltona, Florida 32738
30-18-31-35-13-0010

Ms. Rebecca Herrera
2363 Weldon Court
Deltona, Florida 32738
30-18-31-35-13-0020

Mr. Miguel Perez
PO Box 9023315
San Juan, Puerto Rico 009023315
2373 Weldon Court
30-18-31-35-13-0030

Mr. Steven Sanchez
2381 Weldon Court
Deltona, Florida 32738
30-18-31-35-13-0040

Mr. Robert A. Rivers
3735 Corgan Road
Deland, Florida 32724
2391 Weldon Court
30-18-31-35-13-0050

Mr. Luquecy Alouidor
134 NE 119th Street
Miami, Florida 33161
2399 Weldon Court
30-18-31-35-13-0060

Ms. Grace L. Stevens
2400 Captain Drive
Deltona, Florida 32738
30-18-31-35-13-0070

Mr. Edward Pfister
3272 London Avenue
Deltona, Florida 32738
30-18-31-35-14-0010

Mr. Charles Gordon
3260 London Avenue
Deltona, Florida 32738
30-18-31-35-14-0020

Ms. Aida Diakite
268 Greenbrook Drive
Stoughton, Massachusetts 02072
3248 London Avenue
30-18-31-35-14-0030

Mr. Carl J. Erolin
3236 London Avenue
Deltona, Florida 32738
30-18-31-35-14-0040

Ms. Vanessa Timogene
2390 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0050

Mr. James A. Blackmon, Jr.
2380 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0060

Ms. Marlen Pina
2372 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0070

Mr. Stephen Bradford
2362 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0080

Mr. David Edwards
2354 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0090

Mr. George Haight
2344 Weldon Court
Deltona, Florida 32738
30-18-31-35-14-0100

Mr. Douglas Brousseau
68651 Oak Springs Road
Edwardsburg, Michigan 49112
3276 London Avenue
30-18-31-35-15-0070

Mr. Jonathon Johnson
3249 London Avenue
Deltona, Florida 32738
30-18-31-35-15-0080

Mr. Michael Soto
PO Box 5938
Deltona, Florida 32728
3237 London Avenue
30-18-31-35-15-0090

Mr. Robert D. Miller
3225 London Avenue
Deltona, Florida 32738
30-18-31-35-15-0100

Mr. James Lehner
27 Uxbridge Road
Sutton, Massachusetts 01590
3213 London Avenue
30-18-31-35-15-0110

Mr. Beryl Howard
3201 London Avenue
Deltona, Florida 32738
30-18-31-35-15-0120

Mr. David Brown
1902 Conifer Court
Winter Park, Florida 32792
3277 Sawyer Circle
30-18-31-35-16-0010

**Joyce Raftery**

**Subject:** FW: Street Lighting District - London Avenue

From: Phyllis Wallace
Sent: Wednesday, April 08, 2015 9:12 AM
To: Gerald Chancellor
Subject: Street Lighting District - London Avenue

4.8.15

I wanted to let you know I have heard from 2 residents with the following concerns:

· Ms. Pfister at 3272 London Avenue indicated she was not advised of the cost for the lighting installation – although the petition itself has a note about the costs being charged via property tax bills.

· Mr. Gordon at 3260 London Avenue claims he did not sign the petition – although a signature is on the petition for a Charles Gordon. Mr. Gordon has indicated that there is another resident that may have objections to voice.

Both residents may come to the April 20th meeting to voice their concerns. If the Commission finds validation in that Mr. Gordon's signature is not his, then this district does not have the 51% signatures for the establishment. As you know the City does not obtain the signatures and relies upon the presentation by the community of the petition having been signed by the Property Owners. Both Dewberry and City Staff validated that the names on the petition were the same as the property appraiser owner information.

Should you have any questions or concerns, please feel free to call or email at the numbers or address below.

Phyllis A. Wallace[cid:image001.png@01D071DB.751C7480]
Project Administrator – Construction
Public Works Division
City of Deltona
255 Enterprise Road
Deltona, Florida 32725
Office: 386/878-8965
Fax: 386/878-8971
Cell: 407/963-0143
Email: pwallace@deltona.fl.gov<mailto:pwallace@deltona.fl.gov>
City Website: www.deltonafl.gov<http://www.deltonafl.gov/>

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 9 - B

**SUBJECT:** Public Hearing - Resolution No. 2015-11, Final Assessment for the creation of the Coachman Drive Street Lighting District.

---

**LOCATION:**

Coachman Drive.

**BACKGROUND:**

The City has received a petition requesting the creation of a new Street Lighting District for Coachman Drive. The petition bears seven (7) signatures representing 54% of the property within the proposed boundaries. The proposed District will include the installation of three (3) 70-watt cobrahead street lights on existing overhead distribution poles. Thirteen (13) platted lots of approximately equal size exist within the proposed street lighting district. The estimated annual charge per platted lot for the first year is $126.15. The estimated annual charge per platted lot for the second and subsequent years is $41.54. The assessment fee will be evaluated annually and adjusted based on actual charges from the power company.

On December 15, 2014, the City Commission approved the preliminary assessment resolution (Resolution No. 2014-36) to create this district.

**ORIGINATING DEPARTMENT:**

Public Works/Deltona Water

**SOURCE OF FUNDS:**

N/A

**COST:**

N/A

**REVIEWED BY:**

City Attorney, Public Works Director, Acting City Manager

**STAFF RECOMMENDATION PRESENTED BY:**

Gerald Chancellor, Public Works Director - Staff recommends that the City Commission adopt the Final Assessment Resolution No. 2015-11 for the creation of the Coachman Drive Street Lighting District.

| | |
|---|---|
| **POTENTIAL MOTION:** | "I move to adopt the Final Assessment Resolution No. 2015-11, creating the Coachman Drive Street Lighting District." |
| **AGENDA ITEM APPROVED BY:** | _____<br>Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • Resolution No. 2015-11<br>• Legal Advertisement Proof Coachman Drive 3148662<br>• Coachman Drive Streetlighting Notice of Hearing Letter 3-30-15<br>• Coachman Drive Streetligting Mailing List 3-30-15 |

# RESOLUTION NO. 2015-11

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA; RELATING TO THE PROVISION OF STREETLIGHTING SERVICES, FACILITIES AND PROGRAMS WITHIN THE COACHMAN DRIVE STREETLIGHTING DISTRICT IN THE CITY OF DELTONA; ESTABLISHING THE RATE OF ASSESSMENT; IMPOSING STREETLIGHTING ASSESSMENTS AGAINST ASSESSED PROPERTY LOCATED WITHIN THE DISTRICT; APPROVING AND ADOPTING THE FINAL ASSESSMENT ROLL, AND PROVIDING AN EFFECTIVE DATE.**

---

**WHEREAS**, the City Commission of the City of Deltona, Florida, has enacted Ordinance No. 96-47 (the "Ordinance"), which authorizes the imposition of Streetlighting Assessment for streetlighting services, facilities, and programs against Assessed Property located within the City; and

**WHEREAS**, the imposition of a Streetlighting Assessment for streetlighting services, facilities, and programs each Fiscal Year is an equitable and efficient method of allocating and apportioning Streetlighting Assessed Costs among parcels of Assessed Property; and

**WHEREAS**, the City Commission desires to impose a streetlighting assessment program within the Coachman Drive Streetlighting District using the tax bill collection method for the Fiscal Year beginning on October 1, 2015; and

**WHEREAS**, the City Commission, on November 17, 2014, adopted Resolution No. 2014-36 (the "Initial Assessment Resolution"), containing a brief and general description of the streetlighting facilities and services to be provided to Assessed Property, describing the method of apportioning the Streetlighting Assessed Cost to compute the Streetlighting Assessment for streetlighting services, facilities, and programs against Assessed Property, estimating a rate of

assessment, and directing preparation of the Assessment Roll and provision of the notice required by the Ordinance; and

**WHEREAS**, pursuant to the provisions of the Ordinance, the City is required to confirm or repeal the Initial Assessment Resolution, with such amendments as the City Commission deemed appropriate, after hearing comments and objections of all interested parties; and

**WHEREAS**, the Assessment Roll has heretofore been made available for inspection by the public, as required by the Ordinance; and

**WHEREAS**, a public hearing was held on April 20, 2015, and comments and objections of all interested persons have been heard and considered as required by the terms of the Ordinance.

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

**SECTION 1. AUTHORITY.** This Resolution is adopted pursuant to Ordinance No. 96-47, Resolution No. 2014-36, Sections 166.021 and 166.041, Florida Statutes, and other applicable provisions of law.

**SECTION 2. STREETLIGHTING ASSESSMENTS.**

(A) The parcels of Assessed Property described in the Assessment Roll, which is hereby approved, are hereby found to be specifically benefited by the provision of the streetlighting services, facilities, and programs described in the Initial Assessment Resolution, in the amount of the Streetlighting Assessment set forth in the Assessment Roll, a copy of which was presented or available for inspection at the above referenced public hearing and is incorporated herein by reference. It is hereby ascertained, determined and declared that each parcel of Assessed Property within the District will be benefited by the City's provision of

streetlighting services, facilities, and programs in an amount not less than the Streetlighting Assessment for such parcel, computed in the manner set forth in the Initial Assessment Resolution. Adoption of this Final Assessment Resolution constitutes a legislative determination that all parcels assessed derive a special benefit, as set forth in the Ordinance and the Initial Assessment Resolution, from the streetlighting services, facilities, or programs to be provided and a legislative determination that the Streetlighting Assessments are fairly and reasonably apportioned among the properties that receive the special benefits as set forth in the Initial Assessment Resolution.

(B) The method for computing Streetlighting Assessments described in the Initial Assessment Resolution is hereby approved.

(C) The Streetlighting Assessments to be assessed and apportioned among benefited parcels pursuant to the Cost Apportionment and Parcel Apportionment to generate the estimated Streetlighting Assessed Cost for the Fiscal Year commencing October 1, 2015 are hereby established as follows:

| **STREETLIGHTING DISTRICT** | **ANNUAL TOTAL 1ST YEAR** | **ANNUAL PER PARCEL 1ST YEAR** | **# OF PARCELS** |
|---|---|---|---|
| COACHMAN DRIVE | $1,640 1st Year | $126.15 Each | 13 |

| **STREETLIGHTING DISTRICT** | **ANNUAL TOTAL** | **ANNUAL PER PARCEL** | **# OF PARCELS** |
|---|---|---|---|
| COACHMAN DRIVE | $540.00 | $41.54 Each | 13 |

The above rates of estimated assessment are hereby approved. Streetlighting Assessments for streetlighting services, facilities, and programs in the amounts set forth in the Assessment Roll, as hereby approved, are hereby levied and imposed on all parcels of Assessed Property described in the Assessment Roll.

(D) As authorized in Section 2.13 of the Ordinance, interim Streetlighting Assessments are also levied and imposed against all property for which a Certificate of Occupancy is issued after adoption of this Resolution based upon the rates of assessment approved herein.

(E) Streetlighting Assessments shall constitute a lien upon the Assessed Property so assessed equal in rank and dignity with the liens of all state, county, district or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles and claims, until paid.

(F) The Assessment Roll, as herein approved together with the correction of any errors or omissions as provided for in the Ordinance, shall be delivered to the Tax Collector for collection using the tax bill collection method in the manner prescribed by the Ordinance.

**SECTION 4. CONFIRMATION OF INITIAL ASSESSMENT RESOLUTION.**

The Initial Assessment Resolution is hereby confirmed.

**SECTION 5. EFFECT OF ADOPTION OF RESOLUTION.** The adoption of this Final Assessment Resolution shall be the final adjudication of the issues presented (including, but not limited to, the determination of special benefit and fair apportionment to the Assessed Property, the method of apportionment and assessment, the rate of assessment, the Assessment Roll and the levy and lien of the Streetlighting Assessments), unless proper steps shall be initiated in a court of competent jurisdiction to secure relief within 20 days from the date of this Final Assessment Resolution.

**SECTION 6. EFFECTIVE DATE.** This Final Assessment Resolution shall take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** by the City Commission of the City of Deltona this 20th day of April, 2015.

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

_____
JOYCE RAFTERY, CMC, City Clerk

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

_____
GRETCHEN R. H. VOSE, City Attorney

**GROSS PRICE * :** **$683.12**

* Agency Commission not included

**PACKAGE NAME: Orlando Sentinel**

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**Product(s):** Orlando Sentinel, Affidavit, Floridapublicnotices.com, Classifieds.OS.com_Legals
**AdSize(s):** 2 Column,
**Run Date(s):** Thursday, April 02, 2015
**Color Spec.** B/W

**Preview**

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**NOTICE OF HEARING TO IMPOSE AND PROVIDE FOR COLLECTION OF STREETLIGHTING SPECIAL ASSESSMENTS**

Notice is hereby given that the City Commission of the City of Deltona will conduct a public hearing to consider the creation of the "Coachman Drive Streetlighting District" and imposition of streetlighting special assessments for the provision of streetlighting services within the District.

The hearing will be held at 6:30 p.m. on Monday, April 20, 2015, at the Deltona Commission Chambers located at 2345 Providence Boulevard, Deltona, Florida for the purpose of receiving public comments on the proposed assessments. All

**GROSS PRICE * :** **$683.12**

* Agency Commission not included

**PACKAGE NAME: Orlando Sentinel**

affected property owners have a right to appear at the hearing and to file written objections with the City Commission within 20 days of this notice. If a person decides to appeal any decision made by the City Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the American with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the City Clerk at 386/878-8502 at least three (3) business days prior to the date of the hearing.

The assessment for each parcel of property will be based upon the total annual costs of providing streetlighting services within the District and the total number of buildable lots within the District. The following table reflects the proposed streetlighting assessment schedule.

| STREETLIGHTING DISTRICT | ANNUAL TOTAL | ANNUAL PER PARCEL | NUMBER OF PARCELS |
|---|---|---|---|
| COACHMAN DRIVE | $1,640 | $126.15 | 13 |

Copies of the Streetlighting Assessment Ordinance Initial Assessment Resolution and the preliminary Assessment Roll are available for inspection at the City Clerk's Office, Deltona City Hall, 2345 Providence Boulevard, Deltona, Florida, during normal business hours of 8:00 a.m. – 4:30 p.m., Monday through Friday.

The assessments will be collected on the ad valorem tax bill to be mailed in November 2015, as authorized by Section 197.3632, Florida Statutes. Failure to pay the assessments will cause a tax certificate to be issued against the property which may result in a loss of title.

If you should have any questions, please contact Ms. Phyllis Wallace, Project Administrator – Construction, 386/878-8965 or the Deltona City Clerk's office at 386/878-8502.
Joyce Raftery, City Clerk
City of Deltona

March 30, 2015

Property Owner
Tax Parcel ID
Address
City, State Zip

***Subject:*** ***Notice of Hearing to Create the Coachman Drive Streetlighting District; Assessment Roll Property at***

Dear Property Owner:

As required by Section 197.3632, Florida Statutes, and the City of Deltona Ordinance No. 96-47, notice is hereby given by the City of Deltona that creating of a Streetlighting District is being considered for your area as depicted on the attached map and that an annual assessment for streetlighting services using the tax bill collection method, may be levied on your property. The purpose of this assessment is to fund streetlighting services benefiting improved property located within the proposed Coachman Drive Streetlighting District within the City of Deltona. A total of 13 lots of approximately equal size will exist within the proposed District. The proposed District shall include the installation of three (3) 70-watt cobrahead streetlights on existing overhead distribution poles. The estimated annual charge per platted lot in the proposed District is $126.15 for the 1st year and 41.54 for the second and subsequent years.

A public hearing for final consideration of the Streetlighting District will be held on Monday, April 20, 2015, at 6:30pm, in the Deltona Commission Chambers, located at 2345 Providence Boulevard, Deltona, Florida. You and all other affected property owners have a right to appear at the hearing and to file written objections with the City Commission within twenty (20) days of this notice. If you decide to appeal any decision made by the City Commission with respect to any matter considered at the hearing, you will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the American with Disabilities Act, persons needing special accommodation or an interpreter to participate in the proceeding should contact the City Clerk at 386/878-8502 at least three (3) business days prior to the date of the hearing.

Unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of the City Commission action at the above hearing (including the method of apportionment, the rate of assessment and the imposition of assessment), such action shall be the final adjudication of the issue presented.

City of Deltona • 255 Enterprise Road • Deltona, Florida 32725
Fax • 386/878-8971

Copies of the Streetlighting Assessment Ordinance and Initial Assessment Roll for Coachman Drive Streetlighting District are available for inspection at the City Clerk's Office, Deltona City Hall, at 2345 Providence Boulevard, Deltona, Florida, during normal business hours of 8:00am to 4:30pm, Monday through Friday. All interested parties may ascertain the amount to be assessed for the Streetlighting District against a parcel of assessed property at the Office of the City Clerk.

Both the streetlighting non-ad valorem assessment amounts shown on this notice and the ad valorem taxes for the above parcel will be collected on the ad valorem tax bill mailed in November. Failure to pay the assessments will cause a tax certificate to be issued against the property, which may result in a loss of title.

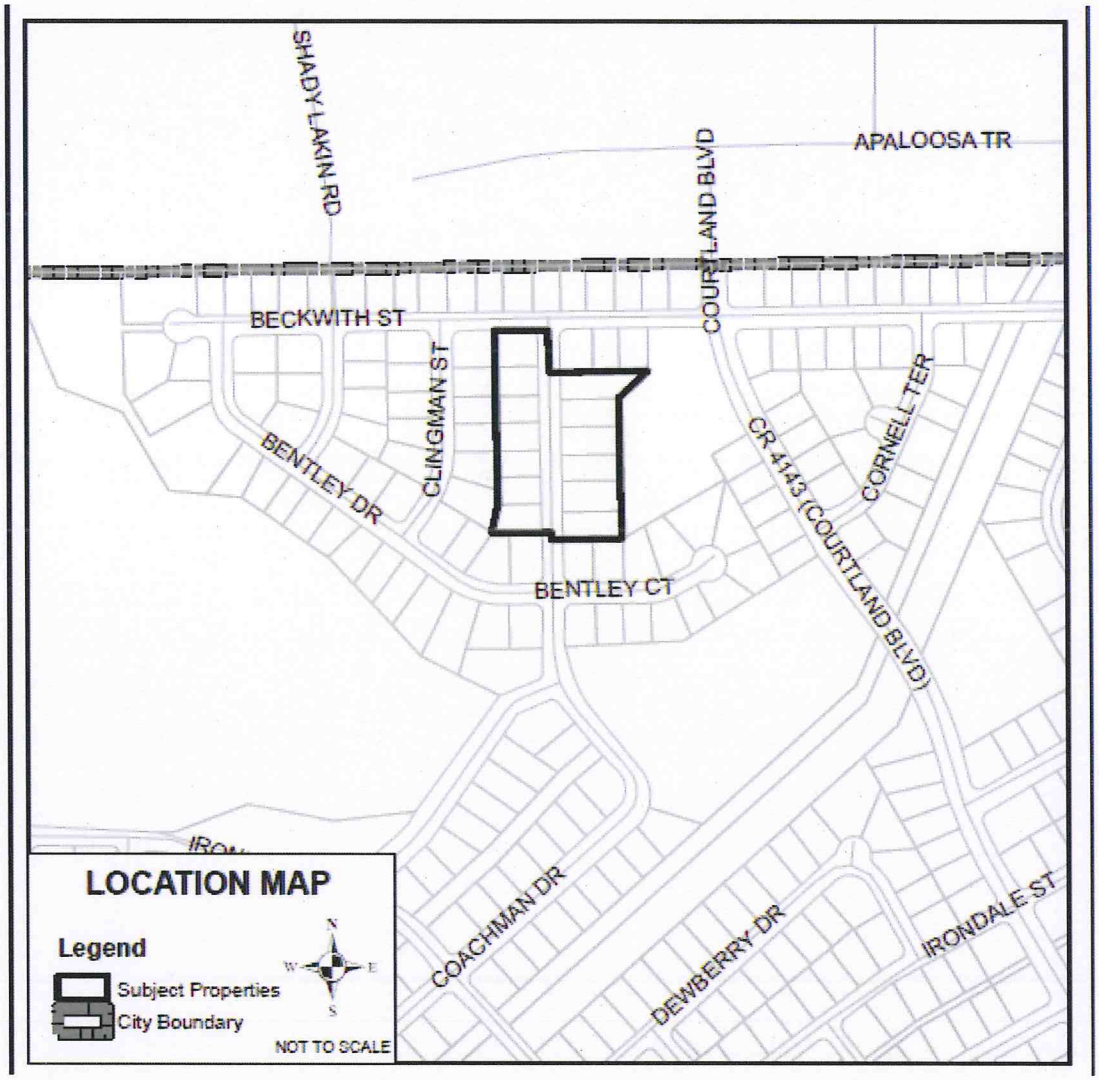
Should you need any further information, please feel free to contact me at 386/878-8965 or via email at pwallace@deltonafl.gov

Sincerely,

Phyllis A. Wallace
Project Administrator - Construction

/paw

*[Recipient Name]*
*March 30, 2015*
*Page 3*



Ms. Vilma Munoz
3498 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0080

Ms. Mary Gravel
30 Hodges Street
Taunton, Massachusetts 02780
3488 Coachman Drive
30-18-31-34-42-0090

Ms. Eileen Panek
3476 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0100

Mr. Russell A. Larsh
3466 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0110

Mr. Mishmish S. Kamel
3454 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0120

Mr. Gary Townsend
3444 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0130

Mr. Steven Cohen
3432 Coachman Drive
Deltona, Florida 32738
30-18-31-34-42-0140

Mr. Bruno Correa
102 Deersong Drive
Winter Springs, Florida 32708
3433 Coachman Drive
30-18-31-34-39-0190

Mr. Bruno Correa
102 Deersong Drive
Winter Springs, Florida 32708
3445 Coachman Drive
30-18-31-34-39-0200

Mr. Jose L. Serrano
3455 Coachman Drive
Deltona, Florida 32738
30-18-31-34-39-0210

Mr. Steven Begley
8179 Parkside Drive
Westland, Michigan 48185
3467 Coachman Drive
30-18-31-34-39-0220

Mr. Steven Begley
8179 Parkside Drive
Westland, Michigan 48185
3477 Coachman Drive
30-18-31-34-39-0230

Mr. Omar Cortes-Flores
3489 Coachman Drive
Deltona, Florida 32738
30-18-31-34-39-0240

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 9 - C

**SUBJECT:** Public Hearing - Arbor Ridge Unit 5 Final Plat (FP 14-002).

---

**LOCATION:**

The ±25.59-acre site is located northeast of the intersection of Berkshire Woods Terrace and Heath Drive. Arbor Ridge subdivision is generally located north of Howland Boulevard between Forest Edge Drive and Loblolly Street.

**BACKGROUND:**

The City of Deltona received the Arbor Ridge Unit 5 Final Plat (Final Plat) application to complete construction within the subdivision. Arbor Ridge Units 1 through 4 have been developed as established neighborhoods and, due to an economic recession, Unit 5 within the master planned subdivision was not constructed.

Berkshire Woods Terrace was developed to serve Unit 4 and was stubbed-out into Unit 5. Development of Unit 5 will result in the connection of Berkshire Woods Terrace to the north and south, the extension of Sorrel Drive, the construction of Teak Drive and Teak Court, and the platting of 77 residential lots. As planned, the lots will accommodate single-family residential homes that are consistent and compatible with the existing homes in Arbor Ridge, as well as the site's future land use designation and zoning classification.

**ORIGINATING DEPARTMENT:** Planning and Development Services

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** Planning Director and City Attorney

**STAFF RECOMMENDATION PRESENTED BY:** Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends that the City Commission approve the Arbor Ridge Unit 5 Final Plat (FP 14-002).

| | |
|---|---|
| **POTENTIAL MOTION:** | "I move to approve the Arbor Ridge Unit 5 Final Plat (FP 14-002)." |
| **AGENDA ITEM APPROVED BY:** | _____<br>Dale Baker, Acting City Manager |
| **ATTACHMENTS:** | • Arbor Ridge Unit 5 Final Plat<br>• Arbor Ridge Title Opinion<br>• Arbor Ridge Staff Report<br>• DCCR Document |

# ARBOR RIDGE, UNIT 5

## SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST
## CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA

### DESCRIPTION

Government Lot 5, in Section 5, Township 18 South, Range 31 East, Volusia County, Florida.

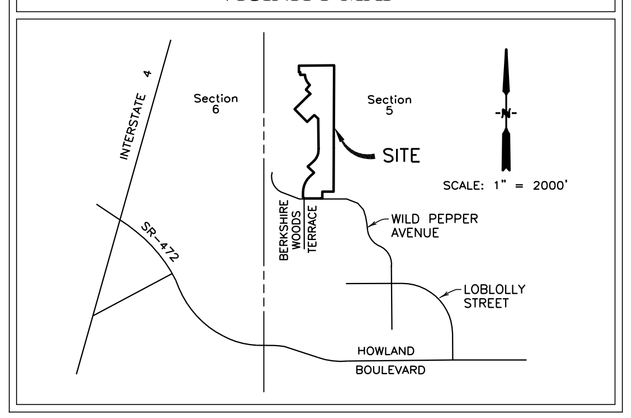
That Part of the above described property described as follows:
BEGIN at a 4"x4" concrete monument with 1/2" iron bar, no identification at the Northeast corner of Government Lot 5, Section 5, Township 18 South, Range 31 East, Volusia County, Florida, thence run South 89 degrees 33 minutes 11 seconds West 656.22 feet along the North boundary of said Government Lot 5 to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 00 degrees 26 minutes 49 seconds East 120.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run North 89 degrees 33 minutes 11 seconds East 22.67 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 00 degrees 26 minutes 49 seconds East 50.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run North 89 degrees 33 minutes 11 seconds East 88.06 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 10 degrees 29 minutes 20 seconds East 62.48 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 21 degrees 58 minutes 57 seconds East 52.12 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 32 degrees 26 minutes 02 seconds East 52.12 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 42 degrees 50 minutes 56 seconds East 51.79 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 41 degrees 43 minutes 11 seconds West 115.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP" at the beginning of a non tangent curve concave Northeasterly and having a radius of 401.14 feet; thence from a tangent bearing of South 48 degrees 06 minutes 40 seconds East run Southeasterly 1.19 feet along the arc of said curve through a central angle of 00 degrees 10 minutes 10 seconds to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP" at the end of said curve; thence run South 48 degrees 16 minutes 49 seconds East 118.81 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 52 degrees 49 minutes 15 seconds West 50.95 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 45 degrees 43 minutes 56 seconds West 361.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 44 degrees 33 minutes 20 seconds East 335.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run North 45 degrees 43 minutes 56 seconds East 185.01 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 47 degrees 53 minutes 21 seconds East 99.99 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 00 degrees 28 minutes 40 seconds East 561.00 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 02 degrees 06 minutes 51 seconds West 62.18 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 13 degrees 02 minutes 32 seconds West 54.29 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 23 degrees 58 minutes 20 seconds West 54.29 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 34 degrees 54 minutes 08 seconds West 54.29 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 45 degrees 23 minutes 02 seconds West 56.06 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 47 degrees 53 minutes 41 seconds West 127.52 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 46 degrees 53 minutes 01 seconds East 165.58 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP"; thence run South 47 degrees 53 minutes 41 seconds West 100.46 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP" at the beginning of a tangent curve concave Southeasterly and having a radius of 399.90 feet and a central angle of 47 degrees 53 minutes 50 seconds; thence run Southwesterly 334.30 feet along the arc of said curve to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP" at the end of said curve; thence run South 00 degrees 00 minutes 09 seconds East 90.24 feet to a 4"x4" concrete monument with disc stamped "JWG LB1 PRM PCP" at a point on the North boundary of ARBOR RIDGE UNIT 1 as described and recorded in Map Book 47 Page 127 of the Public Records of Volusia County, Florida, said point also being the beginning of a tangent curve concave Northeasterly and having a radius of 25.00 feet and a central angle of 89 degrees 45 minutes 33 seconds; thence run Southeasterly 39.17 feet along the North boundary of said ARBOR RIDGE UNIT 1 and said curve to a 4"x4" concrete monument with disc stamped "JWG LB1" at a point on the North boundary of ARBOR RIDGE UNIT 3, as described and recorded in Map Book 50, Pages 159 through 161 of the Public Records of Volusia County, Florida for the end of said curve; thence run along the North boundary of said ARBOR RIDGE UNIT 3 the following courses and distances: South 89 degrees 45 minutes 42 seconds East 299.31 feet to a 4"x4" concrete monument with disc stamped "JWG LB1" at the beginning of a tangent curve concave Northerly and having a radius of 875.00 feet and a central angle of 02 degrees 10 minutes 13 seconds; thence run Easterly 33.14 feet along the arc of said curve to a 4"x4" concrete monument with disc stamped "JWG LB1" at the end of said curve; thence run North 00 degrees 14 minutes 18 seconds East 128.10 feet to a 4"x4" concrete monument with disc stamped "JWG LB1"; thence run South 89 degrees 45 minutes 42 seconds East 211.51 feet to a 4"x4" concrete monument with disc stamped "JWG LB1" on the East boundary of the aforesaid Government Lot 5; thence run North 00 degrees 14 minutes 43 seconds East 1025.98 feet along said East boundary to a 4"x4" concrete monument with disc stamped "JWG LB1" at the Northwest corner of the aforesaid ARBOR RIDGE UNIT 3; thence leaving the aforesaid North boundary run North 00 degrees 09 minutes 21 seconds East 1326.12 feet along said East boundary to the Point of Beginning.

LESS:

That portion of Government Lot 5, Section 5, Township 18 South, Range 31 East, Volusia County, Florida, described as follows: Commencing at the Permanent Reference Monument (PRM) at the intersection of the East line of said Government Lot 5 with the North line of Lot 204, as shown on the plat of Arbor Ridge, Unit 3, as recorded in Map Book 50, Pages 159 through 161, inclusive, Public Records of Volusia County, Florida, run thence N 00°14'43" E along said East line a distance of 144.53 feet; thence N 89°45'42" W a distance of 39.49 feet to the Point of Beginning. Continue thence N 89°45'42" W a distance of 60.00 feet; run thence N 00°14'43" E a distance of 60.00 feet; run thence S 89°45'42" E a distance of 60.00 feet; run thence S 00°14'43" W a distance of 60.00 feet to the Point of Beginning.

CONTAINING: 25.587 acres, more or less.

### VICINITY MAP




### NOTES:

1. Bearings are based on that portion of the North Boundary of ARBOR RIDGE, UNIT 3 lying within Government Lot 5 bearing N89°45'42"W per plat of ARBOR RIDGE, UNIT 3, Map Book 50, Pages 159 – 161, Public Records of Volusia County, Florida.
2. Lot Corner Monumentation as required shall be set after recording of this plat in accordance with Chapter 177.091, Florida Statutes.
3. All side lot lines intersecting curves are radial unless noted.
4. A Drainage Easement is hereby dedicated over the entirety of Tracts "Q," "S," and "J," as designated on this Plat.
5. A 10.00' wide Sidewalk, Drainage, Utility and Cable Television Easement ("SDUE") is hereby dedicated across that portion of each Lot and Tract lying within 10.00' of the dedicated Street Right-of-Way Lines, as designated on this Plat. Use of the SDUE by Cable Television is subject to conditions set forth in Chapter 177, Part I, Florida Statutes.
6. Tract "L" (Open Space/Recreation) and Tracts "Q," "S," and "J" (Open Space and Stormwater Management Area) shall be owned and maintained by the Arbor Ridge Community Association, Inc., subject to Easements located within said Tracts, as designated on this Plat, and subject to the Deed Restriction regarding use of said Tracts.
7. A perpetual, non-exclusive access and utility easement is hereby granted to Public Utilities over the streets and utility easements, as designated on this plat, for installation, ownership, operation and maintenance of utility systems.
8. A portion of Tracts "S" and "J" are designated on this Plat as a Natural Vegetation Retention Area (N.V.R.A.). Each N.V.R.A. shown on this Plat is subject to the requirements of Section 98-31.(d)(1) Natural Vegetation Retention Area of the City of Deltona Land Development Code, Appendix A, Code of Ordinances, County of Volusia, as adopted by the City of Deltona pursuant to Ordinance 96-25 on March 4, 1996, as amended from time to time by the City of Deltona. The N.V.R.A. within Tracts "S" and "J" does not include those portions of Tracts "S" and "J" encumbered by Easements dedicated on this Plat.
9. A portion of the perimeters of Tracts "Q," "S," and "J" are designated as a Hazardous Tree Removal Zone (H.T.R.Z.), as shown on this Plat. Each H.T.R.Z. shown on this Plat is subject to the requirements of Paragraph 5.E. (pertaining to Hazard Tree Removal) of that certain Developer's Agreement between the City of Deltona and Arbor Properties, Inc. dated May 15, 2001 and recorded on May 22, 2001 in Official Records Book 4687, Page 4533-4546, Public Records of Volusia County, Florida. The H.T.R.Z. within Tracts "Q," "S," and "J" does not include those portions of Tracts "Q," "S," and "J" encumbered by Easements dedicated on this Plat.
10. The Supplemental Declaration and Restrictions for Arbor Ridge, Unit 5 will be recorded in the Public Records of Volusia County, Florida subsequent to the filing of this Plat.
11. Sign Easements will be owned and maintained by Arbor Ridge Builders, LLC.

### LEGEND

| | | |
|---|---|---|
| △ | = | Delta (Intersection Angle) |
| R | = | Radius |
| L | = | Length |
| T | = | Tangent Length |
| CH | = | Chord Length |
| CB | = | Chord Bearing |
| RAD. | = | Radial |
| O.R.B. | = | Official Records Book |
| N.R. | = | Non Radial |
| (P) | = | Plat |
| P.C. | = | Point of Curvature |
| P.T. | = | Point of Tangency |
| P.R.C. | = | Point of Reverse Curve |
| P.C.C. | = | Point of Compound Curve |
| T.B. | = | Tangent Bearing |
| ℄ | = | Centerline |
| R/W | = | Right of way |
| D.E. | = | Drainage Easement |
| SDUE | = | Sidewalk, Drainage, Utilities & Cable Television Easement |
| SR | = | State Road |
| U.E. | = | Utilities Easement |
| N.V.R.A. | = | Natural Vegetation Retention Area |
| H.T.R.Z. | = | Hazard Tree Removal Zone |
| 25' | = | 25.00' |
| ■ | = | Recovered 4"x4" CONCRETE MONUMENT with DISC Stamped "JWG LB1" unless otherwise noted |
| ● | = | PERMANENT CONTROL POINT (PCP) SET NAIL AND DISC STAMPED "PCP LB1". |
| □ | = | SET 4"x4" CONCRETE MONUMENT with DISC Stamped "JWG LB1 PRM PCP" |

### NOTICE:

This plat, as recorded in its graphic form, is the official depiction of the subdivided lands described herein and will in no circumstances be supplanted in authority by any other graphic or digital form of the plat. There may be additional restrictions that are not recorded on this plat that may be found in the public records of this county.

### CERTIFICATE OF APPROVAL

THIS IS TO CERTIFY THAT ON _____
THE FOREGOING PLAT WAS APPROVED.

BY: _____

CITY ENGINEER

*prepared by:*
**JONES, WOOD AND GENTRY, INC.**
2600 East Robinson Street
Orlando, Florida 32803
(407) 898-7780

JOB #29037-PLAT

MAP BOOK _____ PAGE _____

ARBOR RIDGE, UNIT 5

### DEDICATION

KNOW ALL MEN BY THESE PRESENTS, That the corporation named below, being the owner in fee simple of the lands described in the foregoing caption to this plat, hereby dedicates said lands and plat for the uses and purposes therein expressed and dedicates the STREETS AND

EASEMENTS shown hereon to the City of Deltona, except as otherwise noted. Not withstanding the aforesaid dedication, the obligation for maintenance of Tracts "L, Q," "S," and "J" shall belong to the Arbor Ridge Community Association, Inc. IN WITNESS WHEREOF, the corporation has caused these presents to be signed and attested to by the officer named below and its corporate seal to be affixed hereto on.....2015

ARBOR RIDGE BUILDERS, LLC

By.....
STANLEY MARKOFSKY, MANAGER

Signed and sealed in the presence of:

..... .....
SIGNATURE OF WITNESS SIGNATURE OF WITNESS

..... .....
PRINTED NAME OF WITNESS PRINTED NAME OF WITNESS

STATE OF ....FLORIDA....COUNTY OF....VOLUSIA....
THIS IS TO CERTIFY, That on.....
before me, an officer duly authorized to take acknowledgements in the State and County aforesaid, personally appeared.....
.....
of the above named corporation incorporated under the laws of the State of....FLORIDA.... , to me known to be the individual and officer described in and who executed the foregoing Dedication and severally acknowledged the execution thereof to be his free act and deed as such officer thereunto duly authorized; that the official seal of said corporation is duly affixed thereto; and that the said Dedication is the act and deed of said corporation. He is personally known to me and did not take an oath.
IN WITNESS WHEREOF, I have hereto set my hand and seal on the above date.

.....
NOTARY PUBLIC

My Commission Expires.....

### CERTIFICATE OF APPROVAL BY LAND DEVELOPMENT MANAGER

THIS IS TO CERTIFY, THAT ON THE___ DAY OF _____, 2015, THIS PLAT WAS APPROVED.

BY:_____
DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES
OR HIS AUTHORIZED REPRESENTATIVE

### CERTIFICATE OF APPROVAL BY CITY REGISTERED SURVEYOR

THIS IS TO CERTIFY, THAT ON THE ___ DAY OF _____, 2015, THE FOREGOING PLAT WAS REVIEWED AND WAS FOUND TO BE PREPARED IN ACCORDANCE WITH CHAPTER 177, FLORIDA STATUTES, AND WAS APPROVED.

BY:_____
FLORIDA REGISTERED SURVEYOR #

Attachment: Plat (Page 1 of 3)

### CERTIFICATE OF APPROVAL BY CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA

THIS IS TO CERTIFY, THAT ON THE ___ DAY OF _____, 2015, THE FOREGOING PLAT WAS APPROVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA

BY:_____
MAYOR, CITY OF DELTONA

ATTEST:_____
CITY CLERK

### CERTIFICATE OF SURVEYOR

KNOW ALL MEN BY THESE PRESENTS, THAT JONES, WOOD & GENTRY, INC., A FLORIDA CORPORATION, AUTHORIZED UNDER THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, CERTIFICATE OF AUTHORIZATION NUMBER LB-0000001, TO PRACTICE AS A REGISTERED SURVEYING AND MAPPING BUSINESS, HAS AUTHORIZED DANIEL E. GENTRY, JR., A DULY LICENSED AND REGISTERED SURVEYOR AND MAPPER, FLORIDA REGISTRATION NUMBER LS-0005047, TO CERTIFY: THAT ON JANUARY 28, 2015, THIS PLAT WAS PREPARED UNDER HIS DIRECTION AND SUPERVISION AND COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF CHAPTER 177, PART I, FLORIDA STATUTES, AND THAT SAID PLAT IS THE REPRESENTATION OF THE LANDS DESCRIBED AND PLATTED, AND FURTHER THAT PERMANENT REFERENCE MONUMENTS HAVE BEEN PLACED AS SHOWN HEREON, AND SAID LAND IS LOCATED IN THE CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA. IN WITNESS WHEREOF, SAID CORPORATION HAS CAUSED THESE PRESENTS TO BE SIGNED BY THE OFFICER NAMED AND HIS SEAL TO BE AFFIXED HERE TO ON , _____ 2015.

BY: _____
DANIEL E. GENTRY, JR., FLA. REG. #5047
PROJECT SURVEYOR

JONES, WOOD AND GENTRY, INC.
2600 East Robinson Street
Orlando, Florida 32803

### CERTIFICATE OF CLERK

I HEREBY CERTIFY, THAT I HAVE EXAMINED THE FOREGOING PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND WAS FILED FOR RECORD ON THE ____ DAY OF _____, 2015,
AT _____. FILE NO#_____

_____
CLERK OF THE CIRCUIT COURT
IN AND FOR VOLUSIA COUNTY, FLORIDA

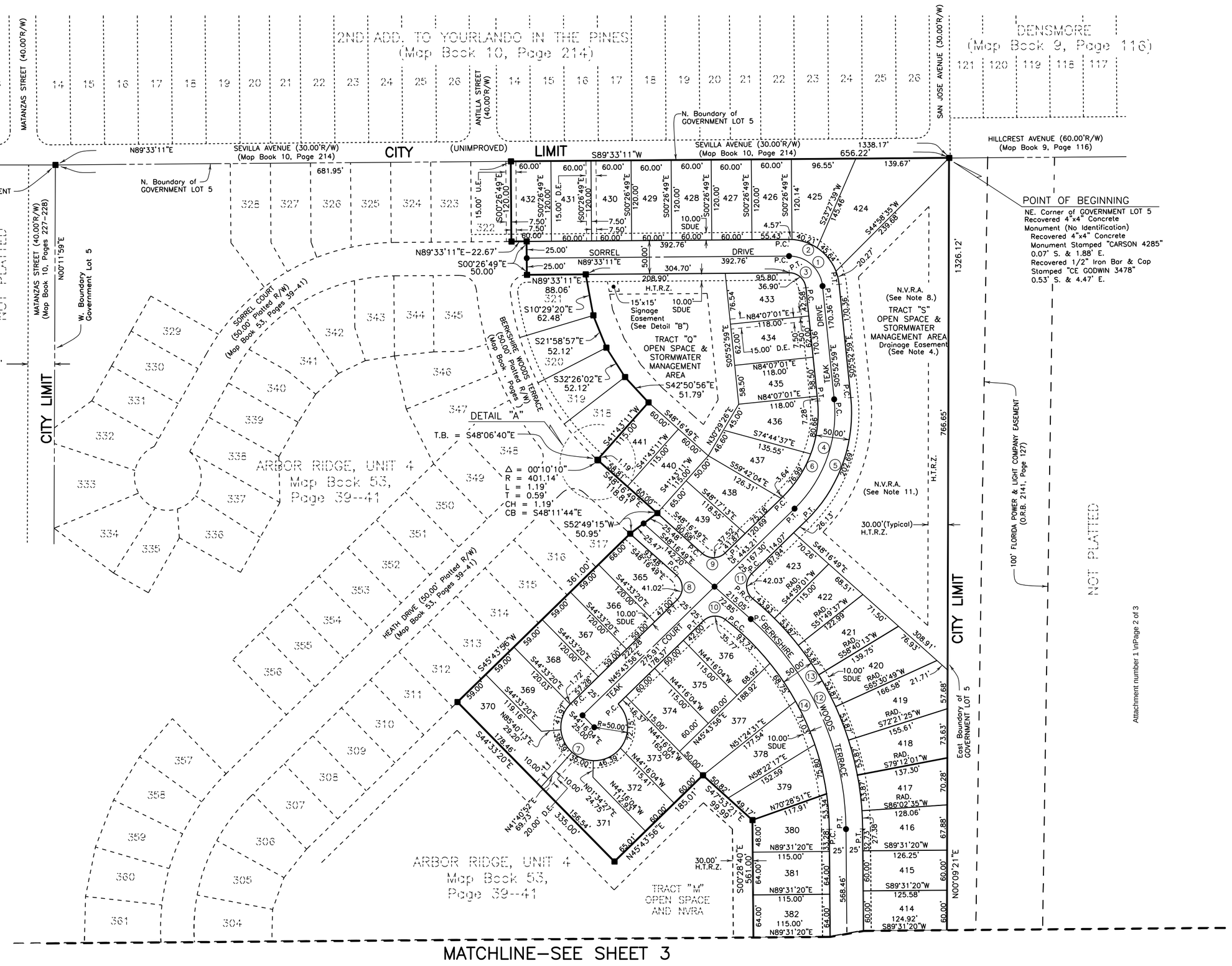
# ARBOR RIDGE, UNIT 5

SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST
CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA



MAP BOOK _____ PAGE _____

SCALE: 1" = 100'




| RIGHT-OF-WAY CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| No. | DELTA | RADIUS | LENGTH | TANGENT | CHORD | CHORD BEARING |
| 1 | 84°33'50" | 50.00' | 73.80' | 45.47' | 67.28' | S48°09'54"E |
| 2 | 84°33'50" | 75.00' | 110.69' | 68.20' | 100.92' | S48°09'54"E |
| 3 | 84°33'50" | 25.00' | 36.90' | 22.73' | 33.64' | N48°09'54"W |
| 4 | 51°36'55" | 200.00' | 180.17' | 96.72' | 174.14' | S19°55'29"W |
| 5 | 51°36'55" | 225.00' | 202.69' | 108.81' | 195.91' | S19°55'29"W |
| 6 | 51°36'55" | 175.00' | 157.65' | 84.63' | 152.37' | N19°55'29"E |
| 7 | 270°00'00" | 50.00' | 235.62' | | 70.71' | N89°16'04"W |
| 8 | 94°00'45" | 25.00' | 41.02' | 26.82' | 36.57' | S01°16'27"E |
| 9 | 85°59'15" | 25.00' | 37.52' | 23.31' | 34.10' | N88°43'34"E |
| 10 | 81°58'39" | 25.00' | 35.77' | 21.72' | 32.80' | S86°43'16"W |
| 11 | 96°19'46" | 25.00' | 42.03' | 27.93' | 37.25' | S02°25'57"E |
| 12 | 47°48'09" | 426.03' | 355.44' | 188.80' | 345.22' | S24°22'45"E |
| 13 | 50°07'09" | 451.03' | 394.54' | 210.89' | 382.08' | S25°32'15"E |
| 14 | 51°48'45" | 401.03' | 362.65' | 194.78' | 350.42' | N26°23'02"W |

| Curve Data For Lots | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | DELTA | RADIUS | LENGTH | TANGENT | CHORD | CHORD BEARING |
| Lot 380 | 07°37'17" | 401.03' | 53.34' | 26.71' | 53.31' | N04°17'18"W |
| Lot 379 | 10°49'48" | 401.03' | 75.80' | 38.01' | 75.69' | N13°30'50"W |
| Lot 378 | 10°08'54" | 401.03' | 71.03' | 35.61' | 70.94' | N24°00'12"W |
| Lot 377 | 09°49'19" | 401.03' | 68.75' | 34.46' | 68.66' | N33°59'18"W |
| Lot 376 | 13°23'28" | 401.03' | 93.73' | 47.08' | 93.51' | N45°35'41"W |
| Lot 373 | 82°40'44" | 50.00' | 72.15' | 44.00' | 66.07' | S02°55'42"E |
| Lot 372 | 53°09'48" | 50.00' | 46.39' | 25.02' | 44.75' | S64°59'33"W |
| Lot 371 | 40°06'25" | 50.00' | 35.00' | 18.25' | 34.29' | N68°22'20"W |
| Lot 370 | 43°59'20" | 50.00' | 38.39' | 20.20' | 37.45' | N26°19'28"W |
| Lot 369 | 48°05'26" | 50.00' | 41.97' | 22.31' | 40.75' | N19°42'56"E |
| Lot 368 | 01°58'17" | 50.00' | 1.72' | 0.86' | 1.72' | N44°44'48"W |
| Lot 437 | 25°12'22" | 175.00' | 76.99' | 39.13' | 76.37' | N33°07'45"E |
| Lot 436 | 26°24'34" | 175.00' | 80.66' | 41.06' | 79.95' | N07°19'18"E |
| Lot 426 | 03°29'20" | 75.00' | 4.57' | 2.28' | 4.57' | S88°42'09"E |
| Lot 425 | 30°43'12" | 75.00' | 40.21' | 20.60' | 39.73' | S71°35'53"E |
| Lot 424 | 34°52'16" | 75.00' | 45.64' | 23.56' | 44.95' | S38°48'09"E |
| Tract "S" | 15°29'02" | 75.00' | 20.27' | 10.20' | 20.21' | S13°37'30"E |
| Lot 423 | 05°34'51" | 451.03' | 43.93' | 21.98' | 43.92' | S47°48'24"E |
| Lot 422 | 06°50'36" | 451.03' | 53.87' | 26.97' | 53.84' | S41°35'41"E |
| Lot 421 | 06°50'36" | 451.03' | 53.87' | 26.97' | 53.84' | S34°45'05"E |
| Lot 420 | 06°50'36" | 451.03' | 53.87' | 26.97' | 53.84' | S27°54'29"E |
| Lot 419 | 06°50'36" | 451.03' | 53.87' | 26.97' | 53.84' | S21°03'53"E |
| Lot 418 | 06°50'36" | 451.03' | 53.87' | 26.97' | 53.84' | S14°13'17"E |
| Lot 417 | 06°50'34" | 451.03' | 53.87' | 26.97' | 53.84' | S07°22'42"E |
| Lot 416 | 03°28'45" | 451.03' | 27.38' | 13.70' | 27.38' | S02°13'03"E |

*prepared by:*
**JONES, WOOD AND GENTRY, INC.**
2600 East Robinson Street
Orlando, Florida 32803
(407) 898-7780

JOB #29037-PLAT

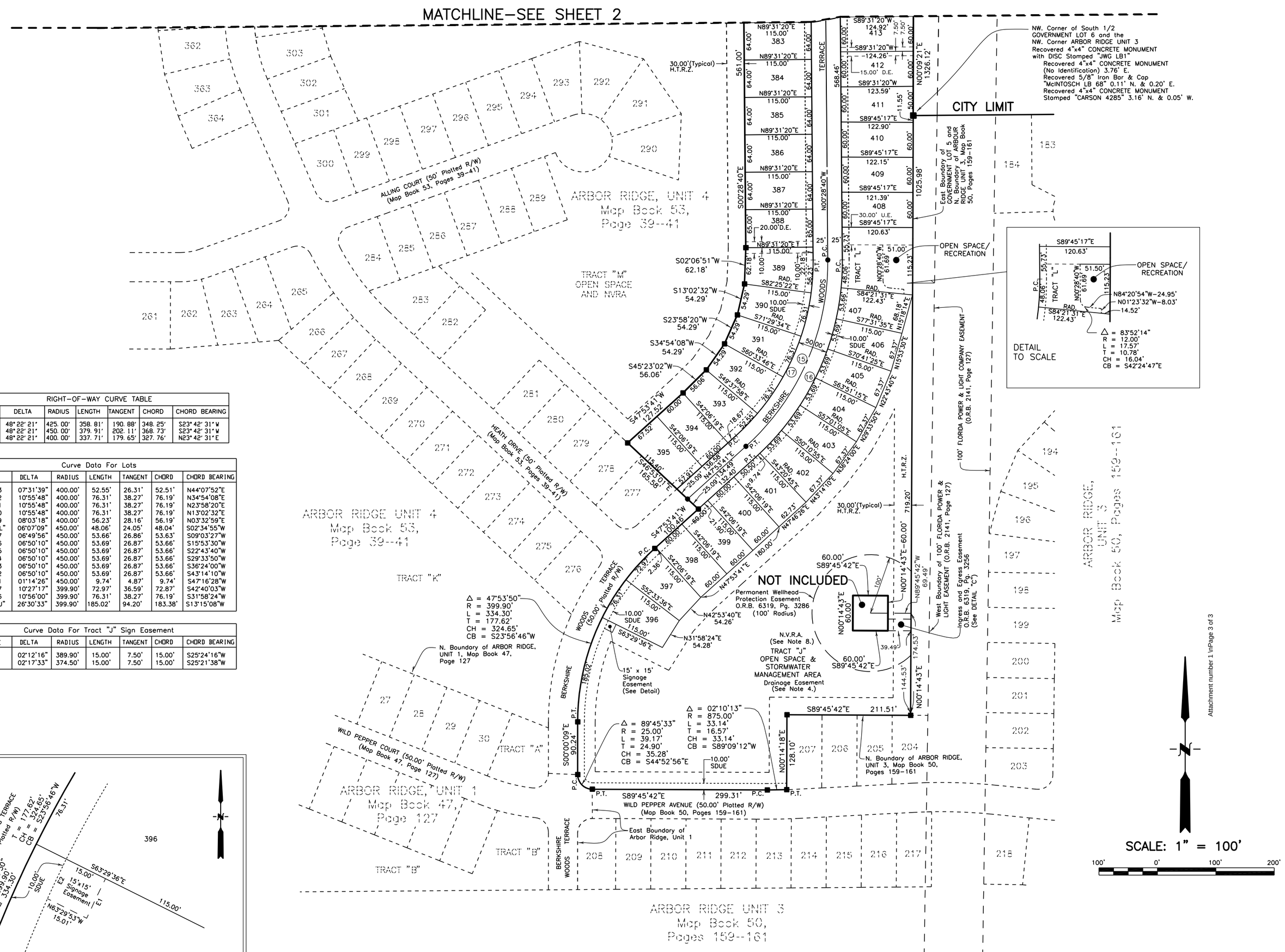
NOTICE:
This plat, as recorded in its graphic form, is the official depiction of the subdivided lands described herein and will in no circumstances be supplanted in authority by any other graphic or digital form of the plat. There may be additional restrictions that are not recorded on this plat that may be found in the public records of this county.

# ARBOR RIDGE, UNIT 5

SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST
CITY OF DELTONA, VOLUSIA COUNTY, FLORIDA

SHEET 3 OF 3

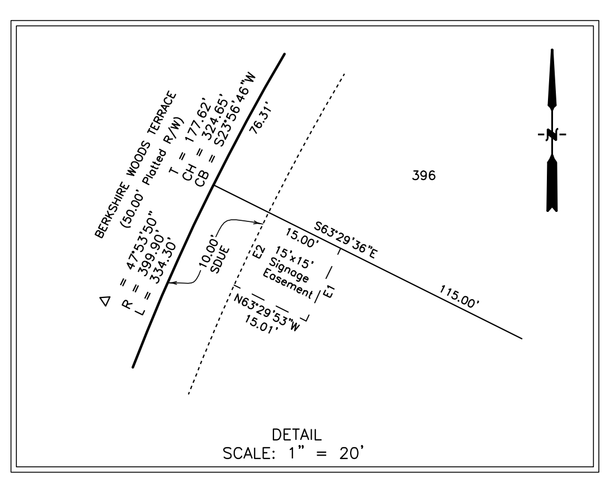
MAP BOOK _____ PAGE _____




| RIGHT–OF–WAY CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| No. | DELTA | RADIUS | LENGTH | TANGENT | CHORD | CHORD BEARING |
| 15 | 48°22'21" | 425.00' | 358.81' | 190.88' | 348.25' | S23°42'31"W |
| 16 | 48°22'21" | 450.00' | 379.91' | 202.11' | 368.73' | S23°42'31"W |
| 17 | 48°22'21" | 400.00' | 337.71' | 179.65' | 327.76' | N23°42'31"E |

| Curve Data For Lots | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | DELTA | RADIUS | LENGTH | TANGENT | CHORD | CHORD BEARING |
| Lot 393 | 07°31'39" | 400.00' | 52.55' | 26.31' | 52.51' | N44°07'52"E |
| Lot 392 | 10°55'48" | 400.00' | 76.31' | 38.27' | 76.19' | N34°54'08"E |
| Lot 391 | 10°55'48" | 400.00' | 76.31' | 38.27' | 76.19' | N23°58'20"E |
| Lot 390 | 10°55'48" | 400.00' | 76.31' | 38.27' | 76.19' | N13°02'32"E |
| Lot 389 | 08°03'18" | 400.00' | 56.23' | 28.16' | 56.19' | N03°32'59"E |
| Tract "L" | 06°07'09" | 450.00' | 48.06' | 24.05' | 48.04' | S02°34'55"W |
| Lot 407 | 06°49'56" | 450.00' | 53.66' | 26.86' | 53.63' | S09°03'27"W |
| Lot 406 | 06°50'10" | 450.00' | 53.69' | 26.87' | 53.66' | S15°53'30"W |
| Lot 405 | 06°50'10" | 450.00' | 53.69' | 26.87' | 53.66' | S22°43'40"W |
| Lot 404 | 06°50'10" | 450.00' | 53.69' | 26.87' | 53.66' | S29°33'50"W |
| Lot 403 | 06°50'10" | 450.00' | 53.69' | 26.87' | 53.66' | S36°24'00"W |
| Lot 402 | 06°50'10" | 450.00' | 53.69' | 26.87' | 53.66' | S43°14'10"W |
| Lot 401 | 01°14'26" | 450.00' | 9.74' | 4.87' | 9.74' | S47°16'28"W |
| Lot 397 | 10°27'17" | 399.90' | 72.97' | 36.59' | 72.87' | S42°40'03"W |
| Lot 396 | 10°56'00" | 399.90' | 76.31' | 38.27' | 76.19' | S31°58'24"W |
| Tract "J" | 26°30'33" | 399.90' | 185.02' | 94.20' | 183.38' | S13°15'08"W |

| Curve Data For Tract "J" Sign Easement | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | DELTA | RADIUS | LENGTH | TANGENT | CHORD | CHORD BEARING |
| E1 | 02°12'16" | 389.90' | 15.00' | 7.50' | 15.00' | S25°24'16"W |
| E2 | 02°17'33" | 374.50' | 15.00' | 7.50' | 15.00' | S25°21'38"W |




*prepared by:*
**JONES, WOOD AND GENTRY, INC.**
2600 East Robinson Street
Orlando, Florida 32803
(407) 898-7780

JOB #29037-PLAT

NOTICE:
This plat, as recorded in its graphic form, is the official depiction of the subdivided lands described herein and will in no circumstances be supplanted in authority by any other graphic or digital form of the plat. There may be additional restrictions that are not recorded on this plat that may be found in the public records of this county.

LAW OFFICES
**Green & Piotrkowski, PLLC**

A Professional Limited Liability Company

317 SEVENTY-FIRST STREET
MIAMI BEACH, FLORIDA 33141

Marvin M. Green (Deceased)
Jason S. Ackerman
Jeffrey R. Hall
Joel S. Piotrkowski

E-MAIL: joel@gkppa.com

OFFICE: 305-865-4311
FACSIMILE: 1-305-470-7455

July 3, 2014

Mr. Scott McGrath
Planner II
City of Deltona
2345 Providence Boulevard
Deltona, FL 32725

Re: Opinion of Title/Arbor Ridge Unit 5

Dear Mr. McGrath:

The undersigned is a licensed attorney in the State of Florida.

The following is an Opinion of Title relating to Arbor Ridge Unit 5 (the "Property").

The Property is owned by Arbor Ridge Builders, LLC, a Florida limited liability company, subject to the following: See attached.

If I can be of further service, please advise.

Very truly yours,

JOEL S. PIOTRKOWSKI

JSP:ss
Enclosure

First American Title

Owner's Policy of Title Insurance

ISSUED BY

First American Title Insurance Company

# Schedule B

Agent's File No.: 9010013/159524

Policy No.: 5011412-18374

## EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) that arise by reason of:

1. Taxes and assessments for the year 2014 and subsequent years, which are not yet due and payable.
2. Right-Of-Way Easement and Agreement granted to Florida Power & Light Company recorded January 30, 1980 in Official Records Book 2141, Page 127 and Subordination of Interest Agreement by and between Florida Power & Light Company and the City of Deltona recorded April 22, 2002 in Official Records Book 4852, Page 1008, Public Records of Volusia County, Florida. (Parcels 1 and 2)
3. Temporary Well Easement and Agreement for Conveyance of Well Site granted to the County of Volusia recorded February 29, 2008 in Official Records Book 6199, Page 843, Public Records of Volusia County, Florida. (Parcel 1)
4. Easement for Ingress, Egress and Utilities by and between Arbor Ridge, LLC, a Florida limited liability and the County of Volusia recorded February 4, 2009 in Official Records Book 6319, Page 3256, Public Records of Volusia County, Florida. (Parcel 1)
5. Permanent Well Head Protection Easement by and between Arbor Ridge, LLC, a Florida limited liability company and the County of Volusia recorded February 4, 2009 in Official Records Book 6319, Page 3286, Public Records of Volusia County, Florida. (Parcel 1)
6. Restrictions, dedications, conditions, reservations, easements and other matters shown on the plat of DELTONA WOODS UNIT 2, as recorded in Map Book 43, Page(s) 172 through 176, inclusive, including, but not limited to, provisions for the following: 5 foot wall and landscape easement along the west property line of Lot 82 and a 10 foot utility easement along the north property line of Lot 82, Public Records of Volusia County, Florida. (Parcel 2)
7. Declaration of Covenants, Conditions and Restrictions, which contains provisions for a private charge or assessments, recorded May 20, 1991, in Official Records Book 3634, Page 52, Public Records of Volusia County, Florida. (Parcel 2)
8. Grant of Easement to United Telephone Company of Florida recorded April 14, 1997 in Official Records Book 4192, Page 2881, Public Records of Volusia County, Florida. (Parcel 2)
9. Easement Agreement by and between Deltona Woods Community Association, Inc. and Arbor Ridge Community Association, Inc., recorded April 15, 2002 in Official Records Book 4848, Page 4904, Public Records of Volusia County, Florida. (Parcel 2)

**[END OF SCHEDULE B]**

| First American Title | Owner's Policy of Title Insurance (with Florida modifications) |
|---|---|
| | ISSUED BY **First American Title Insurance Company** |
| **Owner's Policy** | POLICY NUMBER **5011412- 18374** |

**Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at the address shown in Section 18 of the Conditions.**

**COVERED RISKS**

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, **FIRST AMERICAN TITLE INSURANCE COMPANY**, a California corporation (the "Company") insures, as of Date of Policy against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
   (a) A defect in the Title caused by
      (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
      (ii) failure of any person or Entity to have authorized a transfer or conveyance;
      (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
      (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
      (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
      (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
      (vii) a defective judicial or administrative proceeding.
   (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
   (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.

**(Covered Risks Continued on Page 2)**

In Witness Whereof, First American Title Insurance Company has caused its corporate name to be hereunto affixed by its authorized officers as of Date of Policy shown in Schedule A.

***First American Title Insurance Company***

FIRST AMERICAN TITLE INSURANCE COMPANY INCORPORATED SEPTEMBER 24, 1968 CALIFORNIA

Dennis J. Gilmore
President

Timothy Kemp
Secretary

(This Policy is valid only when Schedules A and B are attached)

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| First American Title | Owner's Policy of Title Insurance<br>ISSUED BY<br>**First American Title Insurance Company** |
|---|---|
| **Schedule A** | **Policy No.: 5011412-18374** |

Name and Address of Title Insurance Company ("Company") and Issuing Agent:
Company: **First American Title Insurance Company, 2233 Lee Road, Suite 101, Winter Park, FL 32789-1883**
Issuing Agent: **Lowndes, Drosdick, Doster, Kantor & Reed, P.A., 215 North Eola Drive, Orlando, FL 32801-2028**

Agent's File No.: **9010013/159524**

Address Reference: Volusia County, Florida

Amount of Insurance: **$663,000.00** Premium: **$3,390.00**

Date of Policy: January 2, 2014 @ 3:48 p.m.

1. Name of Insured:

   **Arbor Ridge Builders, LLC, a Florida limited liability company**

2. The estate or interest in the land (hereinafter referred to as the "Land") that is insured by this policy is:

   **Fee simple**

3. Title is vested in:

   **Arbor Ridge Builders, LLC, a Florida limited liability company**

4. The Land referred to in this policy is described as follows:

   **See Exhibit "A" attached hereto**

**LOWNDES, DROSDICK, DOSTER, KANTOR & REED, P.A.**

By: _____
Authorized Countersignature
(This Schedule A valid only when Schedule B is attached)

| | |
|---|---|
| First American Title | Owner's Policy of Title Insurance<br>ISSUED BY<br>**First American Title Insurance Company** |
| **Schedule B** | |

Agent's File No.: 9010013/159524

Policy No.: 5011412-18374

## EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) that arise by reason of:

1. Taxes and assessments for the year 2014 and subsequent years, which are not yet due and payable.
2. Right-Of-Way Easement and Agreement granted to Florida Power & Light Company recorded January 30, 1980 in Official Records Book 2141, Page 127 and Subordination of Interest Agreement by and between Florida Power & Light Company and the City of Deltona recorded April 22, 2002 in Official Records Book 4852, Page 1008, Public Records of Volusia County, Florida. (Parcels 1 and 2)
3. Temporary Well Easement and Agreement for Conveyance of Well Site granted to the County of Volusia recorded February 29, 2008 in Official Records Book 6199, Page 843, Public Records of Volusia County, Florida. (Parcel 1)
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5. Permanent Well Head Protection Easement by and between Arbor Ridge, LLC, a Florida limited liability company and the County of Volusia recorded February 4, 2009 in Official Records Book 6319, Page 3286, Public Records of Volusia County, Florida. (Parcel 1)
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7. Declaration of Covenants, Conditions and Restrictions, which contains provisions for a private charge or assessments, recorded May 20, 1991, in Official Records Book 3634, Page 52, Public Records of Volusia County, Florida. (Parcel 2)
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9. Easement Agreement by and between Deltona Woods Community Association, Inc. and Arbor Ridge Community Association, Inc., recorded April 15, 2002 in Official Records Book 4848, Page 4904, Public Records of Volusia County, Florida. (Parcel 2)

**[END OF SCHEDULE B]**

## First American Title Insurance Company

## SERVICE, QUALITY AND AVAILABILITY

First American Title Insurance Company cares about its customers and their ability to obtain information and service on a convenient, timely and accurate basis. Lowndes, Drosdick, Doster, Kantor & Reed, P.A., as Issuing Agent, can assist you with questions about this Policy and with further title insurance needs, and should be contacted at the following address:

**LOWNDES, DROSDICK, DOSTER, KANTOR & REED, P.A.**
**215 NORTH EOLA DRIVE (ZIP CODE 32801-2028)**
**POST OFFICE BOX 2809**
**ORLANDO, FLORIDA 32802-2809**
**TELEPHONE: (407) 843-4600**
**FACSIMILE: (407) 843-4444**
**(Ask for the Real Estate Department or representative who signed this Policy.)**

In addition, First American Title Insurance Company has a qualified staff of service representatives dedicated to serving you. A toll-free number is available for your convenience in obtaining information about coverage and to provide assistance in resolving complaints: 1-800-929-7186. Office hours are from 8:30 a.m. through 5:30 p.m. EST, Monday through Friday.

| | |
|---|---|
| First American Title | Owner's Policy of Title Insurance<br>ISSUED BY<br>**First American Title Insurance Company** |
| **Exhibit A** | |

THAT PART OF GOVERNMENT LOT 5, IN SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A 4"X4" CONCRETE MONUMENT WITH 1/2" IRON BAR, NO IDENTIFICATION AT THE NORTHEAST CORNER OF GOVERNMENT LOT 5, SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, THENCE RUN SOUTH 89 DEGREES 33 MINUTES 11 SECONDS WEST 656.22 FEET ALONG THE NORTH BOUNDARY OF SAID GOVERNMENT LOT 5 TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 26 MINUTES 49 SECONDS EAST 120.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 89 DEGREES 33 MINUTES 11 SECONDS EAST 22.67 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 26 MINUTES 49 SECONDS EAST 50.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 89 DEGREES 33 MINUTES 11 SECONDS EAST 88.06 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 10 DEGREES 29 MINUTES 20 SECONDS EAST 62.48 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 21 DEGREES 58 MINUTES 57 SECONDS EAST 52.12 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 32 DEGREES 26 MINUTES 02 SECONDS EAST 52.12 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 42 DEGREES 50 MINUTES 56 SECONDS EAST 51.79 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 41 DEGREES 43 MINUTES 11 SECONDS WEST 115.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE BEGINNING OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 401.14 FEET; THENCE FROM A TANGENT BEARING OF SOUTH 48 DEGREES 06 MINUTES 40 SECONDS EAST RUN SOUTHEASTERLY 1.19 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00 DEGREES 10 MINUTES 10 SECONDS TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE END OF SAID CURVE; THENCE RUN SOUTH 48 DEGREES 16 MINUTES 49 SECONDS EAST 118.81 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 52 DEGREES 49 MINUTES 15 SECONDS WEST 50.95 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 45 DEGREES 43 MINUTES 56 SECONDS WEST 361.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 44 DEGREES 33 MINUTES 20 SECONDS EAST 335.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 45 DEGREES 43 MINUTES 56 SECONDS EAST 185.01 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM,PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 21 SECONDS EAST 99.99 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 28 MINUTES 40 SECONDS EAST 561.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 02 DEGREES 06 MINUTES 51 SECONDS WEST 62.18 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 13 DEGREES 02 MINUTES 32 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 23 DEGREES 58 MINUTES 20 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 34 DEGREES 54 MINUTES 08 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 45 DEGREES 23 MINUTES 02 SECONDS WEST 56.06 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 41 SECONDS WEST 127.52 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 46 DEGREES 53 MINUTES 01 SECONDS EAST 165.58 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 41 SECONDS WEST 100.46 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 399.90 FEET AND A CENTRAL ANGLE OF 47 DEGREES 53 MINUTES 50 SECONDS; THENCE RUN SOUTHWESTERLY 334.30 FEET ALONG THE ARC OF SAID CURVE TO A 4"X4" CONCRETE

| First American Title | Owner's Policy of Title Insurance<br>ISSUED BY<br>First American Title Insurance Company |
|---|---|
| **Exhibit A (Cont')** | |

MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE END OF SAID CURVE; THENCE RUN SOUTH 00 DEGREES 00 MINUTES 09 SECONDS EAST 90.24 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT A POINT ON THE NORTH BOUNDARY OF ARBOR RIDGE UNIT 1 AS DESCRIBED AND RECORDED IN MAP BOOK 47 PAGE 127 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT ALSO BEING THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89 DEGREES 45 MINUTES 33 SECONDS; THENCE RUN SOUTHEASTERLY 39.17 FEET ALONG THE NORTH BOUNDARY OF SAID ARBOR RIDGE UNIT 1 AND SAID CURVE TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT A POINT ON THE NORTH BOUNDARY OF ARBOR RIDGE UNIT 3, AS DESCRIBED AND RECORDED IN MAP BOOK 50, PAGES 159 THROUGH 161 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA FOR THE END OF SAID CURVE; THENCE RUN ALONG THE NORTH BOUNDARY OF SAID ARBOR RIDGE UNIT 3 THE FOLLOWING COURSES AND DISTANCES: SOUTH 89 DEGREES 45 MINUTES 42 SECONDS EAST 299.31 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 875.00 FEET AND A CENTRAL ANGLE OF 02 DEGREES 10 MINUTES 13 SECONDS; THENCE RUN EASTERLY 33.14 FEET ALONG THE ARC OF SAID CURVE TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE END OF SAID CURVE; THENCE RUN NORTH 00 DEGREES 14 MINUTES 18 SECONDS EAST 128.10 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1"; THENCE RUN SOUTH 89 DEGREES 45 MINUTES 42 SECONDS EAST 211.51 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" ON THE EAST BOUNDARY OF THE AFORESAID GOVERNMENT LOT 5; THENCE RUN NORTH 00 DEGREES 14 MINUTES 43 SECONDS EAST 1025.98 FEET ALONG SAID EAST BOUNDARY TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE NORTHWEST CORNER OF THE AFORESAID ARBOR RIDGE UNIT 3; THENCE LEAVING THE AFORESAID NORTH BOUNDARY RUN NORTH 00 DEGREES 09 MINUTES 21 SECONDS EAST 1326.12 FEET ALONG SAID EAST BOUNDARY TO THE POINT OF BEGINNING, LESS AND EXCEPT THAT PORTION OF GOVERNMENT LOT 5 CONVEYED TO THE COUNTY OF VOLUSIA, DESCRIBED IN THAT CERTAIN WARRANTY DEED RECORDED FEBRUARY 4, 2009 IN BOOK 6319, PAGE 3238 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCING AT THE PERMANENT REFERENCE MONUMENT (PRM) AT THE INTERSECTION OF THE EAST LINE OF SAID GOVERNMENT LOT 5 WITH THE NORTH LINE OF LOT 204, AS SHOWN ON THE PLAT OF ARBOR RIDGE, UNIT 3, AS RECORDED IN MAP BOOK 50, PAGES 159 THROUGH 161, INCLUSIVE, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, RUN THENCE NORTH 00° 14' 43" EAST ALONG SAID EAST LINE A DISTANCE OF 144.53 FEET; THENCE NORTH 89° 45' 42" WEST A DISTANCE OF 39.49 FEET TO THE POINT OF BEGINNING: CONTINUE THENCE NORTH 89° 45' 42" WEST A DISTANCE OF 60.00 FEET; RUN THENCE NORTH 00° 14' 43" EAST A DISTANCE OF 60.00 FEET; RUN THENCE SOUTH 89° 45' 42" EAST A DISTANCE OF 60.00 FEET; RUN THENCE SOUTH 00° 14' 43" WEST A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

LOT 82, OF DELTONA WOODS UNIT 2, according to plat thereof, recorded in Map Book 43, Page(s) 172 through 176, inclusive, of the Public Records of Volusia County, Florida.

9010013\159524\1553259v1

# Staff Report

**To:** **Development Review Committee**

**From:** **Scott McGrath**

**Date:** **March 16, 2014**

**Meeting Date:** **April 2, 2015**

**Subject:** **Project No. FP14-002, Final Plat for Arbor Ridge Unit 5**

---

## I. SUMMARY OF APPLICATION:

| | |
|---|---|
| DESCRIPTION: | Final Plat for a 77 unit subdivision with 4 tracts. |
| APPLICANT: | Steven Buswell, Parker Mynchenberg & Assoc. |
| ENGINEER OF RECORD: | Steven Buswell, Parker Mynchenberg & Assoc. |
| OWNER: | Arbor Ridge Builders LLC. |
| PARCEL NO.: | 05-18-31-00-00-0230 |
| ADDRESS: | Multiple Parcels |
| ACREAGE: | ±25.59 Acres |
| LOCATION: | Northeast corner of the existing Arbor Ridge subdivision, northeast of the intersection of Howland Boulevard and Forest Edge Drive in Deltona. |

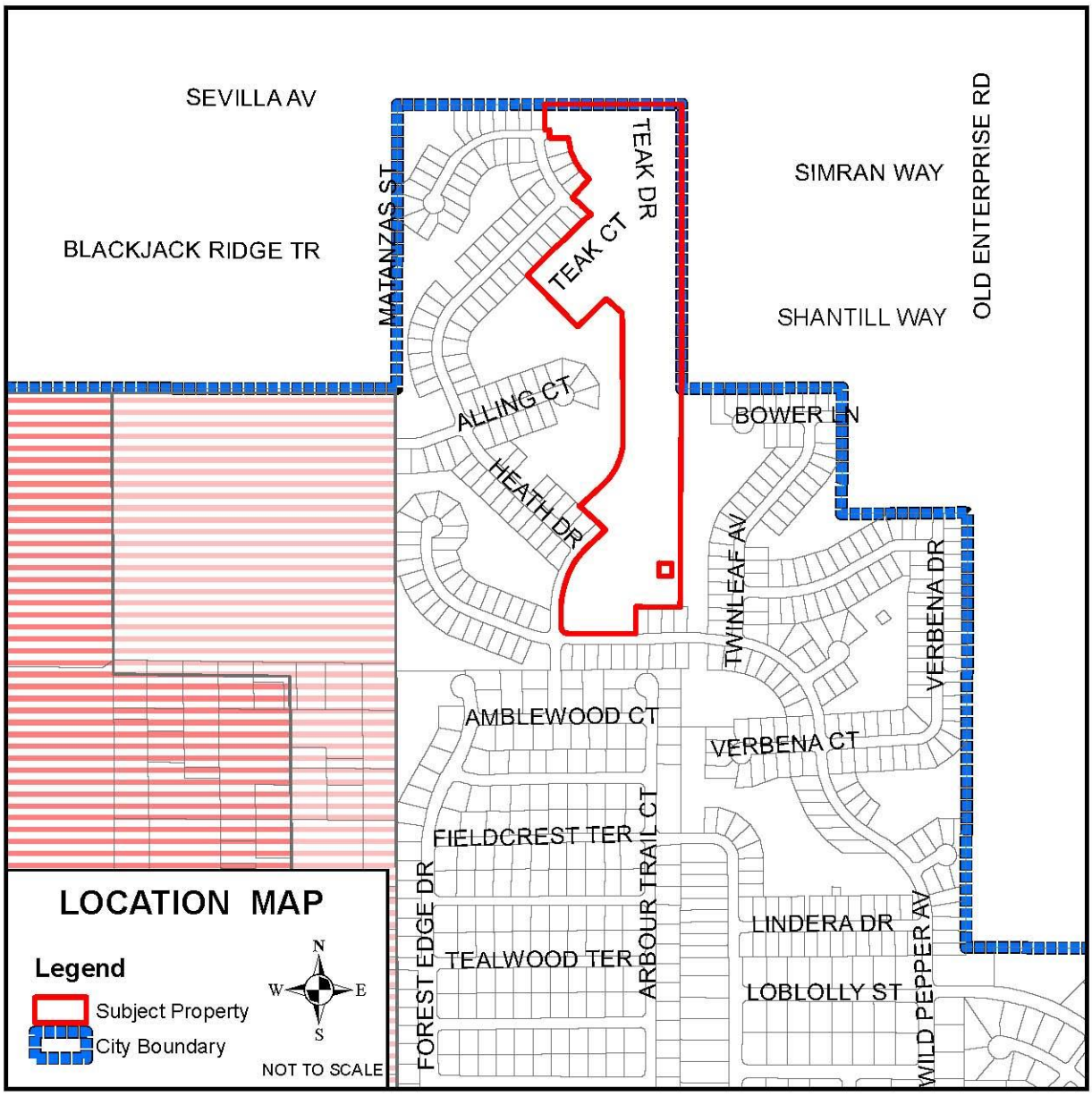


**Figure 1: Location Map**

**Figure 2: Aerial Photo**

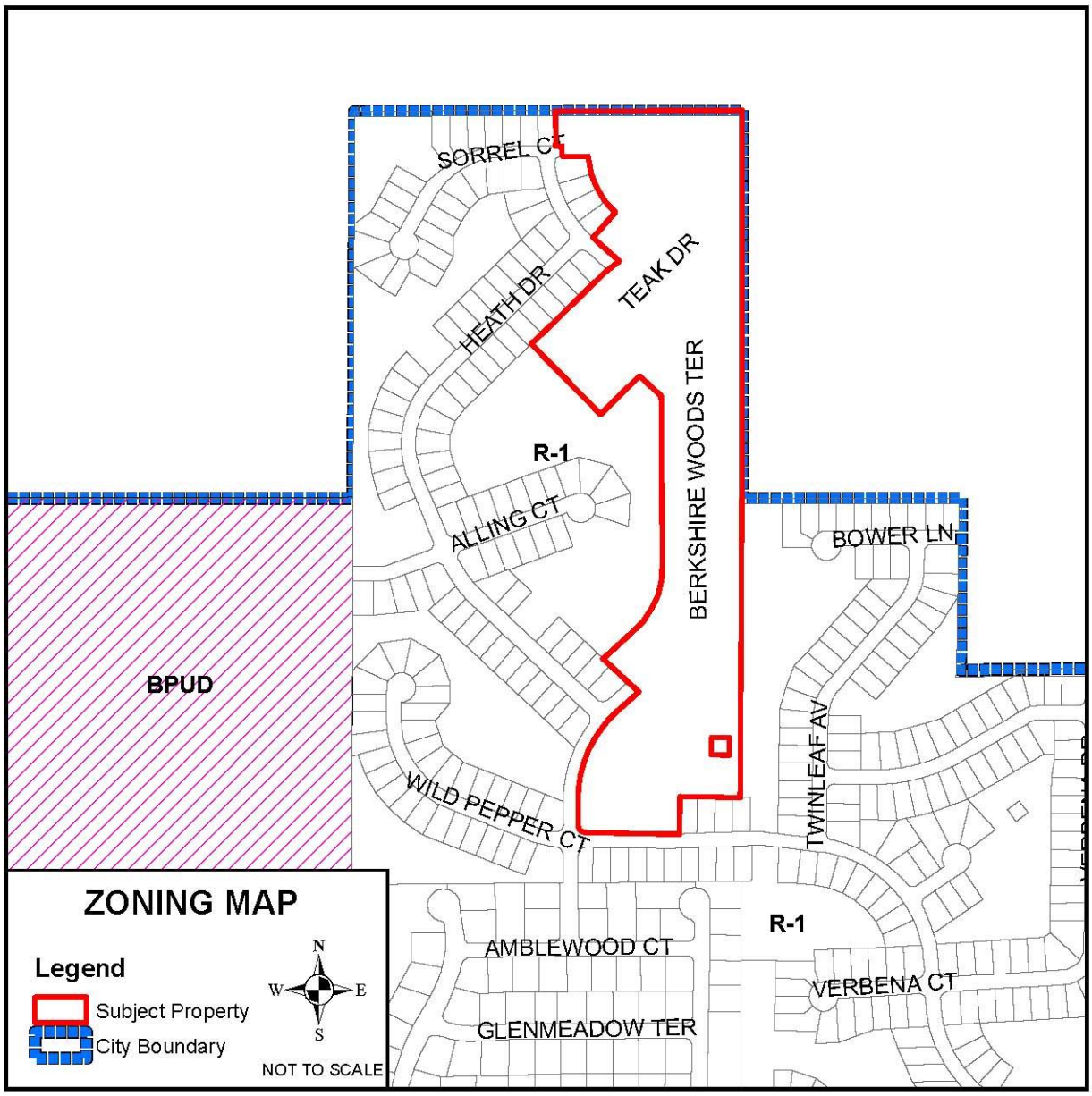


**Figure 3: Existing Zoning**

## STAFF COMMENTS

### Planning and Development Services

1. The Final Plat shows 81 lots but the construction plans have 77. Please address.
2. Final Plat, page 1, note 7 does not match the dedication language, please change County of Volusia to Public Utilities.
3. Construction plans sheet 1 of 27 – update acreage to match the language on the plat.
4. Previous comment - page 14 of 27, the community park parking lot; the row end radius and backup area should both be no less than 15'.
5. Previous comment - All FEMA FIRM information should be consistent and use the most recent information available. Please insure that all sheets the mention FRIM panels are using the **February 19, 2014** date and correct panel number of **12127C0630J**.

### Deltona Water & Engineering

**Plat Comments:**

1. Sheet 1 of 3 Notes Note #8- Remove references to Volusia County. Reference Sec 98-31. (d)(1) Natural Vegetation Retention Area of the City of Deltona Land Development Code.
2. Sheets 2 & 3 of 3 refer to Tract M as Open Space & NRVA.
3. Sheet 3 of 3 Tract L- Define the Open Space/NRVA limits. This lot will per the Construction Plans Sheet 6 of 19 indicate a structure with a parking lot area.

**Construction Plans:**

1. **New Comment:** Sheet 1 of 27 Site Data- Revise the Tracts to include Tract M and label all of the tracts as Open Space/NVRA/Stormwater Management Area.
2. **Comment #1-** The correct limits of the proposed silt fence located within Tracts Q & S still has not been updated on the revised plans. Please ensure that all plan sheets that refer to any Tract that is labeled as NRVA and HTRA are shown as such. The trees to be removed from the 10' HTRA to construct the slopes for the stormwater areas have not been shown on the revised plans. Please correct. Please provide a separate sheet that has these areas shown in a larger scale for review of trees that are overlapping and have overlapping information. Include the chart provided on Sheet 13 of 27 on the new page as well. If trees are to be removed from the HTRA on Tracts Q & S provide a separate chart on this page as well.
3. **Comment #2-** Sheets 1-5 Specific Purpose Survey provided in this response to comments is not legible as requested; please provide plan sheets with the individual tracts enlarged for better review of quantity of trees located within each Tract. Tract J & M had statistical surveys done with 16x16 plots, please provide a copy of the statistical tree survey for these two tracts. Provide tree charts for each tract indicating the species, quantity, DBH and CSSI of trees located within these tracts. The HTRA easement will need a separate chart for each tract identifying the same information. The single page Tree Removal Calculations will be added to the plans with the above requirement. Also requested on the last comments a note was to be placed on the Tree Survey and all Construction sheets that apply to the construction within Tracts L, M, Q, & S(if Tract J will have any construction include this as well), see requested note below and add to all applicable plan sheets.

Due to the fact the NRVA and stormwater are located within the same areas this compounds the issue of the tree survival. Once the required tree survey is submitted and reviewed the City of Deltona and the Developer/HOA have a base line for future enforcement of these areas. Place a note on the Tree Survey and on the sheets that apply to construction within Tracts L, M, and Q & S stating that:

All trees 1 ½" and greater located within the Natural Vegetation Retention Area's on Tracts L, M, Q and S that become dead, dying, damaged or diseased are to be replanted or a fee paid into the City of Deltona Tree Replacement Fund at 100% of the cross sectional square inch of each tree removed at $18.04 per CSSI or at the City of Deltona's current replacement rate.

Sheets 12 & 13 of 27 Tree Removal Plan- provide enlarged call out sections of the proposed trees to be removed for the stormwater construction, please provide a large page with these sections shown for better review. There are multiple trees that are overlapping with overlapping information that are not legible.

4. **Comment #3-** The Tot Lot proposed still does not indicate what trees will be removed off of this lot for the construction of the building, parking lot and 8" pipe within the 30' easement. Please revise. The remaining trees located within this lot need to be labeled Open Space/NRVA. Please revise.
5. The proposed canopy trees(Live Oaks) shown in the landscaping for this lot can be calculated into the replacement stock for the trees to be removed, provide a chart showing the species, DBH, quantity and the total CSSI of replacement.
6. **Comment #4-** A 5 day Scrub-jay survey will need to done and a copy of the report and all permitting required with USFWCC will need to be provided to the City of Deltona for review prior to the issuance of the DO. The DO is a required document for both USFWCC and FWC at time of permitting with these agencies. The final permits/ITP or letter of No Findings must be provided to the City of Deltona prior to the Site Engineering Inspection Card will be issued and no inspections will be done until this information has been provided and reviewed.
7. Note #8 on the Cover Sheet only refers to the trees to be removed during the excavation of the Gopher Tortoises and not the protection of any Gopher Tortoises that may not be removed and would require the 25' protection. Please clarify.

**Building Department**

N/A

**Fire Safety Services**

1. **Previous Comment.** More than one fire department access road shall be provided when it is determined by the AHJ that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access (NFPA 1, *Fire Code*, 2009 Edition, Section 18.2.3.3).

   **Due to the number of homes, their locations, and limited access, a secondary fire department access road shall be provided.**

****Revise the letter submitted by Steve Buswell, addressing the request for a secondary means of access, stating "when the original approval was granted, while a second access was a requirement, it was not applied to this design", to include a reference to the future access that will be provided through the Allings Drive connection from Halifax Crossings.

This information shall also be included in the Developmental Order.

**Peer Review**

All comments addressed.

**Recommendation**

Staff recommends approval of the Arbor Ridge Final Plat Unit 5 (FP14-002).

# AGREEMENT

THIS AGREEMENT made this 16th day of December, 2013, by and between Arbor Ridge, LLC, a Florida Limited Liability Company (the "Seller"), Arbor Ridge Community Association, Inc., a Florida Corporation Not For Profit (the "Association"), and Arbor Ridge Builders, LLC, a Florida Limited Liability Company, its successors and assigns (the "Buyer").

WITNESSETH:

WHEREAS, Buyer has received an assignment of an executed Contract to purchase from the Seller the land described on Exhibit "A" hereof (the "Property"); and

WHEREAS, the Buyer and Seller intend that the Property be annexed into the Arbor Ridge Development located in Volusia County, Florida, and become Unit 5 of the Arbor Ridge Development; and

WHEREAS, the Association was created under the Master Declaration of Easements, Covenants and Conditions for Arbor Ridge, which was recorded in Official Records Book 4549, Page 2685, of the Public Records of Volusia County, Florida as supplemented from time to time; and

WHEREAS, the Association manages the Arbor Ridge Development as the Master Association;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and for other good and valuable consideration, the parties agree as follows:

1. The above recitals are true and correct and are hereby incorporated by reference herein.

2. Buyer agrees that upon its closing on the Property, it shall designate and convey to the Association an area reasonably acceptable to the Association within the Property to serve as a playground/community park. The furnishing and equipping of the playground/community park and all of the improvements required therein shall be at the expense of the Association; however, the Buyer agrees at the closing to contribute to the Association the sum of One Thousand Five Hundred and No/100 ($1,500.00) Dollars. Within a reasonable period of time after closing, the Buyer and Association shall work together and utilize their best efforts and good faith to designate an area to serve as the playground/community park.

3. The color scheme for the Dwelling Units to be constructed upon the Lots at the Property shall be subject to the approval of the Association. Said approval not to be unreasonably withheld or delayed.

4. Prior to construction of Dwelling Units, Buyer shall provide schematics and blueprints for Dwelling Units to be located upon the Lots within the Property which shall show

the dimensions and overall construction to the Association. The Association shall have ten (10) days from receipt of the foregoing for the approval or disapproval of the schematics and blueprints from its receipt of same. The Association can not unreasonably withhold its approval to the schematics and blueprints. If the Association does not provide its written approval or disapproval during the ten (10) day period, or provide written notice why approval has not been given, the schematics and blueprints shall be deemed approved.

5. The initial Architectural Review Committee for the Property shall consist of the current Board of Directors of the Association, until such time as seventy-five (75%) percent of the Lots within the Property are sold to third party buyers. Upon the occurrence of the foregoing, the Buyer shall be entitled to appoint one member to the Architectural Review Committee for Arbor Ridge, Unit 5 and the Owners of Arbor Ridge Unit 5 shall be entitled to appoint the other two members.

6. The Seller shall prepare and file a Supplemental Declaration which shall annex the Property as Unit 5 into the Arbor Ridge Development. The Supplemental Declaration shall be similar to prior Supplemental Declarations which annexed other sections of land into the Arbor Ridge Development.

7. The Association acknowledges and agrees that the Property shall be annexed into the Arbor Ridge Development as Unit 5 and agrees to execute and join in the Supplemental Declaration which annexes the Property into the Arbor Ridge Development to indicate its agreement to the annexation. Further, the parties agree to execute any and all documents which may be required for such annexation and to provide such further assurances as may be needed so that the annexation is successfully completed.

8. The Buyer and the Association, at no cost to the Association, shall cooperate with each other in providing drainage easements and water management permits, and the Buyer and the Association shall execute the appropriate documentation which relate thereto, as needed, during the development of the Property into Dwelling Units and/or Lots.

9. The Seller and Buyer shall each pay one-half of the attorney's fee of $4,500.00 to The Gable Law Firm, P.A. to pay the attorney's fees for the Association within five days from the date of this Agreement.

10. The Seller has provided appropriate proof of its right to make a partial assignment of Declarant rights from the Seller to the Buyer at closing.

11. The provisions hereof shall survive the closing between the Buyer and the Seller.

12. In the event of litigation between the parties, the parties hereby agree that the prevailing party shall be entitled to their reasonable attorney's fees.

13. This Agreement shall be governed by Florida law.

14. In the event of litigation between the parties, the parties agree that venue shall be conclusively established in Volusia County, Florida.

15. This Agreement may be executed in counterparts, and all counterparts when taken together shall constitute one Agreement. This Agreement may be executed by facsimile copy or by e-mail and a facsimile signature or an e-mail signature shall have the same force and effect as an originally signed signature.

16. Except for Paragraph 9 herein above, this Agreement is contingent upon the Buyer closing on the Property.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written.

ARBOR RIDGE, LLC, a Florida Limited Liability Company

By: _____
Name: Charles W. Eggs
Title: President

ARBOR RIDGE COMMUNITY ASSOCIATION, INC., a Florida Corporation Not for Profit

By: _____
Name: _____
Title: _____

ARBOR RIDGE BUILDERS, LLC, a Florida Limited Liability Company

By: _____
Name: _____
Title: _____

14. In the event of litigation between the parties, the parties agree that venue shall be conclusively established in Volusia County, Florida.

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ARBOR RIDGE, LLC, a Florida Limited Liability Company

By:_____
Name:_____
Title:_____

ARBOR RIDGE COMMUNITY ASSOCIATION, INC., a Florida Corporation Not for Profit

By: Michael C Kiepert
Name: Michael C Kiepert
Title: President

ARBOR RIDGE BUILDERS, LLC, a Florida Limited Liability Company

By: M. M
Name: Matthew Markofsky
Title: Authorized member

**EXHIBIT "A"**

THAT PART OF GOVERNMENT LOT 5, IN SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A 4"X4" CONCRETE MONUMENT WITH 1/2" IRON BAR, NO IDENTIFICATION AT THE NORTHEAST CORNER OF GOVERNMENT LOT 5, SECTION 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, THENCE RUN SOUTH 89 DEGREES 33 MINUTES 11 SECONDS WEST 656.22 FEET ALONG THE NORTH BOUNDARY OF SAID GOVERNMENT LOT 5 TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 26 MINUTES 49 SECONDS EAST 120.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 89 DEGREES 33 MINUTES 11 SECONDS EAST 22.67 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 26 MINUTES 49 SECONDS EAST 50.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 89 DEGREES 33 MINUTES 11 SECONDS EAST 88.06 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 10 DEGREES 29 MINUTES 20 SECONDS EAST 62.48 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 21 DEGREES 58 MINUTES 57 SECONDS EAST 52.12 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 32 DEGREES 26 MINUTES 02 SECONDS EAST 52.12 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 42 DEGREES 50 MINUTES 56 SECONDS EAST 51.79 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 41 DEGREES 43 MINUTES 11 SECONDS WEST 115.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE BEGINNING OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 401.14 FEET; THENCE FROM A TANGENT BEARING OF SOUTH 48 DEGREES 06 MINUTES 40 SECONDS EAST RUN SOUTHEASTERLY 1.19 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00 DEGREES 10 MINUTES 10 SECONDS TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE END OF SAID CURVE; THENCE RUN SOUTH 48 DEGREES 16 MINUTES 49 SECONDS EAST 118.81 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 52 DEGREES 49 MINUTES 15 SECONDS WEST 50.95 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 45 DEGREES 43 MINUTES 56 SECONDS WEST 361.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 44 DEGREES 33 MINUTES 20 SECONDS EAST 335.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN NORTH 45 DEGREES 43 MINUTES 56 SECONDS EAST 185.01 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 21 SECONDS EAST 99.99 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC

STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 00 DEGREES 28 MINUTES 40 SECONDS EAST 561.00 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 02 DEGREES 06 MINUTES 51 SECONDS WEST 62.18 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 13 DEGREES 02 MINUTES 32 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 23 DEGREES 58 MINUTES 20 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 34 DEGREES 54 MINUTES 08 SECONDS WEST 54.29 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 45 DEGREES 23 MINUTES 02 SECONDS WEST 56.06 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 41 SECONDS WEST 127.52 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 46 DEGREES 53 MINUTES 01 SECONDS EAST 165.58 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP"; THENCE RUN SOUTH 47 DEGREES 53 MINUTES 41 SECONDS WEST 100.46 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 399.90 FEET AND A CENTRAL ANGLE OF 47 DEGREES 53 MINUTES 50 SECONDS; THENCE RUN SOUTHWESTERLY 334.30 FEET ALONG THE ARC OF SAID TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT THE END OF SAID CURVE; THENCE RUN SOUTH 00 DEGREES 00 MINUTES 09 SECONDS EAST 90.24 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1 PRM PCP" AT A POINT ON THE NORTH BOUNDARY OF ARBOR RIDGE UNIT 1 AS DESCRIBED AND RECORDED IN MAP BOOK 47 PAGE 127 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT ALSO BEING THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89 DEGREES 45 MINUTES 23 SECONDS; THENCE RUN SOUTHEASTERLY 39.17 FEET ALONG THE NORTH BOUNDARY OF SAID ARBOR RIDGE UNIT 1 AND SAID CURVE TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT A POINT ON THE NORTH BOUNDARY OF ARBOR RIDGE UNIT 3, AS DESCRIBED AND RECORDED IN MAP BOOK 50, PAGES 159 THROUGH 161 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA FOR THE END OF SAID CURVE; THENCE RUN ALONG THE NORTH BOUNDARY OF SAID ARBOR RIDGE UNIT 3 THE FOLLOWING COURSES AND DISTANCES: SOUTH 89 DEGREES 45 MINUTES 42 SECONDS EAST 299.31 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 875.00 FEET AND A CENTRAL ANGLE OF 02 DEGREES 10 MINUTES 13 SECONDS; THENCE RUN EASTERLY 33.14 FEET ALONG THE ARC OF SAID CURVE TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE END OF SAID CURVE; THENCE RUN NORTH 00 DEGREES 14 MINUTES 18 SECONDS EAST 128.10 FEET TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1"; THENCE RUN SOUTH 89 DEGREES 45 MINUTES 42 SECONDS EAST 211.51 FEET TO A 4"X4"

CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" ON THE EAST BOUNDARY OF THE AFORESAID GOVERNMENT LOT 5; THENCE RUN NORTH 00 DEGREES 14 MINUTES 43 SECONDS EAST 1025.98 FEET ALONG SAID EAST BOUNDARY TO A 4"X4" CONCRETE MONUMENT WITH DISC STAMPED "JWG LB1" AT THE NORTHWEST CORNER OF THE AFORESAID ARBOR RIDGE UNIT 3; THENCE LEAVING THE AFORESAID NORTH BOUNDARY RUN NORTH 00 DEGREES 09 MINUTES 21 SECONDS EAST 1326.12 FEET ALONG SAID EAST BOUNDARY TO THE POINT OF BEGINNING, LESS AND EXCEPT THAT PORTION OF GOVERNMENT LOT 5 CONVEYED TO THE COUNTY OF VOLUSIA, DESCRIBED IN THAT CERTAIN WARRANTY DEED RECORDED FEBRUARY 4, 2009 IN BOOK 6319, PAGE 3238 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 5, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCING AT THE PERMANENT REFERENCE MONUMENT (PRM) AT THE INTERSECTION OF THE EAST LINE OF SAID GOVERNMENT LOT 5 WITH THE NORTH LINE OF LOT 204, AS SHOWN ON THE PLAT OF ARBOR RIDGE, UNIT 3, AS RECORDED IN MAP BOOK 50, PAGES 159 THROUGH 161, INCLUSIVE, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, RUN THENCE NORTH 00° 14' 43" EAST ALONG SAID EAST LINE A DISTANCE OF 144.53 FEET; THENCE NORTH 89° 45' 42" WEST A DISTANCE OF 39.49 FEET TO THE POINT OF BEGINNING: CONTINUE THENCE NORTH 89° 45' 42" WEST A DISTANCE OF 60.00 FEET; RUN THENCE NORTH 00° 14' 43" EAST A DISTANCE OF 60.00 FEET; RUN THENCE SOUTH 89° 45' 42" EAST A DISTANCE OF 60.00 FEET; RUN THENCE SOUTH 00° 14' 43" WEST A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING.

# AGENDA MEMO

**TO:** Mayor & City Commission **AGENDA DATE:** 4/20/2015

**FROM:** Dale Baker, Acting City Manager **AGENDA ITEM:** 9 - D

**SUBJECT:** Public Hearing - Ordinance No. 04-2015, Creating a new Chapter 45, "Panhandling," of the Deltona Code of Ordinances, making findings, providing definitions, and prohibiting certain acts.

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**LOCATION:** N/A

**BACKGROUND:** At the City Commission's regular meeting held on March 16, 2015, Commissioner Herzberg suggested that the City look into ordinances regarding panhandling, public intoxication and vagrancy.

The ordinance was approved at first reading with the addition of Section 45-3 Penalty, adding the words "school" and "house of worship" and the City Attorney has also added the words "daycare facility" as it goes along with the reference to schools. Section 45-2(5) was revised as follows: "area within thirty feet (30'), in any direction, of the entrance or exit of a commercial, retail, office, or governmental building, house of worship, public or private school, or daycare facility, unless the person soliciting has explicit written permission from the owner of such property;".

**ORIGINATING DEPARTMENT:** City Attorney's Office

**SOURCE OF FUNDS:** N/A

**COST:** N/A

**REVIEWED BY:** City Attorney, Acting City Manager

**STAFF RECOMMENDATION PRESENTED BY:** Becky Vose, City Attorney - That the City Commission adopt Ordinance No. 04-2015.

**POTENTIAL MOTION:** "I move to adopt Ordinance No. 04-2015 at second and final

reading."

**AGENDA ITEM APPROVED BY:**

Dale Baker, Acting City Manager

**ATTACHMENTS:**

- Ordinance No. 04-2015

# ORDINANCE NO. 04 – 2015

**AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, CREATING A NEW CHAPTER 45, "PANHANDLING," OF THE DELTONA CODE OF ORDINANCES, MAKING FINDINGS, PROVIDING DEFINITIONS, PROHIBITING CERTAIN ACTS, AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY, AND EFFECTIVE DATE.**

WHEREAS, the City Commission recognizes an individual's first amendment right of free speech and that some kinds of panhandling have been determined to be protected speech; and

WHEREAS, the City Commission finds that an increase in aggressive panhandling, begging and solicitation in the City has become extremely disturbing and disruptive to residents and businesses and has contributed to the loss of access to and enjoyment of public places and also loss of customers for businesses in the City; and

WHEREAS, the City Commission finds that aggressive panhandling, begging and solicitation usually includes approaching or following pedestrians, repetitive requests for money, use of abusive or profane language, unwanted physical contact and intentional blocking of pedestrian or vehicular travel; and

WHEREAS, the City Commission finds that the presence of individuals who solicit money from other individuals at or near entrances/exits to and from buildings and parking areas is especially troublesome because these solicited individuals cannot readily escape from unwanted solicitation; and

WHEREAS, the City Commission finds that panhandling or solicitation on rights of way poses a danger to the person who is panhandling, as well as to the motoring public, and can cause serious traffic congestion that is detrimental to the public health, safety and general welfare;

WHEREAS, the City Commission finds that the current city ordinances are inadequate in protecting the health, safety and general welfare of the residents of and visitors to the City in preventing the fear and intimidation that accompanies certain types of begging, panhandling and solicitation in certain locations within the City; and

WHEREAS, the City Commission finds that any individual who begs, panhandles or solicits under circumstances that warrant a justifiable and reasonable alarm or immediate concern for the safety of other individuals or property in the vicinity by unwanted touching, detaining, impeding or intimidation which causes fear or apprehension in another individual constitutes a threat to the public health, safety and general welfare of the citizens of and visitors to the City; and

WHEREAS, the City Commission finds that panhandling during hours other than in full daylight can be particularly threatening to solicited individuals, causing reasonable alarm and immediate concern for the safety of those solicited individuals; and

WHEREAS, the City Commission finds establishing an ordinance to address and prevent such begging, panhandling and soliciting will serve to protect the public health, safety and general welfare of the citizens of and visitors to the City and serves a valid public purpose; and

WHEREAS, the regulations of this ordinance constitute the minimum regulations necessary relating to the time, place and manner of panhandling that is necessary to protect the public health, safety and general welfare of the citizens of and visitors to the City of Deltona.

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

**SECTION 1.** The foregoing "Whereas" clauses are true and correct and are hereby ratified and confirmed by the City Commission.

**SECTION 2.** Chapter 45, *"Panhandling*" of the Code of Ordinances of the City of Deltona is hereby created to read as follows:

**Sec. 45-1. Definitions**

(a) *Aggressive panhandling* means:

(1) approaching or speaking to a person in such a manner as would cause a reasonable person to believe that the person is being threatened with either imminent bodily injury or the commission of a criminal act upon the person or another person, or upon property in the person's immediate possession;

(2) continuing to request money or something else of value after the person solicited has given a negative response to the initial request;

(3) blocking, either individually or as part of a group of persons, the passage of a solicited person;

(4) touching the solicited person without explicit permission; or,

(5) engaging in conduct that would reasonably be construed as intended to intimidate, compel or force a solicited person to accede to demands.

(b) *Panhandling* means:

(1) any solicitation made in person requesting an immediate donation of money or other thing of value for oneself or another person; or

(2) any solicitation which seeks a donation where the person soliciting receives an item of little or no monetary value in exchange and where a reasonable person would understand that the transaction is in substance a donation.

**Sec. 45-2. Prohibited acts regarding panhandling**

(a) It shall be unlawful to engage in the act of panhandling when either the solicitation occurs or the person being solicited is located in, on or at any of the following locations:

(1) bus stop or any public transportation facility;
(2) public transportation vehicle;
(3) parking lot, unless the person soliciting has explicit written permission from the owner of such parking lot;
(4) area within thirty feet (30'), in any direction, of an automatic teller machine;
(5) area within thirty feet (30'), in any direction, of the entrance or exit of a commercial, retail, office, or governmental building, house of worship, public or private school, or daycare facility, unless the person soliciting has explicit written permission from the owner of such property;
(6) private property, unless the person soliciting has explicit written permission from the owner of such property;
(7) public right-of-way.

(b) It shall be unlawful to engage in panhandling at any time between 6:30 p.m. and 8:30 a.m.

(c) It shall be unlawful to engage in the act of Aggressive Panhandling in any location in the City.

**Sec. 45-3. Penalty**

Any person who commits any act declared unlawful in this chapter shall be punished by a fine not exceeding $500.00 or imprisonment for a term not exceeding sixty (60) days, or by both such fine and imprisonment in the discretion of the court. If committed in the presence of a law enforcement officer, any act declared unlawful in this chapter shall be considered to be an arrestable offense.

**SECTION 3. 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 4. 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 5. 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 6. EFFECTIVE DATE.** This Ordinance shall take effect immediately upon its final passage and adoption.

**PASSED AND ADOPTED THIS ____ DAY OF _____, 2015.**

**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**