

ORDINANCE NO. 456

AN ORDINANCE OF THE CITY OF ORANGE CITY, FLORIDA, TRANSMITTING AND ADOPTING AN ADMINISTRATIVE AMENDMENT TO THE CITY OF ORANGE CITY COMPREHENSIVE PLAN FOR THE PURPOSE OF AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO UPDATE AND REVISE THE TEXT AND INCLUDING THE FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING FOR CONFLICT AND SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 163, Florida Statutes, requires local governments to annually update the Comprehensive Plan's Capital Improvements Element including the Five-Year Capital Improvement Program; and

WHEREAS, the City of Orange City, Florida has prepared amendments to the Comprehensive Plan's Capital Improvement Element including the Five-Year Capital Improvement Program as required by Chapter 163, Florida Statutes; and

WHEREAS, the Planning Commission of the City of Orange City has reviewed the proposed amendments and provided recommendations to the City Council of the City of Orange City at a duly noticed public hearing in the preparation and enactment of this Comprehensive Plan Amendment Ordinance; and

WHEREAS, the City Council of the City of Orange City desires to adopt an amendment to the Capital Improvement Element of the City of Orange City Comprehensive Plan and to guide and control the future development of the City and to preserve, promote and protect the public's health, safety and welfare; and

WHEREAS, the City Council of the City of Orange City held a duly noticed public hearing on the proposed amendment set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments; and

WHEREAS, the City Council hereby finds that this Ordinance serves a legitimate government purpose and is in the best interests of the public health, safety, and welfare of the citizens of Orange City, Florida.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF ORANGE CITY, FLORIDA:

SECTION 1. That the City Council of the City of Orange City, Florida hereby adopts an amendment to the City of Orange City Comprehensive Plan, which said amendment, consists of the Capital Improvement Element that is identified in Exhibit "A", and by reference incorporated herein with full force and effect, which is hereby amended pursuant to Chapter 163, Florida Statutes.

SECTION 2. Repealer: That all ordinances or parts of ordinances and all resolutions in conflict herewith be and the same are hereby repealed, as well as any portion in conflict herewith.

SECTION 3. Severability: If any section, part of a section, paragraph, clause, phrase or word of this ordinance is declared invalid, the remaining provisions of this ordinance shall not be affected.

SECTION 4. Effective Date: This Ordinance shall take effect immediately upon its adoption by the City Council of the City of Orange City, Florida.

ROLL CALL VOTE AS FOLLOWS (Ordinance No. 456):

First Reading this 14th day of June, 2011.

Jeff H. Allebach	<u>yes</u>	Thomas Laputka	<u>yes</u>
Tom Abraham	<u>yes</u>	Anthony Pupello	<u>yes</u>
Gary Blair	<u>Absent</u>	O.William Crippen, Vice Mayor	<u>yes</u>
Harley Strickland, Mayor	<u>yes</u>		

ROLL CALL VOTE AS FOLLOWS (Ordinance No. 456):

Second Reading this 28th day of June, 2011.

Jeff H. Allebach	<u>yes</u>	Thomas Laputka	<u>yes</u>
Tom Abraham	<u>yes</u>	Anthony Pupello	<u>yes</u>
Gary Blair	<u>yes</u>	O. William Crippen, Vice Mayor	<u>yes</u>
Harley Strickland, Mayor	<u>yes</u>		

PASSED and ADOPTED this 28th day of June, 2011.

ATTEST:

Deborah J. Renner
Deborah J. Renner, CMC, City Clerk

AUTHENTICATED:

Harley Strickland
Harley Strickland, Mayor

Approved as to form and legal sufficiency:

William E. Reischmann, Jr.
William E. Reischmann, Jr., City Attorney

Exhibit A
Capital Improvements Element

Section 10
Capital Improvements Element
Comprehensive Plan
Orange City, Florida

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Prepared by
Development Services Department
Orange City, Florida

Exhibit A
Capital Improvements Element

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Section 10 Capital Improvements Element

~~Struck through~~ = deleted text

Underlined = added text

INTRODUCTION

The City of Orange City seeks to provide existing and future residents and businesses with urban services and public facilities sufficient to meet their needs and expectations. The City also seeks to improve and expand these urban services and public facilities in a fiscally responsible manner, while fostering an efficient pattern and manageable pace of growth.

GOALS, OBJECTIVES AND POLICIES

Goal 1:

The City shall plan for and provide needed community facilities and services in a manner which maximizes the use of existing facilities, minimizes the fiscal and tax burden on existing residents, and accommodates growth and development while maintaining such facilities and services at their desired level-of-service (LOS) and mobility standards.

Objective 1.1:

Land use decisions within the City will be based on the provision of service and facilities at adopted LOS or mobility strategy, existing and projected fiscal capacity and a financially feasible five-year schedule of capital improvements as amended annually. Financially feasible means that sufficient revenues are currently available or will be available from committed funding sources for the first three years, or will be available from committed or planned funding sources for years four and five of the City's Five-Year Capital Improvements Program (CIP).

Policy 1.1.1:

The City's adopted development review procedures and the land development regulations ensure that development proposals comply with the City's concurrency management requirements with attention to the City's adopted LOS standards, existing LOS, and where appropriate, the time frame for implementation of additional facility improvements. With respect to mobility within the DULA/TCEA, the City shall through its development review procedures evaluate the quality/level of service standards and identify necessary enhancements for mobility as identified in this Element. Identified improvements shall be included in capital or operating budgets and within the Capital Improvements Element.

Policy 1.1.2:

The City shall allow for phasing of development-related infrastructure improvements concurrent with project impacts on public facilities.

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Policy 1.1.3:

The City has been designated as a Dense Urban Land Area. As such, the City is a Transportation Concurrency Exception Area. As such, Quality/LOS standards for the following facilities shall be as listed below and consistent with Policies 1.1.1 and 1.1.2 of the Transportation Element:

Transportation:	Peak Hour LOS
State Arterials:	
US 17/92 (Principal)	E-D
SR 472 (Minor)	E-D

Transportation, Cont:	Peak Hour LOS
County Arterials:	
Enterprise Road	E
East Graves Avenue	E
Saxon Boulevard	E
West Rhode Island Avenue (from US 17/92 to the Western Parkway)	E
North Kentucky Avenue/Veterans Memorial Parkway	E
County Collectors:	
West Blue Springs Avenue	E
North Kentucky Avenue	E
West French Avenue	E
City Arterials:	
East Rhode Island Avenue (from Veterans Memorial Parkway to US 17/92)	E
City Collectors:	
Leavitt Avenue	E
Harley Strickland Boulevard	E
Wisconsin Avenue	E
West Blue Springs Avenue	E

Sanitary Sewer:

284 gallons per day per equivalent residential connection

.08 gallons per day per acre for industrial/commercial/institutional uses

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Potable Water:

- 300 gallons per day per equivalent residential connection
- 1,500 gallons per day per acre for commercial/industrial/institutional uses
- and 500 gallons per minute fire flow

Solid Waste:

- 6 lb. per capita per day

Storm water:

All land use and development approval decisions which impact water resources in Orange City shall conform to the Volusia County comprehensive surface and groundwater basin management plan when said plan is completed and adopted by Volusia County and the City Council. Its recommendations will be used for all land use and development approval decisions which impact water resources. Until that time, the City shall comply with the following performance standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December, 2010, provided said standards are more stringent than the City's standards:

A. The City shall require that developments of less than 1 acre, with less than 5,000 square feet of impervious area, or an impervious area less than 25 percent of the total lot area, shall meet the performance and design standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December, 2010.

B. The City shall require development of any lot area that consists of 5,000 or more square feet of impervious area; or, the impervious area is 25 percent or more of the total lot area; or, the lot area of the proposed development is 1 acre or larger regardless of the impervious areas shall meet additional performance standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December, 2010.

Parks and Recreation:

Community Park = Four acres per 1,000 population.

Neighborhood Park = Two acres per 1,000 population.

The City shall utilize the existing LOS for recreation facilities, contained in Table 6-4 of the Plan's Support Document, as guidelines in developing future park sites.

Public Schools: Public school LOS standards are as set forth in Policy 2.1.2 of this Section.

Policy 1.1.4:

Pursuant to the review to be determined in Policy 1.1.1, if it is determined that a proposed development will result in a reduction in the service or facility below its LOS standard, a development order will be denied unless it can be demonstrated that the capacity of the

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impacted facility or service will be increased to accommodate the demands of the proposed development concurrent with its impacts.

Policy 1.1.5:

Capital improvements that cost a minimum of \$50,000 have a physical life of at least five years and are publicly-funded and/or privately-funded, shall be included in the CIP.

Policy 1.1.6:

When privately-funded capital improvements are included in the CIP to satisfy LOS standards or meet concurrency, the City shall execute a written agreement with the private entity that specifies the private entity's fair share cost and/or contribution, the name of the private entity, and the execution and expiration dates of the agreement.

Policy 1.1.7:

The City hereby adopts by reference Volusia County's Five-Year Road Program thoroughfare roadway improvements within Orange City into the City's CIP.

Policy 1.1.8:

The City hereby adopts by reference, the five-year schedule of transportation improvements related to Orange City as annually adopted by the Volusia County ~~Metropolitan~~ Transportation Planning Organization (MPO) (TPO) and Florida Department of Transportation District 5, into the City's CIP.

Policy 1.1.9:

The City hereby adopts by reference, the five-year Volusia County School District facilities work plan as annually adopted by the District, into the City's CIP.

Policy 1.1.10:

The City hereby adopts by reference, the St. Johns River Water Management District's water supply projects related to Orange City, into the City's CIP.

Policy 1.1.11:

The City shall establish local capital project review procedures which, at a minimum, objectively prioritize projects on the basis of the following criteria:

- A. The facility is required to eliminate public health or safety hazards;
- B. The facility is required to remedy existing LOS capacity deficiency;
- C. Local budget impact related to increases in operating costs;
- D. Locational needs based on future land use designation;
- E. The facility is necessary to accommodate new development and new facility demands;
- F. Financial feasibility; and
- G. Consistency and compatibility with plans of state and county agencies and including the Florida Department of Transportation and the St. Johns River Water Management District that provides public facilities within the City.

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Policy 1.1.12:

The same review procedures and criteria in Policy 1.1.11 above shall apply to the evaluation of need for replacement and renewal of worn out or obsolete facilities.

Objective 1.2: Reserved

Objective 1.3:

Future growth and development shall bear its proportionate share of the cost to provide services and facilities needed to maintain adopted LOS standards and accommodate future growth.

Policy 1.3.1:

The City will continue to investigate financing mechanisms such as impact fees and other forms of development assessments that require future growth and development to pay its proportionate share of the costs of providing facilities and services.

Policy 1.3.2:

The City shall not increase ad valorem millage rates and other fiscal burdens on existing residents without first examining available options for placing the cost and burden of providing new facilities and services on the growth and development requiring such facilities and services.

Policy 1.3.3:

If the City, at its discretion, intends for capital improvement projects to be funded in total or in part by its proportionate fair-share program, said projects shall be added to the CIP.

Objective 1.4:

The City shall continue to manage its fiscal resources to ensure the provision of needed capital improvements for future development and shall not issue future development orders when such development requires capital improvements for which sufficient funding does not exist.

Policy 1.4.1:

The City shall continue to anticipate and plan for fiscal requirements necessary to provide services and facilities at their desired LOS standards.

Policy 1.4.2:

An annual review of the funding priorities and improvements outlined herein shall be integrated with the City's CIP.

Policy 1.4.3

The City will continue to follow the criteria for issuing or incurring any additional debt as stated in the City's Charter, and in Florida Statutes, Section 166, Municipal Borrowing.

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Objective 1.5:

The City's adopted criteria and procedures for concurrency management shall ensure that facilities and services are available concurrent with the impacts of development.

Policy 1.5.1:

The following facilities shall be subject to the City's LDC, Ordinance No. 157, concurrency management provisions and those that are stipulated herein:

- A. Roads;
- B. Potable Water;
- C. Sanitary Sewer;
- D. Solid Waste;
- E. Storm water;
- F. Recreation, and
- G. Public Schools

The LOS for facility categories A through F are set forth in Policy 1.1.3 of this Section. The LOS for public schools is set forth in Policy 2.1.2 of this Section.

Policy 1.5.2:

The concurrency management provisions of the City's LDC, Ordinance No. 157, stipulated herein will be applied to proposed development and the City shall issue Development Orders only when there is sufficient capacity from all facilities to serve the project at the adopted LOS standards. This concurrency test for facilities and services will be determined by comparing the available capacity of a facility or service to the demand created by the proposed project. Available capacity will be determined by adding any capacity demands committed and approved prior to, and subsequent to, the adoption of the Comprehensive Plan, then subtracting that total from the design capacity of the facility; the remaining is the capacity available to serve proposed development projects.

Policy 1.5.3:

Each proposed development or application for a development order or permit shall clearly identify the quantity (number of square feet, units etc.), density (units per acre, etc.) and intensity (type of use-commercial, industrial, multifamily, residential, etc.) of land uses in the proposed development.

Policy 1.5.4:

The City shall require that all developments meet the requirements of concurrency as outlined in Rule 9J-5 of the Florida Administrative Code, except for those developments that are vested as described in Policy 1.5.5. The following standards meet the requirements for concurrency as outlined in Rule 9J-5 of the Florida Administrative Code:

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Minimum Requirements:

The City shall require that all developments meet the requirements of concurrency to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development, and shall address the following items:

- A. For potable water, sewer, solid waste and drainage, at a minimum, provisions in this Comprehensive Plan shall ensure that the following standards will satisfy the concurrency requirement:
 - 1. The necessary facilities and services are in place at the time a development permit is issued; or
 - 2. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or
 - 3. The necessary facilities are under construction at the time a permit is issued; or
 - 4. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of Section 9J-5.0055(2)(a)2 to (2)(a)5, Florida Administrative Code (F.A.C.) An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

- B. For parks and recreation, the City may satisfy the concurrency requirements by complying with the standards in Section 9J-5.0055(2)(a)6, F.A.C., or by ensuring that the following standards will be met:
 - 1. At the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
 - 2. The necessary facilities and services are guaranteed in an enforceable development agreement which required the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of the applicable development permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes.

- C. For roads designated in the adopted plan, the City may satisfy the ~~concurrency~~ mobility requirements by complying with the standards in Sections 9J-5.0055(3)(c)1 to (3)(c)7, F.A.C. and the provisions of Florida

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Statutes 163.3180(11). In addition, in areas in which the City has committed to provide the necessary public facilities and services in accordance with its five-year schedule of capital improvements, the City may satisfy the ~~concurrency~~ mobility requirements for roads transportation facilities by the adoption and implementation of ~~concurrency requirements~~ mobility standards based upon an adequate capital improvements program and schedule and adequate implementing regulations which, at a minimum, include the following provisions:

1. A Capital Improvements Element and a five-year schedule of capital improvements which, in addition to meeting all of the other statutory and rule requirements, must be financially feasible. The Capital Improvements Element and five-year schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five-year work program and all five years of the County's adopted five-year road program.
2. A five-year schedule of capital improvements which must include both necessary facilities to maintain the adopted quality/level-of-service standards to serve the new development proposed to be permitted and the necessary facilities required to eliminate those portions of existing deficiencies which are a priority to be eliminated during the five-year period under the local government plan's schedule of capital improvements, pursuant to Section 9J-5.016(4)(a)1, F.A.C.
3. A realistic, financially feasible funding system based on currently available revenue sources which must be adequate to fund the public facilities required to serve the development authorized by the development order and development permit, and which public facilities are included in the five-year schedule of capital improvements.
4. A five-year schedule of capital improvements which must include the estimated date of commencement of actual construction and the estimated date of project completion.
5. A five-year schedule of capital improvements which must demonstrate that the actual construction of ~~the roads transportation facilities~~ facilities and the provision of services are scheduled to commence in or before the third year of the five-year schedule of capital improvements.
- ~~6. A provision that a plan amendment would be required to eliminate, defer or delay construction of any road which is needed to maintain the adopted level of service standards and which is listed in the five-year schedule of capital improvements.~~
- ~~7~~6. A requirement that, in conjunction with the Capital Improvements Element, the City ensures that development orders and permits are issued in a manner that will assure that the accessory public facilities

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and services will be available to accommodate the impact of that development.

- 87. A provision that a monitoring system will be adopted which enables the City to determine whether it is adhering to ~~the adopted level of service standards~~ mobility strategies and its five-year schedule of capital improvements and that the city has a demonstrated capability of monitoring the availability of public facilities and services.
- 98. A clear designation within the City Comprehensive Plan of those areas within which facilities and services will be provided by the City with public funds in accordance with the five-year schedule of capital improvements.

- D. In determining the availability of public facilities or services, a developer may propose, and the City may approve, developments in stages or phases so that public facilities and services needed for each phase will be available in accordance with the standards required by Sections 9J-5.0055(2)(a), (2)(b) and (2)(c), F.A.C.
- E. For the requirements of Sections 9J-5.0055(2)(a), (2)(b) and (2)(c), F.A.C., the City must develop guidelines for interpreting and applying level-of-service standards to applications for development orders and permits and determining when the test for concurrency must be met. The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of the development.
- F. The requirements for public school concurrency are set forth in the Public School Element's Objectives 2.2 and 2.3 and their related Policies.

Policy 1.5.5:

The City's LDC, Ordinance No. 157, Section 4.2.2, vested the following developments from concurrency testing. Therefore said developments shall not be tested for facility capacity and concurrency:

- A. Developments which have received a City building permit prior to the adoption of the City's LDC and which still remain in full force and effect;
- B. Developments which have received final residential subdivision plat approval prior to the adoption of the City's LDC;
- C. Developments which have received site plan approval prior to adoption of the City's LDC;
- D. Planned Unit Developments with an approved Master Development Plan and development agreement; and

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- E. All vacant single-family, duplex and single-family attached dwelling lots in subdivisions that were platted and recorded prior to adoption of the City's LDC.

Policy 1.5.6:

Properties vested by Policy 1.5.5, shall have facility capacity reserved for such properties throughout the duration of the planning period unless previous agreements provide for an earlier expiration date.

Policy 1.5.7:

Modifications, amendments or additions to the approved developments that would result in an increase in density or intensity shall be tested for facility capacity as required by the City's LDC, Ordinance No. 157.

Policy 1.5.8:

The City may establish an administrative remedy similar to said remedy as outlined in the Volusia County Comprehensive Plan's Capital Improvements Element.

Policy 1.5.9:

Improvements, renovations and repair to existing structures shall only effect facility capacity and concurrency to the extent such improvements, renovations and repairs increase the number of dwelling units, floor area for nonresidential uses or other measures of intensity. In such cases where improvements, renovations, repair and reuse to existing structures will result in a probable increase in either density or intensity of the property(s) or development, then a determination of such an increase and its effect on facility capacity shall be made prior to any approval for a building permit. If existing facility capacity is available and no degradation of adopted service levels for these facilities identified in Policy 1.5.1 will result from such an improvement, a final development order and development permit may be issued. If such improvements, renovations and repairs will not result in any increase in density or intensity, then the issue of sufficient facility capacity and concurrency will have no bearing on the issuance of a final development order and development permit.

Policy 1.5.10:

The City shall review all development and/or redevelopment activities in a manner consistent with adopted LOS and mobility standards as part of the land development review process.

Policy 1.5.11:

The review process to be determined in Policy 1.5.10 will require a detailed traffic impact evaluation to be submitted for any development that exceeds a de minimis impact. A de minimis impact is defined by Section 163.3180(6) F.S. as an impact that would not affect more than 1 percent of the maximum volume at the adopted level-of-service of the affected transportation facility as determined by the local government. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum

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volume at the adopted level- of-service of the affected transportation facility; provided however, that an impact of a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

Policy 1.5.12:

The City shall submit, with its annual CIP update, a De Minimis Records Report as required by Section 163.3180(6) F.S. for all de minimis developments.

~~Policy 1.5.13:~~

~~The traffic impact evaluation shall be prepared according to the City's specifications and requirements.~~

Policy 1.5.44 ~~13~~:

The cost of preparing the traffic site impact and mobility evaluation will be borne solely by the developer. The City may also increase the fee for building permits to cover the administrative costs to review each traffic impact evaluation.

~~Policy 1.5.15:~~

~~Orange City shall continue to support the establishment of an areawide traffic concurrency management system. Orange City shall participate in this areawide traffic concurrency management system when it is established.~~

Policy 1.5.46 ~~14~~:

No land use approval for new development, redevelopment or annexation in the City shall cause facilities or services to fall below adopted local LOS and mobility standards, as contained in the Capital Improvements Element of this Comprehensive Plan. Public facilities and services necessary to serve the proposed development, redevelopment or annexation must be available, at the adopted local LOS, concurrent with the impacts of development, consistent with the City's LDC, Ordinance No. 157.

Policy 1.5.47 ~~15~~:

The City shall, prior to annexation, evaluate proposed annexations to determine potential fiscal, LOS and infrastructure impacts to ensure that LOS and mobility standards can be maintained and services provided in a timely and fiscally responsible manner.

OBJECTIVE 1.6:

Facility funding for a TCEA is required by Florida Statutes. The facilities and funding necessary to achieve the purposes of the TCEA must be reflected in a financially feasible capital improvement plan. The plan associated with the initial establishment of the TCEA is contained in the following policies.

Policy 1.6.1:

Identification of Transportation Improvements. The City shall identify and update annually a list of short-term (5:year), and long-term (plan horizon) mobility improvements.

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Policy 1.6.2:

Implementation Plan Coordination. The City shall continue its commitment and will work with Volusia County, FDOT, VOTRAN, and the Volusia TPO for the timely implementation of all programmed improvements as may be identified in the TCEA Implementation Plan.

Policy 1.6.3:

The City shall continue to coordinate with Volusia County, the FDOT, and Volusia TPO to attempt to secure funding for planned, but unfunded improvements as may be identified in the TCEA Implementation Plan.

Policy 1.6.4:

The City shall promote local, state, or other funding for traffic operations improvements with particular emphasis on developed or planned roadways within the TCEA.

Policy 1.6.5:

The City shall coordinate with FDOT and Volusia County regarding intelligent transportation systems (ITS), including computerized signalization and optimal signal timing and progression.

Policy 1.6.6:

A transportation concurrency exception for individual projects within the TCEA shall be granted only if the following criteria are met:

- A. The development or redevelopment project shall be required to meet the following development performance criteria based on the development's (including all phases) trip generation and proportionate impact on adjacent roadways. Performance criteria and/or proposed mitigation will be funded from a variety of public and private sources.
- B. The developer may sign a development agreement or contract with the City for the provision of the required standards. The choice of standards shall be subject to final approval by the City during the site plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards off-site with the City's approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting multiple standards.

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C. TCEA Performance Standards:

<u>Criteria Level</u>	<u>New PM Peak Trips</u>	<u>Required Number of Mobility Standards</u>
<u>Level 1</u>	<u>Less than 25</u>	<u>At least 1 standard. If a standard from the Enhancement Group is selected, at least two standards are required.</u>
<u>Level 2</u>	<u>25 -250</u>	<u>At least 2 standards. No more than one standard can be selected from the Enhancement Group or from the Innovation Group.</u>
<u>Level 3</u>	<u>251-500</u>	<u>At least 3 standards. No more than one standard can be selected from the Enhancement Group or from the Innovation Group.</u>
<u>Level 4</u>	<u>Over 501</u>	<u>At least four standards. No more than one standard can be selected from the Enhancement Group or from the Innovation Group.</u>

- D. A transportation impact analysis is required for any project that generates more than 25 net new PM peak hour trips.
- E. The table below includes a listing of acceptable performance standards, categorized by groups. Each group consists of related performance standards, indicated by a number. For example, performance standard number three under the Enhancement Group involves widening existing sidewalks to increase pedestrian mobility and safety. The performance standards are characterized by the group name.
- F. The table below includes a listing of acceptable performance standards, categorized by groups. Each group consists of related performance standards, indicated by a number.
- G. Though the importance of each performance standard cannot be disputed, the level of financial investment does vary by group. Consequently, the number of standards which must be met by small developments (less than 25 daily trips) is increased by one if the Enhancement Group is selected. In this case, an additional

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performance standard is added to ensure some level of equity when selecting performance standards. Also, limitations are placed on the number of performance standard selections from the Enhancement Group and the Innovation Group to promote operational, capacity-related, and innovative improvements.

H. Additionally, any development consisting of, or occupying a facility with provisions for 50 or more employees is required to participate in a Transportation Demand Management (TDM) program. The TDM program must be outlined in writing to the City not longer than 30 days from Certificate of Occupancy.

I. Performance Standards by Group:

Number	Performance Standard
Operational Group	
<u>1</u>	<u>Business operations are not conducted in the peak hour and/or will not generate traffic during the peak hour.</u>
<u>2</u>	<u>Construction of bus turn-out facilities.</u>
<u>3</u>	<u>Use of joint driveways and/or cross-access to reduce curb cuts.</u>
<u>4</u>	<u>Intersection and/or signalization modifications to improve roadway operation and safety.</u>
<u>5</u>	<u>Intersection and/or signalization modifications to improve transit operations and safety.</u>
<u>6</u>	<u>Addition of dedicated turn lanes into and out of the development.</u>
<u>7¹</u>	<u>Contribute to the operation of transit route for an established period of time set forth in the development agreement.</u>
Capacity Group	
<u>1</u>	<u>Payments to the City which will either increase existing transit service frequency or add additional transit service</u>
<u>2</u>	<u>Construction of new road facilities that provide alternate routes to reduce congestion.</u>
<u>3</u>	<u>Addition of lanes on existing road facilities, where acceptable to the City, County and/or FDOT, as relevant.</u>
<u>4</u>	<u>Provision of transit pass programs provided to residents and/or employees of the development. The transit passes must be negotiated as part of an agreement with VOTRAN or the City.</u>
<u>5</u>	<u>Other acceptable roadway, pedestrian, or bicycle improvements as mutually agreed to by the City and Owner/Developer.</u>
Enhancement Group	
<u>1</u>	<u>Construction of new public sidewalks along all street frontages where they do not currently exist.</u>
<u>2</u>	<u>Widening of existing public sidewalks to increase pedestrian mobility and safety.</u>
<u>3</u>	<u>Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the City.</u>

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<u>4</u>	<u>Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.</u>
<u>5</u>	<u>Clustering and design of the development for maximum density, or use of maximum FAR, at the site which preserves open space, and reduces the need for development of vacant lands, enhances multi-modal opportunities, and provides transit-oriented densities or intensities.</u>
<u>6</u>	<u>Provision of additional bicycle parking facilities located in the TCEA area.</u>
<u>Innovation Group</u>	
<u>1</u>	<u>An innovative transportation-related modification or standard submitted by the developer where acceptable to and approved by the City.</u>
<u>2</u>	<u>Provision of ride sharing or van pooling programs.</u>
<u>3</u>	<u>Participation in a transportation demand management (TDM) program that provides funding or incentives for transportation modes other than the single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.</u>

¹Transit operations may be selected more than once and would be coordinated with the Voltran, Volusia County and FDOT

Policy 1.6.7:

The City shall implement the following mobility strategies which are provided to illustrate the City's commitment to maintaining mobility with its TCEA. While the projects are not capital improvements, each one is an initiative that will support multimodal transportation and establish programs to maximize the effectiveness of the existing transportation network. Within each program or policy, the City will develop and implement a variety of initiatives as determined appropriate and feasible for the City.

Goal 2:

Provide for a financially feasible public school facilities program.

Objective 2.1:

The City shall ensure that the capacity of schools is sufficient to support increases in residential density at the adopted LOS standard. This LOS standard shall be consistent with the LOS standard adopted in the Public School Facilities Planning Interlocal Agreement (PSFPIA) entered into by the School Board and the City.

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Policy 2.1.1:

The LOS standard adopted by the City shall be applied consistently by all local governments within Volusia County and by the School Board district-wide to all schools of the same type.

Policy 2.1.2:

Consistent with the PSFPIA, the uniform, district-wide LOS standards are set forth as follows using Florida Inventory of School Houses (FISH) capacity based on the traditional school calendar:

Elementary Schools:	115% of permanent FISH capacity for the concurrency service area
K-8 Schools:	115% of permanent FISH capacity for the concurrency service area
Middle Schools:	115% of permanent FISH capacity for the concurrency service area
High Schools:	120% of permanent FISH capacity for the concurrency service area
Special Purpose Schools:	100% of permanent FISH capacity

Policy 2.1.3:

The following schools shall achieve the adopted level of service no later than the identified date. The level of service presented in the following table is the tiered level of service that shall apply to that school until the dated noted in the table.

School	LOS	Date
Orange City Elementary	117%	July 1, 2012
Horizon Elementary	158%	July 1, 2012
Freedom Elementary	126%	July 1, 2012
Osceola Elementary	117%	July 1, 2012
Oriona Elementary	150%	July 1, 2012
Ormond Beach Elementary	116%	July 1, 2012
Southwestern Middle	120%	July 1, 2013
New Smyrna Beach Middle	122%	July 1, 2014

Note: This policy designates a tiered LOS for those schools that exceed the desired levels at the end of the five-year capital improvements program.

Objective 2.2:

The City shall cooperate with the School Board to ensure existing school capital facility deficiencies and future needs are addressed consistent with the public school LOS standards.

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Policy 2.2.1:

The City adopts by reference the School Board's five-year work program approved annually each September as part of the overall School District budget. The City shall review the annual work program to verify that it is financially feasible and will maintain the LOS standards by the end of the five-year period.

Policy 2.2.2:

The City shall coordinate with the School Board to ensure that the City's future residential development bears its proportionate share of the capital facility costs related to public school capacity that is necessary to maintain public school LOS standards.

Policy 2.2.3:

By December 1 of each year, the City shall adopt as part of its Capital Improvement Element, the Volusia County School District five-year work program approved in September of each year as part of the School District's budget including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

CAPITAL IMPROVEMENTS PROGRAM

A detailed schedule of capital improvements is presented in the following Table 9, the Capital Improvement Program. Once the Comprehensive Plan is adopted, the schedule of capital improvements in Table 9 will serve as a primary means of implementing the principles, policies and fiscal requirements set forth herein. In addition to the concurrency management system outlined under Objective 1.5, the schedule of improvements will further ensure that needed services and facilities are provided in a timely manner and are available concurrent with the impacts of future growth and development. In this way, the resources will be identified and earmarked for the capital improvements necessary to maintain the LOS standards established in the Comprehensive Plan.

Another aspect of implementation involves the responsibilities for ensuring that the improvements are scheduled and made, so that LOS standards are maintained. These responsibilities also relate to the policies outlined in the preceding section. In general, this responsibility lies with the City Manager and, ultimately, the City Council. However, coordination with the operational departments of both City and County jurisdictions, and the Development Services Department, is crucial to a successful implementation of the Capital Improvements Element and Comprehensive Plan.

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Table 9
Five-Year Capital Improvement Program

Project Category	Project Type	FY-09-10	FY-10-11	FY-11-12	FY-12-13	FY-13-14	Total	Funding Source
Equipment	New and Replacement Vehicles	438,000	475,000	425,000	475,000	425,000	738,000	General Fund
Road and Drainage	Resurfacing and Drainage Improvements	450,000	450,000	450,000	450,000	450,000	750,000	General Fund
Sidewalks	New Construction	50,000	50,000	50,000	50,000	50,000	250,000	General Fund
Water and Sewer	Alternative Water Supply Planning and Design	60,000					60,000	Alternate Water Supply Fund
	Alternative Water Supply Construction					2,000,000	2,000,000	Alternate Water Supply Fund
	Carpenter Ave Force Main/Storm water Reuse Line			4,700,000			4,700,000	Impact Fees and Enterprise Fund
	East Rhode Island Force Main	466,000					466,000	Impact Fees
	Carpenter Ave Lift Station				75,000		75,000	Impact Fees
Parks and Recreation	Existing Parks Improvements/Upgrades				225,000		225,000	FRDAP Grant
				4,075,000			4,075,000	EGHO Grant
Total		564,000	375,000	3,400,000	675,000	2,325,000	7,030,000	

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**Table 9
Five-Year Capital Improvement Program**

Project Category	Project Type	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	Total	Funding Source
Equipment	New and Replacement Vehicles	44,000	125,000	175,000	175,000	125,000	764,000	General Fund
	Dump Truck		60,000					
	Street Sweeper				60,000			
Road	Resurfacing	70,000	110,000	100,000	100,000	100,000	780,000	General Fund
	Thorpe Avenue Paving			300,000				
Sidewalks	New Construction	50,000	50,000	50,000	50,000	50,000	250,000	General Fund
			56,120				56,120	CDBG Funds
Water and Sewer	Alternative Water Supply Construction				2,000,000		2,000,000	Alternative Water Supply Fund
	Carpenter Ave Force Main/Storm water Reuse Line			2,000,000			2,000,000	Impact Fees * and Enterprise Fund *
	East Rhode Island Force Main	305,000					305,000	Impact Fees *
	Carpenter Ave Lift Station			75,000			75,000	Impact Fees *
	Distribution Improvements		130,000				130,000	Impact Fees * and Enterprise Fund *
	Alternative Water Project		385,000				385,000	Impact Fees * and Enterprise Fund *
	City Wide Water Main Replacement			765,750	765,750	765,750	2,297,250	Impact Fees * and Enterprise Fund *
Parks and Recreation	Existing Parks Improvements/Upgrades			1,300,000			225,000	FRDAP Grant *
				1,075,000			1,075,000	ECHO Grant *
							1,075,000	Impact fees *
Total		469,000	916,120	5,840,750	3,150,750	1,040,750	11,417,370	

* Funding in these categories is based on future availability.

Support Information

Capital Improvements Element Support Documentation

I. INTRODUCTION

The primary purpose of the Capital Improvements Element (CIE) is to identify the capital improvements that are needed to implement the Comprehensive Plan (Plan) and ensure that the City's adopted Level of Service (LOS) Standards are achieved and maintained for concurrency related facilities (transportation, sanitary sewer, potable water, solid waste, stormwater, parks and recreation, and school facilities). The necessary future capital improvements are tied together through the CIE by including said improvements in the City's Five-Year Capital Improvements Program (CIP).

The CIE also has a key relationship to the Plan, which is strengthened through the "concurrency" requirement stipulated in the Florida Statutes. This requirement, simply stated, says that facilities and services must be available at their adopted LOS and mobility standard concurrent with the impacts of development.

II. LOS Standards

LOS and mobility standards establish a minimum level at which the services and facilities identified in the Plan will be provided. Therefore, the LOS and mobility standards set a level for the provision and maintenance of sufficient capacity to accommodate demand resulting from development within the City. Further, the "concurrency" requirement mandates that the permitting of future development is contingent on the maintenance of the LOS and mobility standards contained in the Plan. The City's adopted LOS and mobility standards are presented in Table 1.

Table 1 LOS Standards

Transportation:	Peak Hour LOS
State Arterials:	
US 17/92 (Principal)	E D
SR 472 (Minor)	E D
County Arterials:	
Enterprise Road	E
East Graves Avenue	E
Saxon Boulevard	E
West Rhode Island Avenue (except City Section listed below)	E
North Kentucky Avenue/Veterans Memorial Parkway	E
County Collectors:	
West Blue Springs Avenue	E
North Kentucky Avenue	E
West French Avenue	E

Transportation (cont.):

Peak Hour LOS

City Arterials:

<u>East</u> Rhode Island Avenue from Veterans Memorial Parkway to US 17/92	E
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City Collectors:

Leavitt Avenue	E
Harley Strickland Boulevard	E
Wisconsin Avenue	E
West Blue Springs	E

Sanitary, Sewer:

284 gallons per day per equivalent residential connection

.08 gallons per day per acre for industrial/commercial/institutional uses

Potable Water:

300 gallons per day per equivalent residential connection

1,500 gallons per day per acre for commercial/industrial/institutional
uses and 500 gallons per minute fire flow

Solid Waste:

6 lb. per capita per day

Stormwater:

All land use and development approval decisions which impact water resources in Orange City shall conform to the Volusia County comprehensive surface and groundwater basin management plan when said plan is completed and adopted by Volusia County and the City Council. Its recommendations will be used for all land use and development approval decisions which impact water resources. Until that time, the City shall comply with the following performance standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December 2010, and as may be amended from time to time, provided said standards are more stringent than the City's standards:

A. The City shall require that developments of less than 1 acre, with less than 5,000 square feet of impervious area, or an impervious area less than 25 percent of the total lot area, shall meet the performance and design standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December 2010, and as may be amended from time to time.

B. The City shall require development of any lot area that consists of 5,000 or more square feet of impervious area; or, the impervious area is 25 percent or more of the total lot area; or, the lot area of the proposed

development is 1 acre or larger regardless of the impervious areas shall meet additional performance standards of Section 72-779 of the Volusia County Land Development Code (LDC), Chapter 72, Article III, as ~~amended~~ existed in December 2010, and as may be amended from time to time.

Parks and Recreation:

Community Park = Four acres per 1,000 population.

Neighborhood Park = Two acres per 1,000 population.

The City shall utilize the existing LOS for recreation facilities, contained in Table 6-4 of the Plan's Support Document, as guidelines in developing future park sites.

Schools: LOS standards are included in the School Element.

III. CAPITAL IMPROVEMENT REQUIREMENTS

The purpose of this section is to set forth the capital improvement requirements that are to be funded and the sources of revenue available to finance them. Chapter 9J-5, F.A.C, stipulates that only those improvements necessary within a five year period need to be addressed. Therefore, the capital improvements are confined to Fiscal Years 2010/2015.

Facilities

Transportation

Volusia County's proposed FY 10/11 to FY 14/15 Five-Year Road Program includes thoroughfare roadway facility improvements that have been identified as necessary to increase roadway capacities. These roadway improvements include the following:

- Saxon Boulevard safety upgrade from I-4 to Enterprise Road.
(construction scheduled in FY 10/11)
- Two lane East Rhode Island Avenue extension east from Veterans Memorial Parkway to Normandy Boulevard. (ROW acquisition scheduled in FY 10/11)

Volusia County has moved three thoroughfare roadway facility improvements out of the five-year plan and into the sixth year. Therefore the following three projects are funded for the FY 14/15. These three roadway improvements include the following:

- Graves Avenue/Kentucky Avenue intersection improvement.
(construction scheduled in FY 15/16)
- Four lane Kentucky Avenue from Graves Avenue to SR 472.
(construction scheduled in FY 15/16)
- Realign and four lane Veterans Memorial Parkway to Kentucky Avenue.
(construction scheduled in FY 15/16)

Volusia County has moved two thoroughfare roadway facility improvements out of the five-year plan and scheduled them for potential future funding. These two roadway improvements include the following:

- Two lane Rhode Island Avenue extension east from Veterans Memorial Parkway to Normandy Boulevard. (unfunded and unscheduled construction)
- Two lane Westside Parkway from Don Smith Boulevard to Rhode Island Avenue. (unfunded and unscheduled construction)

These improvements are the fiscal responsibility of Volusia County and have been identified within the County's CIP. The City's CIE Policy 1.1.7 adopts these improvements by reference.

The Florida Department of Transportation's Five-Year Road Program (FY 10/15) includes improvements (six lanes) to Interstate 4 from State Road 44 to Interstate 95. CIE Policy 1.1.8 adopts these improvements by reference.

The City has not identified any City thoroughfare road projects that are required to maintain the City's road LOS standards. Therefore, the City's Five-Year CIP does not contain any City thoroughfare road improvements.

De Minimis Records Report

Policy 1.5.12 of the CIE requires a De Minimis Records Report be included with the annual CIE update on all de minimis developments. During the 09/10 fiscal year, the City issued certificates of occupancy for 13 dwelling units. All thirteen were single family dwelling units. According to Policy 1.5.11 of the CIE, an impact of a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

De Minimis Records Report	
Single family dwelling units	13
Total	13

Sanitary Sewer

Wastewater service is provided to the City through a wholesale service agreement with Volusia County. The County's current treatment plant capacity is 1.8 million GPD. The County has indicated there will be enough capacity to accommodate Orange City wastewater flows in the future. Orange City's sanitary sewer projects consist of two force main projects and a lift station.

Potable Water

In order to maintain potable water adopted LOS standards, during Fiscal Year 2009/10 the City upgraded its water storage capacity. This improvement was necessary to ensure that adequate capacity is available to serve any new future development. In addition, the City has earmarked funds for alternative water supply planning, design and construction.

Stormwater

The City has identified stormwater improvement projects along roads that will be resurfaced in FY 10/11 through FY 14/15 and a stormwater reuse project as part of the West Rhode Island Avenue force main project.

Solid Waste

There are no solid waste projects proposed in the Five-Year CIP.

Parks and Recreation

Effective in April 2010, BEBR's estimated population for Orange City was 10,599. The City's adopted LOS standard for parks is 2 acres per 1,000 residents for neighborhood parks and 4 acres per 1,000 residents for community parks. A comparison of this LOS standard to the existing park acreage listed in Tables 2 and 3 indicates that said acreage meets and exceeds the City's minimum park and recreation LOS standards. Currently, there is a surplus of 4.6 acres of neighborhood park land and a surplus of 19.7 acres of community park land as indicated in Table 1 below.

Table 1 – Park and Recreation LOS Summary

Park Type	LOS	Acres Required	Acres Provided	Surplus Acres	Meets LOS
Neighborhood	2 acres per 1,000 population	21.2	25.0	3.8	Yes
Community	4 acres per 1,000 population	42.4	60.5	18.1	Yes
Total		63.6	85.5	21.9	Yes

Table 2 – Community Park Inventory

Name	Jurisdiction	Acres	Type	Facilities
Veterans Memorial Park	Orange City	2.00	Community	Playground Picnic Pavilion (2) w/ BBQ grill Exercise Trail (recycled rubber) Splash Pad
Feiser Park	Orange City	1.90	Community	Parking for Mill Lake Park and events at Veterans Memorial Park.
Mill Lake Park	Orange City	20.00	Community	Picnic Area Nature Walk Lake (large) Basketball Court Play Area w/ Jungle Gym
Shuffleboard Park	Orange City	1.60	Community	Shuffleboard Courts (16) Restrooms (2) Clubhouse (small meeting facility) Wava's Senior Facility (3,000 SF)

Valentine Park	Orange City	35.00	Community	Restrooms (3) Playground Picnic Pavilions (3) Baseball Fields (3) (lighted) Softball Field (lighted) Soccer and Multi-use Field Volleyball Court Nature Trail Football Field Tennis Court (2) (lighted) Basketball Court (lighted) Concession stand w/ meeting facility
	Sub-Total	60.50	Community	

Table 3 – Neighborhood Park Inventory

Name	Jurisdiction	Acres	Type	Facilities
Dickinson Park	Orange City	0.90	Neighborhood	Gazebo w/ event stage Water Fountain (2) Benches (10)
Orange City Elementary	School District	4.00	Neighborhood	Playground (large) Basketball Court Baseball field
Coleman Park	Orange City	2.50	Neighborhood	Playground with play equipment Picnic Pavilion Basketball Court Softball Practice Field
Marshall Park	Orange City	3.30	Neighborhood	Picnic Pavilion Pavilion w/ Water faucet Nature Trail w/ Boardwalk Water body (small)
Graves Avenue Park	Orange City	0.50	Neighborhood	Vacant land - Not developed
Blue Springs Villas Subdivision	Homeowners Association	1.00	Neighborhood	Gazebo Playground with play equipment
Fawn Ridge Subdivision	Homeowners Association	1.50	Neighborhood	Gazebo Playground with play equipment Tables
Oakhurst Subdivision	Homeowners Association	3.00	Neighborhood	Picnic area Nature Trail Playground with play equipment
Sherwood Oaks Subdivision	Homeowners Association	0.40	Neighborhood	Nature Trail
Orange Tree Village Mobile Home Park	Mobile Home Park Owner	0.90	Neighborhood	Clubhouse with parking Swimming Pool
Country Village Mobile Home Park	Mobile Home Park Owner	1.60	Neighborhood	Club House Activity Center (large) Swimming Pool Shuffleboard Court (2) Recreation Center (small)
Pine Forest Mobile Home Park	Mobile Home Park Owner	0.55	Neighborhood	Clubhouse Swimming Pool
Orange City Mobile Home Park	Mobile Home Park Owner	0.10	Neighborhood	Club House
Orange City	Mobile Home	0.55	Neighborhood	Swimming Pool

RV Park	Park Owner			Miniature Golf Shuffleboard Court (4) Bocci Court
Land O' Lakes Mobile Home Park	Mobile Home Park Owner	0.10	Neighborhood	Club House Shuffleboard Court (2) Horseshoe
Grandeville Apartments	Apartment Complex Owner	0.20	Neighborhood	Clubhouse Swimming Pool Nature trail
Villa Grande Apartments	Apartment Complex Owner	0.50	Neighborhood	Clubhouse Swimming Pool Fitness trail
Braemoor Dunes Apartments	Apartment Complex Owner	0.20	Neighborhood	Playground with play equipment
Saxon Trace Apartments	Apartment Complex Owner	0.75	Neighborhood	Clubhouse Swimming Pool Exercise room and walking trail
Integra Landings Apartments	Apartment Complex Owner	1.00	Neighborhood	Clubhouse Swimming Pool Fitness and Exercise center Walking Trail
Greenleaf Garden Apartments	Apartment Complex Owner	0.10	Neighborhood	Playground with play equipment Picnic Area
Water Oak Apartments	Apartment Complex Owner	0.10	Neighborhood	Clubhouse
Enterprise Cove Condos	Condo Owners Association	0.65	Neighborhood	Clubhouse Swimming Pool Fitness and Exercise center Walking Trail
John Knox Village	Assisted Living Owner	0.20	Neighborhood	Shuffleboard Court (6) Swimming Pool Golf (2 greens) Golf (driving nets) Bocci Court (2)
Breezewood Condos	Condo Owners Association	0.40	Neighborhood	Clubhouse Swimming Pool Shuffleboard Court (2)
	Sub-Total	25.00	Neighborhood	
Table 2 And 3	Grand Total	85.50	Community	and Neighborhood

In addition to the City's 85.50 recreational acres, Bennett Memorial Park is a developed Volusia County regional park consisting of approximately 55 acres of active recreation facilities. The County also owns an additional 130 vacant adjacent acres proposed for recreational use. Both properties are located within Orange City's jurisdiction. Including Bennett Memorial Park, the City has a total park land area of 270.5 acres, which equates to 37.7 acres per 1,000 residents.

The City included two park projects in its Five-Year CIP that are proposed to be funded with two FRDAP park related grants and an ECHO grant. The FRDAP grants are to be used for facility improvements to both Fieser and Veterans Memorial Parks. On June 3, 2009, the FDEP advised the City that the two FRDAP grants would not be funded that

fiscal year. At the City's request, the FDEP rolled the application over to the next grant cycle. FDEP has recommended that the two FRDAP grants (ranked as 22 and 49) be funded in FY 10/11. Currently, the City is still awaiting formal notification from FDEP.

Public Schools

Chapter 163, F.S. requires LOS standards for school facilities and the establishment of a financially feasible public school five-year capital facilities program. Policy 2.5.3 of the Public School Element adopts by reference the School Board's five-year capital facilities program.

Budgeting Policies and Procedures

Orange City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City can be divided into two categories: governmental funds and proprietary funds. A brief description of each of these fund types and individual funds follows:

There are three different types of funds – the General Fund, Special Revenue Funds, and Enterprise Funds.

The General Fund is the general operating fund of the City. This fund is used to account for all financial resources except for those which are required to be accounted for in another fund. For the City, large shares of the City's capital purchases are accounted for through the General Fund.

Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes. The City has four Special Revenue Funds, which are the Impact Fee Fund, the Solid Waste Fund, Sparkman SAD Fund, and the Forfeiture Fund.

The City maintains one Enterprise Fund. The City uses the Enterprise Fund to account for its water and sewer operations.

Financial Feasibility

Capital projects within the Five-Year CIP for which a level of service standard has been adopted must be financially feasible. Therefore, the financial feasibility determination is limited to the water and sewer, road and drainage and park projects.

Water and Sewer Projects

Water and sewer projects are scheduled in FY 10/11 with a committed funding source consisting of impact fees, enterprise funds, and an alternative water supply fund. Table 4 provides an impact fee balance calculation that ensures adequate funds are available to fund the projected improvements in the Five-Year CIP and Table 5 provides the enterprise funds budgeted for FY 10/11.

**Table 4
Impact Cash Flow FY 10/11 and 11/12**

Beginning Balance 10/1/10		\$36,010
Projected Impact Revenues		
FY 09/10	RaceTrac (water only)	1,500
	Total Revenue/Cash	37,510
Projected Impact Expenditures		
FY 10/11	East Rhode Island Ave	27,000
	Total Expenditure	27,000
Projected Impact Balance 9/30/11		\$10,510
Projected Impact Revenues		
FY 11/12	Harty	180,000
	Sparkman Ridge	720,000
	Total Revenue/Cash	910,510
Projected Impact Expenditures		
FY 11/12	Carpenter (water/sewer)	900,000
	Total Expenditure	900,000
Projected Impact Balance 9/30/11		\$10,510

* Carpenter water and sewer provides link for stormwater-to-reuse project by providing a connection point at West Blue Springs Ave.

**Table 5
Enterprise Fund Construction Fund Detail
Fiscal Year 10/11**

Account No.	Description	Adopted FY 10/11	Projected FY 11/12
40.343.6567.300	Transfer from operating	130,000	765,750
Total	Sources	\$130,000	\$765,750
40.533.6569.710	Distribution Improvements	130,000	765,750
Total	Uses	\$130,000	\$765,750

Road and Drainage

Road and Drainage projects are scheduled in all five years of the Five-Year CIP with committed and planned general funds. Committed general funds for FY's 10/11, 11/12 and 12/13 represent only a total of \$280,000 of general fund revenues. Table 6 provides a projection for the general fund revenues from FY 10/11 to FY 11/12.

Table 6
Projected General Fund Revenues

FY 10/11	\$ 7,478,508
FY 11/12	\$ 7,263,913
FY 12/13	\$ 7,445,511

Source: City of Orange City Finance Department

Road and stormwater projects in FY's 13/14 and 14/15 consist of a total of \$306,500 that will be funded with planned general fund revenues.

Parks and Recreation

Park projects are planned in FY's 11/12 and 12/13. These projects will be funded with an ECHO grant and two FRDAP grants. If these grants are not awarded to the City, the City will consider alternative funding mechanisms such as impact fees, project phasing and/or delaying the projects until the funding is obtained.

These combined grants amount to \$1,300,000 with the ECHO grant estimated at \$1,075,000 and two FRDAP grants estimated at \$225,000 (\$112,500 per each FRDAP Grant).