



2020

CONCURRENCY

MANAGEMENT

REPORT

Prepared by the
Department of Community Development
November 2020

CONTENTS

I.	<u>EXECUTIVE SUMMARY</u>	1
II.	<u>OVERVIEW OF CONCURRENCY MANAGEMENT</u>	3
A.	Public Facilities and Services Subject to Concurrency Review	3
B.	Concurrency Administration	4
C.	Exemptions from Concurrency	4
D.	Vested Development	6
E.	Adopted Level-of-Service Standards (LOS)	7
F.	Capacity Reservations	7
G.	Development Deferrals/Moratoria	7
III.	<u>CURRENT CAPACITIES AND LEVEL OF SERVICE</u>	8
A.	Transportation	8
B.	Sanitary Sewer	17
C.	Potable Water	21
D.	Stormwater Drainage	25
E.	Solid Waste Disposal	29
F.	Recreation and Open Space	32
G.	Schools	35
IV.	<u>SUMMARY AND CONCLUSIONS</u>	38

This 2020 Concurrency Management Report was prepared by the Community Development Department, with assistance from the Finance, Parks & Recreation, Public Utilities, and Public Works Departments and Volusia County Schools.

I. EXECUTIVE SUMMARY

Concurrency is the finding that public facilities and services necessary to support new development are available, or will be made available, by the time the impacts of development are expected to occur. As mandated by State law, all municipalities must conduct concurrency reviews on development proposals and make a finding of concurrency before any development orders or permits can be issued. Concurrency reviews evaluate a project's impact on the following seven public facilities and services:

Transportation
Sanitary Sewer
Potable Water
Stormwater Drainage
Solid Waste
Recreation
Public Schools

The concurrency management system for the City of Port Orange is established by policy in the City's Comprehensive Plan and administered through regulations contained within the City's Land Development Code. The Community Development Department is responsible for regularly monitoring the cumulative effect of all approved Development Orders and Development Permits on the capacity of public facilities. In addition to the individual concurrency reviews for current development proposals, this report, prepared annually, is intended to meet this obligation.

From October 1, 2019, through September 30, 2020, the Community Development Department issued Development Orders that secured capacity reservations for 490,517 square feet of new non-residential space and 651 residential units.

In review of the City's position with respect to concurrency, the public facilities and services subject to concurrency review are at sufficient levels for FY 20/21.

- **Traffic:** Traffic volumes within the City have increased on some segments and decreased on other segments over the past year. Roads on the west side of I-95 will continue to experience the most traffic growth in the future. The capacity on Williamson Boulevard north of the Pavilion, and Taylor Road between Dunlawton Avenue and Clyde Morris Boulevard, will need to be monitored as these segments are slightly above the Level of Service (LOS) standard established by Volusia County. Throughout the City, roadway capacity improvements are planned or being planned for the next several years to keep pace with anticipated development.
- **Sanitary Sewer and Potable Water:** These systems continue to have capacity to support additional growth within the City. The LOS for potable water will be monitored to ensure that permitted ground water withdrawal capacity per the Consumptive Use Permit, issued to the City by St. Johns River Water Management District, is not exceeded.
- **Stormwater Drainage:** The stormwater LOS requirement is being met for all drainage facilities constructed after the 1970's (when the City's stormwater regulations were

adopted) with respect to being able to treat the runoff from the 25-year, 24-hour storm without causing flooding or polluting the receiving water bodies. The City continues to identify long-term solutions and implement drainage improvement and maintenance programs to enhance the function of the full stormwater system including those areas developed prior to the adoption of the stormwater regulations.

- Solid Waste: Solid waste generation rates are slightly above the adopted LOS standard. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and space is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard. The amount of solid waste generated by individuals is not something that the City can directly control; however, the City can promote recycling programs to inform residents and businesses about the benefits of reducing the amount of waste generated.
- Recreation and Open Space: There are surpluses for each recreation facility that will meet the adopted LOS through the planning horizon (2025).
- Public Schools: The LOS is being met for all of the public schools located in the Port Orange area.

II. OVERVIEW OF CONCURRENCY MANAGEMENT

Concurrency is the finding that public facilities and services necessary to support a proposed development are available or will be made available concurrently with the impacts of a development. All Florida municipalities are required to adopt and implement concurrency management systems in accordance with State law.

The concurrency management system for the City of Port Orange is established by policy in the City's Comprehensive Plan and administered through regulations contained within the City's Land Development Code (LDC). Local level-of-service standards (LOS) for seven types of public facilities and services have been adopted as part of the Comprehensive Plan. During the subdivision or site plan review process, the City evaluates each proposed development for its anticipated impact on these facilities and services and makes a finding of whether approval of the project would cause these facilities or services to drop below their adopted LOS.

In general, no final Development Orders or permits may be issued for development until there is a finding that all public facilities and services included in the City's Concurrency Management System have sufficient capacity to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place at the same time the impacts occur. Development Orders and permits include subdivision approval, site development plan approval, and the issuance of building permits.

Public Facilities and Services Subject to Concurrency Review

Concurrency review evaluates impacts on seven types of public facilities and services:

**Transportation
Sanitary Sewer
Potable Water
Stormwater Drainage
Solid Waste
Recreation
Public Schools**

If the City's concurrency review reveals a proposed development will generate impacts that exceed available capacity, the City must secure a financial, or other legally binding commitment, to ensure that improvements necessary to correct the anticipated deficiency will be in place concurrent with the impacts of the proposed development. Should the City and/or the developer be unable to provide such assurances, the project must be denied. Projects denied due to a failure to meet concurrency requirements, but for which all other LDC requirements have been met, can be placed on a prioritized list for approval of Development Orders once facility improvements have been made.

Concurrency Administration

The Community Development (CD) Department is responsible for coordinating all concurrency reviews by City departments. Concurrency reviews are conducted as part of the development review process for site plans and residential subdivisions. The CD Department may also conduct non-binding concurrency reviews for developments in the pre-application or conceptual plan stage.

The CD Department is also responsible for monitoring the cumulative effect of all approved Development Orders and development permits on the capacity of public facilities. The annual Concurrency Management Report is intended to meet this obligation.

From October 1, 2019 through September 30, 2020, the CD Department conducted concurrency reviews for 7 non-residential projects and 4 residential projects. During this period, Development Orders were issued (or extended) and capacity reservations were secured for a total of 490,517 square feet of new non-residential space and 651 residential units. As of September 30, 2020, there is 747,293 square feet of non-residential space and 1,224 residential units that remain vested but un-built from previous years (see Exhibit 1).

Exemptions from Concurrency

Three types of development are exempt from concurrency review.

1. Vested projects with valid development orders or permits issued prior to November 1, 1990;
2. Public facilities; and
3. De minimus projects.

Development Orders for projects which meet these criteria may be issued without a finding of concurrency. However, if the proposed development will impact a public facility for which a deferral or moratorium on development has been placed, then no Development Orders may be issued until the deficiency is corrected.

Public facilities necessary to ensure the protection of the health, safety and general welfare of the citizens of Port Orange are exempt from concurrency review. This includes all public facility construction projects in the City's Capital Improvements Program required to maintain adopted LOS standards. This means that new public facilities, such as fire stations, are not reviewed to determine whether they will generate impacts that may negatively affect the City's level of service standards.

A de minimus development has very minimal impact, if any, on the City's adopted level of service standards set forth in the Comprehensive Plan. The following criteria are used to determine if a development is de minimus:

- Development of a single-family or two-family (duplexes) dwellings on a lot of record or un-platted parcel created before April 10, 1990 is deemed to be de minimus from all Concurrency reviews.
- Development with a daily trip generation rate of less than one percent of the maximum trip volume at the adopted level-of-service on an adjacent roadway and, on non-hurricane evacuation routes, would not cause the maximum volume to be exceeded by 110 percent is deemed de minimus for purposes of assessing

transportation LOS.

- Development that does not increase the number of school-age residents beyond the district-wide LOS standards established by the Volusia County School Board is deemed de minimus for purposes of assessing school levels of service.

In addition, developments in the Port Orange Town Center Transportation Concurrency Exception Area (TCEA) are exempt from the standard vehicular transportation concurrency review requirements of the LDC. The TCEA is intended to support the redevelopment objectives of the City by providing a multi-faceted strategy for maintaining acceptable overall mobility, while minimizing the need for major road improvements that would potentially alter the desired character of the Town Center. Development within the TCEA is required to comply with the mobility strategies identified by the City to ensure continued safety and efficiency of the transportation system and to mitigate the impacts of the proposed development. While there has been an increase in development within the Port Orange Town Center CRA over the past 5 years, there are no transportation concurrency issues in the area.

Vested Development

Development projects which had valid Development Orders or permits prior to the commencement of the City's concurrency regulations on November 1, 1990 are considered vested. This also includes all vacant single-family and two-family residential lots in subdivisions platted before that time. Lots and parcels which are vested for concurrency but have not yet been constructed or built out are considered reserved, meaning that the capacity has been reserved in the concurrency system to support their eventual construction.

When completed and occupied, the vested and reserved residential development will add approximately 2,754 new citizens to Port Orange¹. The current list of remaining vested development, as of September 30, 2020, is listed in Exhibit 1, along with the developments that have current Development Orders and capacity reservations.

¹ Average household size is 2.25, per the 2010 Census. Previous census provided average household size by housing unit type (i.e. single-family, multi-family, mobile home). As of the 2010 Census, this data is no longer provided.

EXHIBIT 1: VESTED & RESERVED DEVELOPMENT (September 30, 2020)

SINGLE FAMILY SUBDIVISION LOTS

<u>SUBDIVISION</u>	<u>NUMBER LOTS</u>
Angler's Cove	5
Cambridge Acres	2
Carter Woods	2
Countryside I-XII	2
Cross Creek I-II	1
Golden Pond Estates	1
Hidden Oaks at Spruce Creek	2
Ken Bern	1
Kings Landing	24
Kings Landing II	45
Kingswood I-III	1
Northern Lites	3
Oakland Park I-III	1
Palms Del Mar	1
Pheasant Run West	1
Pinnacle II	18
Reedy Creek Acres	1
Reedy Creek North	1
Riverbank Properties	2
The Sanctuary on Spruce Creek I-III	2
Sawgrass Point I-III	1
Skylake II-III	2
Sleepy Hollow II	1
Spruce Creek Woods	1
Sugar Forest III	1
Summertrees South I-III	2
Sweetwater Estates	8
Syford Acres	2
Viking I-II	1
Westport Reserve 3	45
Westport Reserve 4	71
Woodhaven I	123
Woodlake	2
<u>TOTAL</u>	<u>377</u>

MOBILE HOME LOTS / SPACES

Bayview	3
Colony In The Wood	8
Crane Lakes	8
Halifax Estates	8
Laurelwood I-V	1
Pickwick Village	1
Spruce Creek Village	5
Twin Gates	3
<u>TOTAL</u>	<u>37</u>

MULTI-FAMILY/TOWNHOUSE/DUPLEX UNITS

Bella Oaks	113
Canalview Place	20
Eden Apartments	288
Hidden Village	1
New Port Apartments	310
Potato Patch	1
Southern Oaks	6
Trailwood I	8
Woodhaven I	51
<u>TOTAL</u>	<u>810</u>

GRAND TOTAL **1,224**

NON-RESIDENTIAL DEVELOPMENT

<u>DEVELOPMENT</u>	<u>SQUARE FEET</u>
Advent Health	50,000
Central Parc at Oakwater	24,159
Dairy Queen	4,012
Elite Plaza	9,900
Madeline Williamson Property	29,600
Newport Lot 3 (2 buildings)	7,982
Oak Street Industrial Park	66,079
Palmer College, Building 4	47,572
Palms at Ashton Lakes ALF	136,554
* Pavilion at Port Orange (Lot 5)	124,903
* Raydon, Phase II	66,557
Takara Japanese Restaurant	9,534
Thompson Pump	162,141
* Unatin Office Building	8,300

GRAND TOTAL **747,293**

* Square footage approved as part of previously approved site plans. There are no current plans in FY 20/21 to construct these projects.

Adopted Level-of-Service Standards (LOS)

The adopted level-of-service standards (LOS) for public facilities subject to concurrency are established in the City of Port Orange's Comprehensive Plan and the Land Development Code. The standards for each facility and service are indicated in Part II of this report.

Capacity Reservations

If a concurrency review for a proposed development reveals that there is sufficient capacity to support it, a Development Order will be issued, and capacity is reserved. Capacity reservations are made based on the date of project approval by the Community Development Department or the City Council. Capacity reservations are made in conjunction with the issuance of a final Development Order. They are valid only for the specific land use(s), densities, intensities and construction and improvement schedules as contained on the Development Order and any applicable development agreements for the property.

The issuance of a Development Order generally reserves public facility capacity for the project for one year. For Planned Unit Developments (PUD) and Planned Commercial Developments (PCD), capacity may be reserved for the first phase of the project for up to one year from the issuance of the approval. Capacity reservations for concurrency expire when the underlying Development Order or development agreement expires or is revoked.

The City Council may also reserve public facility capacity for a particular land area or specific land use, provided it is done in accordance with a specific development or redevelopment strategy identified in the Comprehensive Plan. This would include such community development objectives as providing affordable housing or diversification of the tax base.

Development Deferrals/Moratoria

If, at any time, the City's inventory of public facilities capacities indicates that a facility has dropped below its adopted LOS, then the City will cease to issue any Development Orders which would impact that facility. Such a deferral will continue until the adopted LOS is reestablished through facility improvements or other methods, or the adopted LOS as established in the Port Orange Comprehensive Plan is amended to reflect a lower, acceptable community standard. If improvements to a facility are not anticipated to keep pace with the demand brought about by new development, then the City may declare a development deferral or moratorium of specified duration and/or location.

III. CURRENT CAPACITIES AND LEVEL-OF-SERVICE

This section of the report will look at each facility subject to concurrency. First, the facility's adopted level-of-service (LOS) will be identified. Next, the current status of the facility relative to its adopted LOS will be evaluated. Lastly, the City's ability to meet the demands of new development at adopted levels-of-service during the upcoming year will be considered and a description of projected long-term improvements is provided.

TRANSPORTATION FACILITIES

Level of Service Measures

The City evaluates LOS for concurrency review purposes based on peak-hour trips for city roads and on peak-hour and daily trips for County and State roads. This allows the City to evaluate the existing and projected LOS on roadway segments so the City can target specific improvements to maintain the adopted LOS or to make improvements for specific movements, if necessary.

Adopted Level-of-Service Standards

Exhibit 2 lists the currently adopted level-of-service standards for roads in the City.

Exhibit 2: Adopted Roadway Level-of-Service Standards

Administrative Facility Type	Adopted LOS Standard
Florida Strategic Intermodal System (SIS)	C
State Arterials (FDOT) and non-SIS roads	D
County (Volusia County)	E
City (Port Orange)	E

Florida Strategic Intermodal System (SIS) Roadways - LOS "C"

In Port Orange, the sole Florida Strategic Intermodal System (SIS) roadway facility is I-95. The state mandates these roads be maintained at LOS "C" or better. According to the Highway Capacity Manual, LOS "C" is defined as stable flow, but the operation of individual users is significantly affected by interactions with other vehicles in the traffic stream. Ability to select and maintain a desired speed is affected by the presence of other vehicles, and changing lanes becomes more difficult.

State Arterials (Non-SIS Facility) & Designated Hurricane Evacuation Routes - LOS "D"

State-maintained principal arterials and hurricane evacuation routes are designated at LOS "D". US 1 (Ridgewood Avenue), SR 421 (Dunlawton Avenue), SR A1A (Dunlawton bridge) and SR 5A (Nova Road) are designated with LOS "D". According to the Highway Capacity Manual, LOS "D" is defined as high-density yet stable flow. The ability to select a desired speed and to change lanes is severely restricted, although the driver or passenger still experiences a fair level of comfort and convenience. Small increases in traffic flow can cause operational delays at this LOS.

All City Roads and County Arterial and Collector Facilities - LOS "E"

The City's LOS standard for city roads and the Volusia County LOS standard for county roads is "E". According to the Highway Capacity Manual, LOS "E" is defined as high-density and often unstable traffic flow. Speeds are generally reduced to a low, but relatively uniform value during peak periods. The ability to change lanes is extremely difficult and is generally accomplished by forcing another vehicle to slow down to accommodate such maneuvers. Comfort and convenience are poor and driver frustration is high. Small increases in traffic volume or other minor problems such as a stalled vehicle can cause traffic delays.

Design Capacity LOS and Existing Level-of-Service

Exhibit 3, "Roadway Counts, Functional Classification and LOS" indicates the design capacity and adopted levels of service of various arterial and collector roadways in the City of Port Orange, existing traffic volumes, existing level-of-service, and the percentage change in traffic volumes between 2018 and 2019 for County and State roadways and between 2019 and 2020 for City roadways. The capacity of a roadway is based on roadway characteristics for urbanized areas described in Table 1 of the latest edition of the Quality Level of Service Handbook (2013) published by FDOT. The volume to capacity ratio or VC ratio measures the amount of traffic on a given roadway relative to the amount of traffic the roadway was designed to accommodate.

Traffic Counts and Trends

According to the latest traffic count volumes available for the roads within the City, there were moderate increases on some road segments and decreases on road segments (see Exhibit 3). The volumes indicated in Exhibit 3 are presented as average daily trips. The most recent daily traffic counts available were taken in 2020 for City roads and in 2019 for State and County roads. City traffic counts were taken in September 2020 rather than May to obtain a more accurate count since schools and many businesses were closed or had limited hours due to COVID-19. There are three roadway segments along Williamson Boulevard operating above the adopted Volusia County LOS standard (North City Limits to Madeline Ave., Madeline Ave. to Willow Run Blvd., and Willow Run Blvd. to Town West Blvd.) and one segment of Taylor Rd. (Dunlawton Ave. to Clyde Morris Blvd.) operating above the adopted Volusia County LOS standard. All other City, County, and State roads within the City are operating below their adopted LOS standard.

State Roads (2019 Data)

There were no State maintained roadway segments that exceeded the adopted LOS standard. Of the 14 state count stations, 7 showed traffic volume increases, 4 showed a traffic volume decrease, and 3 had no change in traffic volume. Capacity remains on these roadway segments and staff will continue to monitor traffic volume counts in this area. Overall, there was a 1.4% increase in total trips on the state's roads within the city from 2018-2019.

County Roads (2019 Data)

Of the 24 county count stations, 9 showed traffic volume increases, 14 showed traffic volume decreases, and one showed no change. There are three roadway segments along

Williamson Boulevard between the North City Limits to Town West, and one roadway segment of Taylor Road (Dunlawton Ave. to Clyde Morris Blvd.) that exceeded the adopted Volusia County LOS standard. The widening of Williamson Boulevard is a long-term improvement that will need to be a roadway project programmed by Volusia County. By widening this segment, the capacity at the adopted Volusia County LOS standard is anticipated to increase from 17,050 daily trips to approximately 37,970 daily trips. The Williamson Boulevard widening project is included in the TPO's 2040 Long Range Transportation Plan, but it is not currently funded. Also included in the TPO's 2040 Long Range Transportation Plan is the widening of Taylor Road between Spruce Creek Boulevard (Spruce Creek Fly-in entrance) and Summer Trees Road as funding becomes available. Overall, there was an 2.2% decrease in total trips on the Volusia County roads within the City from 2018-2019.

City Roads (2020 Data)

There were no local maintained roadway segments that exceeded the adopted LOS standard. Of the 29 city count stations, 3 showed traffic volume increases and 26 showed traffic volume decreases. Overall, there was a 7.2% decrease in total trips on the city road within the City from 2019-2020.

Exhibit 3: Roadway Counts, Functional Classification and LOS (Blue = State road/count; Yellow = County road/count; White = City road/count)

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDAR D	ADOPTED LOS CAPACITY	*2017 VOLUME	2018 VOLUM E	2019 VOLUME	**2020 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Airport Road	Pioneer Trail-Williamson	64	2	CO	E	33,300	7,590	7,170	6,600		B	-7.95%	19.82%
Canal View Blvd.	Nova Rd. to Spruce Creek Rd.	201	2	CO	E	12,744		2,606	2,146	1,967	B	-8.34%	15.43%
Central Park Blvd.	Hensel Rd. to Spruce Creek Rd.	2201	2	local	E	12,744		2,657	2,863	2,644	B	-7.65%	20.75%
Charles St.	Ridgewood Ave. to FEC Railroad	301	2	local	E	12,744		1,802	2,031	1,879	B	-7.48%	14.74%
Charles St.	FEC Railroad to McDonald Rd.	302	2	local	E	12,744		3,875	2,776	2,114	B	-23.85%	16.59%
City Center Pkwy.	Dunlawton Ave. to City Center Cir.	2401	2	local	E	12,744		5,461	5,626	3,995	B	-28.99%	31.35%
City Center Blvd.	Clyde Morris to City Center Cir.	2402	2	local	E	12,744		5,479	5,062	3,478	B	-31.29%	27.29%
City Center Dr.	Herbert St. to City Center Cir.	2403	2	local	E	12,744		2,731	2,591	1,883	B	-27.33%	14.78%
Clyde Morris Blvd.	N. City Limits to Madeline Ave.	335	4	UPA	E	37,970	24,230	21,490	20,350		C	-5.30%	53.59%
Clyde Morris Blvd.	Madeline Ave. to Willow Run	333	4	UPA	E	37,970	23,240	24,390	21,430		C	-12.14	56.44%
Clyde Morris Blvd.	Willow Run Blvd. to Dunlawton Ave.	332	4	UPA	E	37,970	20,230	21,070	18,660		C	-11.44%	49.14%
Clyde Morris Blvd.	Dunlawton Ave. to Taylor Rd.	330	2	UMA	E	17,050	10,440	10,520	9,910		C	-5.80%	58.12%
Commonwealth Blvd.	Spruce Creek Rd. to FEC Railroad	360	2	MA	E	13,640	5,530	5,430	5,540		D	2.03%	40.62%
Commonwealth Blvd.	FEC Railroad to Ridgewood Ave.	361	2	MA	E	13,640	3,840	3,680	3,870		C	5.16%	28.37%
Country Ln.	Village Trail to Smokerise Blvd.	601	2	local	E	12,744		5,345	5,697	5,273	B	-7.44%	41.38%
Country Ln.	Smokerise Blvd. to Taylor Rd.	602	2	local	E	12,744		4,317	4,491	4,289	B	-4.50%	33.66%
Dunlawton Ave.	Peninsula Dr. to Ridgewood Ave.	427	4	PA	D	39,800	22,500	23,500	25,500		D	8.51%	64.07%
Dunlawton Ave.	Ridgewood to Spruce Creek Rd.	5181	4	PA	D	39,800	28,500	28,500	26,500		C	-7.02%	66.58%

Exhibit 3: Roadway Counts, Functional Classification and LOS (Blue = State road/count; Yellow = County road/count; White = City road/count)

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDAR D	ADOPTED LOS CAPACITY	*2017 VOLUME	2018 VOLUM E	2019 VOLUME	**2020 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Dunlawton Ave.	Spruce Creek Rd. to Nova Rd.	1015	4	PA	D	39,800	33,000	32,000	33,000		C	3.13%	82.91%
Dunlawton Ave.	Nova Rd. to Clyde Morris Blvd.	1014	6	PA	D	59,900	42,500	41,000	40,000		C	-2.44%	66.78%
Dunlawton Ave.	Clyde Morris Blvd. to I-95	517	6	PA	D	59,900	49,000	52,500	53,500		C	1.90%	89.32%
Hensel Rd.	Taylor Rd. to Central Park Blvd.	1001	2	local	E	12,744		7,244	6,630	6,713	B	1.25%	52.68%
Herbert St.	Ridgewood Ave. to Nova Rd.	903	2	CO	E	12,744		5,885	6,942	5,714	B	-17.69%	44.84%
Herbert St.	Nova Rd. to City Center Dr.	904	2	CO	E	12,744		9,298	8,805	7,173	B	-18.53%	56.29%
Herbert St.	City Center Dr. to Clyde Morris	905	2	CO	E	12,744		7,554	7,585	6,710	B	-11.54%	52.65%
McDonald Rd.	Charles St. to Madeline Ave.	1201	2	local	E	12,744		2,997	2,990	2,656	B	-11.17%	20.84%
Madeline Ave.	Sauls Rd. to Nova Rd.	1164/1301	2	MA	E	14,040		5,696	5,264	4,652	C	-11.63%	33.13%
Madeline Ave.	Nova Rd. to Clyde Morris Blvd.	1163/1303	2	MA	E	14,040		9,044	8,881	8,098	C	-8.82%	57.68%
Madeline Ave.	Clyde Morris Blvd. to Williamson	1161/1304	2	MA	E	14,040		11,784	12,304	10,701	C	-13.03%	76.22%
Nova Rd.	Madeline Ave. to Dunlawton Ave.	1017	4	UPA	D	39,800	27,500	27,000	27,000		C	0.00%	67.84%
Nova Rd.	Dunlawton to Spruce Creek Rd.	1016	4	UPA	D	39,800	29,500	25,000	28,000		C	12.00%	70.35%
Nova Rd.	Spruce Creek Rd. to Ridgewood Av.	458	4	UPA	D	39,800	19,100	18,800	21,500		C	14.36%	54.02%
Pioneer Trail	Airport-Turnbull Bay Rd.	1465	2	UC	E	13,640	5,020	4,960	6,020		C	21.37%	44.13%
Reed Canal Rd.	Nova Rd-Clyde Morris Rd.	1561	2	UC	E	13,640	7,050	6,450	6,260		D	-2.95%	45.89%
Ridgewood Ave.	N. City Limits to Dunlawton Ave.	213	4	UPA	D	39,800	25,500	26,500	25,000		C	-5.66%	62.81%
Ridgewood Ave.	Dunlawton Ave. to Oak St.	5057	4	UPA	D	39,800	20,400	21,000	21,000		C	0.00%	52.76%

Exhibit 3: Roadway Counts, Functional Classification and LOS (Blue = State road/count; Yellow = County road/count; White = City road/count)

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDAR D	ADOPTED LOS CAPACITY	*2017 VOLUME	2018 VOLUM E	2019 VOLUME	**2020 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Ridgewood Ave.	Oak St. to Nova Rd.	152	4	UPA	D	39,800	15,700	15,700	15,900		C	1.27%	39.95%
Ridgewood Ave.	Nova Rd. to S. City Limits	13	4	UPA	D	65,600	26,000	25,500	24,500		B	-3.92%	37.35%
Spruce Creek Rd.	Central Park Blvd. to Merrimac Dr.	1701	2	CO	E	12,744		6,453	6,291	5,686	B	-9.62%	44.62%
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	12,744		10,774	9,303	9,476	C	1.86%	74.36%
Spruce Creek Rd.	Taylor Rd. to Nova Rd.	1751	4	UMA	E	37,970	15,910	15,310	15,100		C	-1.37%	39.77%
Spruce Creek Rd.	Commonwealth to Dunlawton Ave.	1755	2	MA	E	13,640	9,180	9,420	8,990		D	-4.56%	65.91%
Spruce Creek Rd.	Dunlawton to Canal View Blvd.	1708	2	CO	E	13,640		3,507	2,662	2,541	B	-4.54%	18.63%
Taylor Rd.	Hensel Rd. to Spruce Creek Road	1826	4	MA	E	37,970	15,930	15,520	15,840		C	2.06%	41.72%
Taylor Rd.	Clyde Morris Blvd. to Hensel Rd.	1824	4	MA	E	37,970	20,250	19,440	19,440		C	0.00%	51.20%
Taylor Rd.	Dunlawton Av. to Clyde Morris Blvd.	1823	2	MA	E	13,640	14,100	14,710	14,720		F	0.07%	107.92%
Taylor Rd.	Williamson Blvd. to I-95	1814	5	UPA	E	47,560	41,380	40,770	40,620		C	-0.37%	85.41%
Taylor Rd.	Summer Trees Rd. to Williamson Blvd.	1813	4	UPA	E	37,970	15,530	16,030	16,390		C	2.25%	43.17%
Taylor Rd.	Crane Lakes Blvd. to Summer Trees Rd.	1812	2	UPA	E	17,050	16,120	17,350	16,190		F	-6.68%	94.96%
Town West Blvd.	Williamson Blvd. to Coraci Blvd.	100	2	CO	E	17,900		7,025	7,675	7,094	B	-7.57%	39.63%
Town West Blvd.	Coraci Blvd. to Tomoka Farms Rd.	110	2	CO	E	17,900		3,654	3,884	3,564	B	-8.24%	19.91%
Victoria Gardens Blvd.	S. of Dunlawton Ave.	2501	2	local	E	15,930		3,449	3,826	2,732	B	-28.59%	17.15%
Victoria Gardens Blvd.	E. of Clyde Morris Blvd.	2502	2	local	E	15,930		2,602	2,887	1,794	B	-37.86%	11.26%
Village Trail	Dunlawton Ave. to Country Ln.	1901	2	local	E	15,930		8,062	7,260	7,027	B	-3.21%	44.11%

Exhibit 3: Roadway Counts, Functional Classification and LOS (Blue = State road/count; Yellow = County road/count; White = City road/count)

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDAR D	ADOPTED LOS CAPACITY	*2017 VOLUME	2018 VOLUM E	2019 VOLUME	**2020 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Village Trail	Country Ln. to Nova Rd.	1902	2	local	E	15,930		8,486	8,102	8,624	B	6.44%	54.14%
Willow Run	Clyde Morris Blvd. to Hidden Lakes	2013	3	CO	E	30,420		10,659	10,515	8,851	B	-15.82%	29.10%
Willow Run	Hidden Lakes Dr. to Williamson Blvd.	2010	2	CO	E	14,040		7,760	7,653	6,355	C	-16.96%	45.26%
Williamson Blvd.	N. City Limits to Madeline Ave.	1993	2	UPA	E	17,050	16,850	20,660	19,740		F	-4.45%	115.78%
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	2	UPA	E	17,050	17,200	17,400	18,590		F	6.84%	109.03%
Williamson Blvd.	Willow Run Blvd. to Town West	1991	2	UPA	E	17,050	16,950	18,690	19,150		F	2.46%	112.32%
Williamson Blvd.	Town West Blvd. to Taylor Rd.	1990	2	UPA	E	37,970	18,620	21,610	20,840		C	-3.56%	54.89%
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	4	UPA	E	37,970	22,830	24,910	24,210		D	-2.81%	63.76%
Williamson Blvd.	Spruce Creek Bridge to Airport Rd.	65	4	UPA	D	35,820	19,650	21,300	20,720		D	-2.72%	57.84%
Williamson Blvd.	Airport Rd. to Pioneer Trail	1989	4	UPA	D	35,820	4,110	4,870	5,430		C	11.50%	15.16%
Yorktowne Blvd.	North of Dunlawton Ave.	2080	2	CO	E	17,050		3,351	3,514	3,188	C	-9.27%	18.70%
I-95	Beville Rd. to Dunlawton Ave.	492	4	SIS	D	111,800	51,500	66,500	68,000		C	2.25%	60.82%
I-95	Dunlawton Ave. to SR 44	133	4	SIS	D	111,800	23,265	24,000	24,000		B	0.00%	21.47%
Total City Counts *							-	169,557	158,256	146,871		-7.19%	
Total County Counts**							371,780	383,150	374,610			-2.23%	
Total State Counts**							413,965	427,500	433,400			1.38%	
Total of All Roadways							785,745	980,207	966,266				

Notes to Exhibit 3:
A UPA = Urban Principal Arterial, MA = Minor Arterial, CO/UCO = Collector/Urban Collector (TPO and/or City Sources)
B Percent volume change is from 2019 to 2018 for State and County and from 2020 to 2019 for City.
C Volume to Capacity Ratio compares roadway demand (vehicular volume) with roadway supply (carrying capacity)
Blue = State Facility or Counts; Data derived from Volusia County Traffic Engineering, 2019
Yellow = County Facility or Counts; Data derived from Volusia County Traffic Engineering, 2019
White = City Facility & Counts; Data derived from Traffic Engineering Data Solutions, Inc., 2020
* No City data available for 2017. **County and State data for 2020 will be available in 2021.
Where no data is available the previous year count was used for the purpose of calculating total counts and percent volume change for total counts.
Sources: FDOT 2013 Quality/Level of Service Handbook; Traffic Engineering Data Solutions, Inc., 2020; and Volusia County Traffic Engineering, 2020.

Roadways Currently Not Operating Within Adopted Level-of-Service:

Based on the latest traffic count data, there are three roadway segments on Williamson Boulevard (county thoroughfare road) and one roadway segment on Taylor Road (county thoroughfare road) that slightly exceed the adopted level-of-service. The City will continue to monitor the traffic volume on Taylor Road, and Williamson Boulevard along with several roadways, such as Dunlawton Avenue, Clyde Morris Boulevard, Nova Road, and Madeline Avenue, and will continue to work with FDOT, Volusia County, and the River to Sea Transportation Planning Organization (R2CTPO) to identify and construct improvements to improve roadway capacity and LOS.

Public or Private Improvements to the System during the Past Fiscal Year (FY 19/20) and Its Impact on Capacity and LOS:

A left-turn lane extension was constructed on Summer Trees Road for traffic turning northbound onto S. Williamson Boulevard in conjunction with the construction of the Springs Apartment project. Additionally, a left-turn lane extension was constructed on Madeline Avenue for traffic turning northbound onto Clyde Morris Boulevard as part of the with the Eden Apartment project. These turn lane extensions added capacity for stacking at these intersections to increase traffic flow.

Proportionate Fair-Share Ordinance

In 2006, the City Council adopted a Proportionate Fair-Share Ordinance. The City has entered into Concurrency and Fair-Share Agreements with several developers. City initiated projects funded through the fair-share process and the status of each of these projects is listed below. As of September 30, 2020, the City has received \$6,647,103 in proportionate fair-share.

1. Interstate 95/SR 421 interchange area (phase 1) – ***Project Completed***
2. Clyde Morris Blvd/Dunlawton Avenue intersection - ***Project Completed***
3. Summer Trees Road extension- ***Project Completed***
4. Devon Street/Taylor Road Intersection –***Project Completed***
5. Town West Boulevard/Williamson Boulevard signal – ***Project Completed***
6. Yorktowne Boulevard Extension – ***Partial Design Complete***

Public or Private Improvements to the System during the Current Fiscal Year (FY 20/21) and its Impact on Capacity and LOS:

Reed Canal Turn Lanes

As part of the New Port Apartments and the Eden Apartments developments right and left turn lanes into these developments will be constructed along Reed Canal Road to maintain roadway capacity once these apartment projects are completed. The turn lanes for the Eden Apartments also includes improvements at the intersection with one of the entrances to Atlantic High School to assist with traffic entering and exiting the school's parking lot.

Dunlawton Avenue Left-Turn Lane Extensions (various locations)

Construction of extension of the left-turn lanes along Dunlawton Avenue at the intersection with Yorktowne Boulevard (westbound) and Victoria Gardens Boulevard (westbound) to

improve traffic flow and roadway capacity, reduce delays for turning and through vehicles, improve intersection safety, and reduce damage and maintenance cost for medians.

Capacities Reserved for Approved but Un-built Development:

According to Exhibit 1, there are 1,224 vested but un-built residential units, which are estimated to generate 9,284 average cumulative daily trips.² Residential trips such as these are reserved on the City's roadway system upon being approved or obtaining vesting. A net total of 747,293 square feet of non-residential construction is also vested but un-built.

The City along with Volusia County (maintaining agency) will continue to monitor the traffic volume on Taylor Road and Williamson Boulevard along with several roadways such as Dunlawton Avenue, Clyde Morris Boulevard, Nova Road, and Madeline Avenue, and will continue to work with FDOT, Volusia County, and the River to Sea Transportation Planning Organization (R2CTPO) to identify and construct improvements to improve roadway capacity and LOS.

Bikeway/Pedestrian Improvements during the Past Fiscal Year:

The following bikeway or pedestrian improvement projects were completed in FY19/20.

- Streetlight were installed along Dunlawton Avenue from US1 to Spruce Creek Road
- Sidewalk improvements were constructed along the east and west side of Spruce Creek Road sidewalk from Nova Road to Angelina Court

There are no public or private improvements to the bikeway/pedestrian network planned in FY 20/21.

² 9.52 trips per day for each single-family residential unit, 4.99 per mobile home, 5.81 per duplex or townhouse and 6.65 per multi-family unit. Source: ITE Trip Generation Manual, 10th Edition.

SANITARY SEWER

The Port Orange Sanitary Sewer System serves the City of Port Orange, Daytona Beach Shores, Ponce Inlet (wholesale), and other unincorporated areas of East Volusia County. The Port Orange collection system contains 112 standard public pump stations and 24 “grinder” stations and an estimated 363 miles of pipeline. The collectors range in size from 8” to 30” and transmit flow back to the City’s treatment plant through a series of force mains and relatively deep interceptors.

Adopted Level-of-Service Standard:

Residential consumption is 160 gallons per day per Equivalent Living Unit (ELU) and Commercial consumption is 1/10 gallon per sq. ft. per day of commercial, industrial, or institutional development.

Design Capacity of the Wastewater Treatment Plant and Existing LOS:

The Florida Department of Environmental Protection (FDEP) has permitted the Wastewater Treatment Plant with a maximum capacity of 12.0 million gallons per day (MGD). According to the Public Utilities Department, the present total number of sewer connections is 25,940, and the number of permitted ELU’s connected to the system is 47,806. The Wastewater Treatment Plant currently has a committed capacity of 7.65 MGD, based on FDEP permits for development. Using the City’s LOS figure of 160 gallons per ELU, the Wastewater Treatment Plant is capable of providing service to 75,000 ELU’s. Therefore, the sanitary sewer system capacity is sufficient to serve the current committed ELU’s (see Exhibit 4).

Exhibit 4: Capacity of the Wastewater Treatment Plant

	MGD*	ELU**
Maximum Capacity	12.0	75,000
Committed Capacity	7.65	47,806
Remaining Capacity	+4.35	+27,194

*MGD - Million Gallons per Day

**ELU - The water usage equivalent to one single-family dwelling.

Source: Port Orange Public Utilities Department, October 2020 and FDEP Waste Treatment Plant Permit Application.

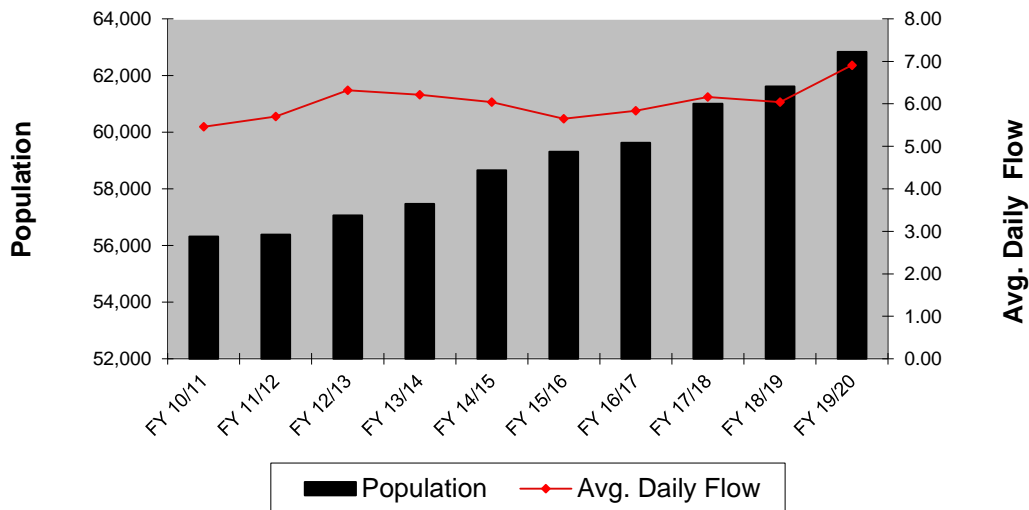
As indicated in Exhibit 5 and 6 (see next page), wastewater generation rates have generally been increasing since FY 15/16. The increase is consistent with the increase in population. Exhibit 5 presents a summary of the actual wastewater generation throughout the entire service area since FY 10/11 and the projection through 2025. The 2025 projection was based on population projections in the Comprehensive Plan developed in 2006, prior to the recession that began in 2008. The City did not achieve the projected growth that was anticipated when generating the projections and will likely not reach the 2025 projection. Exhibit 6 presents a comparison between the average wastewater generation daily flow and the City’s population since 2010.

Exhibit 5: Wastewater Generation

YEAR	AVERAGE DAILY FLOW
FY 10/11 (actual)	5.46 MGD
FY 11/12 (actual)	5.70 MGD
FY 12/13 (actual)	6.32 MGD
FY 13/14 (actual)	6.21 MGD
FY 14/15 (actual)	6.04 MGD
FY 15/16 (actual)	5.65 MGD
FY 16/17 (actual)	5.84 MGD
FY 17/18 (actual)	6.16 MGD
FY 18/19 (actual)	6.04 MGD
FY 19/20 (actual)	6.91 MGD
2025 (projected)	8.00 MGD

Source: Port Orange Public Utilities Department, October 2020 and DEP Waste Treatment Plant Permit Application.

Exhibit 6: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2020. DEP Waste Treatment Plant Permit Application.

Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

It is possible to determine the per capita demand for sanitary sewer generated by reserved and vested development, given the generation rate, the future population, and the non-residential building square footage involved. According to Exhibit 1, the vested and reserved capacity includes the volume needed for 1,224 residential units and 747,293 SF of gross leasable non-residential space. Given a per capita generation rate of 160 gallons per day per ELU for residential and 1/10 gallon per square foot of gross building area for non-residential development, the vested and reserved development could increase the total demand by 270,569 gallons per day (0.27 MGD). According to Exhibit 5, sufficient capacity exists for the development with vested and reserved capacity (Exhibit 1, page 6). Further demand may also be generated by growth within the service

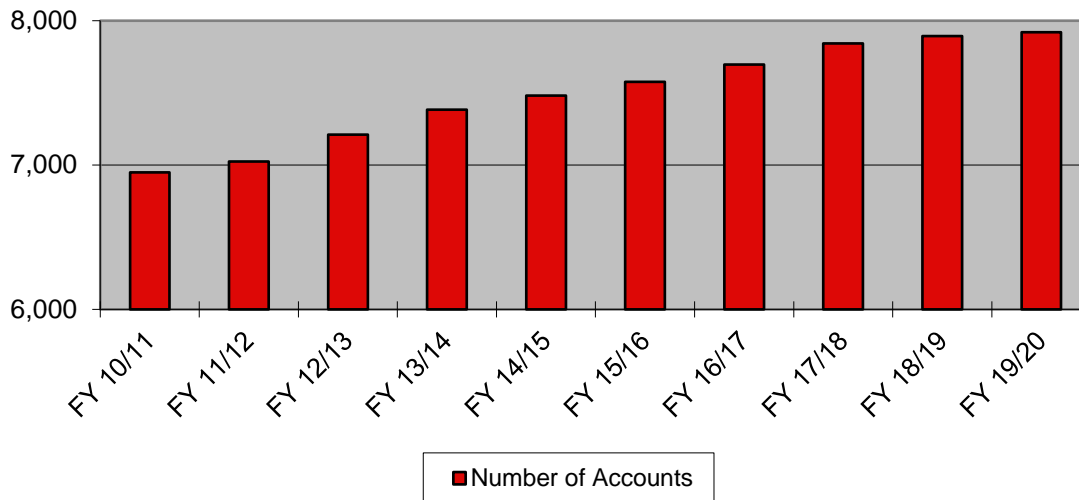
area outside of the City limits and will be analyzed with each concurrency review and annually through this report.

Reclaimed Water:

Reclaimed water is derived from wastewater that has been collected and treated and is safe to be placed back into the environment. Previously, reclaimed water was discharged into the Halifax River; however, in the early 1990’s the City began to distribute reclaimed water to residents and businesses for irrigation. Therefore, the use of reclaimed water for irrigation reduces the amount of treated wastewater discharged into the Halifax River and reduces the amount of potable water used for irrigation.

The number of metered reclaimed water accounts within the City has continued to increase over the years with the present total number of reclaimed water accounts at 7,920 (see Exhibit 7).

Exhibit 7: Number of Reclaimed Accounts



Source: City of Port Orange Finance Department, October 2020

The continued increase in reclaimed demand is due to the following factors:

- The City requirement that developers install service connections and connect to reclaimed water lines, where available.
- Potable water irrigation meters are no longer issued, except where no other source, such as a private well or stormwater pond, is available.

Proposed Public or Private Improvements to the System in the Current Fiscal Year and its Impact on Capacity and LOS:

On-going maintenance projects that allow for LOS to be maintained:

- Replace the mechanical equipment at 2-3 lift stations to convert the surface mounted pump systems to submersible pumps.

- Sewer System Rehabilitation to reduce inflow and infiltration (I&I). Project includes cleaning, video, and cured in place lining of various gravity sewer lines identified in previous I&I study. Cured In-Place Pipe lining is a trenchless rehabilitation method used to repair existing pipelines that reduces time and restoration costs. This program is on-going through FY21/22.

Treatment Plant: East Master Lift Station Improvements: Replace the nonfunctioning influent valves to allow maintenance staff to safely enter the east master lift station wet well for cleaning and maintenance.

Lift Stations/Transmission System: Improvements proposed for FY20/21 for the lift stations and transmission system include replacement of the Christiency Lift Station (Convert to Submersible Station), replacement of Oceans Lift Station (Convert to Submersible), and replacement of Herbert & Nova Master Lift Station (increasing capacity).

Septic to Sewer: This project includes installing new sewer service into various areas of the sewer service area currently served by septic tanks. This is a long-term project that is currently in the design phase. Staff is seeking to identify an area in Ponce Inlet, which is in the City's service area, that meets the requirements for conversion. A minimum of 50% of property owners within an identified area must participate in the conversion.

Potable Water

The Port Orange water utility currently serves the following areas:

- City of Port Orange
- City of Daytona Beach Shores (south of Thames Avenue)
- Town of Ponce Inlet (wholesale account)
- Wilbur-By-The-Sea (unincorporated area)
- Other non-designated unincorporated areas

Adopted Level-of-Service Standard:

- (1) Consumption :
 - Residential is 180 gallons per day per ELU
 - Commercial, industrial, or institutional development is 1/10 gallon per sq. ft. per day
- (2) System Minimum Pressure : 20 pounds per square inch during fire flow
- (3) Storage Provided: 50% of peak daily flow
- (4) Well Capacity: Peak day flow with two wells out of service
- (5) Norm. Operating Pressure: 60-70 pounds per square inch (psi)
- (6) Water Plant Capacity: Adequate for peak daily; three-year lead-time for planned expansion
- (7) High Service Pumping: Peak hour with largest pump out of service
- (8) Water Quality: Meet State/Federal drinking water standards

Design Capacity of Potable Water Treatment Facilities, Consumptive Use Permit, and Existing LOS:

The Garnsey Water Treatment Plant provides the City with a water quality supply that meets all applicable State and Federal standards. The plant was constructed in 1981 and has undergone two upgrades since that time. The plant currently has a capacity of 15.0 MGD and consists of four high-service fixed-speed pumps and two variable-speed pumps that provide adequate water supply to all portions of the service area.

There are two concurrency measures related to potable water: plant capacity and water supply capacity. Regarding plant capacity, there are presently 29,111 potable water connections, equivalent to 40,927 ELUs (Equivalent Living Unit). Based on an LOS standard of 180 gallons per ELU, the capacity currently committed is 7.51 MGD. Therefore, the Water Treatment Plant capacity is sufficient (15.0 MGD) to serve the current number of ELUs at current peak flow rates (see Exhibit 8).

Exhibit 8: Remaining Capacity at the Garnsey Water Treatment Plant

	MGD*	ELU**
Maximum Plant Capacity	15.00	83,333
Committed Capacity	7.51	40,927
Remaining Capacity	7.49	42,406

*MGD- Million Gallons Per Day

**ELU - The water usage equivalent to one single-family dwelling.

Source: Port Orange Public Utilities Department, October 2020

The second measure is water supply capacity. While the City has the technical capability to pump up to 15 million gallons per day from its wells, the Consumptive Use Permit (CUP) issued by the St. John’s River Water Management District limits how much water the City can actually pump out of the ground. The CUP is a 20-year permit that was issued in 2002 and will expire in 2022. Currently, the Public Utilities Department is in the early stages of obtaining a CUP for beyond 2022. The 2020 permitted average daily groundwater withdrawal is 8.85 MGD and the maximum permitted peak day withdrawal is 13.28 MGD. The 2020 permitted average daily flow is 8.97 MGD and the maximum permitted peak day withdrawal is 13.46 MGD. The maximum groundwater withdrawal permitted by the CUP in year 2021 is 13.46 MGD.

Exhibit 9 shows the actual average and peak daily flow in 2020 and the permitted average and peak daily flow allowed by the CUP in 2021. Based upon this measure, the City is below the maximum water withdrawal allowed by the CUP.

Exhibit 9: Permitted and Actual Average Daily Flow and Peak Flow

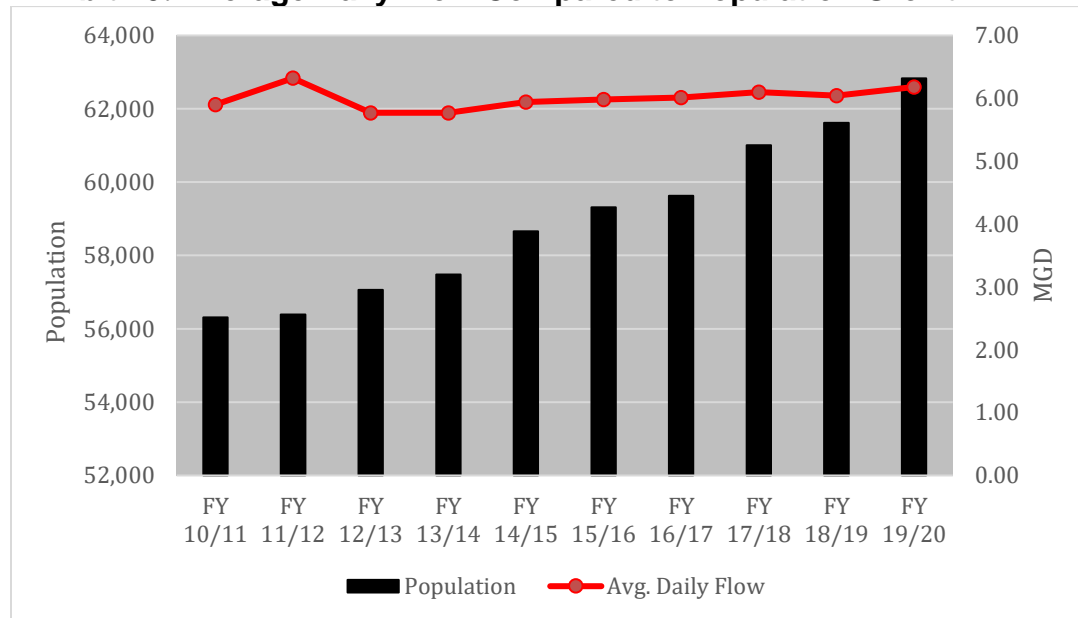
	2020	2021
Permitted Average Daily Flow	8.97 MGD	8.97 MGD
Actual Average Daily Flow	6.18 MGD	N/A
Permitted Peak Daily Flow	13.46 MGD	13.46 MGD
Actual Peak Daily Flow	7.36 MGD	N/A

MGD- Million Gallons per Day

Source: Port Orange Public Utilities Department, October 2020

As indicated in the graph in Exhibit 10, the average daily flow has remained generally constant relative to the increase in the City’s population.

Exhibit 10: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2020

Existing Potable Water Storage Capabilities:

During times of peak flow, portions of the service area, primarily on the barrier island, are subject to greatly increased water demands. Demand requirements are met by ground storage tanks located at the north and south ends of Peninsula Avenue. When demand subsides, water is no longer pumped from the storage tanks and they are refilled to normal operating levels. This allows the peak flow requirements to be met efficiently, so that demand at the treatment plant remains fairly constant. The adopted LOS standard for water storage is 50% of average daily flow. With an average daily flow of 6.18 MGD in 2020, the LOS standard water storage volume would be 3.03 MGD. Present potable water storage facilities for the Port Orange system can accommodate 5.5 million gallons. Therefore, the City has sufficient surplus storage capacity to support new development.

Existing Minimum Water Pressure:

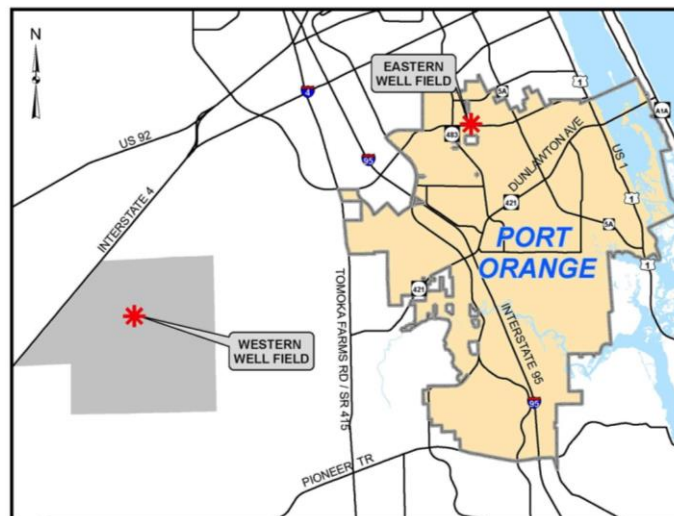
The existing water pressure fluctuates from an absolute low of 40 psi (non-fire flow) to a high of 70 psi with the normal operating pressure being between 60 and 70 psi. The system's minimum pressure during fire flow³ is presently 20 psi, which also meets the City's adopted LOS standards. Therefore, the water pressure meets the adopted LOS.

Existing Well Capacities:

The City has two well fields; The Central Recharge Well Field and the Eastern Well Field, with a cumulative water production capacity of approximately 11.5 MGD (see Exhibit 11):

- The Central Recharge Well Field (Western Well Field) is located west of the City, south of I-4 and is the primary source of the City's potable water supply (approximately 87%). This well field contains 27 wells.
- The Eastern City Well Field is located off Clyde Morris Boulevard and contains 13 fully functioning secondary wells. These wells supply approximately 13% of the total flow.

Exhibit 11: Location Map of the City's Well Field Sites



³ Fire flow is the quantity of water measured in gallons per minute (gpm) that is needed to extinguish a fire involving a particular building, block, area or material.

Exhibit 12 shows the number of wells needed to supply the raw water peak daily flow demand in 2020. The number of wells required includes an allowance for two wells out of service, which is within the adopted LOS standard.

Exhibit 12: Raw Water Supply Wells Required for the Port Orange Service Area

Year	Permitted Peak Day Demand	Number of Wells Required*	Wells Available	Excess (+) or Deficiency
2021	13.46 MGD	25	40	15

* Average output for each well is 0.527 MGD

Source: Port Orange Public Utilities Department, October 2020

Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

According to Exhibit 1, the vested and reserved capacity includes the volume needed for 1,224 residential units and 747,293, square feet of gross leasable non-residential space. Given a consumption rate of 180 gallons per day per ELU and 1/10 gallon per square foot of gross building area for non-residential development, the vested and reserved development could increase the total demand by 295,049 gallons per day (0.30 MGD). Therefore, sufficient capacity exists for the vested development indicated in Exhibit 1. In addition, further demand may also be generated by growth within the water service area outside of the City limits.

Proposed Public Improvements to the System in the Current Fiscal Year and its Impact on Capacity and LOS:

- Ridgewood Watermain Replacement (Farmbrook Road to Niver Street). The project will upsize the existing 2” galvanized pipe with 6” PVC and include adding fire hydrants along this segment of Ridgewood Avenue Construction will occur in FY21.
- Garnsey Water Treatment Plant Generator Replacement. The existing generator has the capacity to provide backup power for all the equipment within the plant site. However, the current system was installed in 2002 and has become an unreliable source of emergency backup power for the water treatment plant. This project will optimize the backup power systems based on the existing and any proposed future improvements to the facility. The existing Motor Control Center (MCC) and Automatic Transfer Switch (ATS) will be evaluated and upgraded/replaced as deemed necessary. With an upgraded MCC and ATS in conjunction with the existing and proposed new generator the water treatment plant will have a reliable fully redundant backup power system.

STORMWATER DRAINAGE

For the purpose of stormwater management, the City is divided into 13 drainage basins, with each basin divided into a number of sub-basins. The City has utilized both structural and non-structural elements to accomplish the objective of controlling the volume, rate of flow, and pollutant load of post-development runoff. Retention and detention basins are structural elements designed to remove pollutants, attenuate post-development discharge in well-drained areas, and encourage percolation and retention of discharge volume. The City is also implementing non-structural methods of flood-damage mitigation, such as increased regulation of development in flood-prone areas through participation in the National Flood Insurance Program (NFIP) Community Rating System (CRS).

Adopted Level-of-Service Standard (Quantity):

The City's adopted level-of-service (LOS) standard for stormwater management is the 25-year, 24-hour storm event. The City adopted this LOS standard in the late 1970's. Since the late 1970's, all drainage facilities must be able to detain the runoff from the 25-year, 24-hour storm without causing flooding or increasing the 25-year, 24-hour discharge rate to the receiving water bodies. Additionally, the City requires that the post-development 100-yr, 24-hour storm event peak discharge from a given piece of property does not exceed the 100-yr, 24-hour pre-development peak flow.

Adopted Level-of-Service Standard (Quality):

The City's adopted level-of-service (LOS) standard for stormwater management also includes the reduction of pollutants to a level compatible with State standards. On October 1, 2013, a Statewide Stormwater Rule went into effect which requires the removal of 80% of the dissolved contaminant Nitrogen and 95% of the dissolved contaminant Phosphorous from the first 1.25 to 1.75 inches of runoff.

Existing Level-of-Service:

The City's Land Development Code provides minimum standards for stormwater management to control runoff, preserve critical water resources, facilitate recharge of the aquifer, and prevent erosion, sedimentation and flooding. This is accomplished through the development review process for new developments to ensure they meet or exceed the minimum LOS standard, responding to citizen complaints, and coordinating with other jurisdictions to identify areas in need of improvements within the Port Orange system.

After a development is approved and built, the on-going maintenance of private stormwater drainage systems is the responsibility of the homeowners or property owners association. The on-going maintenance of these private stormwater drainage systems is regulated by St. Johns Water Management District (SJRWMD).

An assessment of the City's stormwater drainage system is needed to provide the necessary data to examine and create prioritized improvement and maintenance programs to enhance the function of the full stormwater system, including those areas developed prior to the adoption of the stormwater regulations.

There have been ongoing proactive maintenance activities, such as ditch clearing and pipe replacement. However, replacement of deteriorated stormwater drainage pipes has been reactive to failures.

Public or Private Improvements to the System during the Past Fiscal Year and Impacts on Capacity and LOS:

On-going Maintenance: Staff continued to perform ongoing maintenance of the drainage system including street sweeping, removal of sediment from inlets and pipes, ditch maintenance (including mowing, large plant removal, cleaning, dredging sediment, restoration and seeding), emergency pipe replacement of aging and failed pipes, and erosion repairs.

Staff performed Cured In-Place Pipe lining along Peppermint Way, Merrimac Drive, Brandy Hills Drive, Chickadee Drive, and Dexter Drive. Cured In-Place Pipe lining is a trenchless rehabilitation method used to repair existing pipelines that reduces time and restoration costs.

Proposed Public Improvements to the System in the Current Fiscal Year and Impacts on Capacity and LOS:

On-going Maintenance: Staff will continue to monitor the drainage system which will include street sweeping, removal of sediment from inlets and pipes, ditch restoration and maintenance, emergency pipe replacement, and erosion repairs. The following areas are scheduled to be improved in FY20/21:

- Powers/Canal View Crossing: Replace existing Corrugated Metal Pipe (CMP) pipe under Powers Avenue with Reinforced Concrete Pipe (RCP), install concrete wing walls upstream and downstream of new pipe, install flume from edge of roadway to top of new headwall, pave crossing.
- Alexander Avenue: Replace existing CMP pipe under Alexander Avenue with RCP, replace rip rap headwalls with concrete, install flumes from edge of roadway to tops of new headwalls, pave crossing.
- Devon Street and London Place: Replace existing pipes under Devon Street and London Place with RCP, rehab 3 inlets to FDOT type "C" inlets, install new type "E" inlet and connect to replaced terminus manhole, pave intersection.
- Hidden Lake Drive and Dexter Drive: Rehab 2 inlets to FDOT type "C" inlets, rehab 1 inlet to FDOT type "E" inlets, rehab pipe connections at inlets, bring area around the inlets to grade and pave intersection.
- Melissa Drive and Pagano Court: Rehab 1 inlet to FDOT type "C" inlets, replace 2 inlets with FDOT type "E" inlets, replace CMP with CPP pipe, connect to existing RCP with CPP adaptors and pave intersection.
- Willow Run Boulevard and Tracy Drive: Replace existing CMP pipe under Tracy Drive with RCP, replace CMU headwalls with concrete, install flumes from edge of roadway to tops of new headwalls and pave crossing.

Virginia Avenue and Monroe Street Drainage Improvement: Virginia Avenue and Monroe Street is a corridor with a mix of residential properties ranging from 0.2 – 1-acre, located between the Halifax River and the FEC Railroad, from Dunlawton to White Place. The area is served by an older stormwater system in need of improvement since there has been flooding and standing water. There has been an analysis of options, recommended improvements, and design plans have been completed. The St. Johns River Water Management District Permit was issued in 2017. Construction will be partially funded by a Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) grant. The project is on schedule to be completed in the Spring of 2021.

City's Stormwater Master Plan Update: The City's Stormwater Master Plan was created in 1990 but has not been updated on a city-wide basis since. Objective 1, Policy 1.1 of the Comprehensive Plan Drainage Sub-Element indicates the City shall update the drainage plan every five years. While updates have been prepared for specific basins, the system as a whole has not been re-examined since 1990 when the plan was first created. The update began in early 2017 and principally consists of data collection and review of record information to later identify corrective measures to alleviate existing deficiencies in the system and proactively plan new improvements needed to accommodate future development. It will help prioritize spending for future capital drainage projects. This is necessary to ensure that level-of-service standards for stormwater drainage are maintained. Phase 1 has been completed and identified areas of stormwater infrastructure and prioritized those areas for improvement. Currently, Public Works is focused on stormwater system repair and rehabilitation projects. Phase 2 has been subdivided into two parts with Part 1 planned to be complete in FY 21. Part 1 consists of surveying all the stormwater infrastructure within the limits of Phase 2.

Tumblebrook Drive Drainage Improvement: Tumblebrook Drive is located in Sweetwater Hills Subdivision in central Port Orange. The vicinity tends to flood during storm events. Engineering design was completed in 2019 and includes installation of a new drainage pipe along with two inlets and a junction manhole to facilitate gravity flow from the low-lying area of Tumblebrook Drive to a tributary on the west side of Sweetwater Hills which then empties into Spruce Creek. The project is on schedule to be completed in December 2020.

Howes Street Drainage Improvement: Howes Street is located north of Commonwealth Boulevard and west of Ridgewood Avenue in the Allendale area of Port Orange. Howes Street periodically experiences ponding and some flooding. There were no workable stormwater drainage facilities in the area until a private developer constructed stormwater drainage swales with the development of some infill homesites in 2018. The Howes Street Stormwater Improvements project will fix the roadway flooding along Howes Street from Orange Avenue east to Westridge Avenue and along Orange Avenue from Crowell Street north to Orchard Street. The proposed improvements include the construction of 25 storm inlets, +/-1,150 linear feet of exfiltration trenches, +/-1,610 linear feet of reinforced concrete pipe, and +/-2,560 linear feet of curbing to collect stormwater runoff. In addition, part of Orange Avenue will be rebuilt to eliminate low spots. The project will provide a

positive drainage outfall to the B-23 Canal at Howes Street and Westridge Avenue for discharge.

Canal View Bank Hardening: The southerly bank of the Halifax Canal along Canal View Boulevard from Jackson Street to Spruce Creek Road will be stabilized to stop erosion. Over the years, the bank slope has changed significantly due to natural erosion and mowing. The slope has eroded as evidenced by the lack of shoulder next to Canal View Boulevard and the length of exposed guard rain posts. The bank stabilization approach is to use slope protection consisting of placing a membrane and honeycomb stabilization mat over the slope. This project is currently at the 90% design stage. The project is expected to go out for bid in early 2021 with construction starting by early spring. This project is being designed in-house by City Engineering Staff.

Other Stormwater Programs:

National Pollutant Discharge Elimination System (NPDES): The City is currently in the third year of the fourth five-year permit cycle of the municipal separate storm sewer system (MS4) NPDES stormwater permit. A municipal separate storm sewer system (MS4) is a publicly owned conveyance or system of conveyances (i.e., ditches, curbs, catch basins, underground pipes, etc.) designed or used for collecting or conveying stormwater and that discharges to surface waters of the state.

Total Maximum Daily Loads (TMDL) program: This program is part of the statewide Watershed Management Program (WMP) administered by the Florida Department of Environmental Protection (FDEP). The program is based on a five-phase cycle that rotates through Florida's basins. The five phases are: Initial Basin Assessment, Coordinated Monitoring, Data Analysis and TMDL Development, Basin Management Plan Development, and Implementation of Basin Management Plan.

National Flood Insurance Program (NFIP) Community Rating System (CRS): The City is one of seven percent of 22,000 communities nationwide that participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). This program provides incentives for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding. The incentives are in the form of flood insurance premium discounts of up to 45%. FEMA recognizes Port Orange as a Class 5 CRS Community. With this designation, all property owners who are located within a special flood hazard area qualify to receive a 25% discount on their annual FEMA flood insurance policy premium. Property owners outside the special flood hazard area qualify to receive a 10% flood insurance premium discount.

In addition, the City participates in Volusia County's Multi-jurisdictional Local Mitigation Strategy (LMS) for flood control. The LMS provides a mitigation action plan that identifies areas within the City that have drainage issues that would benefit from engineered improvements.

SOLID WASTE DISPOSAL

Adopted Level-of-Service (LOS) Standard:

The City's collection standard is 1,553 residential units per curbside collection crew, per day, and a solid waste weight standard of 3.21 lbs. per capita, per day for residential, and 10 lbs. per 1,000 square feet per day for non-residential development.

The amount of solid waste generated by individuals is not something that the City can directly control; however, the City can promote recycling programs to inform residents about the benefits of reducing the amount of waste generated. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and room is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard.

Design Capacity of Solid Waste Disposal Facilities and Existing LOS:

The City of Port Orange is currently in a five-year extension (2016 to 2021) to an existing five-year contract (2011 to 2016) with Waste Pro to provide household solid waste, recycling, and yard waste collection services. The contract provides residents with four weekly pick-ups: two for garbage, one for recyclables, and one for yard waste. The residential and commercial solid waste collected is transported to the Volusia County Tomoka Farms Road Landfill. The capacity at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050. The waste collection numbers for residential and commercial customers are shown in Exhibit 13.

Exhibit 13: Residential and Commercial Waste Generation Figures (FY19/20)

	Residential	Commercial ⁴	Residential and Commercial
Solid Waste	2.28 lb. per capita, per day	1.05 lb. per capita, per day	3.33 lb. per capita, per day
Recycled Items	0.11 lb. per capita, per day	0.05 lb. per capita, per day	0.16 lb. per capita, per day
Yard Waste	0.76 lb. per capita, per day	0.35 lb. per capita, per day	1.12 lb. per capita, per day
Total	3.15 lb. per capita, per day	1.46 lb. per capita, per day	4.61 lb. per capita, per day

Source: Public Works Department, City of Port Orange, October 2020

Based on the waste collection numbers for residential and commercial customers (estimated population 62,832) from October 1, 2019 through September 30, 2020, each person in Port Orange generated on average 3.33 pounds of solid waste, 0.16 pounds of recycled items, and 1.12 pounds of yard waste every day. The 3.33 pounds per capita, of solid waste generated daily during FY 19/20 is above the solid waste LOS standard of 3.21 pounds but represents a 2.6% decrease from the prior year (2.23 pounds in FY 19 to 2.28 pounds in FY 20).

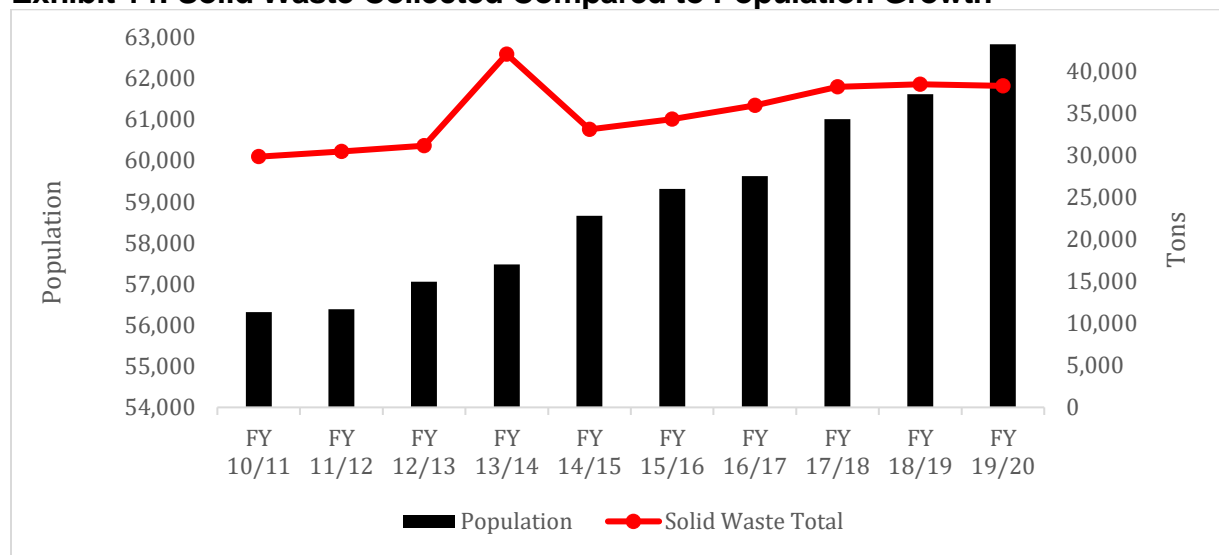
⁴ The amount of commercial recyclable items and yard waste was determined by interpolating the proportion of residential recyclable items and yard waste to the total amount of residential waste disposed.

As anticipated in 2019 when the City ended glass recycling, residential recycling decreased from 0.21 lbs. per person per day in FY 18/19 to 0.11 lbs. in FY 19/20, and residential solid waste increased from 2.23 lbs. per person per day in FY 18/19 to 2.28 lbs. in FY 19/20. The increase in residential solid waste could also be attributed to the impacts of COVID-19 as residents were encouraged to remain at home during this time. Additionally, Waste-Pro, the City’s garbage service provider, suspended distribution of new recycling bins to residential customers between April and June although regular collection service was conducted for existing customers. Overall, recycling decreased 50% from FY 18/19 to FY19/20.

Commercial solid waste generation decreased during FY 19/20 which could also be attributed to the impacts of COVID-19. Between March and July, only essential businesses were permitted to be open to the public and many of the City’s residents were following the safer-at-home guidelines. Waste-Pro made accommodations to suspend service to those businesses that were completely closed due to the COVID-19 response. The decrease in commercial solid waste generation and increase in residential solid waste could be a result of residents ordering items delivered to their homes.

As indicated in Exhibit 14, the amount of solid waste generated had been increasing with the population since FY 10/11 but there was a 2.6% decrease in FY 19/20. As the population increases, the City will need to monitor the amount of solid waste generated and explore options to encourage waste reduction and expand recycling programs.

Exhibit 14: Solid Waste Collected Compared to Population Growth



Source: Public Works Department, City of Port Orange, October 2020

Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

The capacity reservations for vested and approved development identified in Exhibit 1 represent approximately 2,754 additional people and 747,293 square-feet of non-residential development. When all residential and commercial projects noted in Exhibit 1 are built, the amount of waste is estimated to increase by approximately 2,977 tons per year. The capacity

at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050.

Changes to Solid Waste Collection in the Current Fiscal Year and its Impact on Capacity and LOS:

As of October 1, 2020 the impacts on Solid Waste Collection due to COVID-19 is still unknown. The City will continue to monitor any further impacts to solid waste collection as residents and businesses adjust to executive orders from local, state and federal agencies as well as any recommended CDC guidelines. The City will also be looking for other alternatives to expand the ability of residents to recycle.

RECREATION AND OPEN SPACE

During FY 19/20, the following improvements was completed to existing parks or facilities:

- Riverwalk Park Trail (Phase 2) – A 940-foot-long, 20-foot-wide paver/concrete walkway, including landscaping, stormwater, walk lights, and site furnishings along the shoreline of the Halifax River between Ocean Avenue and Herbert Street.
- Spruce Creek Road Park: Replaced the fencing and backstop at one baseball field.
- HVAC upgrades were completed at Lakeside Community Center
- The parking lot at the Allen Green Center was repaved.

Exhibit 15: Riverwalk Park Trail (Phase 2)



Adopted Level-of-Service Standards:

<u>FACILITY</u>	<u>UNIT OF MEASURE</u>
Parkland	7 acres per 1,000 persons
Ball Fields	1 field per 5,000 persons
Basketball Courts	1 court per 4,000 persons
Multipurpose Fields	1 field per 3,500 persons
Tennis Courts	1 court per 4,000 persons
Neighborhood Centers	1 facility per 15,000 persons

Existing Recreational Facilities and Levels of Service:

The existing acreage of parkland and the number of recreational facilities within the City are identified in the inventory in Exhibit 16 and the status of the recreational facility levels-of-service capacities are outlined in Exhibit 17.

Exhibit 16: Recreational Facility Table

Facility Name	Location	Acreage	Ten.	Bask.	Bb./Soft.	Multi.*	Neigh C.
Regional Facilities							
Causeway Park	93 Dunlawton Avenue	30					
Cypress Head Golf Course	6231 Palm Vista	160					1
Riverwalk Park	3431 Ridgewood Ave.	5					
Sugar Mill Ruins	Herbert St. / Sugar Mill Rd.	10.3					
Community Facilities							
Adult Center Annex	3783 Halifax Dr.	0.3					1
Airport Road Park	6731 Airport Road	25	6	2		1	
Allen Green Civic Center	Clyde Morris Blvd.	10					1
*City Center Complex/YMCA	Dunlawton/Clyde Morris Blvd.	49		4	5	6	3
*Coraci Park	5200 Coraci Blvd.	36			4	6	
Lakeside Comm. Center	1999 City Center Circle	2					1
Riverside Pavilion Park	4331 Ridgewood Ave.	3.5					1
Russell Property	6060 Deer Feed Trail	17					
*Spruce Creek Rec. Area	5959 S Spruce Creek Road	40	6	1	2	2	
White Pl. Park /Senior Center	210 White Pl. (Ridgewood)	5.1			1		1
Neighborhood Facilities							
Buschman Park	4575 Spruce Creek Road	20					
Creekside Middle School	Airport Road	15	2	4		5	
Fredricks St. Park	Fredricks Street	5					
Harbor Oaks	Riverside Drive	10		1			
Ken Bern Park	Canal View Blvd.	5					
Memorial Park	3801 Jackson Street	12.6					
Silver Sands Middle School	1300 Herbert Street	22.9	4	4	3	2	
Southwinds Park	1200 Richel Road	10				2	
Willow Run Park	1351 Schoolhouse Dr.	10	2	6	2	2	
TOTALS		503.7	20	22	17	26	9

Ten. – Tennis Court

Bask. – Basketball Court

Bb./Soft. – Baseball/Softball Field

Multi. – Multipurpose Field (soccer, play, etc.)

Neigh C. – Neighborhood Center

* Baseball/softball fields also function as multipurpose fields and are counted under both categories.

Source: Park & Recreation Department, City of Port Orange, October 2020

Exhibit 17: Public Recreational Facilities Capacities and Level of Service (LOS)

FACILITY	AMOUNT REQUIRED FOR ADOPTED LOS*	CURRENT SUPPLY**	EXCESS (+) OR DEFICIENT (-) CAPACITY
Parkland (acres)	459.1 acres	503.7 acres	+44.6 acres
Baseball/Softball Fields	13 fields	17 fields	+4 fields
Basketball Courts	16 courts	22 courts	+6 courts
Multipurpose Fields	19 fields	26 fields	+7 fields
Tennis Courts	16 courts	20 courts	+4 courts
Neighborhood Centers	4 centers	9 centers	+5 centers

Notes:

* Estimated City Population = 62,832 based on University of Florida Bureau of Economic and Business Research, and anticipated population increases (2,754) from vested and reserved development. Total population to be served = 65,586

** Refer to Exhibit 16, Recreation Facilities Inventory, for individual facility listings.

Sources: Parks and Recreation Department and Community Development Department, October 2020

Capacities Reserved for Approved but Unbuilt Development and Its Impact on Capacity and LOS:

According to the University of Florida Bureau of Economic and Business Research (BEBR), the 2020 estimated City population is 62,832. Anticipated population increases from vested and reserved residential development is approximately 2,754, which equals a total population to be served of 65,586. As indicated in Exhibit 17, the City is not deficient in any of the recreational facilities categories for the current population or additional population from vested and reserved development.

Proposed Public and Private Improvements to Recreation Facilities in the Current Fiscal Year and its Impact on Capacity and LOS:

- Airport Road Park: Replace playground equipment.
- Replace the HVAC at Adult Activity Center

SCHOOLS

Adopted Level-of-Service Standard:

The uniform, district-wide LOS standards are as follows:

- Elementary: 115% of permanent FISH⁵ capacity for the concurrency service area
- K-8: 115% of permanent FISH capacity for the concurrency service area
- Middle: 115% of permanent FISH capacity for the concurrency service area
- High: 120% of permanent FISH capacity for the concurrency service area
- Special Purpose Schools: 100% of permanent FISH capacity for each school

Public or Private Improvements to the System during the Past Fiscal Year and Its Impact on Capacity and LOS:

The school district did not have any capital (capacity-related) projects scheduled in last year's five-year work plan for schools located in Port Orange. Non-capacity improvements at Spruce Creek High School were completed FY19/20 that included a gymnasium renovation with roof and air-conditioning replacement. Also, last year's five-year work plan included dollars programmed for several renovations at various schools throughout the district as well as one replacement school, master plans for various schools, and two capacity additions.

Existing Facilities:

Exhibit 18 details existing public school facilities operated by the Volusia County School Board within the City's municipal boundaries. For elementary and middle schools, the Concurrency Service Areas (CSAs) are the respective school attendance boundaries. High schools are grouped into five larger CSAs that reflect student movement between schools at this level.

The high schools located in Port Orange are part of the Halifax Planning Area CSA. All of the high schools in this CSA are shown since the LOS standard is applied to the entire CSA as a whole. This year Spruce Creek High School is at 112% permanent FISH capacity and the Halifax Planning Area CSA for high schools is below the adopted LOS of 120% with an average utilization 90% for the overall Halifax Planning Area CSA. The School District anticipates the utilization to continue to balance out some across the Halifax Planning Area High Schools with the addition of new academy programs that have opened at some of the other High Schools.

The elementary schools and middle schools within Port Orange currently meet the LOS standards (115% of permanent FISH capacity). However, it should be noted that all of the elementary and middle schools in Port Orange are considered to be at capacity or have limited capacity for planning purposes and are on the School District's watch list for closely monitoring capacity.

⁵ **FISH – Florida Inventory of School Houses.** An official inventory report of all district-owned facilities.

Student Enrollment Trends

Between school years 2007-08 and 2012-13 the Volusia County School District, along with many other school districts in Florida, experienced an unprecedented decline in student enrollment. According to the Volusia County School District, the decline was attributed to the economic recession and the result of families with school aged children moving out of the area in search of employment and an overall decline of in-migration (new people moving here). Starting with the 2013-14 school year, the Volusia County School District has experienced an increase in its student enrollment. Current trends indicate student enrollment growth is slow, largely due to an aging population and lower birth rates. However, student enrollment is trending upward, so school district staff is looking closely at its enrollments and other economic indicators prior to releasing student projections. Due to COVID-19 effects on student attendance, current school year 20-21 capacity numbers will be used for reference only and not future planning purposes. These numbers are expected to have a significant increase per the Projection Model for school year 21-22.

Proposed Public and Private Improvements to School Facilities in the Current Fiscal Year and its Impact on Capacity and LOS:

There is one capital (capacity-related) project in the current School District five-year work plan a school in Port Orange. The current five-year work plan includes dollars programmed for a 3-story classroom addition and renovations at Spruce Creek High School in FY21/22 through FY23/24 to be funded by impact fees. This improvement will move temporary student stations from portables into permanent student stations in a building and remove portables.

Exhibit 18: PORT ORANGE PUBLIC SCHOOL ENROLLEMENT & CAPACITY SUMMARY REPORT

School	Prior Year			Current Year			Projected		
	2019/2020			2020/2021			2021/2022		
	Enroll*	Cap**	Util***	Enroll*	Cap**	Util****	Enroll*	Cap**	Util****
Elementary (LOS = 115%)									
Cypress Creek	813	754	108%	623	754	83%	810	754	107%
Horizon	804	725	111%	653	725	90%	785	725	108%
Port Orange	398	344	116%	283	344	82%	386	344	112%
Spruce Creek	835	805	104%	683	805	88%	840	805	107%
Sugar Mill	633	623	102%	479	623	85%	626	623	109%
Sweetwater	652	725	90%	575	725	79%	663	725	91%
Total	4135	3976		3296	3976		4110	3976	
Middle (LOS = 115%)									
Creekside	1198	1132	106%	1036	1132	92%	1226	1132	109%
Silver Sands	1324	1161	114%	1125	1161	100%	1398	1161	124%
Total	2522	2293		2161	2293		2624	2293	
High (LOS = 120% for the overall Halifax Planning Area CSA)									
Atlantic	1412	1308	108%	1210	1308	93%	1481	1308	118%
Mainland	1854	2376	78%	1560	2376	66%	1852	2376	85%
Seabreeze	1559	1747	89%	1405	1747	80%	1546	1747	90%
Spruce Creek	2501	2080	120%	2320	2080	112%	2532	2080	122%
Total	7326	7511	99%	6495	7511	90%	7411	7511	102%

Notes: **Red** – over LOS standard

* Student enrollment

** Permanent FISH capacity (does not include portables)

*** Utilization - Percentage of student enrollment to permanent student capacity

**** Current and projected year utilization includes reserved capacity (not shown) for proposed development

Source: Volusia County School District School Capacity Report, November 2020

IV. SUMMARY AND CONCLUSIONS

The data indicates all public facilities and services subject to concurrency review are at sufficient levels for FY 20/21. As new development and redevelopment occurs, the level of service will need to be addressed, along with the monitoring of all City facilities and services to ensure capacity is available.

Traffic volumes within the City have slightly increased on some segments and decreased on other segments over the past year. As the City continues to develop, roads on the west side of I-95 will likely experience the most traffic growth in the future. The capacity on Williamson Boulevard (north City limit to Town West Boulevard) and Taylor Road (Dunlawton Avenue to Clyde Morris Boulevard) will need to be monitored as these segments are above their LOS standards. Staff will need to continue to monitor arterial segments such as Dunlawton Avenue, Nova Road, Clyde Morris Boulevard, and Madeline Avenue to maintain or improve roadway traffic. Roadway improvements are planned for the next several years to keep pace with anticipated development specifically along these roadway segments.

Sanitary sewer and potable water system capacity exists to support additional growth within the City. The City's Consumptive Use Permit (CUP) limits how much water can actually be withdrawn from the aquifer. As new development and redevelopment occurs, the level of service for potable water will be monitored to ensure that permitted capacity as provided for in the City's CUP is not surpassed.

The stormwater LOS requirement is being met for all drainage facilities constructed after the 1970's (when the City's stormwater regulations were adopted) with respect to being able to treat the runoff from the 25-year, 24-hour storm without causing flooding or polluting the receiving water bodies. The City continues to identify long-term solutions and implement drainage improvement and maintenance programs to enhance the function of the stormwater system including those areas developed prior to the adoption of the stormwater regulations.

Solid waste generation rates are slightly above the adopted LOS standard. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and room is available at the landfill, the City will have fulfilled its obligation to ensure its waste is collected and disposed, regardless of the LOS standard. The amount of solid waste generated by individuals is not something the City can directly control; however, the City can promote recycling programs to inform residents and businesses about the benefits of reducing the amount of waste generated.

The adopted LOS is being met for all recreational facilities. There are surpluses for each recreation facility that will meet the adopted LOS through the planning horizon (2025).

The adopted LOS is being met for all public schools located in the Port Orange area.