



AGENDA
CITY OF ORMOND BEACH, FLORIDA
CITY COMMISSION MEETING
August 16, 2022
7:00 PM

Mayor Bill Partington

Zone 1 – Commissioner Dwight Selby

Zone 3 – Commissioner Susan Persis

Zone 2 – Commissioner Troy Kent

Zone 4 – Commissioner Rob Littleton

COMMISSION CHAMBERS

22 South Beach Street, Ormond Beach, FL 32174

Phone: 386-677-0311

Web: www.ormondbeach.org

1. CALL TO ORDER

2. INVOCATION

3. PLEDGE OF ALLEGIANCE

4. PRESENTATIONS AND PROCLAMATIONS

A. AdventHealth Daytona Beach - Ed Noseworthy

5. AUDIENCE REMARKS - REGARDING ITEMS NOT ON THE AGENDA

6. APPROVAL OF MINUTES

A. Minutes from City Commission meeting – August 3, 2022

7. CONSENT AGENDA

The action proposed is stated for each item on the Consent Agenda. Unless a City Commissioner removes an item from the Consent Agenda, no discussion on individual items will occur and a single motion will approve all items.

A. RESOLUTION NO. 2022-99: A RESOLUTION ACKNOWLEDGING THE RECEIPT OF THE 2022 ORMOND CROSSINGS ANNUAL REPORT DATED JUNE 2022; AND SETTING FORTH AN EFFECTIVE DATE

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- B. **RESOLUTION NO. 2022-100:** A RESOLUTION AUTHORIZING AN ADDITIONAL EXPENDITURE TO COUNTY OF VOLUSIA FOR TRAFFIC SIGNAL MAINTENANCE UNDER AN INTERLOCAL AGREEMENT FOR MUNICIPAL SERVICES; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Alex Schumann, City Engineer (386-676-3302)

- C. **RESOLUTION NO. 2022-101:** A RESOLUTION AUTHORIZING THE EXECUTION OF AN INTERLOCAL AGREEMENT WITH THE COUNTY OF VOLUSIA FOR THE PROVISION OF MUNICIPAL SERVICES AND TRAFFIC SIGNAL MAINTENANCE WITHIN THE CITY OF ORMOND BEACH; SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Alex Schumann, City Engineer (386-676-3302)

- D. **RESOLUTION NO. 2022-102:** A RESOLUTION ACCEPTING A BID FROM SGS CONTRACTING SERVICES, INC. FOR CONSTRUCTION SERVICES REGARDING THE CLARIFIER IMPROVEMENT PROJECT, UNDER BID NO. 2022-23; AUTHORIZING THE EXECUTION OF A CONTRACT AND PAYMENT THEREFOR; REJECTING ALL OTHER BIDS; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Shawn Finley, Public Works Director (386-676-3292)

- E. **RESOLUTION NO. 2022-103:** A RESOLUTION AUTHORIZING A COST INCREASE TO ODYSSEY MANUFACTURING CO. REGARDING THE PROVISION OF SODIUM HYPOCHLORITE UNDER ITB 2020- 24; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Shawn Finley, Public Works Director (386-676-3292)

- F. **Fiscal Year 2021 Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide Funds Distribution**

Staff Contact: Loretta Moisio, Grants Coordinator (386-676-3315)

Disposition: Approve as recommended in the City Manager memorandum dated August 16, 2022.

- G. **Auto Renewal Contract - Interactive Voice Response System**

Staff Contact: Kelly McGuire, Finance Director (386-676-3226)

Disposition: Approve as recommended in the City Manager memorandum dated August 16, 2022.

- H. **Capital Improvement Plan Fiscal Year 2022-2023 to Fiscal Year 2026-2027**

Staff Contact: Kelly McGuire, Finance Director (386-676-3226)

Disposition: Approve as recommended in the City Manager memorandum dated August 16, 2022.

I. **City Manager Status Report, August 2022**

Staff Contact: *Joyce Shanahan, City Manager (386-676-3200)*

Disposition: *Approve as recommended in the City Manager memorandum dated August 16, 2022.*

8. **PUBLIC HEARINGS**

- A. **ORDINANCE NO. 2022-24:** AN ORDINANCE ANNEXING ONE PARCEL OF REAL PROPERTY INTO THE CITY OF ORMOND BEACH, SAID PROPERTY BEING GENERALLY LOCATED APPROXIMATELY 125 FEET WEST OF OLD DIXIE HIGHWAY AND APPROXIMATELY 770 FEET NORTH OF PLANTATION OAKS BOULEVARD, BEING LOCATED AT LOT 13, BLOCK 217, ORMOND ON THE BAY, VOLUSIA COUNTY PARCEL NUMBER 3239-03-17-0130; SETTING FORTH ZONING PRIVILEGES AND OBLIGATIONS REGARDING THE PROPERTY; REDEFINING THE TERRITORIAL BOUNDARIES OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; REDESIGNATING THE BOUNDARIES OF ZONE 1 OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; PROVIDING FOR TRANSMISSION; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: *Steven Spraker, Planning Director (386-676-3341)*

9. **FIRST READING OF ORDINANCES**

- A. **ORDINANCE NO. 2022-25:** AN ORDINANCE OF THE CITY OF ORMOND BEACH, FLORIDA, AMENDING ARTICLE III, FIREFIGHTERS' PENSION TRUST FUND, OF CHAPTER 16, PENSIONS AND RETIREMENT, OF THE CODE OF ORDINANCES; AMENDING SECTION 16-43, ESTABLISHMENT AND OPERATION OF FUND; FINANCES AND FUND MANAGEMENT; PROVIDING FOR SEVERABILITY OF PROVISIONS; PROVIDING FOR CODIFICATION; REPEALING ALL ORDINANCES IN CONFLICT HERewith AND PROVIDING AN EFFECTIVE DATE.

Staff Contact: *Kelly McGuire, Finance Director (386-676-3226)*

10. **DISCUSSION AND DIRECTION ITEMS**

- A. **901 Airport Road, Joint Purchase with SJRWMD & Volusia County for Land Preservation**

Staff Contact: *Steven Spraker, Planning Director (386-676-3341)*

11. **REPORTS, SUGGESTIONS, REQUESTS**

12. **ADJOURNMENT**

Website Address – www.ormondbeach.org

NOTICE – Pursuant to Section 286.0105 of the Florida Statutes, if any person decides to appeal any decision made by the City Commission

with respect to any matter considered at this public meeting, such person will need a record of the proceedings and for such purpose, such person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which the appeal is to be based.



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Phone: 386-677-0311



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In accordance with the Americans with Disabilities Act (ADA), persons with a disability, such as a vision, hearing or speech impairment, or persons needing other types of assistance, and who wish to attend City Commission meetings or any other board or committee meeting may contact the City Clerk's Office in writing, or may call 386-677-0311 for information regarding available aids and services.

MINUTES
ORMOND BEACH CITY COMMISSION
HELD AT CITY HALL COMMISSION CHAMBERS

August 3, 2022	7:00 p.m.	Commission Chambers
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Present: Mayor Bill Partington, Commissioners Dwight Selby, Troy Kent, Susan Persis, and Rob Littleton, City Manager Joyce Shanahan, Assistant City Manager Claire Whitley, City Attorney Randy Hayes, and City Clerk Susan Carroll Dauderis.

A G E N D A

- 1. CALL TO ORDER
- 2. INVOCATION
- 3. PLEDGE OF ALLEGIANCE
- 4. PRESENTATIONS AND PROCLAMATIONS
 - A. CareerSource Flagler Volusia - Robin King
- 5. AUDIENCE REMARKS - REGARDING ITEMS NOT ON THE AGENDA
- 6. APPROVAL OF MINUTES

- A. Minutes from City Commission meeting - July 19, 2022

7. CONSENT AGENDA

The action proposed is stated for each item on the Consent Agenda. Unless a City Commissioner removes an item from the Consent Agenda, no discussion on individual items will occur and a single motion will approve all items.

- A. **RESOLUTION NO. 2022-95:** A RESOLUTION AUTHORIZING THE SUBMITTAL OF AN ON-LINE GRANT APPLICATION IN THE AMOUNT OF \$11,850.00 TO THE UNITED STATES DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAMS, UNDER THE EDWARD BYRNE JUSTICE ASSISTANCE GRANT PROGRAM; AUTHORIZING THE EXECUTION OF ALL DOCUMENTS INCIDENTAL THERETO, INCLUDING ANY CONTRACT NECESSARY FOR THE CITY TO ACCEPT THE GRANT AWARD; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Loretta Moisio, Grants Coordinator (386-676-3315)

- B. **RESOLUTION NO. 2022-96:** A RESOLUTION AUTHORIZING THE EXECUTION OF AN AMENDMENT TO AGREEMENT FOR PEST CONTROL SERVICES BETWEEN THE CITY OF ORMOND BEACH AND PEACHTREE SERVICES, INC. FOR THE LIMITED PURPOSE OF ACKNOWLEDGING THE NEW CORPORATE NAME OF THE ENTITY PROVIDING PEST CONTROL SERVICES; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Robert Carolin, Leisure Services Director (386-676-3279)

- C. **RESOLUTION NO. 2022-97:** A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE CITY OF ORMOND BEACH AND THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION IN SUPPORT OF PLANNING AND FUNDING OF VOLUSIA COUNTY TRANSPORTATION SYSTEM

PROJECTS; AUTHORIZING THE EXPENDITURE OF FUNDING AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- D. **RESOLUTION NO. 2022-98:** A RESOLUTION PURSUANT TO SECTION 8-4(8), LIENS, OF THE CITY OF ORMOND BEACH CODE OF ORDINANCES AUTHORIZING THE IMPOSITION OF A LIEN AGAINST THE REAL PROPERTY LOCATED AT 257 LAWS LANE, ORMOND BEACH, VOLUSIA COUNTY, FLORIDA (PARCEL ID NO. 4241-08-01-0060) FOR COSTS INCURRED BY THE CITY TO DEMOLISH AN UNSAFE STRUCTURE; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- E. **MetroNet Registration as a Telecommunications Service Provider**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

Disposition: Approve as recommended in the City Manager memorandum dated August 3, 2022.

- F. **Construction & Demolition Franchise Renewal for Samsula Landfill, Inc.**

Staff Contact: Kevin Gray, Deputy Public Works Director (386-676-3577)

Disposition: Approve as recommended in the City Manager memorandum dated August 3, 2022.

8. PUBLIC HEARINGS

- A. **ORDINANCE NO. 2022-18:** AN ORDINANCE AMENDING THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN BY AMENDING THE FUTURE LAND USE MAP TO INCORPORATE THE PROVISIONS OF THE SECOND AMENDED NORTH US HIGHWAY 1 INTERLOCAL SERVICE BOUNDARY AGREEMENT BETWEEN THE CITY OF ORMOND BEACH AND THE COUNTY OF VOLUSIA; AUTHORIZING TRANSMITTAL; PROVIDING FOR PUBLIC HEARINGS; PROVIDING FOR CONFLICTING ORDINANCES; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- B. **ORDINANCE NO. 2022-19:** AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A FIRST AMENDED DEVELOPMENT ORDER FOR THE "REGAL MULTI-FAMILY" PLANNED BUSINESS DEVELOPMENT, LOCATED AT 215 WILLIAMSON BOULEVARD; AUTHORIZING THE REDEVELOPMENT OF A FORMER MOVIE THEATER, CONSTRUCTION OF A MAXIMUM OF 312 MULTIFAMILY RESIDENTIAL UNITS, AND BUILDING DIMENSIONS GREATER THAN ONE HUNDRED AND EIGHTY FEET (180') IN LENGTH; ESTABLISHING CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- C. **ORDINANCE NO. 2022-20:** AN ORDINANCE AMENDING PARAGRAPH C, OFFICIAL ZONING MAP, OF SECTION 2-01, ESTABLISHED, OF ARTICLE I, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS, OF THE CITY OF ORMOND BEACH LAND DEVELOPMENT CODE, BY AMENDING THE OFFICIAL ZONING MAP TO REZONE A CERTAIN PARCEL OF REAL PROPERTY TOTALING APPROXIMATELY 2.53 ACRES LOCATED AT 55 NORTH NOVA ROAD (VOLUSIA COUNTY PARCEL NUMBER 4221-00-01-0011) FROM B-8 (COMMERCIAL) TO PLANNED BUSINESS DEVELOPMENT (PBD); AUTHORIZING REVISION OF OFFICIAL ZONING MAP; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- D. **ORDINANCE NO. 2022-21:** AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED BUSINESS DEVELOPMENT TO BE LOCATED AT 55 NORTH NOVA ROAD, TO BE KNOWN AS THE "SPLASH CAR WASH"; AUTHORIZING THE REDEVELOPMENT OF THE PROPERTY FOR A FULLSERVICE CAR WASH; AUTHORIZING ALTERNATIVE WALL SIGNAGE; ESTABLISHING CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- E. **ORDINANCE NO. 2022-22:** AN ORDINANCE AMENDING SECTION 1-22, DEFINITIONS OF TERMS AND WORDS, OF ARTICLE III, DEFINITIONS AND ACRONYMS, OF CHAPTER 1, GENERAL ADMINISTRATION; AMENDING SECTION 2-32, I-1, LIGHT INDUSTRIAL ZONING DISTRICT, OF ARTICLE II, DISTRICT REGULATIONS, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS; AMENDING SECTION 2-57, CRITERIA FOR REVIEW OF SPECIFIC CONDITIONAL AND SPECIAL EXCEPTION, OF ARTICLE IV, CONDITIONAL AND SPECIAL EXCEPTION REGULATIONS, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS; AND AMENDING SECTION 3-26, OFF-STREET PARKING REQUIREMENTS, OF ARTICLE III, OFF-STREET PARKING, CIRCULATION AND LOADING, OF CHAPTER 3, PERFORMANCE STANDARDS; BY AMENDING DEFINITIONS TO PROVIDE A DEFINITION AND CONDITIONAL CRITERIA FOR THE WAREHOUSE, INDOOR MINI-RENTAL USE, AND BY AMENDING THE PARKING CALCULATIONS FOR WAREHOUSE, INDOOR MINI-RENTAL AND MINI-WAREHOUSES; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

- F. **ORDINANCE NO. 2022-24:** AN ORDINANCE ANNEXING ONE PARCEL OF REAL PROPERTY INTO THE CITY OF ORMOND BEACH, SAID PROPERTY BEING GENERALLY LOCATED APPROXIMATELY 125 FEET WEST OF OLD DIXIE HIGHWAY AND APPROXIMATELY 770 FEET NORTH OF PLANTATION OAKS BOULEVARD, BEING LOCATED AT LOT 13, BLOCK 217, ORMOND ON THE BAY, VOLUSIA COUNTY PARCEL NUMBER 3239-03-17-0130; SETTING FORTH ZONING PRIVILEGES AND

OBLIGATIONS REGARDING THE PROPERTY; REDEFINING THE TERRITORIAL BOUNDARIES OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; REDESIGNATING THE BOUNDARIES OF ZONE 1 OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; PROVIDING FOR TRANSMISSION; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Steven Spraker, Planning Director (386-676-3341)

9. SECOND READING OF ORDINANCES

- A. **ORDINANCE NO. 2022-23:** AN ORDINANCE AMENDING SECTION 2-300, METHODS OF SOURCE SELECTION, OF DIVISION 3, PURCHASING, OF ARTICLE IX, FINANCIAL MATTERS, OF CHAPTER 2, ADMINISTRATION, OF THE CODE OF ORDINANCES OF THE CITY OF ORMOND BEACH, BY AMENDING THE PURCHASING THRESHOLD FOR SMALL PURCHASES; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Kelly McGuire, Finance Director (386-676-3226)

10. REPORTS, SUGGESTIONS, REQUESTS

11. ADJOURNMENT

MINUTES

Item #1 – Meeting Call to Order

Mayor Partington called the meeting to order at 7:00 p.m.

Item #2 – Invocation

Pastor Neal Ganzel Jr., Coquina Presbyterian Church, provided the invocation.

Item #3 – Pledge of Allegiance

Mayor Partington led the Pledge of Allegiance.

Item #4 – Presentations and Proclamations

Item #4A – CareerSource Flagler Volusia – Robin King

Ms. Robin King, CareerSource Flagler Volusia, discussed CareerSource Flagler and the Youth Employment and Talent Initiative (YETI). She reviewed the participating partners including Boys and Girls Clubs, Catalyst Global Youth Initiatives, Inc., Community Healing Project and Mr. and Mrs. Mentoring. She discussed the impact YETI had on the young adults who participated and their future.

Item #5 – Audience Remarks

Commissioner-Elect Travis Sargent, 406 N. Beach Street, encouraged citizens to attend the Florida Department of Transportation (FDOT) meeting scheduled on August 9, 2022, at 5:30 p.m. He complimented the traffic flow at Williamson Boulevard and stated there were no major traffic backups.

Item #6 – Approval of Minutes

Mayor Partington advised the minutes of the July 19, 2022, meeting had been sent to the Commission for review and were posted on the city’s website for public viewing. He asked for any corrections, additions, or omissions. He stated that hearing no corrections, the minutes would stand approved as presented.

Commissioner Persis moved, seconded by Commissioner Littleton, for approval of the July 19, 2022, City Commission meeting minutes.

The motion passed by voice vote.

Item #7 – Consent Agenda

Mayor Partington advised the actions proposed for the items on the Consent Agenda were so stated on the agenda. He asked if any member of the Commission had questions or wished to discuss any items separately.

Commissioner Kent moved, seconded by Commissioner Littleton, for approval of the consent agenda.

Call Vote:	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Persis	Yes
	Commissioner Littleton	Yes
Carried.	Mayor Partington	Yes

Comments on the Consent Agenda

There were no comments on the Consent Agenda.

Item #8 – Public Hearings

Mayor Partington opened the public hearings.

Item #8A – Second Amended ISBA Future Land Use Map Amendment (89.99 acres) Re-adoption

City Clerk Susan C. Dauderis read by title only:

ORDINANCE NO. 2022-18
AN ORDINANCE AMENDING THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN BY AMENDING THE FUTURE LAND USE MAP TO INCORPORATE THE PROVISIONS OF THE SECOND AMENDED NORTH US HIGHWAY 1 INTERLOCAL SERVICE BOUNDARY AGREEMENT BETWEEN THE CITY OF ORMOND BEACH AND THE COUNTY OF VOLUSIA; AUTHORIZING TRANSMITTAL; PROVIDING FOR PUBLIC HEARINGS; PROVIDING FOR CONFLICTING ORDINANCES; AND SETTING FORTH AN EFFECTIVE DATE.

Commissioner Littleton moved, seconded by Commissioner Persis, for approval of Ordinance No. 2022-18, on second reading, as read by title only.

Call Vote:	Commissioner Kent	Yes
	Commissioner Persis	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
Carried.	Mayor Partington	Yes

Item #8B – 215 Williamson Boulevard, Regal Multi-Family, Planned Business Development First Amendment

City Clerk Susan C. Dauderis read by title only:

ORDINANCE NO. 2022-19
AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A FIRST AMENDED DEVELOPMENT ORDER FOR THE “REGAL MULTI-FAMILY” PLANNED BUSINESS DEVELOPMENT, LOCATED AT 215 WILLIAMSON BOULEVARD; AUTHORIZING THE REDEVELOPMENT OF A FORMER MOVIE THEATER, CONSTRUCTION OF A MAXIMUM OF 312 MULTIFAMILY RESIDENTIAL UNITS, AND BUILDING DIMENSIONS GREATER THAN ONE HUNDRED AND EIGHTY FEET (180') IN LENGTH; ESTABLISHING CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE.

Mr. Joseph Valerio, 1213 Northside Drive, stated he was running for Zone One City Commissioner and requested the Commission recuse themselves if they accepted campaign donations from the developer.

Commissioner Littleton inquired on the extent of the amenities of the property; whereby, Mr. Paul Holub, 675 North Beach Street, stated there were extensive amenities including a resort style pool, office complex and discussed the social aspect of the property.

Commissioner Kent moved, seconded by Commissioner Persis, for approval of Ordinance No. 2022-19, on second reading, as read by title only.

Call Vote:	Commissioner Persis	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
Carried.	Mayor Partington	Yes

Item #8C – 55 North Nova Road, Splash Car Wash, Zoning Map Amendment

City Clerk Susan C. Dauderis read by title only:

ORDINANCE NO. 2022-20
AN ORDINANCE AMENDING PARAGRAPH C, OFFICIAL ZONING MAP, OF SECTION 2-01, ESTABLISHED, OF ARTICLE I, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS, OF THE CITY OF ORMOND BEACH LAND DEVELOPMENT CODE, BY AMENDING THE OFFICIAL ZONING MAP TO REZONE A CERTAIN PARCEL OF REAL PROPERTY TOTALING APPROXIMATELY 2.53 ACRES LOCATED AT 55 NORTH NOVA ROAD (VOLUSIA COUNTY PARCEL NUMBER 4221-00-01-0011) FROM B-8 (COMMERCIAL) TO PLANNED BUSINESS DEVELOPMENT (PBD); AUTHORIZING REVISION OF OFFICIAL ZONING MAP; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

Commissioner Littleton moved, seconded by Commissioner Persis, for approval of Ordinance No. 2022-20, on second reading, as read by title only.

Call Vote:	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Persis	Yes
Carried.	Mayor Partington	Yes

Item #8D – 55 North Nova Road, Splash Car Wash, Issuance of a Development Order

City Clerk Susan C. Dauderis read by title only:

ORDINANCE NO. 2022-21
AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED BUSINESS DEVELOPMENT TO BE LOCATED AT 55 NORTH NOVA ROAD, TO BE KNOWN AS THE “SPLASH CAR WASH”; AUTHORIZING THE REDEVELOPMENT OF THE PROPERTY FOR A FULL-SERVICE CAR WASH; AUTHORIZING ALTERNATIVE WALL SIGNAGE; ESTABLISHING CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE.

Mr. Steve Schlossberg, Splash Car Wash, reviewed the exterior design changes made including colors, signage, font style and removal of the animated sponge.

Commissioner Kent moved, seconded by Commissioner Persis, for approval of Ordinance No. 2022-21, on second reading, as read by title only.

Commissioner Kent and Commissioner Persis thanked Mr. Schlossberg for the revisions.

Item #8E – Land Development Code Amendment, Warehouse, Indoor Mini-Rental

ORDINANCE NO. 2022-22

Item #8F – Annexation: Lot 13, Block 217, Ormond on the Bay, Volusia County parcel #3239-03-17-0130

ORDINANCE NO. 2022-24

Mayor Partington inquired about a nearby parcel; whereby, Mr. Spraker explained the property was previously annexed.

Commissioner Selby moved, seconded by Commissioner Kent, for approval of Ordinance No. 2022-24, on first reading, as read by title only.

Call Vote:	Commissioner Persis	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
Carried.	Mayor Partington	Yes

Mayor Partington closed the public hearings.

Item #9 – Second Reading of Ordinances

Item #9A – Procurement Threshold

City Clerk Susan C. Dauderis read by title only:

ORDINANCE NO. 2022-23
AN ORDINANCE AMENDING SECTION 2-300, METHODS OF SOURCE SELECTION, OF DIVISION 3, PURCHASING, OF ARTICLE IX, FINANCIAL MATTERS, OF CHAPTER 2, ADMINISTRATION, OF THE CODE OF ORDINANCES OF THE CITY OF ORMOND BEACH, BY AMENDING THE PURCHASING THRESHOLD FOR SMALL PURCHASES; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE.

Commissioner Littleton moved, seconded by Commissioner Persis, for approval of Ordinance No. 2022-23, on second reading, as read by title only.

Call Vote:	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Persis	Yes
Carried.	Mayor Partington	Yes

Item #10 – Reports, Suggestions, Requests

Events

Ms. Joyce Shanahan, City Manager, invited the Commission to the unveiling of the Dr. Mary McLeod-Bethune bronze statue on Thursday, August 18, 2022, and a welcome reception for Fire Chief Howard Bailey on Tuesday, August 16, 2022. She discussed the FDOT public meeting regarding State Road 40 from US Highway 1 to A1A on Tuesday, August 9, 2022. She explained staff was requesting an impact fee discussion, noting direction was needed and inquired if the Commission would prefer and discussion item on an upcoming agenda or a workshop.

Mayor Partington inquired how long the discussion would take; whereby, Ms. Shanahan stated around 30 minutes.

Commissioner Persis questioned when the discussion would happen; whereby, Ms. Shanahan explained it could be September 7, 2022.

The Commission agreed to a discussion item on September 7, 2022.

Ms. Shanahan explained staff needed direction on if the Commission would want to apply for a pet friendly city designation, noting there could be grants available based on the designation.

The Commission agreed to allow staff to apply for the pet friendly city designation.

Ms. Shanahan discussed the upcoming Movie on the Halifax events.

Commissioner Persis discussed her support of the Fire Department’s achievement ceremony. She thanked the Commission for allowing her to attended the National League of Cities convention in Atlanta. She noted during the convention she learned about electric vehicle charging stations and discussed what other cities were doing.

Commissioner Littleton stated he attended the Fire Department’s achievement ceremony and discussed Fire Chief David King’s retirement. He thanked the Commission for allowing him to travel to Atlanta to attend the America City County Conference and learned about zoning reform.

Commissioner Selby discussed the First Step Homeless Shelter and their upcoming gala, noting it was tentatively scheduled for February 4, 2023.

Mayor Partington stated National Night Out was originally scheduled to be held on August 2, 2022, but was rescheduled to October 4, 2022, and discussed the event. He encouraged residents to attend the FDOT public meeting on August 9, 2022.

Staff (Fire Chief Howard Bailey)

Commissioner Kent, Commissioner Littleton and Commissioner Selby welcomed Fire Chief Bailey.

Audience Remarks

Commissioner Kent responded to Mr. Valerio’s comments from Audience Remarks and discussed developer campaign contributions.

Commissioner Selby requested the City Attorney provide input on abstaining from votes.

Mr. Randy Hayes, City Attorney, stated there were laws that regulate the manner in which the Commissioners vote and the prohibited conflicts of interest. He explained in the absence of a prohibited conflict of interest the law imposes an obligation to vote. He stated the campaign donations would not be considered a disqualification of voting. He explained for the current meeting, there was no prohibited conflict of interest.

Commissioner Selby stated it was not the elected’s prerogative to abstain. He explained he had three potential prohibited conflicts of interest, noting he spoke with Mr. Hayes and the Florida Commission of Ethics during his time on the Commission. He thanked Mr. Hayes for his input on the topic.

Performing Arts Center

Mayor Partington stated his support of the ECHO grant awarded by Volusia County to the Performing Arts Center for renovations.

Ormond Beach Historical Society

Mayor Partington acknowledged he received a mid-year report from the Ormond Beach Historical Society and discussed their history with the City of Ormond Beach.

Dispatch Health

Mayor Partington encouraged residents to utilize Dispatch Health provided by AdventHealth Daytona Beach, noting residents in the 32174 and 32176 zip codes were the highest users on the program. He requested staff promote the program on the water bills or social media.

Item #11 – Adjournment

The meeting was adjourned at 7:50 p.m.

APPROVED: August 16, 2022

BY: _____
Bill Partington, Mayor

ATTEST:

Susan Carroll Dauderis,
City Clerk



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Steven Spraker, Planning Director

Date: August 16, 2022

Subject: Ormond Crossings, 2022 Annual Report Acceptance

Commission Goal: Community Development - Other

Introduction

This is a request to receive and accept the 2022 Ormond Crossings Annual Report filed by Ormond Crossings, as required by the development agreement between Tomoka Holdings, LLC and the City of Ormond Beach.

Background

The City Commission approved a development agreement for the Ormond Crossings development in February 2010. The development agreement contains a provision that required Ormond Crossings to provide a written report demonstrating good-faith compliance with the terms of the agreement. Ormond Crossings is a 2,924-acre master planned development that includes area for commercial, industrial and residential uses. The following intensity/density maximums were established in the development agreement as follows:

Uses	Square feet	Units	Students	Acres
Retail Commercial	200,000			
Office	900,000			
Business/Flex-space (light industrial)	350,000			
Industrial (does not include Business/Flex space)	800,000			
Storage	240,000			
Warehouse/Distribution	560,000			
Public/Institutional	165,000			
Elementary School			720	
Residential		2,950		
Stormwater and Lakes				400
Open Space				450

Security First Insurance company constructed an office complex of 134,000 square feet on Tract 18 of the project.

Discussion

The attached annual report provides a summary of development approval, activity and development agreement requirements/commitments.

Budget Impact

The annual report is a requirement of the development agreement and there is no budget impact.

Citizen Impact

There are no citizen impacts associated with the provision of the annual report. The annual report provides information on the status of the Ormond Crossings project.

Recommendation

It is recommended that the City Commission receive and accept the 2022 Ormond Crossings Annual Report as required by the Ormond Crossings Development Agreement.

Attachments:

- 22-99 2022 Ormond Crossings Annual Report (P22-0112G) (PDF)
- Exhibit A, Ormond Crossings Annual Report 2022 (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/22/2022


Claire Whitley, Assistant City Manager 8/8/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

RESOLUTION NO. 2022-99

A RESOLUTION ACKNOWLEDGING THE RECEIPT OF THE
2022 ORMOND CROSSINGS ANNUAL REPORT DATED JUNE
2022; AND SETTING FORTH AN EFFECTIVE DATE

**BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF
ORMOND BEACH, FLORIDA, THAT:**

SECTION ONE. The City Commission hereby acknowledges receipt of the 2022 Ormond Crossings Annual Report dated June 2022 as required by the Development Agreement between Tomoka Holdings, LLC and the City of Ormond Beach. A copy of said report is attached hereto as Exhibit “A” and incorporated herein by reference.

SECTION TWO. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 16th day of August, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk

EXHIBIT "A"
TO RESOLUTION
CONSISTING OF 17 PAGES

Ormond Crossings



ANNUAL REPORT

June 2022

Ormond Crossings Overview

Ormond Crossings is a 2,924 acre planned development by Tomoka Holdings, LLC located at the southeast quadrant and southwest quadrant of the intersection of I-95 and US-1 in the City of Ormond Beach, Florida (the "City"). The Ormond Crossings site is adjacent to the City airport and is bordered on the east by the Florida East Coast Railroad which has existing sidings adjacent to the site. Because of its proximity to these major transportation links (I-95, US-1, airport and rail), Ormond Crossings is an ideal location for all types of business and industrial development, supported by a broad mixture of residential opportunities. Ormond Crossings will be developed as a mixed-use project that incorporates areas for extensive business and light industrial development, commercial uses and a variety of appropriate residential types.

Ormond Crossings Master Development Plan

The Ormond Crossings Master Development Plan (see Attachment 1) sets the framework for development of the project. The Master Development Plan shows the three primary development areas (Business Park, Business Park/Town Center and Residential) and also identifies the other areas within the project site (Agriculture/Recreation/Upland, Park, Lake and Wetlands) and the major roadways within the project (Crossings Boulevard Section 1, Crossings Boulevard Section 2 and the general location of internal connector roads).

Land Use Areas

Ormond Crossings will be made up of the following land use areas as shown on the Master Development Plan:

(a) Business Park - The "Business Park" will include sites for a combination of mixed-uses, including the following: office; business/flex-space (light industrial); industrial; storage; warehouse/distribution; public/institutional uses; and support retail/commercial.

(b) Business Park/Town Center - The "Business Park/Town Center" will consist of an urban downtown type area with convenient automobile access but a strong pedestrian orientation. The Business Park/Town Center will include sites for the combination of mixed-uses, including the following: retail/commercial; office; multi-family residential; and elderly housing, such as independent living, assisted living and congregate care; and possibly also public/institutional uses.

(c) Residential Areas - The "Residential Areas" will include sites for various housing types including the following: apartment units; condominium units; townhomes; patio homes; single-family detached homes.

The following table identifies the mixture of land uses that are approved by the Ormond Crossings Development Agreement:

<u>Land Use</u>	<u>Gross Bldg./Units/Students/Acreage</u>
Retail/Comm.	200,000/SF
Office	900,000/SF
Business/Flex-space (light industrial)	350,000/SF
Industrial (does not include Business/Flex space)	800,000/SF
Storage	240,000/SF
Warehouse/Distribution	560,000/SF
Public/Institutional	165,000/SF
Elementary School	720 students
Residential	2,950 units
Stormwater and Lakes	400 acres
Open Space	450 acres

Development Agreement Annual Report

The City approved a Development Agreement for the Ormond Crossings development in Feb. 2010. The Development Agreement was amended in August, 2017. The Development Agreement contains a provision that states "The City shall review the progress of Ormond Crossings once every 12 months to determine if there has been demonstrated good-faith compliance with the terms of this Agreement. Beginning 12 months after the effective date of this Agreement and continuing annually thereafter, the Developer shall provide the City with a written and accurate status report which shall include all information necessary for the City to conduct its 12 month review". This Annual Report is provided to fulfill that requirement.

Summary of Development Activity

Annexation – On July 20, 2004, Ormond Crossings, along with adjacent land that was also owned by the Developer, was annexed into the City.

Comprehensive Plan Amendments - Following the Annexation, the City prepared comprehensive plan amendments whereby the land that was the subject of the Annexation would be designated Activity Center on the City's Future Land Use Map (the "Activity Center Comp Plan Amendments").

In October 2004, the Activity Center Comp Plan Amendments were submitted to the Florida Department of Community Affairs ("DCA") for review and in September 2005, the Activity Center Comp Plan Amendments were adopted by the City Commission and transmitted to the DCA. In November 2005, DCA issued a Notice of Intent to Find in Non-Compliance. An administrative proceeding between the City and DCA followed in December 2005 (State of Florida, Department of Community Affairs vs City of Ormond Beach, Florida, DCA Docket No. 05-1-Nol-6411-(A)-(N); DOAH Case No. 05-4365GM). In August 2006, the City and DCA agreed on the framework to settle the administrative proceeding which required the City to adopt certain remedial amendments to the Activity Center Comp Plan Amendments to address DCA's issues regarding the proposed Activity Center Comp Plan Amendments.

The City adopted a Stipulated Settlement Agreement (Resolution 2010-13) and Remedial Comp Plan Amendments (Ord. 2010-06) on Feb. 16, 2010. The agreement and amendments were approved by DCA and became effective April 9, 2010.

Development of Regional Impact – An Application for Development Approval for the Ormond Crossings DRI was submitted to the City for review on August 19, 2005. The City approved the Ormond Crossings Development Order on Dec., 19, 2006 (Resolution 2006-269). Effective in July 2009, Ormond Crossings was exempted from being a DRI pursuant to the provisions of the Community Renewal Act that was enacted by the Florida Legislature during its 2009 legislative session. The Ormond Crossings Development Order was subsequently rescinded by the City Commission on Feb. 16, 2010 (Ordinance 2010-08).

Development Agreement – The City Commission approved the Ormond Crossings Development Agreement as authorized by Chapter 163, Florida Statutes on Feb. 16, 2010.

To facilitate construction of Security First Insurance Company's corporate headquarters, the Development Agreement was amended and restated by that First Amended Ormond Crossings Development Agreement dated August 10, 2017 ("Amended Development Agreement").

North Mainland/Ormond Crossings Community Redevelopment Agency – on July 8, 2004, the Volusia County Council adopted Resolution 2004-131 which delegated the

exercise of specified County redevelopment powers to the City of Ormond Beach for the Ormond Crossings' Project Area.

On January 17, 2006, the City Commission adopted Resolution No. 2006-35 which finds the existence of blighted areas within Project Area ("Findings of Blight"), adopted Resolution No. 2006-36 which created a community redevelopment agency known as the North Mainland/Ormond Crossings Community Redevelopment Agency ("CRA") and adopted Resolution No. 2006-37 which approved the Master Redevelopment Plan for the CRA.

On Feb. 2, 2010 the City Commission adopted Resolution 2010-14 approving and adopting the Amendment/Update to the Master Development Plan for the CRA.

On July 8, 2010 the Volusia County Council adopted Resolution 2010-114 restating the delegation of specified County redevelopment powers to the City of Ormond Beach for the Ormond Crossings' Area.

On April 21, 2015 the City Commission approved a request to seek a time extension of 5 years to the requirement that construction begin on the entrance road to the Business Park. The 5 year time extension was approved by the Volusia County Council on June 11, 2015 as adopted by Resolution 2015-077.

On March 3, 2020, the City Commission approved a request to seek an additional time extension from June 11, 2020 through December 31, 2034 to commence construction of the entrance road to the Business Park. The request was approved by the County Council on April 21, 2020.

FEMA Floodplain Revisions – In 2006 the City requested that the developer undertake a drainage study for the entire Ormond Crossing drainage basin. The study was completed in August, 2007 and presented to the City for review. The study was approved by the City in October, 2008.

An application for a Letter or Map Revision (LOMR) was submitted to the Federal Emergency Management Agency (FEMA) on April 9, 2010. The LOMR was approved by FEMA on April 13, 2011. An open house for public viewing of the Preliminary Flood Maps was held in June 2011. Minor corrections to the Flood Insurance Rate Maps (FIRMs) for some information displayed on the Ormond Crossings property were provided to FEMA's consultant for revision on June 20, 2011. Notice of the effective FIRMs and Flood Insurance Study (FIS) was sent to the City of Ormond Beach and Volusia County on July 26, 2011. The FIRMs and FIS became effective on December 6, 2011.

Planned Mixed Use Development Zoning – the Ormond Crossings development has been designated a Planned Mixed Use Development. The project rezoning to Planned Mixed Use Development was completed upon the adoption of a Master Development Plan (MDP) and Design Standards by the City Commission on Sept. 3, 2013.

Phase “A” Preliminary Plat – an application for Preliminary Plat for the area known as Phase “A” (see Attachment 2) within Ormond Crossings was submitted to the City on Dec. 11, 2008. Phase “A” contains Segment 1 of Crossings Blvd., a connection to Broadway Ave., a connection to Pineland Trail and the roadway connecting Crossings Blvd. to Tymber Creek Road utilizing the I-95 underpass. It includes a total of 9 lots within the Business Park area including a lot to be deeded to the City for the location of the water storage tank and future fire station. Initial comments were received from the City on Jan. 9, 2009. After the final approval of the MPD and Design Standards, the Developer submitted a revised Phase “A” submittal to the City on August 1, 2014. A workshop was held with City Staff on Sept. 3, 2014 to review the submittal and discuss revisions to the plans. City comments on the 2nd submittal were received on October 8, 2014. The Developer’s consultant team requested a time extension to provide responses to the City comments and revised plans. The plat was put on hold when the prior owner of Tomoka Holdings, LLC decided to discontinue its Florida real estate operations. The plat remains on hold.

Phase “A” Permitting – Following are the permits and approvals that were received or are pending for development of Phase “A”.

St. Johns River Water Management District (SJRWMD) – an Environmental Resource Permit (ERP) application was submitted on May 16, 2008 for the Phase “A” stormwater improvements. The ERP (4-127-116310-1) was issued on July 5, 2011. The permit was reissued on Dec. 4, 2017 in conjunction with the permitting of the Security First site. It has an expiration date of Dec. 4, 2022. Tomoka Holdings has applied for a revised permit that will extend the expiration date another five years. That request is currently under review.

US Army Corps of Engineers (ACOE) – a Dredge and Fill permit (2008-04425(IP-JCP)) was issued by the ACOE on June 21, 2012. The original permit has expired. The ACOE issued a No Permit Required letter on August 25, 2020 for the area within Phase “A”.

Florida East Coast Railroad (FECRR) – an application to cross the FECRR rail right-of-way was submitted on Nov. 8, 2010. The application covers the Crossings Blvd. Segment 1 roadway flyover and utilities, the Phase “A” drainage crossings and the Broadway Ave. extension crossing. A Subgrade Crossing Agreement for the drainage crossing associated with Phase “A” was received from FECRR on April 12, 2013. An Aerial Crossing Easement Agreement for the roadway flyover bridge and utility lines associated with the bridge was received from FECRR on January 20, 2014 and recorded in the public records of Volusia County, Florida in Official Records Book 6955, Pages 2993 through 3006.

Federal Emergency Management Agency (FEMA) – an application for a Conditional Letter of Map Revision – Fill (CLOMR-F) was submitted to the City on November 19, 2012. The City approved the application and it was submitted to FEMA on Dec. 27,

2012. Developer coordinated with FEMA and submitted the necessary responses to Requests for Additional Information. Final approval from FEMA was issued on Aug. 20, 2014 (Case No. 14-04-1948R).

Phase "B" Permitting – an application for a Formal Wetland Determination (Application No. 16-127-116310-3) was filed with the SJRWMD on Dec. 9, 2010 for the area known as Phase "B" (see Attachment 3). Phase "B" contains the westerly portions of Crossings Blvd. leading to its terminus at US 1 and most of the adjacent Town Center and residential area. This is the initial step towards beginning the platting, permitting and design for this area. Petition No. 16-127-116310-3 was issued by SJRWMD on June 13, 2012. The permit was reissued on June 1, 2017 and is set to expire in 2022. An application is currently under review to reissue the permit for an additional 5 years.

The preliminary plat and construction plans for Phase "B" were submitted to the City on December 19, 2014 for review. City comments were received on January 23, 2015. The Developer's consultant team requested a time extension to provide responses to the City comments and revised plans. As in the case of the plat for Phase "A", the plat for Phase "B" was put on hold and remains on hold.

Florida East Coast Railroad (FECRR) – an application to cross the FECRR rail right-of-way was submitted on Nov. 8, 2010. The application covers the Crossings Blvd. Segment 3 roadway flyover, utilities and the Phase "B" drainage crossing. A Subgrade Crossing Agreement for the drainage crossing associated with Phase "B" was received from FECRR on April 12, 2013. An Aerial Crossing Easement Agreement for the roadway flyover bridge and utility lines associated with the bridge was received from FECRR on January 20, 2014 and recorded in the public records of Volusia County, Florida in Official Records Book 6955, Pages 3007 through 3020.

Federal Emergency Management Agency (FEMA) – an application for a Conditional Letter of Map Revision – Fill (CLOMR-F) was approved by the City on Sep. 22, 2014 and submitted to FEMA on Sep. 30, 2014. The Developer submitted responses to several requests for additional information throughout 2015. Final approval from FEMA was issued April 26, 2016.

Tract 18 (Security First) Site Approvals/Permits – Following are the permits and approvals that were received as part of the development of Tract 18 (Security First site). The Security First site plan is shown on Attachment 4.

SJRWMD Individual Permit – Issued 9/07/2017.

FECRR Utility Crossing Permit – Issued 10/05/2017.

FECRR Surface Improvement Permit (Broadway Ave. Improvements) – 3/19/2019.

FDOT Utility Permit – Issued 12/01/2017.

FDOT Utility Permit (Offsite) - Issued 1/02/2019

FDOT Driveway Connection Permit – 6/26/2019.

FDOT Drainage Permit – 6/26/2019.

City of Ormond Beach Development Order – Issued 12/13/2017.

City of Ormond Beach Plat Approval – Approved 10/15/2019.
Volusia County Use Permit (Utilities) - Issued 11/17/2017.
Volusia County Use Permit (Broadway Ave. Improvements) – Issued 12/19/2017.
FDEP Wastewater Permit (Onsite Improvements) – Issued 12/14/2017.
FDEP Wastewater Permit (Offsite Improvements) – Issued 12/14/2017.
FDEP Potable Water Permit (Onsite Improvements) – Issued 12/21/2017.
FDEP Potable Water Permit (Offsite Improvements) – Issued 6/18/2018.
USACE Permit Extension – Issued 12/21/2017. This permit has expired. The USACE issued a No Permit Required letter on August 25, 2020 for the area within Phase “A”.

Summary of Development Agreement Requirements/Commitments

The Ormond Crossings Development Agreement contains many requirements and commitments. The following table lists each requirement/commitment and its current status.

ORMOND CROSSINGS DEVELOPMENT AGREEMENT
REQUIREMENTS/COMMITMENTS

Development Agreement Paragraph	Requirement	Status	Comments
Part III, #2(a)(i)	No later than July 31, 2013, the Developer shall pay the Florida Department of Transportation ("FDOT") \$500,000 as funding for a PD&E study for general consideration of State Road 40 improvements from Tymber Creek Road to I-95 (the "PD&E study"). The limits of the PD&E study will be subject to the FDOT's discretion. If the PD&E study is completed and paid for prior to July 31, 2013, instead of paying the \$500,000 to the FDOT, the Developer shall apply the \$500,000 to traffic related improvements that benefit Ormond Crossings as the City directs, or at the direction of the City, some or all of the \$500,000 shall be applied to improvements or operations that have the effect of reducing vehicle miles traveled from and to Ormond Crossings.	Completed	PD&E Study was funded by FDOT and was complete or substantially complete by July, 31, 2013. In accordance with the provisions of the Development Agreement, Developer, FDOT and the City agreed to an alternative mitigation payment plan. The \$500,000 mitigation payment was to be paid in 4 installments: \$20,000 in 2014 followed by \$160,000 installments in 2015, 2016 and 2017. All required payments have been completed.
Part III, #2(a)(ii)	Upgrade 4.15 mile segment of Tymber Creek Rd from Airport Rd to I-95 (repaving 2 lane road) within one year from first subdivision or site plan approval for portion located west of I-95 with completion within 1 year from commencement.	Completed	This segment of Tymber Creek Road has been widened and resurfaced by Volusia County.

Development Agreement Paragraph	Requirement	Status	Comments
Part III, #2(a)(iv)	Developer, City and North Mainland/OC's CRA shall pursue design and construction of Crossings Blvd., including the overpass of I-95. Segment 1 construction to commence within 5 years from recording of Phase A plat with completion prior to exceeding 2017 net external peak hour trips. CDD/Developer responsible for any amount over \$12M.	Not Yet Required	Ormond Crossings Segment 1 design is included in Phase A plat construction plans.
Part III, #2(a)(iv)	The Developer or the CDD shall commence design and permitting of Segment 2 at such time as the CRA Authority provides written notice that it can reasonably foresee having the ability, within two years, to repay the Segment 1 loan. The Developer or the CDD shall proceed with the construction of Segment 2 upon repayment of the Segment 1 loan or as soon as the design and permitting of Segment 2 are completed, whichever is later, but provided that in any event Segment 2 shall be completed prior to the project exceeding 4,000 net external peak-hour trips.	Not Yet Required	
Part III, #2(a)(v)	Within 6 months following commencement of Segment 1 construction, the Developer or the CDD shall commence construction of a road segment from Segment 1 northward to connect to Tymber Creek Rd via I-95 underpass – to be completed with 1 year.	Not Yet Required	
Part III, #2(a)(vi)	Install a traffic signal and turn lane improvements at US-1 and Broadway Ave. Required prior to eastbound Broadway Ave. traffic exceeding 53 vehicles during 8 highest hours of an average weekday.	Completed	Tract 18 (Security First) construction included the required additional lanes at the Broadway Ave./US 1 intersection. Although the Amended Development Agreement provides that Security First's initial phase will not trigger the requirement for the traffic signal, a permanent signal has been installed and is operational.
Part III,	Install a traffic signal and additional turn lanes at US 1	Not Yet Required	The Amended Development Agreement provides

Development Agreement Paragraph	Requirement	Status	Comments
#2(a)(vii)	and Hull Rd within 1 year from 1 st certificate of occupancy or warranted traffic study.		that Security First's initial phase will not trigger the requirement for the Hull Road Signal and Turn Lanes.
Part III, #2(a)(viii)	Install traffic signals at the entrances to Ormond Crossings from US 1 north and south of the I-95 interchange when traffic meets traffic signal warrants based on FDOT study procedures. Within 6 months following request from the City or County, but no later than 12/21/20, Developer must provide timing study for traffic signals on US-1 between the North and South entrances to Ormond Crossings.	Not Yet Required	Notwithstanding the 12/31/20 outside date, the North and South entrances are not yet constructed.
Part III, #2(a)(ix)	Prior to the project exceeding 2,275 net external peak-hour trips, developer must complete the following improvements at I-95/US 1 interchange: - to the I-95 southbound ramps, add a 2nd southbound I-95 to southbound US 1 left-turn lane, convert the existing inside left-turn lane to a shared through/left-turn lane and extend the southbound I-95 to northbound US-1 right-turn lane to 550 feet. - to the I-95 northbound ramps, add a 2nd I-95 northbound to US-1 southbound left-turn lane and extend the northbound I-95 to northbound US-1 right-turn lane to 550 feet.	Not Yet Required	
Part III, #2(d)	Prior to issuance of 1 st certificate of occupancy, enter into an agreement with Votran and City. Fifth year after agreement signed meet with City and Votran to decide on multi-modal transportation strategies.	Not Yet Required	The Amended Development Agreement provides that Security First's initial phase will not trigger the requirement for an agreement among the Developer, the City and Votran.
Part III, #2(g)iv	Enter into an agreement at City's request, with City and Votran in order to determine the appropriate number and location of pull-out bays, transit shelters, covered	Not Yet Required	

Development Agreement Paragraph	Requirement	Status	Comments
	walk-ways, future transit super-stop and viability of a CDD operated internal tram system.		
Part III, #3(b)	Deed to the City 45 acres of uplands, in not more than 5 project park sites, prior to the build-out of 2,000 residential units.	Not Yet Required	
Part III, #3(b)(i-x)	Prior to build-out of 1,000 residential units, build 1 community center (6,000 sq. ft), trail system (.75 miles) hard surface walkways, picnic shelter, 1 soccer/football field, 1 baseball/softball field, 2 basketball courts with lights, 2 shuffleboard courts, 1 bocce ball court, 1 tennis court and 1 racquetball court.	Not Yet Required	
Part III, #3(b)(i)	Prior to build-out of 2,000 residential units, build 1 or more community centers (4,000 sq. ft), trail system (.525 miles), 36.5 acres passive park, dog park, covered playground, 1 baseball/softball field, 2 outside basketball courts with lights, 2 shuffle board courts, 1 bocce ball court, 2 tennis courts and 1 racquetball court.	Not Yet Required	
Part III, #4	Deed minimum 20 acres upland to Volusia County School Board prior to issuance of residential building permits.	Not Yet Required	Tract 15 is designated as a School/Park site.
Part III, # 5	Deed minimum 3 upland acres to City for fire station to be part of initial plat.	Not Yet Required	Fire Station site included in Phase A plat submittal
Part III, # 5 (b)	Design and construction of fire station and purchase of a "Class "A" pumper vehicle and a ladder truck.	Not Yet Required	

Summary of Contracts and Sales Agreements

In March 2017, Security First Insurance Company signed a contract to purchase all of Tract 18 in the Business Park (approximately 50 acres). The purchase closed on Sept. 14, 2017. Security First plans to develop a large office complex on Tract 18 and has completed an initial building of approximately 134,000 s.f. Security First held their grand opening on November 14, 2019.

In March 2021, Destinations Interchange, LLC purchased an easement for compensating stormwater storage for its Ormond Gateway project. The easement is located within a planned stormwater drainage pond on Ormond Crossings Tract 11 as it does not interfere with the conceptual plan for the project.

Tomoka Holdings continues to work closely with the City of Ormond Beach officials and economic development staff to identify potential businesses suitable for the project and is currently in discussions with a number of residential lot developers and home builders.

Ormond Crossings

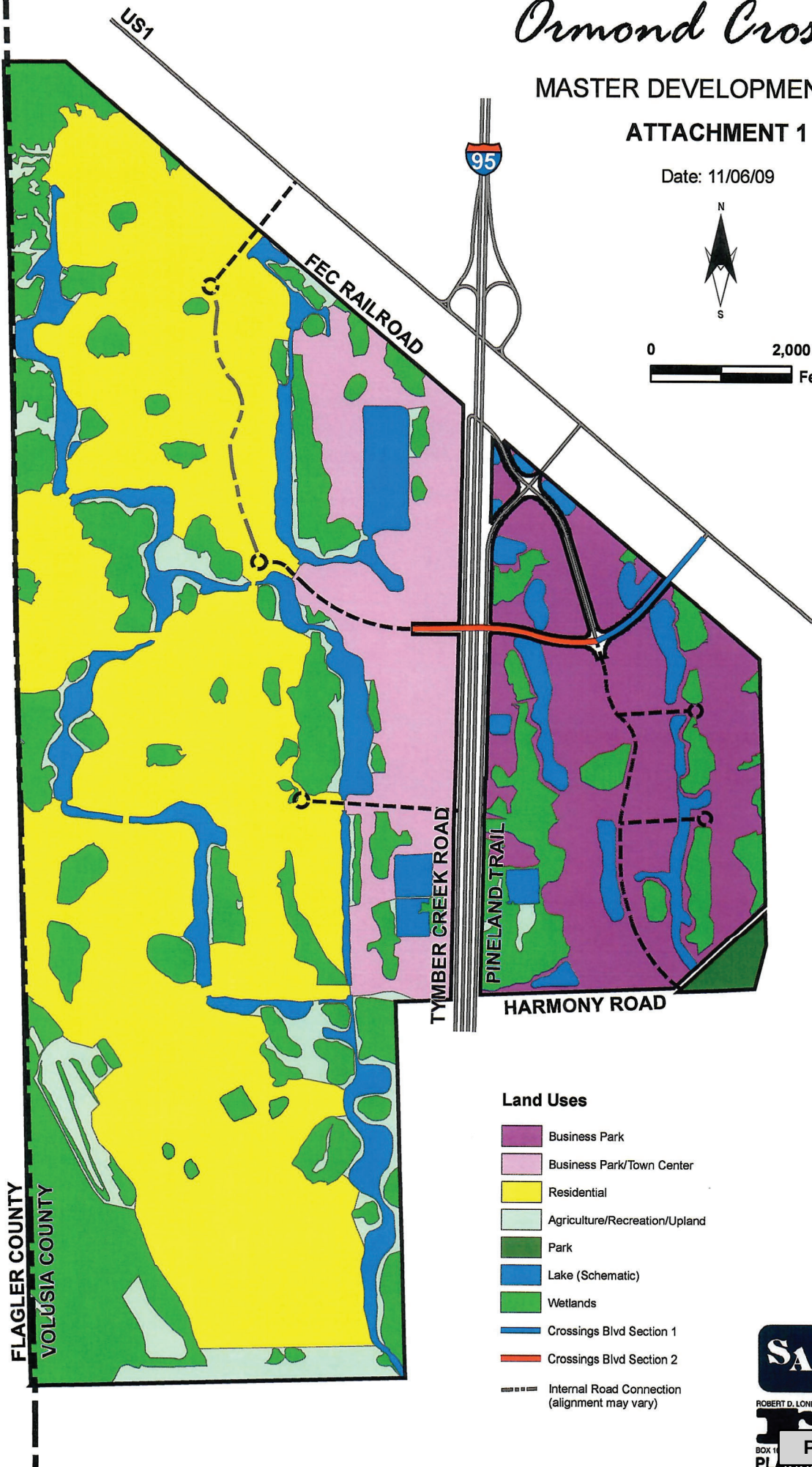
MASTER DEVELOPMENT PLAN

ATTACHMENT 1

Date: 11/06/09



0 2,000
Feet



Land Uses

- Business Park
- Business Park/Town Center
- Residential
- Agriculture/Recreation/Upland
- Park
- Lake (Schematic)
- Wetlands
- Crossings Blvd Section 1
- Crossings Blvd Section 2
- Internal Road Connection (alignment may vary)



ROBERT D. LONDEREE LAND PLANNER

BOX 14 PLANNING AND DESIGN

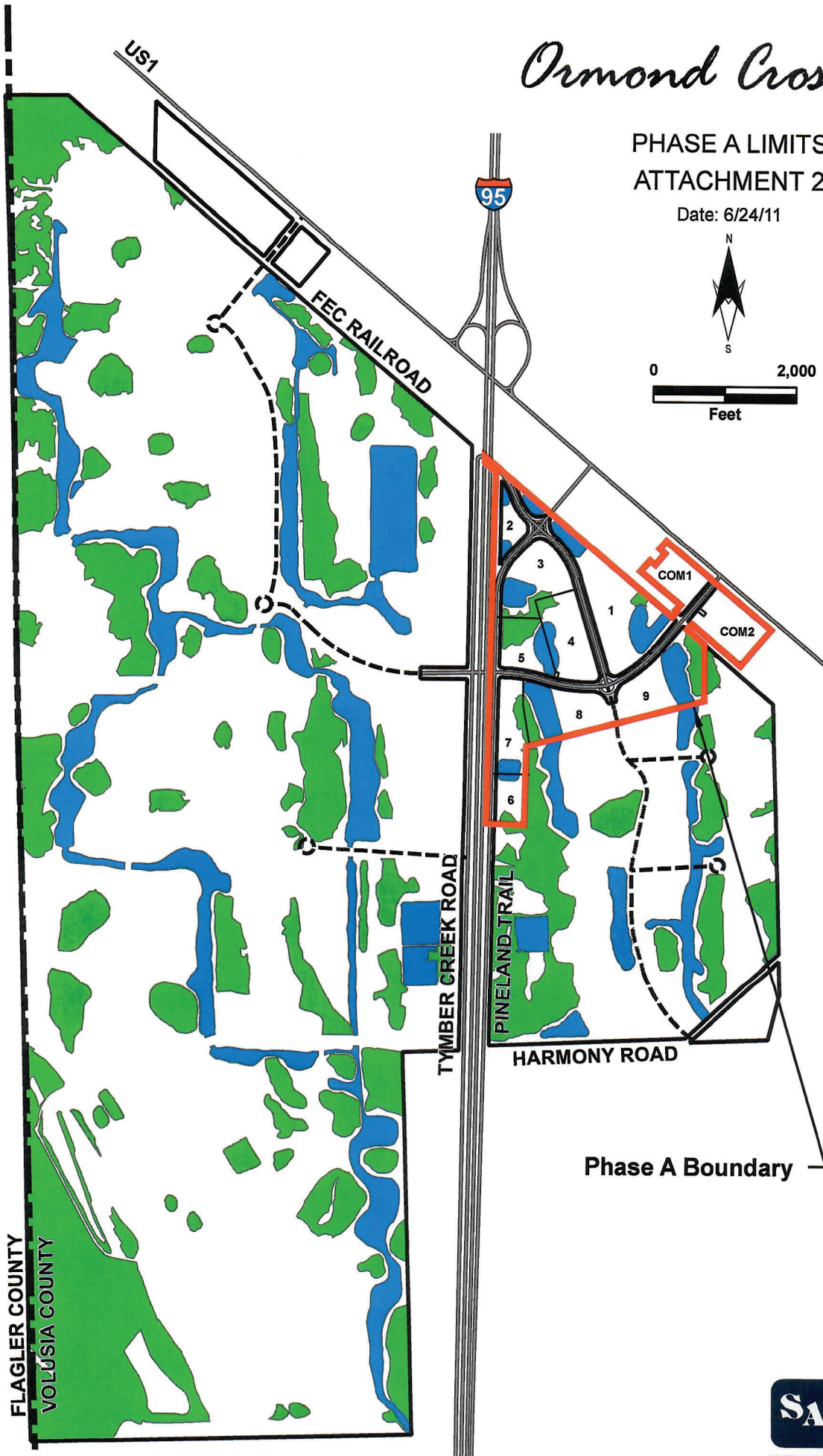
Ormond Crossings

PHASE A LIMITS ATTACHMENT 2

Date: 6/24/11



0 2,000
Feet



Phase A Boundary



ROBERT D. LONDEREE LAND PLANNER

PLANNING AND DESIGN
Packet Pg. 32

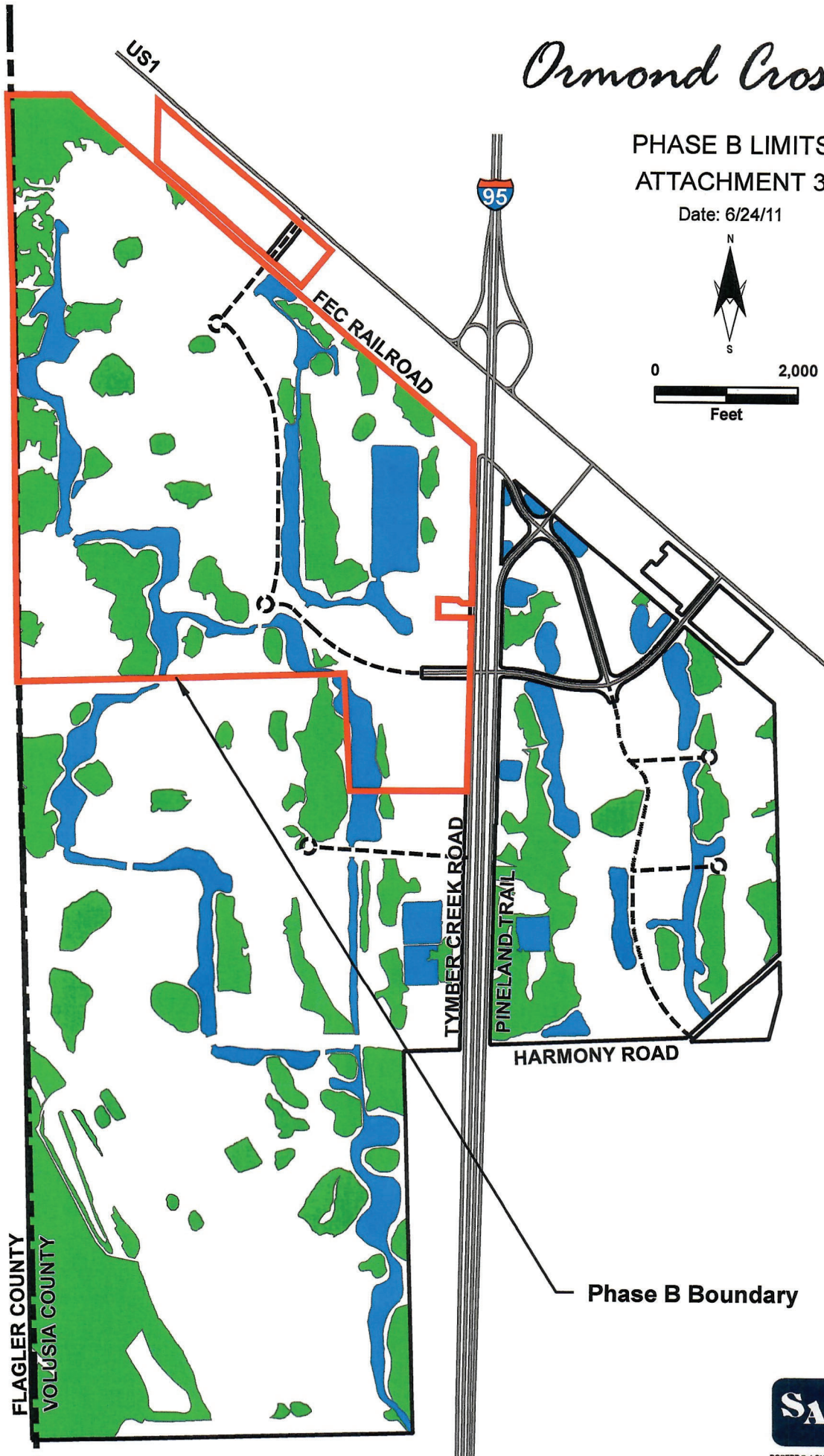
Ormond Crossings

PHASE B LIMITS ATTACHMENT 3

Date: 6/24/11



0 2,000
Feet



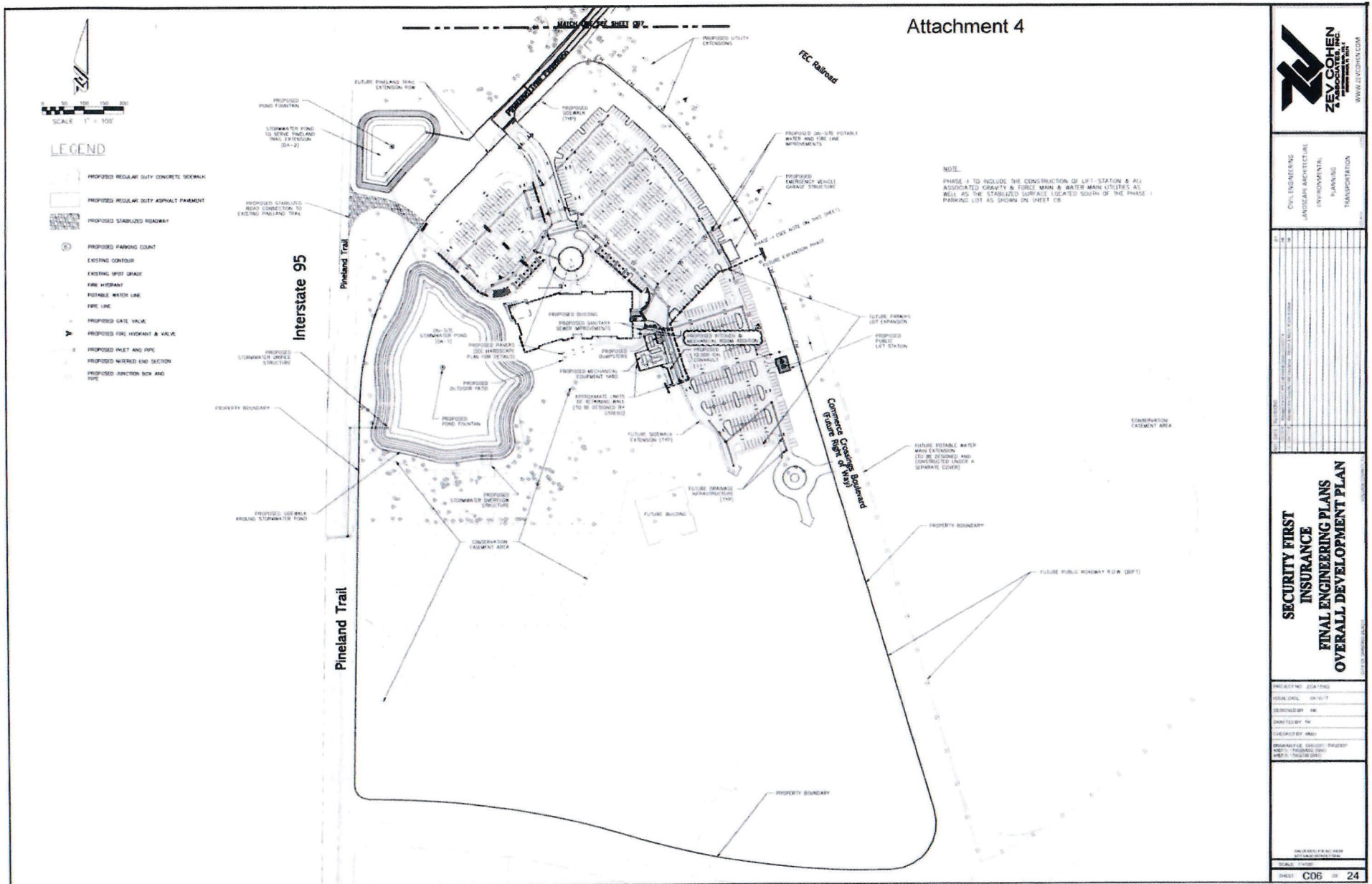
Phase B Boundary



ROBERT D. LONDEREE LAND PLANNER

SAI
BOX 10
PLANNING AND DESIGN

Packet Pg. 33





CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Alex Schumann, City Engineer

Date: August 16, 2022

Subject: Traffic Signal Maintenance Expense

Commission Goal: Transportation - Other

Introduction

This item provides notification of services provided by Volusia County for Traffic Signal Maintenance, and other Municipal Services above the budgeted amount of \$40,000 for Fiscal Year (FY) 2021-2022.

Background

On October 1, 2019 the City Commission approved Resolution No. 2019-179 which authorized the execution of a three year Standard Interlocal Agreement with the County of Volusia for the provision of Municipal Services. Per the agreement, the County provides specified services and equipment to the City, in lieu of the City using its own personnel and equipment. Compensation to the County is for actual services performed and is based on the description of services and hourly rates specified in the agreement and actual cost of materials. Services are billed monthly and are payable to the County within 30 days of receipt of their invoices. The City's annual expenses for these services for the past several years has averaged and been budgeted at \$40,000 annually.

Discussion

Per the agreement, the County performs preventative maintenance on all the traffic signals twice per year to ensure continued proper operation of the devices. However, in early 2022 components at three signals had to be replaced totaling \$12,102. These are not usual expenses, but replacement of the equipment was required to keep the traffic signals fully operational. In July, the City received an invoice from the County for services performed during the month of May which took the total paid for the services in FY 2021-2022 above the purchase order (PO) amount of \$40,000. Based on an average of actual expenses invoiced for the year-to-date (8 months), a PO Change Order was processed to increase the PO to \$60,000.

Budget Impact

Funding for traffic signal maintenance is provided in the Streets Division of the General Fund (001) Budget and is sufficient to approve the additional expenditures.

Citizen Impact

Properly maintained traffic signals are an important element in the efficient management of traffic through the City.

Recommendation

Staff is providing notification, and recommends approval of the expense for Traffic Signal Maintenance and other Municipal Services of \$60,000 for Fiscal Year 2021-2022.

Attachments:

- 22-100 Traffic Signal addtl funds to VC (P22-0110G) (PDF)
- FY 21-22 Traffic Signal Maint Expenses (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/22/2022


Claire Whitley, Assistant City Manager 8/5/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

RESOLUTION NO. 2022-100

A RESOLUTION AUTHORIZING AN ADDITIONAL EXPENDITURE TO COUNTY OF VOLUSIA FOR TRAFFIC SIGNAL MAINTENANCE UNDER AN INTERLOCAL AGREEMENT FOR MUNICIPAL SERVICES; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, the City and County of Volusia are parties to a three year Standard Interlocal Agreement for Provision of Municipal Services dated October 1, 2019 having an estimated annual expenditure of \$40,000.00, and

WHEREAS, the \$40,000.00 has been expended and there remains a need for an additional \$20,000.00 for unanticipated expenses to replace three signals bringing the total expenditure under this Agreement for FY21-22 to \$60,000.00, and

WHEREAS, the City Manager has certified that the money for the expenditure for additional services in the amount of \$20,000.00 has been appropriated to the credit of the General Fund (001) and has not been appropriated for any other purpose, and

WHEREAS, the City Commission concurs in the said determination and recommendation, now therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The City Commission hereby approves an additional expenditure of \$20,000.00 to the County of Volusia for necessary services to replace three traffic signals and to pay the cost thereof from the General Fund.

SECTION TWO. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 16th day of August, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk

Volusia County Interlocal Agreement for Municipal Services

FY 21/22 Expenses

PO 20220320

\$40,000 original

\$20,000 additional

\$60,000**Traffic Signal Maintenance**

	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Labor	\$ 3,152.01	\$ 5,010.31	\$ 1,165.72	\$ 1,325.64	\$ 2,177.63	\$ 2,252.96
Equipment	\$ 1,131.05	\$ 1,647.70	\$ 89.89	\$ 459.11	\$ 735.96	\$ 736.72
Materials	\$ 1,553.03	\$ 1,485.25	\$ 67.63	\$ 831.60	\$ 12,102.41	\$ 1,295.75
Contractor						
Total	\$ 5,836.09	\$ 8,143.26	\$ 1,323.24	\$ 2,616.35	\$ 15,016.00	\$ 4,285.43

	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Total
\$ 533.95	\$ 4,223.99						\$ 19,842.21
\$ 157.15	\$ 1,563.47						\$ 6,363.90
\$ 6.00	\$ 2,973.81						\$ 20,309.48
							\$ -
\$ 697.10	\$ 8,761.27	\$ -	\$ -	\$ -	\$ -		\$ 46,515.59

Road/Bridge Expenses

\$ -

TOTAL PAID: \$ 46,515.59

PO Remaining: \$13,484.41



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Alex Schumann, City Engineer

Date: August 16, 2022

Subject: Volusia County Interlocal Agreement - Traffic Control Devices

Commission Goal: Transportation - Other

Introduction

This is a request for the City Commission to authorize the execution of an Interlocal Agreement with Volusia County to provide Municipal Services to the City of Ormond Beach for the maintenance of traffic control devices, and additional associated municipal services, as required.

Background

The City has had an Interlocal Agreement for these services with Volusia County continually for 10+ years, the current agreement is expiring on September 30, 2022. The purpose of the agreement is to provide specified services and equipment to the City of Ormond Beach, at an agreed upon level of service (LOS), in lieu of the City using its own personnel and equipment.

The contract services provided by the agreement are municipal level of services required for the maintenance of traffic control devices and additional associated municipal services. The services provided by Volusia County through this agreement are resources distinct from the LOS that are funded by County-wide ad valorem and other County-wide revenues; and which services Volusia County would provide irrespective of this agreement, and will continue to provide notwithstanding this agreement.

Discussion

Under this agreement, Volusia County Traffic Engineering will provide services related to the maintenance and operation of traffic control devices (identified in Exhibit "A"), and additional ancillary services including, but not limited to, design modifications, maintenance of traffic, procurement of equipment, traffic counts and studies, and coordination of efforts with Florida Department of Transportation (FDOT), as detailed in

the agreement's addendum.

This agreement has been modified from previous agreements to include language regarding FDOT's revision of their signal maintenance agreements to require FDOT signals within the City (signals that control State Roads), to be maintained by the County, rather than the City. This change is expected to occur no later than July 1, 2024. At that time, signals identified as FDOT ownership in Exhibit "A" will transition to the County, and will be removed from this agreement.

This agreement also added a section clarifying that maintenance of the painted finish for mast arm structures painted at the direction of the City, are not included in the agreement, and in the event Exhibit A is modified to remove FDOT owned devices, the City will continue to be responsible for maintaining the painted finish on those FDOT mast arms.

The agreement is for three years, commencing on October 1, 2022, and terminating at midnight on September 30, 2025, unless terminated earlier pursuant to provisions of the agreement.

Either party may terminate this agreement without cause or further liability to the other, upon written notice to the party representative specified in the agreement, given no less than 90 days prior to the requested termination date. Such notice shall be delivered by certified mail, return receipt requested, and the date of the notice shall be the date the receipt therefore is signed by an employee, official, or representative of the other party.

Budget Impact

This agreement constitutes a time and materials contract with Volusia County - the County invoices monthly for actual work performed. The annual cost to the City depends upon services rendered and/or requested by the City. Expenses are anticipated to be of similar magnitude to those expenses encountered in recent years \$40,000 - \$60,000 annually. Funds for traffic signal maintenance are available in Streets Division of the General Fund (001) to support this expense.

Citizen Impact

Properly maintained traffic signals are an important element in the efficient management of traffic through the City. Volusia County has continually provided responsive, reliable, and proficient service to the City.

Recommendation

Staff recommends approval of the Interlocal Agreement with Volusia County for the maintenance of traffic control devices and additional associated municipal services.

Attachments:

- 22-101 Interlocal w-VC municipal svcs (P22-0114G) (PDF)
- County of Volusia Interlocal Agmt Municipal Svcs 2022-2025 (PDF)

REVIEWED BY:
Kelly McGuire, Finance Director 7/27/2022
Claire Whitley, Assistant City Manager 8/5/2022**APPROVED BY:**
Joyce A. Shanahan, City Manager 8/9/2022

RESOLUTION NO. 2022-101

A RESOLUTION AUTHORIZING THE EXECUTION OF AN INTERLOCAL AGREEMENT WITH THE COUNTY OF VOLUSIA FOR THE PROVISION OF MUNICIPAL SERVICES AND TRAFFIC SIGNAL MAINTENANCE WITHIN THE CITY OF ORMOND BEACH; SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, the maintenance of traffic control devices is an important aspect of public safety, and

WHEREAS, the maintenance of said devices within the City can be best accomplished by interlocal agreement with the County of Volusia, and

WHEREAS, the services will be performed by the County on an as-needed basis at the prices set forth in the agreement not to exceed \$60,000.00 in any fiscal year, and

WHEREAS, the interlocal agreement, a copy of which is attached hereto and incorporated herein by reference, complies with the requirements of Chapter 163, *Florida Statutes*, and

WHEREAS, the City Manager has certified that funds for the services for FY 22/23 have been appropriated to the credit of the General Fund (001) and have not been appropriated for any other purpose, now therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The Mayor and the City Manager are hereby authorized and directed to execute an Interlocal Agreement for Provision of Municipal Services with the County of Volusia. Said Agreement is subject to the restrictions that funds appropriated for FY22/23 shall

not exceed \$60,000.00 and that funding for subsequent years shall be approved by the City Commission.

SECTION TWO. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED, this 16th day of August, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk

**COUNTY OF VOLUSIA INTERLOCAL
AGREEMENT FOR PROVISION OF MUNICIPAL
SERVICES TO THE CITY OF ORMOND BEACH, FLORIDA**

THIS AGREEMENT is entered into by and between the County of Volusia, a political subdivision of the State of Florida, with administrative offices at 123 West Indiana Avenue, DeLand, Florida 32720-4613, hereinafter referred to as **COUNTY**, and the City of Ormond Beach, a municipal corporation duly incorporated pursuant to the laws of the State of Florida, with administrative offices at 22 South Beach Street, Ormond Beach, Florida 32174, hereinafter referred to as **CITY**.

RECITALS

1. The COUNTY is authorized by Section 125.01(1)(p), Florida Statutes, to enter into agreements with other governmental agencies within or outside the boundaries of the county for the joint performance, or performance by one unit on behalf of the other, of any of either agency's authorized functions.
2. Public agencies (including COUNTY and CITY) are authorized by Section 163.01(14), Florida Statutes, to enter into contracts for the performance of service functions of such public agencies, but shall not be deemed to authorize the delegation of the constitutional or statutory duties of county or city officers. The parties expressly deny any intent, expressed or implied, in this Agreement to provide for a delegation by CITY of such constitutional or statutory duties to COUNTY.
3. The foregoing authorization for such agreements is granted to counties and cities for the purpose of permitting local governments to make the *most efficient use* of their powers by enabling them to cooperate with the other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities as set forth in Section 163.01(2), Florida Statutes.
4. Pursuant to Section 768.28, Florida Statutes, neither the COUNTY nor the CITY waives any defense of sovereign immunity, or increases the limits of its liability, upon entering into this Agreement. This Agreement does not contain any provision that requires one party to indemnify or insure the other party for the other party's negligence, or to assume any liability for the other party's negligence.
5. The City Commission of CITY, after evaluation of options for the provision to its residents of the municipal services enumerated herein, has made a legislative determination that the interests of its residents will be best served by contracting with COUNTY for provision of such services, which services will be performed by COUNTY personnel.

6. COUNTY certifies that it has qualified personnel or subcontractors to perform the services enumerated herein.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties agree as follows:

PART I. GENERAL PROVISIONS

7. The foregoing representations are hereby adopted as a material part of this Agreement.

8. **PURPOSE.** The purpose of this Agreement is for the COUNTY to provide specified *municipal* services and equipment to the CITY (hereinafter, the Contract Services), at an agreed upon level of service (LOS) herein specified, in lieu of the CITY using its own personnel and equipment therefor.

9. **COUNTY DEPARTMENTS.** COUNTY shall manage the delivery of the Contract Services by allocating service task responsibilities along the organization lines of the COUNTY'S DEPARTMENTS (hereinafter, Departments). The Director of the applicable Department (or his or her designee) shall be the COUNTY'S liaison to CITY for purposes of performance, interpretation and implementation of this Agreement.

10. **MUNICIPAL SERVICES.** The Contract Services purchased by CITY herein are *municipal* level of services as described in the attached Addendum. Such Contract Services shall be provided by COUNTY resources distinct from the level of services that are funded by county-wide ad valorem and other county-wide revenues (hereinafter, "County Services"), which services COUNTY would provide irrespective of this Agreement, and which services COUNTY will continue to provide notwithstanding this Agreement. The CITY government shall pay COUNTY for the Contract Services provided for herein.

11. **NO PLEDGE OF AD VALOREM TAXES.** The parties agree that this Agreement does not constitute a general indebtedness of the CITY within the meaning of any constitutional, statutory, or charter provision or limitation and it is expressly agreed by the parties that the COUNTY shall not have the right to require or compel the exercise of ad valorem taxing power of CITY, or taxation of any real or personal property therein for payment of any monetary obligations due under the terms of this Agreement. It is further agreed that this Agreement and any funds called for to be paid hereunder shall not constitute a lien upon any real or personal property of CITY, any part thereof, and that the obligation for monetary payments called for to be made hereunder shall be deemed to exist for less than a year at any point in time and shall be entirely subject to the legislative budgetary discretion of the CITY and the COUNTY.

12. **DIVISION OF MANAGEMENT RESPONSIBILITIES.** The Contract Services specified in this Agreement reflect the general managerial and policy decisions of the CITY. The CITY may identify specific tasks within the Services described in Article 21 of this Agreement to be performed by COUNTY, and the portion of the relevant budget to be allocated thereto, including, but not limited to the location, and nature of specific projects. Except as set forth below,

the COUNTY shall have the responsibility for the operational management of the provision of the actual service. It is the intent of the CITY that the CITY'S general management decisions referenced above are to be the exercise of a legislative, planning level function of the CITY, and that the CITY shall not undertake to exercise specific operational control over the provision of the Contract Services except as set forth below in this Article 12 or specifically set forth in the Addendum referenced in Article 21. Should the CITY direct or exercise operational control in fact and there be liability to third parties and/or to the COUNTY that flows therefrom, then the CITY shall have responsibility for all liability arising therefrom subject to the provisions in recital number 4 and Article 13 of this Agreement. For all other services provided by the COUNTY where specific professional standards are applicable to the performance of service tasks, the COUNTY'S designated officer in charge (OIC), or his or her designee, shall have the authority for decision making within that realm. The relevant COUNTY Department Director, or the OIC, shall be available on a regular basis to the City Manager to provide consultation and recommendations to the City Manager in his or her general management decisions as contemplated herein. The CITY shall make no claim against the COUNTY predicated upon the theory that the failure to provide services at a given time caused damages to the CITY or a third party complainant.

13. SOVEREIGN IMMUNITY. Each party to this Agreement expressly retains all rights, benefits and immunities of sovereign immunity that they presently enjoy under the Constitution and Statutes of the State of Florida, and particularly with respect to Chapter 768, Florida Statutes. Notwithstanding anything set forth in any article of this Agreement to the contrary, nothing in this Agreement shall be deemed as a waiver of immunity or limits of liability of either party beyond any statutory limited waiver of immunity or limits of liability which may have been adopted or may be adopted by the Florida Legislature, and any liability of either party for damages shall not exceed the statutory limits of liability for tort, regardless of the number or nature of any claim which may arise, including but not limited to, a claim sounding in tort, equity, or contract. Nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim against any party, which would otherwise be barred under the doctrine of sovereign immunity or by operation of law.

14. PERSONNEL MATTERS. COUNTY shall allocate manpower and equipment for the performance of the Contract Services on an as needed basis. This Agreement shall not require any particular COUNTY employee to be dedicated full time to the Contract Services. All COUNTY personnel assigned to perform Contract Services shall remain subject to the COUNTY Merit System of Rules and Regulations for all purposes contemplated thereunder, including, but not limited to initial appointment and probation, training and assignment, promotions, merit and cost-of-living raises, annual leave and sick leave, and disciplinary actions. Any claim of a disciplinary nature by CITY regarding a COUNTY employee shall be referred to the Department Director, who shall remain the appointment authority for such employee, for all purposes designated under the COUNTY Merit System of Rules and Regulations. Such COUNTY employees shall have no right to elect or choose any procedures available to CITY employees.

15. **TERM.** This Agreement shall commence on **October 1st, 2022** and shall terminate at midnight on **September 30th, 2025** unless terminated pursuant to the provisions of Article 16.

16. **TERMINATION.** Either party may terminate this Agreement without cause or further liability to the other, upon written notice to the party representative specified in Article 17, given no less than **90** days prior to the requested termination date. Such notice shall be delivered by certified mail, return receipt requested, and the date of the notice shall be the date the receipt therefor is signed by an employee, official, or representative of the other party.

17. **NOTICE.** Notice as required to be given in this Agreement shall be provided to the following persons:

- a. **COUNTY:** County Manager, George Recktenwald, Thomas C. Kelly Administration Center, 123 W. Indiana Avenue, DeLand, Florida 32720.
- b. **CITY:** City Manager, Joyce Shanahan, 22 South Beach Street, Ormond Beach, Florida 32174.

18. **THIRD PARTIES.** In no event shall any of the terms of this Agreement confer upon any third person, corporation, or entity other than the parties hereto any right or cause of action for damages claimed against any of the parties to this Agreement arising from the performance of the obligations and responsibilities of the parties herein or for any other reason.

19. **DISPUTE RESOLUTION.** Any disputes concerning non-performance, or other aspects of this agreement for which either party initiates litigation to enforce its rights hereunder, shall be subject to the provisions of Chapter 164, Florida Statutes, the “Florida Governmental Conflict Resolution Act.”

20. **SEVERABILITY.** If any provision of this Agreement is found to be unconstitutional, illegal, or otherwise unenforceable by judgment of a court of competent jurisdiction, such judgment shall not invalidate the remainder of this Agreement, unless such judgment renders the purpose or performance of this Agreement no longer practical for either party.

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PART II. SPECIFIC SERVICES

21. **LEVEL OF SERVICE.** COUNTY agrees to provide the personnel and equipment at the level of service specified in the *The Delivery of Municipal Services to the City of Ormond Beach Fiscal Years 2022-23, 2023-24 and 2024-25* which is hereby attached as the thirteen page Addendum to this Agreement and is incorporated in this Agreement by this reference. Should the CITY desire the COUNTY provide services either different in kind, or at a service level different than that contemplated herein, the City Manager shall make written request therefor to the County Manager or his designee and such notice shall be sent in accordance with Article 17. Any mutually agreed-upon modification to the kind of service and/or level of service to be provided by the COUNTY shall be reduced to writing and approved by the appropriate officials of both parties. Any reduction in level of service desired by the CITY shall only be effective at the beginning of a new contract year unless both parties agree otherwise. Upon the written agreement of the COUNTY to provide a change to services which increases the level of service, the new level of service shall commence within sixty days following the date of execution of the written agreement by the COUNTY or the beginning of a new contract year whichever shall first occur. The foregoing shall not be construed as requiring the COUNTY to agree to make a change to the kind of service and/or increase to the level of service to be provided by the COUNTY. Upon a change in kind of service and/or increase in the level of service to be provided by the COUNTY compensation to the COUNTY shall be immediately adjusted to conform to the new service provided.

22. **COMPENSATION.** CITY shall pay the COUNTY in accordance with the compensation set forth in the Addendum. CITY shall pay the sum invoiced within thirty (30) days of receipt of the bill from COUNTY.

23. **ENTIRE AGREEMENT.** This Agreement reflects the full and complete understanding of the parties and may be modified or amended only by a document in writing executed by all the parties, with the same formalities as this Agreement.

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IN WITNESS WHEREOF, the parties to this County of Volusia Interlocal Agreement for Provision of Municipal Services to the City of Ormond Beach have caused the same to be signed by their duly authorized representatives on the dates indicated below.

ATTEST:

COUNTY OF VOLUSIA

By: _____
 Name: George Recktenwald
 Title: County Manager
 Dated: _____

By: _____
 Name: Jeffrey S. Brower
 Title: County Chair
 Dated: _____

ATTEST:

CITY OF ORMOND BEACH

By: _____
 Name: Susan Carroll Dauderis
 Title: City Clerk
 Dated: _____

By: _____
 Name: Bill Partington
 Title: Mayor
 Dated: _____

By: _____
 Name: Joyce Shanahan
 Title: City Manager
 Dated: _____

ADDENDUM

COUNTY OF VOLUSIA, FLORIDA

**The Delivery of Municipal Services
to the
City of Ormond Beach**

Fiscal Years 2022-23, 2023-24 and 2024-25

**DEPARTMENT OF PUBLIC WORKS SERVICES
CITY OF ORMOND BEACH
FY 2022-23, 2023-24 AND 2024-25**

<u>Services</u>	<u>Annual Cost</u>
Road and Bridge	As Needed
Traffic Engineering	As Needed

Public Works Services Overview

The City of Ormond Beach (CITY) contracts with the County of Volusia (COUNTY) to provide services from the Department of Public Works Divisions of Road & Bridge and Traffic Engineering.

Compensation

Compensation will account for actual services provided and will be charged in accordance with the following unless otherwise specified in the below description of services:

- a. **Labor (First 40 hrs of work week)**: Work hours x current hourly wage rate x current overhead rate at the time of service. Labor will be charged to the nearest one-quarter hour.
- b. **Overtime Labor (Hours over 40 for work week)**: Work hours x current hourly wage rate at time of service x 1.5 x current overtime overhead rate at the time of service. Overtime labor will be charged to the nearest one-quarter hour.
- c. **Parts, Materials and Chemicals**: All parts, materials and chemicals that are used will be billed at actual cost.
- d. **Equipment**: All equipment will be billed at the Public Works equipment rate at the time of service.

After hours work shall be work that was performed during those hours other than regular time and shall include holidays. Holidays are defined as those days officially designated as holidays by the Volusia County Council. After hours work shall be compensated based on both work time and travel time. There is a minimum two (2) hour after-hours call-out charge.

Billing

The COUNTY shall send the CITY a monthly invoice with documentation. The CITY shall pay all charges made in accordance with this Agreement within 30 days of receipt of the invoice, regardless of whether one or multiple CITY departments/divisions received services under this agreement.

Road and Bridge Division

The COUNTY may perform general maintenance and repair work on an “as available” basis for CITY maintained roadway and drainage infrastructure. For all requested work, the COUNTY will provide the CITY with a written cost estimate. The CITY manager or designee must then provide the COUNTY written authorization prior to commencement of the work, with the COUNTY’s cost estimate as an attachment referenced in the authorization.

All Road and Bridge services are subject to the availability of personnel and equipment at the sole discretion and determination of the COUNTY.

Traffic Engineering Division

A. Maintenance and Operation of Traffic Control Devices

The CITY is responsible for the maintenance and operation of the Traffic Control Devices identified in Exhibit “A”. The COUNTY, at the request of the CITY, shall maintain and operate these traffic control devices to ensure uniform traffic control of the road network. The coordination of the CITY’S traffic control devices with the COUNTY will promote an integrated and balanced traffic network in Volusia County to the benefit of all residents.

The COUNTY shall also maintain and operate auxiliary equipment such as overhead internally illuminated street name signs, fire preemption devices, transit priority devices, audible pedestrian signals, high intensity LED signs, and other devices associated with those identified in Exhibit “A” as requested by the CITY. The CITY will reimburse the COUNTY for all operational work performed on auxiliary equipment at the CITY’s request regardless of whether the signal is a City, County or State signal.

The CITY and COUNTY may modify Exhibit “A” throughout the life of this Agreement to account for new or removed Traffic Control Devices by written notification between the CITY’S Public Works Director and the Volusia County Traffic Engineering Director. CITY is aware that the Florida Department of Transportation (FDOT) is revising their signal maintenance agreements so that FDOT signals in the CITY currently required to be maintained by the CITY shall become the COUNTY’s responsibility per FDOT requirements beginning in either July 2023 or 2024. As such,

those signals identified as FDOT ownership in Exhibit “A” will transition to the COUNTY and be removed from this agreement in July 2023 or 2024.

Service requests for the maintenance and operation of traffic control devices covered by this agreement shall be satisfied by the COUNTY when personnel and equipment are available.

1. Preventative (Routine) Maintenance

Preventive (routine) maintenance is a program to inspect and perform a set of standard actions to reduce the chance of a traffic control device failure. This maintenance also includes the repair and/or replacement of components as necessary to ensure continued proper operation of the devices.

a. Traffic Signal Preventive Maintenance

The COUNTY shall perform a minimum of two (2) preventive maintenances per year on each Traffic Signal, Traffic Signal with Pedestrian Features, and Emergency Traffic Signal as identified in Exhibit “A”. The preventive maintenance will be done to current COUNTY standards, which are consistent with Florida DOT standards. The COUNTY’s current standard for mast arms is galvanized steel. If the CITY requests painted mast arms, the CITY shall be responsible for maintaining the paint and will notify the COUNTY at least one week prior to performing preventative painting maintenance.

b. Traffic Signal Rebuild

Traffic Signal overheads should be rebuilt every 5 – 10 years due to the impact of the environment on the electronic components. The COUNTY will recommend a traffic signal rebuild when multiple failures requiring immediate repair occur in the same year. The COUNTY will submit a recommendation and a cost estimate to the CITY for the rebuild and the work will not be completed without the written approval of the CITY.

c. Flasher Inspection and Timing (School Flashers, RRFBs, Warning Flashers, etc.)

- i. The COUNTY shall perform a minimum of one (1) flasher inspection per year, including the verification or new programming of each school flasher timing.
- ii. The COUNTY shall perform an initial (one-time) assessment and inventory of all school flashers, if none is available. This is a separate task from the annual inspection.

d. Painted Mast Arm Structures

Maintenance of the paint finish for mast arm structures that were painted at the direction of the CITY is not included as part of this agreement. Paint maintenance shall be the responsibility of the CITY and shall be performed in accordance with FDOT specifications. Any mast arm paint finish agreements executed between the CITY and FDOT will continue to govern painted mast arm structures in the event that Exhibit “A” is modified.

2. Response (Emergency) Maintenance

Response (emergency) maintenance is the immediate repair of a failed traffic control device to restore the device to normal operation. Response maintenance repairs can be either a Final Repair or a Temporary Repair as defined below:

Final Repair – The traffic control device is returned to normal operation.

Temporary Repair – The traffic control device is set into a mode of safe operation (such as on flash) until a final repair can be made. If the device is not able to be placed into a mode of safe operation, alternative traffic control methods (i.e. stop signs) will be implemented by the City.

During business hours (7:00AM - 3:30 PM, Monday through Friday), the CITY shall contact Volusia County Traffic Engineering (386-736-5968) to request response maintenance repairs. At all other times, the CITY shall contact the County Central Dispatch Center (Sheriff Operations Center) (386-736-5999).

The CITY shall identify three (3) City employees and provide contact information for each to the COUNTY for the purpose of providing emergency follow up information. Any call for response maintenance repairs from either the CITY or from the County Central Dispatch Center (Sheriff's Office Dispatch) will be responded to by the COUNTY and the services performed will be paid for by the CITY.

The COUNTY shall establish the priority of each response maintenance call based on the number of calls, the resources available and the nature of each call.

If response maintenance repairs are significant in nature (signal pole knock-down, traffic control device rebuild) the COUNTY will begin work on a Temporary Repair while contacting the CITY for authorization to complete the Final Repair. The Temporary Repair will be kept in place and maintained by the CITY until the COUNTY receives written authorization from the CITY for the Final Repair. Upon request, the COUNTY will provide the CITY with a cost estimate for the Final Repair. It is the CITY'S responsibility to collect insurance or other compensation from the parties that damaged the city equipment.

If COUNTY personnel cannot complete a response maintenance repair, COUNTY personnel will complete a Temporary Repair. The COUNTY will contact the CITY for written authorization to issue a Notice to Proceed to one of the COUNTY'S contractors to complete the repair. Upon request, the COUNTY will provide the CITY a cost estimate from the Contractor.

3. Operational Maintenance – Traffic Signal Timing

Traffic signal retiming may be required every few years due to changes in traffic flow. Controllers will be inventoried and brought up to COUNTY standards.

Requests received by the COUNTY from the Public or the CITY regarding traffic signal malfunctioning, signals not operating correctly or signals needing retiming shall be handled as Response Maintenance to ensure all equipment and controller timings are functioning correctly.

The CITY can request that the COUNTY complete a study to retime an intersection. Upon request, the COUNTY will provide the CITY with a cost estimate. If CITY approves the retiming effort, then the COUNTY will conduct the study and implement any necessary retiming.

4. Design Modifications

Design modifications are changes to the approved design and operation of an existing traffic control device/signal. Design modifications can include changes in signal locations, configuration or displays among other design aspects.

The COUNTY will not begin work on any design modifications without an engineering study signed and sealed by a Professional Engineer licensed in the State of Florida. The COUNTY can provide the CITY with a cost estimate to complete the modification upon request.

The COUNTY can provide the CITY left-turn warrants and left-turn display (protected versus protected-permitted or Flashing Yellow Arrow conversion) studies upon request. If the study recommends a change, which is approved by the CITY, the COUNTY can then implement the modification. Cost estimates for the COUNTY to complete the above work can be provided to the CITY as requested.

5. Maintenance of Traffic

During preventive maintenance, the COUNTY or its contractor shall be responsible for maintaining safe traffic flow. During response (emergency) maintenance when law enforcement personnel are necessary to maintain safe traffic flow or worker safety, the COUNTY or its contractor shall notify local police to arrange for law enforcement.

In case of an Act of God emergency situation (e.g., hurricane, summer thunder or winter storm, tornado) that causes the loss of power to multiple traffic signals or major damage to traffic signals, the CITY shall arrange for any necessary law enforcement or placement of temporary traffic control devices (e.g., stop signs) at all appropriate traffic signal locations. Where the CITY has made previous modifications for emergency service generator hook-ups, the COUNTY will coordinate with the CITY on the need to place said generators. It will be the CITY'S responsibility to ensure the emergency service generator(s) are fueled and operational.

6. Equipment and Stock

The COUNTY will provide all equipment, parts and materials for work done for the CITY. The COUNTY shall maintain standard signal equipment in stock. The COUNTY may not stock auxiliary items such as emergency preemption devices, audible pedestrian signals and transit priority devices, but will order on an as-needed basis.

7. Electrical and Communication Costs

The CITY shall retain the responsibility to pay all related traffic control device power and communication costs. The CITY shall be responsible for the installation of any necessary communication devices in any master cabinet and shall pay the monthly charges for such communications.

8. Red Light Running Cameras and License Tag Readers

Red Light Running Cameras and License Tag Readers are typically maintained and operated through a separate agreement between the CITY and a Vendor. The COUNTY will not provide any services related to Red Light Running Cameras or License Tag Readers. If the CITY desires to install Red Light Running Cameras or License Tag Readers on Traffic Control Devices maintained by the COUNTY along state or county roads, the CITY agrees to (1) install and pay for any separate power service hook-ups, (2) reimburse the COUNTY for any power or lightning damage repairs if any device is installed within the controller cabinet to monitor the red indication output, and (3) the CITY will hold harmless the COUNTY for any power or lightning damage emanating from the COUNTY Traffic Control Device infrastructure and power service.

9. Emergency Vehicle Preemption

Emergency vehicle preemption devices on CITY (or COUNTY) emergency vehicles improve the safety of first responders and motorists on Volusia County's roadways while also reducing response times to life-threatening emergencies. The following Standard Operating Procedure shall be implemented on all CITY emergency vehicles to ensure that this technology is used effectively and efficiently:

a. Use of only Opticom GPS vehicle kits

Commitment to Opticom GPS ensures that an emergency vehicle that comes to a stop on approach to an intersection will not lock up the intersection in an extended preemption. The CITY will upgrade any Opticom Infrared vehicle kits within 12 months. If the CITY requires more than 12 months to complete the upgrades, the CITY will notify the COUNTY and provided an estimated completion date.

b. Use of Opticom GPS only when traveling in the emergency mode

The CITY shall establish a directive that allows for the use of Opticom emergency vehicle preemption equipment only when responding or transporting in the emergency mode. The CITY shall ensure Opticom GPS units will not be used when the vehicle's emergency lighting is not activated.

c. Passive installation design

Opticom GPS vehicle kits will be wired to only activate when the vehicle's primary emergency lighting is activated. This design will prevent the potential for inappropriate use of the emergency vehicle preemption system.

d. Information sharing with employees

The CITY shall disseminate a directive to its employees explaining the functions and limitations of emergency vehicle preemption. This document will specifically instruct employees not to presume that a green light will be guaranteed and clearly asserts that Opticom preemption devices will only be used in the emergency mode.

e. Potential for Future Requirements from the Florida Department of Transportation

The Florida Department of Transportation (DOT) required each local jurisdiction in Seminole, Orange and Osceola counties to activate the license key and enter into an annual maintenance agreement with Opticom, to assign a unique identity number for each vehicle, and to monitor the usage of emergency vehicles to minimize any potential misuse of Opticom. If the Florida DOT requires this in Volusia County, the local jurisdictions will need to budget for the additional expense. The license key is approximately \$750 per intersection and there will be an ongoing annual maintenance agreement fee with Opticom.

10. Florida DOT Requirements for State Roads

If the CITY has entered into the Florida DOT Signal Maintenance Agreement (750-010-22 4/15), the COUNTY shall also maintain the following devices identified in Exhibit "A": emergency fire signal, pedestrian flashing beacon, speed activated warning displays, traffic warning beacons, travel time detector, UPSW/battery backup and traffic signal interconnected and maintained (TSIM) locations.

a. Preventative (Routine) Maintenance

This maintenance includes locates and preventative maintenance of all electronic signal equipment with the exception that the COUNTY will not structurally maintain any mast arms. Furthermore, for new mast arms, or mast arm structures subject to a separate agreement with the Florida DOT regarding painted mast arm structures, the COUNTY is unable to perform Periodic Maintenance and recommends that the CITY procure the services of a Traffic Signal Contractor to perform periodic maintenance.

b. Response (Emergency) Maintenance

If restoration of services is delayed and stop signs or other methods to maintain traffic (e.g., law enforcement personnel) are required, the COUNTY shall notify the CITY to provide the appropriate response. In addition, the COUNTY shall coordinate with the CITY on how to respond to critical detection device malfunctions. The COUNTY shall notify the CITY if 8% of all critical detection devices are malfunctioning at any one time.

c. Performance Measures and Reporting

The County shall submit to the Florida DOT an Annual Report prior to June 30 of each year detailing critical detection device malfunctions, traffic signal preventative maintenance inspections, annual conflict monitoring testing, and personnel (and location) overseeing interconnected signals. The COUNTY will identify the number of critical detection devices for each location on Exhibit "A."

d. Retainage

The CITY shall indemnify and hold harmless the COUNTY for any retainage held back by the Florida DOT due to the CITY's failure to comply with the requirements of the Florida DOT Agreement based upon the CITY's failure to act once notified by the Florida DOT or COUNTY.

e. Florida DOT Agreement Cancellation

If the CITY notifies the Florida DOT of the CITY's intent to cancel the Florida DOT Agreement, the CITY shall also notify the COUNTY. If COUNTY notifies the Florida DOT of COUNTY's intent to cancel the Florida DOT Agreement, the COUNTY shall also notify the CITY.

B. Other Services

Other traffic engineering services not identified in this agreement can be requested by the CITY in writing. The services are subject to the availability of personnel and equipment at the sole discretion and determination of the COUNTY. These services include:

1. Administrative Services

Administrative Services involving new or replacement signal design or COUNTY staff appearance or attendance before CITY meetings per CITY Staff request.

2. Traffic Counts and Studies

Traffic Counts and Studies involving annual daily traffic counts on city roads and unique traffic studies responding to and resolving traffic related complaints from the public or elected officials. Such studies could include, but not limited to: Spot Speed, Multi-Way Stop, Signal Warrant, Vehicle Classification and Turning Movement Count.

3. Other Services

Other services include, but are not limited to, additional on-call personnel, traffic control for special events (parades, festivals), house moving, etc.

Natural and Manmade Disaster Emergency Response Services Department of Public Works

The COUNTY can provide Emergency Response Services for state and federally declared disasters as requested by the CITY for the above listed services. The emergency response services are subject to the availability of personnel and equipment at the sole discretion and determination of the COUNTY. Emergency services provided by the COUNTY will be billed to the CITY in accordance with this Agreement.

EXHIBIT A
CITY OF ORMOND BEACH - TRAFFIC CONTROL DEVICES
As of 5/13/2022

WITHIN COASTAL ZONE ☒ YES ☐ NO
FDOT ADDENDUM APPLICABLE ☒ YES ☐ NO

Asset #	Location	TS	IMTS	ICB	PFB	FDS	SAWD BOS	TWB	UPS	OPT	Mast Arm	Painted	Ownership
030	ARROYO PKWY @ BEACH ST							✓					CITY
032	JOHN ANDERSON DR @ NICHOLAS DR							✓					CITY
033	JOHN ANDERSON DR @ OCEAN TER							✓					CITY
037	RIVERSIDE DR @ PINE RD							✓					CITY
038	BANYAN DR @ HALIFAX DR							✓					CITY
048	FLUHART DR @ PINE RD							✓					CITY
061E	SR A1A/OCEAN SHORE BL @ BROOKS DR							LE LED					FDOT
061W	SR A1A/OCEAN SHORE BL @ BROOKS DR							LE LED					FDOT
071N	SR 40/GRANADA BL @ FEC RR							✓					FDOT
071S	SR 40/GRANADA BL @ FEC RR							✓		F	✓	✓	FDOT
084E	SR A1A @ ANDY ROMANO PARK				RRFB								FDOT
084N	SR A1A @ ANDY ROMANO PARK				RRFB								FDOT
084S	SR A1A @ ANDY ROMANO PARK				RRFB								FDOT
084W	SR A1A @ ANDY ROMANO PARK				RRFB								FDOT
085E	SR 40 @ EAST OF LEWIS ST				RRFB								FDOT
085N	SR 40 @ EAST OF LEWIS ST				RRFB								FDOT
085S	SR 40 @ EAST OF LEWIS ST				RRFB								FDOT
085W	SR 40 @ EAST OF LEWIS ST				RRFB								FDOT
148	SR 40/GRANADA BL @ HALIFAX DR		✓							F	✓	✓	FDOT
203	SR 40/GRANADA BL @ SR 5A/NOVA RD		✓							F	✓	✓	FDOT
204	SR 5/US 1/YONGE ST @ SR 40/GRANADA BL		✓							F	✓	✓	FDOT

Asset #	Location	TS	IMTS	ICB	PFB	FDS	SAWD BOS	TWB	UPS	OPT	Mast Arm	Painted	Ownership
205	SR 40/GRANADA BL @ RIDGEWOOD AV		✓							F	✓	✓	FDOT
206	SR 40/GRANADA BL @ SR A1A/OCEAN SHORE BL	✓								F	✓	✓	FDOT
207	SR 40 @ MAIN TRL/OLD TOMOKA RD		✓							F	✓	✓	FDOT
208	SR A1A/OCEAN SHORE BL @ CARDINAL AV	✓											FDOT
209	FLUHART DR @ HALIFAX DR N	✓											CITY
233	SR 40/GRANADA BL @ ORCHARD ST		✓							F	✓	✓	FDOT
261	SR A1A/OCEAN SHORE BL @ HARVARD DR	✓											FDOT
287	SR 5A/NOVA RD @ MAIN TRL/WILMETTE AV		✓							F	✓	✓	FDOT
341	SR 5/US 1 @ WILMETTE AV		✓							F	✓	✓	FDOT
363	SR 5/US 1 @ DIVISION AV		✓							F	✓	✓	FDOT
364	SR 40 @ SEMINOLE DR		✓							F	✓	✓	FDOT
376	SR 40 @ BREAKAWAY TRAILS		✓							F	✓	✓	FDOT
386	SR A1A/OCEAN SHORE BL @ NEPTUNE	✓								F	✓	✓	FDOT
387	SR 5A/NOVA RD @ FIRE STATION					✓				F	✓	✓	FDOT
397	SR 5A/NOVA RD @ VILLAGE DR/WOODLANDS BLVD		✓							F	✓	✓	FDOT
398	SR 5A/NOVA RD @ DIVISION AV		✓							F	✓	✓	FDOT
401	TYMBER CREEK RD @ RIVER CHASE WAY/TYMBER RUN	✓								F			CITY
402	SR A1A/ATLANTIC AV @ ORMOND BEACH FIRE STATION					✓				F	✓	✓	FDOT
454	SR 40/GRANADA BL @ TOMOKA AV		✓							F	✓	✓	FDOT
459	US 1 @ BROADWAY AV		✓							F	✓	✓	FDOT
591E	AIRPORT RD @ LEEWAY TR				SZ								CITY
591W	AIRPORT RD @ LEEWAY TR				SZ								CITY

TS – Traffic Signal

IMTS – Traffic Signal Interconnected & Monitored

ICB – Intersection Control Beacon

PFB – Pedestrian Flashing Beacon (SZ) – School Zones & (RRFB) – Rectangular Rapid Flashing Beacon

FDS – Emergency Fire Dept Signal

SAWD/BOS – Speed Activated Warning Display or Blank Out Sign
TWB – Traffic Warning Beacon (LE LED) – Leading Edge LED
UPS – Uninterruptible Power Supply/Battery Backup
OPT – Opticom (F) – Fire (B) – Bus Priority

EXHIBIT B
VOLUSIA COUNTY HOURLY RATES PER CLASSIFICATION¹
FY 21/22

Traffic Engineering

<u>Employee Classifications/Positions</u>	<u>Min Hourly Rate</u>	<u>Max Hourly Rate</u>
Traffic Signal Operations Supervisor	\$ 52.98	\$ 71.14
Traffic Signal Technician (I, II and III)	\$ 38.18	\$ 63.77
Traffic Engineer	\$ 118.56	\$163.95

<u>Equipment Classifications</u>	<u>Hourly Rate</u>
Sedan	\$ 6.00
Truck Bucket	\$22.80
Truck Pickup	\$ 6.00
Truck Platform	\$17.62
Van	\$ 6.00

¹ All employee rates shall be billed based upon the actual costs to the County for the employee(s) performing services, which costs shall comport with the applicable employment classifications and hourly rate ranges provided herein. The parties have made an effort to account for all classifications for employees who could potentially perform services pursuant to this Agreement; however, if the services of an employee whose classification is not listed herein are required for a particular project or task pursuant to this Agreement, the County shall contact the City manager or his/her designee and receive his/her approval in writing as to the use of such employee prior to commencing such project or providing such services.



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Shawn Finley, Public Works Director

Date: August 16, 2022

Subject: Bid Award for the Clarifier Improvements Project

Commission Goal: Water Quality and Environment - Other

Introduction

This is a request by staff to award a bid for the construction of the Clarifier Improvements, Bid Number 2022-23, to SGS Contracting Services, Inc.

Background

This request is related to a scheduled capital improvement project which involves improving the existing clarifiers at the Water Reclamation Facility. Improvements include modifying the clarifier discharge trough elevation and the installation of Launder Covers on the trough walls of all four clarifiers.

The existing Water Reclamation Facility operates four clarifiers on a 24 hours a day, 365 days a year operation in order to treat approximately five (5) million gallons a day of waste water. During the treatment process, wastewater enters into the clarifiers where the liquid remains for several hours as the solids settle out of solution and to the bottom. During this multi-hour process, the water in the clarifiers is exposed to the elements, predominately sunlight. Exposure to sunlight over the span of several hours a day facilitates the growth of algae within the clarifiers. Development of such algae creates operational challenges for plant staff and hinders the wastewater plant's ability to generate effluent meeting statutory regulations. This proposed Clarifier Improvement project will modify the discharge elevation and install covers over the discharge troughs, which will reduce the potential for algae growth. As such, this project will reduce overall operation and maintenance challenges and improve the Facility's ability to meet statutory requirements. City staff and our consultant recommended this project.

Plans and specifications for this project were prepared by Mead & Hunt in accordance with a continuing engineering services contract work authorization agreement specific to the project. Plans and specifications utilized for advertisement of competitive bidding for the project were presented to the City Commission on June 06, 2022.

Discussion

On July 13, 2022, bids for the project were received and opened. Six companies submitted bids for consideration; the bids ranged from a high value of \$1,230,000 to a low bid of \$546,700. The low bidder for this project was SGS Contracting Services, Inc.; a copy of the bid tabulation, as well as SGS Contracting Service's bid proposal, have been included as attachments for reference. Mead & Hunt has reviewed the bids and recommends award of the bid to SGS Contracting Services, Inc.; attached is their letter of recommendation.

Citizen Impact

Maintenance of the wastewater treatment facility components is required in order for the City to remain in compliance with its Florida Department of Environmental Protection (FDEP) Wastewater Treatment Facility Operation Permit. In addition, continuous operation of the wastewater treatment facility is crucial to the City residents who utilize this service. There will be minimal impacts to the public or traffic during construction.

Budget Impact

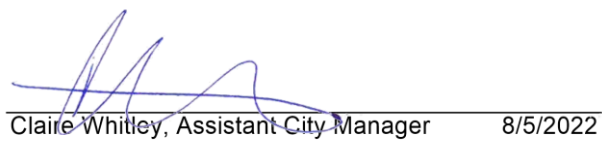
This project was included in the budget of Fund 409 Water and Wastewater Capital Fund (Renewal and Replacement) fund. The Clarifier Improvements project is one component of the approved project #409243. Sufficient funding is available to award the bid as recommended.

Recommendation

Staff recommends full award of the bid for the Clarifier Improvement project, Bid Number 2022-23, to SGS Contracting Services, Inc. at the contract amount of \$546,700.

Attachments:

- 22-102 Clarifier imp-SGS (P22-0113G) (PDF)
- SGS Bid (PDF)
- BID 2022-23 Signed Bid opening (PDF)
- Bid 2022-23 Addendum No 1 (PDF)
- Bid 2022-23 Addendum No 2 (PDF)
- Bid 2022-23 Addendum No 3 (PDF)
- Recommendation of Award _Mead&Hunt (PDF)

REVIEWED BY:
Kelly McGuire, Finance Director 8/4/2022
Claire Whitley, Assistant City Manager 8/5/2022**APPROVED BY:**
Joyce A. Shanahan, City Manager 8/9/2022

RESOLUTION NO. 2022-102

A RESOLUTION ACCEPTING A BID FROM SGS CONTRACTING SERVICES, INC. FOR CONSTRUCTION SERVICES REGARDING THE CLARIFIER IMPROVEMENTS PROJECT AT THE WATER RECLAMATION FACILITY, UNDER BID NO. 2022-23; AUTHORIZING THE EXECUTION OF A CONTRACT AND PAYMENT THEREFOR; REJECTING ALL OTHER BIDS; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, the City advertised for bids (Bid No. 2022-23) regarding construction services for the clarifier improvements project at the water reclamation facility (“the Project”) pursuant to section 2-300, *Code of Ordinances*, and

WHEREAS, the City's professional staff have reviewed the bids received and have determined that the bid submitted by SGS Contracting Services, Inc. in the amount of \$546,700.00 is the lowest responsible and responsive bid (a copy of said bid being attached hereto and incorporated herein by reference), and

WHEREAS, the City Manager has certified that funds for the Project have been appropriated to the credit of the Water and Wastewater Renewal and Replacement Fund (409) and have not been appropriated for any other purpose, and

WHEREAS, the City Commission concurs with the foregoing recommendations, now therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The bid submitted by SGS Contracting Services, Inc. to perform the Project at a total cost not to exceed \$546,700.00 is hereby accepted.

SECTION TWO. All other bids relative to the aforescribed Project shall be deemed rejected upon the execution of a contract with SGS Contracting Services, Inc.

SECTION THREE. The Mayor and the City Manager are hereby authorized and directed to execute a contract with SGS Contracting Services, Inc. for the performance of the Project at the said price, and to pay the cost thereof from the Water and Wastewater Renewal and Replacement Fund.

SECTION FOUR. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 16th day of August, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk

**SECTION 00300
BID**

CONTRACTORS NAME SGS Contracting Services, Inc. LICENSE NO. CGC 1514772

PROJECT IDENTIFICATION: CITY OF ORMOND BEACH CLARIFIER IMPROVEMENTS

CONTRACT IDENTIFICATION AND NUMBER:

Bid No. 2022-23

THIS BID IS SUBMITTED TO:
(Name and Address of Owner)

City of Ormond Beach
22 South Beach Street
Ormond Beach, Florida 32174

1. The undersigned BIDDER proposes and agrees, if this Bid is accepted, to enter into an Agreement with OWNER in the form included in the Contract Documents to complete all Work as specified or indicated in the Contract Documents for the Contract Price and within the Contract Time indicated in this Bid and in accordance with the Contract Documents.

2. BIDDER certifies that he has investigated the requirements to do business in the jurisdiction where the project is located, and that he is either qualified to do business or will obtain such prequalification prior to award of the contract.

3. BIDDER accepts all of the terms and conditions of the Instructions to Bidders (Section 00100) including, without limitation, those dealing with the disposition of Bid Security, Public Entity Crimes, and Minority Policies. This Bid will remain open for 90 days after the day of Bid opening. BIDDER will sign the Agreement and submit the Contract security and other documents required by the Contract Documents within ten (10) days after the date of OWNER'S Notice of Award.

4. In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that:

(a) BIDDER has examined copies of all the Contract Documents and of the following addenda:

<u>Date</u>
<u>6/23/22</u>
<u>7/5/22</u>
<u>7/8/22</u>

<u>Number</u>
<u>1</u>
<u>2</u>
<u>3</u>

(receipt of all of which is hereby acknowledged) and also copies of the Advertisement to Bid and the Instructions to Bidders.

BID (Cont'd.)CLARIFIER IMPROVEMENTS
ORMOND BEACH, FLORIDA

(b) BIDDER has examined the site and locality where the Work is to be performed, the legal requirements (federal, state and local laws, ordinances, rules and regulations) and the conditions affecting cost, progress or performance of the Work and has made such independent investigations as BIDDER deems necessary.

(c) This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; BIDDER has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; BIDDER has not solicited or induced any person, firm or a corporation to refrain from bidding; and BIDDER has not sought by collusion to obtain for himself any advantage over any other Bidder or over OWNER; and

5. BIDDER will complete the Work for the following price(s):

BID SCHEDULE

Item	Description	Qty	Unit	Total Cost
1	Mobilization / Demobilization	1	LS	20,000. ⁰⁰
2	Indemnification	1	LS	100. ⁰⁰
3	Raise Clarifier Launderers	1	LS	100,000. ⁰⁰
4	Clarifier Launder Covers	1	LS	376,100. ⁰⁰
5	As-Built Survey	1	LS	500. ⁰⁰
6	Permits and Allowances	1	LS	\$50,000.00

TOTAL BID

\$ 546,700.⁰⁰
(FIGURES)

Five Hundred Forty Six Thousand Seven Hundred Dollars & 00/100
(IN WORDS)

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

BIDDER acknowledges that the quantities are not guaranteed, and final payment will be based on actual quantities determined as provided in the Contract Documents.

BIDDER agrees that the Work will be substantially completed within 90 calendar days after the date when the Contract Time commences to run and completed within 120 calendar days after the date when the Contract Time commences to run.

modified by addenda

BIDDER recognizes that time is of the essence to complete this Project and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. The BIDDER also recognizes the delays, expense and difficulties involved in proving, in a legal or arbitration proceeding, the actual loss suffered by OWNER if the Work is not substantially complete on time. Accordingly, instead of requiring any such proof, OWNER has determined and BIDDER agrees to accept that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER Five Hundred Dollars (\$ 500) for each calendar day that expires after the time specified above for substantial completion until the Work is substantially complete. After substantial completion, if CONTRACTOR shall neglect, refuse, or fail to complete the remaining Work within the time specified above for completion and readiness for final payment or any proper extension thereof granted by OWNER, CONTRACTOR shall pay the OWNER an amount equal to all actual expenses incurred by the OWNER as a direct result of the CONTRACTOR'S negligence, refusal, or failure to so complete the remaining work. In the event the CONTRACTOR is terminated or abandons the work prior to the scheduled date for final completion, the CONTRACTOR may be liable for both liquidated damages attributable to delay and for excess completion costs.

6. The following documents are attached to and made a condition of this Bid:

- (a) Required Bid Security in the form of
 - (1) a certified check drawn in favor of the City of Ormond Beach in the amount of 5 percent of the total bid; or
 - (2) a Bid Bond in the amount of 5 percent of the total bid.
- (b) Equipment, Material, and Subcontractors List
- (c) All information required by the Trench Safety Act (Part VI, Chapter 553, Florida Statutes).
- (d) Drug Free Workplace Certificate
- (e) Conflict, Non-Conflict of Interest, Litigation Statement
- (f) Local Vendor Preference
- (g) Verification of Employment Status Using E-Verify System

7. Communications to the BIDDER concerning this Bid shall be addressed to:

00300-3

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

Mailing Address: PO Box 908, High Springs, FL 32655
 Street Address: 18420 High Springs Main Street, High Springs, FL 32643
 City, State, Zip Code: _____
 Email: seth@sgscsi.com
 Telephone No.: 386-361-5300 Fax No.: N/A

8. The terms used in this Bid which are defined in the General Conditions of the Construction Contract included as part of the Contract DOCUMENTS have the meanings assigned to them in the General Conditions.

SUBMITTED on 13⁵⁰⁵ July 12², 20 22.

If BIDDER is:

An Individual

By _____
 (Individual's Name - Signature)

 (Individual's Name - Typed or Printed) (SEAL)

doing business as _____

Business address: _____

Phone No.: _____

Fax No.: _____

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

If BIDDER is:

~~A Partnership~~By _____ (SEAL)
(Firm Name)_____
(General Partner - Signature)_____
(General Partner - Typed or Printed)Business Address: _____

Phone No.: _____

Fax No.: _____

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

If BIDDER is:

A CorporationBy SGS Contracting Services, Inc.

(Corporation Name)

Florida

(State of Incorporation)

By 

(Name of Person Authorized to Sign - Signature)

Seth Simmons

(Name of Person Authorized to Sign - Typed or Printed)

President

(Title)

(Corporate Seal)

Attest Business address: PO Box 908, High Springs, FL 32655Phone No.: 386-361-5300Fax No.: N/A

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

If BIDDER is:

~~A Joint Venture~~~~By _____
(Name - Signature)~~~~_____
(Name - Typed or Printed)~~~~Address: _____~~~~_____~~~~Phone No.: _____~~~~Fax No.: _____~~~~By _____
(Name - Signature)~~~~_____
(Name - Typed or Printed)~~~~Address: _____~~~~_____~~~~Phone No.: _____~~~~Fax No.: _____~~

(Each joint venturer must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above.)

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**EQUIPMENT AND SUBCONTRACTORS LIST**

List the names of the manufacturers whose product is proposed for use. No more than one manufacturer's name shall be inserted for each item of material and/or equipment listed. Failure to list materials and equipment supplier may result in the Bid being rejected as incomplete and nonresponsive. If any Subcontractors are proposed to be used for any portions of the Work, the names, addresses, phone numbers and work classifications of each such Subcontractor must be listed. The failure to list all Subcontractors proposed for the work may result in the Bid being rejected as incomplete and nonresponsive. If more than one manufacturer or subcontractor is listed, selection will be made by the OWNER. If none is listed, those listed as the "Basis for Design" will be used.

Materials and Equipment:

<u>Item</u>	<u>Supplier</u>
LAUNDRY COVERS Clarifier Covers	NEFCO

Subcontractors:

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**Subcontractors:**

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

Work Classification: _____

Name: _____

Address: _____

Phone Number: _____ Fax Number: _____

BID (Cont'd.)CLARIFIER IMPROVEMENTS
ORMOND BEACH, FLORIDATRENCH SAFETY STANDARDS

If this project includes trench excavation in excess of five (5) feet in depth, the following trench safety standards will be in effect during the period of construction of the project:

The Occupational Safety and Health Administration's excavation safety standards, 29 C.F.R.s. 1926.650 Subpart P, and any regulation promulgated there under are hereby incorporated as the standard for this project.

The Bidder hereby certifies that the Contractor performing the trench excavation will comply with the applicable trench safety standards.

The Bidder further certifies that the cost (which is included in his unit cost) of compliance with applicable trench safety standards is:

	<u>Estimated Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Total Estimated Price</u>
<u>ITEM</u>				
1. Trench Excavation	<u>1</u>	L.F.	<u>\$10</u>	<u>\$10</u>
2. Sheeting/Shoring	<u>1</u>	S.F.	<u>\$10</u>	<u>\$10</u>

Name (signature)

 13 SAS
 07-12-2022

Date

Seth Simmons

Name (typed or printed)

President

Title

CLARIFIER IMPROVEMENTS **ORMOND BEACH, FLORIDA**

Identical Or "Tie" Bids: Preference shall be given to businesses with drug-free workplace programs. Whenever two or more proposals which are equal in respect to price, quality, and service are received by the State or by any political subdivision for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. Established procedures for processing tie bids will be followed if none of the tied vendors have a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

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

 13 SCS
07-12-2022

Name (signature) Date

Seth Simmons

Name (typed or printed)

President

Title

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**CONFLICT, NON-CONFLICT OF INTEREST STATEMENT**
LITIGATION STATEMENT

1.

- ☒ To the best of our knowledge, the undersigned firm has no potential conflicts of interest due to any other clients or contracts for this project.
- ☐ The undersigned firm, by attachment to this form, submits information which may be a potential conflict of interest due to other clients or contracts for this project.

2.

- ☒ The undersigned firm has had no litigation on any project in the last five (5) years.
- ☐ The undersigned firm, by attachment to this form, submits a summary and disposition of individual cases of litigation during the past five (5) years.

SGS Contracting Services, Inc.

COMPANY NAME



AUTHORIZED SIGNATURE

Seth Simmons

NAME (PRINT OR TYPE)

President

TITLE

13 SGS
07-12-2022

DATE

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**LOCAL VENDOR PREFERENCE**

The following is taken from the Code of Ordinances, City of Ormond Beach, Chapter 2, Financial Matters, Division 3, Purchasing, Article IX, Section 2-304:

Except where otherwise provided by federal or state law or other funding source restrictions, purchases of goods and services under the Purchasing Code shall give preference to local businesses as follows:

- (a) Under a competitive bid solicitation, the City *may* give a local preference in the amount of three percent (3%) of the bid price or \$25,000, whichever is less. The bid price shall include not only the base bid price but all alternatives which are part of the bid and actually purchased or awarded.
- (b) A *local business* shall mean a vendor that has a valid occupational license issued by the City of Ormond Beach at least one year prior to bid opening, with a physical business address located within the municipal boundaries of the City of Ormond Beach from which the vendor operates or performs business on a day-to-day basis that is a substantial component of the goods or services being offered and has provided a Local Vendor Affidavit of Eligibility at the time the bid is submitted.
- (c) A *Local Vendor Affidavit of Eligibility* shall accompany the bid submittal to be considered valid and shall include, but not be limited to, the following information:
 - (1) A physical business and location address.
 - (2) A copy of current City of Ormond Beach Local Business Tax Receipt (occupational license) to verify the business location.
 - (3) Proof of payment of business tax and real property tax due to the City of Ormond Beach.
 - (4) A copy of the firm's most recent annual corporation report to the Florida Division of Corporations.
 - (5) Any additional information necessary to verify local status.
- (d) *Exemptions:* Goods or services provided under a cooperative purchasing agreement, contracts for professional services subject to Consultants' Competitive Negotiation Act, purchases or contracts funded in whole or part by a governmental entity that does not allow local preferences, purchases made under another agency's agreements or contracts (piggybacking), purchases under emergency or sole source situations and procurements subject to formal proposals including but not limited to request for proposals (RFP) or continuing contract, and request for quotes (RFQ) versus straight competitive bids.
- (e) This section shall not be deemed to require the granting of a local preference, and nothing herein prohibits the award of a contract to a non-local vendor where such award is in the public interest.

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**LOCAL VENDOR AFFIDAVIT OF ELIGIBILITY**

I certify that my company meets all of the following qualifications to be eligible for the local vendor preference:

- a. My company has a physical business address located within the municipal boundaries of the City of Ormond Beach which is used to perform business on a day-to-day basis.
- b. My company holds any business (occupational) or contractor license required by the City of Ormond Beach at least one year prior to bid opening.
- c. Payment of business tax and real property tax due to the City of Ormond Beach is current
- d. My company is in compliance with annual reporting to the Florida Division of Corporations

Company Name: N/A - Not claiming local preference

Address: _____

Business or Contractor License Number: _____

Phone Number: _____ Fax Number: _____

Owner's Name: _____ Signature: _____

Sworn to before me this _____ day of _____

Notary Public for the State of _____ My Commission Expires _____

Notary Public Signature: _____

Printed Name: _____

To be approved as a local bidder and receive bid preference on an eligible local project, this affidavit of eligibility, a copy of your local business or contractor license, copy of business tax/real property tax and a copy of the firm's most recent annual corporation report must be submitted with your bonafide BID package. Bid preference is provided at the City's sole discretion.

VENDOR DO NOT COMPLETE BELOW

To be verified and completed by an authorized representative of the City of Ormond Beach's Purchasing Department:

Vendor Certified by: _____ Date: _____

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA**VERIFICATION OF EMPLOYMENT STATUS USING E-VERIFY SYSTEM**

1. Undersigned firm warrants it **IS** currently registered with the U.S. Department of Homeland Security's E-Verify system, **and** is compliant with the requirements of Sections 448.09 and 448.095, *Florida Statutes*.
2. Undersigned firm warrants it **has not** had any contracts terminated as a result of violations of Sections 448.09 or 448.095, *Florida Statutes*, that prohibit it from contracting with a public agency.
3. Undersigned firm warrants that if it enters into an agreement with a subcontractor, an express provision shall be included in all of its subcontracts requiring subcontractors, who perform work or provide services pursuant to the contract, to use the E-Verify system to verify employment eligibility of all new employees hired by the subcontractor during the contract term.
4. Undersigned firm understands that any subcontractor must provide the contractor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien, and the contractor understands it shall maintain any such affidavits for the duration of the contract, and the contract with the subcontractor must be immediately terminated if the City has a good faith belief that the subcontractor knowingly violated Section 448.09 (1), *Florida Statutes*.
5. Undersigned firm understands that in the event the City has a good faith belief that the contractor has knowingly violated Section 448.09 (1), *Florida Statutes*, the City shall terminate the contract, and the contractor may not be awarded a public contract for a period of at least one (1) year after the date of termination. The contractor may be held liable for any additional costs incurred by the City as a result of termination of the contract.

SGS Contracting Services, Inc.

COMPANY NAME


 AUTHORIZED SIGNATURE
Seth Simmons

NAME (PRINT OR TYPE)

President

TITLE

13 SGS07-12-2022

DATE

END OF BID**00300-15**



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

SIMMONS, SETH GARRETT

SGS CONTRACTING SERVICES INC
18420 HIGH SPRINGS MAIN STREET
HIGH SPRINGS FL 32643

LICENSE NUMBER: CGC1514772

EXPIRATION DATE: AUGUST 31, 2024

Always verify licenses online at MyFloridaLicense.com



Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

State of Florida

Department of State

I certify from the records of this office that SGS CONTRACTING SERVICES, INC. is a corporation organized under the laws of the State of Florida, filed on October 8, 2012, effective July 25, 2007.

The document number of this corporation is P12000085304.

I further certify that said corporation has paid all fees due this office through December 31, 2022 and that its status is active.

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

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Twenty-fourth day of January,
2022*



Randy Bue
Secretary of State

Tracking Number: 4755886109CC

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

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>



BID OPENING TABULATION

Project: WRF Clarifier Improvements

Bid Number: 2022-23

Date & Time: July 13, 2022 1:30pm

Contractor	Addendum 1	Addendum 2	Addendum 3	Bid Bond	Contractor Totals
Razorback, LLC	x	x	x	y	\$1,230,000.00
Cain Enterprises	x	x	x	y	\$635,636.47
McMahan Construction	x	x	x	y	\$580,000.00
L7 Construction	x	x	x	y	\$577,000.00
Ferreira Construction	x	x	x	y	\$628,971.00
SGS Contracting	x	x	x	y	\$546,700.00
n	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00

Please Note: The bid proposals are currently being reviewed. All submittals accepted by the City of Ormond Beach are subject to the City's terms and conditions and any and all additional terms and conditions submitted by the bidders are rejected and shall have no force and effect. Bid documents from the bidders listed herein are the only submittals received timely as of the above opening date and time. All other bid documents submitted in response to this solicitation, if any, are hereby rejected as late.

Tabulated by: Robert Hart
Purchasing Coordinator

Opened by: Mike Stephenson
Utilities Engineer

Addendum No. 1

June 23, 2022

TO: Perspective Bidders and Others Concerned

SUBJECT: Addendum #1 BID 2022-23 WRF Clarifier Improvements

TO ALL BIDDERS: You are requested to make all changes and/or additions contained in this Addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal may result in rejection of bid.

The following additional information is being provided in response to inquiries received.

Question 1: What is the cost estimate for this project?

Answer 1: \$580,000.00

Question 2: What is to be painted under this contract. Specification section 09900 – Painting – Part 1 – 1.01 H states: “Surfaces to be painted: (Refer to 17.0 Coating Schedule for description of surfaces to be painted and their specified coating systems and colors)”. We could not find the references 17.0 – Coating Schedule

Answer 2: Specification section 09900 – Painting – Part 1 – 1.01 H statement will be removed. For dissimilar metals section 05500 3.01 A, it states, “Where the contact of dissimilar metals may cause electrolysis and where aluminum will contact concrete, mortar or plaster, the contact surface of the metals shall be coated in accordance with Section 09900”. Section 09900 will remain for prep work and coating procedures if painting is required or requested.

Question 3: How many clarifiers can be offline at one time?

Answer 3: Only one clarifier can be offline at any given time. Contractor is expected to provide the City with at least two business days notice prior to switching clarifiers. Contractor shall prepare a work plan as a submittal for approval detailing required steps for properly preparing surfaces, constructing improvements, and clarifier switching scheduling.

Question 4: Is flotation of the clarifiers a concern? Are we able to completely drain the clarifier?

Answer 4: Each clarifier should only be drained directly below the weir height to allow for the installation of the new covers. No Clarifier shall be drained completely.

Question 5: The contract time is not enough to do the work. Our quick estimate per clarifier is 1 week for concrete work, 1 week for painting and two weeks for installing the covers. This is 4 weeks per clarifier and 16 weeks for all 4 clarifiers. In addition to these 16 weeks, we would have 4 weeks to receive shop drawings, 3 weeks to approve

Addendum No. 1

shop drawings and 10 weeks for manufacture and delivery of material. This totals 33 weeks or 231 days. Can the contract time be extended to 250 days?

Answer 5: Contract time will be extended to 280 calendar days for substantial and 310 calendar days for final completion. Additionally, the City is aware of the difficulty in obtaining materials in this macro-economic environment. As such, the City is amenable to a time extension (\$0 dollar change) request after contract execution for long lead items provided the contractor can provide appropriate documentation at the pre-construction meeting. Applicable specification pages revised to showcase the contract time revision will be provided in Addendum #2.

Question 6: The lead time for the covers is expended to be 6 months. Are the contractors able to complete the trough work first to expedite the installation of the covers when they come in?

Answer 6: That decision would be up to the contractor, it should be detailed in their work schedule.

Question 7: Will you be starting the contract time before the covers arrive?

Answer 7: The intent is to execute the Notice to Proceed, after which point the contractor will be able to order the covers. If the lead time of the covers is deemed beyond what the bidders anticipated, the City is amenable to a contract time extension of zero dollars provided the Contractor can showcase appropriate documentation at the pre-construction meeting.

Question 8: Do you anticipate any permitting to be required with respect to the concrete?

Answer 8: Currently, no.

Question 9: The clarifier troughs are currently wet, can they be valved off?

Answer 9: The discharge side of all clarifiers cannot be valved off. There are no isolation valves present on the discharge lines. The City can close gates on the clarifier influent side to stop water from flowing over the weirs, but the City cannot stop water from coming back up into the troughs. The contractor is responsible for getting the trough area clear for work shown on the plan sheets. The means and methods for clearing the troughs, such as installation of a blow-up plug, etc. are at the Contractor's discretion and should be detailed in the Contractor's work plan.

Question 10: Is there any painting involved with this project?

Answer 10: No.

Question 11: It appears that NEFCO is the basis for the cover design, would any alternates need to be submitted to be approved ahead of time?

Answer 11: Yes.

Addendum No. 1

Question 12: Are State or Federal funds funding this project?

Answer 12: City funds are funding this project. No special funding requirements such as Davis Bacon, etc.

Question 13: Will there be a site visit following this meeting? Will future site visits be available?

Answer 13: Yes, a site visit will follow this meeting. Future site visits can be arranged by contacting the purchasing coordinator at 386-676-3223 or rob.hart@ormondbeach.org. Any visit must occur prior to the last day for questions, currently June 28th at 5:00PM.

Question 14: Is water readily available for pressure washing?

Answer 14: There are 2-inch feeds of plant water around each clarifier.

The foregoing changes are hereby incorporated into the Bidding Contract Documents for the City of Ormond Beach – BID 2022-23 WRF Clarifier Improvements, for the City of Ormond Beach.

City of Ormond Beach, Florida

Addendum No. 2

July 5, 2022

TO: Perspective Bidders and Others Concerned

SUBJECT: Addendum #2 BID 2022-23 WRF Clarifier Improvements

TO ALL BIDDERS: You are requested to make all changes and/or additions contained in this Addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal may result in rejection of bid.

The following additional information is being provided in response to inquiries received.

Question 1: - *It appears that NEFCO is the basis for the cover design*, we respectfully request Protectolite Composites, Inc. be named as an equivalent, acceptable supplier for Specification Section 11336A Launder Cover Specifications.?

Answer 1: The supplied specification material lists Barcol Hardness value of 35, which is below the minimum value of 40 in the current project design specifications. Therefore, Protectolite Composites is not accepted as equal.

Attached to the end of this addendum are revised section 0300-3R-ADD2 and 00500-1R-ADD2.

The foregoing changes are hereby incorporated into the Bidding Contract Documents for the City of Ormond Beach – BID 2022-23 WRF Clarifier Improvements, for the City of Ormond Beach.

City of Ormond Beach, Florida

BID (Cont'd.)**CLARIFIER IMPROVEMENTS**
ORMOND BEACH, FLORIDA

BIDDER acknowledges that the quantities are not guaranteed, and final payment will be based on actual quantities determined as provided in the Contract Documents.

BIDDER agrees that the Work will be substantially completed within **280** calendar days after the date when the Contract Time commences to run and completed within **310** calendar days after the date when the Contract Time commences to run.

BIDDER recognizes that time is of the essence to complete this Project and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. The BIDDER also recognizes the delays, expense and difficulties involved in proving, in a legal or arbitration proceeding, the actual loss suffered by OWNER if the Work is not substantially complete on time. Accordingly, instead of requiring any such proof, OWNER has determined and BIDDER agrees to accept that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER Five Hundred Dollars (\$ 500) for each calendar day that expires after the time specified above for substantial completion until the Work is substantially complete. After substantial completion, if CONTRACTOR shall neglect, refuse, or fail to complete the remaining Work within the time specified above for completion and readiness for final payment or any proper extension thereof granted by OWNER, CONTRACTOR shall pay the OWNER an amount equal to all actual expenses incurred by the OWNER as a direct result of the CONTRACTOR'S negligence, refusal, or failure to so complete the remaining work. In the event the CONTRACTOR is terminated or abandons the work prior to the scheduled date for final completion, the CONTRACTOR may be liable for both liquidated damages attributable to delay and for excess completion costs.

6. The following documents are attached to and made a condition of this Bid:

- (a) Required Bid Security in the form of
 - (1) a certified check drawn in favor of the City of Ormond Beach in the amount of 5 percent of the total bid; or
 - (2) a Bid Bond in the amount of 5 percent of the total bid.
- (b) Equipment, Material, and Subcontractors List
- (c) All information required by the Trench Safety Act (Part VI, Chapter 553, Florida Statutes).
- (d) Drug Free Workplace Certificate
- (e) Conflict, Non-Conflict of Interest, Litigation Statement
- (f) Local Vendor Preference
- (g) Verification of Employment Status Using E-Verify System

7. Communications to the BIDDER concerning this Bid shall be addressed to:

00300-3R-ADD 2

SECTION 00500 FORM OF AGREEMENT

THIS AGREEMENT is by and between City of Ormond Beach, a Municipal Corporation in the State of Florida (hereinafter called OWNER) and

(hereinafter called CONTRACTOR)

The bid for this contract was approved by the City Commission on _____, 2022.

Article 1. WORK

CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The work consists of installing Launder covers and raising the launder troughs at the existing clarifiers NO.1,2,3, & 4 at Ormond Beach water reclamation facility (WRF).

The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows:

CLARIFIER IMPROVEMENTS BID NUMBER 2022-23

Article 2. ENGINEER

The Project has been designed by *Mead & Hunt, P.O. Box 290247 Port Orange, Florida* employed by OWNER who is hereinafter called ENGINEER and who will assume all duties and responsibilities and will have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

Article 3. CONTRACT TIME

3.1 The Work will be substantially completed within 280 calendar days after the date when the Contract Time commences to run as provided in paragraph 2.3 of the General Conditions and completed and ready for final payment in accordance with paragraph 14.10 of the General Conditions within 310 calendar days after the date when the Contract Time commences to run.

3.2 Liquidated Damages. OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by OWNER if the Work is not substantially complete on time. Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER Five Hundred Dollars (\$ 500.00) for each calendar day that expires after the time specified in paragraph 3.1

Addendum No. 3

July 8, 2022

TO: Perspective Bidders and Others Concerned

SUBJECT: Addendum #3 BID 2022-23 WRF Clarifier Improvements

TO ALL BIDDERS: You are requested to make all changes and/or additions contained in this Addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal may result in rejection of bid.

The following additional information is being provided in response to inquiries received.

Upon further review, Protectolite Composites, Inc will be an equivalent acceptable provider.

Due date for bids is now extended to Wednesday, July 13, 2022 at 1:30 PM, bids will be opened and read aloud in the Training Room (breezeway) at City Hall at that time. Bids received after 1:30 PM will be rejected.

The foregoing changes are hereby incorporated into the Bidding Contract Documents for the City of Ormond Beach – BID 2022-23 WRF Clarifier Improvements, for the City of Ormond Beach.

City of Ormond Beach, Florida



July 15, 2022

Mike Stephenson, P.E.
Utilities Engineer
City of Ormond Beach
501 N. Orchard Street
Ormond Beach, FL 32174

Email: mike.stephenson@ormondbeach.org

Hard Copy Mailed Only on Request

**RE: WRF CLARIFIER IMPROVEMENTS
BID NO. 2022-23**

Dear Mike,

The City received six (6) bids on the above referenced project on July 13, 2022. SGS Contracting Services of High Springs, Florida was the low bidder with a bid totaling \$546,700 (bid tabulation attached). SGS Contracting Services bid was found to be complete and responsive.

We have worked with SGS Contracting on projects of a similar nature in the past; therefore, we recommend that the City award this project, in its entirety, to SGS Contracting Services in the total bid amount of \$546,700.

Do not hesitate to contact the office if you have questions. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad T. Blais".

Brad T. Blais, P.E.
Project Manager

BTB:bf

Attachment: Bid Tabulation

cc: Alex Schumann, April Martti – City of Ormond Beach
Matt Guzinski – Mead & Hunt
Robert Hart – Purchasing Coordinator



BID OPENING TABULATION

Project: WRF Clarifier Improvements**Bid Number:** 2022-23**Date & Time:** July 13, 2022 1:30pm

Contractor	Addendum 1	Addendum 2	Addendum 3	Bid Bond	Contractor Totals
Razorback, LLC	x	x	x	y	\$1,230,000.00
Cain Enterprises	x	x	x	y	\$635,636.47
McMahan Construction	x	x	x	y	\$580,000.00
L7 Construction	x	x	x	y	\$577,000.00
Ferreira Construction	x	x	x	y	\$628,971.00
SGS Contracting	x	x	x	y	\$546,700.00
n	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00
0	0	0	0	0	\$0.00

Please Note: The bid proposals are currently being reviewed. All submittals accepted by the City of Ormond Beach are subject to the City's terms and conditions and any and all additional terms and conditions submitted by the bidders are rejected and shall have no force and effect. Bid documents from the bidders listed herein are the only submittals received timely as of the above opening date and time. All other bid documents submitted in response to this solicitation, if any, are hereby rejected as late.

Tabulated by: Robert Hart
Purchasing Coordinator

Opened by: Mike Stephenson
Utilities Engineer



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Shawn Finley, Public Works Director

Date: August 16, 2022

Subject: Sodium Hypochlorite Price Adjustment

Commission Goal: Water Quality and Environment - Other

Introduction

This is a request for a price adjustment for Sodium Hypochlorite (Chlorine) from Odyssey Manufacturing Co., associated with our existing agreement for chemicals used in water disinfection at the City's Water Treatment Plant (WTP) and Water Reclamation Facility (WRF). Sodium Hypochlorite is a critical chemical for providing disinfected drinking water and reclaimed water to the City.

Background

The City's Water and Wastewater Utilities Division is required to prepare bid specifications and contract conditions for chemicals delivered and utilized annually at the City's water and wastewater treatment facilities. As in the past, these contracts have been prepared by in-house staff and advertised at the discretion of the Utilities Manager. Staff prepared the bid documents for advertisement of the City's unique procurement conditions, chemical specifications, and insurance provisions for the types and quantities of products necessary for compliant plant operations. The bid documents specify a one-year agreement with an automatic renewal provision for two additional years.

Staff reviewed the bid submittal information and identified the lowest responsive bidder, Odyssey Manufacturing Co. (Odyssey), as meeting the requirements of the specifications for the supply of liquid Sodium Hypochlorite at a fixed unit price bid of \$0.525 per gallon delivered for the three-year period from Fiscal Year (FY) 2020-2021 through FY 2022-2023. A price increase was authorized in Resolution No. 2021-112 to increase the price from \$0.525/gallon to \$0.655.

The City currently utilizes Odyssey for supply and delivery of Sodium Hypochlorite for the WTP and WRF, and has been providing reliable chemical deliveries to the treatment plants. The agreement includes a contract time provision to allow for the agreement

NOT to renew each year upon written notice from either party.

Discussion

The agreement with Odyssey automatically renews for two (2) - one (1) year periods unless either party provides written notice of termination at least 90 days prior to the expiration of the current term, or September 30, 2022. While the agreement is still effective and can be renewed, per the agreement, the *“Contractor may request a rate adjustment subject only to changes in mutually-agreed, nationally recognized, indices (for example: Consumer Price Index), changes in the scope of work, changes in the location of land application sites, changes in energy or chemical costs, and changes in applicable laws, rules, regulations, or directives. Any change in the rates stated in subparagraph (a) shall be negotiated by the parties, and approved by the City Commission of the City, in its absolute discretion, in advance of the effective date of any such change. The maximum increase for any annual period shall be four (4%) percent which will only apply to the future year, increases will not be retroactive. The adjusted rate, if approved shall take effect on October 1, of the year in which approved”*; however, rising costs for this industry over the last year have escalated dramatically due to shortages in chlorine supply nationwide.

Included in the attached request for adjustment from Odyssey is a table representing all sodium hypochlorite contracts bid in the State of Florida this fiscal year. Also attached is the Product Price Index showing that prices for the raw materials have increased 107% for the last 24 months and 43.4% for the last 12 months. Odyssey has itemized production costs increases over the past year, and advised that they can no longer afford to supply and deliver Sodium Hypochlorite to the City at the current rate of \$0.655 per gallon and is requesting an 66.4% increase to \$1.09 to per gallon. Staff has researched recent bidding activity, and has found the increased price to be lower than bids submitted to municipalities across the State over the past four months.

Budget Impact

The cost for supply and delivery of Sodium Hypochlorite to the WTP and WRF has been allocated for in the budget and funded from the Water and Wastewater Fund (401).

Citizen Impact

Regulatory standards require certain chemicals be utilized to perform and enhance processes used for proper and reliable treatment of wastewater. Odyssey continues to supply Sodium Hypochlorite meeting the City’s qualification standards at a market competitive price.

Recommendation

Odyssey has been providing satisfactory service while honoring their contract rate through 2022, despite the escalation of costs. Therefore, staff recommends the City

Commission approve an increase in the rate of the Odyssey Manufacturing Co. agreement for supply and delivery of liquid Sodium Hypochlorite to \$1.09 per gallon, effective October 1, 2022.

Attachments:

- 22-103 Odyssey cost adj (P22-0117G) (PDF)
- Chlorine Price Adjustment Resolution - PPI Backup info (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/22/2022


Claire Whitley, Assistant City Manager 8/8/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

RESOLUTION NO. 2022-103

A RESOLUTION AUTHORIZING A COST INCREASE TO ODYSSEY MANUFACTURING CO. REGARDING THE PROVISION OF SODIUM HYPOCHLORITE UNDER ITB 2020-24; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, on August 18, 2020 by Resolution 2020-108, the City awarded a bid for chemicals (Bid No.2020-24) to several vendors for eleven different chemicals, and

WHEREAS, Odyssey Manufacturing Co. is the vendor providing sodium hypochlorite to the City at a cost of \$0.655 per gallon, and

WHEREAS, the bid allows the vendor to request a cost increase subject to changes in chemical costs, and the request by Odyssey cites an increase due to the cost of raw materials needed to manufacture sodium hypochlorite as evidenced by the Producer Price Index, and

WHEREAS, said increase, from \$.655/gallon to \$1.09/gallon will become effective on October 1, 2022, and

WHEREAS, City staff recommends that the request be approved by the City Commission, and the City Commission concurs with the staff recommendation, now therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The City Commission hereby authorizes a cost increase for the provision of sodium hypochlorite by Odyssey Manufacturing Co. from \$.655/gallon to \$1.09/gallon. Said increase to become effective on October 1, 2022.

SECTION TWO. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 16th day of August, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk



July 3, 2022

Mr. Rob Hart
Purchasing Coordinator
City of Ormond Beach
301 Jefferson Street
Ormond Beach, FL 32174

Re: **SODIUM HYPOCHLORITE SUPPLY FOR FY 2023**

Encl: (1) Producer Price Index for Sodium Hypochlorite

Dear Rob,

As you know, Odyssey Manufacturing Company has been delivering sodium hypochlorite to your facilities under our current agreement which expires September 30, 2022, at a delivered price of \$.655 per gallon. For the upcoming fiscal year, we are forced to raise our pricing to the City of Ormond Beach Utility Department to a delivered price of \$1.09 per gallon through September 30, 2023. This price is guaranteed and would include delivery and there would continue to be no fuel surcharges. We would continue to guarantee normal deliveries on 48 hours notice and make emergency deliveries on shorter notice. Over the past twenty years of service, we have (1) never missed a delivery; (2) made several same day emergency deliveries; (3) made several deliveries with less than 24 hours notice per your request; (4) provided a superior quality product which is by far the best in the marketplace; and (5) installed several sodium hypochlorite systems at your facilities. We have ensured that your tanks were topped off for every hurricane and on several occasions over the past twenty plus years we were the only supplier who was able to make deliveries immediately after the hurricanes! Lastly, we have provided a significant amount of technical assistance over the past to the City of Ormond Beach.

As you are probably aware, chemical prices have been going through the roof the past two years as we are in a period of rampant inflation in this country. Attached is a current Producer Price Index (PPI) that encompasses sodium hypochlorite, and you can see that our costs have gone up 107% in the past two years and 43.4% the past twelve months. Our proposed increase is 66.4% over the past year and including last year's increase is 107% over the past two years (in hindsight we did not anticipate our costs would continue to go up so much in FY 2022). Specifically, we are paying \$600,000 per year more for property, medical and liability insurance over last year, \$1.2 million for electricity over last year, \$1 million in wage increases over last year (we wouldn't have any drivers otherwise), \$400,000 more for caustic soda than the year before, \$250,000 for hydrochloric acid from the year before and over \$2 million in fuel increases over last year (our tankers get 5 – 6 mpg). Despite these increases, we have honored our contractual commitments with the City of Ormond Beach. We have also been informed by many of our key suppliers that there are significant price increases that will be levied October 1, 2022.

A second barometer to look at with respect to our price increase is hypochlorite bids in the marketplace. The below table represents all of the bids in the State of Florida for sodium hypochlorite for this fiscal year. As you can see, the proposed increase is very reasonable and only the most recent of these bids contemplated the war in Ukraine and the massive impact on fuel pricing and inflation of the past several months. The Collier County pricing reflects the fact that the customer is willing to allow the suppliers to increase the price every quarter and they award two contracts so whoever is lower that quarter after the price increase gets the business for the upcoming quarter.

Bid Date	Utility	Annual Gallons	Allied	Odyssey
10/6/2021	City of Lakeland	90,000	0.830	0.870
10/26/2021	City of North Port	260,000	0.839	0.870
11/10/2021	St. Johns County	681,100	0.980	0.825
11/30/2021	City of Winter Haven	849,021	0.838	No Bid
12/17/2021	Collier County	2,000,000	0.780	0.855
12/29/2021	Valdosta, GA	900	1.490	2.050
1/18/2022	City of Dunedin	220,000	1.080	0.880
1/21/2022	Hillsborough County	4,151,000	0.829	0.980
2/9/2022	City of Edgewater	116,000	1.100	0.900
3/2/2022	Peace River Manasota Coop	750,000	0.878	No Bid
4/15/2022	Manatee County	2,700,000	0.869	1.200
4/18/2022	Sarasota County	1,430,000	1.120	1.020
4/27/2022	Collier County Aquatic Facilities	109,500	No Bid	1.250
6/8/2022	Okeechobee County Aquatic Center	25,000	No Bid	1.45
6/10/2022	City of New Port Richey	320,000	0.988	1.45
6/23/2022	Emerald Coast Utilities	500,000	1.22	1.40

Thank you for your consideration. We appreciate your business and look forward to continuing to serve your bulk sodium hypochlorite needs in the future. Please do not hesitate to contact me at (800) ODYSSEY or cellular (813) 335-3444 if I can be of further assistance.

Sincerely,

Patrick H. Allman
General Manager



Databases, Tables & Calculators by Subject

Change Output Options: From: 2012 ▼ To: 2022 ▼

☐ include graphs ☐ include annual averages[More Formatting Options](#) ➡

Data extracted on: May 30, 2022 (4:48:04 PM)

PPI Industry Data

Series Id: PCU325180325180S

Series Title: PPI industry data for Other basic inorganic chemical manufacturing-Secondary products, not seasonally adjusted

Industry: Other basic inorganic chemical manufacturing

Product: Secondary products

Base Date: 201012

Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2012	99.8	102.7	102.7	102.7	102.7	102.7	102.4	102.3	102.3	102.3	102.4	102.4
2013	102.8	102.3	102.6	102.2	102.0	101.5	101.7	101.6	102.3	102.3	102.3	102.4
2016											109.3	109.7
2017	110.9	111.1	111.0	111.8	113.7	114.1	113.8	118.8	119.4	121.0	121.5	121.6
2018	123.3	123.8	123.9	123.6	127.6	127.6	131.5	131.5	131.5	131.5	128.3	128.3
2019	130.9	130.9	134.0	133.9	117.3	117.3	117.3	108.7	108.7	108.7	107.1	107.1
2020	109.4	109.4	109.4	109.4	109.4	109.4	108.2	107.7	107.7	144.0	156.0	156.0
2021	154.1	154.1	154.1	158.3	176.4	176.4	181.197	183.702	183.717	181.729	186.468	189.374
2022	187.089(P)	193.115(P)	200.486(P)	227.001(P)								

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

Fast 24 months

$$\frac{227.001 - 109.4}{109.4} = 107\%$$

Fast 12 months

$$\frac{227.001 - 158.3}{158.3} = 43.4\%$$

U.S. BUREAU OF LABOR STATISTICS Postal Square Building 2 Massachusetts Avenue NE Washington, DC 20212-0001

Telephone: 1-202-691-5200 Telecommunications Relay Service: 7-1-1 www.bls.gov [Contact Us](#)



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Loretta Moisio, Grants Coordinator

Date: August 16, 2022

Subject: FY 2021 Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide Funds Distribution

Commission Goal: Governance - Other

Introduction

This is a request for the City Commission to approve the recommended distribution of \$139,627 of federal fiscal year 2021 Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide program funds for two (2) substance abuse, crime prevention, and justice assistance programs within Volusia County, and planning and evaluation.

Background

Grant regulations require approval of the funding distribution by the majority of all local governments within the County. In an email dated July 25, 2022, Mayor Partington received notification of the requested distribution letters from a majority of Volusia County municipalities with a requested return date of no later than August 19, 2022.

Discussion

Below is the complete distribution list which has been recommended by Volusia County Community Assistance.

Sub-award Recipient	Contractor & Title of Project	Amount
County of Volusia	SMA Healthcare, Inc. - Adult Drug Court Program	\$105,522
County of Volusia	The House Next Door - Success by Design Program	\$ 34,105
	Total	\$139,627

Budget Impact

There is no budget impact to the City.

Citizen Impact

The programs selected are County-wide programs run by non-profit agencies which assist citizens in need throughout Volusia County.

Recommendation

It is recommended that the City Commission approve the proposed Volusia County distribution of \$139,627 as recommended and approve the attached letter for the Mayor's signature.

Attachments:

- 51% Letters_Ormond Beach (PDF)
- Mayor Partington Letter Countywide JAG Distribution August 2022 (PDF)
- Fwd_ Volusia County-JAG FY 2021_22 51% Letters (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/27/2022


Claire Whitley, Assistant City Manager 8/5/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

July 25, 2022

Mr. Clyde Smith, FCCM
 Government Operations Consultant I
 Florida Department of Law Enforcement
 Office of Criminal Justice Grants
 PO BOX 1489
 Tallahassee, FL 32302

Dear Mr. Smith:

In compliance with State of Florida Rule 11D-9, F.A.C., the City of Ormond Beach approves the distribution of \$139,627 of Federal Fiscal Year 2021 Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide program for the following projects within Volusia County.

Sub-award Recipient	Contractor & Title of Project	Amount
County of Volusia	SMA Healthcare, Inc. - Adult Drug Court Program	\$105,522
County of Volusia	The House Next Door - Success by Design Program	\$34,105
	Total	\$139,627

Sincerely,

Honorable Mayor Bill Partington
 City of Ormond Beach

Date



CITY OF ORMOND BEACH

22 S. Beach St. Ormond Beach, FL 32174 (386) 676-3204 • Fax: (386) 676-3330
bill.partington@ormondbeach.org

Bill Partington
MAYOR

July 25, 2022

Mr. Clyde Smith, FCCM
Government Operations Consultant I
Florida Department of Law Enforcement
PO Box 1489
Tallahassee, Florida 32302

Dear Mr. Smith:

In compliance with State of Florida Rule 11D-9, F.A.C., the City of Ormond Beach approves the distribution of \$139,627 of Federal Fiscal Year 2021 Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide program for the following projects within Volusia County.

Sub-award Recipient	Contractor & Title of Project	Amount
County of Volusia	SMA Healthcare, Inc. – Adult Drug Court Program	\$105,522
County of Volusia	The House Next Door – Success by Design Program	\$ 34,105
	Total	\$139,627

Sincerely,

Bill Partington
Mayor

Date



Visit our website: www.ormondbeach.org

From: [Partington, Bill](#)
To: [Shanahan, Joyce](#); [Dauderis, Susan](#); [Moisio, Loretta](#); [Godfrey, Jesse](#)
Subject: Fwd: Volusia County-JAG FY 2021/22 51% Letters
Date: Monday, July 25, 2022 5:19:05 PM
Attachments: [51% Letters_Ormond Beach.pdf](#)

Sent from my iPad

Begin forwarded message:

From: Antoinette Cannon <ACannon@volusia.org>
Date: July 25, 2022 at 4:51:51 PM EDT
To: "Partington, Bill" <Bill.Partington@ormondbeach.org>, "Shanahan, Joyce" <Joyce.Shanahan@ormondbeach.org>
Subject: Volusia County-JAG FY 2021/22 51% Letters

[External Email-Use Caution] - OB/IT Helpdesk

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon,

The County has been notified that we are eligible to receive funding from the FY 2021/22 share of the Edward Byrne Memorial Justice Assistance Grant (JAG) County-wide funds that were released by the Florida Department of Law Enforcement (FDLE) in July 2022. In order to submit nonprofit agencies applications for this funding the County must receive approval from 51% of cities located within Volusia County.

The JAG program focuses on providing funding to municipalities to improve the criminal justice system through one or more purpose areas. This includes, but is not limited to, programs focused on law enforcement, prosecution/court, prevention/education, drug treatment and enforcement programs. The County of Volusia is recommending the funds be allocated to the non-profits SMA Healthcare, Inc. and the House Next Door, Inc.

Grant regulations require approval of the funding distribution by the majority of all local governments within the county. *Two original letters* are required for submission from the county along with an application from each contractor. Attached is a sample letter certifying your city approves of the recommended allocation of funds to SMA Healthcare, Inc. and the House Next Door.

To comply with submission requirements, please complete the following:

1. Copy or re-type the attached sample letter onto your city's letterhead
2. Each letter must be signed and dated by the Chief Elected Official; the Mayor
3. Return **TWO original letters** to the County of Volusia, Division of Community Assistance, Attention: Antoinette Cannon, 110 West Rich Avenue, DeLand, FL

32720

Due to submission deadline constraints, we are requesting that the **two original letters** be returned by **August 19, 2022**. If you anticipate a delay in executing and returning the letters, please contact me at (386)736-5955 extension # 12962 or email at acannon@volusia.org. Thank you for your assistance in this matter.

Respectfully,

Antoinette Cannon

Administrative Coordinator II

Community Assistance

110 West Rich Avenue

Deland, FL 32720

Office: 386-736-5955 Ext. 12962

Email: ACannon@volusia.org



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Kelly McGuire, Finance Director

Date: August 16, 2022

Subject: Auto Renewal Contract - Interactive Voice Response System

Commission Goal: Quality of Life - Other

Introduction

This is a disposition item notifying the City Commission of staff's intent to permit the automatic renewal of the City's contract with Selectron Technologies, Inc.

Background

Several of the City's contracts allow for automatic renewal after the initial term of the contract. The amended purchasing policies require the contract manager to provide a written justification to renew to the Finance Director and Purchasing Coordinator for review and approval. For contracts in excess of \$25,000, notification of the intended disposition of these contracts is also provided to the City Commission.

Discussion

On September 9, 2015, through Resolution No. 2015-172, the City Commission awarded a contract to Selectron Technologies, Inc. for an Interactive Voice Response System (IVR) that provides professional, user-friendly call flow for utility billing inquiries. Users will always have access to the main menu of the IVR, as well as transfers to Customer Service Representatives (CSRs). The IVR also features intelligent monitoring for helping users that are having trouble entering data. For example, after three failed attempts to enter an account number, the caller will automatically be transferred to a CSR.

In addition, the IVR System provides customers the ability to call 24 hours a day, seven days a week, to obtain important utility billing account information and make utility payments.

Citizen Impact

Annually, 24,000 citizens utilize this system for various utility billing services while more than \$2.8 million in revenue is collected. This system has been a tremendous success as it has provided citizens an additional way to pay their utility bill and check on their account balance.

Budget Impact

The annual renewal is \$18,210 and funding is available through the Utility Billing Operating Fund 401.

Recommendation

This item serves as public notification of the intent to renew the aforementioned contract for an additional year; unless otherwise directed by the City Commission.

Attachments:

- 2022 Renewal (PDF)
- Contract (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/22/2022


Claire Whitley, Assistant City Manager 8/5/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022



Service Renewal

12323 SW 66th Avenue
Portland, OR 97223

Date	Renewal #
7/14/2022	4640

Bill To:

Accounts Payable
City of Ormond Beach
PO Box 277
Ormond Beach, FL 32175-027

Renew Before

9/15/2022

Description	Rate	Amount
Renewal for Relay Utility 10/01/2022 - 09/30/2023 PremierPro Support Services for IVR System	18,210.00	18,210.00
A/R Contact - Sara Engel (503) 597-3304 sengel@Selectron.com		Subtotal 18,210.00
		Sales Tax (0.0%) \$0.00
Remit Payment To: Selectron Technologies, Inc. 12323 SW 66th Avenue Portland, OR 97223		Total 18,210.00



PROFESSIONAL SERVICES AGREEMENT

This Professional Services Agreement (the "Agreement") is entered into by and between **Selectron Technologies, Inc.**, an Oregon corporation and its successors and assignees (collectively, "Company") and the City of Ormond Beach, Florida, (the "Customer").

1. Engagement of Services.

Subject to the terms and conditions of this Agreement, Company will render the services set forth in the Scope of Work attached to this Agreement as Exhibit A and B (the "Project" or the "Services"). Exhibit A outlines the services to be provided, any associated products, and the prices. Exhibit B provides a detailed description of the services, and any associated products, to be provided under this Agreement. From time to time, the parties may enter into additional Scopes of Work, in substantially the same form as that set forth in Exhibits A and B, for additional Services. The manner and means by which Company chooses to complete the Project are in Company's sole discretion and control. Customer will, at its sole expense, make its facilities and equipment available to Company when necessary. Company, in its sole discretion, may have the Services performed by a third party/independent contractor, provided that any such third party/independent contractor agrees in writing to the terms of this Agreement.

2. Hardware.

Pursuant to this Agreement, and in combination with any Company software (which shall be licensed pursuant to a separate software license agreement), Company shall provide Customer with third-party hardware solely for use with Company Software (the "Hardware", as set forth in Exhibit A and/or B). As between Customer and Company, Company shall maintain ownership of the Hardware and all rights, titles, and interest therein, until Customer has paid the entire Fee, as described in Section 3.1 below. While the Fee is being paid, Customer shall have a limited, non-transferable, and revocable license to use the Hardware solely in connection with Customer's use of the software. Once Customer has paid the entire Fee, Customer shall own the Hardware (but Customer shall not own the Company software under any circumstances). Customer agrees that, until the entire Fee is paid, Customer shall be responsible for the cost of the Hardware if damaged (normal wear and tear excluded) while in Customer's possession or under its control. Customer acknowledges and agrees that nothing in this Agreement shall be interpreted or construed to affect the terms and conditions under which Customer uses the Company software.

Customer is entitled to all third-party manufacturer warranties as they apply to the specific Hardware provided. Manufacturer warranty dates are based solely on the specific manufacturer terms and conditions. Customer acknowledges and agrees that Company shall have no obligations regarding the manufacturer

warranties of the Hardware, and that Company expressly disclaims all warranties with respect to the Hardware, except for the warranty in Section 6.3 below.

3. Compensation.

3.1 Standard Compensation.

Customer will pay Company a fee for services rendered under this Agreement as set forth in the Project(s) undertaken by Company, which fee shall also cover use of the Company software (licensed under a separate software license agreement) and use of the Hardware (the "Fee"). Customer shall be responsible for all expenses incurred, that are set forth in Exhibit A of this Agreement. Customer will also be responsible for all expenses, with prior written approval, outside of those listed in Exhibit A of this Agreement. Upon termination of this Agreement for any reason, Company will be paid the Fee and expenses on a proportional basis as stated in the Scope of Work for work which is then in progress, to and including the effective date of such termination. Unless other terms are set forth in the Scope of Work for work which is in progress, Customer will pay Company for Services and will reimburse Company for previously approved expenses within thirty (30) days of the date of Company's invoice.

3.2 Change Requests.

Customer agrees to the Scope of Work as set forth in Exhibits A and B. If Customer requests a reduction in the scope, as set forth in Exhibit A or B, or any future Scopes of Work agreed upon by the parties, and such request is made after Company has committed resources to the Project under the given Scope of Work, Customer agrees to pay the full amount set forth in Exhibit A (or the applicable Scope of Work). However, if, during the course of a Project, Customer wishes to increase or modify the Scope of Work (other than a proposed reduction in the amount of Services to be provided), Company shall provide Customer with a modified fee estimate. If Customer accepts the modified estimate, Company will perform the Project according to the modified specifications after the parties sign a new Scope of Work or after Customer issues a purchase order for the modified Project (provided that the terms and conditions of such purchase order will not modify this Agreement or have any force or effect). If Customer rejects the modified estimate, Company shall have no obligation to perform the modified Project, and the parties agree that Company will continue to provide the Services, as originally set forth in the Scope of Work, and Customer will

continue to pay the Fee, as originally set forth in the Scope of Work.

4. Independent Contractor Relationship.

Company's relationship with Customer will be that of an independent Contractor and nothing in this Agreement should be construed to create a partnership, joint venture, or employer-employee relationship. Customer is not an agent of Company and is not authorized to make any representation, contract, or commitment on behalf of Company, or to bind Company in any way. Company is not an agent of Customer and is not authorized to make any representation, contract, or commitment on behalf of Customer, or to bind Customer in any way. Company will not be entitled to any of the benefits, which Customer may make available to its employees, such as group insurance, profit sharing or retirement benefits.

5. Proprietary Information.

During the Term of this Agreement and after the termination of this Agreement, the parties will take all steps reasonably necessary to hold the other party's Proprietary Information in confidence, will not use the other party's Proprietary Information in any manner or for any purpose not expressly set forth in this Agreement, and will not disclose any such Proprietary Information to any third party without the disclosing party's express prior written consent. "Proprietary Information" includes, but is not limited to (a) trade secrets, inventions, ideas, processes, formulas, source and object codes, data, other works of authorship, know-how, improvements, discoveries, developments, designs and techniques; and (b) information regarding plans for research, development, new products, marketing and selling, budgets and unpublished financial statements, licenses, prices and costs, suppliers and customers; and (c) information regarding the skills and compensation of employees. Nothing will be considered to be Proprietary Information if (1) it is readily available to the public other than by a breach of this Agreement; (2) it has been rightfully received by the receiving party from a third party without confidential limitations; (3) it has been independently developed by the receiving party without reference to or use of the disclosing party's Proprietary Information; or (4) it was rightfully known to the receiving party prior to its first receipt from the disclosing party. The receiving party shall be entitled to disclose the disclosing party's Proprietary Information if required by law or a judicial order; provided that the receiving party first provides prompt notice of the required disclosure to the disclosing party, and complies with any protective or similar order obtained by the disclosing party limiting the required disclosure.

6. Representations and Warranties; Warranty Disclaimer.

6.1 Customer represents and warrants that (a) it has full right and power to enter into and perform its obligations under this Agreement, and (b) it will take all reasonable precautions to prevent injury to any persons (including employees of Company) or damage to Company's property during the Term of this Agreement.

6.2 Company represents and warrants that (a) it has full right and power to enter into and perform its obligations under this

Agreement, and (b) it will take all reasonable precautions to prevent injury to any persons (including employees of Customer) or damage to Customer's property during the Term of this Agreement.

6.3 Company warrants that any Hardware provided pursuant to this Agreement shall operate in good working order for a period of one (1) year from Contract Execution Date, as that term is defined in Exhibit A of the PremierPro Support and Maintenance Agreement. Any changes or modifications to the Hardware by any person other than Company, or any combination of the Hardware with other materials by any person other than Company, voids this limited warranty. This limited warranty is also void if failure of the Hardware results from transportation, neglect, misuse, or misapplication of the Hardware by any person other than Company; from any accident beyond Company's control; from use of the Hardware not in accordance with this Agreement or documentation provided in connection with the Hardware; or from Customer's failure to provide a suitable environment for the Hardware.

6.4 The express warranties in Sections 6.2 and 6.3 above are lieu of all other warranties, express, implied or statutory, arising from or related to this Agreement and any hardware provided to Customer hereunder, including, but not limited to, any implied warranties of merchantability, fitness for a particular purpose, title, and non-infringement of third party rights. Customer acknowledges that it has relied on no warranties other than the express warranties in Sections 6.2 and 6.3 of this Agreement. Except for the express warranty in Section 6.3 of this Agreement, Company provides the Services and Hardware to Customer "as is" and "as available," and Company does not warrant that the Services or Hardware will be uninterrupted or error free, and Company hereby disclaims any and all liability in connection therewith. This warranty disclaimer is made regardless of whether Company knows or has reason to know of Customer's particular needs. No Company employee, agent, dealer, or distributor of Company is authorized to modify this limited warranty, or make any additional warranties, whether orally, in writing, or otherwise. This Section 6.4 shall be enforceable to the fullest extent permitted by applicable law.

7. Customer Remedies; Limitation of Liability.

7.1 If Customer finds what it reasonably believes to be a failure of the Hardware to conform to the limited warranty in Section 6.3 of this Agreement, and provides Company with a written report that describes such failure in sufficient detail to enable Company to reproduce or understand such failure, Company and its suppliers' entire liability and Customer's exclusive remedy for breach of the limited warranty in Section 6.3 regarding the Hardware, is for Company to use commercially-reasonable efforts to correct or provide a workaround for the failure at no additional charge to Customer. If, in Company's sole discretion, it provides replacement Hardware, the replacement Hardware will be warranted in accordance with the provisions of this Agreement for the remainder of the original warranty period or thirty (30) days, whichever is longer. Outside the United States, neither these remedies nor any

product support services offered by Company are available without proof of purchase from an authorized non-U.S. source.

7.2 TO THE MAXIMUM EXTENT PERMITTED BY LAW, IN NO EVENT WILL COMPANY BE LIABLE FOR ANY CONSEQUENTIAL, INDIRECT, EXEMPLARY, PUNITIVE, SPECIAL, OR INCIDENTAL DAMAGES, INCLUDING BUT NOT LIMITED TO, ANY LOST DATA AND LOST PROFITS, ARISING FROM OR RELATING TO THIS AGREEMENT, THE SERVICES PROVIDED OR CONTEMPLATED HEREUNDER, AND THE HARDWARE AND RELATED DOCUMENTATION. COMPANY'S TOTAL CUMULATIVE LIABILITY IN CONNECTION WITH THIS AGREEMENT, THE SERVICES PROVIDED OR CONTEMPLATED HEREUNDER, AND THE HARDWARE AND RELATED DOCUMENTATION, WHETHER IN CONTRACT OR TORT OR OTHERWISE, WILL NOT EXCEED THE AMOUNT OF FEES ACTUALLY PAID TO COMPANY HEREUNDER IN THE TWELVE- (12-) MONTH PERIOD IMMEDIATELY PRECEDING THE ACTION THAT GAVE RISE TO THE CLAIM. CUSTOMER ACKNOWLEDGES THAT THE FEES REFLECT THE ALLOCATION OF RISK SET FORTH IN THIS AGREEMENT AND THAT COMPANY WOULD NOT ENTER INTO THIS AGREEMENT WITHOUT THESE LIMITATIONS ON ITS LIABILITY.

8. Indemnification.

Each party will indemnify and hold harmless the other party, its officers, directors, employees, and agents from any and all claims, losses, liabilities, damages, expenses and costs (including reasonable attorneys' fees and court costs) which result from third-party claims or allegations that arise out of a breach or alleged breach of any representation, warranty, or covenant set forth in this Agreement.

9. Network Security Disclaimer

9.1 Internet Security.

Company's products may include software that connects to the Internet. The software is designed to operate within Customer's secure network environment, and the software does not provide any mechanism for security or privacy. Specifically, the software relies fully on the Customer's security measures and implements no further security infrastructure. Company makes no representations or warranties to Customer regarding (i) the security or privacy of Customer's network environment; or (ii) any third-party technologies' or services' ability to meet Customer's security or privacy needs. These third-party technologies and services may include, but are not limited to, operating systems, database management systems, web servers, and payment processing services. Customer is solely responsible for ensuring a secure network environment.

9.2 Remote Access Security.

In order to enable code development, and Customer support and maintenance of the software (if purchased by Customer pursuant to a separate support and maintenance agreement), Company requires remote access capability. Remote access is normally provided by installing PC-Anywhere, ControlIT, or other industry standard remote access software. It may also be provided through a Customer solution such as VPN access. Regardless of what method is used to provide remote access, or

which party provides remote access software, it is Customer's responsibility to ensure that the remote access method meets Customer's security requirements. Company makes no representations or warranties to Customer regarding the remote access software's ability to meet Customer's security or privacy needs. Company also makes no recommendation for any specific package or approach with regard to security. Customer is solely responsible for ensuring a secure network environment.

9.3 Outbound Services Disclaimer.

Outbound services are intended to create additional methods of communication to Customer's employees who use the Software in support of existing processes. These services are not intended to replace all interaction with Customer's employees or become critical path. While the outbound services have been created with the best available tools and practices, they are dependent on infrastructure that is inherently not fail-proof, including but not limited to infrastructure such as software, computer hardware, network services, telephone services, and e-mail. Examples of situations that could cause failure include but are not limited to: down phone lines, all lines busy, equipment failure, email address changes, internet service disruptions. For this reason, while outbound services are valuable in providing enhanced communication, they are specifically not designed to be used as the sole method to deliver critical messages. Customer acknowledges that it is aware of the potential hazards associated with relying on an automated outbound service feature, when using the Software, and Customer acknowledges and agrees that it is giving up in advance any right to sue or make any claim against Company, and that Customer forever releases Company from any and all liability, if Customer, or Customer's employees, suffer injury or damage due to the failure of outbound services to operate, even though Customer does not know what or how extensive those injuries or damages might be.

10. Term and Termination.

10.1 Term.

This Agreement shall commence on the date of last signature below and shall continue until terminated (the "Term").

10.2 Termination.

(a) Either party may terminate this Agreement at any time that there is no uncompleted Project in effect upon fifteen (15) days' prior written notice to other party. Upon such termination by either party, all amounts owed to Company shall become immediately due and payable.

(b) The parties agree that Customer's failure to pay any undisputed Fees is a material breach of this Agreement. In the event of Customer's failure to pay or other material breach of this Agreement, Company may immediately terminate this Agreement, the Software License Agreement, and any other agreements between the parties, for cause, provided that Customer has failed to cure the breach within sixty (60) days' of receiving notice of such breach from Company. Upon such

termination, Customer shall immediately cease all use of the software and Hardware, and Company may terminate Customer's access to the software. Company may require that Customer return the Hardware to Company and/or allow Company access to Customer's facility to retrieve the Hardware. Such termination shall not relieve Customer of its obligation to immediately pay all amounts then due to Company.

11. Government Contracts.

11.1 In the event that Company shall perform Services under this Agreement in connection with any government contract in which Customer may be the prime contractor or subcontractor for a government contract, Company agrees to abide by all laws, rules and regulations relating to said government contract; provided that Customer provides a copy of the contract to Company prior to execution of this Agreement.

11.2 Company advises that, to the extent allowed by law, the resultant contract terms and pricing may be extended to other State of Florida jurisdictions, public entities, political subdivisions and government cooperative purchasing group(s) whose processing requirements, applications, specifications and standards coincide with the processing requirements, applications, specifications and standards herewith. The extension of this contract to any entity is at the sole discretion of Company. A qualified entity choosing to join this contract shall execute a separate contract with the specifications, pricing, terms and rights provided herewith, directly between the entity and Company, and shall commit a separate purchase order and pay for supplies and services by means of their individual accounting and purchasing departments. Any processing requirements, applications, specifications and/or standards not covered herewith will be developed and priced separately, based on the entity's additional requirements and specifications, and appended to the new resultant contract. The entity shall deal directly with Company concerning the placement of orders, invoicing, contractual disputes and all other matters. Failure to extend this contract to any entity shall have no effect on the consideration of Company's current bids or agreements.

12. General Provisions.

12.1 Governing Law; Jurisdiction.

This Agreement will be governed by and construed in accordance with the laws of the State of Florida, without reference to its conflicts of law provisions. The United Nations Convention on Contracts for the International Sale of Goods does not apply to and shall not be used to interpret this Agreement. Any action or proceeding arising from or relating to this Agreement must be brought in the federal or state court located in Volusia County, Florida.

12.2 Severability.

If any provision of this Agreement is unenforceable, such provision will be changed and interpreted to accomplish the objectives of such provision to the greatest extent possible under applicable law and the remaining provisions will continue in full force and effect. Without limiting the generality of the foregoing,

Customer agrees that Section 7 will remain in effect notwithstanding the unenforceability of any provision in Section 6.

12.3 Notices.

All notices, consents and approvals under this Agreement must be delivered in writing by courier, by electronic facsimile (fax), or by certified or registered mail (postage prepaid and return receipt requested) to the other party at the address set forth beneath such party's signature, and will be effective upon receipt or three (3) business days after being deposited in the mail as required above, whichever occurs sooner. Either party may change its address by giving notice of the new address to the other party.

12.4 Force Majeure.

Any delay in the performance of any duties or obligations of either party (except the payment of money owed) will not be considered a breach of this Agreement if such delay is caused by a labor dispute, shortage of materials, fire, earthquake, flood, or any other event beyond the reasonable control of such party, provided that such party uses reasonable efforts, under the circumstances, to notify the other party of the circumstances causing the delay, to mitigate the harm or damage caused by such delay, and to resume performance as soon as possible.

12.5 Attorneys' Fees.

In the event of a dispute between Customer and Company concerning this Agreement, the prevailing party in the litigation shall be entitled to recover its reasonable attorneys' fees and expenses from the other party.

12.6 Injunctive Relief.

A breach of any of the representations, warranties, or covenants contained in this Agreement will result in irreparable and continuing damage to Company for which there will be no adequate remedy at law, and Customer acknowledges and agrees that Company is therefore entitled to seek injunctive relief to restrain a breach or threatened breach of this Agreement or to specifically enforce this Agreement, without proving that any monetary damages have been sustained and without the requirement of posting a bond or other security. The foregoing equitable remedy will be deemed to be non-exclusive and in addition to all other remedies available at law or in equity. All rights and remedies are cumulative and may be exercised singularly or concurrently.

12.7 Survival.

Sections 5, 6.4, 7.2, 8, 9, 10, and 12 and the rights and obligations therein will survive termination of this Agreement for any reason.

12.8 Waiver.

All waivers must be in writing. Any waiver or failure to enforce any provision of this Agreement on one occasion will not be deemed a waiver of any other provision or of such provision on any other occasion.

12.9 Authority.

Any person executing this Agreement in a representative capacity in so signing this Agreement acknowledges his or her authority to do so and his or her authority to bind the entity on whose behalf the Agreement is signed.

12.10 Entire Agreement.

This Agreement and the attached Exhibits A and B, which are incorporated into and made a part of this Agreement by this reference, constitute the entire agreement between the parties regarding the subject hereof and supersedes all prior or contemporaneous agreements, understandings, and communication, whether written or oral. This Agreement may be amended only by a written document signed by both parties. The terms on any purchase order or similar document submitted by Customer to Company will not modify the terms and conditions of this Agreement or have any force or effect.

12.11 Counterparts.

This Agreement may be signed in one or more counterparts, each of which will be deemed to be an original copy of this Agreement, and, when taken together, shall be deemed to constitute one and the same agreement. Each party agrees that the delivery of this Agreement by facsimile transmission or by PDF attachment to an e-mail transmission will be deemed to be an original of the Agreement so transmitted and, at the request of either party, the other party will confirm facsimile or e-mail transmitted signatures by providing the original document.

[Signature Page Follows]

In Witness Whereof, the parties have caused this Agreement to be executed by their duly authorized representative.

Selectron Technologies, Inc.

By: Todd A. Johnston

Signed: [Signature]

Title: President

Date: 9/17/15

Address: 12323 66th Avenue

Portland, OR 97223

Customer:

By: [Signature]

Signed: Ed Kelley

Title: Mayor

Date: 9/9/15

Address: 22 S. Beach Street

Ormond Beach, FL 32174

ATTEST:

[Signature]
Joyce A. Shanahan
City Manager



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Kelly McGuire, Finance Director

Date: August 16, 2022

Subject: Capital Improvement Plan Fiscal Year 2022-2023 to Fiscal Year 2026-2027

Commission Goal: Quality of Life - Other

Introduction

This is a request for the City Commission to approve the five-year Capital Improvement Program (CIP).

Background

The CIP was presented to the City Commission at a workshop on June 7, 2022. Some agencies require a formally adopted capital improvement plan in order to be eligible for grant assistance. As such, staff is presenting the CIP to the City Commission for approval.

Discussion

At the Capital Improvement Plan workshop, staff was directed to proceed with the plan as presented. The attached plan includes two projects not presented at the workshop:

- Water Reclamation Disinfection Conversion (page 317)
- Septic to Sewer Conversion (page 318).

Notice of grant funding was received after the plan was prepared, necessitating the addition of these two projects. Both projects will be funded with State grant monies and wastewater impact fees.

If the City Commission desires to exclude either of these projects, staff should be provided such direction prior to the adoption of the Capital Improvement Plan.

Budget Impact

Projects scheduled in the CIP for FY 2022-2023 will be included in the proposed budget of the appropriate capital fund.

Citizen Impact

The CIP represents a substantial effort to identify and schedule capital investment for a multi-year period, and provides the Commission, staff, and the public with detailed project information, as well as recommended financing. The CIP represents projects of identified importance to the organization.

Recommendation

It is recommended that the City Commission accept the Capital Improvement Plan as presented, and approve the report as part of the consent portion of the agenda.

Attachments:

- Adopted FY 2022-23 CIP (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 6/23/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

City of Ormond Beach Florida



Adopted Capital Improvement Plan FY 2022-2023 to FY 2026-27



CITY OF ORMOND BEACH

August 16, 2022

Honorable Mayor Partington, City Commissioners and the Citizens of Ormond Beach

Enclosed is the Five-Year Capital Improvements Program (CIP) for the period FY 2022-23 through FY 2026-27 as required by Section 2-294 of the City Code of Ordinances. The Five-Year Capital Improvement Program totals \$70,466,754 with \$21,276,065 for FY 2022-23.

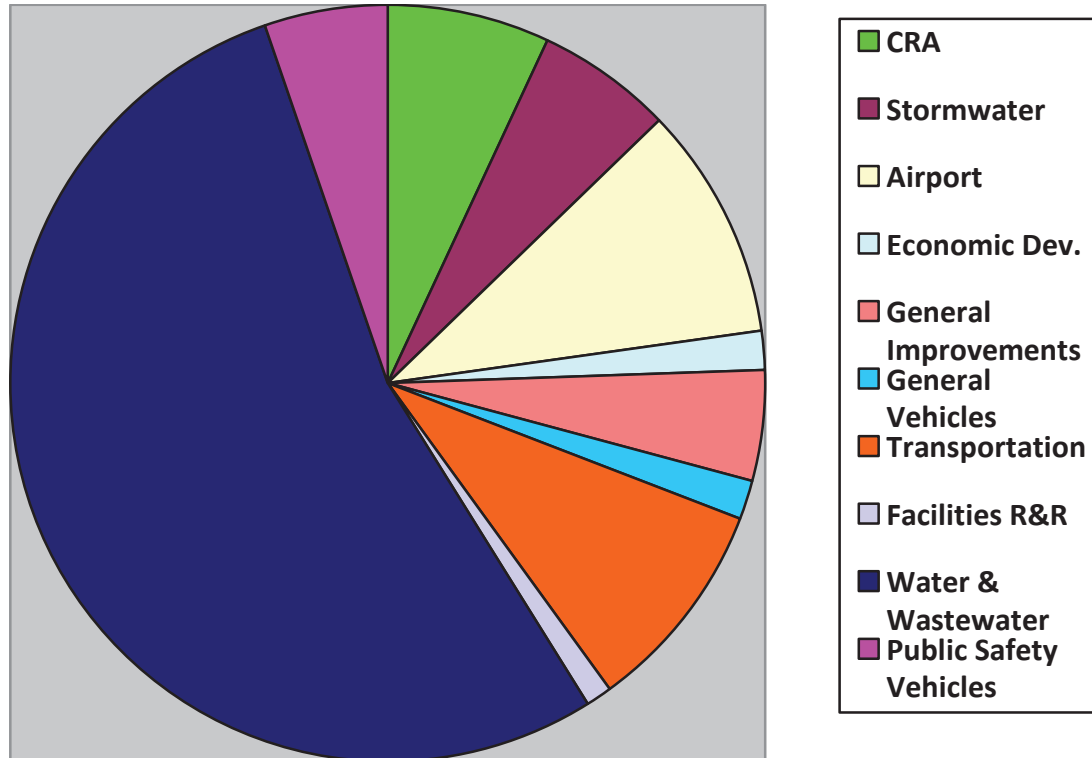
Projects included in the CIP reflect one or more of the following factors with maintenance or upgrade of existing facilities being the highest priority:

- ☐ Involves necessary or planned maintenance, renovation or construction of an existing facility, equipment or infrastructure.
- ☐ Reflects a prior multi-year commitment previously approved by the City Commission.
- ☐ Enhances the use or appearance of an existing facility or City-maintained public area.
- ☐ Included in a previous Master Plan or conceptual plan previously considered and endorsed or reviewed by the City Commission.

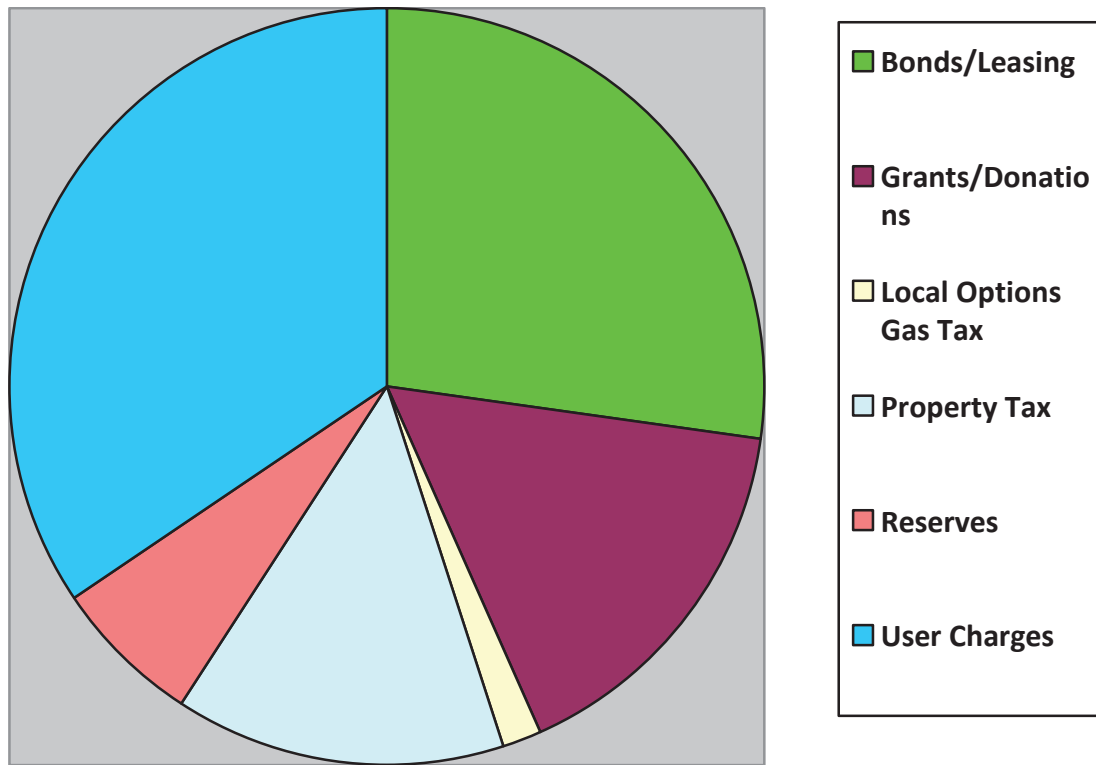
Property tax funded projects for General Capital Improvements, General Vehicle Replacements, Transportation and Facilities Renewal and Replacement are proposed with funding levels consistent with the current Long-term Financial Plan. No reduction in these amounts is being proposed.

Overview

The City's Five-Year Capital Improvements Program represents a substantial effort to identify and schedule capital investments for a multi-year period complete with a project description, justification and recommended financing for each project. The CIP reflects projects that have been identified as being essential to the organization. .



Category	Total
Community Redevelopment	\$4,514,989
Stormwater	3,850,000
Airport	6,747,780
Economic Development	1,112,000
General Improvements	3,101,115
General Vehicles	1,099,000
Public Safety Vehicles	3,444,000
Transportation	6,028,220
Facilities Renewal and Replacement	695,000
Water & Wastewater	39,874,650
TOTAL	\$70,466,754



Category	Total
Bonds/Leasing	\$17,947,500
Grants/Donations	12,673,498
Local Options Gas Tax	1,250,000
Property Tax	9,280,370
Reserves	4,270,236
User Charges	25,045,150
TOTAL	\$70,466,754

FY 2022-23 CIP Projects

Fund 104-Community Redevelopment

Downtown improvements are funded through property tax revenue which is expendable only within the downtown area. For FY 2022-23 the primary focus is the addition of an Electric Vehicle Charging station (\$70,000) and East Granada Utility Undergrounding (\$60,000).

Fund 107-Stormwater Drainage Improvements

FY 2022-23 projects include the continuation of the Stormwater Piping Replacement project (\$500,000), Stormwater Construction (\$250,000) and Vehicle Replacements (\$100,000).

Fund 110-Economic Development Improvement

Business Park Drive Phase II (\$1,112,000) is planned contingency upon funding from FDOT.

Fund 301-General Improvement Fund

Projects included for FY 2022-23 are North Ridgewood Avenue Sidewalks funded by CDBG funds (\$151,165), replacement of the Police Department roof (\$345,000), and the Performing Arts Center Renovations (\$1,630,000).

Fund 302-General Vehicle and Equipment Replacement

The FY 2022-23 plan includes the replacement of five Public Works vehicles and one Leisure Service vehicle (\$299,000).

Fund 305-Public Safety Vehicle and Equipment Replacement

The FY 2022-23 plan includes the replacement of six Patrol Vehicles, two Special Unit vehicles and one motorcycle (\$435,000) and the replacement of the Brush Truck (\$175,000). The plan also includes one Patrol Vehicle (\$55,000) for a newly added position. ***Equipment below the CIP threshold will be included as part of the annual operating budget.***

Fund 308-Transportation

Transportation projects include Neighborhood Traffic Calming (\$50,000), Railroad Crossings (\$100,000), Road Rehabilitation (\$750,000), Street Light and Traffic Signal Maintenance (\$109,400), Sidewalk Repairs & Replacements (\$302,500) and Opticom Equipment (\$60,000).

Fund 317-Facility Renewal and Replacement

For FY 2022-23, projects include Bailey Riverbridge Roof Replacement (\$45,000), Outdoor Fitness Station at Nova Community Center (\$97,000), Rental Pavilion Replacement at SONC (\$65,000) and Shell Parking Lot Refurbishment (\$51,000). ***Projects below the CIP threshold will be included as part of the annual operating budget.***

Fund 408-Water & Wastewater Vehicle and Equipment Replacement

The FY 2022-23 plan includes the replacement of four vehicles plus two additional vehicles for two newly added positions. (\$368,000).

Fund 409-Water and Wastewater System Improvements

FY 2022-22 includes annual recurring projects (\$2,958,000 total) such City-wide Meter Replacement, General Facility and System Upgrades, Lift Station Rehabilitation, Meter Installation, PEP Tank Replacement, Sanitary Sewer Inflow Infiltration (\$300,000) and Water Storage Tank Repairs. Non-recurring projects (\$6,374,000) include Reclaimed Water Storage, Shadow Crossings Reuse Pump Facility, Water Reclamation Facility, WTP Filter Media Replacement and WTP Replacement of Lime Softening Filters.

Fund 434 & 435-Water & Wastewater Impact Fees

The FY 2022-23 plan includes design of the Airport Road Reclaim Water Main (\$150,000), Hudson Wellfield Expansion Design (\$300,000), WRF Ultraviolet Disinfection (\$2,700,000) and Septic to Sewer Conversion (\$1,600,000).

Board Recommendations

The Quality of Life Board will review projects in the areas of Beautification, Recreation and Cultural Improvements and Facilities Renewal and Replacement on June 2nd.

The Aviation Advisory Board reviewed Airport projects within the CIP on May 23rd and voted unanimously to recommend the projects as presented.

Respectfully submitted,

Joyce A. Shanahan
City Manager

Projects by Funding Source

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
104-TIF							
EXPENDITURE							
26 Downtown: Electric Vehicle Charging	70,000	0	0	0	0	70,000	0
27 Downtown: Upgrades and Improveme	60,000	60,000	60,000	60,000	60,000	300,000	0
29 Downtown: Traffic calming	0	100,000	100,000	0	0	200,000	0
33 Downtown: Thompson Creek, Phase I	0	624,716	2,220,273	0	0	2,844,989	0
34 Downtown: Stormwater Improvement	0	0	0	1,100,000	0	1,100,000	0
TOTAL EXPENDITURES	130,000	784,716	2,380,273	1,160,000	60,000	4,514,989	0
FUNDING							
Property Taxes-TIF	130,000	222,472	382,028	860,000	60,000	1,654,500	0
Stormwater Charges	0	0	0	300,000	0	300,000	0
TPO (Grant Pending)	0	562,244	1,998,245	0	0	2,560,489	0
TOTAL FUNDING	130,000	784,716	2,380,273	1,160,000	60,000	4,514,989	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>106-Ormond Crossings</u>							
EXPENDITURE							
38 Ormond Crossings Road Improvemen	0	0	0	0	0	0	225,000
TOTAL EXPENDITURES	0	0	0	0	0	0	225,000
FUNDING							
Property Taxes-TIF	0	0	0	0	0	0	225,000
TOTAL FUNDING	0	0	0	0	0	0	225,000

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>107-Stormwater</u>							
EXPENDITURE							
40 Stormwater Piping	500,000	500,000	500,000	500,000	500,000	2,500,000	0
43 Stormwater Construction	250,000	250,000	250,000	250,000	250,000	1,250,000	0
44 Vehicle Replacement-Stormwater	100,000	0	0	0	0	100,000	0
TOTAL EXPENDITURES	850,000	750,000	750,000	750,000	750,000	3,850,000	0
FUNDING							
Stormwater Charges	850,000	750,000	750,000	750,000	750,000	3,850,000	0
TOTAL FUNDING	850,000	750,000	750,000	750,000	750,000	3,850,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>108-Airport</u>							
EXPENDITURE							
48 Airport Wildlife Mitigation & Security	0	58,500	2,762,500	242,500	0	3,063,500	0
50 Rehabilitate Taxiway Bravo Apron &	0	160,000	2,500,000	0	0	2,660,000	0
53 Rehabilitate, Mark and Light Taxiway	0	0	150,000	814,280	0	964,280	0
55 Airport Tower Handrail Replacement	0	0	60,000	0	0	60,000	0
TOTAL EXPENDITURES	0	218,500	5,472,500	1,056,780	0	6,747,780	0
FUNDING							
Airport Fund	0	0	3,000	16,286	0	19,286	0
FAA	0	144,000	4,871,250	732,852	0	5,748,102	0
FDOT	0	59,600	433,000	259,142	0	751,742	0
General Fund Reserves	0	14,900	165,250	48,500	0	228,650	0
TOTAL FUNDING	0	218,500	5,472,500	1,056,780	0	6,747,780	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>110-Economic Development</u>							
EXPENDITURE							
58 Business Park Drive Phase II	1,112,000	0	0	0	0	1,112,000	0
TOTAL EXPENDITURES	1,112,000	0	0	0	0	1,112,000	0
FUNDING							
ED Fund Reserves	411,000	0	0	0	0	411,000	0
FDOT	400,000	0	0	0	0	400,000	0
General Fund Reserves	301,000	0	0	0	0	301,000	0
TOTAL FUNDING	1,112,000	0	0	0	0	1,112,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
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301-General Improvement Fund

EXPENDITURE

62	CDBG North Ridgewood Avenue East	151,165	0	0	0	0	151,165	0
65	Police Department Roof	345,000	0	0	0	0	345,000	0
68	Performing Arts Center Renovations	1,630,000	0	0	0	0	1,630,000	0
69	Station Alerting	0	240,000	0	0	0	240,000	0
71	OBSC Access and Drainage	0	0	484,950	0	0	484,950	0
74	Fire Station 91 & 93 Generator	0	0	0	250,000	0	250,000	0
75	Andy Romano Shade Structure & Fab	0	0	0	0	0	0	116,205
78	City Hall Access Control	0	0	0	0	0	0	100,000
79	Central Park Trail Systems	0	0	0	0	0	0	838,880
83	Engineering Planning Renovation	0	0	0	0	0	0	100,000
84	Fiber Optic Connectivity	0	0	0	0	0	0	620,000
85	Nova Field #1	0	0	0	0	0	0	1,232,000
86	Nova LED Baseball Lighting	0	0	0	0	0	0	3,208,000
87	Nova Parking & Fitness Stations	0	0	0	0	0	0	901,300
90	OBSC LED Softball Quad Lighting	0	0	0	0	0	0	750,000
91	OBSC Parking	0	0	0	0	0	0	632,000
92	PAL House	0	0	0	0	0	0	350,000
94	Point to Point Wireless Upgrades	0	0	0	0	0	0	27,000
98	Police Impound Lot	0	0	0	0	0	0	150,000
99	SANS Replacement	0	0	0	0	0	0	125,000
101	Sports Complex Challenge Course	0	0	0	0	0	0	315,000
TOTAL EXPENDITURES		2,126,165	240,000	484,950	250,000	0	3,101,115	9,465,385

FUNDING

CDBG	151,165	0	0	0	0	151,165	0
Echo Grant	600,000	0	0	0	0	600,000	1,375,000
Friends of PAC Contribution	430,000	0	0	0	0	430,000	0
General Fund Reserves	600,000	0	0	0	0	600,000	0
Property Taxes-General CIP	345,000	240,000	484,950	250,000	0	1,319,950	0
To Be Determined	0	0	0	0	0	0	8,090,385
TOTAL FUNDING	2,126,165	240,000	484,950	250,000	0	3,101,115	9,465,385

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
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302-General Vehicle Replacement Fund

EXPENDITURE

104 Vehicle Replacement-General	299,000	200,000	200,000	200,000	200,000	1,099,000	0
TOTAL EXPENDITURES	299,000	200,000	200,000	200,000	200,000	1,099,000	0

FUNDING

Property Taxes-Vehicles	200,000	200,000	200,000	200,000	200,000	1,000,000	0
Vehicle Replacement Fund Reserves	99,000	0	0	0	0	99,000	0
TOTAL FUNDING	299,000	200,000	200,000	200,000	200,000	1,099,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
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305-Public Safety Vehicle & Equipment Fund

EXPENDITURE

108 Vehicle Replacement-Public Safety	490,000	435,000	435,000	435,000	435,000	2,230,000	0
119 Brush Truck Replacement	175,000	0	0	0	0	175,000	0
121 Bunker Gear Dryers	14,000	0	0	0	0	14,000	0
124 Quint Fire Apparatus	0	1,000,000	0	0	0	1,000,000	0
128 Brush Attack Apparatus	0	0	25,000	0	0	25,000	0
TOTAL EXPENDITURES	679,000	1,435,000	460,000	435,000	435,000	3,444,000	0

FUNDING

Lease Purchase	0	1,000,000	0	0	0	1,000,000	0
Property Taxes-Public Safety	449,000	435,000	435,000	435,000	435,000	2,189,000	0
Public Safety Fund Reserves	55,000	0	0	0	0	55,000	0
Public Safety Reserves	175,000	0	25,000	0	0	200,000	0
TOTAL FUNDING	679,000	1,435,000	460,000	435,000	435,000	3,444,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>308-Transportation</u>							
EXPENDITURE							
132 Neighborhood Traffic Calming	50,000	50,000	50,000	50,000	50,000	250,000	0
142 Opticom Equipment	60,000	65,000	50,000	0	0	175,000	0
145 Railroad Crossing	100,000	100,000	100,000	100,000	100,000	500,000	0
146 Road Rehabilitation	750,000	750,000	750,000	750,000	750,000	3,750,000	0
157 Sidewalk Repair and Replacement	302,500	217,800	112,000	112,000	112,000	856,300	0
159 Street Light Maintenance	26,400	25,520	24,640	19,360	0	95,920	0
162 Traffic Signal Maintenance	83,000	71,500	84,000	82,500	80,000	401,000	0
165 Fluhart Drive Roundabouts	0	0	0	0	0	0	367,600
169 Pineland Trail Roadway Improvement	0	0	0	0	0	0	5,761,250
185 US 1 North Sidewalk	0	0	0	0	0	0	1,995,300
202 Granada Street Lights	0	0	0	0	0	0	3,960,000
TOTAL EXPENDITURES	1,371,900	1,279,820	1,170,640	1,113,860	1,092,000	6,028,220	12,084,150
FUNDING							
Local Option Gas Tax	250,000	250,000	250,000	250,000	250,000	1,250,000	0
Property Taxes - Transportation	519,400	512,020	508,640	451,860	430,000	2,421,920	0
River to Sea TPO Grant Funding (pending)	0	0	0	0	0	0	4,770,315
To Be Determined	0	0	0	0	0	0	3,960,000
TPO Grant (pending)	0	0	0	0	0	0	2,066,490
Transportation Reserves	602,500	517,800	412,000	412,000	412,000	2,356,300	1,287,345
TOTAL FUNDING	1,371,900	1,279,820	1,170,640	1,113,860	1,092,000	6,028,220	12,084,150

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>317-Facilities Renewal and Replacement</u>							
EXPENDITURE							
204 Bailey Riverbridge Roof Replacement	45,000	0	0	0	0	45,000	0
206 Outdoor Fitness Station	97,000	0	0	0	0	97,000	0
211 Rental Pavilion Replacement	65,000	0	0	0	0	65,000	0
212 Shell Parking lot	51,000	51,000	51,000	51,000	51,000	255,000	0
215 Central Park 2 Overlook Replacement	0	40,000	0	0	0	40,000	0
218 OBSC Baseball Netting Replacement	0	70,000	0	0	0	70,000	0
219 Playground Equipment Replacement	0	40,000	0	0	0	40,000	0
220 Engineering Dept. Roof Replacement	0	0	0	48,000	0	48,000	0
221 PAC Box Office Roof Replacement	0	0	0	35,000	0	35,000	0
224 Firestation 91 Playground Replaceme	0	0	0	0	0	0	200,000
TOTAL EXPENDITURES	258,000	201,000	51,000	134,000	51,000	695,000	200,000
FUNDING							
Property Taxes-Facilities R&R	258,000	201,000	51,000	134,000	51,000	695,000	200,000
TOTAL FUNDING	258,000	201,000	51,000	134,000	51,000	695,000	200,000

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>408-Water and Wastewater Vehicle Repl.</u>							
EXPENDITURE							
226 Vehicle Replacement-Water & WWW	368,000	0	0	0	0	368,000	0
TOTAL EXPENDITURES	368,000	0	0	0	0	368,000	0
FUNDING							
Water & Sewer Charges	368,000	0	0	0	0	368,000	0
TOTAL FUNDING	368,000	0	0	0	0	368,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
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409-Water and Wastewater R and R (Annual)

EXPENDITURE

232 City-wide Meter Replacement	203,000	0	0	0	0	203,000	0
235 General Facility and System Upgrade	850,000	850,000	850,000	850,000	850,000	4,250,000	0
236 Lift Station Rehabilitation	585,000	400,000	300,000	250,000	250,000	1,785,000	0
239 Manhole Rehabilitation Program	150,000	150,000	150,000	150,000	150,000	750,000	0
240 Meter Installation	90,000	90,000	90,000	90,000	90,000	450,000	0
284 Pretreatment Effluent Pump Replace	180,000	180,000	180,000	180,000	180,000	900,000	0
243 Sanitary Sewer Inflow Infiltration	300,000	300,000	300,000	300,000	300,000	1,500,000	0
245 Water Storage Tank Repairs	600,000	0	0	0	0	600,000	0
TOTAL EXPENDITURES	2,958,000	1,970,000	1,870,000	1,820,000	1,820,000	10,438,000	0

FUNDING

Water & Sewer Charges	2,958,000	1,970,000	1,870,000	1,820,000	1,820,000	10,438,000	0
TOTAL FUNDING	2,958,000	1,970,000	1,870,000	1,820,000	1,820,000	10,438,000	0

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
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409-Water and Wastewater R and R (Capital)

EXPENDITURE

248 Reclaimed Water Storage	700,000	0	0	0	0	700,000	0
249 Shadow Crossings Reuse Pump Facil	240,000	0	0	0	0	240,000	0
253 Water Reclamation Facility	2,429,000	0	0	0	0	2,429,000	0
255 WTP Filter Media Replacement	155,000	0	0	0	0	155,000	0
257 WTP Replace Lime Softening Filters	2,850,000	0	0	0	0	2,850,000	0
259 Halifax River Force Main Crossing	0	152,000	1,407,500	0	0	1,559,500	1,057,000
261 Halifax River Reclaimed Main Crossin	0	156,400	1,251,000	0	0	1,407,400	0
263 Water Main Replacement	0	4,400,000	300,000	0	0	4,700,000	0
275 WRF Filter Modifications	0	0	320,000	4,310,000	0	4,630,000	0
276 Existing Wellfield Repairs	0	0	334,000	1,653,750	0	1,987,750	0
TOTAL EXPENDITURES	6,374,000	4,708,400	3,612,500	5,963,750	0	20,658,650	1,057,000

FUNDING

Bond Proceeds	5,279,000	4,400,000	2,958,500	4,310,000	0	16,947,500	1,057,000
Reuse Impact Fees	700,000	0	0	0	0	700,000	0
Water & Sewer Charges	395,000	308,400	654,000	1,653,750	0	3,011,150	0
TOTAL FUNDING	6,374,000	4,708,400	3,612,500	5,963,750	0	20,658,650	1,057,000

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>409-Water and Wastewater R and R (Other Requests)</u>							
EXPENDITURE							
278 Filter Structure Repurpose Project	0	0	0	0	0	0	650,000
279 New Reuse Ground Storage Tank	0	0	0	0	0	0	3,291,000
280 Ormond Crossings Pump Station	0	0	0	0	0	0	2,700,000
282 Ormond Crossings Transmission Mai	0	0	0	0	0	0	5,620,000
284 Pretreatment Structure Replacement	0	0	0	0	0	0	7,286,000
288 Relocation of SCADA Radios	0	0	0	0	0	0	40,000
289 Secondary Reclaimed Water Crossin	0	0	0	0	0	0	2,325,000
291 Septic to Sewer Conversion	0	0	0	0	0	0	1,600,000
292 WRF Effluent Pumping Improvements	0	0	0	0	0	0	1,100,000
294 WRF Fermentation Basin Upgrades	0	0	0	0	0	0	2,741,000
296 WRF Operations Bldg Remodel	0	0	0	0	0	0	735,000
298 WRF SCADA Improvements	0	0	0	0	0	0	969,000
300 WTP Chemical Feed System Upgrad	0	0	0	0	0	0	699,500
302 WTP SCADA Improvements	0	0	0	0	0	0	1,056,000
304 WTP Scrubbers and De-gasifiers Reh	0	0	0	0	0	0	1,625,500
306 WWTP Admin Building Roof Replace	0	0	0	0	0	0	60,000
308 WWTP Odor Control	0	0	0	0	0	0	669,000
310 WWTP Screw Pump Roof Modificatio	0	0	0	0	0	0	200,000
TOTAL EXPENDITURES	0	0	0	0	0	0	33,367,000
FUNDING							
To Be Determined	0	0	0	0	0	0	33,367,000
TOTAL FUNDING	0	0	0	0	0	0	33,367,000

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>433-Reuse Impact Fees</u>							
EXPENDITURE							
312 Airport Road Reclaim Water Main PH	150,000	1,100,000	0	0	0	1,250,000	1,230,500
TOTAL EXPENDITURES	150,000	1,100,000	0	0	0	1,250,000	1,230,500
FUNDING							
Reuse Impact Fees	150,000	1,100,000	0	0	0	1,250,000	1,230,500
TOTAL FUNDING	150,000	1,100,000	0	0	0	1,250,000	1,230,500

Page #	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
<u>434-Water Impact Fees</u>							
EXPENDITURE							
313 Hudson Wellfield Expansion	300,000	2,300,000	0	0	0	2,600,000	0
319 Utility Master Plan Update	0	260,000	0	0	0	260,000	0
TOTAL EXPENDITURES	300,000	2,560,000	0	0	0	2,860,000	0
FUNDING							
Wastewater Impact Fees	0	130,000	0	0	0	130,000	0
Water Impact Fees	300,000	2,430,000	0	0	0	2,730,000	0
TOTAL FUNDING	300,000	2,560,000	0	0	0	2,860,000	0
<u>435-Wastewater Impact Fees</u>							
EXPENDITURE							
317 WRF Ultraviolet Disinfection Conversion	2,700,000	0	0	0	0	2,700,000	0
318 Septic to Sewer Conversion	1,600,000	0	0	0	0	1,600,000	1,600,000
TOTAL EXPENDITURES	4,300,000	0	0	0	0	4,300,000	1,600,000
FUNDING							
State of Florida	2,032,000	0	0	0	0	2,032,000	1,600,000
Wastewater Impact Fees	2,268,000	0	0	0	0	2,268,000	0
TOTAL FUNDING	4,300,000	0	0	0	0	4,300,000	1,600,000
Grand Total	22,876,065	15,447,436	16,451,863	12,883,390	4,408,000	72,066,754	59,229,035



104-COMMUNITY REDEVELOPMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Downtown: Electric Vehicle Charging Stations

PROJECT#

104079

CATEGORY

Technology

FUND

104-TIF

PROJECT LOCATION

Citywide

MANAGEMENT

IT/Engineering

PROJECT SCOPE

Install 6 Charging Stations throughout the City in various high use City parking lots.

JUSTIFICATION

This allows the City to continue to be at the forefront of the Green initiative. By installing electric vehicle charging stations at strategic points throughout their communities, cities can provide a valuable service to EV driving residents and visitors. They can even use charging stations to encourage revitalization throughout the city – what was once a neglected parking lot can soon become a popular node on the EV charging network.

PROJECT COST METHODOLOGY

Engineer's estimate of probable cost.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Casements Station	35,000	0	0	0	0	35,000	0
City Hall Charging Stations	35,000	0	0	0	0	35,000	0
Total	70,000	0	0	0	0	70,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-TIF	70,000	0	0	0	0	70,000	0
Total	70,000	0	0	0	0	70,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Downtown: Upgrades and Improvements

PROJECT#

104057

CATEGORY

Community Redevelopment

FUND

104-TIF

PROJECT LOCATION

Downtown CRA District

MANAGEMENT

Engineering

PROJECT SCOPE

This category provides the necessary enhancements of existing or proposed improvements within the redevelopment area. This would include, but not be limited to, mast arm and decorative light pole upgrades, decorative light pole and fixture purchase, installation and upgrade of, wood decking and handrails, landscape, irrigation, signage and other public improvements.

JUSTIFICATION

The 2007 adopted Downtown Master Plan (pages 26 and 30) identified the need to retain, replace and/ or upgrade the public infrastructure and hardscape improvements that have been invested in the Downtown. This project provides funding to make improvements to the existing infrastructure with the CRA District.

PROJECT COST METHODOLOGY

Projects allocations and estimates are based on actual bids or quotations from past projects of similar scope of work.

EXPENDITURE

Enhancements

2022-23

2023-24

2024-25

2025-26

2026-27

Total
2022-23
to
2026-27Other
Requests
without
identified
funding
source

60,000

60,000

60,000

60,000

60,000

300,000

0

Total

60,000

60,000

60,000

60,000

60,000

300,000

0

REVENUE

Property Taxes-TIF

2022-23

2023-24

2024-25

2025-26

2026-27

Total
2022-23
to
2026-27Other
Requests
without
identified
funding
source

60,000

60,000

60,000

60,000

60,000

300,000

0

Total

60,000

60,000

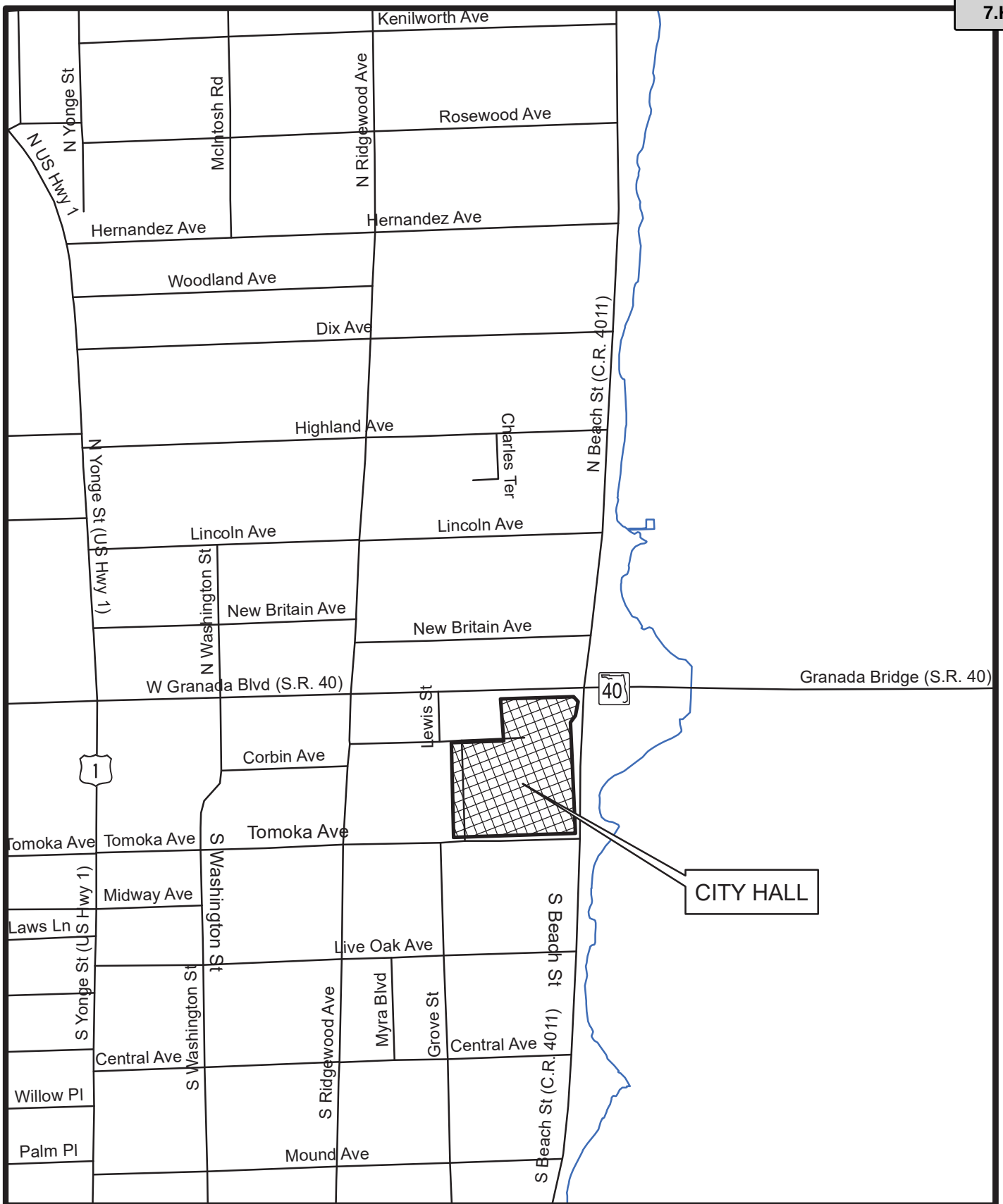
60,000

60,000

60,000

300,000

0



CITY HALL DOWNTOWN UPGRADES and IMPROVEMENTS

Prepared By: The City of Ormond Beach
G.I.S. Department - April 27, 2020



Not to Scale

CAPITAL PROJECT DETAIL

PROJECT TITLE

Downtown: Traffic calming

PROJECT#

104078

CATEGORY

Community Redevelopment

FUND

104-TIF

PROJECT LOCATION

CRA

MANAGEMENT

Engineering/Planning

PROJECT SCOPE

Implement traffic calming techniques throughout the CRA, including side streets

JUSTIFICATION

A common theme throughout the Downtown master plan update was the need to provide additional traffic calming measures. Under the Sense of Place & Appearance theme in the master plan, traffic calming and walkability enhancements were identified top priorities. FY22-23 seeks the installation of four radar feed back signs, two at each end of the Granada Bridge. The item is budgeted as an outer year project with specific improvements to be determined in the capital year which the expenditures would occur.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Traffic calming	0	100,000	100,000	0	0	200,000	0
Total	0	100,000	100,000	0	0	200,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-TIF	0	100,000	100,000	0	0	200,000	0
Total	0	100,000	100,000	0	0	200,000	0

City of Ormond Beach
4/1/2022

Downtown Traffic Calming

Project Notes: Project to include for FY 2022/2023 installation of raised pedestrian crosswalks and radar feedback signs in the Downtown CRA

Project Probable Cost

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$2,350.00	\$2,350
2	Raised Concrete Pedestrian Crossings	2	EA	\$11,500.00	\$23,000
3	Radar Feedback Signs	4	EA	\$4,500.00	\$18,000
4	Additional Signage	1	LS	\$2,000.00	\$2,000
5	Electric	1	LS	\$1,000.00	\$1,000
6	Restoration	1	LS	\$1,000.00	\$1,000
7	Permitting and fees	1	LS	\$0.00	\$0
8	Maintenance of Traffic	1	LS	\$2,000.00	\$2,000

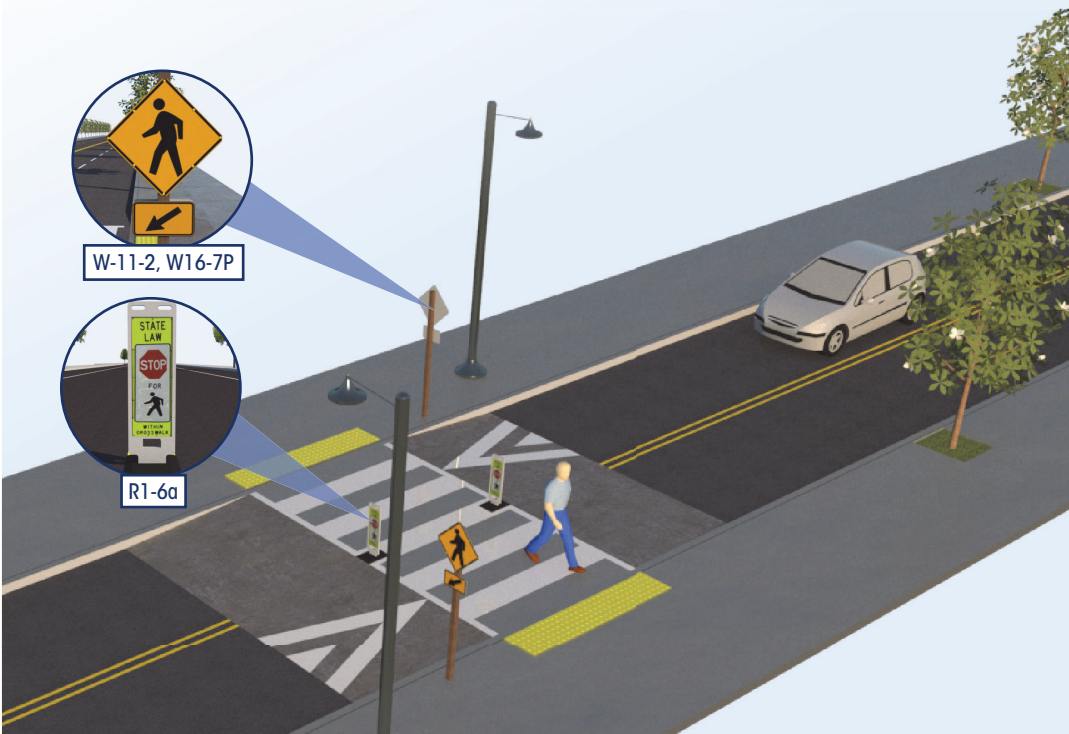
Construction **\$49,350**

Construction Budget **\$50,000**

Raised Crosswalk

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN

COUNTERMEASURE TECH SHEET



Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow the pedestrian to cross at grade with the sidewalk.

In addition to their use on local and collector streets, raised crosswalks can be installed in campus settings, shopping centers, and pick-up/drop-off zones (e.g., airports, schools, transit centers).

Raised crosswalks are flush with the height of the sidewalk. The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision.

 Local and collector roads with high speeds pose a significant challenge for pedestrians crossing the roadway.

 A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment.

.....

Raised crosswalks can reduce pedestrian crashes by

45%



FEATURES:

- Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk
- Approach ramps may reduce vehicle speeds and improve motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements



CONSIDERATIONS

Raised crosswalks are typically installed on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic (AADT) below about 9,000. Raised crossings should generally be avoided on truck routes, emergency routes, and arterial streets.

Drainage can be an issue. Raised crosswalks may be installed with curb extensions where parking exists. They may also be used at intersections, particularly at the entrance of the minor street.

Since this countermeasure can cause discomfort and noise (especially with larger vehicles), it may be appropriate to get public buy-in. Raised crosswalks may not be appropriate for bus transit routes or primary emergency vehicle routes. For States that experience regular snowfall, snowplowing can be a concern.

COST

The cost associated with a raised crosswalk ranges from \$7,110 to \$30,880 each, with the average cost estimated at \$8,170.

References

Federal Highway Administration. (2013). "Raised Pedestrian Crossings" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=7

Thomas, L., Thirsk, N. J., & Zegeer, C. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington D.C.

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.

Elvik, R., Christensen, P., and Amundsen, A. (2004). "Speed and Road Accidents An Evaluation of the Power Model." Transportøkonomisk Institutt, Oslo, Norway.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Downtown: Thompson Creek, Phase II

PROJECT#

104046

CATEGORY

Transportation

FUND

104-TIF

PROJECT LOCATION

Thompson Creek

MANAGEMENT

Planning & Engineering

PROJECT SCOPE

10 foot wide multi-use path from Division to Wilmette.

JUSTIFICATION

The Thompson Creek Multi-Use path is contained in the adopted Downtown Plan and Multi-Modal Plan, and the proposed 2016 Bike Plan. The path is 6000 linear feet more or less of pavement and decking with a crossing at Granada Boulevard. The City approved Resolution 2016-43 requesting a feasibility study from the River to Sea Transportation Planning Organization (R2CTPO). This feasibility study provided for an alternate that allows for crossing Granada Blvd. at Orchard Street. This project has been submitted to the R2CTPO for funding due to higher rated projects. The City will provide a match of 10% towards the design and construction costs.

PROJECT COST METHODOLOGY

This project is partly funded from Transportationfund for the portion of the trail that runs from Wilmette Avenue to Division Avenue and remainder is funded from the River to Sea Transportation Planning Organization (R2CTPO). The proposed trail is 6,000 linear feet. The portion of the trail in the Downtown CRA is from Lincoln Avenue to Tomoka Avenue. Costs estimates were obtained by using FDOT LRE for bike facilities and comparing said costs to similar trail projects including SR 40 sidewalk project (Phase 1 and 3) and the Tomoka State Park Trail.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	624,716	2,220,273	0	0	2,844,989	0
Total	0	624,716	2,220,273	0	0	2,844,989	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
TPO (Grant Pending)	0	562,244	1,998,245	0	0	2,560,489	0
Property Taxes-TIF	0	62,472	222,028	0	0	284,500	0
Total	0	624,716	2,220,273	0	0	2,844,989	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Downtown: Stormwater Improvements

PROJECT#

104044

CATEGORY

Community Redevelopment

FUND

104-TIF

PROJECT LOCATION

Downtown CRA

MANAGEMENT

Engineering

PROJECT SCOPE

Implement recommendations of study for stormwater improvements

JUSTIFICATION

The 2007 adopted Downtown Master Plan (pages 15, 27, 31, 32) stated a need to evaluate storm water needs and implement a program of off-line retention where practical to support intensive redevelopment of existing sites. With the assistance of consultant, a Stormwater Master Plan for the Downtown CRA was developed which allowed for the issuance of a conceptual permit for work in the CRA being granted by the St. Johns River Water Management Project. Recent activity in redevelopment of the CRA indicates that the area that may receive the most and earliest impact from a construction project would be the River District, north of Granada and lying between North Beach Street and Ridgewood Avenue. Phase 1 of this project was budgeted and completed in the most recent FY allowing for stormwater treatment for future redevelopment of the north side of New Britain Avenue as well as the construction of a passive park on Lincoln Avenue. This second project involves the construction of an exfiltration system within the New Britain Right of way which provides treatment for the redevelopment of the New Britain Avenue roadway, as well as properties south of New Britain. Costs do not include the acquisition of property and/or easements however it is anticipated that providing credit in the form of stormwater capacity from the regional stormwater facility will offset a large portion of obtaining land rights. The proposed second project is proposed to occur in two phases with infrastructure construction scheduled to occur in the first phase (2018/19) and landscape and hardscape improvements to complete the project in its second phase (2019/2020).

PROJECT COST METHODOLOGY

Historic Cost Data (Lincoln Stormwater Park, Andy Romano Park / John Anderson Drive Improvements).

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction -Phase 2	0	0	0	1,100,000	0	1,100,000	0
Total	0	0	0	1,100,000	0	1,100,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Downtown: Stormwater Improvements104044

REVENUE	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-TIF	0	0	0	800,000	0	800,000	0
Stormwater Charges	0	0	0	300,000	0	300,000	0
Total	0	0	0	1,100,000	0	1,100,000	0



106-ORMOND CROSSINGS FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Ormond Crossings Road Improvements

PROJECT#**CATEGORY**

Transportation

FUND

106-Ormond Crossings

PROJECT LOCATION

Ormond Crossings

MANAGEMENT

Engineering

PROJECT SCOPE

TBD

JUSTIFICATION

This CIP item serves to designated all funds within the Ormond Crossings CRA for road improvements as specified within the agreement.

PROJECT COST METHODOLOGY**EXPENDITURE**

Ormond Crossings Road

**2022-23 2023-24 2024-25 2025-26 2026-27 Total
2022-23
to
2026-27**

0 0 0 0 0 0

**Other
Requests
without
identified
funding
source**

225,000

Total

0 0 0 0 0 0

225,000

REVENUE

Property Taxes-TIF

**2022-23 2023-24 2024-25 2025-26 2026-27 Total
2022-23
to
2026-27**

0 0 0 0 0 0

**Other
Requests
without
identified
funding
source**

225,000

Total

0 0 0 0 0 0

225,000

107-STORMWATER FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Stormwater Piping

PROJECT#

107154

CATEGORY

Stormwater Improvements

FUND

107-Stormwater

PROJECT LOCATION

Stormwater Service Areas

MANAGEMENT

Engineering

PROJECT SCOPE

Rehabilitation of existing corrugated metal storm piping throughout the City that has been identified as failing due to corrosion and age.

JUSTIFICATION

Much of the City's older stormwater piping, which was installed in excess of 25 years ago, was constructed with corrugated metal piping. This piping has surpassed its design life expectancy and in many areas of the City has significantly corroded, especially along the river outfalls. Rainfall runoff from recent hurricanes resulted in increased flows and debris being conveyed through these pipes which also significantly contributed to the pipe's deterioration. In order to reduce impacts to roads and the public, this project intends to rehabilitate the storm pipes utilizing no-dig slip lining technology.

PROJECT COST METHODOLOGY

Estimate has been based on unit pricing for cured in place PVC lining as obtained from recent quotations for lining projects.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	500,000	500,000	500,000	500,000	500,000	2,500,000	0
Total	500,000	500,000	500,000	500,000	500,000	2,500,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Stormwater Charges	500,000	500,000	500,000	500,000	500,000	2,500,000	0
Total	500,000	500,000	500,000	500,000	500,000	2,500,000	0

FY 21-22

Location	Size (in)	Length (ft)	Probable Construction Cost	
708 GARDEN LN. SOUTH TO 716 GARDEN LN.	18	97	\$	20,443.50
100 KIMBERLY TO LINDENWOOD CIR. EAST	18	250	\$	31,625.00
1202 OVERBROOK TO 1206 OVERBROOK	24	202	\$	25,553.00
CENTRAL, GROVE TO S. BEACH	15	562	\$	58,729.00
156 NEW BRITIAN TO WASHINGTON	12	200	\$	19,800.00
4 sycamore cir east to n. beach st	24	221	\$	27,956.50
328 River Bluff	24	151	\$	19,101.50
179 OLEETA TO 205 OLEETA	24	487	\$	61,605.50
s. arbor and beach st	15	95	\$	9,927.50
60 BRAMBLEWOOD WEST TO MH	15	110	\$	11,495.00
WILMETTE/ANDREWS	24	24	\$	3,036.00
357 ANDREWS SOUTH TO WILMETTE	18	178	\$	20,559.00
357 ANDREWS NORTH TO MELROSE	18	255	\$	29,452.50
N. YOUNG / HERANDEZ	12	31	\$	3,069.00
WYE DR & COQUINA DR FROM MH WEST TO INLET	15	30	\$	3,135.00
35'OF 12" CMP INLET TO INLET	12	35	\$	3,465.00
59 WYE DR TO 75 WYE DR	12	203	\$	20,097.00
75 WYE DR MH TO INLET	12	47	\$	4,653.00
74 TO 75 WYE DR	12	34	\$	3,366.00
BOSARVEY & COQUINA DR	15	81	\$	8,464.50
178 BOSARVEY TO 210 BOSVARY	15	387	\$	40,441.50
BOSVARY & LUCKY	18	41	\$	4,735.50
COQUINA CT	15	245	\$	25,602.50
		3966	\$	456,313.00

FY 22-23

Location	Size (in)	Length (ft)	Probable Construction Cost	
PALMETTO EAST TO 165 LOYOLA	24	411	\$	47,265.00
179 TO 205 OLETA	24	488	\$	56,120.00
165 LOYOLA TO 815 LOYOLA	15	239	\$	22,705.00
11 TANGLEWOOD CIR TO 5 TANGLEWOOD CIR	15	202	\$	19,190.00
TANGLEWOOD CIR	15	42	\$	3,990.00
MAYFIELD TER. MANHOLE EAST TO INLET	18	161	\$	16,905.00
WEDGEWOOD CIR. NORTH	15	98	\$	9,310.00
66 RIVERSIDE DR TO OUTFALL	24	300	\$	34,500.00
on fiesta dr Bonita south to cuadro pl	12	655	\$	58,950.00
120 FIESTA DR SOUTH TO 116 FIESTA DR	24	246	\$	28,290.00
6 windingwoods trl	24	122	\$	14,030.00
34/36 Cypress cir	24	240	\$	27,600.00
34 CYPRESS CIR EAST TO INLET	15	145	\$	13,775.00
BACK YARD OF 34 CYPRESS CIR	15	65	\$	6,175.00
56 BYRON ELLINOR DR WEST TO INLET	15	155	\$	14,725.00
270-280 WILMETTE	24	129	\$	14,835.00
319 N. YOUNG SOUTHEAST TO KENILWORTH	15	64	\$	6,080.00
400 JAD TO OUTFALL	18	280	\$	29,400.00
850 JAD TO OUTFALL	24	230	\$	26,450.00
1074 JAD TO OUTFALL	30	172	\$	24,940.00
TOTAL		4444	\$	475,235.00

FY 23-24

Location	Size (in)	Length (ft)	Probable Construction Cost	
FROM 675 RIVERSIDE DR EAST TO PALMETTO	24	1385	\$	159,275.00
PALMETTO EAST TO BEHIND 798 FLAMINGO	24	710	\$	81,650.00
776 RIVERSIDE TO OUTFALL	30	314	\$	45,530.00
RIVERSIDE DR EAST TO 53 LOYOLA	30	272	\$	39,440.00
53 LOYOLA EAST TO PALMETTO	30	627	\$	90,915.00
1537 OAKFOREST DR	30	165	\$	23,925.00
ALL OF FOREST HILLS	15	600	\$	57,000.00
		4073	\$	497,735.00

FY 24-25

Location	Size (in)	Length (ft)	Probable Construction Cost	
Ormond Pkwy (S Halifax to 104)	48	360	\$	91,854.00
Ormond Pkwy (104 to 144)	48	385	\$	98,232.75
Ormond Pkwy (144 to 164)	48	215	\$	54,857.25
Ormond Pkwy (164 to 174)	30	60	\$	8,631.00
Ormond Pkwy to Valencia Dr	24	240	\$	28,350.00
Ormond Pkwy (175)	24	100	\$	11,812.50
Ormond Pkwy (38 to 271)	42	380	\$	82,593.00
Ormond Pkwy (271 to outfall)	42	340	\$	73,899.00
Hammock Lane (west ditch)	48	65	\$	16,584.75
Tomoka Ave (Ditch W of 360)	48	60	\$	15,309.00
Riverbend Park	48	170	\$	43,375.50
		2,375.00		525,498.75

FY 25-26

Location	Size (in)	Length (ft)	Probable Construction Cost	
Ormond Green	36"	177.227631	\$	33,531.47
Ormond Green	36"	121.1249356	\$	22,916.84
Ormond Green	36"	170.6667137	\$	32,290.14
Ormond Green	36"	161.7333068	\$	30,599.94
Lions Head Dr	36"	21.77165475	\$	4,119.20
Lions Head Dr	36"	305.4963848	\$	57,799.92
Lions Head Dr	36"	305.1995941	\$	57,743.76
River Bluff Dr	36"	134.1197269	\$	25,375.45
Melrose Dr	36"	26.31887123	\$	4,979.53
Arroyo Pkwy	36"	18.31679515	\$	3,465.54
Arroyo Pkwy	36"	44.40768047	\$	8,401.93
Arroyo Pkwy	36"	145.2469589	\$	27,480.72
Arroyo Pkwy	36"	157.6644374	\$	29,830.11
Arroyo Pkwy	36"	154.5117612	\$	29,233.63
Arroyo Pkwy	36"	138.4531424	\$	26,195.33
Fleming Ave	36"	41.8085399	\$	7,910.18
Fleming Ave	36"	172.4450117	\$	32,626.60
Fleming Ave	36"	427.027551	\$	80,793.61
		2,724	\$	515,293.90

CAPITAL PROJECT DETAIL

PROJECT TITLE

Stormwater Construction

PROJECT#

CATEGORY

Stormwater Improvements

FUND

107-Stormwater

PROJECT LOCATION

City wide

MANAGEMENT

Engineering

PROJECT SCOPE

Construction of varrious stormwater facilities

JUSTIFICATION

The Stormwater Master Plan reccomended many different construction projects, this annual proeject seeks to construct those projects in a timely fashion.

PROJECT COST METHODOLOGY

Based on similar project costs

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	250,000	250,000	250,000	250,000	250,000	1,250,000	0
Total	250,000	250,000	250,000	250,000	250,000	1,250,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Stormwater Charges	250,000	250,000	250,000	250,000	250,000	1,250,000	0
Total	250,000	250,000	250,000	250,000	250,000	1,250,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Vehicle Replacement-Stormwater

PROJECT#

107VEH

CATEGORY

Vehicle and Equipment Replacement

FUND

107-Stormwater

PROJECT LOCATION

Various City Departments

MANAGEMENT

Fleet

PROJECT SCOPE

The project involves the continued implementation of a comprehensive vehicle replacement schedule for the City's fleet. Vehicles beyond the first year of the program will be evaluated at the appropriate time. These vehicles are being shown for scheduling purposes only and will not necessarily be replaced in the year shown.

JUSTIFICATION

The replacement schedule has been designed to replace vehicles which have been identified by the Fleet Manager as: 1) incurring the greatest maintenance expense over the life of the vehicle, 2) reaching or exceeding their expected life in terms of age, and 3) having relatively high mileage.

The benefits of the replacement program are reflected in the reduction of the City's Fleet Maintenance operating and labor costs, as well as lower vehicle downtime which in turn increases service availability to the community.

PROJECT COST METHODOLOGY

State contract pricing.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Vehicle Replacement	100,000	0	0	0	0	100,000	0
Total	100,000	0	0	0	0	100,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Stormwater Charges	100,000	0	0	0	0	100,000	0
Total	100,000	0	0	0	0	100,000	0

CIP Work Sheet FY 2022-23

Description	Year	Department	#	2022-23
Slope Mower	2014	Stormwater	225	100,000
Total Stormwater Fund 107				100,000

Vehicle and Equipment Repair/Replacement Evaluation		
Kut Kwick #225	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.: #3011	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	8	2014 Kut Kwick Slope Mower
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	1	955
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	5	Mower Deck is nearly unserviceable, it has been straightened and rewelded more than 3 times, Arbor alignment is questionable and we have been replacing belts and Arbor's more than normal. Idler pulley's and tension springs are wearing abnormally.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	Stormwater
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	5	This vehicle has been in the shop 15 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$62,040.00 total \$39,381.00 LTD M&R 63% of Purchase Price
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	28	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

108-AIRPORT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Airport Wildlife Mitigation & Security

PROJECT#

108078

CATEGORY

Facility Construction and Renovation

FUND

108-Airport

PROJECT LOCATION

Airport

MANAGEMENT

Airport Manager

PROJECT SCOPE

This project will address the recommendations contained in the Statewide General Aviation Airport Security Assessment report provided to the City by the Florida Department of Transportation (FDOT), and the recent Wildlife Hazard Assessment (WHA) required by the Federal Aviation Administration (FAA).

The project consists of three elements to be performed in consecutive annual phases; preparation of a vulnerability assessment and security program, construction of wildlife/security fencing, gates, and perimeter access systems, and construction of new surveillance and lighting systems.

JUSTIFICATION

A vulnerability assessment followed by the development of a security plan is necessary to evaluate the airport's regulatory compliance and the existing level of security so that the airport can identify and effectively respond to its potential vulnerabilities. The City recently completed a year-long Wildlife Hazard Assessment (WHA). The study evaluated wildlife hazard risks and wildlife attractants at the airport.

The WHA concluded the existing 6-foot perimeter fence, gates, and the associated access control systems are inadequate to secure the Aircraft Operating Area (AOA). The WHA recommends installation of a new 10' high perimeter fence with 18-inch outriggers and three strands of barbed wire to effectively secure the perimeter of the AOA in accordance with FAA standards. The existing gates and access control systems at the airport have exceeded their useful life. The airport's motorized gates are governed by antiquated technology that fails or works intermittently depending on factors such as humidity and weather. The installation of new slide gates, gate motors and access control systems will advance Airport Improvement Program (AIP) policy by providing safe and operable access to the AOA by airport users as well as emergency responders. A new, reliable gate and access control system will allow the airport's limited staff to more effectively monitor and maintain airport security. Installation of improved surveillance and lighting systems will permit the airport's limited staff to monitor the perimeter security of the airfield from any location, providing an increase in safety and security consistent with the spirit of the Airport Improvement Program's core principles.

The airport currently has a system of CCTV cameras which allow tower controllers to monitor critical areas of the AOA and gates. This system has exceeded its useful life and needs replacement. A new CCTV system will be installed with a monitoring system in the tower, and remote monitoring capabilities for airport staff, city personnel, and emergency responders. The existing cameras will be re-used or replaced when necessary, and new cameras will be added to allow the tower to monitor several areas of the airfield that are currently not monitored, including taxilanes around hangar buildings. For these camera systems to operate as intended, LED area lights will be added at strategic locations to illuminate gate signs, card readers, and the adjacent areas within each camera's monitoring range.

PROJECT COST METHODOLOGY

Project cost estimates provided by Gale Associates, Inc.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Airport Wildlife Mitigation & Security

PROJECT#

108078

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	58,500	0	0	0	58,500	0
Security & Lighting	0	0	2,762,500	242,500	0	3,005,000	0
Total	0	58,500	2,762,500	242,500	0	3,063,500	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
FDOT	0	46,800	221,000	194,000	0	461,800	0
General Fund Reserves	0	11,700	55,250	48,500	0	115,450	0
FAA	0	0	2,486,250	0	0	2,486,250	0
Total	0	58,500	2,762,500	242,500	0	3,063,500	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Rehabilitate Taxiway Bravo Apron & Ramp Area

PROJECT#

CATEGORY

Airport Improvements

FUND

108-Airport

PROJECT LOCATION

Airport

MANAGEMENT

Airport Manager

PROJECT SCOPE

This project will produce the necessary design and permitting documents required to reconstruct the pavement of the Taxiway Bravo apron and ramp area, south of the intersection of Taxiways Bravo and Delta, and the taxi lane behind hangars 1 through 22 that are served by the Bravo apron and ramp.

JUSTIFICATION

According to the most recent Statewide Airfield Pavement Management Program report for OMN, the Taxiway Bravo apron and ramp area exhibits significantly aged pavement with large amounts of medium severity block and alligator cracking, along with longitudinal and transverse cracking, depression, patching, and raveling. Based upon the quantities and severities of the observed distresses, the apron and ramp pavement is beyond its useful life and should be considered for major rehabilitation. The pavement management report indicates that the apron and ramp pavement condition varies from very poor to fair, with an average pavement condition rating of 37 based upon the number of sample units inspected. As a result, the report gives the Taxiway Bravo apron and ramp area an average condition of "very poor." The taxi lane behind hangars 1 through 22 has a pavement condition rating of 9, which indicates an average condition of "failed."

PROJECT COST METHODOLOGY

Project cost estimates have been provided by Hoyle, Tanner and Associates, Inc.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0		2,500,000	0	0		0
Design Engineering		160,000	0	0	0		0
Total	0	160,000	2,500,000	0	0	2,660,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE PROJECT#

Rehabilitate Taxiway Bravo Apron & Ramp Area

REVENUE	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
FAA	0	144,000	2,250,000	0	0	2,394,000	0
FDOT	0	12,800	200,000	0	0	212,800	0
General Fund Reserves	0	3,200	50,000	0	0	53,200	0
Total	0	160,000	2,500,000	0	0	2,660,000	0



CAPITAL PROJECT DETAIL

PROJECT TITLE

Rehabilitate, Mark and Light Taxiway "E"

PROJECT#

108069

CATEGORY

Airport Improvements

FUND

108-Airport

PROJECT LOCATION

Airport

MANAGEMENT

Airport Manager

PROJECT SCOPE

This project will involve milling and overlaying the surface of Taxiway "E" with new asphalt and will also afford new edge lighting and signage for the taxiway.

JUSTIFICATION

The FDOT Statewide Airfield Pavement Management Program Report has established a Pavement Condition Index (PCI) of 43 for Taxiway Echo. This PCI value equates to a condition rating of "poor" and indicates that action is required to improve the taxiway surface.

PROJECT COST METHODOLOGY

Project cost estimates have been provided by Hoyle, Tanner & Associates.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Design	0	150,000	0	0	0	150,000	0
Construction	0	0	814,280	0	0	814,280	0
Total	0	150,000	814,280	0	0	964,280	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
FAA	0	135,000	732,852	0	0	867,852	0
FDOT	0	12,000	65,142	0	0	77,142	0
General Fund Reserves	0	3,000	16,286	0	0	19,286	0
Total	0	150,000	814,280	0	0	964,280	0

**Table I: Condition Summary by Branch**

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
CENTER APRON	46	46 - 53	POOR	65	65	X
EAST APRON - HANGAR AREA	24	24	SERIOUS	65	65	X
RUN-UP APRON	100	100	GOOD	65	65	
AP T-HANG	71	71	SATISFACTORY	65	65	
WEST APRON	62	29 - 67	FAIR	65	65	X
RUNWAY 17-35	75	74 - 76	SATISFACTORY	75	65	X
RUNWAY 8-26	67	67	FAIR	75	65	X
TAXIWAY ALPHA	100	100	GOOD	65	65	
TAXIWAY BRAVO	55	37 - 100	POOR	65	65	X
TAXIWAY CHARLIE	100	100	GOOD	65	65	
TAXIWAY DELTA	52	43 - 100	POOR	65	65	X
TAXIWAY ECHO	61	41 - 100	FAIR	65	65	X
TAXIWAY FOXTROT	50	48 - 51	POOR	65	65	X
TAXIWAY TO T-HANGARS	31	31	VERY POOR	65	65	X

“Action Required” in **Table I** is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in **Table III** when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in **Table III** when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. **Table II** provides the overall area weighted condition of the pavement based on facility branch use.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Airport Tower Handrail Replacement

PROJECT#

CATEGORY

Facilities Renewal and Replacement

FUND

108-Airport

PROJECT LOCATION

Airport

MANAGEMENT

Engineering

PROJECT SCOPE

Remove and replace the safety handrail around the observation deck

JUSTIFICATION

The current safety handrail was installed when the tower was constructed and has began to rust and deteriorate making it unsafe. This should be scheduled for a complete replacement.

PROJECT COST METHODOLOGY

Cost based on similar city projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Completely replace the safety	0	0	60,000	0	0	60,000	0
Total	0	0	60,000	0	0	60,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
General Fund Reserves	0	0	60,000	0	0	60,000	0
Total	0	0	60,000	0	0	60,000	0



110-ECONOMIC DEVELOPMENT

CAPITAL PROJECT DETAIL

PROJECT TITLE

Business Park Drive Phase II

PROJECT#

110012

CATEGORY

Facilities Renewal and Replacement

FUND

110-Economic Development

PROJECT LOCATION

Airport Business Park

MANAGEMENT

Engineering

PROJECT SCOPE

Construction of a secondary access road from Pineland Trail to the City's Airport Business Park. The road will be designed to a collector standard roadway.

JUSTIFICATION

The Ormond Beach Airport Business Park is home to 32 businesses that consist of approximately 870,000 square feet of industrial space and 1,400 employees. Plans are underway by some of the existing businesses and by the City to increase the amount of industrial space and industrial lots over the next few years. All of the traffic generated by the business uses impacts the one entranceway that intersects Airport Road. Completion of this project is contingent upon obtaining the necessary proceeds, primarily from FDOT and the Florida Department of Economic Opportunity (DEO), for projects related to job creation on city-owned industrial land.

PROJECT COST METHODOLOGY

Consultant provided Engineer's cost estimate updated to current cost and scope of work.

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	1,112,000	0	0	0	0	1,112,000	0
Total	1,112,000	0	0	0	0	1,112,000	0

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
ED Fund Reserves	411,000	0	0	0	0	411,000	0
FDOT	400,000	0	0	0	0	400,000	0
General Fund Reserves	301,000	0	0	0	0	301,000	0
Total	1,112,000	0	0	0	0	1,112,000	0



Business Park Drive / Runway Drive Collector Road
Proposed Alignment
Ormond Beach, Florida

NEEL-SCHAFER
SOLUTIONS YOU CAN BUILD UPON

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Florida 32960 PH: (772) 770-4707
FAX: (772) 770-4640 CA00008556



301-GENERAL CAPITAL IMPROVEMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

CDBG North Ridgewood Avenue East Sidewalk Project

PROJECT#

CATEGORY

Beautification

FUND

301-General Improvement Fund

PROJECT LOCATION

Wilmette Ave to New Britain Ave

MANAGEMENT

Engineering

PROJECT SCOPE

North Ridgewood Avenue East Sidewalk Project from Wilmette Avenue to the south side New Britain

JUSTIFICATION

From Hernandez Avenue to New Britain, remove existing 4' wide non ADA deteriorated sidewalk and replace with a new 5' wide ADA compliant sidewalk. Project also includes ADA compliant detectable mats & curbing. This sidewalk width will match the existing sidewalk north of Hernandez Avenue on this same side. From Wilmette Avenue to Hernandez Avenue, make this section of sidewalk ADA compliant by removing and modifying the curbing. Detectable mats also will be installed.

PROJECT COST METHODOLOGY

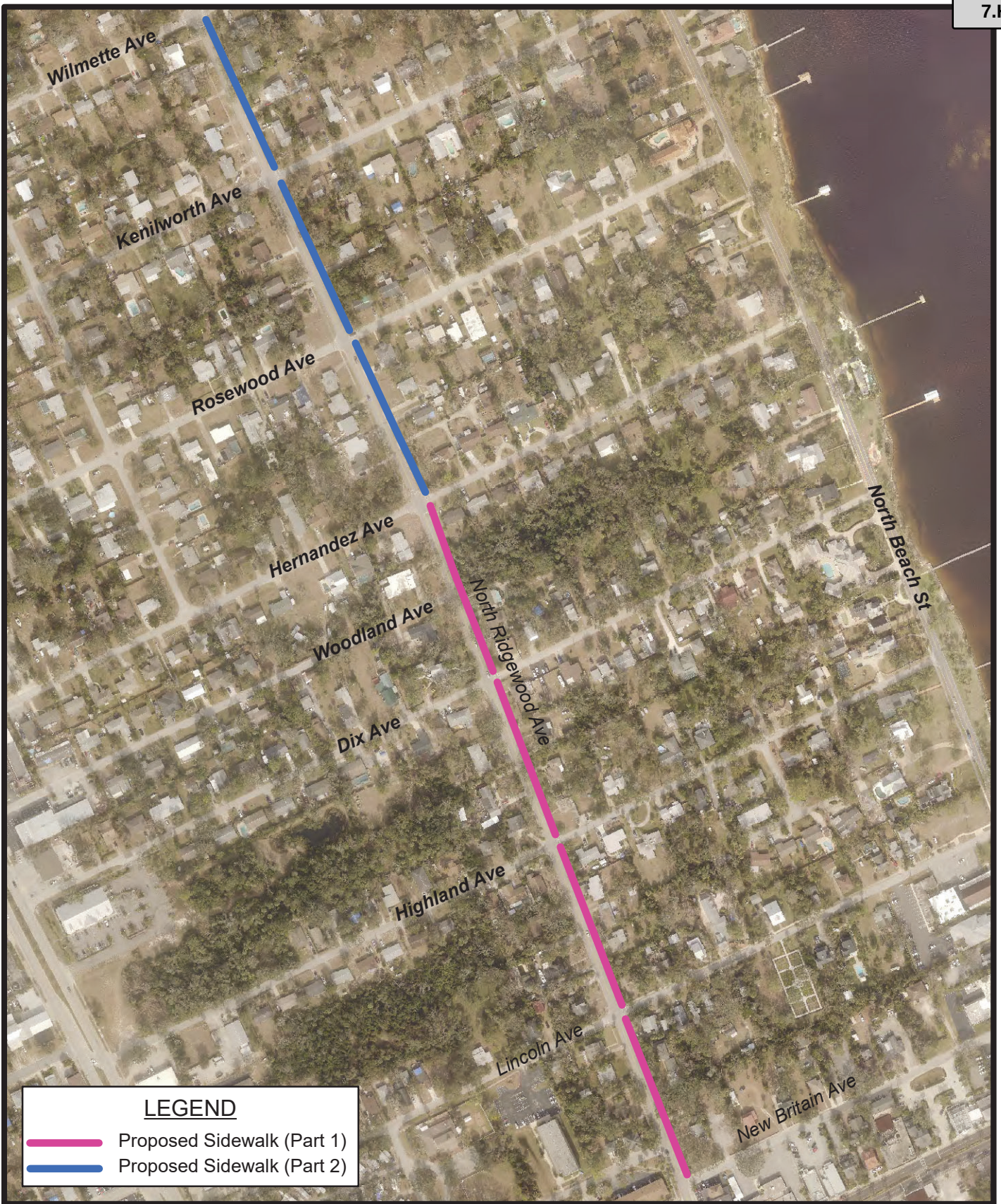
Current Cost Estimates

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Project Cost	151,165	0	0	0	0	151,165	0
Total	151,165	0	0	0	0	151,165	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
CDBG	151,165	0	0	0	0	151,165	0
Total	151,165	0	0	0	0	151,165	0



FUTURE CDBG NORTH RIDGEWOOD AVE SIDEWALKS

Prepared By: The City of Ormond Beach
G.I.S. Department February 10, 2022



CDBG 2022

Revised 02/24/22

N. Ridgewood Avenue Sidewalk (East Side - Hernandez Ave. to New Britain)**COST ESTIMATE**

Item #	Item Description	Length	Qty	Unit	Unit Cost	Value
1	Sidewalk Removal (4' wide)	1855	7420	SF	\$ 3.00	\$ 22,260.00
2	Prop. 5' wide Concrete Sidewalk	1855	9275	SF	\$ 5.33	\$ 49,435.75
3	Concrete Aprons (6" depth)		780	SF	\$ 6.50	\$ 5,070.00
4	Concrete Sidewalk Across Driveways (6")	204	1020	SF	\$ 6.50	\$ 6,630.00
5	Re-pour Modify Miami Curb to ADA (8 Qty)	160		LF	\$ 40.00	\$ 6,400.00
6	Removal of Miami Curb (160 lf x 1' wide)		160	SF	\$ 3.00	\$ 480.00
7	Tree & Vegetation Removal		1	LS	\$ 5,000.00	\$ 5,000.00
8	Detectable Mats (20 sf x \$30; 2'x10 area)		8	EA	\$ 1,500.00	\$ 12,000.00
9	Permits/Bonds		1	EA	\$ 5,000.00	\$ 5,000.00

SUB TOTAL= \$ 112,275.75

Contingency= 20%

COST ESTIMATE= \$ 134,730.00**CDBG 2022****N. Ridgewood Avenue Sidewalk (East Side - Hernandez Ave. to Wilmette Avenue)****COST ESTIMATE**

Item #	Item Description	Length	Qty	Unit	Unit Cost	Value
3	Sidewalk Removal Cracked Panels (4' wide)	17	68	SF	\$ 3.00	\$ 204.00
4	Re-pour Modify Miami Curb to ADA (7 Qty)	140		LF	\$ 40.00	\$ 5,600.00
5	Removal of Miami Curb (140 lf x 1' wide)		140	SF	\$ 3.00	\$ 420.00
6	Detectable Mats		7	EA	\$ 1,500.00	\$ 10,500.00

SUB TOTAL= \$ 16,724.00

Contingency= 20%

COST ESTIMATE= \$ 20,070.00**TOTAL PROJECT COST FROM NEW BRITAIN TO WILMETTE****\$ 154,800.00**

CAPITAL PROJECT DETAIL

PROJECT TITLE

Police Department Roof

PROJECT#

301173

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

Granada Boulevard

MANAGEMENT

Engineering

PROJECT SCOPE

Remove and replace roof and lightning protection system on the entire facility.

JUSTIFICATION

The current Police Department building was constructed in 2001. Over the years, the roof has developed several significant leaks. As part of the FY 11-12 Facility Renewal & Replacement budget, the entire roof had roof coat applied to help prevent the leaks. The roof was leaking again during Hurricane Matthew, and several holes were discovered and patched. Currently staff is preparing a study to look at the relocation of the Police Station and EOC. Should the City commission elect to pursue this relocation, this project will not be done.

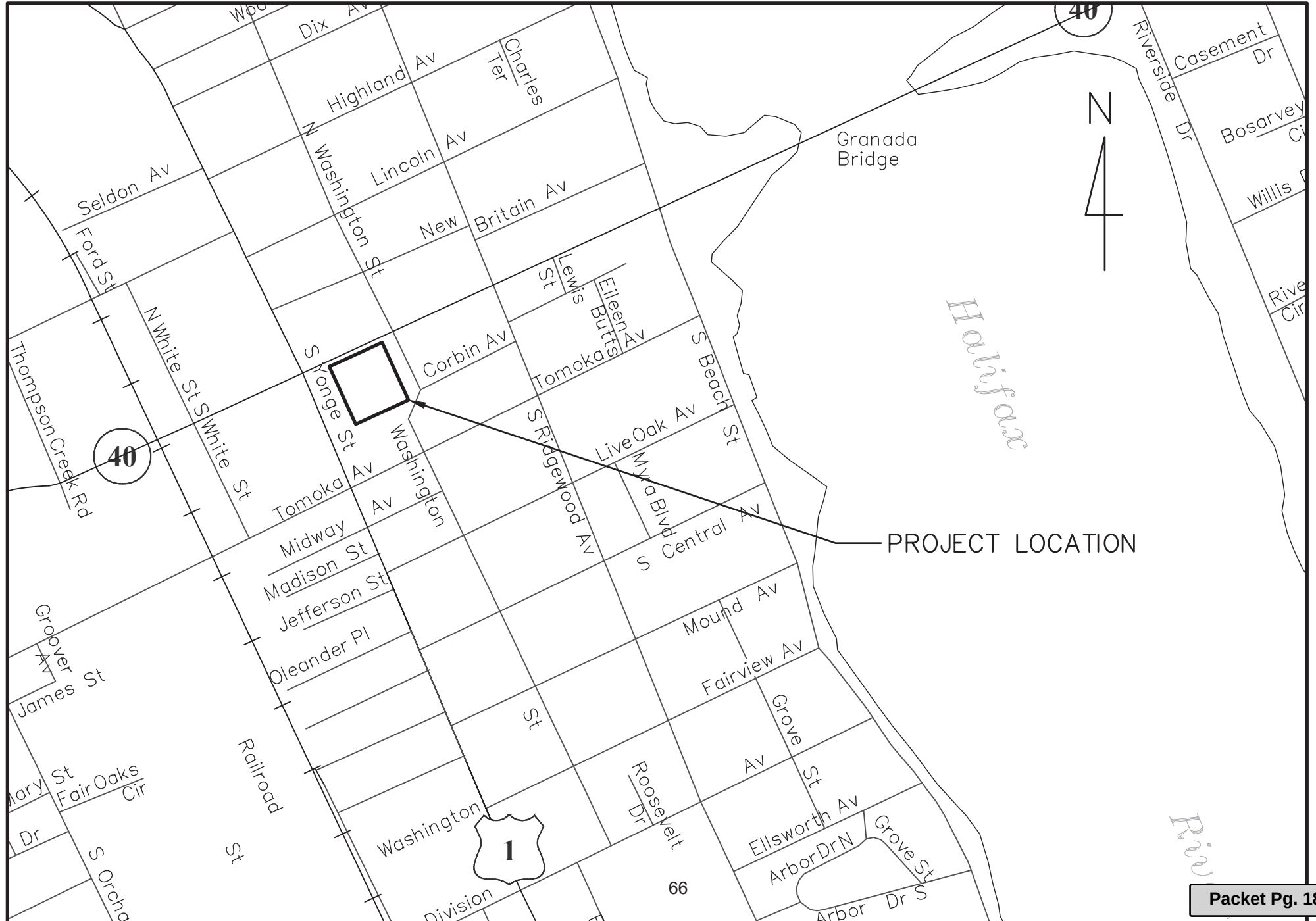
PROJECT COST METHODOLOGY

The cost estimate was provided by Hall Construction after bidding the project to local roofing contractors.

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Removal and Replace Roof	345,000	0	0	0	0	345,000	0
Total	345,000	0	0	0	0	345,000	0

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-General CIP	345,000	0	0	0	0	345,000	0
Total	345,000	0	0	0	0	345,000	0

POLICE DEPARTMENT ROOF REPLACEMENT





902 South Nova Road Daytona Beach, Florida 32114

Tel (386) 252-2526 Fax (386) 252-2806 CGC 014128

March 5, 2018

Paul MacDonald, Landscape Architect
City of Ormond Beach
P.O. Box 277
Ormond Beach, FL 32175

Re: Ormond Beach Police Department Roof Replacement

Dear Paul,

We offer this proposal to provide all labor, materials & services to re-roof the Ormond Beach Police Department building. Description of work as follows:

- Staging area to setup in circle drive to the South of the front entrance.
- Access to rear parking area for removal of shooting range roof will be required.
- Remove existing edge metal & flashings as per specification attached.
- Remove shooting range roof to lightweight concrete
- Install one layer 1.5" I.S.O., 4' x 8' sheets on all roof areas, except shooting range.
- Enhance cricket areas to redirect water into drains better.
- Install TPO coated retrofit drains and reline scuppers with TPO stainless steel-clad metal.
- Install one-layer ½" Securock over entire roof area, except shooting range.
- Install 60 mil TPO Rhinobond system as per specification attached.
- Install 60 mil fleece back TPO over shooting range roof.
- Install JM Presto-tite edge metal .040 aluminum with a 6" face.
- Shop fabricate & install stainless steel counter flashing at wall areas.
- Remove & reinstall existing lightning protection and secure the UL letter of findings for the completed system.

Clarifications:

- We include no provisions for work beyond that listed in this proposal.
- We include no provisions for requirements from governmental agencies.
- We include no provision for a moisture survey in this proposal.
- We include no provision for lightweight repairs over shooting range in this proposal.

Based on quotes received & our review, we propose an order of magnitude budget of Three Hundred Thousand Dollars (\$300,000.00). If this is acceptable to you, we will secure additional quotes & submit a final proposal.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Performing Arts Center Renovations

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

Performing Arts Center

MANAGEMENT

Leisure Services/ Engineering

PROJECT SCOPE

Renovating the lobby, box office, and the gallery of the Performing Arts Center.

JUSTIFICATION

The Performing Arts Center, located at 399 N. US 1 opened in 1991. Since opening, there has been no updates or renovations to the common areas of the building. The theatre seats 600 patrons in a stadium-styled setting. The venue hosts national, regional, and local theatrical entertainment. With the caliber of the programs changing, and the increased usage of the facility by residents and visitors, the Friends of the Performing Arts Center decided to move forward with a plan to renovate. The Leisure Services Advisory Board voted unanimously to make the Performing Arts Center renovations the first priority in the Capital Improvement Plan. The intention is to match the venue with the talent that performs at the Performing Arts Center.

To date, the Friends of the Performing Arts have expended \$6,213.96 for consulting fees and renderings. The hope is to apply for an Echo grant of \$400,000 and a grant from Daytona Beach Racing and Recreational Facilities of \$50,000. Through aggressive fundraising and donations, the goal is to match the money received from the Echo grant.

The proposed renovations will include updating the lobby, gallery, raising the handrails on the staircase to become ADA compliant, adding a donor wall, and the restrooms. There will be new furniture, artwork, and new window treatments.

PROJECT COST METHODOLOGY

Costs based on previous master plan update costs adjusted for inflation.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	1,630,000	0	0	0	0	1,630,000	0
Total	1,630,000	0	0	0	0	1,630,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE PROJECT#

Performing Arts Center Renovations

REVENUE	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
ECHO Grant	600,000	0	0	0	0	600,000	0
General Fund Reserves	600,000	0	0	0	0	600,000	0
Friends of PAC Contribution	430,000	0	0	0	0	430,000	0
Total	1,630,000	0	0	0	0	1,630,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Station Alerting

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

Fire Stations

MANAGEMENT

Fire

PROJECT SCOPE

Replacement of Fire Station Alerting Systems

JUSTIFICATION

This request is to replace systems which alert personnel of a call at each of the four fire stations. Every fire station in Volusia County will need to meet this requirement. The County update the dispatch system and this system will not work with our current alerting system. The County will be going out for RFP and then the type of system will be offered to the municipal providers. The consultant has estimated this could take approximately 17 months. Ormond Beach has four fire stations and this is the primary we receive our calls for service from main dispatch. The estimate cost for this project is about \$50,000 to 75,000 per station. We are estimating \$60,000 per station for a total of \$240,000

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Alerting Systems	0	240,000	0	0	0	240,000	0
Total	0	240,000	0	0	0	240,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Property Taxes-General CIP	0	240,000	0	0	0	240,000	0
Total	0	240,000	0	0	0	240,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

OBSC Access and Drainage

PROJECT#

NA

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Ormond Beach Sports Complex

MANAGEMENT

Engineering

PROJECT SCOPE

Construct a perimeter drainage swale south of the Kiwanis Ball Field and a paved access road to the complex main office.

JUSTIFICATION

Currently the access road to the maintenance building and the offices require vehicular traffic through the internal portions of the sports complex. This has created an ongoing safety concern for both players and spectators who use the park. By increasing the water retention area and providing access to Doug Thomas Way for access to the maintenance building and office building, we would be increasing the playability of the Kiwanis field by preventing ongoing cancellations due to flooding while enhancing the safety of the children and patrons who use the park by preventing internal traffic through the park.

PROJECT COST METHODOLOGY

Unit pricing

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Enlarge and Interconnect ponds	0	0	211,700	0	0	211,700	0
Design	0	0	208,750	0	0	208,750	0
Relocate Utilities	0	0	64,500	0	0	64,500	0
Total	0	0	484,950	0	0	484,950	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Property Taxes-General CIP	0	0	484,950	0	0	484,950	0
Total	0	0	484,950	0	0	484,950	0

Ormond Beach Sports Complex Access and Drainage Improvements

Probable Cost

Project Description: Construct Approximately 450 LF of new access road to existing maintenace buildings, relocate existing 12" water main and 4" forcemain, excavate approximately 250 square feet of wet retention pond from kiwanis fields west to T-Ball fields and around Wendelstedt fields to existing Doug Thomas Way.

Construction

Item Num	Item Description	QTY	Unit	Unit Cost	Item Cost
1	Mobilization/Demobilization (5% Maximum of Total Base Bid)	1	LS	\$ 24,248	\$ 24,248
New Parking lot and maintenance access road					
2	Tree Removal, Clearing and Grubbing	1	Acre	\$ 10,000	\$ 7,500
3	Stabilize Subgrade	2,000	SY	\$ 8	\$ 16,000
4	Furnish & Install Crushed Concrete Road Base 8"	2,000	SY	\$ 10	\$ 20,000
6	Furnish & Install Recyeled Asphaltic Pavement (Millin	600	CY	\$ 35	\$ 21,000
Relocate Utilities					
7	Furinsh & Install 12" PVC Water Main	2,750	LF	\$ 65	\$ 178,750
8	Furnish & Install 4" Forcemain	1,000	LF	\$ 30	\$ 30,000
Enlarge and Interconnect Ponds					
9	Excavate Soil	35,000	CY	\$ 6	\$ 210,000
10	Rip Rap	100	Ton	\$ 17	\$ 1,700

Construction Total \$ 509,197.50
Environmental Survey Reporting and Permitting \$ 5,000

Subtotal \$ 514,198
Contingency (10%0 \$ 25,710
Total \$ 539,907

OBSC ACCESS & DRAINAGE IMPROVEMENTS



CAPITAL PROJECT DETAIL

PROJECT TITLE

Fire Station 91 & 93 Generator

PROJECT#

CATEGORY

Vehicle Replacement

FUND

301-General Improvement Fund

PROJECT LOCATION

Fire Station 91 & 93

MANAGEMENT

Fleet/Engineering

PROJECT SCOPE

Replace Generator and Automatic Transfer Switch

JUSTIFICATION

The existing generators have reached the end of their service life and are in need of replacement. This project would replace the generator, automatic transfer switch and associated electrical upgrades.

PROJECT COST METHODOLOGY

Quotes

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Fire Station 93 Generator	0	0	0	125,000	0	125,000	0
Fire Station 91 Generator	0	0	0	125,000	0	125,000	0
Total	0	0	0	250,000	0	250,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-General CIP	0	0	0	250,000	0	250,000	0
Total	0	0	0	250,000	0	250,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Andy Romano Shade Structure & Fabric Replacement

PROJECT#

CATEGORY

Facilities Renewal and Replacement

FUND

301-General Improvement Fund

PROJECT LOCATION

839 S. Atlantic Avenue

MANAGEMENT

Engineering

PROJECT SCOPE

Replace the 28'x 38' shade structure under the existing playground. Also, the fabric sails for the four 16'x16' shade structures will need replacement.

JUSTIFICATION

Due to the harsh ocean environment and excessive use, the shade structure under the existing playground is showing large amounts of rust and is in need of future replacement. Also, the four fabric sail for the 16'x16' shade structure will need replacement.

PROJECT COST METHODOLOGY

Quote from Shade Systems

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Removal & Replacement of shade	0	0	0	0	0	0	116,205
Total	0	0	0	0	0	0	116,205

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	116,205
Total	0	0	0	0	0	0	116,205



4150 S.W. 19 Street · Ocala, FL 34474

Tel.: 352/237-0135

TOLL-FREE: 1-800-609-6066

FAX: 352/237-2256

e-mail: info@shadesystemsinc.com

Good Morning,

I received your request for a quotation on your project. Please see the quoted numbers below.

QUOTE: QQJP040122-A

Notes:

1. Product: Demo, remove, and install new Multi-Panel Shade Structure (28x38x12 high) – Consisting of 8 panels and 6 columns
2. Product: Remove old Twilight Fabrics and replace with new CoolNet (HDPE) fabric. (Two-Tone Fabric Excluded)
3. Shipping to: Ormond Beach, FL
4. Engineering is included.
5. Quote based on pier mount footings.
6. FL Sales Taxes have been removed (to be purchased via municipal purchase order)
7. Estimated installation of \$ 47,371.00 has been included in the pricing below.

Model	MP283812PM
Quantity	1
Price Each	\$45,788.00
Price Total	\$45,788.00
Model	16x16 fabric
Quantity	4
Price Each	\$4,864.00
Price Total	\$19,456.00
Drawings and Calculations	\$1,300.00
Shipping and Handling	\$2,290.00
Total	\$116,205.00

IMPORTANT TERMS & CONDITIONS:

- All products quoted are per standard Shade Systems specifications per our catalog with column type(s) indicated above.
- Above includes the cost of powder-coating metal parts with standard Shade Systems colors as shown in our catalog. Special optional colors are available at \$800.00 additional cost per optional color selected.

- No site work, concrete cutting, or landscaping, are included. We are not responsible for any damages to underground utilities or irrigation lines, nor for replenishment of any damaged sod or landscaping/trees. Customer is responsible for identifying any underground utilities and capping or re-routing same. Customer to provide clear access to site for heavy machinery, including tree removal or trimming, and including removal of any fence sections as required.
- While we always take care to protect property, because we must access the installation site with heavy equipment, we cannot be responsible for any damages to existing sidewalks, pavers, asphalt or other hardscapes or sod as we pass over them.
- Customer to provide a current survey of the site. Quote to include our standard professional engineer-sealed drawings and calculations only. Any additional building department requests such as "community appearance board" meeting(s), soil borings, testing, spot survey, etc., which require the services of a professional engineer are not included in this quotation. This quote assumes normal ground conditions; unusual underground conditions such as high water table, loose/unstable soil conditions, underground boulders, or other unexpected underground obstacles which necessitate extraction or soil testing and/or re-design of footings are not included and will be quoted as an additional cost if encountered.
- The sizes and heights proposed are pursuant to information you have provided and must be verified by you on site. We are not responsible for any conflicts with existing conditions, being too close to landscaping, sidewalks, curbs, seating areas, buildings, etc.
- This quote is subject to site inspection at which time obstacles or other adverse site conditions may require a change in quotation.
- Current shipping schedule is estimated at 8 to 10 weeks after issuance of permit. (Permitting and associated fees are excluded and by others)

Jeremy Purkis

Architectural Specialist

Shade Systems Inc.

4150 SW 19th Street | Ocala, FL 34474

Office: 1.800.609.6066 | Fax: 1.352.237.2256

www.shadesystemsinc.com



[Click here](#) to browse the all Shade Systems catalog right online!

CAPITAL PROJECT DETAIL

PROJECT TITLE

City Hall Access Control

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

City Hall

MANAGEMENT

Engineering

PROJECT SCOPE

Install RFID locks and integrated cameras at City Hall

JUSTIFICATION

This project would enable better building security, and allow for a more holistic control and monitoring of who enters the building and when.

PROJECT COST METHODOLOGY

Received Quote from Empire

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Installation	0	0	0	0	0	0	100,000
Total	0	0	0	0	0	0	100,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	100,000
Total	0	0	0	0	0	0	100,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Central Park Trail Systems

PROJECT#

NA

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Central Park

MANAGEMENT

Engineering

PROJECT SCOPE

Construction (3) wooden land bridges, concrete sidewalks, wood boardwalk, perform selective pruning and invasive plant removal. Installation of outdoor amphitheatre will be determine when a master plan for the island is designed.

JUSTIFICATION

The EDC was completed in 2016. The existing island, west of the EDC building is the prime location for the first outdoor encounter area within Central Park. Connecting this island with two wooden land bridges will provide connectivity to the existing concrete trail system, allow better pedestrian access within the park and will eliminate the dead-end trail north of Division Avenue. The concrete trail/ elevated boardwalk will provide connectivity from the EDC to the existing elevated wooden walkway to the east where a amphitheater is planned. With recently acquiring the Duncan Property and completion of the Parks & Recreation Master Plan which identifies that 69 percent of Ormond Beach residents want more walking and hiking nature trails. The attached Central Park trail system map, expands this idea by incorporating a 10' wide concrete primary trail which will connect to the existing north & south trails. Future secondary trail systems will branch of the primary which will include boardwalk overlooks and other outdoor amenities.

PROJECT COST METHODOLOGY

Based on actual construction costs to construct wooden land bridges, docks and concrete sidewalk.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Trails	0	0	0	0	0	0	838,880
Total	0	0	0	0	0	0	838,880

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	838,880
Total	0	0	0	0	0	0	838,880



FUTURE CENTRAL PARK TRAIL SYSTEM

Prepared By: The City of Ormond Beach G.I.S. Department - 4/5/2022



Central Park Trail System

COST ESTIMATE

4/5/2022

Item #	Item Description	Length	Qty	Unit	Unit Cost	Value
1	Wood Boardwalk Bridges (3) (6' wide)	500	1	LS		\$ 300,000.00
2	Prop. 8' wide Concrete Trail - East Side	420	3360	SF	\$ 5.33	\$ 17,908.80
3	Prop. 8' wide Boardwalk Trail - East Side	670	1	LS		\$ 160,800.00
4	Prop. 10' wide Primary Trail - West Side	880	8800	SF	\$ 5.33	\$ 46,904.00
5	Prop. 10' wide Secondary Trail - West Side	1300	13000	SF	\$ 5.33	\$ 69,290.00
6	Clearing & Removal of Vegetation		1	LS		\$ 100,000.00
7	(Price includes, structural drawings, permits & bonds)					

SUB TOTAL= \$ 694,902.80

Contingency= 20%

COST ESTIMATE= \$ 833,880.00

Proposal

CUSTOM BUILT DOCKS, INC

2461

Licensed Marine Contractors

22 Village Dr.

ORMOND BEACH, FLORIDA 32174

(386) 547-5340 (386) 673-9802

www.custombulldocks.com

1/6 CARA S CULLIVER

PROPOSAL SUBMITTED TO CITY OF ORMOND BEACH	PHONE 871-5293	DATE 2-9-22
STREET 22 SOUTH BEACH ST	JOB NAME CENTRAL PARK III TRAIL	
CITY, STATE AND ZIP CODE ORMOND BCH, FL, 32174	JOB LOCATION CENTRAL PARK	
ARCHITECT	DATE OF PLANS	JOB PHONE

We Propose hereby to furnish material and labor - complete in accordance with specifications below, for the sum of:

ONE HUNDRED SIXTY THOUSAND EIGHT HUNDRED dollars (\$ 160,800)

Payment to be made as follows:

① T.B.D

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature

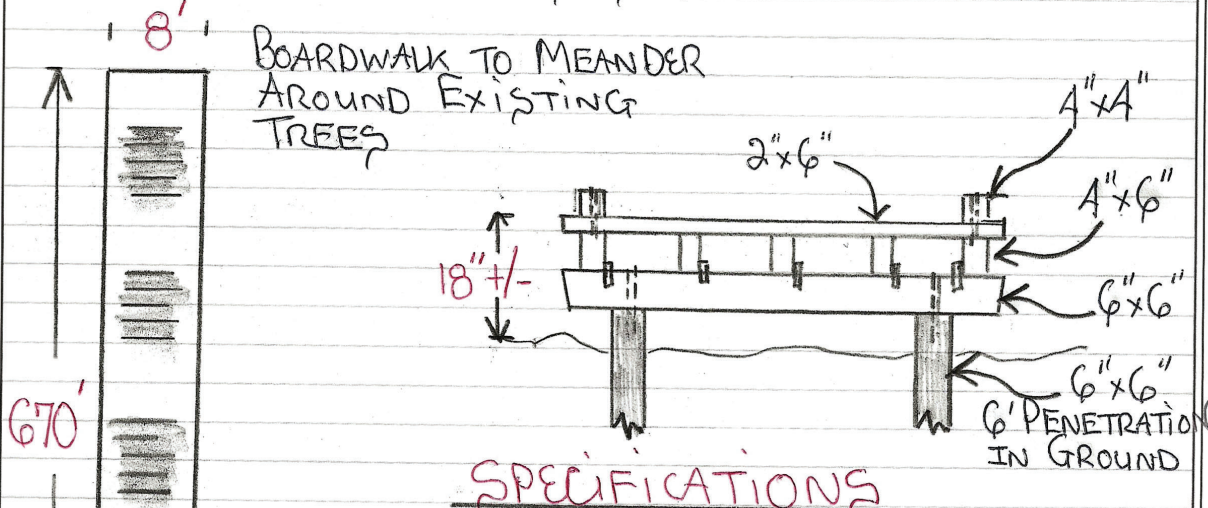
Dean Jeggel

Note: This proposal may be

withdrawn by us if not accepted within 21 days.

We hereby submit specifications and estimates for:

ALL LABOR / MATERIALS AND EQUIPMENT NECESSARY TO CONSTRUCT 8' WIDE X 670' BOARDWALK AS SPECIFIED BELOW.



SPECIFICATIONS

ALL LUMBER ACQ #1 GRADE DSS #40
ALL HARDWARE STAINLESS STEEL
ALL DECKING SCREWED DOWN
ALL HURRICANE STRAPS H-5 STAINLESS
ALL LAGS / SPIKES 12" / 9" GALVERNIZED

ALL WORK WARRANTY 24 MONTHS.

CLEARING OF WOODED AREA TO BUILD BOARDWALK BY OTHER.

Acceptance of Proposal - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature

Date of Acceptance:

Signature

CAPITAL PROJECT DETAIL

PROJECT TITLE

Engineering Planning Renovation

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

City Hall

MANAGEMENT

Planning/Engineering

PROJECT SCOPE

Increase functional space in planning & engineering by renovating the interior walls

JUSTIFICATION

Engineering and planning offices are disjointed and crowded. This project would allow for a better, more thoughtful use of space and allow for additional office space.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	75,000
Design	0	0	0	0	0	0	25,000
Total	0	0	0	0	0	0	100,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	100,000
Total	0	0	0	0	0	0	100,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Fiber Optic Connectivity

PROJECT#

301249

CATEGORY

Technology

FUND

301-General Improvement Fund

PROJECT LOCATION

City Wide

MANAGEMENT

Engineering

PROJECT SCOPE

Phased expansion of City fiber Optic network facilities connecting properties and utilities assets to previously connected facilities

JUSTIFICATION

Central to City operation is the transfer of data between City facilities and for the operation of City assets at remote locations. The Communication Infrastructure of the City of Ormond Beach is built upon the points of data collection and facility controls, terminals that allow for the monitoring of this data and the communication of City business, as well as the means of connecting these points allowing for the transfer of information internally and to external locations. The creation of a fiber optic network between City facilities provides increased reliability, increased data rates up to 10,000 Mbps, and immunity from both weather and power related events. Previous phases have established connectivity, providing a Gigabit Ethernet (1 GigE) communication capability to additional City facilities. This strategic investment increases security, data transfer speed, and reliability to those connected facilities while reducing business recovery and disaster recovery risks.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Fiber Optics	0	0	0	0	0	0	620,000
Total	0	0	0	0	0	0	620,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	620,000
Total	0	0	0	0	0	0	620,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Nova Field #1

PROJECT#**CATEGORY**

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Nova Community Center

MANAGEMENT

Engineering/Leisure Services

PROJECT SCOPE

Rehabilitate the field, restroom building and bleachers

JUSTIFICATION

Nova Field #1 is one of the oldest fields in the city and is showing its age. The restroom building is currently being undermined by a lack of drainage on the site. The fields have also reached a point where maintenance of the fields is becoming more costly.

PROJECT COST METHODOLOGY

Based on similar project costs

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	1,120,000
Design	0	0	0	0	0	0	112,000
Total	0	0	0	0	0	0	1,232,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	1,232,000
Total	0	0	0	0	0	0	1,232,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Nova LED Baseball Lighting

PROJECT#

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Nova Community Park

MANAGEMENT

Engineering

PROJECT SCOPE

Install LED sports field lighting on baseball fields 1,2,3,4 and 5.

JUSTIFICATION

Installation of LED Lighting with automated remote control access to baseball fields 1,2,3,4 and 5. The new lighting system comes with a 25 year warrantee and is more efficient and LED is environmentally-friendly. The lighting project will be beneficial to the baseball programs and will be an added asset in obtaining future baseball rentals.

PROJECT COST METHODOLOGY

Musco Lighting Proposal for Baseball Fields 1,2,3,4 and 5.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
LED Lighting Conversion	0	0	0	0	0	0	3,208,000
Total	0	0	0	0	0	0	3,208,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	2,208,000
Echo Grant	0	0	0	0	0	0	1,000,000
Total	0	0	0	0	0	0	3,208,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Nova Parking & Fitness Stations

PROJECT#

301213

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Nova Community Park

MANAGEMENT

Engineering

PROJECT SCOPE

Phase I includes the construction of parking for (240) vehicles, and (12) fitness stations.

JUSTIFICATION

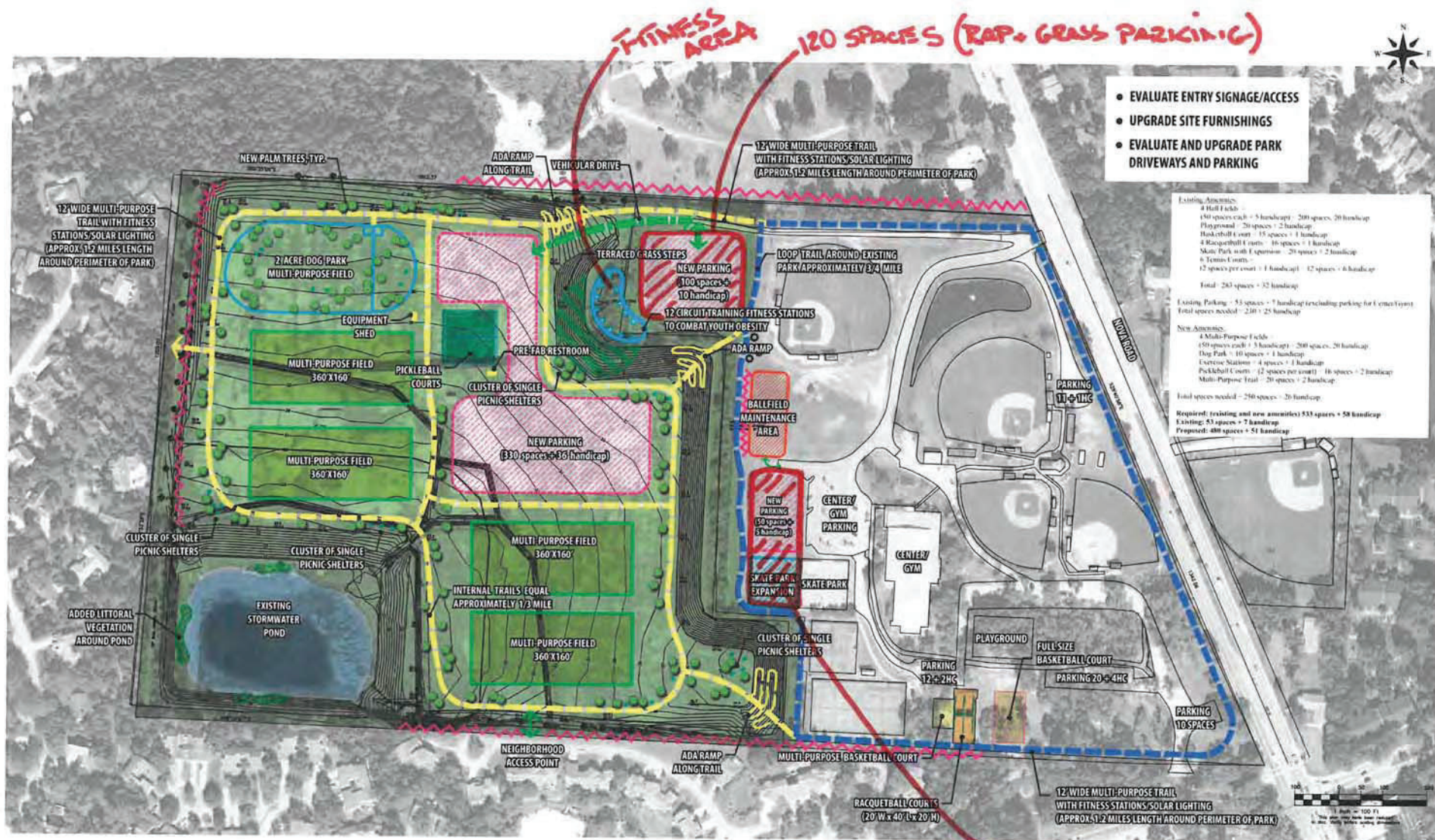
The Nova Community Park Master Plan was created by HHI Design and approved as a long range conceptual plan by the City Commission. Phase I will include 130 parking spaces, and a circuit training cluster of fitness stations. Parking is the #1 need at the Nova Community complex. As the location of the proposed parking is located in the Class 1 section of the Nova Landfill, costs to construct a standard asphalt parking lot would require construction of a lined retention pond. As the cost for such a pond (which requires removal and disposal of the buried trash) is extremely costly (\$1.6 million), staff is recommending a modified parking lot construction consisting of stabilized grass parking with main drive aisles of reclaimed asphalt to reduce impervious surface and eliminate the need for a retention pond.

PROJECT COST METHODOLOGY

Preliminary cost estimate prepared by HHI Design and modified by staff based on OBSC overflow parking upgrades near Multi-purpose Field #9

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Parking Lot	0	0	0	0	0	0	374,150
Parking Lot Improvements	0	0	0	0	0	0	200,000
Parking Lot	0	0	0	0	0	0	200,000
Fitness Stations	0	0	0	0	0	0	127,150
Total	0	0	0	0	0	0	901,300

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	901,300
Total	0	0	0	0	0	0	901,300



Conceptual Long Range Master Plan

Nova Community Park

Ormond Beach, FL

ISSUE DATE: January 30, 2013

Nova Community Park - Ormond Beach, FL
New Amenities at Abandoned Landfill site

CJ/GC

1.) All estimates based on HHI Design's Preliminary Conceptual Long Range Plan
2.) Estimate does not include site grading or stormwater.

CAPITAL PROJECT DETAIL

PROJECT TITLE

OBSC LED Softball Quad Lighting

PROJECT#

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Ormond Beach Sports Complex

MANAGEMENT

Engineering

PROJECT SCOPE

Improvements will include LED lighting at the Softball Quad

JUSTIFICATION

Installation of new LED lighting to the softball Quad using Musco Lighting with automated remote control access. The new lighting comes with a 25 year guarantee and will provide more efficient and environmentally-friendly lighting. The lighting project will be beneficial to the softball programs and will be an added asset in obtaining future softball rentals.

PROJECT COST METHODOLOGY

Musco lighting proposal to convert the softball quad to LED lighting

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	750,000
Total	0	0	0	0	0	0	750,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	375,000
Echo Grant	0	0	0	0	0	0	375,000
Total	0	0	0	0	0	0	750,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

OBSC Parking

PROJECT#

NA

CATEGORY

Recreation and Cultural Facility Improvements

FUND

301-General Improvement Fund

PROJECT LOCATION

Ormond Beach Sports Complex

MANAGEMENT

Engineering

PROJECT SCOPE

Improvements will include paved parking at the softball Quad, Wendelstedt fields, and Kiwanis/soccer fields. Costs reflect recycled asphalt parking with landscaped islands. No lighting, landscaping or irrigation is included.

JUSTIFICATION

The Leisure Services Advisory Board selected these projects as high priority. Due to the high demand for parking at the complex during events it is recommended that the two new parking lots at the Quad south and Quad west be constructed initially. Kiwanis/Soccer field parking is because the project would benefit the most people if it were accomplished. Wendelstedt fields parking is considered important due to the level of finish they would provide the complex.

PROJECT COST METHODOLOGY

Cost estimates based on similar projects and recent bids for similar scope of work.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction - Parking West of	0	0	0	0	0	0	241,000
Construction - Parking South of	0	0	0	0	0	0	198,000
Design - Parking Area West of	0	0	0	0	0	0	31,000
Design - Parking Area South of	0	0	0	0	0	0	26,000
Wendelstedt RAP and Grass Parking	0	0	0	0	0	0	55,000
Kiwanis/ Soccer Rap and Grass	0	0	0	0	0	0	81,000
Total	0	0	0	0	0	0	632,000

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	632,000
Total	0	0	0	0	0	0	632,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

PAL House

PROJECT#

NA

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

Bostrom Lane

MANAGEMENT

Engineering

PROJECT SCOPE

An 1,800 square foot facility adjacent to South Ormond Neighborhood Center.

JUSTIFICATION

The current PAL house is located at 194 Central Avenue. It was built in 1947 and is approximately 741 square feet. The layout of building consists of: three small rooms and 1 restroom. In 2008, the roof of the building was replaced due to termite damage. During installation of the roof the interior ceiling was damaged and a drop ceiling was placed in one room of the building to cover the damage. The house is tiled with 11"x11" ceramic tiles. The floor was originally installed without enough adhesive underneath the tiles resulting in many cracked tiles which are in need of replacement. The front door of the building does not completely seal which allows moisture and wind to enter under certain weather conditions. Due to older wiring, the phone lines in the O.B.P.A.L. house need frequent repair especially during humid and rainy weather.

While the exterior of the building is well maintained, there is no storage in the building. Plastic bins and file boxes are kept around the edge of the rooms reducing functional square footage of the building significantly.

The center conference room is not functional for meetings with groups larger than four. The YDC members have out grown the conference room space which is not functional for meetings larger than four. The current size of the PAL house does not allow for the expansion of programs. At this time programs are offered in partnership with area schools and organizations. While the community partnerships allow a PAL to serve the youth audience at the location of the partnership, requests for students who do not attend the partner school to join the READ, Reading, Exploration, Adventure and Discover program and Science on Patrol are not currently possible. An expanded facility which included a classrooms and a computer lab would allow a PAL to provided educational programs to a larger audience of youth. The computer lab would allow youth to have environment to practice SAT, complete online applications and other tests needed for reaching educational goals beyond high school.

PROJECT COST METHODOLOGY

Cost estimate provided by Engineering.

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	350,000
Total	0	0	0	0	0	0	350,000

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

PAL HouseNA

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	350,000
Total	0	0	0	0	0	0	350,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Point to Point Wireless Upgrades

PROJECT#

301237

CATEGORY

Technology

FUND

301-General Improvement Fund

PROJECT LOCATION

Water Tower, FS 91, Airport

MANAGEMENT

Information Technology

PROJECT SCOPE

Replace existing wireless Point-to-Point radio equipment that has been in service since 2013.

JUSTIFICATION

The links to Fire station 91 and the Airport Tower were the first wireless point-to-point implementations, replacing cable modem based VPN connections, and provided a 100Mbps direct link to these remote sites. Subsequent wireless links have been installed for additional locations; Fire station 94, Nova Rec., Casements, which utilize a newer technology providing higher data rates of 500Mbps+ and greater immunity to weather interference.

The existing Point-to-Point wireless links to Fire Station 91 and the Airport have been in place for nearly 4 years. Replacing these two links with the current technology will provide better speed and reliability for the facility connections. Additionally, all links will now utilize the same manufacturer which will reduce spare parts inventory and enhance staff's ability to manage the links with a single console.

The purchase of spare parts will be included in the operating budget as a cost effect alternative to purchasing maintenance agreements.

PROJECT COST METHODOLOGY

Quote

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water Tower - Airport	0	0	0	0	0	0	13,500
Water Tower - FS 91	0	0	0	0	0	0	13,500
Total	0	0	0	0	0	0	27,000

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Point to Point Wireless Upgrades301237

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	27,000
Total	0	0	0	0	0	0	27,000

City of Ormond Beach, Florida

4/22/2021

PAL Building Construction

Probable Cost

Project Description: Development of site adjacent to SONC for use as a new office/classroom/storage building for PAL. Improvements include 3,500 sf building, associated, parking, utilities, and stormwater to support site.

Estimated Construction Cost

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
General					
1	Mobilization/ Demobilization	1	LS	\$5500.00	\$5,500
Site Development					
	Silt Fence	500	LF	\$2.75	\$1,375
2	Clear/Grub site	1,200	SY	\$3.30	\$3,960
3	Remove Existing Trees (non specimen)	10	EA	\$275.00	\$2,750
	Remove Existing Concrete	100	SY	\$22.00	\$2,200
Parking Lot Construction					
	Furnish & Install Crushed Concrete Roadbase 8-inch	700	SY	\$15.40	\$10,780
	Furnish & Install S.P. 9.5 Asphalt	80	Tons	\$132.00	\$10,560
	Furnish & Install Wheel Stops	16	EA	\$55.00	\$880
	Thermoplastic Striping	1	LS	\$1,650.00	\$1,650
	Furnish and Install Signage	1	LS	\$1,650.00	\$1,650
	Furnish and install 6 ft vinyl fence	250	LF	38.50	\$9,625
	Construct concrete sidewalk	200	SY	\$33.00	\$6,600
	Furnish & Install Sod	1,667	SY	\$2.75	\$4,585
Site Utilites					
	Furnish and Install Class III Reinforced Concrete Pipe - 18"	230	LF	\$60.50	\$13,915
	Drainage Control Structre	1	EA	\$6,600.00	\$6,600
	FDOT Type 'C' Drainge Inlet	1	EA	\$2,420.00	\$2,420
	Mitered End Section	1	EA	\$1,320.00	\$1,320
	Modifiy Existing Control Structure	1	EA	\$1,100.00	\$1,100
	Potable Water Service	1	EA	\$825.00	\$825
	Sanitary Sewer Service	1	EA	\$1,650.00	\$1,650
	Communication Utilities	1	LS	\$16,500.00	\$16,500
Additonal Site Plan Work					
	Landscaping	1	LS	\$5,500.00	\$5,500
	Site Lighting	1		\$5,500.00	\$5,500
	Geotechnical Services	1	LS	\$2,200.00	\$2,200
	Maintenance of Traffic	1	LS	\$2,750.00	\$2,750
	Survey Layout & As-Built	1	LS	\$3,850.00	\$3,850
Building					
	PAL Building Construction	3,500	sf	\$165.00	\$577,500

SUB-TOTAL= \$703,745

Contingency 10% \$70,375

Total= \$774,120

BUDGET VALUE= \$785,000

RADWIN 2000 PORTFOLIO



CARRIER-CLASS POINT-TO-POINT SOLUTIONS

The RADWIN 2000 portfolio offers sub-6 GHz licensed and unlicensed wireless broadband solutions that deliver high throughput of up to 750 Mbps and operate for extensive range. Supported bands include 2.3-2.4 GHz, 3.3-3.8 / 3.65 GHz, 4.4-6.0 GHz and 5.7-6.4 GHz. Compact and robust, RADWIN 2000 products provide Ethernet and native TDM (up to 16 E1s/T1s), thus facilitating seamless migration from TDM to all-IP networks.

RADWIN 2000 radios incorporate state-of-the-art technologies such as MIMO, OFDM and high modulation schemes including QAM 256. Unique air interface capabilities ensure optimal performance and high spectral efficiency in dense radio environments and multipath conditions. RADWIN 2000 radios also support QoS and advanced networking features such as VLAN and Q-in-Q.

RADWIN 2000 radios can be deployed in point-to-point and multiple point-to-point topologies and support intra-site and inter-site TDD synchronization to maximize network capacity. The radios incorporate built-in 1+1 redundancy and ring protection functionality to maximize service availability.

RADWIN 2000 products comply with worldwide regulations and standards and are deployed globally by leading carriers, service providers and public and private networks requiring high-capacity connectivity.

RADWIN 2000 D-Plus Series

Delivering up to **750 Mbps Ethernet throughput**, RADWIN 2000 D+ series is ideal for IP backhaul applications. RADWIN 2000 D+ series provides high spectrum efficiency by employing a QAM 256 modulation scheme.

RADWIN 2000 D+ Series radios deliver high performance even in a highly congested spectrum by utilizing RADWIN's enhanced interference mitigation techniques and D-CBS (Dynamic Channel Bandwidth Selection). D-CBS is a unique feature that selects the widest channel bandwidth (up to 80 MHz) yet with minimal interference to maximize link throughput.

RADWIN 2000 D+ radios deliver 350 Mbps in 40 MHz and support 20 and 10 MHz channel bandwidth. The solutions build on RADWIN's extensive experience in designing systems that commercially operate in nLOS/NLOS environments and overcome severe multipath conditions.

RADWIN 2000 D+ Series Highlights

- Up to 750 Mbps Ethernet throughput
- Long range - Up to 120 km / 75 miles
- D-CBS maximizing link capacity in congested spectrum
- Configurable asymmetric capacity
- Auto selection between MIMO and Diversity modes for optimal NLOS performance

CAPITAL PROJECT DETAIL

PROJECT TITLE

Police Impound Lot

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

Fleet Maintenance

MANAGEMENT

Engineering

PROJECT SCOPE

Construct covered storage area for the police dept.

JUSTIFICATION

Currently the area P.D. uses for evidence is not covered, and to small to suit there needs. When evidence gets rained on it affects their ability to use it in court cases.

PROJECT COST METHODOLOGY

Based on similar projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Police Impound Lot	0	0	0	0	0	0	150,000
Total	0	0	0	0	0	0	150,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	150,000
Total	0	0	0	0	0	0	150,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

SANS Replacement

PROJECT#

CATEGORY

Technology

FUND

301-General Improvement Fund

PROJECT LOCATION

HDC/Police Department

MANAGEMENT

Information Technology

PROJECT SCOPE

Replace the one (1) existing two (2) Storage Area Network (SAN) devices with a new device offering increased performance and capacity.

JUSTIFICATION

The City's SAN devices operate in pairs, one being the primary unit, purchased in 2019, and a 2nd operating as the replica backup. The current replica backup unit was purchased in 2014 as part of the original project to implement server virtualization. Its useful life will likely have been exhausted by 2022.

The Storage Area Network (SAN) devices are the primary storage system for all servers and data storage. The current replica backup SAN was purchased early 2014 with an anticipated useful life of 5 years thru maintenance and upgrades. The manufacturer gave notice that SAN would reach end of support in December 2019. This replica backup SAN device useful life has been extended 3 years, thru December 2022, with the use of a 3rd party support agreement.

In Fiscal Year 2022-23 a new primary SAN should be purchased to accommodate the then current capacity and performance requirements. Staff has estimated that cost of a new primary SAN will be approximately \$125,000 in year 2022. Staff will keep current on the replacement cost estimates and update annually.

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Hardware/Software	0	0	0	0	0	0	125,000
Total	0	0	0	0	0	0	125,000

CAPITAL PROJECT DETAIL

PROJECT TITLE PROJECT#

SANS Replacement

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	125,000
Total	0	0	0	0	0	0	125,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Sports Complex Challenge Course

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

301-General Improvement Fund

PROJECT LOCATION

O.B.Sports Complex

MANAGEMENT

Engineering

PROJECT SCOPE

Install a new fitness/challenge course at the sports complex

JUSTIFICATION

As the sports complex grows and more people are using it, this would be a great addition to this facility. This course contains exercises for strength, cardiovascular and balance, as well as areas for sprinting. This would be a great addition to add to the sports complex in the interests of health and fitness.

PROJECT COST METHODOLOGY

Written Quote From GameTime

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Install pro5000 challenge course	0	0	0	0	0	0	315,000
Total	0	0	0	0	0	0	315,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	315,000
Total	0	0	0	0	0	0	315,000



302-GENERAL VEHICLE EQUIPMENT REPLACEMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Vehicle Replacement-General

PROJECT#

302VEH

CATEGORY

Vehicle and Equipment Replacement

FUND

302-General Vehicle Replacement Fund

PROJECT LOCATION

Various City Departments

MANAGEMENT

Fleet

PROJECT SCOPE

The project involves the continued implementation of a comprehensive vehicle replacement schedule for the City's fleet. Vehicles beyond the first year of this program will be evaluated at the appropriate time. These vehicles are being shown for scheduling purposes only and will not necessarily be replaced in the year shown.

JUSTIFICATION

The replacement schedule has been designed to replace vehicles which have been identified as incurring the greatest maintenance expense over the life of the vehicle, reaching or exceeding the expected life in terms of age, and having relative high mileage. The benefits of the replacement program are reflected in the reduction of the City's Fleet Maintenance operating and labor costs, as well as lower vehicle downtime.

PROJECT COST METHODOLOGY

State contract pricing.

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Vehicles	299,000	200,000	200,000	200,000	200,000	1,099,000	0
Total	299,000	200,000	200,000	200,000	200,000	1,099,000	0

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Vehicles	200,000	200,000	200,000	200,000	200,000	1,000,000	0
Vehicle Replacement Fund Reserves	99,000	0	0	0	0	99,000	0
Total	299,000	200,000	200,000	200,000	200,000	1,099,000	0

Description	Year	Department	#	2022-23
Cat 928G	2003	Street Maint.	277	50,000
Ford F450	2012	Street Maint.	252	75,000
International 4 yard dump	2005	Street Maint.	259	75,000
Chev 1 Ton	2012	Street Maint.	257	32,000
Chev 3500	2012	Street Maint.	410	35,000
Ford F150	2002	Leisure Services	411	32,000
Total General Fund 302				299,000



305-PUBLIC SAFETY VEHICLE AND EQUIPMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Vehicle Replacement-Public Safety

PROJECT#

305VEH

CATEGORY

Vehicle Replacement

FUND

305-Public Safety Vehicle & Equipment Fund

PROJECT LOCATION

Police Department

MANAGEMENT

Police

PROJECT SCOPE

Annual Vehicle Replacement Program

JUSTIFICATION

Replacement of Police Vehicles on the following schedule: Patrol every seven years; Special Unit every ten years; Motorcycles every 4 years

PROJECT COST METHODOLOGY**EXPENDITURE**

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Police Vehicles	490,000	435,000	435,000	435,000	435,000	2,230,000	0
Total	490,000	435,000	435,000	435,000	435,000	2,230,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Public Safety	435,000	435,000	435,000	435,000	435,000	2,175,000	0
Public Safety Fund Reserves	55,000	0	0	0	0	55,000	0
Total	490,000	435,000	435,000	435,000	435,000	2,230,000	0

Description	Year	Department	#	2022-23
Chev Caprice	2012	Police	11	55,000
Chev Caprice	2012	Police	27	55,000
Ford Explorer	2011	Police	46	55,000
Chevy Equinox	2011	Police CID	84	42,000
Ford Explorer	2011	Police Admin	111	35,000
Chev Caprice	2013	Police	130	55,000
Chev Caprice	2013	Police	135	55,000
Chev Caprice	2013	Police	136	55,000
Harley Motor	2017	Police	M95	28,000
Patrol Vehicle	New	Police		55,000
Total Public Safety Fund 305				490,000

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #M95	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	5	2017 Harley Davidson
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	4	38,093
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Many scratches and various small dents in paint. Seat Suspension worn, seat needs reupholstered. Fairing scratched and gouged out needs refinshed, front fender badge bent, fender needs refinshed. Tank scratched and small dents. Primary case has road damage.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD CID
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 13 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	5	Purchase Price \$22,450.00 total LTD M&R Purchase Price mile \$.69 \$23,973.66 104% of Cost per
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	27	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$
Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #027	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	10	2012 Chev Caprice
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	7	61,600
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	5	Headlight and light bar lenses are faded out. Many scratches all around to include the decals this vehicle is wrapped and need removed and rewrapped, needs approx. 5,000.00 in body work, vandalized! Suspension worn. Interior worn driver seat needs reupholstered. Headliner needs redone.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD Patrol
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	3	This vehicle has been in the shop 8 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$30,893.00 total LTD M&R Price \$14,850.29 48% of Purchase Cost per mile \$.24
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	34	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$

Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #046	Evaluated by: Howard Rubright Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	11	2011 Ford Explorer
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	6	60,539
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Many scratches and various small dents paint is faded/dull recently repaired rust at rear liftgate. Suspension worn. Interior worn driver seat needs reupholstered.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	4	PD Command Staff
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	3	This vehicle has been in the shop 3 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$24,139.00 total \$11,381.00 LTD M&R of Purchase Price 47% Cost per mile \$.35
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	32	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$

Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #084	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	11	2011 Chev Equinox
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	8	78,921
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Many scratches and various small dents paint is faded/dull. Suspension worn. Interior worn driver seat needs reupholstered. Headliner will need redone.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	4	PD CID
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 6 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$21,387.00 total LTD M&R Price \$13,383.66 63% of Purchase Cost per mile \$.44
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	35	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$
Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #111	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	11	2011 Ford Explorer
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	7	68,355
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Headlight lenses are faded. Many scratches all around this vehicle and various small dents. Suspension worn. Interior worn driver seat needs reupholstered. Headliner needs redone. Rear Hatch has had major rust repair.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	3	PD Command Staff
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 6 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$24,139.00 total \$8,891.29 LTD M&R 48% of Purchase Price Cost per mile \$.47
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	32	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$

Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #130	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	9	2013 Chev Caprice
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	12	117,220
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Headlight and light bar lenses are faded out. Many scratches all around to include the decals this vehicle has rust around rear window. Suspension worn. Interior worn driver seat needs reupholstered. Headliner needs redone.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD Patrol
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 10 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$32,386.00 total \$28,661.29 LTD M&R 88% of Purchase Price Cost per mile \$.47
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	38	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$

Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #135	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.: PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	9	2013 Chev Caprice
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	9	85,864
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Headlight and light bar lenses are faded out. Many scratches all around to include the decals this vehicle has rust around rear window and various small dents. Suspension worn. Interior worn driver seat needs reupholstered. Headliner needs redone.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD Patrol
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 10 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$32,386.00 total LTD M&R Purchase Price mile \$.47 \$28,661.29 88% of Cost per
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	35	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$
Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #136	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	9	2013 Chev Caprice
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	9	83,184
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Headlight and light bar lenses are faded out. Many scratches all around to include the decals this vehicle has rust around rear window and various small dents. Suspension worn. Interior worn driver seat needs reupholstered. Headliner needs redone.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD Patrol
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 6 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	4	Purchase Price \$32,386.00 total \$18,681.29 LTD M&R of Purchase Price mile \$.47 88% Cost per
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	35	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$
Replacement cost is \$

Vehicle and Equipment Repair/Replacement Evaluation		
Vehicle: #M95	Evaluated by: Howard Rubright, Fleet Ops Supervisor	
Dept.:PD 2005	Supervisor: Kevin M Gray, Deputy PW Director	
	Points Assigned	Comments
Year of vehicle. One point assigned per year. Example: A 2000 vehicle would be assigned 22 points because it is 22 years old.	5	2017 Harley Davidson
Mileage or hours of use. One point is assigned for each 10,000 miles or 1,500 hours of operation. Example: A vehicle with 87,000 miles would receive 9 points as it is rounded up.	4	38,093
General overall condition. This category takes into consideration body condition, rust, interior condition, anticipated repairs, etc. A scale from 1-5 is used, with 5 being an extremely poor...possibly unsafe condition.	4	Many scratches and various small dents in paint. Seat Suspension worn, seat needs reupholstered. Fairing scratched and gouged out needs refinishing, front fender badge bent, fender needs refinishing. Tank scratched and small dents. Primary case has road damage.
Type of service. Points are assigned as either 1,3,or 5 depending on the type of use the vehicle had during most of its life. Example: A '5' would be assigned to vehicles that were utilized as patrol cars as that is considered severe service, while a staff car would be a '1'.	5	PD CID
Reliability of vehicle. Points are assigned as 1-5 depending on the frequency that the vehicle is in the shop for repairs. A '5' should be assigned to a vehicle that is in the shop 3 or more times a month on average. A '1' would be used for once every 3 months or less.	4	This vehicle has been in the shop 13 times in 1 yr.
Total operating cost. Points are assigned as 1,3,or 5 depending on the total cost per mile factor. This figure includes maintenance and operational costs in relation to other vehicles utilized for the same purpose.	5	Purchase Price \$22,450.00 total LTD M&R Purchase Price mile \$.69 \$23,973.66 104% of Cost per
Have warranties expired?	yes	☐ Check if general overall condition can defer vehicle replacement
Total Points	27	(Shop Supervisor approval required)
28 + points	X	Needs immediate replacement
23-27 points		Condition is borderline
18-22 points		Condition is fair/good
Under 18 points		Condition is good/excellent

Budget shows \$
Replacement cost is \$

CAPITAL PROJECT DETAIL

PROJECT TITLE

Brush Truck Replacement

PROJECT#

CATEGORY

Vehicle and Equipment Replacement

FUND

305-Public Safety Vehicle & Equipment Fund

PROJECT LOCATION

Fire Station

MANAGEMENT

Fire

PROJECT SCOPE

Replacement of 2005 Brush Truck.

JUSTIFICATION

This vehicle is due for replacement and does not meet the requirements for the department. The request is for an F-550 Type 6 Wildland 4X4 diesel truck with a 300 gallon water tank. This vehicle will be used for brush fires and be able to gain access to areas of the city that cannot be obtained from a suppression Engine. Pricing estimate is based on the current FSA Contract for Wildland Fire Apparatus.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Brush Truck	175,000	0	0	0	0	175,000	0
Total	175,000	0	0	0	0	175,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Public Safety Reserves	175,000	0	0	0	0	175,000	0
Total	175,000	0	0	0	0	175,000	0

FSA20-VEF14.02 Fire Rescue Vehicles & Other Equipment

SPECIFICATION GROUP 14: WILDLAND FIRE APPARATUS

FSA AWARDED VENDOR: TEN 8 FIRE EQUIPMENT INC. (EFFECTIVE 1/4/2021, COMPANY NAME CHANGED TO TEN-8 FIRE & SAFETY, LLC.)

FSA Bid Item #	MANUFACTURER	CHASSIS MAKE / MODEL	LADDER TYPE	ADJUSTED FSA CONTRACT AWARD PRICE (EFFECTIVE 2/1/2022)*	% Discount Off MSRP	BUILD SHEET
248	Pierce Manufacturing Inc.	Freightliner FX3	N/A	\$ 368,139	3%	Build Sheet
252	Skeeter	Ford	N/A	\$ 153,861	3%	Build Sheet
253	Skeeter	Dodge	N/A	\$ 148,725	3%	Build Sheet
254	Skeeter	Chevrolet / GMC	N/A	\$ 161,367	3%	Build Sheet
255	Skeeter	Freightliner	N/A	\$ 208,347	3%	Build Sheet
256	Skeeter	International	N/A	\$ 215,212	3%	Build Sheet

* Price Adjustments Authorized Pursuant To FSA Contract Terms & Conditions, Sections 3.04 & 3.06.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Bunker Gear Dryers

PROJECT#**CATEGORY**

Vehicle and Equipment Replacement

FUND

305-Public Safety Vehicle & Equipment Fund

PROJECT LOCATION

Fire Stations

MANAGEMENT

Fire

PROJECT SCOPE

Two bunker gear dryers.

JUSTIFICATION

Two (2) dryers were purchased in FY 21-22, and this purchase will allow us to complete the project of outfitting all OBFD stations. The dryers will be utilized as part of our Personal Protective Equipment Cleaning/Decontamination program, which reduces the risk of cancer to firefighters. It will allow for soiled PPE to be cleaned and returned to service in a matter of hours, rather than 2-3 days.

PROJECT COST METHODOLOGY**EXPENDITURE**

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Dryers	14,000	0	0	0	0	14,000	0
Total	14,000	0	0	0	0	14,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Public Safety	14,000	0	0	0	0	14,000	0
Total	14,000	0	0	0	0	14,000	0



INTRODUCING FIREHOUSE MOBILE DRYER - 4 POSITION

FHMD4P

- ✓ NFPA 1851 compliant design with Ambient or Heated Air standard on all dryers
- ✓ Fully mobile unit allows for storage when not in use
- ✓ Post system effectively dries both liners and outer shells
- ✓ Easy to use push button controls
- ✓ Powder coated finish for easy wipe down and long life
- ✓ 4 and 6 position options available
- ✓ 1500W, 20A design



NFPA 1851 MADE EASY

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Packet Pg. 243



3789 62nd Avenue North
Pinellas Park, FL 33781

Quote

7.H.a

Date 11/17/2021
Quote # QT1527216
Expires 12/31/2021
Sales Rep Osborn, Lee
PO #
Shipping Method FedEx Ground

Bill To
 City of Ormond Beach
 PO Box 277
 Ormond Beach FL 32175
 United States

Ship To
 Ormond Beach Fire Department
 364 S. Atlantic Ave.
 Ormond Beach FL 32176

Item	Alt. Item #	Units	Description	QTY	Unit Sales Pri...	Amount
GROVES			Custom GROVES FHMD4P 4 position mobile dryer	2	6,731.63	13,463.26

Subtotal 13,463.26
Shipping Cost (FedEx Ground) 760.00
Total \$14,223.26

This Quotation is subject to any applicable sales tax and shipping & handling charges that may apply. Tax and shipping charges are considered estimated and will be recalculated at the time of shipment to ensure they take into account the most current local tax information.

All returns must be processed within 30 days of receipt and require a return authorization number and are subject to a restocking fee.

Custom orders are not returnable. Effective tax rate will be applicable at the time of invoice.



QT1527216

CAPITAL PROJECT DETAIL

PROJECT TITLE

Quint Fire Apparatus

PROJECT#

CATEGORY

Vehicle and Equipment Replacement

FUND

305-Public Safety Vehicle & Equipment Fund

PROJECT LOCATION

Fire Station

MANAGEMENT

Fire

PROJECT SCOPE

Purchase a Quint apparatus to replace a 2006 quint apparatus, and place our 2011 front-line quint into reserve status.

JUSTIFICATION

Both current units have had several major/costly repairs, and are due for replacement. With currently-funded engine apparatus completing its last lease/purchase payment in FY 22, we would like to continue that funding into the requested quint, in FY 24. We have many options when it comes to leasing large emergency apparatus. Fire Rescue has been working with our current vendor Ten-8 Fire Apparatus on options. PNC Equipment finances Pierce units and works with 10-8 on options. Fire Rescue has identified a 12 year replacement scheduled that would include leasing the units for 10 years, then trading back the units. This program would keep the frontline units operational with a lower repair cost and reduces down time. This program also includes major equipment replacement with the new units.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Quint Fire Apparatus	0	1,000,000	0	0	0	1,000,000	0
Total	0	1,000,000	0	0	0	1,000,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Lease Purchase	0	1,000,000	0	0	0	1,000,000	0
Total	0	1,000,000	0	0	0	1,000,000	0



HIGH PERFORMANCE ON A SINGLE REAR AXLE WITH A SHORT WHEELBASE.

Pierce's 75' aluminum aerial ladders are designed with high-strength aluminum extrusions resulting in an extremely durable ladder. Get an impressive 750 lb dry tip load rating capable of flowing up to 1,500 gpm. You can add up to 100 lb of additional firefighting equipment at the tip without reducing the rated load capacity. Besides its impressive tip load rating, the 75' aluminum aerial ladder has a 2.5:1 structural safety factor, a 35 mph wind load rating, and can operate with up to ¼" of ice buildup.

The ladder features a removable egress, making it easy to replace if it is ever damaged without having to replace the entire fly section. The single set of H-style stabilizers allows for quicker and easier set-up. Using a third-party, every Pierce® aerial is certified to the stringent UL Type I requirements.



Specifications

Custom Chassis Choices	Arrow XT™, Dash® CF, Enforcer™, Impel®, Quantum®, Velocity®
Vertical Reach	75'
Horizontal Reach	67'9"
Operating Range	-8° to 76°
Payload Capacity	750 lb dry/500 lb wet
Wind & Ice Ratings	Up to 35 mph winds & 1/4" of ice
Flow Capacity	1,500 gpm
Stabilizers	1 set of H-style
Stabilizer Spread	16'
Rear Axle	Single
Tank	Up to 500 gallons
Pump Range	Waterous, Hale, Darley Midship, PTO
PUC™ Availability	Yes
Hosebed Capacity	1,000' of 5" hose
Ladder Complement	Minimum of 115'
Structural Ladder Warranty	20 yr

www.piercemfg.com



Pierce Manufacturing Inc., An Oshkosh Corporation Company
P.O. Box 2017, Appleton WI 54912-2017 USA

Specifications, descriptions, and illustrative material in this literature are as accurate as known at the time of publication, but are subject to change without notice. Illustrations may include optional equipment and accessories and may not include all standard equipment. All measurements are nominal values.

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All other trademarks are the property of their respective owners.

FSA20-VEF14.02 Fire Rescue Vehicles & Other Equipment

SPECIFICATION GROUP 9: REAR MOUNTED AERIAL APPARATUS

FSA AWARDED VENDOR: TEN 8 FIRE EQUIPMENT INC. (EFFECTIVE 1/4/2021, COMPANY NAME CHANGED TO TEN-8 FIRE & SAFETY, LLC.)

FSA Spec Item #	MANUFACTURER	CHASSIS MAKE / MODEL	LADDER TYPE	ADJUSTED FSA CONTRACT AWARD PRICE (EFFECTIVE 2/1/2022)*	% Discount Off MSRP	BUILD SHEET
149	Pierce Manufacturing Inc.	Enforcer 75' Aluminum	75'	\$ 852,567	6%	Build Sheet
150	Pierce Manufacturing Inc.	Impel 75' Aluminum	75'	\$ 860,577	6%	Build Sheet
151	Pierce Manufacturing Inc.	Velocity 75' Aluminum	75'	\$ 889,305	6%	Build Sheet
152	Pierce Manufacturing Inc.	Arrow XT 75' Aluminum	75'	unavailable	N/A	Build Sheet
153	Pierce Manufacturing Inc.	Enforcer 75' Steel	75'	unavailable	N/A	Build Sheet
154	Pierce Manufacturing Inc.	Impel 75' Steel	75'	unavailable	N/A	Build Sheet
155	Pierce Manufacturing Inc.	Velocity 100' Aluminum	100'	unavailable	N/A	Build Sheet
156	Pierce Manufacturing Inc.	Arrow XT 100' Aluminum	100'	unavailable	N/A	Build Sheet
157	Pierce Manufacturing Inc.	Enforcer 105' Steel	105'	\$ 997,766	6%	Build Sheet
158	Pierce Manufacturing Inc.	Arrow XT 105' Steel	105'	\$ 1,023,927	6%	Build Sheet
159	Pierce Manufacturing Inc.	Velocity 105' Steel	105'	\$ 1,086,425	6%	Build Sheet
160	Pierce Manufacturing Inc.	Enforcer 107' Steel	107'	\$ 986,206	6%	Build Sheet
161	Pierce Manufacturing Inc.	Impel 107' Steel	107'	\$ 984,753	6%	Build Sheet
162	Pierce Manufacturing Inc.	Velocity 107' Steel	107'	\$ 1,037,020	6%	Build Sheet
163	Pierce Manufacturing Inc.	Arrow XT 107' Steel	107'	\$ 997,873	6%	Build Sheet

* Price Adjustments Authorized Pursuant To FSA Contract Terms & Conditions, Sections 3.04 & 3.06.

CAPITAL PROJECT DETAIL

PROJECT TITLE

Brush Attack Apparatus

PROJECT#

CATEGORY

Vehicle and Equipment Replacement

FUND

305-Public Safety Vehicle & Equipment Fund

PROJECT LOCATION

Fire Station

MANAGEMENT

Fire

PROJECT SCOPE

This request is for a singular apparatus to replace both of the current 1959 Brush Attack apparatus.

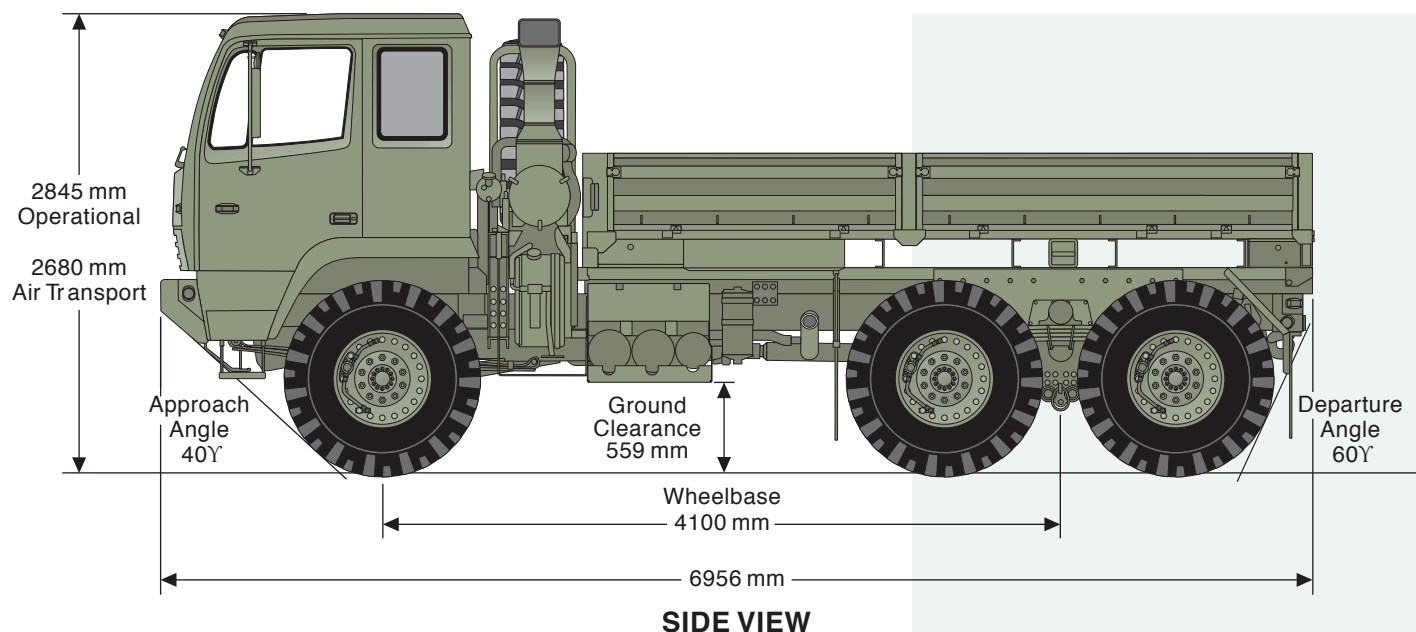
JUSTIFICATION

These vehicles are 50+ years old, do not meet the requirements for the department. The request is to procure and outfit a government surplus FMTV-style vehicle with a fire pump and 1000 gallon water tank. This vehicle will be used for brush fires and be able to gain access to areas of the city that cannot be obtained from a suppression Engine, along with transporting needed water to remote areas during these events. Procurement will be applied for through the Federal/State Excess Property program, with outfitting to be completed by a separate vendor.

PROJECT COST METHODOLOGY

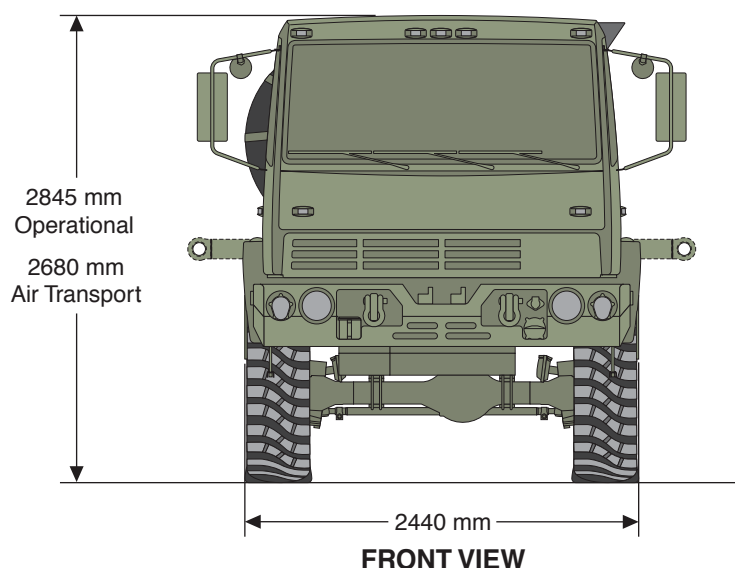
<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Brush Attache	0	0	25,000	0	0	25,000	0
Total	0	0	25,000	0	0	25,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Public Safety Reserves	0	0	25,000	0	0	25,000	0
Total	0	0	25,000	0	0	25,000	0



5.0 Ton Standard Cargo

The Family of Medium Tactical Vehicles (FMTV) provides the Army's backbone for tactical unit mobility and logistics support throughout the battlefield. Produced by Stewart & Stevenson® Tactical Vehicles Systems, LP, medium vehicles must be capable of operating worldwide on primary and secondary roads, as well as on trails and cross-country in weather extremes from -50 to +120 degrees Fahrenheit.



FMTV A1 Characteristics

- Full-time all-wheel drive
- Fully automatic transmission
- Electronic Central Tire Inflation System (CTIS)
- Anti-lock Braking System (ABS)
- Interactive Electronic Technical Manuals (IETM)
- Fully MANPRINT compliant
- C-130 air transportable at GVW
- U.S. Army proven 98%+ operational readiness
- Family of 14+ vehicles with 80% commonality
- U.S. Army certified 22-year corrosion protection
- Highest proven reliability of any tactical vehicle



Stewart & Stevenson®
Tactical Vehicle Systems, LP
5000 I-10 West Sealy, Texas 77474
Bus: (281) 856-0139 Fax: (713) 867-1518
www.ssss.com

Length	
Width	
Height	
Wheel Base	
Ground Clearance	
Approach / Departure Angle	
Vehicle Curb Weight	
Payload	
Towed Load	
Maximum Speed	
Range	
Maximum Grade / Side Slope	
Turning Circle	
Fording	
Cab	
Engine	
Transmission	
Axles	
Electrical	
Tires	
Brakes	
Central Tire Inflation System	
Diagnostics	
Suspension	
Transportability/Deployability	
Self Recovery Winch	
Cargo Bed	
Material Handling Equipment	

Vehicle Characteristics

7.H.a

	274"	(6,956 mm)
	96"	(2,440 mm)
Operational	112"	(2,845 mm)
For air transport	105.5	(2,680 mm)
	161"	(4,100 mm)
Loaded	22"	(559 mm)
	40° / 60°	
	21,178 lb	(9,606 kg)
	10,000 lb (plus kits)	(4,536 kg)
	21,000 lb	(9,526 kg)
Governed, at gross weight	58 mph	(94 km/h)
58 gal. (219 L) nominal	300+mi	(483+ km)
	60% / 30%	
Wall-to-wall	61.4'	(18.7 m)
	30"	(762 mm)

Equipment Specifications

Design	3-Man, ergonomically adjustable driver seat and steering wheel
Steering type	Power assisted, recirculating ball
Storage	8 cu-ft
Cab suspension	Height-adjusting air springs with damper
Caterpillar 3126	Heavy duty diesel, 6-cylinder, electronic controlled, fuel-injected turbocharged and aftercooled, EPA certified
Rating	330 hp (246 kW) @ 2400 rpm
Displacement	442 cu in. (7.2 L)
Torque	851 lb-ft (1,153 N.m)@1600 rpm
Fuel	Diesel, DF-2, JP-4, JP-8, VV-F-800
Oil	MIL-L-2104D, MIL-L-46167, 22 qt (21 L)
Allison MD 3070 PT	Automatic/select 7-speed, electronically controlled
Full-time all-wheel drive	Integral transfer case
Normal operation	30% torque front wheels, 70% torque rear wheels; off-road, equal front and rear
Oil	MIL-L-2104D, MIL-L-46167, 31.8 qt (30 L)
ArvinMeritor	Front, intermediate and rear axles
Carrier	Single reduction, amboid-gearing
Wheel end	Bevel wheel end reduction, ratio 2:1
Overall axle gear ratio	7.8:1
Front axle steering angle	35°
System	12/24 volt, EMI/HAEMP qualified, resetable circuit breakers, central power distribution panel
Alternator	100 amp, 12/24 volt, waterproof, EMI/RFI suppressed, (200 amp option)
Starter	24 volt waterproof
Michelin	395/85R20XML All-terrain
Primary	Dual-circuit, four channel air, Anti-lock Braking System (ABS) with trailers
Supplemental	ABS connectors for emergency towing
	Air actuated, driver controlled exhaust brake
Eaton	Cab-mounted electronic controls, operable while driving highway, cross-country, air transport, sand/mud/snow and emergency modes
Interactive Electronic Technical Manuals (IETM)	Class V, intrusive diagnostics utilizing SAE J1708 / J1939 data buses to diagnose all (4) unique Electronic Control Modules (ECM)
Front	Parabolic-tapered leaf spring with hydraulic shock absorbers
Rear	Tandem axles with parabolic-tapered leaf spring with hydraulic shock absorbers and stabilizer bar
Internally	Air-transportable by C-130, C-141, C-17 and C-5A at GVW
Externally	Transportable by CH-47 and CH-53 helicopters
Optional	15,500 lb (7,031 kg) rating, 280 ft (85.3 m) line capacity, fore/aft recovery positions
Inside cargo bed	170" x 91" (4,318 x 2,314 mm)
Ladder	Integral, stowed
Construction	All steel, E-COAT rustproofing, dropside with side rail storage
Options	Troop seats, stowable composite; bows and tarp kit
Crane (optional)	Loads/unloads cargo bed and trailer, electric operation, 1500 lb (680 kg) lift at 4 ft (1.2 m)

308-TRANSPORTATION FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Neighborhood Traffic Calming

PROJECT#

308234

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Citywide

MANAGEMENT

Engineering

PROJECT SCOPE

Installation of traffic calming devices on neighborhood streets as part of neighborhood traffic calming program

JUSTIFICATION

The issue of installing traffic calming measures within the City has been the topic of discussion in recent years. The basis of a neighborhood traffic calming program was presented to the City Commission that utilized a combination of mainly physical measures to reduce the negative effect of motorized vehicle use and improve conditions for non-motorized street users. Traffic calming measures have inherent advantages including the reduction of speed, increased safety, reduction of cut-through traffic, and enhancement of the street environment. The traffic calming program will produce candidate streets on a semi-annual basis through priority data analysis.

PROJECT COST METHODOLOGY

Based on recent construction projects

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Traffic Calming Measures	50,000	50,000	50,000	50,000	50,000	250,000	0
Total	50,000	50,000	50,000	50,000	50,000	250,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Property Taxes - Transportation	50,000	50,000	50,000	50,000	50,000	250,000	0
Transportation Reserves	0	0	0	0	0	0	0
Total	50,000	50,000	50,000	50,000	50,000	250,000	0

City of Ormond Beach
4/22/2021

Traffic Calming Radar Feedback Signs

Project Notes: Estimate is for construction and installation of Radar Feedback signs on individual streets. The traffic calming program will produce candidates for these signs on a yearly basis.

Probable Cost - Per Street

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$676.25	\$676
2	Radar Feedback signs	2	EA	\$4,450.00	\$8,900
3	Installation	1	LS	\$2,225.00	\$2,225
4	Additional Signage	1	LS	\$500.00	\$500
5	Electric	1	LS	\$600.00	\$600
6	Restoration	1	LS	\$500.00	\$500
7	Permitting and fees	1	LS	\$0.00	\$0
8	Maintenance of Traffic	1	LS	\$800.00	\$800

Construction \$14,201

Construction Budget \$15,000
Each Street

City of Ormond Beach
4/22/2021

Traffic Calming Speed Tables

Project Notes: Estimate is for construction and installation of speed tables on individual streets. The traffic calming program will produce candidates for these speed tables on a yearly basis.

Project Probable Cost - Per Street

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$552.50	\$553
2	Speed Tables	4	EA	\$1,950.00	\$7,800
3	Installation	1	LS	\$1,950.00	\$1,950
4	Additional Signage	1	LS	\$500.00	\$500
5	Electric	1	LS	\$0.00	\$0
6	Restoration	1	LS	\$0.00	\$0
7	Permitting and fees	1	LS	\$0.00	\$0
8	Maintenance of Traffic	1	LS	\$800.00	\$800

Construction \$11,603

Construction Budget \$12,000
Each Street

QUOTATION

Contact:

Phone:

Email:

City of Ormond Beach

22 S. Beach Street

Ormond Beach, Florida 32174

Shipping Address:

Standard Features (Included)

- Prices Shown include - Required Adhesive, Bolts and Anchors (Specified as 4" or 7")
- Color and Markings as Indicated

Special Notes

Quote Line Items – All Prices shown are in \$USD

Product	Product Code	Quantity	Sales Price	Discount	Total Price
Rubber products 7" Bolts and Anchors (Included with Product Purchase ONLY)	Rubber 7" Bolts and Anchors (Included with Product Purchase ONLY)	1.00000	\$0.00	\$0.00	\$0.00
400mL 1:1 dispenser - Applicator Gun	PU-APGUN	1.00000	\$65.00	\$0.00	\$65.00
Speed Cushion 10.5 Feet x 9 Feet x 3" - 4 Arrows	SC-1050903-4A	1.00000	\$1,530.00	\$0.00	\$1,530.00

Totals

Subtotal	\$1,595.00
Freight	\$355.00
Grand Total	\$1,950.00

Terms: 1% - 10 Days - Net 30 We also accept: MC - VISA - AMEX

IF TAX EXEMPT: Please Provide Tax Exempt Certificate with Order

Delivery Requirements

Please Indicate the availability of the following as this determines the freight costs:

1. Do You have a Loading Dock? - Yes/No
2. Do you have a Fork Lift and Pallet Jack to unload? - Yes/No
3. Can access be gained by a 53 foot truck for delivery? - Yes/No
4. Is the delivery address a Construction site? - Yes/No
5. Is the delivery address a Military site? - Yes/No
6. If shipping to Military site, is a U.S. Driver required? - Yes/No

Quote Acceptance Information

Signature _____

Name _____

Title _____

Date _____

Thank you for choosing Traffic Logix. Please sign and return to:

jpainter@trafficlogix.com

John Painter

Senior Account Manager

866-915-6449

Please complete to set up new account: <https://trafficlogix.com/business-application-form/>

shawn.finley@ormondbeach.org

- [Edit Profile](#)
- [My Solutions](#)
- [Add New Solution](#)
- [Logout](#)

Update - *Speed Cushion*

Width can be adjusted in 1.5 ft increments

Length can be adjusted in 3.5 ft increments

Solution name *

Address

City

State

Zip

Country

Street width * (ft)

Number of lanes *

Solution type *

Number of cushions

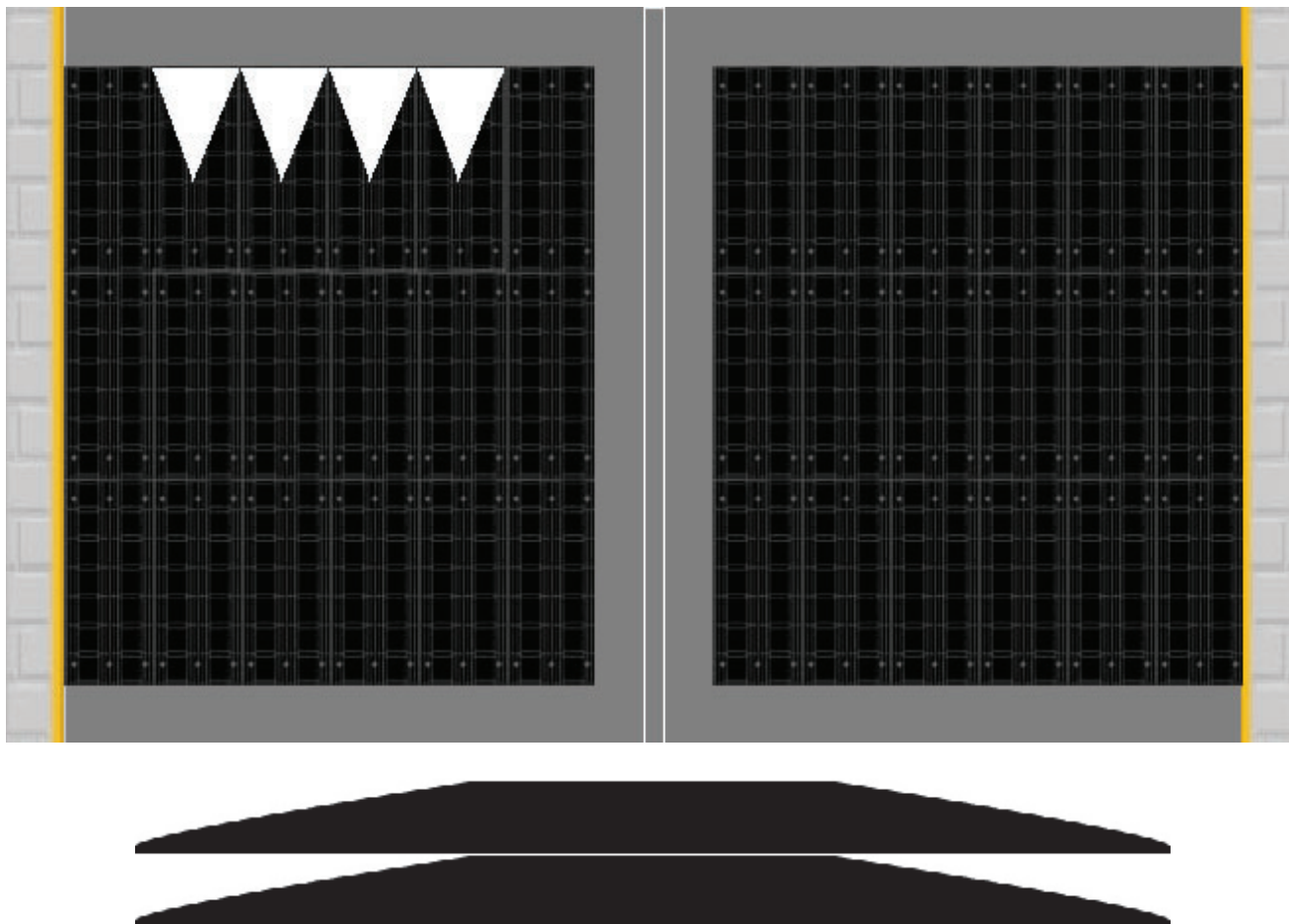
☒ Same width

Cushion width (ft)

Cushion length (ft)

Cushion 1 markings

Cushion 2 markings

[Back](#)[Save](#)[Email your configuration to us for a quote](#)**FINAL CONFIGURATION**

# Units	Product #	Length (in)	Width (in)	Height (in)	Weight (lb.)
12	MSH03-B	42	18	0 - 3	50
4	LSH03-B	42	18	0 - 3	48
4	RSH03-B	42	18	0 - 3	48
8	MSH33-B	42	18	3 - 3	75
2	LSH33-B	42	18	3 - 3	68
2	RSH33-B	42	18	3 - 3	68
4	MSH03-A	42	18	0 - 3	50



3001 Orange Avenue
Fort Pierce, FL 34947

Quote
EST-002602

Bill To
City of Ormond Beach
P.O. BOX 277
ORMOND BEACH, FL 32074

Estimate Date : 04.15.20

Primary Contact : Shawn Finley

Ship To
501 N. ORCHARD STREET
ORMOND BEACH, FL 32174

Delivery Preference : None

#	Item & Description	BIN #	Qty	Rate	Amount
1	Evolution 11" Digit - AC - Incl. Strobe, Bluetooth, Data - modem + 12 month network access to cloud SKU : NEV11EYL-AC Data Collection would be an additional \$500 per year. First year included in this price.	N/A	1.00 EA	4,450.00	4,450.00
2	Pole Package, 13' x 4.5" OD, includes: Pole, Base, 18" J-Bolts SKU : N101919-18		1.00 EA	0.00	0.00
3	Cap, 4.5" OD Pole, 4C Cap Signal SKU : N203-00010		1.00 EA	0.00	0.00
Sub Total					4,450.00
FL STATE TAX (6%)					0.00
FL COUNTY TAX (0.5%)					0.00
Total					\$4,450.00

Notes

** Estimated completion is +/- 6 weeks
** No bid foundation, installation, and additional items not listed above.
** Full freight included.

We are looking forward to your business. If you have any questions, please do not hesitate to contact us by phone at 1-800-432-0331 or by email at office@universalsignsfl.com
For issues with orders, please forward concerns to support@universalsignsfl.com. For further pricing requests and inquiries, please route your questions to sales@universalsignsfl.com

Terms & Conditions

** Remit payment to:
FEI: 59-1053866

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11` RADAR SIGNS



[EXPLORE](#)[NEWS](#)[SUPPORT](#)[Back to 11" Signs](#)

SAFEPACE EVOLUTION 11

Compact Entry-Level Speed Sign

The compact SafePace® Evolution 11 sign offers lightweight entry-level speed display for private communities or local roads. The economical sign offers remarkable power efficiency and quick, easy installation.

Features:

- 1 Year cloud connectivity included
- Compact sign with smaller 11" digits
- Affordable pricing
- Static Your Speed message
- Lightweight, compact design
- Energy efficient power options
- Diamond-grade sheeting available
- Strobe activation/deactivation available

CAPITAL PROJECT DETAIL

PROJECT TITLE

Opticom Equipment

PROJECT#

308237

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Various Intersections

MANAGEMENT

Engineering

PROJECT SCOPE

This request is to upgrade obsolete traffic pre-emption equipment and to equip intersections that are currently without equipment.

JUSTIFICATION

The requested project is to complete the Emergency Traffic Preemption device program that began approximately 20 years ago to allow for safer and more efficient traffic flow for emergency vehicles. This five-year plan begins with replacing our oldest equipment at our more dangerous intersection with updated GPS-based systems at a total cost of \$310,000. These intersections currently utilize infra-red technology that has become unreliable and obsolete. The project also includes installing new GPS systems at intersections that do not have any traffic control devices installed. The final phase (years 4 and 5) of the project will be to replace our older GPS systems that are currently out of warranty and according to Volusia County Traffic Control, are becoming obsolete.

Current Traffic Control Device Inventory:

19 Infra-red systems (All are to be replaced with GPS)

12 GPS systems (1 of them is new and 11 are to be replaced in years 4 and 5)

7 intersections do not have any preemption devices. (All 7 are to have GPS systems installed)

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Equipment	60,000	65,000	50,000	0	0	175,000	0
Total	60,000	65,000	50,000	0	0	175,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE PROJECT#

Opticom Equipment 308237

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes - Transportation	60,000	65,000	50,000	0	0	175,000	0
Total	60,000	65,000	50,000	0	0	175,000	0

Intersection Prioritization

LOCATION	DIRECTIONS CONTROLLED	GPS/IR	Estimated Opticom Equipment Needed for GPS Preemption			
FY 2021			764 Phase Selector	3101 Cabinet Mount GPS/Antenna	Intersection Install	
Granada Blvd. (SR40) & John Anderson Dr.	East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Halifax Dr.	North, South, East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Main Tr.	East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Clyde Morris Blvd.	East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Beach St.	North, South, East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Ridgewood Ave.	East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Granada Blvd. (SR40) & Williamson Blvd.	North, East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
			\$ 19,635.00	\$ 18,935.00	\$ 17,500.00	\$ 56,070.00
FY 2022						
Granada Blvd. (SR40) & Tymber Creek Rd.	South, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Yonge St. (US1) & Hand Ave.	North, South, East	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Yonge St. (US1) & Division Ave.	North, South	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Williamson Blvd. & Hand Ave.	No equipment present	NA	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Tymber Creek Rd. & Airport Rd.	North, South, East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Tymber Creek Rd. & River Chase Way	North, South	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
Ocean Shore Blvd. (A1A) & Neptune Ave.	North, South	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	Completed
			\$ 19,635.00	\$ 18,935.00	\$ 17,500.00	\$ 56,070.00
FY 2023						
Halifax Dr. & Fluhart Dr.	No equipment present	NA	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Nova Rd. (SR5A) & Fleming Ave.	No equipment present	NA	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Nova Rd. (SR5A) & Division Ave.	South, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Granada Blvd. (SR40) & Breakaway Trails	East, West	IR	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Granada Blvd. (SR40) & Nova Rd. (SR5A)	North, South, East, West	GPS (IR)	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Nova Rd. (SR5A) & Wilmette Ave.	North, South, East, West	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Nova Rd. (SR5A) & Hand Ave.	North, South, East, West	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Yonge St. (US1) & Granada Blvd. (SR40)	North, South, East, West	GPS (IR)	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
			\$ 22,440.00	\$ 21,640.00	\$ 20,000.00	\$ 64,080.00
FY 2024						
Nova Rd. (SR5A) & Village Dr.	North, South, East, West	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Clyde Morris Blvd & Hand Ave.	North, South, East, West	GPS (IR)	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
US1 & Nova Rd. (SR5A)	North, South, East	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
US1 & Airport Rd.	North, South, East	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Williamson Blvd. & Ormond Square Shopping Center	North, South, West	GPS	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
Sta. 92 Emergency Signal (integrate w/ intelligreen)	West	None	\$ 2,805.00	\$ 2,705.00	\$ 2,500.00	
			\$ 16,830.00	\$ 16,230.00	\$ 15,000.00	\$ 48,060.00

CAPITAL PROJECT DETAIL

PROJECT TITLE

Railroad Crossing

PROJECT#

308123

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Various

MANAGEMENT

Engineering

PROJECT SCOPE

Reconstruction of the railroad crossings by the Florida East Coast Railroad

JUSTIFICATION

The City through an agreement with the Florida East Coast Railroad (FEC) for roadway crossings of the railway is required to fund the railroad crossing improvements as identified by the FEC. Average costs for repairs average around \$100,000. FEC does not have a planned improvement program that they are able to provide.

PROJECT COST METHODOLOGY

Estimated amount from previous years. Cost varies depending of number of lanes and work to be done

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Railroad Crossing	100,000	100,000	100,000	100,000	100,000	500,000	0
Total	100,000	100,000	100,000	100,000	100,000	500,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes - Transportation	100,000	100,000	100,000	100,000	100,000	500,000	0
Transportation Reserves	0	0	0	0	0	0	0
Total	100,000	100,000	100,000	100,000	100,000	500,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Road Rehabilitation

PROJECT#

308225

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Various

MANAGEMENT

Engineering

PROJECT SCOPE

Resurfacing of City streets as part of an on-going maintenance policy in order to prevent street deterioration and excessive reconstruction costs.

JUSTIFICATION

The results of a 1995 survey of City residents regarding their satisfaction with City services indicated that street repair was the lowest rated City service.. In addition, based on the level of funding that existed prior to 1997, the backlog of resurfacing would continue to increase and the condition of local roads would deteriorate further to the point where reconstruction would be necessary at an average cost of \$1,367,000 per mile rather than \$170,000 per mile for resurfacing.

In FY 2017 the City began using Microsurfacing and other Pavement preservation techniques. Microsurfacing results in a final product indistinguishable from traditional mill and resurface with asphalt but comes at a cost on 60,000 per mile, a nearly 65% cost savings. With installation issues, and having to resurface some recently microsurfaced roads, staff is re-evaluating the use of microsurfacing and is currently slotting future rehabilitation efforts as Mill and Resurface only.

Consequently, a comprehensive road improvement plan with dedicated funding source was developed and approved by the City Commission. The road improvement program is intended to reduce the projected road improvement backlog to a manageable level and protect the City's 187-mile road network that is valued at \$51 million.

PROJECT COST METHODOLOGY

Estimates are base upon unit pricing from recent bids of similar roadway resurfacing project within the City.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
2023 Roadway resurfacing	750,000	0	0	0	0	750,000	0
2024 Roadway resurfacing	0	750,000	0	0	0	750,000	0
2025 Roadway Resurfacing	0	0	750,000	0	0	750,000	0
2026 Roadway Resurfacing	0	0	0	750,000	0	750,000	0
2027 Roadway Resurfacing	0	0	0	0	750,000	750,000	0
2022 Roadway resurfacing	0	0	0	0	0	0	0
2027 Roadway Microsurfacing	0	0	0	0	0	0	0
2021 Roadway resurfacing	0	0	0	0	0	0	0
2021 Roadway Microsurfacing	0	0	0	0	0	0	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

PROJECT#

Road Rehabilitation

308225

2022 Roadway Microsurfacing	0	0	0	0	0	0	0
2026 Roadway Microsurfacing	0	0	0		0		0
2025 Roadway Microsurfacing	0	0		0	0		0
2024 Roadway Microsurfacing	0		0	0	0		0
2023 Roadway Microsurfacing		0	0	0	0		0
Total	750,000	750,000	750,000	750,000	750,000	3,750,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Transportation Reserves	300,000	300,000	300,000	300,000	300,000	1,500,000	0
Local Option Gas Tax	250,000	250,000	250,000	250,000	250,000	1,250,000	0
Property Taxes - Transportation	200,000	200,000	200,000	200,000	200,000	1,000,000	0
Total	750,000	750,000	750,000	750,000	750,000	3,750,000	0

Year	Name	FrSegment	ToSegment	Length	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2021-2022	AIRPORT RD	TYMBER CREEK RD	LEEWAY TRL	2159	405	RESURFACING	\$ 50,092.92	\$ 50,092.92
2021-2022	HOLLYRIDGE TRL	MAIN TRL	CUL-DE-SAC	238	82	RESURFACING	\$ 10,129.95	\$ 60,222.88
2021-2022	SOUTHERN TRACE BLVD	BOOTH RD	CUL-DE-SAC	1097	247	RESURFACING	\$ 30,607.44	\$ 90,830.31
2021-2022	BUSINESS CENTER DR	N US 1	SOUTHLAND RD	2050	596	RESURFACING	\$ 73,724.07	\$ 164,554.38
2021-2022	HUNTSMAN LOOK	FOXHUNTER FLAT	SHADOW CROSSINGS BLVD	1386	286	RESURFACING	\$ 35,373.63	\$ 199,928.01
2021-2022	LA COSTA CT	RIVER BLUFF DR	CUL-DE-SAC	180	62	RESURFACING	\$ 7,680.99	\$ 207,609.00
2021-2022	CLIFFSIDE DR	ORMOND LAKES BLVD	DEERSKIN LN	1155	227	RESURFACING	\$ 28,138.12	\$ 235,747.12
2021-2022	COBBLESTONE TRL	RIO PINAR TRL	CUL-DE-SAC	412	105	RESURFACING	\$ 12,942.03	\$ 248,689.15
2021-2022	ROCKY CREEK TRL	MAIN TRL	CUL-DE-SAC	531	137	RESURFACING	\$ 16,928.11	\$ 265,617.26
2021-2022	TIMBERLINE TRL	MAIN TRAIL	TIMBERLINE TRL	543	102	RESURFACING	\$ 12,598.64	\$ 278,215.90
2021-2022	GREENVALE DR	PRAIRIEVIEW LN	DEAD END	800	150	RESURFACING	\$ 18,561.53	\$ 296,777.42
2021-2022	DEERSKIN LN	CLIFFSIDE DR	E & W CUL-DE-SACS	790	187	RESURFACING	\$ 23,128.30	\$ 319,905.72
2021-2022	CHINA MOON DR	COQUINA POINT DR	COQUINA POINT DR	1625	320	RESURFACING	\$ 39,588.26	\$ 359,493.98
2021-2022	ORMOND GREEN BLVD	AIRPORT RD	GREENVALE DR	1710	337	RESURFACING	\$ 41,659.03	\$ 401,153.01
2021-2022	TRACEWAY CT	SOUTHERN TRACE BLVD	CUL-DE-SAC	406	122	RESURFACING	\$ 15,074.28	\$ 416,227.29
2021-2022	PLAZA GRANDE	S. BEACH ST	CORDOVA AVE	885	166	RESURFACING	\$ 20,533.69	\$ 436,760.98
2021-2022	CASSIE CT	ORMOND GREEN BLVD	CUL-DE-SAC	122	55	RESURFACING	\$ 6,851.52	\$ 443,612.51
2021-2022	LONETREE LOOK	MEADOW RIDGE VIEW	CUL-DE-SAC	224	87	RESURFACING	\$ 10,795.85	\$ 454,408.35
2021-2022	WINDSAIL CIR	HAMMOCK LN	CUL-DE-SAC	412	114	RESURFACING	\$ 14,167.09	\$ 468,575.44
2021-2022	PAMLICO TER	COQUINA POINT DR	DEAD END	143	28	RESURFACING	\$ 3,483.77	\$ 472,059.21
2021-2022	INDIANBOW LN	CLIFFSIDE DR	CUL-DE-SAC	198	75	RESURFACING	\$ 9,332.97	\$ 481,392.17
2021-2022	ROGERS PARK DR	S. RIDGEWOOD AVE	SYLVANIA PL	673	126	RESURFACING	\$ 15,614.89	\$ 497,007.06
2021-2022	LOCHWIND LN	CLIFFSIDE DR	CUL-DE-SAC	474	130	RESURFACING	\$ 16,056.88	\$ 513,063.94
2021-2022	E RIDGEWOOD AVE	LORILLARD AVE	ARROYO PKWY	710	133	RESURFACING	\$ 16,473.36	\$ 529,537.30
2021-2022	OAK PARK CIR	S. ORCHARD ST	CUL-DE-SAC	720	135	RESURFACING	\$ 16,705.38	\$ 546,242.67
2021-2022	S. RIDGEWOOD AVE	LORILLARD PL	ARROYO PKWY	971	182	RESURFACING	\$ 22,529.05	\$ 568,771.73
2021-2022	COQUINA POINT DR	CLYDE MORRIS BLVD	CUL-DE-SAC	2418	512	RESURFACING	\$ 63,416.62	\$ 632,188.35
2021-2022	GREENVALE DR	ORMOND GREEN BLVD	PRAIRIEVIEW LN	532	100	RESURFACING	\$ 12,343.42	\$ 644,531.76
2021-2022	KENILWORTH AVE	N. US 1 HWY	WEST END	230	43	RESURFACING	\$ 5,336.44	\$ 649,868.20
2021-2022	S. ARBOR DR	S. BEACH ST	S. RIDGEWOOD AVE	1290	230	RESURFACING	\$ 28,433.94	\$ 678,302.14
2021-2022	MEADOW RIDGE VIEW	SHADOW XINGS AT HUNTSMAN LOOK	MEADOW RIDGE VIEW	550	103	RESURFACING	\$ 12,763.37	\$ 691,065.51
2021-2022	MEADOW RIDGE VIEW	MEADOW RIDGE VIEW	SHADOW XINGS AT FOXFORDS CHASE	645	121	RESURFACING	\$ 14,962.91	\$ 706,028.42
2021-2022	GROVE ST	ELLSWORTH AVE	S. ARBOR DR	567	106	RESURFACING	\$ 13,155.48	\$ 719,183.91

Year	Name	FrSegment	ToSegment	Length	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2022-2023	ORMOND LAKES BLVD	JOLYNN DR	WILD CAT LN	1811	577	RESURFACING	\$ 71,431.72	\$ 71,431.72
2022-2023	WILMETTE AVE	N. YONGE ST	N. RIDGEWOOD AVE	1364	256	RESURFACING	\$ 31,647.40	\$ 103,079.12
2022-2023	ORMOND LAKES BLVD	WILD CAT LN	PINE TREE DR	2554	718	RESURFACING	\$ 88,886.52	\$ 191,965.64
2022-2023	SANCHEZ AVE	MCINTOSH RD	N. YONGE ST	1000	188	RESURFACING	\$ 23,201.91	\$ 215,167.55
2022-2023	ORMOND PKWY	S. ATLANTIC AVE	RIVERSIDE DR	2860	536	RESURFACING	\$ 66,357.46	\$ 281,525.01
2022-2023	BLOCKHOUSE CT	ORMOND LAKES BLVD	CUL-DE-SAC	1220	262	RESURFACING	\$ 32,480.88	\$ 314,005.89
2022-2023	MARSH RIDGE WATCH	SHADOW CROSSINGS BLVD	CUL-DE-SAC	171	77	RESURFACING	\$ 9,538.31	\$ 323,544.19
2022-2023	OCEAN PINES DR	AIRPORT RD	PINE TRAIL CIR	1890	372	RESURFACING	\$ 46,044.19	\$ 369,588.38
2022-2023	KIM CT	WINDING WOODS TRL	CUL-DE-SAC	300	56	RESURFACING	\$ 6,960.57	\$ 376,548.96
2022-2023	NOCOROCO CT	INDIAN HEAD DR	CUL-DE-SAC	246	69	RESURFACING	\$ 8,548.11	\$ 385,097.06
2022-2023	BUTTERNUT CIR	WOODLAND BLVD	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 394,377.83
2022-2023	GREENVALE DR EB	ORMOND GREEN BLVD	EAST TO CUL-DE-SAC	205	40	RESURFACING	\$ 4,994.21	\$ 399,372.04
2022-2023	PARKSIDE WAY	WANDERING OAKS DR	PARKSIDE DR	200	38	RESURFACING	\$ 4,640.38	\$ 404,012.42
2022-2023	DEER LAKE RD	DEER LAKE CIR	SCOTT DR	214	42	RESURFACING	\$ 5,213.47	\$ 409,225.89
2022-2023	COQUINA CLIFF CIR	ROCKY BLUFF DR	CUL-DE-SAC	109	54	RESURFACING	\$ 6,638.70	\$ 415,864.59
2022-2023	YOON WAY	SR 40	END OF ROAD	196	37	RESURFACING	\$ 4,547.57	\$ 420,412.17
2022-2023	SHERBOURNE WAY	WANDERING OAKS DR	OVERBROOK DR	246	46	RESURFACING	\$ 5,707.67	\$ 426,119.84
2022-2023	OVERBROOK DR	BROOKSIDE DR	NORTHBROOK DR	249	47	RESURFACING	\$ 5,777.28	\$ 431,897.11
2022-2023	OLD PORT CIR	TIMUCUAN DR	CUL-DE-SAC	216	63	RESURFACING	\$ 7,852.05	\$ 439,749.16
2022-2023	CLIFFWOOD CIR	LAKEBLUFF DR	CUL-DE-SAC	219	64	RESURFACING	\$ 7,921.66	\$ 447,670.82
2022-2023	ORLEN WAY	VALENCIA DR	MAGNOLIA DR	200	26	RESURFACING	\$ 3,248.27	\$ 450,919.08
2022-2023	SUNSHINE BLVD	AIRPORT RD	E/W TOWER CIR	3285	801	RESURFACING	\$ 99,083.76	\$ 550,002.84
2022-2023	COLINA PL	FIESTA DR	PINION CIR	1000	188	RESURFACING	\$ 23,201.91	\$ 573,204.75
2022-2023	SADDLE CREEK TRL	S. FORTY TRL	CLYDE MORRIS BLVD	1057	238	RESURFACING	\$ 29,429.30	\$ 602,634.05
2022-2023	LAKEBLUFF DR	CLIFFVIEW LN	CAMP M'CRAE	1020	210	RESURFACING	\$ 26,032.54	\$ 628,666.59
2022-2023	DEER LAKE DR	SR 40	DEER LAKE CIR	322	91	RESURFACING	\$ 11,206.52	\$ 639,873.12
2022-2023	INTERCHANGE BLVD	SR 40	OLD TOMOKA RD	1476	360	RESURFACING	\$ 44,519.82	\$ 684,392.94
2022-2023	THORNHILL CHASE CIR	BRIARGATE LOOK	CUL-DE-SAC	1170	219	RESURFACING	\$ 27,146.23	\$ 711,539.17
2022-2023	WINDWILLOW LN	ORMOND LAKES BLVD	CUL-DE-SAC	149	66	RESURFACING	\$ 8,139.23	\$ 719,678.40
2022-2023	HAY BALE TRL	SADDLE CREEK TRL	CUL-DE-SAC	127	66	RESURFACING	\$ 8,139.23	\$ 727,817.63

2022-2023	RIVER PALM WAY	NORTHSIDE DR	OVERBROOK DR	200	38	RESURFACING	\$ 4,640.38	\$ 732,458.02
2022-2023	PINE BLUFF TRL	SHADY BRANCH TRL	CUL-DE-SAC	200	38	RESURFACING	\$ 4,640.38	\$ 737,098.40
2022-2023	DEER MOSS TRL	SHADY BRANCH TRL	CUL-DE-SAC	200	38	RESURFACING	\$ 4,640.38	\$ 741,738.78
2022-2023	BARBARA CT	WINDING WOODS TRL	CUL-DE-SAC	200	38	RESURFACING	\$ 4,640.38	\$ 746,379.16
2022-2023	ARBORVUE TRL	LAKEBRIDGE DR	CUL-DE-SAC	100	19	RESURFACING	\$ 2,320.19	\$ 748,699.35

Year	Name	FrSegment	ToSegment	Length	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2023-2024	SAWTOOTH LN	OLD TOMOKA RD	SOUTHERN PINE TRL	1100	217	RESURFACING	\$ 26,798.21	\$ 26,798.21
2023-2024	ROCKY BLUFF DR	ORMOND LAKES BLVD	LAKEBLUFF DR	1386	312	RESURFACING	\$ 38,589.42	\$ 65,387.62
2023-2024	PINION CIR	FIESTA DR.	CUADRO PLACE	2000	375	RESURFACING	\$ 46,403.82	\$ 111,791.44
2023-2024	JOLYNN DR	ORMOND LAKES BLVD	CUL-DE-SAC	439	114	RESURFACING	\$ 14,160.76	\$ 125,952.20
2023-2024	CROSSINGS TRL	CLYDE MORRIS BLVD	CUL-DE-SAC	835	227	RESURFACING	\$ 28,118.39	\$ 154,070.60
2023-2024	WANDERING OAKS DR	PARKSIDE DR	BROOKSIDE DR	2000	375	RESURFACING	\$ 46,403.82	\$ 200,474.42
2023-2024	GOWERS ST	N US 1	FLAGLER RD	405	76	RESURFACING	\$ 9,396.77	\$ 209,871.19
2023-2024	S. CENTER ST	TOMOKA AVE	SANDY OAKS BLVD	800	150	RESURFACING	\$ 18,561.53	\$ 228,432.72
2023-2024	SHERRINGTON DR	ORMOND LAKES BLVD	ORMOND LAKES BLVD	1170	230	RESURFACING	\$ 28,503.55	\$ 256,936.26
2023-2024	WINDING WOODS TRL	SR 40	CUL-DE-SAC	1600	300	RESURFACING	\$ 37,123.06	\$ 294,059.32
2023-2024	OLD WIGGINS LN	LAKEBLUFF DR	CUL-DE-SAC	399	119	RESURFACING	\$ 14,712.97	\$ 308,772.29
2023-2024	OLD CANYON LN	ORMOND LAKES BLVD	CUL-DE-SAC	798	209	RESURFACING	\$ 25,822.04	\$ 334,594.33
2023-2024	WOODLANDS CIR	WOODLAND BLVD	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 343,875.09
2023-2024	HAMLET CIR	WOODLAND BLVD	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 353,155.86
2023-2024	HIGHLAND OAKS TRL	SAWTOOTH LN	CUL-DE-SAC	250	81	RESURFACING	\$ 9,969.86	\$ 363,125.72
2023-2024	SAINT ANDREWS TER	S. ST. ANDREWS DR	S. ST. ANDREWS DR	445	88	RESURFACING	\$ 10,841.09	\$ 373,966.81
2023-2024	OLD MCDUFFIE CIR	ROCKY BLUFF DR	CUL-DE-SAC	214	77	RESURFACING	\$ 9,562.14	\$ 383,528.95
2023-2024	SOUTHERN PINE TRL	SAWTOOTH LN	CUL-DE-SACS N&S	754	185	RESURFACING	\$ 22,878.24	\$ 406,407.19
2023-2024	FOXBROW LOOK	HUNTERS RIDGE BLVD	HUNTERS RIDGE BLVD	376	71	RESURFACING	\$ 8,723.92	\$ 415,131.11
2023-2024	WYNDHAM LOOK	HAMLET TRACE	CUL-DE-SAC	121	71	RESURFACING	\$ 8,818.73	\$ 423,949.84
2023-2024	COTTEN SEED TRL	SADDLE CREEK TRL	CUL-DE-SAC	198	75	RESURFACING	\$ 9,332.97	\$ 433,282.81
2023-2024	OLD BARN TRL	SADDLE CREEK TRL	CUL-DE-SAC	220	80	RESURFACING	\$ 9,868.93	\$ 443,151.74
2023-2024	BEAGLES REST	HUNTERS RIDGE BLVD	CUL-DE-SAC	249	92	RESURFACING	\$ 11,433.90	\$ 454,585.64
2023-2024	LOCHMERE LN	LAKEBLUFF DR	CUL-DE-SAC	410	103	RESURFACING	\$ 12,747.65	\$ 467,333.29
2023-2024	GREENFERN CIR	LAUREL DR	CUL-DE-SAC	600	113	RESURFACING	\$ 13,921.15	\$ 481,254.44
2023-2024	PINE SHADOWS TRL	CROSSINGS TRL	CUL-DE-SAC	452	120	RESURFACING	\$ 14,890.99	\$ 496,145.43
2023-2024	CYPRESS VIEW TRL	CROSSING TRL	CUL-DE-SAC	503	126	RESURFACING	\$ 15,642.73	\$ 511,788.15
2023-2024	BAYBERRY CT	ROCKEFELLER DR	ROCKEFELLER DR	400	68	RESURFACING	\$ 8,352.69	\$ 520,140.84
2023-2024	GOLDEN OAK LANE	HIDDEN HILLS DR	SPANISH OAK LN	329	62	RESURFACING	\$ 7,633.43	\$ 527,774.27

2023-2024	OLD CREEK CIR	TIMUCUAN DR	CUL-DE-SAC	245	69	RESURFACING	\$ 8,524.90	\$ 536,299.17
2023-2024	ECLIPSE TRL	MAIN TRL	CUL-DE-SAC	250	47	RESURFACING	\$ 5,800.48	\$ 542,099.65
2023-2024	INVERRAY CT	OCEAN PINES DR	CUL-DE-SAC	214	79	RESURFACING	\$ 9,722.76	\$ 551,822.41
2023-2024	ALICEN CT	WINDING WOODS TRL	CUL-DE-SAC	300	56	RESURFACING	\$ 6,960.57	\$ 558,782.98
2023-2024	IRONWOOD CT	SYCAMORE CIR	CUL-DE-SAC	233	73	RESURFACING	\$ 8,972.18	\$ 567,755.16
2023-2024	SHELLEY WAY	WINDING WOODS TRL	MARJORIE TRL	400	75	RESURFACING	\$ 9,280.76	\$ 577,035.93
2023-2024	BROOKSIDE CT	BROOKSIDE DR	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 586,316.69
2023-2024	SANDPIPER CIR	WOODLANDS BLVD	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 595,597.45
2023-2024	RIVER PINE WAY	NORTHSIDE DR	OVERBROOK DR	200	38	RESURFACING	\$ 4,640.38	\$ 600,237.84
2023-2024	FOXCROFT RUN	ASHTON LOOK	CAMBRIDGE TRACE	2042	383	RESURFACING	\$ 47,378.30	\$ 647,616.14
2023-2024	GREY DAPPLE WAY	PERUVIAN LN	GREY DAPPLE WAY	2324	436	RESURFACING	\$ 53,921.24	\$ 701,537.37
2023-2024	CASTILLA ST	US1	PLAZA GRANDE	900	152	RESURFACING	\$ 18,793.55	\$ 720,330.92
2023-2024	WAYLAND CIR	SHERRINGTON DR	CUL-DE-SAC	470	115	RESURFACING	\$ 14,209.37	\$ 734,540.29
2023-2024	SANDY LAKE CIR	HAMMOCK LN	CUL-DE-SAC	398	117	RESURFACING	\$ 14,522.08	\$ 749,062.37

Year	Name	FrSegment	ToSegment	Length	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2024-2025	NORTHSIDE DR	OAKBROOK DR	EDGEWOOD WAY	2800	525	RESURFACING	\$ 64,965.35	\$ 64,965.35
2024-2025	TARA PL	CHARLESTON SQ	CHARLESTON SQ	670	126	RESURFACING	\$ 15,545.28	\$ 80,510.63
2024-2025	HIGHWOOD RIDGE TRL	HUNTERS RIDGE BLVD	CUL-DE-SAC	590	153	RESURFACING	\$ 18,976.84	\$ 99,487.47
2024-2025	LAKEBLUFF DR	ORMOND LAKES BLVD	CLIFFVIEW LN	920	190	RESURFACING	\$ 23,480.33	\$ 122,967.80
2024-2025	CALADIUM DR	CHRYSANTHEMUM DR	BETWEEN 26 & 30	1125	211	RESURFACING	\$ 26,102.15	\$ 149,069.95
2024-2025	RIVERVIEW DR	S. RIDGEWOOD AVE	S. BEACH ST	1234	220	RESURFACING	\$ 27,199.60	\$ 176,269.55
2024-2025	CUADRO PL	FIESTA DR	WINDING WOODS TRL	1200	225	RESURFACING	\$ 27,842.29	\$ 204,111.84
2024-2025	WINDWARD LN	ROYAL PALM AVE	WINDWARD CIR	800	225	RESURFACING	\$ 27,842.29	\$ 231,954.13
2024-2025	SHERBOURNE WAY	NORTHBROOK DR	WANDERING OAKS DR	1220	229	RESURFACING	\$ 28,306.33	\$ 260,260.46
2024-2025	ANDALUSIA AVE	DIVISION AVE	HAND AVE	1320	248	RESURFACING	\$ 30,626.52	\$ 290,886.98
2024-2025	MARJORIE TRL	WINDING WOODS TRL	CUL-DE-SAC	1600	300	RESURFACING	\$ 37,123.06	\$ 328,010.04
2024-2025	CHARLESTON SQ	FLEMING AVE	FLEMING AVE	1680	315	RESURFACING	\$ 38,979.21	\$ 366,989.25
2024-2025	MAGNOLIA DR	VALENCIA DR	VALENCIA DR	1724	323	RESURFACING	\$ 40,000.09	\$ 406,989.34
2024-2025	HANGAR WAY	HANGAR WAY	DEAD END	2372	445	RESURFACING	\$ 55,034.93	\$ 462,024.27
2024-2025	TORREY PINES CT	OCEAN PINES DR	CUL-DE-SAC	323	95	RESURFACING	\$ 11,748.29	\$ 473,772.56
2024-2025	DORADO BEACH CT	OCEAN PINES DR	CUL-DE-SAC	319	99	RESURFACING	\$ 12,280.77	\$ 486,053.33
2024-2025	CYPRESS POINT CT	OCEAN PINES DR	CUL-DE-SAC	420	119	RESURFACING	\$ 14,741.33	\$ 500,794.66
2024-2025	SUGAR CREEK CT	OCEAN PINES DR	CUL-DE-SAC	438	123	RESURFACING	\$ 15,179.85	\$ 515,974.51
2024-2025	WOODGROVE ST	CENTER ST	DEAD END	683	128	RESURFACING	\$ 15,846.90	\$ 531,821.41
2024-2025	SPIVEYS CT	CENTER ST	CUL-DE-SAC	612	157	RESURFACING	\$ 19,487.28	\$ 551,308.70
2024-2025	MAINSAIL CIR	FLEMING AVE	CUL-DE-SAC	525	147	RESURFACING	\$ 18,196.10	\$ 569,504.80
2024-2025	PALMETTO DUNES CT	OCEAN PINES DR	CUL-DE-SAC	636	162	RESURFACING	\$ 20,003.53	\$ 589,508.32
2024-2025	SAGE BRUSH TRL	S. FORTY TRL	CUL-DE-SAC	876	209	RESURFACING	\$ 25,850.41	\$ 615,358.73
2024-2025	WINDWARD CIR	ROYAL PALM AVE	DEAD END	800	225	RESURFACING	\$ 27,842.29	\$ 643,201.02
2024-2025	COTTONWOOD FLAT	CAMBRIDGE TRACE	CUL-DE-SAC	350	100	RESURFACING	\$ 12,409.02	\$ 655,610.04
2024-2025	CHOCTAW TRL	IROQUOIS TRL	CUL-DE-SAC	390	77	RESURFACING	\$ 9,501.18	\$ 665,111.22
2024-2025	AZTEC TRL	CHOCTAW TRL	CUL-DE-SAC	265	52	RESURFACING	\$ 6,455.93	\$ 671,567.15
2024-2025	PARK CROSSING CIR	PARK RIDGE WAY	CUL-DE-SAC	143	76	RESURFACING	\$ 9,343.41	\$ 680,910.56
2024-2025	SANDPIPER LN	650' WEST OF KNOLLWOOD	BRAMBLE WOOD LN	350	66	RESURFACING	\$ 8,120.67	\$ 689,031.23
2024-2025	OVERBROOK CT	NORTHBROOK DR	CUL-DE-SAC	240	45	RESURFACING	\$ 5,568.46	\$ 694,599.69

2024-2025	MISNERS WAY	MISNERS TRL	MISNERS TRL	301	56	RESURFACING	\$ 6,983.77	\$ 701,583.46
2024-2025	ACACIA CT	POPLAR DR	CUL-DE-SAC	205	40	RESURFACING	\$ 4,994.21	\$ 706,577.67
2024-2025	SUNDROP WATCH	LAUREL RIDGE BREAK	CUL-DE-SAC	189	81	RESURFACING	\$ 10,018.58	\$ 716,596.26
2024-2025	PARK MEADOW CIR	PARK RIDGE WAY	CUL-DE-SAC	205	81	RESURFACING	\$ 10,044.11	\$ 726,640.36
2024-2025	CYPRESS PARK CT	INDIAN HEAD DR	CUL-DE-SAC	318	83	RESURFACING	\$ 10,218.64	\$ 736,859.01
2024-2025	ROYAL DUNES BLVD	OCEAN SHORE BLVD	ROYAL DUNES CIR	221	41	RESURFACING	\$ 5,127.62	\$ 741,986.63
2024-2025	OX BOW TRL	SADDLE CREEK TRL	CUL-DE-SAC	232	72	RESURFACING	\$ 8,947.82	\$ 750,934.45

Year	Name	FrSegment	ToSegment	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2025-2026	N SAINT ANDREWS DR	TOMOKA OAKS BLVD	EAGLE DR	1279	RESURFACING	\$ 158,237.02	\$ 158,237.02
2025-2026	HUNTERS RIDGE BLVD	SHADOW CROSSINGS BLVD	END ROAD @ BUCKTHORN LOOK	298	RESURFACING	\$ 36,891.04	\$ 195,128.06
2025-2026	CHOCTAW TRL	IROQUOIS TRL (NE)	IROQUOIS TRL	318	RESURFACING	\$ 39,344.64	\$ 234,472.70
2025-2026	LINCOLN AVE	N. ORCHARD ST	N. YONGE ST	424	RESURFACING	\$ 52,436.32	\$ 286,909.02
2025-2026	WALDEN LN	SYCAMORE CIR	SYCAMORE CIR	92	RESURFACING	\$ 11,352.69	\$ 298,261.71
2025-2026	BRYANT ST	FLEMING AVE	BURNS AVE	121	RESURFACING	\$ 14,988.43	\$ 313,250.14
2025-2026	SEMINOLE AVE	S. ATLANTIC AVE	S. HALIFAX DR	413	RESURFACING	\$ 51,044.20	\$ 364,294.34
2025-2026	VALENCIA DR	S. ATLANTIC AVE	S. HALIFAX DR	375	RESURFACING	\$ 46,403.82	\$ 410,698.16
2025-2026	PARQUE DR	HAND AVE	FLEMING AVE	263	RESURFACING	\$ 32,482.67	\$ 443,180.84
2025-2026	WILLOUGHBY TRACE	BRIARGATE LOOK	CUL-DE-SAC	90	RESURFACING	\$ 11,169.92	\$ 454,350.76
2025-2026	STAGHOUND LOOK	HUNT MASTER CT	CUL-DE-SAC	96	RESURFACING	\$ 11,884.02	\$ 466,234.78
2025-2026	FOREST QUEST	AIRPORT ROAD	CUL-DE-SAC	227	RESURFACING	\$ 28,145.92	\$ 494,380.70
2025-2026	KING EDWARD DR	S. KINGS RD	QUEEN ANN CT	89	RESURFACING	\$ 11,067.31	\$ 505,448.01
2025-2026	WILLIS DR	S. HALIFAX DR	RIVERSIDE DR	113	RESURFACING	\$ 13,921.15	\$ 519,369.15
2025-2026	ROBLE LN	SANDY OAKS BLVD	HAMMOCK LN	121	RESURFACING	\$ 14,942.03	\$ 534,311.18
2025-2026	W VICTORIA CIR	LAUREL DR	LAUREL DR	137	RESURFACING	\$ 16,937.39	\$ 551,248.58
2025-2026	E VICTORIA CIR	LAUREL DR	LAUREL DR	180	RESURFACING	\$ 22,273.83	\$ 573,522.41
2025-2026	ASTON CIR	FLEMING AVE	FLEMING AVE	254	RESURFACING	\$ 31,438.59	\$ 604,961.00
2025-2026	PARK RIDGE WAY	S. CENTER ST	PARKVIEW LN	292	RESURFACING	\$ 36,148.58	\$ 641,109.57
2025-2026	CARMEL CT	RIVER BLUFF DR	CUL-DE-SAC	59	RESURFACING	\$ 7,315.56	\$ 648,425.14
2025-2026	SAINT MARK CIR	N. HALIFAX DR	CUL-DE-SAC	60	RESURFACING	\$ 7,424.61	\$ 655,849.75
2025-2026	ROSEMARY ST	N US 1	END PUBLIC ROAD	65	RESURFACING	\$ 8,074.26	\$ 663,924.01
2025-2026	JAMES ST	S. ORCHARD ST	GROOVER AVE	45	RESURFACING	\$ 5,617.18	\$ 669,541.19
2025-2026	COTTON MILL CT	INDIAN HEAD DR	CUL-DE-SAC	82	RESURFACING	\$ 10,125.84	\$ 679,667.03
2025-2026	BURNS ST	COLLINS ST	CAMEO DR	69	RESURFACING	\$ 8,530.18	\$ 688,197.21
2025-2026	ALDEN PL	STANDISH DR	DIANNE DR	48	RESURFACING	\$ 5,962.89	\$ 694,160.10
2025-2026	SOUTHWIND DR	N. HALIFAX DR	ELLCOTT DR	106	RESURFACING	\$ 13,109.08	\$ 707,269.18
2025-2026	LAKE MEADOW WAY	PARK RIDGE WAY	PARK RIDGE WAY	126	RESURFACING	\$ 15,545.28	\$ 722,814.46
2025-2026	WOODGATE CT	HAND AVE	CUL-DE-SAC	158	RESURFACING	\$ 19,540.65	\$ 742,355.11

Year	Name	FrSegment	ToSegment	Length	ASPHALT TONNAGE	REPAIR TYPE	REPAIR COST	Running Total
2026-2027	INDIAN HEAD DR	ORMOND LAKES BLVD	CUL-DE-SAC	1768	364	RESURFACING	\$ 44,996.10	\$ 44,996.10
2026-2027	OAKMONT CIR	S. ST. ANDREWS DR	S. ST. ANDREWS DR	3960	743	RESURFACING	\$ 91,879.56	\$ 136,875.66
2026-2027	HULL RD	N. US 1	SPORTS COMPLEX	3600	675	RESURFACING	\$ 83,526.88	\$ 220,402.54
2026-2027	TOMOKA OAKS BLVD	N. NOVA RD	TOMOKA OAKS COUNTRY CLUB	800	173	RESURFACING	\$ 21,345.76	\$ 241,748.29
2026-2027	CARDINAL DR	S. ATLANTIC AVE	FLAMINGO DR	493	97	RESURFACING	\$ 12,010.47	\$ 253,758.76
2026-2027	N ORCHARD ST	W. GRANADA BLVD	WILMETTE AVE	2500	469	RESURFACING	\$ 58,004.77	\$ 311,763.54
2026-2027	JOHN ANDERSON DR	SR 40	NEPTUNE AVE	3689	692	RESURFACING	\$ 85,591.84	\$ 397,355.38
2026-2027	NEPTUNE AVE	N.HALIFAX DR	OCEAN SHORE BLVD	2000	375	RESURFACING	\$ 46,403.82	\$ 443,759.20
2026-2027	BRAMBLEWOOD LN	WHIPPOORWILL LN	HIDDEN HILLS DR	600	113	RESURFACING	\$ 13,921.15	\$ 457,680.35
2026-2027	PINE ST	DIVISION AVE	HAND AVE	1317	222	RESURFACING	\$ 27,501.22	\$ 485,181.57
2026-2027	QUEEN ANN CT	CUL-DE-SAC	CUL-DE-SAC	911	214	RESURFACING	\$ 26,424.65	\$ 511,606.23
2026-2027	PRAIRIEVIEW LN	GREENVALE DR	CUL-DE-SAC	668	163	RESURFACING	\$ 20,153.18	\$ 531,759.40
2026-2027	PINEHURST CIR	S. CENTER ST	CUL-DE-SAC	820	154	RESURFACING	\$ 19,025.57	\$ 550,784.97
2026-2027	WILD CAT LN	ORMOND LAKES BLVD	CUL-DE-SAC	698	186	RESURFACING	\$ 23,037.81	\$ 573,822.78
2026-2027	BUCKEYE RD	CHARDON RD	MILITARY BLVD	800	150	RESURFACING	\$ 18,561.53	\$ 592,384.31
2026-2027	FLAGLER RD	BENTON ST	GOWERS ST	844	158	RESURFACING	\$ 19,582.41	\$ 611,966.72
2026-2027	BOOTH RD	SR 40	OLD TOMOKA RD	2116	397	RESURFACING	\$ 49,095.24	\$ 661,061.96
2026-2027	GINGER CIR	ANN RUSTIN DR	CUL-DE-SAC	400	75	RESURFACING	\$ 9,280.76	\$ 670,342.73
2026-2027	FOREST HILLS BLVD	FERNWAY DR	SCOTTSDALE DR	264.1	50	RESURFACING	\$ 6,127.62	\$ 676,470.35
2026-2027	FLORENCE ST	VINING CT	BOSARVEY DR	500	94	RESURFACING	\$ 11,600.95	\$ 688,071.31
2026-2027	HANGAR WAY	HANGAR WAY	SUNSHINE AVIATION	413	77	RESURFACING	\$ 9,582.39	\$ 697,653.69
2026-2027	OSCELOT CT	LAKEBLUFF DR	CUL-DE-SAC	311	81	RESURFACING	\$ 10,056.23	\$ 707,709.93
2026-2027	SANDPIPER LN	350' WEST OF KNOLLWOOD	650' WEST OF KNOLLWOOD	300	56	RESURFACING	\$ 6,960.57	\$ 714,670.50
2026-2027	PARKSIDE DR	EDGEWOOD WAY	OVERBROOK DR	400	75	RESURFACING	\$ 9,280.76	\$ 723,951.26
2026-2027	RIVER ROCK TRL	SHADY BRANCH TRL	CUL-DE-SAC	200	38	RESURFACING	\$ 4,640.38	\$ 728,591.64
2026-2027	CARSON DR	ASTON CIR	ASTON CIR	413	77	RESURFACING	\$ 9,582.39	\$ 738,174.03
2026-2027	BROADMOOR CIR	S. CENTER ST	CUL-DE-SAC	820	154	RESURFACING	\$ 19,025.57	\$ 757,199.60
2026-2027	HICKORY HILLS CIR	S. CENTER ST	CUL-DE-SAC	820	154	RESURFACING	\$ 19,025.57	\$ 776,225.17

CAPITAL PROJECT DETAIL

PROJECT TITLE

Sidewalk Repair and Replacement

PROJECT#

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Citywide

MANAGEMENT

Engineering

PROJECT SCOPE

Repair and Replace City sidewalks both within Parks and along City streets

JUSTIFICATION

Damage to sidewalks both in parks and along public streets is a significant ongoing maintenance challenge. In 2020 public works recieved 97 work orders for over 2,000 square yards of sidewalk. Of that total approxiamtely 700 square yards was in City parks. This ongoing project seeks to repair sidewalk damage from tree roots, as well as normal wear and tear. The main focus for the initial rollout will be to repair the whole of a few exceptionally in-need neighborhoods, and install root barriers and geogrids to protect the new sidewalk so the City can avoid removing trees. Once the initial rollout is complete, the goal will be continuing maintenance within the City's streets and parks.

PROJECT COST METHODOLOGY

Cost based on construction costs received

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Sidewalks	302,500	217,800	112,000	112,000	112,000	856,300	0
Total	302,500	217,800	112,000	112,000	112,000	856,300	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Transportation Reserves	302,500	217,800	112,000	112,000	112,000	856,300	0
Total	302,500	217,800	112,000	112,000	112,000	856,300	0

City of Ormond Beach
 3/31/2022
 Sidewalk Repair and Replacement
 Probable Cost

General Information: Damage to sidewalks both in parks and along public streets is a significant ongoing maintenance challenge. In 2020 public works recieved 97 work orders for over 2,000 square yards of sidewalk. Of that total approxiamtely 700 square yards was in City parks. This ongoing project seeks to repair sidewalk damage from tree roots, as well as normal wear and tear. The main focus for the initial rollout will be to repair the whole of a few exceptionally in-need neighborhoods, and install root barriers and geogrids to protect the new sidewalk so the City can avoid removing trees. Once the initial rollout is complete, the goal will be continuing maintenance within the City's streets and parks.

Probable Cost Breakdown at Spring Meadow (Current Year)

Item #	Description	QTY	Unit	Unit Cost	Item Cost
1	Demolition of Existing Sidewalk	2000	SY	\$ 10.00	\$ 20,000.00
2	Install 4" 3000 PSI Concrete	2000	SY	\$ 45.00	\$ 90,000.00
	Subtotal				\$ 110,000.00
	Design and Permitting				\$ 11,000.00
	Total				\$ 121,000.00

Probable Cost Breakdown of full replacement at Tymber Run (2022-2023)

Item #	Description	QTY	Unit	Unit Cost	Item Cost
1	Demolition of Existing Sidewalk	5000	SY	\$ 10.00	\$ 50,000.00
2	Install 4" 3000 PSI Concrete	5000	SY	\$ 45.00	\$ 225,000.00
	Subtotal				\$ 275,000.00
	Design and Permitting				\$ 27,500.00
	Total				\$ 302,500.00

Probable Cost Breakdown of full replacement at Sadlers Run (2023-2024)

Item #	Description	QTY	Unit	Unit Cost	Item Cost
1	Demolition of Existing Sidewalk	3600	SY	\$ 10.00	\$ 36,000.00
2	Install 4" 3000 PSI Concrete	3600	SY	\$ 45.00	\$ 162,000.00
	Subtotal				\$ 198,000.00
	Design and Permitting				\$ 19,800.00
	Total				\$ 217,800.00

CAPITAL PROJECT DETAIL

PROJECT TITLE

Street Light Maintenance

PROJECT#

308125

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Nova Road

MANAGEMENT

Engineering

PROJECT SCOPE

Painting of the faded or damaged city-maintained street lights on Nova Road.

JUSTIFICATION

With the reconstruction of Nova Road, green painted street light posts were included as part the project at the City's request. Maintenance of these light posts will be required to prevent against corrosion and normal wear. 109 light posts were installed along the roadway corridor. This project paints the poles over a four year period beginning with those most recently painted in January 2013.

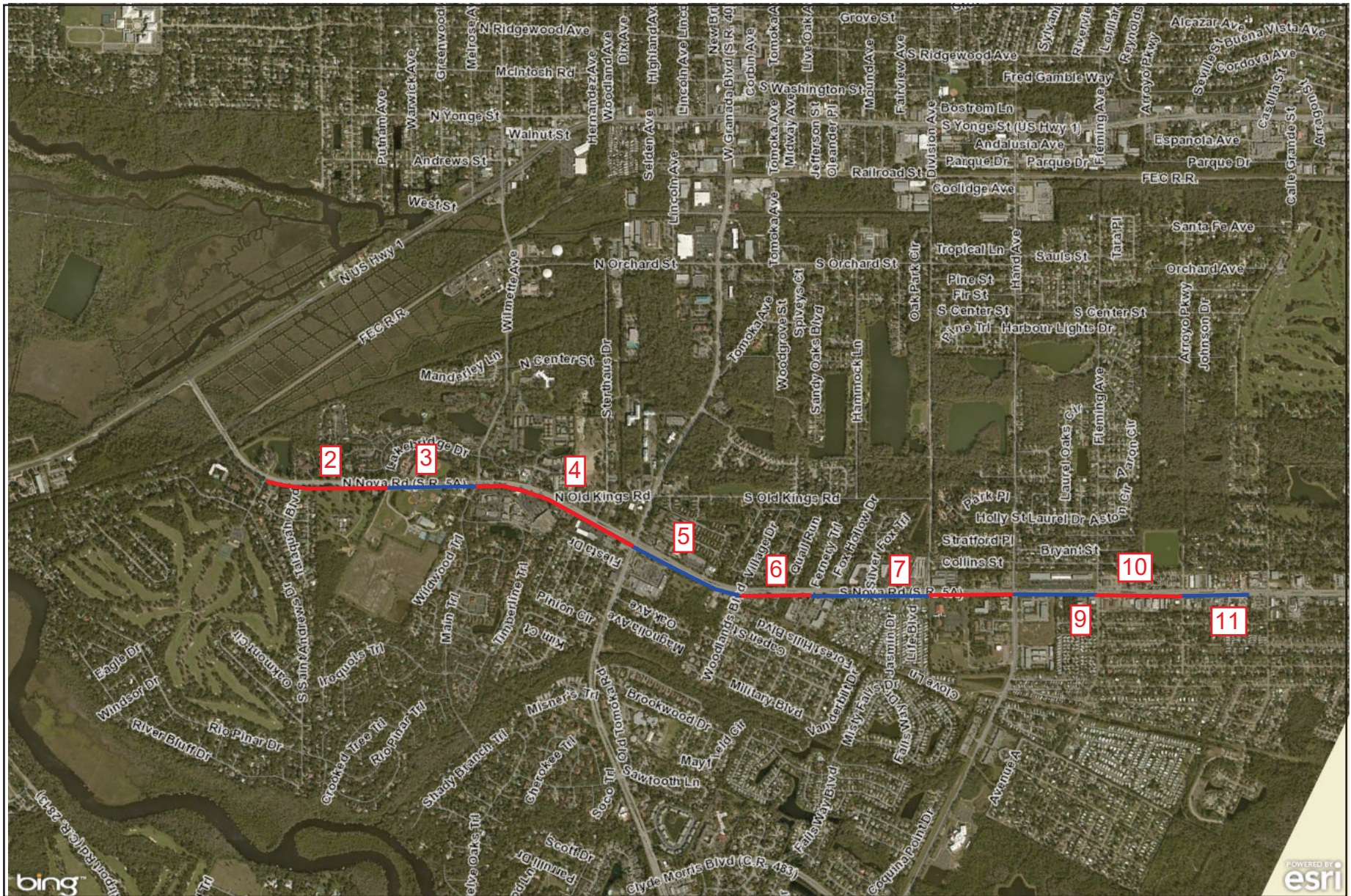
PROJECT COST METHODOLOGY**EXPENDITURE**

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Street Light Maintenance	26,400	25,520	24,640	19,360	0	95,920	0
Total	26,400	25,520	24,640	19,360	0	95,920	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes - Transportation	26,400	25,520	24,640	19,360	0	95,920	0
Total	26,400	25,520	24,640	19,360	0	95,920	0

Nova Road Street Light Maintenance



2,524 ft



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Nova Road Street Light Maintenance

#	Segment From	Segment To	Number of Poles	Cost Per Pole	Cost Per Segment	Yr
1	US 1	Tomoka Oaks	11	\$ 800.00	\$ 8,800.00	2022/2023
2	Tomoka Oaks	Nova Rec- N	11	\$ 800.00	\$ 8,800.00	2022/2023
3	Nova Rec - N	Main Trail	8	\$ 800.00	\$ 6,400.00	2022/2023
4	Main Trail	West Granada	17	\$ 800.00	\$ 13,600.00	2023/2024
5	West Granada	Woodlands	12	\$ 800.00	\$ 9,600.00	2023/2024
6	Woodlands	Moreland blvd	7	\$ 800.00	\$ 5,600.00	2024/2025
7	Moreland Blvd	Division	12	\$ 800.00	\$ 9,600.00	2024/2025
8	Division	Hand	9	\$ 800.00	\$ 7,200.00	2024/2025
9	Hand	Flemming	9	\$ 800.00	\$ 7,200.00	2025/2026
10	Flemming	Arroyo Pkway	8	\$ 800.00	\$ 6,400.00	2025/2026
11	Arroyo Pkway	S. City Limits	5	\$ 800.00	\$ 4,000.00	2025/2026
			2022/2023	2023/2024	2024/2025	2025/2026
Segments			1 - 3	4 - 5	6 - 8	9 - 11
Cost			\$ 24,000.00	\$ 23,200.00	\$ 22,400.00	\$ 17,600.00
Permit/Engineering			\$ 2,400.00	\$ 2,320.00	\$ 2,240.00	\$ 1,760.00
Budget			\$ 26,400.00	\$ 25,520.00	\$ 24,640.00	\$ 19,360.00

CAPITAL PROJECT DETAIL

PROJECT TITLE

Traffic Signal Maintenance

PROJECT#

308115

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

City Wide

MANAGEMENT

Engineering

PROJECT SCOPE

Maintenance and upgrades to existing traffic signals to include repainting of traffic signals and other traffic control devices as needed on a City-wide basis. The attached schedule and map provides those intersections and the years for which maintenance has been assigned.

JUSTIFICATION

Normal wear and tear under extreme weather conditions requires refurbishing of these highly visible traffic signals to be required every 5-7 years. If regular maintenance including the painting of the mast arms is not performed, the mast arms are subject to corrosion and potential structural failure. The proposed schedule factors in the time since last painting and completes the current re-painting cycle. Inspection of these signals this spring indicates that they are wearing well and will likely be able to make it to the later part of the expected 5 -7 year life cycle (Year 6). We will continue to evaluate them on a yearly basis and if necessary make adjustments.

PROJECT COST METHODOLOGY

Historic Bid Information

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Signal Rehabilitation	83,000	71,500	84,000	82,500	80,000	401,000	0
Total	83,000	71,500	84,000	82,500	80,000	401,000	0

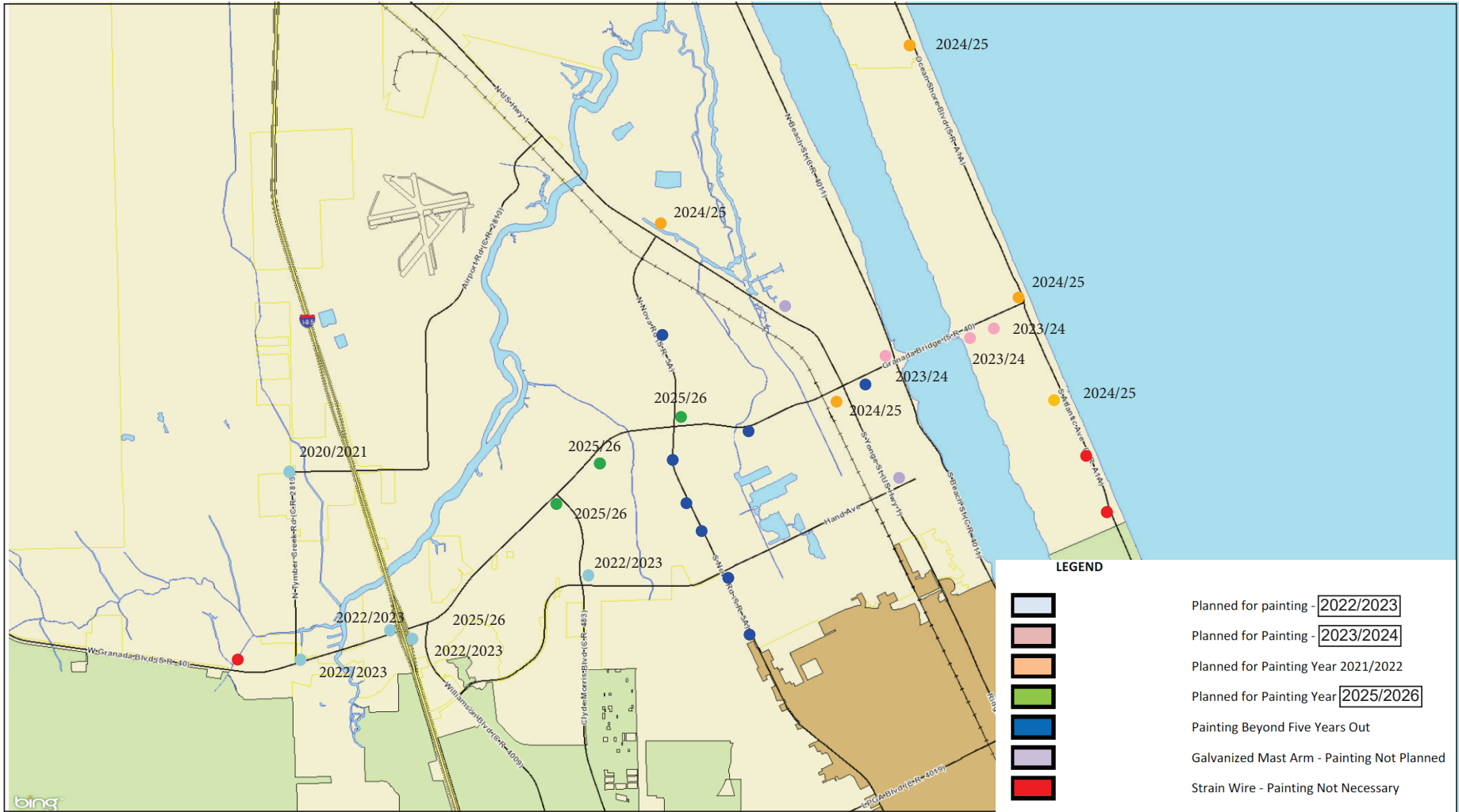
<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Property Taxes - Transportation	83,000	71,500	84,000	82,500	80,000	401,000	0
Total	83,000	71,500	84,000	82,500	80,000	401,000	0

	Mast Arm	Location		2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
	Structure #	Main Facility	Intersecting Facility	YR - 1	YR - 2	YR-3	YR-4	YR-5
1	79M003	I-95 NB	SR-40(Granada Blvd)	\$ 21,085.68				
2	79M004	I-95 SB	SR-40(Granada Blvd)	\$ 21,085.68				
3	79M019	US-1/SR-5	Hand Ave.					
4	79M020	US-1/SR-5	Division Ave					
5	79M021	US-1/SR-5	Wilmette Ave.					
6	79M037	SR-5A/Nova Rd	Flemming Ave.					
7	79M038	SR-5A/Nova Rd	Hand Ave.					
8	79M039	SR-5A/Nova Rd	Division Ave					
9	79M040	SR-5A/Nova Rd	Woodlands Blvd.					
10	79M041	SR-5A/Nova Rd	Fire Station 92					\$ 15,558.97
11	79M042	SR-5A/Nova Rd	SR-40(Granada Blvd)				\$ 22,332.09	
12	79M043	SR-5A/Nova Rd	Wilmette Ave.					\$ 20,629.28
13	79M059	SR-600/SR-A1A	Fire Station 91			\$ 10,307.04		
14	79M060	SR-600/SR-A1A	SR-40(Granada Blvd)			\$ 12,589.50		
15	79M061	SR-600/SR-A1A	Neptune Ave.			\$ 14,599.46		
16	79M114	SR-40(Granada Blvd)	Seminole					\$ 19,033.72
17	79M115	SR-40(Granada Blvd)	Orchard Street					\$ 13,051.50
18	79M116	SR-40(Granada Blvd)	Ridgewood Ave.					\$ 11,575.72
19	79M117	SR-40(Granada Blvd)	Beach Street		\$ 23,680.06			
20	79M118	SR-40(Granada Blvd)	John Anderson Dr.		\$ 23,680.06			
21	79M119	SR-40(Granada Blvd)	Halifax Dr.		\$ 23,680.06			
23		SR-40(Granada Blvd)	Main Trail/Old Tomoka				\$ 18,696.84	
24		SR-40(Granada Blvd)	Clyde Morris Blvd.				\$ 18,696.84	
25		SR-40(Granada Blvd)	Williamson Blvd.				\$ 22,332.09	
26		SR-5A/Nova Rd	US-1/SR-5			\$ 21,888.94		
27		Airport Road	Tymber Creek Rd.	\$ 21,085.68				
28		Clyde Morris Blvd.	Hand Avenue	\$ 19,454.82				
29		SR-40(Granada Blvd)	US-1/SR-5			\$ 24,122.68		
30		SR-40(Granada Blvd)	Breakaway Trails					
				\$ 82,711.86	\$ 71,040.19	\$ 83,507.63	\$ 82,057.86	\$ 79,849.19
			Budget	\$ 83,000.00	\$ 71,500.00	\$ 84,000.00	\$ 82,500.00	\$ 80,000.00

LEGEND

	Planned for painting - 2022/2023
	Planned for Painting - 2023/2024
	Planned for Painting Year 2024/2025
	Planned for Painting Year 2025/2026
	Planned for Painted 5 or more years out
	Planned for Painting 5 or more years out
	Galvanized Mast Arm - Painting Not Planned
	Strain Wire - Painting Not Necessary

Mast Arm Painting Schedule



4,405 ft



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CAPITAL PROJECT DETAIL

PROJECT TITLE

Fluhart Drive Roundabouts

PROJECT#

308222

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Fluhart Drive and S. Halifax, Riverside Dr.

MANAGEMENT

Engineering

PROJECT SCOPE

Construction of mini roundabouts at the intersection of Fluhart Drive with South Halifax Drive and Riverside Drive

JUSTIFICATION

Fluhart Drive, specifically at its intersection with Riverside Drive, has long been a safety concern of the community. A historic review of traffic incidents along this roadway show disproportionate number of accidents compared to other roads in the City. This project stemming from a safety analysis of the intersection by the City's Transportation consultant would install two mini roundabouts, one where Fluhart Drive intersects with Riverside Drive and one at the intersection with South Halifax Drive, as a means of traffic calming and intersection control.

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction Administration	0	0	0	0	0	0	28,300
Construction	0	0	0	0	0	0	282,700
Design	0	0	0	0	0	0	56,600
Total	0	0	0	0	0	0	367,600

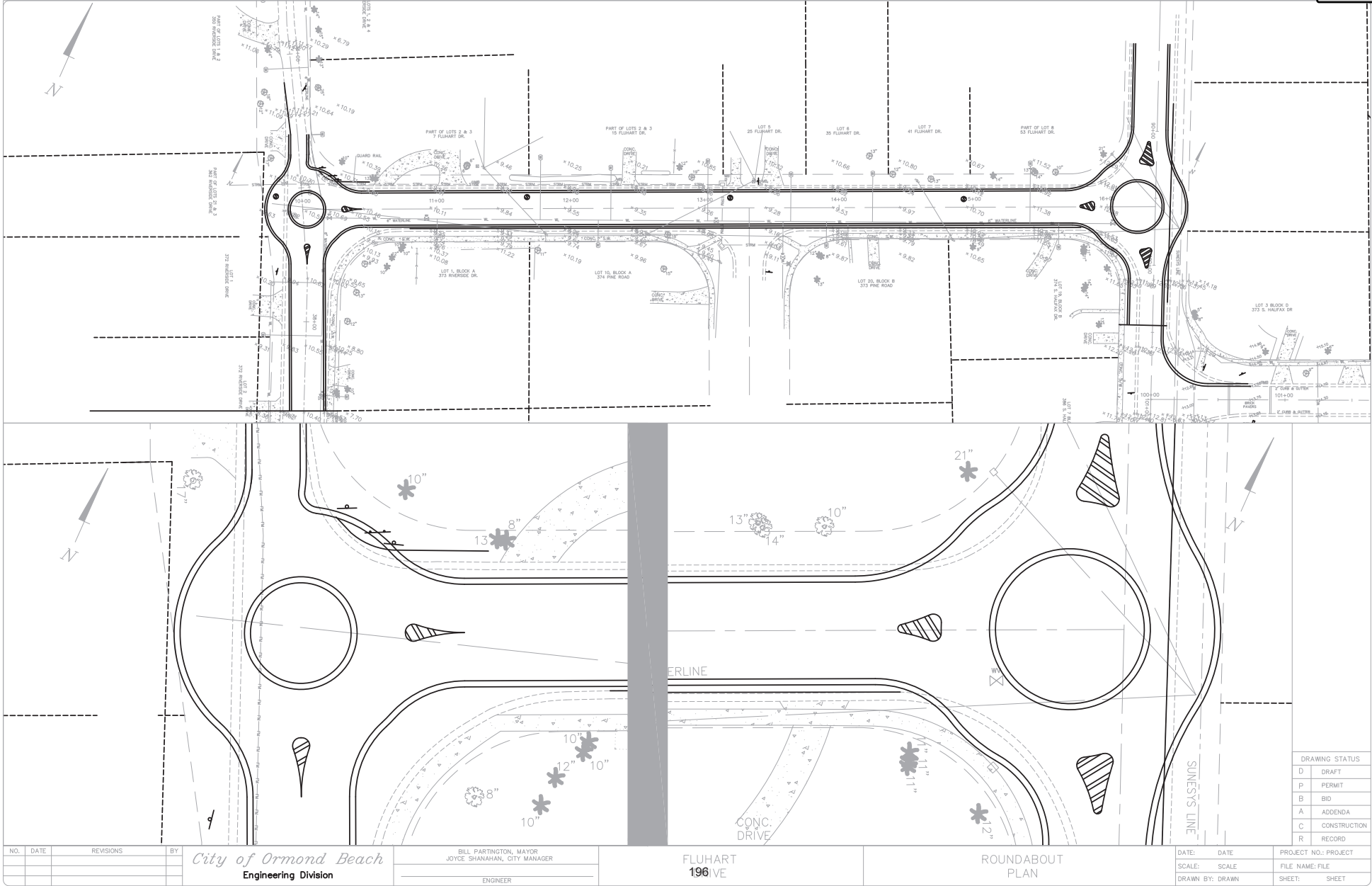
<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
TPO Grant (pending)	0	0	0	0	0	0	330,840
Transportation Reserves	0	0	0	0	0	0	36,760
Total	0	0	0	0	0	0	367,600

Fluhart Drive - Location Map



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Fluhart Drive Roundabout
Estimate of Proposed Costs

Item		Qty	Units	Price	Total
1	Mobilization	1	LS	\$ 10,835.22	\$ 10,835.22
2	Asphalt Concrete Surface Course- S.P. 9.5	350	tons	\$ 107.30	\$ 37,555.00
3	Asphalt Concrete Leveling Course- S.P. 9.5	130	tons	\$ 109.70	\$ 14,261.00
4	Mill Existing Surface	5660	SY	\$ 1.64	\$ 9,282.40
5	Adjust Manhole to Grade	5	EA	\$ 249.60	\$ 1,248.00
6	Adjust Valves to Grade	10	EA	\$ 76.80	\$ 768.00
7	Thermoplastic Striping	1	LS	\$ 10,000.00	\$ 10,000.00
8	Furnish & Install Curb & Gutter	2375	LF	\$ 21.80	\$ 51,775.00
9	Miscellaneous Driveway	450	SY	\$ 57.40	\$ 25,830.00
10	Mill & Remove Existing Asphalt & Base	1140	SY	\$ 5.34	\$ 6,087.60
11	Stabilize Subgrade (2ft)	140	SY	\$ 5.72	\$ 800.80
12	Compacted Road base (8")	175	SY	\$ 16.38	\$ 2,866.50
13	Furnish & Install Compacted Subgrade Import Fill	100	CY	\$ 13.30	\$ 1,330.00
14	Survey Layout and As-built	1	LS	\$ 7,500.00	\$ 7,500.00
15	Maintenance of Traffic	30	day	\$ 500.00	\$ 15,000.00
16	Drainage Modifications	1	LS	\$ 25,000.00	\$ 25,000.00
17	Bahia Sod	2800	SY	\$ 1.75	\$ 4,900.00
18	Silt Fence	2000	LF	\$ 1.25	\$ 2,500.00
					\$ 227,539.52
Design					\$ 45,507.90
CEI					\$ 22,753.95
					\$ 295,801.37

		90%	10%
\$ 227,600.00	\$ 204,840.00	\$ 22,760.00	
\$ 45,600.00	\$ 41,040.00	\$ 4,560.00	
\$ 22,800.00	\$ 20,520.00	\$ 2,280.00	
\$ 296,000.00	\$ 266,400.00	\$ 29,600.00	

CAPITAL PROJECT DETAIL

PROJECT TITLE

Pineland Trail Roadway Improvements

PROJECT#

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

Pineland Trail (Airport Road to Broadway)

MANAGEMENT

Engineering

PROJECT SCOPE

Reconstruction of Pineland Trail to City Roadway Standards, upgrade of roadway drainage facilities, construction of mixed use path along roadway.

JUSTIFICATION

Pineland Trail was originally constructed by Volusia County. Although recent paving projects have improved the drivability of This project will bring this roadway, designated as a Minor Arterial Roadway, up to City Standard roadway conditions. Development activity in this area, including the construction of Security First property at Ormond Crossings and the proposed extension of Business Park Drive would increase use of this roadway as an important north-south roadway within the City of Ormond Beach. Improving drainage facilities in this corridor provides an additional benefit for the properties along Pineland Trail, and the construction of a mixed use path further promotes the City's Trail network by providing access to the Ormond Beach Sports Complex facilities from Airport Road and future sidewalk along US 1.

PROJECT COST METHODOLOGY

Estimates are base upon unit pricing from recent bids of similar roadway projects within the City.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction Admin/Engineering	0	0	0	0	0	0	460,900
Construction	0	0	0	0	0	0	4,609,000
Design	0	0	0	0	0	0	691,350
Total	0	0	0	0	0	0	5,761,250

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Transportation Reserves	0	0	0	0	0	0	990,935
River to Sea TPO Grant Funding	0	0	0	0	0	0	4,770,315
Total	0	0	0	0	0	0	5,761,250



LOCATION MAP
Pineland Trail Location Map



City of Ormond Beach
3/6/2019

Proposed Roadway Improvements - Pineland Trail

Project Notes: Total length of route, from Airport Rd to Broadway Ave is approximately 3.95 miles.
This project includes 10' Sidewalk, drainage improvements and roadway upgrades.

Airport Road to Broadway Avenue, route distance 3.95 miles

20,825.00 ft

Project Probable Cost

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$199,000.00	\$199,000
2	Mill Existing Surface	46278	SY	\$ 2.00	\$92,556
3	Mill and Remove existing Asphalt and Base	0	SY	\$ 5.50	\$0
4	2" SP-9.5 ASPHALT	55,533	SY	\$ 13.50	\$749,700
5	12" Stabilized Subgrade	13883	SY	\$ 3.75	\$52,063
6	8" Crushed Concrete Base	9256	SY	\$ 9.37	\$86,725
7	CONCRETE SIDEWALK & DRIVEWAYS, 4"	23139	SY	\$ 40.00	\$925,556
8	Drainage Swale Modification	10,413	LF	\$100.00	\$1,041,250
9	CONCRETE CURB & GUTTER, TYPE F	41650	LF	\$ 17.00	\$708,050
10	Utility Relocation and adjustments	1	LS	\$ 25,000.00	\$25,000
11	Furnish & Install ADA Ramp and Detectable Pad	8	EA	\$400.00	\$3,200
12	Furnish & Install Bahia Sod	28,960	SY	\$3.00	\$86,880
13	Thermoplastic Striping	1	LS	\$25,000.00	\$25,000
14	Furnish and Install Signage	1	LS	\$10,000.00	\$10,000
15	Geotechnical Services	1	LS	\$25,000.00	\$25,000
16	Maintenance of Traffic	1	LS	\$120,000.00	\$120,000
17	As-Builts & Survey Site Layout	1	LS	\$40,000.00	\$40,000

Construction **\$4,189,978**
Contingency (10%) **\$418,998**

Construction Budget

TPO Funding City Match
\$ 4,148,100.00 \$ 460,900.00

Engineering (15%) **\$691,350** \$ 622,215.00 \$ 69,135.00
Construction Administration (10%) **\$460,900** \$ 414,810.00 \$ 46,090.00
\$ 4,562,910.00 \$ 506,990.00

TOTAL PROBABLE PROJECT COST \$5,761,250













NO.	DATE	REVISIONS	BY

City of Ormond Beach
Engineering Division

BILL PARTINGTON, MAYOR
JOYCE SHANAHAN, CITY MANAGER

JOHN NOBLE, P.E. CITY ENGINEER

**PINELAND TRAIL
COLLECTOR ROAD UPGRADE**

PLAN STA 79+00 - 97+00

DATE: 2/28/19
SCALE: 1"=60'
DRAWN BY: CO/MC

PROJECT NO.: N/A
FILE NAME:
SHEET: 8 of 17

DRAWING STATUS
DRAFT
PERMIT
BID
ADDENDA
CONSTRUCTION
RECORD





<table><tr><td>NO.</td><td>DATE</td><td>REVISIONS</td><td>BY</td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr></table>				NO.	DATE	REVISIONS	BY													<i>City of Ormond Beach</i> Engineering Division	<table><tr><td>BILL PARTINGTON, MAYOR</td></tr><tr><td>JOYCE SHANAHAN, CITY MANAGER</td></tr><tr><td>JOHN NOBLE, P.E. CITY ENGINEER</td></tr></table>	BILL PARTINGTON, MAYOR	JOYCE SHANAHAN, CITY MANAGER	JOHN NOBLE, P.E. CITY ENGINEER	PINELAND TRAIL COLLECTOR ROAD UPGRADE	PLAN STA 115+00 – 133+00	<table><tr><td>DATE: 2/28/19</td><td>PROJECT NO.: N/A</td></tr><tr><td>SCALE: 1"=60'</td><td>FILE NAME:</td></tr><tr><td>DRAWN BY: CO/MC</td><td>SHEET: 10 of 17</td></tr></table>	DATE: 2/28/19	PROJECT NO.: N/A	SCALE: 1"=60'	FILE NAME:	DRAWN BY: CO/MC	SHEET: 10 of 17
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BILL PARTINGTON, MAYOR																																	
JOYCE SHANAHAN, CITY MANAGER																																	
JOHN NOBLE, P.E. CITY ENGINEER																																	
DATE: 2/28/19	PROJECT NO.: N/A																																
SCALE: 1"=60'	FILE NAME:																																
DRAWN BY: CO/MC	SHEET: 10 of 17																																

DRAWING STATUS	
☐	DRAFT
☐	PERMIT
☐	BID
☐	ADDENDA
☐	CONSTRUCTION
☐	RECORD



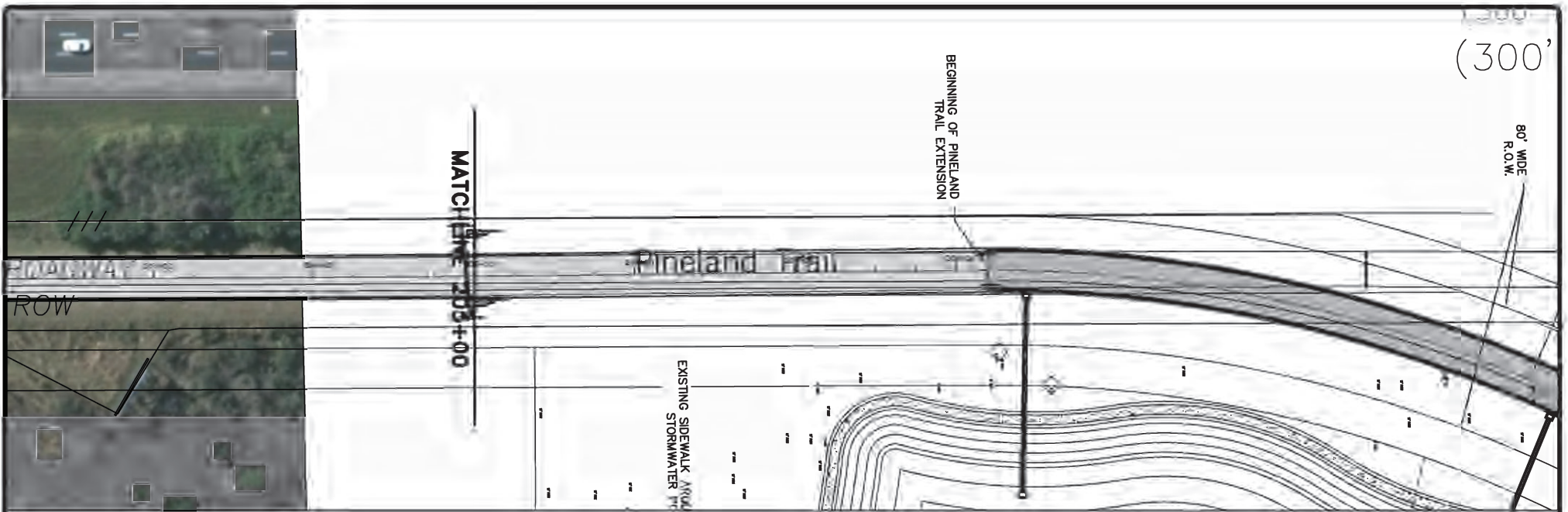
DRAWING STATUS	
☐	DRAFT
☐	PERMIT
☐	BID
☐	ADDENDA
☐	CONSTRUCTION
☐	RECORD

NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division	BILL PARTINGTON, MAYOR JOYCE SHANAHAN, CITY MANAGER JOHN NOBLE, P.E. CITY ENGINEER	PINELAND TRAIL COLLECTOR ROAD UPGRADE	PLAN STA 133+00 - 151+00	DATE:	2/28/19	PROJECT NO.:	N/A
								SCALE:	1"=60'	FILE NAME:	
								DRAWN BY:	CO/MC	SHEET:	11 of 17









NO.	DATE	DESCRIPTION	BY
1	2/28/19	ISSUED FOR BIDDING	CLM
2			
3			

City of Ormond Beach
Engineering Division

JOYCE SHANAHAN, CITY MANAGER

JOHN NOBLE, P.E., CITY ENGINEER

**PINELAND TRAIL
COLLECTOR ROAD UPGRADE**

PLAN STA 205+00 - 208+25

DATE: 2/28/19
SCALE: 1"=60'
DRAWN BY: CLM

PROJECT NO.: N/A
FILE NAME:
SHEET: 15 of 17

DRAWING STATUS
DRAFT
PERMIT
BID
ADDENDA
CONSTRUCTION
RECORD

CAPITAL PROJECT DETAIL

PROJECT TITLE

US 1 North Sidewalk

PROJECT#

308236

CATEGORY

Transportation

FUND

308-Transportation

PROJECT LOCATION

North US 1 Between Wilmette Ave. and Broadway A

MANAGEMENT

Engineering

PROJECT SCOPE

Construction of an eight foot wide sidewalk along US 1 in two phase connecting Wilmette Avenue, Nova Road, Airport Road, and Airport Road to Broadway Ave.

JUSTIFICATION

The Florida Department of Transportation working with the River to Sea TPO completed a report for the US 1 Corridor Improvement Program in April, 2014. A component in this report is the construction of a connecting sidewalk along US 1, north from Wilmette Avenue connecting northern areas to the central City core. This project proposes extending sidewalk to the northern City Limits in a phase project. In Phase 1, a connection is proposed that connects Wilmette Avenue to Nova Road, across the Tomoka River, and to Airport Road for use by pedestrians and bicyclists. Phase 2 continues this project extending northerly from Airport Road, connecting Hull Road, and Broadway Avenue. Design and construction of Phase 1, and design of Phase 2 will occur within this five year period, construction of Phase 2 would be planned in year 6.

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	0	0	0	0	0	592,500
Construction Admin/ Engineering	0	0	0	0	0	0	66,800
Construction	0	0	0	0	0	0	1,336,000
Total	0	0	0	0	0	0	1,995,300

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Transportation Reserves	0	0	0	0	0	0	259,650
TPO Grant (pending)	0	0	0	0	0	0	1,735,650
Total	0	0	0	0	0	0	1,995,300

City of Ormond Beach
5/30/2018

Proposed N. US1 Sidewalk, Wilmette Ave. to Airport Rd.

Project Notes: Total length of route, from Airport Rd to Wilmette Ave is approximately 2.2 miles. A proposed sidewalk of 12 ft was referenced per FDOT and Volusia TPO US1 corridor improvement program study, April 30, 2014; however, review of existing site condition appear that obstacles will limit width to a maximum of 8-ft, which this estimate is based upon.

Wilmette Ave. to Nova Road, route distance 1.07 miles Proposed Sidewalk 5740 ft
Nova Rd to Airport Rd, route distance 1.11 miles Proposed Sidewalk 4860 ft

Project Probable Cost

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$57,000.00	\$57,000
2	Construct concrete sidewalk	9,500	SY	\$35.00	\$332,500
3	Furnish & Install Hand Railing along Sidewalk	490	LF	\$60.00	\$29,400
4	Drainage Swale Modification For Sidewalk	1,500	LF	\$250.00	\$375,000
5	Furnish and Install Ped-Signalization	3	EA	\$70,000.00	\$210,000
6	Utility Relocation and adjustments	1	LS	\$50,000.00	\$50,000
7	Furnish & Install ADA Ramp and Detectable Pad	30	EA	\$400.00	\$12,000
8	Furnish & Install Bahia Sod	7,800	SY	\$3.00	\$23,400
9	Thermoplastic Striping	1	LS	\$10,000.00	\$10,000
10	Furnish & Install Barrier Wall	120	SF	\$350.00	\$42,000
11	Furnish and Install Signage	1	LS	\$2,000.00	\$2,000
12	Geotechnical Services	1	LS	\$6,000.00	\$6,000
13	Maintenance of Traffic	1	LS	\$25,000.00	\$25,000
14	As-Builts & Survey Site Layout	1	LS	\$40,000.00	\$40,000

TPO Funding City Match

Construction \$1,214,300

Contingency (10%) \$121,430

Construction Budget \$1,336,000

\$ 1,202,400.00 \$ 133,600.00

Engineering (15%) \$200,400

\$ 180,360.00 \$ 20,040.00

Construction Administration (5%) \$66,800

\$ 60,120.00 \$ 6,680.00

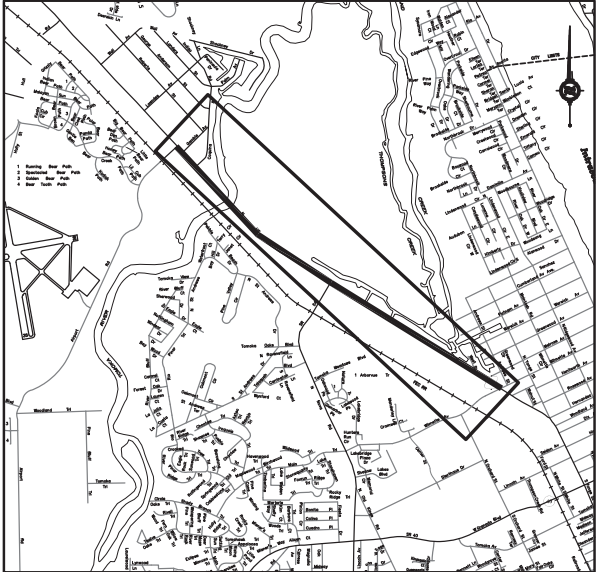
\$ 1,262,520.00 \$ 140,280.00

TOTAL PROBABLE PROJECT COST \$1,603,200

CITY OF ORMOND BEACH

N US 1 SIDEWALK IMPROVMENTS

 - SITE LOCATION



SITE LOCATION MAP



SHEET	DESCRIPTION
1	COVER SHEET & PROJECT LOCATION MAP
2	PLAN
3	PLAN
4	PLAN
5	PLAN
6	PLAN

MAYOR

ED KELLEY

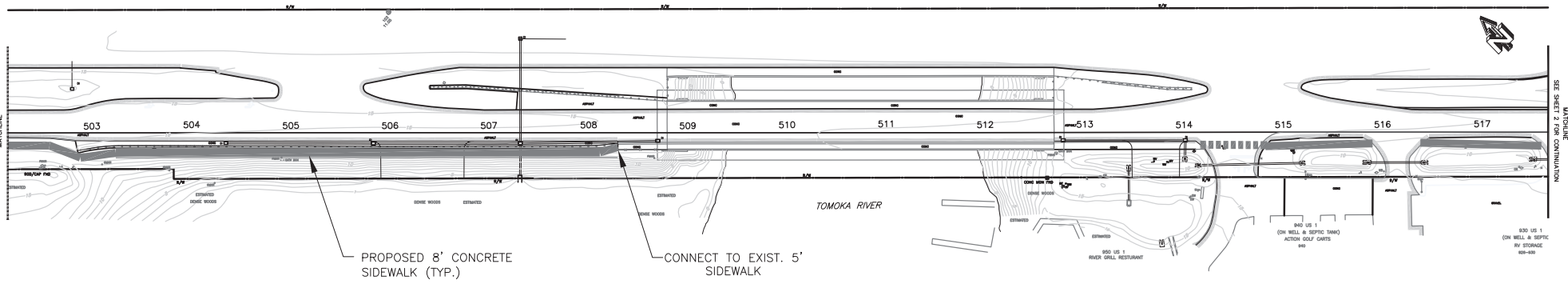
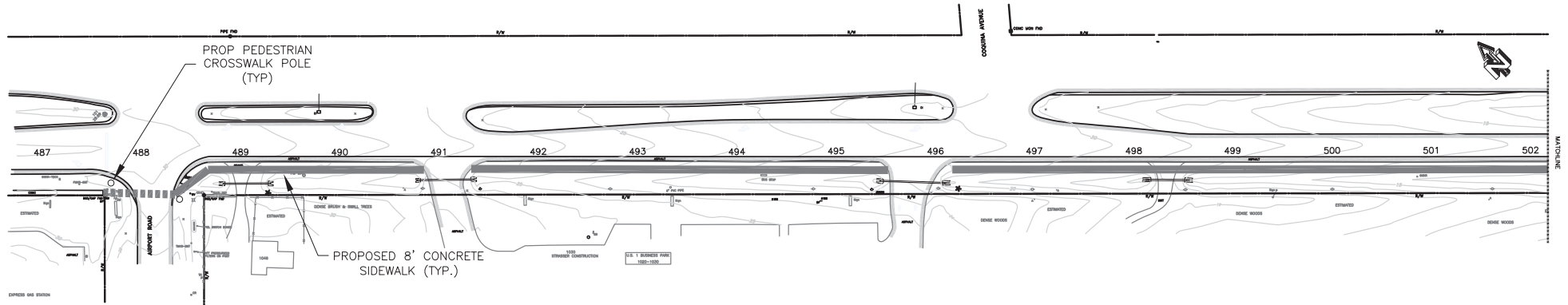
COMMISSIONERS

JAMES STOWERS, ZONE 1
TROY KENT, ZONE 2

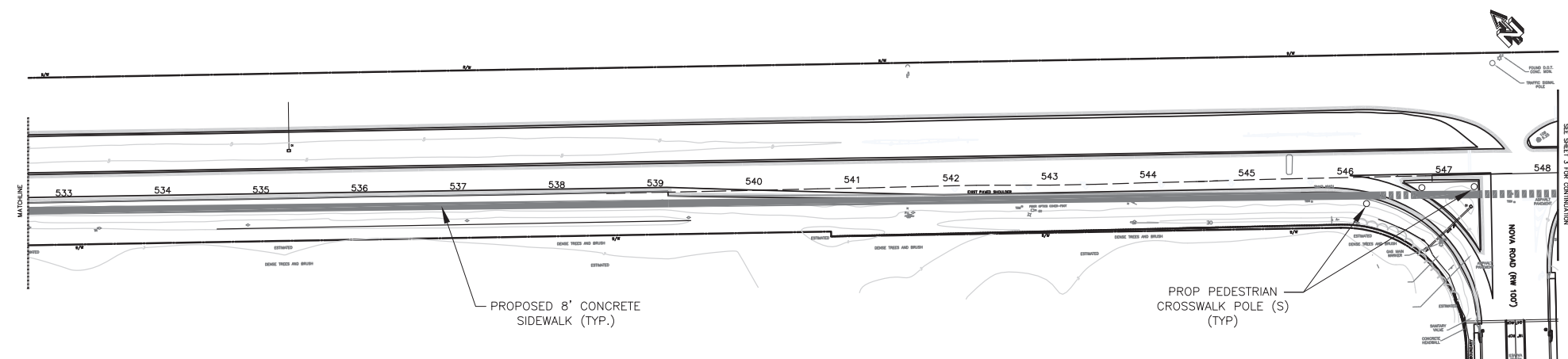
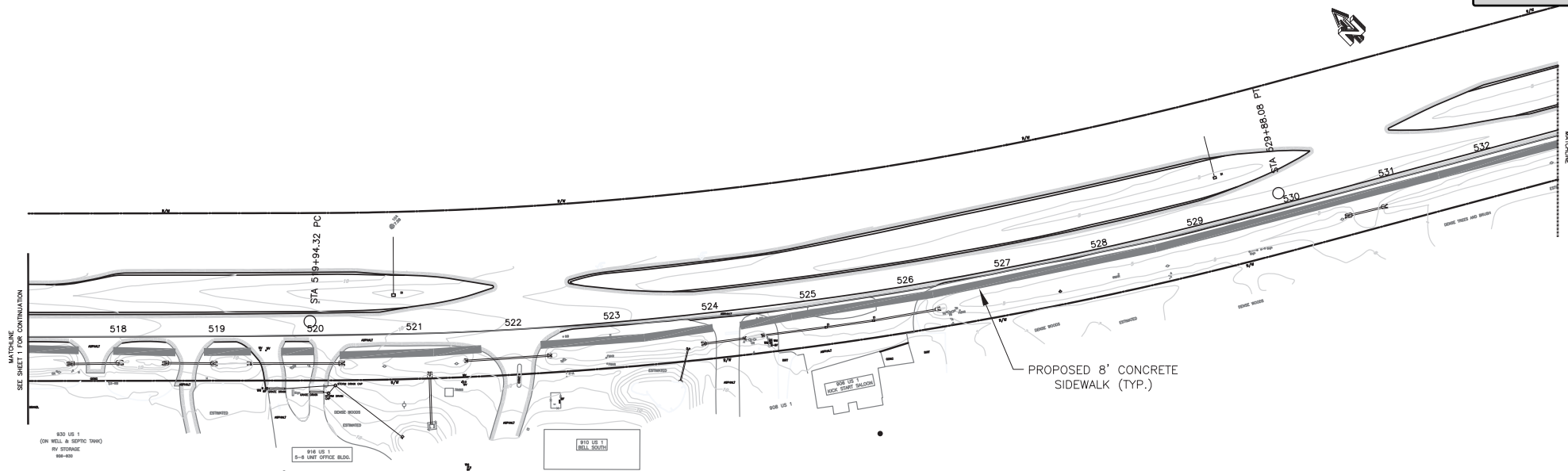
RICK BOEHM, ZONE 3
BILL PARTINGTON, ZONE 4

CITY MANAGER

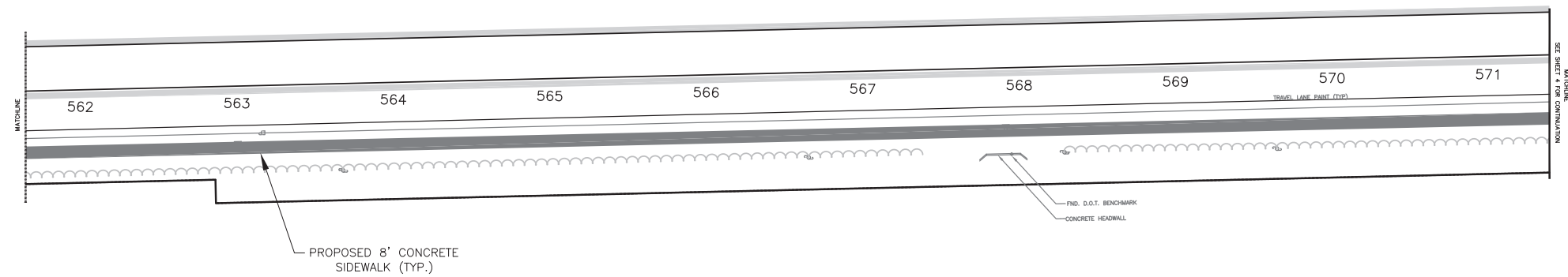
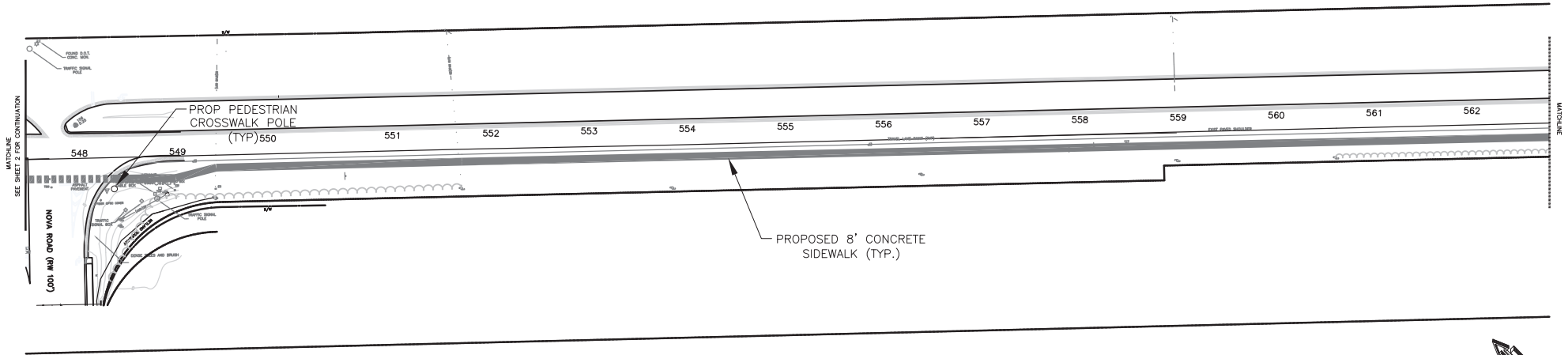
JOYCE SHANAHAN



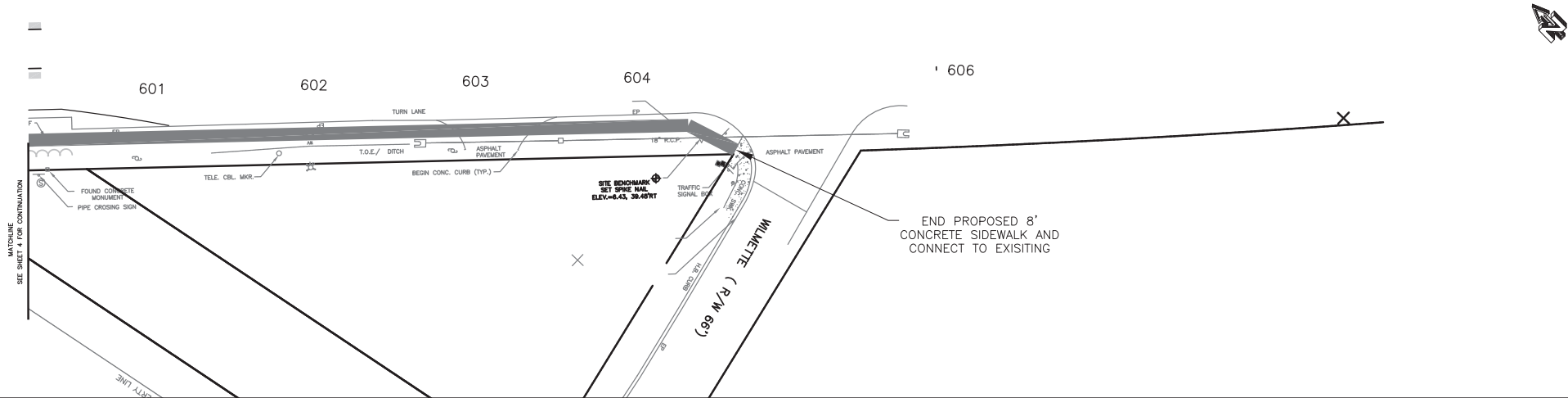
NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division		ED KELLEY, MAYOR JOYCE A SHANAHAN, CITY MANAGER	N US HIGHWAY 1	PROPOSED SIDEWALK	DATE: 04/02/15	PROJECT NO.: 2015-XX
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						JOHN NOBLE, P.E., CITY ENGINEER			DRAWN BY: CO	SHEET: 1 OF 5



NO.	DATE	REVISIONS	BY	<i>City of Ormond Beach</i> Engineering Division	ED KELLEY, MAYOR JOYCE A SHANAHAN, CITY MANAGER _____ JOHN NOBLE, P.E., CITY ENGINEER	N US HIGHWAY 1	PROPOSED SIDEWALK	DATE:	04/02/15	PROJECT NO.:	2015-XX
								SCALE:	1"=100'	FILE NAME:	NUS1SDWK.DWG
								DRAWN BY:	CO	SHEET:	2 OF 5



NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division ED KELLEY, MAYOR JOYCE A SHANAHAN, CITY MANAGER JOHN NOBLE, P.E., CITY ENGINEER			N US HIGHWAY 1	PROPOSED SIDEWALK	DATE:	04/02/15	PROJECT NO.:	2015-XX
									SCALE:	1"=100'	FILE NAME:	NUS1SDWK.DWG
									DRAWN BY:	CO	SHEET:	3 OF 5



NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division		ED KELLEY, MAYOR JOYCE A SHANAHAN, CITY MANAGER		N US HIGHWAY 1 PROPOSED SIDEWALK		DATE:	04/02/15	PROJECT NO.:	2015-XX
										SCALE:	1"=100'	FILE NAME:	NUS1SDWK.DWG
										DRAWN BY:	CO	SHEET:	5 OF 5

JOHN NOBLE, P.E., CITY ENGINEER

North US 1 Sidewalk
Phase 2
Airport Road to Broadway Avenue



City of Ormond Beach
Engineering Division

22 South Beach Street
Ormond Beach, FL 32174
386.676.3300



GIS data is provided on an "as is" basis. The accuracy or reliability of the data is not guaranteed or warranted in any way. The City of Ormond Beach specifically disclaims any warranty either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular use. The entire risk as to quality and performance of the data is with the end user. In no event will the City, its staff or it's representatives be liable for any direct, indirect, incidental, special, consequential, or other damages, including loss of profit, arising out of the use of this data even if the City has been advised of the possibility of such damages.

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City of Ormond Beach
3/6/2019

Proposed N. US1 Sidewalk, Airport Rd. to Boradway Avenue

Project Notes: Total length of route, from Airport Rd to Broadway Ave is approximately 2.2 miles. A proposed sidewalk of 12 ft was referenced per FDOT and Volusia TPO US1 corridor improvement program study, April 30, 2014; however, review of existing site condition appear that obstacles will limit width to a maximum of 10-ft, which this estimate is based upon.

Airport Road to Broadway Avenue, route distance 2.26 miles 11,940.00 ft

Project Probable Cost

Construction

Item No.	Description	Estimated Quantity	Unit	Unit Price	Item Price
1	Mobilization/ Demobilization (~5%)	1	LS	\$113,000.00	\$113,000
2	Construct concrete sidewalk	13,267	SY	\$45.00	\$597,000
3	Furnish & Install Hand Railing along Sidewalk	1,500	LF	\$60.00	\$90,000
4	Drainage Swale Modification For Sidewalk	5,000	LF	\$250.00	\$1,250,000
5	Furnish and Install Ped-Signalization	1	EA	\$70,000.00	\$70,000
6	Utility Relocation and adjustments	1	LS	\$50,000.00	\$50,000
7	Furnish & Install ADA Ramp and Detectable Pad	20	EA	\$400.00	\$8,000
8	Furnish & Install Bahia Sod	5,298	SY	\$3.00	\$15,893
9	Thermoplastic Striping	1	LS	\$10,000.00	\$10,000
10	Furnish & Install Barrier Wall	0	SF	\$350.00	\$0
11	Furnish and Install Signage	1	LS	\$2,000.00	\$2,000
12	Geotechnical Services	1	LS	\$10,000.00	\$10,000
13	Maintenance of Traffic	1	LS	\$120,000.00	\$120,000
14	As-Builts & Survey Site Layout	1	LS	\$40,000.00	\$40,000

TPO Funding City Match

Construction \$2,375,893

Contingency (10%) \$237,589

Construction Budget \$2,614,000 \$ 2,352,600.00 \$ 261,400.00

Engineering (15%) \$392,100 \$ 352,890.00 \$ 39,210.00

Construction Administration (10%) \$261,400 \$ 235,260.00 \$ 26,140.00

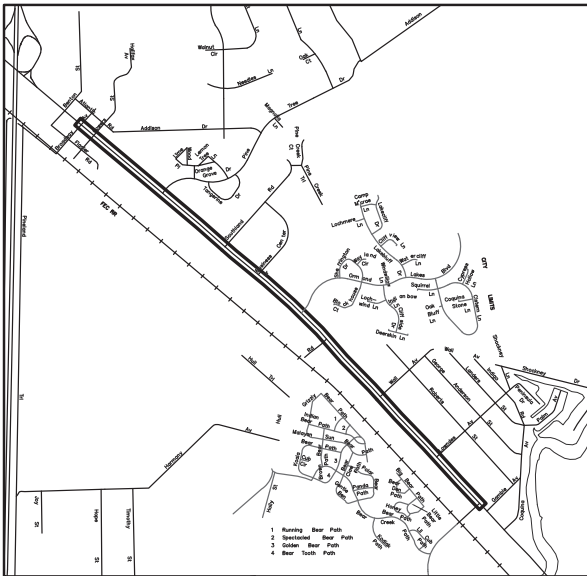
\$ 2,587,860.00 \$ 287,540.00

TOTAL PROBABLE PROJECT COST \$3,267,500

CITY OF ORMOND BEACH

NORTH US-1 SIDEWALK IMPROVEMENTS FROM BROADWAY AVE TO AIRPORT RD

 - SITE LOCATION



SITE LOCATION MAP



SHEET	DESCRIPTION
1	COVER SHEET & PROJECT LOCATION MAP
2	SIDEWALK PLAN 0+00 - 10+00
3	SIDEWALK PLAN 10+00 - 22+00
4	SIDEWALK PLAN 22+00 - 34+00
5	SIDEWALK PLAN 34+00 - 46+00
6	SIDEWALK PLAN 46+00 - 54+00
7	SIDEWALK PLAN 54+00 - 66+00
8	SIDEWALK PLAN 66+00 - 78+00
9	SIDEWALK PLAN 78+00 - 90+00
10	SIDEWALK PLAN 90+00 - 102+00

MAYOR

BILL PARTINGTON

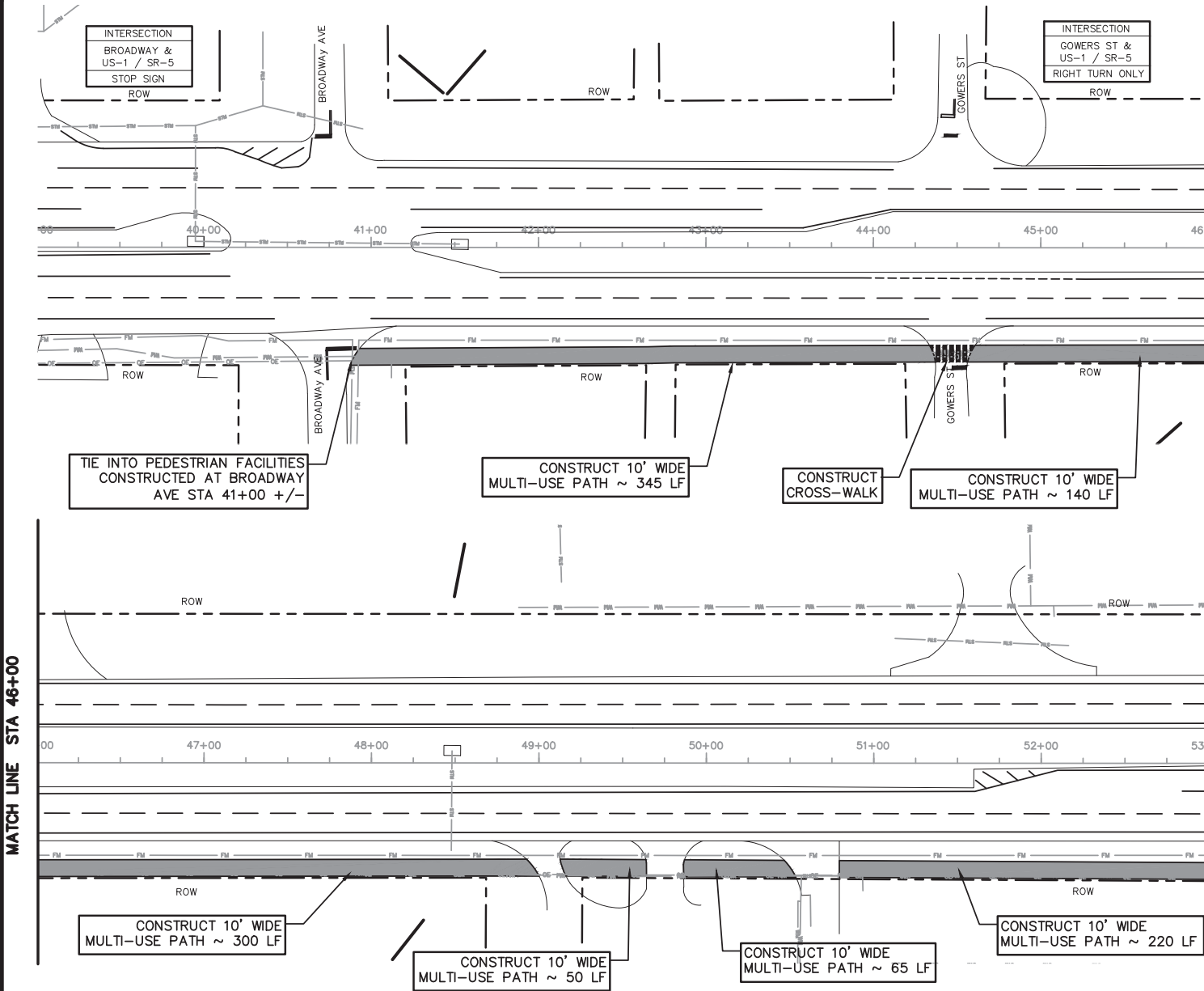
COMMISSIONERS

**DWIGHT SELBY, ZONE 1
TROY KENT, ZONE 2**

**SUSAN PERSES, ZONE 3
ROB LITTLETON, ZONE 4**

CITY MANAGER

JOYCE SHANAHAN

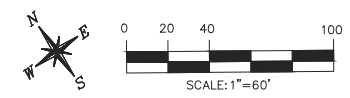


MATCH LINE STA 46+00

MATCH LINE STA 53+00

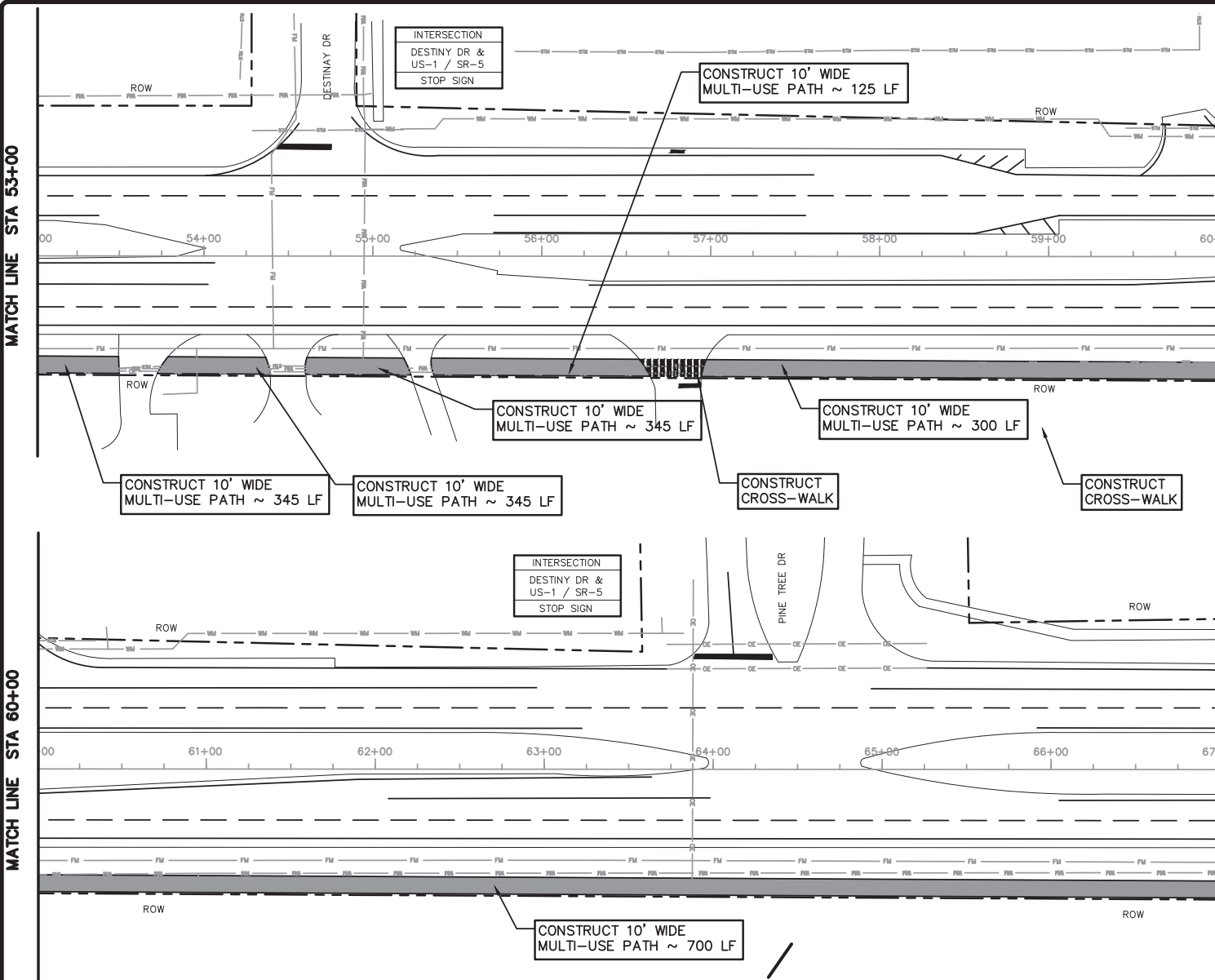
US-1 / SR-5
POSTED SPEED LIMIT: 45 MPH
DESIGN SPEED LIMIT: 45 MPH (DESIGN SPEED TAKEN FROM CONTRACT PLANS - STATE PROJECT #419588-1-52-01 DATED 2007)
"NO LANE CLOSURES"
I-95 TO AIRPORT RD SOUTHBOUND BETWEEN 7 AM AND 9 AM NORTHBOUND BETWEEN 3 PM AND 6 PM.
I-95 TO CITY LIMITS SOUTHBOUND BETWEEN 7 AM AND 8 AM NORTHBOUND BETWEEN 5 PM AND 6 PM.

NO WORK ALLOWED ON WEEKENDS, CITY OF ORMOND BEACH HOLIDAYS, OR FDOT SPECIAL EVENT DATES, INCLUDING DAYTONA SPEED WEEKS, BIKE WEEK, SPRING BREAK, BLACK COLLEGE REUNION, AND BIKETOBERFEST.



<table><tr><th>NO.</th><th>DATE</th><th>REVISIONS</th><th>BY</th></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr></table>				NO.	DATE	REVISIONS	BY													City of Ormond Beach Engineering Division		<table><tr><td>ED KELLEY, MAYOR</td></tr><tr><td>JOYCE SHANAHAN, CITY MANAGER</td></tr><tr><td> </td></tr><tr><td>JOHN NOBLE, P.E., ACTING CITY ENGINEER</td></tr></table>	ED KELLEY, MAYOR	JOYCE SHANAHAN, CITY MANAGER		JOHN NOBLE, P.E., ACTING CITY ENGINEER	237 NORTH US-1 MEDIAN IMPROVEMENTS	PLANTING PLAN 39+00 - 53+00	<table><tr><td>DATE: 3/18/19</td><td>PROJECT NO.: 2015-XX</td></tr><tr><td>SCALE: 1"=60'</td><td>FILE NAME: HUS_1_MEDIAN plan.dwg</td></tr><tr><td>DRAWN BY: MC</td><td>SHEET: 2 OF 10</td></tr></table>	DATE: 3/18/19	PROJECT NO.: 2015-XX	SCALE: 1"=60'	FILE NAME: HUS_1_MEDIAN plan.dwg	DRAWN BY: MC	SHEET: 2 OF 10
NO.	DATE	REVISIONS	BY																																
ED KELLEY, MAYOR																																			
JOYCE SHANAHAN, CITY MANAGER																																			
JOHN NOBLE, P.E., ACTING CITY ENGINEER																																			
DATE: 3/18/19	PROJECT NO.: 2015-XX																																		
SCALE: 1"=60'	FILE NAME: HUS_1_MEDIAN plan.dwg																																		
DRAWN BY: MC	SHEET: 2 OF 10																																		

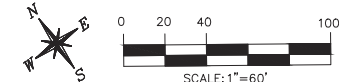
DRAWING STATUS	
	DRAFT
P	PERMIT
	BID
	ADDENDA
	CONSTRUCTION
	RECORD



US-1 / SR-5
POSTED SPEED LIMIT: 45 MPH
DESIGN SPEED LIMIT: 45 MPH
(DESIGN SPEED TAKEN FROM CONTRACT PLANS -
STATE PROJECT #419588-1-52-01 DATED 2007)

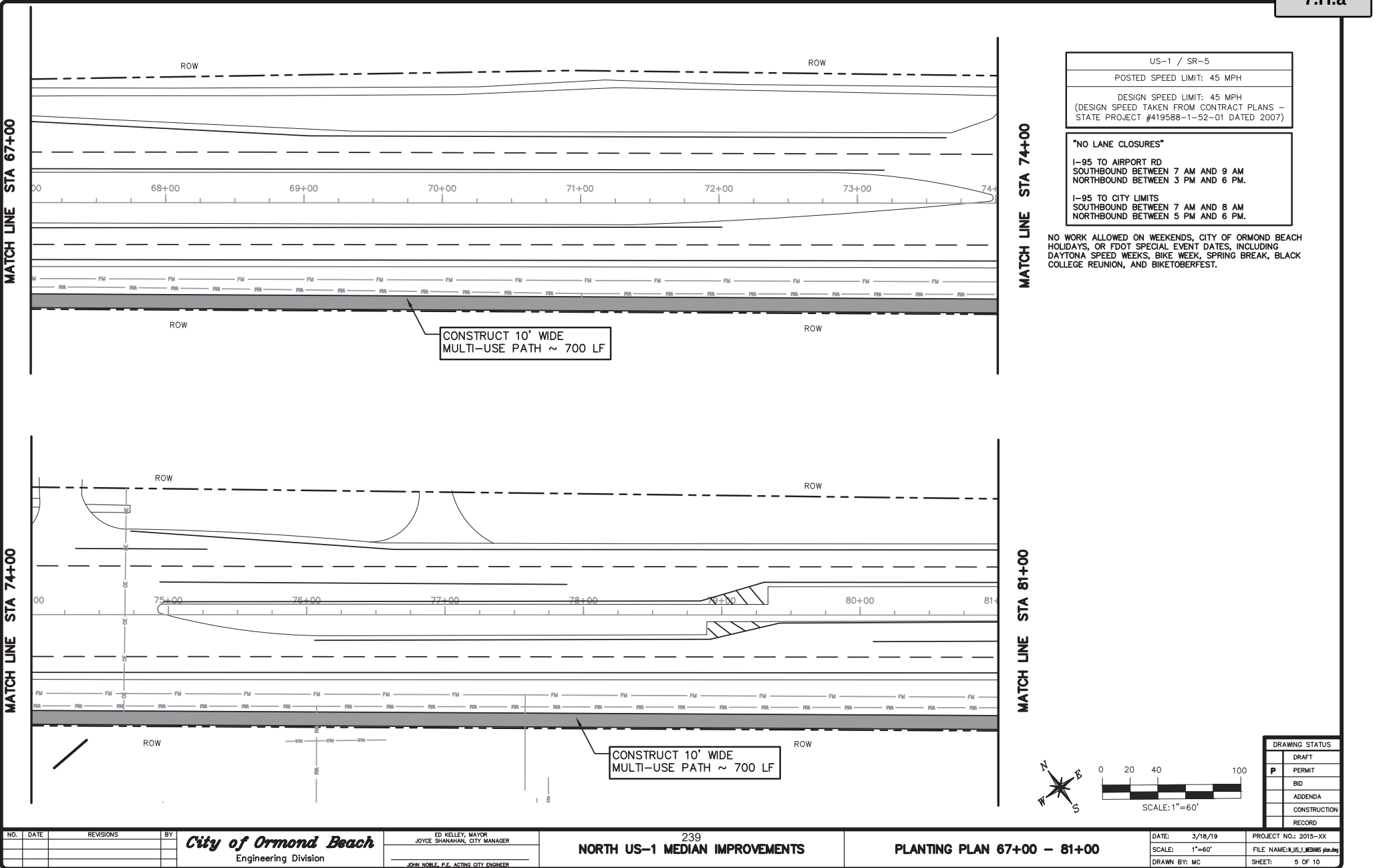
"NO LANE CLOSURES"
I-95 TO AIRPORT RD
SOUTHBOUND BETWEEN 7 AM AND 9 AM
NORTHBOUND BETWEEN 3 PM AND 6 PM.
I-95 TO CITY LIMITS
SOUTHBOUND BETWEEN 7 AM AND 8 AM
NORTHBOUND BETWEEN 5 PM AND 6 PM.

NO WORK ALLOWED ON WEEKENDS, CITY OF ORMOND BEACH
HOLIDAYS, OR FDOT SPECIAL EVENT DATES, INCLUDING
DAYTONA SPEED WEEKS, BIKE WEEK, SPRING BREAK, BLACK
COLLEGE REUNION, AND BIKETOBERFEST.



DRAWING STATUS	
	DRAFT
P	PERMIT
	BID
	ADDENDA
	CONSTRUCTION
	RECORD

NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division	ED KELLEY, MAYOR JOYCE SHANAHAN, CITY MANAGER JOHN NOBLE, P.E. ACTING CITY ENGINEER	238 NORTH US-1 MEDIAN IMPROVEMENTS	PLANTING PLAN 53+00 - 67+00	DATE: 3/18/19 SCALE: 1"=60' DRAWN BY: MC	PROJECT NO.: 2015-XX FILE NAME: NUS_1_MEDIAN.pln.dwg SHEET: 3 OF 10
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MATCH LINE STA 81+00

MATCH LINE STA 88+00

MATCH LINE STA 88+00

MATCH LINE STA 96+00

INTERSECTION
SOUTHLAND RD &
US-1 / SR-5
RIGHT TURN ONLY

INTERSECTION
BUSINESS CENTER DR
& US-1 / SR-5
RIGHT TURN ONLY

US-1 / SR-5
POSTED SPEED LIMIT: 45 MPH
DESIGN SPEED LIMIT: 45 MPH
(DESIGN SPEED TAKEN FROM CONTRACT PLANS -
STATE PROJECT #419588-1-52-01 DATED 2007)

"NO LANE CLOSURES"
I-95 TO AIRPORT RD
SOUTHBOUND BETWEEN 7 AM AND 9 AM
NORTHBOUND BETWEEN 3 PM AND 6 PM.
I-95 TO CITY LIMITS
SOUTHBOUND BETWEEN 7 AM AND 8 AM
NORTHBOUND BETWEEN 5 PM AND 6 PM.

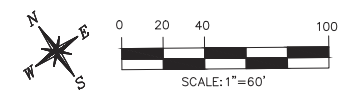
NO WORK ALLOWED ON WEEKENDS, CITY OF ORMOND BEACH
HOLIDAYS, OR FDOT SPECIAL EVENT DATES, INCLUDING
DAYTONA SPEED WEEKS, BIKE WEEK, SPRING BREAK, BLACK
COLLEGE REUNION, AND BIKETOBERFEST.

CONSTRUCT 10' WIDE
MULTI-USE PATH ~ 700 LF

CONSTRUCT 10' WIDE
MULTI-USE PATH ~ 560 LF

CONSTRUCT
CROSS-WALK

CONSTRUCT 10' WIDE
MULTI-USE PATH ~ 70 LF



DRAWING STATUS	
	DRAFT
P	PERMIT
	BID
	ADDENDA
	CONSTRUCTION
	RECORD

NO.	DATE	REVISIONS	BY

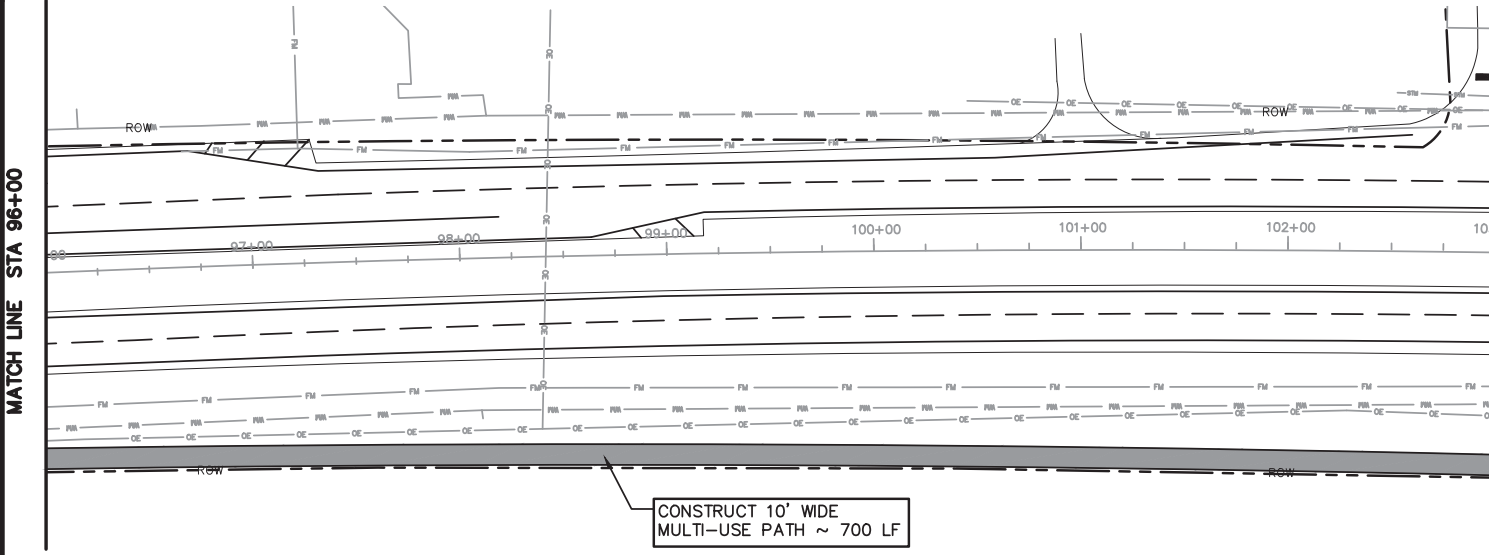
City of Ormond Beach
Engineering Division

ED KELLEY, MAYOR
JOYCE SHANAHAN, CITY MANAGER
JOHN NOBLE, P.E., ACTING CITY ENGINEER

240
NORTH US-1 MEDIAN IMPROVEMENTS

PLANTING PLAN 81+00 - 96+00

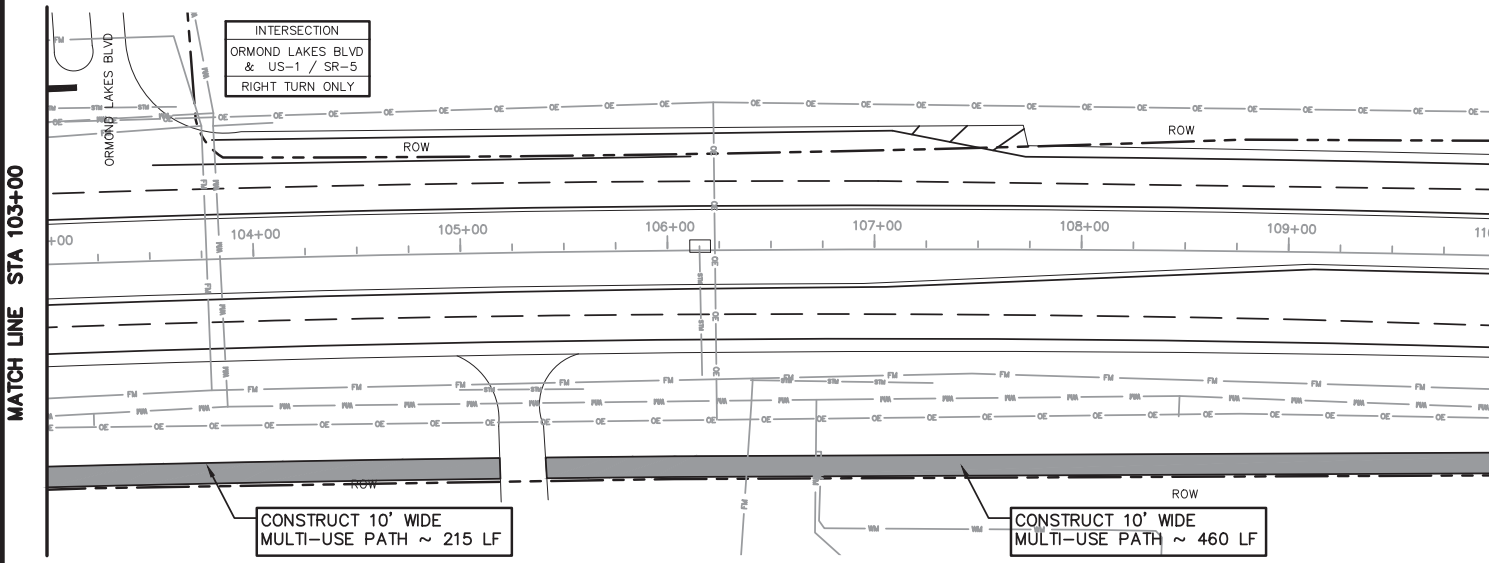
DATE: 3/18/19	PROJECT NO.: 2015-XX
SCALE: 1"=60'	FILE NAME: HUS_1_MEDIAN.pln.dwg
DRAWN BY: MC	SHEET: 5 OF 10



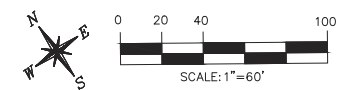
MATCH LINE STA 103+00

US-1 / SR-5
POSTED SPEED LIMIT: 45 MPH
DESIGN SPEED LIMIT: 45 MPH (DESIGN SPEED TAKEN FROM CONTRACT PLANS - STATE PROJECT #419588-1-52-01 DATED 2007)
"NO LANE CLOSURES"
I-95 TO AIRPORT RD SOUTHBOUND BETWEEN 7 AM AND 9 AM NORTHBOUND BETWEEN 3 PM AND 6 PM.
I-95 TO CITY LIMITS SOUTHBOUND BETWEEN 7 AM AND 8 AM NORTHBOUND BETWEEN 5 PM AND 6 PM.

NO WORK ALLOWED ON WEEKENDS, CITY OF ORMOND BEACH HOLIDAYS, OR FDOT SPECIAL EVENT DATES, INCLUDING DAYTONA SPEED WEEKS, BIKE WEEK, SPRING BREAK, BLACK COLLEGE REUNION, AND BIKETOBERFEST.



MATCH LINE STA 110+00



DRAWING STATUS	
	DRAFT
P	PERMIT
	BID
	ADDENDA
	CONSTRUCTION
	RECORD

NO.	DATE	REVISIONS	BY	City of Ormond Beach Engineering Division	ED KELLEY, MAYOR JOYCE SHANNAN, CITY MANAGER JOHN NOBLE, P.E. ACTING CITY ENGINEER	241 NORTH US-1 MEDIAN IMPROVEMENTS	PLANTING PLAN 96+00 - 110+00	DATE: 3/18/19 SCALE: 1"=60' DRAWN BY: MC	PROJECT NO.: 2015-XX FILE NAME: IUS_1_MEDIAN.pln.dwg SHEET: 6 OF 10
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CAPITAL PROJECT DETAIL

PROJECT TITLE

Granada Street Lights

PROJECT#

CATEGORY

Beautification

FUND

308-Transportation

PROJECT LOCATION

Williamson to Tomoka Ave

MANAGEMENT

Engineering

PROJECT SCOPE

Decorative Street Lights on Granada from Williamson Blvd East to Tomoka Ave

JUSTIFICATION

This project would increase the visibility of pedestrians and bicyclist.

PROJECT COST METHODOLOGY

Based on similar project costs

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Nova to Tomoka Ave	0	0	0	0	0	0	720,000
Clyde Morris to Nova	0	0	0	0	0	0	1,248,000
Williamson to Clyde Morris	0	0	0	0	0	0	1,632,000
Design	0	0	0	0	0	0	360,000
Total	0	0	0	0	0	0	3,960,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	3,960,000
Total	0	0	0	0	0	0	3,960,000

317-FACILITIES RENEWAL AND REPLACEMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Bailey Riverbridge Roof Replacement

PROJECT#**CATEGORY**

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Bailey Riverbridge Gardens

MANAGEMENT

Engineering

PROJECT SCOPE

Remove and replace the cedar shake roofing shingles.

JUSTIFICATION

This roof is over twenty years old and is in need of a complete replacement. Multiple repairs have been made in the last few years and this roof should be replaced before damage is done to this historic building.

PROJECT COST METHODOLOGY

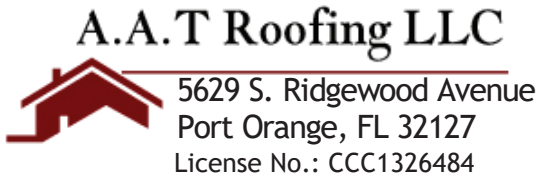
Written estimate from AAT Roofing

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Replace Cedar Shake Roof	45,000	0	0	0	0	45,000	0
Total	45,000	0	0	0	0	45,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	45,000	0	0	0	0	45,000	0
Total	45,000	0	0	0	0	45,000	0



Contract / Estimate #1922-Rev

Name / Address
City of Ormond Beach 22 S Beach St Ormond Beach, FL 32174 Customer Phone: 386-676-3286

Job Site
Bailey Riverbridge Gardens 1 N. Beach St. Ormond Beach, FL 32176
Warranty
5 Year A.A.T. Workmanship Warranty

Project	Date	Facsimile	Office	Website
Wood Shake Replacement	5/10/2022	386-761-4311	386-767-1886	www.aatroofing.com

Labor and Material Description

Remove existing roof to clean workable surface.

All roof related debris to be contained and/or removed on a daily basis.

Repair and/or replace all damaged/deteriorated wood at a cost of labor and material.

Re-nail existing wood deck as per current code using 8D ring shank nails.

Install (1) layer of #30 felt secured with metal simplex.

Install new aluminum drip edge.

Install new aluminum valley metal.

Install new lead boots at all plumbing vents.

Install new #2 - starters shakes as needed with a 1 1/2" overhang.

Install new 24" roughsawn shakes with a 10" reveal.

Install matching hip & ridge shingles.

This proposal may be withdrawn by us if not accepted within 7 days.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. I hereby authorize A.A.T. Roofing, LLC to do the work as specified.

Signature _____

205

All credit card charges are subject to 3.53% processing fee by the payment processor, A.A.T. Roofing does not receive the fee.

Total \$44,413.00



Packet Pg. 326

CAPITAL PROJECT DETAIL

PROJECT TITLE

Outdoor Fitness Station

PROJECT#

CATEGORY

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Nova Community Center

MANAGEMENT

Engineering

PROJECT SCOPE

Replace the scattered work out equipment with one central system

JUSTIFICATION

The current exercise stations are over 20 years old, and are antiquated and beyond repair. The new proposed system incorporates new exercise technology and is in a single location, making it much more user friendly. This is a high usage park and this is a very good place to install a system of this kind.

PROJECT COST METHODOLOGY

Written quote from GameTime

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Install new centrally located fitness	97,000	0	0	0	0	97,000	0
Total	97,000	0	0	0	0	97,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	97,000	0	0	0	0	97,000	0
Total	97,000	0	0	0	0	97,000	0



GameTime
 c/o Dominica Recreation Products, Inc.
 P.O. Box 520700
 Longwood, FL 32752-0700
 800-432-0162 * 407-331-0101
 Fax: 407-331-4720
www.playdrp.com

04/17/2020 7.H.a
 Quote #102432-01-01

Sports Complex ~ Training Center (Budgetary Proposal)

Ormond Beach Parks & Recreation
 Attn: Stefan Sibley
 399 U.S. #1
 Ormond Beach, FL 32174
 Phone: 386-676-3246
stefan.sibley@ormondbeach.org

Ship to Zip 32771

Quantity	Part #	Description	Unit Price	Amount
1	RDU	GameTime - FT19004 Training Center	\$45,812.00	\$45,812.00
1	INSTALL	5-Star Plus - Five Star Plus Playground Installation Services- <i>Performed by a Certified Installer, includes meeting and unloading delivery truck, signed completion forms, site walkthrough, 90 day site revisit by installation foreman, and 3-Year Labor Warranty!</i>	\$13,830.00	\$13,830.00
1	Sealed	5-Star Plus - Signed/Sealed FBC 2020 7th Ed Building Code Drawings	\$995.00	\$995.00
1	Permits	5-Star Plus - Building Permits- <i>Estimated Costs of Permits plus Time. If actual permit fees are significantly higher or lower, final invoice will be adjusted accordingly. Includes two visits to the permit office, if additional time spent acquiring permits, final invoice to be adjusted. Site Plans are to be provided by the owner for the permit application.</i>	\$1,250.00	\$1,250.00
1215	Digout	GT-Impax - Digout/Sitework of area (per sq. ft.)- <i>Does not include removal of spoils</i>	\$1.32	\$1,603.80
1215	Spoils	GT-Impax - Removal/Disposal from Site the Spoils from Digout (per sq. ft.)	\$1.10	\$1,336.50
150	Curb	GT-Impax - Concrete Curb (ln. ft.)- <i>4" Wide - Not Reinforced</i>	\$31.50	\$4,725.00
1215	Crush	GT-Impax - Crushed & Compacted Stone Sub-Base (sq. ft.)- <i>Warranty to match Surfacing Warranty (5-years). Installed per specification of Unitary Surfacing requirements.</i>	\$3.75	\$4,556.25
1215	Turf-6	GT-Impax - Synthetic Turf Surfacing - 6' fall height- <i>Standard Turf Surfacing with infill - 8' fall height</i>	\$19.78	\$24,032.70
			Sub Total	\$98,141.25
			Discount	(\$7,329.92)
			Material Surcharge	\$3,607.70
			Freight	\$2,253.33
			Total	\$96,672.36

Comments

Site visit required prior to order to confirm scope of job.

This quote was prepared by Gina Wilson, Vice President / Senior Project Manager.
 For questions or to order please call - 800-432-0162 ext. 101 ginaw@gametime.com

All pricing in accordance with Omnia Partners / U.S. Communities Contract #2017001134.

All terms in the Omnia Partners / U.S. Communities Contract take precedence over terms shown below.

For more information on the Omnia Partners / U.S. Communities contract please visit [Omnia Partners Public Sector GameTime](#)



GameTime
c/o Dominica Recreation Products, Inc.
P.O. Box 520700
Longwood, FL 32752-0700
800-432-0162 * 407-331-0101
Fax: 407-331-4720
www.playdrp.com

04/17/2020
Quote #102432-01-01

7.H.a

Sports Complex ~ Training Center (Budgetary Proposal)

Permits are not included in cost, unless specifically listed in pricing. If permits are required Signed/Sealed drawings are usually needed and are also not included unless specifically listed in pricing. Any costs for municipal permits, paid by installer, will be charged back to the owner. Adding permits to any job will increase the length of completion, expect total time to be about **120 days**, after receipt of Site Plan from owner/customer (this is not due to manufacturing but rather the permit process at the municipality level). It is expected that the **owner will provide approved site plans** of the area for the permit office, and will help and assist in the securing of all required approvals before assembly of equipment can begin. Installer cannot provide site plans. The permit process can not begin until the site plans are available. If additional permitting requirements are needed during the process, those will be added and billed accordingly, i.e. soil density test, formed footers, etc.

Payment Terms: Governmental Purchase Order.

Purchases in excess of \$1,000.00 to be supported by your written purchase order made out to GameTime.

Net 30 days subject to approval by GameTime Credit Manager. A completed Credit Application and Bank Reference Authorization, must be received with the order. The decision on credit is the sole discretion of GameTime/PlayCore. A 1.5% per month finance charge will be imposed on all past due accounts.

Multiple Invoices: Invoices will be generated upon services rendered. When equipment ships it will be invoiced separately from installation and/or other services. Terms are Net 30 for each individual invoice.

This Quotation is subject to policies in the current GameTime Park and Playground Catalog and the following terms and conditions. Our quotation is based on shipment of all items at one time to a single destination, unless noted, and changes are subject to price adjustment.

Pricing: Firm for 60 days from date of quotation.

Shipment: F.O.B. factory, order shall ship within 45 days after GameTime's receipt and acceptance of your purchase order, color selections, approved submittals, and receipt of payment.

Taxes: State and local taxes will be added at time of invoicing, if not already included, unless a tax exempt certificate is provided at the time of order entry.

Exclusions: Unless specifically discussed, this quotation excludes all sitework and landscaping; removal of existing equipment; acceptance of equipment and off-loading; storage of goods prior to installation; security of equipment (on site and at night); equipment assembly and installation; safety surfacing; borders; drainage; signed/sealed drawings; or permits.

Installation Terms: Shall be by a Certified Installer. The installer is an independent installer and not part of PlayCore, GameTime, nor Dominica Recreation Products. If playground equipment, installer will be NPSI and Factory Trained and Certified. Unless otherwise noted, installation is based on a standard installation consistent with GameTime installation sheets and in suitable soil with a sub-base that will allow proper playground installation. Drainage is not part of our scope of work unless otherwise noted. Customer shall be responsible for scheduling and coordination with the installer. Site should be level and allow for unrestricted access of trucks and machinery. Customer shall also provide a staging and construction area. Installer not responsible for sod replacement or damage to access path and staging area. Customer shall be responsible for unknown conditions such as buried utilities, tree stumps, rock, or any concealed materials or conditions that may result in additional labor or material costs. Customer will be billed hourly or per job directly by the installer for any additional costs that were not previously included.

Unitary Surfacing Notes : The installer of the Unitary Surfacing (Poured, Bonded, Turf, Tiles) is not the same installer of the playground equipment. However, your certified equipment installer will coordinate the timing of the unitary surfacing installation, but more than likely they will not be on-site at the time. They will continue to be your contact should you have any questions. Security is needed to protect surfacing at night or after installation as the product set. Normally it is not needed or a concern, however in some areas additional security is needed to prevent vandalism. **Security is not included.** Vandalism will be the responsible of the owner.

ORDER INFORMATION

Bill To: _____	Ship To: _____
Contact: _____	Contact: _____
Address: _____	Address: _____
Address: _____	Address: _____
City, State, Zip: _____	City, State, Zip: _____
Tel: _____ Fax: _____	Tel: _____ Fax: _____

SALES TAX EXEMPTION CERTIFICATE #: _____ (PLEASE PROVIDE A COPY OF CERTIFICATE)



GameTime
c/o Dominica Recreation Products, Inc.
P.O. Box 520700
Longwood, FL 32752-0700
800-432-0162 * 407-331-0101
Fax: 407-331-4720
www.playdrp.com

04/

7.H.a

Quote #102432-01-01

Sports Complex ~ Training Center (Budgetary Proposal)

Acceptance of quotation:

Accepted By (printed): _____

P.O. No: _____

Signature: _____

Date: _____

Title: _____

Phone: _____

E-Mail: _____

Purchase Amount: **\$96,672.36**



Playpalette Emerald

Intellectual property of GameTime, a PlayCore Company. The site shown in rendering is an interpretation and may not reflect exact site conditions.

4/19/21

Ormond Beach P&R Sports complex

Ormond Beach, FL



A PLAYCORE Company

www.gametime.com



www.playdrp.com

CAPITAL PROJECT DETAIL

PROJECT TITLE

Rental Pavilion Replacement

PROJECT#

CATEGORY

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

S.O.N.C.

MANAGEMENT

Engineering

PROJECT SCOPE

Remove and replace the rental pavilion

JUSTIFICATION

This pavilion is used year round for rentals and public gatherings. Due to the elements, it has deteriorated beyond repair and should be completely replaced. This pavillion has been in place for over 18 years.

PROJECT COST METHODOLOGY

Written Quote From Top Line Recreation

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Replace the Rental Pavilion	65,000	0	0	0	0	65,000	0
Total	65,000	0	0	0	0	65,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	65,000	0	0	0	0	65,000	0
Total	65,000	0	0	0	0	65,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Shell Parking lot

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Citywide

MANAGEMENT

Engineering

PROJECT SCOPE

Add shell to all unpaved city parking lots

JUSTIFICATION

Each of the unapved parking lots are in need of annual replenishment of materials. This project removes the burden of this cost form the parks and streets operating accounts.

PROJECT COST METHODOLOGY

Based on similar projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Shell Parking	51,000	51,000	51,000	51,000	51,000	255,000	0
Total	51,000	51,000	51,000	51,000	51,000	255,000	0

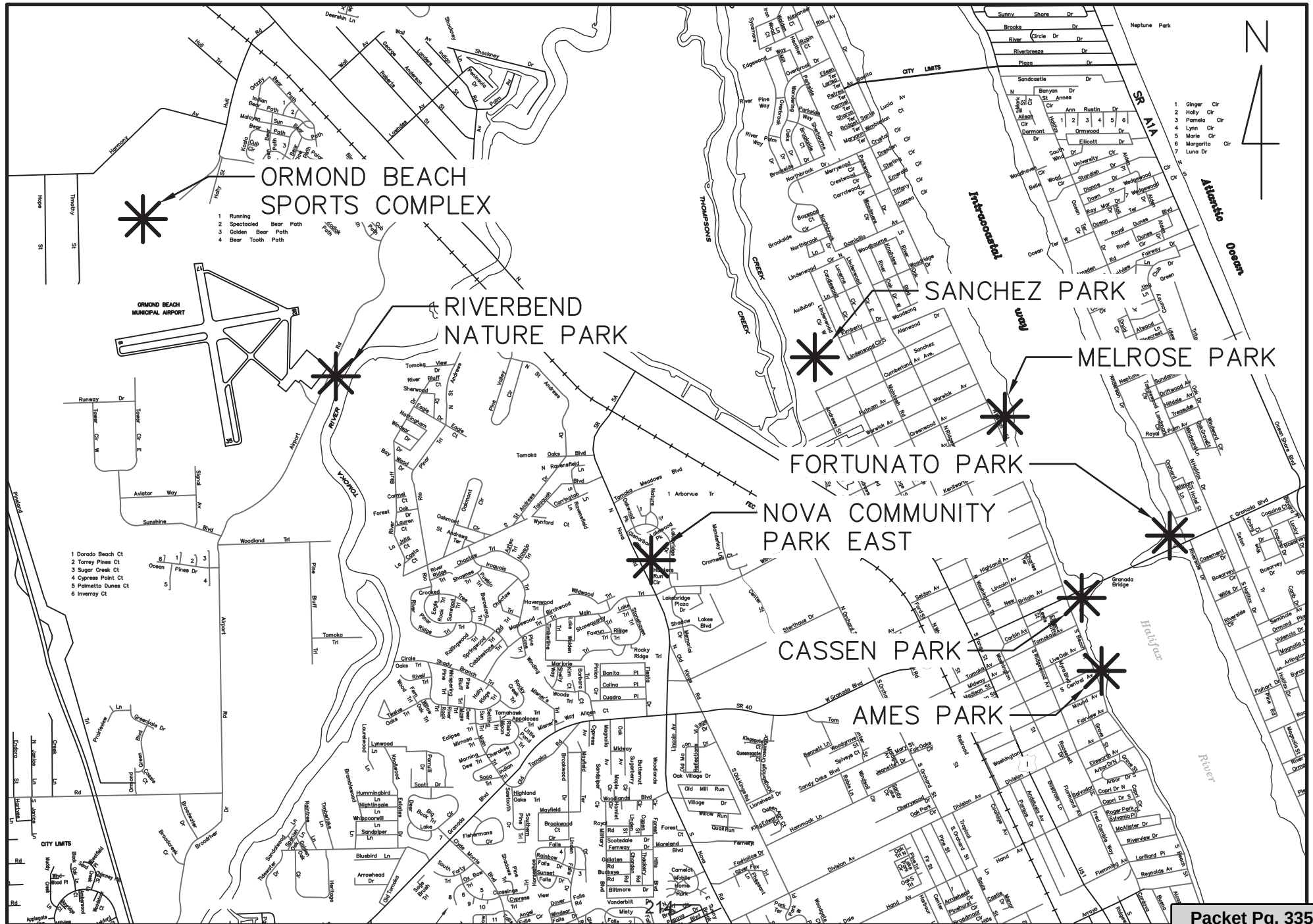
REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	51,000	51,000	51,000	51,000	51,000	255,000	0
Total	51,000	51,000	51,000	51,000	51,000	255,000	0

Parks Shell Parking Restoration					
Park	Shell Area (SQFT)	Thickness (IN)	Volume (CUFT)	COST	
Ames Park	6500	6	3250	\$	3,009.26
Cassen Park	18000	6	9000	\$	8,333.33
Fortunato Park	1800	6	900	\$	833.33
Melrose Park	3800	6	1900	\$	1,759.26
Nova Community Park	6500	6	3250	\$	3,009.26
Riverbend Nature Park	8100	12	8100	\$	7,500.00
Sanchez Park	37800	6	18900	\$	17,500.00
Total			45300	\$	41,944.44
Total w/ 20% Contingency			54360	\$	50,333.33

Park	Shell Area (SQFT)	Thickness (IN)	Volume (CUFT)	COST	
Ormond Beach Sports Complex	248000	6	124000	\$	114,814.81

PARKS SHELL PARKING RESTORATION



CAPITAL PROJECT DETAIL

PROJECT TITLE

Central Park 2 Overlook Replacement

PROJECT#

CATEGORY

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Central Park Phase 3

MANAGEMENT

Engineering

PROJECT SCOPE

Rebuild the Wooden Overlook

JUSTIFICATION

This overlook was constructed when the park was built in the early 90's. decking has been replace multiple times, but now the stringers underneath are deteriorating to the point that fasteners will not catch in the pressure treated lumber. The overlooks needs to be rebuilt completely.

PROJECT COST METHODOLOGY

Written estimate from Custom Built Docks

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Rebuild the wooden overlook	0	40,000	0	0	0	40,000	0
Total	0	40,000	0	0	0	40,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	40,000	0	0	0	40,000	0
Total	0	40,000	0	0	0	40,000	0

Proposal

CUSTOM BUILT DOCKS, INC

Licensed Marine Contractors

22 Village Dr.

ORMOND BEACH, FLORIDA 32174

(386) 547-5340 (386) 673-9802

www.custombultdocks.com

2588

ATT-Bill Rose

PROPOSAL SUBMITTED TO

CITY OF ORMOND BEACH

STREET

501 N ORCHARD ST

CITY, STATE and ZIP CODE

ORMOND Bch, FL 32174

ARCHITECT

DATE OF PLANS

PHONE

212-8685

DATE

4/5/22

JOB NAME

DOCK REPAIRS

JOB LOCATION

CENTRAL PARK (HAMMOCK)

JOB PHONE

We Propose hereby to furnish material and labor — complete in accordance with specifications below, for the sum of:

Payment to be made as follows:

T.B.D.

dollars (\$

SEE BELOW

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature

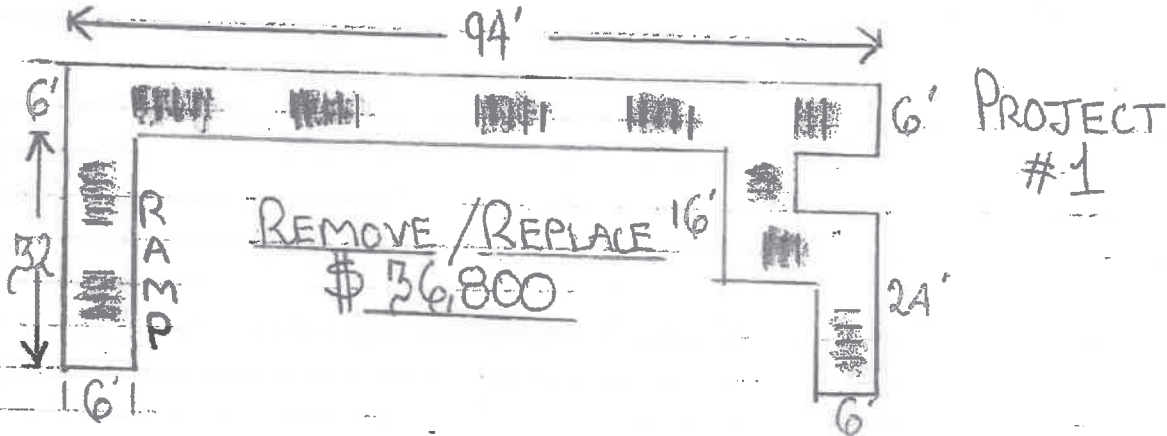
Note: This proposal may be withdrawn by us if not accepted within

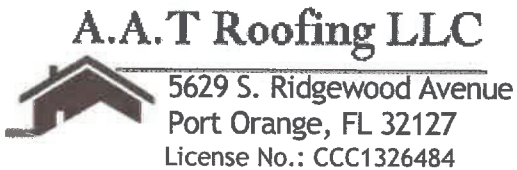
Dean J. Jett

21 days.

We hereby submit specifications and estimates for:

ALL LABOR/MATERIALS AND EQUIPMENT NECESSARY TO REMOVE ALL FRAME / DECK / GUARDRAIL AND REPLACE NEW AS SPECIFIED BELOW.





Contract / Estimate #1922-Rev

Name / Address
City of Ormond Beach 22 S Beach St Ormond Beach, FL 32174 Customer Phone: 386-676-3286

Job Site
Bailey Riverbridge Gardens 1 N. Beach St. Ormond Beach, FL 32176
Warranty
5 Year A.A.T. Workmanship Warranty

Project	Date	Facsimile	Office	Website
Wood Shake Replacement	5/10/2022	386-761-4311	386-767-1886	www.aatroofing.com

Labor and Material Description

Remove existing roof to clean workable surface.

All roof related debris to be contained and/or removed on a daily basis.

Repair and/or replace all damaged/deteriorated wood at a cost of labor and material.

Re-nail existing wood deck as per current code using 8D ring shank nails.

Install (1) layer of #30 felt secured with metal simplex.

Install new aluminum drip edge.

Install new aluminum valley metal.

Install new lead boots at all plumbing vents.

Install new #2 - starters shakes as needed with a 1 1/2" overhang.

Install new 24" roughsawn shakes with a 10" reveal.

Install matching hip & ridge shingles.

This proposal may be withdrawn by us if not accepted within 7 days.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. I hereby authorize A.A.T. Roofing, LLC to do the work as specified.

Signature _____

Total \$44,413.00



All credit card charges are subject to 3.53% processing fee. Fee is charged by the payment processor, A.A.T. Roofing does not retain any portion of the fee.

CAPITAL PROJECT DETAIL

PROJECT TITLE

OBSC Baseball Netting Replacement

PROJECT#

CATEGORY

Facility Construction and Renovation

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

O.B.Sports Complex

MANAGEMENT

Engineering

PROJECT SCOPE

Remove and replace the safety netting and support posts at the baseball fields

JUSTIFICATION

The support posts are showing substantial deterioration and will need to be replaced. Epoxy coatings have been applied, and repairs to the netting have been made, but replacement will be necessary soon.

PROJECT COST METHODOLOGY

Cost based on a quote for a single baseball field, extrapolated to the whole complex.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Baseball netting and support post	0	70,000	0	0	0	70,000	0
Total	0	70,000	0	0	0	70,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	70,000	0	0	0	70,000	0
Total	0	70,000	0	0	0	70,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Playground Equipment Replacement

PROJECT#**CATEGORY**

Facility Construction and Renovation

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Central Park Phase I

MANAGEMENT

Leisure Services

PROJECT SCOPE

Remove and replace the playground equipment

JUSTIFICATION

The current playground equipment has been in place for approx. 15 years and is showing signs of deterioration. Some replacement parts are already unavailable.

PROJECT COST METHODOLOGY

Cost based on similar city projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Playground Equipment replacement	0	40,000	0	0	0	40,000	0
Total	0	40,000	0	0	0	40,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	40,000	0	0	0	40,000	0
Total	0	40,000	0	0	0	40,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Engineering Dept. Roof Replacement

PROJECT#**CATEGORY**

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

City Hall

MANAGEMENT

Engineering

PROJECT SCOPE

Replace the Flat Roof Above the Engineering/Planning Dept.

JUSTIFICATION

This flat roof has been repaired multiple times over the years, and a temporary recoat was applied two years ago. The membrane has worn thin as it is in direct sunlight most of the day and should be replaced entirely.

PROJECT COST METHODOLOGY

Written Quote From AAT Roofing

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Replace the flat roof above	0	0	0	48,000	0	48,000	0
Total	0	0	0	48,000	0	48,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	0	0	48,000	0	48,000	0
Total	0	0	0	48,000	0	48,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

PAC Box Office Roof Replacement

PROJECT#**CATEGORY**

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

Performing Arts Center

MANAGEMENT

Engineering

PROJECT SCOPE

Replace the flat roof above the box office

JUSTIFICATION

This flat roof is over 20 years old and is starting to "alligator". The granules from the roofing material have been worn down from the weather and has become very thin and should be scheduled for replacement.

PROJECT COST METHODOLOGY

Cost based on similar city projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Replace the box office roof	0	0	0	35,000	0	35,000	0
Total	0	0	0	35,000	0	35,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	0	0	35,000	0	35,000	0
Total	0	0	0	35,000	0	35,000	0



Contract / Estimate # 1758

Name / Address
City of Ormond Beach Attn: Bill Rose 22 S Beach St Ormond Beach, FL 32174 Customer Phone: 386-676-3286

Warranty
20 Year Manufacturer 150 MPH Wind A.A.T. Workmanship

Project	Date	Facsimile	Office	Website
Wind Vented PVC Roof System	9/11/2018	386-761-4311	386-767-1886	www.aatroofing.com

Labor and Material Description

WIND VENTED PVC ROOF SYSTEM -
 MAIN CONTROL CENTER - WASTE WATER TREATMENT PLANT - WILMETTE AVE., ORMOND BEACH

BUDGET PRICING ONLY

Over Existing Roof:

- Trench perimeter of building approximately 10" from edge.
- Sheet entire roof area using 1/2" Securock.
- All debris to be removed and/or contained on a daily basis.
- Install 60 mil PVC over entire roof area and into trench.
- In trench, install air seal tape under sheet with termination bar over sheet, fasten every 6" with 1.5" drive pins
- Backfill trench with EPS board to existing roof height, cover board with Securock.
- Install PVC coated stainless steel scuppers at all drain locations.
- Install 60 Mil sheet over trench and up wall approximately 8". Install air seal tape under sheet and termination bar over sheet, fastened every 6" with drive pins.
- Install .032 aluminum slip metal under coping.

PAYMENT TERMS: TO BE DETERMINED ON A SEPERATE INSTRUMENT

This proposal may be withdrawn by us if not accepted within 7 days.

Total

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. I hereby authorize A.A.T. Roofing, LLC to do the work as specified.

Signature _____



Contract / Estimate # 1758

Name / Address
City of Ormond Beach Attn: Bill Rose 22 S Beach St Ormond Beach, FL 32174 Customer Phone: 386-676-3286

Warranty
20 Year Manufacturer 150 MPH Wind A.A.T. Workmanship

Project	Date	Facsimile	Office	Website
Wind Vented PVC Roof System	9/11/2018	386-761-4311	386-767-1886	www.aatroofing.com

Labor and Material Description

WIND VENTED PVC ROOF SYSTEM - CONTINUED

- Install PVC pre-manufactured in/out corners and T-patches as needed.
- All seams to be hot air welded a minimum 1 1/2".
- Install valves per manufacturer requirements.

NOTE:

We are leaving lightening protection and coping in place.

PAYMENT TERMS: TO BE DETERMINED ON A SEPERATE INSTRUMENT

This proposal may be withdrawn by us if not accepted within 7 days.

Total	\$48,000.00
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ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. I hereby authorize A.A.T. Roofing, LLC to do the work as specified.

Signature _____

CAPITAL PROJECT DETAIL

PROJECT TITLE

Firestation 91 Playground Replacement

PROJECT#**CATEGORY**

Facilities Renewal and Replacement

FUND

317-Facilities Renewal and Replacement

PROJECT LOCATION

364 S. Atlantic Avenue

MANAGEMENT

Engineering

PROJECT SCOPE

Replacement of the Existing Playground

JUSTIFICATION

This playground is reaching it's life expectancy and needs to be replaced in the future.

PROJECT COST METHODOLOGY

See attached quote from Rep Services.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Playground demolition & replacement	0	0	0	0	0	0	200,000
Total	0	0	0	0	0	0	200,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Property Taxes-Facilities R&R	0	0	0	0	0	0	200,000
Total	0	0	0	0	0	0	200,000

408-WATER WASTEWATER VEHICLE AND EQUIPMENT FUND

CAPITAL PROJECT DETAIL

PROJECT TITLE

Vehicle Replacement-Water & WWW

PROJECT#

408VEH

CATEGORY

Vehicle and Equipment Replacement

FUND

408-Water and Wastewater Vehicle Repl.

PROJECT LOCATION

Various City Departments

MANAGEMENT

Fleet

PROJECT SCOPE

The project involves the continued implementation of a comprehensive vehicle replacement schedule for the City's fleet. Vehicles beyond the first year of the program will be evaluated at the appropriate time. These vehicles are being shown for scheduling purposes only and will not necessarily be replaced in the year shown.

JUSTIFICATION

The replacement schedule has been designed to replace vehicles which have been identified by the Fleet Manager as: 1) incurring the greatest maintenance expense over the life of the vehicle, 2) reaching or exceeding their expected life in terms of age, and 3) having relatively high mileage. The benefits of the replacement program are reflected in the reduction of the City's Fleet Maintenance operating and labor costs, as well as lower vehicle downtime which in turn increases service availability to the community.

PROJECT COST METHODOLOGY

State contract pricing.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Vehicle Replacement	368,000	0	0	0	0	368,000	0
Total	368,000	0	0	0	0	368,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	368,000	0	0	0	0	368,000	0
Total	368,000	0	0	0	0	368,000	0

Description	Year	Department	#	2022-23
Sterling 14/16 yard dump	2006	Wastewater	368	200,000
Ford F150	2013	Water	149	27,000
Ford 3/4 ton utility	2013	Water	317	38,000
Chev 3/4 ton P/U	2008	Wastewater	376	28,000
Pickup	New	Water		37,500
Pickup	New	Water		37,500
Total Water-Wastewater Fund 408				368,000

FY 2021/2022 Budget Vehicle & Motorized Equipment Serviceability Report

Department/Division: 3021 Water Product Priority _____ of _____

This request is included in: ☒ Budget Submission ☐ List of Adds

Vehicle/Equipment #: 368	Vehicle/Equipment Type (make, model, etc.): 2006 Sterling 14/16 Yard Dump Truck
Mileage/hour 64,933	Estimated Repair Cost: \$37,600.00

A bumper-to-bumper inspection has been performed on this vehicle/equipment:

Technician: Danny McIlrath

Date: 04/20/21

The following parts/repairs are required for this vehicle/equipment, but have been deferred:

	Estimated Cost (materials & Labor)
Dump body replacement	\$27,000.00
Cab repair and paint	\$6,000.00
Lights lenses replaced.	\$1,800.00
Engine and transmission oil leaks repair.	\$2,800.00

Total: \$37,600.00

Two-year maintenance history:

Year	Cost (materials & labor):	Days Out-of-Service
2020	\$7,756.32	5
2019	\$8,901.23	6

Fleet Recommendation:

☒ Remove from Fleet ☐ High Maintenance ☐ Do Not Replace ☐ Defer to Volunteer Vehicle

Comments:

The dump body will need replacement/Truck has a lot of rust due to lime hauling.

Fleet Maintenance Supervisor: Danny McIlrath

Date: 04/20/21

Fleet Systems Specialist: Christine Jarrell

Date: 04/20/21

Deputy Public Works Director: Kevin M Gray

Date: 04/20/21

City Manager Concurrence:

☐ Approved ☐ Denied

City Manager: _____ Date: _____

Equipment Inventory - FASTER Win 6.9

Equipment Information:: Company **001** **Ormond Beach Active Fleet**

Equipment Number **368** Year **2006** Make **STERLING** Model **14-16 YARD** Shop **01** TSet **EQ** License **233956** Print

Meter **M** Reading **64933**

Parent Equipment Component **None**

Class **DUMP** **DUMP TRUCK** Department **3021** **WATER PRODUCTIO**

Serial Number **2FZHAZDE86AN72296** Location **He** MG **>19,501 GWW**

Color **WHT** Priority **17** Site **PUBLIC WORKS - 501 N. ORCH**

Employee **UNDEFINED**

EAC **08** **Monday-Friday 7-3:30**

Depreciation **10224.50** Last Work Order **0000094917**

Status **A** Motor Pool ☐

Last PM Type Date Done

B	02/25/2021
A	02/25/2021

Master Billing Notes Acq/Disp Vehicle Replacement Search Query History Componer

Reset FY Begin Month **Oct** Year **2011** Meter Type **M** ☐ Month ☒ Year ☐ Include Warranties? **Compute** **Export**

Year	Total M+R	Maintenance	Repair	Accident	Capital	Warranty
2017	826.27	155.00	671.27	0.00	0.00	0.00
2018	813.55	0.00	813.55	0.00	0.00	0.00
2019	8901.23	1336.81	7564.42	0.00	0.00	0.00
2020	7756.27	87.54	7668.73	0.00	0.00	0.00
2021	0.00	0.00	0.00	0.00	0.00	0.00

Life...	Total M+R	Maintenance	Repair	Accident	Capital	Warranty
Fisca...	7756.27	87.54	7668.73	0.00	0.00	0.00
Life ...	51014.75	9533.46	41481.29	653.66	0.00	0.00

Loading Equipment LTD Completed : ACKNOWLEDGED

PIC Upd



409-WATER WASTEWATER CAPITAL IMPROVEMENT FUND ANNUAL PROJECTS

CAPITAL PROJECT DETAIL

PROJECT TITLE

City-wide Meter Replacement

PROJECT#

409169

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utility Billing

PROJECT SCOPE

Strategic replacement of all visual and touch read meters.

JUSTIFICATION

Over time, meters become inaccurate or stop completely resulting in inaccurate readings and billings. Meter replacement is recommended after ten years of life. Most of the City's visual and touch read meters are well in excess of their life cycle. This program provides for a comprehensive meter replacement. The first year of the program will focus on replacement of primarily visual read meters in areas which provide the greatest safety concern for meter readers who must walk to each location in order to obtain the readings. Future year programs will focus on areas with visual and touch read meters based on age.

PROJECT COST METHODOLOGY

Estimates provided by current meter supplier.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Meter Replacement	203,000	0	0	0	0	203,000	0
Total	203,000	0	0	0	0	203,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	203,000	0	0	0	0	203,000	0
Total	203,000	0	0	0	0	203,000	0

Meter Size	# of Meters	Cost Per Meter	Total
5/8"	786	\$209.00	\$164,274.00
1"	0	\$315	\$0.00
			Subtotal
			\$164,274.00
Meter Size	# of Meters	Cost Per Change out	Total
5/8"	786	\$36	\$28,296.00
1"	0	\$38	\$0.00
			Subtotal
			\$28,296.00
			Grand Total
			\$192,570.00
Parts			
3/4 Exspander (Ford # EC-23 -NL-)	150	\$16.66	\$2,499.00
3/4 Yoke End Gaskets (# GT-118)	1800	\$0.26	\$468.00
1 Inch Yoke End Gaskets (#GT-123)	20	\$0.30	\$6.00
3/4 Bev Exspander Gaskets (# GT-33)	900	\$0.67	\$603.00
3/4 Excon Barrel Gaskets (# GT-196)	900	\$0.63	\$567.00
1 Inch Bev Exspander Gaskets (# GT-34	20	\$0.88	\$17.60

1 Inch Excon Gaskets (# GT-211)	20	\$0.74	\$14.80
DFW1600X-12-1C METER BOX	97	\$45.00	\$4,365.00
Total			\$8,540.40
Extra Work			
Reset Box	10	\$6.00	\$ 60.00
Replace Box	97	\$15.00	\$ 1,455.00
Total			\$ 1,515.00
Grande Total			\$202,625.40

CAPITAL PROJECT DETAIL

PROJECT TITLE

General Facility and System Upgrades

PROJECT#

409221/409222

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

An annual allocation to fund water and wastewater plants and lift stations critical equipment emergency repairs and scheduled replacement.

JUSTIFICATION

In order for the City to remain reliable and efficient in the operation and maintenance of its water and wastewater system, reoccurring maintenance of critical equipment replacement at the WTP and WRF is necessary. Emergency repairs of failed equipment is included. Equipment replacement examples are for pumps, motors, gear boxes, valves, mixers, instrumentation, SCADA equipment, recycle and transfer pump stations, clarifiers, sludge return pump building, filters and chlorine contact tank, chemical storage tanks, generator and control buildings, the centrifuge structure and safety components such as hand railings, non-skid grating and stairs.

PROJECT COST METHODOLOGY

Historical expenditures and Cost Estimates

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Upgrades-Water 409221	425,000	425,000	425,000	425,000	425,000	2,125,000	0
Upgrades-Wastewater 409222	425,000	425,000	425,000	425,000	425,000	2,125,000	0
Total	850,000	850,000	850,000	850,000	850,000	4,250,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	850,000	850,000	850,000	850,000	850,000	4,250,000	0
Total	850,000	850,000	850,000	850,000	850,000	4,250,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Lift Station Rehabilitation

PROJECT#

409231

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Rehabilitation of wastewater lift station wetwell and valve vault structures and replacement of lift station electrical and mechanical equipment.

JUSTIFICATION

In order for the City to encourage reliable and efficient operation and maintenance of its wastewater collection system, a planned schedule of improvement and a commitment to investing in regular system improvements is necessary. Many of the components in the wastewater lift station system have been in service for several years. The 2015 Water/ Wastewater Master Plan Update identified specific needs and established a priority for implementation of the City lift station system rehabilitative needs. Additionally, operations staff assesses current year facility operations and makes determination as to the level of rehabilitation necessary to effect efficient operations. The stations listed are staff's recommended lift station rehabilitative priorities based upon the recent level of preventative and emergency maintenance support reported by operational staff. Periodic power service and pump upgrades are recommended based upon increased pressure conditions encountered in adjacent force main systems serving the area.

PROJECT COST METHODOLOGY

Recent Projects Bids and Staff provided Costs

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction Facility Rehab (4P)	250,000	0	0	0	0	250,000	0
Orchard Reuse Station Rehab	100,000	0	0	0	0	100,000	0
Engineering Design	85,000	0	0	0	0	85,000	0
Sandy Oaks Lift Station Rehab	75,000	0	0	0	0	75,000	0
Sports Complex Lift Station Rehab	75,000	0	0	0	0	75,000	0
Construction Facility Rehab (8M)	0	400,000	0	0	0	400,000	0
Construction Facility Rehab (1P)	0	0	300,000	0	0	300,000	0
Construction Facility Rehab (2P)	0	0	0	250,000	0	250,000	0
Construction Facility Rehab (TBD)	0	0	0	0	250,000	250,000	0
Total	585,000	400,000	300,000	250,000	250,000	1,785,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Lift Station Rehabilitation409231

REVENUE							Total 2022-23 to 2026-27	Other Requests without identified funding source
	2022-23	2023-24	2024-25	2025-26	2026-27			
Water & Sewer Charges	585,000	400,000	300,000	250,000	250,000		1,785,000	0
Total	585,000	400,000	300,000	250,000	250,000		1,785,000	0

Utilities Department Project List - 12/17/19

PW Project ID	Project Name	Description	Cost	Notes	PW Lead	Priority		
						HIGH (immediate)	MID (this fiscal year)	LOW (can wait)
LS 0001 2019	LS 1P	This is a Smith and Lovelace station. Convert to FLYGT	\$250,000		RP			XX
LS 0002 2019	LS 2P	This is a Smith and Lovelace station. Convert to FLYGT	\$250,000		RP			XX
LS 0003 2019	LS 7P	This is a Smith and Lovelace station. Convert to FLYGT	\$250,000		RP			XX
LS 0004 2019	LS 4P	Electrical needs to be updated. This is one of the oldest stations some of the electrical equipment would need to be special ordered for replacement	\$150,000		RP		XX	

CAPITAL PROJECT DETAIL

PROJECT TITLE

Manhole Rehabilitation Program

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Rehabilitation of manholes throughout the City's Service Area

JUSTIFICATION

There are in excess of 4,100 public manholes in the sanitary collection system. Based upon field observation, City staff believe approximately 550 manholes are in need of repair. Manhole repair operations would include, but not be limited to, plugging leaks, removing loose material, removing tree roots, overall cleaning, and installation of a cementitious liner product to protect the manhole against hydrogen sulfide (H₂S) gas commonly found in collection systems. Staff currently believes the cost per manhole rehabilitation will average \$5,000 per manhole when contracted out. Staff does not currently have the ability to repair manholes in house. Rehabilitating these manholes will also decrease the likelihood of roadway failure in the vicinity of the manholes.

PROJECT COST METHODOLOGY

Staff Estimates

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	150,000	150,000	150,000	150,000	150,000	750,000	0
Total	150,000	150,000	150,000	150,000	150,000	750,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	150,000	150,000	150,000	150,000	150,000	750,000	0
Total	150,000	150,000	150,000	150,000	150,000	750,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Meter Installation

PROJECT#

409178

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities Division

PROJECT SCOPE

Estimated new meter purchases for both residential and commercial applications. Purchase of repair and replacement equipment for meter register components. Meter testing results indicate the existing aged meters sampled were within acceptable tolerance ranges for accuracy. Future year testing will be performed from time to time to determine frequency of necessary meter replacement activities. Estimated Commercial Meter Needs: 3/4" (100 ea.), 1" (25 ea.), 1-1/2" - 2" (25 ea.), 3" (5 ea.), 4" & above (5 ea.). Estimated Residential Meter Needs to include irrigation meter requests: 3/4" - 1" (100 ea.).

JUSTIFICATION

New meters are required to be purchased, for installation by distribution system crew staff, for all new residential and commercial development project requests during the annual period. New commercial and residential meter requests fluctuate from year to year and staff has estimated the anticipated meter purchase needs for the upcoming year. Future year needs will be adjusted based upon rate of development indicators. Additionally, meter replacement needs are also currently funded from this budget allocation.

PROJECT COST METHODOLOGY

Recent purchase prices contained in current purchase agreement with Sunstate (Neptune) Meters.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Commercial Meters - Various Sized	60,000	60,000	60,000	60,000	60,000	300,000	0
Residential Meters - 3/4" & 1"	20,000	20,000	20,000	20,000	20,000	100,000	0
Electronic Register R/R	10,000	10,000	10,000	10,000	10,000	50,000	0
Total	90,000	90,000	90,000	90,000	90,000	450,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	90,000	90,000	90,000	90,000	90,000	450,000	0
Total	90,000	90,000	90,000	90,000	90,000	450,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Pretreatment Effluent Pump Replacement

PROJECT#

409177

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Intended rehabilitation efforts include replacement of approximately 50 low-pressure effluent pump systems per year with more durable cast iron pumps in the West Ormond low pressure sewer system. Additionally, the project includes rehabilitation of approximately 25 systems to include necessary tank and riser repairs and pump replacement. The project also includes an estimated 10 new PEPSystem installation per year for developing lots.

JUSTIFICATION

The wastewater system in a portion of West Ormond (HR/ BAT areas) utilizes a low pressure pump to pump wastewater after primary treatment from each home's pretreatment effluent tank system consisting of approximately 1,600 PEP tanks. The original and historic replacement pumps have exhibited a relatively short life cycle ranging from 3 to 5 years. The tank itself has a life expectancy of 15 years and many tanks are at that age now.

Several original low-pressure pumps, Type E-3 and Type ME-40 were made of less durable materials and were replaced over the years with a more durable pump system. The expected life of the replacement pumps, Tsurumi 4-PSHA are found to add 3 plus years of useful life than previous models used. The PEP tank rehabilitation costs include removal of accumulated solids and replacement of components found deteriorated to include: electrical junction and control box, pump and chamber, float, riser and redundant check valve.

PROJECT COST METHODOLOGY

Updated PEP System Tank, Components and Pump Quotations from existing and interested vendors

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
PEP System Rehabilitation	115,000	115,000	115,000	115,000	115,000	575,000	0
PEP System Tank Systems	65,000	65,000	65,000	65,000	65,000	325,000	0
Total	180,000	180,000	180,000	180,000	180,000	900,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Pretreatment Effluent Pump Replacement409177

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water & Sewer Charges	180,000	180,000	180,000	180,000	180,000	900,000	0
Total	180,000	180,000	180,000	180,000	180,000	900,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Sanitary Sewer Inflow Infiltration

PROJECT#

409179

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

The updated Utility Master Plan recommends that a City-wide Sanitary Sewer investigation and repair project be undertaken to address Infiltration and inflow that is occurring.

JUSTIFICATION

Inflow and infiltration can result in surcharging of sewer lines, hydraulic overload of the pump stations and inadequate treatment at the plant because of the increased hydraulic loading. In economic terms, the effects of inflow and infiltration result in the City incurring additional costs to collect, pump, treat and dispose of surface water and groundwater that are flowing into the system. Furthermore, I/I reductions can extend the capacity life of the facility by reducing unnecessary groundwater and surface water flows to the collection system. Many of the older system sanitary manholes are constructed of brick and have a higher likelihood of leakage compared to newer precast concrete manholes meeting current standards. Re-lining the old brick manholes with corrosion-resistant material has been found effective to reduce inflow and infiltration and prolong manhole life. There are in excess of 2800 public manholes in the Sanitary collection system. Current observations show a failure rate of approximately 20%, that is, an estimated 550 manholes.

A significant portion of gravity sewer pipeline consists of old clay pipe with joints every five (5) feet. Consequently, these pipelines need to be assessed periodically to determine whether infiltration is occurring as a result of needed repairs. Many of the older system sanitary manholes are constructed of brick and have a higher likelihood of leakage compared to newer precast concrete manholes meeting current standards. Re-lining the old brick manholes with corrosive resistant material has been found effective to reduce inflow and infiltration and prolong manhole life. Force mains provide the corridors for pumped sewerage received by the City's collection system.

PROJECT COST METHODOLOGY

Updated Master Plan. Actual pipeline repair costs will be determined once gravity sewer pipeline investigation work is completed.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Reline and Restoration	300,000	300,000	300,000	300,000	300,000	1,500,000	0
Total	300,000	300,000	300,000	300,000	300,000	1,500,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Sanitary Sewer Inflow Infiltration409179

REVENUE

Water & Sewer Charges

Total

2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27
300,000	300,000	300,000	300,000	300,000	1,500,000
300,000	300,000	300,000	300,000	300,000	1,500,000

Other
Requests
without
identified
funding
source

0

0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Water Storage Tank Repairs

PROJECT#

409180

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Annual)

PROJECT LOCATION

MANAGEMENT

Utilities Division

PROJECT SCOPE

Tank Inspection, Cleaning and Repairs.

JUSTIFICATION

Future Year Repairs and Maintenance needs to be determined during inspection period. Concrete Ground Storage Tanks (GST) include: 2.5 Million Gallon (MG) Water Treatment Plant (WTP), 1 MG Standish, 3 & 4 MG Reuse Orchard and 750K GST Hunter's Ridge; Steel tanks include 250K Elevated Storage Tank (EST) WTP, 400K EST Breakaway Trails (BAT), 300K & 900K GST BAT. 1 MG elevated tank at Leeway was previously scheduled for rehabilitation in FY20-21 for \$750k, but postponed in anticipation of new Future Western Service Area GST and Pump Station as per Western Service Area Master Plan Update (2020).

PROJECT COST METHODOLOGY

Previous Contract Pricing

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Tanks Repairs (Misc)	600,000	0	0	0	0	600,000	0
Total	600,000	0	0	0	0	600,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	600,000	0	0	0	0	600,000	0
Total	600,000	0	0	0	0	600,000	0

TO : City of Ormond Beach
 501 N. Orchard Street
 Ormond Beach, FL 32174
PHONE: 386-414-5058
EMAIL : tonya.sonier@meadhunt.com

ATTN : Tonya Sonier
 Project Manager

CELL : 321-750-3128

RE: 1,000,000 Gallon Elevated Water Tank Located at 301 Leeway Trail, Ormond Beach, FL 32174.

In accordance with price, terms and conditions quoted below, we propose to furnish all labor, material, equipment and insurance necessary to complete the following: **one (1) 1,000,000 Gallon Elevated Water Tank (100' LWL).**

SCOPE OF WORK
(Open shop Wages)

\$5,800.00	Replace the pressure type manway with a 24" bolted cover riser manway.
\$1,250.00	Install davit arm on riser manway.
\$20,000.00	Repair or Replace severely corroded handrail connections on stairway.
\$280,000.00	Pressure wash the tank exterior with biodegradable injection (minimum 3,500 psi at 3.0) then remove all loose rust and scale with wire brushes and hand scrapers in accordance with SSPC #2 (hand tool cleaning), spot prime and apply one (1) finish coat of aluminum paint.
\$295,800.00	Abrasive blast interior of tank bowl and riser (entire tank) to bare metal (SSPC-SP10-Near White Metal) and apply a three-coat coating system.

Depending on the number of items accepted, prices may vary. Please refer to applicable codes.

- Warning: Do not attach any additional loading to your tank/tower unless structural integrity is known to be sufficient. For analysis call PTTM.
- Our welders are certified in accordance with ASME section IX code.
- In the event the tank must be drained, it should be drained by the owner, prior to our arrival (refer to Item #2 on our Terms & Conditions page).
- Debris generated from repairs and/or painting will be placed in containers provided by the owner and to be disposed of by the owner.

**409-WATER WASTEWATER CAPITAL IMPROVEMENT FUND
CAPITAL (NON-RECURRING)**

CAPITAL PROJECT DETAIL

PROJECT TITLE

Reclaimed Water Storage

PROJECT#

CATEGORY

Wastewater System Expansion

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Construction of a Reclaimed Water Storage Reservoir, Tank, and Pumping Facilities

JUSTIFICATION

The recently Adopted Senate Bill 64 mandates a full reduction of discharge of treated wastewater effluent to water bodies within the next decade. The City of Ormond Beach has made a commitment towards this goal. Projects completed in the past decade have allowed the City to reduce the discharge of treated effluent from the City's water reclamation facility and the City of Ormond Beach has taken steps to further reduce nutrient loading to the Halifax river.

This project proposes the purchase of property for the construction of a reclaimed water reservoir to provide wet weather storage of reclaimed water.

PROJECT COST METHODOLOGY

Staff estimate

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Purchase of Property for Reservoir	700,000	0	0	0	0	700,000	0
Total	700,000	0	0	0	0	700,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Reuse Impact Fees	700,000	0	0	0	0	700,000	0
Total	700,000	0	0	0	0	700,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Shadow Crossings Reuse Pump Facility

PROJECT#

409151

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION**MANAGEMENT**

Utilities/Engineering

PROJECT SCOPE

Irrigation and Fire Protection System Pump, Piping and Electrical Controls Upgrades

JUSTIFICATION

Existing Shadow Crossings (Hunter's Ridge) Pumping Facility is nearly 30 years old. Pump & motor assemblies, piping modifications and electrical upgrades are recommended for replacement of aged and undersized equipment for meeting current irrigation demand and to improve reliability of fire protection system also provided by the facility. (This project was originally allocated and budgeted for FY19-20, but funds were reallocated to more urgent, critical priorities.)

PROJECT COST METHODOLOGY

Engineering Estimate - Preliminary

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construct Mech, Elec and Controls	240,000	0	0	0	0	240,000	0
Total	240,000	0	0	0	0	240,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water & Sewer Charges	240,000	0	0	0	0	240,000	0
Total	240,000	0	0	0	0	240,000	0

City of Ormond Beach, Florida
4/19/2018

Shadow Crossings Pump Facility Upgrades Probable Cost

Estimated Construction Cost

Item Num	Item Description	QTY	Unit	Unit Cost	Item Cost
1	Mobilization / Demobilization	1	LS	\$ 5,000	\$ 5,000
2	Demo	1	LS	\$ 10,000	\$ 10,000
3	50HP Split Case Horiz Pump Motor Assy	2	EA	\$ 25,000	\$ 50,000
4	60HP Fire Pump	1	EA	\$ 30,000	\$ 30,000
5	60HP Reduced Voltage Fire Pump Controller	1	EA	\$ 10,000	\$ 10,000
6	Electrical Wire and Materials	1	LS	\$ 15,000	\$ 15,000
7	Electrical Labor	1	LS	\$ 50,000	\$ 50,000
8	Mechanical Materials	1	LS	\$ 35,000	\$ 35,000
9	Mechanical Labor	1	LS	\$ 20,000	\$ 20,000
10	SCADA Upgrades	1	LS	\$ 10,000	\$ 10,000
	TOTAL ESTIMATED COST				\$ 235,000

Construction Budget= \$ 235,000.00

Engineering Services \$ 35,250.00

\$ 270,250.00

PROJECT Budget Value= \$ 271,000.00

Shadow Crossing Reuse Pump Room



Shadow Crossing Reuse Pump Room



CAPITAL PROJECT DETAIL

PROJECT TITLE

Water Reclamation Facility

PROJECT#

409243

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

This project will include rehabilitation of the Master Lift Station pump and controls, rehabilitation of the sludge decant pump and decant building, repurposing of the sludge polymer tank and improvements to the post anoxic mixer.

JUSTIFICATION

During the spring of 2020, Mead Hunt performed a facilities needs assessment for the Water Reclamation Facility (WRF). The items included in this project are maintenance items in high wear locations. Operation of these process components are critical to the overall process of wastewater treatment. As such, maintenance of these items is necessary for long term operations.

PROJECT COST METHODOLOGY

Design Cost Estimate

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	2,304,000	0	0	0	0	2,304,000	0
CEI Services	125,000	0	0	0	0	125,000	0
Total	2,429,000	0	0	0	0	2,429,000	0

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Bond Proceeds	2,429,000	0	0	0	0	2,429,000	0
Total	2,429,000	0	0	0	0	2,429,000	0

5 Recommendations

Table 9 showcases proposed water reclamation facility improvement projects B-F and their associated costs. **Table 10** shows the three options for Project A with a total cost summary including all projects.

TABLE 9: PROJECTS B-F COST SUMMARY

Project	Project Name	Cost Estimate
B	Sludge Decant Building Rehab	\$600,000
C	Bulk Polymer System	\$198,000
D	Post Anoxic Mixer	\$72,000
E	Clarifier Improvements	\$1,224,000
F	Chemical Feed Building Replacement	\$318,000
	Total Project Costs B-F	\$2,412,000

FY 2021-22

TABLE 10: TOTAL CIP UPGRADES COST ESTIMATE

Project A Options 1-3	MLS Imp. Cost Estimate	Total Cost with Projects B-F
Option 1: Existing Pump and Valve Replacement	\$420,000	\$2,832,000
Option 2: Existing Lift Station with 3 New Pumps & Associated Valves and Piping	\$1,116,000	\$3,528,000
Option 3: New Master Lift Station	\$3,510,000	\$5,922,000

Less Clarifier Impr.
\$1,224,000 included in FY
2021-22

Due to the on-going maintenance and performance issues with the existing raw sewage pumps, implementation of Option 2 or 3 for Project A is recommended. Using three (3) 5,560 GPM pumps as proposed in Option 2 will improve turn-down capability and improve the ability to accommodate lower flows. This recommendation will accommodate a sufficient hydraulic peak capacity and enable future capacity increase, if necessary. Option 3, a second MLS, will improve reliability and redundancy, while eliminating the need for bypass pumping during installation. This recommendation was previously set forth in the 2016 Utility Master Plan Update.

Upon review of the Draft PDR, the City has elected to move forward with Option 2 as it pertains to the IPS.

CAPITAL PROJECT DETAIL

PROJECT TITLE

WTP Filter Media Replacement

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Replace filter media in Filters 1-4

JUSTIFICATION

Filtration of lime softening water removes suspended material and provides a second barrier against the transmission of waterborne disease. The four media filters were installed in 2007. The media in the filters has exceeded its life span and needs to be replaced. Industry standards suggest that filter media be replaced no later than every 10 years based on usage. These filters are used 24/7/365 and are backwashed every 75 hours at a rate of 45,000 gallons in order to keep them operable.

PROJECT COST METHODOLOGY

Engineers estimate from 2015 Master Plan

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Filter Media	65,000	0	0	0	0	65,000	0
Installation	65,000	0	0	0	0	65,000	0
Contingency	25,000	0	0	0	0	25,000	0
Total	155,000	0	0	0	0	155,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	155,000	0	0	0	0	155,000	0
Total	155,000	0	0	0	0	155,000	0

Project Title: Filter Media Replacement**Project Description:**

Filtration of lime softening water removes suspended material and provides a second barrier against the transmission of waterborne disease. The four media filters were installed in 2007. The media in the filters has exceeded its life span and needs to be replaced. Industry standards suggest that filter media be replaced no later than every 10 years based on usage. These filters are used 24/7/365 and are backwashed every 75 hours at a rate of 45,000 gallons in order to keep them operable.

<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total Cost</i>
1	Filter Media	1	LS	\$55,000	\$55,000
2		1	LS	\$50,000	\$50,000
3					
4					
5					
6					
7					
8					
	<i>Total Estimated Construction</i>				<i>\$105,000</i>
	Contingency @ 20%				\$21,000
	Eng., C.A., & Inspection @ 15%				\$15,750
	TOTAL ESTIMATED PROJECT COST				\$141,750

CAPITAL PROJECT DETAIL

PROJECT TITLE

WTP Replace Lime Softening Filters 5 & 6

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Demolish the old filters and construct two (2) new Leopold sand filters.

JUSTIFICATION

The old filter structures, pipe gallery and clearwell were abandoned in 2008. It is constantly deteriorating and could become a safety hazard if ignored indefinitely. Demolition and site restoration was originally included with the design-build scope for the original filters, but was value engineered out of the final scope due to budget constraints. The structure should be demolished and the site area should be repurposed for covered storage and parking. Two new sand filters need to be added to enhance reliability to treat current flows. As plant flows increase, this added filter capacity will be necessary to meet compliance standards.

PROJECT COST METHODOLOGY

Engineer's Estimate of Probable Cost

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	2,700,000	0	0	0	0	2,700,000	0
CEI Services	150,000	0	0	0	0	150,000	0
Design	0	0	0	0	0	0	0
Total	2,850,000	0	0	0	0	2,850,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Bond Proceeds	2,850,000	0	0	0	0	2,850,000	0
Water & Sewer Charges	0	0	0	0	0	0	0
Total	2,850,000	0	0	0	0	2,850,000	0

PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue
Holly Hill, Florida 32117
Phone (386) 677-6891 Fax (386) 677-2114
E-Mail: info@parkermynchenberg.com

April 1, 2022

CITY OF ORMOND BEACH - WTP FILTERS 5+6**ENGINEER'S ESTIMATE OF COST****DESCRIPTION**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1	Mobilization and General Conditions	1	LS	\$ 75,000.00	\$ 75,000.00
2	Demolition of Filters 5+6	1	LS	\$ 100,000.00	\$ 100,000.00
3	Demolition of Old Ops Building and Filters	1	LS	\$ 175,000.00	\$ 175,000.00
4	Yard Piping	1	LS	\$ 225,000.00	\$ 225,000.00
5	Filters 1-4 Concrete Structure	140	CY	\$ 1,000.00	\$ 140,000.00
6	Filters 1-4 Equipment and Installation	1	LS	\$ 1,400,000.00	\$ 1,400,000.00
7	Maintenance Building	2,800	SF	\$ 200.00	\$ 560,000.00
8	Electrical and Instrumentation	1	LS	\$ 150,000.00	\$ 150,000.00
Sub Total					\$ 2,825,000.00
Contingency 20%					\$ 565,000.00
Grand Total					\$ 3,390,000.00

CAPITAL PROJECT DETAIL

PROJECT TITLE

Halifax River Force Main Crossing

PROJECT#

435043

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION**MANAGEMENT**

Engineering

PROJECT SCOPE

Construct a 24 inch force main across the Halifax River.

JUSTIFICATION

The existing collection system includes two river force main crossings. Assuming the anticipated expansion of wastewater service within the north Peninsula will occur. This will result in an increase in wastewater flows and will require addition force main capacity across the river.

PROJECT COST METHODOLOGY

Updated Utility Master Plan

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	152,000	0	0	0	152,000	117,000
Construction	0	0	1,407,500	0	0	1,407,500	940,000
Total	0	152,000	1,407,500	0	0	1,559,500	1,057,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water & Sewer Charges	0	152,000	0	0	0	152,000	0
Bond Proceeds	0	0	1,407,500	0	0	1,407,500	1,057,000
Total	0	152,000	1,407,500	0	0	1,559,500	1,057,000

The collection system includes two (2) force main river crossings, a 20" at Melrose Street constructed in 1987 and a 16" at Granada constructed in 1981. Both of these crossings are DIP and are aging. The redundancy of two (2) crossings is good; however, construction of river crossings are costly and even more so if required in an emergency situation.

The total projected flow for the Peninsula area, within the City limits, for 2035 is 694,000 with an estimated peak flow of 1,447 GPM. Section 3 of this Master Plan includes projections for the North Peninsula Service Area averaging 820,000 GPD in 2035 (peak flow = 1,700 GPM). Total 2035 flow projections for the peninsula are approximately 3,200 GPM for peak force main flow. Location to be determined.

Utilizing HDPE pipe the 24" has an internal diameter of 20" which is sufficient for the flow projections. The force main river crossing is shown on Figure MB-6 and consists of approximately 3,000 LF of 24" HDPE. Estimated costs are detailed in **Table 8.6-4**.

Table 8.6-4
Project WW-6
Halifax River Force Main Crossing

<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total Cost</i>
1	24" HDPE Force Main	3,000	LF	\$275	\$825,000
2	Valves and Fittings	1	LS	\$137,500	\$137,500
3	Tie-Ins	2	EA	\$40,000	\$80,000
	<i>Total Estimated Construction</i>				<i>\$1,042,500</i>
	Contingency @ 20%				\$208,500
	Eng., C.A., & Inspection @ 15%				\$156,400
	TOTAL ESTIMATED PROJECT COST				\$1,407,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

Halifax River Reclaimed Main Crossing

PROJECT#

CATEGORY

Wastewater System Expansion

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Install 24-inch HDPE reclaimed main across the river to improve system performance and add redundancy

JUSTIFICATION

The reclaimed distribution system includes only a single river crossings, a 16" at Melrose Street constructed in 1990. This crossing is DIP and showing its age with recent leaks. The redundancy of two (2) crossings is good; however, construction of river crossings are costly and even more so if required in an emergency situation.

PROJECT COST METHODOLOGY

Cost based on similar projects

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	156,400	0	0	0	156,400	0
Construction	0	0	1,251,000	0	0	1,251,000	0
Total	0	156,400	1,251,000	0	0	1,407,400	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water & Sewer Charges	0	156,400	0	0	0	156,400	0
Bond Proceeds	0	0	1,251,000	0	0	1,251,000	0
Total	0	156,400	1,251,000	0	0	1,407,400	0

The reclaimed distribution system includes only a single river crossings, a 16" at Melrose Street constructed in 1990. This crossing is DIP and showing its age with recent leaks. The redundancy of two (2) crossings is good; however, construction of river crossings are costly and even more so if required in an emergency situation.

Utilizing HDPE pipe the 24" has an internal diameter of 20" which is sufficient for the flow projections. The reclaimed main river crossing is shown on Figure MB-6 and consists of approximately 3,000 LF of 24" HDPE. Estimated costs are detailed in **Table 8.6-5**.

Table 8.6-5
Halifax River Reclaimed Main Crossing

<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total Cost</i>
1	24" HDPE Force Main	3,000	LF	\$275	\$825,000
2	Valves and Fittings	1	LS	\$137,500	\$137,500
3	Tie-Ins	2	EA	\$40,000	\$80,000
	<i>Total Estimated Construction</i>				<i>\$1,042,500</i>
	Contingency @ 20%				\$208,500
	Eng., C.A., & Inspection @ 15%				\$156,400
	TOTAL ESTIMATED PROJECT COST				\$1,407,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

Water Main Replacement

PROJECT#

409245

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION**MANAGEMENT**

Engineering

PROJECT SCOPE

As part of the Utility Master Plan Update, the City's water system was modeled to determine improvements needed to reinforce and increase water pressures throughout the City. The report identified these areas and made recommendations on system improvements. Replacement of substandard 2-inch diameter water mains throughout the City was identified as a priority recommendation. The majority of the 2-inch mains throughout the City are in excess of 30 years old and have outlived their service life. When feasible the mains are replaced concurrently with stormwater and road improvement projects. In addition, replacement of asbestos cement pipe will also be included within streets undergoing improvements when the asbestos cement pipe will be in conflict with proposed improvements or is identified as a maintenance problem main. The total estimated cost to replace all substandard water mains was estimated to be \$11,250,000 in the 2007 Master Plan Update. At the commission's request staff has accelerated the replacement schedule to address the most significant problem areas known to staff and address the replacement recommendations within the City's Utility Master Plan.

JUSTIFICATION

Hydraulic modeling of the distribution system demonstrated that under fire flow conditions residual pressures below the minimum allowed (20 psi) were observed in certain areas throughout the City. Most of the low pressures were due to commercial fire demands of 2,000 gallons per minute. Reinforcement of the City's distribution system with construction of larger mains and improved looping will increase pressures to provide adequate fire service and system pressures during peak demand periods. The utility system contains extensive areas of 2-inch diameter water main. In certain areas of the distribution system this small diameter pipe is resulting in lower than desired distribution system pressures during peak demand. In addition, metallic 2-inch diameter pipe presents corrosion, taste, odor, and "black/red water" concerns. The current standard in the City's Land Development Code is a minimum size of an 8-inch main for new subdivisions, which is the minimum size recommended for fire suppression.

The replacement program allows for the systematic replacement of small diameter pipe with larger diameter pipe that will achieve lower pressure losses, reduce high service pumping costs, improve fire suppression capability and enhance distribution system water quality. Furthermore, the 30 to 40 year old asbestos-cement pipe is prone to failure if disturbed by local construction activities, and is difficult to repair because it is no longer manufactured.

PROJECT COST METHODOLOGY

Costs based on Engineer's Opinion of Probable Cost

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
North Peninsula Construction	0	2,600,000	0	0	0	2,600,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE PROJECT#

Water Main Replacement 409245

Mainland Construction	0	1,800,000	0	0	0	1,800,000	0
Phase V Design	0	0	300,000	0	0	300,000	0
Total	0	4,400,000	300,000	0	0	4,700,000	0

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Bond Proceeds	0	4,400,000	300,000	0	0	4,700,000	0
Total	0	4,400,000	300,000	0	0	4,700,000	0

Rough Quantity Take-Off for Phase 4 Mainland 2" Watermain Replacement
 Ormond Beach
 4/5/2022

Item	Quantity	Unit	Unit Price	Total Price
2" CTS Poly	1572	LF	\$ 35.00	\$ 55,020.00
6" PVC	20	LF	\$ 55.00	\$ 1,100.00
8" HDPE	8205	LF	\$ 80.00	\$ 656,400.00
2" Valve	5	EA	\$ 200.00	\$ 1,000.00
6" Valve	10	EA	\$ 1,625.00	\$ 16,250.00
8" Valve	34	EA	\$ 2,000.00	\$ 68,000.00
10" Valve	1	EA	\$ 2,500.00	\$ 2,500.00
Sampling Station	5	EA	\$ 4,000.00	\$ 20,000.00
Hydrants	15	EA	\$ 5,300.00	\$ 79,500.00
Short Services	87	EA	\$ 750.00	\$ 65,250.00
Long Services	41	EA	\$ 1,050.00	\$ 43,050.00

Subtotal \$ 1,008,070.00

Contingency for quantities not
 shown on plans (60%) \$ 1,612,912.00

Total \$ 1,774,203.20

Budget \$ 1,800,000.00

ENGINEER'S OPINION OF PROBABLE COST
2" WATER MAIN REPLACEMENT
NORTH PENINSULA PROJECT AREA - PHASE 4
CITY OF ORMOND BEACH
100% SUBMITTAL
FEBRUARY 25, 2022

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
BASE BID					
1	Mobilization / Demobilization (Maximum of 5% of Bid)	1	LS	\$111,900.00	\$111,900.00
2	Survey and Layout	1	LS	\$12,000.00	\$12,000.00
3	Remove Existing 2-inch Valve Box	32	EA	\$450.00	\$14,400.00
4	Remove Existing Blow-Off Assembly	12	EA	\$900.00	\$10,800.00
5	Abandon and Cap Existing 2-inch GSP Water Main	30,000	LF	\$1.00	\$30,000.00
6	Furnish & Install Blow-Off Assembly	12	EA	\$2,500.00	\$30,000.00
7	Furnish & Install Water Mains with Restrained Joints (Open Cut)				
	a. 8-inch PVC	865	LF	\$60.00	\$51,900.00
	b. 6-Inch PVC	230	LF	\$55.00	\$12,650.00
	c. 2-inch HDPE	925	LF	\$40.00	\$37,000.00
8	Furnish & Install Water Mains with Non-Restrained Joints (Open Cut)				
	a. 8-inch PVC	620	LF	\$55.00	\$34,100.00
	b. 6-inch PVC	350	LF	\$50.00	\$17,500.00
9	Furnish & Install HDPE Water Main by Horizontal Directional Drill				
	a. 8-inch	8,100	LF	\$80.00	\$648,000.00
	b. 2-inch	2,200	LF	\$35.00	\$77,000.00
10	Furnish & Install Short Side Water Service Pipe	305	EA	\$750.00	\$228,750.00
11	Furnish & Install Long Side Water Service Pipe	270	EA	\$1,050.00	\$283,500.00
12	Furnish & Install Compact Ductile Iron Fittings	0.77	TON	\$15,000.00	\$11,550.00



**ENGINEER'S OPINION OF PROBABLE COST
2" WATER MAIN REPLACEMENT
NORTH PENINSULA PROJECT AREA - PHASE 4
CITY OF ORMOND BEACH
100% SUBMITTAL
FEBRUARY 25, 2022**

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
13	Furnish & Install Valves and Valve Boxes				
	a. 8-inch Gate	6	EA	\$2,000.00	\$12,000.00
	b. 6-inch Gate	4	EA	\$1,625.00	\$6,500.00
14	Furnish & Install Fire Hydrant Assemblies	11	EA	\$5,300.00	\$58,300.00
15	Remove Existing Fire Hydrant and Replace with New Hydrant	15	EA	\$4,300.00	\$64,500.00
16	Cut-Ins and Connections to Existing Mains				
	a. 8-inch Cut-In for Valves	7	EA	\$2,500.00	\$17,500.00
	b. 8-inch Cut-In for Fire Hydrant Assembly	8	EA	\$4,500.00	\$36,000.00
	c. 8-inch x 8-inch Wet Tap	1	EA	\$5,000.00	\$5,000.00
	d. 8-inch Wet Connection	3	EA	\$2,000.00	\$6,000.00
	e. 8-inch x 2-inch Wet Tap	4	EA	\$2,000.00	\$8,000.00
	f. 6-inch x 6-inch Wet Tap	6	EA	\$3,800.00	\$22,800.00
	g. 6-inch Wet Connection	14	EA	\$2,000.00	\$28,000.00
	h. 6-inch Cut-In for Valves	5	EA	\$2,300.00	\$11,500.00
	i. 6-inch Cut-In for Fire Hydrant Assembly	12	EA	\$5,300.00	\$63,600.00
	j. 6-inch x 2-inch Wet Tap	4	EA	\$2,000.00	\$8,000.00
17	Connect to Existing Water Meters	493	EA	\$240.00	\$118,320.00
18	Relocate Existing Water Meters up to Five (5) Feet from Property Line	38	EA	\$250.00	\$9,500.00
19	Relocate Existing Water Meters that Exceed Five (5) Feet from Property Line	72	EA	\$700.00	\$50,400.00
20	Furnish & Install Sample Station	5	EA	\$4,000.00	\$20,000.00



**ENGINEER'S OPINION OF PROBABLE COST
2" WATER MAIN REPLACEMENT
NORTH PENINSULA PROJECT AREA - PHASE 4
CITY OF ORMOND BEACH
100% SUBMITTAL
FEBRUARY 25, 2022**

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL PRICE
21	Pavement Removal and Replacement (CONT'D)				
	a. Asphalt Road Patch	800	SY	\$60.00	\$48,000.00
	b. Concrete Driveway/Parking Apron	400	SY	\$65.00	\$26,000.00
	c. Gravel Driveway	110	SY	\$25.00	\$2,750.00
	d. Concrete Sidewalk	170	SY	\$60.00	\$10,200.00
	e. Concrete Curb and Gutter	230	LF	\$42.00	\$9,660.00
22	Grout Fill Existing 6-inch Pipe	520	LF	\$25.00	\$13,000.00
23	Furnish & Install Thermoplastic Striping				
	a. Standard Double Yellow, Solid, 6-inch Wide	120	LF	\$2.50	\$300.00
	b. Standard White, Solid, 18-inch Wide	16	LF	\$7.00	\$112.00
24	Cleaning and Pigging of New Water Mains	1	LS	\$12,000.00	\$12,000.00
25	Bacteriological Clearance	1	LS	\$7,500.00	\$7,500.00
26	Erosion and Sedimentation Control	1	LS	\$8,600.00	\$8,600.00
27	Sod Restoration	6,000	SY	\$4.00	\$24,000.00
28	Surface Restoration	1	LS	\$8,000.00	\$8,000.00
29	Maintenance of Traffic	1	LS	\$15,000.00	\$15,000.00
30	Submit Certified "As-Built" Drawings	1	LS	\$8,500.00	\$8,500.00
TOTAL BASE BID (Item Nos. 1-30)					\$2,350,592.00
Contingency (10%)					\$235,059.20
Estimate of Probable Cost					\$2,585,651.20



Phase 4- 2" WM Replacement- Top Priority

Street Name	From (Street Name)	To (Street Name)	Length (Feet)	# of Services	Looped or Unlooped	
S. Beach St	Arroyo Pkwy	Plaza Grande Ave	1900	28	Looped	Replace ex CI 6 " wm w/ 8" wm & new services
Carol Rd	#26	#7		73	Looped	Connect WM, connect all water services to 6" WM
Margaret Rd	#68	#30	950	59	Looped	Connect 6" WM, Add FH's, Tie WS to 6"
Azalea Dr	#39	Easterly Dr	1300	65	Looped	
Cotton Seed Trail	Saddle Creek Trail	cul-de-sac	300	12	Looped	
Hay Bail Trail	Saddle Creek Trail	cul-de-sac	330	10	Looped	
McIntosh Rd	Wilmette Ave	Hernandez Ave	1400	30	Looped	
Tropical Ln	Hand Ave	Division Ave	1300	28	Looped	
Ox Bow Trail	Saddle Creek Trail	cul-de-sac	300	14	Looped	
Palm Dr	Easterly Dr	#30 Palm Dr	950	57	Looped	Connect existing 6" WM together, tie services of 6" WM
Palmetto Dr	#53	#21	1040	56	Looped	
Turkey Creek Pass	Meadow Ridge View	Cul-de-sac	220	4	Unlooped	
W River Oak Dr	Woodsong Ln	Woodbourne Ln	1530	33	Looped	

Wilmette Ave	N Ridgewood Ave	Andrews St	2120	33	Looped	
S. Ridge	Castilla St	1732 S. Ridge	1200	15	Unlooped	Includes 400 ft 2 " WM on Arragon St.
Tam-O-Shanter Lane	Hand Ave	Arrowhead Cir	390	6	Looped	Complete W/ Arrowhead Cir
			15,450			

KEY: WATERMAIN REPLACEMENT

PHASE 4

PHASE 4 2" WATERMAIN REPLACEMENT MAP



The City of Ormond Beach Engineering Div.
Prepared by Engineering Division 4/4/2018



City of Ormond Beach PHASE 4, 2-INCH WATERMAIN REPLACEMENT LIST

Street	From	To	Length (ft)	Services	Notes	Notes
S. Beach St	Arroyo Pkwy	Plaza Grande Ave	1900	20	Looped	Replace ex CI 6" wm w/ 8" wm & new services
Carol Rd	#26	#7	220	73	Looped	Connect WM, connect all water services to 6" WM
Margaret Rd	#68	#30	950	59	Looped	Connect 6" WM, Add FH's, Tie WS to 6"
Azalea Dr	#39	Easterly Dr	1300	65	Looped	
Cotton Seed Trail	Saddle Creek Trail	Cul-de-sac	300	12	Looped	
Hay Bail Trail	Saddle Creek Trail	Cul-de-sac	330	10	Looped	
McIntosh Rd	Wilmette Ave	Hernandez Ave	1400	30	Looped	
Tropical Ln	Hand Ave	Division Ave	1300	28	Looped	
Ox Bow Trail	Saddle Creek Trail	Cul-de-sac	300	14	Looped	
Palm Dr	Easterly Dr	#30 Palm Dr	950	57	Looped	Connect existing 6" WM together, tie services of 6" WM
Palmetto Dr	#53	#21	1040	56	Looped	
Turkey Creek Pass	Meadow Ridge View	Cul-de-sac	220	4	Looped	
W River Oak Dr	Woodsong Ln	Woodbourne Ln	1530	33	Looped	
Wilmette Ave	N Ridgewood Ave	Andrews St	2120	33	Looped	
S Ridge	Castilla St	1732 S Ridge	1200	15	Unlooped	Includes 400 ft 2" WM on Arragon St.
Tam-O-Shanter Lane	Hand Ave	Arrowhead Cir	390	6	Looped	Complete W/ Arrowhead Cir



Phase 5 - 2" WM Replacement - Top Priority

Street Name	From (Street Name)	To (Street Name)	Length (Feet)	# of Services	Looped or Unlooped	
Marlin Dr	Barrier Isle Dr	#129	875	22	Looped	
Mound Ave	S. Ridgewood Ave	S. Washington St	600	8	Looped	
Jefferson St	S. Yonge St	water plant gate	550	14	Unlooped	
Vining Ct	E. Granada Blvd	#45	0	7	Looped	Tie Into main coming from N Halifax Dr
Royal Palm Dr	John Anderson Dr	Landmark Cir	450	3	Unlooped	
Acacia Ct	Poplar Dr	Cul-de-sac	250	3	Unlooped	Add Fire Hydrants
Nottingham Dr	River Bluff Dr	River Bluff Dr	1440	23	Looped	
Atwood Ln	N. Halifax Dr	Idlewood Ave	675	14	Looped	
Bosarvey Cir	S Halifax Dr	Cul-de-sac	131	4	Unlooped	Connect to end of existing WM at FH
Bostrom Ln	Division Ave	Hand Ave	820	20	Unlooped	
Brookside Ct	#3	Cul-de-sac	450	11	Unlooped	add FH's
Bryant St	#584	Burns St	100	2	Looped	
Burns St	Cameo Dr	Collins St	411	4	Looped	
Cameo Dr	#574	Burns St	275	5	Looped	
Carrolwood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Castle manor dr	#3	Cul-de-Sac	420	6	Unlooped	
Collins St	#589	Burns St	140	4	Looped	

Street Name	From (Street Name)	To (Street Name)	Length (Feet)	# of Services	Looped or Unlooped	
Crestwood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Hickory Hills Cir	#101	Cul-de-Sac	100	4	Unlooped	
Hilldale Ave	N. Halifax Dr	Oak Dr	690	12	Looped	
Idlewood Dr	Wildwood Ave	Atwood Ave	575	7	Looped	
Lakeview Cir	#4	Cul-de-Sac	600	12	Unlooped	
Merrywood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Myra Blvd	Live Oak Ave	Central Ave	475	8	Looped	
Nottingham Dr	River Bluff Dr		1450	21	Looped	
Oak Grove St	Windward Ln	Royal Palm Dr	565	10	Looped	
Oak Park Cir	#416	Cul-de-Sac	200	6	Unlooped	
Pierside Dr	Riverwalk Ct	Cul-de-sac	500	8	Looped	Eliminate 2", services off existing 6"
Pinecrest Ave	N. Halifax Dr	Idlewood Ave	0	12	Looped	
Pirates Cove	Seafarers Dr	Cul-de-sac	300	5	Unlooped	Connect 6" WM, Add FH's, Tie WS to 6"
Ray Mar Dr	N Halifax Dr	Luna Dr	860	18	Looped	Connect to 6" WM
Riverwood Ave	John Anderson Dr	N. Halifax Dr	800	12	Looped	

City of Ormond Beach

PHASE 5, 2-INCH WATERMAIN REPLACEMENT LIST

Street	From	To	Length (ft)	Services	Notes	Notes
Marlin Dr	Barrier Isle Dr	#129	875	22	Looped	
Mound Ave	S Ridgewood Ave	S Washington St	600	8	Looped	
Jefferson St	S Yonge St	Water Plant Gate	550	14	Unlooped	
Vinging Ct	E Granada Blvd	#45	0	7	Looped	Tie into main coming from N Halifax Dr
Royal Palm Dr	John Anderson Dr	Landmark Cir	450	3	Unlooped	
Acacia Ct	Poplar Dr	Cul-de-sac	250	3	Unlooped	Add Fire Hydrants
Nottingham Dr	River Bluff Dr	River Bluff Dr	1440	23	Looped	
Atwood Ln	N Halifax Dr	Idlewood Ave	675	14	Looped	
Bosarvey Cir	S Halifax Dr	Cul-de-sac	131	4	Unlooped	Connect to end of existing WM at FH
Bostrom Ln	Division Ave	Hand Ave	820	20	Unlooped	
Brookside Ct	#3	Cul-de-sac	450	11	Unlooped	add FH's
Bryant St	#584	Burns St	275	5	Looped	
Burns St	Cameo Dr	Collins St	411	4	Looped	
Cameo Dr	#574	Burns St	275	5	Looped	
Carrollwood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Castle Manor Dr	#3	Cul-de-sac	420	6	Unlooped	
Collins St	#589	Burns St	140	4	Looped	
Crestwood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Hickory Hills Cir	#101	Cul-de-sac	100	4	Unlooped	
Hilldale Ave	N Halifax Dr	Oak Dr	690	12	Looped	
Idlewood Dr	Wildwood Ave	Atwood Ave	575	7	Looped	
Lakeview Cir	#4	Cul-de-sac	690	12	Unlooped	
Merrywood Cir	Parkwood Dr	Cul-de-sac	315	10	Unlooped	
Myra Blvd	Live Oak Ave	Central Ave	475	8	Looped	
Nottingham Dr	River Bluff Dr		1450	21	Looped	
Oak Grove St	Windward Ln	Royal Palm Dr	565	10	Looped	
Oak Park Cir	#416	Cul-de-sac	200	6	Unlooped	
Pierside Dr	Riverwalk Ct	Cul-de-sac	500	8	Looped	Eliminate 2", services off existing 6"
Pinecrest Ave	N Halifax Dr	Idlewood Ave	0	12	Looped	
Pirates Cove	Seafarers Dr	Cul-de-sac	300	5	Unlooped	Connect 6" WM, Add FH's, Tie WS to 6"
Ray Mar Dr	N Halifax Dr	Luna Dr	860	18	Looped	Connect to 6" WM
Riverwood Ave	John Anderson Dr	N Halifax Dr	800	12	Looped	

TOTAL= 15,912.00 226

The City of Ormond Beach Engineering Div.
Prepared by Engineering Division 4/10/2018

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF Filter Modifications

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Replacement of current sand filters with three dimensional cloth media increasing wetted surface area and allowing increased filtration capacity.

JUSTIFICATION

The Water Reclamation Facility Condition Assessment Report prepared by Mead Hunt in April, 2020 identified this project as a critical improvement to the facility. The current sand filters require extensive maintenance due to their age and technology. Cloth media filters have been developed in recent years that reduce the levels of maintenance necessary for operation while increasing efficiency. Filtration of the effluent is a critical process step for the removal of fecal coliform from the stream.

PROJECT COST METHODOLOGY

Mead Hunt Water Reclamation Facility Assessment Cost Estimate

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Design	0	0	320,000	0	0	320,000	0
Construction	0	0	0	4,100,000	0	4,100,000	0
Construction Admin	0	0	0	210,000	0	210,000	0
Total	0	0	320,000	4,310,000	0	4,630,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water & Sewer Charges	0	0	320,000	0	0	320,000	0
Bond Proceeds	0	0	0	4,310,000	0	4,310,000	0
Total	0	0	320,000	4,310,000	0	4,630,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Existing Wellfield Repairs

PROJECT#

CATEGORY

Water System Improvements

FUND

409-Water and Wastewater R and R (Capital)

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Rehabilitation of the SR40 wellfield and Hudson Emergency Power

JUSTIFICATION

The City currently has two wells in the SR40 wellfield that are currently offline. These wells were taken offline due to comprised casings and a variety of other reasons. This proposed project will allow the City to redrill two new wells to replace the old wells. The City's Hudson wellfield also has a generator unit that needs to be replaced. The generator is currently a mobile unit, but staff recommends installing a fixed unit in order to maintain reliable raw water pumping capabilities during extreme weather conditions.

PROJECT COST METHODOLOGY

Engineers estimate from the Western Service Area Master Plan Update

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	0	184,000	0	0	184,000	0
Generators	0	0	150,000	0	0	150,000	0
Well Construction	0	0	0	1,653,750	0	1,653,750	0
Total	0	0	334,000	1,653,750	0	1,987,750	0

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Water & Sewer Charges	0	0	334,000	1,653,750	0	1,987,750	0
Total	0	0	334,000	1,653,750	0	1,987,750	0

409-WATER WASTEWATER CAPITAL IMPROVEMENT FUND OTHER REQUESTS

CAPITAL PROJECT DETAIL

PROJECT TITLE

Filter Structure Repurpose Project

PROJECT#

409211

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Conduct a facilities study to determine the potential uses for the existing structure and needed improvements.

JUSTIFICATION

The old filter structures, pipe gallery and clearwell from the original water treatment plant were abandoned in 2008. The structure is scheduled to be demolished with a new maintenance building created in its place for City staff to utilize.

PROJECT COST METHODOLOGY

Cost Estimate from Engineering Firm

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	650,000
Total	0	0	0	0	0	0	650,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	650,000
Total	0	0	0	0	0	0	650,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

New Reuse Ground Storage Tank

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Design and Construct new 2MG Reuse Ground Storage Tank at the WWTP

JUSTIFICATION

During time of minimal rainfall and high demand the Reuse Distribution system has difficulty in maintaining enough water to meet customer demand. The recent additions of Deer Creek and the South Peninsula have strained the current system to its limits. While the addition of nearly 1MG additional storage at Breakaway Trails will help in the maintenance of fire protection in the West Ormond area, additional storage is needed to maintain a consistent flow of reuse water to the other areas of the City. As the City continues to provide additional residents with this service, the lack of reuse storage will become a hindrance to meeting the City's obligations to provide reuse to all of its customers without promulgating changes through City Commission to implement mandatory water restrictions.

PROJECT COST METHODOLOGY

Engineer's estimate of probable cost.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0	0	0	0	0	0	2,862,000
Design	0	0	0	0	0	0	429,000
Total	0	0	0	0	0	0	3,291,000

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	3,291,000
Total	0	0	0	0	0	0	3,291,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Ormond Crossings Pump Station

PROJECT#

CATEGORY

Water System Expansion

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Design and construction of a water storage tank and pump station to support development along the northern US1 corridor

JUSTIFICATION

Development in the north US1 corridor is anticipated include large commercial and industrial develops that will require substantial fire flow demands. In order to meet these demands, the City should install a storage tank and pump station in the northern US1 region. This is a recommended project included in the 2015 Master Plan and the Western Service Area Master Plan Update.

PROJECT COST METHODOLOGY

Engineers estimate from the Western Service Area Master Plan Update

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0	0	0	0	0	0	2,400,000
Design	0	0	0	0	0	0	300,000
Total	0	0	0	0	0	0	2,700,000

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	2,700,000
Total	0	0	0	0	0	0	2,700,000

3) **W-4 Ormond Crossings Storage Tank and Pump Station**

The Ormond Crossings storage tank and pump station were previously recommended within the 2015 Master Plan. This proposed tank and pump station is recommended to be constructed concurrently with or at a point when Phase 1 of the Ormond Crossing development is nearing completion. A preliminary cost estimate is included in **Table 5-25**. This conceptual cost is shown for reference purposes only as it is assumed that the developer will be responsible for construction of the project, or reimbursement to the City for the cost of construction.

It is important to note that the proposed 2 MG western storage tank and pump station will likely not be able to adequately supply fire flow to the proposed Ormond Crossings development and north US-1 corridor. The City should review the developer's water main transmission layout and projected pressures during fire flow demands when the development phasing plan gets closer to realization. Ormond Crossings will be the primary beneficiary of this project.

Table 5-25: W-4 Ormond Crossings Storage Tank and Pump Station - Preliminary Cost Estimate

Item Description	Qty	Unit	Unit Cost	Total Cost
Mobilization	1	LS	\$65,000	\$65,000
Locate and Expose Utilities	1	LS	\$15,000	\$15,000
Sitework and Yard Piping	1	LS	\$140,000	\$140,000
16" Water Main (Assumed 500 LF)	500	LF	\$130	\$65,000
1 MG Storage Tank	1	LS	\$750,000	\$750,000
Pump Station	1	LS	\$750,000	\$750,000
Electrical and Instrumentation	1	LS	\$100,000	\$100,000
Potable Main Tie-ins	1	EA	\$18,000	\$18,000
Add/Delete Ductile Iron Fittings	1	TN	\$10,000	\$10,000
As-Built / Layout	1	LS	\$30,000	\$30,000
Clearing, MOT, and Restoration	1	LS	\$60,000	\$60,000
Construction Sub-Total				\$2,003,000
Contingency @ 20%				\$400,600
Engineering & CEI @ 15%				\$300,450
Total Estimated Project Cost				\$2,704,050

CAPITAL PROJECT DETAIL

PROJECT TITLE

Ormond Crossings Transmission Mains

PROJECT#

CATEGORY

Water System Expansion

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Design and construction of a looped water main system to support development along the northern US1 corridor

JUSTIFICATION

Development in the north US1 corridor is anticipated to include large commercial and industrial develops that will require substantial fire flow demands. In order to meet these demands, the City should install a 16-inch water main loop. This is a recommended project included in the 2015 Master Plan and the Western Service Area Master Plan Update.

PROJECT COST METHODOLOGY

Engineers estimate from the Western Service Area Master Plan Update

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	4,920,000
Design	0	0	0	0	0	0	700,000
Total	0	0	0	0	0	0	5,620,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	5,620,000
Total	0	0	0	0	0	0	5,620,000

2) **W-3 Ormond Crossings Transmission Mains**

As mentioned in the 2015 Master Plan, the Ormond Crossings development is expected to attract large commercial and industrial developments that will require substantial fire flow demands (> 4,000 gpm). The main transmission line in the development should be sized to carry these fire flows without a large head loss. With this in mind, the main transmission line should be a minimum of 16-inches in size if the site can be reached from two directions. If on a dead-end, the water main size should be sized according to the fire flow demand. For example, a 20-inch main will flow 4,000 gpm with a velocity of 4 ft/s which is an acceptable velocity. A preliminary cost estimate is included in **Table 5-24**. Ormond Crossings will be the primary beneficiary of this project.

Table 5-24: W-3 Ormond Crossings Transmission Mains - Preliminary Cost Estimate

Item Description	Qty	Unit	Unit Cost	Total Cost
16-inch Water Main Piping	36,000	LF	\$120	\$4,320,000
Valves and Fittings	1	LS	\$600,000	\$600,000
Construction Sub-Total				\$4,920,000
Contingency @ 20%				\$984,000
Engineering & CEI @ 15%				\$738,000
Total Estimated Project Cost				\$6,642,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Pretreatment Structure Replacement

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Replacement of the existing Pretreatment Structure and varying equipment

JUSTIFICATION

The existing influent structure at the water reclamation facility was constructed in 1990 and had rehabilitation done in 2008. Typically mechanical and electrical equipment should be replaced on a 15 to 20 year life cycle. Upgrading the existing equipment to current technology would reduce the amount of particulates passing through the plant and improve the overall treatment efficiency of the plant. Modifying the existing equipment while maintaining operational flow, however, would be very costly and difficult. This project assumes the most cost efficient option would be to build a new pretreatment structure. This cost and overall design feasibility should, however, be reevaluated and confirmed in the future.

PROJECT COST METHODOLOGY

Engineers estimate of probable cost

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0	0	0	0	0	0	6,636,000
Design	0	0	0	0	0	0	650,000
Total	0	0	0	0	0	0	7,286,000

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	7,286,000
Total	0	0	0	0	0	0	7,286,000

4.11. WRF-11 Pretreatment Structure Replacement (Long Term 5-10 years)

The pretreatment structure is the first stage in the treatment process. It consists primarily of screening and grit removal. It is an essential part of the process and can dramatically improve efficiency and reduce maintenance if properly designed. The existing influent structure was originally constructed in 1990 and it was rehabilitated in 2008. The rehabilitation effort basically repaired the existing equipment but did not improve the technology or performance.

Technology for pretreatment equipment has dramatically improved over the past 30 years. The ability to screen much smaller particles and remove sand and grit more effectively is now commonplace. The existing influent barscreens have 6 mm spacing. New screening technology allows screening down to 1mm, or less. Similarly, the old centrifugal grit separators only remove a portion of the sand and grit while new technology provides nearly complete grit removal.

Unfortunately, the existing structure was specifically designed to accommodate the existing equipment. It is not feasible to retrofit new equipment into the existing structure. Therefore, construction of a new structure is recommended. The existing structure would be demolished.



Proposed Influent Screening Improvements

In order to provide reliable and effective screening, a two-stage screening process is recommended. The first screens are 6 mm 'roughing' screens. For this project stainless steel 'Stairscreens' are recommended. They have an efficient hydraulic cross section and can remove most of the material

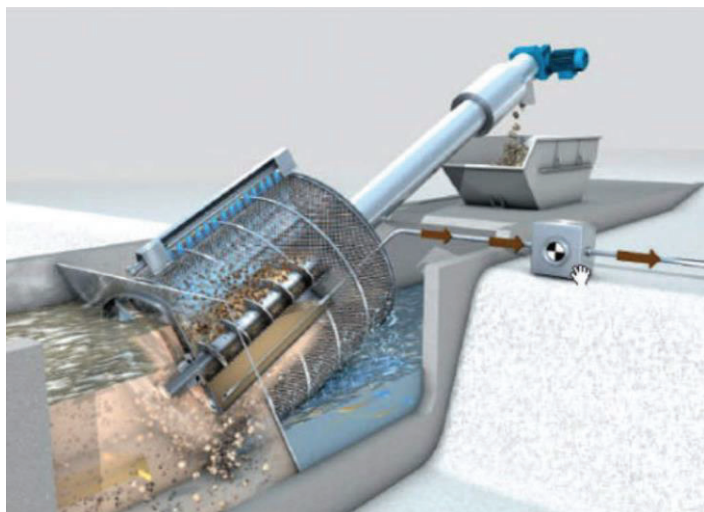


without significant risk of blinding. The screenings would be conveyed to a compactor and bagger which compresses and contains the screening material to reduce volume and odors. A picture of a duplex stair screen and compactor assembly is depicted below.

The second stage is a 'fine screening' process. It is accomplished using dual drum screens with 1 mm perforated plate to remove small debris from the influent.

The wastewater would flow through the roughing

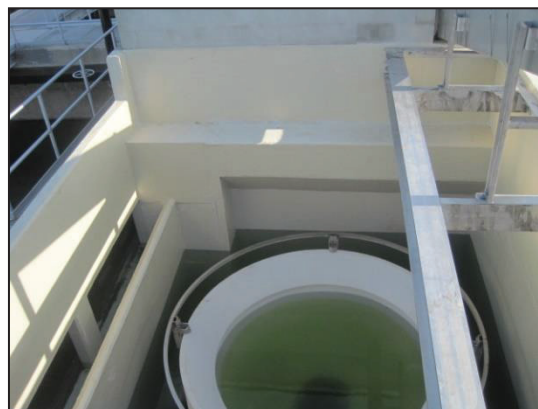
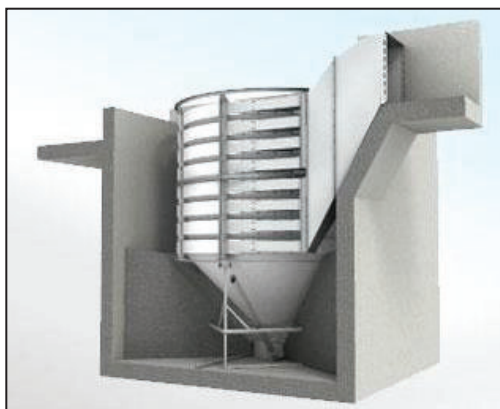
screens, grit removal, and then into the fine screen; wastewater flows through the perforated plate into a collector trough. A bypass channel would be installed upstream of the fine screens in the event that they are hydraulically overloaded or blinded. The removed material would also be collected, conveyed, compacted and bagged. The pictures below depict a fine screen and compactor assembly in operation.



Proposed Grit Removal Improvements

Grit removal is especially important in beachside communities where fine sand is commonly introduced into the sewage collection system. Over time, the sand can build up in the process basins thus reducing tank volume and treatment efficiency. It also damages pumps and other rotating equipment. Removal of sewage infused sand is very expensive. Therefore, grit removal is an essential part of the pretreatment process and effective equipment will pay for itself.

For the Ormond Beach WRF, two 'Headcell' grit separators are recommended. The Headcells are 'nested' cones which allow for separation of flow to promote settling of grit and sand. The settling and collection of sand which would otherwise flow into the downstream basins and increase O&M costs of downstream equipment. The pictures below illustrate a Headcell and an installed Headcell, respectively.



The Headcells would be installed within concrete tanks upstream of the fine screens, it is important to remove grit and sand prior to fine screening. Influent enters the Headcell and the de-gritted flow is discharged via an overflow weir to the next stage of the treatment process. The grit is collected from the bottom of both Headcells and flows by gravity into a 'Grit Snail' which washes the organic material from the sand/grit and deposits the cleaned grit into a dumpster for subsequent disposal at the landfill. A picture of the Grit snail is illustrated below.



Adjustable gates allow the structures to be taken out of service for maintenance and better operator control to the downstream process. The estimated cost for the new pretreatment structure and equipment is detailed below in **Table 4-11**.

Table 4-11: WRF-11 Pretreatment Structure Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Demolition and Sitework	1	LS	\$250,000	\$250,000
2	Proposed Pretreatment Structure	1	LS	\$1,200,000	\$1,200,000
3	6 mm Stairscreens and Compactors	2	EA	\$200,000	\$400,000
4	Grit Removal Equipment	2	EA	\$450,000	\$900,000
5	1 mm Fine Screens	2	EA	\$275,000	\$550,000
6	Mechanical	1	LS	\$500,000	\$500,000
7	Electrical and Instrumentation	1	LS	\$400,000	\$400,000
Total Estimated Construction					\$4,200,000
Contingency @ 40%					\$1,680,000
Eng., C.A., & Inspection @ 18%					\$756,000
TOTAL ESTIMATED PROJECT COST					\$6,636,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Relocation of SCADA Radios

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Relocate SCADA radio cabinet from south east leg of the Water Plant elevated Tank to the Water Plant Operations building MCC.

JUSTIFICATION

By moving the radios into the MCC an environmentally controlled room it will eliminate the costly maintenance on the custom cabinet and air conditioning unit as well as the possible physical damage associated with being outdoors.

PROJECT COST METHODOLOGY

Utilities maintenance estimate.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	40,000
Total	0	0	0	0	0	0	40,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	40,000
Total	0	0	0	0	0	0	40,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Secondary Reclaimed Water Crossing

PROJECT#**CATEGORY**

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Directional Drilling of secondary subaqueous Crossings for Reclaimed Water and Forcemain

JUSTIFICATION

The recently Adopted Senate Bill 64 mandates a full reduction of discharge of treated wastewater effluent to water bodies within the next decade. The City of Ormond Beach has made a commitment towards this goal. Projects completed in the past decade have allowed the City to reduce the discharge of treated effluent from the City's water reclamation facility and the City of Ormond Beach has taken steps to further reduce nutrient loading to the Halifax river.

This project proposes the construction of a second transmission line for reclaimed water across the Halifax River. Currently served by one subaqueous crossing, this main provides reclaimed water not only to the City's original service area, but also to its most recent addition. A second main will provide not only redundancy to ensure that service can be maintained, but will also increase capacity to the City's beachside customers allowing for the distribution of higher quantities of reclaimed water. A secondary sanitary sewer forcemain and fiber optic conduit will also be installed with this construction.

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
CEI	0	0	0	0	0	0	80,000
Construction	0	0	0	0	0	0	1,970,000
Design	0	0	0	0	0	0	275,000
Total	0	0	0	0	0	0	2,325,000

CAPITAL PROJECT DETAIL

PROJECT TITLEPROJECT#

Secondary Reclaimed Water Crossing

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	2,325,000
Total	0	0	0	0	0	0	2,325,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Septic to Sewer Conversion

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Conversion of 76 in City residences from septic tank to gravity sewer

JUSTIFICATION

Included in the 2015 Utility Master Plan as one of the areas of residential sewer retrofit areas, this project proposes the construction of a sanitary sewer collection system including gravity sewers and pressurized forcemain transmission lines allows for the conversion of 76 residences from septic Tanks to City of Ormond Beach sewer on Magnolia Drive and Oak Drive south of Granada Blvd. This project benefits the water quality of Misner's Branch, a tributary of the Tomoka River by eliminating the flow of effluent water containing nitrogen and phosphorous.

PROJECT COST METHODOLOGY

2015 Utilities Master Plan Adjusted by staff

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0	0	0	0	0	0	1,500,000
Engineering Design	0	0	0	0	0	0	100,000
Total	0	0	0	0	0	0	1,600,000

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	1,600,000
Total	0	0	0	0	0	0	1,600,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF Effluent Pumping Improvements

PROJECT#**CATEGORY**

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Rehabilitation of the Effluent Pumping Station

JUSTIFICATION

The existing effluent pumps were replaced in the 2008 expansion project. Typical mechanical items are replaced on a 15 to 20 year basis. As such, the existing pumps should be scheduled for replacement. The existing electrical and transfer chamber would also likely need to be updated/rehabilitated.

PROJECT COST METHODOLOGY

Engineers estimate from WRF Assessment Report

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	987,500
Design	0	0	0	0	0	0	112,500
Total	0	0	0	0	0	0	1,100,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	1,100,000
Total	0	0	0	0	0	0	1,100,000

4.7. WRF-7 Effluent Pumping Improvements (Mid-Term <5 years)

Effluent pumping and reuse transfer is accomplished via three vertical, centrifugal transfer pumps. The pumps were replaced in the 2008 expansion project and have sufficient capacity to provide reliable service. However, one of these transfer pumps was out of service during the site walk through. Also, a reconfiguration of the outfall/transfer pumping is recommended. The conceptual design layout includes a transfer chamber equipped with vertical turbine outfall/transfer pumps. The outfall and reuse transfer piping would be re-configured at this time. The cost estimate for referenced improvements are detailed below in **Table 4-7**.

Table 4-7: WRF-7 Effluent Pumping Improvements Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Outfall/Transfer Pumps	3	EA	\$100,000	\$300,000
2	Structural improvements	1	LS	\$150,000	\$150,000
3	Mechanical Piping Improvements	1	LS	\$125,000	\$125,000
4	Electrical and Instrumentation	1	LS	\$50,000	\$50,000
Total Estimated Construction					\$625,000
Contingency @ 40%					\$250,000
Eng., C.A., & Inspection @ 18%					\$112,500
TOTAL ESTIMATED PROJECT COST					\$987,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF Fermentation Basin Upgrades

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Replacement of existing submersible mixers in the fermentation basin

JUSTIFICATION

The existing fermentation basin mixers were installed in the 2008 expansion project. Typical mechanical items are replaced on a 15 to 20 year basis. Additionally, the existing mixers are becoming a difficult maintenance item as these units are no longer produced. As such, the existing mixers should be scheduled for replacement. The existing walkways and electrical/instrumentation systems would also likely need to be updated/rehabilitated.

PROJECT COST METHODOLOGY

Engineers estimate from WRF Assessment Report

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	2,496,000
Design	0	0	0	0	0	0	245,000
Total	0	0	0	0	0	0	2,741,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	2,741,000
Total	0	0	0	0	0	0	2,741,000

Table 4-12: WRF-12 Fermentation and Pre-Anoxic Basin Upgrades Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Piping, Valves & Demolition	1	LS	\$250,000	\$250,000
2	Remove & Replace Mixer Platforms & Walkways	1	LS	\$300,000	\$300,000
3	IR Flow Meters and Valve Actuators	1	LS	\$100,000	\$100,000
4	Install Invent Hyperboloid Mixers	12	EA	\$40,000	\$480,000
5	Electrical and Instrumentation	1	LS	\$300,000	\$300,000
6	Mechanical and Structural Upgrades	1	LS	\$150,000	\$150,000
Total Estimated Construction					\$1,580,000
Contingency @ 40%					\$632,000
Eng., C.A., & Inspection @ 18%					\$284,500
TOTAL ESTIMATED PROJECT COST					\$2,496,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF Operations Bldg Remodel

PROJECT#**CATEGORY**

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Upgrading existing WRF Laboratory to a certified lab

JUSTIFICATION

The existing operations building at the water reclamation facility is in disrepair and in need of a retrofit. Remodel would include increased office space, new monitors and security features, and equipment upgrades needed for operating a waster reclamation facility.

PROJECT COST METHODOLOGY

2015 Master Plan Update

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	650,000
Design	0	0	0	0	0	0	85,000
Total	0	0	0	0	0	0	735,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	735,000
Total	0	0	0	0	0	0	735,000

WWT-4. Laboratory Upgrades (Short Term < 5 years)

The existing laboratory and equipment are approximately 20 years old and a major refit of the lab is required. The cabinetry, countertops and the majority of equipment requires replacement in order to properly operate a certified lab. Having a certified lab, and lab technicians, on site will enhance the efficiency of plant operation and enable rapid test results. The ability to obtain quick and accurate nutrient and biological test data will improve the operator's ability to maintain compliance with permitted criteria.

**Table 7.3-4
Project WWT-4
(Short Term < 5 years)
Laboratory Upgrades**

<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total Cost</i>
1	Laboratory Cabinets and Counters	1	LS	\$150,000	\$150,000
2	Laboratory Equipment	1	LS	\$250,000	\$250,000
	<i>Total Estimated Construction</i>				<i>\$400,000</i>
	Contingency @ 20%				\$80,000
	Eng., C.A., & Inspection @ 15%				\$60,000
	TOTAL ESTIMATED PROJECT COST				\$540,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF SCADA Improvements

PROJECT#

CATEGORY

Wastewater System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Upgrade existing WRF SCADA System

JUSTIFICATION

In order to operate and maintain reliability at the existing wastewater plant, the existing plant equipment should be upgraded to be brought onto the SCADA system. Potential upgrades include modifying local control panels, replacing meters/analyzers, replacing faulty wires, and upgrading existing PLCs.

PROJECT COST METHODOLOGY

Engineers estimate from Wastewater Assessment Report

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	869,000
Design	0	0	0	0	0	0	100,000
Total	0	0	0	0	0	0	969,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	969,000
Total	0	0	0	0	0	0	969,000

4.4. WRF-4 SCADA Improvements Project (Short-Term <2 years)

Ormond Beach should continue the process of upgrading the SCADA system at the WRF. Potential upgrades include modifying local control panels, replacing meters/analyzers, replacing faulty wiring/signals, and upgrading the existing PLCs. Having a fully functioning SCADA system is paramount to the WRF's long term reliability and operation. **Table 4-4** shows the preliminary cost estimate for the SCADA Improvements project.

Table 4-4: WRF-4 SCADA Improvements Project Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Remote Control Panels Modifications	1	LS	\$100,000	\$100,000
2	Analyzers Replacement / Adjustments	1	LS	\$125,000	\$125,000
3	Existing PLC Upgrades	1	LS	\$250,000	\$250,000
4	Replace Faulty Wiring / Signals	1	LS	\$75,000	\$75,000
Total Estimated Construction					\$550,000
Contingency @ 40%					\$220,000
Eng., C.A., & Inspection @ 18%					\$99,000
TOTAL ESTIMATED PROJECT COST					\$869,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

WTP Chemical Feed System Upgrades

PROJECT#

409234

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Improve and repair the chemical feed system at the WTP.

JUSTIFICATION

The chemical feed system at the WTP is functional, but in need of repair and organization. Currently the polymer feed building has no floor drain and houses skid systems that are beyond their originally intended service life. As such, the chemical feed building should be rehabbed to fit operator needs and the skid systems should be replaced. Additionally, the antiscalant chemical feed system is currently outside with no enclosure or environmental protection.

PROJECT COST METHODOLOGY

Engineer's estimate from WTP Assessment Report

<u>EXPENDITURE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	634,500
Design	0	0	0	0	0	0	65,000
Total	0	0	0	0	0	0	699,500

<u>REVENUE</u>	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	699,500
Total	0	0	0	0	0	0	699,500

Recommended Improvement Projects

6.5. WT-5 Chemical Feed System Improvements Project (Short-Term <2 years)

The chemical feed system at the WTP is functional, but in need of repair and organization. Currently the polymer feed building has no floor drain and houses skid systems that are beyond their originally intended service life. As such, the chemical feed building should be rehabbed to fit operator needs and the skid systems should be replaced. Additionally, the antiscalant chemical feed system is currently outside with no enclosure or environmental protection. This chemical feed system improvements project should include a preliminary design report that works with operators to identify long-term locations for all of the chemical components used throughout the WTP process and identify the needed upgrades that will help plant operators with their daily operations. **Table 6-5** shows the preliminary cost estimate for the Chemical Feed Improvements project.

Table 6-5: WT-5 Chemical Feed System Improvements Project Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Chemical Feed Building Upgrades	1	LS	\$130,000	\$130,000
2	Antiscalant Relocation	1	LS	\$45,500	\$45,500
3	Carbon Dioxide Compressor Maintenance	1	LS	\$10,000	\$10,000
4	Chemical Skid Replacements	1	LS	\$125,000	\$125,000
5	Chemical Feed Piping Modifications	1	LS	\$50,000	\$50,000
Total Estimated Construction					\$360,500
Contingency @ 40%					\$144,000
Eng., C.A., & Inspection @ 18%					\$65,000
TOTAL ESTIMATED PROJECT COST					\$569,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

WTP SCADA Improvements

PROJECT#**CATEGORY**

Water System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Upgrade existing WTP SCADA system

JUSTIFICATION

In order to operate and maintain reliability at the existing water treatment plant, the existing plant equipment should be upgraded to be brought onto the SCADA system. Potential upgrades include modifying local control panels, replacing meters/analyzers, replacing faulty wires, and upgrading existing PLCs.

PROJECT COST METHODOLOGY

Engineers estimate from WTP Assessment Report

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	948,000
Design	0	0	0	0	0	0	108,000
Total	0	0	0	0	0	0	1,056,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	1,056,000
Total	0	0	0	0	0	0	1,056,000

6.3. WT-3 SCADA Improvements Project (Short-Term <2 years)

Ormond Beach should continue the process of upgrading the SCADA system at the WTP. Potential upgrades include modifying local control panels, replacing meters/analyzers, replacing faulty wiring/signals, and upgrading the existing PLCs. Having a fully functioning SCADA system is paramount to the WTP's long term reliability and goal of delivering high quality water to its customers. **Table 6-3** shows the preliminary cost estimate for the SCADA Improvements project.

Table 6-3: WT-3 SCADA Improvements Project Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Plantwide SCADA Assessment	1	LS	\$100,000	\$100,000
2	Remote Control Panels Modifications	1	LS	\$150,000	\$150,000
3	Meters Replacement / Adjustments	1	LS	\$100,000	\$100,000
4	Analyzers Replacement / Adjustments	1	LS	\$100,000	\$100,000
5	Existing PLC Upgrades	1	LS	\$100,000	\$100,000
6	Replace Faulty Wiring / Signals	1	LS	\$50,000	\$50,000
Total Estimated Construction					\$600,000
Contingency @ 40%					\$240,000
Eng., C.A., & Inspection @ 18%					\$108,000
TOTAL ESTIMATED PROJECT COST					\$948,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

WTP Scrubbers and De-gasifiers Rehab

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Rehab WTP Scrubbers and De-gasifiers

JUSTIFICATION

Currently the existing scrubbers for the LPRO process train of the WTP are not performing any significant function. Ideally the scrubbers should be removing hydrogen sulfide (H₂S) from the LPRO treated water supply and potentially adding in chemicals, such as caustic for pH adjustment and hypochlorite for disinfection. Getting this process rehabbed and back online would reduce the chemical attack experienced by the adjacent components at the WTP, thereby making other components last longer and more reliably. This project also includes improvements to the sodium hypochlorite feed system, because this system is in the same area.

PROJECT COST METHODOLOGY

Engineer's estimate from WTP Assessment Report

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	0	0	0	0	0	0	1,461,500
Design	0	0	0	0	0	0	164,000
Total	0	0	0	0	0	0	1,625,500

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
To Be Determined	0	0	0	0	0	0	1,625,500
Total	0	0	0	0	0	0	1,625,500

6.4. WT-4 Scrubber Area Improvements Project (Short-Term <2 years)

Currently the existing scrubbers for the LPRO process train of the WTP are not performing any significant function. Ideally the scrubbers should be removing hydrogen sulfide (H₂S) from the LPRO treated water supply and potentially adding in chemicals, such as caustic for pH adjustment and hypochlorite for disinfection. Getting this process rehabbed and back online would reduce the chemical attack experienced by the adjacent components at the WTP, thereby making other components last longer and more reliably. As such, this scrubber improvements project should be scheduled in the short-term future. This project also includes improvements to the sodium hypochlorite feed system, because this system is in the same area. We recommend the City conduct a PDR prior to any design effort being initiated. The PDR should review the implementation benefits and identify potential locations for the caustic storage and feed system if deemed beneficial. Additionally, the PDR should look at the feasibility of removing the divider wall within the existing clearwell structure, as establishing a common chamber could provide additional redundancy with regard to the feed pumps. **Table 6-4** shows the preliminary cost estimate for the Scrubbers Improvements project.

Table 6-4: WT-4 Scrubber Area Improvements Project Preliminary Cost Estimate

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Degasifiers Cleaning / Rehabilitation	2	EA	\$75,000	\$150,000
2	Scrubbers Replacement / Rehabilitation	2	EA	\$350,000	\$700,000
3	Caustic Chemical Feed Installation	1	LS	\$32,500	\$32,500
4	Hypochlorite Chemical Feed Modifications	1	LS	\$32,500	\$32,500
5	Clearwell Adjustments	1	LS	\$10,000	\$10,000
Total Estimated Construction					\$925,000
Contingency @ 40%					\$370,000
Eng., C.A., & Inspection @ 18%					\$166,500
TOTAL ESTIMATED PROJECT COST					\$1,461,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

WWTP Admin Building Roof Replacement

PROJECT#**CATEGORY**

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Engineering

PROJECT SCOPE

Replace the roof over the admin section.

JUSTIFICATION

The existing roof is over 20 years old and has met it's life expectancy. Numerous repairs have been made in the last three to four years, and it is time for a new roof on this facility.

PROJECT COST METHODOLOGY

Written estimate from AAT Roofing

EXPENDITURE

Roof replacement

**2022-23 2023-24 2024-25 2025-26 2026-27 Total
2022-23
to
2026-27**

0 0 0 0 0 0

**Other
Requests
without
identified
funding
source**

60,000

Total

0 0 0 0 0 0

60,000

REVENUE

To Be Determined

**2022-23 2023-24 2024-25 2025-26 2026-27 Total
2022-23
to
2026-27**

0 0 0 0 0 0

**Other
Requests
without
identified
funding
source**

60,000

Total

0 0 0 0 0 0

60,000



Budget Proposal # 2190

Name / Address
City of Ormond Beach Attn: Bill Rose 22 S Beach St Ormond Beach, FL 32174

Warranty
Low Slope - 20 Yr Manufacturer 5 Yr Workmanship Shingles: Limited Lifetime 5 Yr Workmanship

Project	Date	Customer Phone	Office	Website
Waste Water Treatment	4/4/2022	386-676-3286	386-767-1886	www.aatroofing.com

Labor and Material Description

Remove existing Low slope modified roof to clean workable condition.

Install new S/A dry-in over low slope and up and over walls.

Install new recover board.

Install .060 mil P.V.C. membrane fully adhered.

Install new coping cap (aluminum & new gutter and downspout).

Mansard shingle replace and (1) sloped area.

Remove shingles to clean workable surface.

Install new S/A shingle underlayment drip edge, wall flashings.

Install new limited lifetime shingles.

All work to be done under and AIA Contract and payments will be made per AIA Schedule of Values.

This proposal may be withdrawn by us if not accepted within 7 days.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. I hereby authorize A.A.T. Roofing, LLC to do the work as specified.

Total	\$58,000.00
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Signature _____

CAPITAL PROJECT DETAIL

PROJECT TITLE

WWTP Odor Control

PROJECT#**CATEGORY**

Water System Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Replacement of the Wastewater Treatment Plant Odor Control System

JUSTIFICATION

The Influent Odor Control System at the WWTP is over 20 years old and in need of replacement. Over the years the harsh environment has taken its toll on the electrical, mechanical and structural components of this device.

PROJECT COST METHODOLOGY

Engineer's estimate of probable cost.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	0	0	0	0	0	0	74,250
Construction	0	0	0	0	0	0	594,750
Total	0	0	0	0	0	0	669,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	669,000
Total	0	0	0	0	0	0	669,000

City of Ormond Beach, Florida

4/3/2022

Wastewater Treatment Plant Ofor Control

Engineer's Estimate of Cost

Justification

The Odor Control Unit at the Wastewater Treatment Plant is over 20 years old, and over the years the harsh environment and age has taken its toll on the electrical, mechanical and structural components. The Odor Control System has been inoperable for several years and in need of replacement in order to provide a better work environment for employees as well as to prevent odors from reaching neighbors.

Estimated Construction Cost					
Item	Item Description	QTY	Unit	Unit Cost	Item Cost
1	Demolish exisaitng system	1	LS	\$ 45,000.00	\$ 45,000.00
2	Construct New System including all electrical, mechanical and structural components	1	LS	\$ 450,000.00	\$ 450,000.00
	Total Estimated Construction				\$ 495,000.00
	Contingency @ 20%				\$ 99,000.00
	Engineering Services @ 15%				\$ 74,250.00
				Total	\$ 668,250.00
				PROJECT Budget Value=	\$ 669,000.00

CAPITAL PROJECT DETAIL

PROJECT TITLE

WWTP Screw Pump Roof Modification

PROJECT#**CATEGORY**

Water and Wastewater Improvements

FUND

409-Water and Wastewater R and R (Other Request

PROJECT LOCATION**MANAGEMENT**

Utilities

PROJECT SCOPE

Modify or replace roof over the screw pumps to create immediate access to make emergency and other repairs.

JUSTIFICATION

There are 3 screw pumps that lift treated wastewater to the chlorine contact chambers. Currently the roof of the structure blocks crane access and there are not any fixed lifting devices. In the event of an equipment failure, access would be time consuming and costly without this modification. This project will provide access to the electric motors and gear boxes by removing fixed roof and lighting and replacing with removable panels.

PROJECT COST METHODOLOGY

Engineer's estimate of probable cost.

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	0	0	0	0	0	0	150,000
Design	0	0	0	0	0	0	50,000
Total	0	0	0	0	0	0	200,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
To Be Determined	0	0	0	0	0	0	200,000
Total	0	0	0	0	0	0	200,000

**433 434 435-REUSE, WATER AND WASTEWATER IMPACT FEE
FUNDS**

CAPITAL PROJECT DETAIL

PROJECT TITLE

Airport Road Reclaim Water Main PH 2

PROJECT#

409210

CATEGORY

Water and Wastewater Improvements

FUND

433-Reuse Impact Fees

PROJECT LOCATION**MANAGEMENT**

Engineering

PROJECT SCOPE

Construction of a 16" Reclaimed water main along Airport Road from Ormond Green to Breakaway Trails

JUSTIFICATION

As part of the Phase 1 of the Airport Road Forcemain Extension project completed in 2013, the existing 10" diameter force main from Breakaway Trails to River Bend golf course was left in place and converted from a force main to reuse service thus enabling service to Breakaway Trails and Hunter's Ridge. The force main is undersized to meet future demands. It is recommended to upgrade the 10" force main to a 16" diameter main as well as adding an additional connection to River Bend Golf Club.

PROJECT COST METHODOLOGY

Updated Utility Master Plan

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Design	150,000	0	0	0	0	150,000	130,500
Construction	0	1,100,000	0	0	0	1,100,000	1,100,000
Total	150,000	1,100,000	0	0	0	1,250,000	1,230,500

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Reuse Impact Fees	150,000	1,100,000	0	0	0	1,250,000	1,230,500
Total	150,000	1,100,000	0	0	0	1,250,000	1,230,500

CAPITAL PROJECT DETAIL

PROJECT TITLE

Hudson Wellfield Expansion

PROJECT#

435041

CATEGORY

Water and Wastewater Improvements

FUND

434-Water Impact Fees

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Construction of three (3) additional wells within the Hudson Wellfield. Including one new power generator for all three wells.

JUSTIFICATION

The City's existing consumptive use permit included the construction of three new wells within the Hudson Wellfield. The three wells are estimated to pump 300 GPM resulting in an additional capacity of 1.29 MGD.

PROJECT COST METHODOLOGY

Updated Utility Master Plan

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Design	300,000	0	0	0	0	300,000	0
Construction	0	2,300,000	0	0	0	2,300,000	0
Total	300,000	2,300,000	0	0	0	2,600,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Water Impact Fees	300,000	2,300,000	0	0	0	2,600,000	0
Total	300,000	2,300,000	0	0	0	2,600,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Hudson Wellfield Expansion

PROJECT#

435041

CATEGORY

Water and Wastewater Improvements

FUND

434-Water Impact Fees

PROJECT LOCATION**MANAGEMENT**

Engineering

PROJECT SCOPE

Construction of three (3) additional wells within the Hudson Wellfield. Including one new power generator for all three wells.

JUSTIFICATION

The City's existing consumptive use permit included the construction of three new wells within the Hudson Wellfield. The three wells are estimated to pump 300 GPM resulting in an additional capacity of 1.29 MGD.

PROJECT COST METHODOLOGY

Updated Utility Master Plan

EXPENDITURE

	2021-22	2022-23	2023-24	2024-25	2025-26	Total 2021-22 to 2025-26	Other Requests without identified funding source
Design	300,000	0	0	0	0	300,000	255,000
Construction	0	2,300,000	0	0	0	2,300,000	2,100,000
Total	300,000	2,300,000	0	0	0	2,600,000	2,355,000

REVENUE

	2021-22	2022-23	2023-24	2024-25	2025-26	Total 2021-22 to 2025-26	Other Requests without identified funding source
Water Impact Fees	300,000	2,300,000	0	0	0	2,600,000	2,355,000
Total	300,000	2,300,000	0	0	0	2,600,000	2,355,000



JANUARY 2020

Western Service Area Master Plan Update

City of Ormond Beach



4401 Eastport Parkway
Port Orange, FL 32127
386-761-6810
meadhunt.com

Michael Stephenson, P.E.
Florida Registration #87390

2) **WS-2 Hudson Wellfield Expansion**

The City currently has three (3) additional wells permitted for construction within the Hudson Wellfield. Given the anticipated need for additional raw water production, we recommend the City proceed with installing these permitted wells as soon as possible. These wells will require one (1) new emergency power generator to support the three (3) new wells. It is recommended that the City begin planning and design of these wells immediately. Assuming about a year for planning and design and a year for construction, the City will need two years to complete this process.

Proposed new wells #57, #58 and #59 are 12" diameter with a cased depth of 120' and total depth of 300'. Estimated withdrawal capacity from each well is approximately 500 GPM (0.71 MGD). A preliminary cost estimate is included in **Table 4-5**. This project will benefit Hunter's Ridge, Ormond Crossings, and western service area developments south of SR-40.

Table 4-5: WS-2 Hudson Wellfield Expansion - Preliminary Cost Estimate

Item Description	Qty	Unit	Unit Cost	Total Cost
New UFA Wells, Pumps and Mechanical Equipment	3	EA	\$300,000	\$900,000
Well Access and Sitework	1	LS	\$500,000	\$500,000
Raw Water Main Piping	1	LS	\$200,000	\$200,000
Electrical and Instrumentation	1	LS	\$100,000	\$100,000
Emergency Power Generator	1	EA	\$200,000	\$200,000
Construction Sub-Total				\$1,900,000
Contingency @ 20%				\$380,000
Engineering & CEI @ 15%				\$285,000
Total Estimated Project Cost				\$2,565,000

3) **WS-3 CUP Renewal**

The projected average daily raw water demands shown in **Table 4-2** indicate that the City's projected raw water demands will exceed their current permitted capacity in the near future. As such, we recommend the City renegotiate their withdrawal limits by 2022, assuming the projected western development schedule is maintained. This should include (3) new wells in the Rima Ridge wellfield. CUP revisions can take a significant amount of time and substantial effort. As such, the City should plan to begin the renegotiation of their permit in early 2021. This schedule will allow time for the City to demonstrate the need for additional withdrawals and discuss all items with the SJRWMD. A preliminary cost estimate for the regional groundwater modeling and CUP renewal process effort is approximately **\$350,000**. The renewal process for CUPs is time consuming and it is recommended that the City begin this process as soon as possible. The Ormond Crossings subdivision is the primary benefactor of this project.

CAPITAL PROJECT DETAIL

PROJECT TITLE

WRF Ultraviolet Disinfection Conversion

PROJECT#

435046

CATEGORY

Water and Wastewater Improvements

FUND

435-Wastewater Impact Fees

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Conversion of the existing chlorine contact chambers to UV treatment through the installation of Ultraviolet light treatment system

JUSTIFICATION

The Advanced wastewater treatment process at the City of Ormond Beach's water Reclamation Facility Currently utilizes Sodium Hypochlorite to provide disinfection within the chlorine contact chambers. The use of chlorine requires operators to dose the treatment process with a Liquid Chlorine, a hazardous chemical that must be constantly monitored and adjusted to ensure disinfection of the process stream and minimization of disinfection by products. Recent volatility in the chemical market has had dramatic effect on the operating cost of a chlorine system. This system provides a reliable disinfection of waste effluent greatly reducing the use of chemicals treating the effluent later distributed as reclaimed water to City Customers.

PROJECT COST METHODOLOGY

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Construction	2,430,000	0	0	0	0	2,430,000	0
Design	270,000	0	0	0	0	270,000	0
Total	2,700,000	0	0	0	0	2,700,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
State of Florida	1,500,000	0	0	0	0	1,500,000	0
Wastewater Impact Fees	1,200,000	0	0	0	0	1,200,000	0
Total	2,700,000	0	0	0	0	2,700,000	0

CAPITAL PROJECT DETAIL

PROJECT TITLE

Septic to Sewer Conversion

PROJECT#

435045

CATEGORY

Water and Wastewater Improvements

FUND

435-Wastewater Impact Fees

PROJECT LOCATION

MANAGEMENT

Engineering

PROJECT SCOPE

Oak Avenue, Magnolia Avenue, and Bonita Place area located within Ormond Beach City limits, just west of the intersection of Granada Blvd and Nova Road. The 76 homes on these streets are adjacent to existing

JUSTIFICATION

This project will improve the water quality of Misner's branch, a tributary of the Tomoka River by eliminating the flow of effluent water containing Nitrogen and Phosphorus. The State of Florida has allocated \$532,000 towards this project.

PROJECT COST METHODOLOGY

EXPENDITURE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Construction	1,440,000	0	0	0	0	1,440,000	100,000
Design	160,000	0	0	0	0	160,000	1,500,000
Total	1,600,000	0	0	0	0	1,600,000	1,600,000

REVENUE

	2022-23	2023-24	2024-25	2025-26	2026-27	Total 2022-23 to 2026-27	Other Requests without identified funding source
Wastewater Impact Fees	1,068,000	0	0	0	0	1,068,000	0
State of Florida	532,000	0	0	0	0	532,000	1,600,000
Total	1,600,000	0	0	0	0	1,600,000	1,600,000

CAPITAL PROJECT DETAIL

PROJECT TITLE

Utility Master Plan Update

PROJECT#

CATEGORY

Water and Wastewater Improvements

FUND

434-Water Impact Fees

PROJECT LOCATION

MANAGEMENT

Utilities

PROJECT SCOPE

Update to the Utility Master Plan including flow demands and projections, population projections, current system capacity and evaluation of improvements to the water, wastewater, and reuse systems, update of system models to identify deficiencies and recommend improvements, develop a schedule for future planning of CIP projects and required funding.

JUSTIFICATION

The Utility Master Plan provides a long term planning document which will identify the short, mid, and long range needs pertaining to the City's water and wastewater infrastructure. The most current comprehensive Utility Master Plan was completed in 2015. The plan was supplemented by a Western Service Area Master Plan Update initiated in 2019 and completed in 2020. Additionally, separate WTP & WRF Infrastructure Assessment Reports were completed in 2020 supplementing the latest Master Plan. Typically, comprehensive updates to the utility master plan are scheduled on a 5-10 year basis depending on development, population growths, and other needs that arise within the City's service area that impact the water and sewer infrastructure.

PROJECT COST METHODOLOGY

Costs based on previous master plan update costs adjusted for inflation.

<u>EXPENDITURE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Utility Master Plan & Rate Study	0	260,000	0	0	0	260,000	0
Total	0	260,000	0	0	0	260,000	0

<u>REVENUE</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>Total 2022-23 to 2026-27</u>	<u>Other Requests without identified funding source</u>
Wastewater Impact Fees	0	130,000	0	0	0	130,000	0
Water Impact Fees	0	130,000	0	0	0	130,000	0
Total	0	260,000	0	0	0	260,000	0



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Joyce A. Shanahan, City Manager

Date: August 16, 2022

Subject: City Manager Status Report, August 2022

Commission Goal: Governance - Other

Introduction

This item provides the City Commission monthly information regarding City activities.

Background

In order to keep the City Commission informed on a variety of issues in a comprehensive and timely manner, staff provides this report regarding the status of citywide activities. The purpose of the report is to highlight general information in the various areas of business such as financial, economic development, capital projects, planning and building activities.

Discussion

Reports

Please see the following reports attached to this memo:

1. Building Permit Activity July 2022
2. Capital Improvements Program (CIP) Status Report July 2022
3. Planning Memorandum August 2, 2022
4. Development Activity Report July 2022
5. Financial Status Report June 2022
6. Economic Development Report June 2022
7. First Step Shelter Monthly Update June 2022

CIP Projects

Storm & Sewer Lining

- Stormwater lining is nearly complete. Work on the sewer system along and under Granada is beginning.

Sanchez Playground

- The playground equipment has been received by the contractor. Staff has held a preconstruction site meeting with the installer. The installation is scheduled for the beginning of September.

Facility Hardening

- The door and window replacement grant project at City Hall is ongoing, the next building scheduled is Public Works and Fleet.

Workshops Held

Date

Topic

January 4, 2022	Shade Meeting - Collective Bargaining Discussion
February 15, 2022	Cassen Park
March 22, 2022	Parks & Recreation Master Plan Update - Final Draft
April 19, 2022	Shade Meeting
May 10, 2022	OB Life - Airport Focus
May 17, 2022	Reclaimed Water
June 7, 2022	Capital Improvements Program and Draft Budget
July 19, 2022	Operating Budget
August 3, 2022	Shade Meeting - Collective Bargaining Discussion

Recommendation

This report is for informational purposes and acceptance is recommended. Any additional information or clarification will be provided upon request, and staff will plan to proceed as directed.

Attachments:

- 07.31.2022, Building information (PDF)
- CIP Monthly Detail Report (PDF)
- 08.02.22 Planning Memorandum (PDF)
- 08.01.2022 MDR (PDF)

- June 2022 Financial Status Report (PDF)
- EconDev Monthly Report June2022 (PDF)
- First Step Shelter Monthly Update (PDF)

REVIEWED BY:

APPROVED BY:

Monthly Building Permit Summary

July 1 to July 31, 2022 versus July 1 to July 31, 2021 and year to date:

Total Building Permits Issued, including	July 1 to July 31, 2022	July 1 to July 31, 2021	<u>FY2021-22</u> <u>year to date</u> <u>(7/31/22)</u>	<u>FY2020-21</u> <u>year to date</u> <u>7/31/21</u>
Business Fire Inspection	1	4	46	58
Business Tax Receipt	7	11	71	91
Clearing, Tree Removal, Vegetation	21	16	203	234
Commercial Alterations	1	3	51	52
Commercial Buildings	1	2	6	8
Commercial Re-roof	1	5	23	35
Demolition	4	2	28	18
Dock	4	3	22	22
Door	26	16	228	261
Electrical (residential & commercial)	25	19	257	232
Fire Protection Systems	2	4	30	39
Garage or Carport	6	2	31	31
Garage sale	43	56	602	395
Gas	5	8	44	62
Generator	4	6	42	58
LDC (Driveways/Fences)	51	50	541	491
Mechanical (residential & commercial)	89	90	838	881
Mobile home set-up	3	0	23	34
Multi-Family Homes	0	0	68	0
Other categories (all other permits not listed)	15	36	238	339
Plumbing (residential & commercial)	21	7	137	105
Residential Remodel/Additions	10	4	100	99
Residential re-roof	88	63	1162	953
Screen room/hard roof	0	3	20	41
Screen enclosure only	9	5	54	42
Shed	0	2	9	34
Signs	10	8	105	104
Single Family Homes	3	12	66	120
Solar	12	6	114	74
Special Events	7	6	77	40
Swimming pool	6	4	83	90
Utility connection only	11	5	92	65
Windows	62	45	485	439
Total permits	548	503	5,896	5,547
Total Valuation	\$8,982,943	\$9,909,407	\$180,952,787	\$125,908,034
Total fees	\$55,191	\$52,813	\$808,522	\$617,881

CAPITAL IMPROVEMENT STATUS - as of August 1, 2022

Project	Status	Project Manager	Engineer/ Architect	Contractor	CIP Budget	Const Contract \$	Design Start	Bid Award	Const NTP	% Complete
Construction										
CDBG Fleming Playground	Construction is ongoing however Contractor is having labor issues so progress is slow.	Cara Culliver	In-House	PlayPower LT Farmington, Inc.	\$ 129,803	\$ 128,850		8/17/21	4/27/22	10%
Facility Hardening	Work at PD is 95% complete-final window and door to be installed early August. Contractor began installation City Hall installation July 27.	Cole Buck	DJDesign	Paul Culver Construction	\$ 1,000,000	\$ 999,000		1/4/22	6/8/22	63%
Gazebo Replacement 2 - CP II	Construction is on-going, gazebo is scheduled to ship early August.	George Lavatelli	In-House	A.G. Pifer Construction Co	\$ 60,000	\$ 59,293		1/4/22		13%
SONC Gym	Project construction is approximately 85% complete, however electrical component shipment is delayed until late September/early October due to supply chain issues.	Cole Buck	Zev Cohen	Saboungi Construction	\$ 1,100,000	\$ 1,079,880		8/4/21	1/3/22	85%
2022 Storm & Sewer Lining	Lining operations for stormwater are underway. Manhole repairs on Granada are anticipated to commence early August	Alex Schumann	In-House	Ric-Man Construction	\$ 800,000	\$ 754,762		3/22/22	6/13/22	15%
Wilmette Stormwater Pump Station	Wet well and electrical components have been installed. Start-up will be scheduled when the FPL electric service is installed mid-late August.	George Lavatelli	McKim/Creed	JD Weber Construction	\$ 550,000	\$ 512,153		2/16/21	11/1/21	85%
Airport Taxiway B Reconstruction, Taxiway D Rehabilitation	New pavement, electrical work and temporary striping on western segment of Taxiway D is complete. Taxiway B milling to begin in August.	Steven Lichliter	Hoyle Tanner	Halifax Paving	\$ 2,383,000	\$ 2,230,763		11/16/21	5/23/22	43%
PD Access Control Replacement	Pre-wiring for all phases is complete, cameras & card readers are 95% installed. Supply chain issues are delaying gate equipment shipment.	George Lavatelli	In-House	Empire Computing	\$ 268,000	\$ 192,451		4/19/22	5/23/22	67%
PD HVAC Upgrades	Bid awarded at the July 19 CC meeting. A pre-construction meeting will be scheduled upon contract execution.	George Lavatelli	In-House	General Mechanical Corporation	\$ 225,000	\$ 598,596		7/19/22		0%
CDBG South Washington Sidewalk Improvements	Bid awarded at the July 19 CC meeting. A pre-construction meeting will be scheduled upon contract execution.	Cara Culliver	In-House	Sanderdon Concrete Construction	\$ 114,611	\$ 117,623		7/19/22		0%
Bidding										
Fleming Avenue Drainage Improvements	Bids were opened on June 21 and are under review	Alex Schumann	McKim/Creed							
2022 Roadway Resurfacing	Project was advertised for bidding on July 24, bids are due on August 23.	Cole Buck	In-House		\$ 750,000					

Project	Status	Project Manager	Engineer/ Architect	Contractor	CIP Budget	Const Contract \$	Design Start	Bid Award	Const NTP	% Complete
WRF Clarifier Improvements	Bid award is scheduled for the August 16 City Commission meeting.	Mike Stephenson	Mead Hunt		\$ 170,000					
Downtown: Sidewalk Renovations	Bids were opened on July 14 and are under review.	Cara Culliver	In-House		\$ 2,000,000					
Design										
Cassen Park Improvements	Selection of design firm will be scheduled for City Commission approval in September.	Alex Schumann								
Doug Thomas Way Extension	Design in process	Alex Schumann	Upham		\$ 90,000		6/21			73%
Leeway Storage Tank & Pump Station Rehab	Design in process	George Lavatelli	Mead Hunt				3/22			77%
WM Replacement Ph 4-Mainland	Design is complete, project construction moved to FY 23/24	Cole Buck	Zev Cohen		\$ 250,000		4/21			100%
WM Replacement Ph 4-Peninsula	Design is complete, project construction moved to FY 23/24	George Lavatelli	McKim/Creed		\$ 250,000		4/21			100%
WRF Upgrades	Design in process	Mike Stephenson	Mead Hunt		\$ 170,000		7/21			84%
WTP Aeration, Clearwell & Splitter Box	Bid documents complete, permitting in process.	Mike Stephenson	McKim/Creed		\$ 2,220,000		1/21			100%

**CITY OF ORMOND BEACH
FLORIDA
PLANNING MEMORANDUM**

TO: City Commission
Joyce A. Shanahan, City Manager
Terri Hamsher, Executive Secretary
Randy Hayes, City Attorney
Claire Whitley, Assistant City Manager

Susan Dauderis, City Clerk
Steve Johnson, GIS
Taylor Lochert, City Clerk office
Cassidi Ritz, Paralegal
Cindy Pinizzotto, Senior Paralegal

FROM: Steven Spraker, AICP, Planning Director

DATE: August 02, 2022

SUBJECT: Agendas for Upcoming Meetings

Listed below are the preliminary agenda items for upcoming meetings. This list is to help prepare you in advance to meet advertising, notice and report writing deadlines. Please let me know at your earliest convenience if there are any problems with these items.

MTG. DATE	MTG.	TO LEGAL BY:	ITEM																																			
08/03	BOAA	NA	2 Maryann Terr. – 2 side and 1 rear yard setback – additions (BW) 562 North Ridgewood Avenue (RG)																																			
08/03	CC Date change		<table><tr><th colspan="5">Consent agenda</th></tr><tr><th>Item</th><th>Letter</th><th>To NJ</th><th>NJ Ad run</th><th>Post</th></tr><tr><td>River to Sea TPO funding agreement</td><td>NA</td><td>NA</td><td>NA</td><td>NA</td></tr><tr><td>Lien for demolition</td><td>NA</td><td>NA</td><td>NA</td><td>NA</td></tr><tr><td>MetroNet disposition item</td><td>NA</td><td>NA</td><td>NA</td><td>NA</td></tr></table>	Consent agenda					Item	Letter	To NJ	NJ Ad run	Post	River to Sea TPO funding agreement	NA	NA	NA	NA	Lien for demolition	NA	NA	NA	NA	MetroNet disposition item	NA	NA	NA	NA										
			Consent agenda																																			
			Item	Letter	To NJ	NJ Ad run	Post																															
			River to Sea TPO funding agreement	NA	NA	NA	NA																															
			Lien for demolition	NA	NA	NA	NA																															
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LDC Amendment, Warehouse, Indoor Mini-Warehouse	NA	7/15	7/22	NA																																		
08/08	Design Comm		5:30 pm																																			

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MTG. DATE	MTG.	TO LEGAL BY:	ITEM																																																		
08/09			5:30 pm 447105-1 S.R. 40 Improvements Public Meeting																																																		
08/11	PB		<table><tr><th colspan="5">1st reading</th></tr><tr><th>Item</th><th>Letter</th><th>To NJ</th><th>NJ Ad run</th><th>Post</th></tr><tr><td>Riverbend Academy Expansion</td><td>7/28</td><td>7/22</td><td>7/29</td><td>7/28</td></tr><tr><td>Volusia County Park parcels – land use</td><td>7/28</td><td>7/22</td><td>7/29</td><td>NA</td></tr><tr><td>Volusia County Park parcels – zoning</td><td>7/28</td><td>7/22</td><td>7/29</td><td>NA</td></tr></table>	1 st reading					Item	Letter	To NJ	NJ Ad run	Post	Riverbend Academy Expansion	7/28	7/22	7/29	7/28	Volusia County Park parcels – land use	7/28	7/22	7/29	NA	Volusia County Park parcels – zoning	7/28	7/22	7/29	NA																									
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8/15	OMS Board		5:30 pm																																																		
8/15	HLPB		Cancelled																																																		
08/16	CC	7/20	<table><tr><th colspan="5">Consent agenda</th></tr><tr><th>Item</th><th>Letter</th><th>To NJ</th><th>NJ Ad run</th><th>Post</th></tr><tr><td>Ormond Crossings Annual Report</td><td>NA</td><td>NA</td><td>NA</td><td>NA</td></tr></table> <table><tr><th colspan="5">2nd Reading</th></tr><tr><th>Item</th><th>Letter</th><th>To NJ</th><th>NJ Ad run</th><th>Post</th></tr><tr><td>Volusia County park (3239-03-17-0130) annexation</td><td>VC 7/15</td><td>8/2</td><td>8/9</td><td>NA</td></tr></table> <table><tr><th colspan="5">Discussion item</th></tr><tr><th>Item</th><th>Letter</th><th>To NJ</th><th>NJ Ad run</th><th>Post</th></tr><tr><td>Penland property</td><td>NA</td><td>NA</td><td>NA</td><td>NA</td></tr><tr><td>Impact Fee Study Update (tentative)</td><td></td><td></td><td></td><td></td></tr></table>	Consent agenda					Item	Letter	To NJ	NJ Ad run	Post	Ormond Crossings Annual Report	NA	NA	NA	NA	2 nd Reading					Item	Letter	To NJ	NJ Ad run	Post	Volusia County park (3239-03-17-0130) annexation	VC 7/15	8/2	8/9	NA	Discussion item					Item	Letter	To NJ	NJ Ad run	Post	Penland property	NA	NA	NA	NA	Impact Fee Study Update (tentative)				
Consent agenda																																																					
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Ormond Crossings Annual Report	NA	NA	NA	NA																																																	
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Penland property	NA	NA	NA	NA																																																	
Impact Fee Study Update (tentative)																																																					
9/7 Date change Wed.	CC	8/10	[T] Ormond MainStreet contract																																																		
9/8	Planning Board		[T] Tymber Creek Apartments [T] 801 N US Hwy 1, Outdoor Activity [T] North Interchange PBD [T] LDC Amendments – MSA (BW) [T] Non-RidgeHaven parcels zoning amendments (BW) [T] Certificate of Use – LDC Amendment																																																		
9/12	OMS Design Comm		5:30 pm																																																		
9/19	HLPB		4:00 pm																																																		

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MTG. DATE	MTG.	TO LEGAL BY:	ITEM				
9/19	OMS Board		5:30 pm				
9/21 Date change Wed.	CC	8/24					
10/05 Date change Wed.	CC		1 st reading				
			Item	Letter	To NJ	NJ Ad run	Post
10/05	BOAA		6:00 pm				
10/11	BFAB		6:00 pm				
10/13	PB		Planning Board				
			Item	Letter	To NJ	NJ Ad run	Post
10/17	HLPB		4:00 pm				
10/18	CC						
11/01	CC						
11/02	BOAA		6:00 pm				
11/10	PB		Planning Board				
			Item	Letter	To NJ	NJ Ad run	Post

7.1.c

MTG. DATE	MTG.	TO LEGAL BY:	ITEM				
11/15	CC		NO AGENDA ITEMS				
11/21	HLPB		4:00 pm				
12/07	BOAA		6:00 pm				
12/08	PB		Planning Board				
			Item	Letter	To NJ	NJ Ad run	Post
12/19	HLPB		4:00 pm				

Planning related City Commission items to be advertised by City Clerk's office

August 16, 2022

#	Item	Ad to be sent	Type	Run Date
1.	Volusia County park (3239-03-17-0130) annexation	July 26, 2022	Display Ad	August 2, 2022
2.	Volusia County park (3239-03-17-0130) annexation	August 2, 2022	Display Ad	August 9, 2022
3.				

September 7, 2022

#	Item	Ad to be sent	Type	Run Date
1.	No Planning items that require advertisement			

		Activity in last 14 days	Item completed
#	Project	Status	Staff Contact
Studies			
1.	FDEP Resiliency Grant	Grant awarded. Present to CC for acceptance. Date undetermined.	BW
2.	Impact Fee Update	Met with impact fee consultants. Working toward a date for meeting with building community and City Commission workshop. Draft report under staff review. Workshop undetermined.	SSS/BW
3.	Stormwater (Engineering lead)	Draft under review.	DEA/BW
4.	Former Riverbend Golf Course (Economic Development lead)	Provided comments on scope of services to Economic Development Director. Approved on 10/5/21 City Commission agenda.	ED/SSS
5.	Water Supply Work Program	Required by the state. Due August 2023.	Utilities/SSS
Downtown			
6.	Sidewalk banding	Bids received and under review.	Engineering
7.	Cabinet Wraps	Awaiting on artist agreements.	BW
8.	Cassen Park (Engineering lead - design)	Working on site redesign. City Commission workshop conducted on 2/15/22. RFP for design consultant issued. Bids received and under review.	Engineering
Development projects			
9.	Former Tomoka Golf course	Awaiting SPRC resubmittal. https://www.ormondbeach.org/1013/Tomoka-Reserve	SSS/SPRC
10.	Courtyards at Ormond Beach	1 st SPRC review completed. Neighborhood meeting occurred on August 25, 2021. Awaiting a resubmittal.	SSS/SPRC
11.	251 South Atlantic Avenue, vacant lot	Pre-application meeting with the SPRC for a transient lodging. Concept plan showed single-family residential on west side of SR A1A where former hospital existed. Site plan submittal under review. https://www.ormondbeach.org/1018/Ormond-Beach-Holdings-LLC	SSS/SPRC
12.	55 North Nova Road	Splash Car Wash. Two pre-application meetings held. Planning Board recommended approval 5-2. 7/19 & 8/3 CC dates. https://www.ormondbeach.org/1017/Splash-Car-Wash	RG/SSS/SPRC
13.	Tymber Creek Apartments	300 Apartment units. Submittal received – SPRC comments issued. Neighborhood meeting occurred. https://www.ormondbeach.org/1015/Tymber-Creek-Apartments	SSS/SPRC
14.	North Interchange storage/warehouse	Application submitted for a 4-story indoor self-storage and industrial warehouse. Under SPRC review. https://www.ormondbeach.org/1021/North-Interchange	SSS/SPRC

#	Project	Status	Staff Contact
15.	RidgeHaven	ISBA – complete Annexation – Scheduled 3/1/22 & 3/22 – CC Land Use – in process PRD – submitted https://www.ormondbeach.org/1019/RidgeHaven Site plan reviewed and comments issued. Neighborhood meeting completed on 7/26.	SSS/SPRC
16	Riverbend school expansion	2 nd SPRC submittal under review. Neighborhood meeting completed on 7/25/22. https://www.ormondbeach.org/1022/Riverbend-School-Expansion	SSS/SPRC
17	Regal Multi-family	1 st SPRC submittal under review. Planning Board recommended approval 7-0. 7/19 & 8/3 CC dates. https://www.ormondbeach.org/1016/Regal-Multi-Family	SSS/SPRC
18	801 North U.S. Highway 1	1 st SPRC review. Special Exception to allow canoe and Kayak rentals. https://www.ormondbeach.org/1023/801-North-US-Highway-1-Special-Exception	RG/SPRC
Permitting software			
19.	Tyler/Energov Upgrade	Go live 10/1/2023 (tentatively). Creation of processes. Conversion of existing permitting software.	CB/LM/RG/SSS
Land Development Code/Zoning amendments			
20.	Warehouse, Indoor mini-rental	Allowance of indoor mini-rental warehouses in the I-1 zoning district. Planning Board recommended approval 7-0. 7/19 & 8/3 CC dates.	SSS
21.	ISBA (2 nd amendment) MSA	Amend LDC to include 2nd ISBA amendment.	BW
22.	Non-RidgeHaven parcels	Zoning amendments for properties in 2 nd ISBA amendment not owned by Ridgehaven.	BW
23.	Volusia County parkland	Amend land use and zoning to Special Environmental. On PB agenda for 8/11/22.	
24.	Business Tax Receipt process	Amend BTR process, create certificate of use.	RG
25.	Expiration of variance	Allow 1 year extension.	SSS
26.	Creation of I-2 zoning district	Would apply to existing Volusia County land area north of Hull Road.	SSS
27.	Townhomes	Review existing standards, consider B-7 and B-8 zoning districts.	SSS
Other jurisdictions			
28.	Daytona Beach western development	1. Avalon Park preliminary plat approved. 2. No submittal for Avalon Park final plat. 3. Comprehensive plan submittal for Hand Avenue parcel near Williamson – reducing infrastructure impact. 4. Meetings occurring between Avalon Park, Daytona Beach and Ormond Beach. All traffic study comments were provided to Lassiter Transportation Group. 5. OB Life participation.	SSS
Miscellaneous			
29.	CRS 5-year Cycle Visit August 4, 2022 (Date changed)	Floodplain requirement/audit to remain in CRS program.	BW

#	Project	Status	Staff Contact
30.	State law changes	Implement changes based upon recent legislation. Include HB1059 and condo maintenance for multi-story buildings.	SSS/TG
31.	MacDonald House renaming recommendation of HLPB	Discussion item prepared. No City Commission date determined.	BW
32.	Easements, Flagler County	Celadine and Iris	SSS
33.	Joint purchase of the Penland property – Volusia Forever	Joint purchase of a 19 acre parcel with St. Johns River Water Management District and Volusia County. Property would be under a conservation easement and would allow passive recreation for bike and walking trails. Discussion item scheduled for August 16, 2022.	SSS/BW
Plats			
34.	Ormond Gateway	Plat approved. No additional action to date.	SSS
35.	Plantation Oaks, Unit 1A (Tiger Oaks)	Preliminary plat approved. Project under construction. Final plat comments provided. Scheduled for 06/07/22 & 7/19/22 City Commission meetings. Final plat under review.	SSS
36.	Cupola Preliminary Plat	City Commission review on 1/18/2022. Project under construction.	SSS/SPRC
Annexation			
37.	Volusia County park (3239-03-17-0130)	0.21 parcel to be incorporated into a park at Plantation Oaks Boulevard and Old Dixie Highway. On CC agenda for 8/3 & 8/16.	SSS

Completed			
	Tattersall at Tymber Creek (former Marshside)	Denied (5-1) by Planning Board. Denied by City Commission.	SSS/SPRC
	Redistricting	Workshop held. Resolution of Intent approved 01/04/2022. Ordinance scheduled for 2/15 and 3/1 CC.	GIS/SSS
	295 Interchange Depot PBD zoning map amendment	Approved, SPRC development order issued. Under construction.	SSS
	48 West Granada Boulevard, Outdoor Activity	Special Exception approved.	SSS
	215 Williamson Boulevard, Regal Center PBD	Zoning Map Amendment approved. Project seeking an amendment to allow multi-family (310 units).	SSS
	722 South Atlantic Avenue and Benjamin Drive Land Use and Zoning corrections	Land use and zoning amendments approved.	BW
	100 & 124 West Granada Boulevard Special Exception	Signage Special Exceptions approved.	BW
	Ridgehaven Small Scale Land Use amendments	Issue with adoption of 89.99 acres prior to the text amendments per DEO.	BW
	Avalon Park Traffic Study review	HDR completed traffic study review for the Avalon Park (Minto property) development. Awaiting responses.	Multiple
	Park and Rec Master Plan	To be presented for adoption ay 6/7/22 CC meeting.	CC/BW/SSS/LS
	Plantation Oaks, major amendment	Neighborhood held on 12/6/2021. Reviewed at 04/14/2022 Planning Board meeting. Scheduled for 05/17/22 and 06/07/22 City Commission meetings.	SSS/SPRC

	Waterfront setbacks	Exploring amendment to utilize viewing angles in addition to calculated average setback. Presented discussion item to the Planning Board. Approved at 4/14/22 Planning Board. Scheduled for 05/17/22 and 06/07/22 City Commission meetings.	RG
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RESIDENTIAL PROJECTS

A	Courtyards at Ormond
B	Cupola at Oceanside
C	Plantation Oaks - 1A
D	Plantation Oaks - 2B
E	Plantation Oaks - 2C
F	Plantation Oaks - 2D
G	Regal Multifamily
H	Ridgehaven
I	Stanton Grove
J	Tattersall at Tymber Creek
K	Tides Edge
L	Tomoka Reserve
M	Tymber Creek Apartments

COMMERCIAL PROJECTS

1	783 North US Hwy 1 - Campana
2	801 North US Hwy 1
3	Air One
4	Caldera Spas
5	Dunkin Donuts
6	Falls Guard House Modification
7	Georgian Inn Recreation
8	GPR 1
9	Hull Road RV and Boat Storage
10	Interchange Depot
11	KOMN Condominium Association INC
12	Love Whole Food Expansion
13	North Interchange Industrial Flex Space
14	North Interchange Self Storage
15	McNamara Warehouse
16	Ocean Club Ormond Beach
17	Ormond Art Museum & Gardens
18	Ormond Beach Holdings LLC
19	Ormond Beach Holdings LLC
20	Ormond Central
21	Ormond Gateway
22	Paradise Point ALF
23	Perrott Depot
24	Regal Center
25	Revella at Ormond Beach ALF
26	Riverbend Church School Expansion
27	Shoppes at Granada Pointe
28	Splash Car Wash
29	SONC Outdoor Basketball Court
30	SONC Gymnasium
31	Total Comfort
32	Valiant Diners Expansion - Phase 3
33	Volusia County Park Parcels
34	Walgreens/Commerical Area Improvements

ORMOND BEACH - UTILITY PROVIDER ONLY

35	101 Town and Country Lane
36	Beachview Cove
37	2284 Ocean Shore Boulevard
38	Celedine Subdivision (Flagler)
39	Force Main Extension (Flagler)
40	Huntington Forcmain Extension (Flagler)
41	Iris Subdivision (Flagler)
42	Ocean Village Townhomes
43	Surf Style
44	Traders Inn Beach Club
45	Verona Oceanside



City of Ormond Beach Commercial Development Report, as of August 1, 2022

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#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	Neighborhood meeting	Advisory Board	City Commission	Final Approval	DO Expiration	LDC Extension Expiration	Building Permit Info	Building Permit Value	Eng. Permit	Eng. Permit Constr. Value	Under Construction	CO Issued	E or Arc = Project Engineer or Architect O = Owner A = Applicant
1	783 N US HWY 1, CAMPANA 783 N US HWY 1 PZ# 2016-010	Construction of a 1,216 SF building for kayak rental & repair and associated site improvements on a 1.03 acre site.	11.06.15	11.20.15	02.03.16	03.11.16	05.20.16	Not applicable	Not applicable	Not applicable	05.24.16	Under Constr.		Issued 09.25.17	\$80,000	Issued 05.27.16	\$35,000	55%		E = Alann Engineering Group ARC/E: W.A. Cross O = Steven Campana
2	801 N US HWY 1 801 N US HWY 1 PZ# 2022-072	Special Exception application to allow outdoor activities that include canoe and kayak rentals	06.29.22	07.13.22	Resubmittal due by 01.13.23			Not applicable	Required	Required										O = Tidewater Real Estate Holdings, LLC
3	AIR ONE 390 Andalusia Avenue PZ# 2021-048	Construction of a 2,500 square foot storage/warehouse building on a 1.1 acre property.	04.07.21	04.28.21	06.15.21	07.07.21	08.19.21	Not applicable	Not applicable	Not applicable	09.15.21	09.15.23		Not applied	Not applied	Not applied	Not applied			E = Newkirk Engineering, Inc. O = Francis Family LLC
4	CALDERA SPAS 1141 North U.S. Highway 1 PZ# 2022-007	Renovate existing building for new business and associated site improvements. No new building square footage.	11.16.21	11.30.21				Not applicable	Not applicable	Not applicable	01.25.22	Under Constr.		Issued 02.23.22	\$23,000	Issued 02.22.22	\$38,000	50%		E = Newkirk Engineering, Inc. O = CMD Realty, LLC
5	DUNKIN DONUTS 1535 North U.S. Highway 1 PZ# 2019-002	Demolition of existing gas station (1,254 SF) and construction of a Dunkin Donuts coffee shop (2,013 SF) building with drive thru and associated site improvements.	11.26.18	12.11.18	04.05.19	05.09.19		Not applicable	Not applicable	Not applicable	05.22.19 revised 06.28.21	Under Constr.		Issued 02.02.20	\$300,000	Issued 07.17.19	\$71,500	95%		E = Anderson-Dixon, LLC O = Afshari 1535 LLC
6	FALLS GUARD HOUSE MODIFICATION 1 Falls Way PZ# 2021-064	Modification of the site's access to include a resident bypass lane and gated access. No new building square footage.	04.30.21	06.02.21	7.24.21			Not applicable	Not applicable	Not applicable	08.13.21	Under Constr.		12.01.21	58,030	Not applied	Not applied			E = Zev Cohen & Associates O = Mhm communities
7	GEORGIAN INN RECREATION 749 South Atlantic Avenue PZ#2022-067	Construction of a 1,212 square foot recreation building and amenities for the Georgian Inn on a 0.72 acre parcel.	06.14.22	06.26.22	Resubmittal due by 12.26.22			Not applicable	Not applicable	Not applicable										E = Parker Mynchenberg & Associates, Inc. O = Georgian Inn Beach Club Association, Inc.
8	GPR 1 105 Runway Drive PZ# 2021-093	One story industrial building of 30,000 square feet on 3.35 acres within the Airport Business Park.	08.16.21	09.01.21	09.17.21			Not applicable	Not applicable	Not applicable	10.01.21 revision 12.02.21	Under Constr.		Issued 10.25.21	\$2,708,400	Issued 10.27.21	\$397,019	92%		E = Newkirk Engineering, Inc. O = GPR1 LLC E = BPF Design Inc.
9	HULL ROAD RV & BOAT STORAGE 835 Hull Road PZ# 2021-006	Proposed RV & Boat storage of 20 spaces and associated site improvements on a 0.78 acre parcel.	11.18.20	12.01.20				Not applicable	Not applicable	Not applicable	04.16.21	04.16.23		Not applicable	Not applicable	Not applied	Not applied			E = Newkirk Engineering, Inc. O = BMill Inc.
10	INTERCHANGE DEPOT 295 Interchange Boulevard PZ# 2021-072	Three storage facility of 111,825 square feet on a 2.94 acre parcel and associated site improvements	06.11.21	06.25.21	09.16.21			08.05.21	10.14.21 (Approved 7-0)	11.16.21 (Approved 5-0) & 12.07.21 (Approved 5-0)	12.08.21	12.08.23		Issued 05.10.22	\$12,619,451	Issued 03.02.22	\$711,015	35%		E = Newkirk Engineering, Inc. O = Southwest I-95, LLC APP = 295 Interchange LLC
11	KOMN CONDOMINIUM ASSOCIATION INC 85 Hangar Way PZ# 2021-014	Construction of two hangers. Lots 1 & 2 are 1.63 acres and a building of 15,720 SF. Lot 3 is 2.24 acres and a building of 23,520.	11.25.20	12.15.20				Not applicable	Not applicable	Not applicable	12.23.20	Under Constr.		Issued 09.01.21	\$983,443 & \$1,471,411	Issued 04.01.21	\$217,441.65	85%		E = Newkirk Engineering, Inc. APP = KOMN Condominium Association, Inc. O = City of Ormond Beach
12	LOVE WHOLE FOOD EXPANSION 275 Williamson Boulevard PZ# 2021-096	Addition of a 4,765 square foot building at the existing Love Whole property and associated site improvements.	10.06.21	10.24.21	04.19.22	04.26.22		Not applicable	Not applicable	Not applicable	06.10.22			Not applied	Not applied	Not applied	Not applied			E = Zev Cohen & Associates, Inc. O = Love Whole Foods
13	NORTH INTERCHANGE INDUSTRIAL FLEX SPACE Flagler Road (3136-01-69-0020) PZ# 2022-076	Proposed two 11,999 square foot industrial flex space buildings on 2.34 acres and associated site improvements.	06.29.22	07.18.22	Resubmittal due by 01.18.23			Not applicable	Required	Required										E = Newkirk Engineering, Inc. O = BHT Holdings, LLC

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14	NORTH INTERCHANGE SELF STORAGE Flagler Road (3136-01-68-0020) PZ# 2022-075	Proposed 4-story self storage facility (110,900 square feet) with 28 RV and boat parking spaces on 3.40 acres and associated site improvements.	06.30.22	07.18.22	Resubmittal due by 01.18.23			Not applicable	Required	Required										E = Newkirk Engineering, Inc. O = BHT Holdings, LLC
15	McNAMARA WAREHOUSE 460 Andalusia Avenue PZ# 2021-030	Construction of an 840 square foot warehouse and associated site improvements on a 0.10 acre property.	01.12.21	01.28.21	03.16.21			Not applicable	Not applicable	Not applicable	04.27.21	Under Constr.		Issued 09.01.21	\$66,177	Issued	\$2,000	65%		E = Parker Mynchenberg & Associates, Inc. O = McNamara Construction
16	OCEAN CLUB ORMOND BEACH 88 South Atlantic Avenue PZ# 2019-026	Demolition of existing building (10,866 SF) and construction of a new retail shop (8,596 SF) and related site improvements.	01.15.19	01.31.19	06.06.19	06.03.21		06.19.19	07.11.19	08.20.19 & 11.05.19 - Approved	08.08.21	08.08.23		In Review	\$1,800,000	Not applied	Not applied			E = The Performance Group O = 88 South Atlantic, LLC
17	ORMOND ART MUSEUM & GARDENS 78 East Granada Boulevard PZ#2022-051	Request for one additional wall sign of 24 square feet and outdoor music under certain conditions.	05.02.22	NA				05.19.22	06.09.22 Approved	07.19.22 Approved	07.19.22			Not applicable	Not applicable	Not applied	Not applied			APP = Ormond Art Museum & Gardens, Inc.
18	ORMOND BEACH HOLDINGS LLC 251 South Atlantic Avenue PZ #22-018(b)	Proposed five story, 95,700 square foot hotel with 137 rooms, associated driveways, parking (108 spaces east of SRA1A and 62 spaces west of SRA1A) stormwater, utilities, signage, lighting, landscaping, public sidewalk and ADA beach access, and hotel related beach access	03.09.22	04.04.22	Resubmittal due by 10.10.22			Required	Required	Required				Not applied	Not applied	Not applied	Not applied			E = Parker Mynchenberg & Associates, Inc. O = Memorial Health Systems, Inc. APP/O = Ormond Beach Holdings, LLC
19	ORMOND BEACH HOLDINGS LLC 264 South Atlantic Avenue PZ #22-018(a)	Land use application from "Public Institutional" to "Low Intensity Commercial" and "Low Density Residential"	05.06.22	05.18.22	06.14.22	Resubmittal due by 12.14.22		Required	Required	Required				Not applied	Not applied	Not applied	Not applied			E = Parker Mynchenberg & Associates, Inc. O = Memorial Health Systems, Inc. APP = Ormond Beach Holdings, LLC
20	ORMOND CENTRAL 1 South Old Kings Road PZ# 2015-072	Proposed 4 unit, 8.72 acre commercial development. Project proposes site improvements to develop 4 pad ready sites.	04.09.16	04.26.16	11.16.16	02.01.17	08.02.17	08.30.17	10.12.17 Recommended Approval	11.21.17 & 12.05.17 Approved	12.08.17	Vested with demolition		Not applied	Not applied	Not applied	Not applied			O = Ormond Central Investors, LLC E = Newkirk Engineering, Inc.
21	ORMOND GATEWAY 1670 North U.S. Highway 1 PZ# 2020-091	Development of a three lot commercial subdivision and associated site improvements.	09.11.20	10.06.20	12.16.20	02.01.20		Not applicable	01.14.21 Approved	2.16.21 Approved	03.01.21	03.01.23		Not applied	Not applied	Not applied	Not applied			E = Zev Cohen & Associates, Inc. O = Destination Interchange, LLC
22	PARADISE POINT ALF 350 Clyde Morris Boulevard PZ# 2021-015	87 unit Assisted Living Facility (ALF) for 100 residents. Total SF of 73,952 on a 12.05 acre parcel.	11.20.20	12.15.20	04.27.21			02.11.21	Not applicable	Not applicable	05.24.21	05.24.23		Issued 10.05.21	\$12,463,061	Issued 06.10.21	\$1,313,449	75%		E = Mark Dowst & Associates, Inc. APP = Paradise Pointe of Ormond Beach, LLC ARC = BPF Design, Inc.
23	PERROTT DEPOT 29 North Perrott Drive PZ #2021-029	Redevelopment of 1.86-acre site that has an existing 4,834 distribution/warehouse use to include 12,540 square feet of self-storage buildings.	01.12.21	02.02.21	03.19.21	05.24.21		02.17.21	Not applicable	Not applicable	06.08.21 Revision 11.09.21	Under Constr.		Issued 02.17.22	\$410,000	Issued 12.03.21	\$250,000	55%		E = Newkirk Engineering, Inc. O = Hand & Yonge, LLC ARC = BPF Design, Inc.
24	REGAL CENTER 215 Williamson Boulevard PZ #2022-002	Modifications to an existing 12 acre parcel to relocate a wet detention pond to rear of site for a proposed 1.31 acre outparcel fronting Williamson Boulevard.	10.24.21	11.08.21	12.27.21			Not applicable	12.09.21 (Approved 6-0)	01.18.22 (Approved) & 02.01.22				Not applied	Not applied	Not applied	Not applied			E = Newkirk Engineering, Inc. O = Regal Cinemas APP = 215 Williamson Investors, LLC
25	REVELLA AT ORMOND BEACH ALF 1211 West Granada Boulevard PZ# 2021-073	150 resident Assisted Living Facility, 120,501 SF on 5.54 acres and associated site improvements	05.29.21	06.27.21	08.31.21			06.28.21	Not applicable	Not applicable	09.28.21	09.28.23		Not applied	Not applied	Issued 04.26.22	\$2,184,284	10%		E = Mark Dowst & Associates, Inc. O = 1245 Blvd. Investors, LLC APP = Ormond Beach Investments, LLC
26	RIVERBEND CHURCH SCHOOL EXPANSION 2080 West Granada Boulevard PZ# 2022-036	Special Exception amendment to increase number of allowed students from 200 to 600, including the construction of new classrooms totaling 13,327 square feet.	03.11.22	03.27.22	07.20.22	Resubmittal due by 01.20.23		07.25.22	08.11.22	09.21.22				Not applied	Not applied	Not applied	Not applied			E = Mark Dowst & Associates, Inc. O = Riverbend Community Church, Inc.

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27	SHOPPES AT GRANADA POINTE 550 West Granada Boulevard PZ# 2019-120	Construction of a 21,114 square foot building on 2.52 acres within the Granada Pointe development and associated site work.	10.17.19	11.04.19	12.02.19			Not applicable	Not applicable	Not applicable	12.14.19	12.14.21	12.14.22	Not applied	Not applied	Issued 03.11.22	\$486,082	0%		E = Newkirk Engineering, Inc. O = Granada Pointe Investors, LLC ARC = BPF Design, Inc.		
28	SPLASH CAR WASH 55 North Nova Road PZ# 2022-041	Redevelopment of a 2.53 acre parcel of a vacant church for a full service car wash with a 9,956 square foot building.	04.27.22	05.11.22	06.06.22	Resubmittal due by 12.06.22		Not applicable	06.09.22 Approved	07.19.22 & 08.03.22				Not applied	Not applied	Not applied	Not applied			E = Upham Engineering O = Port Orange Investors, LLC APP = Ormond Car Wash Investments, LLC		
29	SONC OUTDOOR BASKETBALL COURT 176 Division Avenue PZ# 2022-036	Construction of a gymnasium of 7,429 SF over existing outdoor basketball court.	3.24.22	04.05.22				Not applicable	Not applicable	Not applicable	04.29.22			NA	NA	Issued 05.17.22	NA	60%		E = Newkirk Engineering, Inc. O = City of Ormond Beach		
30	SONC GYMNASIUM 176 Division Avenue PZ# 2021-035	Construction of an outdoor basketball court.	11.11.20	11.24.20	01.26.21			Not applicable	Not applicable	Not applicable	02.21.21	02.21.23		Issued 01.03.22	\$1,738,905	Issued 01.03.22	\$142,110	50%		E = Zev Cohen & Associates O = City of Ormond Beach ARC = DJ Design, Inc.		
31	TOTAL COMFORT 1345 North U.S. Highway 1 PZ# 2018-080	A phased development. Phase 1 is an RV and Boat facility of 150 spaces. Phase 2 is two 15,370 SF building with associated site improvements. Total site is 11.47 acres.	09.19.19	10.08.19				Not applicable	Outdoor storage 04.11.19	Outdoor Storage Approved 05.21.19	Revision 07.27.21	Under Constr.		Issued 02.01.21 & 02.03.21	RV building = \$206,609 Office= \$1,608,639	Issued 07.31.19	\$1,529,684.52	95%		E = Parker Mynchenberg & Associates, Inc. App = Cameo Solutions, LLC ARC = BPF Design, Inc.		
32	VALIANT DINERS EXPASNION, PHASE 3 15 West Tower Circle PZ# 2022-027	Expansion of existing facility with a 11,250 square foot building and associated site improvements	02.21.22	03.09.22	Due 08.08.22			Not applicable	Not applicable	Not applicable				Not applied	Not applied	Not applied	Not applied			E = Zev Cohen & Associates O = Padwell Holdings, LLC		
33	VOLUSIA COUNTY PARK PARCELS Plantation Oaks Blvd & Old Dixie Highway PZ# 2022-057 & 058	Land use and zoning amendments for parcels 3124-00-00-0022, 3239-03-17-0130, and 3239-03-07-0100 to go to "Recreation/Open Space" land use and Special Environmental zoning.	03.30.22	NA				Not applicable	08.11.22	Required										O = County of Volusia		
34	WALGREENS/COMMERCIAL AREA IMPROVEMENTS 2001 West Granada Boulevard PZ# 2022-038	Modifications to the access to West Granada Boulevard and stormwater improvements to Walgreens site	03.21.22	04.05.22	04.22.22	06.03.22	06.28.22	Not applicable	Not applicable	Not applicable	07.14.22			Not applied	Not applied	Not applied	Not applied			E = Newkirk Engineering, Inc.		
Ormond Beach is Utility Provider Only																						
35	101 TOWN & COUNTRY LANE 101 Town & Country Lane PZ #2019-078	Utility connection for existing multi-family development.	05.07.19	06.10.19	07.07.19			Outside City	Outside City	Outside City	07.18.19	Under constr.	NA	Not applicable	Not applicable	Utilities only Issued 09.11.2019	\$126,650	40%		E = Ultra Design Consultant, Inc.		
36	BEACHVIEW COVE 2960 Oceanshore Boulevard PZ#21-045	28 lot subdivision in Volusia County. Utility connection only	08.24.21	09.06.21	10.01.21	10.29.21		Outside City	Outside City	Outside City	11.11.21	06.15.23		Not applicable	Not applicable	Not applied	Not applied			E = Alliant O = Lake Pointe Villas LLC		
37	2284 OCEAN SHORE BOULEVARD 2284 Ocean Shore Boulevard PZ-2021-045	Septic to sewer connection	03.21.21	04.05.21	05.25.21			Outside City	Outside City	Outside City	06.15.21	06.15.21		Not applicable	Not applicable	Not applied	Not applied			E = Alann Engineering Group O = Steven Sahai		
38	CELEDINE SUBDIVISION (FLAGLER) PZ# 2021-069 Flagler County	Utility connection for 99 single-family homes. Flagler County (Hunter's Ridge).	05.12.21	06.07.21	08.30.21	10.19.21		Outside City	Outside City	Outside City	11.22.21	11.22.23		Not applicable	Not applicable	Issued 06.24.22	\$1,073,894 utilities only	0%		E = Alann Engineering Group O = U.S. Capital Alliance, LLC		
39	FORCE MAIN EXTENSION (FLAGLER) PZ# 2021-070 Airport Road right-of-way	Force main extension in Flagler County (Hunter's Ridge DRI) along Airport Road	05.12.21	06.07.21	08.30.21			Outside City	Outside City	Outside City	08.31.21	Under Constr.		Not applicable	Not applicable	Issued 06.20.22	\$834,160 utilities only	80%		E = Alann Engineering Group O = U.S. Capital Alliance, LLC		
40	HUNTINGTON FORCE MAIN EXTENSION Huntington subdivision PZ #-19-024(A)	Force main extension within the Huntington subdivision	08.19.19	09.10.19				Outside City	Outside City	Outside City	04.29.20	Under Constr.		Not applicable	Not applicable	Approved (21-7125) 09.27.21	\$117,025	95%		E = Zev Cohen and Associates, Inc.		

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41	IRIS SUBDIVISION (FLAGLER) PZ# 2021-071 Flagler County	Utility connection for 76 single-family homes. Flagler County (Hunter's Ridge)	05.12.21	06.07.21	10.29.21			Outside City	Outside City	Outside City	01.10.22	01.10.24		Not applicable	Not applicable	Not applied	Not applied			E = Alann Engineering Group O = U.S. Capital Alliance, LLC
42	OCEAN VILLAGE TOWNHOMES 90 Verona Vista Ct. PZ# 2020-056	19 unit townhome development on 3.75 in Volusia County.	05.21.20	06.03.20				Outside City	Outside City	Outside City	07.17.20	Under Constr.	NA	Not applicable	Not applicable	Issued 11.02.21	\$139,028	90%		E = Alann Engineering Group, Inc. O = Cornelius Prior APP = John Wine
43	SURF STYLE 1054 Ocean Shore Boulevard PZ# 2022-006	Volusia County project. Development of a 10,890 building. SPRC review is for the utility connection.	11.16.21	11.29.21				Outside City	Outside City	Outside City	01.10.22	01.10.24		Not applicable	Not applicable	Not applied	Not applied			E = Zev Cohen and Associates, Inc. O = 1054 Ocean Shores Blvd, LLC
44	TRADERS INN BEACH CLUB 1355 Ocean Shore Boulevard PZ #2022-031	Connection to city sewer services, including lift station.	03.10.22	03.16.22				Outside City	Outside City	Outside City	04.08.22	04.08.24		Not applicable	Not applicable	Not applied	Not applied			E - Mark Dowst & Associates O = Traders Inn Beach Club Association, Inc.
44	VERONA OCEANSIDE PZ #2020-011 2162 Ocean Shore Boulevard	Volusia County project. Replat of 3.50 acres into 5 single-family lots and 18 multi-family townhome lots.	12.08.19	12.27.19	06.08.20			Outside City	Outside City	Outside City	06.18.20	Under Constr.	NA	Not applicable	Not applicable	Utilities only Issued 05.19.21	\$117,270	95%		O = MHK Of Volusia County E = Parker Mynchenberg & Associates

City of Ormond Beach Residential Development Report, as of August 1, 2022

#	Project	Description	Application Date	1st Review	2nd Review	3rd Review	4th Review	Neighborhood meeting	Advisory Board	City Commission	Final Approval	DO Expiration	LDC Extension Expiration	Eng. Permit	Eng. Permit Constr. Value	Under construction	E or Arc = Project Engineer or Architect O = Owner A = Applicant
A	COURTYARDS AT ORMOND 135 North Yonge Street PZ# 2021-079	Construct a 3 unit, 10,889 square foot retail building and a 48 unit multi family apartment complex.	06.17.21	07.09.21				08.15.21	Required	Required							E = Parker Mynchenberg & Associates O = CST Holdings, LLC ARC = BPF Design
B	CUOLA AT OCEANSIDE 100 North Halifax Drive PZ# 2021-068	12 two story townhomes - previously Halifax 100- and associated site improvements.	05.17.21	06.22.21				Completed	Approved	Approved	08.25.21	Under construction	Under construction	Issued 09.03.21	\$548,099	70%	E - Newkirk Engineering O = Halifax Enterprises LLC APP = Halifax Enterprises LLC
B	CUPOLA AT OCEANSIDE FINAL PLAT 100 North Halifax Drive PZ#2022-079	Final plat of 12 townhomes.	07.19.22	Due 08.05.22				Not Required	Not Required	Required							E - Newkirk Engineering O = Halifax Enterprises LLC
C	PLANTATION OAKS, 1A 1395 Fountain View Street PZ# 2020-029	Development of 121 lots on 100.91 acres. Preliminary plat. Single family homes.	02.06.20	03.01.20	04.09.21			Not Required	PB 05.13.21 Approved	CC 06.01.21	08.27.21	Under construction	Under construction	Issued 09.17.21	\$3,400,200	60%	E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, LLC
D	PLANTATION OAKS, 2B 2389 Destrenan Drive PZ# 2020-024	Development of 125 lots on 89.16 acres. Manufactured home phase.	12.14.17	01.24.18	07.17.18			Volusia County approval	Volusia County approval	Volusia County approval	09.20.18	Under construction	Under construction	Issued 03.29.2021	\$2,390,520	25%	E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, LLC
E	PLANTATION OAKS, 2C 2124 Esplanada Drive PZ# 2020-025	Development of 121 lots on 63.12 acres. Manufactured home phase.	12.14.17	2.07.18	07.17.18			Volusia County approval	Volusia County approval	Volusia County approval	09.20.18	Under construction	Under construction	Issued 09.17.21	\$3,044,572	2%	E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, LLC
F	PLANTATION OAKS, 2D 2258 Chretien Drive PZ# 2020-026	Development of 84 units on 27.32 acres. Manufactured home phase.	12.14.17	02.12.18	08.24.18			Volusia County approval	Volusia County approval	Volusia County approval	09.20.18	Under construction	Under construction	Issued 09.17.21	\$1,784,746	2%	E = Parker Mynchenberg & Associates O = Plantation Oaks of Ormond Beach, LLC
G	REGAL MULTIFAMILY 215 Williamson Boulevard PZ-22-047	Redevelopment of 310 multi-family units on 12 acres	04.22.22	05.06.22	07.22.22			Not Required	06.09.22 Approved	07.19.22 & 08.03.22							O = Southwest I-95, LLC E = Newkirk Engineering APP = LIV Development
H	RIDGEHAVEN Plantation Oaks Boulevard & Addison Drive PZ-22-061	96 duplex units and 202 single-family lots within a Planned Residential Development on 103.45 acres	05.23.22	06.13.22				07.26.22	Required	Required							O = Snillco Family Limited Partnership E = Parker Mynchenberg & Associates APP = RidgeHaven LLC
I	STANTON GROVE 183 South Orchard PZ-22-062	21 unit rental townhome project consisting of three buildings on 3.92 acres.	05.27.22	06.13.22				Not required	Not required	Not required							E = Newkirk Engineering O = Stanton Grove, LLC
J	TATTERSALL AT TYMBER CREEK TyMBER Creek Road and Airport Road PZ# 2022-082	Construct of 129 lot subdivision and associated site improvements.	07.12.22	Due 08.02.22				Required	Required	Required							E = Zev Cohen & Associates O = Tymber Sky, LLC & Enclave of Tymber Creek LLC APP = Paylin Tymber 1 and 2, LLC
K	TIDES EDGE 264 South Atlantic Avenue PZ# 2022-018	Preliminary plat for 15 single-family lots.	05.31.22	06.13.22				Required	Required	Required							E = Parker Mynchenberg & Associates O = Memorial Health Systems, Inc. APP = Contender Development, Inc.
L	TOMOKA RESERVE 20 Tomoka Oaks Boulevard PZ#-2022-043	Establishment of a Development Order for the former Tomoka Oaks Golf Course property of 147.94 acres. The application seeks 300 residential units or 2.03 units per acre	04.20.22	05.03.22				Required	Required	Required							O = Triumph Oaks of Ormond Beach I, LLC E - Zev Cohen & Associates APP = Cobb Cole
M	TYMBER CREEK APARTMENTS 2011 West Granada Boulevard PZ#2022-008	300 multi-family units and associated site improvements on a vacant 19.62 acre parcel.	12.07.21	12.27.21	04.28.22	06.23.22	07.22.22	06.08.22	Required	Required							E - Newkirk Engineering O = VCP Ormond Beach, LLC ARC = English Associates, Inc.

* Highlighted projects indicate change in status (such as SPRC approval, CC approval, building permits issued, or CO issued).

Planning public hearing items

7.I.d

City Commission items					
File Number	Item	Description	Planning Board	City Commission	City Commission
LUPA 2022-023	Second Amended Interlocal Service Boundary Agreement (ISBA) Future Land Use Map Amendment (Small Scale)	This is an administrative request to amend the City of Ormond Beach Comprehensive Plan's Future Land Use Map to include the expansion of the Municipal Service Area land uses consistent with the Second Amended Interlocal Service Boundary Agreement (ISBA) between the City of Ormond Beach and Volusia County pursuant to Chapter 171, Part II, Florida Statutes, as amended. The amendments are as follows: Land area owned by RidgeHaven - 84.26 acres: From existing Volusia County "Urban Medium Intensity" (UMI) to City of Ormond Beach "Low Density Residential" (LDR). Proposed condition to limit density: The maximum gross density shall not exceed three (3) units per acre and total units for all lands within the RidgeHaven subdivision shall not exceed 298 residential units. Parcels within individual ownership (not owned by RidgeHaven) - 5.73 acres: From existing Volusia County "Urban Medium Intensity" (UMI) to City of Ormond Beach "Medium Density Residential" (MDR). Proposed condition to allow same density as Volusia County: The maximum gross density shall not exceed eight (8) units per acre.	06.09.2022 Approved 7-0	07.19.2022 Approved 5-0	Wednesday 08.03.2022
PBD 2022-041(A)	55 North Nova Road, Splash Car Wash, Zoning Map Amendment	This is a request from Ormond Car Wash Investments LLC, with authorization of the property owner, Port Orange Investors, LLC, for a zoning map amendment from B-8 (Commercial) to PBD (Planned Business Development). The subject property is approximately 2.53 acres and is located at 55 North Nova Road	06.09.2022 Approved 7-0	07.19.2022 Approved 5-0	Wednesday 08.03.2022
PBD 2022-041(B)	55 North Nova Road, Splash Car Wash, Issuance of a Development Order	This is a request from Ormond Car Wash Investments LLC, with authorization of the property owner, Port Orange Investors, LLC, for the issuance of a development order. The Planned Business Development seeks to demolish the existing on-site building and redevelop the property for a full service car wash including self-service vacuum and detail stations. The subject property is approximately 2.53 acres and is located at 55 North Nova Road	06.09.2022 Approved 5-2	07.19.2022 Approved 5-0 with conditions	Wednesday 08.03.2022
PBD 2022-047	215 Williamson Boulevard, Regal Multi-Family, Planned Business Development first amendment	This is a request from Southwest I-95, LLC., for a Planned Business Development amendment to allow the demolition of the existing 39,368 square foot former theater building and a maximum of 312 multi-family units on 12.00 acres at 215 Williamson Boulevard. The site plan as submitted contains 310 multi-family residential units. The subject property is shown below	06.09.2022 Approved 7-0	07.19.2022 Approved 5-0	Wednesday 08.03.2022
LDC2022-053	Land Development Code (LDC) Amendment – Warehouse, Indoor, Mini-Rental	This is an administrative request to amend (1) Chapter 1, General Administration, Article III, Definitions and Acronyms, Section 1-22, Definitions of terms and words; (2) Chapter 2, District and General Regulations, Article II, District and General Regulations, Section 2-32, I-1, Light industrial Zoning District; (3) Chapter 2, District and General Regulations, Article IV, Conditional and Special Exception Regulations, Section 2-57, Criteria for review of specific conditional and special exception, to provide definitions and specific conditional criteria and (4) Chapter 3, Performance Standards, Article III, Off-Street Parking, Circulation, and Loading, Section 3-26, Off-street parking requirements, subsection (c) Schedule of off-street parking requirements, to provide a definition and specific conditional criteria to allow Warehouse, Indoor Mini Rental as a conditional use in the I-1, Light Industrial Zoning District and amend the parking calculations for Warehouse, Indoor Mini Rental and Mini-Warehouses	06.09.2022 Approved 7-0	07.19.2022 Approved 5-0	Wednesday 08.03.2022
AX 2022-065	Annexation: Lot 13, Block 217, Ormond on the Bay, Volusia County parcel #3239-03-17-0130	This is a voluntary request for an annexation submitted by the property owner, the County of Volusia, for lot 13, block 217, Ormond on the Bay, Volusia County parcel number 3239-03-17-0130, located approximately 125 feet west of Old Dixie Highway and approximately 770 feet north of Plantation Oaks Boulevard. The 0.21 acre parcel would be part of 33.10 acres purchased by Volusia County for land preservation and parkland at Old Dixie Highway and Plantation Oaks Boulevard.	NA	Wednesday 08.03.2022	08.16.2022
M 2022-086	FY 2022-23 River to Sea Transportation Planning Organization Funding Agreement	This is a request to approve a resolution renewing a funding agreement in the amount of \$4,114 with the River-to-Sea Transportation Planning Organization (R2CTPO) for Fiscal Year (FY) 2022-2023.	NA	Wednesday 08.03.2022	NA
M2022-087	257 Laws Lane, Lien for Unsafe Building Demolition	This is a request for authorization to place a lien in the amount of \$4,631.45 against the property at 257 Laws Lane, Volusia County (Parcel ID# 4241-08-01-0060) for the costs associated with demolishing a single-family structure. The structure on this property was deemed as unsafe and was demolished by a contractor that was hired by the City.	NA	Wednesday 08.03.2022	NA
M2022-088	MetroNet Registration as a Telecommunications Service Provider	This is notification of staff's intent to approve a registration application filed by Metro FiberNet, LLC ("MetroNet") to access the public rights-of-way for the provision of telecommunication services under the regulations of Chapter 8.1, Telecommunications of the Code of Ordinances. The registration is required prior to request of an engineering permit to enter the city right-of-way.	NA	Wednesday 08.03.2022	NA
M2022-089	Ormond Crossings, 2022 Annual Report acceptance	This is a request to receive and accept the 2022 Ormond Crossings Annual Report filed by Ormond Crossings, as required by the development agreement between Tomoka Holdings, LLC and the City of Ormond Beach.	NA	08.16.2022	NA
M 2019-019	Impact Fee Workshop	Tentative. Workshop to discuss Impact Fee Study update.		08.16.2022	
NA	Discussion item	Tentative. Discussion item to review the potential joint purchase of the property at 901 Airport Road by St. Johns River Water Management Agency, Volusia County and the City of Ormond Beach. The property would be used for land preservation and passive (bike/walking trails) recreation.	NA	08.16.2022	NA
Note: City Commission items are based upon the best information available as of July 30, 2022 and are subject to change . City Commission agendas are available at: https://ormondbeach.ig2.com/citizens/default.aspx? . For additional information, please contact the Planning Department via e-mail at comdev@ormondbeach.org or by telephone at (386) 676-3238.					

Planning public hearing items

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Board of Adjustment and Appeals - August 3, 2022

V2022-070	2 Maryann Terrace	This is a request for three variances submitted by Joseph Edwards, property owner of 2 Maryann Terrace as follows: Variance #1 – Side Street/Corner Yard Variance for enclosed Florida room: Section 2-13(B)(9)(d) of the Land Development Code requires a street side/corner yard setback of 20 feet on the side that is adjacent to the street. The existing structure is considered nonconforming, as the current side yard setback of the home is 15 feet. A variance of five feet is being requested for a final setback of 15 feet to replace the existing enclosed porch with a Florida room which will square off with the existing home on the east side. Variance #2 – Rear Yard Variance for enclosed Florida room: Section 2-13(B)(9)(b) of the Land Development Code requires a rear yard setback of 25 feet. The applicant is proposing to replace a portion of the current 12 by 26.9-foot covered porch with a 15 by 23-foot climatized room requiring a variance of six feet to meet the 25-foot rear setback. Applicant is requesting a 19-foot setback. The current enclosed porch is considered nonconforming with an existing setback of 22.69 feet. Variance #3 – Interior Side Yard Variance for staircase: Section 2-13(B)(9)(c) of the Land Development Code requires a minimum interior side yard setback of 8.0' on one side with a minimum of 20.0' total for both sides. In order to construct the stairs to access the new second-floor addition, a variance of one foot is being requested for a final seven-foot side yard setback on the west side.
V2022-071	562 North Ridgewood Avenue	This is a variance request submitted by Christopher Balao, property owner of 562 North Ridgewood Avenue. The subject property is zoned as R-3 (Single-Family Medium Density). Section 2-50(z)(1)(c)(2) of the Land Development Code requires screen enclosures no closer than ten feet (10') from the rear property line. The applicant is requesting a variance of 5' to the required rear yard setback of 10' for a final setback of 5' to allow construction of a screen enclosure over an existing swimming pool.
The Board of Adjustment and Appeals agenda is available at: https://www.ormondbeach.org/218/Board-of-Adjustment-Appeals. For additional information, please contact the Planning Department via e-mail at comdev@ormondbeach.org or by telephone at (386) 676-3238.		

Planning Board - August 11, 2022

SE2022-036	2080 West Granada Boulevard, Riverbend Academy expansion	This is a request submitted by Mark Dowst, P.E., Mark Dowst & Associates, Inc., authorized agent for the property owner, Riverbend Community Church, for a Special Exception amendment. The Special Exception amendment request seeks to add 13,327 square feet of building area to accommodate increase from 200 to a maximum of 600 students at the Riverbend Academy. The subject property is located at 2080 West Granada Boulevard, is zoned as SR (Suburban Residential).
LUPA2022-057	Volusia County parkland parcels: 3124-00-00-0022, 3239-03-17-0130, and 3239-03-17-0100 generally located at Old Dixie Highway and Plantation Oaks Boulevard – Small-Scale Land Use Map Amendment	This is a request from the County of Volusia for a Small-Scale Comprehensive Plan Land Use Map amendment for a 33.31± acre property generally located at Old Dixie Highway and Plantation Oaks Boulevard, Volusia County parcels: 3124-00-00-0022, 3239-03-17-0130, and 3239-03-17-0100, from Ormond Beach "Low Density Residential" and Volusia County "Urban Low Intensity" to Ormond Beach "Recreation/Open Space".
RZ2022-058	Volusia County parkland parcels: 3124-00-00-0022, 3239-03-17-0130, and 3239-03-17-0100 generally located at Old Dixie Highway and Plantation Oaks Boulevard – Zoning Map Amendment	This is a request from the County of Volusia for a Zoning Map amendment for a 33.31± acre property generally located at Old Dixie Highway and Plantation Oaks Boulevard, Volusia County parcels: 3124-00-00-0022, 3239-03-17-0130, and 3239-03-17-0100, from Ormond Beach PRD (Planned Residential Development) and Volusia County R-3 (Urban Single-Family) to Ormond Beach SE (Special Environmental).
The Planning Board agenda is available at: https://www.ormondbeach.org/224/Planning-Board. For additional information, please contact the Planning Department via e-mail at comdev@ormondbeach.org or by telephone at (386) 676-3238.		



Monthly Financial Status Report June 2022

This report provides the City Commission with an update of the financial status of the City's operating funds. The purpose of the report is to identify any significant variances from the adopted budget and to identify any adverse trends and their implications for the current and future years' budgets. Revenues at or above 75% benchmark is favorable, while expenses at or below the 75% benchmark is also favorable. The first table below provides a summary of the revenues and expenditures to date by fund. Additional detail by fund type is provided in subsequent tables.

Fund	Final Budget	YTD Actual		YTD Actual	
		Revenues	YTD %	Expenses	YTD %
001 - General Fund	37,753,928	28,640,604	76%	28,110,779	74%
104 - Community Redevelopment	2,129,601	1,203,419	57%	175,667	8%
106 - Ormond Crossing	255,461	237,175	93%	-	0%
107 - Stormwater	2,531,000	1,921,368	76%	1,374,831	54%
108 - Airport	2,657,240	141,319	5%	306,132	12%
109 - Local Law Enforcement Trust Fund	65,800	71,446	0%	84,750	0%
115 - Recreation Facility Fee	41,600	38,924	94%	4,516	11%
205 - Financing Debt Service	730,798	548,109	75%	629,433	86%
210 - Debt Service GOB 2003	114,934	115,471	100%	110,799	96%
211 - Debt Service 2005 CIP Note	157,000	117,747	75%	156,476	100%
220 - Debt Service GOB 2010	352,747	354,346	100%	365,012	103%
301 - General Capital Improvement	534,075	774,778	145%	785,768	147%
302 - General Equipment & Vehicle	421,363	243,655	58%	91,452	22%
305 - Public Safety Vehicle & Equip	2,148,225	1,760,445	82%	1,127,955	53%
308 - Transportation	2,835,677	1,224,476	43%	966,430	34%
310 - Recreation Impact Fee	125,000	160,401	128%	13,817	11%
316 - Local Roads Impact Fee	60,000	44,694	74%	13,817	23%
317 - Facilities Renewal & Replacement	693,000	531,925	77%	341,860	49%
318 - Stormwater Impact Fee	25,000	34,656	139%	13,817	55%
401 - Water/Wastewater Operating Fund	21,810,055	15,390,456	71%	15,386,631	71%
408 - Water/Wastewater E&V Fund	200,000	133,567	67%	99,880	50%
409 - Water/Wastewater Capital	7,627,865	4,528,418	59%	2,347,810	31%
414 - Water/Wastewater Consolidated Debt	5,228,000	3,921,003	75%	949,504	18%
434 - Water Impact Fee	520,000	709,957	137%	93,786	18%
435 - Wastewater Impact Fee	400,000	598,553	150%	107,191	27%
460 - Solid Waste	9,444,232	7,306,239	77%	6,715,809	71%
502 - Workers Compensation	801,612	683,127	85%	482,803	60%
504 - General Liability	1,260,253	1,169,993	93%	1,358,300	108%
Total	\$ 100,924,466	\$ 72,606,270	72%	\$ 62,215,028	62%

**Financial Status Report:
June 2022**

General Fund Revenues

Ad valorem Taxes- Annual revenue is estimated at \$13.3 million and is based on the taxable value (\$3.9 billion) and the General Fund operating millage (3.9128). Actuals to date are \$13.3 million or 100.1% of the budgeted amount.

Utility Taxes- The City levies a utility tax of 10% on electric and gas sales. To date, the City has collected \$2.8 million.

Communication Taxes – Communication service taxes through June 2022 are \$949,316. Payments are received in arrears with the first payment typically occurring in January 2022.

Business Tax –Business tax collections amounted to \$65,418 through June 2022. The majority of business taxes are collected in the last quarter of the fiscal year.

Licenses, Permits and Franchise Fees – This revenue source includes building permits, plan review and franchise fees. The City has franchise fee agreements which require electric and natural gas providers to remit 6% of gross sales to the City. Payments made to the City for franchise fees often occur several months after they are collected by FPL and other providers. Collections through June 2022 are \$2.7 million.

Intergovernmental – This revenue source includes municipal revenue sharing and sales tax both of which were expected to be negatively impact by the COVID pandemic. Through June 2022, the City received a total of \$3.1 million in this category.

Charges for Services – This category includes the County library lease and Leisure Services user charges. Additional revenue from contracts for right of way mowing, traffic signal maintenance, and street lighting are included in this category. The City received a total of \$884,730 in this category through June of this fiscal year.

Fines and Forfeitures – Traffic, code enforcement, and court fines make up this revenue category. Revenues were \$41,034.

Miscellaneous Revenue – Interest and internal service charges for Fleet and Engineering are included in this revenue category. Revenues collected were \$1.2 million.

Transfers In –Transfers have been recorded in the amount of \$3.5 million.

Financial Status Report: June 2022

General Fund Revenues - June 2022

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Property Tax	\$ 13,280,820	\$ 13,292,516	\$ (11,696)	100.1%	\$ 12,905,285	\$ 387,231	3.00%
Utility Taxes	4,243,000	2,799,119	1,443,882	66.0%	2,748,601	50,518	1.84%
Communication Tax							
Receipts	1,590,000	949,316	640,684	59.7%	910,357	38,959	4.28%
Business Tax	284,500	65,418	219,082	23.0%	56,823	8,594	15.12%
Licenses, Permits & Fees	4,217,350	2,710,460	1,506,890	64.3%	2,114,273	596,187	28.20%
Intergovernmental	4,083,300	3,121,183	962,117	76.4%	2,773,215	347,967	12.55%
Charges for Services	773,800	884,730	(110,930)	114.3%	786,703	98,027	12.46%
Fines & Forfeitures	73,000	41,034	31,966	56.2%	123,401	(82,368)	-66.75%
Miscellaneous Revenues	2,899,771	1,274,559	1,625,212	44.0%	1,004,001	270,558	26.95%
Transfers In	4,669,680	3,502,269	1,167,411	75.0%	3,350,790	151,479	4.52%
Use of Fund Balance	1,638,707	-	1,638,707	0.0%	-	-	0.00%
	\$ 37,753,928	\$ 28,640,602	\$ 9,113,326	75.9%	\$ 26,773,450	\$ 1,867,152	6.97%

General Fund Reserve – This category includes commitments made by the City Commission by resolution or Commission comments at the City Commission meeting. General Fund reserve balance is 18.31% as of June 2022. Taking into consideration tentative decisions made at the 2022-23 budget workshop, the projected fund balance is 15%.

Purpose	Amount	CC Meeting Date	Approval Process
Ormond Beach Memorial Art Museum			
Service Agreement increase	\$ 24,320	10/5/2021	Resolution 2021-159
Performing Art Center ECHO Match	\$ 600,000	10/5/2021	Commission Comments
Dr. Mary McLeod Bethune Statuary Fund	\$ 20,000	10/19/2021	Commission Comments
Mid-Contract Wage Adjustment	\$ 768,000	1/18/2022	Resolution 2022-15
Business Park Drive Phase II	\$ 300,000	6/7/2022	Commission Comments-CIP Workshop

General Fund Expenditures

Personnel Services - This category includes wages and benefits paid by the City. Personnel services account for \$24.26 million of the General Fund gross budget. Expenditures through June 2022 were \$18.4 million or 75.9% of the budget amount.

Operating Expenditures - This category includes \$10.3 million for maintenance contracts, utilities, tools, fuel, insurance, supplies and contracts for service with community agencies. Through June 2022, \$7.4 million has been spent. Operating expenditures is an area of concern as many costs are exceeding projections. Fuel expenses to-date are \$440,776, this represents 119% of the budget for the 2021-22 fiscal year. Also, communication services (AT&T) has severely impacted divisions such as Support Services. Other commodities and services have seen similar price increases.

Grants and Aids - This category includes contributions made to not for profit organizations which were budgeted at \$173,235 which includes \$81,707 of economic

**Financial Status Report:
June 2022**

development incentives. Of note the \$88,615 includes entities such as; Security First, Concentrated Aloe and Future Foods. \$131,271 has been expended year to date.

Transfers Out – The budget for transfers from the General Fund to other funds is \$2.8 million with \$2.1 million made through June 2022.

Financial Status Report: June 2022

General Fund Expenditures - June 2022

	Final	YTD	\$	% of	YTD	\$	%
	<u>Budget</u>	<u>FY 2021-22</u>	<u>Variance</u>	<u>Budget</u>	<u>FY 2020-21</u>	<u>Variance</u>	<u>Variance</u>
City Commission	\$ 394,168	\$ 279,179	\$ 114,989	70.8%	\$ 241,161	\$ 38,018	15.76%
City Administration	658,142	504,751	153,391	76.7%	490,512	14,239	2.90%
Support Services	380,870	353,848	27,022	92.9%	306,384	47,464	15.49%
City Attorney	805,651	631,542	174,109	78.4%	605,184	26,358	4.36%
Legislation & Policy	2,238,831	1,769,320	469,511	79.0%	1,643,241	126,079	7.67%
Finance	1,007,418	716,298	291,120	71.1%	722,321	(6,023)	-0.83%
Information Technology	1,029,282	582,459	446,823	56.6%	638,506	(56,047)	-8.78%
Human Resources	465,061	332,514	132,547	71.5%	293,487	39,027	13.30%
Planning	669,253	481,059	188,194	71.9%	465,680	15,379	3.30%
Building Inspections	1,078,444	770,412	308,032	71.4%	822,369	(51,957)	-6.32%
Police Administration	947,704	695,963	251,741	73.4%	645,456	50,508	7.83%
Police Operations	6,093,571	4,424,901	1,668,670	72.6%	4,347,658	77,242	1.78%
Community Outreach	523,971	390,527	133,444	74.5%	340,337	50,190	14.75%
Criminal Investigations	1,378,597	937,500	441,097	68.0%	971,861	(34,361)	-3.54%
Community Services	380,455	282,347	98,108	74.2%	247,904	34,443	13.89%
Records	172,361	134,761	37,600	78.2%	90,113	44,648	49.55%
Neighborhood Impr.	430,544	292,398	138,146	67.9%	270,762	21,636	7.99%
Police	9,927,203	7,158,397	2,768,806	72.1%	6,914,091	244,306	3.53%
Fire	6,245,373	5,212,351	1,033,022	83.5%	4,987,142	225,209	4.52%
Streets	2,227,185	1,603,447	623,738	72.0%	1,538,639	64,808	4.21%
Engineering	1,088,022	827,453	260,569	76.1%	747,851	79,602	10.64%
Fleet	1,380,289	1,261,625	118,664	91.4%	983,032	278,593	28.34%
Public Works	4,695,496	3,692,525	1,002,971	78.6%	3,269,523	423,003	12.94%
Economic Development	382,023	217,864	164,159	57.0%	197,304	20,560	10.42%
Building Maintenance	826,057	618,722	207,335	74.9%	575,838	42,884	7.45%
Administration	731,473	551,301	180,172	75.4%	483,976	67,325	13.91%
Nova Recreation	321,410	230,468	90,942	71.7%	210,390	20,078	9.54%
S. Ormond Neigh. Center	278,969	182,274	96,695	65.3%	182,834	(561)	-0.31%
Athletic Fields Mnt.	1,464,924	935,892	529,032	63.9%	950,285	(14,394)	-1.51%
Parks	2,326,992	1,731,748	595,244	74.4%	1,548,134	183,614	11.86%
Environmental Learning	155,789	105,446	50,343	67.7%	97,539	7,907	8.11%
The Casements	267,669	206,310	61,359	77.1%	205,360	950	0.46%
Performing Arts Center	273,166	215,118	58,048	78.7%	165,721	49,397	29.81%
Senior Center	97,399	52,890	44,509	54.3%	44,472	8,418	18.93%
Community Events	206,649	115,804	90,845	56.0%	92,771	23,034	24.83%
Leisure Services	6,950,497	4,945,971	2,004,526	71.2%	4,557,320	388,651	8.53%
Grants & Aid*	91,528	88,615	2,913	96.8%	48,224	40,392	83.76%
Transfers	2,861,337	2,146,005	715,332	75.0%	1,110,235	1,035,770	93.29%
Vacancy Savings/Contingency	112,182	-	112,182	0.0%	-	-	0.00%
Total	\$ 37,753,928	\$ 28,113,789	\$ 9,640,139	74.5%	\$ 25,669,441	\$ 2,444,348	9.52%

Downtown Redevelopment Trust

Financial Status Report: June 2022

Revenues – Budgeted revenues are comprised of City, County, Hospital, and special district property taxes levied on property within the Downtown Redevelopment boundaries and amount to \$718,686 with \$810,205 collected year to date. The City's budgeted contribution is \$524,246.

Expenditures – A total of \$175,667 has been expended for capital projects and service contracts (Ormond Main Street and property improvement grants).

Downtown Redevelopment Fund Revenues - June 2022

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Grant	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
Local Units	718,686	810,205	(91,519)	112.7%	878,096	(67,891)	-7.7%
Miscellaneous	1,500	30	1,470	2.0%	221	(191)	-86.4%
Transfers In	524,246	349,496	174,750	66.7%	342,387	7,109	2.1%
Use of Fund Balance	885,169	-	885,169	0.0%	-	-	0.0%
	<u>\$ 2,129,601</u>	<u>\$ 1,159,731</u>	<u>\$ 969,870</u>	<u>54.5%</u>	<u>\$ 1,220,704</u>	<u>\$ (60,973)</u>	<u>-4.99%</u>

Downtown Redevelopment Fund Expenditures

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Planning	\$ 85,000	\$ 49,720	\$ 35,280	58.5%	\$ 45,965	\$ 3,755	8.2%
Public Works	1,711,501	3,880	1,707,621	0.2%	80,121	(76,241)	-95.2%
Grants	100,000	-	100,000	0.0%	50,000	(50,000)	-100.0%
Leisure Services	233,100	122,067	111,033	52.4%	220,540	(98,473)	-44.7%
Contingency	-	-	-	0.0%	-	-	0.0%
	<u>\$ 2,129,601</u>	<u>\$ 175,667</u>	<u>\$ 1,953,934</u>	<u>8.2%</u>	<u>\$ 396,626</u>	<u>\$ (220,959)</u>	<u>-55.71%</u>

Stormwater Fund

Financial Status Report: June 2022

Revenues – The primary revenue source is stormwater user fees. User fees were budgeted at \$2.525 million with \$1,921,279 received through June 2022.

Expenditures – The budget for stormwater maintenance is \$2.5 million with \$1,226,853 spent to date. Transfers of \$147,978 have also been made year to date.

Stormwater Fund Revenues - June 2022

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Grants	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.00%
Stormwater Fees	2,525,000	1,921,279	603,721	76.1%	1,915,509	5,771	0.30%
Miscellaneous	6,000	89	5,911	1.5%	580	(491)	-84.66%
Intergovernmental	-	-	-	0.0%	-	-	0.00%
Use of Fund Balance	-	-	-	0.0%	-	-	0.00%
	<u>\$ 2,531,000</u>	<u>\$ 1,921,368</u>	<u>\$ 609,632</u>	<u>75.9%</u>	<u>\$ 1,916,089</u>	<u>\$ 5,279</u>	<u>0.28%</u>

Stormwater Fund Expenditures

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Maintenance	1,932,571	1,226,853	705,718	63.5%	1,713,395	(486,542)	-28.40%
Engineering Support	\$ 71,995	\$ -	\$ 71,995	0.0%	\$ -	\$ -	0.00%
Transfers Out	197,307	147,978	49,329	75.0%	159,066	(11,088)	-6.97%
Contingency	329,127	-	329,127	0.0%	-	-	0.00%
	<u>\$ 2,531,000</u>	<u>\$ 1,374,831</u>	<u>\$ 1,156,169</u>	<u>54.3%</u>	<u>\$ 1,872,461</u>	<u>\$ (497,630)</u>	<u>-26.58%</u>

Water and Wastewater Fund

Financial Status Report: June 2022

Revenues – The primary revenue sources are water and sewer user fees. User fees were budgeted at \$20.4 million with \$15.1 million collected year to date. The budget also includes \$350,055 in transfers.

Expenditures – Operating expenses for utility billing and water/wastewater public works services is budgeted in the amount of \$11.12 million with \$7.4 million expended to date. The budget also includes \$10.6 million in transfers of which \$8.0 million have been made through June 2022. Operating expenditures is an area of concern as many costs are exceeding projections. Chemical expenses have seen a 35%-50% increase in many areas. Other commodities and services have seen similar price increases within this fund.

Water/Wastewater Fund Revenues - June 2022

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Water/Sewer Charges	\$ 20,455,000	\$ 15,124,177	\$ 5,330,823	73.9%	\$ 14,990,031	\$ 134,146	0.89%
Miscellaneous	55,000	3,740	51,260	6.8%	13,711	(9,971)	-72.72%
Transfers In	350,055	262,539	87,516	75.0%	322,443	(59,904)	-18.58%
Intergovernmental	-	-	-	0.0%	-	-	0.00%
Use of Fund Balance	950,000	-	950,000	0.0%	-	-	0.00%
	<u>\$ 21,810,055</u>	<u>\$ 15,390,456</u>	<u>\$ 6,419,599</u>	<u>70.6%</u>	<u>\$ 15,326,185</u>	<u>\$ 64,271</u>	<u>0.42%</u>

Water/Wastewater Fund Expenditures

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Utility Billing	\$ 2,340,003	\$ 1,214,633	\$ 1,125,370	51.9%	\$ 1,070,409	\$ 144,224	13.47%
Water Production	3,455,063	2,251,098	1,203,965	65.2%	2,259,475	(8,378)	-0.37%
Water Distribution	1,147,329	868,729	278,600	75.7%	909,206	(40,477)	-4.45%
Wastewater Treatment	2,893,201	2,149,876	743,325	74.3%	2,224,964	(75,088)	-3.37%
Wastewater Collection	1,283,155	959,220	323,935	74.8%	999,832	(40,612)	-4.06%
Transfers Out	10,590,758	7,943,076	2,647,682	75.0%	9,477,999	(1,534,923)	-16.19%
Contingency	100,546	-	100,546	0.0%	-	-	0.00%
	<u>\$ 21,810,055</u>	<u>\$ 15,386,631</u>	<u>\$ 6,423,424</u>	<u>70.5%</u>	<u>\$ 16,941,886</u>	<u>\$ (1,555,255)</u>	<u>-9.18%</u>

Solid Waste Fund

Financial Status Report: June 2022

Revenues – The primary revenue source is solid waste franchise and user fees. To date \$1,068,232 in franchise fees and \$6.2 million in user fees have been collected.

Expenditures – Personnel, operating, capital expenses and transfers expended to date are \$6.7 million.

Solid Waste Fund Revenues - June 2022

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Franchise Fees	\$ 1,500,000	\$ 1,068,327	\$ 431,673	71.2%	\$ 1,039,273	\$ 29,053	2.80%
User Fees	7,940,000	6,237,592	\$ 1,702,408	78.6%	5,657,759	579,833	10.25%
Miscellaneous	1,000	320	\$ 680	32.0%	53,810	(53,490)	-99.41%
Intergovernmental	-	-		0.0%	41,422		0.00%
Use of Fund Balance	3,232	-	\$ 3,232	0.0%	-	-	0.00%
	\$ 9,444,232	\$ 7,306,239	\$ 2,137,993	77.4%	\$ 6,792,264	\$ 555,397	8.18%

Solid Waste Fund Expenditures

	Final Budget	YTD FY 2021-22	\$ Variance	% of Budget	YTD FY 2020-21	\$ Variance	% Variance
Collection & Disposal	\$ 7,068,712	\$ 5,002,116	\$ 2,066,596	70.8%	\$ 4,570,217	\$ 431,899	9.45%
Recycling	1,096,778	754,635	342,143	68.8%	662,641	91,994	13.88%
Engineering	-	-	-	0.0%	-	-	0.00%
Transfers Out	1,278,742	959,058	319,684	75.0%	941,373	17,685	1.88%
Contingency	-	-	-	0.0%	-	-	0.00%
	\$ 9,444,232	\$ 6,715,809	\$ 2,728,423	71.1%	\$ 6,174,231	\$ 541,577	8.77%



June, 2022

Ormond Beach June Employment

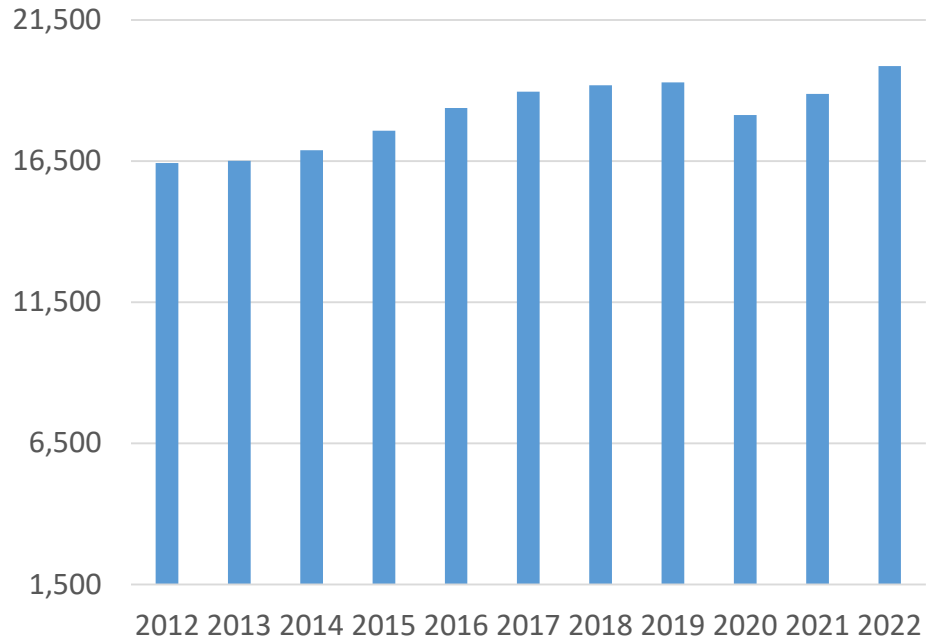
19,864

This is up 5.7% from last year

Ormond Beach Unemployment Rate

2.8%

Ormond Beach Employment Trend



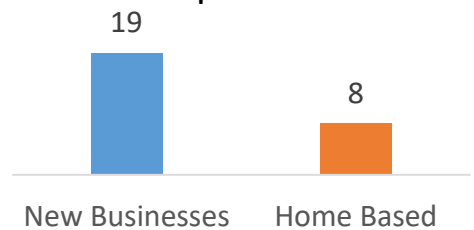
Total Permits Issued June

567

Permit Valuation for June

\$13.9m

Total OB Business Tax Receipts in June



Commercial Real Estate Key Indicators

Current Quarter	RBA	Vacancy Rate	Market Rent	Availability Rate
Office	1,599,160	4.7%	\$20.18	5.0%
Industrial	2,895,678	1.3%	\$9.80	1.5%
Retail	4,091,291	1.0%	\$16.85	3.6%

*RBA = Rentable Building Area The number shown is the total RBA for all buildings in that asset class in Ormond Beach.



June, 2022

Notes and Updates:

- **Employment for June** was 19,864 up 5.4% from the same time last year. The unemployment rate is 2.8% which is down from 4.5% this time last year. Employment is up 3.0% (587) since January of this year. It is anticipated that the labor market will continue to improve. The sectors adding jobs in Volusia County include Professional & Business Services, Manufacturing, and Financial Activities.
- **Permits and Business Tax Receipt** data for 2022 are trending positive. Total Permits issued through June 2022 is 3,311 with an associated construction value of \$95.1 million. Business Tax Receipts to new commercial businesses in Ormond Beach to May this year is 76 and 55 for Home Based Businesses.
- **The commercial real estate market** remains competitive regionally. Vacancy is low among all the asset classes especially within industrial and retail. As vacancy rates are lower rental rates have increased year-over-year but remain on par with asking rates within the metro region.
- **The UCF Institute for Economic Forecasting released** its 2022 Florida & Metro Forecast. The outlook for the Deltona-Daytona-Ormond Beach MSA posits the MSA will experience a 5.7% increase in the average annual wage, the second best in the state, bringing the average wage to \$55,900. The labor market will experience an above-average level of employment growth at 1.5%. It suggests that Leisure & Hospitality and manufacturing will experience the highest growth rate in terms of jobs. The full report can be accessed on the UCF Institute for Economic Forecasting: [SPRING-2022-UCF FLMetro Forecast 01.pdf](#)
- **In light of these trends for the economy**, now is a good time for business to see how they compare to industry competitors. SizeUp Ormond Beach is a free tool available to Ormond Beach businesses that allows small businesses access to data and market research to rank their business performance to industry competitors. The tool can also be used to identify suppliers and Business to Business customers. It can be accessed at the following link: <https://sizeup.info/ormondbeach>
- **Doing Business In Ormond Beach** is available. The magazine serves as a reference for entrepreneurs and business owners to navigate the process of starting and expanding a business in Ormond Beach. Hard copies are available by request and digital e-book is available on the following website: <https://www.ormondbeach.org/918/Doing-Business-in-Ormond-Beach>.

Thank you,
Brian Rademacher
Economic Development Director

Hamsher, Terri

From: Victoria Fahlberg <VictoriaFahlberg@firststepshelter.org>
Sent: Tuesday, July 12, 2022 2:23 PM
Subject: monthly update

[External Email-Use Caution] - OB/IT Helpdesk

Good Afternoon!

With the way that rents have been rising, we've had to become more creative in helping our residents find housing. One consequence of the rising rents is that more people are looking for roommates to help share costs so we've started focusing on this as a housing option for our residents. We're also encouraging more residents to find housing together while others are moving into rooms with shared facilities. Fortunately, there are still some housing vouchers available which is the best option for our disabled residents (which is most of them), and we continue to work hard at reuniting our residents with their families. It hasn't been easy but we've found different ways to continue to find housing for our residents, with another 18 residents using a variety of housing options this month.

We've also found that as we increase the number of residents here at the shelter, we encounter more folks who are looking for a brief respite from the street rather than a true desire to change their life. The challenges in working with these individuals isn't so different than it has been in the past, just that the challenges are increasing in number and frequency. In addition, we have about a 20% uptick in the number of people newly experiencing homelessness as a result of being displaced because of rising rents and we assume we'll be seeing more of this as long as inflation is a major factor in the economy.

Thanks again so much for your support of the shelter!

Victoria Fahlberg, PhD, MPH
 Executive Director
 First Step Shelter

			1st qtr	April	May	June	
Shelter Intakes	2020	2021	2022		2022		Total
DBPD	54	65	10	4	10	5	148
OBPD	2	2	2	0	0	0	6
POPD	0	2	0	0	1	0	3
DBSPD	0	0	0	0	0	0	0
SDPD	1	2	0	1	0	0	4
PIPD	0	0	1	0	0	1	2
HHPD	2	1	0	1	1	1	6
Volusia County	3	3	3	0	4	1	14
Total Law Enforcement	62	75	25	6	16	8	192
Total Hospitals	38	20	9	3	4	3	77
Total SS and Worship	55	145	49	20	12	16	297
Total	155	240	74	29	32	27	557

			1st qtr	April	May	June	
Services Received	2020	2021	2022		2022		Total

SSI/SSDI	52	92	32	8	12	7	203
Employment	57	48	7	7	9	7	135
Total with Income	109	140	39	15	21	14	338
Food Stamps	80	120	32	12	12	13	269
Birth Certificates	61	19	1	1	0	1	83
Medicare	23	54	15	7	3	1	103
Medicaid	44	65	27	9	5	9	159
Other insurance	8	17	8	0	4	3	40
Total Insurance	75	136	50	16	12	13	277
Housing	65	101	43	14	25	18	266
Rapid Rehousing	1	20	2	1	0	0	24

		1st qtr	April	May	June	
Health Concerns	2021	2022		2022		Total
Drug Problem	93	21	12	19	12	157
Alcohol Problem	76	15	8	9	12	120
Hypertension	51	22	6	3	8	90
COPD	28	14	3	2	4	51
Asthma	32	13	3	1	2	51
Diabetes	19	9	3	1	3	35
Other Medical Problems	118	43	14	19	23	217
Total Medical Problems	354	101	29	26	40	550
Psychotropic Medication	131	40	19	23	20	233
Psychotropic & Medical	136	25	8	16	17	202

Average length of stay 64.43 59.99 60.53 59.4

	23- Nov		1st qtr	April	May	June	
Safe Zone Referrals	31-Dec	2021	2022		2022		Total
DBPD	23	2469	24	10	11	13	2550
PIPD						1	1
OBPD	0	20	4	1	2	0	27
POPD	0	25	3	1	2	2	33
DBSPD	0	20	4	1	0	0	25
SDPD	0	8	0	1	1	0	10
Halifax/Advent*	0	1	16	6	0	6	29
HHPD	7	19	4	0	0	0	30
Volusia County/Other	1	18	3	0	3	11	36
Total LE/ SS	31	2580	58	20	19	33	2741

Victoria Fahlberg, Ph.D. MPH
Executive Director
First Step Shelter

3889 W. International Speedway Blvd.
Daytona Beach, FL 32124
(w) 386-361-3800 x 201
(c) 978-761-9952
(f) 386-361-3872



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Steven Spraker, Planning Director

Date: August 16, 2022

Subject: Annexation: Lot 13, Block 217, Ormond on the Bay, Volusia County parcel #3239-03-17-0130

Commission Goal: Community Development - Other

Introduction

This is a voluntary request for an annexation submitted by the property owner, the County of Volusia, for lot 13, block 217, Ormond on the Bay, Volusia County parcel number 3239-03-17-0130, located approximately 125 feet west of Old Dixie Highway and approximately 770 feet north of Plantation Oaks Boulevard. The 0.21 acre parcel would be part of 33.10 acres purchased by Volusia County for land preservation and parkland at Old Dixie Highway and Plantation Oaks Boulevard.

Background

The 0.21 acres property is currently vacant and has a city land use designation of "Low Density Residential" and zoning classification is R-3 (Single-Family Medium Density). The parcel is part of the 1st amended Interlocal Service Boundary Agreement and was a parcel that was not owned by Plantation Oaks. Volusia County purchased a 33.10-acre tract of land from Old Dixie Highway to the FPL easement, north of Plantation Oaks Boulevard for the preservation of the land and utilization of a park. Volusia County parcel number 3239-03-17-0130 is surrounded by the 33.10 acres and was an outparcel obtained by Volusia County in 2022. The Plantation Oaks major amendment, Ordinance 2022-16, approved removing the 33 acre parcel owned by Volusia County identified for land preservation and parkland area. The property is undergoing a separate land use and zoning change and this parcel is to be included in the land preservation and parkland area. The property is contiguous to the City of Ormond Beach along each property boundaries and is part of the Interlocal Service Boundary Area.

Discussion

The subject parcel is designed to be incorporated with the 33.10 acre land preservation

and parkland area purchased from Plantation Oaks. The property would not require water or sewer services.

Budget Impact

There is no budget impact associated with the requested annexation.

Citizen Impact

The annexation is needed to incorporate the 0.21 acre property into the larger 33.10 acre land preservation and parkland area. There is no citizen impact anticipated with this annexation.

Recommendation

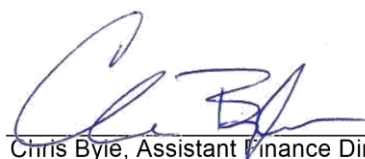
It is recommended that the City Commission approve the annexation of lot 13, block 217, Ormond on the Bay, Volusia County parcel number 3239-03-17-0130, located approximately 125 feet west of Old Dixie Highway and approximately 770 feet north of Plantation Oaks Boulevard, based on the following:

1. The property is within the Interlocal Service Boundary Agreement area;
2. The subject property is located in unincorporated Volusia County and is not being served with utilities from another jurisdiction, is compact, and City of Ormond Beach is the utilities provider for this area;
3. There is adequate city infrastructure to serve the subject property;
4. Annexation of the property is a voluntary annexation under the authority of Section 171.044, Florida Statutes; and
5. The subject property is contiguous to the city limits along all property boundaries.

Attachments:

- 22-24 Annexation, Ormond on the Bay Lot 13, Block 215 (P22-0105G) (PDF)
- Exhibit A, Sketch and Legal (PDF)
- Exhibit B, Application (PDF)
- Volusia County parcel Map Series (PDF)

REVIEWED BY:


Chris Byie, Assistant Finance Director 7/25/2022



Claire Whitley, Assistant City Manager 7/25/2022

APPROVED BY:



Joyce A. Shanahan, City Manager 7/26/2022

ORDINANCE NO. 2022-24

AN ORDINANCE ANNEXING ONE PARCEL OF REAL PROPERTY INTO THE CITY OF ORMOND BEACH, SAID PROPERTY BEING GENERALLY LOCATED APPROXIMATELY 125 FEET WEST OF OLD DIXIE HIGHWAY AND APPROXIMATELY 770 FEET NORTH OF PLANTATION OAKS BOULEVARD, BEING LOCATED AT LOT 13, BLOCK 217, ORMOND ON THE BAY, VOLUSIA COUNTY PARCEL NUMBER 3239-03-17-0130; SETTING FORTH ZONING PRIVILEGES AND OBLIGATIONS REGARDING THE PROPERTY; REDEFINING THE TERRITORIAL BOUNDARIES OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; REDESIGNATING THE BOUNDARIES OF ZONE 1 OF THE CITY OF ORMOND BEACH TO INCLUDE THE PROPERTY; PROVIDING FOR TRANSMISSION; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, the County of Volusia, a body corporate and politic and a political subdivision of the State of Florida, is the owner of a parcel of real property in unincorporated Volusia County, Florida, described and depicted on Exhibit “A”, attached hereto and incorporated herein by reference, (“the Property”); and

WHEREAS, the Property to be annexed consists of approximately 0.21 acres (Parcel ID No. 3239-03-17-0130) and is generally located approximately 125 feet west of Old Dixie Highway and approximately 770 feet north of Plantation Oaks Boulevard, Ormond Beach, Florida, and

WHEREAS, the County of Volusia has voluntarily petitioned or requested the City of Ormond Beach to annex the Property into the City of Ormond Beach, a copy of said petition or request attached hereto as Exhibit “B” and incorporated herein by reference; and

WHEREAS, the City of Ormond Beach adopted an Interlocal Service Boundary Agreement (“ISBA”) with the County of Volusia on August 19, 2014, effective August 28, 2014, (recorded at Book 7026, Pages 878 through 895, of the Public Records of Volusia County, Florida); and

WHEREAS, the City of Ormond Beach adopted an amended Interlocal Service Boundary Agreement (“ISBA”) with the County of Volusia on August 20, 2019, effective October 11, 2019, (recorded at Book 7758, Pages 4680 through 4683 of the Public Records of Volusia County, Florida); and

WHEREAS, the City of Ormond Beach adopted a second amended Interlocal Service Boundary Agreement (“ISBA”) with the County of Volusia on December 7, 2021, effective March 30, 2022, (recorded at Book 8228, Pages 1974 through 1978 of the Public Records of Volusia County, Florida); and

WHEREAS, the annexation of the Property is a voluntary annexation under the authority of Section 171.044, *Florida Statutes* and the ISBA, as evidenced by a true copy of the annexation petition attached hereto and incorporated herein by reference as Exhibit “B”; and

WHEREAS, the City Commission of the City of Ormond Beach desires to exercise its statutory power to annex the Property, and

WHEREAS, the requirements of Section 171.044, *Florida Statutes*, and the ISBA have been satisfactorily met, now therefore,

BE IT ENACTED BY THE PEOPLE OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The City Commission of the City of Ormond Beach makes the following findings:

- (a) The annexation petition attached hereto as Exhibit “B” bears the signature of the owner of the Property to be annexed at the time the petition was submitted to the City;
- (b) The County of Volusia, a body corporate and politic and a political subdivision of the State of Florida, is the owner of the Property listed in Exhibit “A” attached hereto; and
- (c) The Property is reasonably compact and does not create any enclaves of unincorporated territory in Volusia County.

SECTION TWO. The Property described and depicted in Exhibit "A" is hereby annexed into the City of Ormond Beach, Florida (the "City"), and the municipal boundary lines of the City are hereby changed to include the Property.

SECTION THREE. The Volusia County land use plan and zoning and subdivision regulations applicable to the aforescribed real property are hereby continued as the same presently exist, until the City of Ormond Beach adopts a *Comprehensive Plan* amendment that includes the real property hereby annexed.

SECTION FOUR. Upon the effective date of the annexation of the Property, and except as may be otherwise provided by law, the Property shall be subject to all laws, ordinances and regulations of the City of Ormond Beach; shall be entitled to the same privileges and benefits as other lands in the City; and shall be subject to the taxes and debts of the City, including municipal ad valorem taxes as provided by Section 171.061(1), *Florida Statutes*.

SECTION FIVE. The boundary of City Commission Zone 1 is hereby redefined to include the Property.

SECTION SIX. The City Clerk is hereby authorized and directed to provide a certified copy of this Ordinance to the County Manager of Volusia County, the Clerk of Circuit Court in and for Volusia County, and the Department of State for the State of Florida, within seven (7) days of the adoption of this Ordinance as required by Section 171.044(3), *Florida Statutes*.

SECTION SEVEN. In the event any section or provision of this Ordinance is declared by a court of competent jurisdiction to be unconstitutional or invalid, such declaration shall not be deemed to affect the validity of this Ordinance as a whole or any other section or provision hereof.

SECTION EIGHT. This Ordinance shall take effect immediately upon adoption.

PASSED UPON at the first reading of the City Commission, this 3rd day of August, 2022.

PASSED UPON at the second and final reading of the City Commission, this 16th day of August, 2022.

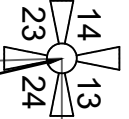
BILL PARTINGTON
Mayor

ATTEST:

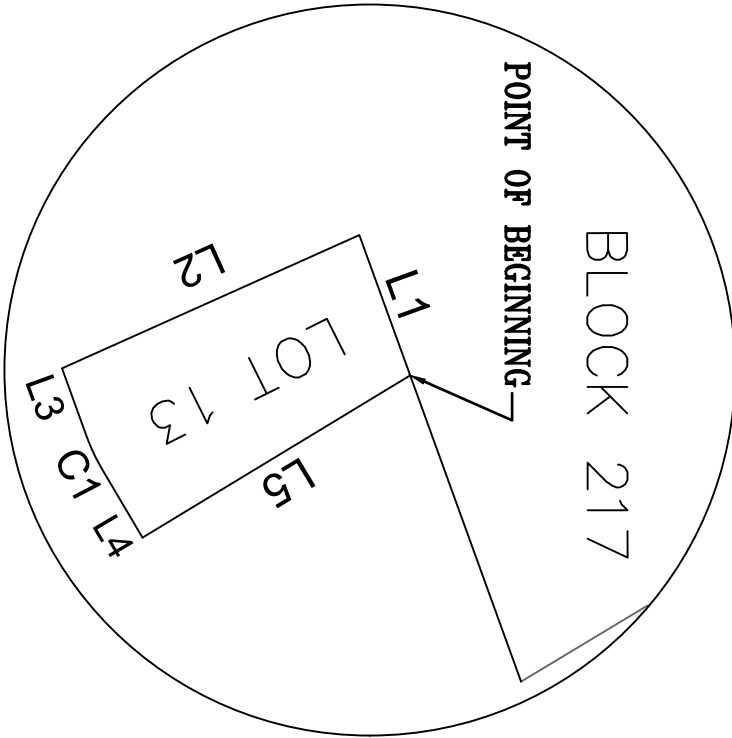
SUSAN CARROLL DAUDERIS
City Clerk

EXHIBIT "A"

Page 1 of 2



S89°57'37"E
530.94'
POINT OF COMMENCEMENT
NW CORNER SECTION 24,
TOWNSHIP 13 SOUTH,
RANGE 31 EAST
FOUND 4"x4" CM (NO ID)



S39°18'33"E
970.33'

S79°15'13"E
1984.77'

N78°39'47"E
641.29'

S24°59'47"E
879.74'

OLD DIXIE HIGHWAY (80' PUBLIC R/W)
S30°58'22"E
1067.22'

BLOCK 217

S70°05'40"E
135.32'
LOT 13
L1 L2 L3 L4 L5

Line Table		
Line #	Length	Direction
L1	61.94'	S70° 05' 40"W
L2	135.37'	S24° 08' 31"E
L3	30.50'	N70° 05' 40"E
L4	33.68'	N59° 26' 28"E
L5	130.01'	N31° 13' 42"W

Curve Table			
Curve #	Length	Radius	Delta
C1	13.95'	75.00'	10° 39' 16"

City of Ormond Beach
Engineering Division

EXHIBIT "A"**Page 2 of 2****DESCRIPTION:**

LOT 13, BLOCK 217, ORMOND ON THE BAY, OR 8201, PG 0825, AS RECORDED IN THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM A POINT OF COMMENCEMENT, SAID POINT BEING THE NORTHWEST CORNER OF SECTION 24, TOWNSHIP 13 SOUTH, RANGE 31 EAST; THENCE S89°57'37"E ALONG THE NORTH LINE OF SAID SECTION 24 A DISTANCE OF 530.94 FEET; THENCE S39°18'33"E DEPARTING SAID SECTION LINE A DISTANCE OF 970.33 FEET; THENCE S79°15'13"E A DISTANCE OF 1984.77 FEET; THENCE N78°39'47"E A DISTANCE OF 641.29 FEET TO THE WESTERLY RIGHT OF WAY LINE OF OLD DIXIE HIGHWAY (AN 80 FOOT RIGHT-OF-WAY AS NOW LAID OUT AND OCCUPIED); THENCE S24°59'47"E ALONG SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 879.74 FEET; THENCE S30°58'22"E CONTINUING ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 1067.22 FEET; THENCE S70°05'40"W DEPARTING SAID RIGHT-OF-WAY LINE A DISTANCE OF 135.32 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING S70°05'40"W A DISTANCE OF 61.94 FEET; THENCE S24°08'31"E A DISTANCE OF 135.37 FEET; THENCE N70°05'40"E A DISTANCE OF 30.50 FEET TO A POINT OF CURVATURE CONCAVE TO THE NORTH, HAVING A RADIUS OF 75.00 FEET, A CHORD BEARING OF N64°46'04"E, A CHORD LENGTH OF 13.95 FEET, AND A CENTRAL ANGLE OF 10°39'16", THENCE 13.93 FEET ALONG THE ARC OF SAID CURVE TO THE POINT OF TANGENCY THEROF; THENCE N59°26'28"E DEPARTING SAID CURVE A DISTANCE OF 33.68 FEET; THENCE N31°13'42"W A DISTANCE OF 130.01 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 9,354 S.F. OF 0.21 ACRES MORE OR LESS



Updated October 1, 2021

City of Ormond Beach Public Hearing Application

Planning Department

22 South Beach Street, Room 104, Ormond Beach, FL 32174

(386) 676-3238

www.ormondbeach.orgcomdev@ormondbeach.org**INSTRUCTIONS**

Public hearing applications require City Commission action with many types being reviewed by the Planning Board to provide a recommendation. Some public hearing items require site plan review. Please complete the application and fee worksheet. Assistance is available by e-mailing comdev@ormondbeach.org or calling (386) 676-3238.

PROJECT INFORMATION

Project Type:*	Annexation			*Complete fee sheet (page 3)
Project Name:	County Park Donation Plantation Oaks PUD			
Project Address:	2602 Old Dixie Highway			
Volusia County parcel number(s):	3239-03-17-0130			
Description:	annexation of the remaining park parcel into the city for consistency with county and city plans			
Pre-application date:		Pre-application waiver granted:	Steve Spraker email 5/16/22	

PROJECT COORDINATOR

Name:	Trish Smith, AICP, Volusia County Planning and Development Services
Address:	123 West Indiana Avenue, Room 202
City, State, Zip code:	DeLand, FL 32720-4604
Telephone:	386 736-5959, x12943
E-mail:	pssmith@volusia.org

APPLICANT INFORMATION

Same as project coordinator	☐	Same as property owner	☒
Name:	George Recktenwald, County Manager, County of Volusia		
Address:	123 West Indiana Avenue		
City, State, Zip code:	DeLand, FL 32720		
Telephone:	386 736-5920		
E-mail:	grecktenwald@volusia.org		

PROPERTY OWNER	
Same as project coordinator ☐	Same as property owner ☒
Name:	County of Volusia
Address:	123 West Indiana Avenue
City, State, Zip code:	DeLand, FL 32174
Telephone:	
E-mail:	

VIEW ONLY ACCESS TO PROJECT DOX (Provides viewing access to project)			
Name:	Trish Smith	E-mail:	pssmith@volusia.org
Name:	Clay Ervin	E-mail:	cervin@volusia.org
Name:	Carol McFarlane	E-mail:	cmcfarlane@volusia.org
Name:		E-mail:	

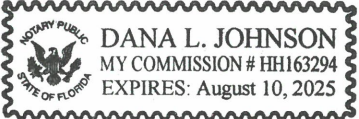
CERTIFICATION

By submitting this application, I hereby certify that the information provided is true and correct to the best of my knowledge and that I am aware of the application submittal requirements and the review process for this application. I authorize Ormond Beach staff to access the subject property during typical business hours to review the public hearing application.

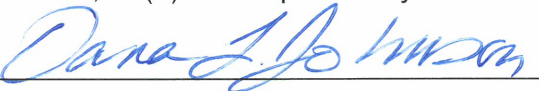
Signature: 

STATE OF FLORIDA
COUNTY OF Volusia

The forgoing instrument was acknowledged before me this 19 day of May, 2022, by George Reckman as County Manager (title*) for Volusia County (name of corporation*), who () provided _____ as identification, or (✓) who is personally known to me.



DANA L. JOHNSON
MY COMMISSION # HH163294
EXPIRES: August 10, 2025


Notary Public, State of Florida
My Commission Expires: 8/10/25

* If you are executing this document on behalf of a corporation please complete the spaces with your title and the name of your company as indicated.

EXHIBIT "B"

Updated ~~Page 1, 2024~~ **Page 3 of 3**

City of Ormond Beach
Public Hearing Application Fees

Planning Department

22 South Beach Street, Room 104, Ormond Beach, FL 32174

(386) 676-3238

www.ormondbeach.org

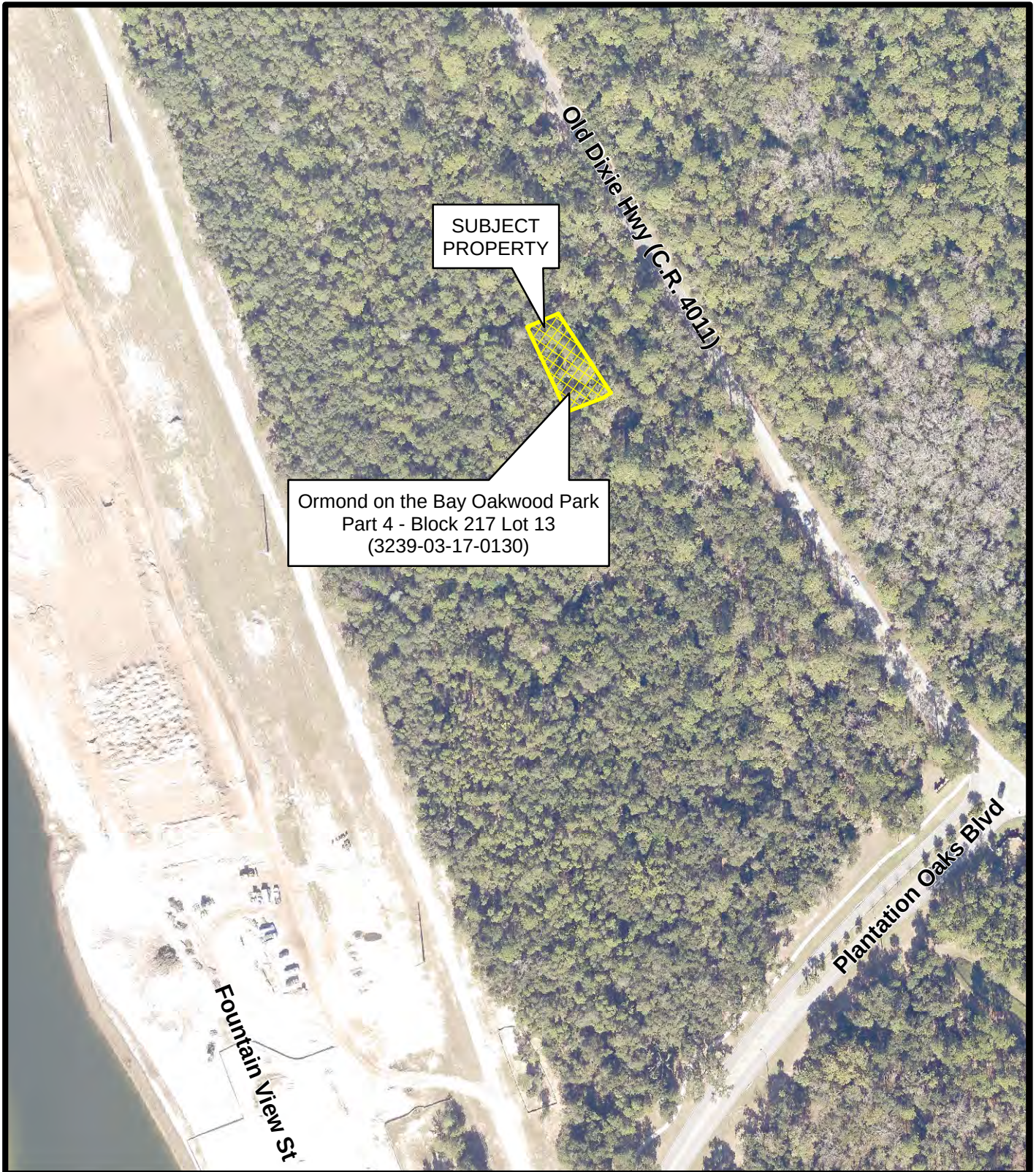
comdev@ormondbeach.org

INSTRUCTIONS

Site plan submittals require the submittal of applications per Ordinance 2021-30, codified in Section 8-10, Application processing fees, of the Code of Ordinances. All applications shall calculate the fees which shall be verified by city staff. **Assistance is available by e-mailing comdev@ormondbeach.org or calling (386) 676-3238.**

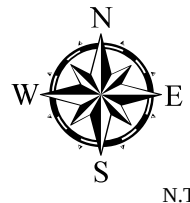
PUBLIC HEARING FEES (Ordinance 2021-30 - Section 8-10 of Code of Ordinances)

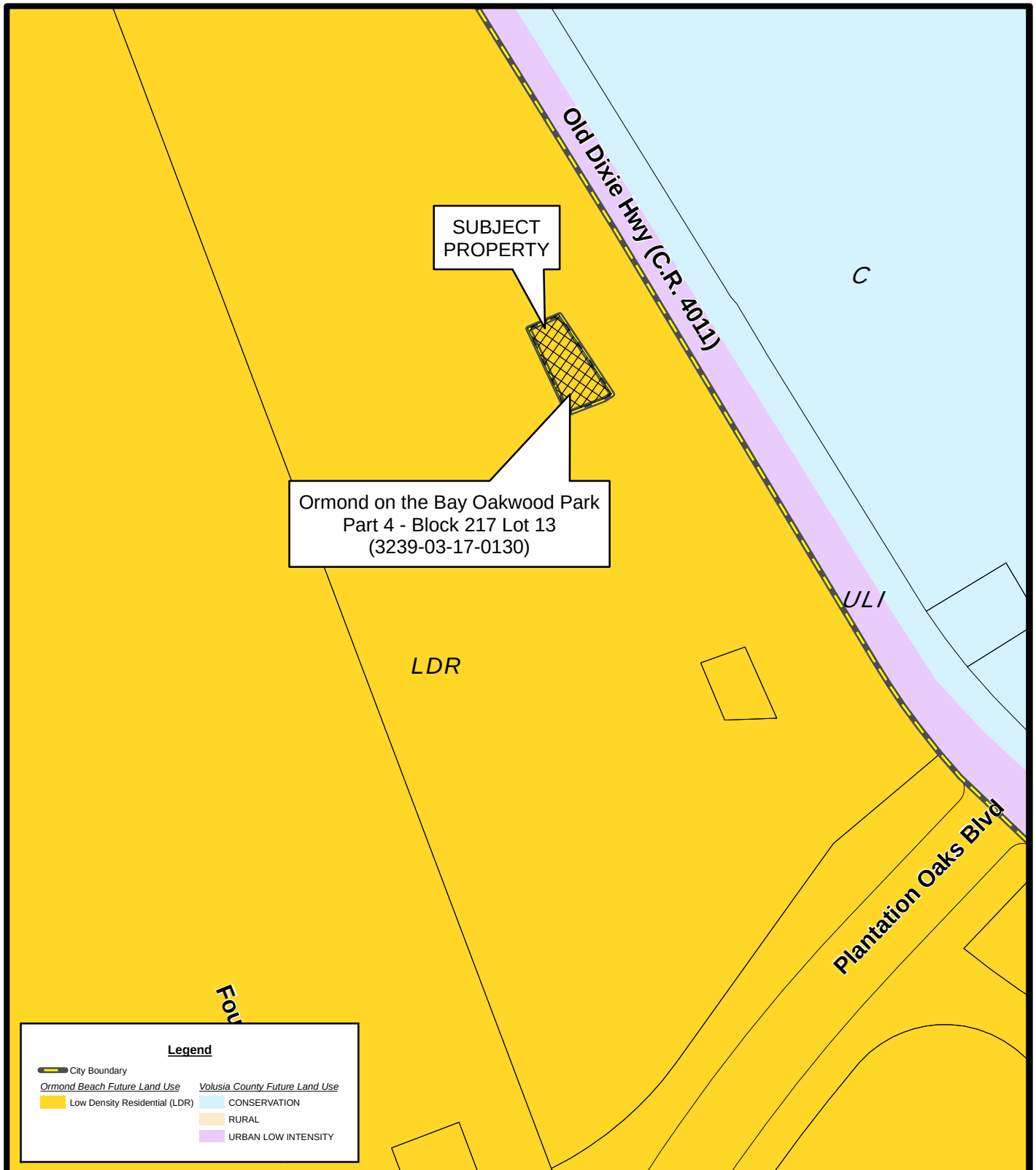
Check all that apply	SPRC reviews	Fee	Advertising	Total fee
☒	Annexation	No fee	No fee	No fee
☐	Annexation Agreement	No fee	No fee	No fee
☐	Comprehensive Plan, small area amendment	\$2,000	\$1,025	\$3,025
☐	Comprehensive Plan, large-scale amendment	\$2,000	\$2,250	\$4,250
☐	Concurrency, traffic impact analysis	\$3,000 (deposit)	NA	\$3,000
☐	Development of Regional Impact amendment	\$600	\$2,250	\$2,850
☐	Planned Development	\$2,500	\$2,400	\$4,900
☐	Planned Development, major amendment	\$1,000	\$2,400	\$3,400
☐	Regulatory amendment, zoning map, under 10 acres	\$1,500	\$850	\$2,350
☐	Regulatory amendment, zoning map, over 10 acres	\$1,500	\$1,650	\$3,150
☐	Regulatory amendment, LDC amendment	\$1,000	\$700	\$1,700
☐	Regulatory amendment, LDC amendment (zoning districts)	\$1,000	\$1,500	\$2,500
☐	Special Exception	\$850	\$850	\$1,700
☐	Special Exception, CRA	\$400	\$850	\$1,250
☐	Street vacation	\$500	\$1,925	\$2,425
☐	Subdivision, Preliminary plat	\$1,500 plus \$25 per lot	NA	\$1,500 plus \$25 per lot
☐	Subdivision, Final plat	\$1,000 plus \$25 per lot	\$350	\$1,350 plus \$25 per lot
☐	Subdivision, city surveyor review	Actual costs	NA	Actual costs
☐	Subdivision, Recording of plat	Actual costs	NA	Actual costs
☐	Other:			
TOTALS:				



AERIAL MAP
ORMOND ON THE BAY BLK 217 LOT 13
(3239-03-17-0130)

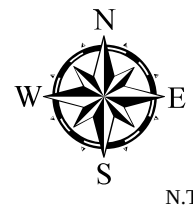
Prepared By: The City of Ormond Beach
 G.I.S. Department - June 10, 2022

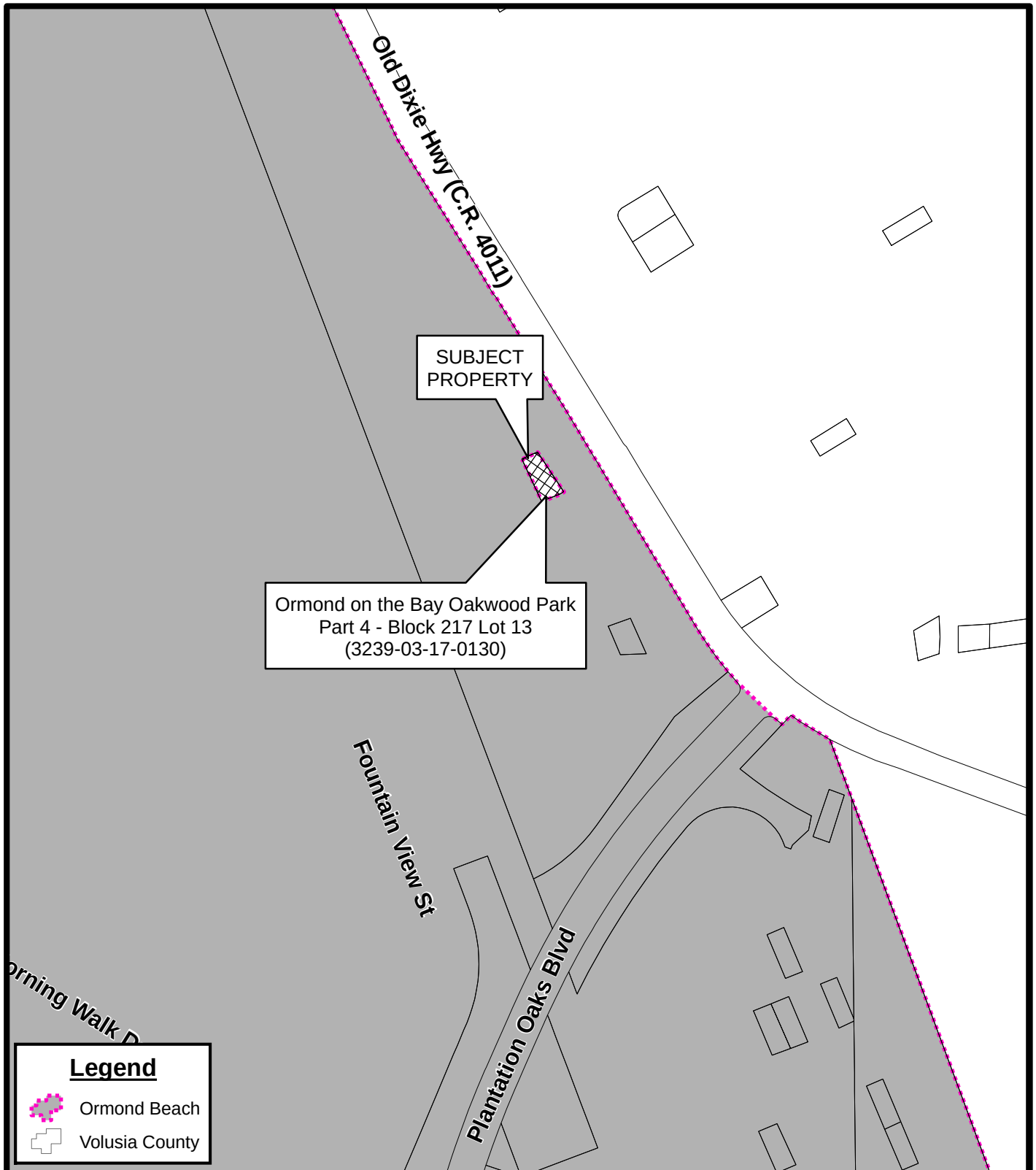




FUTURE LAND USE MAP
ORMOND ON THE BAY BLK 217 LOT 13
(3239-03-17-0130)

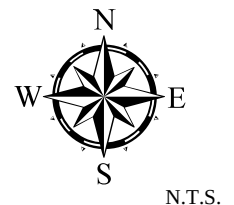
Prepared By: The City of Ormond Beach
 G.I.S. Department - June 10, 2022

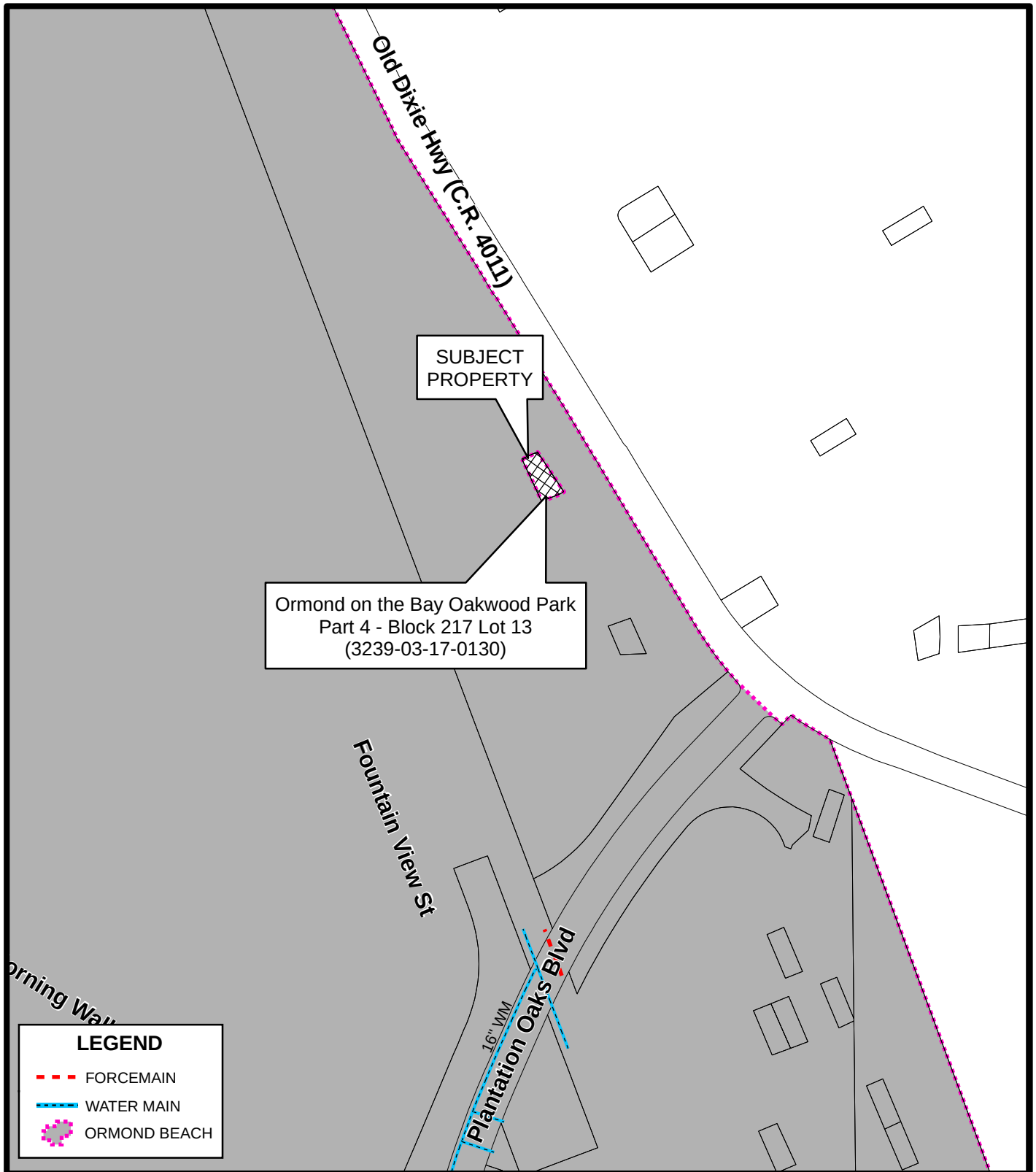




LOCATION MAP
ORMOND ON THE BAY BLK 217 LOT 13
(3239-03-17-0130)

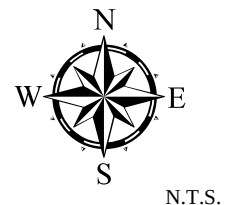
Prepared By: The City of Ormond Beach
 G.I.S. Department - June 10, 2022

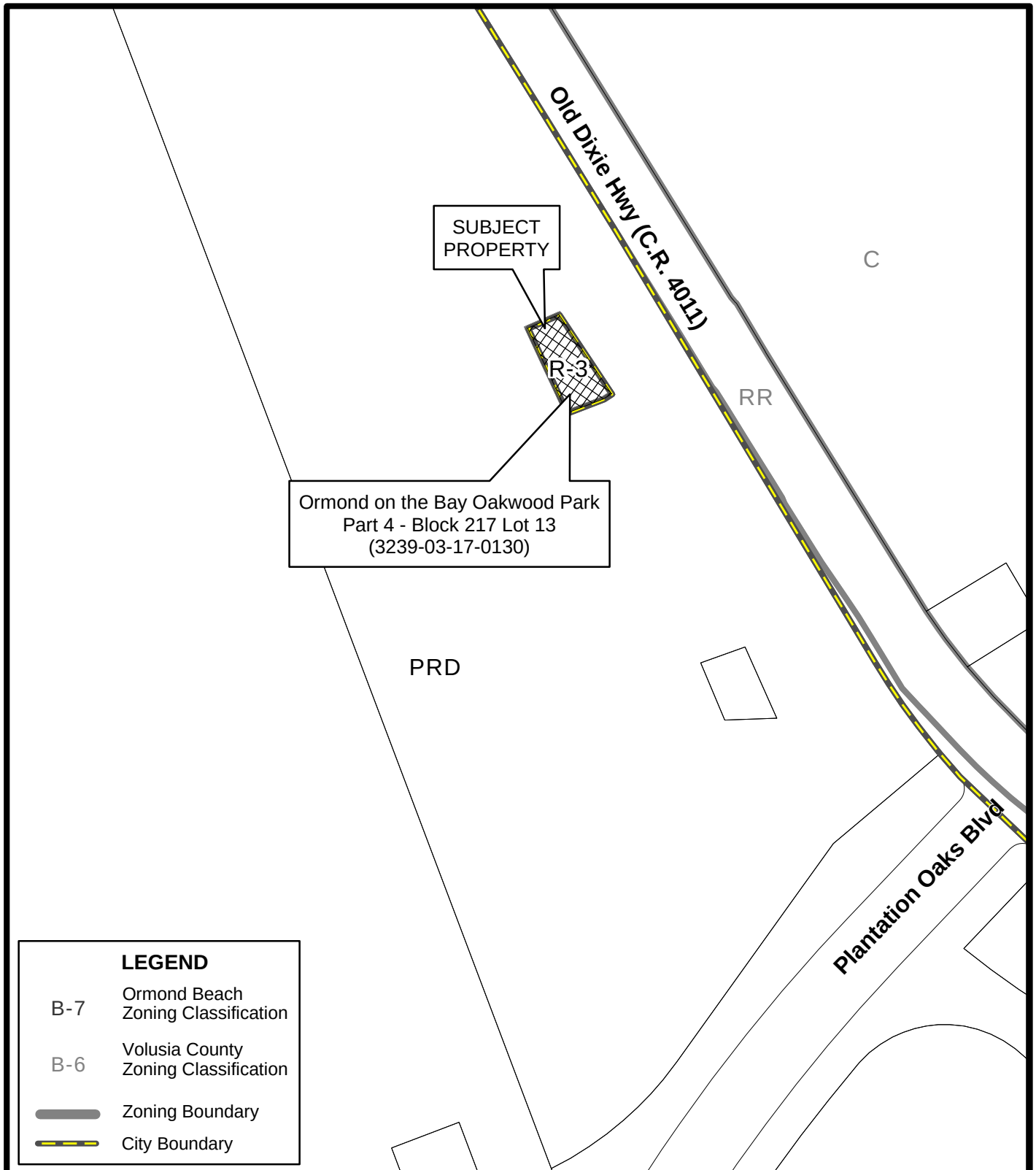




UTILITIES MAP
ORMOND ON THE BAY BLK 217 LOT 13
(3239-03-17-0130)

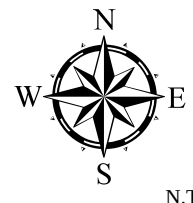
Prepared By: The City of Ormond Beach
 G.I.S. Department - June 10, 2022





ZONING MAP
ORMOND ON THE BAY BLK 217 LOT 13
(3239-03-17-0130)

Prepared By: The City of Ormond Beach
 G.I.S. Department - June 10, 2022



N.T.S.



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Kelly McGuire, Finance Director

Date: August 16, 2022

Subject: Firefighters' Pension Trust Fund

Commission Goal: Governance - Other

Introduction

This is a request by the Firefighters' Pension Trust Fund board to amend certain provisions of the Firefighters' pension ordinance.

Background

The Firefighters' Pension Trust Fund investment options has been reviewed with possible changes in the form of amendments presented for review and consideration.

Discussion

All three pension boards, Police, Fire and General Employees', considered the possibility of expanding their investment options. After weighing the potential gains and risks involved, both the Police and General Employees' boards decided against doing so. However, the Firefighters' Pension Board approved the following changes to the pension ordinance:

- Section 16-43, section (f) is amended to allow the following changes;
 - h. Alternative asset classes including, but not limited to, private equity, venture capital, hedge fund, hedge fund of funds, private debt, commodities, collectibles, foreign currency, insurance products, derivatives, and distressed securities.
 - i. Upon recommendation by the board's investment consultant, make investments in group trusts meeting the requirements of Internal Revenue Service Revenue Ruling 81-100 and Revenue Ruling 2011-1 or successor rulings or guidance of similar import, and operated or maintained exclusively for the commingling and collective investment of monies, provided

that the funds in the group trust consist exclusively of trust assets held under plans qualified under Section 401(a) of the Code, individual retirement accounts that are exempt under Section 408(e) of the Code, eligible governmental plans that meet the requirements of Section 457(b) of the Code, and governmental plans under 401(a)(24) of the Code. For this purpose, a trust includes a custodial account that is treated as a trust under Section 401(f) or under Section 457(g)(3) of the Code. While any portion of the assets of the fund are invested in such a group trust, such group trust is itself adopted as a part of the fund.

- j. Upon recommendation by the board's investment consultant, make investments in other reasonable investment vehicles as may be determined by the board, and while any portion of the assets of the fund are invested in such other investment vehicles, the terms of such are adopted by the fund or plan only to the extent so required to comply with applicable laws. For the avoidance of doubt, any such adoption shall not affect benefits or eligibility conditions provided by the fund.

Budget Impact

The City assumes all the financial risk associated with the pension system and is responsible for offsetting any shortfalls that occur due to investment losses and investment returns below the assumed rate of return (7%).

Citizen Impact

There is no citizen impact.

Recommendation

The Firefighters' Pension Board approved the proposed amendments at their May 20, 2022 meeting. Both the General and Police pension boards voted against these proposed changes. Staff concurs with the direction of the Police and General Employees' Boards and therefore does not recommend approval of the ordinance.

Attachments:

- 22-25 Firefighters' Pension Ordinance (P22-0111G) (PDF)
- Ormond Beach Alts Education Presentation 5 2022 (PDF)
- Ormond Beach Alts Cover Letter 6 2022 (PDF)

REVIEWED BY:


Kelly McGuire, Finance Director 7/28/2022


Claire Whitley, Assistant City Manager 8/8/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

ORDINANCE NO. 2022-25

AN ORDINANCE OF THE CITY OF ORMOND BEACH, FLORIDA, AMENDING ARTICLE III, FIREFIGHTERS' PENSION TRUST FUND, OF CHAPTER 16, PENSIONS AND RETIREMENT, OF THE CODE OF ORDINANCES; AMENDING SECTION 16-43, ESTABLISHMENT AND OPERATION OF FUND; FINANCES AND FUND MANAGEMENT; PROVIDING FOR SEVERABILITY OF PROVISIONS; PROVIDING FOR CODIFICATION; REPEALING ALL ORDINANCES IN CONFLICT HERewith AND PROVIDING AN EFFECTIVE DATE.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. Subsection (f), of Section 16-43, Establishment and operation of fund; finances and fund management, of Article III, Firefighters' Pension Trust Fund, of Chapter 16, Pensions and Retirement, of the City of Ormond Beach, Florida, *Code of Ordinances*, is hereby amended by adding the following underlined language and deleting the strikethrough language, to read as follows:

Sec. 16-43. – Establishment and operation of fund; finances and fund management.

(f) The board shall have the following investment powers and authority:

- (1) *(No change in text)*
- (2) All monies paid into or held in the fund shall be invested and reinvested by the board and the investment of all or any part of such funds shall be limited to:
 - a. Annuity and life insurance contracts with life insurance companies in amounts sufficient to provide, in whole or in part, the benefits to which all of the members in the fund shall be entitled under the provisions of this system and pay the initial and subsequent premium thereon.
 - b. Time or savings accounts of a national bank, a state bank insured by the bank insurance fund or a savings/building and loan association insured by the savings association insurance fund which is administered by the Federal Deposit Insurance

Corporation or a state or federal chartered credit union whose share accounts are insured by the national credit union share insurance fund.

- c. Obligations of the United States or obligations guaranteed as to principal and interest by the government of the United States or by an agency of the government of the United States.
- d. Bonds issued by the State of Israel.
- e. Stocks, commingled funds administered by national or state banks, mutual funds and bonds or other evidences of indebtedness, provided that:
 - 1. Except as provided in subsection (f)(2)e.2 of this section, all individually held securities and all securities in a commingled or mutual fund must be issued or guaranteed by a corporation organized under the laws of the United States, any state or organized territory of the United States, or the District of Columbia, provided that the corporation is traded on a nationally recognized exchange and, in the case of bonds only, shall hold a rating in one of the three highest classifications by a major rating service.
 - 2. Not more than 25 percent of the assets of the fund at market value may be invested in foreign securities.
 - 3. The board shall not invest more than five percent of its assets in the common stock, capital stock or convertible securities of any one issuing company; nor shall the aggregate investment in any one issuing company exceed five percent of the outstanding capital stock of that company; nor shall the aggregate of its investments in common stock, capital stock and convertible securities at market exceed 70 percent of the assets of the fund.
- f. Real estate received by the fund as a gift, donation or devise.

- g. The board may invest up to ten percent in private real estate through an institutional, open-ended vehicle. The institutional vehicle shall provide diversification of property type and geographical location.
- h. Alternative asset classes including, but not limited to, private equity, venture capital, hedge fund, hedge fund of funds, private debt, commodities, collectibles, foreign currency, insurance products, derivatives, and distressed securities.
- i. Upon recommendation by the board's investment consultant, make investments in group trusts meeting the requirements of Internal Revenue Service Revenue Ruling 81-100 and Revenue Ruling 2011-1 or successor rulings or guidance of similar import, and operated or maintained exclusively for the commingling and collective investment of monies, provided that the funds in the group trust consist exclusively of trust assets held under plans qualified under Section 401(a) of the Code, individual retirement accounts that are exempt under Section 408(e) of the Code, eligible governmental plans that meet the requirements of Section 457(b) of the Code, and governmental plans under 401(a)(24) of the Code. For this purpose, a trust includes a custodial account that is treated as a trust under Section 401(f) or under Section 457(g)(3) of the Code. While any portion of the assets of the fund are invested in such a group trust, such group trust is itself adopted as a part of the fund.
- j. Upon recommendation by the board's investment consultant, make investments in other reasonable investment vehicles as may be determined by the board, and while any portion of the assets of the fund are invested in such other investment vehicles, the terms of such are adopted by the fund or plan only to the extent so required to comply with applicable laws. For the avoidance of doubt, any such adoption shall not affect benefits or eligibility conditions provided by the fund.

(3) through (13) *(No change in text)*

SECTION TWO. Specific authority is hereby granted to codify and incorporate this Ordinance in the existing Code of Ordinances of the City of Ormond Beach.

SECTION THREE. If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrase under application shall not be affected thereby.

SECTION FOUR. All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed to the extent of such conflict.

SECTION FIVE. This ordinance shall take effect immediately upon adoption.

PASSED UPON at the first reading of the City Commission, this 16th day of August, 2022.

PASSED UPON at the second and final reading of the City Commission, this 7th day of September, 2022.

BILL PARTINGTON
Mayor

ATTEST:

SUSAN CARROLL DAUDERIS
City Clerk

City of Ormond Beach Pension Plans

Alternative Investments Education

May 2022

Scott Owens CFA[®], CIMA[®]
Managing Director – Wealth Management
Institutional Consulting Director
Alternative Investments Director
Scott.Owens@msgraystone.com
(813) 227-2027

Andy McIlvaine
Associate Vice President
Institutional Consultant
Andy.mcilvaine@msgraystone.com
(813) 227-2160



Innovative Strategies to Address Financial Challenges

The power of alternative investments derives from their versatility to offer innovative strategies that align with sophisticated investors' financial goals. Across the variety of available strategies, these can be organized into four core solutions.

Income Generation

Products that seek higher returns/yield and lower volatility versus traditional fixed income investments, with potential for low correlation to stocks and bonds, a reliable current income stream and an inflation hedge

- Non-Traded REITs
- Private Credit
 - Business Development Companies
 - Direct Lending
 - Opportunistic Strategies
- Private Real Estate Funds / Real Assets

Tax Advantages

Products designed to alleviate yearly tax liability, defer payment of capital gains, harness tax-managed structures or offer a step up in basis and tax advantaged income

- Private Placement Variable Annuities
- Private Placement Life Insurance
- 1031 Exchange Funds
- Equity Exchange Funds
- Qualified Opportunity Zone Funds

Alternative Investments: 4 Core Solutions

Portfolio Diversification

Products that strive to maintain low correlations with traditional equity markets, with potential for lower portfolio volatility, increased risk-adjusted returns and reduced reliance on any one company, sector, country, etc.

- Absolute Return Hedge Fund Strategies
- Equity Long/Short Funds
- Funds of Hedge Funds
- Relative Value Hedge Funds
- Infrastructure

Growth Orientation

Products that aim to generate excess returns and provide clients with incremental upside potential, wealth accumulation strategies or seek to take advantage of the "illiquidity premium" of private markets

- Private Equity
 - Venture Capital
 - Growth Equity
 - Leveraged Buyout
 - Secondaries & Co-Investments
- Equity Long/Short Funds

Source: Morgan Stanley Wealth Management Alternative Investments Group.

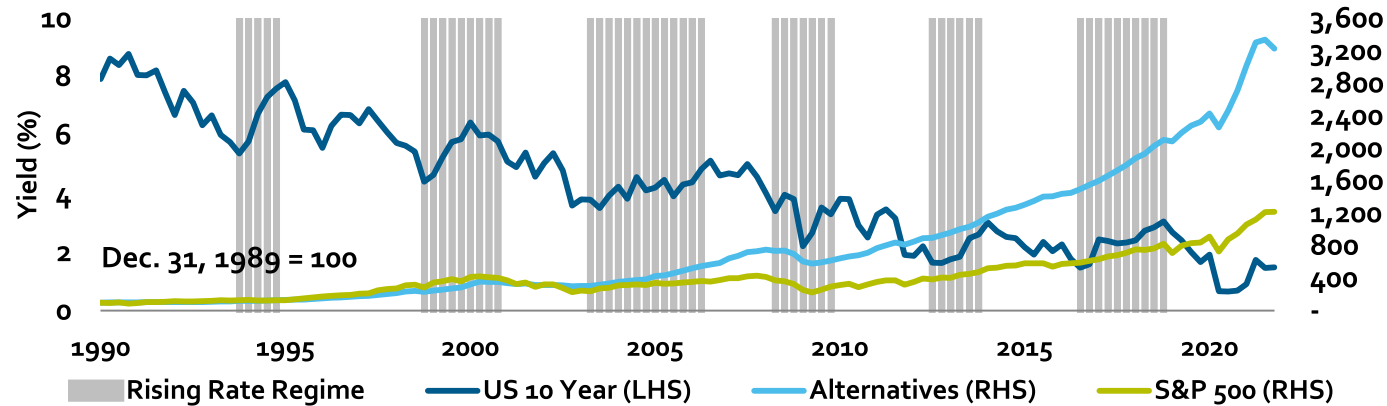
Alternative Investments are not appropriate for all investors and are only available to qualified investors.

Past performance is no guarantee of future results. Estimates of future performance are based on assumptions that may not be realized. This material is not a solicitation of any offer to buy or sell any security or other financial instrument or to participate in any trading strategy. Please refer to important information, disclosures and qualifications at the end of this material.

Alternative Investments Offer Diversification in Challenging Market Environments

Alternatives' Outperformance in *Rising Rate* Environments

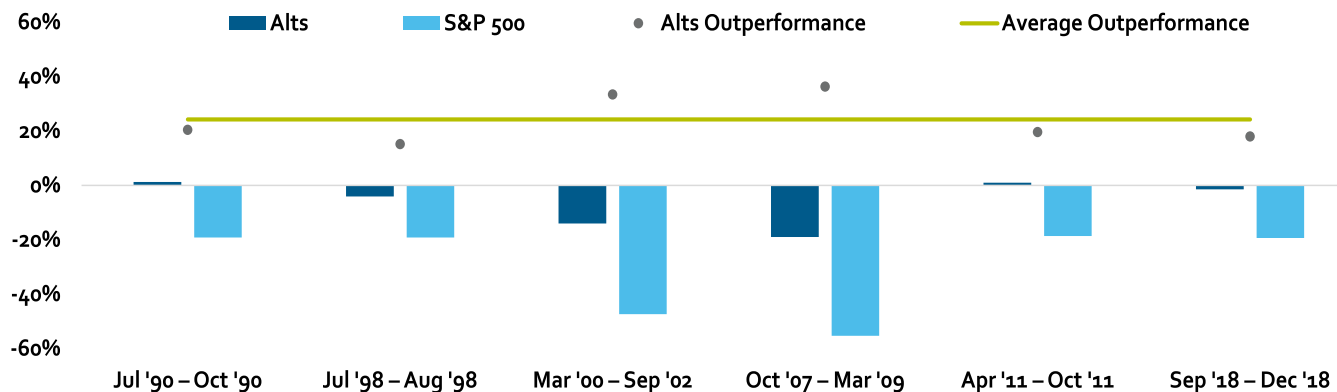
Quarterly Data as of December 31, 2021



Avg. Alts
outperformance
in rising rate
environments **+29%**

Alternatives' Outperformance in *Equity Bear Markets*

Historical Data 1980-2020



Avg. Alts
outperformance
in equity bear
markets **+25%**

Source: Bloomberg; Morgan Stanley Wealth Management. Alternatives Investments are composed of 16.6% Equity Hedge (HFRI Equity Hedge Index), 16.6% Equity Neutral (HFRI Equity Market Neutral Index), 33% Private Equity, and 33% Real Estate (National Council of Real Estate Investment Fiduciaries Property Index -NCREIF). Performance illustrated does not reflect fees or expenses, actual investor returns would be lower if these were deducted.

Past performance is no guarantee of future results. Estimates of future performance are based on assumptions that may not be realized. This material is not a solicitation of any offer to buy or sell any security or other financial instrument or to participate in any trading strategy. Please refer to important information, disclosures and qualifications at the end of this material.

Global Investment Committee: Alternative Investment Strategic Asset Allocation

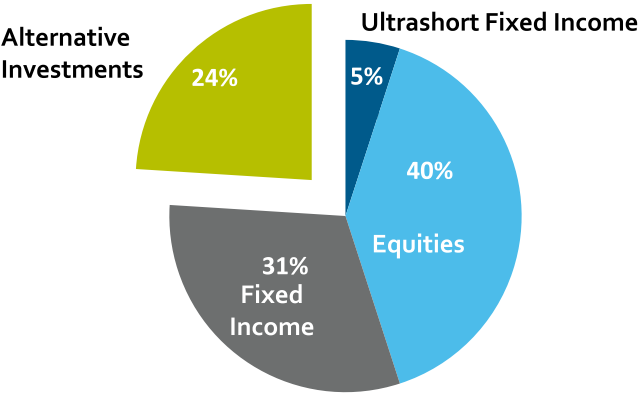
The Morgan Stanley Wealth Management Global Investment Committee (GIC) continually monitors developing economic and market conditions, reviews tactical outlooks, recommends model portfolio weightings, and also produces a suite of strategy, analysis, commentary, other reports and broadcasts

Depending on investor risk tolerance and net worth, the GIC may recommend a certain allocation to alternative investments to gain additional benefits of diversification. These guidelines serve as one source for your Financial Advisor’s or Private Wealth Advisor’s asset allocation advice

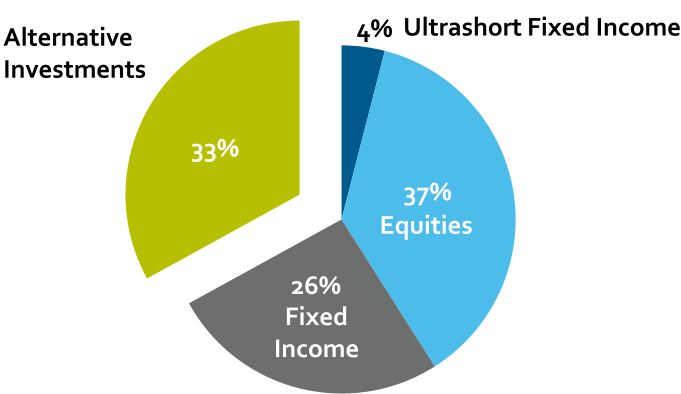
Ask your Financial Advisor or Private Wealth Advisor for more details and current allocation models at the time you are making your investment decisions

PORTFOLIO DIVERSIFICATION: GLOBAL INVESTMENT COMMITTEE STRATEGIC ASSET ALLOCATION¹

<\$25MM in Investable Assets



>\$25MM in Investable Assets



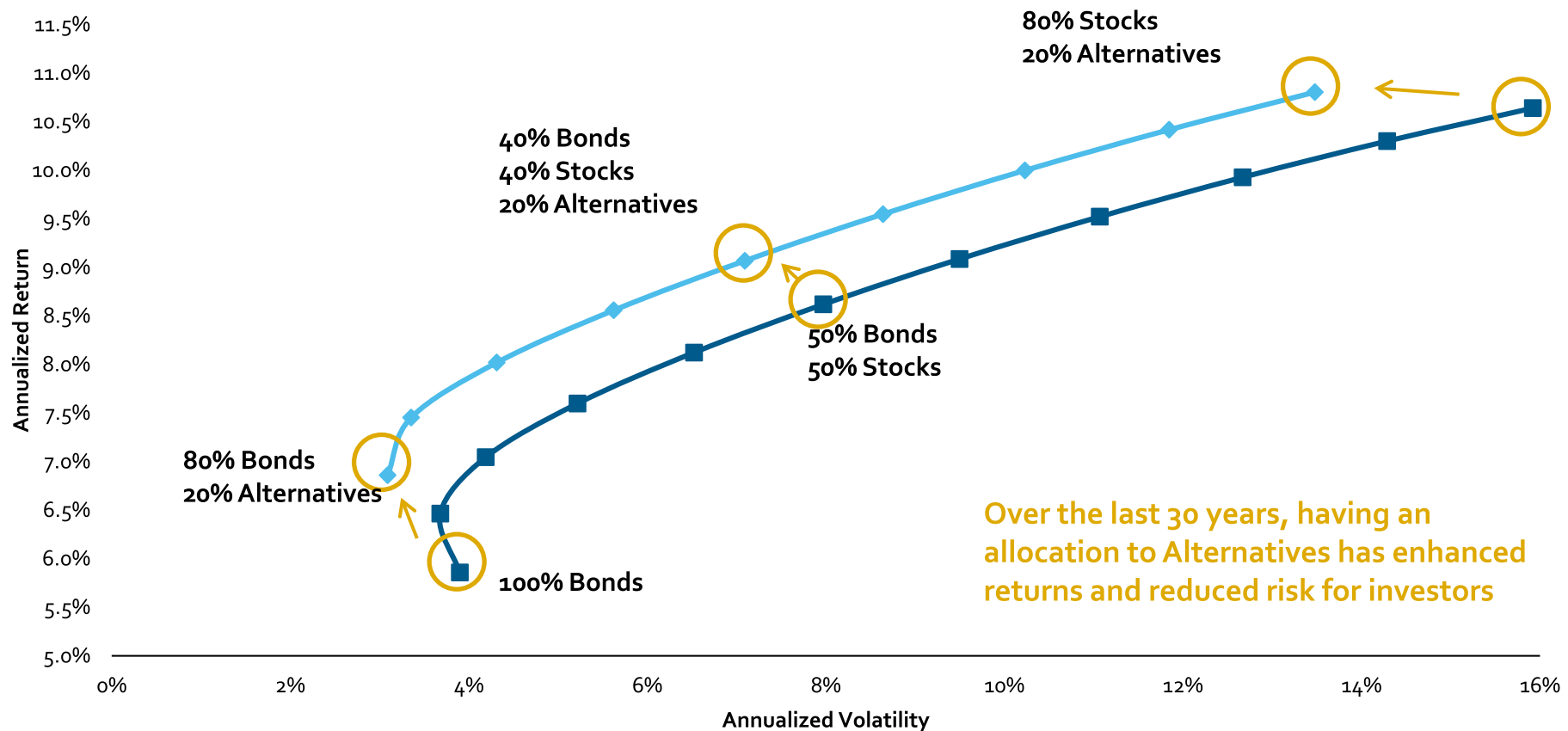
As of March 31, 2022. Strategic asset allocation models depicted above are based on Model 3: Balanced Growth. Please note there are five asset allocation models ranging from conservative to aggressive (Model 1: Wealth Conservation, formerly known as Capital Preservation; Model 2: Income; Model 3: Balanced Growth; Model 4: Market Growth; Model 5: Opportunistic Growth). The asset allocation models are subject to change from time to time. The GIC defines alternative investments as the following: REITS, Commodities, Master Limited Partnerships, Hedged Strategies (which include Traditional and 40 Act Alternative Investments including: Hedge Funds, Funds of Funds, Alternative Mutual Funds), Managed Futures, Private Real Estate and Private Equity. For illustrative purposes only. This does not represent individually tailored investment advice. Actual client portfolio will vary based on individual circumstances.

Past performance is no guarantee of future results. Estimates of future performance are based on assumptions that may not be realized. This material is not a solicitation of any offer to buy or sell any security or other financial instrument or to participate in any trading strategy. Please refer to important information, disclosures and qualifications at the end of this material.

Adding Alternatives Exposure to a Portfolio May Reduce Volatility and Potentially Increase Returns

Risk and Return Trade-Off With and Without Alternative Investments

Data as of January 1, 1990 to December 31, 2021



Source: Bloomberg, Morgan Stanley Wealth Management GIC, Private Equity Index Data: The Cambridge Associates Private Equity Index tracks the returns of a variety of private equity strategies, including buyout, control-oriented distressed, growth equity, energy, upstream energy and royalties, and venture capital. The data is updated quarterly using the Cambridge Associates Benchmark Calculator, with a lag of several months. Private equity returns are net to limited partners. Stocks are represented by the S&P 500 Total Return Index. Bonds are represented by Barclays U.S. Aggregate. Alternatives Investment are composed of 16.6% Equity Hedge (HFRI Equity Hedge Index), 16.6% Equity Neutral (HFRI Equity Market Neutral Index), 33% Private Equity, and 33% Real Estate (National Council of Real Estate Investment Fiduciaries Property Index – NCREIF). Alternatives investments are not appropriate for all investors.

Past performance is no guarantee of future results. Estimates of future performance are based on assumptions that may not be realized. This material is not a solicitation of any offer to buy or sell any security or other financial instrument or to participate in any trading strategy. Please refer to important information, disclosures and qualifications at the end of this material.

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Morgan Stanley's investment advisory programs may require a minimum asset level and, depending on your specific investment objectives and financial position, may not be appropriate for you. Please see the Morgan Stanley Smith Barney LLC program disclosure brochure (the "Morgan Stanley ADV") for more information in the investment advisory programs available. The Morgan Stanley ADV is available at www.morganstanley.com/ADV. **Sources of Data.** Information in this material in this report has been obtained from sources that we believe to be reliable, but we do not guarantee its accuracy, completeness or timeliness. Third-party data providers make no warranties or representations relating to the accuracy, completeness or timeliness of the data they provide and are not liable for any damages relating to this data. All opinions included in this material constitute the Firm's judgment as of the date of this material and are subject to change without notice. This material was not prepared by the research departments of Morgan Stanley & Co. LLC or Morgan Stanley Smith Barney LLC. Some historical figures may be revised due to newly identified programs, firm restatements, etc.

Global Investment Manager Analysis (GIMA) Focus List, Approved List and Tactical Opportunities List; Watch Policy. GIMA uses two methods to evaluate investment products in applicable advisory programs: **Focus** (and investment products meeting this standard are described as being on the Focus List) and **Approved** (and investment products meeting this standard are described as being on the Approved List). In general, Focus entails a more thorough evaluation of an investment product than Approved. Sometimes an investment product may be evaluated using the Focus List process but then placed on the Approved List instead of the Focus List. Investment products may move from the Focus List to the Approved List, or vice versa. GIMA may also determine that an investment product no longer meets the criteria under either process and will no longer be recommended in investment advisory programs (in which case the investment product is given a "Not Approved" status). GIMA has a "Watch" policy and may describe a Focus List or Approved List investment product as being on "Watch" if GIMA identifies specific areas that (a) merit further evaluation by GIMA and (b) may, but are not certain to, result in the investment product becoming "Not Approved." The Watch period depends on the length of time needed for GIMA to conduct its evaluation and for the investment manager or fund to address any concerns. Certain investment products on either the Focus List or Approved List may also be recommended for the **Tactical Opportunities List** based in part on tactical opportunities existing at a given time. The investment products on the Tactical Opportunities List change over time. For more information on the Focus List, Approved List, Tactical Opportunities List and Watch processes, please see the applicable Form ADV Disclosure Document for Morgan Stanley Wealth Management. Your Financial Advisor or Private Wealth Advisor can also provide upon request a copy of a publication entitled "Manager Selection Process."

The **Global Investment Committee** is a group of seasoned investment professionals who meet regularly to discuss the global economy and markets. The committee determines the investment outlook that guides our advice to clients. They continually monitor developing economic and market conditions, review tactical outlooks and recommend model portfolio weightings, as well as produce a suite of strategy, analysis, commentary, portfolio positioning suggestions and other reports and broadcasts.

The GIC Asset Allocation Models are not available to be directly implemented as part of an investment advisory service and should not be regarded as a recommendation of any Morgan Stanley investment advisory service. The GIC Asset Allocation Models do not represent actual trading or any type of account or any type of investment strategies and none of the fees or other expenses (e.g. commissions, mark-ups, mark-downs, advisory fees, fund expenses) associated with actual trading or accounts are reflected in the GIC Asset Allocation Models which, when compounded over a period of years, would decrease returns.

Adverse Active AlphaSM 2.0 is a patented screening and scoring process designed to help identify high-quality equity and fixed income managers with characteristics that may lead to future outperformance relative to index and peers. While highly ranked managers performed well as a group in our Adverse Active Alpha model back tests, not all of the managers will outperform. Please note that this data may be derived from back-testing, which has the benefit of hindsight. In addition, highly ranked managers can have differing risk profiles that might not be appropriate for all investors.

Our view is that Adverse Active Alpha is a good starting point and should be used in conjunction with other information. Morgan Stanley Wealth Management's qualitative and quantitative investment manager due diligence process are equally important factors for investors when considering managers for use through an investment advisory program. Factors including, but not limited to, manager

turnover and changes to investment process can partially or fully negate a positive Adverse Active Alpha ranking. Additionally, highly ranked managers can have differing risk profiles that might not be appropriate for all investors.

The proprietary **Value Score** methodology considers an active investment strategies' value proposition relative to its costs. From a historical quantitative study of several quantitative markers, Value Score measures perceived forward-looking benefit and computes (1) "fair value" expense ratios for most traditional investment managers across 40 categories and (2) managers' perceived "excess value" by comparing the fair value expense ratios to actual expense ratios. Managers are then ranked within each category by their excess value to assign a Value Score. Our analysis suggests that greater levels of excess value have historically corresponded to attractive subsequent performance.

For more information on the ranking models, please see Adverse Active AlphaSM 2.0: Scoring Active Managers According to Potential Alpha and Value Score: Scoring Fee Efficiency by Comparing Managers' "Fair Value" and Actual Expense Ratios. The whitepapers are available from your Financial Advisor or Private Wealth Advisor. ADVERSE ACTIVE ALPHA is a registered service mark of Morgan Stanley and/or its affiliates. U.S. Pat. No. 8,756,098 applies to the Adverse Active Alpha system and/or methodology.

Additionally, highly ranked managers can have differing risk profiles that might not be appropriate for all investors. For more information on AAA, please see the Adverse Active Alpha Ranking Model and Selecting Managers with Adverse Active Alpha whitepapers. The whitepaper are available from your Financial Advisor or Private Wealth Advisor. ADVERSE ACTIVE ALPHA is a registered service mark of Morgan Stanley and/or its affiliates. U.S. Pat. No. 8,756,098 applies to the Adverse Active Alpha system and/or methodology.

The Global Investment Manager Analysis (GIMA) Services Only Apply to Certain Investment Advisory Programs GIMA evaluates certain investment products for the purposes of some – but not all – of Morgan Stanley Smith Barney LLC's investment advisory programs (as described in more detail in the applicable Form ADV Disclosure Document for Morgan Stanley Wealth Management). If you do not invest through one of these investment advisory programs, Morgan Stanley Wealth Management is not obligated to provide you notice of any GIMA Status changes even though it may give notice to clients in other programs.

Strategy May Be Available as a Separately Managed Account or Mutual Fund Strategies are sometimes available in Morgan Stanley Wealth Management investment advisory programs both in the form of a separately managed account ("SMA") and a mutual fund. These may have different expenses and investment minimums. Your Financial Advisor or Private Wealth Advisor can provide more information on whether any particular strategy is available in more than one form in a particular investment advisory program. Generally, investment advisory accounts are subject to an annual asset-based fee which is payable monthly in advance (some account types may be billed differently). (The "Fee"). In general, the Fee covers Morgan Stanley investment advisory services, custody of securities with Morgan Stanley, trade execution with or through Morgan Stanley or its affiliates, as well as compensation to any Morgan Stanley Financial Advisor.

In addition, each account that is invested in a program that is eligible to purchase certain investment products, such as mutual funds, will also pay a Platform Fee (which is subject to a Platform Fee offset) as described in the applicable ADV brochure. Accounts invested in the Select UMA program will also pay a separate Morgan Stanley Overlay Manager Fee and any applicable Sub-Manager fees. If your account is invested in mutual funds or exchange traded funds (collectively "funds"), you will pay the fees and expenses of any funds in which your account is invested. Fees and expenses are charged directly to the pool of assets the fund invests in and are reflected in each fund's share price. These fees and expenses are an additional cost to you and would not be included in the Fee amount in your account statements. Overlay Managers or Executing Sub-Managers ("managers") in some of Morgan Stanley's Separately Managed Account ("SMA") programs may affect transactions through broker-dealers other than Morgan Stanley or our affiliates. If your manager trades with another firm, you may be assessed costs by the other firm in addition to Morgan Stanley's fees. Those costs will be included in the net price of the security, not separately reported on trade confirmations or account statements. Certain managers have historically directed most, if not all, of their trades to outside firms. Information provided by managers concerning trade execution away from Morgan Stanley is summarized at: www.morganstanley.com/wealth/investmentsolutions/pdfs/adv/sotresponse.pdf. For more information, please refer to the ADV Brochure for your program(s), available at www.morganstanley.com/ADV or contact your Financial Advisor/Private Wealth Advisor. For example, on an advisory account with a 2.5% annual fee, if the gross annual performance is 6.00%, the compounding effect of the fees will result in a net performance of approximately 3.38% after one year, 10.50% after three years, and 18.10% after five years. **Conflicts of Interest:** GIMA's goal is to provide professional, objective evaluations in support of the Morgan Stanley Wealth Management investment advisory programs. We have policies and procedures to help us meet this goal. However, our business is subject to various conflicts of interest. For example, ideas and suggestions for which investment products should be evaluated by GIMA come from a variety of sources, including our Morgan Stanley Wealth Management Financial Advisors and their direct or indirect managers, and other business persons within Morgan Stanley Wealth Management or its affiliates. Such persons may have an ongoing business relationship with certain investment managers or mutual fund companies whereby they, Morgan Stanley Wealth Management or its affiliates receive compensation from, or otherwise related to, those investment managers or mutual funds. For example, a Financial Advisor may suggest that GIMA evaluates an investment manager or fund in which a portion of his or her clients' assets are already invested. While such a recommendation is permissible, GIMA is responsible for the opinions expressed by GIMA. See the conflicts of interest section in the applicable Form ADV Disclosure Document for Morgan Stanley Wealth Management for a discussion of other types of conflicts that may be relevant to GIMA's evaluation of managers and funds. In addition, Morgan Stanley Wealth Management, MS & Co., managers and their affiliates provide a variety of services

(including research, brokerage, asset management, trading, lending and investment banking services) for each other and for various clients, including issuers of securities that may be recommended for purchase or sale by clients or are otherwise held in client accounts, and managers in various advisory programs. Morgan Stanley Wealth Management, managers, MS & Co., and their affiliates receive compensation and fees in connection with these services. Morgan Stanley Wealth Management believes that the nature and range of clients to which such services are rendered is such that it would be inadvisable to exclude categorically all of these companies from an account.

Morgan Stanley charges each fund family we offer a mutual fund support fee, also called a "revenue-sharing payment," on client account holdings in fund families according to a tiered rate that increases along with the management fee of the fund so that lower management fee funds pay lower rates than those with higher management fees.

Consider Your Own Investment Needs: The model portfolios and strategies discussed in the material are formulated based on general client characteristics including risk tolerance. This material is not intended to be an analysis of whether particular investments or strategies are appropriate for you or a recommendation, or an offer to participate in any investment. Therefore, clients should not use this material as the sole basis for investment decisions. They should consider all relevant information, including their existing portfolio, investment objectives, risk tolerance, liquidity needs and investment time horizon. Such a determination may lead to asset allocation results that are materially different from the asset allocation shown in this profile. Talk to your Financial Advisor about what would be an appropriate asset allocation for you, whether CGCM is an appropriate program for you.

No obligation to notify – Morgan Stanley Wealth Management has no obligation to notify you when the model portfolios, strategies, or any other information, in this material changes.

Please consider the investment objectives, risks, fees, and charges and expenses of mutual funds, ETFs, closed end funds, unit investment trusts, and variable insurance products carefully before investing. The prospectus contains this and other information about each fund. To obtain a prospectus, contact your Financial Advisor or Private Wealth Advisor or visit the Morgan Stanley website at www.morganstanley.com. Please read it carefully before investing.

An investment in a money market fund is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Although the Fund seeks to preserve the value of your investment at \$1.00 per share, it is possible to lose money by investing in the fund.

The type of mutual funds and ETFs discussed in this presentation utilizes nontraditional or complex investment strategies and/or derivatives. Examples of these types of funds include those that utilize one or more of the below noted investment strategies or categories or which seek exposure to the following markets: (1) commodities (e.g., agricultural, energy and metals), currency, precious metals; (2) managed futures; (3) leveraged, inverse or inverse leveraged; (4) bear market, hedging, long-short equity, market neutral; (5) real estate; (6) volatility (seeking exposure to the CBOE VIX Index). Investors should keep in mind that while mutual funds and ETFs may, at times, utilize nontraditional investment options and strategies, they should not be equated with unregistered privately offered alternative investments. Because of regulatory limitations, mutual funds and ETFs that seek alternative-like investment exposure must utilize a more limited investment universe. As a result, investment returns and portfolio characteristics of alternative mutual funds and ETFs may vary from traditional hedge funds pursuing similar investment objectives. Moreover, traditional hedge funds have limited liquidity with long "lock-up" periods allowing them to pursue investment strategies without having to factor in the need to meet client redemptions and ETFs trade on an exchange. On the other hand, mutual funds typically must meet daily client redemptions. This differing liquidity profile can have a material impact on the investment returns generated by a mutual fund or ETF pursuing an alternative investing strategy compared with a traditional hedge fund pursuing the same strategy.

Nontraditional investment options and strategies are often employed by a portfolio manager to further a fund's investment objective and to help offset market risks. However, these features may be complex, making it more difficult to understand the fund's essential characteristics and risks, and how it will perform in different market environments and over various periods of time. They may also expose the fund to increased volatility and unanticipated risks particularly when used in complex combinations and/or accompanied by the use of borrowing or "leverage."

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Investing in the markets entails the risk of market volatility. The value of all types of investments, including stocks, mutual funds, exchange-traded funds ("ETFs"), closed-end funds, and unit investment trusts, may increase or decrease over varying time periods. To the extent the investments depicted herein represent **international securities**, you should be aware that there may be additional risks associated with international investing, including foreign economic, political, monetary and/or legal factors, changing currency exchange rates, foreign taxes, and differences in financial and accounting standards. These risks may be magnified in **emerging markets and frontier markets**. **Small- and mid-capitalization companies** may lack the financial resources, product diversification and competitive strengths of larger companies. In addition, the securities of small- and mid-capitalization companies may not trade as readily as, and be subject to higher volatility than, those of larger, more established companies. The value of **fixed income securities** will fluctuate and, upon a sale, may be worth more or less than their original cost or maturity value. Bonds are subject to interest rate risk, call risk, reinvestment risk, liquidity risk, and credit risk of the issuer. **High yield bonds** are subject to additional risks such as increased risk of default and greater volatility because of the lower credit quality of the issues. In the case of **municipal bonds**, income is generally exempt from federal income taxes. Some income may be subject to state and local taxes and to the federal alternative minimum tax. Capital gains, if any, are subject to tax. **Treasury Inflation Protection Securities' (TIPS)** coupon payments and underlying principal are automatically increased to compensate for inflation by tracking the consumer price index (CPI). While the real rate of return is guaranteed, TIPS tend to offer a low return. Because the return of TIPS is linked to inflation, TIPS may significantly underperform versus conventional U.S. Treasuries in times of low inflation. There is no guarantee that investors will receive par if TIPS are sold prior to maturity. The returns on a portfolio consisting primarily of **environmental, social, and governance-aware investments ("ESG")** may be lower or higher than a portfolio that is more diversified or where decisions are based solely on investment considerations. Because ESG criteria exclude some investments, investors may not be able to take advantage of the same opportunities or market trends as investors that do not use such criteria. The companies identified and investment examples are for illustrative purposes only and should not be deemed a recommendation to purchase, hold or sell any securities or investment products. They are intended to demonstrate the approaches taken by managers who focus on ESG criteria in their investment strategy. There can be no guarantee that a client's account will be managed as described herein. **Options** and margin trading involve substantial risk and are not appropriate for all investors. Besides the general investment risk of holding securities that may decline in value and the possible loss of principal invested, **closed-end funds** may have additional risks related to declining market prices relative to net asset values (NAVs), active manager underperformance and potential leverage. Closed-end funds, unlike open-end funds, are not continuously offered. There is a one-time public offering and once issued, shares of closed-end funds are sold in the open market through a stock exchange. Shares of closed-end funds frequently trade at a discount from their NAV which may increase investors' risk of loss. The risk of loss due to this discount may be greater for investors expecting to sell their shares in a relatively short period after completion of the public offering. This characteristic is a risk separate and distinct from the risk that a closed-end fund's net asset value may decrease as a result of investment activities. NAV is total assets less total liabilities divided by the number of shares outstanding. At the time an investor purchases or sells shares of a closed-end fund, shares may have a market price that is above or below NAV. Portfolios that invest a large percentage of assets in only one industry **sector** (or in only a few sectors) are more vulnerable to price fluctuation than those that diversify among a broad range of sectors.

Alternative investments often are speculative and include a high degree of risk. Investors could lose all or a substantial amount of their investment. Alternative investments are appropriate only for eligible, long-term investors who are willing to forgo liquidity and put capital at risk for an indefinite period of time. They may be highly illiquid and can engage in leverage and other speculative practices that may increase the volatility and risk of loss. Alternative Investments typically have higher fees than traditional investments. Investors should carefully review and consider potential risks before investing. Certain of these risks may include but are not limited to: Loss of all or a substantial portion of the investment due to leveraging, short-selling, or other speculative practices; Lack of liquidity in that there may be no secondary market for a fund; Volatility of returns; Restrictions on transferring interests in a fund; Potential lack of diversification and resulting higher risk due to

concentration of trading authority when a single advisor is utilized; Absence of information regarding valuations and pricing; Complex tax structures and delays in tax reporting; Less regulation and higher fees than mutual funds; Risks associated with the operations, personnel, and processes of the manager; and Risks associated with cybersecurity. As a diversified global financial services firm, Morgan Stanley Wealth Management engages in a broad spectrum of activities including financial advisory services, investment management activities, sponsoring and managing private investment funds, engaging in broker-dealer transactions and principal securities, commodities and foreign exchange transactions, research publication, and other activities. In the ordinary course of its business, Morgan Stanley Wealth Management therefore engages in activities where Morgan Stanley Wealth Management's interests may conflict with the interests of its clients, including the private investment funds it manages. Morgan Stanley Wealth Management can give no assurance that conflicts of interest will be resolved in favor of its clients or any such fund. All expressions of opinion are subject to change without notice and are not intended to be a forecast of future events or results. Further, opinions expressed herein may differ from the opinions expressed by Morgan Stanley Wealth Management and/or other businesses/affiliates of Morgan Stanley Wealth Management. This is not a "research report" as defined by FINRA Rule 2241 or a "debt research report" as defined by FINRA Rule 2242 and was not prepared by the Research Departments of Morgan Stanley Smith Barney LLC or Morgan Stanley & Co. LLC or its affiliates. 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These limitations include survivorship bias (the returns of the indices may not be representative of all the hedge funds in the universe because of the tendency of lower performing funds to leave the index); heterogeneity (not all hedge funds are alike or comparable to one another, and the index may not accurately reflect the performance of a described style); and limited data (many hedge funds do not report to indices, and the index may omit funds, the inclusion of which might significantly affect the performance shown). The HFRI indices are based on information self-reported by hedge fund managers that decide on their own, at any time, whether or not they want to provide, or continue to provide, information to HFR Asset Management, L.L.C. Results for funds that go out of business are included in the index until the date that they cease operations. Therefore, these indices may not be complete or accurate representations of the hedge fund universe, and may be biased in several ways. Composite index results are shown for illustrative purposes and do not represent the performance of a specific investment. Individual funds have specific tax risks related to their investment programs that will vary from fund to fund. Clients should consult their own tax and legal advisors as Morgan Stanley Wealth Management does not provide tax or legal advice. Interests in alternative investment products are offered pursuant to the terms of the applicable offering memorandum, are distributed by Morgan Stanley Wealth Management and certain of its affiliates, and (1) are not FDIC-insured, (2) are not deposits or other obligations of Morgan Stanley Wealth Management or any of its affiliates, (3) are not guaranteed by Morgan Stanley Wealth Management and its affiliates, and (4) involve investment risks, including possible loss of principal. Morgan Stanley Wealth Management is a registered broker-dealer, not a bank. 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Investment products in this category may employ various investment strategies and techniques for both hedging and more speculative purposes such as short-selling, leverage, derivatives and options, which can increase volatility and the risk of investment loss. Alternative investments are not appropriate for all investors. As a diversified global financial services firm, Morgan Stanley Wealth Management engages in a broad spectrum of activities including financial advisory services, investment management activities, sponsoring and managing private investment funds, engaging in broker-dealer transactions and principal securities, commodities and foreign exchange transactions, research publication, and other activities. In the ordinary course of its business, Morgan Stanley Wealth Management therefore engages in activities where Morgan Stanley Wealth Management's interests may conflict with the interests of its clients, including the private investment funds it manages. Morgan Stanley Wealth Management can give no assurance that conflicts of interest will be resolved in favor of its clients or any such fund. Alternative investments involve complex tax structures, tax inefficient investing, and delays in distributing important tax information. Individual funds have specific risks related to their investment programs that will vary from fund to fund.

Clients should consult their own tax and legal advisors as Morgan Stanley Wealth Management does not provide tax or legal advice.

A majority of Alternative Investment managers reviewed and selected by GIMA pay or cause to be paid an ongoing fee for distribution from their management fees to Morgan Stanley Wealth Management in connection with Morgan Stanley Wealth Management clients that purchase an interest in an Alternative Investment and in some instances pay these fees on the investments held by investments held by brokerage clients. Morgan Stanley Wealth Management has a conflict of interest in offering alternative investments because Morgan Stanley Wealth Management or our affiliates, in most instances, earn more money in your account from your investments in alternative investments than from other investment options.

It should be noted that the majority of hedge fund indexes are comprised of hedge fund manager returns. This is in contrast to traditional indexes, which are comprised of individual securities in the various market segments they represent and offer complete transparency as to membership and construction methodology. As such, some believe that hedge fund index returns have certain biases that are not present in traditional indexes. Some of these biases inflate index performance, while others may skew performance negatively. However, many studies indicate that overall hedge fund index performance has been biased to the upside. Some studies suggest performance has been inflated by up to 260 basis points or more annually depending on the types of biases included and the time period studied. Although there are numerous potential biases that could affect hedge fund returns, we identify some of the more common ones throughout this paper.

Self-selection bias results when certain manager returns are not included in the index returns and may result in performance being skewed up or down. Because hedge funds are private placements, hedge fund managers are able to decide which fund returns they want to report and are able to opt out of reporting to the various databases. Certain hedge fund managers may choose only to report returns for funds with strong returns and opt out of reporting returns for weak performers. Other hedge funds that close may decide to stop reporting in order to retain secrecy, which may cause a downward bias in returns.

Survivorship bias results when certain constituents are removed from an index. This often results from the closure of funds due to poor performance, “blow ups,” or other such events. As such, this bias typically results in performance being skewed higher. As noted, hedge fund index performance biases can result in positive or negative skew. However, it would appear that the skew is more often positive. While it is difficult to quantify the effects precisely, investors should be aware that idiosyncratic factors may be giving hedge fund index returns an artificial “lift” or upwards bias.

Hedge Funds of Funds and many funds of funds are private investment vehicles restricted to certain qualified private and institutional investors. They are often speculative and include a high degree of risk. Investors can lose all or a substantial amount of their investment. They may be highly illiquid, can engage in leverage and other speculative practices that may increase volatility and the risk of loss, and may be subject to large investment minimums and initial lockups. They involve complex tax structures, tax-inefficient investing and delays in distributing important tax information. Categorically, hedge funds and funds of funds have higher fees and expenses than traditional investments, and such fees and expenses can lower the returns achieved by investors. Funds of funds have an additional layer of fees over and above hedge fund fees that will offset returns. An investment in an **exchange-traded fund** involves risks similar to those of investing in a broadly based portfolio of equity securities traded on an exchange in the relevant securities market, such as market fluctuations caused by such factors as economic and political developments, changes in interest rates and perceived trends in stock and bond prices. An investment in a **target date portfolio** is subject to the risks attendant to the underlying funds in which it invests, in these portfolios the funds are the Consulting Group Capital Market funds. A target date portfolio is geared to investors who will retire and/or require income at an approximate year. The portfolio is managed to meet the investor’s goals by the pre-established year or “target date.” A target date portfolio will transition its invested assets from a more aggressive portfolio to a more conservative portfolio as the target date draws closer. An investment in the target date portfolio is not guaranteed at any time, including, before or after the target date is reached. **Managed futures** investments are speculative, involve a high degree of risk, use significant leverage, are generally illiquid, have substantial charges, subject investors to conflicts of interest, and are appropriate only for the risk capital portion of an investor’s portfolio. Managed futures investments do not replace equities or bonds but rather may act as a complement in a well diversified portfolio. Managed Futures are complex and not appropriate for all investors. **Rebalancing** does not protect against a loss in declining financial markets. There may be a potential tax implication with a rebalancing strategy.

Virtual Currency Products (Cryptocurrencies)

Buying, selling, and transacting in Bitcoin, Ethereum or other digital assets (“Digital Assets”), and related funds and products, is highly speculative and may result in a loss of the entire investment. Risks and considerations include but are not limited to:

- Digital Assets have only been in existence for a short period of time and historical trading prices for Digital Assets have been highly volatile. The price of Digital Assets could decline rapidly, and **investors could lose their entire investment.**
- Certain Digital Asset funds and products, allow investors to invest on a more frequent basis than investors may withdraw from the fund or product, and interests in such funds or products are generally not freely transferrable. This means that, particularly given the volatility of Digital Assets, an investor will have to bear any losses with respect to its investment for an extended period of time and will not be able to react to changes in the price of the Digital Asset once invested (for example, by seeking to withdraw) as quickly as when making the decision to invest. Such Digital Asset funds and products, are intended only for persons who are able to bear the economic risk of investment and who do not need liquidity with respect to their investments.
- Given the volatility in the price of Digital Assets, the net asset value of a fund or product that invests in such assets at the time an investor’s subscription for interests in the fund or product is accepted may be significantly below or above the net asset value of the product or fund at the time the investor submitted subscription materials.
- Certain Digital Assets are not intended to function as currencies but are intended to have other use cases. These other Digital Assets may be subject to some or all of the risks and considerations set forth herein, as well as additional risks applicable to such Digital Assets. Buyers, sellers and users of such Digital Assets should thoroughly familiarize themselves with such risks and considerations before transacting in such Digital Assets.
- The value of Digital Assets may be negatively impacted by future legal and regulatory developments, including but not limited to increased regulation of such Digital Assets. Any such developments

may make such Digital Assets less valuable, impose additional burdens and expenses on a fund or product investing in such assets or impact the ability of such a fund or product to continue to operate, which may materially decrease the value of an investment therein.

- Due to the new and evolving nature of digital currencies and the absence of comprehensive guidance, many significant aspects of the tax treatment of Digital Assets are uncertain. Prospective investors should consult their own tax advisors concerning the tax consequences to them of the purchase, ownership and disposition of Digital Assets, directly or indirectly through a fund or product, under U.S. federal income tax law, as well as the tax law of any relevant state, local or other jurisdiction.
- Over the past several years, certain Digital Asset exchanges have experienced failures or interruptions in service due to fraud, security breaches, operational problems or business failure. Such events in the future could impact any fund's or product's ability to transact in Digital Assets if the fund or product relies on an impacted exchange and may also materially decrease the price of Digital Assets, thereby impacting the value of your investment, regardless of whether the fund or product relies on such an impacted exchange.
- Although any Digital Asset product and its service providers have in place significant safeguards against loss, theft, destruction and inaccessibility, there is nonetheless a risk that some or all of a product's Digital Asset could be permanently lost, stolen, destroyed or inaccessible by virtue of, among other things, the loss or theft of the "private keys" necessary to access a product's Digital Asset.
- Investors in funds or products investing or transacting in Digital Assets may not benefit to the same extent (or at all) from "airdrops" with respect to, or "forks" in, a Digital Asset's blockchain, compared to investors who hold Digital Assets directly instead of through a fund or product. Additionally, a "fork" in the Digital Asset blockchain could materially decrease the price of such Digital Asset.
- Digital Assets are not legal tender, and are not backed by any government, corporation or other identified body, other than with respect to certain digital currencies that certain governments are or may be developing now or in the future. No law requires companies or individuals to accept digital currency as a form of payment (except, potentially, with respect to digital currencies developed by certain governments where such acceptance may be mandated). Instead, other than as described in the preceding sentences, Digital Asset products' use is limited to businesses and individuals that are willing to accept them. If no one were to accept digital currencies, virtual currency products would very likely become worthless.
- Platforms that buy and sell Digital Assets can be hacked, and some have failed. In addition, like the platforms themselves, digital wallets can be hacked, and are subject to theft and fraud. As a result, like other investors have, you can lose some or all of your holdings of Digital Assets.
- Unlike US banks and credit unions that provide certain guarantees of safety to depositors, there are no such safeguards provided to Digital Assets held in digital wallets by their providers or by regulators.
- Due to the anonymity Digital Assets offer, they have known use in illegal activity, including drug dealing, money laundering, human trafficking, sanction evasion and other forms of illegal commerce. Abuses could impact legitimate consumers and speculators; for instance, law enforcement agencies could shut down or restrict the use of platforms and exchanges, limiting or shutting off entirely the ability to use or trade Digital Asset products.
- Digital Assets may not have an established track record of credibility and trust. Further, any performance data relating to Digital Asset products may not be verifiable as pricing models are not uniform.
- Investors should be aware of the potentially increased risks of transacting in Digital Assets relating to the risks and considerations, including fraud, theft, and lack of legitimacy, and other aspects and qualities of Digital Assets, before transacting in such assets.
- The exchange rate of virtual currency products versus the USD historically has been very volatile and the exchange rate could drastically decline. For example, the exchange rate of certain Digital Assets versus the USD has in the past dropped more than 50% in a single day. Other Digital Assets may be affected by such volatility as well.
- Digital Asset exchanges have limited operating and performance histories and are not regulated with the same controls or customer protections available to more traditional exchanges transacting equity, debt, and other assets and securities. There is no assurance that a person/exchange who currently accepts a Digital Asset as payment will continue to do so in the future.

- The regulatory framework of Digital Assets is evolving, and in some cases is uncertain, and Digital Assets themselves may not be governed and protected by applicable securities regulators and securities laws, including, but not limited to, Securities Investor Protection Corporation coverage, or other regulatory regimes.

- Morgan Stanley Smith Barney LLC or its affiliates (collectively, "Morgan Stanley") may currently, or in the future, offer or invest in Digital Asset products, services or platforms. The proprietary interests of Morgan Stanley may conflict with your interests.

- The foregoing list of considerations and risks are not and do not purport to be a complete enumeration or explanation of the risks involved in an investment in any product or fund investing or trading in Digital Assets.

Asset allocation and diversification do not assure a profit or protect against loss in declining financial markets. Past performance is no guarantee of future results. Actual results may vary.

Tax laws are complex and subject to change. Morgan Stanley Smith Barney LLC ("Morgan Stanley"), its affiliates and Morgan Stanley Financial Advisors and Private Wealth Advisors do not provide tax or legal advice and are not "fiduciaries" (under ERISA, the Internal Revenue Code or otherwise) with respect to the services or activities described herein except as otherwise provided in writing by Morgan Stanley and/or as described at www.morganstanley.com/disclosures/dol. Individuals are encouraged to consult their tax and legal advisors (a) before establishing a retirement plan or account, and (b) regarding any potential tax, ERISA and related consequences of any investments made under such plan or account.

Annuities and insurance products are offered in conjunction with Morgan Stanley Smith Barney LLC's licensed insurance agency affiliates.

Indices are unmanaged and investors cannot directly invest in them. They are not subject to expenses or fees and are often comprised of securities and other investment instruments the liquidity of which is not restricted. A particular investment product may consist of securities significantly different than those in any index referred to herein. Composite index results are shown for illustrative purposes only, generally do not represent the performance of a specific investment, may not, for a variety of reasons, be an appropriate comparison or benchmark for a particular investment and may not necessarily reflect the actual investment strategy or objective of a particular investment. Consequently, comparing an investment to a particular index may be of limited use.

This material is not a financial plan and does not create an investment advisory relationship between you and your Morgan Stanley Financial Advisor. We are not your fiduciary either under the Employee Retirement Income Security Act of 1974 (ERISA) or the Internal Revenue Code of 1986, and any information in this report is not intended to form the primary basis for any investment decision by you, or an investment advice or recommendation for either ERISA or Internal Revenue Code purposes. Morgan Stanley Private Wealth Management will only prepare a financial plan at your specific request using Private Wealth Management approved financial planning signature.

We may act in the capacity of a broker or that of an advisor. As your broker, we are not your fiduciary and our interests may not always be identical to yours. Please consult with your Private Wealth Advisor to discuss our obligations to disclose to you any conflicts we may from time to time have and our duty to act in your best interest. We may be paid both by you and by others who compensate us based on what you buy. Our compensation, including that of your Private Wealth Advisor, may vary by product and over time.

Investment and services offered through Morgan Stanley Private Wealth Management, a division of Morgan Stanley Smith Barney LLC, Member SIPC.

For index, indicator and survey definitions referenced in this report please visit the following: <https://www.morganstanley.com/wealth-investmentsolutions/wmir-definitions>

The Morgan Stanley Pathway Funds, Firm Discretionary UMA Model Portfolios, and other asset allocation or any other model portfolios discussed in this material are available only to investors participating in Morgan Stanley Consulting Group advisory programs. For additional information on the Morgan Stanley Consulting Group advisory programs, see the applicable ADV brochure, available at www.morganstanley.com/ADV or from your Morgan Stanley Financial Advisor or Private Wealth Advisor. To learn more about the Morgan Stanley Pathway Funds, visit the Funds' website at <https://www.morganstanley.com/wealth-investmentsolutions/cgcm>. Consulting Group is a business of Morgan Stanley.

Morgan Stanley Pathway Program Asset Allocation Models There are model portfolios corresponding to five risk-tolerance levels available in the Pathway program. Model 1 is the least aggressive portfolio and consists mostly of bonds. As the model numbers increase, the models have higher allocations to equities and become more aggressive. Pathway is a mutual fund asset allocation program. In constructing the Pathway Program Model Portfolios, Morgan Stanley Wealth Management uses, among other things, model asset allocations produced by Morgan Wealth Management's Global Investment Committee (the "GIC"). The Pathway Program Model Portfolios are specific to the Pathway program (based on program features and parameters, and any other requirements of Morgan

Stanley Wealth Management's Consulting Group). The Pathway Program Model Portfolios may therefore differ in some respects from model portfolios available in other Morgan Stanley Wealth Management programs or from asset allocation models published by the Global Investment Committee.

529 Plans - Investors should carefully read the Program Disclosure statement, which contains more information on investment options, risk factors, fees and expenses, and possible tax consequences before purchasing a 529 plan. You can obtain a copy of the Program Disclosure Statement from the 529 plan sponsor or your Financial Advisor. Assets can accumulate and be withdrawn federally tax-free only if they are used to pay for qualified expenses. Earnings on nonqualified distributions will be subject to income tax and a 10% federal income tax penalty. Contribution limits vary by state. Refer to the individual plan for specific contribution guidelines. Before investing, investors should consider whether tax or other benefits are only available for investments in the investor's home state 529 college savings plan. If an account owner or the beneficiary resides in or pays income taxes to a state that offers its own 529 college savings or pre-paid tuition plan (an "In-State Plan"), that state may offer state or local tax benefits. These tax benefits may include deductible contributions, deferral of taxes on earnings and/or tax-free withdrawals. In addition, some states waive or discount fees or offer other benefits for state residents or taxpayers who participate in the In-State Plan. An account owner may be denied any or all state or local tax benefits or expense reductions by investing in another state's plan (an "Out-of-State Plan"). In addition, an account owner's state or locality may seek to recover the value of tax benefits (by assessing income or penalty taxes) should an account owner rollover or transfer assets from an In-State Plan to an Out-of-State Plan. While state and local tax consequences and plan expenses are not the only factors to consider when investing in a 529 Plan, they are important to an account owner's investment return and should be taken into account when selecting a 529 plan.

The Morgan Stanley National Advisory 529 Plan. The North Carolina State Education Assistance Authority (the "Authority") is an instrumentality of the State of North Carolina sponsoring the Morgan Stanley National Advisory 529 Plan, and the 529 Plan is a component of the Parental Savings Trust Fund established by the General Assembly of North Carolina. Neither the Authority, the State of North Carolina nor any other affiliated public entity or any other public entity is guaranteeing the principal or earnings in any account. Contributions or accounts may lose value and nothing stated herein, the 529 Plan Description and Participation Agreement or any other account documentation shall be construed to create any obligation of the Authority, the North Carolina State Treasurer, the State of North Carolina, or any agency or instrumentality of the State of North Carolina to guarantee for the benefit of any parent, other interested party, or designated beneficiary the rate of return or other return for any contribution to the Parental Savings Trust Fund and the 529 Plan.

Eaton Vance and Parametric Portfolio Associates are businesses of Morgan Stanley Investment Management and are affiliated with Morgan Stanley Wealth Management.

Morgan Stanley does not accept appointments nor will it act as a trustee but it will provide access to trust services through an appropriate third-party corporate trustee.

The trust services referenced herein are provided by the third parties listed who are not affiliated with Morgan Stanley. Neither Morgan Stanley nor its affiliates are the provider of such trust services and will not have any input or responsibility concerning a client's eligibility for, or the terms and conditions associated with these trust services. Neither Morgan Stanley nor its affiliates shall be responsible for content of any advice or services provided by the unaffiliated third parties listed herein. Morgan Stanley or its affiliates may participate in transactions on a basis separate from the referral of clients to these third parties and may receive compensation in connection with referrals made to them.

Trusts are not necessarily appropriate for all clients. There are risks and considerations which may outweigh any potential benefits. Establishing a trust will incur fees and expenses which may be substantial. Trusts often incur ongoing administrative fees and expenses such as the services of a corporate trustee or tax professional.

The Portfolio Analysis report ("Report") is generated by Morgan Stanley Smith Barney LLC's ("Morgan Stanley") Portfolio Risk Platform. The assumptions used in the Report incorporate portfolio risk and scenario analysis employed by BlackRock Solutions ("BRS"), a financial technology and risk analytics provider that is independent of Morgan Stanley. BRS' role is limited to providing risk analytics to Morgan Stanley, and BRS is not acting as a broker-dealer or investment adviser nor does it provide investment advice with respect to the Report. Morgan Stanley has validated and adopted the analytical conclusions of these risk models.

Any recommendations regarding external accounts/holdings are asset allocation only and do not include security recommendations. Transitioning from a brokerage to an advisory relationship may not be appropriate for some clients.

IMPORTANT: The projections or other information provided in the Report regarding the likelihood of various investment outcomes (including any assumed rates of return and income) are hypothetical in nature, do not reflect actual investment results, and are not guarantees of future results. Hypothetical investment results have inherent limitations.

- There are frequently large differences between hypothetical and actual results.
- Hypothetical results do not represent actual results and are generally designed with the benefit of hindsight.
- They cannot account for all factors associated with risk, including the impact of financial risk in actual trading or the ability to withstand losses or to adhere to a particular trading strategy in the face of trading losses.
- There are numerous other factors related to the markets in general or to the implementation of any specific strategy that cannot be fully accounted for in the preparation of hypothetical risk results and all of which can adversely affect actual performance.

Morgan Stanley cannot give any assurances that any estimates, assumptions or other aspects of the risk analyses will prove correct. They are subject to actual known and unknown risks, uncertainties and other factors that could cause actual results to differ materially from those shown in a Report. The information is as of the date of the Report or as otherwise noted within the Report. Morgan Stanley expressly disclaims any obligation or undertaking to update or revise any statement or other information contained in a Report to reflect any change in past results, future expectations or circumstances upon which that statement or other information is based.

Lending products and securities based loans are provided by Morgan Stanley Smith Barney LLC, Morgan Stanley Private Bank, National Association or Morgan Stanley Bank, N.A., as applicable.

The lending products described are separate and distinct, and are not connected in any way. The ability to qualify for one product is not connected to an individual's eligibility for another.

Liquidity Access Line ("LAL") is a securities based loan/line of credit product, the lender of which is either Morgan Stanley Private Bank, National Association or Morgan Stanley Bank, N.A., as applicable, each an affiliate of Morgan Stanley Smith Barney LLC. All LAL loans/lines of credit are subject to the underwriting standards and independent approval of Morgan Stanley Private Bank, National Association or Morgan Stanley Bank, N.A., as applicable. LAL loans/lines of credit may not be available in all locations. Rates, terms and conditions are subject to change without notice. To be eligible for an LAL loan/line of credit, a client must have a brokerage account at Morgan Stanley Smith Barney LLC that contains eligible securities, which shall serve as collateral for the LAL. In conjunction with establishing an LAL loan/line of credit, an LAL facilitation account will also be opened in the client's name at Morgan Stanley Smith Barney LLC at no charge. Other restrictions may apply. The information contained herein should not be construed as a commitment to lend. Morgan Stanley Private Bank, National Association and Morgan Stanley Bank, N.A. are Members FDIC that are primarily regulated by the Office of the Comptroller of the Currency. **The proceeds from a non-purpose LAL loan/line of credit (including draws and other advances) may not be used to purchase, trade, or carry margin stock; repay margin debt that was used to purchase, trade, or carry margin stock; and cannot be deposited into a Morgan Stanley Smith Barney LLC or other brokerage account.**

Residential mortgage loans/home equity lines of credit are offered by Morgan Stanley Private Bank, National Association, an affiliate of Morgan Stanley Smith Barney LLC. With the exception of the pledged-asset feature, an investment relationship with Morgan Stanley Smith Barney LLC does not have to be established or maintained to obtain the residential mortgage products offered by Morgan Stanley Private Bank, National Association. All residential mortgage loans/home equity lines of credit are subject to the underwriting standards and independent approval of Morgan Stanley Private Bank, National Association. Rates, terms, and programs are subject to change without notice. Residential mortgage loans/home equity lines of credit may not be available in all states; not available in Guam, Puerto Rico and the U.S. Virgin Islands. Other restrictions may apply. The information contained herein should not be construed as a commitment to lend. Morgan Stanley Private Bank, National Association is an Equal Housing Lender and Member FDIC that is primarily regulated by the Office of the Comptroller of the Currency. Nationwide Mortgage Licensing System Unique Identifier #663185. **The proceeds from a residential mortgage loan (including draws and advances from a home equity line of credit) are not permitted to be used to purchase, trade, or carry eligible margin stock; repay margin debt that was used to purchase, trade, or carry margin stock; or to make payments on any amounts owed under the note, loan agreement, or loan security agreement; and cannot be deposited into a Morgan Stanley Smith Barney LLC or other brokerage account.**

Through the pledged-asset feature offered by Morgan Stanley Private Bank, National Association, the applicant(s) or third party pledgor (collectively "Client") may be able to pledge eligible securities in lieu of a full or partial cash down payment or in connection with a refinance mortgage loan. To be eligible for the pledged-asset feature a Client must have a brokerage account at Morgan Stanley

Smith Barney LLC. If the value of the pledged securities in the account drops below the agreed-upon level stated in the loan documents, a Client may be required to deposit additional securities or other

collateral (such as cash) to stay in compliance with the terms of the mortgage loan. If a Client does not deposit additional securities or other collateral, the Client's pledged securities may be sold to satisfy the Client's obligation, and the Client will not be entitled to choose which assets will be sold. Borrowing against securities may not be appropriate for everyone. In deciding whether the

pledged-asset feature is appropriate, a Client should consider, among other things, the degree to which he or she is comfortable subjecting his or her investment in a home to the fluctuations of the securities market. The pledged-asset feature is not available in all states. Other restrictions may apply.

Interest-only loans enable borrowers to make monthly payments of only the accrued monthly interest on the loan during the introductory interest-only period. Once that period ends, borrowers must make monthly payments of principal and interest for the remaining loan term, and payments will be substantially higher than the interest-only payments. During the interest-only period, the total interest that the borrower will be obligated to pay will vary based on the amount of principal paid down, if any. If a borrower makes just an interest-only payment, and no payment of principal, the total interest payable by the borrower during the interest-only period will be greater than the total interest that a borrower would be obligated to pay on a traditional loan of the same interest rate having principal-and-interest payments. In making comparisons between an interest-only loan and a traditional loan, borrowers should carefully review the terms and conditions of the various loan products available and weigh the relative merits of each type of loan product appropriately. The interest rate and payments on an adjustable rate mortgage ("ARM") loan may increase over the life of a loan as interest is fixed for a specified period and then will adjust periodically thereafter. The annual percentage rate may increase after consummation of the loan.

3/6M, 5/6M, 7/6M, 10/6M adjustable rate mortgage ("ARM") loans are based on the Secured Overnight Financing Rate ("SOFR") 30-Day Average.

Relationship-based pricing offered by Morgan Stanley Private Bank, National Association is based on the value of clients', or their immediate family members' (i.e., grandparents, parents, and children) eligible assets (collectively "Household Assets") held within accounts at Morgan Stanley Smith Barney LLC. To be eligible for relationship-based pricing, Household Assets must be maintained within appropriate eligible accounts prior to the closing date of the residential mortgage loan. Relationship-based pricing is not available on conforming loans.

The Morgan Stanley Debit Card is issued by Morgan Stanley Private Bank, National Association pursuant to a license from Mastercard International Incorporated. Mastercard and Maestro are registered trademarks of Mastercard International Incorporated. The third-party trademarks and service marks contained herein are the property of their respective owners. Investments and services offered through Morgan Stanley Smith Barney LLC, Member SIPC.

Cash management and lending products and services are provided by Morgan Stanley Smith Barney LLC, Morgan Stanley Private Bank, National Association or Morgan Stanley Bank, N.A, as applicable.

Morgan Stanley Private Bank, National Association or Morgan Stanley Bank, N.A, each a national bank, Member FDIC.

The information provided herein is not intended to address any particular matter and may not apply depending on the context, as all clients' circumstances are unique.

Morgan Stanley Smith Barney LLC is a registered Broker/Dealer, Member SIPC, and not a bank. Where appropriate, Morgan Stanley Smith Barney LLC has entered into arrangements with banks and other third parties to assist in offering certain banking related products and services.

Investment, insurance and annuity products offered through Morgan Stanley Smith Barney LLC are: NOT FDIC INSURED | MAY LOSE VALUE | NOT BANK GUARANTEED | NOT A BANK DEPOSIT | NOT INSURED BY ANY FEDERAL GOVERNMENT AGENCY

The Morgan Stanley American Express Card portfolio consists of three cards: The Platinum Card from American Express Exclusively for Morgan Stanley, the Morgan Stanley Blue Cash Preferred American Express Card, and the Morgan Stanley Credit Card.

The Platinum Card from American Express Exclusively for Morgan Stanley and the Morgan Stanley Blue Cash Preferred American Express Card are available for acquisition, and eligible clients are invited to apply. Existing Morgan Stanley Credit Card members may continue to enjoy the benefits of their card, but this product is no longer available for acquisition.

The Platinum Card® from American Express exclusively for Morgan Stanley is only available for clients who have an Eligible Account with Morgan Stanley Smith Barney LLC.

The Morgan Stanley Blue Cash Preferred® Card is only available for clients who have an Eligible Account with Morgan Stanley Smith Barney LLC or its eligible affiliates, including but not limited to E*TRADE Securities LLC.

An “Eligible Account” is a brokerage account (i) held in your name, (ii) held by a trust where you are both the grantor and trustee of such trust, or (iii) held as a beneficial owner of a personal holding company, a non-operating limited liability company, a non-operating limited partnership, or a similar legal entity. Eligibility is subject to change. American Express may cancel your Card Account and participation in this program, if you do not maintain an Eligible Account.

The Platinum Card® from American Express exclusively for Morgan Stanley and the Morgan Stanley Blue Cash Preferred® Card are issued by American Express National Bank, not Morgan Stanley Smith Barney LLC. Services and rewards for the Cards are provided by Morgan Stanley Smith Barney LLC, American Express or other third parties. Restrictions and other limitations apply. See the terms and conditions for the Cards for details. Clients are urged to review fully before applying.

Morgan Stanley, its affiliates, and Morgan Stanley Financial Advisors and employees are not in the business of providing tax or legal advice. Clients should speak with their tax advisor regarding the potential tax implications of the Rewards Program upon their specific circumstances.

The Platinum Card® from American Express Exclusively for Morgan Stanley and the Morgan Stanley Blue Cash Preferred® American Express Card are issued by American Express National Bank. ©2022 American Express National Bank

American Express may share information about your Card Account with Morgan Stanley in support of Morgan Stanley programs and services. For information as to how Morgan Stanley will use your Card Account data please visit http://www.morganstanley.com/wealth/investmentsolutions/pdfs/adv/mssb_privacynotice.pdf.

Obtain one (1) Additional Platinum Card for no additional annual fee. You can get up to the next three (3) Additional Platinum Cards for a total annual fee of \$175. Then, each Additional Platinum Card can be obtained for an annual fee of \$175. There is no annual fee for Additional Gold Cards. Additional Card Members must be at least 13 years of age and never have had a defaulted account with American Express.

The CashPlus Account is a brokerage account offered through Morgan Stanley Smith Barney LLC. Conditions and restrictions apply. Please refer to the CashPlus Account Disclosure Statement at <https://www.morganstanley.com/wealthdisclosures/cashplusaccountdisclosurestatement.pdf>.

The qualifying criteria to avoid the monthly account fee for all CashPlus Accounts in an Account Link Group (ALG) is: an additional eligible Morgan Stanley investment account (that may include additional fees), one Morgan Stanley Online enrollment; for Premier CashPlus account \$2,500 monthly deposit or \$25,000 Average BDP Daily Balance; for Platinum CashPlus account \$5,000 monthly deposit and \$25,000 Average BDP Daily Balance. For more information, please refer to the CashPlus Account Disclosure Statement at <https://www.morganstanley.com/wealth-disclosures/cashplusaccountdisclosurestatement.pdf>.

CashPlus Accounts receive SIPC coverage for securities and free credit balances and cash swept into the Bank Deposit Program receives FDIC insurance, both up to applicable limits.

Securities Investor Protection Corporation (“SIPC”) — Morgan Stanley Smith Barney LLC is a member of SIPC, which protects securities of its customers up to \$500,000 (including \$250,000 for claims for cash). Losses due to market fluctuation are not protected by SIPC. To obtain information about SIPC, including an explanatory SIPC brochure, contact SIPC at 1-202-371-8300 or visit www.sipc.org

Federal Deposit Insurance Corporation (“FDIC”) — Cash balances swept into deposit accounts at participating banks in the Bank Deposit Program are protected by FDIC Insurance up to applicable FDIC limits. FDIC insurance is a federal government program administered by the Federal Deposit Insurance Corporation. This insurance covers bank deposits held in checking accounts, savings accounts, certificates of deposits and money market deposits (not money market funds). This insurance comes into play in the event of a bank failure and covers client cash up to a total of \$250,000 per bank, for each “insurable capacity” (e.g. each individual, joint, etc.). It does not cover investment products that are not deposits, such as mutual funds, annuities, life insurance policies, stocks or bonds. Refer to <https://www.fdic.gov> for additional details.

The Active Assets Account is a brokerage account offered through Morgan Stanley Smith Barney LLC. Under the Bank Deposit Program, generally cash balances held in an account(s) at Morgan Stanley Smith Barney LLC are automatically deposited into an interest-bearing FDIC-insured deposit account(s) at Morgan Stanley Bank, N.A. and/or Morgan Stanley Private Bank, National

Association, each a national bank, member FDIC, and an affiliate of Morgan Stanley Smith Barney LLC. Detailed information on federal deposit insurance coverage is available on the FDIC's website (<https://www.fdic.gov/deposit/deposits/>).

Under the Preferred Savings program ("Preferred Savings"), Morgan Stanley Smith Barney LLC makes available interest-bearing FDIC-insured deposit account(s) at Morgan Stanley Private Bank, National Association, a national bank, Member FDIC, and an affiliate of Morgan Stanley Smith Barney LLC. Deposits placed in Preferred Savings are eligible for FDIC insurance up to \$250,000 (including principal and interest) per depositor for all deposits held in the same insurable capacity (the Maximum Applicable Deposit Insurance Amount). All deposits held in the same insurable capacity will be aggregated for purposes of the Maximum Applicable Deposit Insurance Amount, including deposits maintained through the Bank Deposit Program. The client is responsible for monitoring the total amount held with the bank. The bank also reserves the right to offer promotional rates from time to time. Detailed information on federal deposit insurance coverage is available on the FDIC's website (<https://www.fdic.gov/deposit/deposits/>). The Preferred Savings program is not intended for clients who need to have frequent access to funds and those funds will not be automatically accessed to reduce a debit or margin loan in your brokerage account. Withdrawals from an account in Preferred Savings are limited to 10 transactions per calendar month, and any withdrawal or transfer over the limit in any one calendar month will be subject to an excess withdrawal fee. The client is responsible for monitoring the total amount held with each bank. The bank also reserves the right to offer promotional rates from time to time. Detailed information on federal deposit insurance coverage is available on the FDIC's website (<https://www.fdic.gov/deposit/deposits/>). **The Savings programs are not intended for clients who need to have frequent access to funds and those funds will not be automatically accessed to reduce a debit or margin loan in your brokerage account. Withdrawals from an account in Savings are limited to 10 transactions per calendar month, and any withdrawal or transfer over the limit in any one calendar month will be subject to an excess withdrawal fee.**

Reserved clients and CashPlus accounts are eligible for unlimited global ATM fee rebates. All other clients are eligible for up to \$200 in annual global ATM fee rebates. Daily withdrawal limits of \$1,500 to \$5,000 for ATMs and \$25,000 to \$50,000 for teller cash advances, depending upon tier. Unlike ATM fees that are rebated, Morgan Stanley will not reimburse fees that banks may charge for Debit Card cash advances.

While Morgan Stanley will always make transferred and deposited funds available immediately for investment purposes, we may not make all transferred or deposited funds immediately available for withdrawal. Funds deposited by check or funds transfer may be delayed depending on certain circumstances, such as dollar value, account status, etc., and could be held for up to six business days. Please contact your Financial Advisor or Private Wealth Advisor for additional information and/or review the Fund Availability Policy by signing into your Morgan Stanley Online account.

To review the Bank Deposit Program Disclosure Statement refer to https://www.morganstanley.com/wealth-investmentstrategies/pdf/BDP_disclosure.pdf

Certain terms, conditions, restrictions and exclusions apply. Please refer to the Morgan Stanley Debit Card Terms and Conditions at <http://www.morganstanley.com/debitcardterms> for additional information.

© 2022 Morgan Stanley Smith Barney LLC. Member SIPC. Alternative investment securities discussed herein are not covered by the protections provided by the Securities Investor Protection Corporation, unless such securities are registered under the Securities Act of 1933, as amended, and are held in a Morgan Stanley Wealth Management Individual Retirement Account.

June 7, 2022

Board of Trustees
City of Ormond Beach General, Firefighters', & Police Officers' Pension Plans
22 South Beach Street
Ormond Beach, FL 32174

Dear Trustees,

As discussed at the meeting last month, research indicates adding alternative investments to a portfolio with a long-term time horizon has the potential to increase risk-adjusted returns. Before additional investments can be considered, changes to the governing ordinance will need to be made.

Studies have shown that incorporating appropriate alternatives with traditional investments may potentially improve diversification, dampen volatility, and improve returns over time compared to a traditional-only asset allocation. Alternatives generally have lower correlations to traditional equities and fixed income which may enable them to perform differently in various market environments, resulting in improved diversification. Use of alternatives in combination with traditional investments is common with medium to large-sized institutions. The below table is an exhibit from the 2021 NACUBO-TIAA Study of Endowments which shows allocations to traditional and alternative asset classes for institutional funds of various sizes.

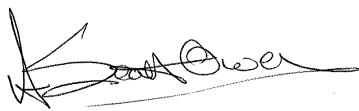
Asset Allocations (dollar-weighted)

	Total Institutions	OVER \$1B	\$501M - \$1B	\$251M - \$500M	\$101M - \$250M	\$51M - \$100M	\$25M - \$50M	UNDER \$25M
Total Institutions	720	136	76	105	181	126	67	29
U.S. Equities	12.78%	9.89%	24.27%	25.19%	30.90%	38.56%	40.87%	38.02%
Non-U.S. Equities	12.16%	11.54%	16.21%	14.47%	15.01%	13.37%	15.64%	15.26%
Global Equities	7.47%	7.28%	7.71%	8.93%	9.67%	7.04%	6.83%	7.98%
Marketable Alternatives	17.02%	18.13%	12.62%	13.53%	8.77%	6.37%	3.90%	2.49%
Private Equity	15.40%	16.56%	13.03%	8.75%	6.79%	3.44%	2.36%	0.17%
Private Venture Capital	11.77%	13.42%	4.52%	3.91%	2.01%	1.28%	0.63%	0.52%
Fixed Income	11.06%	9.99%	14.22%	15.29%	19.09%	23.14%	25.17%	32.04%
Real Assets	9.90%	10.54%	6.80%	7.50%	6.27%	5.01%	4.09%	3.11%
Other	2.45%	2.66%	0.63%	2.42%	1.48%	1.78%	0.52%	0.41%

The information provided in the chart above was obtained in the 2021 NACUBO-TIAA Study of Endowments.

Attached are slides providing education on alternative investments. If you have any questions, please give me a call at 813-227-2027.

Sincerely,



Scott Owens, CFA®, CIMA®
Managing Director – Wealth Management
Institutional Consulting Director, Alternative Investments Director



CITY OF ORMOND BEACH

City Manager • 22 S. Beach Street • Ormond Beach • Florida • 32174 • (386) 676-3200 • Fax (386) 676-3384

CITY MANAGER MEMORANDUM

To: The Honorable Mayor Partington and City Commissioners

Through: Joyce A. Shanahan, City Manager

From: Steven Spraker, Planning Director

Date: August 16, 2022

Subject: 901 Airport Road, Joint Purchase with SJRWMD & Volusia County for Land Preservation

Commission Goal: Community Development - Other

Introduction

This is a discussion item to determine if the City Commission is interested in participating in a Joint Participation Agreement (JPA) with St. Johns River Water Management District (SJRWMD) and Volusia County to purchase an 18.60 acre parcel at 901 Airport Road owned by Penland & Pomerence, Inc.

Background

At the November 2, 2021 City Commission meeting, city staff presented a discussion item regarding the Volusia Forever Land Acquisition program candidate properties. The city, along with other jurisdictions, had been contacted by the Volusia Forever Land Acquisition program seeking nominations for properties interested in participating in the Volusia Forever program. An extension to the Volusia Forever program was approved by 61.3% of the voters to renew the program for another 20 years during the November 2020 election. The mission of Volusia Forever program is to finance the acquisition and improvement of environmentally sensitive, water resource protection, and outdoor recreation lands, and to manage these lands as conservation stewards in perpetuity.

The goals and values of Volusia Forever are to conserve, maintain and restore the natural environment and provide access for the enjoyment and education of the public; provide resources to ensure that sufficient quantities of water are available to meet current and future needs; meet the need for high-quality resource-based outdoor opportunities, greenways, trails, and open space; preserve the habitat and water recharge; ensure that the natural resource values of such lands are protected, and that the public has the opportunity to enjoy the lands to their fullest potential.

At the November 15, 2021 City Commission meeting, staff requested authorization to contact several property owners with land that may meet the criteria established by the

Volusia Forever Land Acquisition program. With the City Commission's consent, staff contacted multiple property owners and assisted those interested in applying for the Volusia Forever program. The property owner at 901 Airport Road submitted a nomination application to the Volusia Forever Land Acquisition program.

On April 5, 2022, the Volusia County Council, after review by the Volusia Forever Advisory Committee on March 10, 2022, separated applications into two Groups: Group "A" and Group "B". The April 4, 2022 agenda item summary states:

"The Group A applications represent those properties deemed by the Committee to have the highest priority for acquisition based on the Site Ranking Criteria and significantly furthering the goals of the Volusia Forever Program. These properties should also be eligible for matching funds from other sources. Group B properties are those properties deemed by the Committee to be important, but not the highest priority based on Site Ranking Criteria or availability of matching funds."

The property at 901 Airport Road was placed into the Group B category. Volusia County staff did contact city staff to determine if matching funds were available for purchase. City staff stated that *funding was not currently* identified in the city budget for matching funds for the purchase of the property at 901 Airport Road.

Discussion

The property at 901 Airport Road is located west of the Railroad tracks, east of the Riverbend nature Park, south of Airport Road and north of the Tomoka River. The property has a land use designation of "Open Space/Conservation" and "Light Industrial/Utilities." The zoning classification is I-1 (Light Industrial). The property had a former site plan approved in 2007 that showed approximately 80,000 square feet of office and industrial uses on the upland portion of the property.

Since the April 5, 2022 Volusia County Council meeting regarding the rankings, St. Johns River Water Management District has expressed interest in the property at 901 Airport Road for mitigation for a Florida Department of Transportation project. St. Johns River Water Management District was exploring multiple sites for the required mitigation and the projected purchase cost of the property at 901 Airport Road exceeded the mitigation funds available. Through several meetings of St. Johns River Water Management District, Volusia County, and Ormond Beach staff, the concept of a joint participation agreement evolved in order to preserve the land and allow passive recreation uses as an extension of Riverbend Nature Park which abuts the property to the west.

A framework of Joint Participation Agreement has been developed with a purchase price of \$770,000 for the property. Staff and the three organizations have developed the following ratio of costs:

Organization	Percentage	Costs
St. Johns River Water Management District	60%	\$462,000

Volusia County (Volusia Forever)	20%	\$154,000
City of Ormond Beach	20%	\$154,000
Totals	100%	\$770,000

The closing costs of the purchase would be divided equally among the three organizations and would not exceed \$7,000 each. As the framework of Joint Participation Agreement developed, city staff had an appraisal conducted. The appraisal provided an opinion of market value of \$800,000. Staff is aware that the property has had private offers of sale at the \$800,000 price.

The proposed Joint Participation Agreement includes:

1. Ormond Beach and Volusia County will jointly own the property;
2. St. Johns River Water Management District will hold a Conservation Easement over the entire property;
3. The City will assume primary management responsibility for the property in accordance with a mutually agreed upon management plan;
4. A management plan will need to be developed;
5. Resource-based recreational activities will be allowed, provided such use is provided for in the Property's Land Management Plan. Resource-based recreational activities include, but are not limited to, hiking, non-vehicular trails, bicycling, birding, and environmental education.

The recently completed Parks & Recreation Master Plan indicated natural areas, nature trails and blueways are a top priority. The property at 901 Airport Road provides an opportunity to preserve land, the creation of biking and walking trails, and expand the existing Riverbend Nature Park. The Implementation Strategy of the Parks & Recreation Master Plan discussed working with agency partners to reduce the acquisition costs of land.

Budget Impact

This project was not specifically included in the budget. Therefore, a budget amendment will be required to appropriate the City's share of the project cost (\$161,000) from General Fund reserves. Volusia County staff has indicated that they would not move forward with purchase of the property at 901 Airport Road without the city's financial participation. There are sufficient funds in fund balance for the City's share of this proposed project.

Citizen Impact

As stated above, the recently completed Parks & Recreation Master Plan indicated a top priority was natural areas, nature trails and blueways. The Joint Participation Agreement provides a land preservation and recreational opportunity that the city could not fund by itself. It is not anticipated that the partnership to purchase the property would have a negative citizen impact.

Recommendation

Staff is seeking direction from the City to determine if there is a desire for a Joint Participation Agreement (JPA) with St. Johns River Water Management District and Volusia County to purchase an 18.60 acre parcel at 901 Airport Road owned by Penland & Pomerence, Inc. If the direction is to proceed with a JPA, a likely schedule would be as follows:

- September 6, 2022, Volusia County Council agenda - approve JPA and acquisition;
- September 21, 2022, Ormond Beach City Commission agenda - act upon the JPA and acquisition;
- September 22, 2022, order phase 1 environmental analysis and title commitments;
- October 11 - SJRWMD Governing Board agenda - approve JPA and acquisition; and
- Close before the end of the calendar year.

Attachments:

- Volusia_Forever_candidates_map_series 901 Airport Rd (PDF)
- Appraisal Report-901 Airport Road 5-13-22 (PDF)
- 01.26.2022, Volusia Forever Committee packet information for 901 Airport Road (PDF)
- 04.05.2022, County Council packet information, 901 Airport Road (PDF)

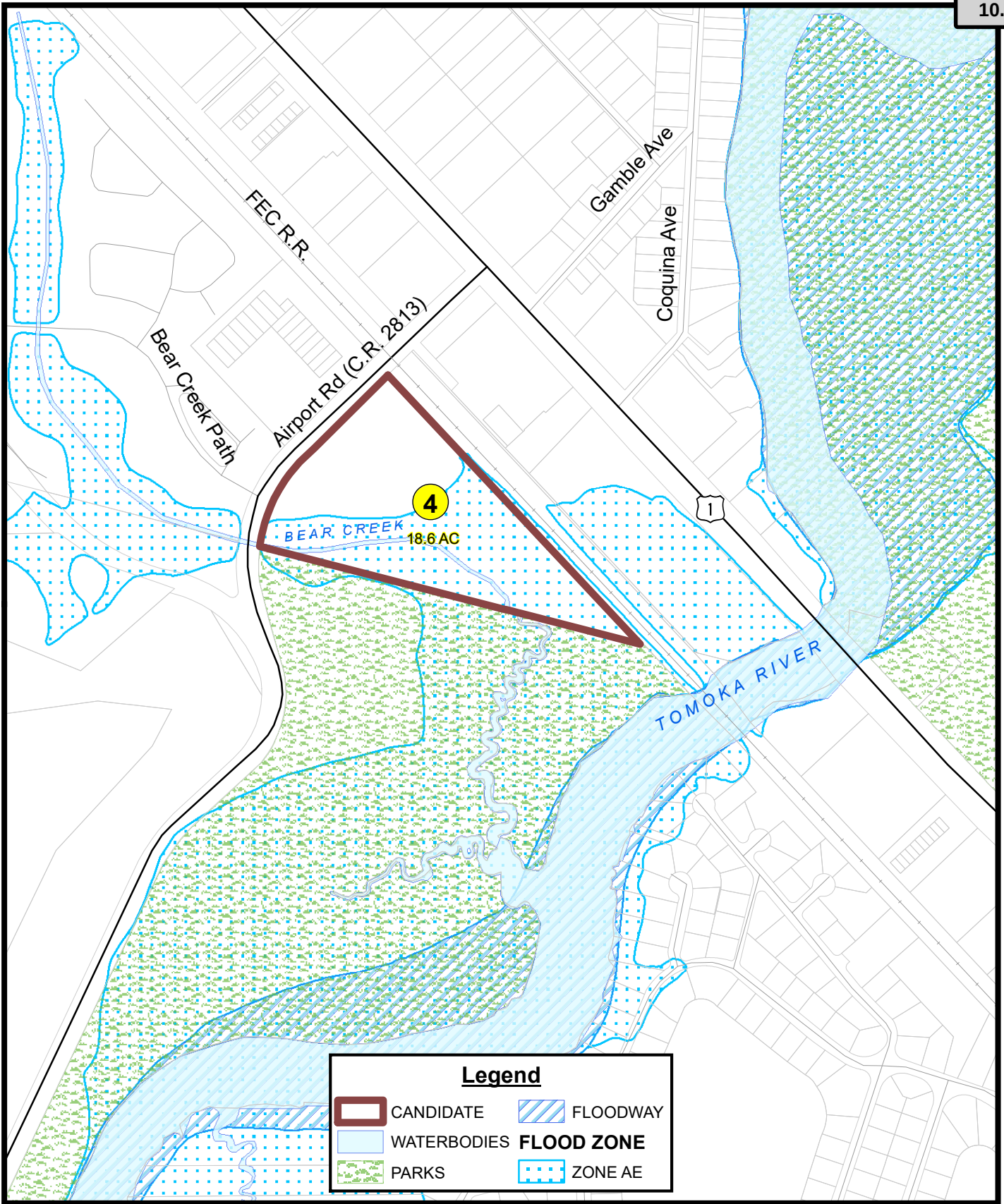
REVIEWED BY:


Kelly McGuire, Finance Director 8/4/2022


Claire Whitley, Assistant City Manager 8/5/2022

APPROVED BY:


Joyce A. Shanahan, City Manager 8/9/2022

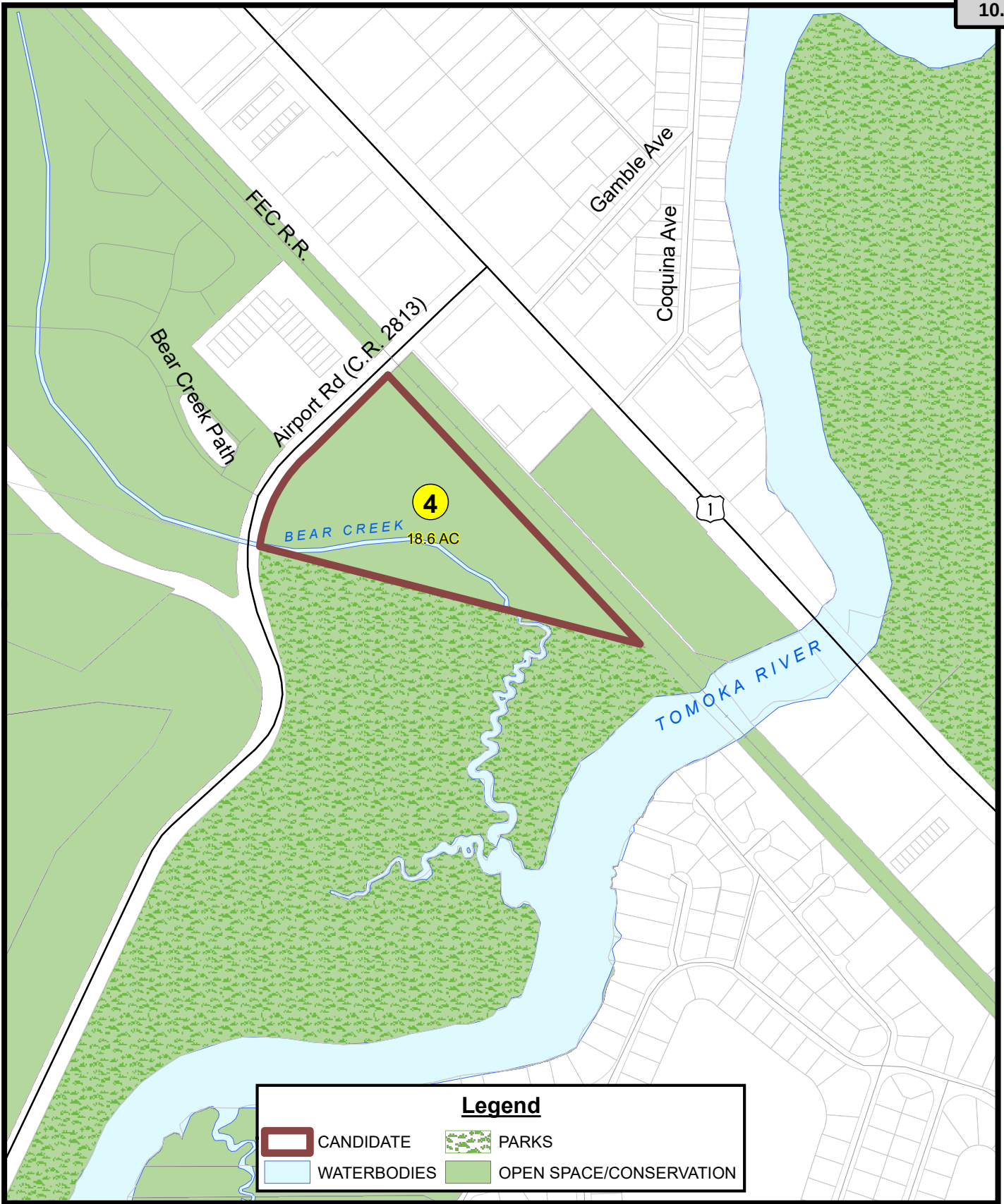


Volusia Forever Environmental Land Candidates - Map 2 Flood Zones & Floodways

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021

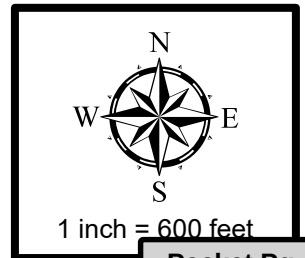


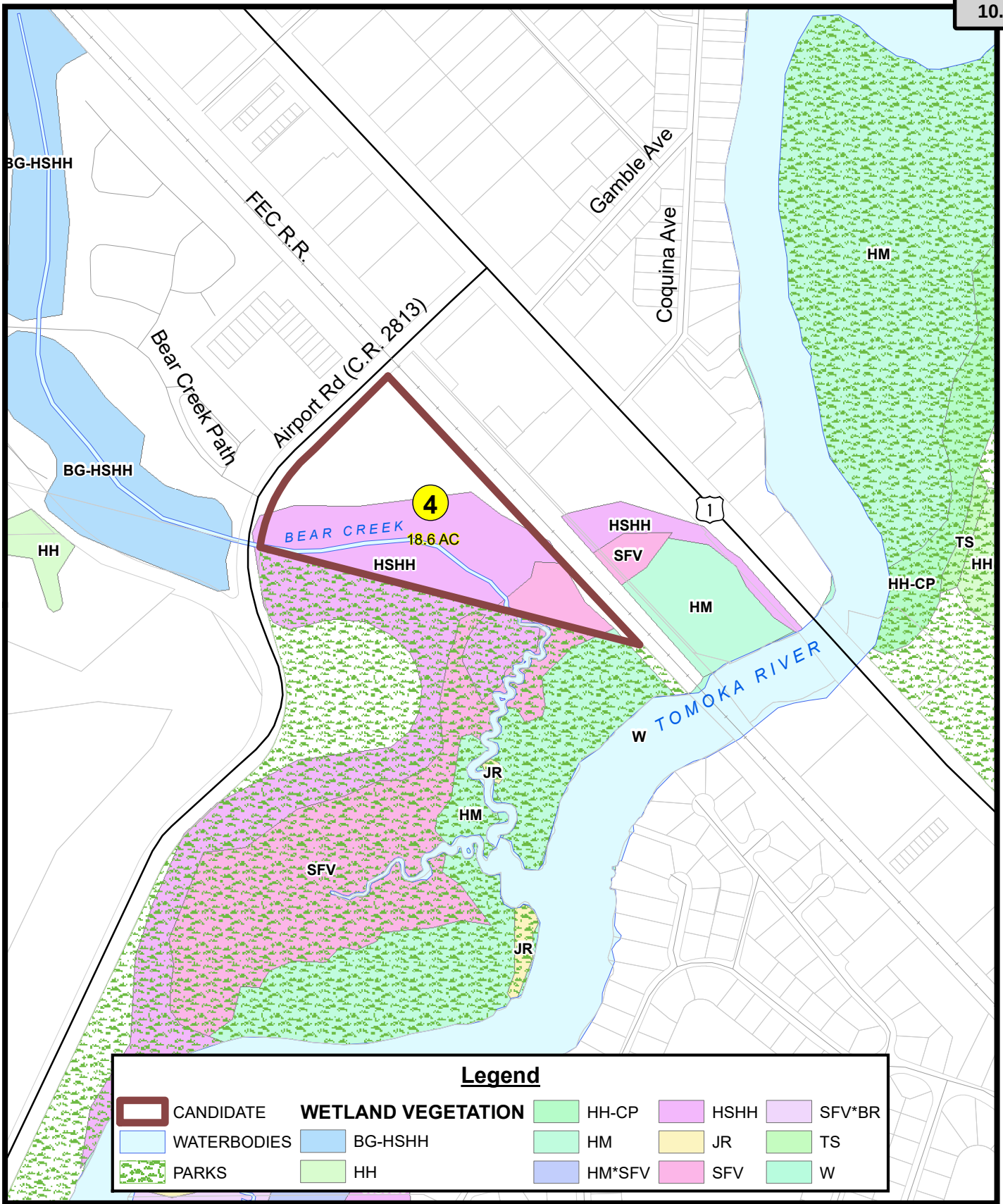
1 inch = 600 feet



Volusia Forever Environmental Land Candidates - Map 2 Open Space/Conservation

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



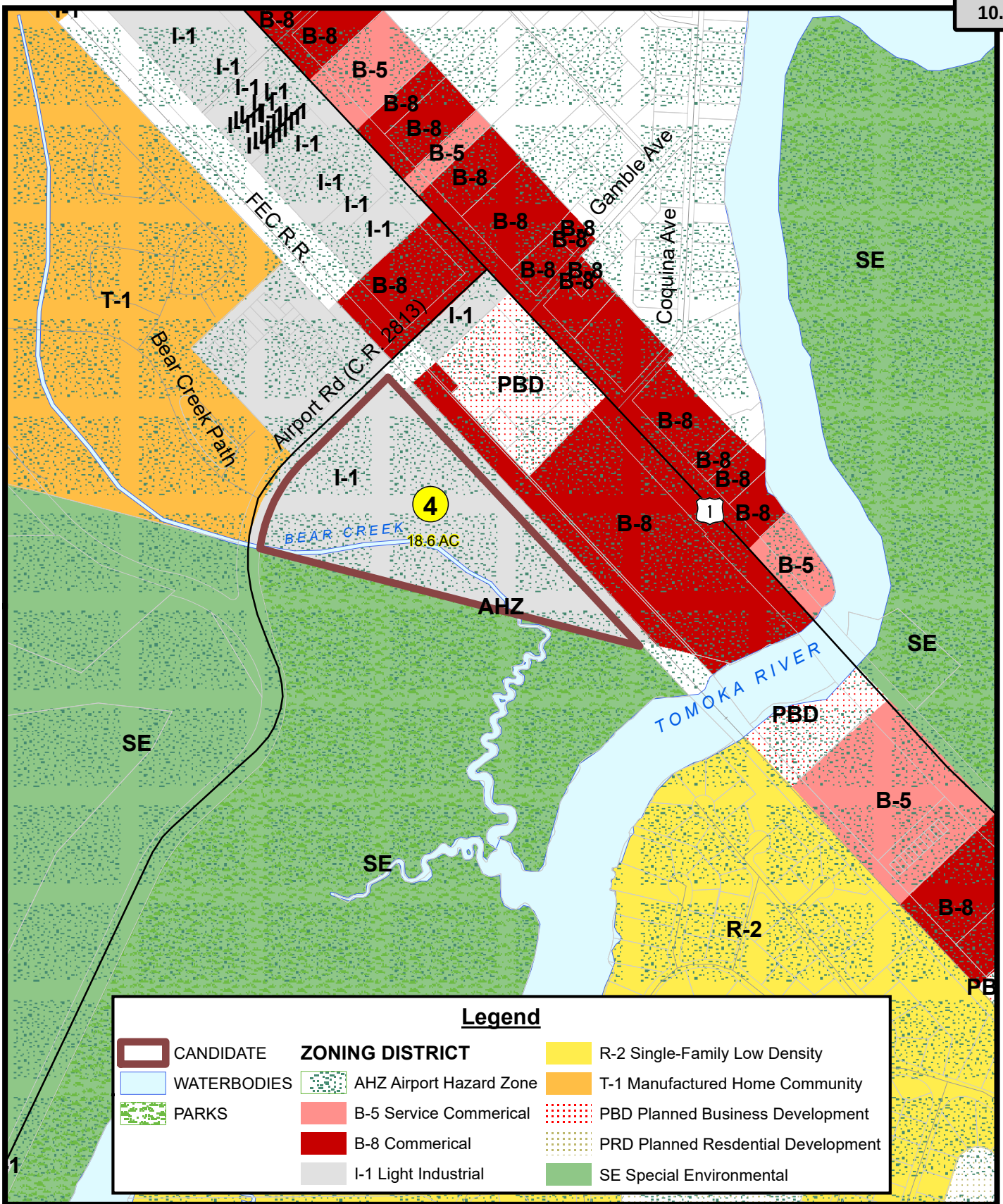


Volusia Forever Environmental Land Candidates - Map 2 Wetland Vegetation

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet



Volusia Forever Environmental Land Candidates - Map 2 Zoning Districts

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet

**HEFFINGTON & ASSOCIATES, LLC**911 BEVILLE ROAD, STE. 8 / DAYTONA BEACH, FL 32119 / (386) 760-7601 / FAX (386) 760-5161

May 13, 2022

Ms. April Martti
City of Ormond Beach
Engineering Division
22 S. Beach Street, Suite 104
Ormond Beach, FL 32174

Dear Ms. Martti:

In accordance with your request, I hereby submit an ***Appraisal Report*** of:

**(PURCHASE ORDER #20220788)
A VACANT INDUSTRIAL PARCEL
901 AIRPORT ROAD
ORMOND BEACH, FL 32174**

The purpose of the Appraisal Report is to form an opinion of Market Value for the above referenced property "As Is," to a single purchaser on a cash equivalent basis, assuming a reasonable marketing period. This property is appraised as a Fee Simple Estate, subject to typical mortgage loan encumbrances and utility easements. The intended use of the Appraisal Report is to assist the client in purchase negotiations. The intended user is the *City of Ormond Beach, c/o of Ms. April Martti*.

After careful investigation, it is our opinion the subject's estimated "As Is" **Market Value** of the Fee Simple Estate, as of May 12, 2022, was:

ESTIMATED "AS IS" MARKET VALUE

EIGHT HUNDRED THOUSAND DOLLARS

(\$800,000)

The values contained within this letter are not valid unless attached to the accompanying Report.

R. TODD HEFFINGTON, MAI
CERT GEN RZ2368



Ms. April Martti
May 13, 2022
Page Two

It should be noted that this appraisal assignment was not made, nor was the appraisal rendered on the basis of a requested minimum valuation, specific valuation, or an amount which would result in the approval of a loan. Furthermore, our compensation is not contingent upon the reporting of a predetermined value, or direction in value, that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

The Appraisal Institute conducts a voluntary program of continuing education for its designated members. Designated members who meet the minimum standards of this program are awarded periodic educational certification. I am currently certified under this program.*

Should you have any questions concerning this report, please do not hesitate to contact this office.

Respectfully submitted,

HEFFINGTON & ASSOCIATES

A handwritten signature in black ink, appearing to read 'R. Todd Heffington', written over a horizontal line.

*R. Todd Heffington, MAI
Cert.Gen. RZ2368

RTH/djs
Enclosures

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 ZONING DESCRIPTION
 FUTURE LAND USE MAP
 FUTURE LAND USE DESCRIPTION
 QUALIFICATIONS OF THE APPRAISERS

CERTIFICATION

The undersigned do hereby certify that, except as otherwise noted in this appraisal report:

To the best of my knowledge and belief:

1. The statements of fact contained in this appraisal report, upon which the analyses, opinions, and conclusions expressed herein are based, are true and correct.
2. The reported analysis, opinions and conclusions are limited only by the assumptions and limiting conditions and are my personal, impartial, and unbiased professional analysis, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. I have no personal interest or bias with respect to the subject matter of this appraisal report nor the parties involved. My employment is not contingent on the amount reported.
5. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The reported analyses, opinions and conclusion were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Uniform Standards of Professional Appraisal Practice.
8. I have made a personal inspection and careful investigation of the property herein described.
9. Unless stated herein, no one provided significant real property appraisal assistance to the person signing this certification.
10. This appraisal report sets forth all of the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analyses, opinions, and conclusions contained in this report.
11. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
12. I certify that, to the best of my knowledge and belief, the reported analyses, opinions, or conclusions were developed, and this report has been prepared in conformity with the requirements of the State of Florida for state-certified appraisals (Florida Statutes, Chapter 475, Part II). The use of this report is subject to the requirements of the State of Florida related to review by the Florida Appraisal Board.
13. The Appraisal Institute conducts a program of continuing education for its designated members. Designated members who meet the minimum standards of this program are awarded periodic educational certification. I, R. Todd Heffington, MAI, am currently certified under this program.
14. Heffington & Associates has not performed services as an appraiser or in any other capacity regarding the property that is the subject of this report within the three-year period preceding acceptance of this assignment.



R. Todd Heffington, MAI
 Cert Gen RZ2368
 X Did ☐ Did Not
 Inspect Property

HYPOTHETICAL CONDITIONS

None

EXTRAORDINARY ASSUMPTIONS

None

ASSUMPTIONS AND LIMITING CONDITIONS

1. This appraisal is intended to comply with the Scope of Work requirements enacted July 1, 2006 by the Uniform Standards of Professional Appraisal Practice.
2. No responsibility is assumed for legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated in this report.
3. The property is appraised free and clear of any or all liens and encumbrances unless otherwise stated in this report.
4. Responsible ownership and competent property management are assumed unless otherwise stated in this report.
5. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
6. All engineering is assumed to be correct. Any plot plans and illustrative material in this report are included only to assist the reader in visualizing the property. The appraisers are not experts in engineering or construction and are not licensed construction contractors.
7. It is assumed that there are no hidden or unapparent conditions on the property, subsoil, or structures that render it more or less valuable but are not apparent. This appraiser can assume no responsibility for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all federal, state and local environmental regulations and laws unless otherwise stated in this report.
9. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in this appraisal report.
10. It is assumed that all required licenses, certificates of occupancy, or other legislative or administrative authority from any local, state, or national governmental, or private entity or organization have been or can be obtained or renewed for any use on which the value estimates contained in this report are based.
11. Any sketch in this report may show approximate dimensions and is included to assist the reader in visualizing the property. Maps and exhibits found in this report are provided for

reader reference purposes only. No guarantee as to accuracy is expressed or implied unless otherwise stated in this report. No survey has been made for the purpose of this report.

12. It is assumed that the utilization of the land and improvements is within the boundaries or property liens of the property described and that there is no encroachment or trespass unless otherwise stated in this report.
13. The appraiser is not qualified to detect hazardous waste and/or toxic materials. Any comment by the appraiser that might suggest the possibility of the presence of such substances should not be taken as confirmation of the presence of hazardous waste and/or toxic materials. Such determination would require investigation by a qualified expert in the field of environmental assessment. The presence of substances such as asbestos, urea-formaldehyde foam insulation or other potentially hazardous materials may affect the value of the property. The appraiser's value estimate is predicated on the assumptions that there is no such material on or in the property that would cause a loss in value unless otherwise stated in this report. No responsibility is assumed for any environmental conditions, or for any expertise or engineering knowledge required to discover them. The appraiser's descriptions and resulting comments are the result of the routine observations made during the appraisal process.
14. Unless otherwise stated in this report, the subject property is appraised without a specific compliance survey having been conducted to determine if the property is or is not in conformance with requirements of the Americans with Disabilities Act ("ADA") which became effective January 26, 1992. The presence of architectural and communications barriers that are structural in nature that would restrict access by disabled individuals may adversely affect the property's value, marketability, or utility.
15. Any proposed improvements are assumed to be completed in a good workmanlike manner in accordance with the submitted plans and specifications.
16. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
17. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event, only with proper written qualification and only in its entirety.
18. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relations, news sales, or other media without prior written consent and approval of the appraiser.
19. The appraiser, by reason of this report, is not required to give testimony or attend court or any governmental hearing with reference to the property in question, unless arrangements have been previously made therefore.

SUMMARY OF IMPORTANT FACTS AND CONCLUSIONS

Property Location:	901 Airport Road, Ormond Beach, FL 32174
Property Type:	Vacant Industrial Land
Current Owner(s) of Record:	Penland & Pomerence, Inc. 307 Division Ave. Ormond Beach, FL 32174
Parcel No(s):	4238-01-40-0010
Brief Legal Description:	See Last Deed of Conveyance in the addendum to this report.
Property Rights Appraised:	Fee Simple
Effective Date/Date of Report:	May 12, 2022/May 13, 2022
Brief Property Description:	An 18.992 acre vacant industrial parcel containing approximately 7.794 acres of useable uplands.
Zoning:	I-1, Light Industrial, by Ormond Beach'
Highest and Best Use:	As if Vacant – Light Industrial Uses As Improved – Site is vacant
Estimated Market Value:	\$800,000
Flood Zone:	Zone AE and X, Map Number 12127C0211K, Revised 9/29/2017

SUBJECT PHOTOGRAPHS



AERIAL PHOTOGRAPH OF SUBJECT PROPERTY



VIEW OF SUBJECT SITE FROM AIRPORT ROAD

SUBJECT PHOTOGRAPHS



VIEW OF SUBJECT SITE ALONG F.E.C. RAILROAD



VIEW OF AIRPORT ROAD FACING EASTERLY

SUBJECT PHOTOGRAPHS

VIEW OF AIRPORT ROAD FACING WESTERLY

APPRAISAL REPORT

PURPOSE OF THE APPRAISAL

The *purpose* of the appraisal is to form an opinion of Market Value of the subject property. The property is appraised as a Fee Simple Estate, subject to typical mortgage loan encumbrances and utility easements.

PROPERTY INTEREST APPRAISED

The subject property is appraised as a fee simple estate. As defined in the Dictionary of Real Estate Appraisal published by the American Institute of Real Estate Appraisers, a fee simple estate is the *"Absolute ownership unencumbered by any other interest or estate; subject only to the limitations of eminent domain, escheat, police power, and taxation."*

MARKET VALUE DEFINITION

A current definition of Market Value is:

"The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised and each acting in what they consider their own best interests;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. Dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale."¹

EFFECTIVE DATE OF THE APPRAISAL AND DATE OF REPORT

The *effective date* of the valuation for the subject property is May 12, 2022. The *date of this report* is May 13, 2022.

¹FDIC Interagency Appraisal and Evaluation Guidelines, December 2010

INTENDED USE AND INTENDED USER OF THE APPRAISAL

The intended use of the Appraisal Report is to assist the client in purchase negotiations. The intended user is the *City of Ormond Beach, c/o of Ms. April Martti*.

SCOPE OF WORK

"Scope of Work" is defined in the Uniform Standards of Professional Appraisal Practice (USPAP), as promulgated by the Appraisal Foundation, as follows:

"The amount and type of information researched and the analysis applied in an assignment. Scope of work includes, but is not limited to, the following:

- the degree to which the property is inspected or identified;
- the extent of research into physical or economic factors that could affect the property;
- the extent of data research; and
- the type and extent of analysis applied to arrive at opinions or conclusions."

Inspection:

The site inspection was conducted on May 12, 2022 to ascertain the physical and economic characteristics of the real estate appraised and to determine the appraisal problem at hand. The property was also identified with the use of Public Records including prior deeds and tax roll information. The legal description as supplied by the client was relied upon for this report.

Appraisal Problem:

The appraisal problem is to form a market value opinion of the subject property. The date of valuation is May 12, 2022. In order to value the subject property, the appraiser must determine its highest and best use. Any unique or unusual considerations for the subject parcel will be addressed within this report.

Type & Extent of Analysis Applied:

The subject property of this appraisal assignment comprises the valuation of a vacant parcel of land. Careful consideration was given to the applicability of each of the three approaches to value in this report: the Cost Approach, the Direct Sales Comparison Approach, and the Income Approach. For vacant land, the Direct Sales Comparison Approach is the primary indicator of value.

For the completion of the Direct Sales Comparison Approach, I analyzed sales of vacant parcels considered to be reasonably similar to the subject property. These sales were analyzed and compared to the subject.

Data Researched:

The appraiser(s) maintains a current and comprehensive database of sales, listings and leases for the market area. In addition, market data acquired in the course of previous appraisal work is retained in the appraiser(s) work files. Other sources include but are not limited to the following:

1. Multiple Listing Services
2. Public Records
3. Interviews with brokers, buyers and sellers
4. Appraisal Files
5. Marshall & Swift building cost services
6. Published articles and surveys
7. Loopnet
8. Costar
9. Crexi

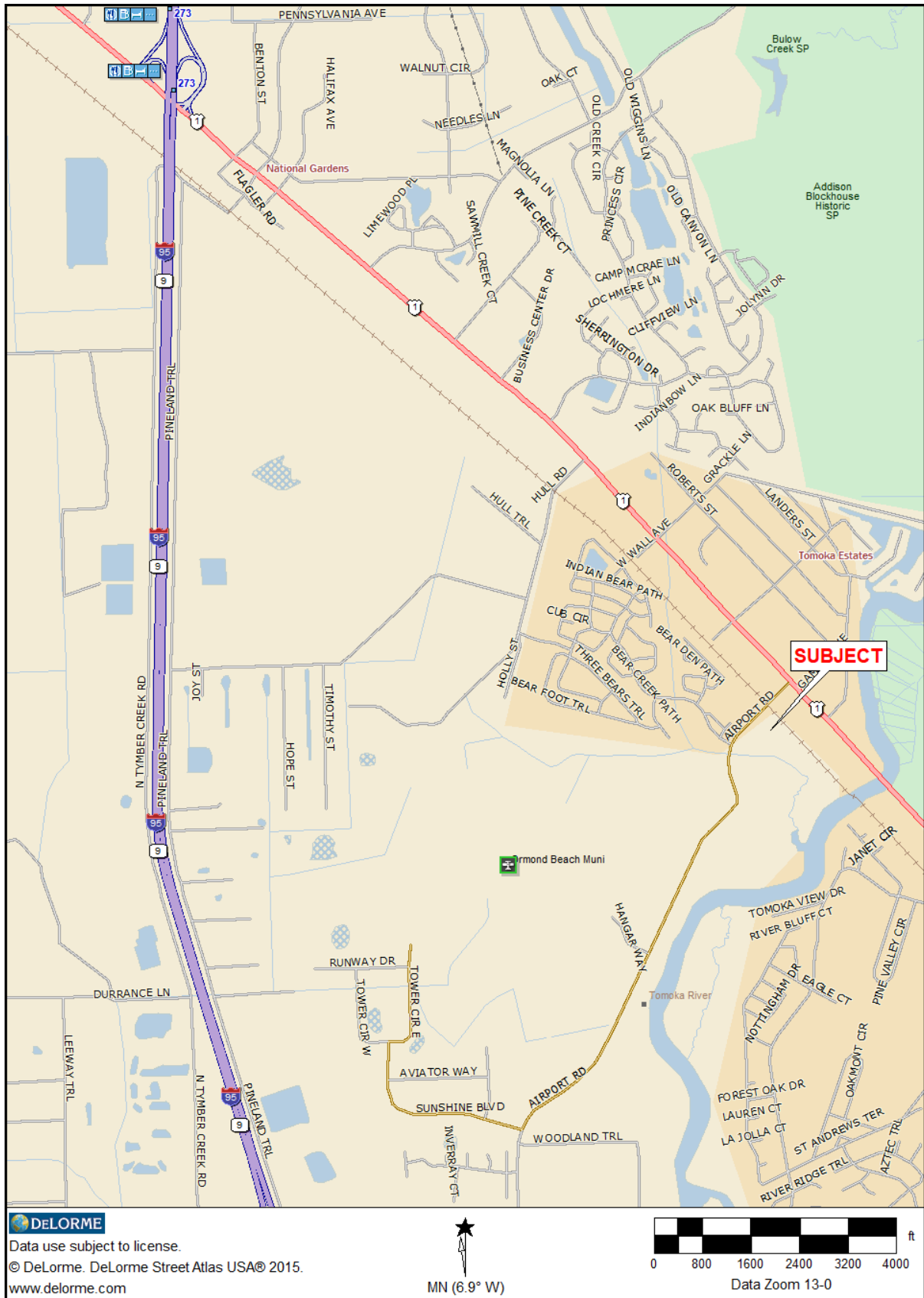
Reporting Option:

This appraisal is presented in an "Appraisal Report" format in accordance with standards rule 2-2(a) of the uniform standards of professional appraisal practice. This reporting format is consistent with the intended use of the appraisal. It is the intent of this appraisal report to comply with contemporary report writing standards as well as the standards and report writing requirements of the Appraisal Institute and the Uniform Standards of Professional Appraisal Practice.

COMPETENCY

The appraisers have the appropriate knowledge and experience to complete this assignment. Please refer to the qualifications of the appraisers in the addenda of this report.

MARKET AREA MAP



MARKET AREA DISCUSSION

Brief Regional Overview

The subject property is located in Ormond Beach in Volusia County, Florida. More particularly, Ormond Beach is located in the northeast portion of Volusia County. Ormond Beach is also part of the Deltona-Daytona Beach-Ormond Beach Metropolitan Statistical Area (MSA).

The Deltona-Daytona Beach-Ormond Beach MSA is comprised of the entire County of Volusia and contains approximately 1,207 square miles lying in the eastern coastal area of Central Florida. The area is located approximately 50 miles northeast of Orlando, 140 miles northeast of Tampa/St. Petersburg, 260 miles north of Miami, and 90 miles south of Jacksonville. The county is convenient to all portions of the state via an excellent interstate highway system including Interstate 95 and Interstate 4. Volusia County is bordered by Flagler County to the north, by Brevard and Seminole Counties to the south, by the Atlantic Ocean to the east, and by the St. Johns River to the west.

Brief City Description

The subject property is located within the northeastern portion of Volusia County in the City of Ormond Beach. According to the 2020 Census, the city has a total area of 36.8 square miles and a population of 43,080 inhabitants.

Ormond Beach is located within a relative proximity of the confluence of two major interstate highways (Interstate 95 and Interstate 4) that provide quick, easy access to the third largest consumer region in the United States with a population of over 17 million. International airports in Daytona Beach and Orlando, railroad, and also port facilities in Jacksonville and Canaveral enhance the metropolitan area's efforts to provide a cost-effective and logistically important location to do business while providing an exceptional quality of life.

The subject market area is considered to be part of the Greater Daytona Beach Area and is situated only a short drive from major shopping and employment centers. All major support facilities such as schools, churches, hospitals, etc., are conveniently located nearby and are within a five-mile radius.

Brief Market Area Discussion

The subject's market area can be described as that area lying south and east of Interstate 95, west of and including U. S. Highway No. 1 and north of and including Airport Road.

The subject property is located along Airport Road, just west of US Highway 1 in Ormond Beach. The described market area/neighborhood surrounding the subject property is improved with a mixture of light industrial, residential, commercial, and public uses. Commercial uses tend to be situated along US Highway 1 while most industrial uses are situated along Hull Road, Airport Road and in the Ormond Airport Business Park. A public golf course, several, relatively new upscale residential subdivisions, an upscale manufactured home park, and an elementary school are located in the defined neighborhood as well.

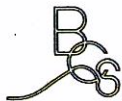
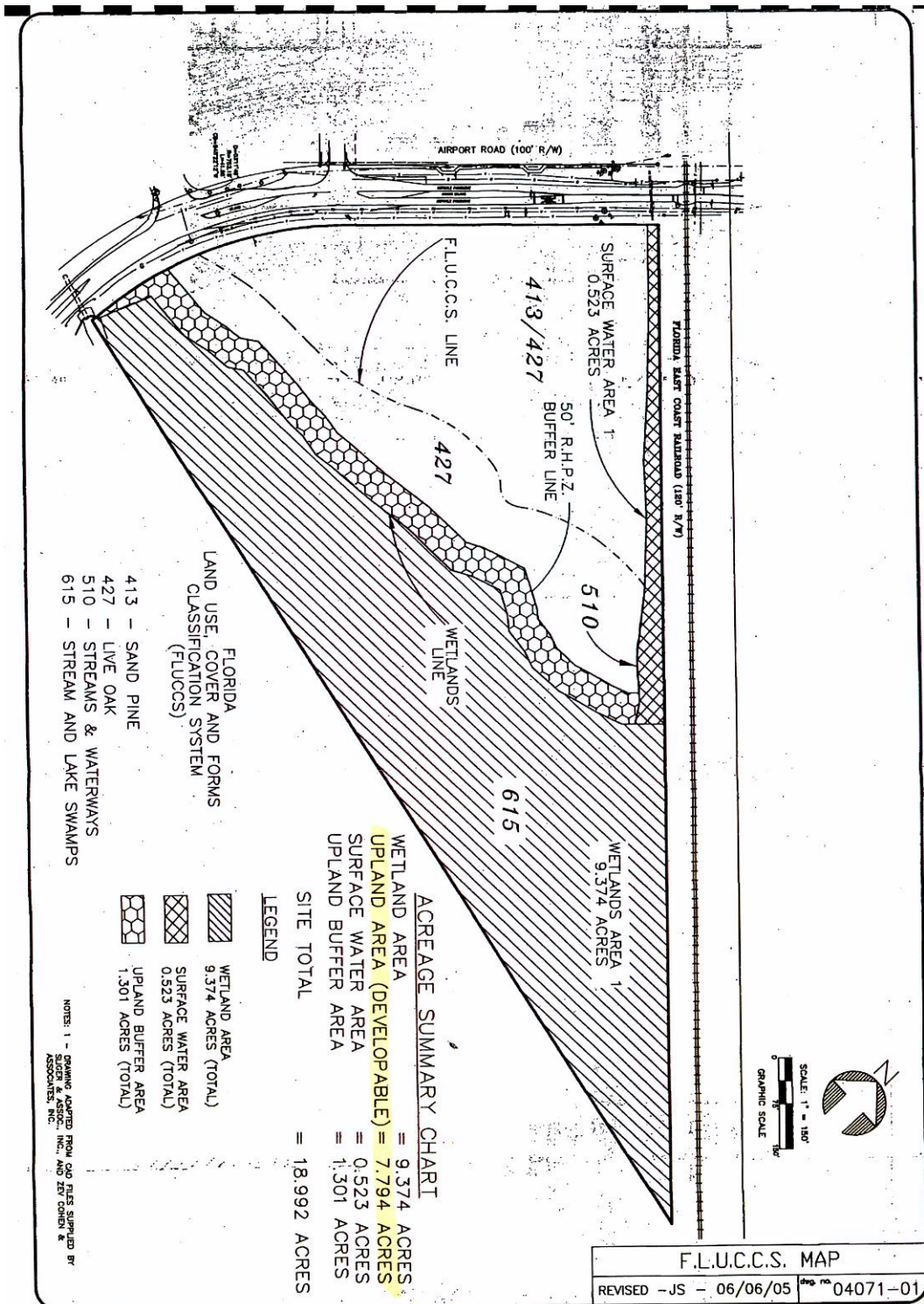
With regard to industrial uses, the largest industrial concentration is in the Ormond Beach Airport Business Park. This is a 176± acre upscale, light industrial park developed by the City of Ormond Beach. The Park is located on the southwest side of the Ormond Beach Airport and currently contains 77 platted lots. The park is approximately 85 to 90 percent built-up. The majority of improvements consist of good quality light manufacturing, high technology professional offices and warehouse/distribution buildings that are mostly owner-occupied. In addition, the Ormond Municipal Airpark adjoins the Airport Business Park to the east and is an 83-acre industrial park with taxiway access sites offered on a lease basis. Both parks offer a Free Trade Zone.

All municipal utilities are available to the area. Transportation routes to other areas of Florida are considered to be excellent. The crossroads of Central Florida are Interstate 95 and Interstate 4, the intersection of which is approximately 10 miles south of Ormond Beach. U.S. Highway No. 1 is located just east of the subject (providing direct access to Interstate 95), and State Road 40 can be accessed approximately five miles to the south. Both of these routes provide access to nearby communities.

As of the appraisal date, industrial uses in the area appear to be in demand with a limited supply of available land or improved space. The majority of buildings in the area are owner-occupied with light manufacturing businesses and corporate offices. There are a few buildings that are leased and available for lease.

In summary, the subject neighborhood is located in a homogeneous area of light industrial properties. On the average, the industrial properties are generally well maintained and constructed with better than average quality materials. The area has been experiencing new development over the last several years because of the national and local economy has been strong. The subject is located in a desirable area with good access to major roads and the interstate system. Industrial demand appears to be good at this time, and over the short term, we expect property values to continue to show slow increases.

SITE SKETCH SHOWING UPLANDS/WETLANDS/BUFFER



BIOLOGICAL CONSULTING SERVICES, INC.

Joe H. Young III

Estuaries / Field Biologist

208 Bush Street
New Smyrna Beach, FL 32108
386-423-8402

HOT ACTION SPORTSWEAR

ERP SUPPORT DOCUMENT

scale: 1" = 150' date: 03/08/05
job no. 04-04071 draw: SJA

DESCRIPTION OF THE SUBJECT PROPERTY

SITE DESCRIPTION

Property Type

Vacant Industrial

Legal Description

Lengthy legal description. Please see the last deed of conveyance presented in the addendum.

Location and Size

The subject of the appraisal is located on the south side of Industrial Drive along the west side of the Florida East Coast Railroad, in Ormond Beach, Volusia County, FL. The street address is 901 Airport Road, Ormond Beach, FL.

Based on the surveys obtained from the City of Ormond Beach from a previously approved project, the overall site contains approximately 18.992 acres (see topographical discussion). The site is triangular in shape, with approximately 985.26 feet of frontage along the south side of Airport Road, and approximately 1,633.56 feet of frontage along the west side of the Florida East Coast Railroad (no spur or rail access).

Topography

Based on my inspection, the site is mostly wooded with a downward sloping elevation from north to south. The slope is gradual through the upland area with a more significant slope near the wetlands at the rear of the property.

Based on survey and site information provided by the City of Ormond Beach for a previously approved project, approximately 9.374 acres of the site are jurisdictional wetlands, another .523 acres of the site are surface water, and approximately 1.301 acres of the site would be required for wetland buffer. This would leave approximately 7.794 acres of developable land area.

At the time of my inspection, with the exception of the wetland areas, there were no apparent unfavorable soil conditions found which might adversely affect the subject site. In the event soil tests or other sources should indicate detrimental soil conditions, I reserve the right to modify the value conclusions accordingly. The value estimate shown in this report assumes there are no adverse environmental considerations or jurisdictional wetlands. There were no apparent adverse easements or encroachments noted on the subject site and are assumed not to exist.

Access

Current access to the subject site is provided from Airport Road, a two lane, asphalt paved, public right-of-way. Access to both directions of traffic is available. Access is considered average for industrial properties.

Utilities and Service

At present, the subject site has access to both municipal water and sewer provided by the City of Ormond Beach. Electricity and telephone service are provided by publicly regulated companies. Police and fire protection are provided by the City of Ormond Beach. These services and utilities are considered to be commensurate with surrounding communities.

Zoning

The subject property is zoned I-1, Light Industrial by the City of Ormond Beach. Its future land use designation is a mix of Light Industrial/Utility and Open space/Conservation.

Permitted principal uses within the I-1 Zoning includes a variety of industrial uses including, but not limited to, business services, light industrial uses, research activities, vehicle repair, business and storage warehouse, etc. The minimum site size requirement is 20,000 square feet, with a minimum width requirement of 100 feet.

The subject appears to meet or exceed the requirements set forth by the current zoning restrictions. Based on an analysis of various parcels in this area, concurrency is not a limiting factor with respect to new development in this market area. There are no known pending public developments or regulations likely to have an affect on the zoning of the subject property.

Flood Zone

The subject is Located within both Zone AE and Zone X, per FEMA Map Number 12127C0211K, Revised 9/29/2017. Zone X is not a special flood hazard area. Zone AE is a special flood hazard area. The area of developable land on the site appears to be within the Zone X, and should not require any special development considerations as a result of its flood zone designation.

Easements and Encroachments

Based on my observation of the site plan, there does not appear to be any adverse easements or restrictions applicable to the subject property. Typical utility, as well as ingress and egress, easements may apply.

Entitlements

The subject was previously approved for two buildings totaling approximately 81,000 square feet. Significant planning, engineering and permitting was completed. All of these entitlements have expired and would be of limited value to another user unless they planned exactly the same project. However, the surveying, etc., could offer some value to the site.

TAX ASSESSMENT

The subject property is currently assessed by the Volusia County Tax Assessor for ad valorem taxes for the year 2021. The Volusia County Council determines the millage rate used in calculating the tax bill in October of each year. The tax collector issues the tax bill providing

for a 4 percent discount of the bill if paid in November, a 3 percent discount for payment in December, a 2 percent discount if paid in January, and a 1 percent discount for payment in February. All taxes become delinquent after March 31st of each year.

The subject is currently assessed under one parcel number. The current millage rate is 17.75190. The parcel number and assessments for the subject are as follows.

Parcel #4238-01-40-0010

Land -	\$268,827.00
Building -	\$ 0.00
Just Assessed Value	\$268,827.00
Taxes	\$ 4,772.17

The subject's current and proposed taxes appear to be in line with other properties in the area. Taxes have been paid for 2019 and previous years. It should be noted the Volusia County Property Appraiser's assessment has *not* been relied upon in valuing the subject property and the assessment is included herein for informational purposes only.

THREE YEAR SALES HISTORY

The subject property has not sold in the three years preceding this report. It was reported by the owner that the subject is currently listed for sale for \$750,000. It has been listed with the current broker since March 2016.

HIGHEST AND BEST USE ANALYSIS

The Highest and Best Use of the subject property will be analyzed both in terms of its existing use as improved, if applicable, and as if it were vacant and ready to be put to use.

Highest and Best Use can be defined as: *"The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum profitability."*³

Site As If Vacant

The subject site is located along Airport Road, in Ormond Beach, Volusia County, FL. This area is generally light industrial in nature and the subject site does not have any frontage along a primary transportation route. Overall, the site contains a total of 12.992 acres, with a reported **7.794± acres** of developable land.

All necessary utilities and transportation routes to and from the property are in place, thereby ensuring sufficient support facilities for industrial development. The subject site is located in an area of predominately industrial uses.

Legally, the subject property is zoned I-1, Light Industrial, by the City of Ormond Beach. This classification permits a wide variety of light industrial uses. The minimum site size requirement is 20,000 square feet, with a minimum width requirement of 100 feet. The subject appears to meet or exceed the requirements set forth by the current zoning restrictions. Its size and shape would lend itself to development as one large site or division into smaller sites that would meet current zoning requirements.

Physically, the site contains approximately 7.794 acres of developable land and has adequate frontage, size, and upland area to accommodate many if not all of the permitted uses. The site does front the Florida East Coast Railroad but has no rail access.

In considering the feasibility of potential uses for the subject site (as if vacant), surrounding property uses have to be considered. The subject is situated on a secondary roadway in an area of light industrial development. The site also sits along the Florida East Coast Railroad, which is also more conducive to industrial uses than most other uses. The most feasible use of the site is one that would take advantage of its location within an industrial area. The presence of the significant industrial development in the immediate area evidence that a similar use may be feasible.

Consideration must be given to the current market conditions. Over the past few years, the industrial real estate market has been active, and demand for both vacant and improved industrial properties has been good. There is not an abundance of vacant space in the area, and rental rates have increased over the past few years.

³ The Dictionary of Real Estate Appraisal, Second Addition, Appraisal Institute, (Chicago, IL, 1993), Page 149.

Considering this discussion, it is the appraiser's opinion the Highest and Best Use of the subject site would be for some type of light industrial development.

Site As Improved

The subject site is vacant.

ESTIMATED EXPOSURE TIME

The Dictionary of Real Estate Appraisal, 3rd Edition, defines Exposure on page 126 as: The time a property remains on the market, or the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market. Exposure time is always considered to occur prior to the effective date of the appraisal. The overall concept of reasonable exposure encompasses not only adequate, sufficient and reasonable time but also adequate, sufficient and reasonable effort. Exposure time is different for various types of real estate and value ranges and under various market conditions.

Demand has been high for industrial properties, both vacant and improved. There is a limited supply of vacant industrial land available at this time. Properties that had been on the market for extended periods of time have recently sold or are under contract. Based on the available information, I feel that with effective marketing and exposure, it may have been possible for the subject property to have transferred within 12 months at the appraised value.

This opinion also considers the subject being placed on the market with concentrated marketing effort by a knowledgeable and competent professional.

THE APPRAISAL PROCESS

There are normally three approaches to value available for use in the estimation of Market Value. The three widely recognized approaches include the Cost Approach, the Income Approach, and the Direct Sales Comparison (Market Data) Approach.

While cost does not create value, cost may be an effective measure of value in given circumstances. This is the basis for the Cost Approach to value estimation. In the Cost Approach, an attempt is made to estimate the cost of constructing the improvements. From this figure is subtracted an estimate of all elements of accrued depreciation. To this is added the contribution of the site improvements together with the value of the site. This total represents the indicated Market Value of the subject by the Cost Approach.

The Income Approach involves converting anticipated benefits (dollar income or amenities) to be derived from the ownership of property into a value estimate. The Income Approach is widely applied in appraising income producing properties. Anticipated future income and/or reversions are discounted to a present worth figure through the capitalization process.

The Direct Sales Comparison Approach is a direct measure of market behavior. Its concept employs using the subject property as a standard and adjusting comparable sales to indicate the price at which the comparables would have sold, had they possessed all salient characteristics of the subject property.

These three approaches to value result in preliminary indications of value which may be somewhat at variance with each other. When this is the case, the relative significance, applicability and defensibility of the indications of value derived from each approach are weighed. This analysis leads to the selection of a final value estimate that, in the appraiser's professional judgment, best reflects the attitudes, responses, and behavior of the typically informed, rational purchaser in the market in question.

As discussed in the Scope of Work, in this case, only the Direct Sales Comparison Approach has been completed.

DIRECT SALES COMPARISON APPROACH

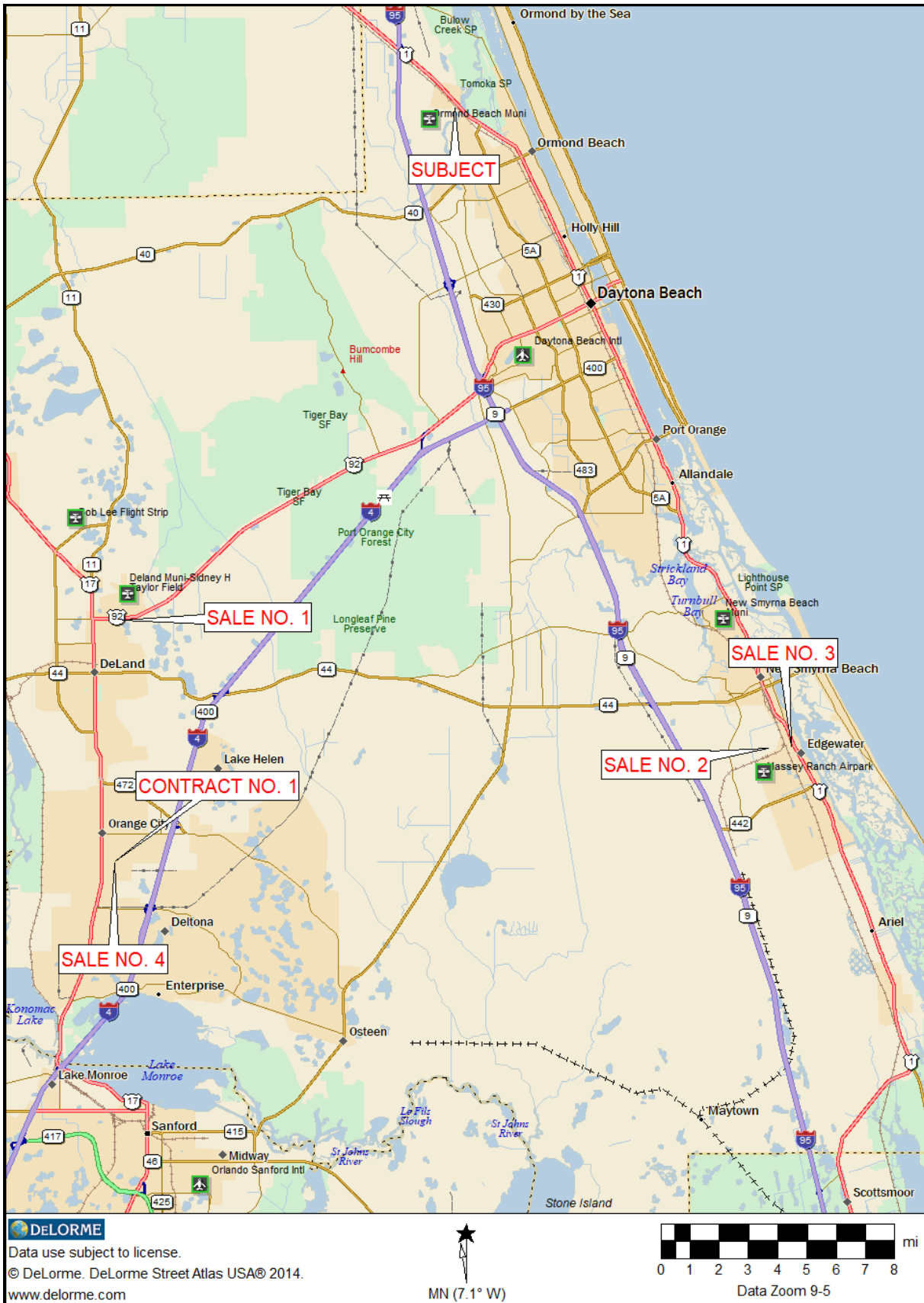
The Sales Comparison Approach is an appraisal technique which utilizes recent transactions of similar properties to derive an indication of value for the subject. These comparable properties are adjusted for variables to enhance their degree of comparability to the subject. Based upon these adjustments, the appraisers are then able to develop a clear indication of value for the subject. This technique is particularly accurate when there is an active and normal sales market of similar properties and when the details of the transactions can be verified by reliable sources involved in the sales.

The Sales Comparison Approach is based upon the principle of substitution, in that a knowledgeable buyer will not pay any more for a particular property than it would cost to purchase a duplicate property with equal utility.

The unit of comparison utilized in this section of the report is based on selling price per acre of useable land, which is generally recognized as the best means of relating the comparables to the subject when analyzing larger vacant industrial land parcels. The most appropriate sales for utilization in the Direct Sales Comparison Approach are considered to be properties that share similar zoning, locational, and site characteristics. For this reason, sales of industrial zoned land located in the Volusia County Area are considered the most appropriate value indicators for the subject.

A location map and sales chart summarizing the sales used and their comparison to the subject are located on the following pages.

COMPARABLE SALES MAP



COMPARABLE LAND SALES CHART						
VARIABLES	SUBJECT	COMPARABLE LAND SALES				
COMPARABLE NO.	SUBJECT PROPERTY	1	2	3	4	CONTRACT NO. 1
TAX ID NUMBER	4238-01-40-0010	7003-00-00-0011	7452-22-0M-0013	7452-01-00-0261	8011-02-06-0010	8011-02-01-0010
GRANTEE	N/A	DELAND STORAGE LLC	JODH, INC.	QOZB RASMUSSEN, LLC	LARRY CARSON RESECRANTS, ETAL	CURRENT CONTRACT
O.R. BOOK/PAGE	N/A	7975/3239	8011/0338	8121/3901	8229/3712	CURRENT CONTRACT
SALE PRICE	N/A	\$875,000	\$500,000	\$445,000	\$420,000	\$837,000
PRICE/AC	N/A	\$114,679	\$103,306	\$103,488	\$116,861	\$99,940
PROPERTY RIGHTS	FEE SIMPLE	FEE SIMPLE	FEE SIMPLE	FEE SIMPLE	FEE SIMPLE	FEE SIMPLE
ADJUSTMENT		0%	0%	0%	0%	0%
ADJUSTED PRICE		\$114,679	\$103,306	\$103,488	\$116,861	\$99,940
FINANCING	N/A	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
ADJUSTMENT		0%	0%	0%	0%	0%
ADJUSTED PRICE		\$114,679	\$103,306	\$103,488	\$116,861	\$99,940
CONDITIONS OF SALE	N/A	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
ADJUSTMENT		0%	0%	0%	0%	0%
ADJUSTED PRICE		\$114,679	\$103,306	\$103,488	\$116,861	\$99,940
SALE DATE	N/A	01/2021	03/2021	09/2021	03/2022	CURRENT CONTRACT
ADJUSTMENT		8.00%	7.00%	4.00%	1.00%	0.00%
ADJUSTED PRICE/AC	N/A	\$123,853	\$110,537	\$107,628	\$118,030	\$99,940
LOCATION	AIRPORT ROAD ORMOND BEACH	US 92 DELAND	BASE LEG DR. EDGEWATER	141 W. PARK AVE. EDGEWATER	LEAVITT AVE. ORANGE CITY	LEAVITT AVE. ORANGE CITY
ADJUSTMENT		-20%	10%	10%	0%	0%
ACCESS	AVERAGE	AVERAGE/CULVERT REQUIRED	AVERAGE	AVERAGE	AVERAGE	AVERAGE
ADJUSTMENT		5%	0%	0%	0%	0%
SIZE (USEABLE ACRES)	7.794	7.630	4.840	4.300	3.594	8.375
ADJUSTMENT		0%	-10%	-10%	-10%	0%
SHAPE	IRREGULAR/AVERAGE	SIMILAR	SIMILAR	SIMILAR	AVERAGE	AVERAGE
ADJUSTMENT		0%	0%	0%	0%	0%
TOPOGRAPHY	WOODED/SLOPING	HEAVILY WOODED/LEVEL	HEAVILY WOODED/LEVEL	HEAVILY WOODED/LEVEL	HEAVILY WOODED/LEVEL	HEAVILY WOODED/LEVEL
ADJUSTMENT		-5%	-5%	-5%	-5%	-5%
UTILITIES	ALL AVAILABLE	ALL AVAILABLE	ALL AVAILABLE	ALL AVAILABLE	ALL AVAILABLE	ALL AVAILABLE
ADJUSTMENT		0%	0%	0%	0%	0%
ZONING	I-1, ORMOND BEACH	M-1, INDUSTRIAL, DELAND	IPUD, EDGEWATER	B-3 COMMERCIAL, EDGEWATER	I-1, ORANGE CITY	I-1, ORANGE CITY
ADJUSTMENT		0%	0%	-5%	0%	0%
SITE UTILITY	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE
ADJUSTMENT		0%	0%	0%	0%	0%
OTHER	EXPIRED ENGINEERING, ETC.	NONE	OFF SITE RETENTION	NONE	NONE	NONE
ADJUSTMENT		5%	-5%	5%	5%	5%
ADJUSTED PRICE/SF	N/A	\$105,275	\$99,483	\$102,247	\$106,227	\$99,940

Comparable Sales Analysis

I was able to find a sufficient number of sales to use for comparison to the subject property. The sales used have varying degrees of comparability to the subject. All sales were industrially zoned or had a similar highest and best use. Adjustments have been made to the sales to more accurately compare them to the subject property. Percentage adjustments to the comparables were applied to reflect the differing characteristics and are shown on the grid sheet analysis chart on the previous page. These adjustments are not supported by an exact quantitative analysis but are based on what we believe would be the market's perception of the inferior, or superior qualities of the comparables as they relate to the subject.

Market Conditions Adjustment

The sales utilized in this analysis occurred between January 2021 and a current contract. The market has been very active, with some property types experiencing rapid value increases over the past two years. Industrial properties have experienced good demand and the supply of vacant industrial parcels is limited. Therefore, I have applied a market conditions adjustment to each of the sales of .5 percent per month up through the value date.

Remaining Adjustments

Sale No. 1 is the transfer of an industrial parcel located along US 92 in DeLand. The site was given adjustments for its superior location, inferior access, superior topography, and lack of engineering, etc.

The subject is situated on Airport Road, off of US 1 in an industrially oriented area of Ormond Beach. Sale No. 1 is located on US 92, along a major 4 lane roadway, in a much more heavily developed area of commercial and industrial uses, with a much higher traffic count and superior visibility. For these reasons, this sale was considered superior to the subject and a negative adjustment was applied.

This sale required a culvert be installed to provide access. The culvert was an atypical expense. The subject does not require any unusual expenses to provide access. Therefore, this sale was considered inferior to the subject and a positive adjustment was applied.

The subject is heavily wooded, and its elevation is downward sloping away from the road. This sale was also wooded, but it was a more level site and would likely require less development costs. For this reason, this sale was considered slightly superior to the subject and a negative adjustment was applied.

The subject had previous approvals for two buildings. While the approvals are all expired, there may be some limited value in the surveying, engineering, etc. that were completed. This sale had no engineering or approvals. For this reason, it was considered slightly inferior to the subject and a minor positive adjustment was applied.

No other adjustments have been applied. After adjustments, this sale indicates a value for the subject of \$105,275 per acre.

Sale No. 2 is the transfer of an industrially zoned parcel located in Edgewater. This site was given adjustments for its inferior location, smaller size, topography, zoning and lack of engineering, etc.

This sale was situated in Edgewater in the Parktown Industrial Park. This is a desirable location for industrial uses but does not enjoy the subject's superior access to a major transportation route or the interstate system. For this reason, this sale was considered inferior to the subject and a positive adjustment was applied.

The subject site contains approximately 7.794 acres of useable land area. This sale was 4.84 acres. It is held as valid reasoning and is well supported in the real estate market that, in general, the larger a parcel of land, the less it's per unit value, and vice versa. With this in mind, this sale was almost 3 acres smaller than the subject and was given a negative adjustment for this factor.

As with Sale No. 1, this sale was level and considered superior to the subjects sloping topography. Therefore, a minor negative adjustment was applied.

As with Sale No. 1, this site had no engineering, etc., and was considered inferior for this factor. However, this site did enjoy offsite retention which can significantly increase the building envelope and reduce development costs. For this reason, this sale was considered superior to the subject and a negative adjustment was applied.

No other adjustments have been applied. After adjustments, this sale indicates a value for the subject of \$99,483 per acre.

Sale No. 3 is proximate to Sale No. 2 and required the same adjustments for location, size and topography.

However, Sale No. 3 was zoned B-3, Commercial, which permitted some industrial uses, but also commercial uses. This zoning classification is considered superior to the subject's industrial zoning, and a negative adjustment was applied.

As with Sale No. 1, this sale was given a positive adjustment for its lack of surveying, engineering, etc.

After adjustments, this sale indicates a value for the subject of \$102,247 per acre.

Sale No. 4 and Contract No. 1 are a very recent sale and current contract of industrial parcels in the Orange City Area.

These comparables were each considered superior to the subject for their level topography, and inferior for their lack of engineering, etc. For these reasons, the same adjustments as Sale Nos. 1 and 3 have been applied for these factors.

Sale No. 4 was less than ½ the size of the subject and a negative adjustment was applied for this factor.

No other adjustments were applied to these comparables. After adjustments, Sale No. 4 indicates a value for the subject of \$106,227 and Contract No. 1 indicates an adjusted value of \$99,940 per acre.

Conclusion

After adjustments, the sales indicate values for the subject property of \$99,483 to \$106,227 per acre. The average adjusted value of all sales is \$102,634 per acre. Sale Nos. 1 and Contract No. 1 are most similar in size and considered the best indicators of value. The average adjusted value of these two sales falls in line with the average adjusted value of all sales at \$102,607 per acre.

Therefore, based on these sales, it is my opinion that the subject site has a market value of \$102,600 per useable acre, or:

7.794 Acres x \$102,600/Acre = \$799,664
Rounded to \$800,000

EIGHT HUNDRED THOUSAND DOLLARS

(\$800,000)

RECONCILIATION OF VALUE

As discussed in the Appraisal Process, only the Direct Sales Comparison Approach to value was processed.

The Direct Sales Comparison Approach is a direct measure of market behavior. In this case, there are adequate recent sales for comparison to the subject.

Therefore, it is my opinion the Market Value of the unencumbered fee simple interest of the subject property, “**As Is**”, as of the effective date, was:

FINAL OPINION OF MARKET VALUE

EIGHT HUNDRED THOUSAND DOLLARS

(\$800,000)

A D D E N D U M

PURCHASE ORDER
LAST DEED OF CONVEYANCE/LEGAL DESCRIPTION
FLOOD ZONE MAP
ZONING MAP
ZONING DESCRIPTION
FUTURE LAND USE MAP
FUTURE LAND USE DESCRIPTION
QUALIFICATIONS OF THE APPRAISERS



Purchase Order

Fiscal Year 2022

Page: 1 of: 1

B
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City of Ormond Beach
PO Box 277
Ormond Beach, FL 32175-0277

THIS NUMBER MUST APPEAR ON ALL
INVOICES, PACKAGES AND SHIPPING PAPERS.

Purchase Order # **20220788**

Delivery must be made within doors of
specified destination.

V
E
N
D
O
R

HEFFINGTON & ASSOCIATES
911 BEVILLE RD STE 8
DAYTONA BEACH, FL 32119-1726

S
H
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T
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Engineering
22 South Beach Street
City Hall Room 104
Ormond Beach, FL 32174

Vendor Phone Number		Vendor Fax Number		Requisition Number		Delivery Reference		
386-760-7601				2200905				
Date Ordered	Vendor Number	Date Required	Freight Method/Terms		Department/Location			
05/09/2022	858				TRANSPORTATION			
Item#	Description/PartNo				QTY	UOM	Unit Price	Extended Price
	Appraisal-901 Airport Road The Above Purchase Order Number Must Appear On All Correspondence - Packing Sheets And Bills Of Lading							
1	Appraisal of 901 Airport Road as quoted in email dated 5/4/22.				1.0	EACH	\$1,800.00	\$1,800.00

VENDOR COPY

Total Ext. Price	\$1,800.00
PO Total	\$1,800.00

LAST DEE OF CONVEYANCE/LEGAL DESCRIPTION

Prepared by:
 Louis E. Conway, Esq.
 170 E. Granada Blvd.
 Ormond Beach, FL 32176

07/29/2003 02:20 PM
 Doc stamps 357.00
 (Transfer Amt \$ 51000)
 Instrument# 2003-182901
Book: 5126
Page: 3441

WARRANTY DEED

THIS INDENTURE, Executed this *1st* day of July, 2003,
 by, SHEILA BRILEY MERLAU, whose address is: 413 Dunston
 Court, Tallahassee, FL 32312, Grantor, and

PENLAND & POMERENKE, INC., a Florida corporation, whose
 address is: 307 Division Avenue, Ormond Beach, FL 32174,
 Grantee,

WITNESSETH, That the said Grantor, for and in
 consideration of the sum of \$10.00, and other good and
 valuable considerations to said Grantor in hand paid by the
 said Grantee, the receipt whereof is hereby acknowledged,
 has granted, bargained and sold to the said Grantee, and
 Grantee's heirs and assigns forever, the following described
 land, situate, lying and being in Volusia County, Florida,
 to-wit:

All of Grantor's undivided one-ninth interest and to
 the following:

A portion of The George Anderson Grant, Section 38,
 Township 14 South, Range 32 East, Volusia County,
 Florida; being more particularly described as follows:

From the Southwest corner of said Section 38, as a
 point of reference, run S 75°43'17" E along the
 Southerly line of said Section 38, a distance of
 4449.69 feet to a found iron rod; thence departing said
 Southerly line N 46°55'33" E a Distance of 930.39
 feet, thence continuing N 46°55'33" E, a distance of
 565.00' to the Southwesterly right of way of the
 Florida East Coast Railway, a 120' right of way, thence
 along said railroad right of way S 43°01'53" E, a
 distance of 597.75' to the right of way of Airport
 Road, a 100' right of way as now laid out, thence
 continue S 43°01'53" E, a distance of 100' across said
 road right of way to the point of beginning. Thence
 continue S 43°01'53" E along said railroad right of
 way a distance of 1633.56' to an intersection with the
 Southerly line of the said Section 38, thence N
 75°43'17" W, a distance of 1754.56' to the apparent
 East right of way of Airport Road a 100' right of way
 as now laid out, thence run Easterly along the South
 right of way of Airport Road to the point of beginning.

Subject to taxes for 2003 and subsequent years.
 Subject to restrictions, easements, and reservations
 of record.

The subject property is vacant land and is not now
 and never has been the homestead of Grantor whose
 permanent address is: 413 Dunston Court, Tallahassee,
 FL 32312.

Property Appraiser's Parcel Number: 4238-01-40-0010.

and said Grantor does hereby fully warrant title to said
 land, and will defend the same against the lawful claims of
 all persons whomsoever.

Book: 5126
 Page: 3442
 Diane M. Matousek
 Volusia County, Clerk of Court

"Grantor" and "Grantee" are used for singular or plural, as context requires.

IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered
 in the presence of:

Dean Merlau *Sheila Briley Merlau* (SEAL)
 DEAN MERLAU Sheila Briley Merlau
Susan D. Merlau
 Susan D. Merlau

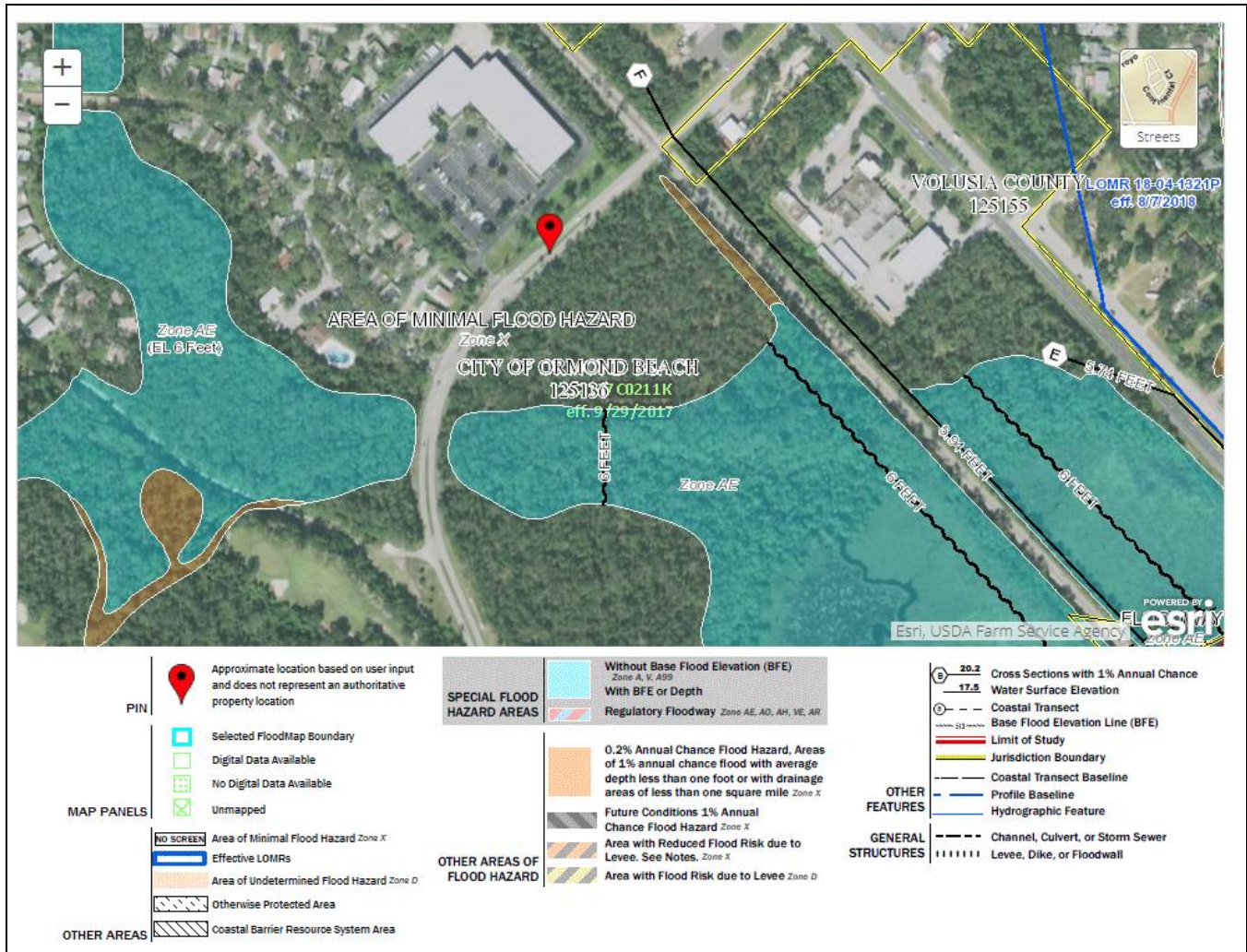
STATE OF FLORIDA
 COUNTY OF LEON

The foregoing instrument was acknowledged before me this 15th day of July, 2003, by SHEILA BRILEY MERLAU. She is personally known to me or produced Personally known as identification.

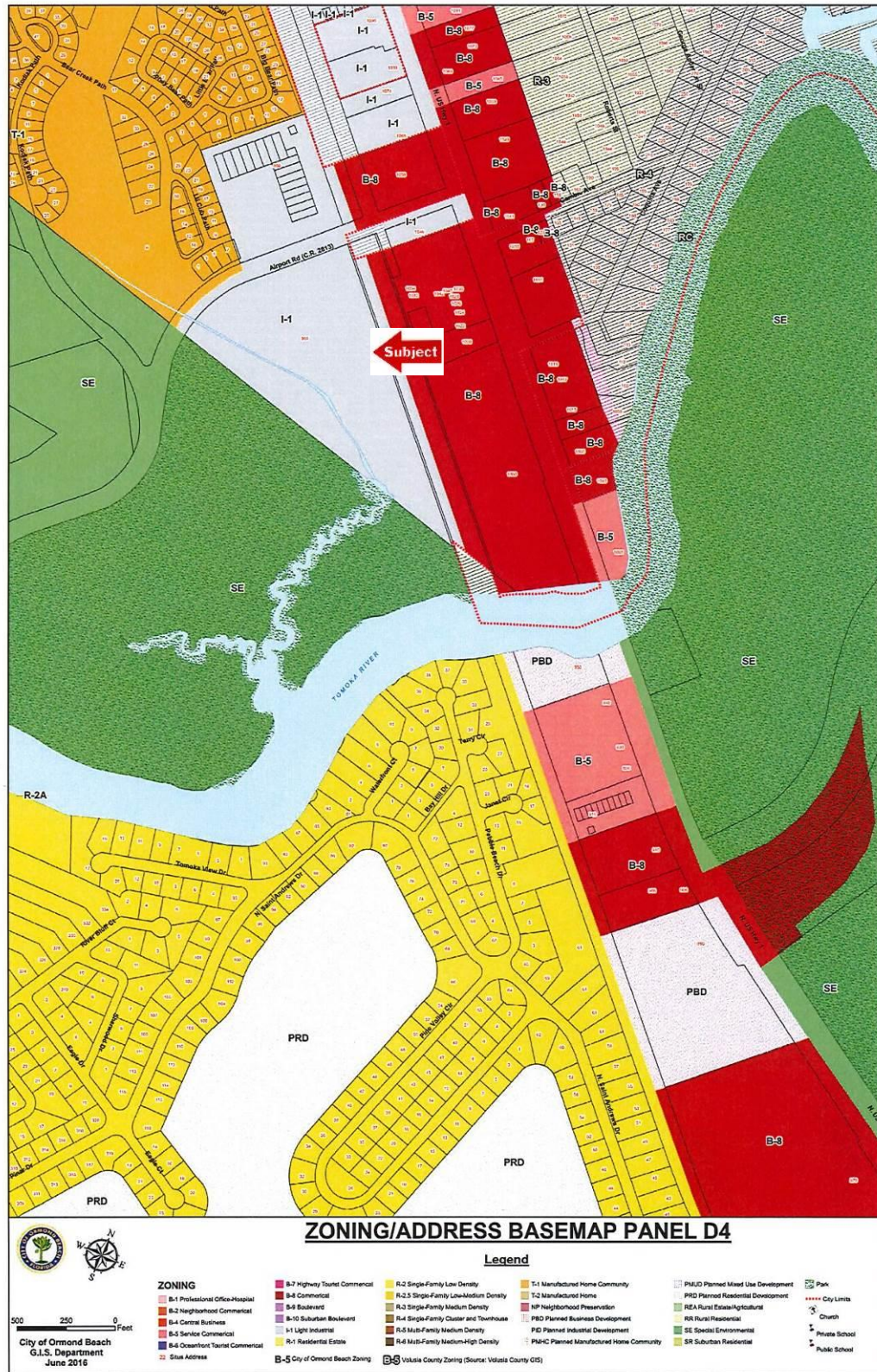
Susan D. Merlau
 Notary Public, State of Florida
 Commission Number: DD 150798
 Commission Expires: September 22, 2006



FLOOD ZONE MAP



ZONING MAP



ZONING DESCRIPTION

DISTRICT AND GENERAL REGULATIONS § 2-32

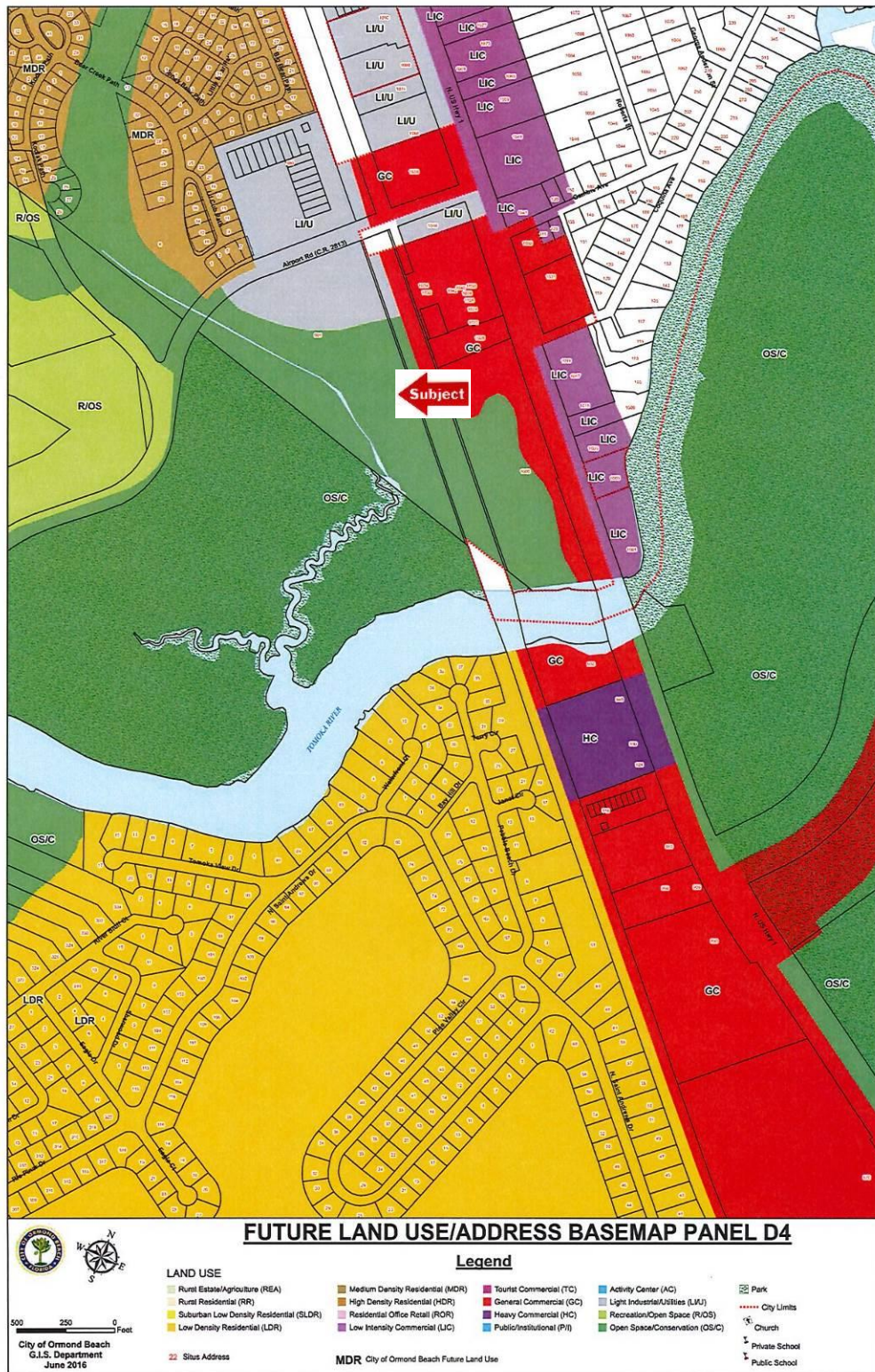
Sec. 2-32. I-1, Light Industrial Zoning District.

A. PURPOSE: The purpose of the I-1 Light Industrial Zoning District is to provide sites in appropriate locations for light industrial operations which do not generate objectionable on- or off-site impacts including odors, smoke, dust, noise, vibration, glare, or other nuisances, and to encourage the development of facilities which are compatible with the surrounding residential and commercial land uses. This district is not intended to accommodate heavy industrial activities such as those identified herein as prohibited, nor is it intended to accommodate other heavy industrial uses.									
B. DIMENSIONAL STANDARDS									
1.	2.	3.	4.	5.	6.	7.	8.	9.	
Type	Density	Maximum Building Height	Maximum Building Coverage	Maximum Impervious Coverage	Minimum Lot Size	Minimum Lot Width	Minimum Lot Depth	a. Front	b. Rear
Nonresidential Uses	-	45'	None	80%	20,000 SF	100'	-	15'	20'
C. PERMITTED USES									
1. Airport 2. Business Services 3. Construction and Home Improvement 4. Industrial Uses, Light 5. Instructional Physical Activity 6. Research Activities 7. Vehicle Repair, Type A 8. Warehouse, Business 9. Warehouse, Storage									
D. CONDITIONAL USES									
1. Auction Business 2. Business/Professional Offices 3. Clubs and Fraternal Organization 4. Dry Cleaning Plant and Systems 5. Flea Markets 6. Garden Centers and Nursery 7. Golf Course and Country Club 8. House of Worship 9. Malted Beverage Producer 10. Non-Emergency Medical Transport Services 11. Outdoor Storage 12. Parks and Recreation Facilities, Private 13. Parks and Recreation Facilities, Public 14. Public Facilities 15. Public Utilities 16. Recreational Facilities, Indoor 17. Recreational Facilities, Outdoor 18. Restaurant, Type A 19. Restaurant, Type B 20. Retail Sales and Service, Showroom 21. RV or Boat Storage 22. Telecommunications Towers, Camouflaged 23. Vehicle Repair, Type B 24. Vehicle Washing and Detailing 25. Warehouse, Mini-Rental 26. Wind Energy System									
E. SPECIAL EXCEPTION USES									
1. Child Care Facilities 2. Outdoor Activity 3. Outdoor Storage 4. SIViculture 5. Telecommunication Tower 6. Terminal, Truck									
F. OTHER STANDARDS									
All development must comply with the following requirements: 1. Wetlands (chapter 3, article II). 2. Landscaping and buffering: if the parcel abuts a designated greenbelt corridor, the standards of chapter 3, article II shall apply with regard to buffering and landscape requirements. 3. See conditional and special exception regulations (chapter 2, article IV).									
G. PERMITTED ACCESSORY USE: Accessory uses customarily associated with, dependent on and incidental to their permitted principal uses, provided that such uses conform to the regulations set forth in chapter 2, article III. (Ord. No. 2013-51, § 2, 9-3-2013; Ord. No. 2015-11, § 8, 4-7-2015)									

Supp. No. 2

CD243

FUTURE LAND USE MAP



FUTURE LAND USE DESCRIPTION

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

B. Heavy Industrial

Purpose: To depict those areas of the City that are now developed, or appropriate to be developed, in a general industrial manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics. Heavier industrial land uses are generally appropriate to locations with sufficient size to encourage either an industrial park type arrangement with provision for internal service access or as a stand alone industrial location, both of which incorporate adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served directly by an arterial road network as well as by transit.

Density: Not permitted.

Maximum FAR: 0.75

5. Recreation/Open Space

A. Recreation/Open Space (R/OS)

Purpose: To provide land for public, semipublic, or privately-owned areas intended for active recreational uses. Permitted uses within this category include ball fields, golf courses, archery ranges, sports complexes, outdoor recreation areas, contoured golf courses, public parks, picnic areas and gymnasiums. Recreation uses are provided for in all zoning districts as principal uses or special exceptions depending on the specific districts and whether they are public or private and indoor or outdoor.

Density: Not permitted.

Maximum FAR: 0.5

6. Open Space/Conservation

A. Open Space/Conservation (OS/C).

Purpose: This category includes two (2) subcategories: Parks, which includes public areas used for passive recreation, and Conservation which consists of areas within the City that have significant limitations to development, related to elevations, soils, probability of flooding, relationship to a major water body, wetland characteristics, or similar factors. This category of land use is applicable to all zoning districts.

Density: Not permitted.

Maximum FAR: 0.5

B. Activity Center

Purpose: To encourage the development of master planned, mixed-use developments that serve as a catalyst for economic development opportunities and provide for balanced, integrated communities. Density and intensity standards are listed under Policy 1.7.7 of the Future Land Use Element.

QUALIFICATIONS OF THE APPRAISER

**R. TODD HEFFINGTON, MAI
911 BEVILLE ROAD, STE. 8
DAYTONA BEACH, FL 32119**

Email: todd@heffingtonandassociates.com

BUSINESS AND PROFESSIONAL AFFILIATIONS

Member, Appraisal Institute
State Certified General Real Estate Appraiser - State of Florida, License RZ2368
Florida Real Estate Salesman, License SL 0589200
Member DeLand-West Volusia Board of Realtors

EDUCATION

B.S. Degree Real Estate, University of Florida, 1992
Master of the Arts Degree in Real Estate, University of Florida, 1994
Numerous continuing education courses and seminars

APPRAISAL EXPERIENCE

Clayton, Roper, and Marshall, May 1993 through August 1993
Heffington & Associates, September 1, 1993 to Present

Completed appraisals on Single-family Residences, Vacant Residential Land, Agricultural Land, Producing Agricultural Properties, Vacant Commercial Properties, Apartment Developments, Industrial Properties, Golf Courses, Office Buildings, Condemnation Appraisals

COURT QUALIFICATIONS

Qualified as expert witness for Real Estate Valuation
Provided testimony in court hearings for condemnation, deficiency judgments, etc.

PARTIAL LIST OF CLIENTS

Surety Bank
Fairwinds Credit Union
Intracoastal bank
Ameris Bank
City of Daytona Beach
City of New Smyrna Beach
City of South Daytona
County Volusia
School Board of Volusia County
Daytona Beach International Airport

South State Bank N.A.
Farm Credit of Florida
Mainstreet Community Bank
Seacoast Bank
Wells Fargo
City of DeLand
City of Ormond Beach
City of Port Orange
Florida Department of Transportation

901 Airport Road, Penland & Pomerence parcel application

**Information from the Volusia Forever
Committee January 26, 2022 packet**



VOLUSIA FOREVER LAND ACQUISITION PROGRAM
NOMINATION FORM



10.A.c

Please use this form to nominate property for consideration for acquisition in accordance with the terms set forth in the Volusia Forever program and associated criteria. This form may also be used by a citizen wishing to nominate property in the county for acquisition, whether owned by that person or not.

ARE YOU THE PROPERTY OWNER? ☒ Yes ☐ No (If not, please be aware this is a willing seller program)

A. YOUR CONTACT INFORMATION:

Name: MELISSA PENLAND & ROBERT POMERENKE
Address: 901 N. BEACH STREET, ORMOND BEACH, FL 32174
Phone: 386-405-3727 Email: melissa@hotactionsw.com

I am nominating this property for consideration as (please select one or more of the choices below):

☒ Environmentally Sensitive Land ☐ Working Forests and Farmlands ☐ Small Lot Acquisition

B. PROPERTY OWNERSHIP: ☐ Same as above ☐ Unsure

Name: PENLAND & POMERENKE, INC
Address: 307 DIVISION AVENUE, ORMOND BEACH, FL 32174
Phone: 386-405-3727 Email: melissa@hotactionsw.com

C. PROPERTY INFORMATION

Property Address/Location (if available): 901 Airport Road, Ormond Beach, FL 32174
Full Parcel Identification Number(s)¹ _____
Size of parcel (in acres) ~~18.997~~ acres 18.6 acres

I would like this property to be considered for (please select one or more of the choices below):

☒ Fee Simple Purchase ☐ Conservation Easement Purchase ☐ Unknown

D. PROPERTY DESCRIPTION

Briefly describe the character of the parcel(s) (e.g. wetlands, swamps, scrub, pine forest, property configuration, topography, etc.) and approximate acreage of the individual land characteristics.

The property is approximately 18.6 acres. A little over half of the property is in Flood Zone AE with wetland vegetation present. A portion of Bear Creek meanders through the property connecting to the Tomoka River. The south east boundary is adjacent to the City of Ormond Beach Riverbend Nature Park.

¹ Available at the Volusia County Property Appraiser's Website: <https://vcpa.vcgov.org/>



VOLUSIA FOREVER LAND ACQUISITION PROGRAM NOMINATION FORM



10.A.c

Briefly explain why this parcel(s) should be considered as eligible for purchase in the Volusia Forever Land Acquisition Program (*Please review and consider the Environmentally Sensitive Land Criteria and Working Forest and Farmland Criteria*).

The property is adjacent to existing conservation land, Riverbend Nature Park and has a portion of Bear Creek meandering through the property connecting to the Tomoka River which links with open space/conservation lands to the north. The property has frontage on a waterbody with a little over half in the floodplain per FIRM 12127C0211K, effective 9/29/2017 and potentially contains high functioning wetland ecosystems. The land abuts Riverbend Nature Park which has existing trails. The public right-of-way is Airport Road which will easily provide access for appropriate management. Any upland, water body, or wetland restoration will be minimal. Please see attached maps.

E. SUGGESTED ADDITIONAL INFORMATION/ATTACHMENTS (if available to property owner or nominator).

- A vicinity map with sufficient information to locate the property in the field (i.e., roads, waterbodies, landmarks, etc.)
- A legal description, survey or map showing the boundaries of the property, existing streets, buildings, watercourses, easements, section lines and any deed restrictions or encumbrances.
- A copy of the existing designations on the applicable future land use and zoning maps².
- A map with designation of the property on a topographic/elevation map².
- Photographs representing the characteristics of the property.
- Any additional information that may be beneficial for committee consideration.

F. WILLING SELLER STATEMENT

By signing below, I hereby express my desire to have my property considered for acquisition under the Volusia Forever Program. I express my willingness to sell my property after successful negotiations (Leave blank if not the property owner).

MEUSSA PENLAND
Owner Name (Printed)

Melissa Penland
Owner Signature

11/10/21
Date

² Available at <https://www.volusia.org/services/growth-and-resource-management/planning-and-development/mapping-and-addressing/grm-interactive-map.html>



VOLUSIA FOREVER LAND ACQUISITION PROGRAM
NOMINATION FORM



10.A.c

Authorization to Enter Property Form

Re: Land submitted to the Volusia Forever Land Acquisition Program

I, MELISSA PENLAND, the Owner or the Owner's representative of the property described below agree that from the date this Agreement is executed, the staff of Volusia County or other public agencies, their agents, representatives or contractors, upon reasonable notice, shall have the right to enter the property located at _____ for the purposes of environmental site review and for all lawful purposes associated with the evaluation of the property for acquisition consideration by the Volusia Forever Land Acquisition Program.

The granting of this permission by the undersigned is not intended, nor should it be construed, as an admission of liability on the part of the undersigned or undersigned successor's.

This permission is contemplated to be used for the following activities, which may be performed by the staff of Volusia County or other public agencies, their agents, representatives or contractors:

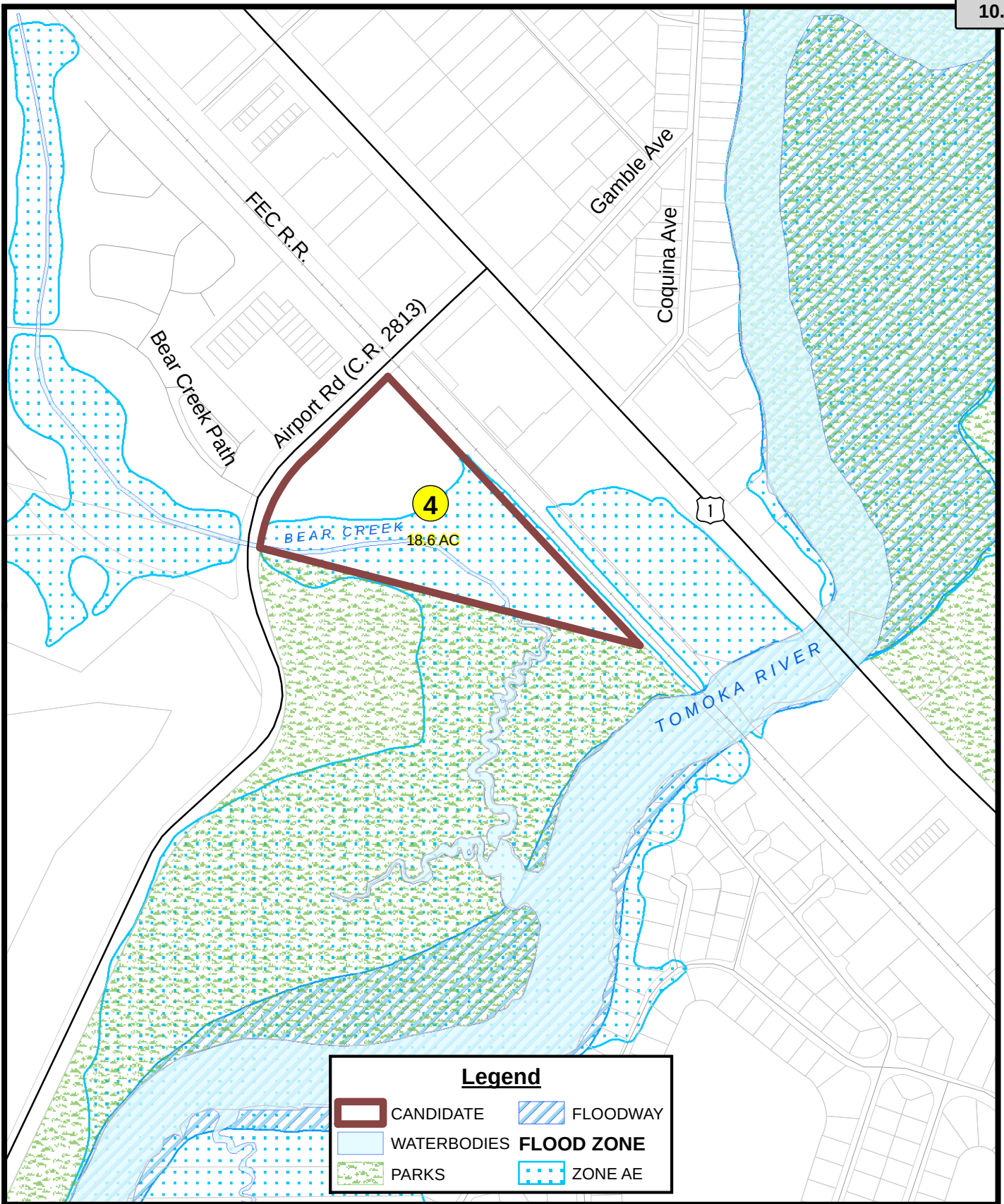
- Survey of the natural community types on-site property boundary survey prior to closing.
- Nondestructive surveys of the flora and fauna on-site, including the identification and survey of rare, threatened or endangered plants and animals.
- The collection of written and photographic data required for comprehensive site review during the site selection process or property appraisal review.
- Survey of the property boundaries.

MELISSA PENLAND
Owner Name (Printed)

Melissa Penland
Owner Signature

11/10/21
Date

Return completed application & attachments to: Volusia Forever Program 123 W. Indiana Avenue, Suite 200 DeLand, FL 32720 Fax: 386-943-7082 Email: forever@volusia.org	For Office Use Only File Number: _____ Acceptance Date: _____
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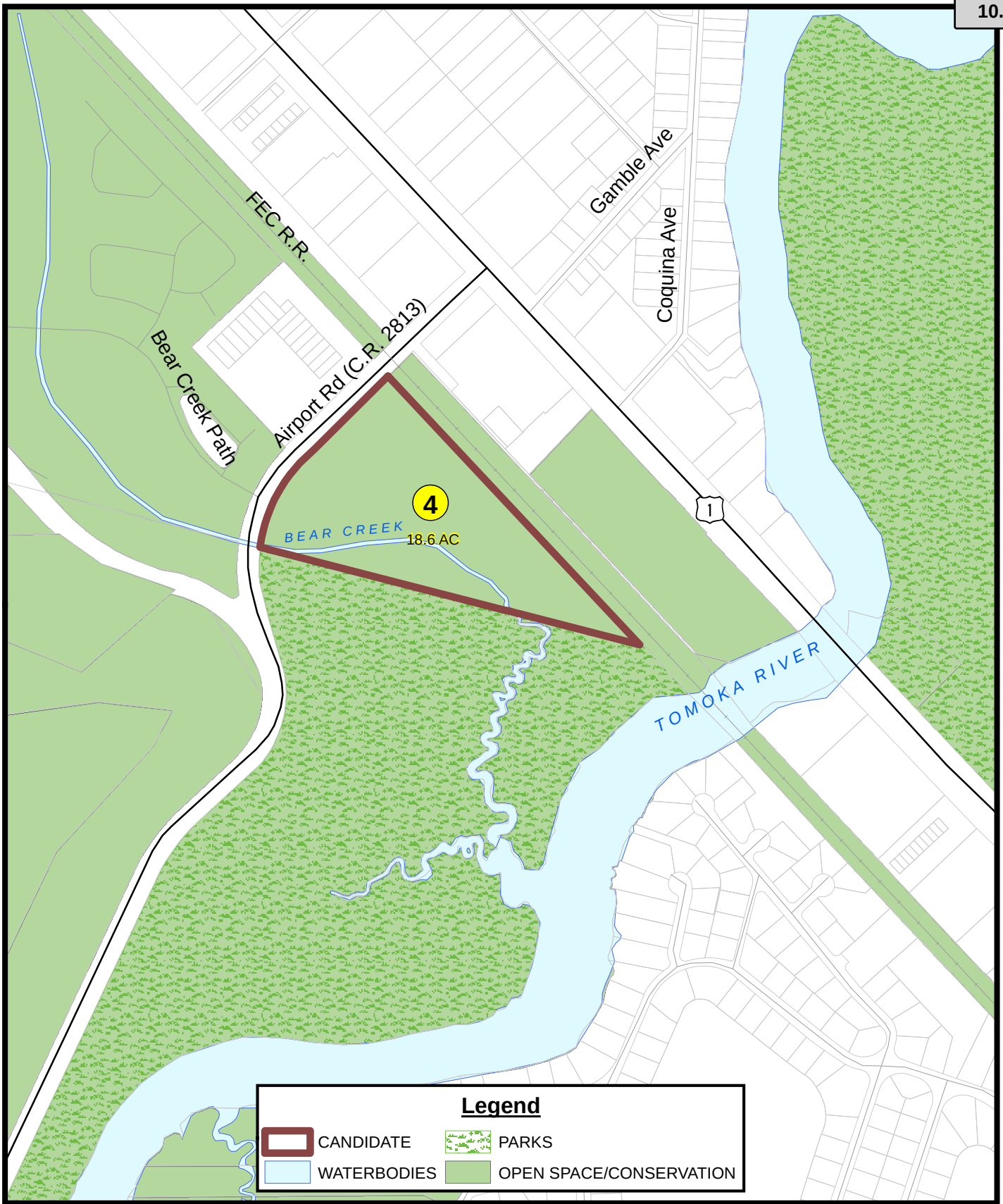


Volusia Forever Environmental Land Candidates - Map 2 Flood Zones & Floodways

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet

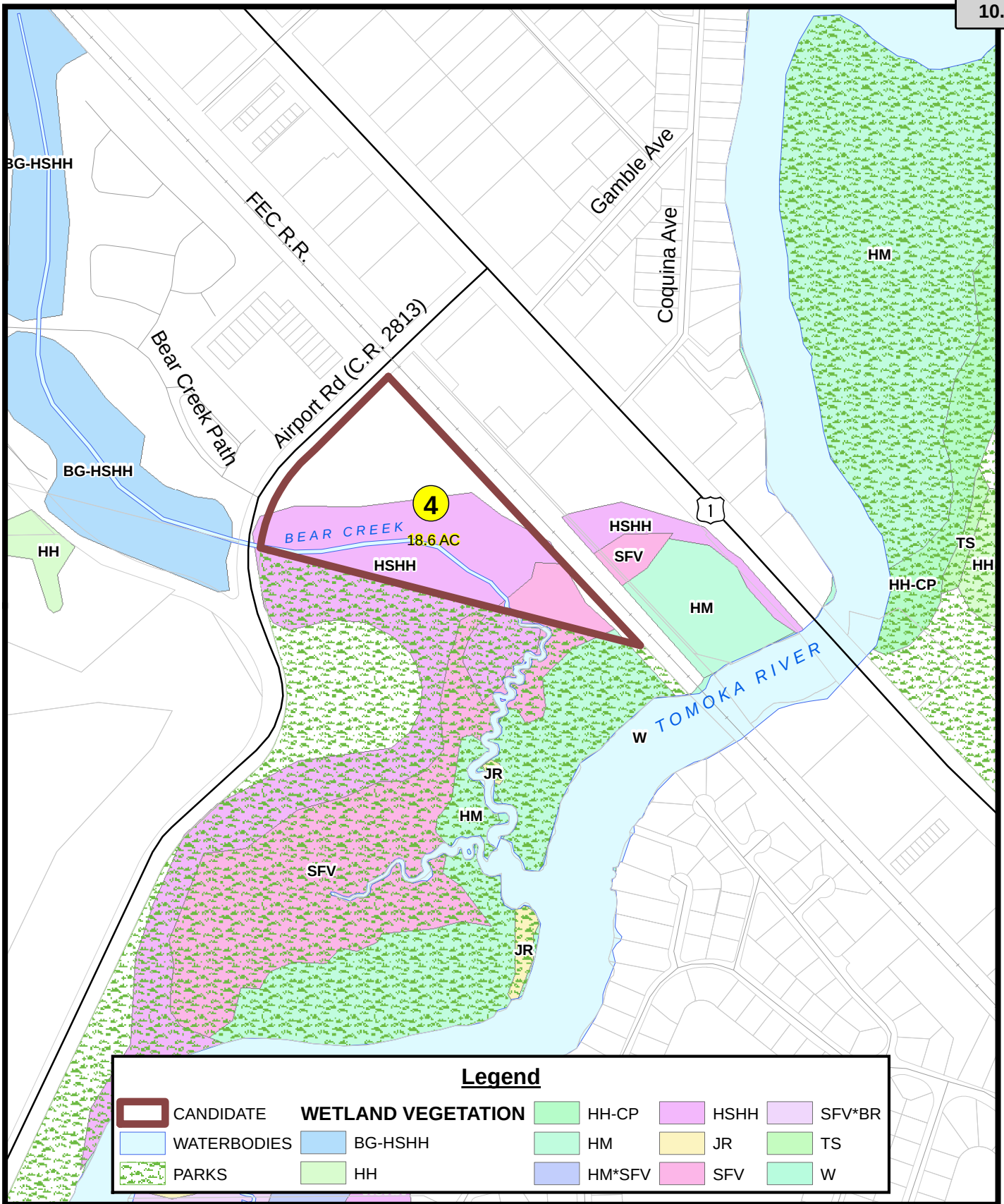


Volusia Forever Environmental Land Candidates - Map 2 Open Space/Conservation

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet

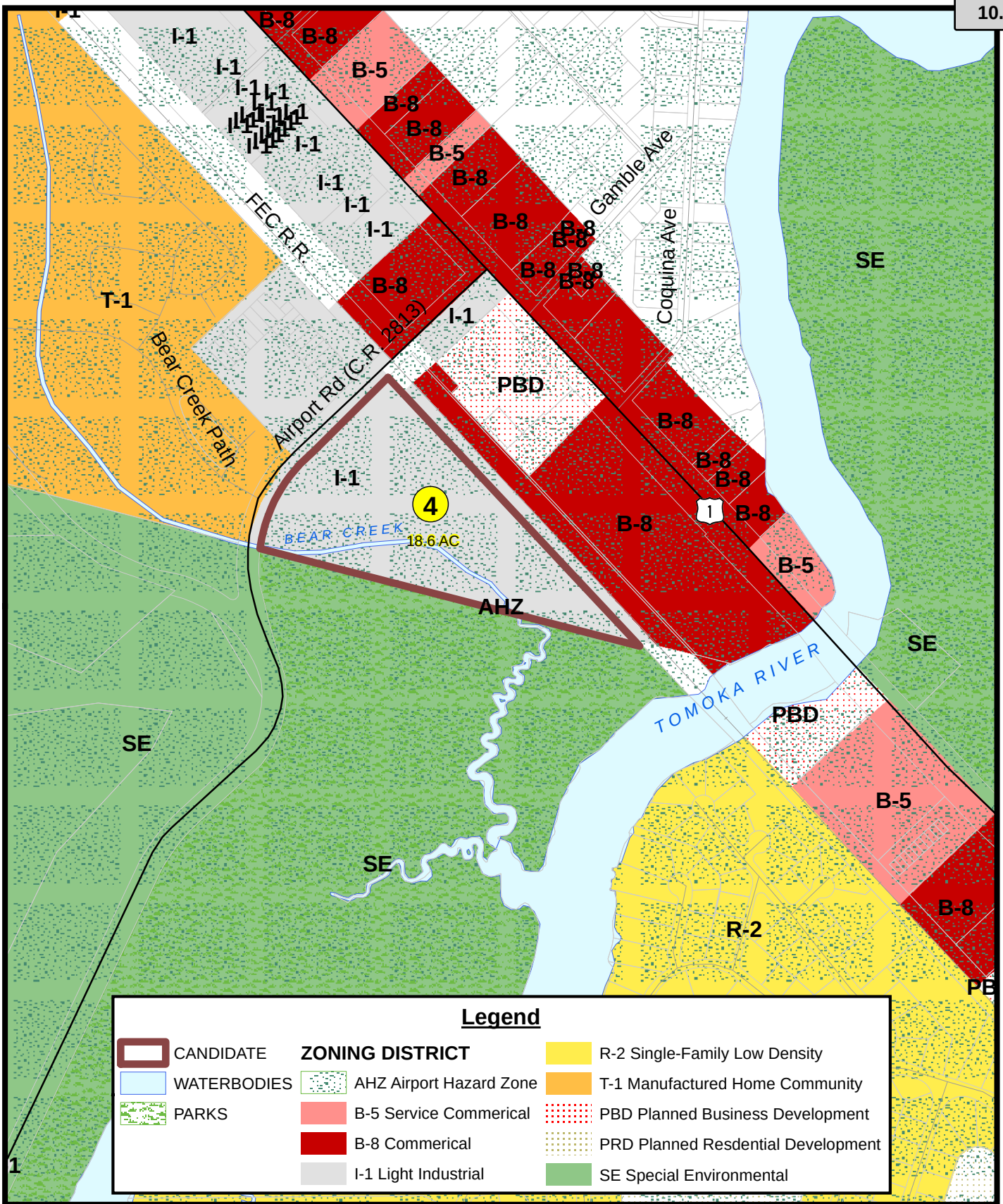


Volusia Forever Environmental Land Candidates - Map 2 Wetland Vegetation

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet



Volusia Forever Environmental Land Candidates - Map 2 Zoning Districts

Prepared By: The City of Ormond Beach
G.I.S. Department - November 4, 2021



1 inch = 600 feet

Initial Review Report**Score:** 10**Project:** Penland & Pomeranke**Date:** 1/10/2022**Type:** FS/ESL**PROXIMITY AND CONNECTIVITY**

- | | Meets Criteria (Y/N) | |
|---|-----------------------------|-------------------|
| 1. Is the property functionally adjacent to existing conservation land (conservation easement or public ownership) or a Volusia Forever eligible property? | <u>Y</u> | Low <u>X</u> High |
| 2. Will the acquisition maintain the ecological link or habitat corridor between two or more otherwise unconnected existing conservation lands (conservation easement or public ownership)? | <u>N</u> | Low _____ High |
| 3. Is the property within Priority 1, 2 or 3 of the Florida Ecological Greenways Network (i.e. the Florida Wildlife Corridor) or the County's Environmental Core Overlay? | <u>Y</u> | Low <u>X</u> High |

FURTHERANCE OF ACQUISITION EFFORTS

- | | | |
|---|----------|----------------|
| 4. Will the acquisition further a project begun under previous or existing governmental land acquisition programs? | <u>N</u> | Low _____ High |
| 5. Based upon preliminary assessment (i.e., partnership experience, property size, location and features), is there a reasonable expectation of matching funds from other sources to assist in the acquisition? | <u>N</u> | Low _____ High |

WATER RESOURCES

- | | | |
|--|----------|----------------|
| 6. Does the property contain a significant area of medium or high groundwater recharge as determined by St. Johns River Water Management District Upper Floridan Aquifer Groundwater Recharge Map? | <u>N</u> | Low _____ High |
|--|----------|----------------|

7. Does the property contain or have frontage on a waterbody or is it within the 100-year floodplain?

Y

X

Low High

8. Does the property contain springs and/or other unique geological features that enhance environmental resources, protect water quality, enhance water recharge, and/or protect the aquifer?

N

Low High

9. Does the property have the potential to capture beneficial recharge, reduce water consumption within a springshed, or replace degraded freshwater supplies?

N

Low High

ENVIRONMENTALLY SENSITIVE LANDS

10. Is there the potential that acquisition of the property will protect or maintain populations of any Federal or State listed species (including, but not limited to, endangered, threatened or species of special concern) which may typically be expected to occur on the property?

Y

X

Low High

11. Does the property contain viable acreage of one or more scarce or unique communities, as identified by the Florida Natural Areas Inventory, or other significant upland community?

unknown

Low High

12. Does the property contain coastal or estuarine habitats or areas vulnerable to sea level rise by 2040?

Y

X

Low High

13. Does the property contain high functioning or potentially high functioning wetland ecosystems?

Y

X

Low High

PROVIDE RESOURCE BASED RECREATIONS LANDS

14. Does the property offer the potential for the establishment or enhancement of resource based public use opportunities, including Greenways, Blueways and trails? Y X
 _____ Low _____ High
15. Does the property have public right of way (roads or trails) accessing or abutting? Y X
 _____ Low _____ High
16. Does the property contain an archeological site or historical resources? N
 _____ Low _____ High

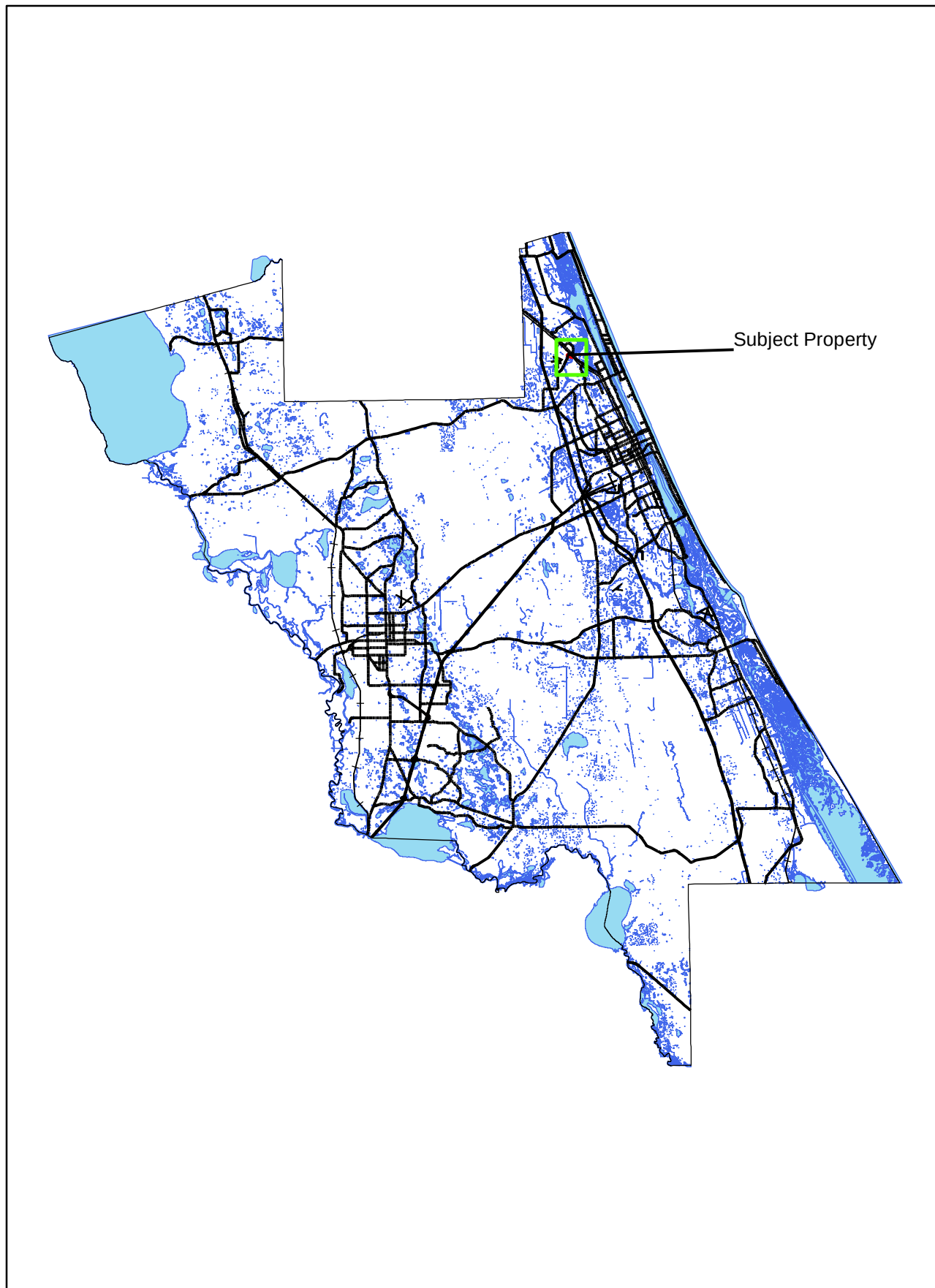
MANAGEMENT

17. Is the size, access, and location of the property appropriate for cost effective management or will it be managed by others? N
 _____ Low _____ High
18. Is there limited (<5% by ocular view) Florida Exotic Pest Council Category 1 invasive exotic plant coverage observed? Y X
 _____ Low _____ High
19. Is the percentage of uplands, water bodies, or wetlands requiring restoration minimal? Y X
 _____ Low _____ High

General Location

10.A.c

Penland & Pomeranke-Parcel 423801400010



 VF Applicant Property

Map Prepared By: County of Volusia
Environmental Management Division

Public Access/Right of Way

10.A.c

Penland & Pomeranke-Parcel 423801400010

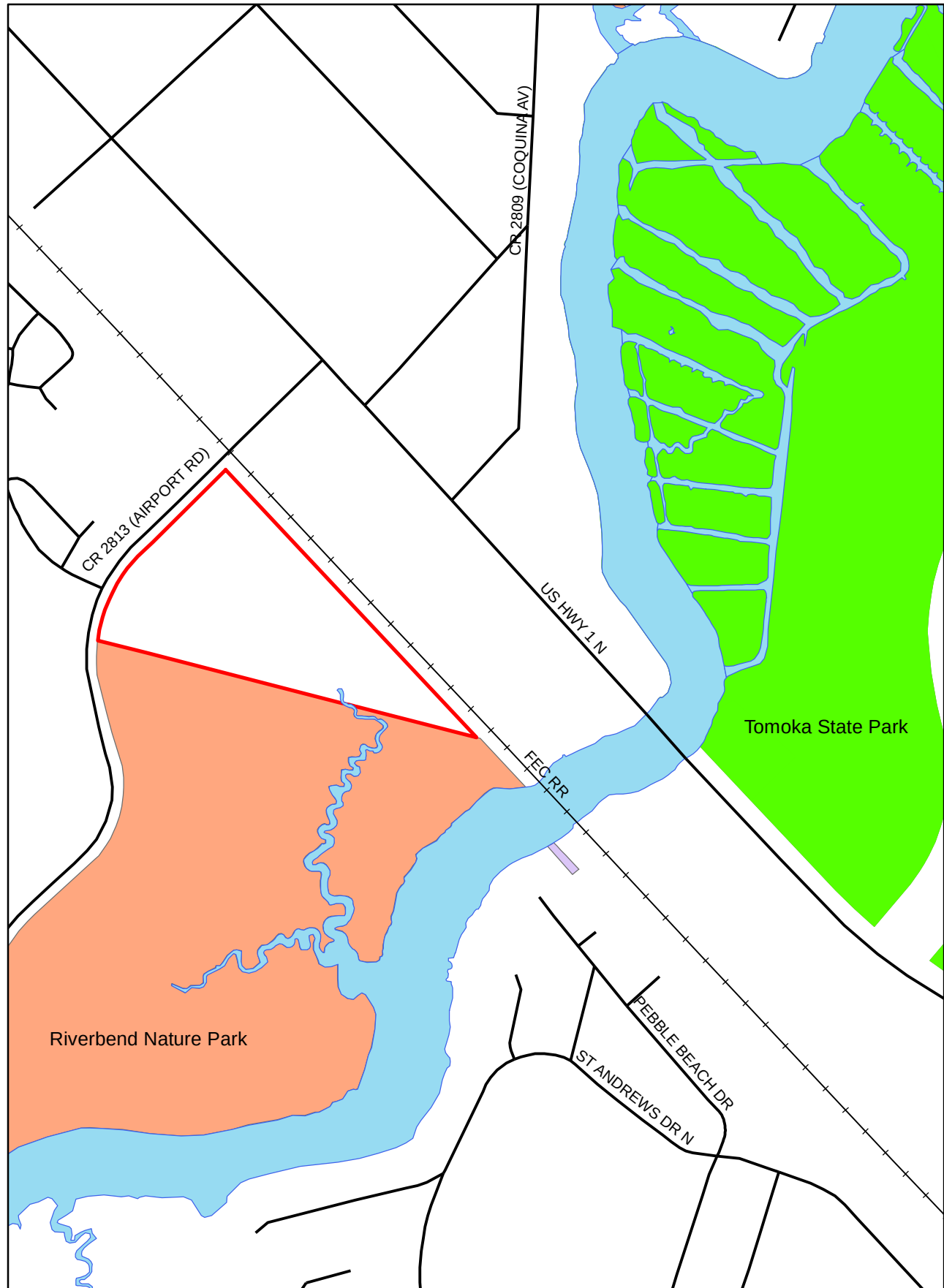


 VF Applicant Property

Existing Conservation Lands

10.A.c

Penland & Pomeranke-Parcel 423801400010

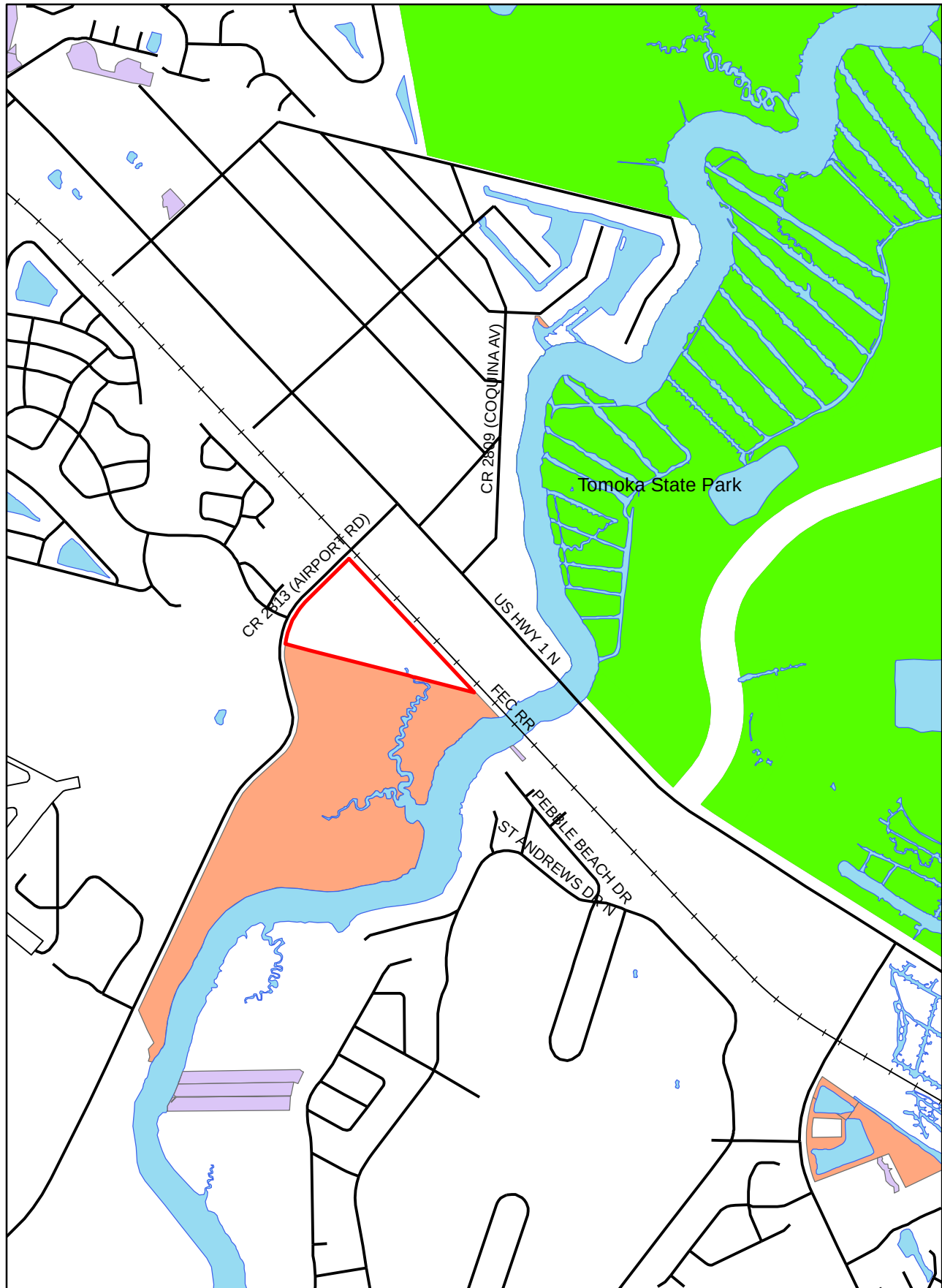


-  VF Applicant Property--18.61 GIS Acres
-  Conservation Easement
-  Existing Public Conservation Land
-  Existing Park (City of Ormond Beach)

Ecological Link

10.A.c

Penland & Pomeranke-Parcel 423801400010

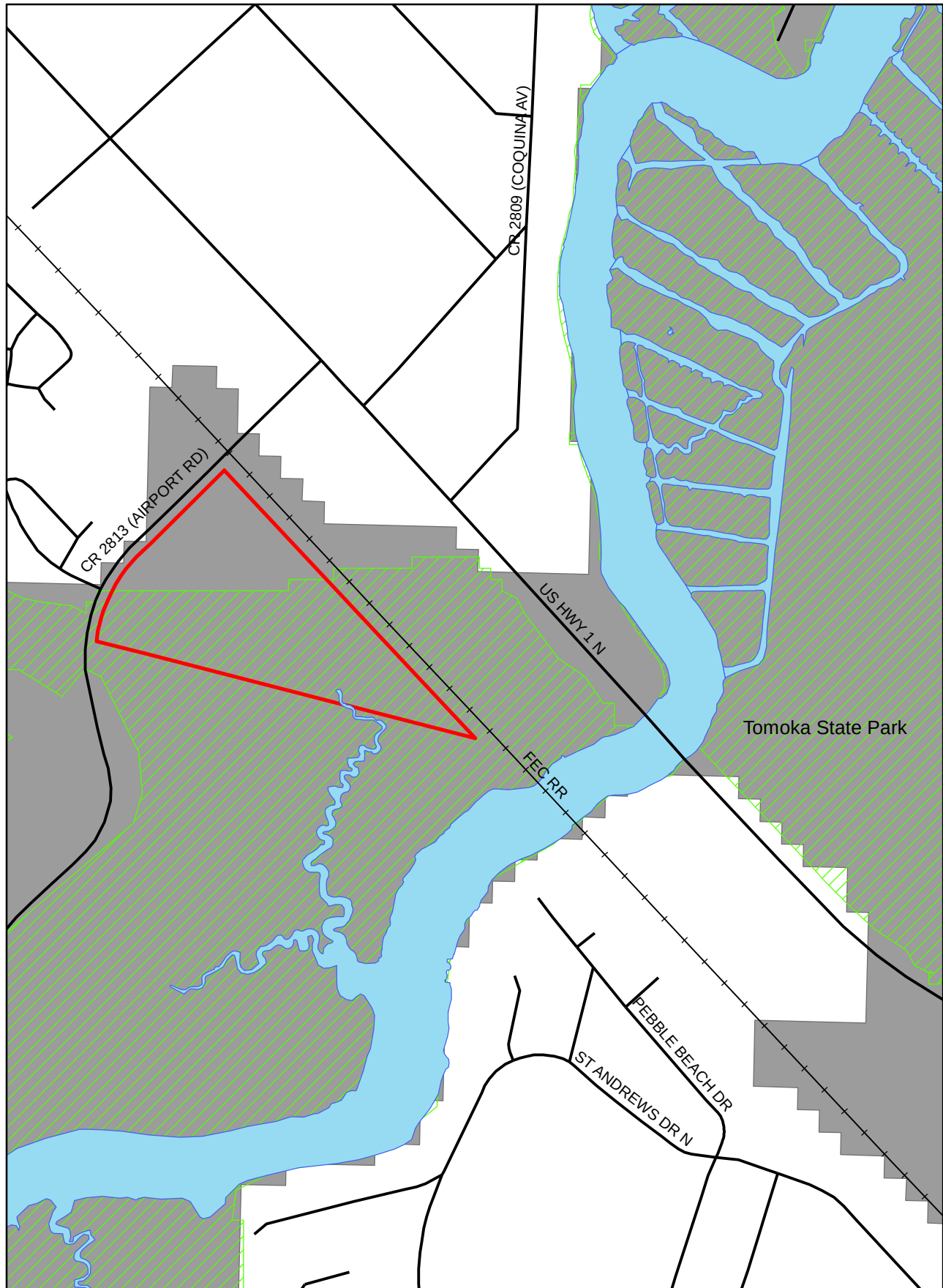


-  VF Applicant Property
-  Conservation Easement
-  Existing Public Conservation Land
-  Existing Park (City of Ormond Beach)

Ecological Greenways/ECO

10.A.c

Penland & Pomeranke-Parcel 423801400010



VF Applicant Property



Environmental Core Overlay

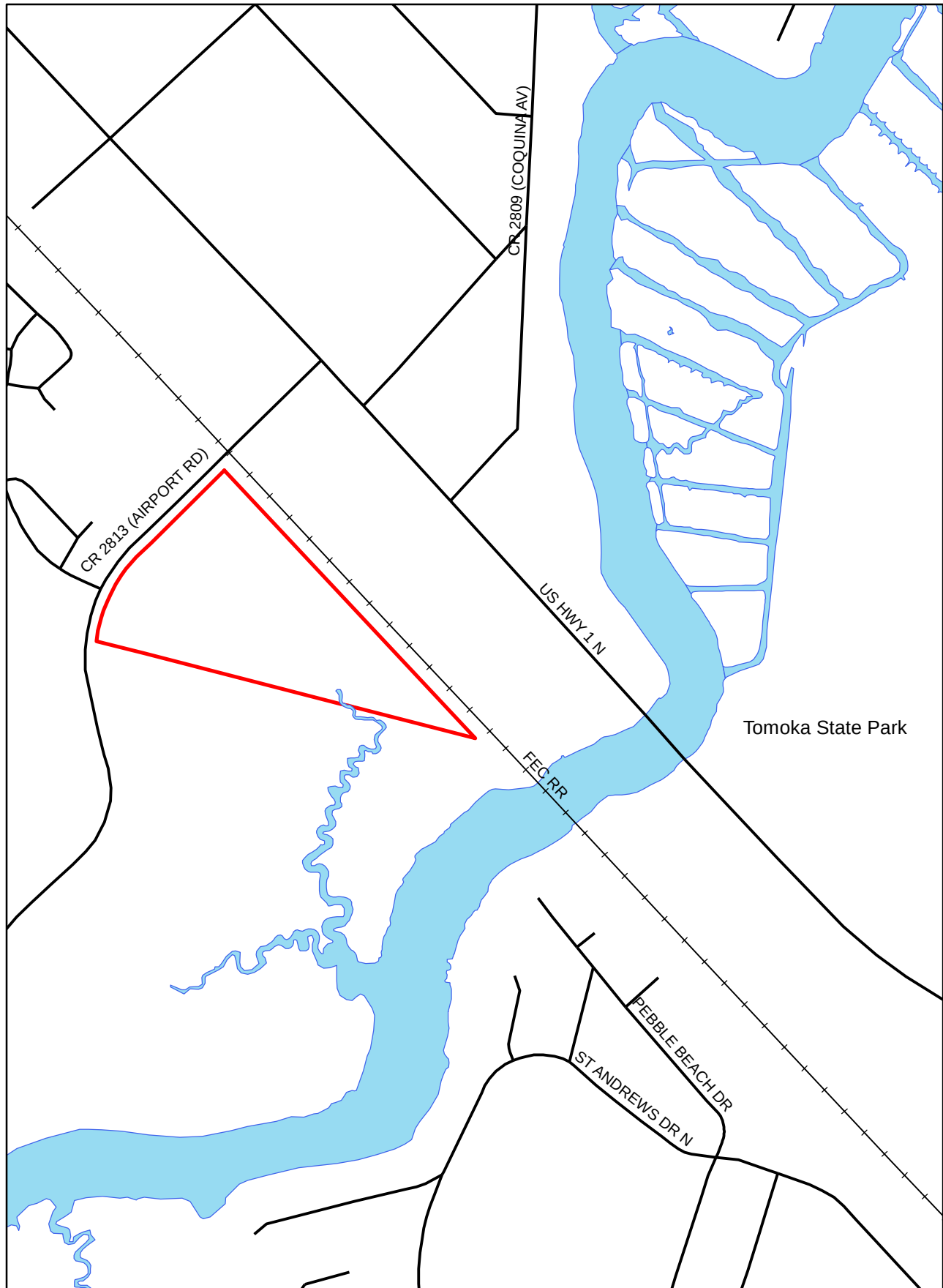


Ecological Greenways Network-Priority 5

Land Acquisition Programs

10.A.c

Penland & Pomeranke-Parcel 423801400010

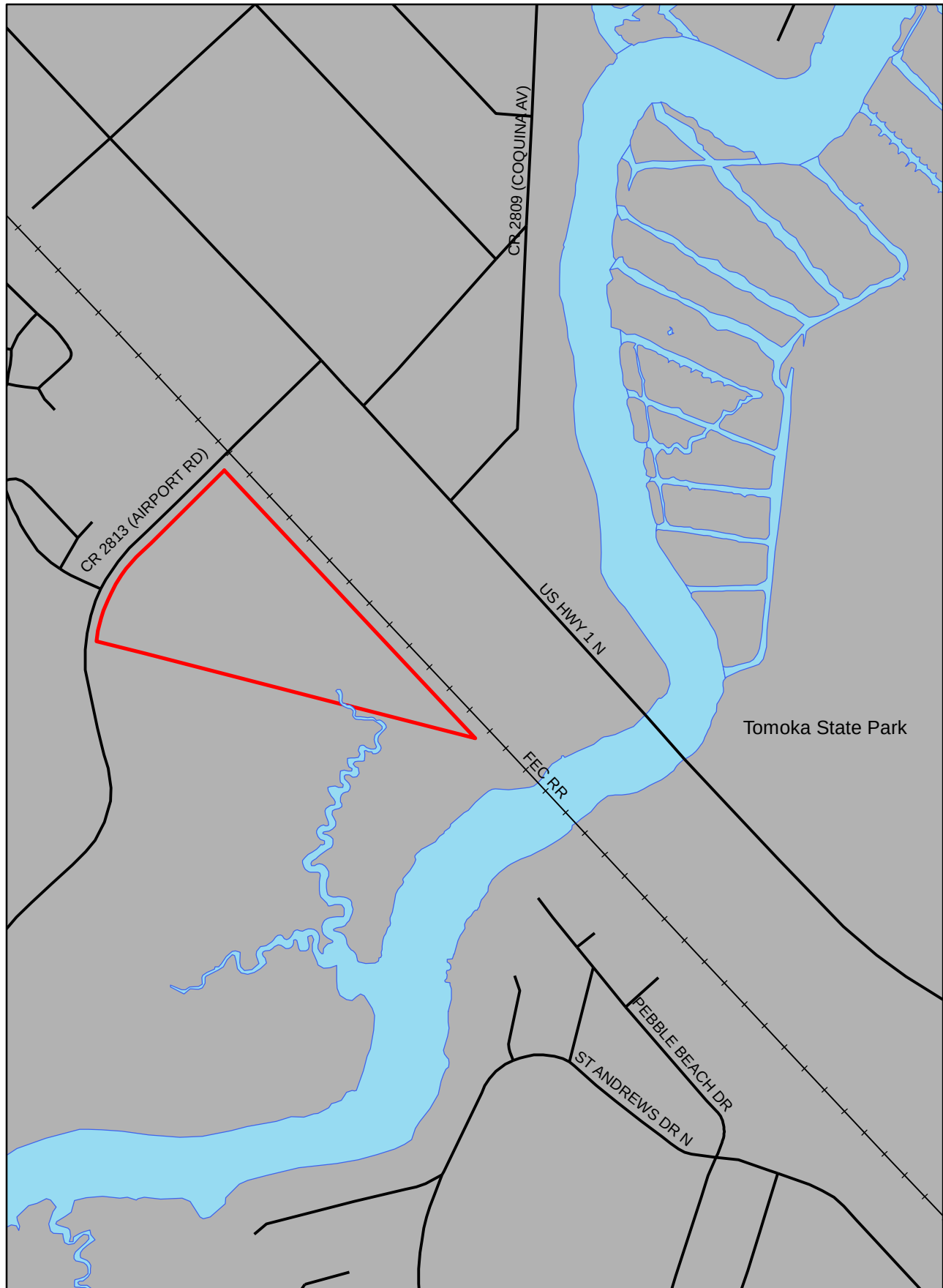


-  VF Applicant Property
-  SJRWMD 5-Year Acquisition Plan-None in Area
-  Florida Forever Projects-None in Area

Groundwater Recharge

10.A.c

Penland & Pomeranke-Parcel 423801400010

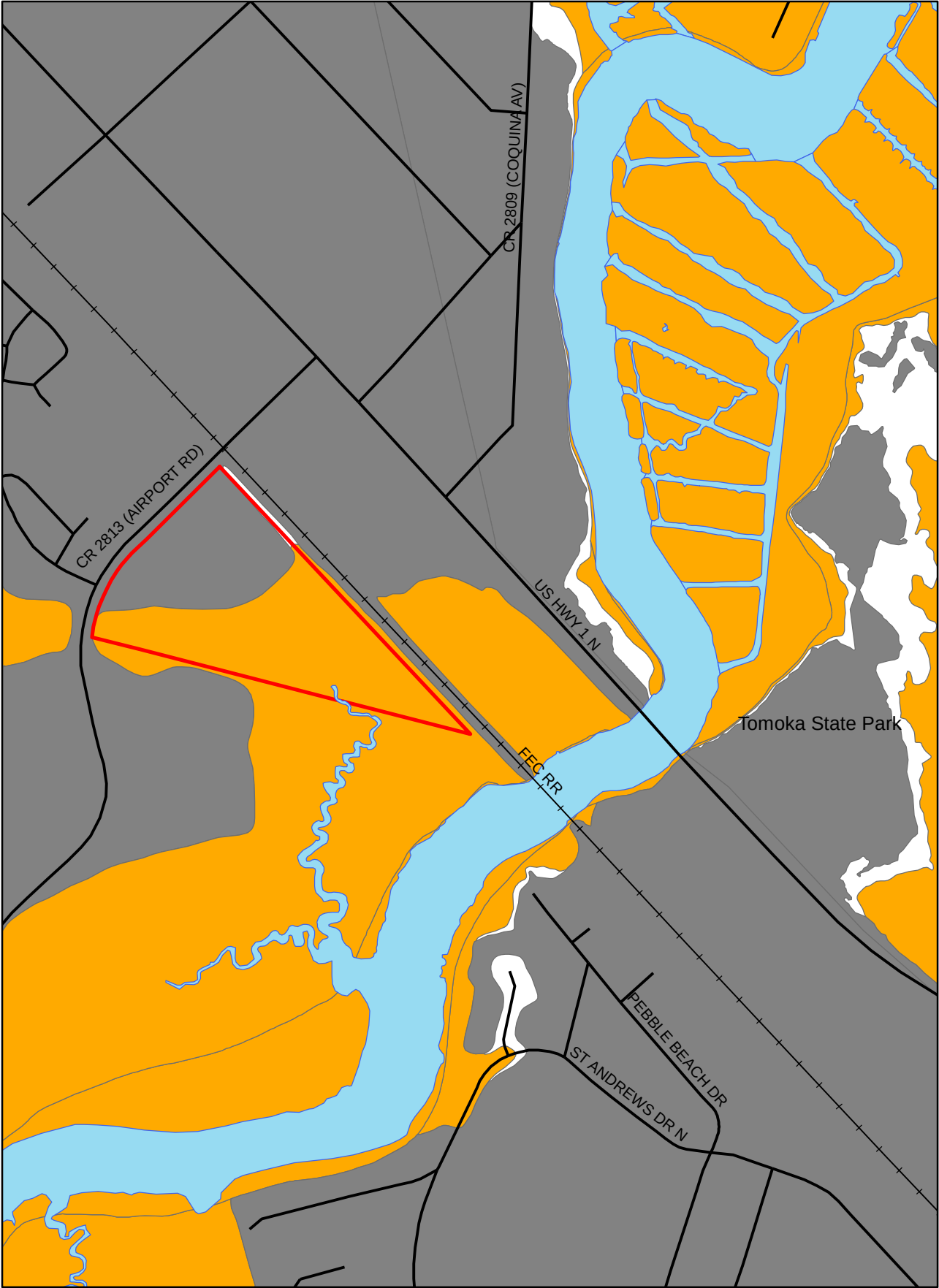


 VF Applicant Property

2015 SJRWMD Groundwater Recharge

 Low

Penland & Pomerence-Parcel 423801400010

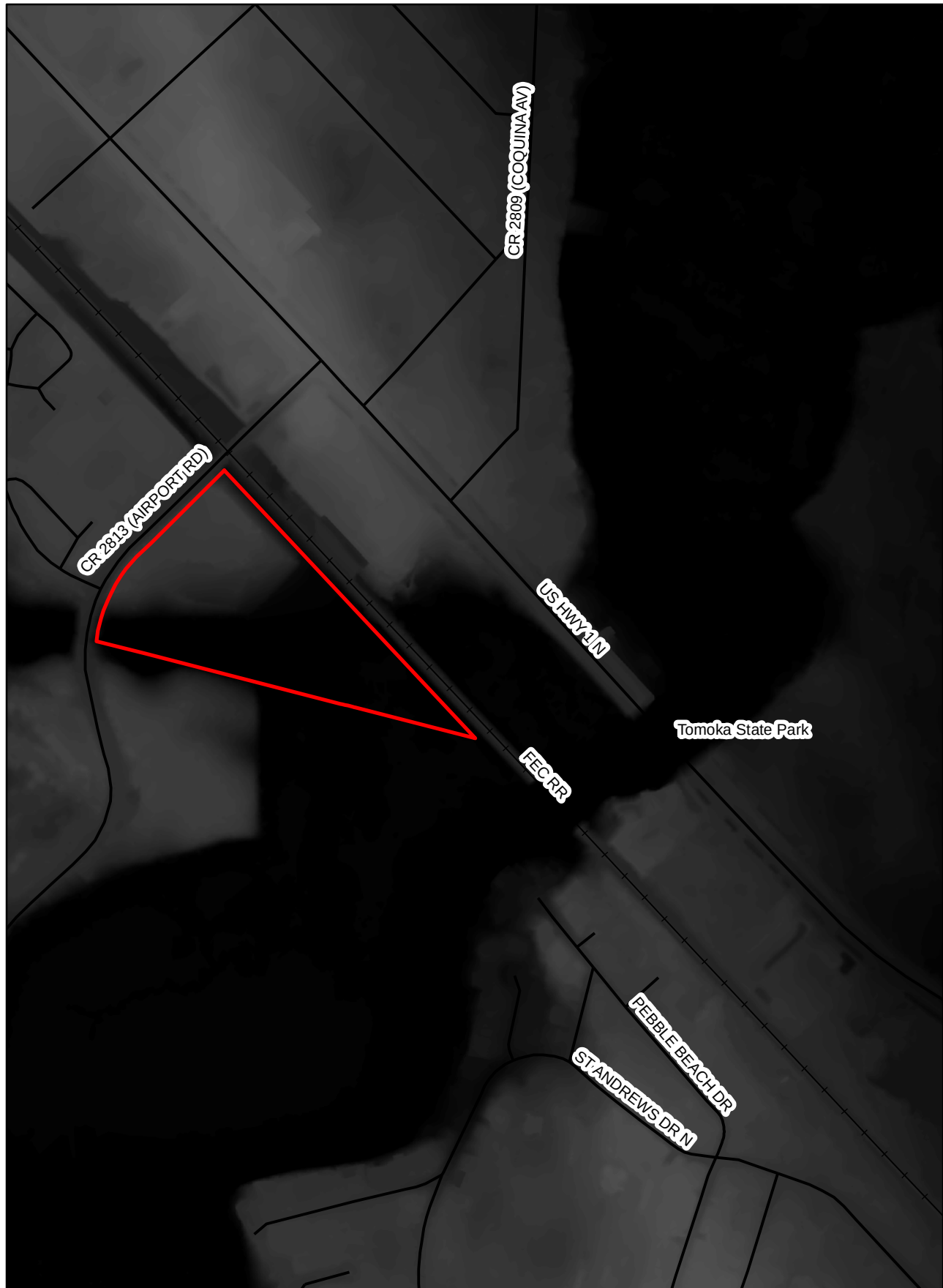


 VF Applicant Property

FEMA Flood Insurance Rate Map

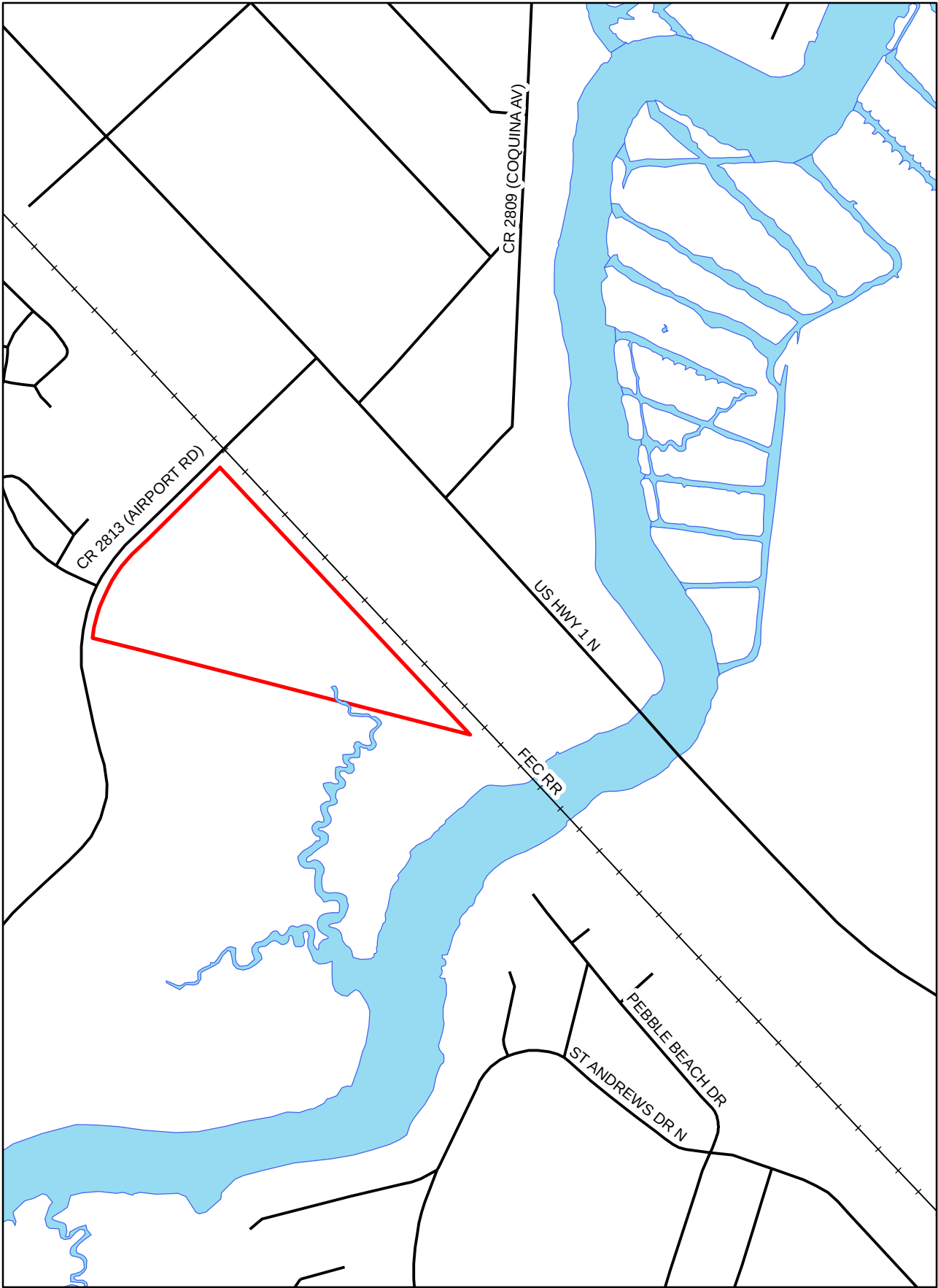
-  Special Flood Hazard Areas Inundated by the 100-Year Flood
-  Area Outside 100-Year Floodplain

Penland & Pomeranke-Parcel 423801400010



Springs PFA/BMAP

Penland & Pomeranke-Parcel 423801400010

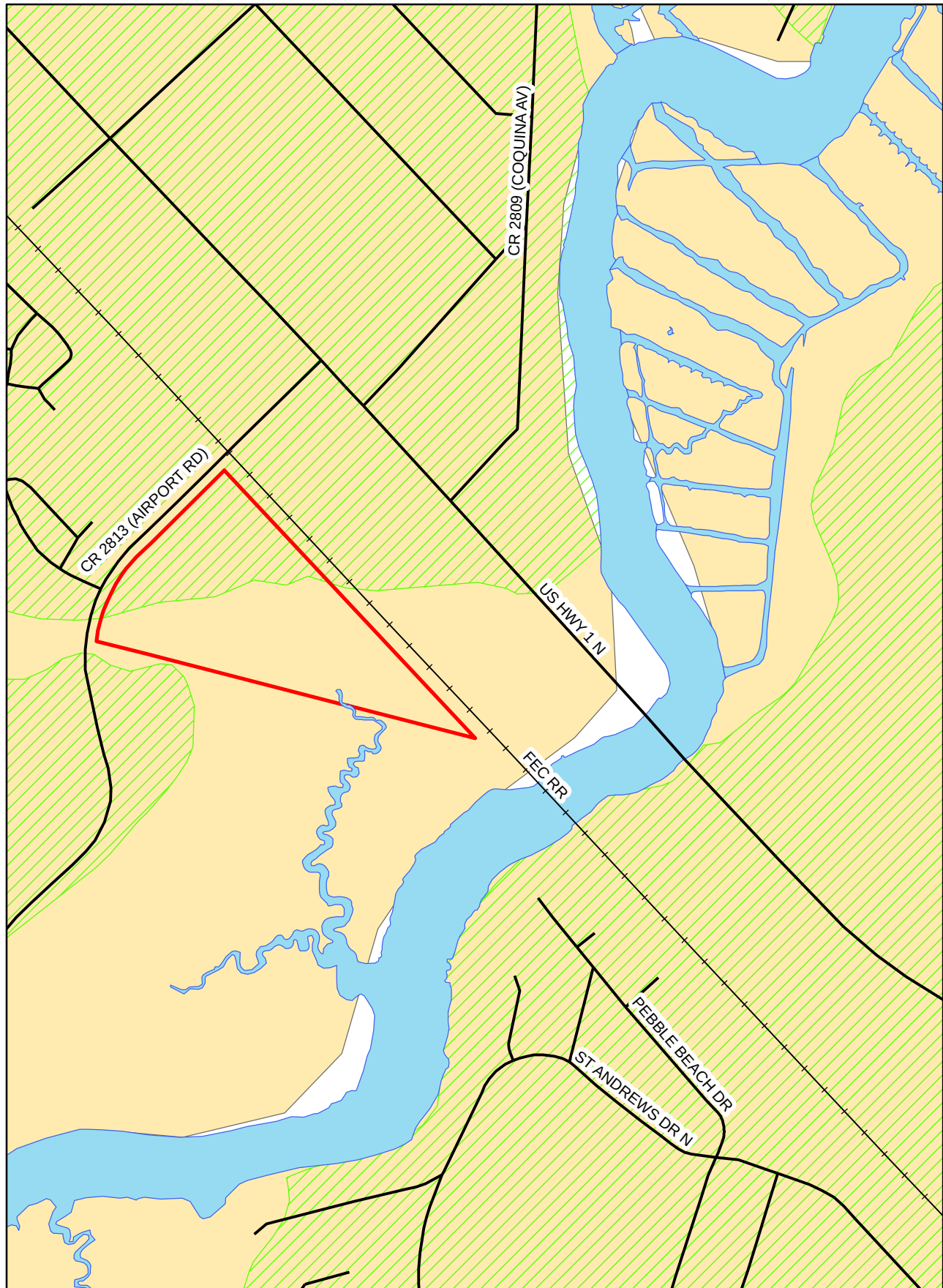


-  VF Applicant Property
-  Springs PFA-None in Area
-  BMAP-None in Area

Protected Species

10.A.c

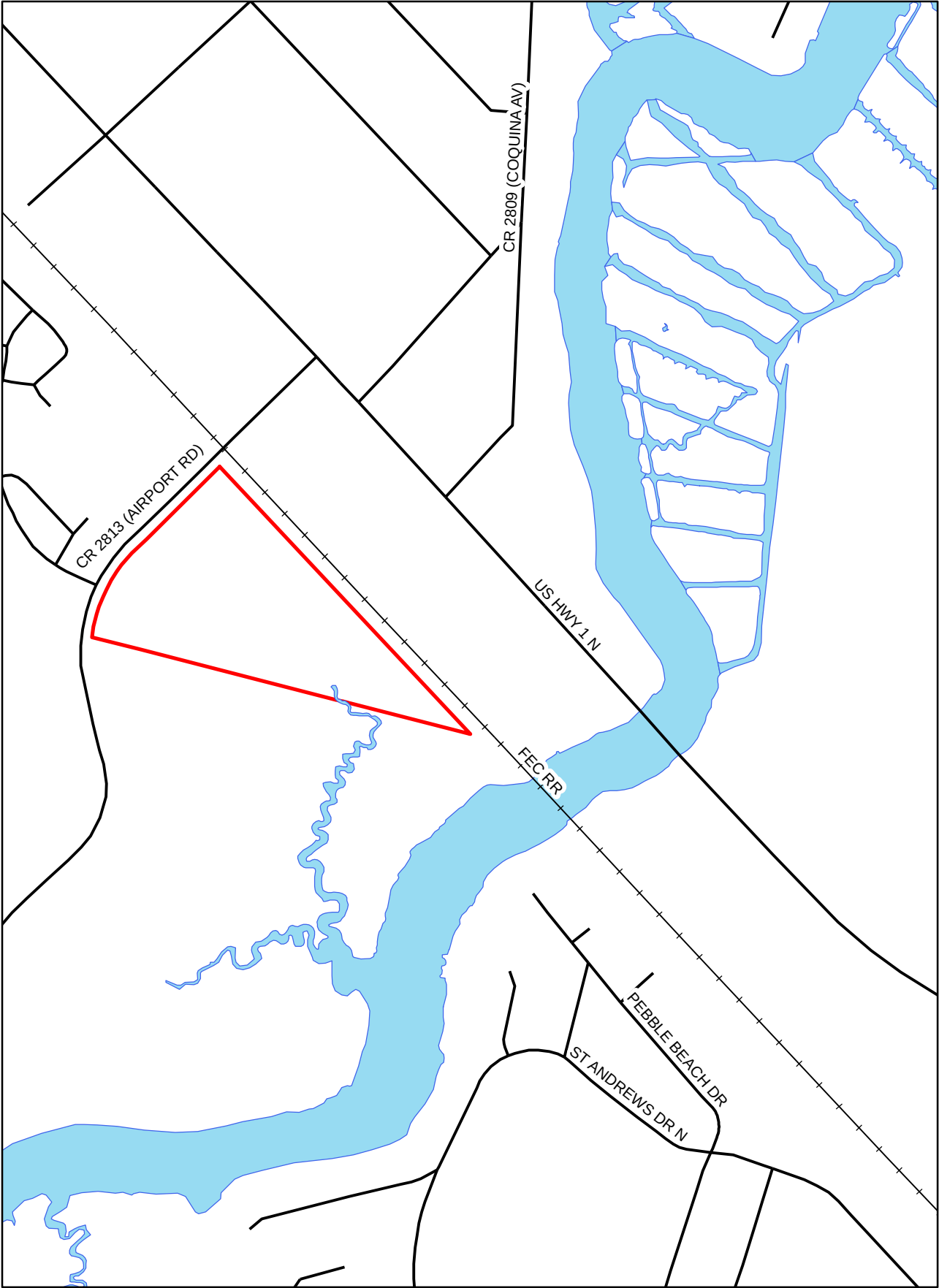
Penland & Pomeranke-Parcel 423801400010



- Eagle Nests-None in Area
- ▭ VF Applicant Property
- ▭ Scrub Jay Habitat-None in Area
- ▨ Gopher Tortoise Overlay
- ▭ Black Bear Range-Frequent

Cooperative Land Cover

Penland & Pomeranke-Parcel 423801400010

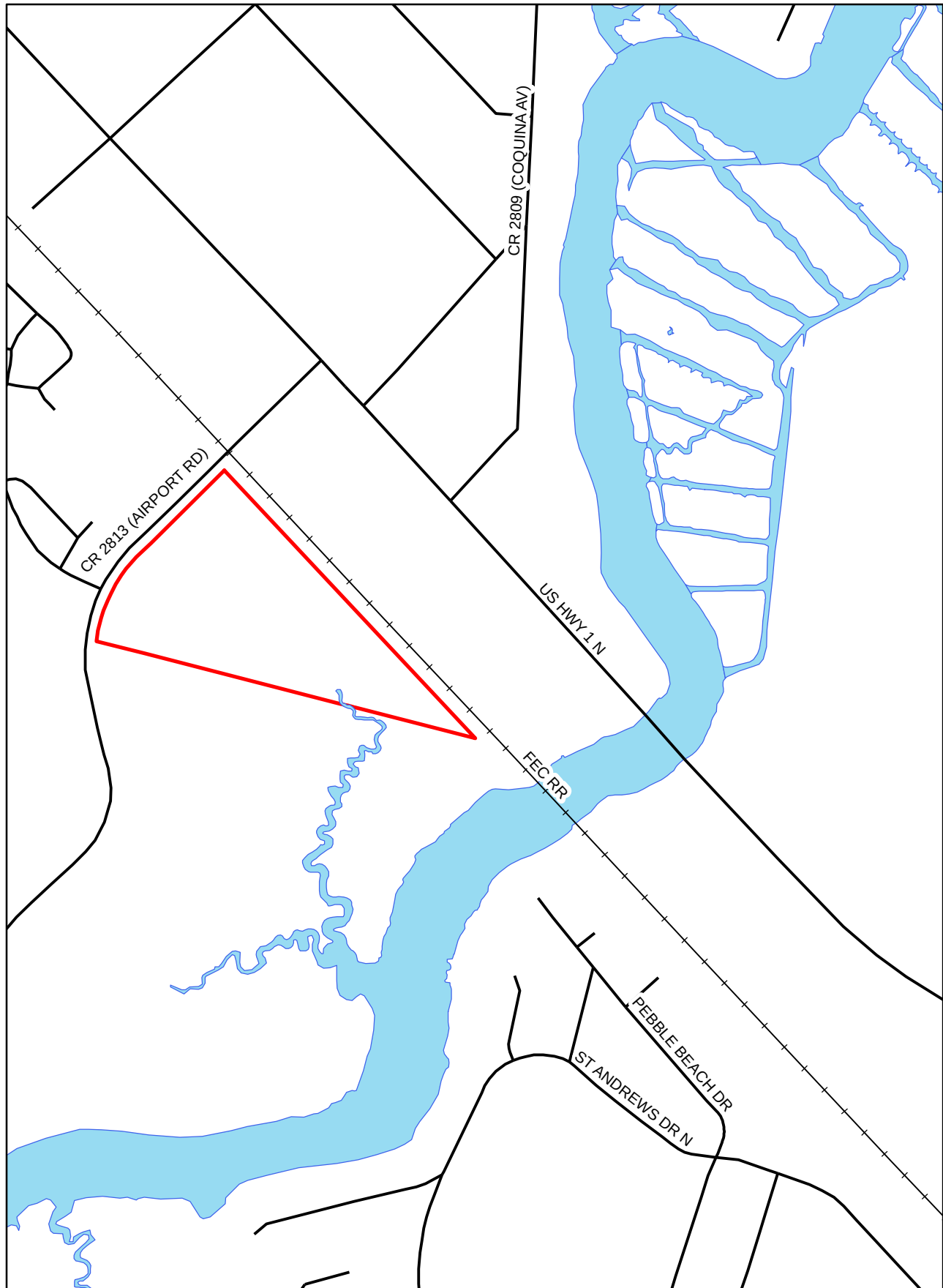


 VF Applicant Property
 No Scarce or Unique Natural Communities in the Area

FLUCCS Vegetation

10.A.c

Penland & Pomeranke-Parcel 423801400010



 VF Applicant Property

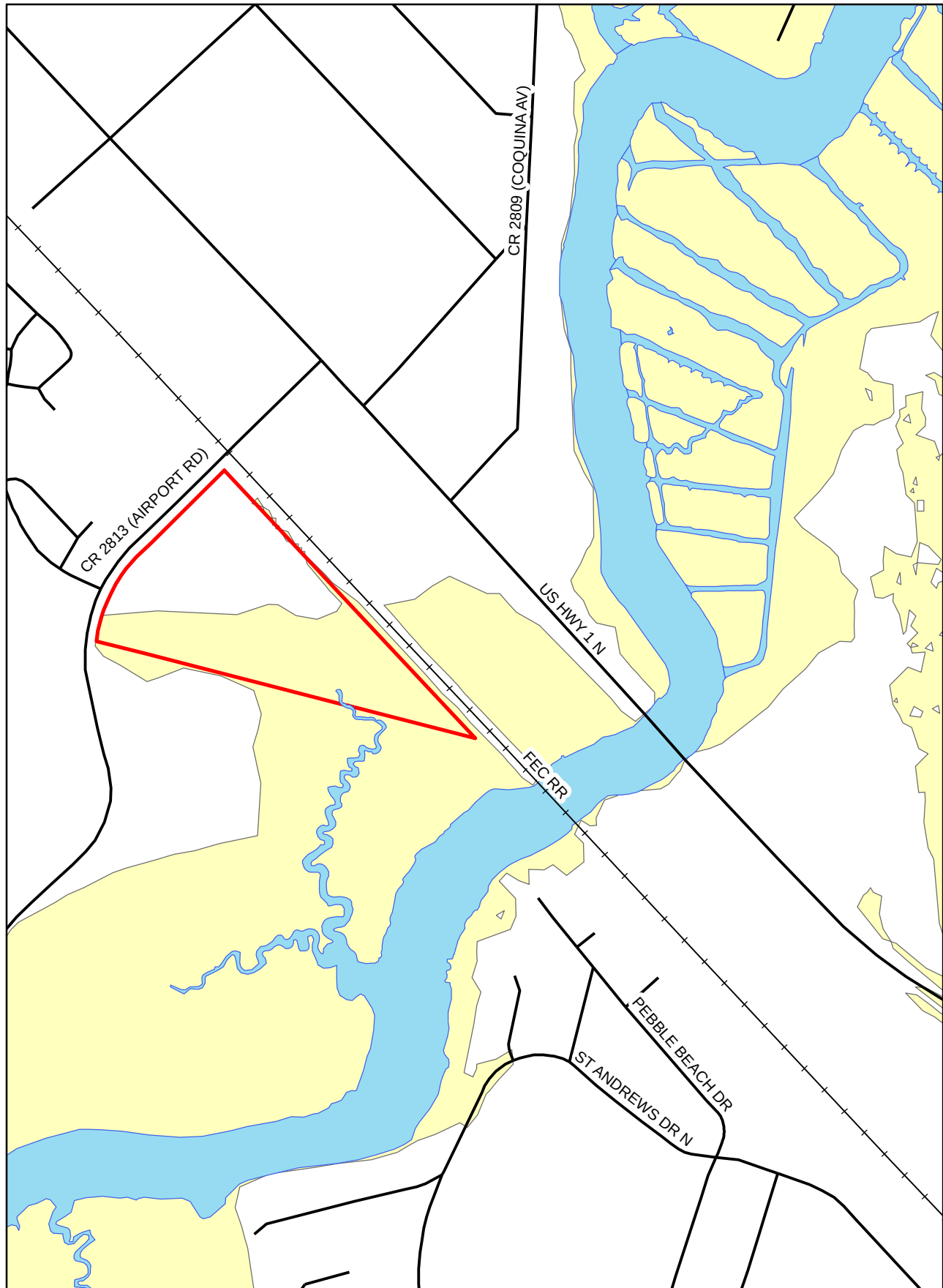
No FLUCCS Info available. Within City Limits

Packet Pg. 593

Sea Level Rise

10.A.c

Penland & Pomeranke-Parcel 423801400010

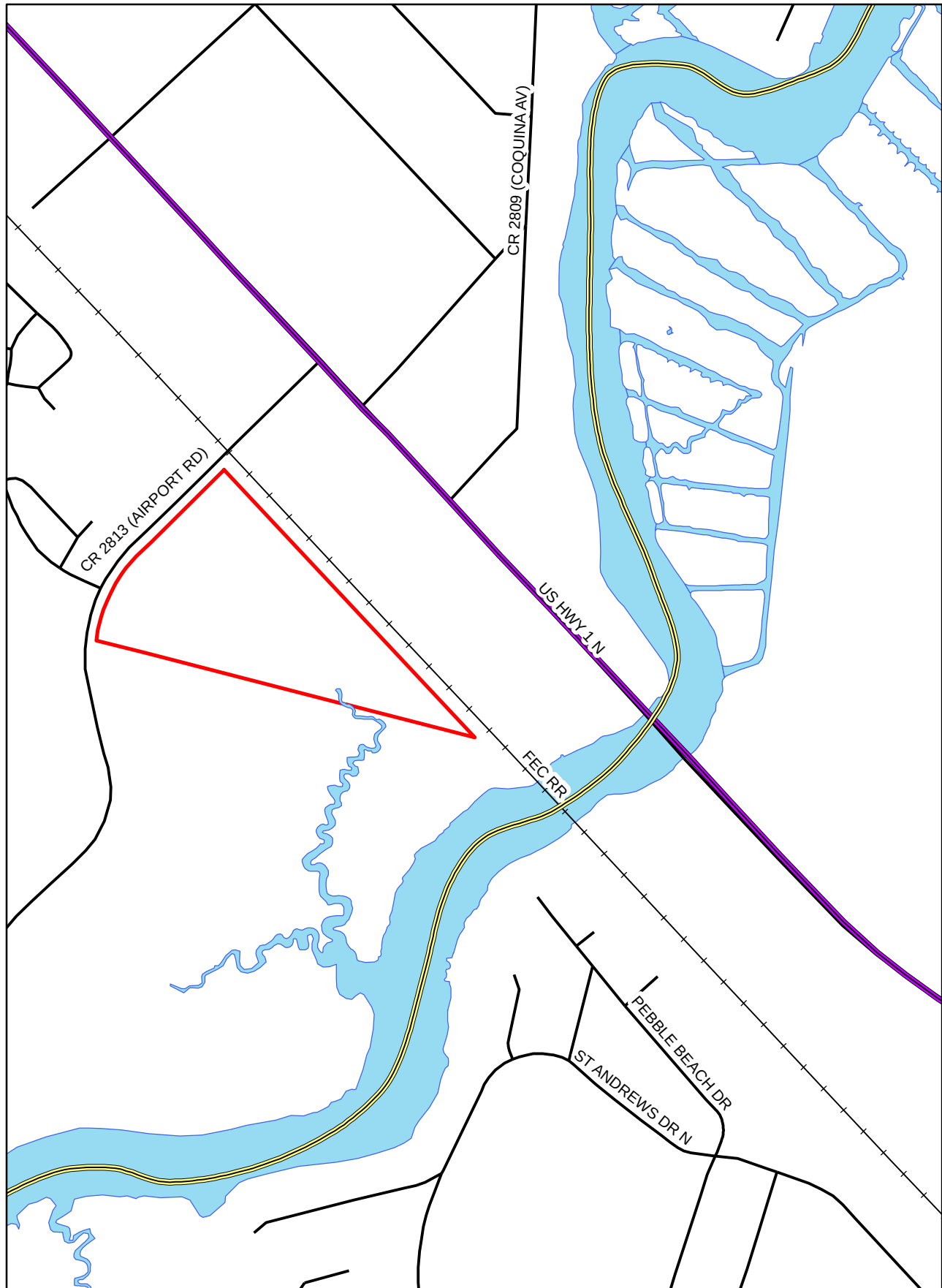


 VF Applicant Property
 NOAA Sea Level Rise-5 Feet

Existing Trails

10.A.c

Penland & Pomeranke-Parcel 423801400010



- Existing Trails
- Future Trails
- VF Applicant Property

901 Airport Road, Penland & Pomerence parcel application

**Information from the Volusia County
Council April 4, 2022 agenda packet**

VOLUSIA FOREVER PROGRAM PROJECT RANKING REPORT

DATE: February 24, 2022

APPLICATION TYPE: Fee Simple Acquisition

SITE NAME (APPLICATION NUMBER): 2021-2-1432 Penland & Pomerence

OWNER NAME: Penland and Pomerence, Inc.

SIZE: 19 +/- acres

LOCATION: Ormond Beach, 901 Airport Road. The property's northeastern boundary parallels the Atlantic Coast Railroad.

SITE DESCRIPTION

The property is located in the northeast coastal area, west of US1 and south of CR2813. The future land use is designated Open Space/Conservation (OS/C) and zoning classification is Industrial Light (I-1).

The OS/C designation states that the city shall acquire or dedicate lands to ensure their protection where there are environmental assets that shall be preserved, as well as providing community access and/or recreation opportunities/value to the community.

The I-1 classification provides sites in appropriate locations for light industrial operations which do not generate objectionable on- or off-site impacts including odors; smoke; dust; refuse; electromagnetic interference; or noise; or which would have an adverse impact on the city's wastewater treatment system; or result in hazardous environments for workers or visitors. This district (zoning) is not intended to accommodate heavy industrial activities.

NATURAL AREA DESCRIPTION

The property is within the City of Ormond Beach and sits along the north side of the Tomoka River. The upland portion of the property is closest to the road and bottomland/floodplain swamp and floodplain marsh dominate the southeastern portion. Bear Creek, a tributary of the Tomoka River, traverses the land.

Natural communities on site are floodplain marsh, floodplain swamp and upland mixed forest. Wetlands make up a majority of the natural area. Floodplains store and convey stormwater, run-off, natural rise in river and protect water quality. These areas appear to be functioning properly. The swamp consists of tupelo and water hickory. The marsh has herbaceous ground cover. The portion along Airport Road has upland tree species, such as sabal palms, eastern red cedar, magnolia and oaks. This is the only upland area on the parcel. Airport Road along this property exhibits typical disturbed edge effect due clearing of the right of way.

CONNECTIVITY TO OTHER CONSERVATION LANDS

The property abuts Ormond Beach's Riverbend City Park which lies directly south of the applicant's property. Tomoka State Park lies on the east side of US Highway 1 N. The railroad and the highway cut off the land connectivity to this state park; thus, the river is the only physical connection.

HISTORICAL/ARCHAEOLOGICAL SIGNIFICANCE

There are no known significant historic buildings, structures, or archaeological sites. No formal comprehensive archaeological survey of this property has been conducted.

MANAGEMENT ISSUES

The property is not near other Volusia County Resource Stewardship managed properties. Thus, management will have lower efficiency due to travel time. However, the City of Ormond Beach is willing to manage the property, if acquired.

ECONOMIC/ACQUISITION ISSUES

The 2022 Total Just Value assigned by the Volusia County Property Appraiser to the property is \$268,827. The 2021 final property tax is \$4,730.76. This figure is for comparative purposes between properties and is not necessarily an accurate reflection of the true cost of the property, if acquired by the Volusia Forever Program.

POTENTIAL MATCHING FUNDS SOURCE

No matching fund sources have been identified for this property. The City of Ormond Beach made the property owners aware of the Volusia Forever program and encouraged/assisted them to apply. Staff did make contact with the City of Ormond Beach who have indicated they have no funding currently identified to assist in the acquisition of this property.

OTHER CONSIDERATIONS

None.

VOLUSIA FOREVER CRITERIA

This property meets ten (10) of the nineteen (19) Site Ranking Criteria. This included two (2) criteria from Proximity and Connectivity, none from Furtherance of Acquisition Efforts, one (1) from Water Resources, three (3) from Environmentally Sensitive Lands, two (2) from Provide Resource Based Recreation Lands, and two (2) from Management (Initial Review Report was provided during the Eligibility meeting on January 26, 2022).

Site Ranking Criteria

Score: 10

Project: Penland & Pomeranke

Date: 1/10/2022

Type: FS/ESL

PROXIMITY AND CONNECTIVITY

- | | Meets Criteria (Y/N) | |
|---|----------------------|-------------------|
| 1. Is the property functionally adjacent to existing conservation land (conservation easement or public ownership) or a Volusia Forever eligible property? | <u>Y</u> | Low <u>X</u> High |
| 2. Will the acquisition maintain the ecological link or habitat corridor between two or more otherwise unconnected existing conservation lands (conservation easement or public ownership)? | <u>N</u> | Low _____ High |
| 3. Is the property within Priority 1, 2 or 3 of the Florida Ecological Greenways Network (i.e. the Florida Wildlife Corridor) or the County's Environmental Core Overlay? | <u>Y</u> | Low <u>X</u> High |

FURTHERANCE OF ACQUISITION EFFORTS

- | | | |
|---|----------|----------------|
| 4. Will the acquisition further a project begun under previous or existing governmental land acquisition programs? | <u>N</u> | Low _____ High |
| 5. Based upon preliminary assessment (i.e., partnership experience, property size, location and features), is there a reasonable expectation of matching funds from other sources to assist in the acquisition? | <u>N</u> | Low _____ High |

WATER RESOURCES

- | | | |
|--|----------|----------------|
| 6. Does the property contain a significant area of medium or high groundwater recharge as determined by St. Johns River Water Management District Upper Floridan Aquifer Groundwater Recharge Map? | <u>N</u> | Low _____ High |
|--|----------|----------------|

7. Does the property contain or have frontage on a waterbody or is it within the 100-year floodplain?

Y

X

Low High

8. Does the property contain springs and/or other unique geological features that enhance environmental resources, protect water quality, enhance water recharge, and/or protect the aquifer?

N

Low High

9. Does the property have the potential to capture beneficial recharge, reduce water consumption within a springshed, or replace degraded freshwater supplies?

N

Low High

ENVIRONMENTALLY SENSITIVE LANDS

10. Is there the potential that acquisition of the property will protect or maintain populations of any Federal or State listed species (including, but not limited to, endangered, threatened or species of special concern) which may typically be expected to occur on the property?

Y

X

Low High

11. Does the property contain viable acreage of one or more scarce or unique communities, as identified by the Florida Natural Areas Inventory, or other significant upland community?

unknown

Low High

12. Does the property contain coastal or estuarine habitats or areas vulnerable to sea level rise by 2040?

Y

X

Low High

13. Does the property contain high functioning or potentially high functioning wetland ecosystems?

Y

X

Low High

PROVIDE RESOURCE BASED RECREATIONS LANDS

14. Does the property offer the potential for the establishment or enhancement of resource based public use opportunities, including Greenways, Blueways and trails? Y X Low High
15. Does the property have public right of way (roads or trails) accessing or abutting? Y X Low High
16. Does the property contain an archeological site or historical resources? N Low High

MANAGEMENT

17. Is the size, access, and location of the property appropriate for cost effective management or will it be managed by others? N Low High
18. Is there limited (<5% by ocular view) Florida Exotic Pest Council Category 1 invasive exotic plant coverage observed? Y X Low High
19. Is the percentage of uplands, water bodies, or wetlands requiring restoration minimal? Y X Low High