

# MEMORANDUM

## FROM THE OFFICE OF THE CITY MANAGER

**To:** Mayor and City Commission

**From:** Pam Brangaccio, City Manager *PDB*

**Re:** **City Manager's Report – June 9, 2015**

**Date:** May 29, 2015

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The City staff continues to work on the FRA Quiet Zone program; an inventory has been completed of the eleven crossings, and we expect a review by the FRA representative in the month of June.

Attached please find the press release announcing that New Smyrna Beach will be receiving two honors June 4 at the Volusia League of Cities Annual Distinguished Service Awards Banquet. Rhonda Walker, will receive the association's Employee of the Year Award and New Smyrna Beach resident Paul Mayer has been chosen to receive the Citizen of the Year Award.

The SR 44 sewer design is currently following the project schedule with the surveying complete, and the geotechnical investigative work is currently underway, as needed to develop the preliminary design report and 60% design plans. The latter two tasks are scheduled for completion 6/22/15 and 7/07/15 respectively.

A Canal Street Downtown Neighborhood Plan kick-off meeting is scheduled for 6:00pm, Tuesday, June 2, at the Alonzo 'Babe' James Community Center. Residents, property owners and business owners are encouraged to attend and work jointly with City staff to set goals and draft a plan to guide neighborhood growth.

There will be a ribbon cutting on Friday, June 5 at 3:30pm to officially open the renovated North Causeway Boat Ramp Facility. The project was completed one month early and on budget. The new upgrades provide a more efficient and convenient launch facility that complies with current ADA guidelines.

As per the attached press release, a group of as many as twenty Tennessee youth teamed up to rebuild two shade structures at the New Smyrna Beach Skate Park Monday, June 1 – Thursday, June 4. We met the kids on June 3<sup>rd</sup> for a pizza lunch and were quite impressed.

Attached are the responses from the two proposers for the AOB site that were requested after review of the proposals at the May 12<sup>th</sup> Commission meeting. These are also attached to the June 9<sup>th</sup> Special meeting agenda at 5pm.

A generous donation of \$500 was received from Patrick Stanton to go toward the purchase of swings for special needs children in Rocco Park.

The Pre-Preliminary Estimates of 2015 Tax Roll Values from the Volusia County Property Appraisers Office are attached. Our estimates for the five year model presented in March 2015 to the Commission held in these figures. What seems to be forgotten in the announcements of the 10% increase to just taxable value, is the 40% fall in taxable values and the reductions in millage, and city staff and operations, during those years. Thus the Budget remains challenging, with multi-needs for replacement capital equipment; repairs to city facilities, implementation of a compensation survey, to remain competitive in hiring and retaining employees; additional contribution to the fire pension fund; and the end of the thirty year CRA, within the CRA area.

The proposed budget will be presented to the Commission on June 26<sup>th</sup> at 9am at the ACA; with a presentation of the Economic Development Plan afterwards. Without increases in new construction and annexation, funds for providing city services to the residents will remain on the “backs of the residents” and not commercial entities. The EDAB is centering their efforts on support of the new US 1 CRA and Historical Westside, as well as the intersection of I-95 & SR 44.

Staff will be pursuing revised design proposals for the attached sidewalk locations, per the 2011 Sidewalk Master Plan. The design work will begin early summer 2015. These links will wind down the funding from the General Obligation Bond for sidewalks.

Commissioner Reiker, the CM, the ACM and Police Chief attended a meeting organized by the County Manager, with his staff and District 3 County Council member Denys. The focus was on the 373,393 entries made to the County’s Beach Accesses in SEV; at Flagler, 3<sup>rd</sup> Ave, Beachway Ave, 27<sup>th</sup> Ave, and Crawford Road. And the resulting increase in weekend and holiday traffic peak hour on SR 44 (FDOT documented a 25 to 40% increase in their 2013 Corridor Management Plan). The County staff made it clear that they were committed to lessen the impact on the residents of New Smyrna Beach by working with FDOT to program the traffic lights on SR44; build live traffic information into their Beach App for smart phones, as well as their social media accounts; work with the SEV Ad Agency to direct visitors to the APP for information; provide some different ingress and egress formulas for the beach accesses in 2015, to see if traffic patterns can be improved, and crack down hard with law enforcement on non-permitted gathering on the beach. There continues to be considerable public misunderstanding of the mission and jurisdiction of the two entities, as the City or the County General Funds do not fund the SEV ad agency or development of their marketing materials; which are geared to “heads on beds”, not day trippers looking for beach access.

The TPO heard public comment on the funding of a feasibility study for rebuilding Paige Ave from Glencoe to Mission at their meeting of May 26<sup>th</sup>. There is significant concerns from residents in the Hidden Pines, Corbin Park area; the City may want to consider waiting to see if there are any positive impacts from the changes that the County is proposing for SR44; to pursue Paige Avenue.

With Ms. Yancey’s pending retirement, we will be advertising this summer for an over-hire, in the position; to work with her on expansion of BJC programing and preparation for the Brannon Civic Center reopening in 2016.

Should you have any questions or need additional information or clarification, on any of the items presented in this report, please let me know.

**Kosorok, Tammy**

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**From:** Brangaccio, Pam  
**Sent:** Friday, May 22, 2015 10:22 AM  
**To:** Kosorok, Tammy  
**Subject:** FW: Quiet Zones-FEC

Make a note in the next CM report...the City staff continues to work on the FRA Quiet Zone program; an inventory has been completed of the 11 crossing, and we expect a review by a FRA representative in the month of June.

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**From:** Resheidat, Khalid  
**Sent:** Thursday, May 21, 2015 11:29 AM  
**To:** Miller, Faith  
**Cc:** Brangaccio, Pam  
**Subject:** RE: Quiet Zones

Excellent. Thanks Faith

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**From:** Miller, Faith  
**Sent:** Thursday, May 21, 2015 10:25 AM  
**To:** Resheidat, Khalid  
**Subject:** Quiet Zones

Khalid:

FYI - I have set-up our account on the Federal Railroad Administration website and printed out the inventory forms on our 11 crossings; and have left a voicemail and email for the contact at FRA to request a site visit of our crossings.

*Faith*

Faith G. Miller, MPA, MMC  
Maintenance Operations Manager  
City of New Smyrna Beach  
124 Industrial Park Avenue  
New Smyrna Beach, FL 32168  
Phone: 386-424-2202 or Cell: 386-527-0227  
FAX: 386-424-2198

## Kosorok, Tammy

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**From:** Brangaccio, Pam  
**Sent:** Friday, May 29, 2015 9:51 AM  
**To:** Kosorok, Tammy  
**Subject:** Fwd: News release: NSB to receive two awards from Volusia League of Cities  
**Attachments:** 2015 VLC awards best.JPG

add to cm report.

Sent from my iPad

Begin forwarded message:

**From:** City of NSB News <[info@cityofnsb.com](mailto:info@cityofnsb.com)>  
**Date:** May 29, 2015 at 9:46:46 AM EDT  
**Subject:** News release: NSB to receive two awards from Volusia League of Cities

**Photo cutline:** New Smyrna Beach Mayor Jim Hathaway, center, poses with Airport Manager Rhonda Walker and Volunteer Paul Mayer. Walker and Mayer will be presented Distinguished Service Awards next week from the Volusia League of Cities.

News media contact:  
Pam Brangaccio, city manager  
City of New Smyrna Beach  
386.424.2210

May 29, 2015

### NEWS FOR IMMEDIATE RELEASE

#### **New Smyrna Beach to receive two awards from Volusia League of Cities**

New Smyrna Beach will be presented two honors June 4 at the Volusia League of Cities Annual Distinguished Service Awards Banquet in DeLand. New Smyrna Beach Airport Manager Rhonda Walker will receive the association's Employee of the Year Award. New Smyrna Beach resident Paul Mayer has been chosen to receive the Citizen of the Year Award.

A 33-year City employee, Walker is exceptional at securing grants and funding partners resulting in significant cost savings through the years. At the Airport, she has garnered nearly \$5 million in grant dollars for projects. She also has been instrumental in the success of the annual Balloon and Sky Fest, which draws more than 50,000 spectators. In 1982, she began her municipal career in a clerical position and eventually worked her way to assistant public works director and now airport manager.

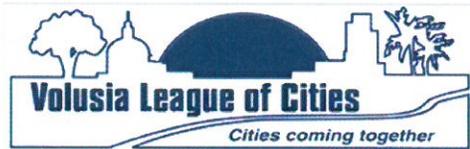
Mayer, a six-year resident, is one of the inaugural members of the City's Economic Development Advisory Board and has contributed significantly during his years of service. He also serves with several other local civic associations.

"Since 2005, the League has presented (Annual Distinguished Service) awards to outstanding individuals who have made their communities and, respectively Volusia County a better place to live," according to the League in an announcement letter to the winners. Awards are presented in several categories.

Volusia League of Cities is a 501(c)(4) organization consisting of all Volusia municipal and county elected officials. The purpose of the League is to allow an environment so elected officials can build relationships with other elected officials, educate officials on issues concerning public service, as well as, legislative issues, according to the League's website.

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12443 Research Parkway, Suite 402, Orlando, FL 32826

Tel (407) 882-3960 • Fax (407) 882-3968 • Email [marilyn.crotty@ucf.edu](mailto:marilyn.crotty@ucf.edu)

★ Commissioner Bill Partington, President ★ Vice Mayor Heidi Herzberg, 1<sup>st</sup> Vice President ★ Commissioner Brandon Young, 2nd Vice President ★

Marilyn E. Crotty, Executive Director

May 22, 2015

Ms. Rhonda Walker  
City of New Smyrna Beach  
210 Sams Avenue  
New Smyrna Beach, FL 32168

Dear Ms. Walker:

I am delighted to inform you that you have been chosen to receive the 2015 Volusia League of Cities "Employee of the Year" Award for your contributions at the airport in the City of New Smyrna Beach. What a well-deserved honor! Since 2005 the Volusia League of Cities has presented awards to outstanding individuals who have made their communities and, respectively Volusia County a better place to live. The goal of this program is to recognize individuals for their positive and progressive actions.

You and your guest are invited to join us (at no cost) for the Annual Distinguished Service Awards Banquet on Thursday, June 4, 2015 at the Sanborn Center in DeLand when you will be presented with the award. Please see the attached invitation for more information and be sure to let us know if you will attend.

On behalf of the Board of Directors of the Volusia League of Cities and the entire membership, I want to congratulate you on this very special honor.

Sincerely,

Marilyn E. Crotty

c: Pam Brangaccio  
Judy Reiker

**Kosorok, Tammy**

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**From:** Brangaccio, Pam  
**Sent:** Tuesday, May 19, 2015 3:17 PM  
**To:** Kosorok, Tammy  
**Subject:** FW: SR 44 sewer update on design process

For next CM report (June 9<sup>th</sup>)

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**From:** Fegley, Kyle  
**Sent:** Tuesday, May 19, 2015 10:38 AM  
**To:** Resheidat, Khalid  
**Cc:** Brangaccio, Pam  
**Subject:** RE: SR 44 sewer

Khalid,

Currently following the project schedule with surveying complete and the geotechnical investigative work is underway as needed to develop the preliminary design report and 60% design plans, with the latter two tasks scheduled to be completed 6/22/15 & 7/07/15 respectively.

Thanks,

Kyle W. Fegley, P.E.  
City Engineer  
New Smyrna Beach, FL 32168  
P (386) 424-2168  
F (386) 424-2148

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**From:** Resheidat, Khalid  
**Sent:** Tuesday, May 19, 2015 10:31 AM  
**To:** Fegley, Kyle  
**Cc:** Brangaccio, Pam  
**Subject:** SR 44 sewer

What is the status on the SR 44 sewer design? Thanks.

Khalid

**Kosorok, Tammy**

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**From:** City of NSB News  
**Sent:** Wednesday, May 27, 2015 12:17 PM  
**Subject:** News release: Canal Street Downtown Neighborhood Plan kick-off meeting June 2

May 27, 2015

**News media contact:**  
Steve Bapp, CRA planner  
City of New Smyrna Beach  
386.424.2135

NEWS FOR IMMEDIATE RELEASE

**Canal Street Downtown Neighborhood Plan kick-off meeting June 2**

Residents, property owners and business owners are encouraged to attend the Canal Street Downtown Neighborhood Plan kick-off meeting at 6 p.m., Tuesday, June 2, at the Alonzo 'Babe' James Community Center, 201 N. Myrtle Ave., New Smyrna Beach.

Residents and the City will work jointly to set goals and draft a plan to guide neighborhood growth for the next five years, according to Gail Henrikson, New Smyrna Beach planning director. Discussion topics include current demographics, trends, neighborhood boundaries and vision.

Plans also have been initiated for the Central Beach and Coronado Island neighborhoods. For more information on the City's neighborhood planning initiative, please visit [www.cityofnsb.com/neighborhood-planning](http://www.cityofnsb.com/neighborhood-planning) or call Steve Bapp, CRA planner, at 386.424.2135.

**Editor's note:** Once the ceremonial ribbon is cut, a boat will launch from the upgraded ramps.

**May 26, 2015**

**News media contact:**

Kyle Fegley, city engineer  
386.424.2168

NEWS FOR IMMEDIATE RELEASE

**New Smyrna Beach to officially open renovated boat ramp June 5**

One month early and on budget, the popular North Causeway Boat Ramp facility is open for business. New Smyrna Beach, Volusia County and Florida Inland Navigational District (FIND) officials will cut the ceremonial ribbon on the improvement project at 3:30 p.m., Friday, June 5.

Good weather helped construction crews to stay ahead of schedule, said Kyle Fegley, New Smyrna Beach city engineer. The boat ramps were reopened in time for the heavy boat traffic on the Memorial Day weekend. Final touches will be completed this week.

The improvement project was needed because heavy launch traffic and general use of the amenities had taken a toll on the infrastructure, Fegley added. The new upgrades provide a more efficient and convenient launch facility that also complies with current ADA guidelines.

All improvements were on the western side of the waterway and included paving the former shellrock parking lot, replacing an outdated restroom, and rebuilding the seawall cap and its support system, Fegley said. The fishing pier also has been rebuilt, sidewalks have been extended, signage and lighting have been upgraded and an outside shower tower has been added. A defined stormwater system also has been installed.

Fegley said the parking lot and drainage improvements are considered a greener alternative for the Indian River waterway than the previous design. The new, paved surface directs runoff to a grassed swale system. The previous surface deposited shellrock particles into the river during rain events. Protection of the Indian River Lagoon is a priority for the City Commission.

The overall cost of the project was nearly \$825,000 and was funded by a \$407,500 FIND grant that was matched by the City of New Smyrna Beach. An additional \$150,000 was funded by the County of Volusia and the City of New Smyrna Beach through the City's Community Redevelopment Agency.

**Editor's note:** This will be a visual story as many as 20 youth complete construction outdoors. Work hours may vary depending on weather and tasks.

May 26, 2015

**News media contacts:**

Faith Miller, City of New Smyrna Beach  
(386) 424-2202

Pastor Jeff Neikirk, Meadow Creek Presbyterian Church  
(423) 638-4990

NEWS FOR IMMEDIATE RELEASE

**Tennessee youth group to rebuild park shelters June 1-4**

As many as 20 Tennessee youth will team to rebuild two shade structures at the New Smyrna Beach Skate Park next week. Construction is scheduled to run Monday, June 1 - Thursday, June 4, at the park at the intersection of Industrial Park Avenue and Turnbull Street. Construction will be done during the morning hours before the park opens to the public at 1 p.m.

"This is a great project for youth from one community to serve youth from another," said Faith Miller, New Smyrna Beach maintenance operations manager. "We hope it will inspire our skateboarders to pay it forward with their own projects."

From Meadow Creek Presbyterian Church in Greeneville, Tennessee, the youth group is bringing all the tools and materials for the project, according to Jeff Neikirk, church pastor. High school and college-level young adults will complete the work. Volunteers range in age from 15-22 years old.

"We have found that leaving our comfort zone in the hills of east Tennessee enables us to serve others and grow in our faith," said Jeff Neikirk, church pastor. "For kids that grow up looking at mountains, it also is good to get away to the beach."

At the Skate Park, the group will work on two, 10 foot x 10 foot thatched roof picnic shelters that are in disrepair, Miller said.

"Pastor Neikirk reached out to the City asking if we had any small construction projects for his group," Miller added. "We were happy to partner with them and get these shelters repaired."

The New Smyrna Skate Park project is one of two the group will complete during their one-week stay in New Smyrna Beach. Neikirk said the youth also will assist with a Habitat for Humanity project. Since 2010, the group has made yearly extended volunteer trips. Locations have included Jacksonville, Palatka, Wilmington, N.C. and Union Beach, N.J.

Even though he pastors a small church with a small budget, the congregation funds all costs associated with the trip. "We want to serve and provide opportunities for our youth to grow in their faith," Neikirk added.

DATE 5-29-2015

**Coronado Island Marine Village, LLC**  
**Response to City Commission Questions/Requests for Clarification re: CIMV Proposal** 10:50 am

The following information is provided in response to questions or comments raised by members of the City Commission during the May 12, 2015 City Commission meeting. Please review the responses and clarifications we have provided. We will be happy to answer any further questions during the Special Meeting scheduled for June 9, 2015.

**Public Space and Riverwalk -**

Several Commissioners requested clarification regarding the nature of the public access intended in the CIMV Concept Plan. In addition, several questions were raised regarding maintenance of the public access areas.

The public spaces included in the CIMV proposal are shown on attached Exhibit 1. All public spaces shown on Exhibit 1 will be dedicated to the public in a form acceptable to the City. Maintenance of the public spaces and related improvements will be the responsibility of the CIMV, as the property owner, or a business association formed as part of the CIMV development to maintain public spaces and other common areas and facilities. The public spaces can be generally divided into two classifications.

First, there is public greenspace. Public greenspace areas will be provided with enhanced landscaping and pathways along the North Causeway and connecting from the North Causeway to the riverside pedestrian walkway on the east and west ends of the project. The intent of the conceptual design is to provide a pedestrian loop from the North Causeway to the waterfront and back. It also includes the "picnic area" located adjacent to the North Causeway and along the water near the proposed restaurant building.

The second public space is the waterfront promenade or Riverwalk. This area is proposed as a dedicated public space, open to the general public at all times and intended to function as programmable space that can host festivals, markets and other public events. The Concept Plan for the CIMV project shows this area as running along the shore from the City's existing boat ramp to the western edge of the current North Causeway Marina property. Pedestrian pathways will connect the Riverwalk to the existing path system along the south edge of the North Causeway at various locations, including along the western edge of the North Causeway Marina property.

From a timing standpoint, the public waterfront pedestrian improvements will be constructed at the beginning of the CIMV development, both to provide assurances to the City that it will receive the desired public access to the waterfront and to prevent the need to construct waterfront

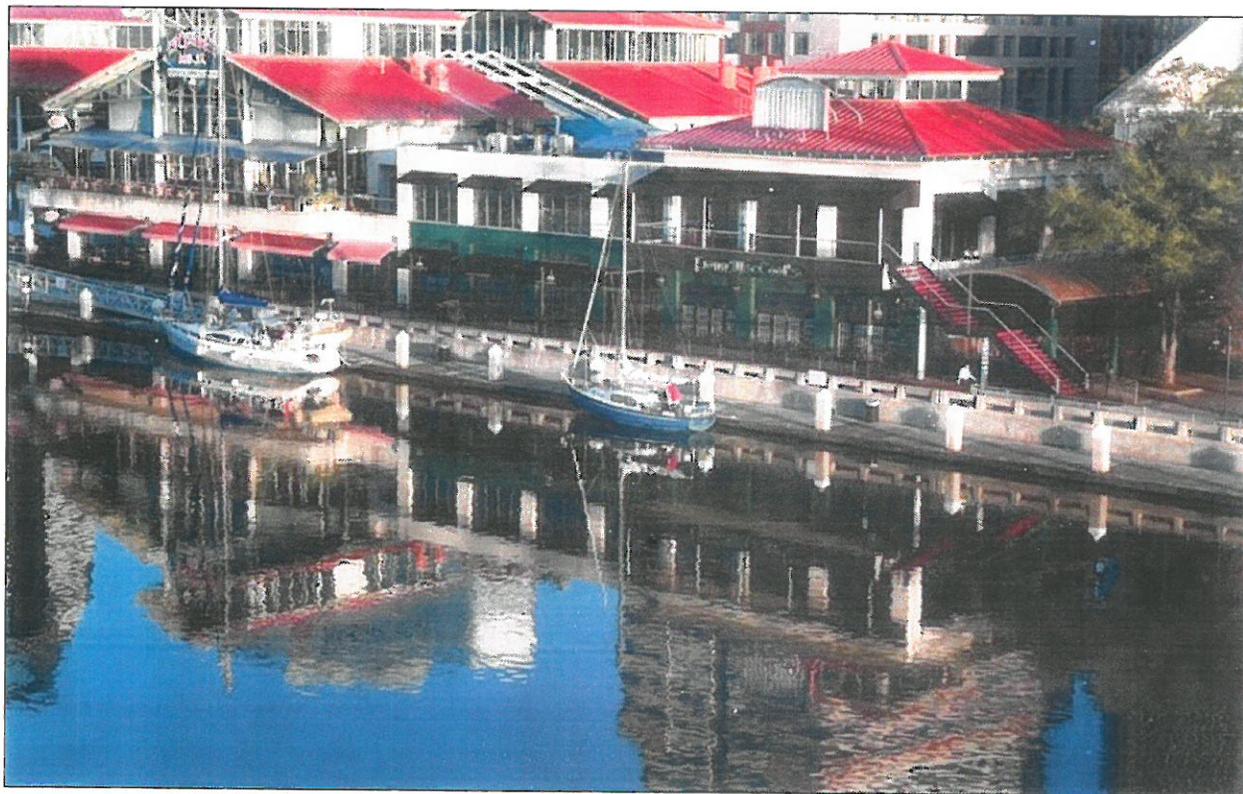
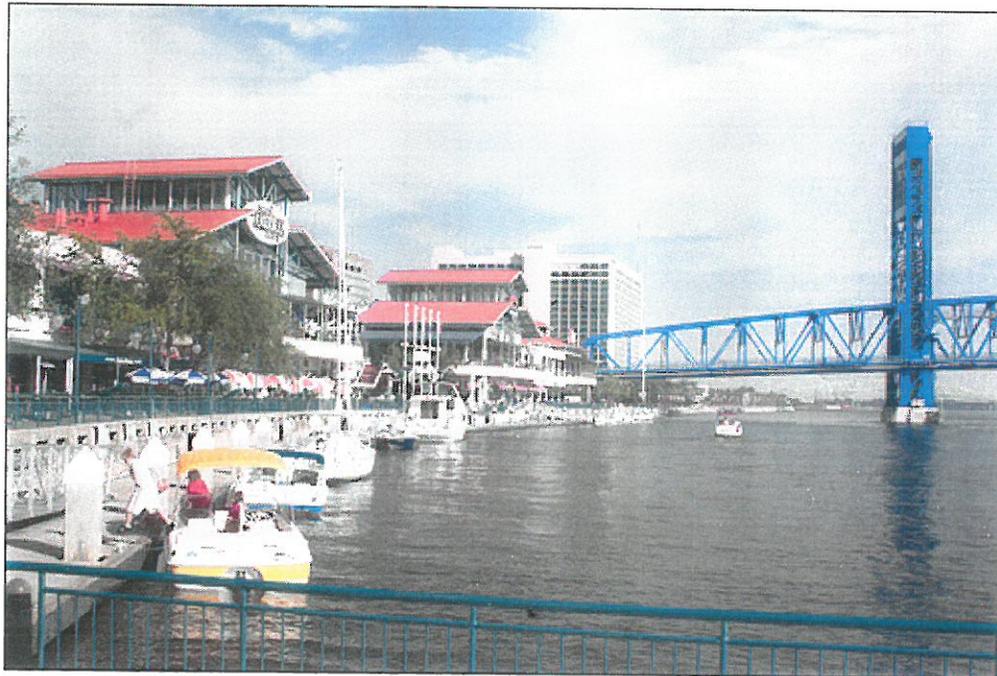
improvements after construction of the landward improvements. We expect timing and guarantees for construction of the public spaces can be addressed more specifically in the contract between the City and CIMV for the AOB property.

Several examples of similar public waterfront promenades are provided below and are consistent with the intent of the public waterfront improvements that will be provided as part of the CIMV development:

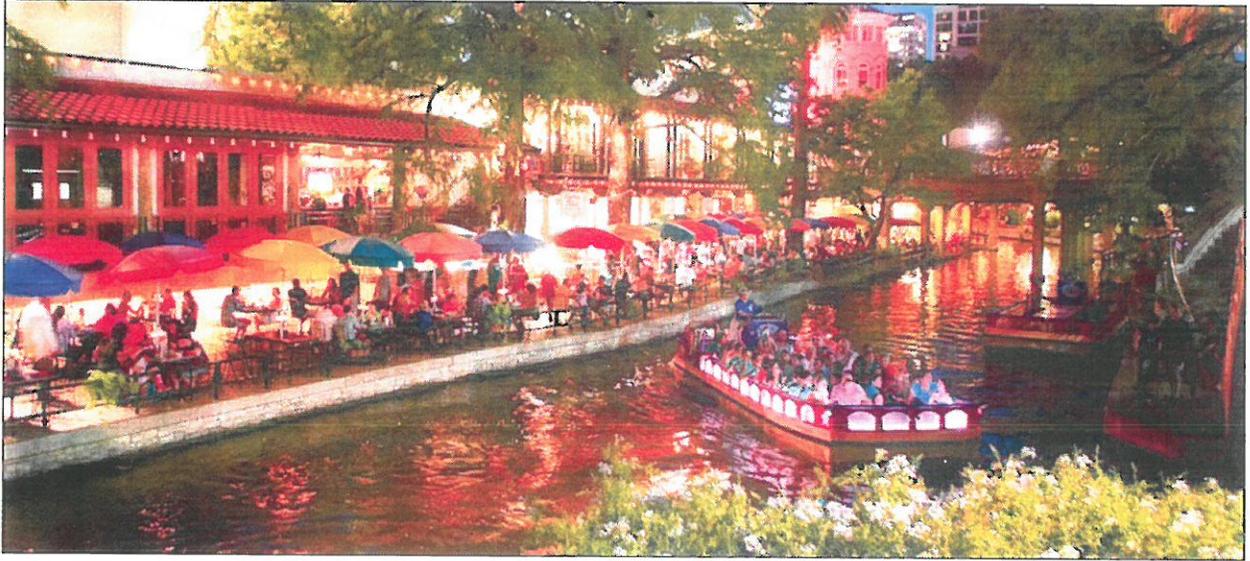
**Sailfish Marina, West Palm Beach -**



**Jacksonville Landing, Jacksonville -**



**San Antonio Riverwalk, San Antonio, Texas -**



**Parking** – Can the CIMV project, as proposed meet parking standards? If not, how will it be addressed?

The CIMV conceptual plan does not currently meet the City's parking standard. In fact, the availability of sufficient parking may become a limiting factor in the final combination of uses that will be approved for the CIMV development. We do, however, anticipate that a comprehensive parking plan will be provided for review and approval by City staff, the Planning Board and City Commission. Elements of that plan are expected to include:

1) *Shared parking* – Mixed use developments like that proposed by the CIMV plan include uses that have different peak times for parking demand. For example, water dependant uses such as marinas and recreational equipment vendors tend to have higher peak parking demands during morning or daytime hours. Restaurants and hotels tend to have peak parking demands late in the day and overnight. As a result, a certain percentage of parking spaces may be counted more than once and used by customers of different businesses at different times of the day and night. A shared parking plan will need to be based on data and analysis provided by a traffic engineer and incorporated into the development agreement for the CIMV project. The analysis will also consider the percentage of traffic that will arrive by boat and not require additional parking spaces.

2) *Off-site parking* – Additional parking may be provided through satellite parking facilities that will be subject to review and approval by City staff, the Planning Board and City Commission. We are negotiating with several nearby landowners to secure sites for off-site parking in the event such facilities are required to support the CIMV development.

3) *Structured parking* – While structured parking is expensive and may raise additional concerns regarding height limitations, it is an alternative that may be considered in connection with approval of the CIMV project.

**Rookeries and Environmental Permitting** – What is required? How will dredging/marina permitting be handled? Is a submerged land lease required?

Expansion of the existing North Causeway Marina and all waterfront improvements proposed along the AOB site will require permitting and approval by several agencies, in addition to the City. The agencies we anticipate will be involved in review and permitting of these elements of the CIMV project include the Florida Department of Environmental Protection, Army Corps of Engineers, Florida Fish and Wildlife Commission, St. Johns River Water Management District, Volusia County and Florida Inland Navigation District.

As noted during previous discussions with the City Commission, significant progress toward permitting the marina expansion shown on the CIMV plan was made several years ago. Although the permitting effort was halted due to overall economic conditions at the time, we are confident that the CIMV marina plans will receive approval from all required permitting agencies. Review of the proposed CIMV development by the City and other permitting agencies will address any potential environmental impacts, including impacts to protected species and vegetation. Impacts to the environment will be avoided and minimized to the greatest extent possible. Where impacts cannot be avoided, appropriate mitigation will be required and provided.

Improvements associated with the expanded marina will likely include some dredging. Dredging will only be conducted in accordance with the approved permits. A majority of the submerged lands associated with the North Causeway Marina property are in private ownership and will not require a submerged land lease. Additional submerged lands in public ownership may be improved as part of the CIMV development. If so, a submerged land lease will be required and obtained through FDEP and the Board of Trustees of the Internal Improvement Trust Fund.

**Height** – What is maximum height that we anticipate requesting in PUD?

Based on the current CIMV plan, the maximum building height is less than sixty feet. We anticipate requesting a maximum height for select buildings in the CIMV plan that would exceed the current maximum height of 45 feet in the Commercial Marina zoning district. Approval of additional height for select buildings is subject to review and approval by City staff, the Planning Board and City Commission and we anticipate such requests will require off-setting commitments for enhanced open space and protected view corridors.

**Nature of "Full Service" Hotel** – What types of services are included? Is a 120 room hotel really considered a boutique hotel?

Full service hotels generally offer expanded services to their guests, such as turn-down service, complimentary newspapers, enhanced security, wake up calls, room service and airport shuttles. In addition, full service properties also offer a higher level of decorating and amenities than more limited service properties. Full service hotels generally include a cocktail lounge and formal restaurant as well. While boutique hotels tend to be smaller than more traditional hotel brands, 120 rooms is within the accepted range for these types of hotel properties.

**Density and intensity of uses/address scaling down** – Is the site being overloaded with the number of uses proposed? How could it be scaled down and remain financially feasible?

The mixture of uses proposed in the CIMV plan are a response to public demand for additional waterfront amenities in the City of New Smyrna Beach. There are several factors that may lead to a reduction in density for the overall project as it moves through the entitlement and site plan process. Those factors include, but are not limited to, parking (as noted above), stormwater treatment and retention, existing site conditions such as the Utilities Commission easement and related improvements and requirements for open space preservation. The key to moving forward with the CIMV project through the entitlement process will be weighing each of the limiting factors against the financial feasibility of the project. We are confident that it will be possible to finalize the CIMV plan and related entitlements in a way that ensures that the final plan remains financially feasible.

**Traffic** – Will a Traffic Impact Analysis ("TIA") be required and when?

Yes, a TIA will be required. City code requires that the TIA will be submitted in connection with the application for a PUD for the CIMV project. The TIA will comply with standards adopted by the River to Sea Transportation Planning Organization and will be reviewed by the City, County and FDOT. By requiring the TIA at the time the PUD is submitted, potential traffic impacts will be reviewed and considered in connection with the approval of final entitlements for the CIMV project. Any traffic impacts that result from the proposed CIMV project will require mitigation.

**Charges for transient slips** – How will CIMV charge for transient dockage?

We do not anticipate charging for the initial two hours of transient dockage. That approach is designed to encourage waterfront access to the CIMV project. After that, a published rate schedule will apply, including rates for overnight dockage. At this point, we have not finalized that rate schedule.

**Character of NSB** – Will CIMV be designed to be consistent with the character of NSB?

Yes, the final appearance and composition of the CIMV development will be consistent with and enhance the character of New Smyrna Beach.

**Utilities Commission Property** – How will proposed use of UC property be addressed? Can structures be built ontop of existing outfall pipe?

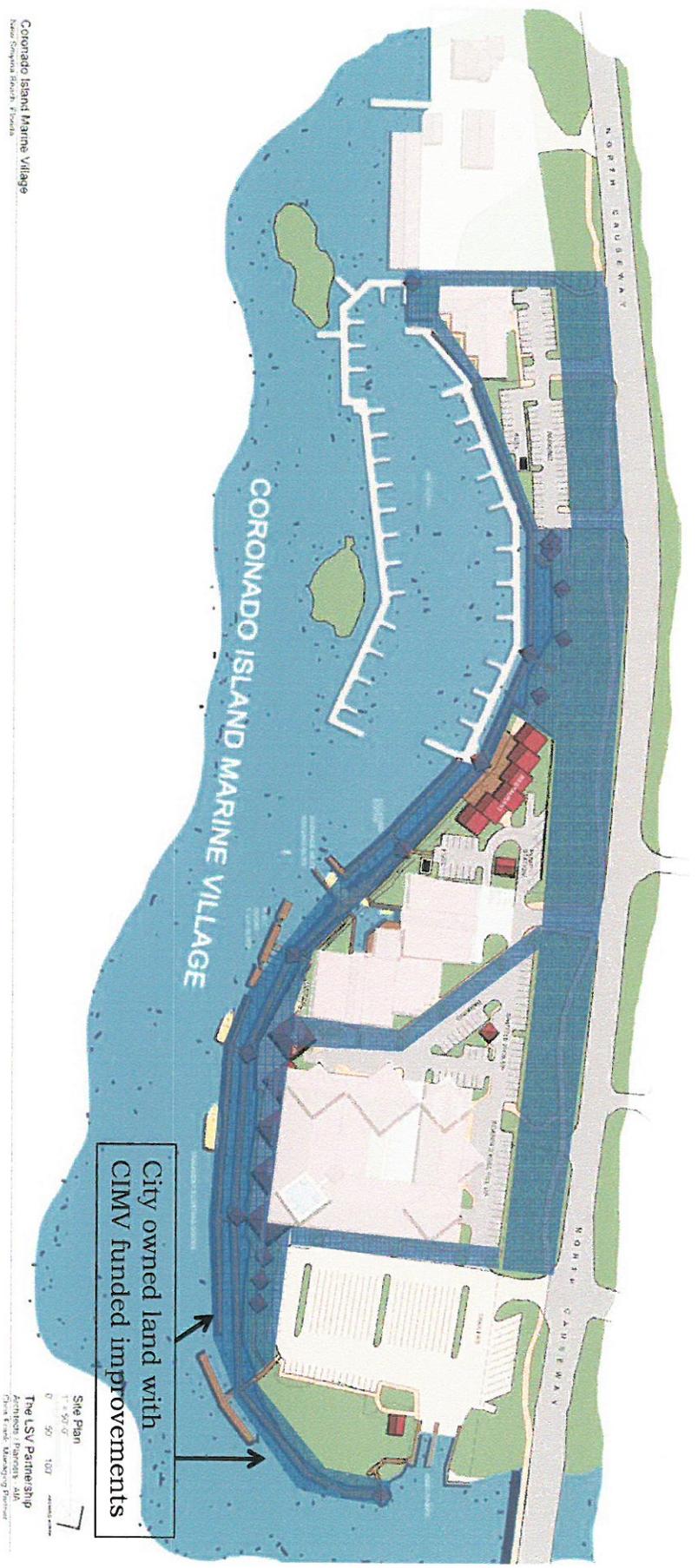
At a minimum, we plan to request approval for aesthetic improvements to the Utilities Commission easement and pump house. Those improvements will include landscaping and potential architectural embellishments. We will

need a more developed engineering study of the limitations imposed by the existing outfall pipe. If required, the CIMV plan will be redesigned

**Timing of Development/Hotel** – Will the hotel be the first portion of the project developed?

The public waterfront promenade will be the first portion of the project developed. After that, we anticipate the project moving forward as a single phase. The hotel may be the first portion of the overall project to develop, but at this point it is not envisioned as a separate phase.

Exhibit 1 – CIMV Public Spaces shown in blue



Coronado Island Marine Village  
Based on: City of San Diego, 2008

City owned land with  
CIMV funded improvements

Site Plan  
0 50 100 Feet  
The LSV Partnership  
Architects / Planners slll  
Date: 1/10/10

## Bledsoe, Johnny

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**From:** Otte, Tony  
**Sent:** Friday, May 29, 2015 11:08 AM  
**To:** Bledsoe, Johnny  
**Cc:** Brangaccio, Pam; Gummey, Frank  
**Subject:** FW: Letter to Tony Otte - RFP response w Photos  
**Attachments:** White Development Letter to Tony Otte re RFP Questions.pdf

Johnny, I just found this in my emails – the White Development response re the AOB.  
Tony

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**From:** William Gross [mailto:wgross@grossproperties.net]  
**Sent:** Friday, May 29, 2015 9:57 AM  
**To:** Otte, Tony  
**Subject:** Fwd: Letter to Tony Otte - RFP response w Photos

Tony, attached please find the White Development response to the questions asked at the May 12 meeting.

Regards,  
Bill

--

**William W. Gross**  
Vice President of Development  
White Development Company  
Tel [\(727\) 242-4663](tel:(727)242-4663)

# White Development Company

1801 South Keene Road, Clearwater, Florida 33756-6421 - (727) 533-8884 Fax (727) 524-6673

May 28, 2015

Tony Otte  
Director of Economic Development  
City of New Smyrna Beach  
210 Sams Ave  
New Smyrna Beach, FL 32168

RE: AOB Request For Proposal (RFP)

Dear Tony:

The following is our response to the questions and issues raised by the City Commission members at the May 12, 2015 meeting. Our response includes the following:

- A. Requirements and highlighted excerpts from the RFP
- B. Suggested questions that could and should be asked of both respondents
- C. Answers to the questions that were specific to the Grocery Store plan
- D. attached photos of an existing store that highlights architectural elements of the 'Old Florida' style

We want assurance that both submittals are judged and ranked with the same, clearly defined criteria that are required by the RFP.

## A. RFP Requirements/Highlighted Excerpts

*"Respondents are advised that on 12/12/21014 the City Commission discussed this RFP and provided the following directives:*

- 1. Proposals must maintain public access to the waterway*
- 2. Single family homes are not an acceptable use*
- 3. Formal appraisals will need to be completed but will not be ordered until after the proposals are received so that the area and amount of square footage for the River walk and the area and square footage for development are specified. (Page 6 of 12)*

*Pedestrian Access: There is a 10' wide lighted and landscaped walkway that connects the mainland and Canal ST area (the historic downtown) with the Flagler Ave area (the historic beach community shopping district). This walkway is part of a "loop" that connects these two areas with the commercial area on Third Ave and the South Causeway. The successful developer MUST include in their proposal public access to the ICW from the existing walkway parallel the North Causeway in the form of a 15' walkway ON THE PROPERTY that is either dedicated to the City or property that is in an easement provided to the City. The construction can be done in one of two ways;*

- 1. The developer can include the construction of the walkway in their proposal ;*

2. *Or the developer can leave the construction to the City to be completed with a Florida Inland Navigation District Grant. (page 10 of 21)*

*View shed (View Corridor): Respondents are advised that to the greatest extent possible the City wishes to preserve the view of the ICW for the public. Therefore to the greatest extent possible, buildings shall be aligned to have the least impact on the view of the ICW from the North Causeway. (Page 10 of 21)*

We reference and highlight these sections of the RFP as a reminder that all applicants are required to meet these well-defined site plan criteria. Both proposals should be ranked as to whether the defined RFP requirements, at a minimum standard, have been met. To determine if the respondents meet the RFP requirements, White Development Co is asking the City Commissioners to ask the hard questions to each respondent and have us explain if and how we meet or exceed the RFP requirements. Beyond the basic site plan design criteria, the City can evaluate other factors and decide which project is best suited for the AOB site and the residents in and around Coronado Island.

#### **B. Suggested Questions to be asked of each Respondent**

The following is a list of suggested questions to assist the City in evaluating, ranking and determining if the respondents meet the requirements defined in the RFP:

- \*Does the proposed plan provide for public access to the ICW from the existing Loop?
- \*Is the existing Loop walkway extended into the planned development?
- \*Is the walkway and public access dedicated to the City?
- \*Is the public access to the ICW unrestricted? Does the public have to cross private property to gain access to ICW?
- \*Does the planned development maintain the maximum view corridors of the ICW?  
What % of the AOB frontage is maintained as view corridors?
- \*Does the planned development provide for Public Space? What % of the total AOB site is dedicated to Public Space? Where is the Public space and can that area be developed as Public Space?
- \*Is the planned development a regional draw (surrounding Counties) or is it a community oriented plan?
- \*Can the AOB site (4.5 acres) support the planned development?
- \*Does the planned development meet the minimum parking requirement as defined by City code? If not, what are alternatives and options? Parking decks, shuttles and/or offsite parking?
- \*Will the planned development increase traffic on Coronado Island?

\*Is the planned development economically feasible?

\*Is the respondent able to evidence financing?

\*Which planned development does the most to maintain the existing shoreline?

### **C. Answers to Questions specific to the Grocery Plan**

*Q1. Question by Kirk Jones requesting additional information on the screening wall between the grocery store and the ICW.*

A1. The screening wall is designed to act as both a visual screening wall and a sound barrier. The wall will be of block construction with heavy landscaping between the wall and the water's edge. Note, this is the only portion of the grocery development that would require screening.

*Q2. Question by Jason McGuirk. Asked if "more could be done with the water?"*

A2. We believe our plan for the AOB ICW waterfront reflects smart preservation measures and provides unlimited recreation opportunities for the citizens of NSB. Our plan leaves undisturbed ALL of the existing natural ICW shoreline. The shoreline is a currently thriving ecosystem with oyster beds and mangroves habitat. The areas that were recently improved with riprap can be further improved with the help of the Marine Discovery Center. An unimproved ICW shoreline is a benefit to those accessing the waterway from land and our plan provide for unrestricted views of the shoreline from the ICW. Our plan represents a rare opportunity to preserve a portion of the ICW. This shoreline would not benefit, nor would the citizens, if this 600 lineal feet of shoreline were covered with a boardwalk.

In addition to the shoreline preservation, the Grocery Plan provides for almost an acre of dedicated park area along the entire 600 lineal feet of the ICW, referred to as the River Walk. This River Walk is an unprecedented design and opportunity for the community to preserve and retain this rare shoreline property. The design and dedication of almost an acre of property was not a requirement of the RFP, but we believe it adds to the overall design of the site and would be a welcomed new park for the citizens of NSB. To be sure, we could have designed a larger center that utilized the designated park area, but we did not. Our planned River Walk could be considered a true example of Public and Private partnership – a well-designed, scaled down commercial center within a public park space. Within the River Walk area, we are proposing a 10' wide walkway and extension of the LOOP, gazebos, eating areas and an area for marine discovery to conduct research or improve the existing shoreline. We are proposing that the River Walk area be dedicated to the City which would afford the City opportunity to further expand on the uses of the River Walk area.

*Q3. Question by Jason McGuirk. Asked if "we could provide more outdoor eating areas."*

A3. The River Walk design does provide for gazebos and outdoor eating areas. We understand the importance of outdoor eating areas, especially within public spaces and parks. We are excited to report that we are working with our grocery client to modify the plan to incorporate an indoor and outdoor eating area that would be part of the store. The floorplan would be unique to NSB. The new design would also reduce the height of the building from 28 to 23 feet. The store footprint of only 29,000 (only 14% of total site area) and only 23 high (1/3 the height of the proposed dry docks) is truly scaled down when compared to the Village plan.

*Q4. Question by Jake Sach, asking if a portion of the Grocery Plan could be owned by the City.*

A4. Yes, we are recommending that the City retain ownership of the River Walk area that wraps the Grocery Plan.

*Q5. Question by Judy Reiker. Asked if we could add more design style to the building.*

A5. Yes, the planned grocery store will be a class "A" development that reflects the "Old Florida" style that we all want. I will bring photos boards of an existing store that we believe fits the style and color scheme the City and citizens want and expect. We are confident that the planned development will set a new standard on Coronado Island. Normally, the architectural design discussions are not part of an RFP evaluation, but we understand the need and will have examples available at the June 9<sup>th</sup> special meeting.

*Q6. Question by Judy Reiker requesting that the plan be heavily landscaped.*

A6. Yes, the plan will be heavily landscaped. Please review our plan again and note that very area of the plan that can be is landscaped – even the FDOT ROW. The landscaping will be Bold (as defined by the North Causeway beautification Committee) where it needs to be Bold and lower where we want to maintain water views. Please note that our building footprint covers only 14% of the AOB site. The remaining 86% is comprised of Riverwalk Park, landscaped islands, landscaped parking areas, foundation plantings and perimeter plants. Over the years the landscaping will mature and create a coastal, tropical look.

Please see attached Section D – Photos of "Old Florida" style existing Grocery Store

Thank you for your consideration.

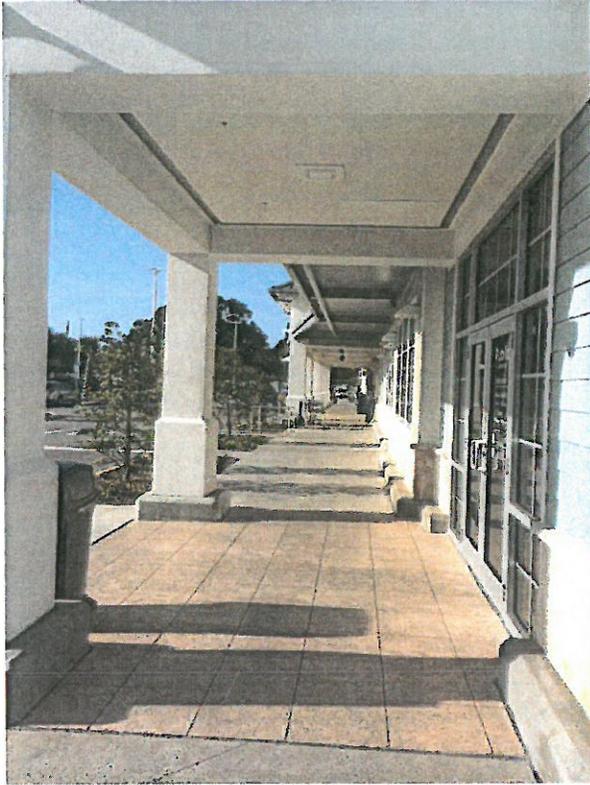
I look forward to seeing you at the June 9th special meeting.

Regards,

Bill Gross

White Development Group

**D. Existing Grocery Store – “Old Florida” Style Architecture**





# City of New Smyrna Beach

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June 1, 2015

Mr. Peter Stanton  
2102 S. Atlantic Avenue  
New Smyrna Beach, FL 32169-3318

Dear Mr. Stanton:

On behalf of the City Commission of the City of New Smyrna Beach and all our residents, please accept our sincere appreciation for your kind financial donation of \$500 to the City that will go towards the purchase of special needs swing(s) for Rocco Park. Your caring support of our young children with special needs will go a long way toward providing an enjoyable outdoor experience for these young boys and girls.

Our Maintenance Operations Department is looking to add an additional bay to the current swing structure at Rocco Park to include two more swings, both Zero-G Chair swings as you requested, one for each age group (2 – 5) and (5 – 12). It may take six to eight weeks to order, receive and install the new equipment; but we will let you know when it is in place and ready for use.

Once again, thank you so much for your support and generous donation.

Sincerely,

James W. Hathaway,  
Mayor





**Morgan B. Gilreath, Jr., M.A., A.S.A., C.F.A.**  
**Property Appraiser**

June 1, 2015

City of New Smyrna Beach  
210 Sams Ave  
New Smyrna Beach, Fl. 32168

Attention: Althea Philord, Finance Director

Re: June 1 Notification of 2015 Tax Roll Values per F.S. 200.065(8)  
Taxing Authority Number(s): 0271

Dear Ms. Philord:

The June 1, 2015 Pre-Preliminary assessed total taxable value of property in your taxing authority is \$2,922,610,293. This amount includes the taxable new construction value of \$51,613,560 and annexations, to date, of \$ 6,161,695. Please note that this is a Pre-Preliminary estimate. The formal Preliminary Tax Roll, available on July 1, 2015, will contain detailed breakdowns of new construction, annexations and other stratifications, along with the DR420 form.

Percentage changes from last year for both the Just and Taxable values are shown below. Real estate market value changes are reflected in Just Value while the impact of Save Our Homes, the 10% Non-Homestead cap and other additional exemptions are reflected in the Taxable Values. The Net Change reflects actual change on properties without considering new construction.

	Previous <u>2014</u>	Estimated <u>2015</u>	% Total <u>Change</u>	% Net <u>Change</u>
Just Value	3,868,338,907	4,256,298,731	10.03	8.34
Taxable Value	2,722,721,625	2,922,610,293	7.34	5.22
New Construction	40,892,653	51,613,560		
Annexations	17,584,579	6,161,695		

If you have any questions, please contact me at (386) 736-5901 Ext. 5717 (DeLand area); (386)254-4601 Ext 5717 (Daytona area); or (386) 423-3315 Ext 5717 (New Smyrna Beach area).

Sincerely,



Morgan B. Gilreath, Jr.  
Volusia County Property Appraiser



**Morgan B. Gilreath, Jr., M.A., A.S.A., C.F.A.**  
**Property Appraiser**

June 1, 2015

City of New Smyrna Beach  
210 Sams Ave  
New Smyrna Beach, Fl. 32168

Attention: Althea Philord, Finance Director

Re: June 1 Notification of 2015 Tax Roll Values per F.S. 200.065(8)  
Taxing Authority Number(s): 0270

Dear Ms. Philord:

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Sincerely,



Morgan B. Gilreath, Jr.  
Volusia County Property Appraiser



Morgan B. Gilreath, Jr., M.A., A.S.A., C.F.A.  
Property Appraiser

June 1, 2015

City of New Smyrna Beach  
**Althea Philord, Finance Director**  
210 Sams Ave  
New Smyrna Beach, Fl. 32168

Re: 2015 Annexation Ordinances

Dear Ms. Philord,

Our office has received the following ordinance(s) adopted by your commission since September 1, 2014 that contain the parcels in the attached listing for land annexed into your municipality for the 2015 tax roll.

**58-14, 70-14, 76-14, 79-14, 07-15, 10-15, 15-15, 18-15, 23-15, 31-15,**

In order that we may account for collection of your city tax on annexed lands, please review this parcel listing for accuracy. In the event a parcel(s) you have annexed is not listed please provide a copy of the ordinance to our office as soon as possible. If the listing is complete please acknowledge this by mail or email.

If you have any questions, please contact Lynne Coffin at (386) 822-5725.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Morgan B. Gilreath, Jr.", is written over a light blue background.

Morgan B. Gilreath, Jr.  
Property Appraiser

MBG: lc



# CITY OF NEW SMYRNA BEACH CITY SIDEWALK IMPROVEMENTS PROJECT - PHASE 2

BASE BID  
 BID ALTERNATES

(Zone 1)      PER SF COST      PER DRIVEWAY:      PER SURFACE:      PER LF:

Roadway	From - To	Width	Length (ft)/	Concrete Cost	Driveway Cost	ADA Mats Cost	Crosswalk Cost	SUBTOTAL	Side of Street for Sidewalk
N. Pine Street	Flagler Ave - Crawford St	5	1645	\$41,125	\$3,960	\$9,100	\$510	\$55,018	WEST
S. Pine Street	E. 2nd Ave - Ocean Ave	5	1710	\$42,750	\$2,640	\$1,300	\$0	\$46,698	TBD
S. Cooper Street	E. 2nd Ave - Ocean Ave	5	1710	\$42,750	\$7,480	\$1,300	\$0	\$51,549	TBD

(Zone 2)

Roadway	From - To	Width	Length (ft)/	Concrete Cost	Driveway Cost	ADA Mats Cost	Crosswalk Cost	SUBTOTAL	Side of Street for Sidewalk
Anderson St.	Palmetto St - US 1	5	650	\$16,250	\$0	\$5,200	\$255	\$21,705	TBD

(Zone 3)

Roadway	From - To	Width	Length (ft)/	Concrete Cost	Driveway Cost	ADA Mats Cost	Crosswalk Cost	SUBTOTAL	Side of Street for Sidewalk
Turnbull Street	Eleanor Ave - Turnbull Bay Rd	5	2100	\$52,500	\$1,320	\$2,600	\$170	\$56,590	EAST
Ponce Street	Pat Ave - Turnbull St	5	635	\$15,875	\$1,760	\$650	\$85	\$18,425	NORTH
Handley Drive	Marcel St - Dougherty St	5	270	\$6,750	\$0	\$1,300	\$0	\$8,052	SOUTH
Industrial Park Ave.	US 1 - Turnbull Bay Rd	5	2880	\$72,000	\$0	\$1,950	\$85	\$74,088	SOUTH
Inlet Shores Drive	US 1 - Cunningham Dr	5	1163	\$29,075	\$0	\$650	\$0	\$29,725	NORTH

(Zone 4)

Roadway	From - To	Width	Length (ft)/	Concrete Cost	Driveway Cost	ADA Mats Cost	Crosswalk Cost	SUBTOTAL	Side of Street for Sidewalk
Brooks Ave.	Enterprise Ave - Greenlawn St	5	1125	\$28,125	\$0	\$3,250	\$170	\$31,650	SOUTH
Chisholm Street	Meadow Wood St - Field St	5	955	\$23,875	\$0	\$1,300	\$0	\$25,177	EAST

\$ AVAILABLE FUNDS  
 389,692.00

Concrete Cost	Driveway Aprons	ADA Mats	Crosswalks Stripping	SUB-TOTAL	30% MARK-UP
\$248,325	\$15,400	\$21,450	\$935	\$286,110	\$371,943
\$122,750	\$1,760	\$7,150	\$340	\$132,000	\$171,600
\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
\$381,075	\$17,160	\$28,600	\$1,275	\$428,110	\$553,543

BASE BID SIDEWALKS  
 BID ALTERNATES  
 CONTINGENCY (APPROX. 3.5%)

DESIGN COST	ALL STREETS
\$ 74,000.00	\$ 74,000.00
\$ 371,943.00	\$ 553,543.00
<b>TOTAL \$ 445,943.00</b>	<b>\$ 627,543.00</b>
<b>VARIANCE TO AVAILABLE FUNDS \$ (56,251.00)</b>	<b>\$ (237,851.00)</b>

# Volusia County Beach Ramp Entries Totals:

**2014**



		<u>All Entries</u>	<u>Day/ Twilight Pass</u>	<u>Season/ Super Pass</u>	<u>Day Pass Re-Entry</u>	<u>Season/ Super Pass Re-Entry</u>	<u>Handicap Vehicle Entry</u>	<u>County Vehicle Entry</u>
<b>Total Entries for</b>		<b>949,202</b>	<b>409,849</b>	<b>29,573</b>	<b>68,417</b>	<b>346,406</b>	<b>69,543</b>	<b>25,414</b>
<i>North Beach</i>	<b>Total</b>	<b>530,955</b>	231,418	14,411	47,592	174,749	44,757	18,028
	DB-59 Intl Speedway Blvd*	138,354	96,158	1,422	11,332	17,248	9,677	2,517
	DBS-78 Dunlawton Blvd	98,675	26,952	5,308	3,518	48,789	11,733	2,375
	DB-51 Seabreeze Blvd*	41,487	18,020	593	7,618	11,159	3,120	977
	DB-64 Silver Beach Blvd	40,197	17,255	891	4,447	11,576	3,859	2,169
	OB-30 Granada Blvd*	29,844	10,874	1,328	1,382	12,411	2,749	1,100
	DB-42 Williams Av	28,694	11,007	611	4,401	10,032	1,766	877
	DBS-71 Florida Shores	24,414	7,544	706	1,650	11,086	2,118	1,310
	DBS-67 Botefuhr Av	22,617	10,228	476	2,104	7,189	1,909	711
	DB-48 University Blvd	21,920	10,855	364	2,545	5,570	1,468	1,118
	DBS-82 Emilia Av*	20,496	3,917	706	1,712	11,727	1,482	952
	DBS-76 El Portal St	17,691	5,651	458	1,242	7,908	1,407	1,025
	OB-36 Cardinal Dr	17,230	5,247	528	1,892	6,735	1,332	1,496
	OB-38 Harvard Dr	15,523	3,522	560	2,057	7,411	1,139	834
	OB-37 Milsap Rd	6,587	1,574	157	1,015	2,846	585	410
	DBS-75 Van Av	5,500	1,993	218	527	2,315	327	120
OB-34 Rockefeller Dr	1,726	621	85	150	747	86	37	
<i>South Beach</i>	<b>Total</b>	<b>418,247</b>	178,431	15,162	20,825	171,657	24,786	7,386
	NS-110 Flagler Av	111,326	54,543	3,820	5,039	38,165	7,797	1,962
	NS-118 3rd Av	91,666	44,040	3,486	2,804	33,493	6,129	1,714
	NS-106 Beachway Av	83,201	27,251	3,225	4,520	44,266	2,823	1,116
	NS-141 27th Av*	52,176	28,581	1,862	1,964	15,302	3,349	1,118
	PI-97 Beach St*	44,854	12,771	1,469	4,691	21,738	3,181	1,004
	NS-108 Crawford Rd	35,024	11,245	1,300	1,807	18,693	1,507	472

\* - Defines beach drive zone terminus

\*\* Data provided by Volusia County Beach Toll Contractor

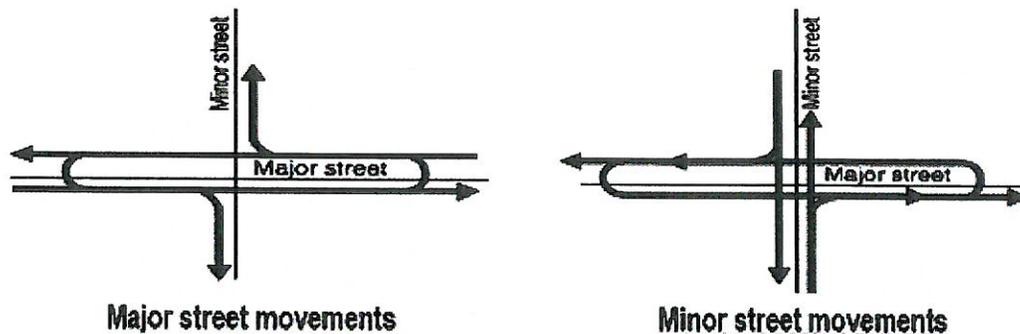


Exhibit 1 MUT left-turn movements from major and minor streets (FHWA-HRT-09-057, 2009)

### Conventional Turn-Lane Improvements

As discussed earlier, the conventional turn-lane improvements at the intersection consist of adding exclusive right-turn lanes to the eastbound, northbound and southbound approaches. These turn lane improvements will create more balance in the critical movements by removing high turning volumes from the through lane group. In terms of prioritization, the eastbound right-turn lane should be prioritized first as it will provide the greatest overall intersection benefit. The northbound right-turn lane and the southbound right-turn lane should be prioritized second and third, respectively. These will provide direct benefit to their respective approaches and indirect benefits to SR 44 by making more green time available to the corridor. However, the necessary right-of-way does not appear to be readily available on the northbound and southbound approaches. Further investigation of drainage, utility, and property impacts are also necessary prior to the improvements being further advanced. However, from a planning level-screening, the conventional turn lane improvements are the preferred option of the alternatives considered.

### WEEKEND ASSESSMENT

For the existing 2011 conditions, an analysis of the weekend traffic showed that daily traffic volumes are approximately 25% higher than weekday traffic volumes. In the peak hour, the weekend traffic volumes were shown to be 25-40% higher than weekday peak hour volume along the corridor. The largest differentials between weekend and weekday volumes (35-40%) were documented east of the I-95 interchange.

A qualitative assessment of the weekend conditions was conducted based on the projected 2035 weekday volumes and the measured weekend-to-weekday volume ratios. The weekend volume estimates are summarized Table 17.

**Table 17** Qualitative Comparison between Projected 2035 Weekday and Weekend Volumes

Tube Count Location	Analysis Period	Weekday Projection	Percent Increase	Weekend Estimate	Generalized Capacity	v/c Ratio
Airport Rd. to Shoppes at Coronado	Daily	29,400	25%	36,750	36,700	1.00
	Peak Hour <sup>1</sup>	2,650	25%	3,300	3,560	0.93
I-95 NB Ramp to Sugar Mill Dr.	Daily	40,400	25%	50,500	55,300 <sup>2</sup>	0.91
	Peak Hour <sup>1</sup>	3,650	35%	4,900	5,360 <sup>2</sup>	0.91
Canal St. to Myrtle Ave.	Daily	18,200	25%	22,750	36,700	0.62
	Peak Hour <sup>1</sup>	1,650	40%	2,300	3,560	0.65

<sup>1</sup> Peak Hour Weekday Average based on standard K of 0.09

<sup>2</sup> The Generalized Capacity for the interchange area is assumes a widening improvement

If the existing weekend-to-weekday volume ratios continue to hold true in 2035, the segment of SR 44 west of the I-95 interchange will approach its four-lane service volume capacity. Projections within the I-95 interchange area exceed the four-lane service volume capacity; however, potential future interchange improvements (discussed later) are estimated to provide sufficient capacity for the forecast weekend demand in the interchange area. The forecast volumes decrease east of Mission Road/Wallace Drive, and the four-lane service volume capacity in this area is projected to be sufficient for the demand.

Public feedback received regarding the weekend traffic stressed the high volumes of east/west traffic on SR 44. This results in increased density on SR 44, minimizing gaps and making access to SR 44 from the unsignalized side streets very difficult. Data collected in the existing condition confirmed that the eastbound and westbound through volumes on SR 44 experience the greatest increase during the weekend peak hours. Improvements to the minor approaches as previously discussed will allow more green time to be given to the SR 44 mainline movements to better handle the increased weekend demand. As in the existing condition, the signalized intersection at SR 44 and Mission Road/Wallace Drive is anticipated to function as a bottleneck within the corridor. Improvements that are focused at this intersection will have positive impacts to upstream areas throughout the corridor.

#### WILLIAMSON ALIGNMENT ASSESSMENT

The Williamson Boulevard extension, connecting Pioneer Trail to SR 44, is currently planned under the Volusia TPO 2035 Cost-Feasible Transportation Plan. The path of the planned roadway alignment is not settled among the various agencies, but there are two general alignments that are preferred:

## Weekend Conditions Intersection Analysis

In order to understand an order-of-magnitude differential between weekday and weekend conditions, the traffic volumes during the weekday and weekend were compared using the tube count data. As seen in Table 4, the volume of traffic on the corridor on a weekend is substantially higher than on a weekday.

Table 4 Tube Count Comparison between Weekday and Weekend Volumes

Tube Count Location	24 Hour Volume			Peak Hour Volume		
	Weekday Average	Weekend Average	Percent Increase	Weekday Average	Weekend Average	Percent Increase
Airport Rd. to Shoppes at Coronado	17,322	21,258	23%	1,446	1,826	26%
I-95 NB Ramp to Sugar Mill Dr.	23,319	29,694	27%	1,950	2,665	37%
Canal St. to Myrtle Ave.	16,427	20,671	26%	1,251	1,746	39%

In general, the weekend daily traffic on SR 44 is about 25% more intense than the weekday daily traffic. The traffic increase is most intense during the peak hour, with weekend peak hour volumes 25-40% higher than weekday peak hour volumes, depending on the segment. It is noted that the weekend peak hours occur at similar times as the weekday peak hours (between 4:00 P.M. and 6:00 P.M.).

Additional operational analyses were conducted to assess weekend conditions on the corridor. Traffic counts were taken between 10:30 A.M. and 2:30 P.M. on Saturday, May 28, 2011 at the following three intersections:

- SR 44/I-95 SB Ramps
- SR 44/Glencoe Road
- SR 44/Mission Drive/Wallace Road

A comparison of the intersection counts taken on Saturday to those taken during the weekdays revealed that the traffic volumes on SR 44 were substantially higher on Saturday than during the week. Despite the higher volumes, the LOS of those movements does not decrease significantly on the weekend, because the coordinated signals in the corridor allot more time to the eastbound and westbound movements to serve the increased traffic volumes on the weekends. Operations for the three intersections during the Saturday peak hour are summarized in Table 5.

As seen in the table, the intersections at Glencoe Road and Mission Drive/Wallace Road both operate at a LOS C during the Saturday peak hour. Comparatively, the intersection at Glencoe Road performs at a LOS A during the A.M. peak hour and a LOS B during the P.M. peak hour on a typical weekday. The intersection at Mission Drive/Wallace Road operates at a LOS C during the A.M. peak hour and a LOS D during the P.M. peak hour on a typical weekday.

As noted earlier, the operational analysis for Saturday was conducted based on turning movement counts taken between 10:30 A.M. and 2:30 P.M. However, the 24-hour tube counts on the corridor suggest that the weekend peak hour occurs later in the afternoon. Therefore, this operational analysis may reflect a better LOS than is typically experienced during the weekend P.M. peak hour.

Intersection	Performance Measure	SATURDAY PEAK HOUR																								Overall Intersection		
		Eastbound						Westbound						Northbound						Southbound								
		L	T	R	App.	L	T	L	T	R	App.	L	T	L	T	R	App.	L	T	L	T	R	App.					
SR 44 & I-95 SB Ramp	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	B	-	-	-	-	-	-	-	-	-	-	-	B	-	-	-	-	-	-	-	-	B	-
	v/c	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95 <sup>th</sup> % Queue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 44 & Glencoe Rd.	Delay	12.1	26.8	13.0	26.3	18.4	13.8	10.5	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1	30.0	
	LOS	B	C	B	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	
	v/c	0.04	0.84	0.03	-	0.39	0.39	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	
	95 <sup>th</sup> % Queue	9	564	20	-	42	213	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	
SR 44 & Mission Dr.	Delay	69.3	43.0	-	46.1	70.9	43.8	-	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	45.4	71.9	
	LOS	E	D	-	D	E	D	-	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	E	
	v/c	0.72	0.90	-	-	0.55	0.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.60	
	95 <sup>th</sup> % Queue	307	1078	-	-	127	740	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	
																											265	
																											0.90	

Table 5 Summary of Existing Saturday Peak-Hour Intersection Operating Conditions

## INTERSECTION IMPROVEMENTS

Long-term intersection improvement recommendations were identified by KAI through the alternatives analysis in the *Future Conditions Report (Attachment F)* and through coordination with the stakeholder agencies throughout the study. The following geometric and intersection control improvements are recommended for long-term consideration along the corridor:

- SR 44/Future Williamson Blvd (West): If the western alignment of Williamson Blvd moves forward, it is recommended that a signal be considered at its intersection with SR 44 and installed when warranted.
- SR 44/Shoppes at Coronado/Future Williamson Blvd (East): Additional left-turn only lane on westbound approach; exclusive right-turn only lane on northbound approach.
- SR 44/I-95 SB Ramps: Traffic signal to replace stop-control on southbound approach and to provide a protected phase for the westbound left turning movement, when warranted.
- SR 44/I-95 NB Ramps: Additional through lane on eastbound approach to accommodate the heavy merge at the upstream loop ramp; additional left-turn only lane on northbound approach. The loop ramp improvement is also being considered as a potential near-term improvement.
- SR 44/Sugar Mill Dr: Exclusive right-turn only lane on southbound approach.
- SR 44/Glencoe Rd: Exclusive left-turn only lane on northbound approach.
- SR 44/Mission Dr-Wallace Rd: Exclusive right-turn only lanes on northbound, southbound, and eastbound approaches. The right-turn lane on the eastbound approach was included earlier as a potential near-term improvement.

The above improvements are also graphically represented in the previous **Figure 6**.

### Options for Future Consideration

The sections above represent the near-term and long-term recommendations of the SR 44 Corridor Management Plan. Over the course of the study, KAI identified other potential project opportunities that could be further evaluated in the future as part of a separate project.

## I-95 INTERCHANGE CONFIGURATION

The long-term recommendations provided in this report related to the I-95 interchange involve the signalization of the SR 44/I-95 SB off-ramp intersection, extension of the I-95 southbound to SR 44 eastbound loop ramp, and geometric lane improvements at the SR 44/I-95 NB off-ramp intersection. The timing for these improvements depends greatly on the rate of development of properties in the vicinity of the interchange area. The recommended interchange improvements presented herein should not be considered the ultimate interchange configuration, but rather interim improvements. The needs of the interchange should continue to be monitored and additional interchange improvements may be required if interchange area traffic volumes exceed the levels projected for year 2035 in this study.

## ROUNABOUT AT SR 44/CANAL STREET

Roundabouts were considered as potential intersection control alternatives in the *Future Conditions Report (Attachment F)* for the intersections of SR 44/Airport Road and SR 44/Canal Street. While a roundabout was identified as a viable alternative with potential benefits at both locations, this study does not formally include advancement of the roundabouts as part of the project recommendations. At SR 44/Airport Road, the recommendation for providing future signal control (when warranted) was based upon a variety of factors including prior planning and agreements already in place towards a future traffic signal at that location. At SR 44/Canal Street, the roundabout was not formally advanced as a recommendation due to the fact that the intersection continues to operate acceptably through the design year as a stop-controlled intersection. However, a roundabout does provide benefits towards improving the operational and safety performance related to the short merge of Canal Street onto SR 44, just east of the Mission Drive/Wallace Road intersection. A roundabout could also provide additional benefits towards improving business access, safety, and further emphasizing the SR 44/Canal Street intersection as a gateway into the City's central business district. Therefore, a roundabout at SR 44/Canal Street continues to be a viable option that could be reconsidered in the future. A concept of the roundabout is provided in **Figure 8**.

## PAIGE AVENUE EXTENSION

An opportunity exists to provide an inter-city east-west connection on the south side of SR 44 that would enable local trips for City residents without using SR 44. The extension of Paige Avenue between Mission Drive and Glencoe Road would also provide local residents with increased access to signals on SR 44 by improving the roadway network. FDOT is supportive of the City moving forward with a feasibility evaluation of the Paige Avenue Extension.

- The north side of SR 44, between Sugar Mill Road and Colony Park Road.

The frontage/backage road concept includes the following benefits:

- **Access Management:** access management along SR 44 would benefit as frontage roads would limit the number of driveway connections that are needed as development comes in to these rural and transitioning areas.
- **Business Access:** access for business patrons would improve as frontage roads would increase access to signals.
- **SR 44 Traffic Volumes:** the frontage road concept has the potential to reduce traffic volumes on SR 44 as local traffic may elect to use the frontage roads to reach local destinations or to travel between businesses.

Public feedback on cross-access connections was very positive. If the City pursues the frontage/backage road concept, a plan should be put in place that can be applied consistently across the appropriate properties as development occurs. As the plan is developed, special consideration needs to be given to the frontage/backage road connection to the major cross-street (i.e. Sugar Mill Road, Glencoe Road, etc.), as these connections have the potential to impact traffic operations at the signalized intersection when queues develop. In this sense, backage roads, where the cross-access road is developed on the back-end of the parcels at further distance from the main road (SR 44), are preferable to frontage roads. The plan should be reviewed by the FDOT Traffic Operations office for input regarding a desirable throat depth at side-street crossings between the frontage/backage road and SR 44.

## Paige Avenue Improvements

Paige Avenue is a local road located on the south side of SR 44. The western terminus intersects with Glencoe Road approximately 1.1 miles south of SR 44. The eastern terminus intersects with Mission Drive approximately 500 feet south of SR 44. In between the western and eastern termini, the condition of the Paige Avenue right-of-way fluctuates between paved road and dirt road, and also includes an abandoned bridge. If Paige Avenue were improved from Glencoe Road to Mission Drive, east-west access for local area residents would be greatly improved and would provide a truly viable alternative to SR 44 for local travel. Residents from neighborhoods in the Glencoe area, the Corbin Park area, and the Waterford Estates area would have access to all of the commercial and mixed-use areas along the south side of SR 44 up to Mission Drive with little or no need to access to SR 44.

An improved Paige Avenue would also improve local access to signals on SR 44. There is consistent public feedback regarding the difficulty of accessing SR 44 from minor, unsignalized cross-streets during peak periods, particularly on the weekend. Improving Paige Avenue would provide options for Waterford Estate and Corbin Park residents to access SR 44 via signalized intersections, where the signal provides protected gaps in traffic during the peak periods.

Two concerns that were noted in the public feedback are related to cut-through traffic and environmental impacts. The southwest-to-northeast layout of Paige Avenue does not make it a conducive route for regional cut-through traffic. As an alternative route for an eastbound traveler on SR 44, Paige Avenue would significantly increase the route distance for a regional trip. Similarly, a westbound traveler making a regional trip to I-95 or west of I-95 would add more than 1 mile to his trip if he used Paige Avenue. This was also supported by preliminary model results, which showed a higher volume shift from SR 44 to Paige Avenue on the east side but a lower volume shift from SR 44 on the west side. KAI concludes that the existing southwest-northeast alignment is optimal for improving home-based traffic access for local residents while minimizing the potential for regional cut-through traffic.

This study has not assessed the potential environmental impacts of improving Paige Avenue. If the City wishes to pursue improvements to Paige Avenue, an environmental assessment should be conducted in concert with additional public involvement. Public feedback received on this issue was generally positive, with the exception of the two areas of concern listed above.

## Median Modifications

In an effort to increase the operational and safety aspects of the corridor, median modifications are recommended to better meet the median opening spacing standards for Access Class 5, west of Jungle Road, and Access Class 3, east of Jungle Road. The proposed median modifications plan is provided in Appendix I. The plan shows several types of recommended improvements, as follows:

- Potential Directional Access – this is recommended at a location where there is currently no access provided, but spacing standards would allow additional access in this vicinity. The red cloud around the improvement icon shows the general vicinity in which the improvement could be made while maintaining FDOT spacing standards. Improvements that are labeled as “potential” should be considered with the planning of future development at each location, and the median openings should be located so as to line up with major driveways, where practical.