City of Deltona

PLANNING & ZONING BOARD MEETING
WEDNESDAY, MARCH 19, 2014
7:00 P.M.

CITY HALL COMMISSION CHAMBERS
2345 PROVIDENCE BOULEVARD
DELTONA, FLORIDA 32725

AGENDA

1. **CALL TO ORDER:**
2. **ROLL CALL:**
3. **APPROVAL OF MINUTES: February 19, 2014**
4. **PUBLIC COMMENTS:**
5. **OLD BUSINESS:**
6. **NEW BUSINESS:**
   A. **RZ13-009, Amendment to the Official Zoning Map (Ordinance No. 04-2014).**
7. **MEMBER COMMENTS:**
8. **ADJOURNMENT:**

NOTE: If any person decides to appeal any decision made by the Planning & Zoning Board 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 at least three (3) working days in advance of the meeting date and time at (386) 878-8100.

DRAFT

CITY OF DELTONA, FLORIDA
PLANNING & ZONING BOARD MEETING
WEDNESDAY, FEBRUARY 19, 2014

A regular meeting of the Deltona Planning and Zoning Board was held on Wednesday, February 19, 2014, in the City's Commission Chambers located at 2345 Providence Boulevard, Deltona, Florida.

1. CALL TO ORDER:

The meeting was called to order at 7:00 p.m. by Chairman McKnight.

2. ROLL CALL:

Chairman	David McKnight	Present
Member	Victor Ramos	Present
Vice-Chairman	Tom Burbank	Present
Member	Wendy Hickey	Present
Member	Noble Olasimbo	Present
Member	Adam Walosik	Present
Member	Herb Zischkau	Absent-Unexcused

Also present: Planning & Development Director, Chris Bowley, AICP; Assistant Director of Planning and Development, Ron Paradise; City Attorney, Becky Vose; Administrative Assistant, Kathrine Kyp.

3. APPROVAL OF MINUTES:

A. Minutes:

1. Meeting – January 19, 2014.

Motion by Member Burbank, seconded by Member Olasimbo to adopt the minutes of the Planning & Zoning Board Meeting of January 19, 2014, as presented.

Motion carried unanimously.

4. PUBLIC COMMENTS: None

5. OLD BUSINESS: None

6. NEW BUSINESS:

B. RZ13-009, Amendment to the Official Zoning Map (Ordinance No. 04-2014).

Chairman McKnight moved an item on the agenda due to it being moved to the March 19, 2014, Planning and Zoning Board meeting.

A. RZ13-008, BPUD Rezoning for the Saxon-Sterling Silver (Ordinance No. 02-2014).

Member McKnight opened the floor to the City Attorney; Becky Vose, Esq. Ms. Vose addressed the Board regarding any potential ex-parte communication with regard to the hearing. Ms. Vose requested the Board address and summarizes any communications aloud. All members stated that no communication has been executed, other than the two letters received from the applicant when they arrived at ~~to~~ the hearing.

Mr. Bowley presented a summary of existing entitlements and proposed options for the application by reviewing the existing 2006 Development Agreement. Mr. Bowley spoke on the points of the proposed Development Agreement, as compared to the existing 2006 Agreement. The 2006 Agreement responded established a development program and development rights, which are vested under the current MPUD.

Mr. Paradise presented a summary of the BPUD application with regard to land use compatibility and traffic safety. Discussion ensued between the Member Burbank and Staff regarding clarification of the LOS standards noted within the Staff Report of segments of Saxon Boulevard. Member Burbank said, according to the Staff Report, the proposal to update the MDP is consistent with the Comp Plan. He stated the Comp Plan FLU 1-7.25 says the City shall require that development should be consistent with the Urban Design Pattern Book. Within the book states all signalized intersections should have mast arms unless waived by the Development Review Committee. Within the updated Agreement, it states the development can have the string-wire signal. Member Burbank asked why it is not stated in the agreement now. Mr. Paradise said the intent was to work with the applicant to facilitate some level of development.

Member Olasimbo asked if the applicant addressed the memo from GMB Engineers due to the extensive issues outstanding. Mr. Paradise responded that they did not update the TIA to-date. Conversation ensued between Board Members and staff regarding vehicular and pedestrian traffic around the development and Saxon Boulevard.

Member Walosik made comments regarding pedestrian connectivity and the lack of staff's restrictions on the pathways around the residential areas into the developments. Conversation ensued between Member Walosik and staff regarding sidewalks. Mr. Bowley described the existing sidewalk conditions and that the required 8-ft. wide sidewalks were constructed along Alabaster Way and Sterling Silver Boulevard. The required 8-ft. wide sidewalk along Saxon Boulevard was only constructed to be 5-ft. wide. Member Walosik stated that sidewalks should be extended along the retirement lot.

Alex Ford, on behalf of the applicant, provided a slide-show presentation to the Board regarding the changes within the proposed Development Agreement and within the MDP, as compared to the 2006 version by using a matrix of points to address. A copy of the matrix document submitted to the Board and staff.

Mr. Ford said that in regards to the right in/right out, that on Tuesday, a deal was reached with the Saxon Medical Plaza to the south that granted an easement from them to allow for a joint access connection. This change, will change the traffic patterns, require an update to the TIA, and be subject to Volusia County's approval.

Chairman McKnight called for a ten minute recess, reconvened, and then opened the public hearing.

John Pike, 1032 Pearl Tree Rd, Deltona FL, mentioned a petition of 470 signatures going around regarding the rezoning. He stated that the majority of the residents moved to the neighborhood for a bedroom community and not to be around retail sales. He requested the motion be a "no" vote. He also made recommendations for alternative zonings, by recruiting a rehabilitation facility and a building provided for extended housing for seniors, who can no longer take care of themselves.

Member Burbank made a comment to reinforce that there are existing entitlements on the property already to accommodate a store of this size and that it could be developed as proposed already. Member Walosik also noted that the zoning is already in place and the job of the Board is to make sure that the development plan can fit into the neighborhood without making a big impact on the residential areas. He also said that it is possible to have a commercial mixed-use development with good pedestrian connectivity and a safe environment.

John Cucura, 1090 Pearl Tree Rd, Deltona FL, addressed the Board regarding the proposed rezoning and concerns on the Sterling Court Retirement Community. He said the environmental and traffic impacts would affect resident's health and safety.

Daniel Dudley, 1089 Pearl Tree Rd, Deltona FL, talked about the children who walk or ride to Spirit Elementary and the impact of the traffic and safety hazards that commercial retail stores and would bring to the neighborhood. He also addressed the one-way in and one-way out to the neighborhood and the fact there are more phases planned for development for the area, which would increase traffic as well.

David Dawson, 1698 Sterling Silver Blvd, Deltona FL, president of the homeowner's association, spoke regarding their position on the rezoning. He said that their position is against the rezoning, as it would have a negative effect on the safety, quality-of-life, and property values on them. He requested that the existing zoning on Lots 2 and 4 remain the same.

Peter McNicol, 1041 Pearl Tree Rd, Deltona FL, addressed the traffic issue and asked how the City proposes to address the incoming and outgoing traffic.

Shirley Toka, 1001 Alabaster Way, Deltona FL, addressed the Board regarding the concerns from the Sterling Court Retirement Community. She said she values the mobility of the residents who walk their animals in the area and some people in electric chairs would be impacted and be a concern with the increased traffic.

Theresa Brazee, 1057 Platinum Court, Deltona FL, addressed the increase traffic and danger related to the rezoning application. She spoke on the potential jobs that would be incoming from

fast-food restaurant and a Wal-Mart store, and expressed that these are not the high wage jobs that the neighborhood wants for their kids. She suggested that a Wal-Mart be moved to the Deltona Plaza.

Harvey Oretzky, 1671 Emerald Green Court, Deltona FL, spoke of what he and others were told specifically when they purchased the homes, that the lots around them would be developed for medical use, medical buildings and doctor's offices. He stated that he's aware of the existing zoning.

Chairman McKnight closed the public hearing and then asked if the applicant would like to add anything after hearing the public comments. Mr. Ford requested that if the Board was not ready to vote tonight, that the vote would be time-certain of one month to avoid re-advertising. Conversation ensued regarding the lots already being zoned for commercial, traffic concerns, and pedestrian connectivity. Member Walosik again expressed his concerns regarding the traffic issues.

Motion by Member Burbank, seconded by Member Walosik, to recommend that the City Commission deny, RZ13-008, BPUD Rezoning for the Saxon-Sterling Silver, Ordinance No. 02-2014.

Motion carries with members voting as follows: Member Walosik, for; Member Olasimbo, against; Member Ramos, for; Chairman McKnight, for; Member Hickey, for; and Member Burbank, for.

7. DISCUSSION:

A. By the Board:

Member Ramos made comment to the Sterling Park residents that some development will happen.

Chairman McKnight readdressed the issue regarding the attendance of Member Zischkau; Secretary Kyp stated that the last two meetings, Member Zischkau has been unexcused and recalls one other one. Mr. Bowley said he would follow up with the City Clerk.

B. By the City Attorney: None

C. By Planning & Development Staff: None

8. ADJOURNMENT:

There being no further business, the meeting adjourned at 10:12 p.m.

ATTEST: **David McKnight, CHAIRMAN**

Kathrine Kyp, RECORDING SECRETARY

AGENDA MEMO

TO: Planning and Zoning Board **AGENDA DATE:** March 19, 2014

FROM: Chris Bowley, AICP, Director
Planning and Development Services **AGENDA ITEM: 6A**

SUBJECT: RZ13-009, Amendment to the Official Zoning Map (Ordinance No. 04-2014)

LOCATION:

The subject property is 3.9 acres and is located along the north side of Saxon Boulevard between Finland Drive and North Apache Circle.

BACKGROUND:

The City has received an application to amend the Official Zoning Map for the property from Office Residential (OR) and Public (P) to C-2, General Commercial.

The property to be rezoned is comprised of several parcels created as part of the Deltona Lakes plat. Some of the parcels are developed with individual single family dwellings. The purpose of the requested C-2 zoning is to facilitate redevelopment of the property with a RaceTrac convenience store with fuel sales.

The proposed rezoning is consistent with the Comprehensive Plan and will have no adverse impacts on the health, safety, welfare or morals of the City. In addition the C-2 rezoning request will promote an increase of commercial tax base in the City which is reliant on a residential uses. As well as improving the City tax base, the increase in commercial opportunity represents more service and employment opportunities within the City.

For more information concerning this proposal including detailed graphics, public service analysis, etc., see the attached staff report.

ORIGINATING DEPARTMENT:	Department of Planning & Development Services
REVIEWED BY:	Reviewed by Ron A. Paradise, Assistant Director, Planning & Development Services
PRESENTED BY:	Presented by Scott McGrath, Planner II, Planning & Development Services
STAFF RECOMENDATION:	Staff recommends that the Planning and Zoning Board recommend that the City Commission adopt Ordinance 04-2014 changing the zoning to C-2 from OR and P.
POTENTIAL MOTION:	**"I hereby make a motion to recommend that the City Commission adopt Ordinance No. 04-2014."**
ATTACHMENTS:	RZ13-009 Staff Report Ordinance No. 04-2014

CITY OF DELTONA

Memorandum

To: **Planning and Zoning Board**

From: **Chris Bowley, AICP**

Date: **February 4, 2014**

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

I. SUMMARY OF APPLICATION:

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

Request: The City of Deltona Planning and Development Services Department has received an application to amend the Official Zoning Map from Office Residential (OR) and Public to C-2, General Commercial for a group of parcels located in the 2000 block of Saxon Boulevard situated between Finland Drive and West Apache Drive.

A. SITE INFORMATION:

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

2. **Property Addresses:** 890 N. SR 415

3. **Property Acreage:** ±3.9 Acres

4. **Property Location:** North side of the 2000 block of Saxon Boulevard between Finland and West Apache Drive.

5. **Property Legal Description:**

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

COMMENCE AT THE NORTHWEST CORNER OF SAID LOT 32, FOR A POINT OF BEGINNING; THENCE RUN NORTH 89˚23'36” EAST, ALONG THE NORTH LINE OF SAID LOT 32, A DISTANCE OF 125.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 32; THENCE RUN NORTH 00°50'10" WEST, ALONG THE WEST LINE OF SAID TRACT "K", 100.00 FEET TO THE NORTHWEST CORNER OF SAID TRACT "K", THE RUN NORTH 89°29'56" EAST ALONG THE NORTH LINE OF SAID TRACT "K", LOT 24 AND LOT 23, A DISTANCE OF 403.76 FEET TO THE NORTHEAST CORNER OF SAID LOT 23; THENCE RUN SOUTH 09°42'25" EAST, ALONG THE EAST LINE OF SAID LOT 23, A DISTANCE OF 128.53 FEET TO THE SOUTHEAST CORNER OF SAID LOT 23 AND A POINT LYING ON THE WEST RIGHT-OF-WAY LINE OF W. APACHE CIRCLE AS RECORDED IN AFORESAID PLAT OF DELTONA LAKES UNIT THREE, SAID POINT ALSO LIES ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY, ALONG SAID WEST RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77˚00"37”, AN ARC LENGTH OF 174.73 FEET, A CHORD LENGTH OF 161.87 FEET AND A CHORD BEARING OF SOUTH 41˚47'17” WEST TO THE POINT OF TANGENCY; THENCE RUN SOUTH 03˚16'58” WEST, ALONG SAID WEST RIGHT-OF-WAY LINE, 159.13 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY, ALONG SAID WEST RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 49˚18'42”, AN ARC LENGTH OF 21.52 FEET, A CHORD LENGTH OF 20.86 FEET AND A CHORD BEARING OF SOUTH 27˚56'20” WEST TO A POINT LYING ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAXON BOULEVARD, AS DESCRIBED IN THAT CERTAIN WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 4981, PAGE 3204, OF SAID PUBLIC RECORDS; SAID POINT ALSO LIES ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE PER SAID OFFICIAL RECORDS BOOK 4981, PAGE 3204 AND THE FOLOWING OFFICIAL RECORDS BOOKS 6233 PAGE 3574, OFFICIAL RECORDS BOOK 4716 PAGE 4217, OFFICIAL RECORDS BOOK 4857 PAGE 1546 OF SAID PUBLIC RECORDS AND SAID CURVE, HAVING A RADIUS OF 1088.00 FEET A CENTRAL ANGLE OF 11˚50'21”, AN ARC LENGTH OF 224.81 FEET, A CHORD LENGTH OF 224.41 FEET AND A CHORD BEARING OF NORTH 79˚05'56” WEST TO THE POINT OF TANGENCY; THENCE RUN NORTH 73˚10'46” WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 55.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 807.00 FEET, A CENTRAL ANGLE OF 08˚27'39”, AN ARC LENGTH OF 119.17 FEET,

A CHORD LENGTH OF 119.06 FEET AND A CHORD BEARING OF NORTH 77˚24'35" WEST TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 35.00 FEET, A CENTRAL ANGLE OF 80˚48'15", AN ARC LENGTH OF 49.36 FEET, A CHORD LENGTH OF 45.37 FEET AND A CHORD BEARING OF NORTH 41˚14'18" WEST TO THE POINT OF TANGENCY, SAID POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF FINLAND DRIVE, AS RECORDED IN THE AFORESAID PLAT OF DELTONA LAKES UNIT THREE, THENCE RUN NORTH 00˚50'10" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, 201.39 FEET TO THE POINT OF BEGINNING.

CONTAINING 3.9 ACRES MORE OR LESS.

Figure 1: Location Map

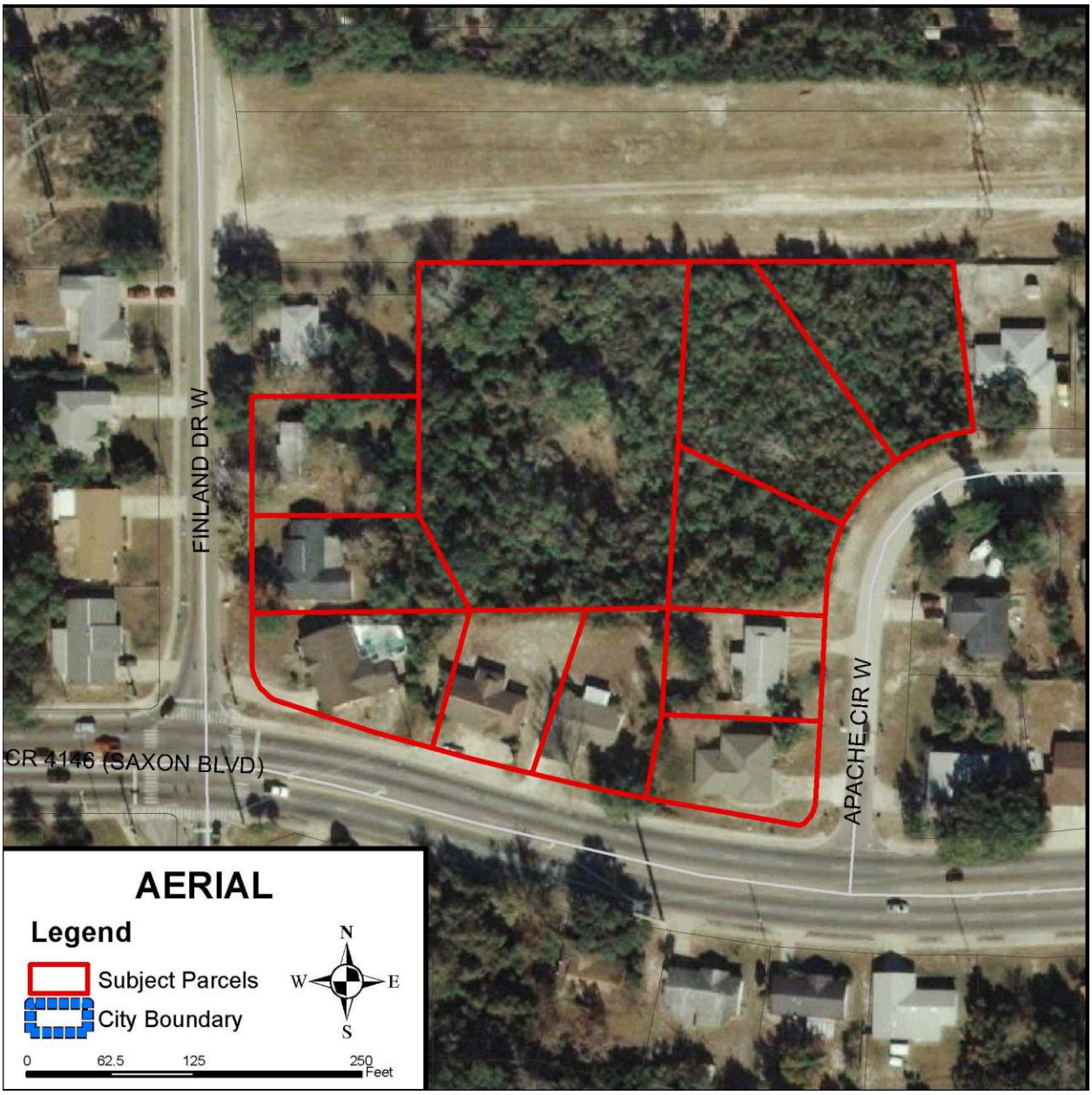


Figure 2: Aerial Photo

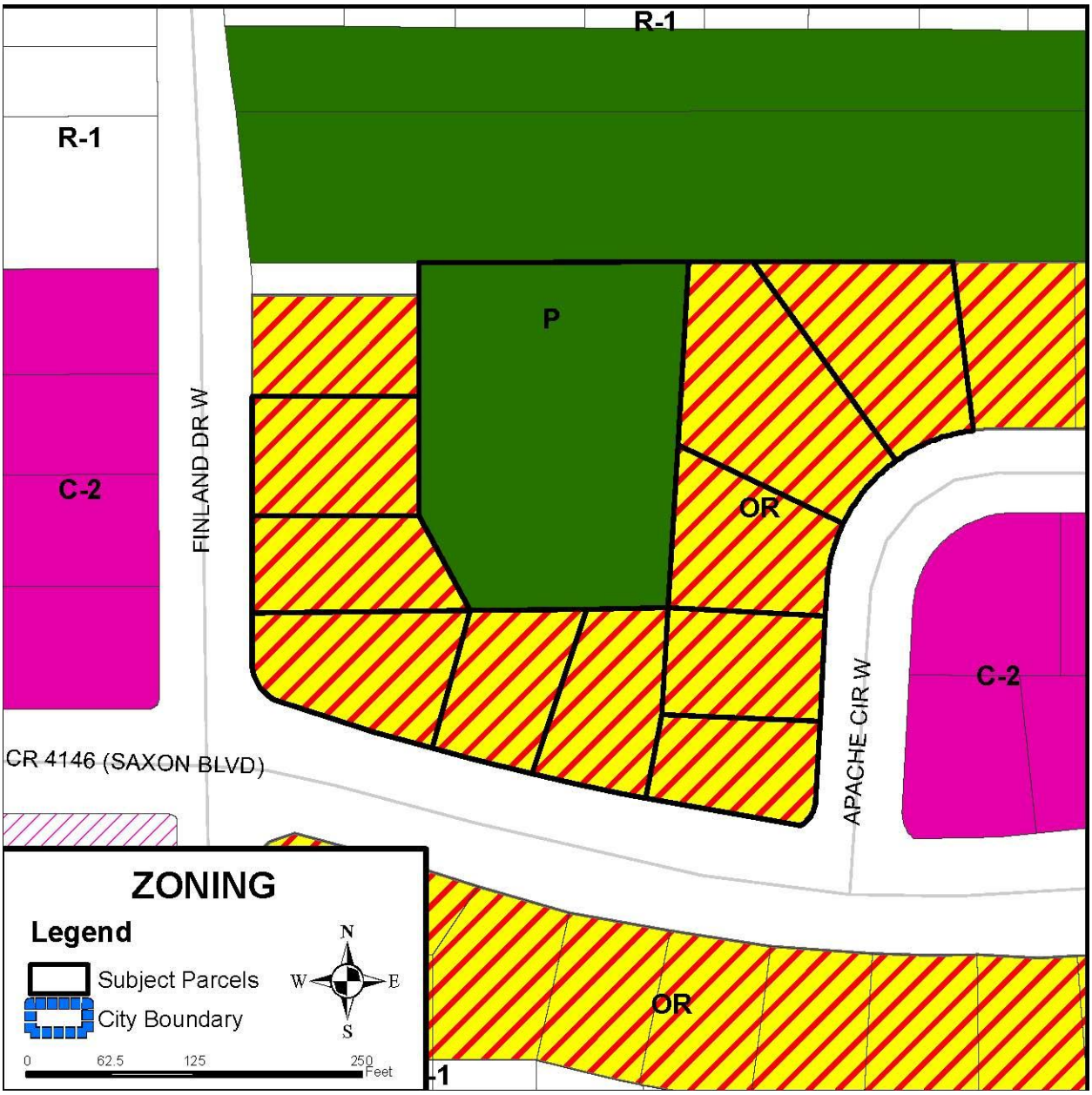


Figure 3: Existing Zoning

B. Existing Zoning:

1. Subject Property:

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

Requested: General Commercial, C-2

2. Adjacent Properties:

North: Public (P)

South: Office Residential (OR)

East: General Commercial, C-2

West: General Commercial, C-2

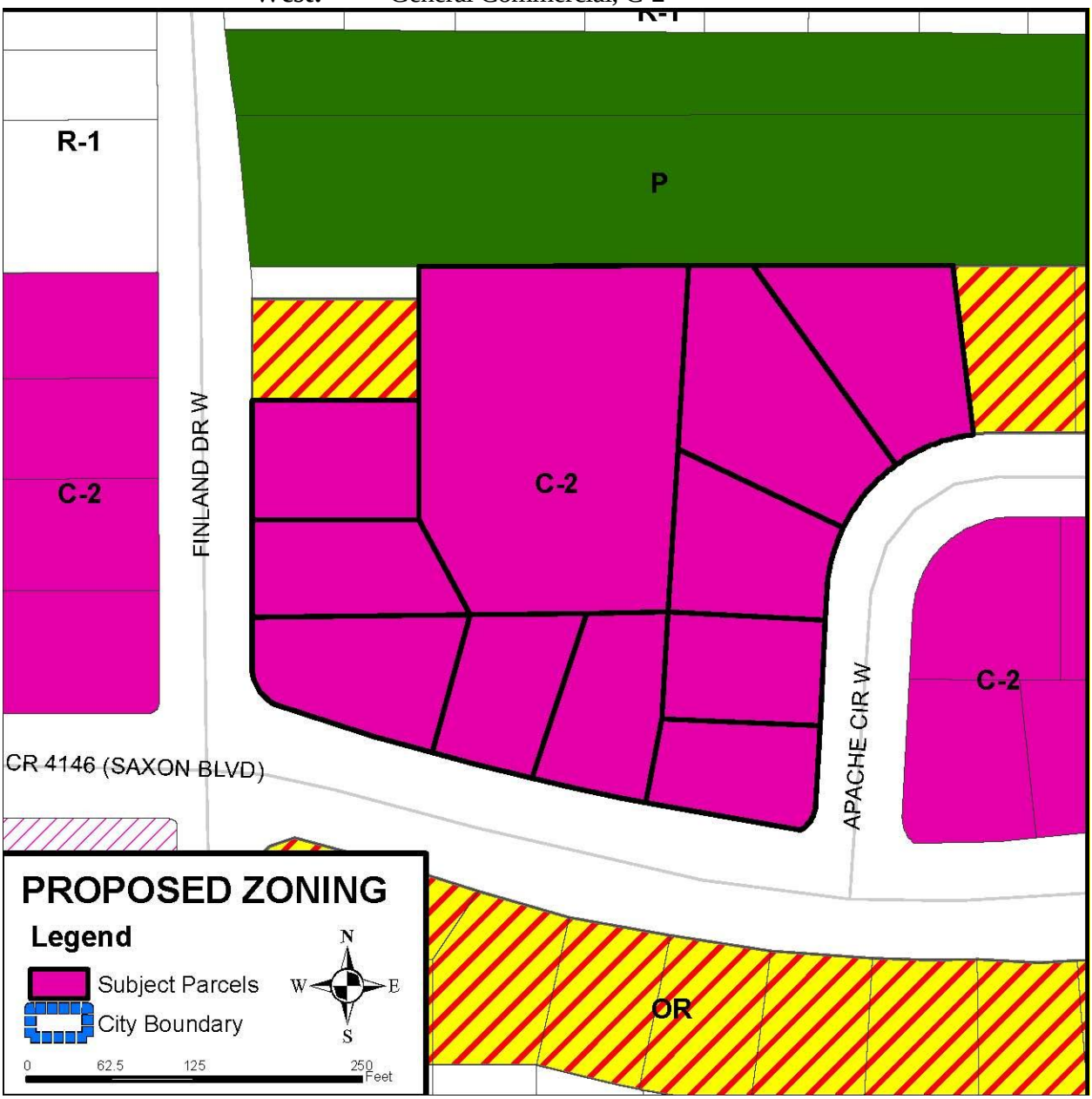


Figure 4: Proposed Zoning

C. Proposed Zoning:

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

D. Back Ground:

The subject property is being rezoned to accommodate an automobile service station type C use known as RaceTrac. The RaceTrac facility will involve the removal of seven existing single family homes in an effort that is considered redevelopment. While this may seem like another service oriented use, this amendment and development represents much more than that. This is one of the first redevelopment activities located along Saxon Blvd. between I-4 and Normandy Blvd. in nearly a decade. The prospect of this development has sparked interest by others in redeveloping the Saxon corridor. The subject proposal has also initiated a study to extend/upgrade sewer service along the Saxon Blvd. corridor between I-4 and Normandy Blvd. The actual sewer installation would facilitate more commercial development opportunities along Saxon Blvd. In the past, lack of City sewer has discouraged many would-be commercial developers form looking into the area, despite efforts to resolve properties to allow for non-residential uses.

E. Support Information
Public Facilities:

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

F. Matters for Consideration:

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

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

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

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

   Outer portions of the subject property along the roads are largely developed with single family residences, the inner portion is undeveloped and forested with a mixture of palms and scrub oaks. There is a depressional area on the property featuring steep slopes. This area appears to be a sinkhole. Water is ponded at the bottom of this area and exhibits wetland characteristics. However, the wetland is probably less than one-third of an acre and development within the wetland may be considered exempt under Chapter 98 of the City Land Development Code. The predominate soil on site is well drained and is classified as Paola Fine Sand. According to the September 2011, FEMA flood zone maps, the subject property is not located within the 100 year floodplain.

   The site is home to many small animals such as rabbits, armadillos, squirrels, etc. that are tolerant of developed areas. Burrows were observed on the site. However, it was unclear if they were created by gopher tortoises. Before property development, the applicant will to need survey the site for gopher tortoises. If tortoises are found, then the applicant will need to permit the relocation of tortoises to a suitable mitigation bank site. There are no other known listed species that utilize the property.

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

   The proposed impact upon the local economy would be the creation of service-oriented jobs. The proposed rezoning would facilitate retail commercial development of the property. Currently, a significant portion of the property proposed to be rezoned is or has been used for residential uses. In addition, the area of the property that is zoned Public was once owned by the City and not taxed. However, the area zoned Public has been sold to the applicant. Therefore, the rezoning to the requested C-2 would result in the property being used and taxed at a commercial rate, which is likely to yield more than the current taxable values.

   The RaceTrac convenience store will create service sector jobs. However, these types of jobs can often be considered entry level and part time.

More importantly, the redevelopment of a major gateway (Saxon Boulevard) with appropriately located, designed and scaled commercial uses has long been the goal of the City. This potential development moves Deltona closer to reaching that goal.

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

   a. **Schools:** The Volusia County School Board staff has indicated that this rezoning will not affect local schools.

   b. **Sewage Disposal:** City sewer capacity is available. However, suitable transmission lines are more the quarter mile away that are required for development. Therefore, the site will be served by an onsite septic system. The City is currently undertaking a feasibility study to provide sewer to this area. If the site is developed with a septic system, the system should be designed to facilitate connection to central sewer when central service becomes available.

   c. **Potable Water:** Deltona Water will serve the site and sufficient potable water capacity is available.

   d. **Drainage:** All site related stormwater runoff will be managed on-site and will be constructed in accordance with the necessary requirements of the City's Land Development Code and other permitting agencies.

   e. **Transportation Systems:** The subject property is located near the intersection of I-4 and Saxon Boulevard – a congested area of the City. The segment of Saxon Blvd. (I-4 to Normandy Blvd.), of which the property proposed for rezoning is associated with, is operating at a Level of Service "F". A Level of Service (LOS) "F" indicates that vehicle flow is sometimes halted by heavy traffic volumes typically at peak hours (morning and evening rush hours). The current traffic condition of the Saxon Blvd segment from I-4 to Normandy Blvd., at peak hours, can be characterized by very slow speeds, limited maunverabilty, turn lane storage areas at or beyond capacity and drivers maybe having to wait through more than one traffic signal cycle.

      The Comprehensive Plan has established a policy that the LOS on City thoroughfares generally should not be allowed to operate below a LOS of E. A level of service (LOS) E represents the maximization of an important and expensive public resource – roads. From a user standpoint, a roadway facility operating at a LOS E represents flowing traffic, at times below the speed limit and limited maneuvering opportunity. The purpose of implementing LOS standards is

to maintain a level of mobility within the City. Mobility is critical to ensuring convenient travel throughout the City. However, LOS standards, while being a good way to quantifiably maintain and protect roadway capacity, can result in the limitation of land use opportunity offered by major thoroughfares. Ironically, traffic volume is an indicator used by potential businesses for site selection. This dichotomy of commercial uses looking for heavy traffic volumes to support viable business and a local government establishing a policy to protect roadway capacity is an issue. Fortunately, the City, in an attempt to encourage the efficient use of land through redevelopment, does have a policy allowing the City to contemplate traffic volumes exceeding the LOS E threshold. The following policy from the City Comprehensive Plan is applicable:

Policy CIE1-1.4
The determination of concurrency for backlogged facilities, included in the Thoroughfare System segments shall be consistent with the revised Land Development Regulations and established in the following manner:
9J-5.016(3)(c)(1,3,4&6)

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

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

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

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

e. Cumulative Thresholds Twenty, Fifteen and Ten Percent
The City shall not approve any additional final development orders, (excluding vested properties) including building permits, once the percent threshold for projects that would generate trips in excess of ten/fifteen/twenty percent on a peak hour basis, unless a final development order is subject to the adoption and implementation of an Area-wide Traffic Action Mitigation Plan. An Area-wide Traffic Action Mitigation Plan shall include, but not be limited to, the following activities:

- *additional or modified turn lanes*
- *additional or modified signalization*
- *incentives for mass transit use where available*
- *incentives for van/carpooling programs*
- *promote staggered work hours*
- *operating lanes*

f. It shall be the goal of each Area-wide Traffic Action Mitigation Plan to achieve 100 percent mitigation of the impacts of a proposed development. Such plans shall include, when applicable, participants in addition to the property owner or applicant in question such as but not limited to adjacent property owners and business establishments.

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

A significant component regarding access to the site will be a driveway cut-off of Finland Drive. However, according to the City Land Development Code, the entrance should be no closer than 250 feet to the intersection of Saxon Blvd. and Finland Dr. The intent of the 250 foot separation is to protect the flow and function of major intersections. Driveways that are too close to major intersections, especially those associated with a land use featuring a high traffic

flow, like a RaceTrac, have the potential to cause car stacking resulting in a gridlock situation. For example, cars attempting to negotiate a left turn on to Finland Dr. from Saxon Blvd. could be halted in the west bound drive isles of Saxon Blvd. by cars lined up along Finland waiting to make a right turn into the RaceTrac. A review of the property survey submitted with the rezoning application revealed that there was not enough road frontage along Finland Dr. to accommodate the Land Development Code 250 foot driveway/intersection separation distance. Interestingly, "Lot 33", as depicted on the survey, is owned by an entity that is part of this rezoning request, but "Lot 33" is not part of the rezoning request (Staff does not understand why this small lot was withheld from the rezoning application.) If "Lot 33" were added to the rest of the property to be rezoned, compliance with the Land Development Code driveway spacing requirement would be possible. The abovementioned Land Development Code requirements are not intended to represent an exhaustive list of all requirements. In addition, since this is a straight rezoning request to C-2, the City cannot condition this type of rezoning action. The purpose of illustrating this Land Development Code information is to foreshadow how the City is going to address traffic with regard to access; establish a record that there will be access controls (including no direct access to Saxon Blvd.); and to communicate a possibility that the RaceTrac project could be delayed based on the applicant having to go back and rezone "Lot 33" to facilitate compliance with the intersection/driveway cut separation distances (Please be advised that the applicant cannot include "Lot 33" into this rezoning application because the legal description associated with due public notice does not include "Lot 33".)

As has been mentioned, the applicant did prepare a Traffic Impact Analysis (TIA). The TIA indicated that the proposed RaceTrac will generate 3,256 trips per day which is a significant amount, especially in light of the fact that the segment of Saxon Blvd. between Normandy Blvd. and I-4 is operating at a LOS of F. However, as explained above, the City has the ability to relax LOS thresholds to facilitate redevelopment. As illustrated in policy CIE 1-1.4, redevelopment could exceed the LOS by up to 20%. The proposed project, along with background traffic, would create a condition where Saxon Blvd would operate at an LOS E + 6.9%. The traffic generation characteristics of the land use (RaceTrac) and roadway infrastructure makes the access management and design requirements of the City Land Development Code very important to maintaining roadway and intersection function.

Votran transit transportation is available via bus routes 23.

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

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

6. Any mistakes in the original classification.

No known mistakes.

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

Early in its history, the City changed the City Future Land Use Map for residential properties along the Saxon Blvd. corridor between I-4 and Normandy Blvd. from a residential land use category to Commercial. Notwithstanding the platting characteristics and an existing residential development pattern, the change to Commercial on the Future Land Use Map represents a City policy that the area is to be one day developed at a commercial capacity. The City did follow up the land use policy action by administratively rezoning the area to both C-2 and Office Residential (OR). What these policy actions indicate is the residential neighborhood is going to transition to commercial uses. The City policy to earmark this area for commercial opportunity was driven by the fact that the area is associated with a major City thoroughfare (Saxon Blvd.) and is near a major interstate interchange. While residential uses may dominate existing land use in this area, the stage has been set for a conversion from residential to commercial. Walgreens at the northwest corner of Saxon Blvd. and Normandy Blvd. was one of the first conversions. RaceTrac represents another conversion opportunity. This incremental conversion from residential to commercial will have impacts on the existing residential areas that are designated as Commercial. More traffic on Apache Circle is an example. However, these neighborhood impacts are a result of the implementation of City land use policy geared towards expanding business opportunity in a very strategic area of the City.

The OR category is a consistent use with the underlying Commercial future land use designation, but the use contemplated by RaceTrac is not allowed in the OR zoning. The property to be rezoned is now under unified control, making development activity viable on the site. Therefore, the C-2 designation would be appropriate to facilitate redevelopment of the area. In addition, the site is flanked on both sides to a limited extent by C-2 zoned areas. Rezoning the property to C-2 would represent a logical extension of the C-2 zoning.

CONCLUSION/STAFF RECOMMENDATION:

The proposed rezoning is consistent with the Comprehensive Plan and will have no adverse impacts on the health, welfare, safety or morals of the City. The requested C-2 zoning will support a commercial development – RaceTrac fueling station. The rezoning represents an incremental improvement of the City tax base, which is overly reliant on residential uses. In addition, the commercial development will facilitate more commercial options for residents in a City that is underserved by commercial uses. Therefore, staff recommends approval of the rezoning from Office and Public to C-2 (General Commercial).

TRAFFIC IMPACT STUDY

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

Prepared for:

RaceTrac Petroleum, Inc

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

Professional Engineer:
Chris J. Walsh, P.E.

P.E. Number 57626

INTRODUCTION

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

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

PROJECT ACCESS

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

STUDY AREA

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

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

The study intersections include the following:

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

Figure 1
Site Location Map

EXISTING CONDITIONS

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

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

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

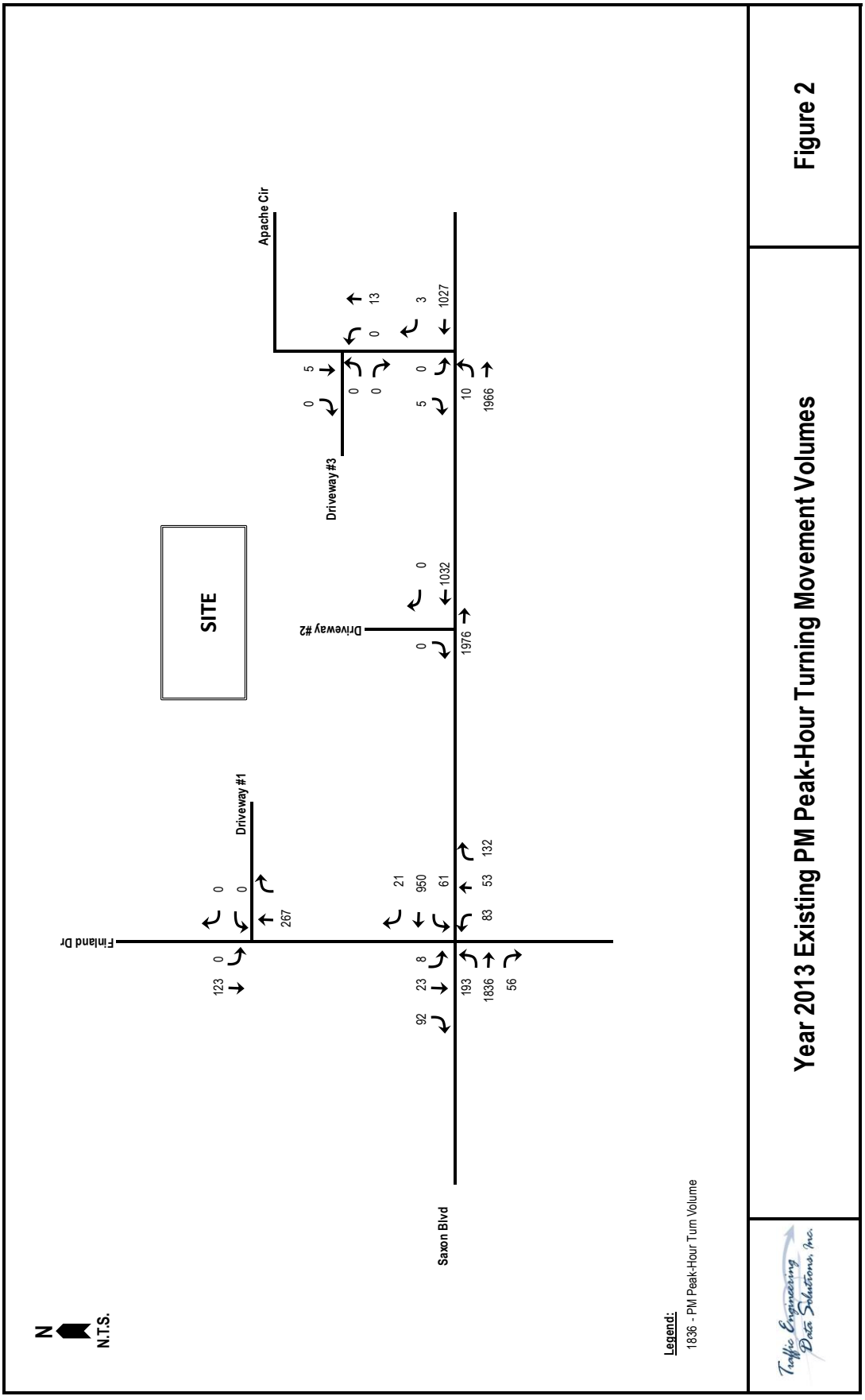

Year 2013 Existing PM Peak-Hour Turning Movement Volumes
Figure 2
Traffic Engineering Data Solutions, Inc.
N
N.T.S.
SITE
Finland Dr
Saxon Blvd
Driveway #1
Driveway #2
Driveway #3
Apache Cir
Legend:
1836 - PM Peak-Hour Turn Volume

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

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

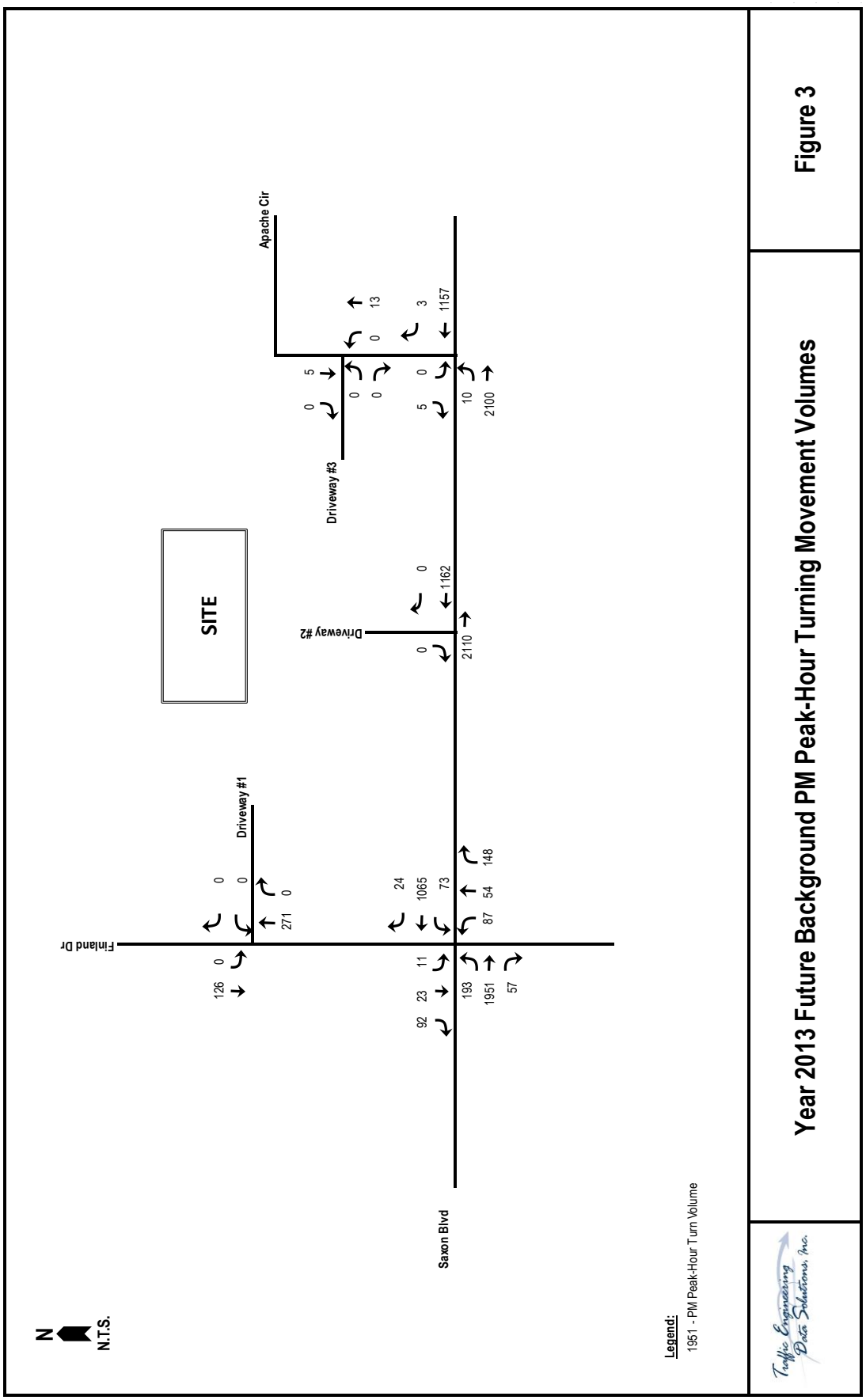
FUTURE BACKGROUND TRAFFIC

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

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

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

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


Year 2013 Future Background PM Peak-Hour Turning Movement Volumes
Figure 3
Traffic Engineering Data Solutions, Inc.
N
N.T.S.
SITE
Finland Dr
Saxon Blvd
Driveway #1
Driveway #2
Driveway #3
Apache Cir
Legend:
1951 - PM Peak-Hour Turn Volume

TRIP GENERATION

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

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

Table 3
Trip Generation Projection for Proposed RaceTrac Gas Station

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

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

Daily	T = 162.78 x (# of VFP)	50% In	50% Out
PM Peak Hour	T = 13.51 x (# of VFP)	50% In	50% Out

TRIP DISTRIBUTION

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

TRIP ASSIGNMENT

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

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

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

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

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

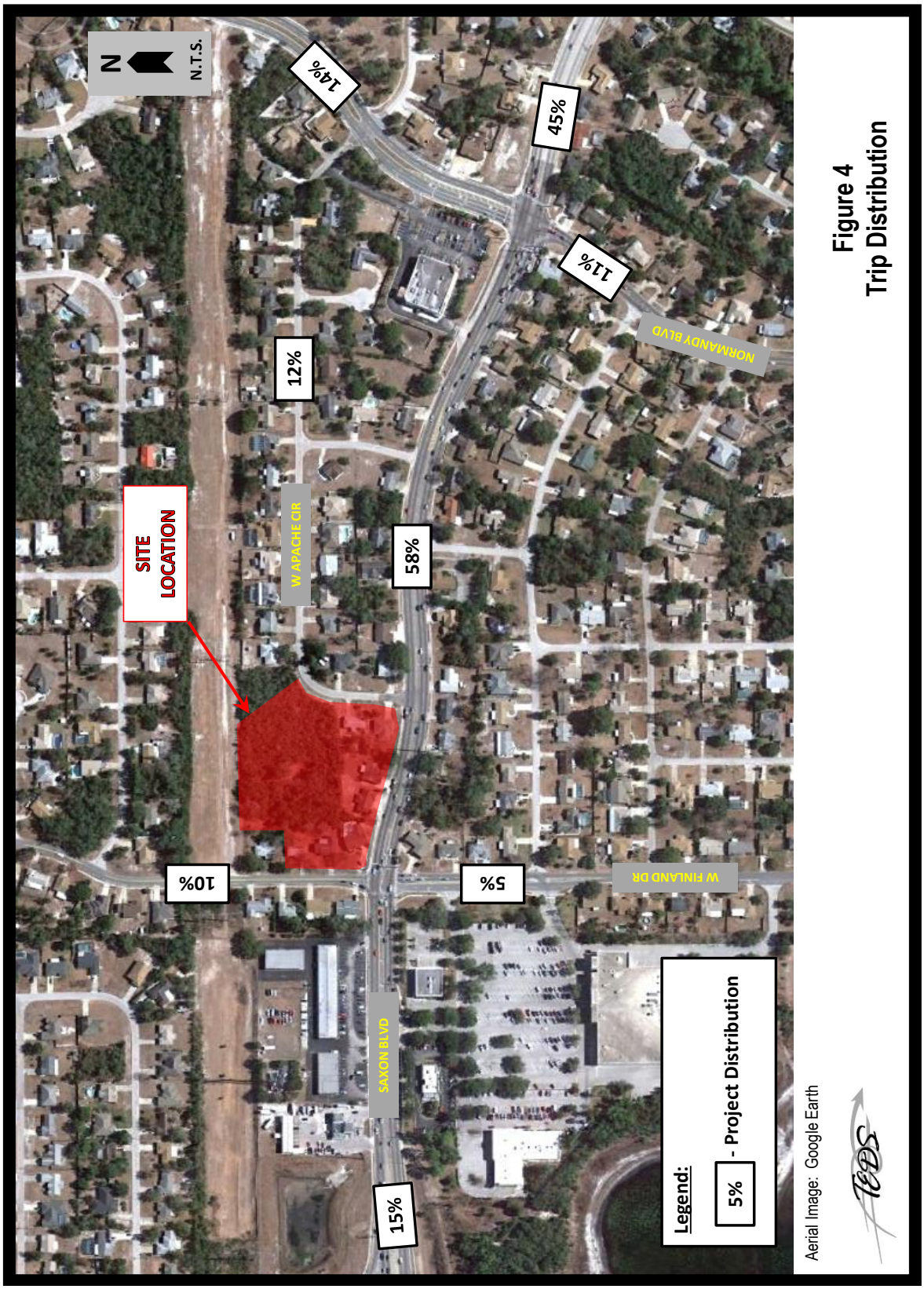


Figure 4
Trip Distribution

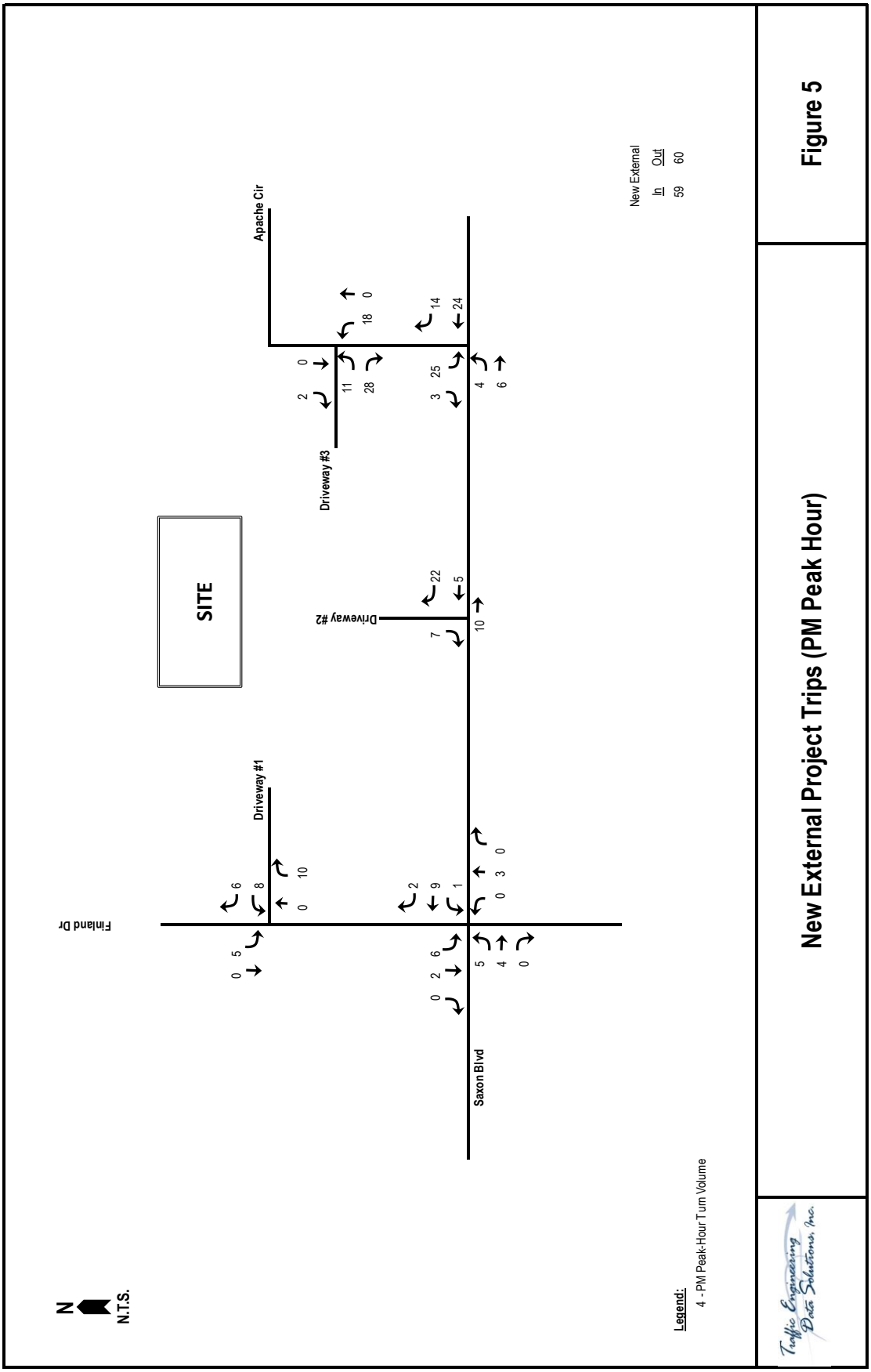
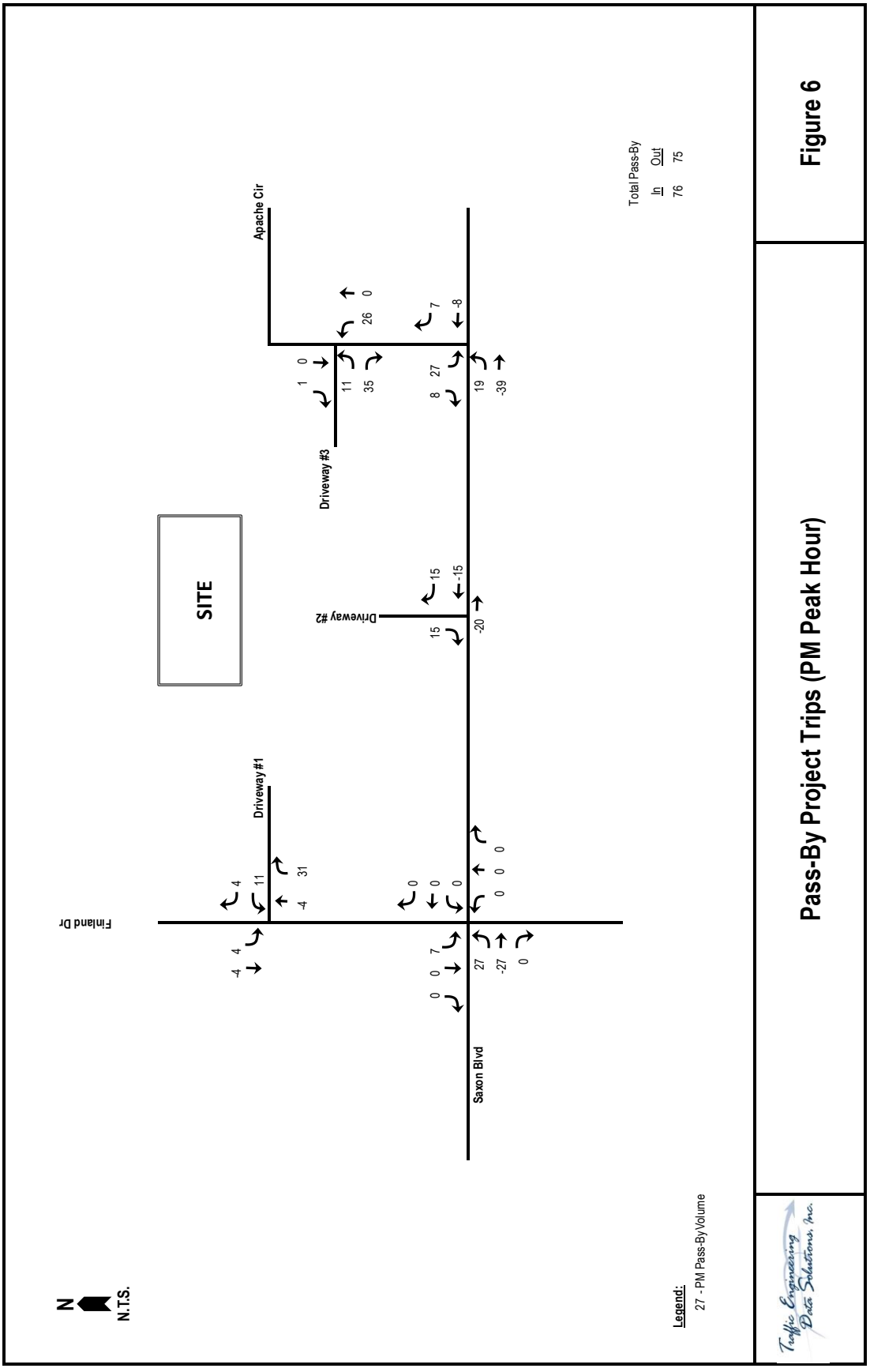
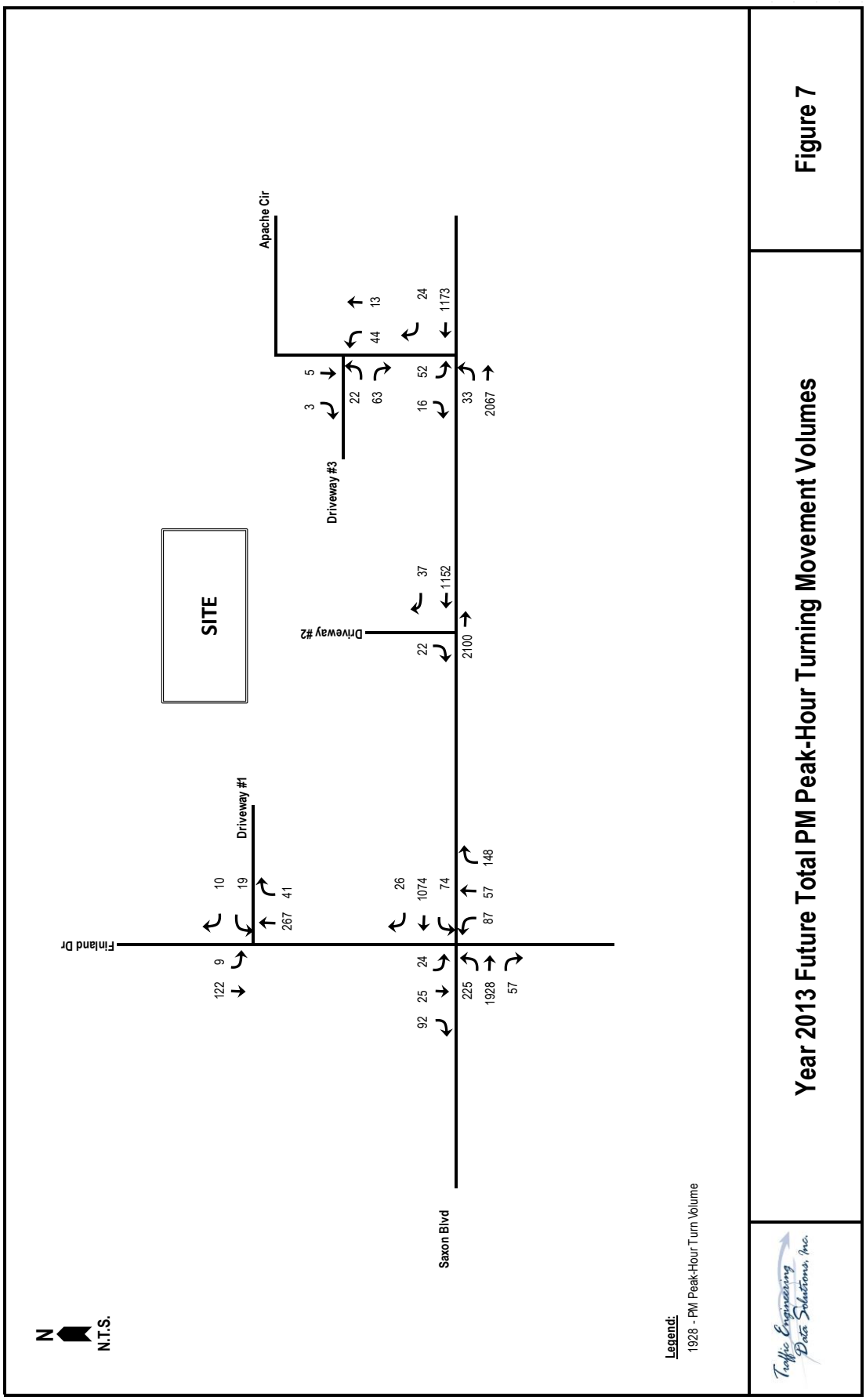


Figure 5
New External Project Trips (PM Peak Hour)
Traffic Engineering Data Solutions, Inc.
N
N.T.S.
Legend:
4 - PM Peak-Hour Turn Volume
New External
In Out
59 60
SITE
Finland Dr
Saxon Blvd
Apache Cir
Driveway #1
Driveway #2
Driveway #3


Pass-By Project Trips (PM Peak Hour)
Figure 6
Traffic Engineering Data Solutions, Inc.
N
N.T.S.
Legend:
27 - PM Pass-By Volume
Total Pass-By
In Out
76 75
SITE
Finland Dr
Saxon Blvd
Driveway #1
Driveway #2
Driveway #3
Apache Cir


Apache Cir
Driveway #3
Driveway #2
Driveway #1
Finland Dr
Saxon Blvd
SITE
N
N.T.S.
Legend:
1928 - PM Peak-Hour Turn Volume
Traffic Engineering Data Solutions, Inc.
Year 2013 Future Total PM Peak-Hour Turning Movement Volumes
Figure 7

FUTURE CONDITIONS ANALYSIS

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

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

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

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

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

CRITICAL/NEAR-CRITICAL ROADWAY SEGMENTS

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

CONCLUSIONS

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

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

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

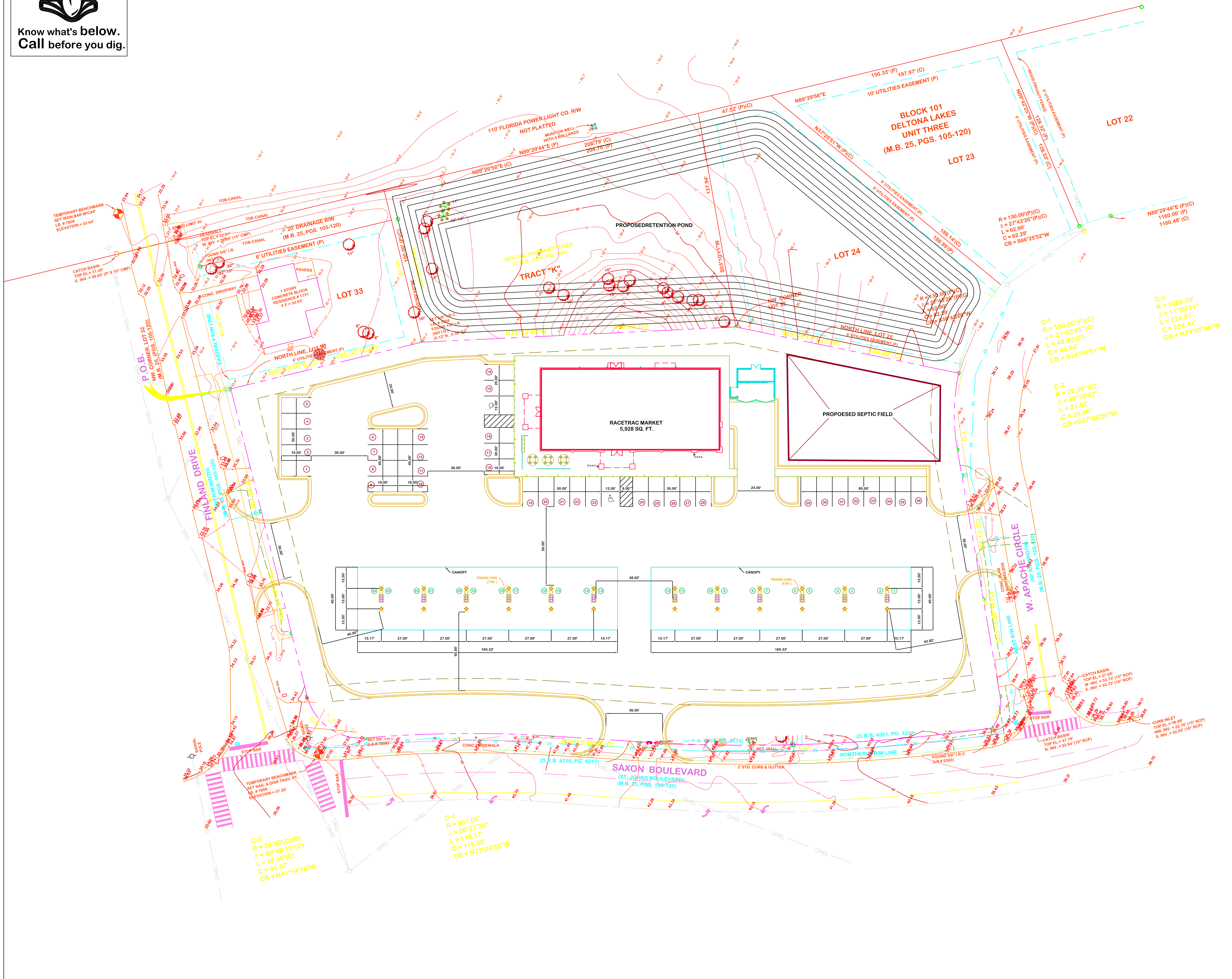
The Saxon Boulevard/Finland Drive intersection is projected to operate acceptably at LOS D at build out of the proposed development in 2014. Despite the intersection being shown to operate at an acceptable level of service, the developer is proposing to construct a southbound right-turn lane at the Saxon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

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

Appendix

Preliminary Site Plan

Know what's below.
Call before you dig.



VICINITY MAP
NTS

LEGEND

- PROPOSED ELEMENTS
- EXISTING ELEMENTS
- WATER LINE
- OVERHEAD ELECTRICAL LINE
- UNDERGROUND ELECTRICAL LINE
- TELEPHONE LINE
- GAS LINE
- SANITARY SEWER LINE
- 4 / SD-4 — DETAIL REFERENCE
- N-5000.00 E-5000.00 — NORTHING & EASTING COORDINATES
- TX — ELECTRICAL TRANSFORMER PAD
- 1 — PARKING SPACE COUNT / DISPENSER NUMBER
- STORM CATCH BASIN
- JB — STORM JUNCTION BOX
- OCS — STORM OUTLET CONTROL STRUCTURE
- SS — SANITARY SEWER MANHOLE
- PP — POWER POLE

SITE PLAN NOTES:

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

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

30 15 0 30 60 90 120
GRAPHIC SCALE IN FEET

CONTACT RACETRAC PETROLEUM, INC. PROJECT MANAGER PRIOR TO ANY REVISIONS TO THE PLAN SUPPLIED BY RACETRAC PETROLEUM, INC.

NO.		DATE

RaceTrac
RACETRAC PETROLEUM, INC.
3225 CUMBERLAND BOULEVARD
SUITE 100 ATLANTA, GA 30339
(770) 431-7600

SITE PLAN
RACETRAC MARKET
Saxon Boulevard @ Finland Drive
Deltona, Florida
Volusia County

DATE	04/12/2013
SCALE	1" = 30'
DRAWN-BY	TR
DRAWING NAME:	1061-RT6000.dwg
SHEET NO.	C-3.1
VERSION	1

Methodology

Traffic Engineering Data Solutions, Inc.

Ref: 10560

TECHNICAL MEMORANDUM

To: Mr. Chris Bowley, AICP

From: Chris J. Walsh, P.E.

Subject: Traffic Impact Analysis Methodology – RaceTrac
(Saxon Boulevard at Finland Drive) Deltona, Florida

Date: December 27, 2013

Introduction

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

Project Access

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

Trip Generation

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

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

Figure 1
Site Location Map

Table 1
Total Trip Generation Summary

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

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

Daily	T = 162.78 x (# of VFP)	50% In	50% Out
PM Peak Hour	T = 13.51 x (# of VFP)	50% In	50% Out

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

Trip Distribution & Assignment

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

Study Area

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

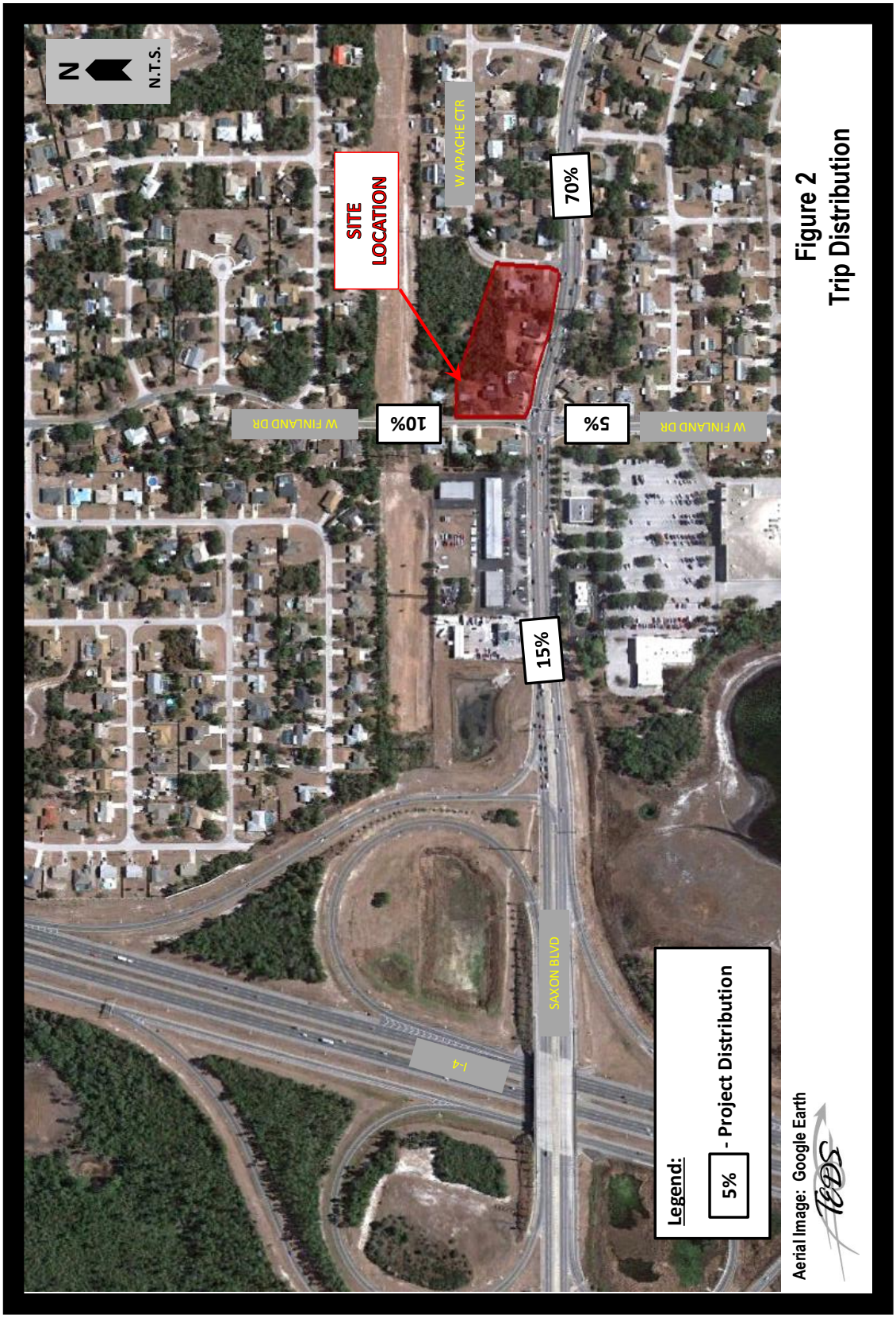


Figure 2
Trip Distribution

Table 2
Summary of Significant Impact Determination

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

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

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

The study intersections will include the following:

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

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

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

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

Critical and Near Critical Study Area

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

Conclusions, Recommendations and Mitigation

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

Chris Walsh

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

Good morning Ron,

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

To/from the north on Normandy = 70% x 20% = 14%
To/from the south on Normandy = 70% x 16% = 11%
To/from the east on Saxon (east of Normand) = 70% x 64% = 45%

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

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

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

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

Chris

Chris J. Walsh, PE
Senior Transportation Engineer

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

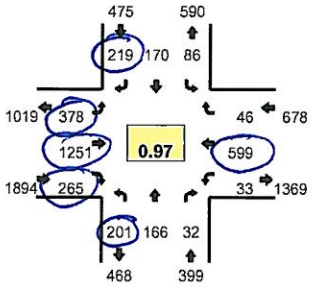
From: Ron Paradise [mailto:RParadise@deltonafl.gov]
Sent: Thursday, January 09, 2014 10:34 AM

Type of peak hour being reported: Intersection Peak

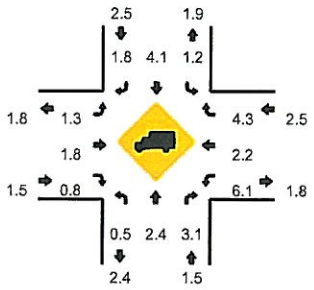
Method for determining peak hour: Total Entering Volume

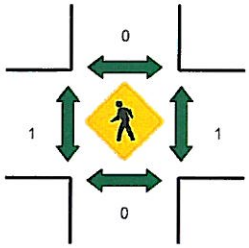
LOCATION: Normandy Blvd -- Saxon Blvd
CITY/STATE: Deltona, FL

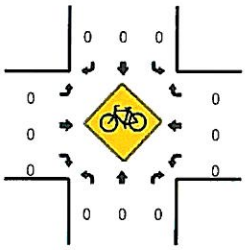
QC JOB #: 11213804
DATE: Wed, Sep 11 2013

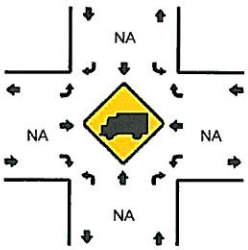


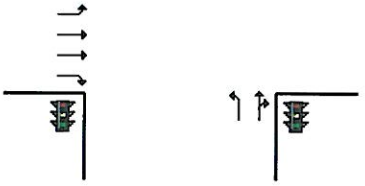
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

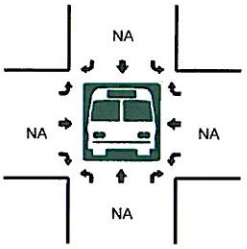












R* = RTOR

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

219 + 378 + 1251 + 599 + 265 + 201 = 2913

To/From NORTH = 20% = $\left(\frac{219+378}{2913}\right)$

To/From SOUTH = $\left(\frac{201+265}{2913}\right)$ = 16%

To/From EAST = $\left(\frac{1251+599}{2913}\right)$ = 64%

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

Comments:

Report generated on 9/17/2013 7:30 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

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

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

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

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

Have a good day.

Ron Paradise

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

Good afternoon Ron,

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

Thanks

Chris

Senior Transportation Engineer

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

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

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

Below are some comments:

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

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

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

Response: No comment

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

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

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

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

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

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

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

Response: Apache will be added to Table 2

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

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

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

Thanks and have a great day.

Ron

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

Good afternoon Ron,

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

Chris

Chris J. Walsh, PE
Senior Transportation Engineer

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

Traffic Data

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

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

Groups Printed- All Vehicles

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

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

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

Peak Hour for Each Approach Begins at:

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

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : Not Named 2
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	FINLAND Northbound					FINLAND Southbound					SAXON Eastbound					SAXON Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**23**	13	35	0	71	1	5	24	**1**	31	**56**	435	15	0	506	13	**247**	2	0	262	870
05:15 PM	23	13	**39**	0	**75**	2	6	22	0	30	41	**485**	**16**	0	542	13	228	**7**	**2**	250	**897**
05:30 PM	20	**15**	26	0	61	**3**	3	19	0	25	49	479	13	**2**	**543**	**18**	242	7	0	**267**	896
05:45 PM	17	12	32	0	61	2	**9**	**27**	0	**38**	47	437	12	1	497	17	233	5	0	255	851
Total Volume	83	53	132	0	268	8	23	92	1	124	193	1836	56	3	2088	61	950	21	2	1034	3514
% App. Total	31	19.8	49.3	0		6.5	18.5	74.2	0.8		9.2	87.9	2.7	0.1		5.9	91.9	2	0.2		
PHF	.902	.883	.846	.000	.893	.667	.639	.852	.250	.816	.862	.946	.875	.375	.961	.847	.962	.750	.250	.968	.979

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

File Name : AM_PM Peak TMC
Site Code : 00000000
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Groups Printed- Heavy Vehicles

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

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

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

Peak Hour for Each Approach Begins at:

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

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive
DeBary, FL 32713

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

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

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

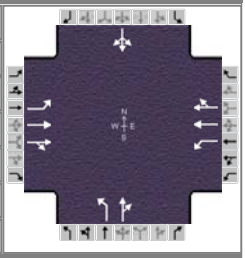
Groups Printed- All Vehicles

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

Existing Conditions HCS

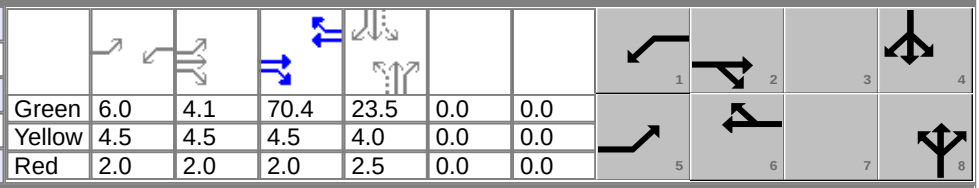
HCS 2010 Signalized Intersection Results Summary

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



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

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.0	4.1	70.4	23.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	2.5	0.0	0.0

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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	203	996	996	64	513	509	87	195			114	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1792	1845	1825	1792	1881	1867	1296	1667			1609	
Queue Service Time (g_s), s	14.5	57.5	58.8	4.6	22.4	22.4	8.7	14.1			0.0	
Cycle Queue Clearance Time (g_c), s	14.5	57.5	58.8	4.6	22.4	22.4	23.0	14.1			14.2	
Capacity *(c)*, veh/h	229	1149	1137	83	1019	1011	147	301			321	
Volume-to-Capacity Ratio *(X)*	0.887	0.867	0.876	0.774	0.504	0.504	0.594	0.646			0.355	
Available Capacity (c_a), veh/h	255	1149	1137	200	1019	1011	147	301			321	
Back of Queue *(Q)*, veh/ln (95th percentile)	12.8	32.7	33.3	4.3	14.8	14.7	5.7	10.5			6.0	
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Queue Storage Ratio *(RQ)* (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00			0.00	
Uniform Delay (d_1), s/veh	55.8	20.1	20.3	61.3	18.8	18.8	60.2	49.4			46.8	
Incremental Delay (d_2), s/veh	27.3	8.9	9.5	14.1	1.8	1.8	7.5	5.4			0.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay *(d)*, s/veh	83.1	28.9	29.9	75.4	20.6	20.6	67.7	54.8			47.8	
Level of Service (LOS)	F	C	C	E	C	C	E	D			D	
Approach Delay, s/veh / LOS	34.4	C		23.8	C		58.8	E		47.8	D	
Intersection Delay, s/veh / LOS	33.5						C					

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

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*TEDS*
Agency/Co.	*TEDS*
Date Performed	*1/15/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Saxon at Apache*
Jurisdiction	*Deltona*
Analysis Year	*2013*

Project Description *Saxon Blvd at Apache - PM Peak - Existing Conditions*

East/West Street: *Saxon Blvd* | North/South Street: *Apache Circle*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*1966*			*1027*	*3*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*10*	*1966*	*0*	*0*	*1027*	*3*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*5*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*10*						*5*	
C (m) (veh/h)	*682*						*564*	
v/c	*0.01*						*0.01*	
95% queue length	*0.04*						*0.03*	
Control Delay (s/veh)	*10.4*						*11.4*	
LOS	*B*						*B*	
Approach Delay (s/veh)	--	--				*11.4*		
Approach LOS	--	--				*B*		

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Vested Development Information

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

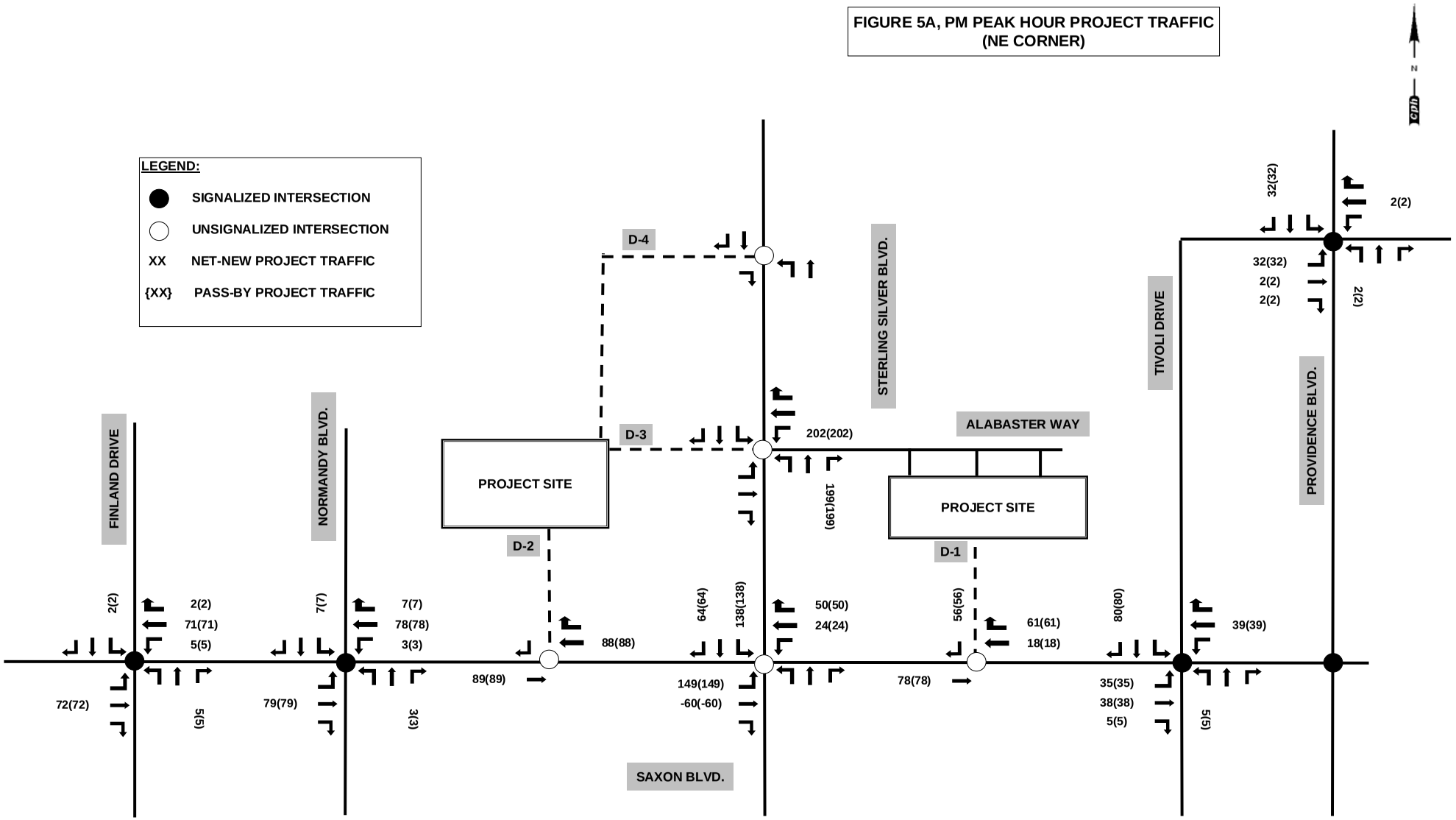
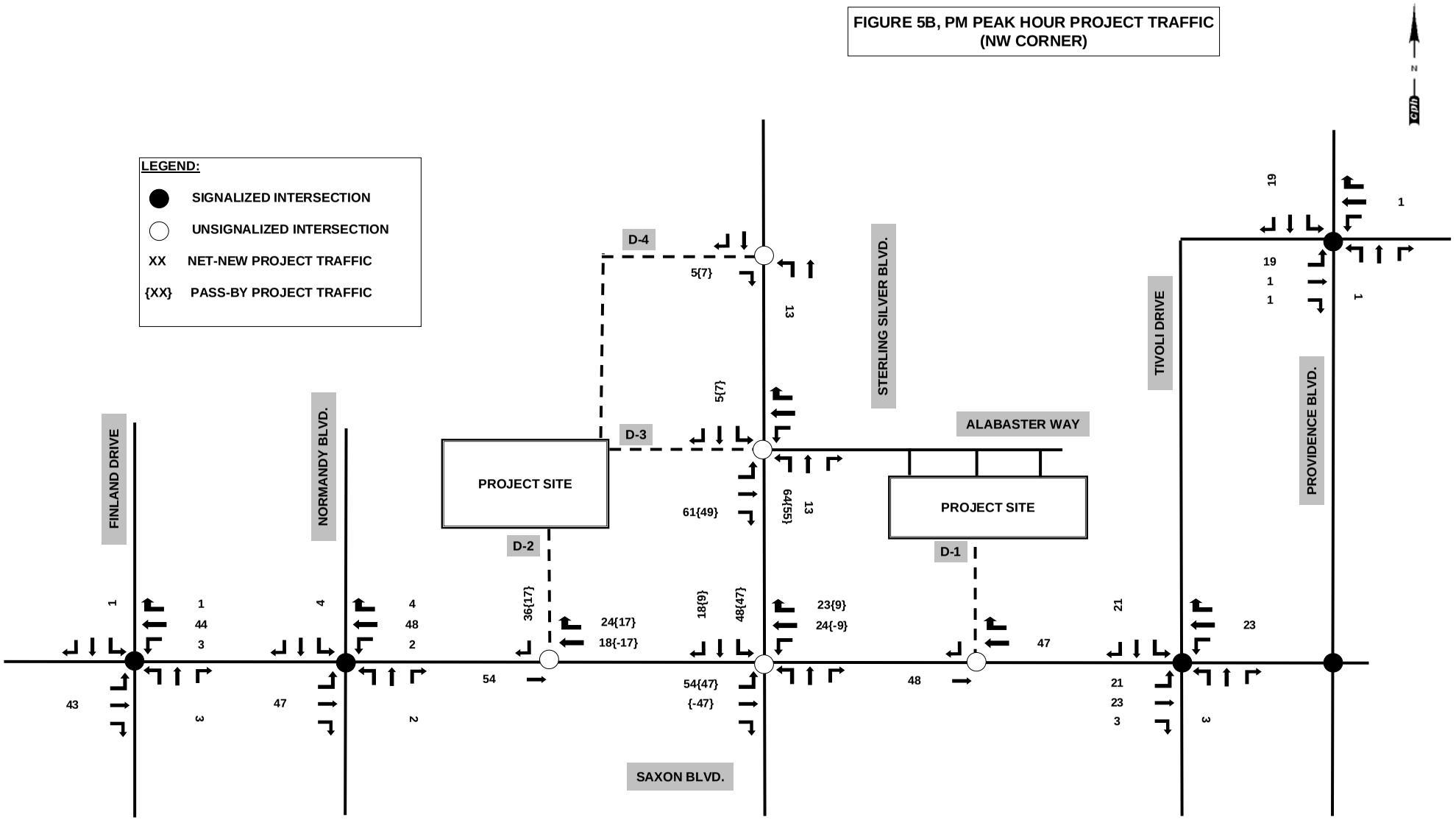
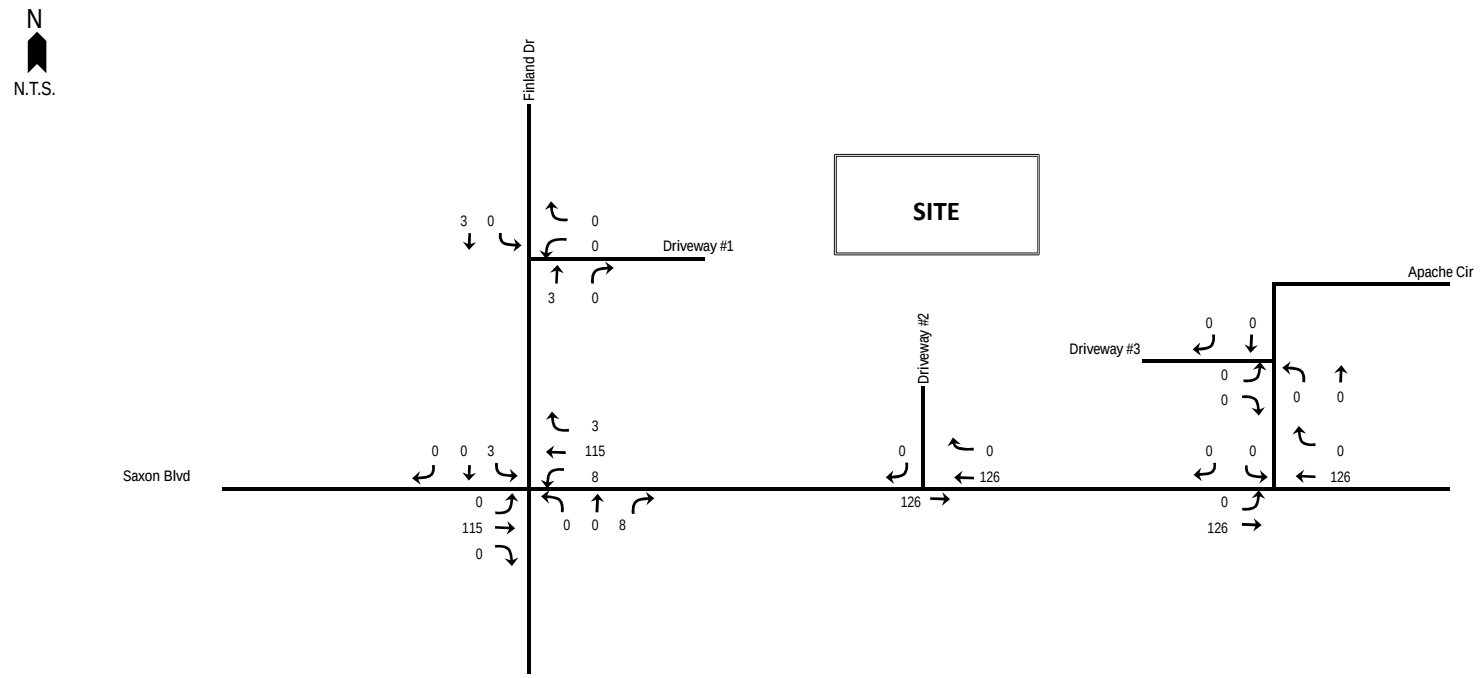


FIGURE 5B, PM PEAK HOUR PROJECT TRAFFIC (NW CORNER)





Legend:

115 - PM Peak-Hour Turn Volume

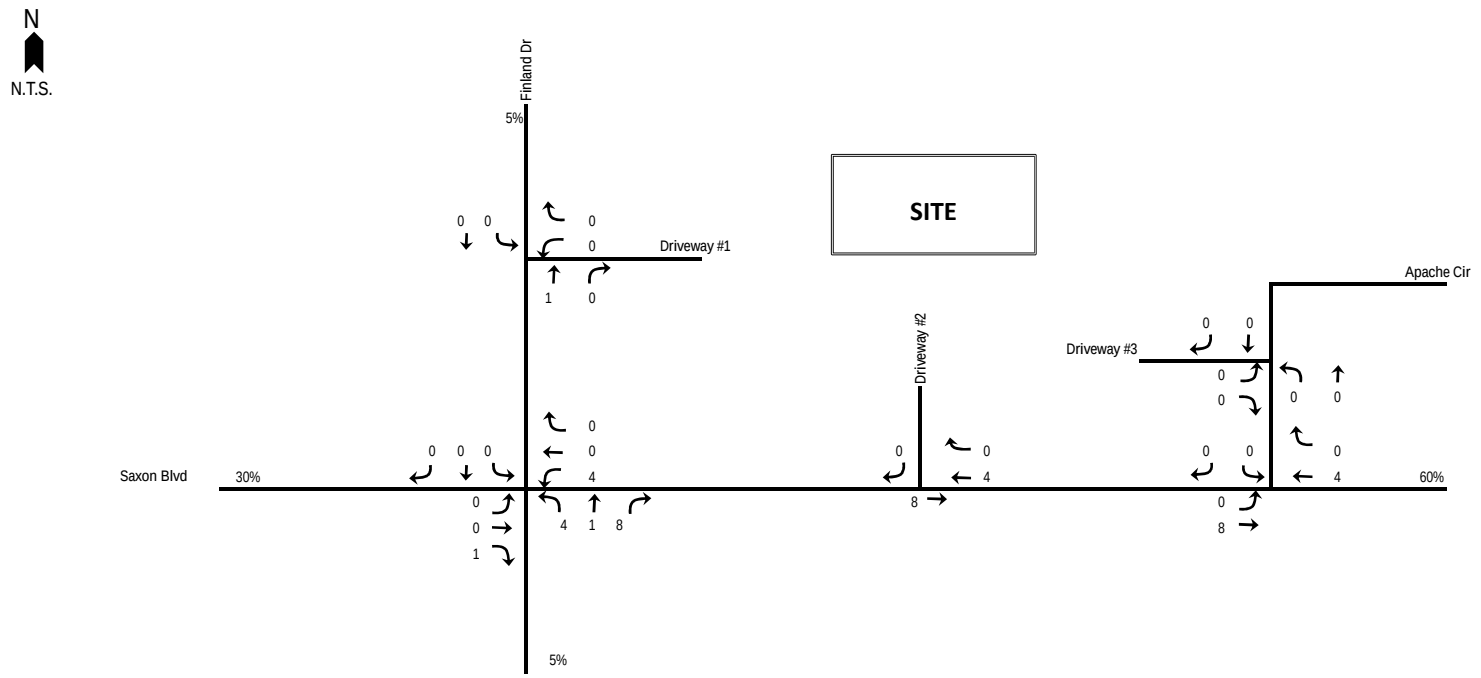
Traffic Engineering Data Solutions, Inc.	Saxon Sterling PM Peak-Hour Turning Movement Volumes	Figure

Halifax Medical Walk-In Clinic

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

Medical-Dental Office Building (ITE 9th Edition)

PM Peak Hour (ITE 720) Ln(T) = 0.9 x Ln(1000's of SF) + 1.53 28% In 72% Out



Legend:

8 - PM Peak-Hour Turn Volume

In	Out
6	14

Traffic Engineering Data Solutions, Inc.

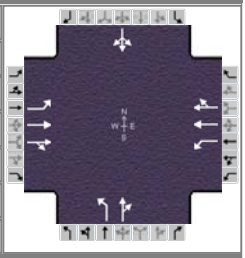
Halifax Clinic PM Peak-Hour Turning Movement Volumes

Figure

Future Conditions (2014) HCS

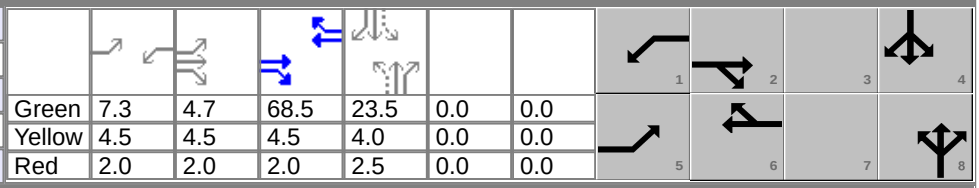
HCS 2010 Signalized Intersection Results Summary

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



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

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4		
Green	7.3	4.7	68.5	23.5	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	2.5	0.0	0.0						

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

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	237	1045	1045	78	581	577	92	216			133	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1774	1863	1844	1774	1863	1847	1281	1649			1039	
Queue Service Time (g_s), s	17.2	64.2	65.7	5.6	27.9	27.9	5.2	16.0			2.3	
Cycle Queue Clearance Time (g_c), s	17.2	64.2	65.7	5.6	27.9	27.9	23.5	16.0			18.3	
Capacity *(c)*, veh/h	253	1143	1131	99	981	973	106	298			221	
Volume-to-Capacity Ratio *(X)*	0.938	0.914	0.924	0.787	0.592	0.592	0.862	0.724			0.601	
Available Capacity (c_a), veh/h	253	1143	1131	198	981	973	106	298			221	
Back of Queue *(Q)*, veh/ln (95th percentile)	15.6	37.5	38.3	5.1	17.9	17.8	7.9	11.8			8.0	
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Queue Storage Ratio *(RQ)* (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00			0.00	
Uniform Delay (d_1), s/veh	55.2	22.1	22.4	60.6	21.1	21.2	63.6	50.2			48.8	
Incremental Delay (d_2), s/veh	40.0	12.7	13.8	12.8	2.6	2.7	48.3	9.1			5.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay *(d)*, s/veh	95.2	34.8	36.2	73.4	23.8	23.8	111.9	59.3			54.1	
Level of Service (LOS)	F	C	D	E	C	C	F	E			D	
Approach Delay, s/veh / LOS	41.6	D		26.9	C		75.0	E		54.1	D	
Intersection Delay, s/veh / LOS	40.0						D					

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

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*TEDS*
Agency/Co.	*TEDS*
Date Performed	*1/15/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Finland at Driveway #1*
Jurisdiction	*Deltona*
Analysis Year	*2014*

Project Description *Finland Dr at D/W #1 - PM Peak - 2014*

East/West Street: *Driveway #1* | North/South Street: *Finland Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*267*	*41*	*9*	*122*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*267*	*41*	*9*	*122*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*19*		*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*19*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*	*L*		*R*			
v (veh/h)		*9*	*19*		*10*			
C (m) (veh/h)		*1264*	*584*		*756*			
v/c		*0.01*	*0.03*		*0.01*			
95% queue length		*0.02*	*0.10*		*0.04*			
Control Delay (s/veh)		*7.9*	*11.4*		*9.8*			
LOS		*A*	*B*		*A*			
Approach Delay (s/veh)	--	--	*10.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*TEDS*
Agency/Co.	*TEDS*
Date Performed	*1/15/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Saxon at Driveway #2*
Jurisdiction	*Deltona*
Analysis Year	*2014*

Project Description *Saxon Blvd at D/W #2 - PM Peak - 2014*

East/West Street: *Saxon Blvd* | North/South Street: *Driveway #2*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*2100*			*1152*	*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*2100*	*0*	*0*	*1152*	*37*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*1*
Configuration		*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								*R*
v (veh/h)								*22*
C (m) (veh/h)								*521*
v/c								*0.04*
95% queue length								*0.13*
Control Delay (s/veh)								*12.2*
LOS								*B*
Approach Delay (s/veh)	--	--				*12.2*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*TEDS*
Agency/Co.	*TEDS*
Date Performed	*1/15/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Saxon at Apache*
Jurisdiction	*Deltona*
Analysis Year	*2014*

Project Description *Saxon Blvd at Apache - PM Peak - 2014*

East/West Street: *Saxon Blvd* | North/South Street: *Apache Circle*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*33*	*2067*			*1173*	*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*33*	*2067*	*0*	*0*	*1173*	*24*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*52*		*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*52*	*0*	*16*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*33*						*68*	
C (m) (veh/h)	*590*						*163*	
v/c	*0.06*						*0.42*	
95% queue length	*0.18*						*1.86*	
Control Delay (s/veh)	*11.5*						*42.0*	
LOS	*B*						*E*	
Approach Delay (s/veh)	--	--					*42.0*	
Approach LOS	--	--					*E*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*TEDS*
Agency/Co.	*TEDS*
Date Performed	*1/15/2014*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Apache at Driveway #3*
Jurisdiction	*Deltona*
Analysis Year	*2014*

Project Description *Apache Cir at D/W #3 - PM Peak - 2014*

East/West Street: *Driveway #3* | North/South Street: *Apache Circle*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*44*	*13*			*3*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*44*	*13*	*0*	*0*	*3*	*5*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*22*		*63*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*22*	*0*	*63*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*44*						*85*	
C (m) (veh/h)	*1625*						*1019*	
v/c	*0.03*						*0.08*	
95% queue length	*0.08*						*0.27*	
Control Delay (s/veh)	*7.3*						*8.9*	
LOS	*A*						*A*	
Approach Delay (s/veh)	--	--				*8.9*		
Approach LOS	--	--				*A*		

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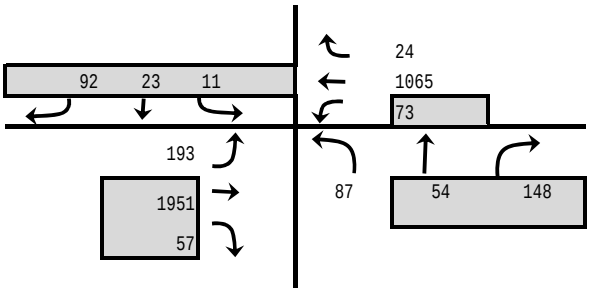
Critical Movement Evaluation
for Saxon Boulevard/Finland Drive
Southbound Right-Turn Lane Improvement

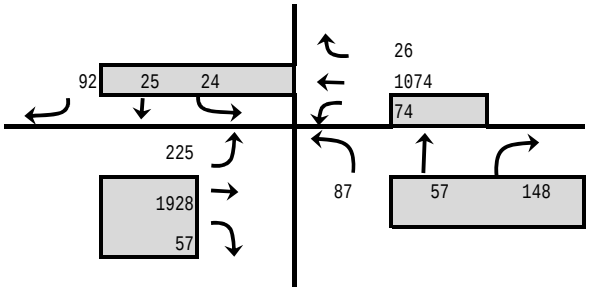
Critical Movement Evaluation of Southbound Right-Turn Lane Improvement at Saxon Boulevard/Finland Drive

Future Background Volumes



Critical Sum (Existing Geometry) = (92+23+11)/1 lane + (54+148)/1 lane + 73/1 lane + (1951+57)/2 lanes = **1405**

Future Total Volumes



Critical Sum (Existing Geometry) = (92+25+24)/1 lane + (57+148)/1 lane + 74/1 lane + (1928+57)/2 lanes = **1413**

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

Critical Sum (with Southbound Right-Turn Lane) = (25+24)/1 lane + (57+148)/1 lane + 74/1 lane + (1928+57)/2 lanes = **1321**

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

ORDINANCE NO. 04-2014

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

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

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

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

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

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

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

COMMENCE AT THE NORTHWEST CORNER OF SAID LOT 32, FOR A POINT OF BEGINNING; THENCE RUN NORTH 89˚23'36" EAST, ALONG THE NORTH LINE OF SAID LOT 32, A DISTANCE OF 125.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 32; THENCE RUN NORTH 00°50'10" WEST, ALONG THE WEST LINE OF SAID TRACT "K", 100.00 FEET TO THE NORTHWEST CORNER OF SAID TRACT "K", THE RUN NORTH 89°29'56" EAST ALONG THE NORTH LINE OF SAID TRACT "K", LOT 24 AND LOT 23, A DISTANCE OF 403.76 FEET TO THE NORTHEAST CORNER OF SAID LOT 23; THENCE RUN SOUTH 09°42'25" EAST, ALONG THE EAST LINE OF SAID LOT 23, A DISTANCE OF 128.53 FEET TO THE SOUTHEAST CORNER OF SAID LOT 23 AND A POINT LYING ON THE WEST RIGHT-OF-WAY LINE OF W. APACHE CIRCLE AS RECORDED IN AFORESAID PLAT OF DELTONA LAKES UNIT THREE, SAID POINT ALSO LIES ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY, ALONG SAID WEST RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77˚00"37", AN ARC LENGTH OF 174.73 FEET, A CHORD LENGTH OF 161.87 FEET AND A CHORD BEARING OF SOUTH 41˚47'17" WEST TO THE POINT OF TANGENCY; THENCE RUN SOUTH 03˚16'58" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE, 159.13 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY; THENCE RUN SOUTHWESTERLY, ALONG SAID WEST RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 49˚18'42", AN ARC LENGTH OF 21.52 FEET, A CHORD LENGTH OF 20.86 FEET AND A CHORD BEARING OF SOUTH 27˚56'20" WEST TO A POINT LYING ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAXON BOULEVARD, AS DESCRIBED IN THAT CERTAIN WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 4981, PAGE 3204, OF SAID PUBLIC RECORDS; SAID POINT ALSO LIES ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE PER SAID OFFICIAL RECORDS BOOK 4981, PAGE 3204 AND THE FOLLOWING OFFICIAL RECORDS BOOKS 6233 PAGE 3574, OFFICIAL RECORDS BOOK 4716 PAGE 4217, OFFICIAL RECORDS BOOK 4857 PAGE 1546 OF SAID PUBLIC RECORDS AND SAID CURVE, HAVING A RADIUS OF 1088.00 FEET A CENTRAL ANGLE OF 11˚50'21", AN ARC LENGTH OF 224.81 FEET, A CHORD LENGTH OF 224.41 FEET AND A CHORD BEARING OF NORTH 79˚05'56" WEST TO THE POINT OF TANGENCY; THENCE RUN NORTH 73˚10'46" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, 55.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 807.00 FEET, A CENTRAL ANGLE OF 08˚27'39", AN ARC LENGTH OF 119.17 FEET, A CHORD LENGTH OF 119.06 FEET AND A CHORD BEARING OF NORTH 77˚24'35" WEST TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY; THENCE RUN NORTHWESTERLY, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE AND SAID CURVE, HAVING A RADIUS OF 35.00 FEET, A CENTRAL ANGLE OF 80˚48'15", AN ARC LENGTH OF 49.36 FEET, A CHORD LENGTH OF 45.37 FEET AND A CHORD BEARING OF NORTH 41˚14'18" WEST TO THE POINT OF TANGENCY, SAID POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF FINLAND DRIVE, AS RECORDED IN THE AFORESAID PLAT OF DELTONA LAKES UNIT THREE, THENCE RUN NORTH 00˚50'10" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, 201.39 FEET TO THE POINT OF BEGINNING.

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

Development Act, Sections 163.161 et. Seq., Florida Statutes, and the Municipal Home Rule Powers Act, Sections 166.011 et. seq., Florida Statutes.

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

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

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

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

FIRST READING: _____

ADVERTISED: _____

SECOND READING: _____

BY: _____
JOHN C. MASIARCZYK, MAYOR

ATTEST:

_____
JOYCE RAFTERY, CMC, CITY CLERK

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

_____
GRETCHEN R. H. VOSE, CITY ATTORNEY