

Miami Corporation



Farmton Application for Master Development Approval



Initial Application
November 2013

**Application for an Amendment
to the
Volusia County Comprehensive Plan**

This application is intended to accommodate the primary information needs for all amendment requests. You may be required to submit additional information for the County's review process. If you have any questions relating to this application, please call the Comprehensive Planning Department at (386) 736-5959, ext 2022.

1. Application Type

Small Scale Amendment: A small scale amendment is generally defined as being a parcel(s) of land less than 10 acres in size and, if residential, proposing a density less than 10 units per acre. [See s. 163.3187(1)(c) F.S. for complete definition.]	
Large Scale Amendment: A large scale amendment is generally defined as being a parcel(s) of land 10 acres in size or greater.	
Text Amendment: Text Amendments to the Goals, Objectives and Policies of the Comprehensive Plan are processed as Large scale amendments.	
Thoroughfare Map Amendment	
Development of Regional Impact: Defined by Section 380.06, Florida Statutes	<input checked="" type="checkbox"/>
Development of Regional Impact Notice of Proposed Change	

You may submit your application in person or by mail. Please submit your application to:

Planning and Development Services
Comprehensive Planning
123 West Indiana Avenue, Room 200
Deland, FL 32720-4604

For Office Use Only	
Date Stamp:	Received by:

2. Contact Information

	Applicant/Authorized Agent**	Property Owner *
Name	Glenn D. Storch	John Rau, President
Address	Storch & Harris LLC 420 S. Nova Road Daytona, FL 32114	Miami Corporation 410 N. Michigan Avenue Room 590 Chicago, IL 60611
Phone	386-238-8383	312-644-6720
FAX	386-239-0988	312-644-7555
Email	Glenn@Storchlawfirm.com	bgoering@Miami-Corp.com

* If the Owner is a corporation or Trust, Give the Name and Title of the person who can legally sign on behalf of the corporation and provide Documentation that they have legal Authority.

** Proof of property owner’s authorization is required when submittal is signed by authorized agent.

What is the relationship between Applicant and Owner? Attorney for Owner

Note: Required Ownership Information.

List all persons who have ownership interest in the property by Name and address. Attach separate sheets if necessary.

In the case of a Trust, list the name and address of each trustee.

In the case of a Corporation, list the Corporate Officer(s) who has authority to act on behalf of the corporation and provide documentation of said authority.

Is there an existing contract of sale or option to purchase on the subject property?

Yes _____ No X _____

If yes, list names and addresses of all parties to the contract and/or option. Notify this office if ownership changes during the period of this amendment process.

3. Project Information (To be completed by Applicant)

Project Name	Farnton Master DRI
Site Address	1621 Osteen Maytown Road
General Location (include distance and direction from nearest cross-roads)	South of SR 442, West of Interstate 95, North of Brevard County Line and East of Pell Road
Tax Parcel ID Number(s)	
Size of Property (acres or square feet)	47,000 acres + or -
Existing Conditions	
Current Future Land Use Designation	GreenKey, Sustainable Development Area
Current Zoning Designation	A-1, RC, FR
Existing Use(s)	Timber, Cattle Grazing, Hunting, Mitigation Bank
Proposed Conditions	
Proposed Future Land Use Designation	N/A
Proposed Zoning Designation	N/A
Proposed Use(s) (Include densities/intensities per types of use)	
Service Providers	
Sanitary Sewer	Private and Edgewater
Potable Water	Farnton Water Resources, LLC and City of Edgewater
Reclaimed Water	Farnton Water Resources, LLC and Edgewater

4. Required Supplemental Information

- Pre-Application Meeting.** Date of meeting May 31, 2013.
- Application Fee.**
- Proof of Ownership.** A property owner printout from the Property Appraiser dated as of the date of the application. Deeds will not be accepted as proof of ownership.
- Ownership Disclosure Form.** (attached)
- Applicant Authorization Form.** (attached)
- Statement of Understanding.** (attached)
- Boundary Survey.** Two Copies. Must be signed and dated with last two years.
- Legal Description.** Provide paper and digital (disk or email) word format.
- Vicinity Map.** Show the property location in relation to major roads and area within 2 mile radius of the proposed amendment site. 8 ½ x 11.
- Statement of Justification.** Attach a narrative describing the justification for the request, using support material, including but not limited to Volusia County Comprehensive Plan adopted Goals, Objectives and Policies. Note: Any Plan Map Amendment which seeks to convert an area from a non-urban to an urban land use designation must specifically address Policy 1.3.1.28.
- School Impact Analysis.** (If Residential) Contact the Volusia County School Board Facilities Services Department at (386) 947-8786.
- Transportation Analysis.** A Multimodal Transportation Analysis shall be required for any change of use when trip ends generated by the proposed change of use equal or exceed 1000 trip ends per day, or when deemed necessary by the Director of Traffic Engineering. The analysis shall be performed for the most trip intensive use as defined by the latest edition of the ITE Trip Generation Manual within the proposed Land Use category. Contact the Volusia County Traffic Engineering Department at (386) 736-5968 ext. 2709 for study area requirements.
- Environmental Impact Analysis.** (Required for all sites 1 acre or greater) The analysis shall be conducted by a qualified biologist and dated less than one year old. The analysis shall document the types of habitat found on site; identify vegetation types, soils types, wetlands, floodplain; and must identify the presence of any threatened or endangered species and/or species of special concern.
- If the property has been identified by Volusia County Environmental Management as containing habitat that has the potential to be occupied by the Florida scrub jay, a five-day scrub jay survey conforming to United States Fish and Wildlife Survey guidelines is required. The survey may be no more than one year old.
- Letters of Capacity Availability.** For each public service provider (potable water, sanitary sewer, reclaimed water) a letter shall be submitted, signed by the public service provider, which states:
- 1) the project's capacity requirements at build-out based on maximum development potential; and,
 - 2) provides data on existing and future plant/public facility capacity; and,
 - 3) provides data on the capacity of the public facility that is unencumbered for other uses; and,
 - 4) provides a statement on the ability of the plant to serve the project.
 - 5) For potable water facilities, submit a complete the SJRWMD's water supply availability worksheet. The worksheet is available on line at:
http://www.sjrwmd.com/comprehensiveplanning/potable_water_worksheet.doc)

5. Ownership Disclosure Form

Please provide the information as requested below. (Use additional sheets if necessary)

1. List all persons who have an ownership interest in the property, which is the subject matter of this petition, by name and address.

Name: See Attached
Address: _____

Phone # _____

Name: _____
Address: _____

Phone # _____

Name: _____
Address: _____

Phone # _____

Name: _____
Address: _____

Phone # _____

2. For each corporate owner, list the name, address, and title of each officer of the corporation.

Name of Corporation: See Attached
Officer: _____
Address: _____

Name of Corporation: _____
Officer: _____
Address: _____

Name of Corporation: _____
Officer: _____
Address: _____

Name of Corporation: _____
Officer: _____
Address: _____

3. In the case of a trust, list the name and address of each trustee.

Name of Trust: See Attached
Trustee: _____
Address: _____

Trustee: _____
Address: _____

Trustee: _____
Address: _____

Trustee: _____
Address: _____

EXHIBIT 5-2

Comprehensive Plan Amendment Application, Attachment to Section 5,
Ownership Disclosure Form

1. Property Owners:

Miami Corporation
410 N. Michigan Avenue
Room 590
Chicago, IL 60611
Phone No312-644-6720

2. Corporate Owner Officers:

Miami Corporation
Officers located at:
410 N. Michigan Ave.
Room 590
Chicago, IL 60611

- a. John Rau, President
- b. Richard F. Hogan, Executive Vice President
- c. David C. Fuechtman, Executive Vice President & Secretary
- d. Eugene Grandone, Executive Vice President
- e. Susan D. Pattock, Senior Vice President
- f. Barbra Goering, Vice President & Assistant Secretary
- g. Gordon L. Wogan, Vice President
- h. Patricia A. Gagliardi, Vice President & Treasurer
- i. Greg Hibbard, Vice President
- j. Martin P. Shiring, Vice President

Authorization of Owner.

I/We Miami Corporation

As the sole or joint fee simple title holder(s) of the property described as:

See attached Exhibit 5-1
(Legal description or parcel ID number(s))

Authorize Glenn D. Storch to act as my agent to file an Application for Master Development Approval for the Farmton DRI on the above described property.

36  President

John Rau

*If additional Owner's names are required, attach additional signature pages.

STATE OF ILLINOIS

COUNTY OF COOK

The foregoing instrument was acknowledged before me this 4th day of October 2013
by John Rau, who is personally known to me []
(Name of person acknowledging)

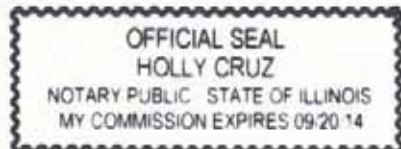
or who has produced _____ as identification and
(Type of identification)
who did not take an oath.

Notary Public, State of Illinois

Holly Cruz

Type or Print Name
Commission No.: 660221

My Commission Expires: 09/20/2014



7. Statement of Understanding.

By my signature hereto, I do hereby certify that the information contained in this application is true and correct to the best of my knowledge, and understand that deliberate misrepresentation of such information may be grounds for denial or reversal of this application and/or revocation of any approval based upon this application.

I hereby authorize Volusia County staff permission to view and enter upon the subject property for the purposes of investigating and reviewing this request.

I understand that this application and payment of fees for the processing and public hearing advertisement does not imply or guarantee that an amendment of the Volusia County Comprehensive Plan, maps(s) or for the Future Land Use of the subject property(ies) will be approved.

I understand that a ~~formal~~ concurrency review will be required if/when a final development order is issued for this project and that any statement of capacity availability provided for review of this proposed Future Land Use Amendment does not constitute concurrency review, nor does it constitute a reservation of said capacities. I specifically acknowledge that any proposed development on the subject property will be required to undergo Concurrency Review and meet all Concurrency requirements at the time of development.



Signature of Owner/Applicant

(* Proof of property owner's authorization is required with submittal if signed by someone other than the property owner.)

Glenn D. Storck

Print or Type Name

November 8, 2013

Date

**EXHIBIT 5-1
LEGAL DESCRIPTION**

FARMTON VOLUSIA COUNTY

ALL OF SECTIONS 10 THROUGH 14, PART OF SECTIONS 15 AND 22, ALL OF SECTIONS 23 THROUGH 28, AND ALL OF SECTIONS 31 THROUGH 36, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TOGETHER WITH A PART OF SECTION 17, ALL OF SECTION 18 AND 19, A PART OF SECTION 20, ALL OF SECTIONS 29 THROUGH 32, AND A PART SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TOGETHER WITH ALL OF SECTIONS 1 THROUGH 29, A PART OF SECTIONS 30 THROUGH 35, AND ALL OF SECTION 36, TOWNSHIP 19 SOUTH, RANGE 33 EAST, TOGETHER WITH ALL OF SECTIONS 5 THROUGH 8, ALL OF SECTIONS 17 THROUGH 21, AND ALL OF SECTIONS 28 THROUGH 33, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TOGETHER WITH ALL OF SECTIONS 1, 12, 13 AND 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST, TOGETHER WITH ALL OF SECTION 37, TOWNSHIP 21 SOUTH, RANGE 33 EAST, ALL BEING IN VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHWEST CORNER OF SAID SECTION 10, TOWNSHIP 18 SOUTH, RANGE 33 EAST, AS THE POINT OF BEGINNING, RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 10, 11 AND 12, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHEAST CORNER OF SAID SECTION 12; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTION 12 TO THE SOUTHEAST CORNER THEREOF; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 18 AND 17, TOWNSHIP 18 SOUTH, RANGE 34 EAST TO THE WEST RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9); THENCE RUN SOUTHEAST ALONG SAID WEST RIGHT OF WAY A DISTANCE OF 912 FEET; THENCE RUN SOUTHWEST ACROSS SAID SECTION 17 TO THE WEST LINE OF SAID SECTION 17, BEING 1407.6 FEET SOUTH OF THE NORTHWEST CORNER OF SAID SECTION 17; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTIONS 18 AND 19, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TO A POINT ON THE EAST LINE OF SAID SECTION 19; THENCE RUN EAST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 20, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TO THE NORTHWEST CORNER OF THE CHARLES SIBBALD GRANT, SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST; THENCE RUN NORTHEAST ALONG THE NORTH LINE OF SAID CHARLES SIBBALD GRANT TO THE WEST RIGHT OF WAY LINE OF SAID INTERSTATE HIGHWAY NO. 95; THENCE RUN SOUTHEAST ALONG SAID WEST RIGHT OF WAY LINE TO THE NORTH LINE OF THE JOHN LOW GRANT, SECTION 47, TOWNSHIP 18 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHWEST ALONG SAID NORTH LINE TO THE NORTHWEST CORNER THEREOF; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOHN LOW GRANT, SECTION 47, TOWNSHIP 18 SOUTH, RANGE 34 EAST, AND SECTION 39, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TO THE SOUTHWEST CORNER THEREOF; THENCE RUN NORTHEAST ALONG THE SOUTH LINE OF SAID JOHN LOW GRANT, SECTION 39, TO THE NORTHWEST CORNER OF THE JOHN MCINTOSH GRANT, SECTION 44, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOHN MCINTOSH GRANT, SECTION 44 TO THE NORTH LINE OF THE JOSEPH DELESPINE GRANT, SECTION 43, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHWEST ALONG THE NORTH LINE OF SAID JOHN MCINTOSH GRANT, SECTION 43, TO THE NORTHWEST CORNER THEREOF; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOSEPH DELESPINE GRANT, SECTION 43 TO THE SOUTHEAST CORNER OF SAID SECTION 33, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN WEST ALONG THE SOUTH LINE OF SAID SECTIONS 33, 32 AND 31, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TO THE SOUTHWEST CORNER OF SAID SECTION 31; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTIONS 1, 12, 13 AND 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST TO THE NORTH LINE OF THE BERNARDO SEGUI GRANT, SECTION 37, TOWNSHIP 20 SOUTH, RANGE 33 EAST; THENCE RUN SOUTHWEST ALONG THE NORTH LINE OF SAID BERNARDO SEGUI GRANT, SECTION 37, TO THE SOUTHWEST CORNER OF SAID SECTION 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST; THENCE RUN NORTH, ALONG THE WEST LINE OF SAID SECTIONS 24, 13, 12, AND 1, TOWNSHIP 20 SOUTH, RANGE 33 EAST, AND THE WEST LINE OF SAID SECTION 36, TOWNSHIP 19 SOUTH, RANGE 33 EAST TO THE NORTH LINE OF AN ABANDONED RAILROAD RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN WEST ALONG SAID NORTH LINE THROUGH SAID SECTIONS 35, 34, 33, 32 AND 31, TOWNSHIP 19 SOUTH, RANGE 33 EAST, TO THE SOUTH LINE OF THE NORTH ½ OF SAID SECTION 31; THENCE RUN WEST ALONG SAID SOUTH LINE TO THE EAST BANK OF THE ST. JOHNS RIVER; THENCE RUN

**EXHIBIT 5-1
LEGAL DESCRIPTION**

NORTHWEST ALONG SAID EAST BANK TO THE WEST LINE OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 33 EAST; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTIONS 30, 19, 18, 7 AND 6, TOWNSHIP 19 SOUTH, RANGE 33 EAST, AND THE WEST LINE OF SAID SECTION 31, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHWEST CORNER OF SAID SECTION 31; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 31 AND 32, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHEAST CORNER OF SAID SECTION 32; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTION 28, TOWNSHIP 18 SOUTH; RANGE 33 EAST. TO THE NORTHWEST CORNER THEREOF; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTION 28 AND 27, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE WEST LINE OF THE EAST ½ OF SAID SECTION 22, TOWNSHIP 18 SOUTH, RANGE 33 EAST; THENCE RUN NORTH ALONG THE WEST LINE OF THE EAST ½ OF SAID SECTIONS 22 AND 15, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE SOUTH LINE OF SAID SECTION 10, TOWNSHIP 18 SOUTH, RANGE 33 EAST; THENCE RUN WEST ALONG THE SOUTH LINE OF SAID SECTION 10 TO THE SOUTHWEST CORNER THEREOF; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTION 10, TO THE NORTHWEST CORNER THEREOF AND THE POINT OF BEGINNING.

TOGETHER WITH ALL OF SECTION 37, TOWNSHIP 21 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA.

LESS:

THE WEST 15 FEET OF THE EAST ½ OF SAID SECTIONS 15 AND 22, TOWNSHIP 18 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH 20 FEET AND THE WEST 20 FEET OF SAID SECTION 31, TOWNSHIP 18 SOUTH, RANGE 33 EAST.

AND LESS:

BORROW PIT NO. 1, IN SAID CHARLES SIBBALD GRANT, SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST, AS RECORDED IN OFFICIAL RECORDS BOOK 1790, PAGE 1340, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 5, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST 20 FEET OF SAID SECTION 6; THE WEST 20 FEET AND THE SOUTH 20 FEET OF SAID SECTION 7; AND THE SOUTH 20 FEET OF SAID SECTION 8, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 6, TOWNSHIP 19 SOUTH, RANGE 33 EAST

AND LESS:

THE WEST ¼ OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼; THE EAST ½ OF THE SOUTHWEST ¼ OF THE NORTHEAST ¼; THE WEST ¼ OF THE NORTHEAST ¼ OF THE SOUTHEAST ¼; THE WEST ½ OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼; THE WEST ¾ OF THE NORTHWEST ¼ OF THE

**EXHIBIT 5-1
LEGAL DESCRIPTION**

SOUTHEAST $\frac{1}{4}$; THE EAST $\frac{3}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$; THE WEST $\frac{1}{2}$ OF THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 7, TOWNSHIP 19 SOUTH, RANGE 33 EAST

AND LESS:

THE EAST $\frac{1}{2}$ OF THE WEST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$; AND THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SAID SECTION 8, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 16, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

LOTS 16, 17 AND 18, BLOCK 6; LOTS 38, 39 AND 40, BLOCK 7; LOT 14, BLOCK 14; LOTS 1 AND 2, BLOCK 16; LOT 4, BLOCK 26; LOT 15, BLOCK 27; THE NORTH 100 FEET OF THE WEST 50 FEET OF THE SOUTH 213 FEET MEASURED FROM THE CENTER OF THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1994, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, OF THAT UN-NAMED LOT LYING NORTH OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL AND EAST OF SEVENTH STREET; SEVENTH STREET, NORTH OF CEDAR AVENUE; SIXTH STREET NORTH OF CEDAR AVENUE; FIFTH STREET, NORTH OF CEDAR AVENUE; FOURTH STREET, NORTH OF CEDAR AVENUE; CEDAR AVENUE FROM FOURTH STREET TO SEVENTH STREET; PALMETTO AVENUE FROM FOURTH STREET TO SEVENTH STREET; PINE AVENUE FROM FOURTH STREET TO SEVENTH STREET; ORANGE AVENUE FROM FOURTH STREET TO SEVENTH STREET; THE ALLEY IN BLOCKS 6, 7, 14, 16, 26 AND 27; AND THE UN-NAMED ROAD NORTH OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL ALONG THE EAST LINE OF THE PLAT, ALL IN FARMTON, FLORIDA, FORMERLY CELERY CITY, AS RECORDED IN MAP BOOK 5, PAGE 44, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE WEST 20 FEET OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 18, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 19, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE EAST $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 20, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$; AND THE NORTH 16 CHAINS OF THE EAST $\frac{3}{8}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 21, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

**EXHIBIT 5-1
LEGAL DESCRIPTION**

THE WEST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 22, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE EAST 12 CHAINS OF THE SOUTH 10 CHAINS OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$; AND THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 23, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST $\frac{1}{2}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH 7.33 CHAINS OF THE SOUTH 20 CHAINS OF THE WEST 40 CHAINS OF THE NORTHWEST $\frac{1}{4}$; AND THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 31, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ LYING NORTH OF THE ABANDONED RAILROAD RIGHT OF WAY RECORDED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, OF SAID SECTION 34, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$, LYING EAST OF THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1994, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$, LYING EAST OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL; AND THE WEST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 34 EAST

AND LESS:

THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, AS RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1094, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE PRESCRIPTIVE RIGHT OF WAYS OF MAYTOWN ROAD, LAKE HARNEY ROAD AND THE MAYTOWN SPUR, AS EXIST.

AND LESS:

AN ABANDONED RAILROAD RIGHT OF WAY AS RECORDED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

MIAMI_CORP_PARCELS

Volusia County Parcels Owned By Miami Corp		
Source: Morgan B. Gilreath, Jr., Volusia County Property Appraiser		
FULL PARCEL ID	ALTERNATE KEY	OWNER NAME
24203300000010	3764358	MIAMI CORP
08193301010010	3760531	MIAMI CORP
09193301010010	3760620	MIAMI CORP
10193300000010	3760662	MIAMI CORP
11193300000010	3760671	MIAMI CORP
12193300000010	3760689	MIAMI CORP
13193300000010	3760697	MIAMI CORP
14193300000010	3760701	MIAMI CORP
15193300000010	3760719	MIAMI CORP
16193301010090	3760735	MIAMI CORP
17193301010010	3760778	MIAMI CORP
18193301030010	3760891	MIAMI CORP
18193302000010	3760921	MIAMI CORP
18193302000040	3760948	MIAMI CORP
18193302010010	3760956	MIAMI CORP
18193302050010	3760964	MIAMI CORP
18193302060010	3760972	MIAMI CORP
18193302070010	3761022	MIAMI CORP
18193302080010	3761057	MIAMI CORP
18193302090010	3761065	MIAMI CORP
18193302100010	3761073	MIAMI CORP
18193302110010	3761081	MIAMI CORP
18193302120010	3761090	MIAMI CORP
18193302130010	3761103	MIAMI CORP
18193302140010	3761111	MIAMI CORP
18193302150010	3761138	MIAMI CORP
18193302160030	3761154	MIAMI CORP
18193302170010	3761189	MIAMI CORP
18193302180010	3761197	MIAMI CORP
18193302250010	3761201	MIAMI CORP
18193302260010	3761219	MIAMI CORP
18193302270010	3761235	MIAMI CORP
18193302290010	3761278	MIAMI CORP
18193302300010	3761286	MIAMI CORP
19193300000010	3761294	MIAMI CORP
20193301010030	3761324	MIAMI CORP
21193300000010	3761383	MIAMI CORP
22193301010010	3761405	MIAMI CORP
23193300000010	3761448	MIAMI CORP
24193300000010	3761499	MIAMI CORP
25193300000010	3761502	MIAMI CORP
27193301010010	3761537	MIAMI CORP
28193300000010	3761634	MIAMI CORP
29193300000010	3761642	MIAMI CORP
30193300000010	3761651	MIAMI CORP
31193300000040	3761707	MIAMI CORP
32193300000010	3761758	MIAMI CORP

MIAMI_CORP_PARCELS

33193300000010	3761774	MIAMI CORP
34193300000060	3762100	MIAMI CORP
35193300000010	3762444	MIAMI CORP
36193300000010	3762461	MIAMI CORP
01203300000010	3762479	MIAMI CORP
37213300000010	3767144	MIAMI CORP
12203300000010	3764161	MIAMI CORP
13203300000010	3764170	MIAMI CORP
22183301010010	3758901	MIAMI CORP
23183300000010	3758943	MIAMI CORP
24183300000010	3758951	MIAMI CORP
25183300000010	3758960	MIAMI CORP
26183300000010	3758978	MIAMI CORP
27183300000010	3758986	MIAMI CORP
28183300000010	3758994	MIAMI CORP
31183301010010	3759192	MIAMI CORP
32183300000010	3759206	MIAMI CORP
33183300000010	3759214	MIAMI CORP
34183300000010	3759222	MIAMI CORP
35183300000010	3759231	MIAMI CORP
36183300000010	3759249	MIAMI CORP
01193300000010	3759257	MIAMI CORP
02193300000010	3759265	MIAMI CORP
03193300000010	3759273	MIAMI CORP
04193300000010	3759281	MIAMI CORP
05193300000010	3759290	MIAMI CORP
06193301010010	3759311	MIAMI CORP
07193301010010	3759397	MIAMI CORP
10183300000010	3756649	MIAMI CORP
11183300000010	3756657	MIAMI CORP
12183300000010	3756665	MIAMI CORP
13183300000010	3756673	MIAMI CORP
14183300000010	3756681	MIAMI CORP
15183301010010	3756690	MIAMI CORP
29183400000010	3978340	MIAMI CORP
30183400000010	3978366	MIAMI CORP
31183400000010	3978382	MIAMI CORP
32183400000010	3978404	MIAMI CORP
17183400000020	3976991	MIAMI CORP
18183400000010	3977025	MIAMI CORP
19183400000010	3977041	MIAMI CORP
20183400000010	3977068	MIAMI CORP
05193400000010	4030654	MIAMI CORP
06193400000010	4030662	MIAMI CORP
07193401010010	4030671	MIAMI CORP
08193400000010	4030727	MIAMI CORP
17193400000010	4030913	MIAMI CORP
18193401010010	4030921	MIAMI CORP
19193400000010	4030956	MIAMI CORP
20193400000010	4030964	MIAMI CORP
21193400000010	4030972	MIAMI CORP
28193400000010	4030999	MIAMI CORP

MIAMI_CORP_PARCELS

29193400000010	4031014	MIAMI CORP
30193400000010	4031031	MIAMI CORP
30193400000050	4031073	MIAMI CORP
30193400000060	4031081	MIAMI CORP
31193400000010	4031138	MIAMI CORP
32193401010010	4031146	MIAMI CORP
33193400000010	4031201	MIAMI CORP
01193300000010 0000	4445684	MIAMI CORP
30193400000092	6874662	MIAMI CORP
30193400000094	6874701	MIAMI CORP
30193400000095	6874719	MIAMI CORP
30193400000093	6874697	MIAMI CORP

MIAMI_CORP_ACREAGE

Volusia County Parcels Owned By Miami Corp

Source: Volusia County Property Appraiser

FULL PARCEL ID	ALTERNATE KEY	OWNER NAME	ACRES	LAND USE CODE	DESCRIPTION
24203300000010	3764358	MIAMI CORP	348	5500	TIMBERLAND #2 PLANTED
24203300000010	3764358	MIAMI CORP	71	5803	TIMBER HARDWOOD
08193301010010	3760531	MIAMI CORP	521	5500	TIMBERLAND #2 PLANTED
08193301010010	3760531	MIAMI CORP	92	5803	TIMBER HARDWOOD
09193301010010	3760620	MIAMI CORP	450	5500	TIMBERLAND #2 PLANTED
09193301010010	3760620	MIAMI CORP	190	5803	TIMBER HARDWOOD
10193300000010	3760662	MIAMI CORP	490.4	56F0	TMBRLND #3 PLN - 20 AC PL
10193300000010	3760662	MIAMI CORP	150	58F0	TMBRLND #5 PLN - 20 AC PL
11193300000010	3760671	MIAMI CORP	434	55F0	TMBRLND #2 PLAN - 20 AC P
11193300000010	3760671	MIAMI CORP	206	5803	TIMBER HARDWOOD
12193300000010	3760689	MIAMI CORP	200	55F0	TMBRLND #2 PLAN - 20 AC P
12193300000010	3760689	MIAMI CORP	154	56F0	TMBRLND #3 PLN - 20 AC PL
12193300000010	3760689	MIAMI CORP	187	58F0	TMBRLND #5 PLN - 20 AC PL
13193300000010	3760697	MIAMI CORP	480	55F0	TMBRLND #2 PLAN - 20 AC P
13193300000010	3760697	MIAMI CORP	161	58F0	TMBRLND #5 PLN - 20 AC PL
14193300000010	3760701	MIAMI CORP	424	55F0	TMBRLND #2 PLAN - 20 AC P
14193300000010	3760701	MIAMI CORP	212.6	58F0	TMBRLND #5 PLN - 20 AC PL
15193300000010	3760719	MIAMI CORP	540	55F0	TMBRLND #2 PLAN - 20 AC P
15193300000010	3760719	MIAMI CORP	100	58F0	TMBRLND #5 PLN - 20 AC PL
16193301010090	3760735	MIAMI CORP	426	55F0	TMBRLND #2 PLAN - 20 AC P
16193301010090	3760735	MIAMI CORP	105	5803	TIMBER HARDWOOD
16193301010090	3760735	MIAMI CORP	20	56F0	TMBRLND #3 PLN - 20 AC PL
17193301010010	3760778	MIAMI CORP	459.4	55F0	TMBRLND #2 PLAN - 20 AC P
17193301010010	3760778	MIAMI CORP	167	5803	TIMBER HARDWOOD
18193301030010	3760891	MIAMI CORP	120	56F0	TMBRLND #3 PLN - 20 AC PL
18193301030010	3760891	MIAMI CORP	200	5803	TIMBER HARDWOOD
18193302000010	3760921	MIAMI CORP	44	55F0	TMBRLND #2 PLAN - 20 AC P
18193302000010	3760921	MIAMI CORP	17	5803	TIMBER HARDWOOD
18193302000010	3760921	MIAMI CORP	1.5	9901	20A+/SFR(LAND VALUE)
18193302000040	3760948	MIAMI CORP	0.34	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302010010	3760956	MIAMI CORP	6	55C0	TMBRLND #2 PLAN - 5 TO 10
18193302010010	3760956	MIAMI CORP	2.5	5803	TIMBER HARDWOOD
18193302050010	3760964	MIAMI CORP	2.5	5803	TIMBER HARDWOOD
18193302060010	3760972	MIAMI CORP	1.36	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302060010	3760972	MIAMI CORP	1	5803	TIMBER HARDWOOD
18193302070010	3761022	MIAMI CORP	3.06	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302080010	3761057	MIAMI CORP	2	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302080010	3761057	MIAMI CORP	0.5	5803	TIMBER HARDWOOD
18193302090010	3761065	MIAMI CORP	2.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302100010	3761073	MIAMI CORP	1.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302110010	3761081	MIAMI CORP	1.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302120010	3761090	MIAMI CORP	2.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302130010	3761103	MIAMI CORP	1.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302130010	3761103	MIAMI CORP	1	5803	TIMBER HARDWOOD
18193302140010	3761111	MIAMI CORP	1	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302140010	3761111	MIAMI CORP	1.4	5803	TIMBER HARDWOOD
18193302150010	3761138	MIAMI CORP	2.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302160030	3761154	MIAMI CORP	2	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302160030	3761154	MIAMI CORP	0.22	5803	TIMBER HARDWOOD
18193302170010	3761189	MIAMI CORP	2.5	55B0	TMBRLND #2 PLAN - 2 TO 5
18193302180010	3761197	MIAMI CORP	70	55F0	TMBRLND #2 PLAN - 20 AC P
18193302180010	3761197	MIAMI CORP	50	56F0	TMBRLND #3 PLN - 20 AC PL
18193302180010	3761197	MIAMI CORP	51	5803	TIMBER HARDWOOD
18193302250010	3761201	MIAMI CORP	2.5	56B0	TMBRLND #3 PLN - 2 TO 5

MIAMI_CORP_ACREAGE

18193302260010	3761219	MIAMI CORP	2.4	56B0	TMBRLND #3 PLN - 2 TO 5
18193302270010	3761235	MIAMI CORP	1	56B0	TMBRLND #3 PLN - 2 TO 5
18193302270010	3761235	MIAMI CORP	1.22	5803	TIMBER HARDWOOD
18193302290010	3761278	MIAMI CORP	2.5	56B0	TMBRLND #3 PLN - 2 TO 5
18193302300010	3761286	MIAMI CORP	1.5	55B0	TMBRLND #2 PLAN - 2 TO 5
19193300000010	3761294	MIAMI CORP	126	55F0	TMBRLND #2 PLAN - 20 AC P
19193300000010	3761294	MIAMI CORP	389	5803	TIMBER HARDWOOD
20193301010030	3761324	MIAMI CORP	420	55F0	TMBRLND #2 PLAN - 20 AC P
20193301010030	3761324	MIAMI CORP	200	5803	TIMBER HARDWOOD
21193300000010	3761383	MIAMI CORP	330	55F0	TMBRLND #2 PLAN - 20 AC P
21193300000010	3761383	MIAMI CORP	253	5803	TIMBER HARDWOOD
22193301010010	3761405	MIAMI CORP	500	5500	TIMBERLAND #2 PLANTED
22193301010010	3761405	MIAMI CORP	113	5803	TIMBER HARDWOOD
22193301010010	3761405	MIAMI CORP	6.22	9900	NON-AG ACREAGE 20-50
22193301010010	3761405	MIAMI CORP	3	9600	WASTE LAND
23193300000010	3761448	MIAMI CORP	445	5500	TIMBERLAND #2 PLANTED
23193300000010	3761448	MIAMI CORP	90	5803	TIMBER HARDWOOD
24193300000010	3761499	MIAMI CORP	443	5500	TIMBERLAND #2 PLANTED
24193300000010	3761499	MIAMI CORP	188	5803	TIMBER HARDWOOD
24193300000010	3761499	MIAMI CORP	24.7	5501	TIMBERLAND #2 NATURAL
25193300000010	3761502	MIAMI CORP	224	5500	TIMBERLAND #2 PLANTED
25193300000010	3761502	MIAMI CORP	224	5600	TIMBERLAND #3 PLANTED
25193300000010	3761502	MIAMI CORP	180	5803	TIMBER HARDWOOD
26193300000010	3761511	MIAMI CORPORATIO	200	55F0	TMBRLND #2 PLAN - 20 AC P
26193300000010	3761511	MIAMI CORPORATIO	279.5	56F0	TMBRLND #3 PLN - 20 AC PL
26193300000010	3761511	MIAMI CORPORATIO	160	58F0	TMBRLND #5 PLN - 20 AC PL
26193300000010	3761511	MIAMI CORPORATIO	0.5	9901	20A+/SFR(LAND VALUE)
27193301010010	3761537	MIAMI CORP	410	5500	TIMBERLAND #2 PLANTED
27193301010010	3761537	MIAMI CORP	209	5803	TIMBER HARDWOOD
27193301010010	3761537	MIAMI CORP	10	5600	TIMBERLAND #3 PLANTED
27193301010010	3761537	MIAMI CORP	10	5600	TIMBERLAND #3 PLANTED
28193300000010	3761634	MIAMI CORP	110	54F0	TMBRLND #1 PLNTD - 20 PLU
28193300000010	3761634	MIAMI CORP	330	55F0	TMBRLND #2 PLAN - 20 AC P
28193300000010	3761634	MIAMI CORP	200	5803	TIMBER HARDWOOD
29193300000010	3761642	MIAMI CORP	417	55F0	TMBRLND #2 PLAN - 20 AC P
29193300000010	3761642	MIAMI CORP	223	5803	TIMBER HARDWOOD
30193300000010	3761651	MIAMI CORP	328	55F0	TMBRLND #2 PLAN - 20 AC P
30193300000010	3761651	MIAMI CORP	223	5803	TIMBER HARDWOOD
31193300000040	3761707	MIAMI CORP	216	5803	TIMBER HARDWOOD
32193300000010	3761758	MIAMI CORP	6	55F0	TMBRLND #2 PLAN - 20 AC P
32193300000010	3761758	MIAMI CORP	259	5803	TIMBER HARDWOOD
33193300000010	3761774	MIAMI CORP	193	56F0	TMBRLND #3 PLN - 20 AC PL
33193300000010	3761774	MIAMI CORP	72	5803	TIMBER HARDWOOD
34193300000060	3762100	MIAMI CORP	164	5500	TIMBERLAND #2 PLANTED
34193300000060	3762100	MIAMI CORP	48.3	5803	TIMBER HARDWOOD
35193300000010	3762444	MIAMI CORP	154	56F0	TMBRLND #3 PLN - 20 AC PL
35193300000010	3762444	MIAMI CORP	46	58F0	TMBRLND #5 PLN - 20 AC PL
36193300000010	3762461	MIAMI CORP	259	56F0	TMBRLND #3 PLN - 20 AC PL
36193300000010	3762461	MIAMI CORP	381	58F0	TMBRLND #5 PLN - 20 AC PL
01203300000010	3762479	MIAMI CORP	240	5600	TIMBERLAND #3 PLANTED
01203300000010	3762479	MIAMI CORP	200	5500	TIMBERLAND #2 PLANTED
01203300000010	3762479	MIAMI CORP	215	5803	TIMBER HARDWOOD
37213300000010	3767144	MIAMI CORP	65.9	5600	TIMBERLAND #3 PLANTED
37213300000010	3767144	MIAMI CORP	200	5803	TIMBER HARDWOOD
12203300000010	3764161	MIAMI CORP	515	5500	TIMBERLAND #2 PLANTED
12203300000010	3764161	MIAMI CORP	125	5803	TIMBER HARDWOOD
13203300000010	3764170	MIAMI CORP	400	5600	TIMBERLAND #3 PLANTED
13203300000010	3764170	MIAMI CORP	240	5803	TIMBER HARDWOOD
22183301010010	3758901	MIAMI CORP	320	5803	TIMBER HARDWOOD

MIAMI_CORP_ACREAGE

23183300000010	3758943	MIAMI CORP	100	58F0	TMBRLND #5 PLN - 20 AC PL
23183300000010	3758943	MIAMI CORP	540	5803	TIMBER HARDWOOD
24183300000010	3758951	MIAMI CORP	39	58F0	TMBRLND #5 PLN - 20 AC PL
24183300000010	3758951	MIAMI CORP	600	5803	TIMBER HARDWOOD
25183300000010	3758960	MIAMI CORP	227	55F0	TMBRLND #2 PLAN - 20 AC P
25183300000010	3758960	MIAMI CORP	414	5803	TIMBER HARDWOOD
26183300000010	3758978	MIAMI CORP	31	56F0	TMBRLND #3 PLN - 20 AC PL
26183300000010	3758978	MIAMI CORP	608	5803	TIMBER HARDWOOD
27183300000010	3758986	MIAMI CORP	72	58F0	TMBRLND #5 PLN - 20 AC PL
27183300000010	3758986	MIAMI CORP	568	5803	TIMBER HARDWOOD
28183300000010	3758994	MIAMI CORP	30	55F0	TMBRLND #2 PLAN - 20 AC P
28183300000010	3758994	MIAMI CORP	200	58F0	TMBRLND #5 PLN - 20 AC PL
28183300000010	3758994	MIAMI CORP	412	5803	TIMBER HARDWOOD
31183301010010	3759192	MIAMI CORP	540	55F0	TMBRLND #2 PLAN - 20 AC P
31183301010010	3759192	MIAMI CORP	86	58F0	TMBRLND #5 PLN - 20 AC PL
32183300000010	3759206	MIAMI CORP	504	55F0	TMBRLND #2 PLAN - 20 AC P
32183300000010	3759206	MIAMI CORP	138	58F0	TMBRLND #5 PLN - 20 AC PL
33183300000010	3759214	MIAMI CORP	340	56F0	TMBRLND #3 PLN - 20 AC PL
33183300000010	3759214	MIAMI CORP	300	58F0	TMBRLND #5 PLN - 20 AC PL
34183300000010	3759222	MIAMI CORP	82.5	55F0	TMBRLND #2 PLAN - 20 AC P
34183300000010	3759222	MIAMI CORP	27.5	58F0	TMBRLND #5 PLN - 20 AC PL
34183300000010	3759222	MIAMI CORP	528.5	5803	TIMBER HARDWOOD
35183300000010	3759231	MIAMI CORP	50	55F0	TMBRLND #2 PLAN - 20 AC P
35183300000010	3759231	MIAMI CORP	26	58F0	TMBRLND #5 PLN - 20 AC PL
35183300000010	3759231	MIAMI CORP	562.5	58F0	TMBRLND #5 PLN - 20 AC PL
36183300000010	3759249	MIAMI CORP	340	55F0	TMBRLND #2 PLAN - 20 AC P
36183300000010	3759249	MIAMI CORP	300	58F0	TMBRLND #5 PLN - 20 AC PL
01193300000010	3759257	MIAMI CORP	386.4	55F0	TMBRLND #2 PLAN - 20 AC P
01193300000010	3759257	MIAMI CORP	258	5803	TIMBER HARDWOOD
02193300000010	3759265	MIAMI CORP	522.6	55F0	TMBRLND #2 PLAN - 20 AC P
02193300000010	3759265	MIAMI CORP	130	58F0	TMBRLND #5 PLN - 20 AC PL
03193300000010	3759273	MIAMI CORP	201	55F0	TMBRLND #2 PLAN - 20 AC P
03193300000010	3759273	MIAMI CORP	201	56F0	TMBRLND #3 PLN - 20 AC PL
03193300000010	3759273	MIAMI CORP	251.6	58F0	TMBRLND #5 PLN - 20 AC PL
04193300000010	3759281	MIAMI CORP	500	5500	TIMBERLAND #2 PLANTED
04193300000010	3759281	MIAMI CORP	154.4	5803	TIMBER HARDWOOD
05193300000010	3759290	MIAMI CORP	571.52	5500	TIMBERLAND #2 PLANTED
05193300000010	3759290	MIAMI CORP	74.8	5803	TIMBER HARDWOOD
06193301010010	3759311	MIAMI CORP	498	5500	TIMBERLAND #2 PLANTED
06193301010010	3759311	MIAMI CORP	143	5803	TIMBER HARDWOOD
07193301010010	3759397	MIAMI CORP	335	5500	TIMBERLAND #2 PLANTED
07193301010010	3759397	MIAMI CORP	155	5803	TIMBER HARDWOOD
10183300000010	3756649	MIAMI CORP	1.6	55A0	TMBRLND #2 PLAN - 0 TO 2
10183300000010	3756649	MIAMI CORP	638.4	5803	TIMBER HARDWOOD
11183300000010	3756657	MIAMI CORP	427	55F0	TMBRLND #2 PLAN - 20 AC P
11183300000010	3756657	MIAMI CORP	218	5803	TIMBER HARDWOOD
12183300000010	3756665	MIAMI CORP	242	55F0	TMBRLND #2 PLAN - 20 AC P
12183300000010	3756665	MIAMI CORP	399	5803	TIMBER HARDWOOD
13183300000010	3756673	MIAMI CORP	20	58E0	TMBRLND #5 PLN - 15 TO 20
13183300000010	3756673	MIAMI CORP	619	5803	TIMBER HARDWOOD
14183300000010	3756681	MIAMI CORP	160	56F0	TMBRLND #3 PLN - 20 AC PL
14183300000010	3756681	MIAMI CORP	40	58F0	TMBRLND #5 PLN - 20 AC PL
14183300000010	3756681	MIAMI CORP	440	5803	TIMBER HARDWOOD
15183301010010	3756690	MIAMI CORP	320	5803	TIMBER HARDWOOD
29183400000010	3978340	MIAMI CORP	290.4	55F1	TMBRLND #2 NAT - 20 AC PL
29183400000010	3978340	MIAMI CORP	225	58F1	TMBRLND #1 NAT - 20 PLUS
30183400000010	3978366	MIAMI CORP	82	5500	TIMBERLAND #2 PLANTED
30183400000010	3978366	MIAMI CORP	634	5803	TIMBER HARDWOOD
31183400000010	3978382	MIAMI CORP	80	56F0	TMBRLND #3 PLN - 20 AC PL

MIAMI_CORP_ACREAGE

31183400000010	3978382	MIAMI CORP	10.8	56D0	TMBRLND #3 PLN - 10 TO 15
31183400000010	3978382	MIAMI CORP	619	58F0	TMBRLND #5 PLN - 20 AC PL
32183400000010	3978404	MIAMI CORP	226.4	56F0	TMBRLND #3 PLN - 20 AC PL
32183400000010	3978404	MIAMI CORP	200	58F0	TMBRLND #5 PLN - 20 AC PL
32183400000010	3978404	MIAMI CORP	82	58F1	TMBRLND #1 NAT - 20 PLUS
32183400000010	3978404	MIAMI CORP	77	58F0	TMBRLND #5 PLN - 20 AC PL
32183400000010	3978404	MIAMI CORP	7.5	5900	WASTELAND
17183400000020	3976991	MIAMI CORP	15.5	5600	TIMBERLAND #3 PLANTED
17183400000020	3976991	MIAMI CORP	50	5800	TIMBERLAND #5 PLANTED
17183400000020	3976991	MIAMI CORP	5.25	5803	TIMBER HARDWOOD
18183400000010	3977025	MIAMI CORP	268.8	5500	TIMBERLAND #2 PLANTED
18183400000010	3977025	MIAMI CORP	454	5803	TIMBER HARDWOOD
19183400000010	3977041	MIAMI CORP	119.8	5500	TIMBERLAND #2 PLANTED
19183400000010	3977041	MIAMI CORP	600	5803	TIMBER HARDWOOD
20183400000010	3977068	MIAMI CORP	84	5500	TIMBERLAND #2 PLANTED
20183400000010	3977068	MIAMI CORP	89.8	5803	TIMBER HARDWOOD
20183400000010	3977068	MIAMI CORP	200	5501	TIMBERLAND #2 NATURAL
20183400000010	3977068	MIAMI CORP	150	5803	TIMBER HARDWOOD
05193400000010	4030654	MIAMI CORP	140	56F0	TMBRLND #3 PLN - 20 AC PL
05193400000010	4030654	MIAMI CORP	99	58F0	TMBRLND #5 PLN - 20 AC PL
06193400000010	4030662	MIAMI CORP	74	58F0	TMBRLND #5 PLN - 20 AC PL
06193400000010	4030662	MIAMI CORP	635	58F0	TMBRLND #5 PLN - 20 AC PL
07193401010010	4030671	MIAMI CORP	710	58F0	TMBRLND #5 PLN - 20 AC PL
08193400000010	4030727	MIAMI CORP	169	56F0	TMBRLND #3 PLN - 20 AC PL
08193400000010	4030727	MIAMI CORP	197	58F0	TMBRLND #5 PLN - 20 AC PL
17193400000010	4030913	MIAMI CORP	172	55F0	TMBRLND #2 PLAN - 20 AC P
17193400000010	4030913	MIAMI CORP	319	5803	TIMBER HARDWOOD
18193401010010	4030921	MIAMI CORP	235	55F0	TMBRLND #2 PLAN - 20 AC P
18193401010010	4030921	MIAMI CORP	468	5803	TIMBER HARDWOOD
19193400000010	4030956	MIAMI CORP	454	55F0	TMBRLND #2 PLAN - 20 AC P
19193400000010	4030956	MIAMI CORP	245	5803	TIMBER HARDWOOD
20193400000010	4030964	MIAMI CORP	131	55F0	TMBRLND #3 PLAN - 20 AC P
20193400000010	4030964	MIAMI CORP	481	5803	TIMBER HARDWOOD
21193400000010	4030972	MIAMI CORP	15	5500	TIMBERLAND #2 PLANTED
21193400000010	4030972	MIAMI CORP	88	5803	TIMBER HARDWOOD
28193400000010	4030999	MIAMI CORP	73	5500	TIMBERLAND #2 PLANTED
28193400000010	4030999	MIAMI CORP	234	5803	TIMBER HARDWOOD
29193400000010	4031014	MIAMI CORP	346.4	5500	TIMBERLAND #2 PLANTED
29193400000010	4031014	MIAMI CORP	275	5803	TIMBER HARDWOOD
30193400000010	4031031	MIAMI CORP	225	5500	TIMBERLAND #2 PLANTED
30193400000010	4031031	MIAMI CORP	46	5803	TIMBER HARDWOOD
30193400000050	4031073	MIAMI CORP	70	5500	TIMBERLAND #2 PLANTED
30193400000050	4031073	MIAMI CORP	12	5803	TIMBER HARDWOOD
30193400000060	4031081	MIAMI CORP	115	5500	TIMBERLAND #2 PLANTED
30193400000060	4031081	MIAMI CORP	24	5803	TIMBER HARDWOOD
30193400000060	4031081	MIAMI CORP	25	5500	TIMBERLAND #2 PLANTED
31193400000010	4031138	MIAMI CORP	458	5500	TIMBERLAND #2 PLANTED
31193400000010	4031138	MIAMI CORP	100	5600	TIMBERLAND #3 PLANTED
31193400000010	4031138	MIAMI CORP	119	5803	TIMBER HARDWOOD
32193401010010	4031146	MIAMI CORP	422	5500	TIMBERLAND #2 PLANTED
32193401010010	4031146	MIAMI CORP	216	5803	TIMBER HARDWOOD
33193400000010	4031201	MIAMI CORP	62	55F0	TMBRLND #2 PLAN - 20 AC P
33193400000010	4031201	MIAMI CORP	50	56F0	TMBRLND #3 PLN - 20 AC PL
33193400000010	4031201	MIAMI CORP	213	58F0	TMBRLND #5 PLN - 20 AC PL
30193400000092	6874662	MIAMI CORP	18.2	9950	50 TO 100 AC
30193400000094	6874701	MIAMI CORP	14.1	9950	50 TO 100 AC
30193400000095	6874719	MIAMI CORP	23.8	9950	50 TO 100 AC
30193400000093	6874697	MIAMI CORP	25.2	9950	50 TO 100 AC



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RPM-BSP-ADA-1
STATE OF FLORIDA
DEPARTMENT OF ECONOMIC OPPORTUNITY
DIVISION OF COMMUNITY PLANNING & DEVELOPMENT
The Caldwell Building, MSC 160
107 East Madison Street
Tallahassee, Florida 32399

DEVELOPMENT OF REGIONAL IMPACT
APPLICATION FOR MASTER DEVELOPMENT APPROVAL
UNDER SECTION 380.06, FLORIDA STATUTES

PART I. APPLICATION INFORMATION

1 QUESTION - STATEMENT OF INTENT

I, Glenn D. Storch, the undersigned owner/authorized agent of
(authorized agent)

Miami Corporation, hereby propose to undertake a Master
(name of development)

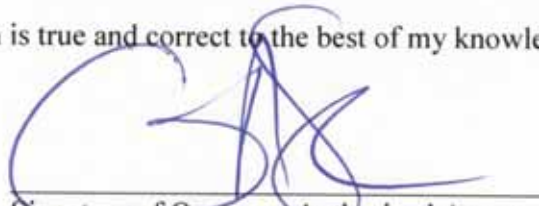
Development of Regional Impact as defined in Section 380.06, Florida Statutes

(F.S.), and Chapter 28-24, Florida Administrative Code (F.A.C.). In support thereof I

submit the Following information concerning Farmton Master Framework for Future DRI

Submittals, which information is true and correct to the best of my knowledge.

November 8, 2013
Date


Signature of Owner or Authorized Agent



2 - 3 QUESTIONS - APPLICANT INFORMATION

Question 2

Owner (name, address, phone). State whether or not the owner is authorized to do business in the State of Florida pursuant to the provisions of Chapter 407, F.S.

Miami Corporation
Attention: Barbra Goering
Vice President
410 N Michigan Ave, Room 590
Chicago IL 60611

The Miami Corporation is a privately held Delaware Corporation authorized to do business in the State of Florida.

Question 3

Authorized Agent and Consultants (name, address, phone).

Authorized Agent

Glenn D. Storch, P.A.
Storch & Harris LLC
420 South Nova Road
Daytona Beach, FL 32114
386-238-8383 Ext.11
386-238-0988 Fax
glenn@storchlawfirm.com

Transportation & Planning Consultant

R. Sans Lassiter, PE
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
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386-257-2571
386-257-6996 Fax
Rlassiter@lassitertransportation.com

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Dr.JoeWalsh@hotmail.com

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devo@devoeng.com

Economic Consultant

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Real Estate Research Consultants
618 East South Street
Orlando, FL 32801
407-843-5635 ext. 3151
407-839-6197
omb@mercinc.com



4-7 QUESTIONS - DEVELOPMENT INFORMATION

Question 4 **Attach a notarized authorization from all persons or corporations (or authorized agents of said persons or corporations) having fee simple or lessor estate in the site indicating that each of these parties is aware of, and concurs with, the development of this property as described in this Application for Development Approval. Include the names and addresses of all parties with an interest in the property. In addition, include descriptions of any other properties within one-half mile radius of the DRI site in which any of the parties with an interest in the DRI site hold a fee simple or lessor interest.**

The requested notarized authorization forms from all persons and corporations having fee simple or lessor estate in the Property are attached in Exhibit 4-1.

Please see Figure 4-1 which illustrates lands owned by Miami Corporation or Swallowtail LLC within 2 miles of the Farmton Tract boundary in Volusia County. Many of the smaller parcels are part of the antiquated subdivision known as Cape Atlantic Estates. Two other large pieces that directly abut the Volusia Farmton Tract boundary are the Brevard portion of Farmton (approx. 11,500 acres) and Deering Park (formerly known as Reflections) in the City of Edgewater.

Question 5 **Attach a legal description of the development site. Include section, township and range.**

The legal description of the Farmton site is attached as Exhibit 5-1.

Question 6 **Have you requested a binding letter of interpretation of DRI status or vested rights, clearance letter, agreement or preliminary development agreement from the Department of Economic Opportunity? If so, what is the current status of this determination?**

There have been no binding letters of interpretation of DRI status, or vested rights, clearance letter, agreement or preliminary development agreement requested from the Department of Economic Opportunity.

Question 7 **List all local governments with jurisdiction over the proposed development.**

County of Volusia, Florida

EXHIBIT 4-1

Authorization of Owner.

I/We Miami Corporation

As the sole or joint fee simple title holder(s) of the property described as:

See attached Exhibit 5-1
(Legal description or parcel ID number(s))

Authorize Glenn D. Storch to act as my agent to file an Application for Master Development Approval for the Farmton DRI on the above described property.

36  President

John Rau

*If additional Owner's names are required, attach additional signature pages.

STATE OF ILLINOIS

COUNTY OF COOK

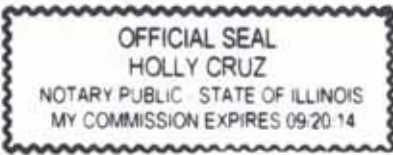
The foregoing instrument was acknowledged before me this 4th day of October, 2013
by John Rau, who is personally known to me []
(Name of person acknowledging)

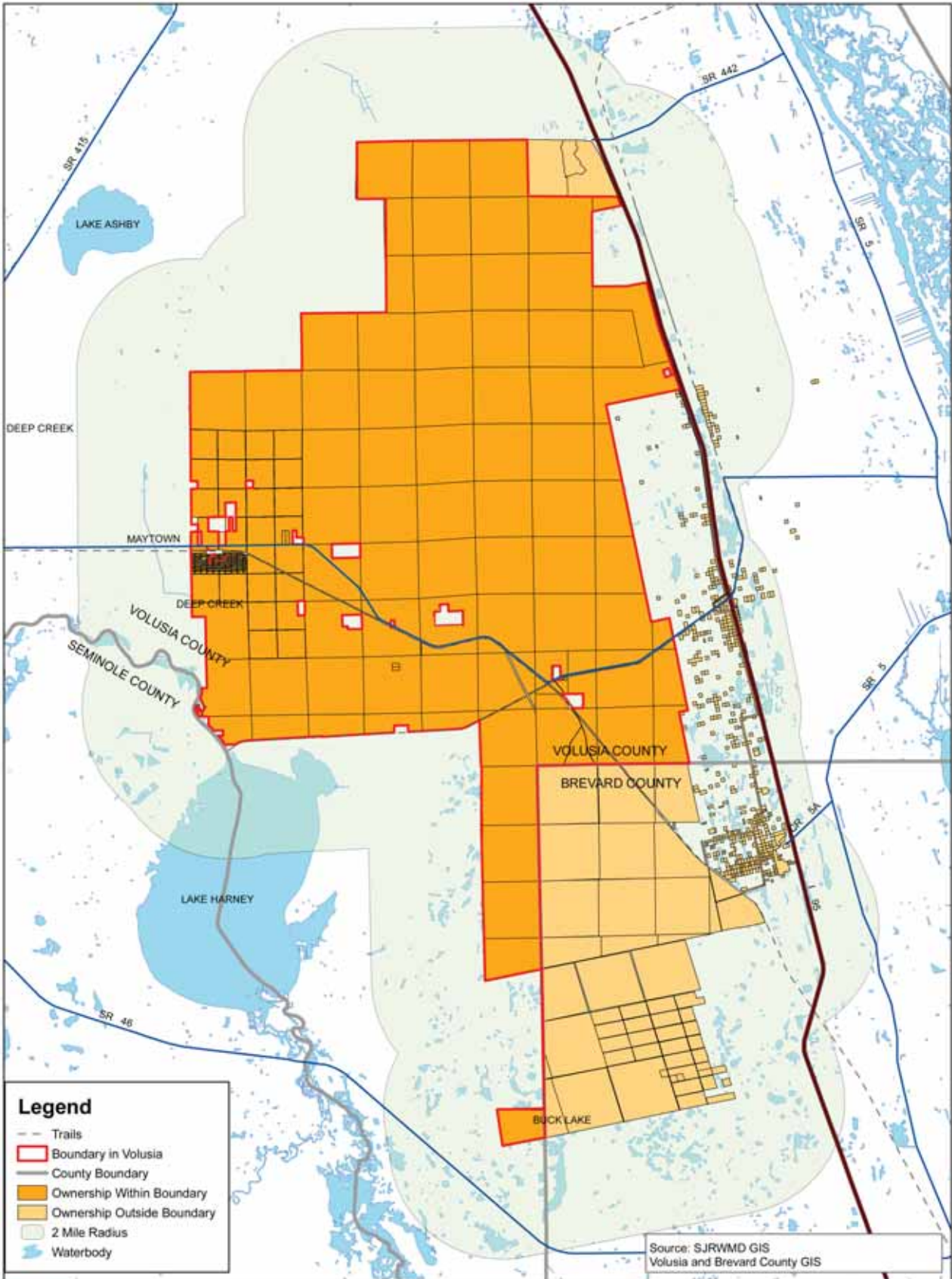
or who has produced _____ as identification and
(Type of identification)
who did not take an oath.

Notary Public, State of Illinois

Holly Cruz
Type or Print Name
Commission No.: 660221

My Commission Expires: 09/20/2014





**Master Development Plan
Ownership Map
Figure 4-1**



EXHIBIT 5-1

FARMTON VOLUSIA COUNTY

ALL OF SECTIONS 10 THROUGH 14, PART OF SECTIONS 15 AND 22, ALL OF SECTIONS 23 THROUGH 28, AND ALL OF SECTIONS 31 THROUGH 36, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TOGETHER WITH A PART OF SECTION 17, ALL OF SECTION 18 AND 19, A PART OF SECTION 20, ALL OF SECTIONS 29 THROUGH 32, AND A PART SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TOGETHER WITH ALL OF SECTIONS 1 THROUGH 29, A PART OF SECTIONS 30 THROUGH 35, AND ALL OF SECTION 36, TOWNSHIP 19 SOUTH, RANGE 33 EAST, TOGETHER WITH ALL OF SECTIONS 5 THROUGH 8, ALL OF SECTIONS 17 THROUGH 21, AND ALL OF SECTIONS 28 THROUGH 33, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TOGETHER WITH ALL OF SECTIONS 1, 12, 13 AND 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST, TOGETHER WITH ALL OF SECTION 37, TOWNSHIP 21 SOUTH, RANGE 33 EAST, ALL BEING IN VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHWEST CORNER OF SAID SECTION 10, TOWNSHIP 18 SOUTH, RANGE 33 EAST, AS THE POINT OF BEGINNING, RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 10, 11 AND 12, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHEAST CORNER OF SAID SECTION 12; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTION 12 TO THE SOUTHEAST CORNER THEREOF; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 18 AND 17, TOWNSHIP 18 SOUTH, RANGE 34 EAST TO THE WEST RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9); THENCE RUN SOUTHEAST ALONG SAID WEST RIGHT OF WAY A DISTANCE OF 912 FEET; THENCE RUN SOUTHWEST ACROSS SAID SECTION 17 TO THE WEST LINE OF SAID SECTION 17, BEING 1407.6 FEET SOUTH OF THE NORTHWEST CORNER OF SAID SECTION 17; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTIONS 18 AND 19, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TO A POINT ON THE EAST LINE OF SAID SECTION 19; THENCE RUN EAST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 20, TOWNSHIP 18 SOUTH, RANGE 34 EAST, TO THE NORTHWEST CORNER OF THE CHARLES SIBBALD GRANT, SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST; THENCE RUN NORTHEAST ALONG THE NORTH LINE OF SAID CHARLES SIBBALD GRANT TO THE WEST RIGHT OF WAY LINE OF SAID INTERSTATE HIGHWAY NO. 95; THENCE RUN SOUTHEAST ALONG SAID WEST RIGHT OF WAY LINE TO THE NORTH LINE OF THE JOHN LOW GRANT, SECTION 47, TOWNSHIP 18 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHWEST ALONG SAID NORTH LINE TO THE NORTHWEST CORNER THEREOF; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOHN LOW GRANT, SECTION 47, TOWNSHIP 18 SOUTH, RANGE 34 EAST, AND SECTION 39, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TO THE SOUTHWEST CORNER THEREOF; THENCE RUN NORTHEAST ALONG THE SOUTH LINE OF SAID JOHN LOW GRANT, SECTION 39, TO THE NORTHWEST CORNER OF THE JOHN MCINTOSH GRANT, SECTION 44, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOHN MCINTOSH GRANT, SECTION 44 TO THE NORTH LINE OF THE JOSEPH DELESPINE GRANT, SECTION 43, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN SOUTHWEST ALONG THE NORTH LINE OF SAID JOHN MCINTOSH GRANT, SECTION 43, TO THE NORTHWEST CORNER THEREOF; THENCE RUN SOUTHEAST ALONG THE WEST LINE OF SAID JOSEPH DELESPINE GRANT, SECTION 43 TO THE SOUTHEAST CORNER OF SAID SECTION 33, TOWNSHIP 19 SOUTH, RANGE 34 EAST; THENCE RUN WEST ALONG THE SOUTH LINE OF SAID SECTIONS 33, 32 AND 31, TOWNSHIP 19 SOUTH, RANGE 34 EAST, TO THE SOUTHWEST CORNER OF SAID SECTION 31; THENCE RUN SOUTH ALONG THE EAST LINE OF SAID SECTIONS 1, 12, 13 AND 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST TO THE NORTH LINE OF THE BERNARDO SEGUI GRANT, SECTION 37, TOWNSHIP 20 SOUTH, RANGE 33 EAST; THENCE RUN SOUTHWEST ALONG THE NORTH LINE OF SAID BERNARDO SEGUI GRANT, SECTION 37, TO THE SOUTHWEST CORNER OF SAID SECTION 24, TOWNSHIP 20 SOUTH, RANGE 33 EAST; THENCE RUN NORTH, ALONG THE WEST LINE OF SAID SECTIONS 24, 13, 12, AND 1, TOWNSHIP 20 SOUTH, RANGE 33 EAST, AND THE WEST LINE OF SAID SECTION 36, TOWNSHIP 19 SOUTH, RANGE 33 EAST TO THE NORTH LINE OF AN ABANDONED RAILROAD RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN WEST ALONG

SAID NORTH LINE THROUGH SAID SECTIONS 35, 34, 33, 32 AND 31, TOWNSHIP 19 SOUTH, RANGE 33 EAST, TO THE SOUTH LINE OF THE NORTH ½ OF SAID SECTION 31; THENCE RUN WEST ALONG SAID SOUTH LINE TO THE EAST BANK OF THE ST. JOHNS RIVER; THENCE RUN NORTHWEST ALONG SAID EAST BANK TO THE WEST LINE OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 33 EAST; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTIONS 30, 19, 18, 7 AND 6, TOWNSHIP 19 SOUTH, RANGE 33 EAST, AND THE WEST LINE OF SAID SECTION 31, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHWEST CORNER OF SAID SECTION 31; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTIONS 31 AND 32, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE NORTHEAST CORNER OF SAID SECTION 32; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTION 28, TOWNSHIP 18 SOUTH, RANGE 33 EAST. TO THE NORTHWEST CORNER THEREOF; THENCE RUN EAST ALONG THE NORTH LINE OF SAID SECTION 28 AND 27, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE WEST LINE OF THE EAST ½ OF SAID SECTION 22, TOWNSHIP 18 SOUTH, RANGE 33 EAST; THENCE RUN NORTH ALONG THE WEST LINE OF THE EAST ½ OF SAID SECTIONS 22 AND 15, TOWNSHIP 18 SOUTH, RANGE 33 EAST, TO THE SOUTH LINE OF SAID SECTION 10, TOWNSHIP 18 SOUTH, RANGE 33 EAST; THENCE RUN WEST ALONG THE SOUTH LINE OF SAID SECTION 10 TO THE SOUTHWEST CORNER THEREOF; THENCE RUN NORTH ALONG THE WEST LINE OF SAID SECTION 10, TO THE NORTHWEST CORNER THEREOF AND THE POINT OF BEGINNING.

TOGETHER WITH ALL OF SECTION 37, TOWNSHIP 21 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA.

LESS:

THE WEST 15 FEET OF THE EAST ½ OF SAID SECTIONS 15 AND 22, TOWNSHIP 18 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH 20 FEET AND THE WEST 20 FEET OF SAID SECTION 31, TOWNSHIP 18 SOUTH, RANGE 33 EAST.

AND LESS:

BORROW PIT NO. 1, IN SAID CHARLES SIBBALD GRANT, SECTION 43, TOWNSHIP 18 SOUTH, RANGE 34 EAST, AS RECORDED IN OFFICIAL RECORDS BOOK 1790, PAGE 1340, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 5, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST 20 FEET OF SAID SECTION 6; THE WEST 20 FEET AND THE SOUTH 20 FEET OF SAID SECTION 7; AND THE SOUTH 20 FEET OF SAID SECTION 8, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SAID SECTION 6, TOWNSHIP 19 SOUTH, RANGE 33 EAST

AND LESS:

THE WEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$; THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$; THE WEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$; THE WEST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$; THE WEST $\frac{3}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$; THE EAST $\frac{3}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$; THE WEST $\frac{1}{2}$ OF THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 7, TOWNSHIP 19 SOUTH, RANGE 33 EAST

AND LESS:

THE EAST $\frac{1}{2}$ OF THE WEST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$; AND THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SAID SECTION 8, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 16, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

LOTS 16, 17 AND 18, BLOCK 6; LOTS 38, 39 AND 40, BLOCK 7; LOT 14, BLOCK 14; LOTS 1 AND 2, BLOCK 16; LOT 4, BLOCK 26; LOT 15, BLOCK 27; THE NORTH 100 FEET OF THE WEST 50 FEET OF THE SOUTH 213 FEET MEASURED FROM THE CENTER OF THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1994, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, OF THAT UN-NAMED LOT LYING NORTH OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL AND EAST OF SEVENTH STREET; SEVENTH STREET, NORTH OF CEDAR AVENUE; SIXTH STREET NORTH OF CEDAR AVENUE; FIFTH STREET, NORTH OF CEDAR AVENUE; FOURTH STREET, NORTH OF CEDAR AVENUE; CEDAR AVENUE FROM FOURTH STREET TO SEVENTH STREET; PALMETTO AVENUE FROM FOURTH STREET TO SEVENTH STREET; PINE AVENUE FROM FOURTH STREET TO SEVENTH STREET; ORANGE AVENUE FROM FOURTH STREET TO SEVENTH STREET; THE ALLEY IN BLOCKS 6, 7, 14, 16, 26 AND 27; AND THE UN-NAMED ROAD NORTH OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL ALONG THE EAST LINE OF THE PLAT, ALL IN FARMTON, FLORIDA, FORMERLY CELERY CITY, AS RECORDED IN MAP BOOK 5, PAGE 44, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE WEST 20 FEET OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 18, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 19, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE EAST $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 20, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$; AND THE NORTH 16 CHAINS OF THE EAST $\frac{3}{8}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 21, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 22, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE EAST 12 CHAINS OF THE SOUTH 10 CHAINS OF THE NORTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$; AND THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$; AND THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 23, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE WEST $\frac{1}{2}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE NORTH 7.33 CHAINS OF THE SOUTH 20 CHAINS OF THE WEST 40 CHAINS OF THE NORTHWEST $\frac{1}{4}$; AND THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 31, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST $\frac{1}{4}$ OF THE NORTHEAST $\frac{1}{4}$ LYING NORTH OF THE ABANDONED RAILROAD RIGHT OF WAY RECORDED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, OF SAID SECTION 34, TOWNSHIP 19 SOUTH, RANGE 33 EAST.

AND LESS:

THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$, LYING EAST OF THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1994, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THE SOUTHEAST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$, LYING EAST OF SAID FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL; AND THE WEST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$ OF SAID SECTION 30, TOWNSHIP 19 SOUTH, RANGE 34 EAST

AND LESS:

THE FLORIDA EAST CENTRAL REGIONAL RAIL TRAIL, AS RECORDED IN OFFICIAL RECORDS BOOK 6182, PAGE 1094, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND LESS:

THE PRESCRIPTIVE RIGHT OF WAYS OF MAYTOWN ROAD, LAKE HARNEY ROAD AND THE MAYTOWN SPUR, AS EXIST.

AND LESS:

AN ABANDONED RAILROAD RIGHT OF WAY AS RECORDED IN OFFICIAL RECORDS BOOK 1056, PAGE 79, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.



8 QUESTION – PERMIT INFORMATION

List all agencies (local, state and federal) from which approval and/or a permit must be obtained prior to initiation of development. Indicate the permit or approval for each agency and its status. Indicate whether the development is registered or whether registration will be required with the Division of Florida Land Sales, Condominiums and Mobile Homes under Chapter 498, Florida Statutes. Indicate whether the development will be registered with the H.U.D., Division of Interstate Land Sales Registration or with other states.

A list of permits and approvals is included as Table 8-1. The answer to whether the development(s) will be required to register with the Division Florida Land Sales, Condominiums and Mobile Homes or with the HUD Division of Interstate Land Sales will be answered with each Application for Incremental Development Approval.

Table 8- 1
Permitting Agencies and Permit Status
Farmton AMDA

Permitting Agencies and Permit Status		
Permitting/Approving Agency	Permit or Approval	Status or Approval Date
East Central Florida Regional Planning Council	Application for Master Development Approval	No application submitted to date
	Application(s) for Incremental Development Approval	No application submitted to date
Volusia County	Application for Master Development Approval	No application submitted to date
	Application(s) for Incremental Development Approval	No application submitted to date
	PUD rezoning	No application submitted to date
	Conservation Management Plan	Adopted March 21, 2013
	Overall Development Plan, Preliminary Plat and Construction Plan, Final Site Plan	No application submitted to date
	Arbor Permit	No application submitted to date
St. Johns River Water Management District	Formal Determination of Wetlands and other Surface Waters	No application submitted to date

Permitting Agencies and Permit Status		
Permitting/Approving Agency	Permit or Approval	Status or Approval Date
	Conceptual environmental resource permit for wetland impacts and stormwater management	No application submitted to date
	Consumptive Use Permit	Submitted 4/15/2011
	Construction environmental resource permits for wetland impacts and stormwater management	No application submitted to date
United States Army Corps of Engineers	Individual Permit	No application submitted to date
Florida Fish and Wildlife Conservation Commission	Gopher Tortoise Relocation Permit?	No application submitted to date
Florida Department of Transportation	Interchange Justification/Modification Report	No application submitted to date
	Right of Way permit/driveway connection permit	No application submitted to date
	Drainage Connection Permit	No application submitted to date
Florida Department of Environmental Protection	Drinking Water Permit Plant Construction	No application submitted to date
	Wastewater Treatment Plant Construction Permit	No application submitted to date
	National Pollutant Discharge Elimination System Construction Activities Permit	No application submitted to date
	Water distribution system permit(s)	No application submitted to date
	Wastewater collection/transmission system permit(s)	No application submitted to date
	Utility Permitting for Gateway District	No application submitted to date
Volusia Growth Management Commission	Application for Master Development Approval/VGMC certification	No application submitted to date
	Application(s) for Incremental Development Approval	No application submitted to date
Volusia County School District	Finding of Adequate School Capacity	No application submitted to date
City of Edgewater	Water and Wastewater Utility extensions	No application submitted to date



9 QUESTION - MAPS

MAP A --	GENERAL LOCATION MAP
MAP B --	AERIAL PHOTO
MAP C – 1	TOPOGRAPHIC MAP
MAP C – 2	FLOOD MAP
MAP D --	COMPOSITE FUTURE LAND USE MAP
MAP E-1 --	SOILS BY UNIT NAME
MAP E-2 --	SOILS BY HYDROLOGIC GROUP
MAPS F-1 THROUGH F-7	VEGETATION/EXISTING COVER MAPS
MAP G --	DELETED FOR AMDA
MAP H --	MASTER DEVELOPMENT PLAN
MAP H-1 --	SPINE TRANSPORTATION NETWORK
MAP H-2 --	WELLHEAD MAP
MAPS I-1 THROUGH I-5	MASTER DRAINAGE PLAN
MAP J --	TRANSPORTATION NETWORK



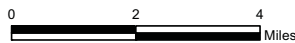
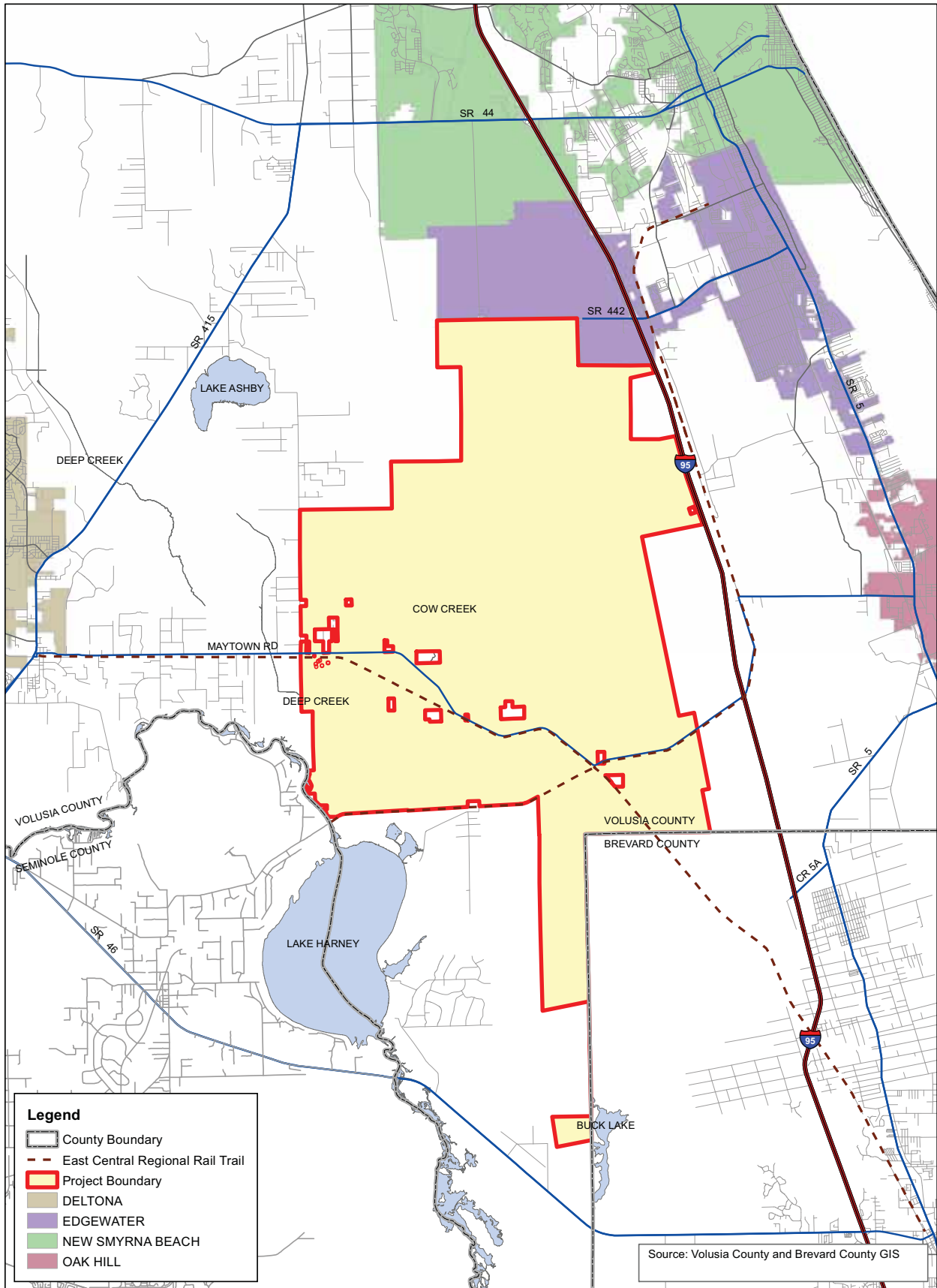
QUESTION 9 - MAPS

The following maps must be provided as a part of the ADA. The appropriate scale for each map should be determined at the preapplication conference.

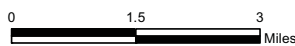
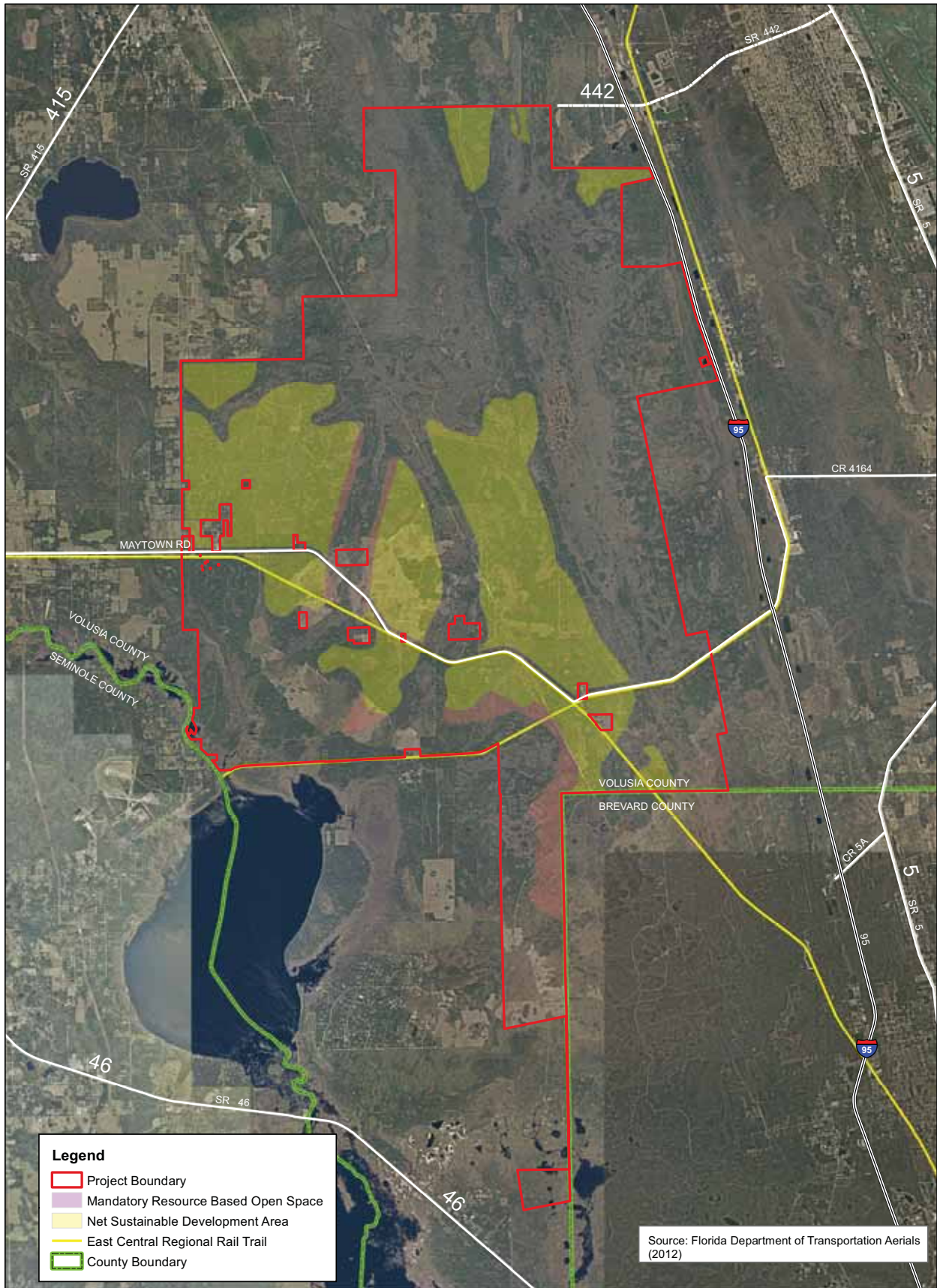
- Map A. A general location map. Indicate the location of any urban service area boundaries and regional activity centers in relation to the project site.
- Map B. A recent vertical aerial photo of the site showing project boundaries which reasonably reflects current conditions. Specify the date the photo was taken.
- Map C. A topographic map with project boundaries identified (contour intervals from one to five feet should be determined in consultation with the appropriate regional planning council and other reviewing agencies at the preapplication conference). Delineate 100-year flood prone areas (including hurricane flood zones) and indicate major land surface features. If applicable, delineate the coastal construction control line.
- Map D. A land use map showing existing and approved uses on and abutting the site. The uses shown should include existing on-site land uses, recreational areas, utility and drainage easements, wells, right-of-way, and historic, archaeological, scientific and architecturally significant resources and lands held for conservation purposes.
- Map E. A soils map of the site, with an identification of the source of the information. The use of a source other than the most recently published U.S.D.A. Soil Conservation Service (SCS) soil surveys should be determined in consultation with the appropriate regional planning council and other reviewing agencies at the preapplication conference.
- Map F. A vegetation associations map indicating the total acreage of each association, based on the Level III vegetation types described in The Florida Land Use and Cover Classification System: A Technical Report, available from each regional planning council.
- Map G. A location map of all transects, trap grids, or other sampling stations used to determine the on-site status of significant wildlife and plant resources. Show location of all observed significant wildlife and plant resources, and show location of suitable habitat for all significant resources expected to be on-site.
- Map H. A master development plan for the site. Indicate proposed land uses and locations, development phasing, major public facilities, utilities, preservation areas, easements, right-of-way, roads, and other significant elements such as transit stops, pedestrian ways, etc. This plan will provide the basis for discussion in Question 10-A as well as other questions in the ADA.



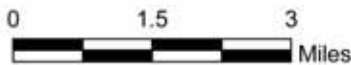
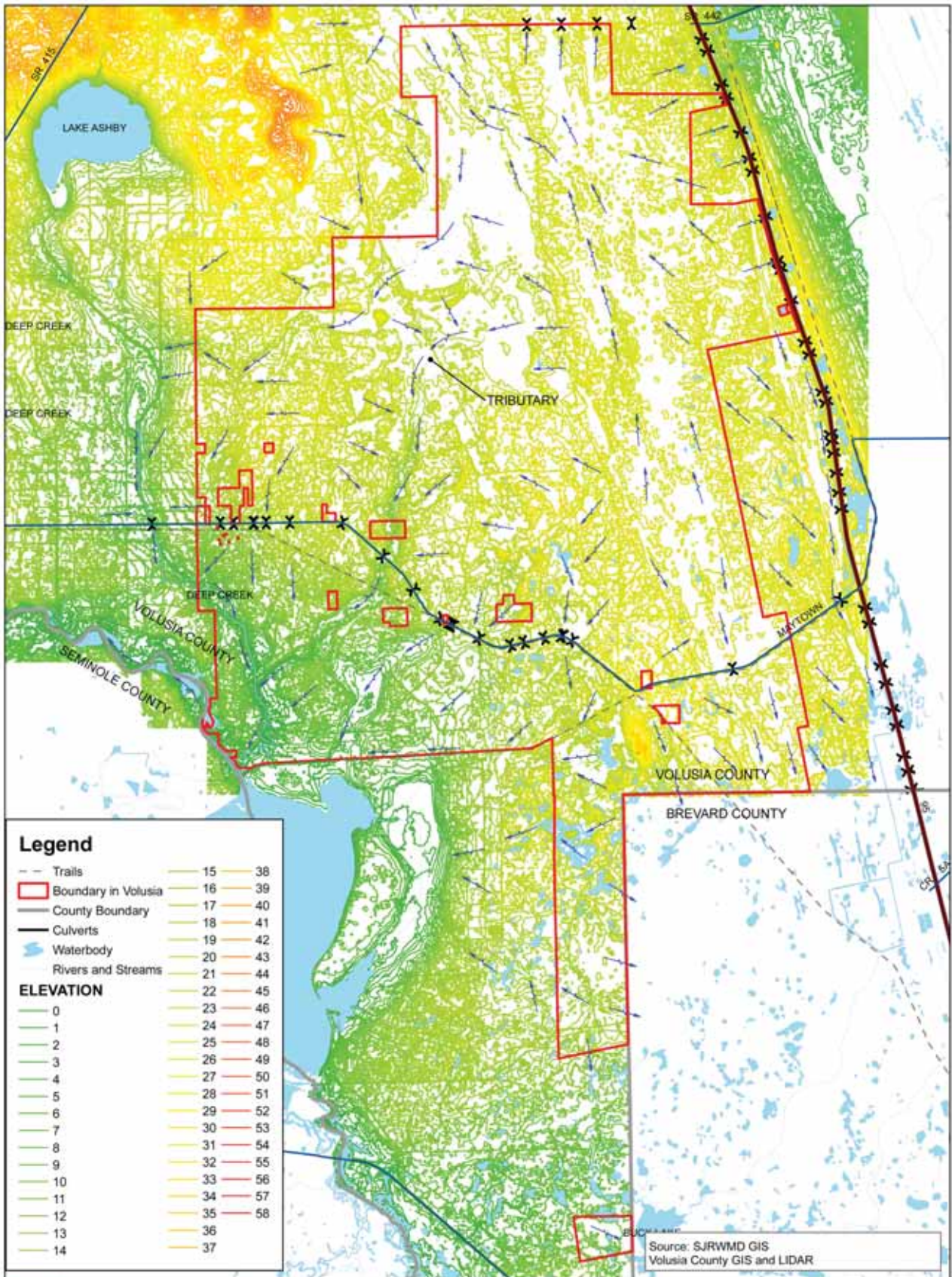
- Map I. A master drainage plan for the site. Delineate existing and proposed: drainage basins, flow direction, water retention areas, drainage structures, flow route offsite, drainage easements, waterways, and other major drainage features. (This information may be presented on two separate maps (existing and proposed), if desired.)
- Map J. A map of the existing highway and transportation network within the study area. The study area includes the site, and locations of all transportation facilities which are substantially impacted. This area should be finally defined on the basis of the findings of the traffic impact analysis, including determinations of where the criteria for a substantial impact are met. Map J will become the base for the maps requested in Question 21.



**Master Development Plan
Location Map
Map A**

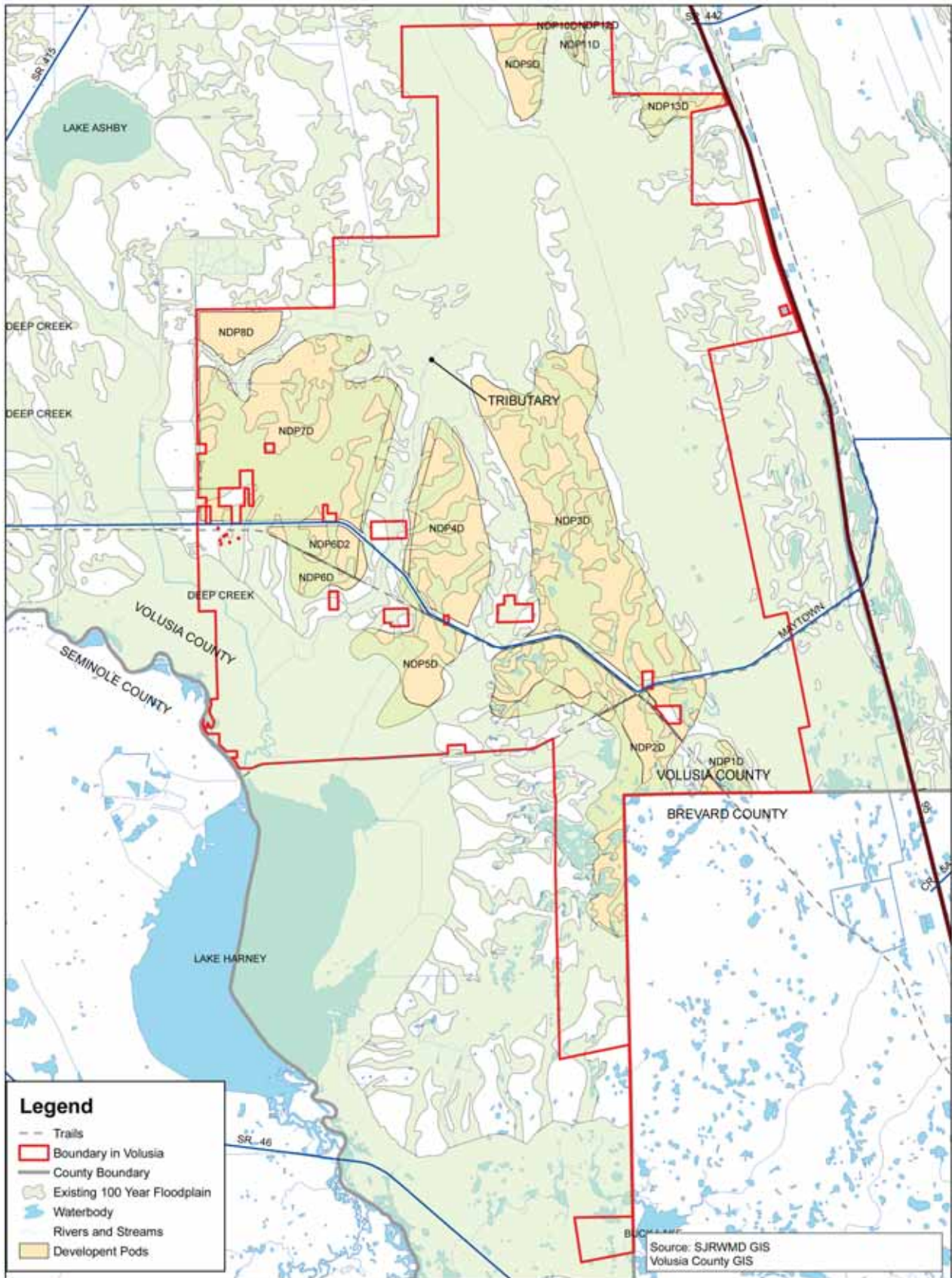


**Master Development Plan
Aerial Map
Map B**



**Master Development Plan
Topographic Map
Flow Patterns
Map C-1**



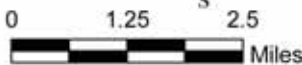


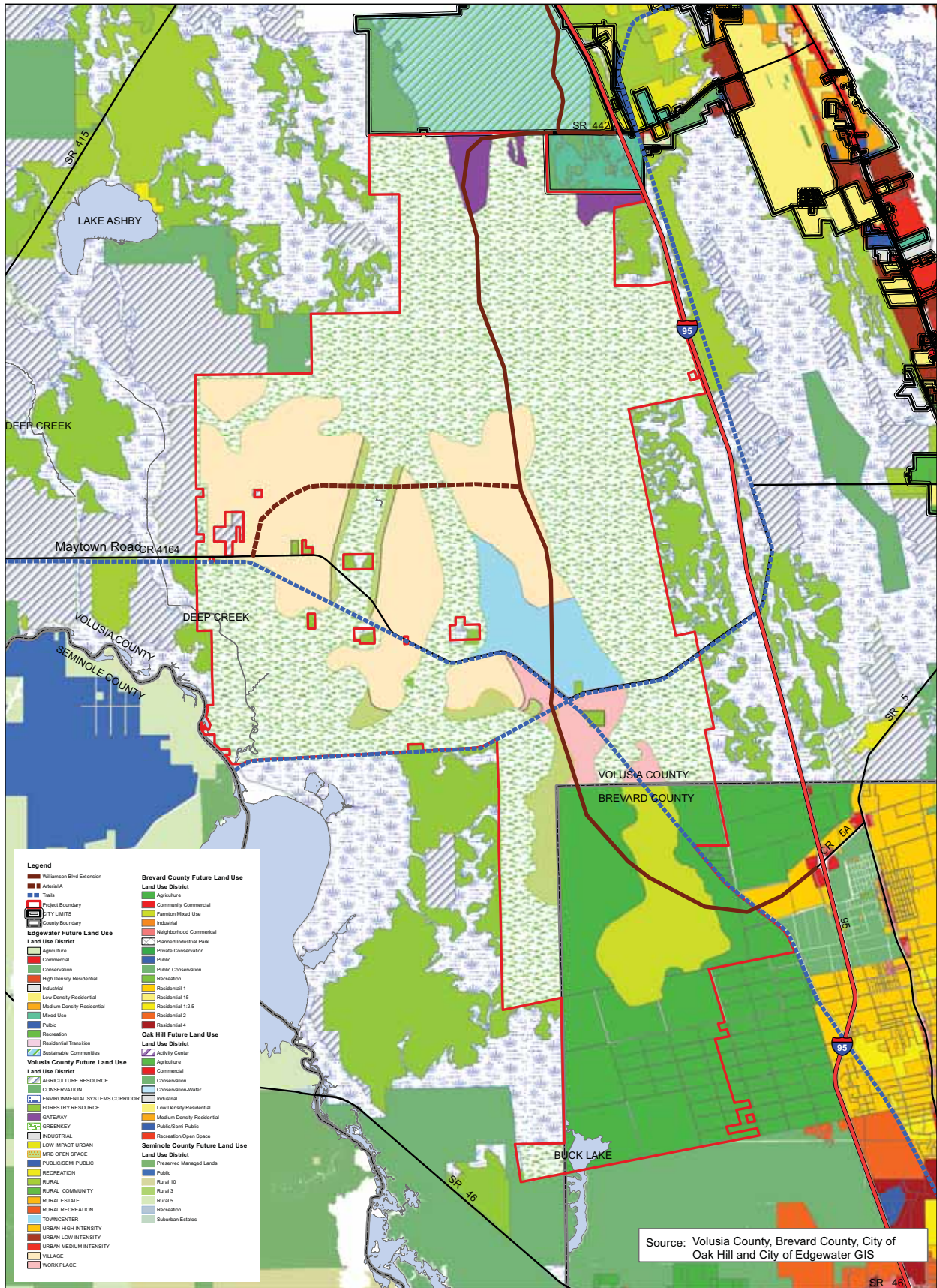
- Legend**
- - Trails
 - Boundary in Volusia
 - County Boundary
 - Existing 100 Year Floodplain
 - Waterbody
 - Rivers and Streams
 - Development Pods

Source: SJRWMD GIS
Volusia County GIS

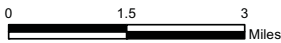


**Master Development Plan
Existing Flood Plain
Map C-2**

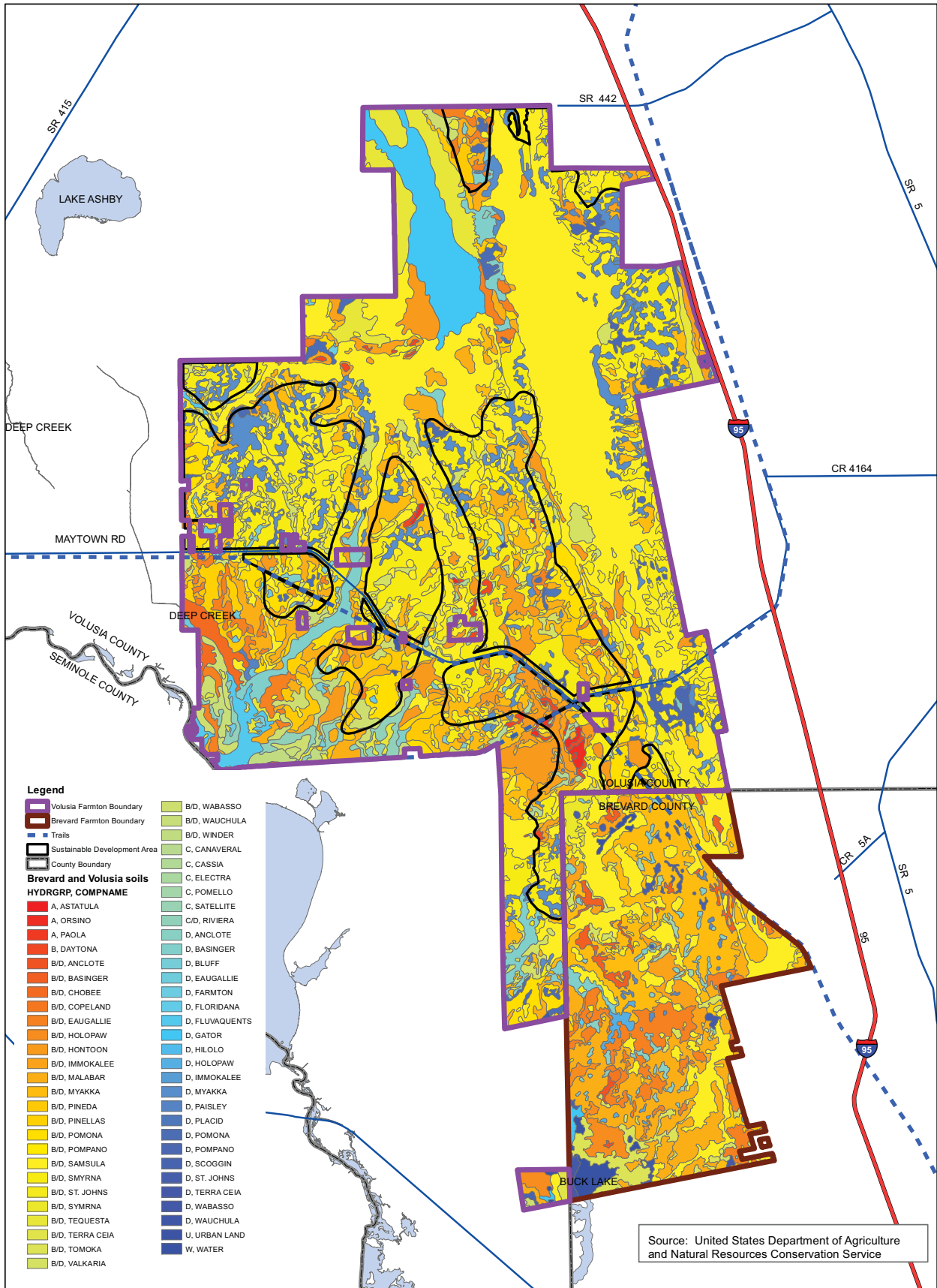




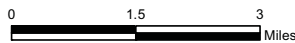
Source: Volusia County, Brevard County, City of Oak Hill and City of Edgewater GIS



**Master Development Plan
Composite
Future Land Use Map
Map D**

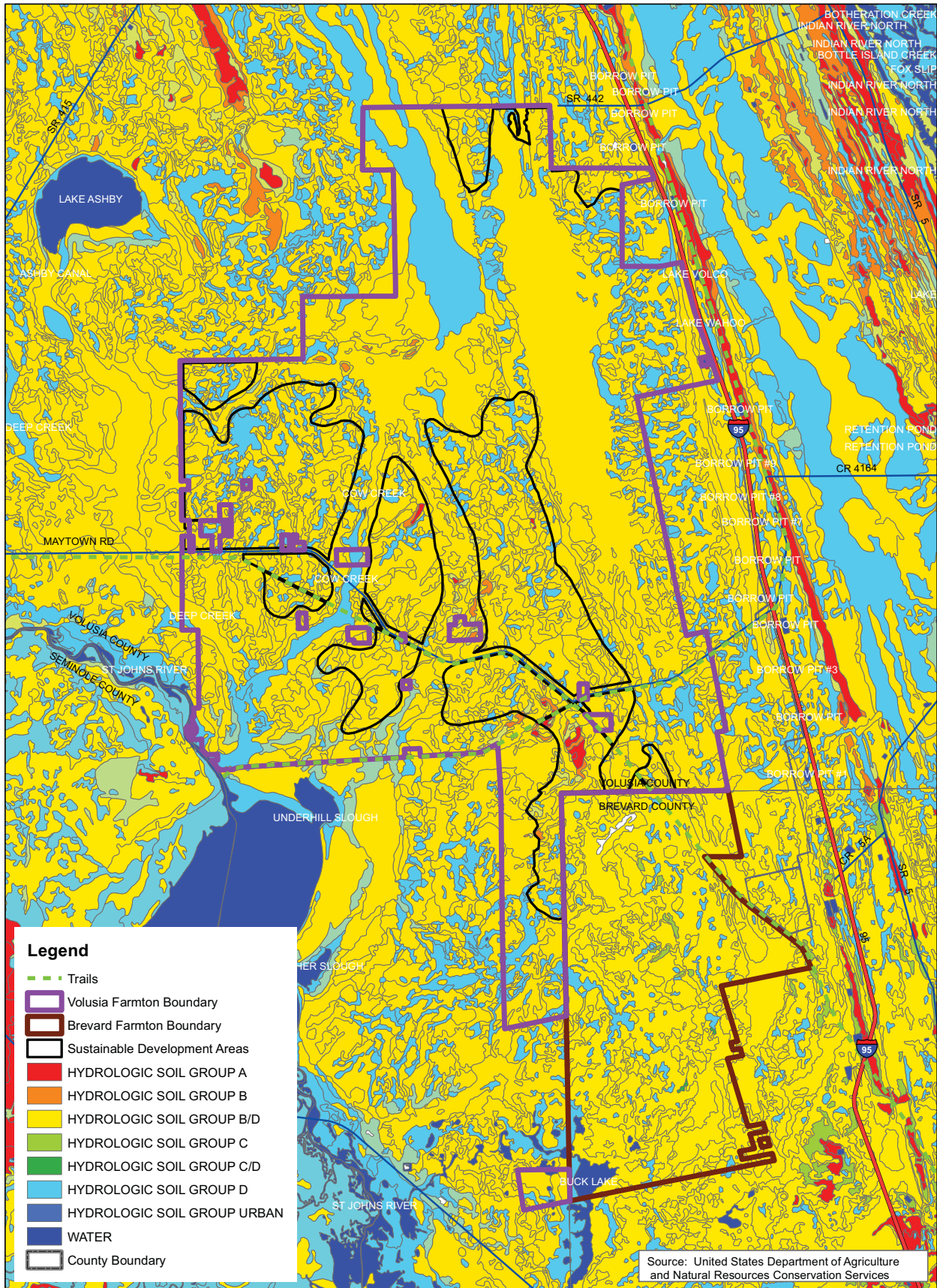


Source: United States Department of Agriculture and Natural Resources Conservation Service



**Master Development Plan
Soils by Unit Name
Map E - 1**





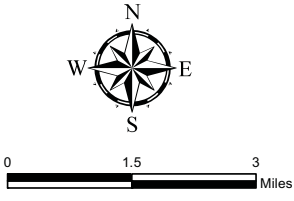
Legend

- Trails
- Volusia Farmton Boundary
- Brevard Farmton Boundary
- Sustainable Development Areas
- HYDROLOGIC SOIL GROUP A
- HYDROLOGIC SOIL GROUP B
- HYDROLOGIC SOIL GROUP B/D
- HYDROLOGIC SOIL GROUP C
- HYDROLOGIC SOIL GROUP C/D
- HYDROLOGIC SOIL GROUP D
- HYDROLOGIC SOIL GROUP URBAN
- WATER
- County Boundary

Source: United States Department of Agriculture and Natural Resources Conservation Services

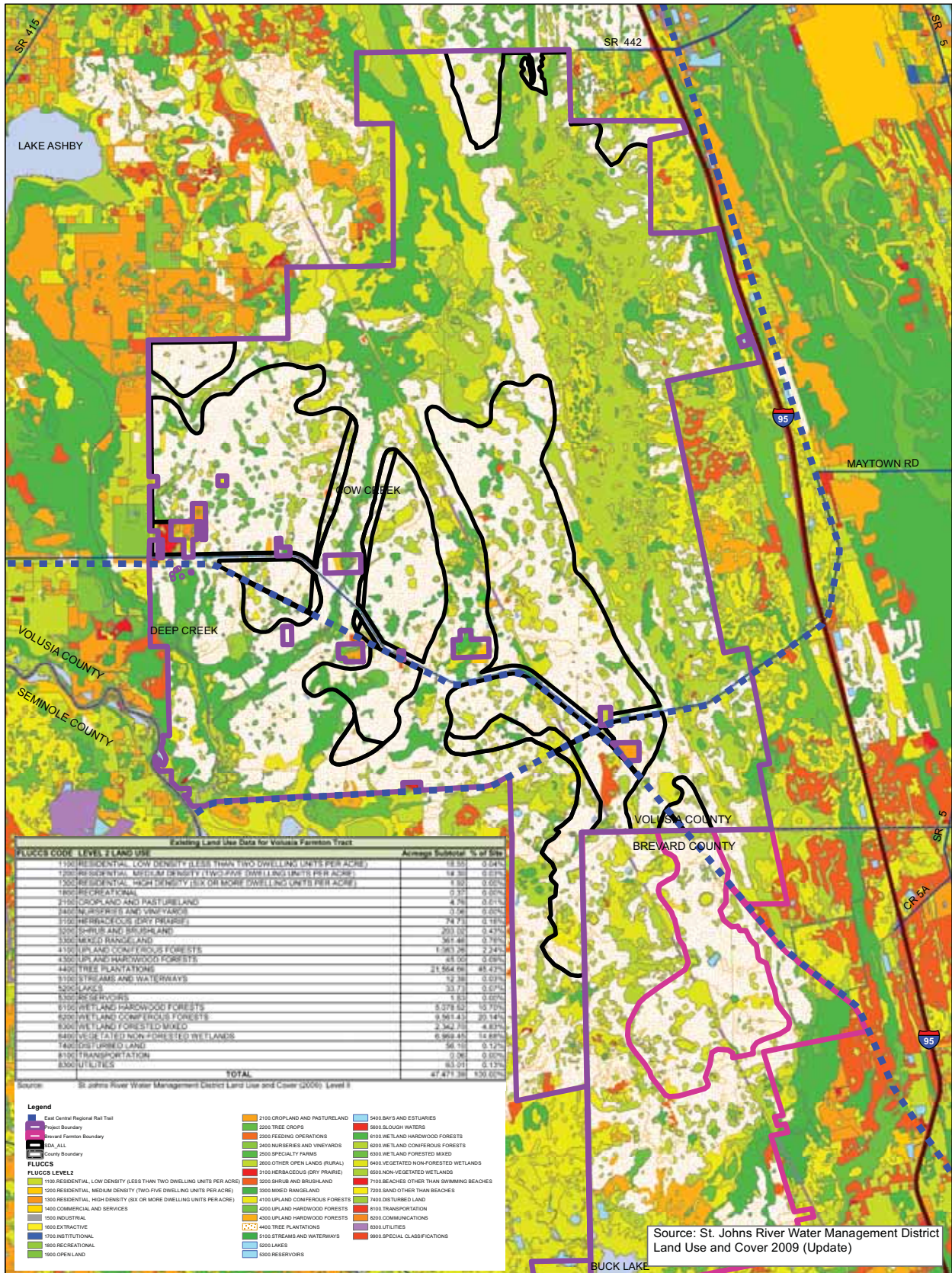
FARMTON
Master DRI

Lassiter Transportation Group, Inc.
Engineering and Planning



Master Development Plan
Soils by Hydrologic Group
Map E - 2

DEVO Engineering



Existing Land Use Data for Volusia Farmton Tract

FLUCCS CODE	LEVEL 2 LAND USE	Average	Subtotal	% of Site
1100	RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)	18.55	0.04%	
1200	RESIDENTIAL, MEDIUM DENSITY (TWO-TO-FIVE DWELLING UNITS PER ACRE)	18.30	0.03%	
1300	RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	1.80	0.00%	
1400	COMMERCIAL AND SERVICES	2.37	0.00%	
1500	INDUSTRIAL	4.74	0.01%	
2100	CROPLAND AND PASTURELAND	0.56	0.00%	
2200	TREE CROPS	74.73	0.18%	
2300	FEEDING OPERATIONS	203.00	0.43%	
2400	NURSERIES AND VINEYARDS	76.48	0.19%	
2500	SPECIALTY FARMS	1,065.28	2.24%	
3000	MIXED RANGELAND	48.00	0.09%	
3100	HERBACEOUS DRY PRAIRIE	21,564.96	45.43%	
3200	SHRUB AND BRUSHLAND	12.38	0.03%	
3300	MIXED RANGELAND	33.17	0.07%	
3400	UPLAND CONIFEROUS FORESTS	1.83	0.00%	
3500	UPLAND HARDWOOD FORESTS	5,078.62	10.70%	
4000	UPLAND CONIFEROUS FORESTS	9,167.45	19.14%	
4100	UPLAND HARDWOOD FORESTS	2,542.73	5.33%	
4200	WETLAND CONIFEROUS FORESTS	6,966.45	14.68%	
4300	WETLAND HARDWOOD FORESTS	56.10	0.12%	
4400	WETLAND MIXED	0.06	0.00%	
4500	WETLAND NON-FORESTED	863.01	1.81%	
5000	OPEN LAND	47,471.38	93.02%	
TOTAL				

Source: St. Johns River Water Management District Land Use and Cover (2009) Level 2

Legend

- East Central Regional Rail Trail
- Project Boundary
- County Boundary
- FLUCCS LEVELS
- FLUCCS CODES

FLUCCS LEVELS

- 1100 RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
- 1200 RESIDENTIAL, MEDIUM DENSITY (TWO-TO-FIVE DWELLING UNITS PER ACRE)
- 1300 RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
- 1400 COMMERCIAL AND SERVICES
- 1500 INDUSTRIAL
- 1600 EXTRACTIVE
- 1700 INSTITUTIONAL
- 1800 RECREATIONAL
- 1900 OPEN LAND

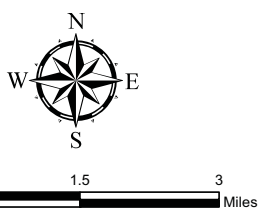
FLUCCS CODES

- 2100 CROPLAND AND PASTURELAND
- 2200 TREE CROPS
- 2300 FEEDING OPERATIONS
- 2400 NURSERIES AND VINEYARDS
- 2500 SPECIALTY FARMS
- 3000 OTHER OPEN LANDS (RURAL)
- 3100 HERBACEOUS DRY PRAIRIE
- 3200 SHRUB AND BRUSHLAND
- 3300 MIXED RANGELAND
- 3400 UPLAND CONIFEROUS FORESTS
- 3500 UPLAND HARDWOOD FORESTS
- 4000 UPLAND CONIFEROUS FORESTS
- 4100 UPLAND HARDWOOD FORESTS
- 4200 WETLAND CONIFEROUS FORESTS
- 4300 UPLAND HARDWOOD FORESTS
- 4400 TREE PLANTATIONS
- 4500 STREAMS AND WATERWAYS
- 5000 LAKES
- 5100 RESERVOIRS
- 5400 BAYS AND ESTUARIES
- 5600 SLOUGH WATERS
- 6100 WETLAND HARDWOOD FORESTS
- 6200 WETLAND CONIFEROUS FORESTS
- 6300 WETLAND FORESTED MIXED
- 6400 VEGETATED NON-FORESTED WETLANDS
- 6500 NON-VEGETATED WETLANDS
- 6600 SAND OTHER THAN BEACHES
- 6700 BEACHES OTHER THAN SWIMMING BEACHES
- 6800 DISTURBED LAND
- 6900 TRANSPORTATION
- 6905 COMMUNICATIONS
- 8000 UTILITIES
- 8900 SPECIAL CLASSIFICATIONS

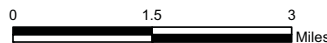
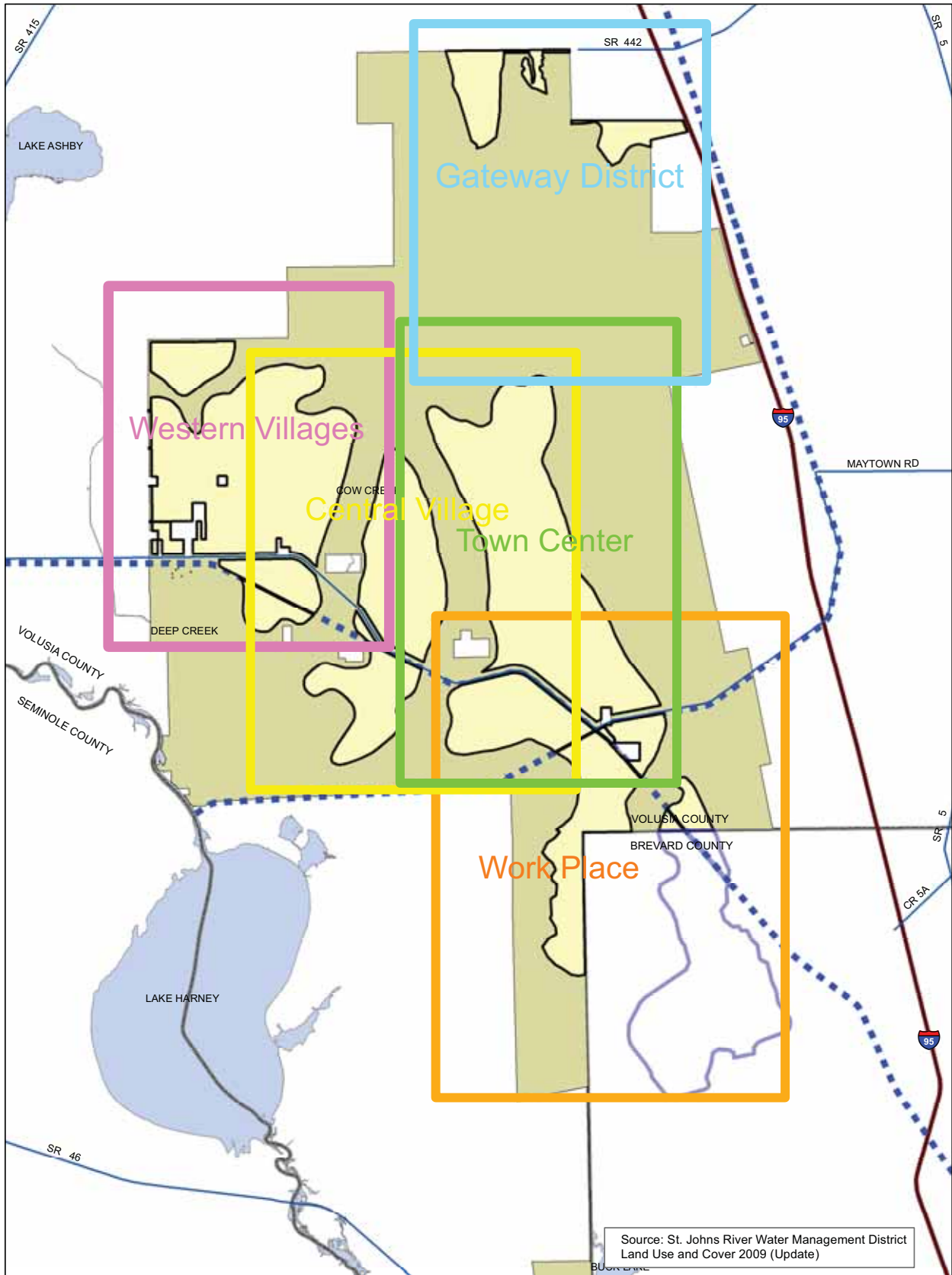
Source: St. Johns River Water Management District Land Use and Cover 2009 (Update)

FARMTON
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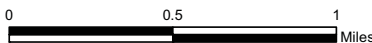
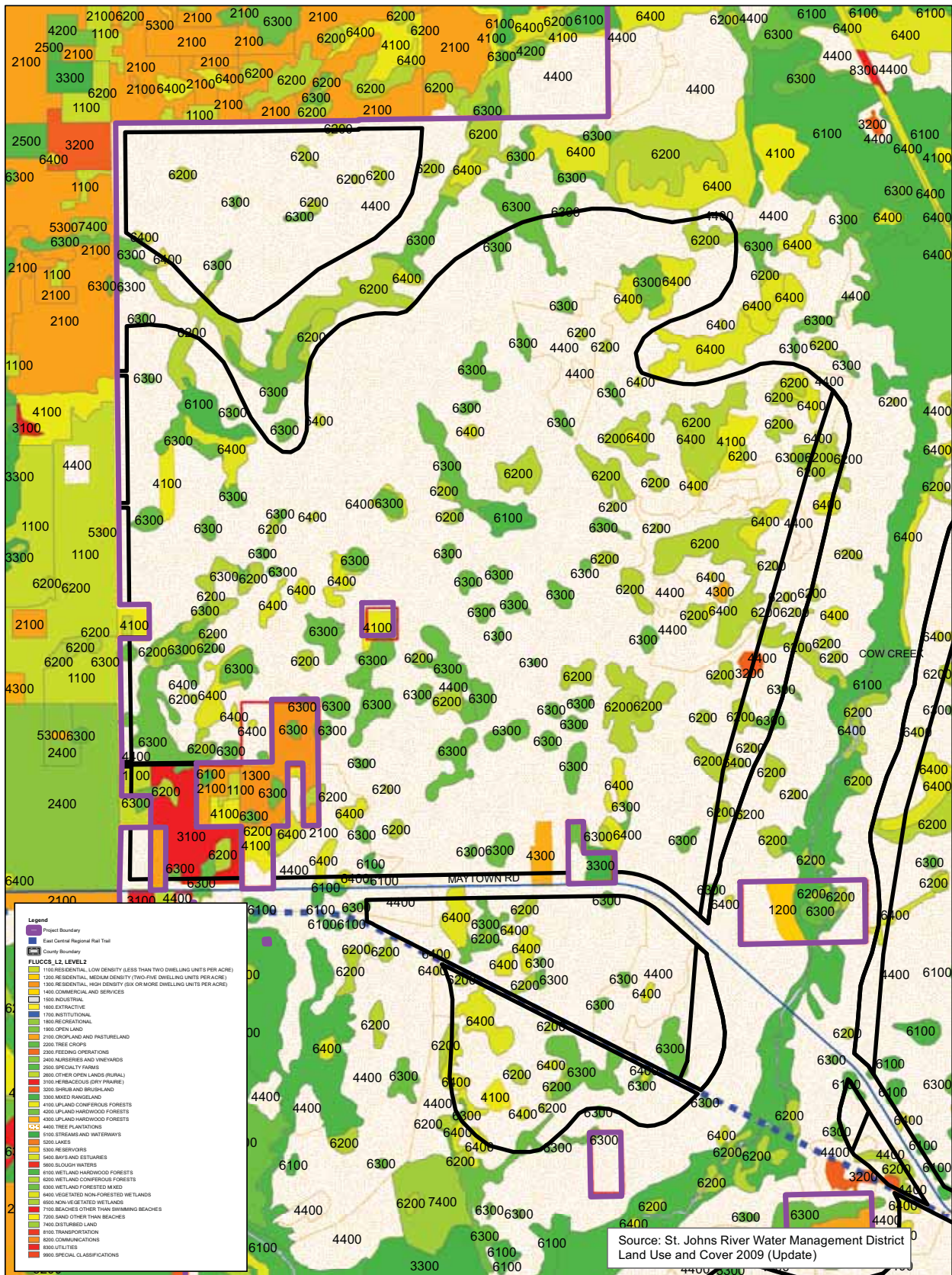
Lassiter Transportation Group, Inc.
Engineering and Planning



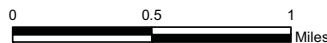
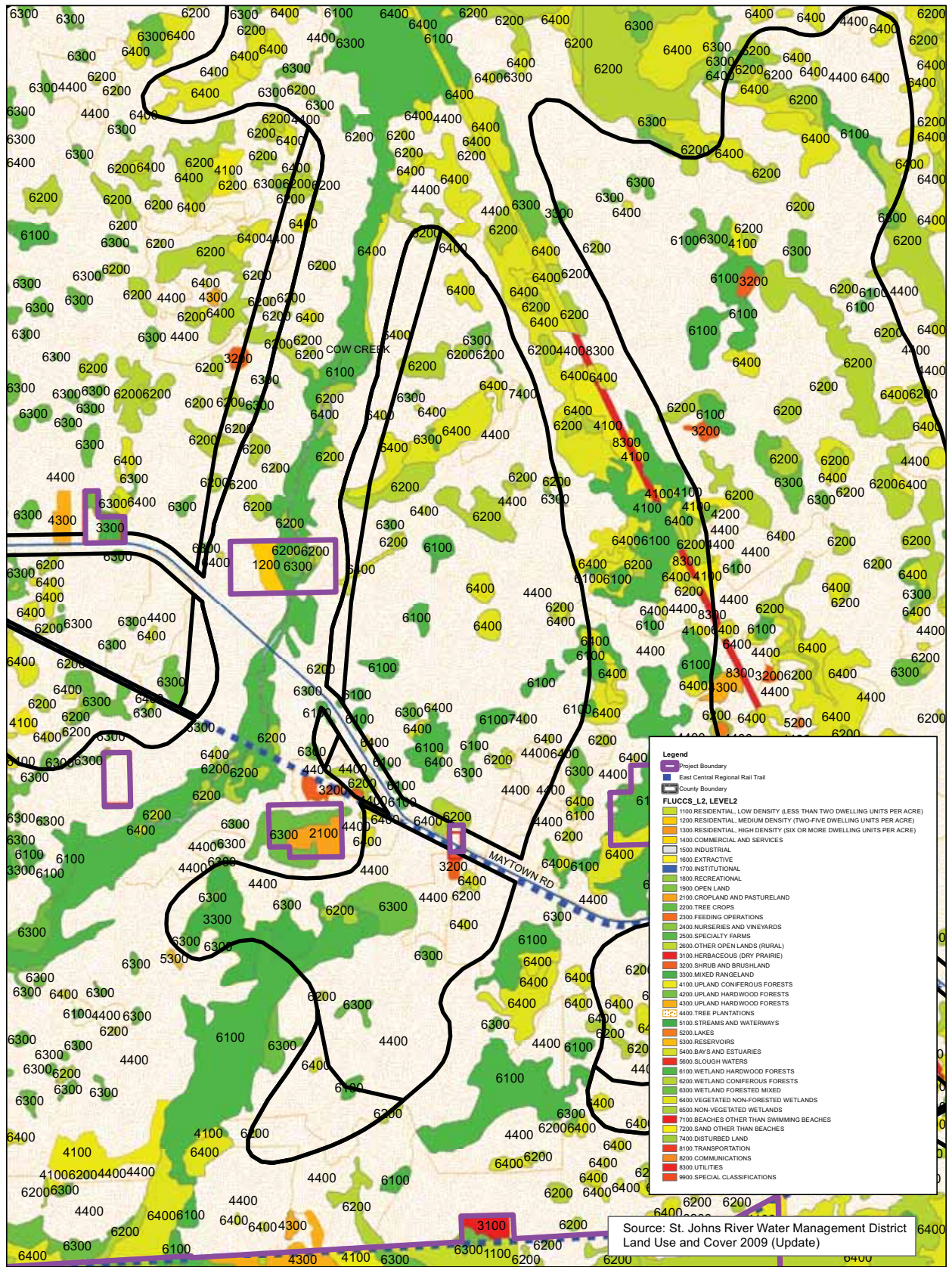
Master Development Plan
Existing Land Use
Map F-1

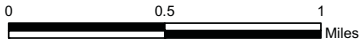
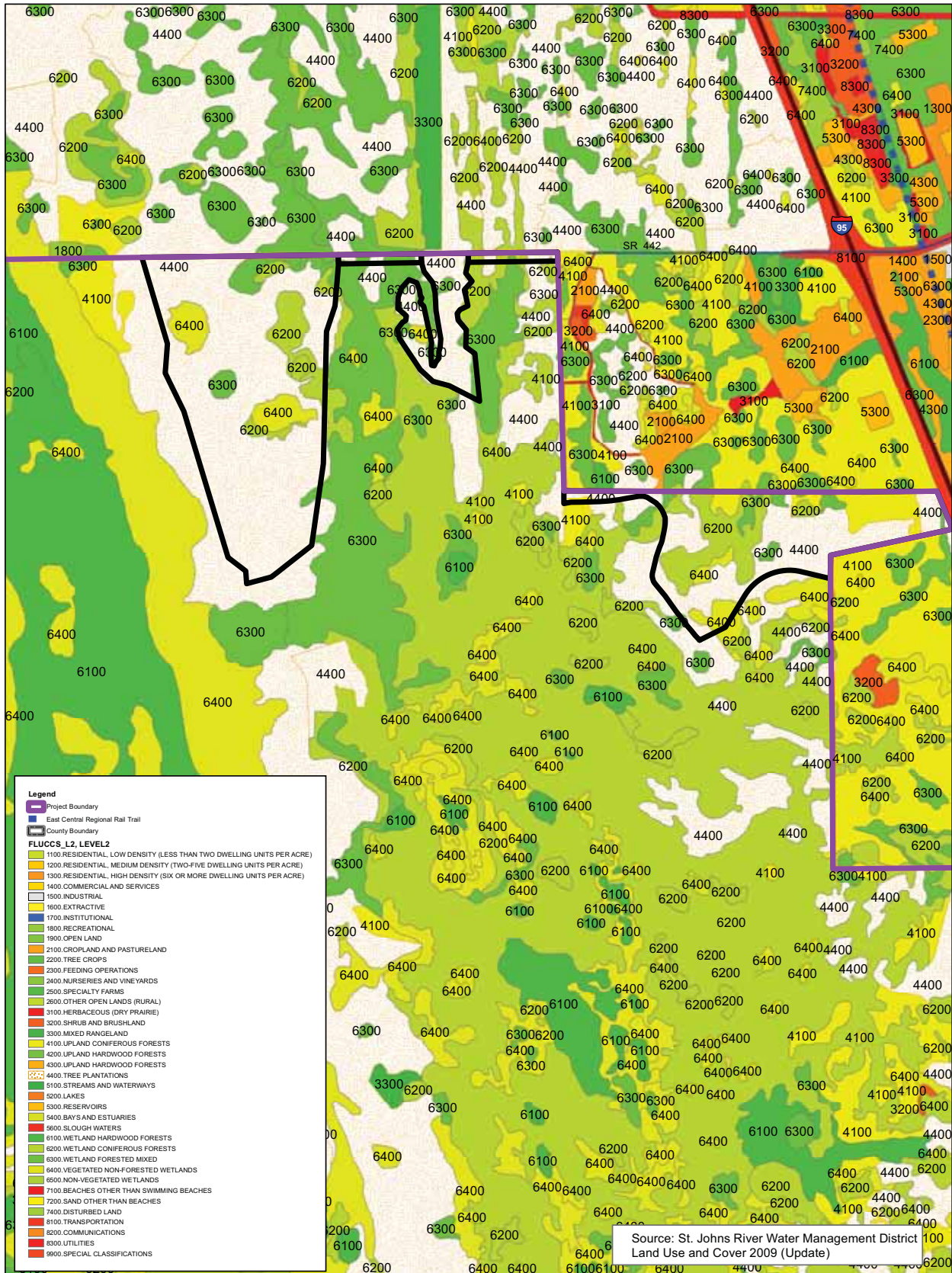


Master Development Plan
Existing Land Use and Wetlands
Key Map
Map F-2

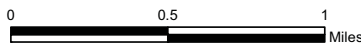
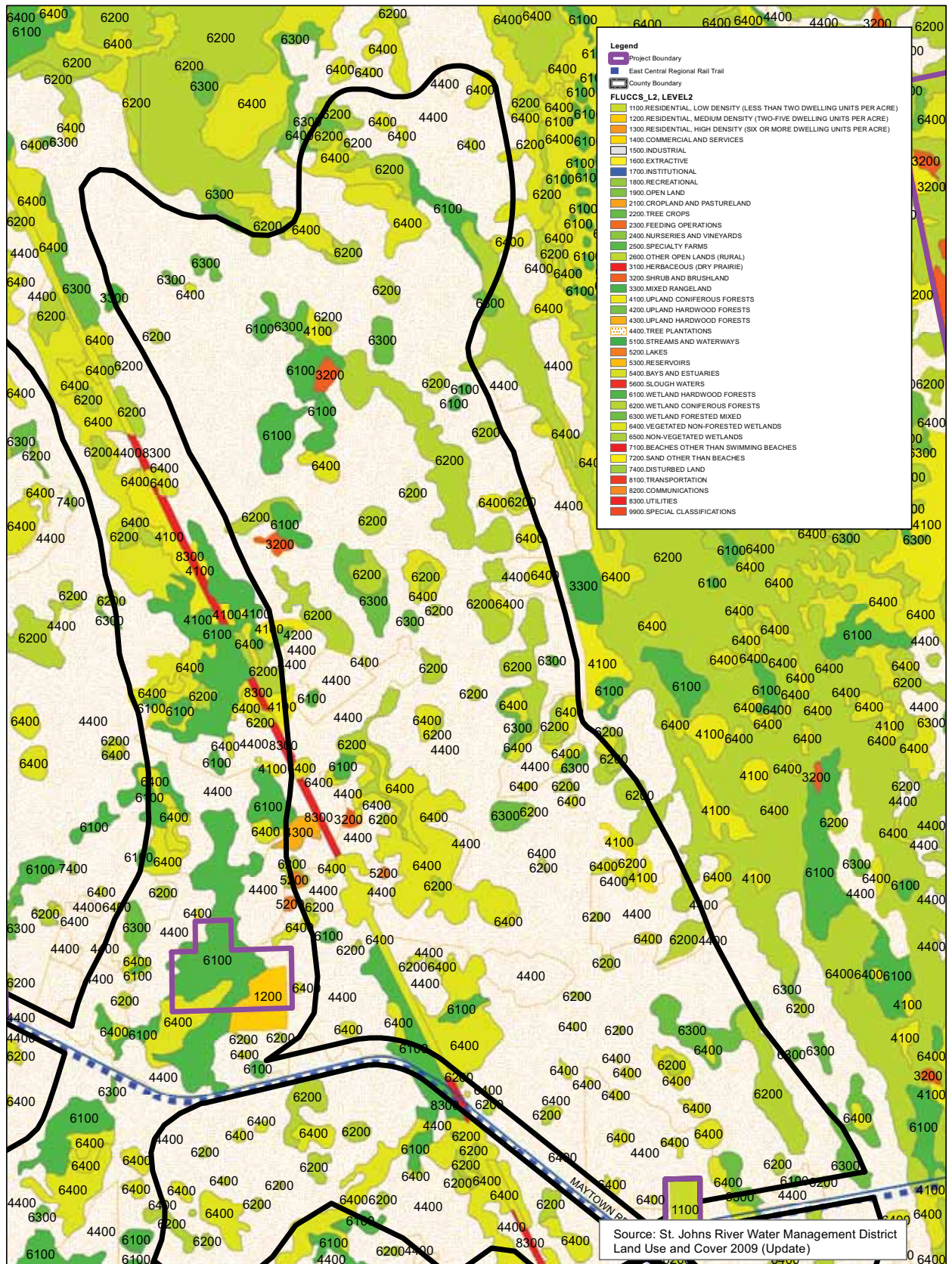


**Master Development Plan
Western Villages
Map F-3**

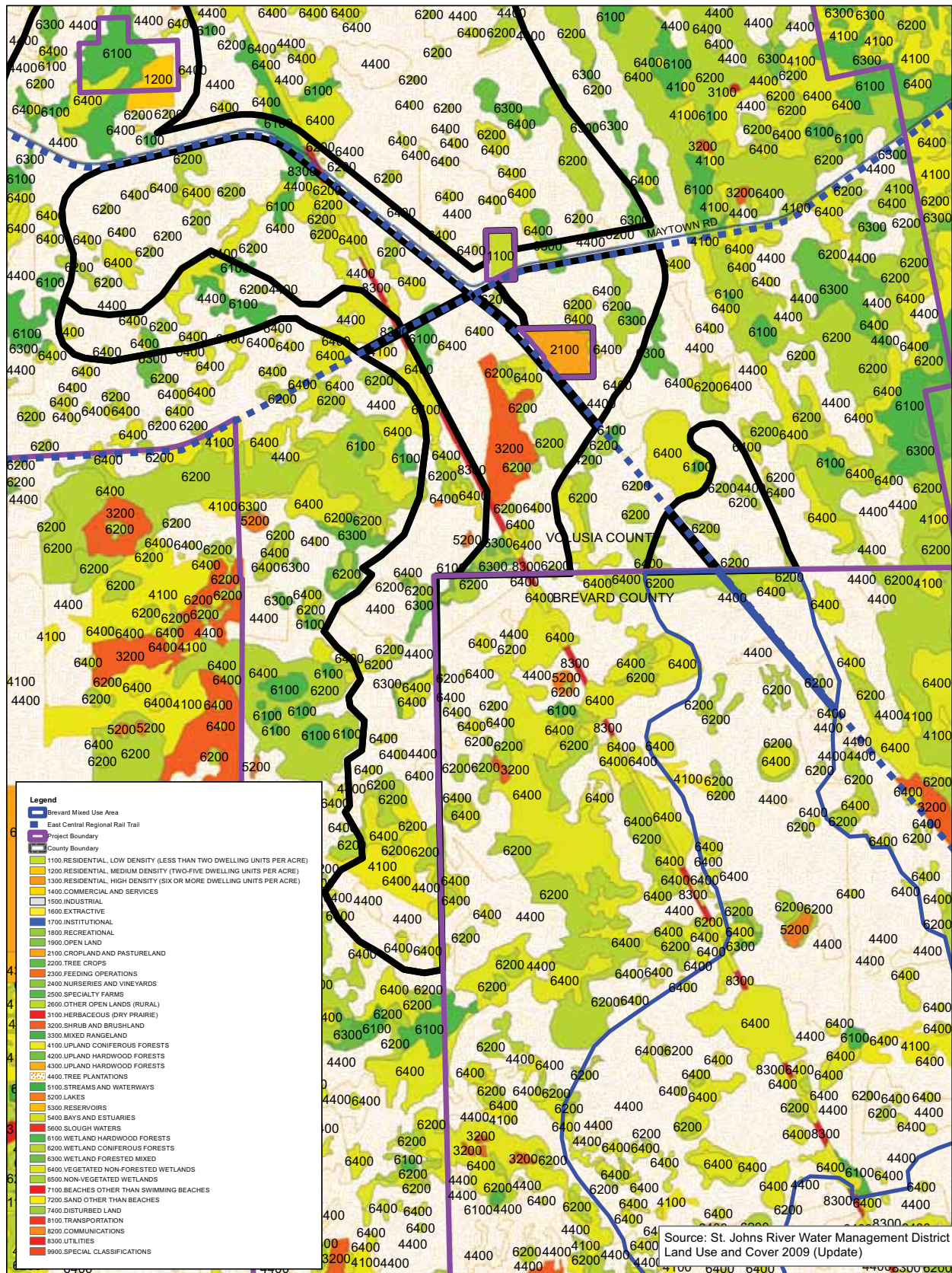




**Master Development Plan
Gateway District
Map F-5**

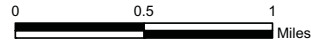


**Master Development Plan
Town Center
Map F-6**



FARMTON
Master DRI

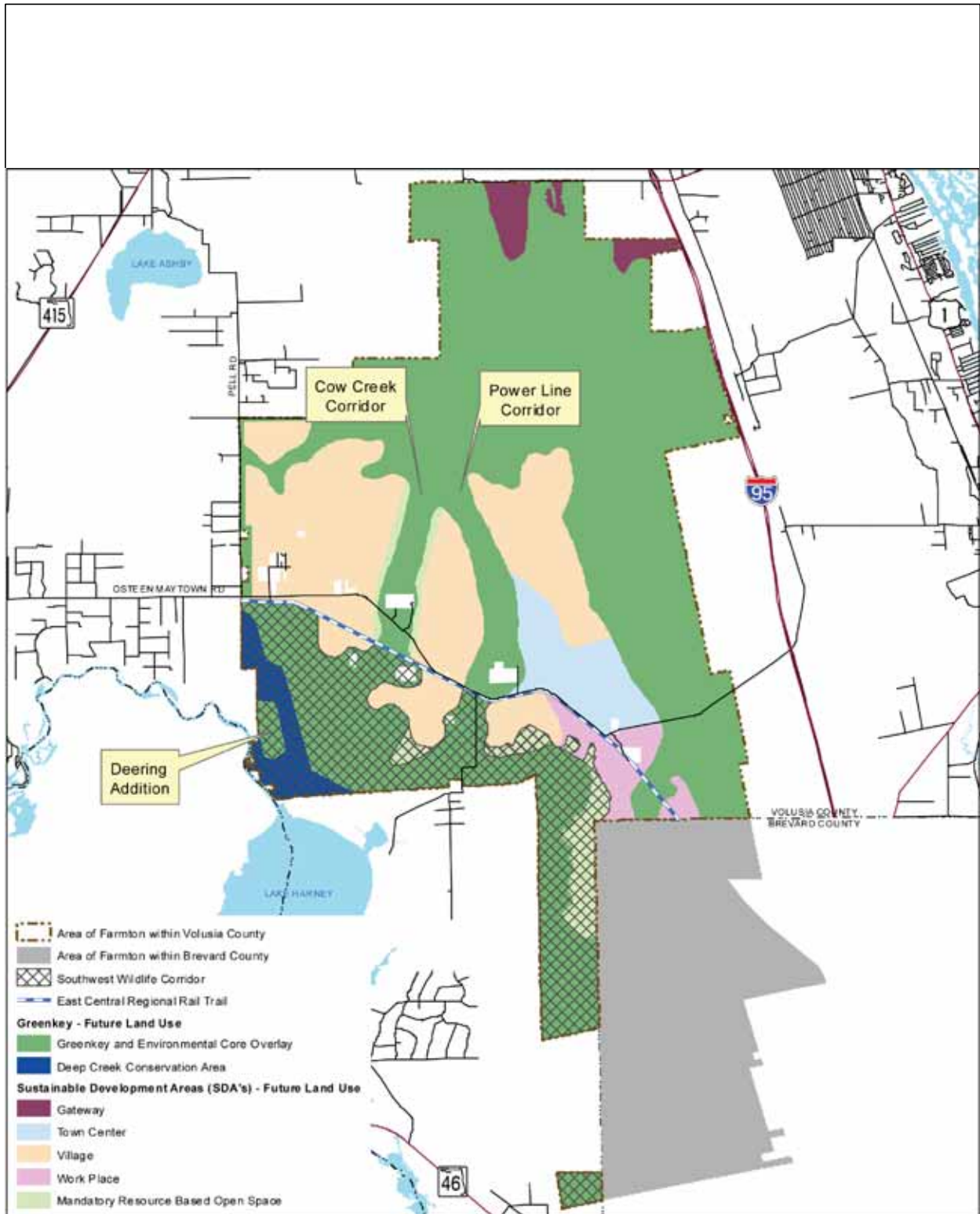
Lassiter Transportation Group, Inc.
Engineering and Planning



Master Development Plan
Work Place
Map F-7



MAP G – DELETED FOR AMDA

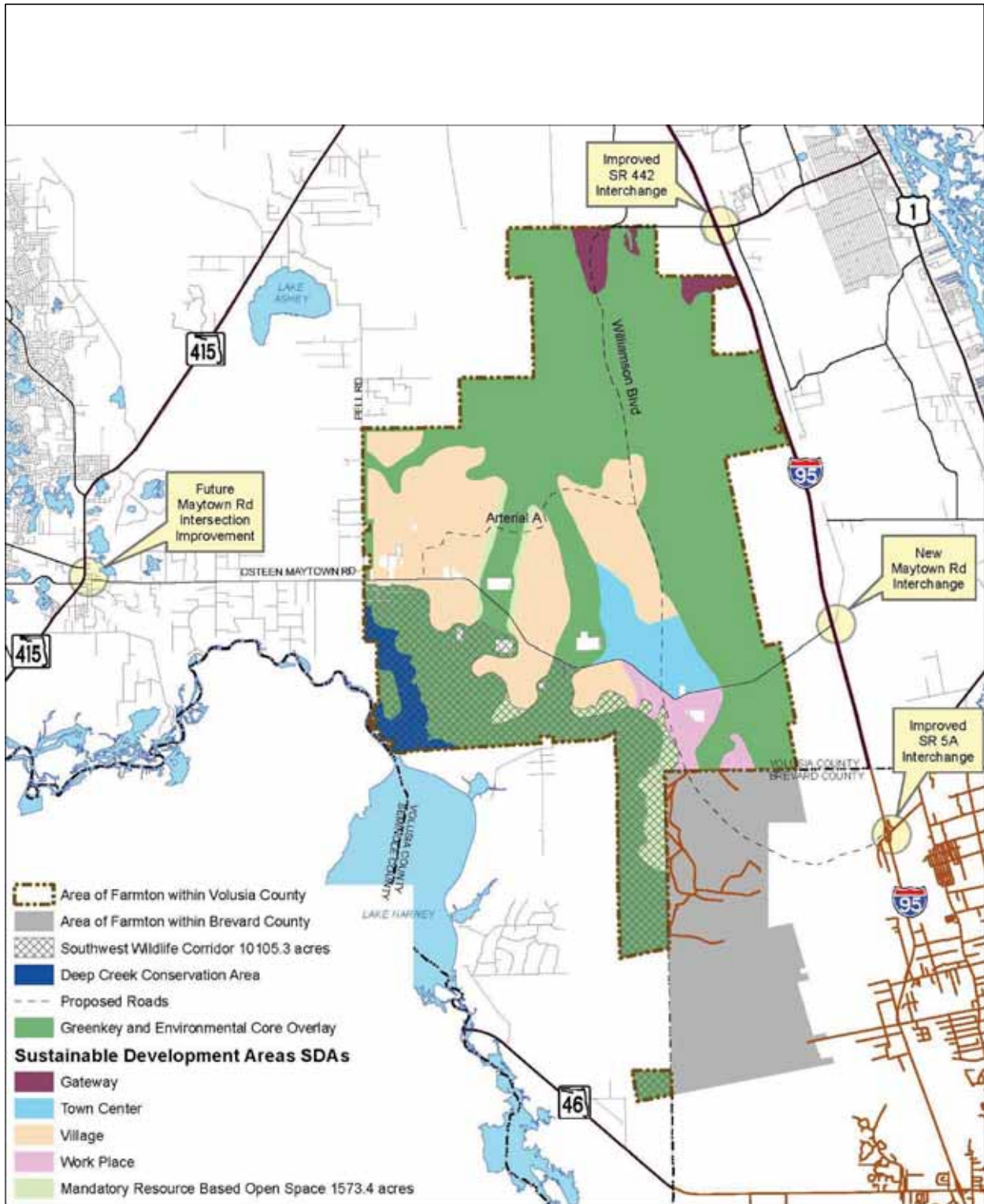


Source: Volusia County Growth and Resource Management Department



NOT TO SCALE

**Master Development Plan
Map H**

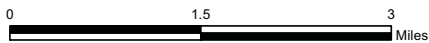
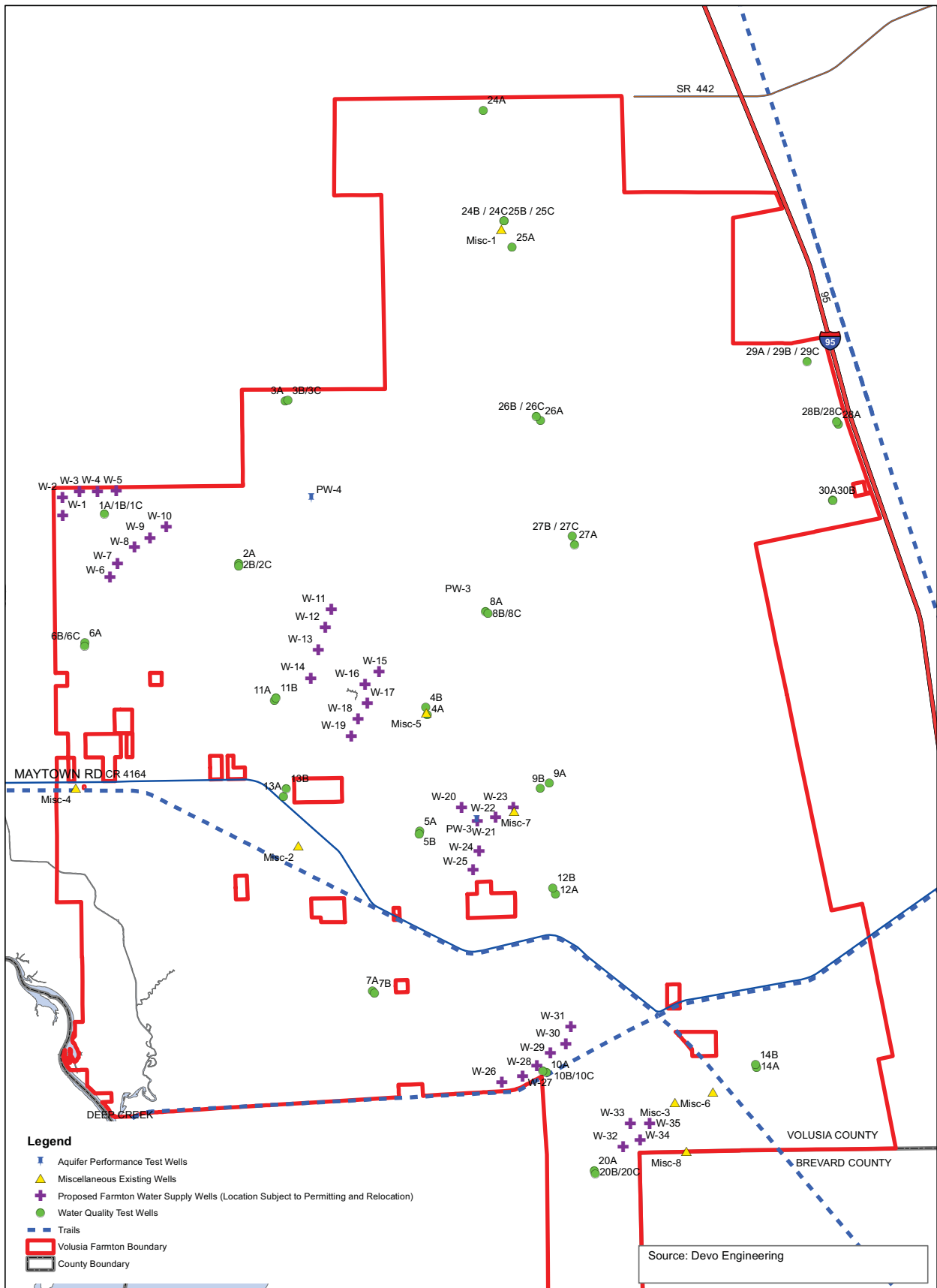


Source: Volusia County Growth and Resource Management Department



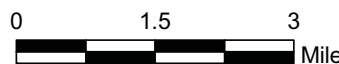
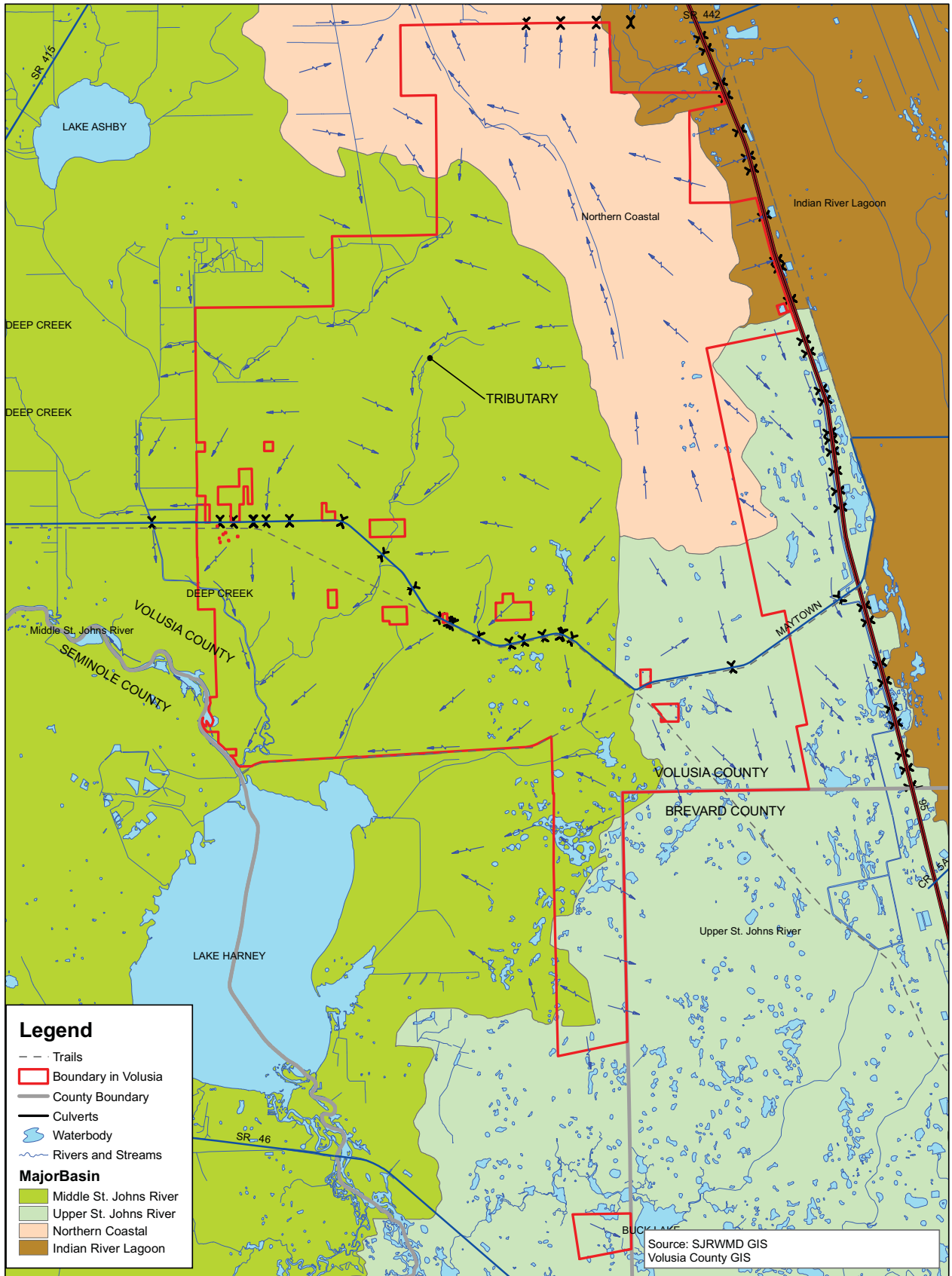
**Master Development Plan
Map H-1
Spine Transportation Network**

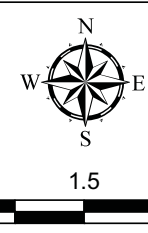
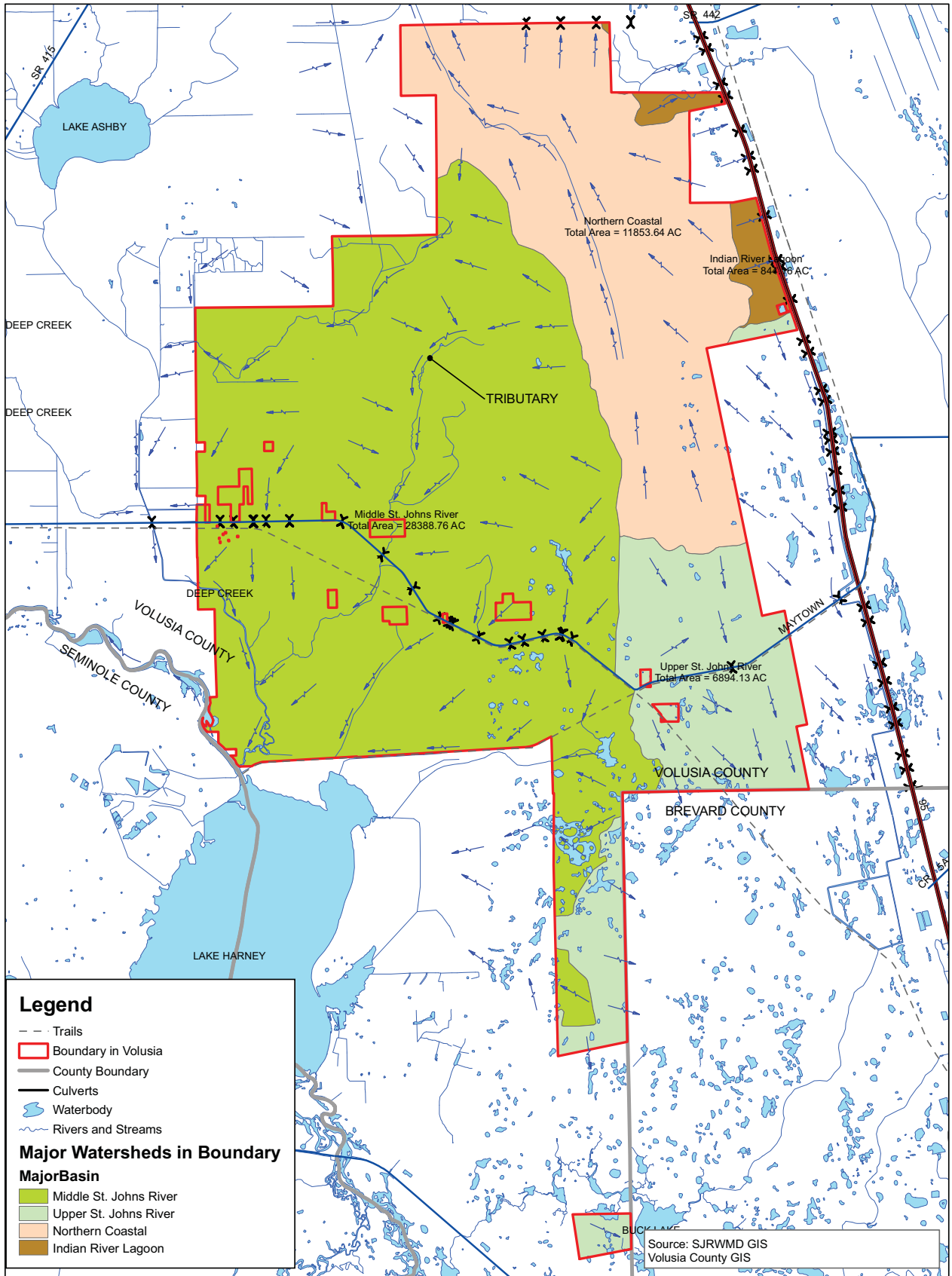




**Master Development Plan
Volusia Farmton Wellhead Map
Map H-2**

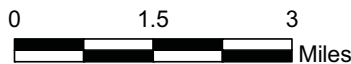
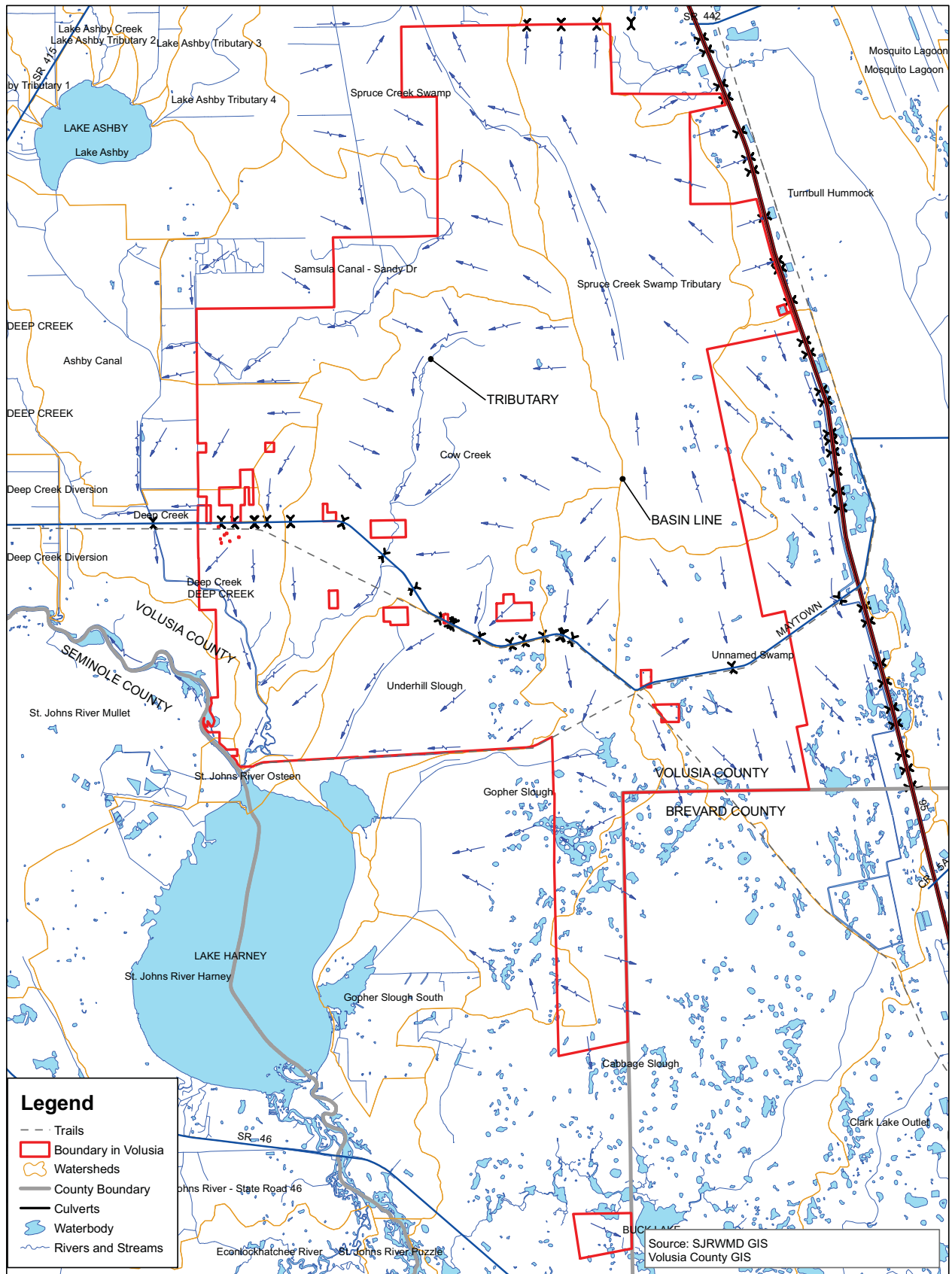






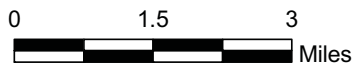
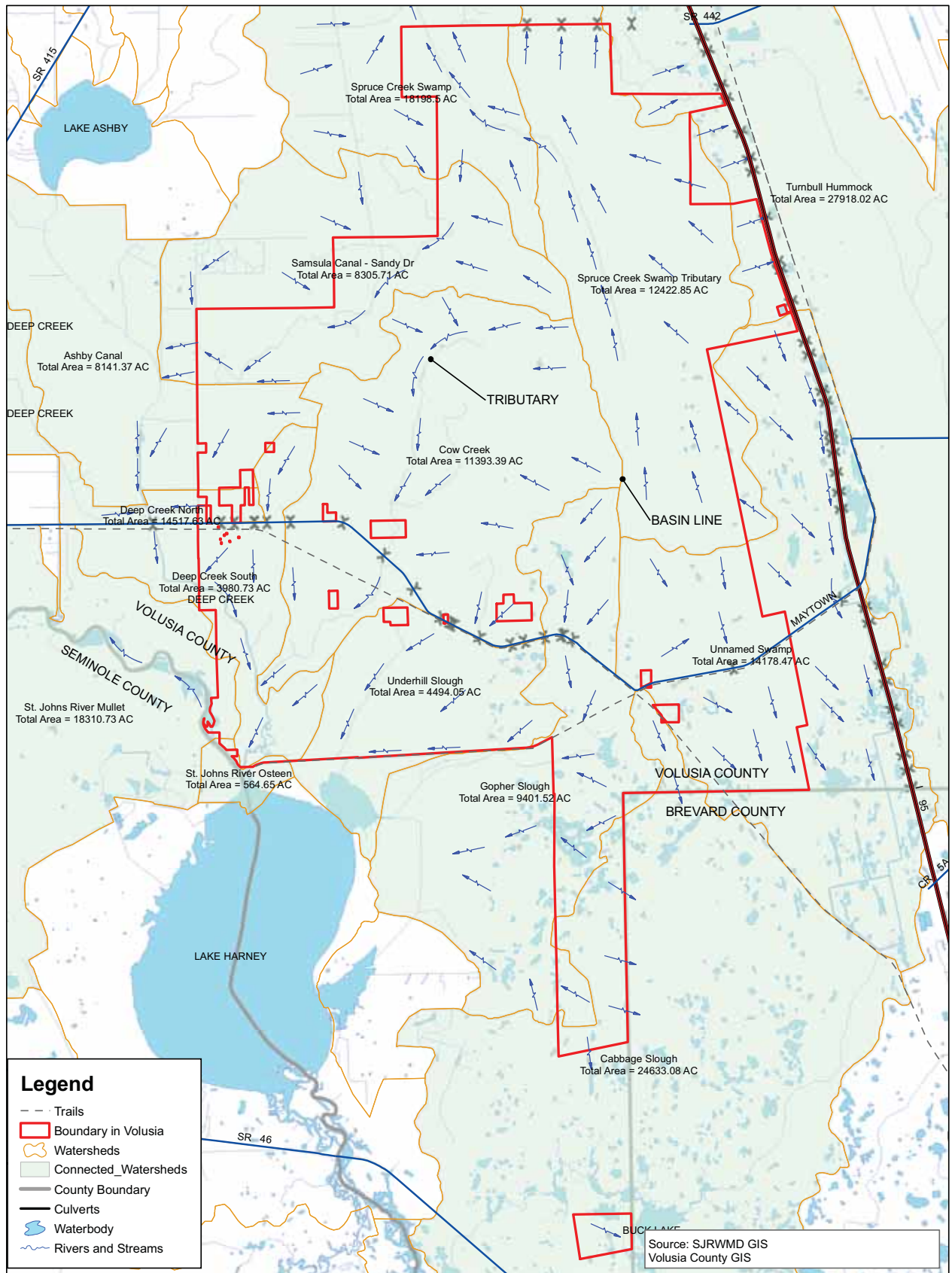
**Master Development Plan
Major Drainage Basins
Areas within Boundary
Map I-2**

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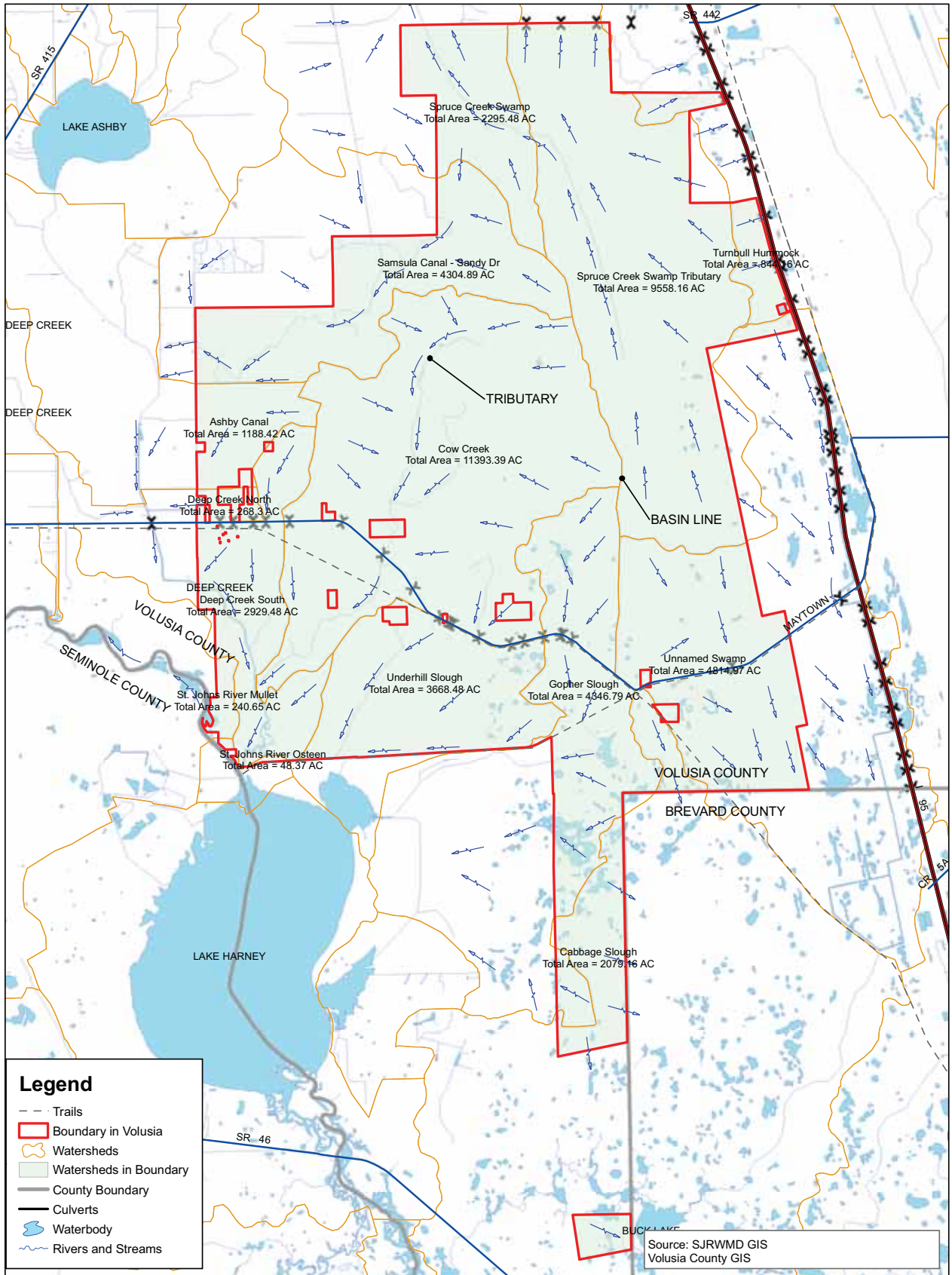
**Master Development Plan
Minor Drainage Basins
Flow Patterns
Map I-3**





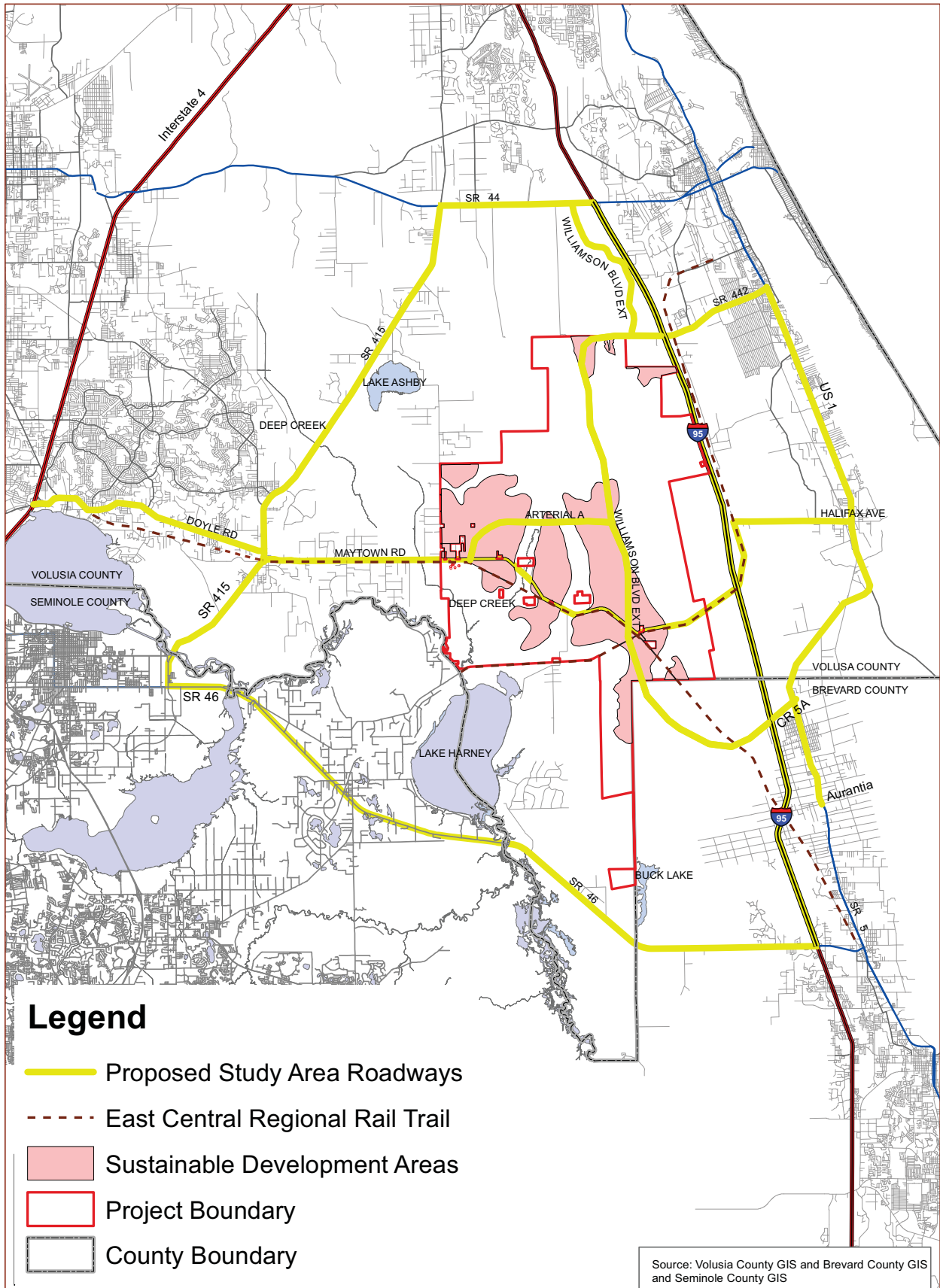
**Master Development Plan
Minor Drainage Basins
Connected Areas
Map I-4**










**Master Development Plan
Minor Drainage Basins
Areas within Boundary
Map I-5**

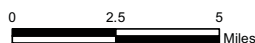




Legend

-  Proposed Study Area Roadways
-  East Central Regional Rail Trail
-  Sustainable Development Areas
-  Project Boundary
-  County Boundary

Source: Volusia County GIS and Brevard County GIS and Seminole County GIS



Master Development Plan Map J Transportation



10 QUESTION - GENERAL PROJECT DESCRIPTION

PART I.

Part 1 Specific Project Description

Question 10.A Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

The Farmton Tract consists of approximately 47,000 acres in Volusia County generally located south of SR 442, north of the Brevard County line and between Interstate 95 and the St. Johns River. Farmton has been owned by Miami Corporation since. Farmton is contiguous to the City of Edgewater near the I-95\ SR 442 Interchange and includes the confluence of Deep Creek and the St. Johns River. The tract is traversed by Maytown Road which runs east-west from I-95 to Osteen and by the East Central Regional Rail Trail which parallels Maytown Road to the Maytown Spur and then continues southeast into Brevard County. (Map A, Question 9)

The Master DRI property in Volusia County is currently owned by Miami Corporation.

10.A.1. Farmton Local Plan.

In 2009, Miami Corporation filed an application with Volusia County for a large scale comprehensive plan amendment known as the Farmton Local Plan (FLP). The Volusia County Council adopted its version of the Farmton Local Plan by Ordinance 2009-34 on February 18, 2010, which was revised to accommodate a Settlement Stipulation through a Remedial Amendment adopted as Ordinance 2011-10 on April 7, 2011. The Remedial Amendment was held in compliance by the Florida Department of Community Affairs but subsequently was challenged. On January 24, 2012, an Administrative Law Judge issued a proposed final order finding the Farmton Local Plan for Volusia County to be in compliance. The Executive Director of the Department of Economic Opportunity (successor agency to DCA) issued a Final Order on March 29, 2012, which establishes that as the effective date of the FLP.

The Farmton Local Plan for Volusia County applies to approximately 47,000 acres owned by Miami Corporation in Volusia. The Plan established two land uses: Sustainable Development Areas (SDA) and GreenKey.

10.A.1.1 Greenkey and Resource-based Open Space

The areas not designated as GreenKey are designated as Sustainable Development Areas (SDA) and consist of approximately 15,000 acres, and are the areas within the FLP designated for future development. Per FLP Policy FG 2.4, at least 25% of the SDA shall be designated as Resource Based Open Space (RBOS) to protect and enhance environmental systems, provide for passive recreational use and water resource development. “[RBOS] shall have a public access plan for nature trails, boardwalks, conservation education programs, and passive recreational use where appropriate and shall be consistent with the conservation management plan.” FLP Policy FG 2.12 lists a number of authorized uses including bicycle, pedestrian, and equestrian trails and related support facilities, utility easements



and lines, solar energy facilities, environmental education facilities, and water resource development or alternative water supply. The RBOS areas will be designated when applications for incremental development approvals are submitted for review. Also within the SDAs are lands designated as Mandatory Resource Based Open Space (MRBOS). These MRBOS areas were identified on the Future Land Use Map of FLP as Figure 1-12N (Map H, Question 9 of the AMDA). MRBOS areas are different from RBOS because their location has already been designated, they are subject to public access prohibitions, and are subject to the Black Bear Management Plan, and to the adopted Conservation Management Plan.

GreenKey lands consist of approximately 31,876 acres designated as high quality environmental resource lands. These areas are also designated Environmental Core Overlay (ECO) lands and “shall be managed for natural resource protection and preservation of interconnected regional wildlife corridors” (FLP FG 2.3). FLP Policy FG 1.3 requires that at least sixty-seven percent of the total area be designated as the GreenKey Land Use. The approximately 19,000 acre Farmton Mitigation Bank (FMB) in Volusia County is within GreenKey.

The designation of GreenKey lands was supported by extensive data and analysis designed to identify and protect the most significant natural resources. The plan was based upon an Ecological Evaluation Report and excerpted Ecological Evaluation Methods Report dated July 2009, and Supplemental Data and Analysis dated February 2010 with relevant portions of those reports incorporated into this plan. The plan was also the first large scale planning effort to be Peer Reviewed based on GIS data from the Critical Lands and Waters Identification Project of the Florida Fish and Wildlife Conservation Commission. As a result, the FLP identifies special areas with exceptional natural resources including Deep Creek Conservation Area and Southwest Wildlife Corridor. Figure 10-1 depicts GreenKey, Farmton Mitigation Bank and Special Use Areas under FLP.

Table 10-1 shows approximate acreages of SDA and GreenKey lands with special attention to lands designated now and in the future for conservation.

Table 10- 1
Future Land Use
Farmton AMDA

	Approximate acreage based on GIS
Sustainable Development Areas (SDA)	15,000
<ul style="list-style-type: none"> • Resource Based Open Space (RBOS) 	at least 3,750
<ul style="list-style-type: none"> • Mandatory Resource Based Open Space (MRBOS) 	1,572
GreenKey	31,876
Farmton Mitigation Bank	19,102
Non FMB GreenKey	12,774



10.A.1.2 Sustainable Development Areas

The SDA designation defines the areas within the Farmton Local Plan designated on the Future Land Use Map for future development. Within the SDA are four land use districts which define the uses, densities, and intensities planned for each district:

10.A.1.2.1 Gateway District

The Gateway district is a distinct geographic area of approximately 821 acres at the northern end of the Farmton Local Plan near SR 442 and I-95. It is separated from the other lands to the south by significant wildlife corridors and ECO lands and will be planned to connect to the other SDA districts via a 200-foot-wide transportation corridor. The district is designed to be mixed use allowing residential, retail, office, hotel, employment and business parks, and institutional uses which would be appropriate near a major interstate interchange. A full range of residential uses including single family, townhouse, and multi-family are permitted in order to provide diversity of housing types and price points, promote walkability, and encourage more compact development. The Gateway District is located in the City of Edgewater's utility service area.

10.A.1.2.2 Work Place District

The Work Place district is intended to provide and promote employment centers as well as provide work force housing in close proximity. The Work Place district consists of approximately 1,351 acres in Volusia County. Permitted uses include office, warehousing, light manufacturing, research and development, retail, multi-family, hotel, recreational, and institutional uses and may include educational facilities.

10.A.1.2.3 Town Center District

The Town Center district is intended to be the social, economic, and educational hub of the Farmton Local Plan. The Town Center district includes approximately 1,909 acres. The Town Center district shall abut the Work Place district. Permitted uses include office, retail, single family and multi-family residential, hotel, educational facilities, medical facilities, religious facilities, active and passive recreational facilities.

10.A.1.2.4 Villages District

Approved uses within a village include single and multi-family residential, office, retail, institutional, open space, bed and breakfast. Non-residential uses are limited to the village center.

10.A.2 Maximum Development Program

10.A.2.1 Gateway District

The adopted Farmton Local Plan transferred all density and intensity development rights of the Farmton Tract under the previous future land use designations to the Gateway District through the year 2025. Therefore, the only Sustainable Development Area permitted to development prior to 2026 is the Gateway District. Residential development shall not exceed 4,692 dwelling units in the Gateway District, and it further restricted to 2,287 dwelling units until such time as the Volusia County School District has issued a finding of adequate school capacity. Non-residential development shall not exceed 820,217 square feet in the Gateway District. Any unused density or intensity after 2025 may be transferred from the Gateway District to other sustainable development areas upon application and approval as set forth in the Farmton Local Plan.



10.A.2.2 Total Buildout Program

The entire development program for all the sustainable development areas (including the Gateway District) shall not exceed 23,100 dwelling units and 4.7 million square feet of non-residential uses, excluding educational facilities and other institutional uses.

Question 10.B Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level II of The Florida Land Use and Cover Classification System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the pre-application conference.

Table 10- 2A

**Existing Land Use Data for Volusia Farmton Tract
Farmton AMDA**

Existing Land Use Data for Volusia Farmton Tract				
FLUCCS CODE	LEVEL 2 LAND USE	Acreage	Subtotal ACRES	% of Site
1100	RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)	18.55	1.099	0.04%
1200	RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)	14.30	13.953	0.03%
1300	RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	1.92	1.920	0.00%
2100	CROPLAND AND PASTURELAND	4.76	0.356	0.01%
2400	NURSERIES AND VINEYARDS	0.06	0.064	0.00%
3100	HERBACEOUS (DRY PRAIRIE)	74.73	1.166	0.16%
3200	SHRUB AND BRUSHLAND	203.02	8.983	0.43%
3300	MIXED RANGELAND	361.46	14.594	0.76%
4100	UPLAND CONIFEROUS FORESTS	1,063.26	0.119	2.24%
4300	UPLAND HARDWOOD FORESTS	45.00	2.743	0.09%
5100	STREAMS AND WATERWAYS	12.38	12.345	0.03%
5200	LAKES	33.73	2.955	0.07%
5300	RESERVOIRS	1.83	1.829	0.00%
6100	WETLAND HARDWOOD FORESTS	5,078.62	1.193	10.70%
6200	WETLAND CONIFEROUS FORESTS	9,561.43	3.986	20.14%
6300	WETLAND FORESTED MIXED	2,342.70	4.639	4.93%
6400	VEGETATED NON-FORESTED WETLANDS	6,969.45	2.608	14.68%
7400	DISTURBED LAND	56.10	0.957	0.12%
8100	TRANSPORTATION	0.06	0.063	0.00%
8300	UTILITIES	63.01	3.511	0.13%
TOTAL		47,471.39		100.00%



Table 10-2B

Existing Land Use Data for Volusia Farmton Sustainable Development Areas

Farmton AMDA

Existing Land Use Data for Volusia Farmton Sustainable Development Areas			
CODE	NAME	ACREAGE	%
1100	RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)	5.88	0.04%
1300	RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	1.92	0.01%
2100	CROPLAND AND PASTURELAND	2.15	0.01%
3100	HERBACEOUS (DRY PRAIRIE)	53.50	0.35%
3200	SHRUB AND BRUSHLAND	152.64	1.01%
3300	MIXED RANGELAND	70.70	0.47%
4100	UPLAND CONIFEROUS FORESTS	171.10	1.13%
4300	UPLAND HARDWOOD FORESTS	25.11	0.17%
4400	TREE PLANTATIONS	10,954.30	72.58%
5200	LAKES	5.96	0.04%
6200	WETLAND CONIFEROUS FORESTS	1,648.79	10.92%
6300	WETLAND FORESTED MIXED	748.98	4.96%
6400	VEGETATED NON-FORESTED WETLANDS	1,217.46	8.07%
7400	DISTURBED LAND	2.43	0.02%
8100	TRANSPORTATION	0.06	0.00%
8300	UTILITIES	32.21	0.21%
TOTAL		15,093.20	100.00%

Source: St Johns River Water Management District Land Use and Cover (2009) Level II



Table 10-2C

Existing Land Use Data for Volusia Farmton GreenKey Lands

Farmton AMDA

Existing Land Use Data for Volusia Farmton GreenKey Lands		
FLUCCS CODE	LEVEL 2 LAND USE	Acreage
1100	RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)	12.67
1200	RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)	14.30
1300	RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	0.00
1800	RECREATIONAL	0.37
2100	CROPLAND AND PASTURELAND	2.61
2400	NURSERIES AND VINEYARDS	0.06
3100	HERBACEOUS (DRY PRAIRIE)	21.23
3200	SHRUB AND BRUSHLAND	50.39
3300	MIXED RANGELAND	290.76
4100	UPLAND CONIFEROUS FORESTS	892.16
4300	UPLAND HARDWOOD FORESTS	19.89
4400	TREE PLANTATIONS	10,610.36
5100	STREAMS AND WATERWAYS	12.38
5200	LAKES	27.77
5300	RESERVOIRS	1.83
6100	WETLAND HARDWOOD FORESTS	5,078.62
6200	WETLAND CONIFEROUS FORESTS	7,912.65
6300	WETLAND FORESTED MIXED	1,593.72
6400	VEGETATED NON-FORESTED WETLANDS	5,751.99
7400	DISTURBED LAND	53.66
8100	TRANSPORTATION	0.00
8300	UTILITIES	30.80
	TOTAL	32,378.20

Source: St Johns River Water Management District Land Use and Cover (2009) Level II

Table 10-3

Farmton Master DRI Planning Horizons

Farmton AMDA

Uses	2017-2025	2026-2060	Total
Residential Units	4,692 ²	18,408	23,100
Non-Residential Square Feet ¹	820,217	3,879,783	4,700,000

Notes:

¹Excludes educational and institutional uses

²Limited to 2,287 dwelling units without a finding of adequate school capacity



Question 10.C. Previous and Existing Uses on the Site -- Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.

The Farmton area of Volusia County was opened up with the construction of the first railroad line in East Central Florida in 1885. The railroad connected steamboat landings along the St. Johns River at Enterprise with the Indian River Lagoon at Titusville and New Smyrna Beach in order to open agricultural products to market. Along the railroad lines were the small towns of Maytown, Farmton, Pennichaw and Kalamazoo. During the late 19th Century this area saw harvesting of old growth pine and cypress as well as land clearing for row crops, citrus, and pineapple. Early land uses included cattle production, naval stores, and vegetable crops.

10.C.1 Farmton Timber

The Farmton Tract has been owned by Miami Corporation since 1925 and managed primarily as a tree farm. Initially, the primary uses of the land were for turpentine and cattle grazing. This was followed by harvesting for cross ties and saw timber.

In 1947, the Hudson Pulp and Paper mill opened in Palatka which changed much of the forest products market in North Florida. The Palatka mill together with other new mills in the Jacksonville area began to shape the timber markets in Florida. After that, pine was primarily grown for pulp rather than as saw timber. Subsequently, Miami Corporation obtained Tree Farm Certification and began managing the tract for sustainable silviculture. Improvements were made including timber roads, fire lines, and fences to better manage the resource. Initial tree planting was completed on the tract in the early 1960's and by the mid-1970's; the first timber contract was sold marking the beginning of a sustainable timber business.

Forestry practices on Farmton have been certified under the American Tree Farm Program since 1962. Outside the Farmton Mitigation Bank which has its own Forestry Stewardship Plan, silviculture operations comply with the 2010-2015 Standards of Sustainability for Forest Certification established by the American Forest Foundation. One of the conditions of Tree Farm Certification is that forestry practices meet or exceed state BMPs. To that end, Farmton abides with standards set forth in the 2011 Silviculture Best Management Practices Manual as approved by the Florida Department of Agriculture and Consumer Services.

10.C.2 Hunting

Over the decades, the Farmton Tract has been actively hunted. Between the 1950s through 2000, the Farmton Tract was under lease to the Florida Game and Fresh Water Fish Commission (later Florida Fish and Wildlife Conservation Commission (FWCC)) as a Wildlife Management Area (WMA). The area was under significant hunting pressure as a public hunting area.

In 2000, the property was leased to hunt clubs with restricted territory and memberships. This includes Miami Tract Hunt Club with 261 members, Rock Island Law Camp with 20 members and Hart Tract Hunt Club with 3 members. The clubs employ Quality Deer Management techniques and oversee various management responsibilities on the property such as security. The club reduces public access, eliminates poaching and trespassing, and limits vehicular use. The clubs also provide regularly scheduled fire watches in the Lake Ashby Tower (which overlooks Farmton), including the 120-day wildfire season which lasts from May through August. Annual hunting (harvest) statistics are recorded, compiled and



reported to Miami Corporation. Hunting is authorized throughout the property and access is authorized throughout all property habitats. As such, there are markers which designate individual hunter's territories, and numerous tree stands and hunting blinds scattered within the property boundaries. There are a few pens positioned at timber road intersections which are to accommodate temporarily lost hunting dogs.

The hunt clubs comply with all FWCC regulations and calendar including hunting seasons, bag limits, prohibited or restricted methods of harvesting game, and any requirement for special permits. A condition of the Farmton mitigation bank permit is a Wildlife Management Plan and the hunting leases are required to be in compliance with the plan.

Associated with the hunt clubs are five designated hunt camps, two check stations, and two camp sites. The largest hunt camp is east of the North Bank and contains wood-constructed building structures, travel trailer structures with installed roofs and porches, and dog holding pens. The camp site areas are open unimproved areas. None of these areas is open to the public. Memberships to the hunting clubs are required for access and use of the camps/facilities.

10.C.3 Mitigation Bank

In 2000, the Farmton Mitigation Bank (FMB) received permitting from St. Johns River Water Management District (SJRWMD) (permit 4-127-76185-1/4-127-76185-4) and Army Corps of Engineers (USACOE) (permit 1998-01836 (IP-ME), covering over approximately 23,922 acres of the Farmton Tract, including 19,102 acres in Volusia County. The bank was then and remains at the time of this writing, the largest permitted mitigation bank in Florida. The Farmton Mitigation Bank provides protection, enhancement and restoration to regionally significant wetlands. The Mitigation Bank Permit was modified by SJRWMD in 2011 and the US Army Corps of Engineers in 2013 to remove any conflicts with the Sustainable Development Areas within the FLP. As of this date, the total FMB acreage in Volusia County is approximately 19,102. Per FG Policy 2.11, all lands within the mitigation bank are to be managed pursuant to the permit conditions. SJRWMD and ACOE have enforcement authority over the bank permits including the specific conditions within the Southwest Wildlife Conservation Area. Two of the provisions of the Mitigation Plan (the Wildlife Management Plan and exotic species treatment program) are currently applied throughout the Farmton Tract and will be applied prospectively to GreenKey and MRBOS lands.

The FMB is actually three separate sites within Farmton. In the CMP individual sites are referred to as the North Bank, West Bank and the South Bank. Table 10-4 depicts the approximate acreage totals for each bank in Volusia County. There are areas within the Southwest Wildlife Conservation Area which are also within the West Bank and South Bank. Within those overlap areas more specific conservation management policies, as set forth herein, shall apply. In no event shall they be interpreted to conflict with the requirements of the mitigation bank permit. Please see Figure 10-1.



Table 10- 4

**Farmton Mitigation Bank
Volusia County
Farmton AMDA**

Mitigation Bank	Approximate Acreage
North Bank	15,217
West Bank	3,595
South Bank	286
Total Farmton Mitigation Bank	19,102

10.C.4 Cattle

Portions of Farmton have been leased for cattle grazing for many years. Cattle are currently confined to the non-mitigation bank areas east of Lake Harney Road and south of Maytown Road. Cattle are stocked at the rate of one cow per 40 acres. Currently, there is no improved pasture on Farmton. There are a few cattle pens on the property and hay and feed are routinely distributed at several cattle “feeding” stations onsite.

Question 10.D. **If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.**

Shopping centers may be requested within several sustainable development areas, but at the time of the filing of this application, there is no request to do so. This question will be addressed during reviews of applications of incremental development approval that include a request for a shopping center.

Question 10.E. **Describe, in general terms, how the demand for this project was determined.**

The development program was established with the adoption of the Farmton Local Plan. The development program for the Gateway District was the result of an internal transfer of all existing development rights on the Farmton Tract to the Gateway District. There are many objectives and policies within the FLP that address sustainability. Policy FG 8.6d specifically limits residential development based on accepted population and housing data. Additionally, the Farmton Local Plan contains policies which require a jobs to housing ratio (FG 3.10), a dwelling unit demand study for the Villages (FG 8.6.d), and therefore, demand for the balance of the sustainable development areas will be demonstrated with each application for incremental development approval. These two policies provide specific and measurable standards for sustainable development.

FG 8.6.d -- To limit the maximum amount of residential development that may be approved, the Villages districts shall not be approved through the rezoning and master development plan process if such approval would cause the potential dwelling unit supply for development within the unincorporated County to exceed 150 percent of the forecasted housing demand for the projected population of the subsequent



20-year planning period; provided however that this limitation may be adjusted in order to achieve or maintain the required jobs to housing ratio. The projected housing demand shall be calculated by the county and shall consider the medium range population projections of the University of Florida's Bureau of Economic and Business Research for Volusia County, or any other professionally accepted population projection methodology consistent with the Future Land Use Element. This policy does not apply to the Gateway, Work Place or Town Center districts because the potential for residential development is limited by the minimum job to housing ratio provisions of policy FG 3.10.

FG 3.10 -- *The Farmton Local Plan shall develop and implement a program designed to ensure an adequate number of jobs per residential dwelling unit exist in the SDA districts. At buildout of the Farmton Local Plan, a jobs-to-housing balance of 1:1 job per residential unit shall be achieved. During development phases, the jobs/housing balance shall be measured at no less than annual intervals as required in a Master DRI or equivalent development order and the results shall be reported to the county, the ECFRPC and the Department of Community Affairs. The Gateway district is phase one and is exempt from the ratio requirement. In phase two and subsequent phases, the development order shall require milestones for achieving the jobs to housing target ratio. In the event that the jobs to housing ratio drops below 0.65, residential development approvals shall be suspended until a remedial plan can be developed and approved as set forth in an accompanying development order.*

PART II

Part 2 Consistency with Comprehensive Plans

Question 10.A. **Demonstrate how the proposed project is consistent with the local comprehensive plan and land development regulations. Indicate whether the proposed project will require an amendment to the adopted local comprehensive plan, including the capital improvements element. If so, please describe the necessary changes.**

This excerpt from the introduction to the Farmton Local Plan succinctly explains the purpose of this application for master development approval which is necessary to maintain consistency with the local comprehensive plan:

The Farmton Local Plan is a long term vision with a 50 year planning horizon coupled with an intermediate plan tied to an internal transfer of development rights. On the adoption of the plan, underlying densities from the GreenKey area will be transferred to the Gateway district at SR 442 and I-95. As a result, there will be no overall increase in residential densities based on the current underlying land use for the Farmton Local Plan through 2025. Development will proceed through a Master Development of Regional Impact (DRI) for the Sustainable Development Area districts through 2060. Development will be reviewed through the Master DRI process complying with financial feasibility and infrastructure requirements as they may be required in the future. Fiscal neutrality provisions of the Farmton Local Plan require future developers to pay for the costs of required infrastructure...

The county finds that the vision of the Farmton Local Plan is consistent with the Natural Resource Management Area because the plan permanently conserves 75% of the site as regional wildlife corridor and that urban land use is compatible with the character of the area because the proposed Sustainable Development Area is sufficiently compact, and that a range of services can be planned for the area.



Further, the county finds that allocation of future population growth to this planned area is better than continuing to encourage low density ranchette style development.

Policy FG 8.1 of the Volusia County Comprehensive Plan requires the land owner within the Farmton Local Plan to apply for and receive Master Development Plan approval in accordance with Florida Statutes 380.06(21)(b). No development may be approved within the sustainable development areas until a Master DRI is approved. This application for development approval is submitted in accordance with the requirements of the Volusia County Comprehensive Plan and the conditions found within the Volusia Growth Management Commission's adopted certifying Resolution 2010-04

The Farmton Local Plan, which is a part of the Future Land Use Element of the Volusia County Comprehensive Plan, contains Eight Objectives and 109 policies that set forth the design principles and standards for development within Farmton. Specific policies address the contents of the Master DRI for Farmton. They are cited as follows:

FG Policies 1.9, 3.5, 3.10, 3.13, 4.2, 4.21, 5.5.f, 7.2, 8.1, 8.2, 8.3, 8.4, 8.11

Amendments to the Capital Improvements Element will be made as part of the application for incremental development approval (if necessary). The approval of the master DRI development order will not require an amendment of the County's Capital Improvements Element or Capital Improvement Plan.

Land Development Regulations specific to the development of the sustainable development areas must be adopted through the PUD process before any increment of development may be approved per FG 8.5.

FG Policy 7.2 requires that procedures for demonstrating fiscal neutrality must be established as part of the Master DRI approval process. In compliance with FG Policy 7.2 and Objective 8 of the Farmton Local Plan, Fiscal Neutrality is addressed under Appendix A of this AMDA application. As such, it is provided as supplemental information that will be reviewed at the local level by Volusia County, its municipalities, Volusia County School District and the Volusia Growth Management Commission and is not intended or required to be addressed as a regional issue, in so far as, Developments of Regional Impact are defined as developments that have "a substantial effect upon the health, safety or welfare of citizens of more than one county." Implementing language will be placed under the special conditions heading of the Master DRI Development Order.

FG Policy 3.10 requires a job-to-housing ratio of 1:1 be achieved at build-out and that a measuring and annual reporting process be implemented through the Master DRI process. The job/housing balance issue is addressed in Appendix B of this AMDA. As such, it is provide as supplemental information that will be reviewed at the local level by Volusia County and shared with the East Central Florida Regional Planning Council and the Florida Department of Economic Opportunity (formerly, the Department of Community Affairs), and is not intended or required to be addressed as a regional issue, in so far as, Developments of Regional Impact are defined as developments that have "a substantial effect upon the health, safety or welfare of citizens of more than one county." Implementing language will be placed under the special conditions heading of the Master DRI Development Order.

Question 10.B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.



Natural Resources Goal: *The regional planning council's policies should become the model for local natural resource protection planning.*

The Farmton Local Plan and the Master DRI will permanently protect a large portion of one of the seven jewels specified in the draft Strategic Regional Policy Plan. Farmton is a critical and key component of the Volusia Conservation Corridor. Farmton has been “green-printed” and peer-reviewed to ensure that the best of the best is preserved in perpetuity. At least 75 percent of the 47,000 acres comprising the Volusia Farmton Tract is slated to be preserved permanently with the implementation of the Master DRI and the implementation of the Conservation Management Plan by Volusia County on March 21, 2013.

Farmton is planned to offer high levels of sustainability, conservation and stewardship. The Master DRI will establish the framework and implement the goals, objectives, and policies of the Farmton Local Plan. The implementation will be furthered with submission and approvals of incremental development applications and the PUD rezoning process.

Economic Development Goal: *Coordinate with economic development agencies, local governments, and educational institutions to implement the region's Comprehensive Economic Development Strategy (CEDs).*

One of the primary focuses of the Farmton Local Plan is job creation and economic development. One of Farmton's goals is to provide a jobs-to-housing ratio of 1:1 so that the community remains economically sustainable and fiscally neutral. Representatives of Farmton have pledged to work with economic development agencies, local governments and educational institutions to further implement the region's CEDs.

Transportation Goal: *Develop a balanced multi-modal transportation network that connects compact centers of development with mixed use transit-served corridors.*

Objective 5 of the Farmton Local Plan specifically requires the Farmton Local Plan to have a balanced multi-modal transportation network. The next step of fulfilling this objective is to adopt the Master DRI which will set the framework for this multi-modal system to be further implemented through the applications for incremental development approval. The Master DRI includes the framework for the transit system design within the major transportation corridors. This design will provide for connections within Farmton and external to Farmton. The Master DRI will establish the guidelines for pedestrians, bicycles, trails, personal electric vehicles and mass transit which will be further refined and implemented with applications for incremental development approval and PUD rezonings.

Emergency Preparedness Goal: *Prepare communities to effectively respond to disasters by implementing an all-hazards approach to emergency preparedness planning and coordination at the regional level.*

Farmton is not located within the Coastal High Hazard Area, a Hurricane Vulnerability Zone or any of Volusia County's Evacuation Zones. Farmton will comply with all County flood plain management requirements.

Affordable Housing Goal: *Assure that an adequate supply of safe, sanitary, and affordable housing is equitably distributed throughout the region.*

Each Application for Incremental Development Approval shall address this goal.

Energy Goal: *Reduce the consumption of energy and prepare the region for impacts of climate change.*



Objective 4 of the Farnton Local Plan requires the promotion of high standards of energy efficiency. The development of the Sustainable Development Areas shall include guidelines and metrics that implement the following goals of sustainability (FG 4.2):

- *Energy design shall focus on incorporating green development practices in building design, construction and operation. Proposed development shall meet the requirements of a certification program from either USGBC LEED for Neighborhood Development, FGBC Green Development Designation Standard, or another third party program deemed comparable by University of Florida Program for Resource Efficient Communities (PREC) and Volusia County.*
- *Community design shall promote walkability with linkages to employment centers and developing around multi-use compact cores so that the community can coexist harmoniously with the natural, social and economic environment.*
- *Detailed provisions for personal electronic vehicle (PEV) recharging stations within the SDA are included in Objective 5.*
- *Coordination with the school district to promote alternative travel modes for school children.*

FG 4.3 Outdoor lighting in the community shall achieve the standards of the International Dark-Sky Association. Particularly effective best practices established in cooperation with the PREC or other credible agency will be integrated as prerequisites or established as minimum community standards such as solar powered street and pathway lighting.

FG 4.6 ENERGY STAR® and Florida Water StarSM standards shall be met for all residential development.

FG 4.10 Solar panels are allowed and encouraged on all buildings and in all districts, in adherence to design guidelines that may adapt to changing technologies.

FG 4.12 The Farnton Local Plan shall promote carbon neutrality through energy conservation, use of development standards to reduce energy consumption, promote walkability and compact design so as to reduce automobile use, promotion of solar power and other alternatives to achieve overall reduction in production of greenhouse gases.

Details of a sustainable energy conservation plan shall be coordinated with the University of Florida Program for Resource Efficient Communities and shall be incorporated in the individual applications for incremental development approval development orders as well as the PUD zoning that will be applied to each sustainable development area.

Water Goal: *To protect, conserve, and enhance the quantity and quality of the region's sustainable water resources.*

All residential development within the sustainable development areas are required to comply with Water Star standards (FG 4.6). Also, the adopted Farnton Local Plan (FG 3.11) requires proposed development to provide an on-site naturalist to promote environmental education and uphold the standards of sustainability which includes water conservation (Water Star) and the protection of natural resources. A distribution system must be planned within the sustainable development areas to utilize non-potable sources of water for irrigation and other non-potable demands (FG 4.7 and 4.8). Each application for incremental development approval will include details regarding this system and its uses. Waterwise and Florida Friendly landscaping standards shall be utilized throughout the project.



The potable water providers are the City of Edgewater for the Gateway District and Farmton Water Resources for the balance of the Farmton Tract. Farmton shall comply with the District water supply plan and will coordinate all its incremental development with the St. Johns River Water Management District, the City of Edgewater and Farmton Water Resources to ensure that water supply is not adversely affected. The Farmton Local Plan is structured around utilizing and promoting high levels of sustainability including the protection of water supply, wetlands, surface waters, recharge areas and other natural resources.

The MDRI establishes the framework by which the Farmton Local Plan policies will be implemented through the applications for incremental development approval and the PUD rezonings.

Community Design Goal: *Improve and enhance the region's development character by assuring a high standard of design in all development.*

Objective 3 of the Farmton Local Plan and its associated policies are comprised entirely of high level design standards for the sustainable development areas. There are four types (districts) of sustainable development areas: Village, Work Place, Town Center, and Gateway. These design principles include Smart Growth, Traditional Neighborhood Design ("TND"), and/or Transit Oriented Development ("TOD") including walkability, compact development patterns, quality architecture and urban design and a hierarchy of street systems to foster connectivity and pedestrian mobility as well as alternative modes of travel, including transit. The master DRI establishes the framework for the design standards which will be further detailed in the applications for incremental development approval and the PUD rezonings.

Agriculture Goal: *Promote a regional agricultural system that results in gains to the local economy, greater food security, preservation of rural heritage, and improved land stewardship and agricultural practices.*

Agricultural activities are permitted within Farmton. Agricultural activities shall follow Best Management Practices established by the Florida Department of Agriculture and Consumer Services. The Conservation Management Plan approved by the Volusia County Council and reviewed by a task force appointed by the Volusia County Council is incorporated by reference in the MDRI and establishes the standards and practices for the continued use of Farmton land for agricultural purposes. Question 10, Part 1, Sub C, describes the various agricultural activities taking place on the Farmton land.

Question 10.C. Describe how the proposed development will meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture.

Chapter 187.201(4) HOUSING.—

(a) Goal.—*The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.*

An affordable housing study will be performed for each Application for Incremental Development Approval



per the methodology accepted by Miami Corporation, the East Central Florida Regional Planning Council and Volusia County.

Chapter 187.201(7) WATER RESOURCES.—

(a) Goal.—Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

All residential development within the sustainable development areas are required to comply with Water Star standards (FG 4.6). Also, the adopted Farmton Local Plan (FG 3.11) requires an on-site naturalist to promote environmental education and uphold the standards of sustainability which includes water conservation (Water Star) and the protection of natural resources. A distribution system must be planned within the sustainable development areas to utilize non-potable sources of water for irrigation and other non-potable demands (FG 4.7 and 4.8). Each application for incremental development approval will include details regarding this system and its uses. Waterwise and Florida Friendly landscaping standards shall be utilized throughout the project.

The potable water providers are the City of Edgewater for the Gateway District and Farmton Water Resources for the balance of the Farmton Tract. Farmton shall comply with the District water supply plan and will coordinate all its incremental development with the St. Johns River Water Management District, the City of Edgewater and Farmton Water Resources to ensure that water supply is not adversely affected. The Farmton Local Plan is structured around utilizing and promoting high levels of sustainability including the protection of water supply, wetlands, surface waters, recharge areas and other natural resources.

Chapter 187.201(9) NATURAL SYSTEMS AND RECREATIONAL LANDS.—

(a) Goal.—Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

At this moment almost 32,000 acres of land are protected through conservation easements or conservation covenants pursuant to FG Policy 2.15 of the Farmton Local Plan. In addition, the Farmton Local Plan requires each sustainable development area to set aside 25 percent of its area for resource based open space. These areas will be identified as part of each application for incremental development approval (FG 2.4) and conservation easements shall be recorded prior to any development permit being issued in the sustainable development area. This will result in over 32,000 acres of land being preserved. Portions of that open space have already been identified and are shown/addressed in Question 12 as Mandatory Resource Based Open Space. The Master DRI development order shall set forth the guidelines for prioritizing and identifying the lands to be dedicated as Resource Based Open Space. Within 60 days of the Master DRI approval, the conservation covenants shall be converted to perpetual conservation easements.

FG 2.10 and 2.11 of the Farmton Local Plan require a conservation management plan be drafted and adopted within one year of the effective date of the Local Plan. The Conservation Management Plan drafted in accordance with the requirement of the Farmton Local Plan was adopted by the Volusia County Council on March 21, 2013.

Chapter 187.201(15) LAND USE.—



(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Over 75 percent of the Farmton Tract will be preserved in its natural, existing condition through conservation covenants, conservation easements and/or dedication of land. The remaining 25 percent of the tract will consist of sustainable development areas and shall be developed in accordance with the principles and guidelines for sustainability outlined and required as part of the Farmton Local Plan (FG Objective 3 and FG Policies 3.1 through 3.13). The Master DRI Development Order shall incorporate these standards/guidelines by reference. Applications for Incremental Development Approval shall establish specific standards and regulations which shall also be incorporated in the PUD zoning applied to each increment by Volusia County. All sustainable development areas are required to have a mix of uses as set forth in the Farmton Local Plan and shall be consistent with the approved Farmton Conservation Management Plan.

Chapter 187.201(17) PUBLIC FACILITIES.—

(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

The Farmton Local Plan includes requirements for fiscal neutrality – meaning the costs of additional local government services and infrastructure that are built or provided for the SDA Districts shall be funded by properties within the approved SDAs. This results in the developer(s) of Farmton and future SDA landowners being responsible for the cost of design, construction and maintenance of the following:

Please note that the FLP requires Volusia County to review and approve all subsequent AIDA for compliance with the Fiscal Neutrality policies.

Water, wastewater and non-potable water shall be provided either by the City of Edgewater (Gateway District) or Farmton Water Resources, LLC. All development in the sustainable development areas must utilize central water and sewer. Also demands on public facilities must be fiscally neutral, meaning that impacts and services are paid for by the developer, owners within the sustainable developments or revenue sources other than local government taxes and County/City fees. This policy and the concept of fiscal neutrality do not restrict the developer from utilizing grants or other forms of funding from the state or federal governments subject to approval and/or participation by Volusia County. Fiscal Neutrality will be determined as part of the review for each application for incremental development approval. The methodology for determining fiscal neutrality shall be set forth in the Master DRI development order.

Access to Interstate 95 shall be provided. The developer is responsible for funding the design, permitting and improvements to the spine transportation network identified in the Farmton Local Plan. These specific improvements are not eligible for impact fee credits.

Chapter 187.201(19) TRANSPORTATION.—

(a) Goal.—Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and



other transportation modes.

Farmton is consistent with the State's transportation goals in that it provides an opportunity for mass transit, trails, a walkable, mixed use, compact development, internalization of trips and alternative forms of transportation (within the project site). The site will be accessible externally from Osteen Maytown Road, SR 442 and interchange(s) along Interstate 95. Traditional neighborhood design, transit oriented development and other multi-modal design principles will be addressed with each application for incremental development approval. As part of question 21 of the Application for Master Development Approval, a cross section transit system design within the major transportation corridors (the spine transportation network) connecting on-site transit stops and stations to external transit line routes is provided.

The proposed AMDA incorporates the objectives and policies established in the Farmton Local Plan. This application is consistent with the State Comprehensive Plan incorporating the following:

- A financially feasible transportation network of roads, transit, bicycle and pedestrian facilities.
- Coordinated improvement schedules tied to projected transportation impacts so that LOS standards are maintained for federal, state and local transportation facilities.
- Land use standards and planning horizons that provide for orderly development.
- Incorporation of new and alternative modes of travel for examples:

- Every residential dwelling unit is required to have an electric charging staging, and the village centers, the town center and the workplace will be designed to provide charging stations for personal electric vehicles.

- Policy FG 5.12 limits Farmton to no more than 6,821 external two-way pm peak hour trips prior to January 1, 2026. Traffic impact analysis will be conducted in accordance with the methodology approved by Miami Corporation, the East Central Florida Regional Planning Council, City of Deltona and Volusia County.

Chapter 187.201(22) AGRICULTURE.—

(a) Goal.—Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

Agricultural uses may be maintained within the GreenKey lands per FG 2.2. The main agricultural uses within Farmton currently are silviculture, cattle grazing and hunting. Agricultural activities are required to utilize Best Management Practices. The SDAs shall continue to be used for the existing agricultural uses. These will only be discontinued if a development permit is issued for a non-agricultural use(s) that are consistent with the FLP.



PART III

Part 3 Demographic and Employment Information

Question 10.A. Complete the following Demographic and Employment Information tables.

The Demographic and Employment Information will be provided with each application for incremental development approval. This question has been deleted from the Application for Master Development Approval.

PART IV

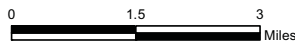
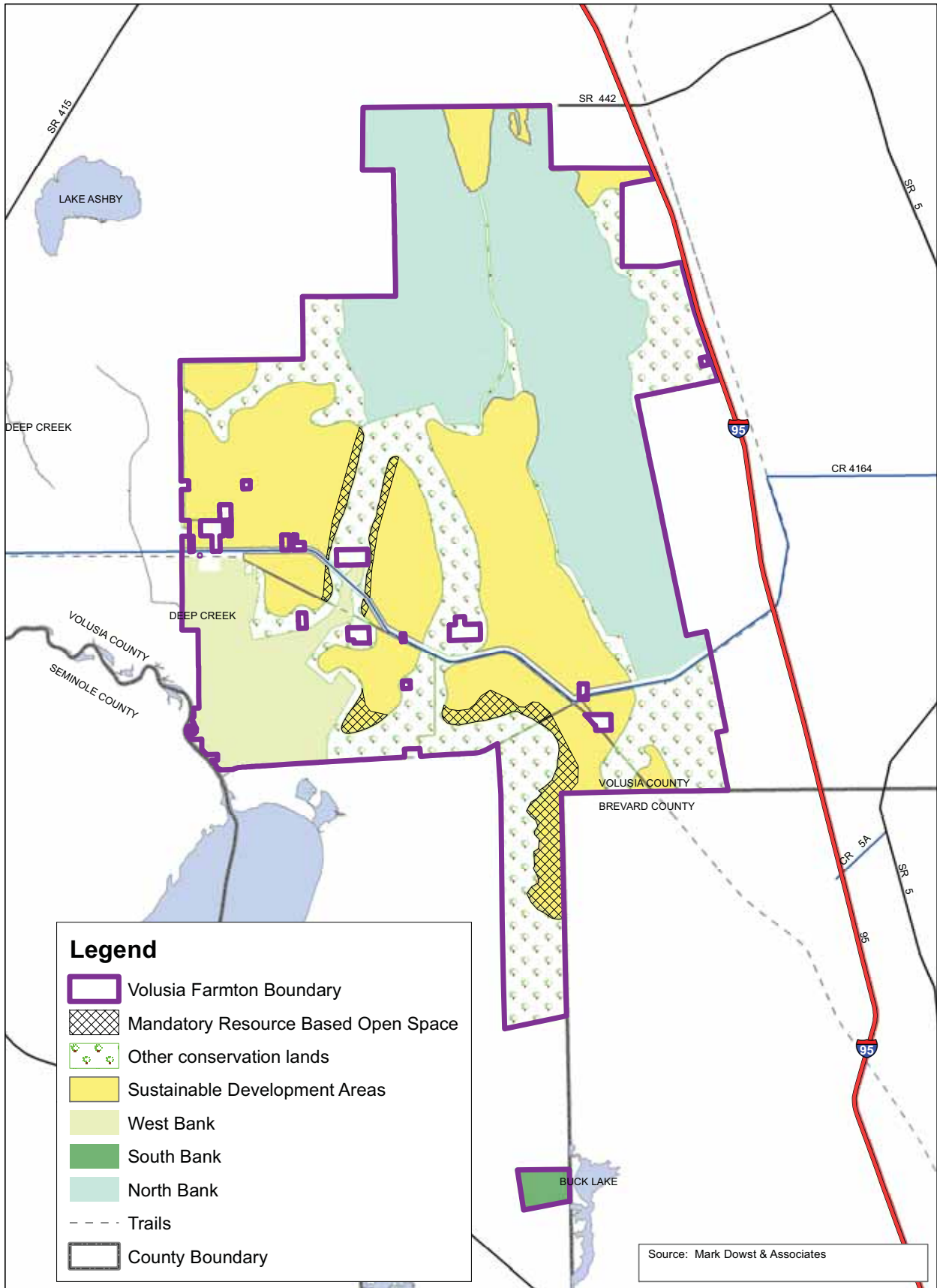
Part 4 Impact Summary

Question 10.A. Summarize the impacts this project will have on natural resources.

Impact to natural resources will be summarized and detailed with each application for incremental development approval. This question has been deleted from the Application for Master Development Approval.

Question 10.B. Summarize public facility capital costs associated with project impacts using the following table:

Public facility capital costs information will be provided with each application for incremental development approval as part of the fiscal neutrality methodology. This question has been deleted from the Application for Master Development Approval.



**Master Development Plan
Figure 10-1
Mitigation Banks in
Volusia County**



11 QUESTION - REVENUE GENERATION SUMMARY

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (18); POLICIES (8), (9)

GOAL (20); POLICY (7)

Question 11.A **Project the funds anticipated to be generated by the project. This projection should include any source or use of funds which could have any reasonable connection to the proposed development.**

1. **Make the following projections by year, including the first and last year in which any construction and/or development takes place:**
 - (a) **Yearly ad valorem tax receipts**
 - (b) **Yearly impact fees collected**
 - (c) **Yearly sales tax received by local government**
 - (d) **Yearly gasoline tax received by local government**
 - (e) **Yearly projections of any other funds by any other sources generated as a result of development of the proposed project within the region**

2. **List all assumptions used to derive the above projections and estimates, show the methodologies used and describe the generally accepted accounting principles used in all assumptions, estimates and projections.**

This question has been deleted for the Application for Master Development Approval and the Applications for Incremental Development Approval based on adherence to the Fiscal Neutrality provisions of Objective FG 7 and its associated policies and the Jobs-to-Housing Balance provisions of Policy FG 3.10 contained in the Farmton Local Plan (Volusia County Comprehensive Plan).

It may be required to be submitted for Applications for Incremental Development Approval.

12 QUESTION – VEGETATION AND WILDLIFE

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (9); POLICY (7)

GOAL (10); POLICIES (1), (3), (4), (6)

GOAL (16); POLICY (2)

Question 12.A **Identify the dominant species and other unusual or unique features of the plant communities on Map F. Identify and describe the amount of all plant communities that will be preserved in a natural state following development as shown on Map H.**

The SDAs are dominated by uplands cultivated for pine silviculture with isolated wetlands interspersed throughout the study area. Significant wetlands (i.e. those with discrete drainage ways) were recognized as needing full protection from future land development and were assigned the GreenKey future land use designation. These wetlands are now protected under perpetual easement or are under protective covenants, which will be converted to perpetual easements upon approval of this AMDA. The SJRWMD, County of Volusia and Audubon of Florida are identified as the grantees on all Greenkey related covenants and easements. The property can be generally described by the following land cover types as follows:

Stream & Lake Swamps (FLUCFCS 615) - This community also is referred to as bottomland forest or floodplain swamp. The community is found on river and creek systems, as well as extending beyond the footprint of a creek or river and into the bottomland of that riverine system. It is classified by FNAI as Riverine. Within Farmton, Cow Creek and Deep Creek are the riverine systems with associated forested bottomland wetlands. Cow and Deep Creeks converge into the St. Johns River. Portions of Deep Creek were channelized, changing its natural bottom and slope configuration and flow velocities. The community is dominated by forested hardwood canopies which may include water oak (*Quercus nigra*), red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), blackgum (*Nyssa sylvatica*), bays (*Persea* spp.), and pignut hickory (*Carya glabra*), as well as cypress (*Taxodium ascendens*), slash pine (*Pinus elliotti*), and dahoon holly (*Ilex cassine*).

Cypress swamps (FLUCFCS 621) - This community is classified as a forested wetland and by the dominance of pond cypress (*Taxodium ascendens*) or bald cypress (*Taxodium distichum*) within the community structure. The community is classified by FNAI as basin, dome, or floodplain swamps. A cypress dome is named for its shape with older, taller trees in the center and smaller, younger trees on the perimeter. Though cypress dominates, there are other minor assemblages of canopy species which may be present, including hardwoods such as blackgum (*Nyssa sylvatica*), red maple (*Acer rubrum*), American elm (*Ulmus americana*), ash (*Fraxinus* spp.), laurel oak (*Quercus laurifolia*), and pignut hickory (*Carya glabra*), as well as slash pine (*Pinus elliotti*). They are characterized by organic soils and high water tables which allow water and nutrient flows to meander and weave adjacent ecosystems into an integrated landscape. On-site cypress swamps typically are dominated by a canopy of cypress. Cypress

swamps typically provide a diversity of vegetation in shrub and ground cover layers consisting of dahoon holly (*Ilex cassine*), gallberry (*Ilex glabra*), wax myrtle (*Myrica cerifera*), greenbriar (*Smilax auriculata*), poison ivy (*Toxicodendron radicans*), peppervine (*Ampelopsis arborea*), lizard's tail (*Saururus cernuus*), bladderwort (*Utricularia* sp.), butterwort (*Pinguicula* sp.), sawgrass (*Cladium* sp.), St. Johns wort (*Hypericum fasciculatum*), blue maidencane (*Amphicarpum muhlenbergianum*), beakrush (*Rhynchospora* sp.), maidencane (*Panicum hemitomon*), yellow-eyed grass (*Xyris* sp.), pipewort (*Eriocaulon* sp.), bog button (*Lachnocaulon* sp.), spikerush (*Eleocharis* sp.), sundew (*Drosera capillaris*), arrowhead (*Sagittaria lancifolia*), sphagnum moss (*Sphagnum* sp.), softrush (*Juncus effusus*), swamp (*Blechnum serrulatum*) and royal ferns (*Osmunda regalis*), Virginia chainfern (*Woodwardia virginica*), and cinnamon fern (*Osmunda cinnamomea*). This community is the dominate wetland community on the property.

Inland Sloughs (616) and Mixed Forested Wetlands (FLUCFCS 630) - Both Inland Sloughs and Mixed Forested Wetlands are classified as forested wetlands and distinguished from one another by their mix of conifers and hardwoods. While Mixed Forested Wetlands do not achieve dominance by either conifers or hardwoods, inland sloughs are forested wetlands dominated by cypress and/or hardwood species. Inland sloughs are classified by FNAI as basin swamps, wet flatwoods, floodplain forest, and dome swamps that are not associated with streams or lakes. The canopies within these wetlands typically consist of black gum (*Nyssa sylvatica*), swamp bay (*Persea palustris*), loblolly bay (*Gordonia lasianthus*), cypress (*Taxodium ascendens*), sweetbay (*Magnolia virginiana*), red maple (*Acer rubrum*), laurel oak (*Quercus laurifolia*), American hornbeam (*Carpinus caroliniana*), dahoon holly (*Ilex cassine*), and water oak (*Quercus nigra*). Shrub species typically include shiny lyonia (*Lyonia lucida*), gallberry, and wax myrtle (*Myrica cerifera*). Conifer species include slash pine (*Pinus elliotti*). The groundcover layer consists of a variety of ferns such as Virginia chain fern, swamp fern, and cinnamon fern, as well as lizard's tail, soft rushes, water hoarhound (*Lycopus rubellus*), greenbriar vine, and poison ivy.

Mixed Wetland Hardwoods (FLUCFCS 617) - This community is a forested wetland dominated by a wide variety and ill-defined mix of hardwood species. This community is synonymous with the hydric hammock community type (FNAI). This community is characterized by a low and flat topography and relatively poorly drained hydric soils. It is further classified by a well-developed hardwood and cabbage palm forest with a variable understory often dominated by cabbage palms as well as fern species. Canopy species typically include cabbage palm (*Sabal palmetto*) and a combination of live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), magnolia (*Magnolia grandiflora*), water oak (*Quercus nigra*), swamp bay (*Persea palustris*), and/or red maple (*Acer rubrum*), as well as red cedar, American elm (*Ulmus americana*), and sweetgum (*Liquidambar styraciflua*). The shrub layer consists of cabbage palm, dahoon holly, wax myrtle, cinnamon and chain ferns, highbush blueberry (*Vaccinium corymbosum*), and the groundcover consists of blue violet (*Viola sororia*), lizard's tail, bog button, yellow-eyed grass, blue flag iris (*Iris virginica*), woods grass (*Chasmanthium* sp.), yellow stargrass (*Hypoxis curtissii*), camphorweed (*Pluchea* sp.), sawgrass, swamp milkweed (*Asclepias perennis*), and panicum grasses.

Freshwater Marshes (FLUCFCS 641) and Wet prairies (FLUCFCS 643) - Marsh communities are classified by a vegetated, non-forested appearance. They typically are confined to relatively level, low-lying areas. Marsh ecosystems in general include bogs, fens, prairies, wet prairies, and wet savannas. This community is classified by FNAI as basin marshes, depression marshes and wet prairies. Marshes and wet prairies are topographically flat, have high water tables, usually have inundated soils which are organic and nutrient-laden, and include a dominance of herbaceous plants rooted in and generally emergent from shallow water. Marshes are characterized by a diversified, herbaceous vegetative composition, with essentially no canopy or shrub layers. Typically one or more species such as sawgrass,

maidencane or rushes may dominate. Wet prairies are similar except that they are higher in the landscape (elevation) and distinguished by having less water and more grasses. Sawgrass (*Cladium* sp.), maidencane (*Panicum hemitomon*), soft rush (*Juncus effusus*), and cordgrass (*Spartina bakeri*) may dominate some marshes. Other marshes may include these species but also assemblages that consist of St. Johns wort (*Hypericum fasciculatum*), bluestem (*Andropogon* sp.), pickerelweed (*Pontederia cordata*), duck potato (*Sagittaria lancifolia*), narrowfruit horned beaksedge (*Rhynchospora inundata*), soft rush (*Juncus effusus*), beakrush (*Rhynchospora* sp.), other St. John's-wort species (*Hypericum* sp.), pipewort (*Eriocaulon* sp.), bog button (*Lachnocaulon* sp.), meadowbeauty (*Rhexia* sp.), spikerush (*Eleocharis* sp.), various sedges, Carolina aster (*Aster caroliniana*), blue violet (*Viola sororia*), blue maidencane (*Amphicarpum muhlenbergianum*), water hyssop (*Bacopa* sp.), thin paspalum (*Paspalum setaceum*), tickseed (*Coreopsis leavenworthii*), bladderwort (*Utricularia* sp.), yellow-eyed grass (*Xyris* sp.), cordgrass (*Spartina bakeri*), smartweed (*Polygonum hydropiperoides*), pluchea (*Pluchea odorata*), coinwort (*Centella asiatica*), redroot (*Lachnanthes caroliniana*), saltbush (*Baccharis halimifolia*), fimbry (*Fimbristylis* sp.), water hoarhound (*Lycopus rubellus*), climbing hempweed (*Mikania scandens*), cattail (*Typha* sp.), chainfern, and cinnamon fern. Wax myrtle, cypress, slash pine (*Pinus elliotii*), cabbage palm (*Sabal palmetto*), and red cedar may fringe marsh edges. On-site marshes and wet prairies often are embedded within swamps and pine plantations throughout the property.

Hydric Pine Plantations (FLUCFCS 441W) - This community is classified as a pine forest which has been artificially generated by planting seedling stock or seeds. The pine stands are characterized by a dense growth of trees per acre and, if not aerially seeded, typically by a uniform appearance (pine rows). This community is classified by FNAI as an altered pine plantation community. Pine Plantations are planted pines which are characterized by a low and flat topography, and relatively poorly drained, hydric, acidic and sandy soils. Much of the hydric pine plantation on Farmton has been bedded. The hydric pine plantations may be more open canopied than upland pine plantations, with less dense slash pine canopies, and which may have minor inclusions of pond pine (*Pinus serotina*), cypress, and loblolly bay, as well as red bay (*Persea borbonia* var. *borbonia*). They may also be savannah-like with variable shrub and groundcover layers consisting of wax myrtle, highbush blueberry (*Vaccinium corymbosum*), gallberry, St. Johns wort (*Hypericum fasciculatum*), saw palmetto, maidencane, redroot, coinwort, rushes, bog buttons, broomsedge, and yellow-eyed grass. These pine plantation communities are scattered throughout the property and are generally those communities between larger swamps and the upland pine plantation communities.

Pine Plantations—Coniferous Plantations (FLUCFCS 441) - This community is a pine forest which has been artificially generated by planting seedling stock or seeds. The pine stands are characterized by a dense growth of trees per acre and, if not aerially seeded, typically by a uniform appearance (pine rows). This community is classified by FNAI as an altered pine plantation community. These pine plantations are typically associated with non-hydric soils. Farmton's pine plantations are located in areas that were typically historic slash pine and/or longleaf pine (*Pinus palustris*) flatwoods. Pine Plantations are planted pines which are characterized by a low and flat topography, relatively poorly drained, acidic and sandy soils, and which are supported by prescribed burns. The upland pine plantations on the property are typically less open canopied than the wetland plantations, with denser slash pine canopies, and often densely vegetated shrub layers. Pine Plantations typically consist of slash pine canopies with an undergrowth of saw palmetto and gallberry, as well as a groundcover composition of broomsedge (*Andropogon virginicus*), bracken fern (*Pteridium aquilinum*), wiregrass (*Aristida stricta*), maidencane, shiny lyonia (*Lyonia lucida*), St. Peters wort (*Hypericum tetrapetalum*), ferns, shiny blueberry (*Vaccinium*



myrsinites), bog buttons and spikerush. Conifer species include slash pine (*Pinus elliotti*), longleaf pine (*Pinus palustris*) and sand pine (*Pinus clausa*).

The dominating uplands within the GreenKey land use designation are the Pine Plantations Pine Flatwoods (FLUCFCS 411) - This community is dominated by slash or longleaf pine, as well as pond pine. Longleaf pines originally were more common on drier sites, while slash pines were more common on less dry sites. Fire control and artificial reforestation have extended the range of slash pine and it is often the dominant species. Pine flatwoods are characterized as an open canopy forest of variably spaced pine trees. This community is classified by FNAI as scrubby, mesic or wet flatwoods. These are pine woodlands, which are characterized by a low and flat topography, relatively poorly drained, acidic and sandy soils, and supported by frequent fires. The understory is typically a mixture of saw palmetto, fetterbush, gallberry, shiny lyonia, flatwoods lyonia, tarflower (*Bejaria racemosa*), beautyberry (*Callicarpa americana*), and shiny varietable densities of wiregrass, bracken fern, pennyroyal (*Piloblephis rigida*), broomsedge, spikerush, sky-blue lupine (*Lupinus diffusus*), blackroot (*Pterocaulon pycnostachyum*), pawpaw (*Asimina reticulata*), sensitive vine (*Mimosa strigillosa*), gopher apple (*Licania michauxii*), maidencane, beakrushes, panicum grasses, St. Johns wort (*Hypericum tetrapetalum*), bottlebrush threawn (*Aristida spiciformis*), dog fennel, goldenrod, and chalky bluestem (*Andropogon virginicus var glaucus*).

Scrubby flatwoods (other pines) (FLUCFCS 419) - On Farnton scrubby flatwoods are small isolated areas which occur on slight sandy rises within the flatwoods. The habitats have been planted with slash pine with a dense understory comprised of primarily of scrub oaks and saw palmetto (*Serenoa repens*) due to fire suppression. Historically scrubby flatwoods have an open canopy comprised primarily with longleaf (*Pinus palustris*) and slash pine (*Pinus elliotti*). The understory is dominated by low growing sand live oak (*Quercus geminata*), myrtle oak (*Q. myrtifolia*) and Chapman's oak (*Q. chapmanii*) and palmetto, often interspersed with areas of barren white sand.

Temperate Hardwoods (FLUCFCS 425) - This is a hammock community, classified by a well-developed hardwood forest with cabbage palm presence, and consists of a wide variety of oaks, other hardwoods such as bays, southern magnolia, and hickory, as well as cedar, holly, and cabbage palm. They are characterized by a low and flat topography and relatively poorly drained soils. Minor assemblages of pine may or may not be present. This community is classified by FNAI as mesic hammock. Canopy species typically include live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), magnolia (*Magnolia grandiflora*), red maple (*Acer rubrum*), cabbage palm (*Sabal palmetto*), red cedar, American elm (*Ulmus americana*), and sweetgum (*Liquidambar styraciflua*). A variable understory is often dominated by cabbage palms, as well as fern species. The understory is generally sparse and consists not only of cabbage palm and ferns but may also consist of wax myrtle, ferns, highbush blueberry (*Vaccinium corymbosum*), common persimmon (*Diospyros virginiana*), blue violet (*Viola sororia*), woodsgrass (*Chasmanthium* sp.), yellow stargrass (*Hypoxis curtissii*), camphorweed (*Pluchea* sp.), and panicum grasses.

Exotic and Nuisance vegetation - The identification and treatment of nuisance and exotic vegetation and wildlife on Farnton are necessary and vital activities in maintaining ecosystem health and function. Control of nuisance and exotic vegetation is a condition of the Farnton Mitigation Bank permit but to be effective it requires control of exotic species across the entire Farnton Tract. Nuisance and exotic vegetation are listed as Category I and Category II "Invasive Species" as determined by the Florida Exotic Pest Plant Council (FLEPPC). Nuisance and exotic species which have the potential to occur and which have been previously noted and treated on Farnton include:



- Lygodium (*Lygodium japonicum*)
- Cogon grass (*Imperata cylindrica*)
- Brazilian pepper (*Schinusterebinthifolius*), and
- Chinese tallow (*Sapium sebiferum*).

Question 12.B **Discuss what survey methods were used to determine the absence or presence of state or federally listed wildlife and plants.**

Per the methodology approved as part of the May 31, 2013, pre-application synopsis package the AMDA shall provide a summary of the potentially-affected special status vegetative communities and species using best available existing published data sources, including but not limited to; the Farmton Conservation Management Plan approved by the Volusia County Council, U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Commission, Florida Natural Areas Inventory and St. Johns River Water Management District. Each AIDA will follow the format used for an Application for Development Approval for a Development of Regional Impact.

Question 12.C **List all state or federally listed wildlife and plant resources observed on the site. Given the plant communities on-site, list any additional state or federally listed wildlife and plant resources expected to occur on the site. Additionally, address any unique wildlife and plant resources, such as colonial bird nesting sites and migrating bird concentration areas. For species that are either observed or expected to utilize the site, discuss the known or expected location and population size on-site, existence (and extent, if known) of adjacent, contiguous habitat off-site, and any special habitat requirements of the species**

A number of fish, wildlife and plant species have protected status by virtue of being listed under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, or by rule under the authorities vested in the FWC and the Florida Department of Agriculture and Consumer Services, in addition to the Federal Endangered Species Act. To reduce confusion over the inclusion of species that are not managed under the Endangered Species Act but which are provided for under mandates, the AMDA refers herein to this entire collective of species as “*special status species*.”

Many, but not all, special status species have an approved recovery or management plan in place. At the Federal level, both plant and animal species may have general prohibitions against “take” coupled with surveying and conservation guidelines. The State of Florida splits the responsibility for protecting special status species between the Florida Department of Agriculture and Consumer Services for plants and the Florida Fish and Wildlife Conservation Commission for fish and wildlife species.

Special Status Flora (Protected Plants)

State Listed Plants - Florida Department of Agriculture and Consumer Services (FDACS) maintains three categorical lists for endangered, threatened and commercially exploited plant species under Rule 5B-40, F.A.C. Plants listed on both the endangered and commercially exploited species lists require written permission from the property owner and a permit from FDACS prior to their removal or destruction. Plants



on FDACS' threatened list require only written permission of the property owner prior to their destruction or removal. Six plant species occurring on the three lists have been observed on the Farmton Tract. They are:

- Hand fern (*Ophioglossum palmatum*) is listed as endangered and is found on cabbage palms in hammocks;
- Celestial lily (*Nemastylis floridana*) is listed as endangered and is found in hydric flatwoods, roadside ditches, marshes, and fringes of cabbage palm hammocks;
- Florida coontie (*Zamia pumila*) is a commercially exploited species and is found in hammocks;
- Hooded pitcher plant (*Saracenia minor*) is listed as threatened and is found in open wet areas;
- Blue butterwort (*Pinguicula caerulea*) is listed as threatened and is found in marshes and hydric pine flatwoods, and
- Florida beargrass (*Nolina atopocarpa*) is listed as threatened and is found in scrub uplands.

Federally listed Plants - Rugel's Pawpaw (*Deeringothamnus rugeli*) is listed as endangered under the Endangered Species Act. It is endemic to pine flatwoods in Volusia County, and has only been found west of I-95. According to the USFWS, Rugel's Pawpaw typically is found in poorly drained slash pine-saw palmetto flatwoods. According to FNAI, it can be found in open canopies of slash or longleaf pine and wiregrass understory and have a tendency to occur on Immokolee soil. Rugel's Pawpaw was found on conservation lands in the vicinity of Farmton following the wildfires of 1998; according to Volusia County Environmental Management, Rugel's Pawpaw was found by Florida Natural Areas Inventory on the Wiregrass Prairie Preserve adjacent to Farmton and in the Deep Creek Preserve, west of SR 415. No Rugel's Pawpaw has been found on the Farmton Tract and surveys for this species, associated with the adjacent Restoration DRI, did not find Rugel's Pawpaw within that project site.

Special Status Fauna (Protected Fish and Wildlife)

On the state level, the FWC makes listing decisions based upon its own rules and publishes a single list that includes both Federal and State listed fish and wildlife species, but excludes listed plants, which are listed by Florida Department of Agriculture and Consumer Services (FDACS). In addition, there are examples of species occurring in Farmton's general area (such as the bald eagle) that have been delisted by both agencies, but which continue to be subject to mandatory species management plans. In 2011, the FWC finalized its decision to eliminate the "species of special concern" category and reevaluated the merits of maintaining its entire list on a species by species basis. In the case of those species that will be delisted now or in the future, the delisting carries with it a condition that each of those species be subject to an adopted action plan as part of finalizing the delisted status. At the time of this AMDA, the FWC continues the process of developing action plans for a number of species (some of which fall within the Farmton AMDA study area) and is considering the adoption of Best Management Practices for agricultural operations towards conserving habitat conditions for special status species. As a living document governing the management of vegetation within certain resource areas of the SDAs (MRBOS and possibly RBOS), the Farmton Local Plan's Conservation Management Plan allows for the incorporation of Best Management Practices and species management [assumed to include action] plans.

The Farmton Tract falls within the known range of a number of special status species and contains habitat types that could support them. Some of those species have been observed on or very near to the property in the past. Additionally, there are species currently identified as candidates for listing under the



Federal Endangered Species Act that may or may not require attention under future AIDAs. Some of the actions of the FWC and USFWS regarding their lists are imminent while others may take years. Given the length of time over which the Farmton Local Plan is authorized to build out, it is impossible to know what recovery and management plans will be in place at the time that any Application for Incremental Development Approval (AIDA) would be made. However, there are a number of special status species that the Applicant is aware of having the potential to occur on the Farmton Tract or has observed there. This summary outlines what is known of those species as it relates to the planning of this AMDA and its associated AIDA(s).

American alligator (*Alligator mississippiensis*) - The U.S. Fish and Wildlife Service lists the alligator as threatened, due to its resemblance to the threatened American crocodile, the range of which is restricted to South Florida. Although listed for protection in the 1970s, the alligator has had a remarkable recovery and is very common today. It has no critical habitat designation or recovery plan; however, management of this species is conducted by the FWC. Alligators can be found in most types of wetlands that have standing water and ample food supplies; they are frequently encountered in close proximity to developed areas containing surface and stormwater management features. As a result they may become nuisances and safety hazards, particularly if they associate humans with food; for this reason it is unlawful for people to create an attractant to wild alligators by feeding them. Otherwise, the FWC's management plan regulates alligator harvest, which includes hunts within harvest units as established by rule. At the time of this AMDA, the area of Farmton adjacent to the St. Johns River, including Deep Creek, is a management unit within which the FWC issues alligator harvest permits.

Bluenose shiner (*Pteronotropis welaka*) – The bluenose shiner occupies quiet backwaters and pools of blackwater streams and rivers and spring runs; usually with thick vegetation nearby. This fish is active year round but may be abundant at a location only to disappear for years at a time. In Central Florida it has been recorded in the upper tributaries of the St. John's River in Volusia, Lake and Seminole counties.

Eastern indigo snake (*Drymarchon corais couperi*) - The indigo snake is listed as a threatened species by the U.S. Fish and Wildlife Service and has been noted on the property. These snakes require large tracts of land to support their home ranges, and make use of a variety of habitats from freshwater marsh to xeric uplands. Presence of the species is most easily established by investigating their use of gopher tortoise burrows during the winter months. The USFWS has a strenuous survey protocol and protection measures in place for this species.

Gopher tortoise (*Gopherus polyphemus*) - The gopher tortoise is listed as a threatened species by the FWC and is a candidate for listing under the Endangered Species Act. Beyond that it is considered a key component in the determination of habitat suitability for several other special status species that use its burrows for one or more of their life requisites. While it is common to find tortoise burrows in most types of upland communities, the preferred habitats of the gopher tortoise are xeric (scrub) uplands and high pine flatwoods. Gopher tortoises, as well as active burrows, have been observed on Farmton, particularly within the scrubby flatwoods and along forest roads. The FWC has a Gopher Tortoise Conservation Plan in place for this species and is currently considering management actions for commensal species.

Gopher frog (*Rana capito*) – Currently, the gopher frog is protected as a State species of special concern; although staff of the FWC have recommended it be delisted, future management actions may be provided for under the gopher tortoise conservation plan. This species is a gopher tortoise burrow commensal organism, utilizing the burrows for shelter although it breeds in seasonal wetlands up to a mile away. Prime gopher frog habitat includes xeric uplands, especially longleaf pine-turkey oak associations, with



nearby (within one mile), seasonally flooded marshes or ponds and habitat connectivity between the two components is an important consideration during land planning technical assistance.

Florida black bear (*Ursus americanus floridanus*) - At the time of the adoption of the FLP, the black bear was state listed as threatened. Much of the conservation design for the FLP was based on habitat needs of the black bear and planned in consultation with FWC. Following the adoption of the FLP, the FWC delisted the black bear and adopted the Black Bear Management Plan under the Florida Black Bear Conservation Rule 68A-4.009, (F.A.C.). (<http://myfwc.com/bear>). The FLP requires coordination with the Black Bear Management Plan (BBMP), which includes guidelines for Bear Smart Communities.

Volusia County lies within the bounds of the Central Bear Management Unit (BMU) as defined by the 2012 BBMP. The plan recognizes that the extent of conservation lands in this BMU are adequate to sustain the subpopulation but also points out the degree to which conflict with land development is impacting management of this subpopulation. Nuisance calls related to black bears are highest and vehicle-related mortalities are “exceptionally high” in this BMU. The Plan also recognizes the long term need for reestablishing landscape connectivity between the Wekiva and St. Johns areas of the BMU and the Farmton Tract falls within a Strategic Habitat Conservation Area for black bear, due to its landscape connectivity with nearby conservation lands.

Bears have been observed on Farmton in the vicinity of Crane Swamp and large forested swamps close to the St. Johns River. Optimal bear habitat in Florida has been described as “a mixture of flatwoods, swamps, scrub oak ridges, bayheads and hammock habitats, thoroughly interspersed.” Forested wetlands and bottomland hardwoods provide their optimal habitat, but any forested areas of large size with diverse food and dispersed cover can support bears. However, sightings of females and cubs are infrequent or inconsistent with use of this area as home range, and for this reason, Farmton is classed as secondary black bear range as opposed to “primary” black bear range.

Miami Corporation recognized the significance of the black bear as an environmental issue that would shape the FLP. The locations, directions and widths of the Cow Creek and Powerline corridors are directly related to input from the FWC and the Peer Review Panel that the Miami Corporation engaged during development of the FLP. Miami Corporation placed commitments on the FLP to provide for wildlife crossings on Maytown Road for the purpose of reducing the risk to the public from vehicle-bear accidents. Lastly, there is an additional aspect of bear management that the FWC has integrated into the bear management plan- bear smart communities. Although not a regulatory requirement imposed by the FWC, the agency has been emphasizing the need to manage against nuisance bear activity associated with solid waste management systems through its technical assistance to local governments.

Florida mouse (*Podomys floridanus*) - The Florida mouse is listed as a state species of special concern, as the only mammal species that is endemic to Florida. The species typically lives within gopher tortoise burrows in fire-maintained, xeric uplands. According to the FWC, the major threat to the Florida mouse is loss and degradation of habitat caused by conversion to other uses since its habitat is also highly suitable for land improvement. However, the FWCC has recommended its removal from the list contingent upon adoption of a management plan.

Florida pine snake (*Pituophis melanoleucus mugitus*) – This snake is listed as a State species of special concern. Another gopher tortoise burrow commensal organism, the pine snake uses both gopher tortoise burrows and the tunnels of pocket gophers (*Geomys pinetis*). Preferred habitat of the pine snake is xeric (scrub) uplands, and to a lesser extent, flatwoods and other mesic uplands. The pine snake has been noted in pine uplands on the Farmton Tract.



Florida sandhill crane (*Grus canadensis pratensis*) - The Florida sandhill crane is an indistinguishable, non-migratory, state-listed (threatened) subspecies of *Grus canadensis*. Sandhill cranes nest in shallow marshes and wet prairies, and forage for prey in the marshes and open fields. Because both non-migratory and migratory cranes occur in Florida, the FWC accepts surveys for the listed subspecies conducted only during the breeding season. Sandhill cranes are found throughout Farmton near marsh wetlands and are known to nest on site.

Limpkin (*Aramus guarana*) - Currently the limpkin is listed by the FWC as a species of special concern, but its removal from the list has been recommended by staff. This species is reclusive, inhabiting forested swamps, mangrove swamps and marshes and feeding primarily on the Florida apple snail (*Pomacea paludosa*). In recent years, the Limpkin population has increased throughout Florida as it has been able to take advantage of increasing numbers of exotic apple snails. Limpkins and apple snails are common to Deep Creek and along the St. Johns River.

Sherman's fox squirrel (*Sciurus niger shermani*) - The Sherman's fox squirrel is the largest of the three fox squirrel subspecies that occur in Florida and is listed by the FWC as a species of special concern. This subspecies occurs at lower densities and occupies larger home range sizes than populations of fox squirrels in other states. This species has been observed on the Farmton Tract in pine forests as well as in forested wetland areas. Although, there is no management plan for this subspecies and the FWC generally does not issue take permits, the Agency recommends that construction activities avoid impacting on fox squirrel nest trees during the breeding season.

Southern bald eagle (*Haliaeetus leucocephalus*) – Although delisted by both the U.S. Fish and Wildlife Service and the FWC in 2005, the bald eagle continues to be protected by the Federal Bald and Golden Eagle Protection Act and the FWC's Bald Eagle Management Plan, adopted in 2008. Eagles can be seen flying over many habitat types, but they require open water bodies as feeding areas and large trees (typically pine trees) as nesting structures. Florida boasts the largest population of breeding pairs in the southeast and their young usually attempt to nest near their parental nest when they mature and mate. There are four active eagle nest territories in the FWC's Bald Eagle Nest Locator that occur on the Farmton Tract (in the Deering Preserve at Deep Creek (DPDC)).

Southeastern American kestrel (*Falco sparverius paulus*) – This subspecies of American kestrel is listed as threatened by the FWC. This non-migratory subspecies is to be distinguished from the larger *Falco sparverius sparverius*, which is a winter migrant to Florida. The Southeastern American kestrel requires three components for optimal habitat: large, open fields for foraging, snags for nesting, and snags, and other perching sites from which to hunt. This species has been observed on-site, usually associated with power lines.

Wood stork (*Mycteria americana*) - This species requires feeding areas in the form of pools or ditches in which fish congregate and forested swamps for nesting. Typical foraging sites for the wood stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow-seasonally flooded roadside or agricultural ditches, and narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between 5 and 15 inches (5 and 38 cm). Preferred foraging habitat includes wetlands exhibiting a mosaic of submerged and/or emergent aquatic vegetation, and shallow, open-water areas subject to hydrologic regimes ranging from dry to wet. The vegetative component provides nursery habitat for small fish, frogs, or other aquatic prey, and the shallow, open-water areas provide sites for concentration of the prey during daily or seasonal low water periods. Wood storks have been seen on the



site along the St. Johns River, Deep Creek, and Cow Creek, but no breeding colonies have been reported on Farmton. The nearest Core Foraging Area for a Wood Stork colony is more than 2.5 miles from the external boundary of the Volusia Farmton Tract. It is a federally-listed endangered species.

Colonial wading birds protected by the State - There are four special status wading birds that have been observed on Farmton within wetlands and along creeks, which the FWC has treated collectively in its technical recommendations to land development activities. These wading birds all have similar life histories and inhabit marshes, lakes, rivers, ponds and coastal systems, although no rookeries have been recorded for these species within the Tract. Their foraging and nesting habits are similar to those of the wood stork. Although all four are currently listed as species of special concern, two are recommended to be delisted and two retained as threatened species. Regardless of the outcome, all four are the subject of a draft Imperiled Wading Bird Action Plan:

- Little blue heron (*Egretta caerulea*) - proposed to be retained on the State threatened list;
- Snowy egret (*Egretta thula*) - has the potential to be delisted;
- Tricolored heron (*Egretta tricolor*) - proposed to be retained on the State threatened list;
- White ibis (*Eudocimus albus*) – has the potential to be delisted.

U.S. Fish and Wildlife Service Consultation Areas - Section 7 of the Endangered Species Act requires consultation with the U.S. Fish and Wildlife Service (USFWS) when any action which requires a permit may affect a listed endangered or threatened species. The USFWS identifies consultation areas for potential habitat of listed species based on habitat elements and their proximity to known occurrences of a species. Consultation Areas do not constitute areas within which permits for impacting on these species are automatically required; rather they are meant to serve as triggers opening a consultation under a Federal Action, such as an application for a construction permit under Section 404 of the Clean Water Act. In this regard, each AIDA will need to be aware of the Consultation Areas that it will be subject to; Consultation areas that the Farmton Tract falls within include:

- Fully within a Consultation Area for the Florida scrub jay (*Aphelocoma coerulescens*);
- A large portion of Farmton is included in a consultation area for Crested caracara (*Caracara cheriway*); and
- A large portion of the tract falls within a consultation area for the Everglades snail kite (*Rostrhamus sociabilis plumbeus*).

While Volusia County is in the historic range of each of these species, none have been observed on-site. Further, each of these species has specific habitat requirements, which are either not present on-site or are far removed from known populations. The closest known occurrence of crested caracara is in the Viera area, where Everglade snail kites have been reported as well. Scrub jay populations exist in Deltona, Edgewater, Merritt Island National Wildlife Refuge, and in the I-95/SR-5A interchange in Brevard County.

Non-Special Status Species Provided for in the Farmton Local Plan - The Farmton tract is also within the Atlantic Flyway and according to the CMP a large number of neotropical bird species may stop here to rest and forage during migrations. In particular, Farmton is a known nesting site for Swallow-tail kites (*Elanoides forficatus*), which tend to prefer large silviculture areas for nesting between March and August each year, particularly mature slash pine in or near forested wetlands. The Swallow-tailed kite is not a



listed species in Florida but is scientifically recognized as an imperiled species and is protected by the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712). The USFWS recognizes it as a “focal” species, making it eligible for conservation funding. Miami Corporation has provided for the conservation of nesting habitat for this species through the Conservation Management Plan, associated with the GreenKey Areas. Through the CMP, Farmton Tree Farm is committed to cooperating with Florida Audubon Society by allowing annual nest surveys and will place a tree harvesting restriction within a 132-foot radius of any nest tree identified during the nesting season. In the event that the annual survey indicates kites are nesting in communal groups then harvesting will be restricted around clusters of identified nest trees.

Game and non-native Wildlife

In addition to species protected against take under State rule and Federal Law, the Farmton Tract is home to a myriad of common fish and wildlife including game and non-native species. Although these species may not warrant special considerations regarding habitat protections within the SDAs, their presence in the area supports outdoor recreational activities. Some of these species can become nuisances in urban and suburban developed areas. Therefore, it may be advantageous to include them in outreach and education material targeted at commercial and residential property owners under the AIDAs. The following species are recognized as potentially occurring within the Farmton Tract, through reference in the Wildlife Management Plan and the Conservation Management Plan. Of the wildlife species mentioned in those plans, only white tailed deer, Osceola turkey, bobwhite quail and migratory waterfowl are actively managed as game species by the FWC.

Northern bobwhite (*Colinus virginianus*) – Also commonly referred to as Bobwhite quail, this species has seen drastic declines throughout the United States in just the last three decades, largely due to habitat conversion. The species is normally associated with mature pine forests having an understory rich in grasses and forbs. Prescribed fire is considered a highly valuable tool in maintaining good habitat for bobwhites. The FWC has a strategic plan in place for promoting the recovery of habitat for this bell weather species that emphasizes partnering with private landowners in identified focal areas.

Florida mottled duck (*Anas fulvigula fulvigula*) – The mottled duck is a close relative of the mallard and the Florida mottled duck is a unique non-migratory subspecies found only in peninsular Florida. According to the FWC, the mottled duck may be found using wetlands and related upland habitats associated with ponds, marshes, lakes, rivers, canals and ditches. Although recognized as a game species its long term sustainability is threatened by interbreeding with mallards that have been artificially introduced as pets, farm stock and ornamental species in Florida.

Osceola turkey (*Meleagris gallopavo Osceola*) – The FWC touts the Osceola as one of the most coveted and sought-after game species in Florida. It is one of only five subspecies of wild turkey in North America and its range is restricted to the Florida peninsula. Good habitat conditions for this species overlap with those for Northern bobwhite, sherman’s fox squirrel and eastern gray squirrel.

White tail deer (*Odocoileus virginianus*) - The deer population within the Farmton Tract has been estimated at around 500 individuals by the FWC in the past (Collins, 2000). This number was considered well below capacity for Farmton’s size and was attributed to both intensive hunting pressure that occurred prior to adoption of the Wildlife Management Plan and to the lower habitat quality that timber plantations provide.

Beaver (*Castor canadensis*) – although acknowledged as potentially occurring within Farmton, this species is better known in North Florida and the Panhandle. As architects of wetlands, beavers provide habitat for nesting wood ducks, migratory waterfowl, otters, turtles and fishes. However, their activities

may also block drainage systems and flood roads, crops, and timberland.

Bobcat (*Lynx rufus*) - this medium-sized cat inhabits forests, swamps, and hammocks in Florida. Thick patches of saw palmetto and dense shrub thickets serve as denning and resting sites. It adapts to the presence of suburban neighborhoods within its home ranges and has been mistaken for Florida panther by enthusiastic homeowners many times.

Coyote (*Canus latrans*) – The coyote is not considered by the FWC to be a native species. Its presence is due to both human introductions as a game species and through natural range expansion in the absence of competition. The FWC indicates that it may act as an agricultural pest to both vegetables and livestock. In recent years it has come into conflict with humans in suburban areas in central and south Florida, as it attempts to prey on small pets. Although the FWC has rules in place for its removal, the Agency recommends that outreach and education be implemented to assist homeowners in learning to live safely in close proximity to coyotes.

Eastern gray squirrel (*Sciurus carolinensis*) – The gray squirrel prefers to live in and near oak hammocks and acclimates easily to urban and suburban landscapes. The species is recognized as a small game species both by the FWC and in the Farmton Wildlife Management Plan.

Feral hog (*Sus scrofa*) – The feral hog is not native to Florida, but is legally defined as wildlife. According to the FWC, it is the second-most popular, large game species hunted in Florida (second only to the white-tailed deer). Hogs are considered destructive to both agricultural and natural lands; they prefer oak-cabbage palm hammocks, freshwater marshes and sloughs and pine flatwoods as habitat.

Gray fox (*Urocyon cinereoargenteus*) – This species may occur within Farmton on wooded areas with dense cover. It may den in hollow logs, gopher holes or hollow trees; it is remarkable among dog species as the only one that can climb trees.

Mink (*Neovison vison*) – This species is recognized as a small game species by the FWC and in the Farmton Wildlife Management plan, but it is rarely seen. This aquatic species is usually found in or very near water, although it may be encountered in nearby uplands. It may be confused with the otter although it is about half the size of that species and darker in color.

Nine-banded armadillo (*Dasypus novemcinctus*) - Armadillos are not considered native to Florida and it is lawful for a landowner to live-trap or humanely destroy nuisance armadillos. Armadillos dig multiple burrows, which can be mistaken for gopher tortoise burrows to the unpracticed eye.

Opossum (*Didelphis virginiana*) – Like raccoons, opossums are common throughout Florida and acclimate to suburban areas, where they can be attracted by garden vegetables, garbage and pet food. The FWC recommends animal-proofing garbage cans and ensuring that pet food is not left out overnight as measures to reduce nuisance wildlife conflicts in suburban areas.

Rabbits- Two species of rabbits occur in Florida, the Eastern cottontail (*Sylvilagus floridanus*) and the marsh rabbit (*Sylvilagus palustris*). The cottontail rabbit prefers a habitat of heavy brush, strips of forest, weed and briar patches, abandoned fields and fringe areas of cultivated fields while marsh rabbits are associated with wetland areas.

Raccoon (*Procyon lotor*) - Raccoons are common throughout Florida. They feed on fruits, plant material, eggs, crustaceans, small animals, and garbage. Because garbage offers easy forage and humans sometimes deliberately feed raccoons, they can become nuisance wildlife in urban/suburban areas. It is illegal in Florida to place or offer food or garbage in a way that it attracts raccoons and creates a public



nuisance.

River Otter (*Lutra canadensis*) - River otters can occur in rivers, creeks, canals, lakes, ponds and swamps. Otters live in burrows on the bank of the water body, often under the roots of a tree. They may dig their own burrow, or remodel the burrow of a beaver.

Skunk- Both the eastern spotted skunk (*Spilogale putorius*) and the striped skunk (*Mephitis mephitis*) occur throughout Florida and occupy fields, pastures, and disturbed areas.

Question 12.D **Indicate what impact development of the site will pose to affected state or federally listed wildlife and plant resources.**

By the Master DRI agreement this question has been deferred to the AIDA review.

Question 12.E **Discuss what measures are proposed to be taken to mitigate impacts to state and federally listed wildlife and plant resources. If protection is proposed to occur on site, describe what legal instrument will be used to protect the site, and what management actions will be taken to maintain habitat value. If protection is proposed to occur off site, identify the proposed amount and type of lands to be mitigated as well as whether mitigation would be through a regional mitigation land bank, by acquisition of lands that adjoin existing public holdings, or by other means.**

By the Master DRI agreement this question has been deferred to the AIDA review.

13 QUESTION – WETLANDS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (8); POLICY (6)

GOAL (10); POLICIES (1),(7),(8)

GOAL (16); POLICY (2)

Question 13.A If there are wetlands on the site, discuss and specify the following:
13.A.1 Acreage and percentage of property which currently exists as wetlands. These wetlands should be shown on Map F, Vegetation Associations and identified by individual reference numbers.

Sharon Collins (TerraBlue Environmental, LLC, Plant City, Florida) previously described the onsite plant communities, including wetland types, consistent with FDOT’s version of FLUCFCS third level, for the Farmton Local Plan. The wetland communities occurring within the AMDA boundary, as described in the FLP, fall within each of the following categories:

Stream & Lake Swamps (FLUCFCS 615) - This community also is referred to as bottomland forest or floodplain swamp. The community is found on river and creek systems, as well as extending beyond the footprint of a creek or river and into the bottomland of that riverine system. It is classified by FNAI as Riverine. Within Farmton, Cow Creek, and Deep Creek are the riverine systems with associated forested bottomland wetlands. Cow and Deep Creeks converge into the St. Johns River. Portions of Deep Creek were channelized, changing its natural bottom and slope configuration and flow velocities. The community is dominated by forested hardwood canopies which may include water oak (*Quercus nigra*), red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), blackgum (*Nyssa sylvatica*), bays (*Persea* spp.), and pignut hickory (*Carya glabra*), as well as cypress (*Taxodium ascendens*), slash pine (*Pinus elliotti*), and dahoon holly (*Ilex cassine*).

Cypress swamps (FLUCFCS 621) - This community, which is the dominate wetland community on the property, is classified as a forested wetland, and is dominated by pond cypress (*Taxodium ascendens*) or bald cypress (*Taxodium distichum*). The community is classified by FNAI as basin, dome, or floodplain swamps. Although cypress dominates the canopy, other canopy species may be present, including hardwoods such as blackgum (*Nyssa sylvatica*), red maple (*Acer rubrum*), American elm (*Ulmus americana*), ash (*Fraxinus* spp.), laurel oak (*Quercus laurifolia*), and pignut hickory (*Carya glabra*), as well as slash pine (*Pinus elliotti*). Cypress swamps are characterized by organic soils and high water tables which allow water and nutrient flows to meander and weave adjacent ecosystems into an integrated landscape. Within the Farmton Tract, the understory of cypress swamps consist of a myriad of woody and herbaceous species as well as cryptophytes: dahoon holly (*Ilex cassine*); gallberry (*Ilex glabra*); wax myrtle (*Myrica cerifera*); greenbriar (*Smilax auriculata*); poison ivy (*Toxicodendron radicans*); peppervine (*Ampelopsis arborea*); lizard’s tail (*Saururus cernuus*); bladderwort (*Utricularia* sp.); butterwort (*Pinguicula* sp.); sawgrass (*Cladium* sp.); St. Johns wort (*Hypericum fasciculatum*); blue maidencane (*Amphicarpum muhlenbergianum*); beakrush (*Rhynchospora* sp.); maidencane (*Panicum hemitomon*); yellow-eyed grass (*Xyris* sp.); pipewort (*Eriocaulon* sp.); bog button (*Lachnocaulon* sp.); spikerush (*Eleocharis* sp.); sundew

(*Drosera capillaris*); arrowhead (*Sagittaria lancifolia*); sphagnum moss (*Sphagnum* sp.); soft rush (*Juncus effusus*); swamp (*Blechnum serrulatum*) and royal ferns (*Osmunda regalis*); Virginia chainfern (*Woodwardia virginica*); and cinnamon fern (*Osmunda cinnamomea*).

Mixed Forested Wetlands (FLUCFCS 630) and Inland Ponds and Sloughs (616) - Both Mixed Forested Wetlands and Inland Sloughs are classified as forested wetlands identifiable by their mix of conifers and hardwoods and as being dominated by neither. They are classified by FNAI as basin swamps, wet flatwoods, floodplain forest, and dome swamp. The canopies within these wetlands typically consist of black gum (*Nyssa sylvatica*), swamp bay (*Persea palustris*), loblolly bay (*Gordonia lasianthus*), cypress (*Taxodium ascendens*), sweetbay (*Magnolia virginiana*), red maple (*Acer rubrum*), laurel oak (*Quercus laurifolia*), American hornbeam (*Carpinus caroliniana*), dahoon holly (*Ilex cassine*), and water oak (*Quercus nigra*). Shrub species typically include shiny lyonia (*Lyonia lucida*), gallberry, and wax myrtle (*Myrica cerifera*). Conifer species include slash pine (*Pinus elliotti*). The groundcover layer consists of a variety of ferns such as Virginia chain fern, swamp fern, and cinnamon fern, as well as lizard's tail, soft rushes, water hoarhound (*Lycopodium rubellus*), greenbriar vine, and poison ivy.

Mixed Wetland Hardwoods (FLUCFCS 617) - This community is a forested wetland dominated by a wide variety and ill-defined mix of hardwood species, often also identified as the hydric hammock (FNAI). This community is characterized by a low and flat topography and relatively poorly drained hydric soils. It is further classified by a well-developed hardwood and cabbage palm forest with a variable understory often dominated by cabbage palms as well as fern species. Canopy species typically include cabbage palm (*Sabal palmetto*) and a combination of live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), magnolia (*Magnolia grandiflora*), water oak (*Quercus nigra*), swamp bay (*Persea palustris*), and/or red maple (*Acer rubrum*), as well as red cedar, American elm (*Ulmus americana*), and sweetgum (*Liquidambar styraciflua*). The shrub layer consists of cabbage palm, dahoon holly, wax myrtle, cinnamon and chain ferns, highbush blueberry (*Vaccinium corymbosum*), and the groundcover consists of blue violet (*Viola sororia*), lizard's tail, bog button, yellow-eyed grass, blue flag iris (*Iris virginica*), woods grass (*Chasmanthium* sp.), yellow stargrass (*Hypoxis curtissii*), camphorweed (*Pluchea* sp.), sawgrass, swamp milkweed (*Asclepias perennis*), and panicum grasses.

Freshwater Marshes (FLUCFCS 641) and Wet prairies (FLUCFCS 643) - Marsh communities are classified by a vegetated, non-forested appearance. They typically are confined to relatively level, low-lying areas. Marsh ecosystems in general include bogs, fens, prairies, wet prairies, and wet savannas. This community is classified by FNAI as basin marshes, depression marshes and wet prairies. Marshes and wet prairies are topographically flat, have high water tables, usually have inundated soils which are organic and nutrient-laden, and include a dominance of herbaceous plants rooted in and generally emergent from shallow water. Marshes are characterized by a diversified, herbaceous vegetative composition, with essentially no canopy or shrub layers. Typically one or more species such as sawgrass, maidencane or rushes may dominate. Wet prairies are similar except that they are higher in the landscape (elevation) and distinguished by having less water and more grasses. Sawgrass (*Cladium* sp.), maidencane (*Panicum hemitomon*), soft rush (*Juncus effusus*), and cordgrass (*Spartina bakeri*) may dominate some marshes. Other marshes may include these species but also assemblages that consist of St. John's wort (*Hypericum fasciculatum*), bluestem (*Andropogon* sp.), pickerelweed (*Pontederia cordata*), duck potato (*Sagittaria lancifolia*), narrowfruit horned beaksedge (*Rhynchospora inundata*), soft rush (*Juncus effusus*), beakrush (*Rhynchospora* sp.), other St. John's-wort species (*Hypericum* sp.), pipewort (*Eriocaulon* sp.), bog button (*Lachnocaulon* sp.), meadowbeauty (*Rhexia* sp.), spikerush (*Eleocharis* sp.), various sedges, Carolina aster (*Aster caroliniana*), blue violet (*Viola sororia*), blue maidencane



(*Amphicarpum muhlenbergianum*), water hyssop (*Bacopa* sp.), thin paspalum (*Paspalum setaceum*), tickseed (*Coreopsis leavenworthii*), bladderwort (*Utricularia* sp. .), yellow-eyed grass (*Xyris* sp.), cordgrass (*Spartina bakeri*), smartweed (*Polygonum hydropiperoides*), pluchea (*Pluchea odorata*), coinwort (*Centella asiatica*), redroot (*Lachnanthes caroliana*), saltbush (*Baccharis halimifolia*), fimbry (*Fimbristylis* sp.), water hoarhound (*Lycopus rubellus*), climbing hempweed (*Mikania scandens*), cattail (*Typha* sp.), chainfern, and cinnamon fern. Wax myrtle, cypress, slash pine (*Pinus elliotii*), cabbage palm (*Sabal palmetto*), and red cedar may fringe marsh edges. Onsite marshes and wet prairies often are embedded within swamps and pine plantations throughout the property.

Hydric Pine Plantations (FLUCFCS 441W) - This community is classified as a pine forest which has been artificially generated by planting seedling stock or seeds. The pine stands are characterized by a dense growth of trees per acre and, if not aerially seeded, typically by a uniform appearance (pine rows). This community is classified by FNAI as an altered pine plantation community. Pine Plantations are planted pines which are characterized by a low and flat topography, and relatively poorly drained, hydric, acidic and sandy soils. Much of the hydric pine plantation on Farnton has been bedded. The hydric pine plantations may be more open canopied than upland pine plantations, with less dense slash pine canopies, and which may have minor inclusions of pond pine (*Pinus serotina*), cypress, and loblolly bay, as well as red bay (*Persea borbonia* var. *borbonia*). They may also be savannah-like with variable shrub and groundcover layers consisting of wax myrtle, highbush blueberry (*Vaccinium corymbosum*), gallberry, St. Johns wort (*Hypericum fasciculatum*), saw palmetto, maidencane, redroot, coinwort, rushes, bog buttons, broomsedge, and yellow-eyed grass. These pine plantation communities are scattered throughout the property and are generally those communities between larger swamps and the upland pine plantation communities.

The AMDA methodology for Question 13 calls for a report of the acreages of wetlands relative to uplands. Table 13-1 provides a breakout of wetlands by the above-described general types for the Sustainable Development Areas (SDAs) and the GreenKey lands, while Table 13-2 provides the relative composition of SDAs and GreenKey areas between wetland and upland types.

Table 13- 1

Wetland Inventory by Type within Farnton Sustainable Development Areas and GreenKey Areas

Farnton AMDA

Wetland Type	Wetland Acres in FLP	Wetland Acres, GreenKey Areas	Wetland Acres, SDAs	Wetlands Ratio, Greenkey: SDA
Forested/Shrub Freshwater Wetland	28,940.20	24,379.26	4,560.94	5.35:1
Freshwater Emergent Wetland	3,804.82	2,643.24	1,161.58	2.28:1
Freshwater Pond	37.14	35.55	1.59	22.36:1
Lake	0.44	0.44	0	N/A
River	66.07	66.07	0	N/A
Total	32,848.67	27,124.56	5,724.11	4.74:1

Table footnote: N/A = not applicable;

Table 13- 2

Ratio of Wetlands to Uplands in Farmton SDAs and GreenKey Areas

Farmton AMDA

	Wetlands (ac)	Uplands/ Agriculture (ac)	Other Uses (ac)	Total (ac)	% Wetlands
SDA	5,724	9,326	43	15,093	38%
Greenkey	27,124	4,740	N/A	31,864	85%
Total in AMDA	32,848	14,066	43	46,957	70%

13.A.2 Historic Hydroperiods and seasonal water elevations of on-site wetlands.

This sub-question will be addressed with each AIDA.

13.A.3 Acreage and location of wetlands which are to be preserved in their natural or existing state, including proposed hydroperiods, seasonal water elevations and methods for preservation.

It should be noted, the Applicant has taken great measures ahead of this application to optimize opportunities to avoid future potential impacts to wetlands and wetland functions due to development within the SDAs. These measures include:

- Establishment of the Farmton Mitigation Bank, which is contiguous to the SDA footprints;
- Establishment, in partnership with the County, of the Deep Creek Conservation Area;
- Conveyance of the Deering Addition to the Deep Creek Conservation Area; and
- Conveyance of an additional 14,000+ acres of conservation easements and management covenants over GreenKey lands with an emphasis on preserving contiguous wetlands and surface waters.

This sub-question will be addressed with each individual AIDA.

13.A.4 Acreage and location of areas to be enhanced, including proposed hydroperiods, seasonal water elevations and methods of enhancement.

This sub-question will be addressed with each AIDA.

13.A.5 Actions taken to minimize or mitigate impacts on wetland areas, including maintaining the hydroperiod and providing buffers.

Floodplain and wetland areas shall be protected pursuant to the County’s Wetlands Protection Ordinance. All wetland/surface water impacts will be reduced or eliminated as much as practicably possible. Any unavoidable impacts will be offset through appropriate mitigation, including enhancement and preservation of on-site wetlands and uplands, where appropriate. The hydroperiods of these wetlands will be maintained as described in the previous sections. The adopted FLP places a specific commitment on this AMDA towards adhering to the Wetlands Protection ordinance in the form of upland buffers associated with wetlands and floodplains. Each AIDA will implement upland buffers separating



development activities from wetlands within the respective SDAs measuring a minimum of 50 feet but must achieve an average of 75 feet (Policy FG 2.19).

To a great extent, minimization has been achieved through establishment of easements over large tracts of significant wetlands in the GreenKey lands. In addition, each AIDA associated with this AMDA is required to evaluate for locations and acreages of wetlands within their respective SDAs, towards establishing RBOS on no less than 25% of the SDA acreages. The 25% may contain the MRBOS conceptually identified on Map H and Figure 10-1. The establishment of the RBOS will emphasize protection of wetland functions that are contiguous to, or provided by the MRBOS areas, with a goal of optimizing wetland connectivity to GreenKey lands.

The Applicant is preconditioning the establishment of Resource-Based Open Spaces (RBOS) and Mandatory Resource-Based Open Spaces (MRBOS) within the SDAs, upon all future Applications for Incremental Development Approval associated with this AMDA. The MRBOS are required at preset locations as illustrated on Map H and Figure 10-1; these locations were selected to provide a land buffer between development activities and wetlands within the GreenKey lands as well as provide wider wildlife corridors.

Further avoidance and minimization can be achieved through site specific designs of the RBOS during the AIDAs. If it is determined by the County, through consultation with the reviewing agencies, that development plans for each respective AIDA will cause unavoidable wetland alterations, then mitigation proposals shall be evaluated. Detailed plans for minimization and mitigation of impacts within the SDAs will be provided by each AIDA implemented pursuant to this AMDA. Such mitigation activities shall replace like habitat and function with an intended result of a no-net-loss of extent and the related wetland functions. In no case shall mitigation activities degrade upland habitats that are considered critical or significant to special status species or rare/environmentally sensitive plant communities.

Its location, significant size, connectivity to the SDA footprint and similarity of its habitat types, makes the Farmton Mitigation Bank an ideal option for providing mitigation opportunities. In cases where onsite impacts are determined to be unavoidable, opportunities to compensate for those impacts at the Farmton Mitigation Bank will be pursued.

13.A.6 Acreage and location of wetland which will be disturbed or altered, including a discussion of the specific alterations and disturbances.

This sub-question will be addressed with each AIDA.

13.A.7 Precautions to be taken during construction to protect wetland areas.

Potential activities occurring on the site that may affect wetlands, surface waters and water quality include dredging and filling for the construction of buildings, roads and stormwater systems. All water discharged into wetlands will meet state water quality standards. Each AIDA will take appropriate precautions to protect wetland areas and functions during land clearing and construction activities. Specifically, any AIDA implemented pursuant to this AMDA shall follow guidelines published in SJRWMD's Applicant's Handbook pursuant to Chapters 40C-4, 40C-40 and or 40C-42, F.A.C. and Section 62-302 F.A.C or its successor rule or law. Applicants shall consult with SJRWMD and the County to identify Best Management Practices to be used during construction for the protection of those wetlands slated for such protection within the developed portions of the SDA(s). Each AIDA will incorporate into its Development Order, the most current best management practices for erosion control approved by FDEP, SJRWMD and/or the United States Army Corps of Engineers, for the purpose of controlling erosion and limiting the



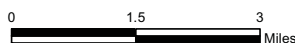
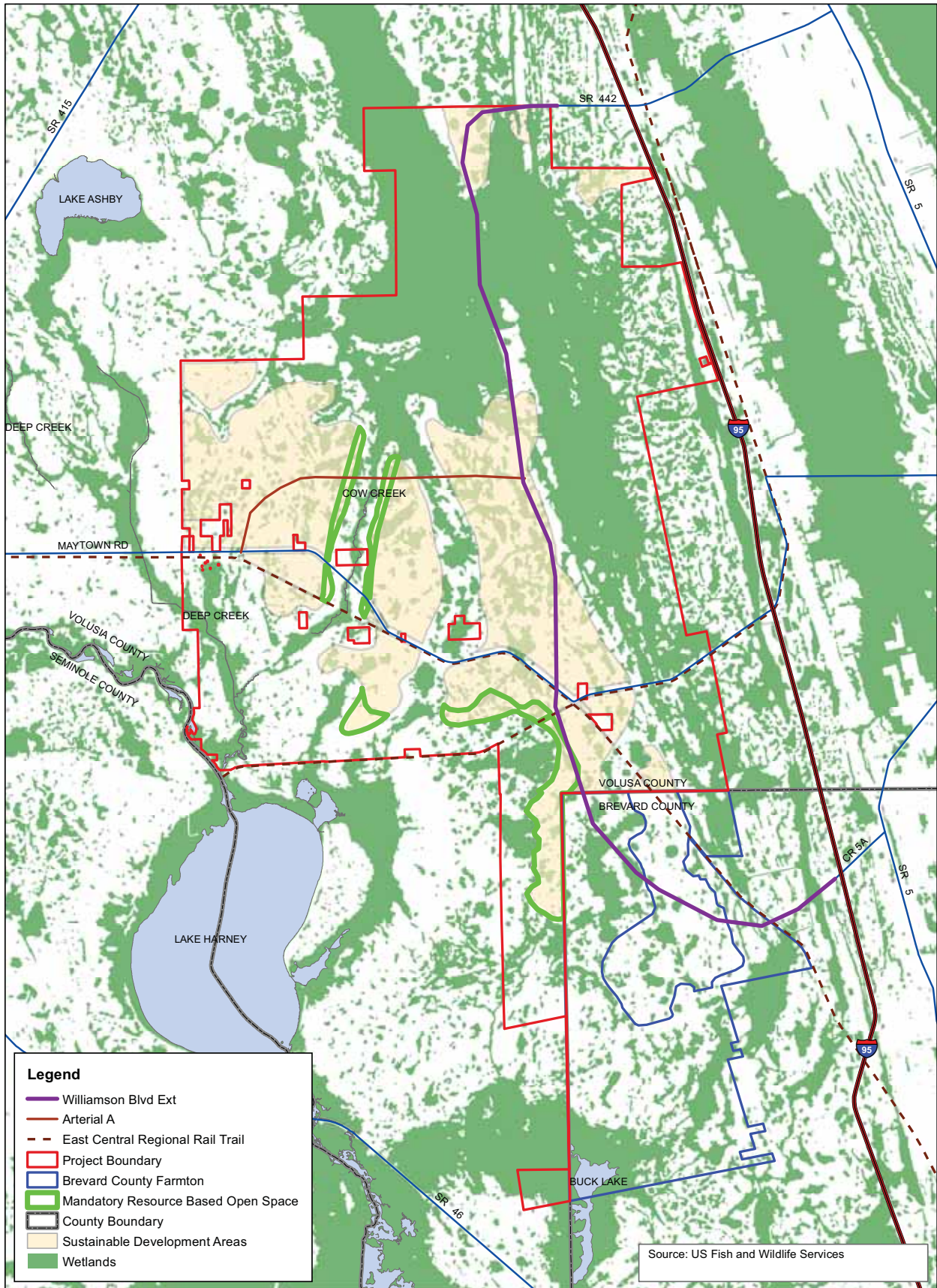
amount of sediment reaching surface waters during land clearing, construction, excavation, dredge and fill, and stormwater management activities.

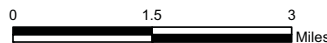
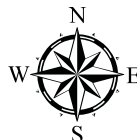
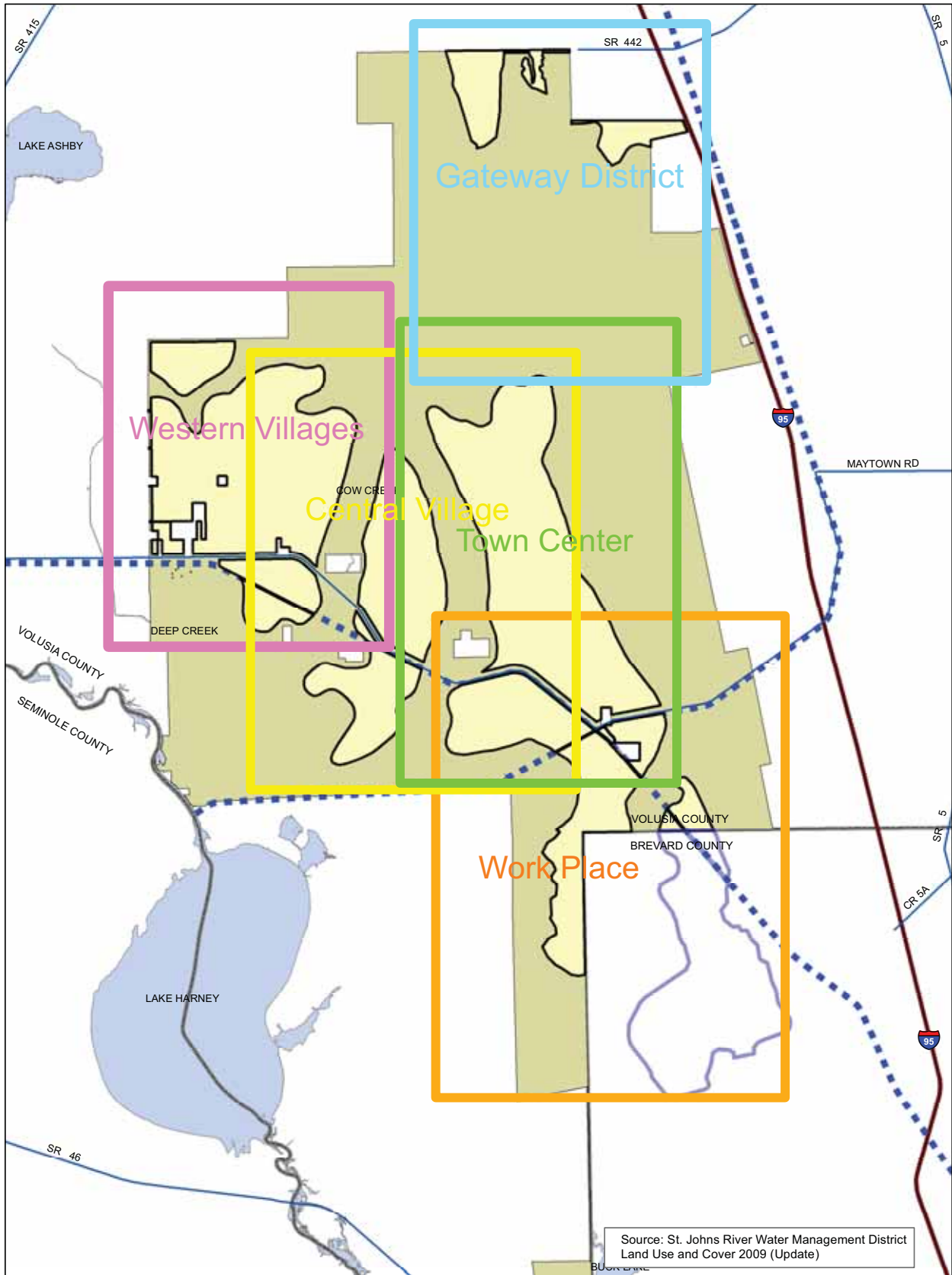
13.A.8 If available, provide jurisdictional determinations.

This sub-question will be addressed with each AIDA.

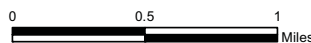
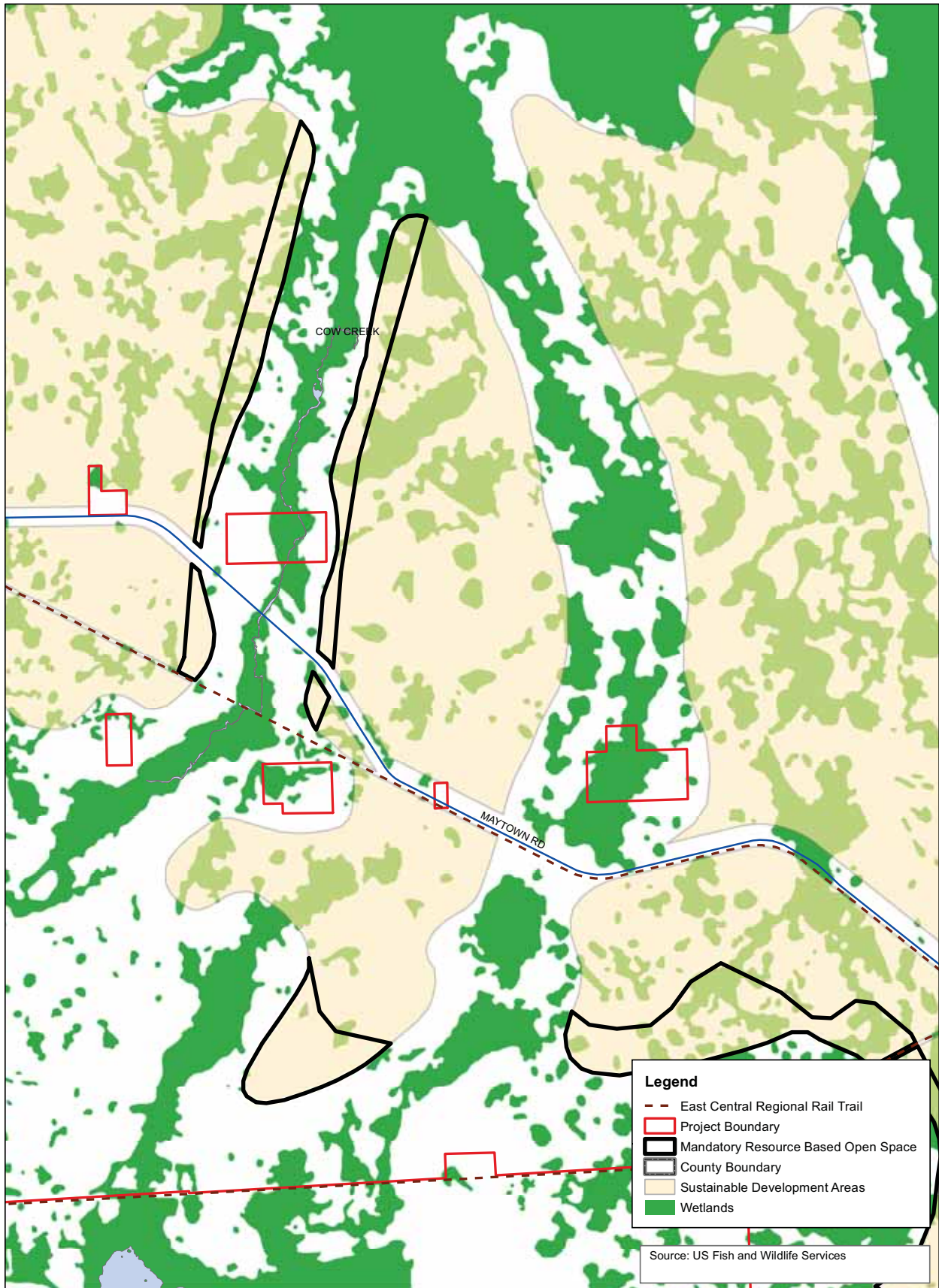
Question 13.B

This sub-question will be addressed with each AIDA.

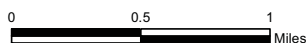
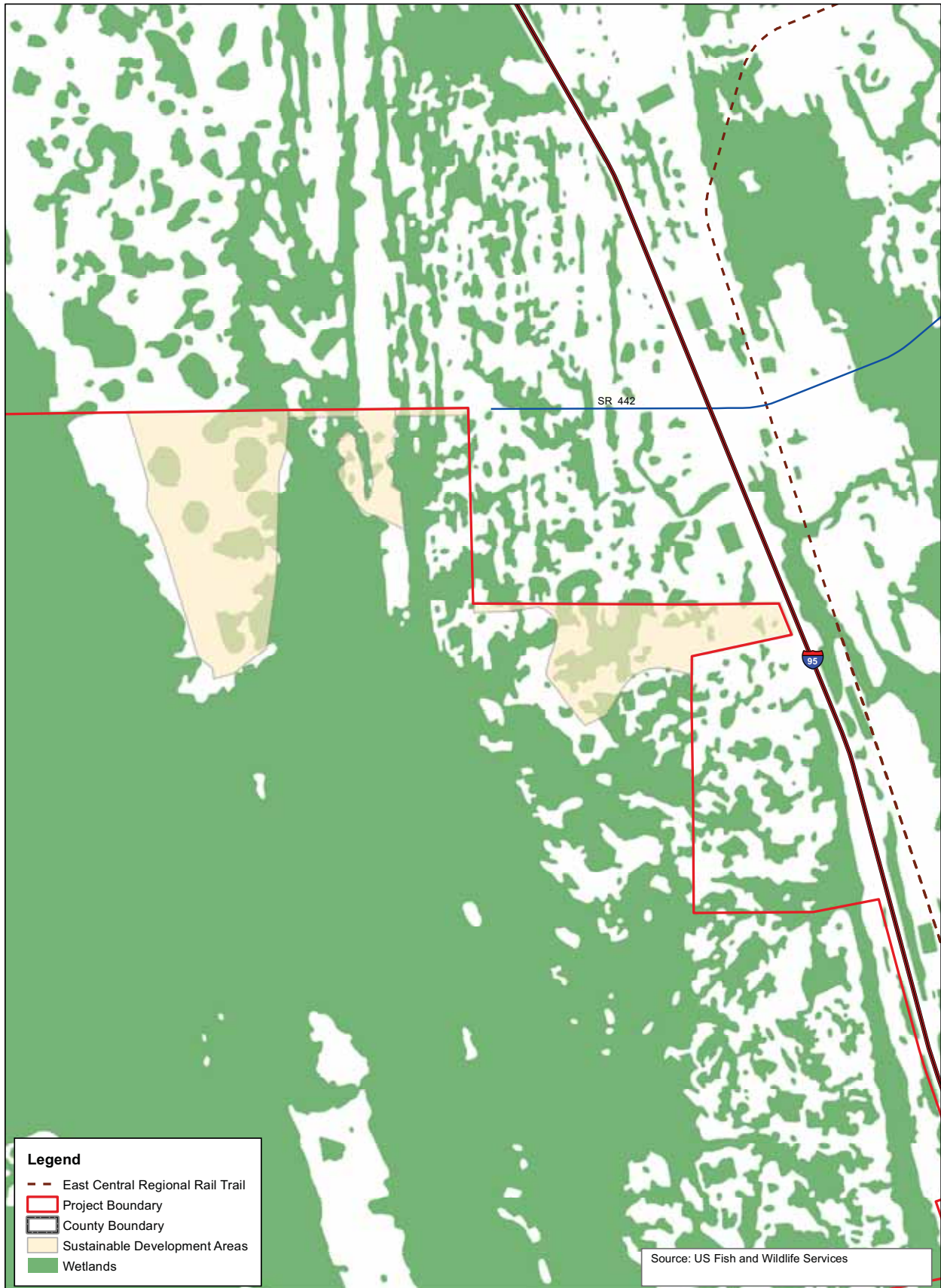




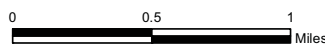
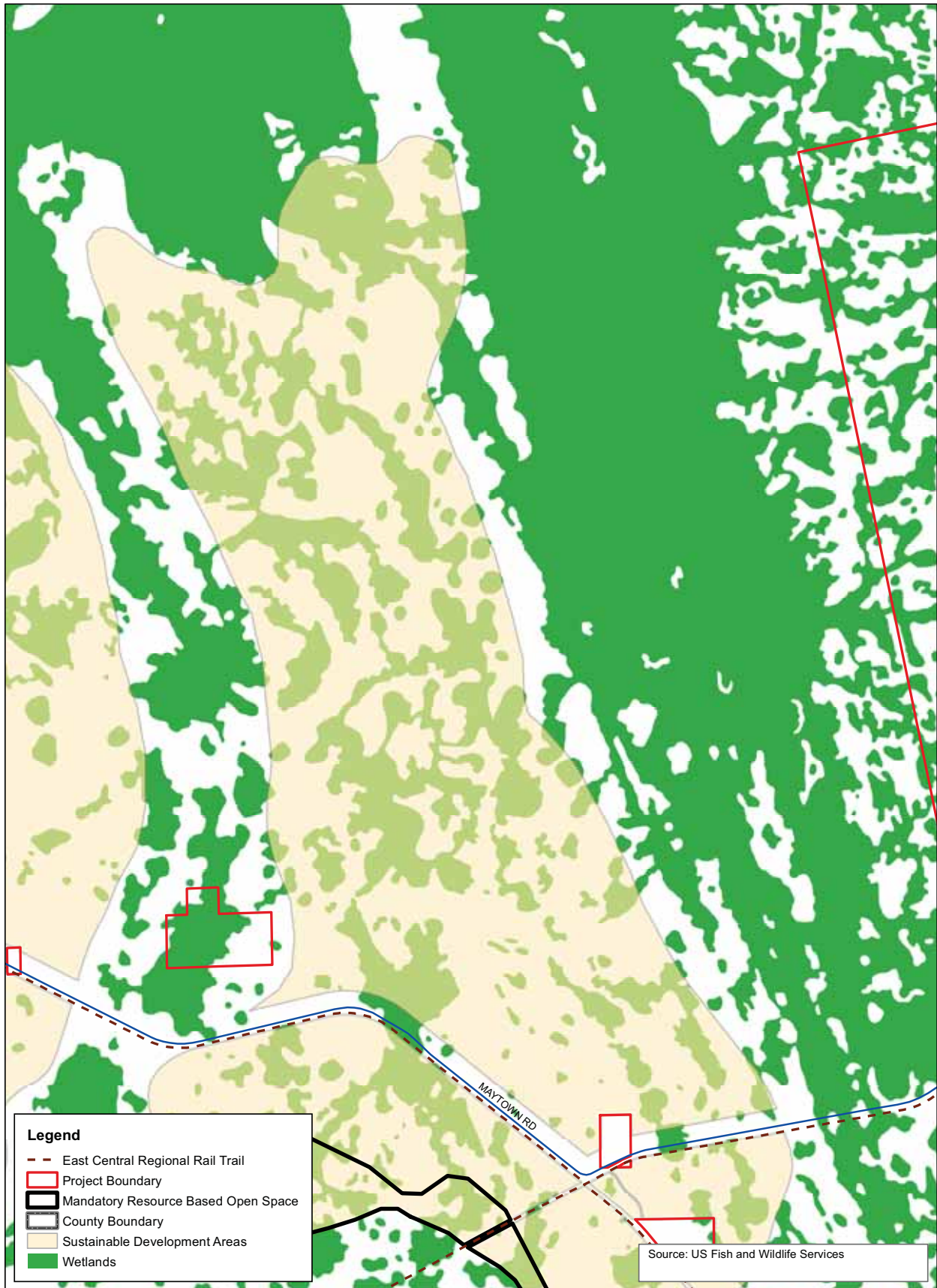
Master Development Plan
Existing Land Use and Wetlands
Key Map
Figure 13-2



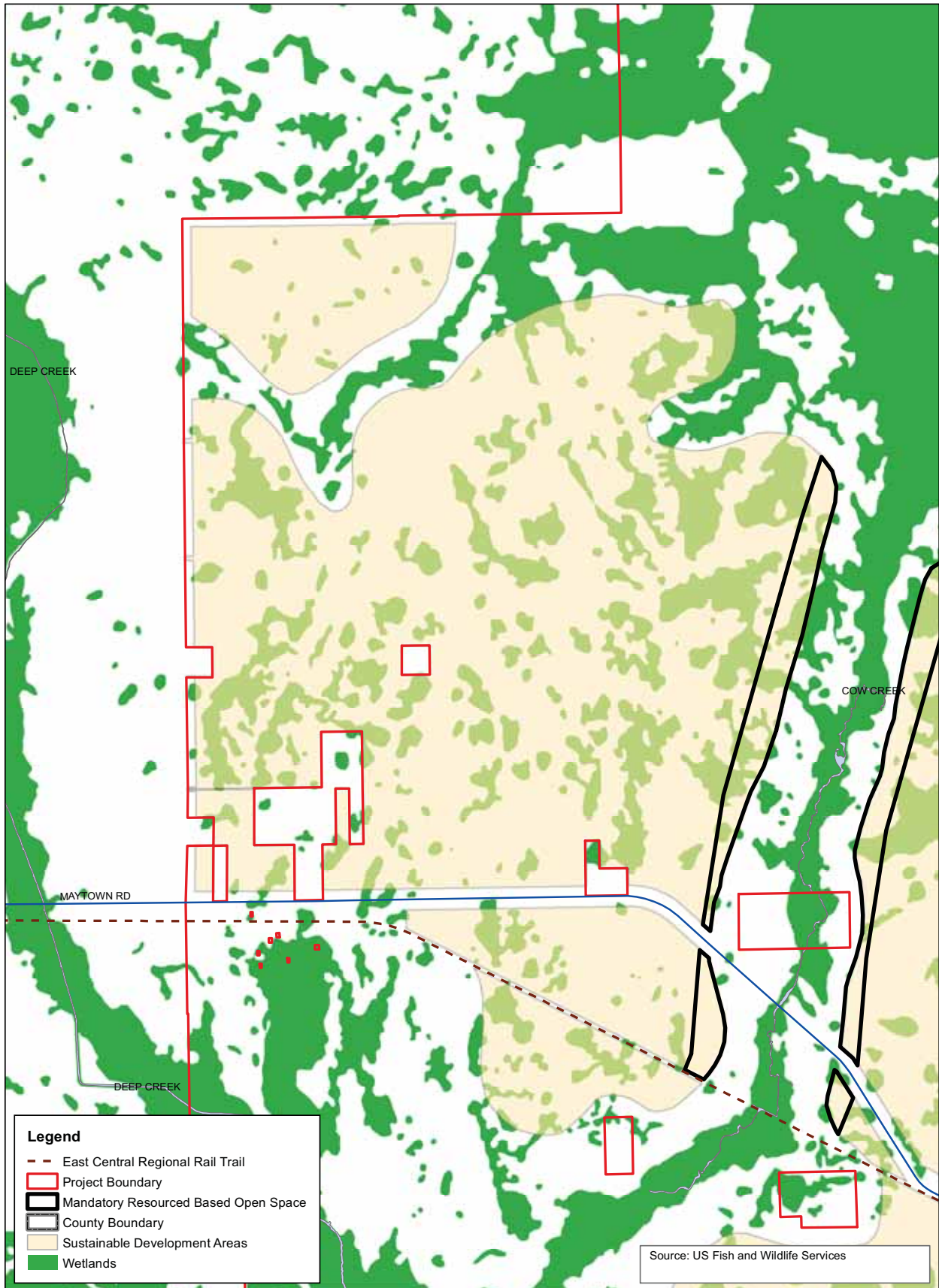
Master Development Plan
Central Village
Wetlands Map
Figure 13-3



**Master Development Plan
Gateway District
Wetlands Map
Figure 13-4**



**Master Development Plan
Wetlands Map
Town Center
Figure 13-5**



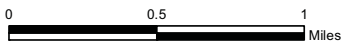
Legend

- - - East Central Regional Rail Trail
- Project Boundary
- ▭ Mandatory Resourced Based Open Space
- ▭ County Boundary
- Sustainable Development Areas
- Wetlands

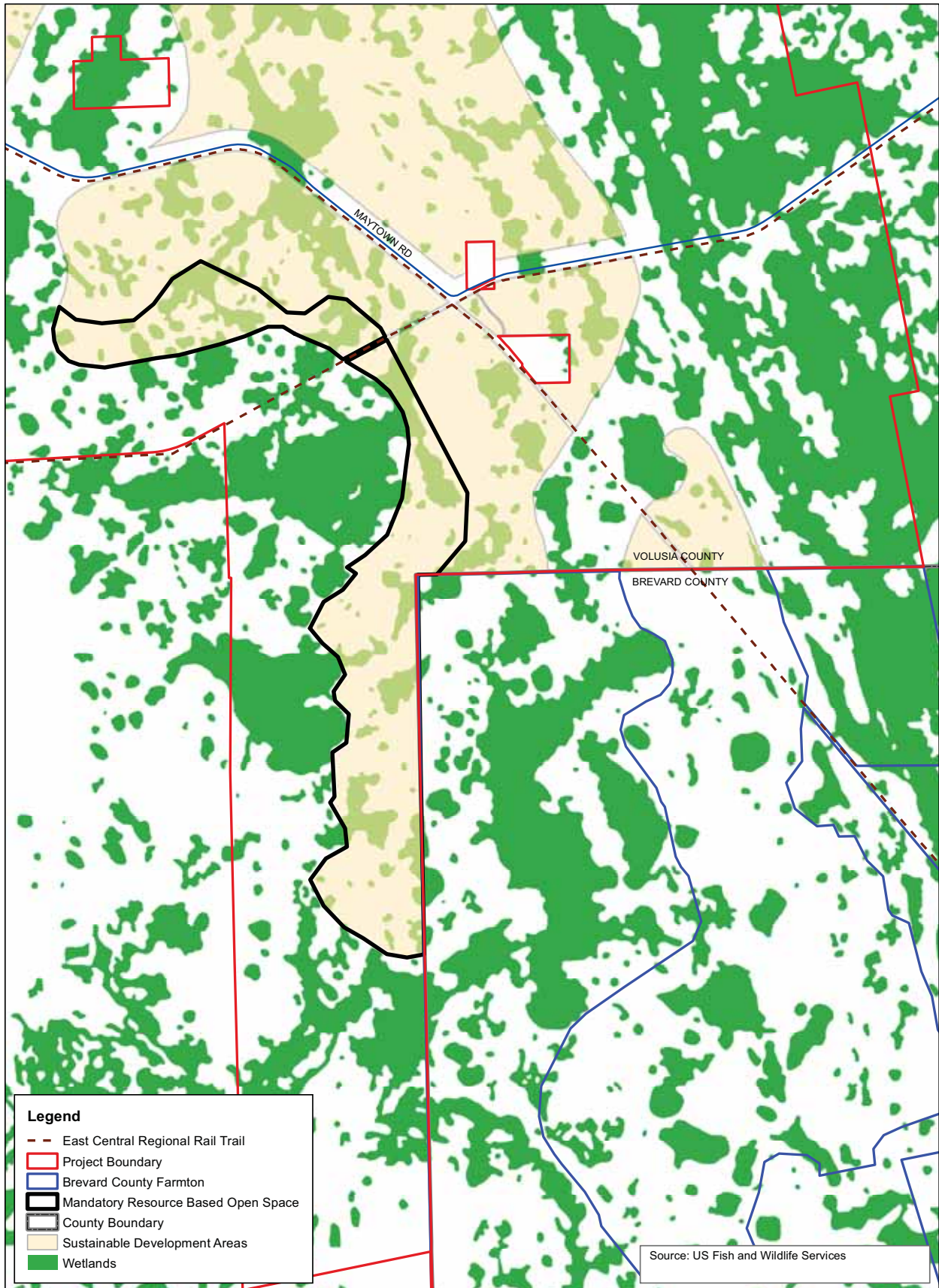
Source: US Fish and Wildlife Services

FARMTON
Master DRI

Lassiter Transportation Group, Inc.
Engineering and Planning



**Master Development Plan
Western Villages
Wetlands Map
Figure 13-6**



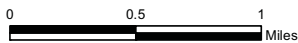
Legend

- - East Central Regional Rail Trail
- Project Boundary
- Brevard County Farmton
- Mandatory Resource Based Open Space
- County Boundary
- Sustainable Development Areas
- Wetlands

Source: US Fish and Wildlife Services

FARMTON
Master DRI

Lassiter Transportation Group, Inc.
Engineering and Planning



**Master Development Plan
Work Place
Wetlands Map
Figure 13-7**

14 QUESTION – WATER

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (6); POLICY (19)

GOAL (8); POLICIES (2),(4),(6),(7),(8),(10),(12)

GOAL (10); POLICIES (1),(8)

GOAL (16); POLICY (6)

GOAL (22); POLICY (3)

Question 14.A **Describe the existing hydrologic conditions (both ground and surface water) on and abutting the site, including identification and discussion of any potential aquifer recharge areas. Please identify and describe any Outstanding Florida Waters, Wild and Scenic Rivers, Florida Aquatic Preserves or Florida Class I or II Waters that occur within, abutting or downstream of the site.**

Surface Water

Surface water runoff flow patterns within the Farmton DRI are described in the response to Question 19 with the map Figures in that section showing the major basins and sub-basins within the site. Map I-2 delineates and labels the following four (4) major drainage basins {listed below in descending order of land area extent}:

- Middle St. Johns River Basin (28,389 acres onsite). Within Farmton, this watershed generally flows to the west and south to discharge into Lake Harney or a segment of the St. Johns River downstream of Lake Harney. Farmton lies within a subset of the Middle St. Johns River Basin called the Deep Creek sub-basin.
- Northern Coastal Basin (11,854 acres onsite). This watershed generally flows north within Farmton to ultimately discharge into Spruce Creek, a designated Outstanding Florida Water (OFW).
- Upper St. Johns River Basin (6,894 acres onsite). Surface water drainage within this basin on the Farmton property generally flows south to Cabbage Slough or Buck Lake, both of which ultimate discharge into the St. Johns River upstream of Lake Harney.
- Indian River Lagoon Basin (844 acres onsite). A small portion of Farmton on the eastern side drains to the Indian River Lagoon which is east of the I-95.

Minor drainage basins (mapped within the major basins) are delineated on Map I-3, Map I-4, and Map I-5.

An acreage summary of the major and minor basin areas is listed in Table 14-1.

Table 14- 1

Farmton Watershed Area Breakdown

Farmton AMDA

Watershed Name	Total Watershed Area (Acres)	Onsite Watershed Area (acres)	Offsite Watershed Area (acres)
Middle St. Johns River Basin			
Samsula Canal – Sandy Dr	8,305.71	4,304.89	4,000.83
Cow Creek	11,393.39	11,393.39	0.00
Underhill Slough	4,494.05	3,668.48	825.57
St. Johns River Osteen	564.65	48.37	516.28
Deep Creek North	14,517.63	268.30	14,249.32
Deep Creek South	3,980.73	2,929.48	1,051.25
Ashby Canal	8,141.37	1,188.42	6,952.95
Gopher Slough	9,401.52	4,346.79	5,054.73
St. Johns River Mullet	18,310.73	240.65	18,070.08
Total	79,109.78	28,388.76	50,721.01
Upper St. Johns River Basin			
Cabbage Slough	24,633.08	2,079.16	22,553.92
Unnamed Swamp	14,178.47	4,814.97	9,363.51
Total	38,811.56	6,894.13	31,917.43
Northern Coastal Basin			
Spruce Creek Swamp Tributary	12,422.85	9,558.16	2,864.69
Spruce Creek Swamp	18,198.50	2,295.48	15,903.02
Total	30,621.35	11,853.64	18,767.71
Indian River Lagoon Basin			
Turnbull Hummock	27,918.02	844.16	27,073.86
TOTAL AREAS			
Total Area	176,460.71	47,980.69	128,480.01

The western portion of the site, within the Middle St. Johns River Basin (28,389 acres), drains in a generally south/west direction to Lake Harney and the St. Johns River. The onsite central portion of the Middle St. Johns River Basin (Cow Creek sub-basin) primarily drains through the Cow Creek tributary,



which joins Deep Creek, which then joins the St. Johns River just north (downstream) of Lake Harney. The onsite northwest portion of the Middle St. Johns River basin (Samsula Canal-Sandy Dr sub-basin) primarily drains through the Sandy Drain tributary, which flows in a westerly direction and joins the Lake Ashby Canal offsite, which then flows to the south and back onsite joining Deep Creek, which joins the St. Johns River north of Lake Harney. The southern portion of the Middle St. Johns River Basin (Underhill Slough and Gopher Slough sub-basins) appear to drain through a series of wetlands and sloughs, with some ditching, flowing towards Lake Harney and/or Deep Creek.

The north/northeastern portion of the site within the Northern Coastal Basin (11,854 acres), drains northward through the Spruce Creek swamp, which feeds into Spruce Creek, which flows in a northerly then westerly direction, eventually discharging into the Halifax River near Ponce de Leon Inlet.

A relatively small area in the northeastern portion of the site, within the Indian River Lagoon Basin (844 acres) drains west and south to the Indian River Lagoon through Turnbull Hammock.

The southeastern portion of the site, within the Upper St. Johns River Basin (6,894 acres) drains to the south, primarily by flow a series of flow-through wetlands which eventually feed into the St. Johns River south of Lake Harney.

Figure 14-1 shows the Outstanding Florida Waters (OFWs) within a 10 mile radius of Farmton Master DRI. Spruce Creek is the only OFW which is downstream to a portion of Farmton's drainage watershed.

Figure 14-2 shows the Wild and Scenic Rivers in Central Florida and they include the Wekiva River and Black Water Creek which are much more than 10 miles from the Farmton site and are not in this part of Central Florida (i.e., they are west of the St. Johns River).

Figure 14-3 shows the Florida Aquatic Preserves within this part of Central Florida and only the Mosquito Lagoon Aquatic Preserve is mapped within 10 miles of the site.

Figure 14-4 labels all of the Class I and Class II surface waters within a 10 mile boundary of the site. Class I surface waters are potable water supplies which include impoundments and associated tributaries, certain lakes, rivers, or portions of rivers, used as a source of potable water. Class II waters are shellfish propagation or harvesting where shellfish harvesting occurs.

15 QUESTION - SOILS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (9); POLICIES (6),(9)

GOAL (16); POLICIES (6)

Question 15.A

15.A.1. Provide a description of each of the soils indicated on Map E utilizing the following format:

Table 15- 1
Farmton Volusia Soils
Farmton AMDA

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
4 Astatula fine sand, 0 to 8 percent slopes	Excessively drained, nearly level on sandhills	Always below 80 inches, usually below 120 inches	0 – 95	>20	Good	Severe: Seepage, unstable fill, piping
5 Astatula fine sand, 8 to 17 percent slopes	Excessively drained, sloping to moderately steep, around depressions and side slopes of high sand ridges	Always below 80 inches, usually blow 120 inches	0 – 80	>20	Good	Severe: Seepage, unstable fill, piping

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
6 Astatula-Urban land complex, 0 to 8 percent slopes	Nearly level to sloping, naturally deep sandy soils on sandhills and ridges	Below 80 inches	0 – 95	>20	Good	Severe: Seepage, unstable fill, piping
8 Basinger	Poorly drained, nearly level sandy soil in depressions and in poorly defined drainageways	At or above the ground surface for several months in most years	0 – 90	>20	Severe: wetness, ponds	Very rapid permeability, unstable, loose, erodible soil
10 Bluff sandy clay loam	Nearly level, very poorly drained, frequently flooded soil on low terraces	Saturated to surface for long periods, commonly flooded during rainy season	0 – 5 5 – 68	0.2 – 0.6 0.06 – 0.2	Poor: low strength, shrink-swell and wetness	Moderate: shrink-swell
12 Canaveral sand, 0 to 5 percent slopes	Moderately well-drained to poorly drained, nearly level to gently sloping, is on low coastal dunes	Between depths of 10 and 40 inches	0 – 9 9 – 80	>20 >20	Fair: wetness	Severe: seepage, piping, unstable fill
13 Cassia fine sand	Nearly level to gently sloping, somewhat poorly drained sandy soil, in slightly elevated positions in flatwoods, or lower positions on sandhills	Between 15 and 40 inch depths, for about 6 months	0 – 28 28 – 36 36 – 80	6.0 – 20 0.6 – 6.0 6.0 – 20	Fair: wetness	Sever: seepage, piping

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
14 Chobee fine sandy loam	Nearly level, very poorly drained soil in low places in coastal hammocks, in drainageways, on flood plains	Covered with water for extended periods from June to November	0 – 6 6 – 54 54 – 64	2.0 – 6.0 0.6 – 2.0 6.0 – 20	Poor: wetness	Moderate: thin layer
17 Daytona sand, 0 to 5 percent slopes	Moderately well drained, nearly level to gently sloping on gently undulating sandhills or slightly elevated places in flatwoods	Within 30 inches of the surface in some low areas	0 – 36 36 – 47 47 – 80	>20 2.0 – 6.0 >20	Good	Severe: seepage, piping
18 Daytona-Urban land complex, 0 to 5 percent slopes	Nearly level to gently sloping Daytona soils. Naturally deep, sandy soils on low sandy swells	Between depths of 40 inches and 60 inches in the wet season	0 – 36 36 – 47 47 – 80	>20 2.0 – 6.0 >20	Good	Severe: Seepage, piping
20 EauGallie fine sand	Nearly level, poorly drained soil on broad flatwoods	Within 10 inches of the surface for 1 to 4 months in most years	0 – 21 21 – 35 35 – 52 52 – 61 61 – 65	6 – 20 0.6 – 6 6 – 20 0.6 – 6 2 – 6	Severe: wetness	Severe: Seepage, unstable fill

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
21 EauGallie fine sand, depressional	Nearly level, poorly drained soil occurs mainly in depressions & broad, poorly defined waterways	Ponded 7 days to 1 month after heavy rainfall and within 10 inches for 3 to 6 months	0 – 23 23 – 35 35 – 43 43 – 67	6 – 20 0.6 – 6 6 – 20 0.6 – 6	Severe: ponds, wetness	Severe: seepage, unstable fill
22 Electra fine sand, 0 to 5 percent slopes	Somewhat poorly drained, nearly level soil. Occurs in slightly elevated areas in flatwoods	20 to 40 inch depth for about 4 months in most years	0 – 2 2 – 35 35 – 52 52 – 57 57 – 70	6.0 – 20 6.0 – 20 0.6 – 2.0 6.0 – 20 0.2 – 0.6	Good	Severe: seepage, piping
23 Farmton fine sand	Poorly drained, nearly level soil in broad area within flatwoods	Within a 10 inch depth for 1 to 3 months	0 – 7 7 – 34 34 – 50 50 – 80	6.0 – 20 6.0 – 20 0.6 – 2.0 0.6 – 2.0	Poor: wetness	Severe: Seepage, piping, wetness
24 Fluvaquents	Nearly level, poorly drained, frequently flooded soils formed in stratified sandy, loamy and clayey sediments on flood plains	At or above the ground surface				

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
25 Gator muck	Very poorly drained, nearly level, well decomposed organic soil in freshwater swamps and marshes	At or above the ground surface in spring, summer and fall	0 – 34 34 – 52 52 – 58	6 – 20 0.6 – 2 6 – 20	Severe: floods, wetness, low strength	Severe: excess humus, wetness
26 Holopaw sand	Nearly level, poorly drained soil. Occurs in broad, low flatwoods	At or near surface	0 – 55 55 – 63 63 – 70	6.0 – 20 2.0 – 6.0 6.0 – 20	Poor: wetness	Severe: Seepage, piping
27 Hontoon mucky peat	Very poorly drained, nearly level organic soil occurs in freshwater swamps and marshes within flatwoods	At or above surface for 6 to 9 months	0 – 60 60 – 65	6.0 – 20 6.0 – 20	Poor: excess humus, low strength humus	Severe; compressible, low strength, excess humus
29 Immokalee sand	Nearly level, poorly drained sandy soil on broad areas in the flatwoods	Within 10 inches for 1 to 2 months of most years	0 – 36 36 – 50 50 – 80	6 – 20 0.6 – 2 6 – 20	Severe: wetness	Severe: seepage, piping, wetness
30 Immokalee sand, depressional	Poorly drained, nearly level sandy soils in shallow intermittent ponds and sloughs in flatwoods	At or above the surface for long periods after heavy rains and within 10 inches for 6 months in most years	0 – 36 36 – 50 50 – 80	6 – 20 0.6 – 2 6 – 20	Severe: ponds, wetness	Severe: seepage, piping, wetness

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
31 Malabar fine sand	Poorly drained, nearly level soil occurs in broad, low flats	Within a depth of 10 inches for 2 to 6 months in most years	0 – 42 42 – 80	6 – 20 0.6 – 2	Severe: wetness	Severe: Seepage, piping, wetness
32 Myakka fine sand	Nearly level, poorly drained soil in flatwoods	Within a depth of 12 inches from June to November	0 – 27 27 – 43 43 – 78	6 – 20 0.6 – 6 6 – 20	Severe: wetness	Severe: seepage, piping, wetness
33 Myakka fine sand, depressional	Nearly level, poorly drained soils in depressions in the flatwoods. The upper subsoil is coated with organic matter	At or above the ground surface for 7 days to a month during rainy periods and within 10 inches for 3 to 6 months during most years	0 – 25 25 – 39 39 – 80	6 – 20 0.6 – 6 6 – 20	Severe: Wetness, ponds	Severe: seepage, piping, wetness
37 Orsino fine sand, 0 to 5 percent slopes	Moderately well drained, nearly level and gently sloping sandy soil on low flat ridges or side slopes	40 to 60 inches below soil in the wet season	0 – 30 30 – 80	>20 >20	Good	Severe: Seepage, piping, erodes easily

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
38 Paisley fine sand	Deep, poorly drained, slowly permeable soil occurs in low areas in flatwoods, or outer edges of St. Johns river floodplain	Within a depth of 10 inches for 2 to 6 months	0 – 13 13 – 70	6.0 – 20 0.06 – 0.2	Poor: shrink-swell, low strength, wetness	Severe: shrink-swell, low strength, hard to pack
42 Paola fine sand, 0 to 8 percent slopes	Excessively drained, nearly level to sloping sandy soil occurs on high broad sandhills	Below a depth of 72 inches	0 – 26 26 – 85	>20 >20	Good	Severe: Seepage, piping
43 Paola fine sand, 8 to 17 percent slopes	Excessively drained, strongly sloping or moderately steep sandy soil occurs on side slopes of sand ridges, around sinks and along streams with high banks	Below a depth of 72 inches	0 – 30 30 – 80	>20 >20	Good	Severe: Seepage, piping
44 Paola-Urban land complex, 0 to 8 percent slopes	Nearly level to sloping Paola soils	More than 72 inches below the soil surface	0 – 26 26 – 85	>20 >20	Good	Severe: Seepage, piping

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
45 Pineda fine sand	Poorly drained, nearly level soil in low, broad areas in the flatwoods	Standing water in some areas for 7 days to 6 months and within a depth of 10 inches for 1 to 6 months during most years	0 – 40 40 – 96	6 – 20 2 – 6	Severe: Wetness, floods	Severe: seepage, piping, wetness
46 Pinellas fine sand	Nearly level, poorly drained soil in areas bordering low areas and depressions	Within a 10 inch depth for 1 to 3 months	0 – 19 19 – 29 29 – 45 45 – 60	6.0 – 20 6.0 – 20 0.6 – 2.0 6.0 – 20	Poor: wetness	Severe: thin layer, seepage, piping
48 Placid fine sand, depressional	Very poorly drained, nearly level soil occurs in wet depressions	Within a 12 inch depth for 6 months in most years	0 – 15 15 – 75	6.0 – 20 6.0 – 20	Poor: wetness	Severe: Seepage, piping
49 Pomona fine sand	Poorly drained, nearly level soil in low, broad areas in the flatwoods	Within a depth of 10 inches for 1 to 3 months in most years	0 – 18 18 – 45 45 – 50 50 – 60	6 – 20 0.6 – 20 6 – 20 0.2 – 0.6	Poor: wetness	Severe: seepage, piping, wetness

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
50 Pomona fine sand, depressional	Poorly drained, nearly level soil occurs in depressions and in broad low flats in the flatwoods	At or above the ground surface to a depth of 10 inches for 4 to 8 months during most years	0 – 18 18 – 45 45 – 50 50 – 60	6 – 20 0.6 – 20 6 – 20 0.2 – 0.6	Poor: wetness	Severe: seepage, piping, wetness
52 Pompano fine sand	Poorly drained, nearly level sandy soil occurs in poorly defined drainageways, low areas	Within a 10 inch depth for 2 to 6 months	0 – 80	>20	Poor: wetness	Severe: Seepage, piping
55 Riviera fine sand	Poorly drained, nearly level soil occurs in broad, low flats	Within a 10 inch depth for 2 to 6 months	0 – 25 25 – 38 38 – 43 43 – 64	6.0 – 20 6.0 – 20 2.0 – 6.0 6.0 – 20	Poor: wetness, thin layer	Severe: Seepage, piping, wetness
56 Samsula muck	Very poorly drained, nearly level organic soils in broad low flats and swamps. The upper 36 inches consists of muck	At or above the ground surface except during extended dry periods	0 – 60	6 – 20	Poor: wetness, low strength	Severe: excess humus, wetness
57 Satellite sand	Nearly level, somewhat poorly drained sandy soil, mainly on low and moderately high sandhills in flatwoods	10 to 40 inches below surface for 2 to 6 months	0 – 80	>20	Fair: wetness	Severe: Seepage, piping

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
59 Scoggin sand	Very poorly drained soil, in swamps or low places bordering swamps	At or above surface for as much as 6 months	4 – 0 0 – 7 7 – 36 36 – 49 49 – 54	6.0 – 20 6.0 – 20 6.0 – 20 0.6 – 2.0 2.0 – 6.0	Poor: wetness	Severe: Seepage, piping, wetness
60 Smyrna fine sand	Nearly level, poorly drained sandy soil on broad areas in flatwoods	Within a depth of 10 inches for 1 to 4 months.	0 – 17 17 – 27 27 – 80	6 – 20 0.6 – 6 6 – 20	Poor: wetness	Severe: seepage, piping, unstable fill
61 St. Johns fine sand	Poorly drained, nearly level sandy soil, occurs in low places in flatwoods	Within a depth of 10 inches for 2 to 6 months	0 – 10 10 – 26 26 – 43 43 – 60	6.0 – 20 6.0 – 20 0.6 – 2.0 6.0 – 20	Good	Severe: unstable fill, seepage, piping
64 Tequesta muck	Very poorly drained, nearly level soil in freshwater swamps. Typically, this soil has about 12 inches of muck at the surface	At or above the ground surface in wet seasons and within a depth of 10 inches for 6 to 9 months in most years.	0 – 25 25 – 31 31 – 70	6 – 20 0.6 – 2 6 – 20	Poor: wetness, excess humus	Severe: excess humus, seepage, compressible
65 Terra Ceia muck	Very poorly drained soil formed in organic material in swamps, freshwater marshes, depressions	2 feet above surface at times	0 – 64	6.0 – 20	Poor: excessive humus, low strength, wetness	Severe: excess humus, seepage, unstable fill

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
71 Urban Land	85% or more covered in streets, parking lots, buildings					
72 Valkaria fine sand	Nearly level, poorly drained sandy soil in broad, poorly defined drainageways and low areas bordering swamps	At or near the surface for as much as 6 months in most years	0 – 75	6 – 20	Poor: wetness	Severe: seepage, piping
73 Wabasso fine sand	Poorly drained, nearly level soil in broad, low areas in the flatwoods	Within a depth of 10 inches for most years	0 – 24 24 – 35 35 – 39 39 – 80	6 – 20 0.6 – 2 6 – 20 0.6 – 2	Poor: wetness	Severe: seepage, piping, unstable fill
74 Wabasso fine sand, depressional	Poorly drained, nearly level soil occurs in depressions and in swales in the flatwoods	Within a depth of 10 inches to 6 inches above the soil surface for 4 to 8 months during most years	0 – 24 24 – 35 35 – 39 39 – 80	6 – 20 0.6 – 2 6 – 20 0.6 – 2	Poor: wetness	Severe: seepage, piping, unstable fill
75 Wauchula fine sand	Poorly drained, nearly level soil in broad flatwoods	Within 10 inches of the surface for 1 to 4 months	0 – 7 7 – 20 20 – 29 29 – 34 34 – 80	6.0 – 20 6.0 – 20 0.6 – 2.0 6.0 – 20 0.6 – 2.0	Poor: wetness	Severe: seepage, wetness

Soil Name	Brief Soil Description	Seasonal High Water Table Depth & Description	Permeability Rate		Degree & Kind of Limitation for Proposed Uses	Degree & Kind of Limitation for Pond Embankment
			Depth (in)	Rate (in/hr)		
76 Wauchula fine sand-depressional	Poorly drained, nearly level soil occurs in depressions and swales in low flatwoods	Within 10 inches of the surface for 3 to 6 months	0 – 7	6.0 – 20	Poor: wetness	Severe: seepage, wetness
			7 – 22	6.0 – 20		
			22 – 31	0.6 – 6.0		
			31 – 37	6.0 – 20		
			37 – 60	0.6 – 6.0		
77 Winder fine sand	Nearly level, poorly drained soil; occurs in broad, low flats	Depth of less than 10 inches for 2 to 6 months	0 – 12	6.0 – 20	Poor: wetness	Favorable
			12 – 35	0.06 – 0.2		
			35 – 53	0.06 – 2.0		
			53 – 80	0.06 – 0.2		

The thirty eight (38) NRCS soil units mapped within the Farmton Master DRI are shown on Map E-1 and they are listed below in Table 15-2 in descending order of area of occurrence within the DRI project site. The soils normally associated with a ponding at the surface water table are highlighted in Table 15-2. Table 15-3 lists the non-wetland type soils only and it is seen that these nine soils (listed below) occupy more than 95% of the non-wetland areas of the property:

- Smyrna = 8655 acres (32.41%)
- Myakka = 6030 acres (22.58%)
- Pomona = 2859 acres (10.71%)
- Malabar = 2246 acres (8.41%)
- Valkaria = 1185 acres (4.44%)
- Pineda = 944 acres (3.53%)
- Wabasso = 735 acres (2.75%)
- Pompano = 671 acres (2.51%)
- Immokalee = 670 acres (2.51%)
- Pinellas = 515 acres (1.93%)
- Riviera = 490 acres (1.83%)
- St. Johns = 427 acres (1.60%)
- Winder = 267 acres (1.00%)

Note that Smyrna and Myakka fine sands alone account for more than 55% of the non-wetland soils within the Farmton DRI and these are typical pine flatwood soils with a seasonal high water table about 10 to 12 inches below land surface.



Map E-2 shows the NRCS soil map units based on Hydrologic Soil Group (HSG). The majority of the upland soils are in the B/D drainage classification. There is small occurrence of type “A” soils near the Brevard County line.

15.A.2 Describe the potential for subsidence and any unique geologic features (such as sand dunes, bluffs, sinkholes, springs, steepheads, etc.) on the site. Discuss what aspects of the site plan will be used to compensate for or take advantage of these features.

The site is an area of the state which has relatively low potential for sinkhole activity as compared to other areas of the state, such as Central Florida. Higher elevation areas of the site will be used for development, while lower elevation areas will be used for ponds/lakes. Areas delineated as wetland areas will generally be protected. There are no known unique geologic features on the site.

Question 15.B Where a soil presents a limitation to the type of use proposed in the development, state how the limitation will be overcome. Specify construction methods that would be used for building, road and parking lot foundations, and for lake or canal bank stabilization as relevant.

The primary limitation to site development is the relatively high Seasonal High Water Table (SHWT) present throughout the majority of the site. Also of concern is the possible presence of surficial organic soils in some areas.

The high SHWT limitation can be overcome using standard design and construction methods. The primary method is to raise the grade as needed in the proposed development areas to provide sufficient separation between the SHWT and the building slabs and the pavement base. Other potential methods include the use of underdrains adjacent to roads and setting control elevations within ponds to lower the SHWT adjacent to them.

Some areas of surficial organic soils may be encountered in the development areas. If encountered, they will likely be of limited depth and can be removed and replaced with suitable fill using standard construction earthwork methods.

Site preparation in the proposed development areas will follow standard construction procedures including stripping and grubbing, proof-rolling of the cleared surface followed by placement and compaction of any fill soils. Foundation and pavement subgrades will be compacted to the densities specified by the project Geotechnical Engineer.

Pond/lake side slopes will be designed to provide stability against slope failures. Also, the surfaces will be vegetated to minimize erosion. If above-grade berms are necessary, they will be designed to control seepage and/or piping.

Question 15.C What steps will be taken during site preparation and construction to prevent or control wind and water soil erosion? Include a description of proposed plans for clearing and grading as related to erosion control.

The development will be designed and constructed in accordance with the St. Johns River Water Management District and Volusia County recommended erosion control standards.



These plans may include some or all of the following:

1. Silt fences adjacent to wetland areas, lakes and offsite properties.
2. Floating turbidity barriers within water bodies.
3. Wetting down unpaved access roads and cleared areas to provide dust control.
4. Sock drains in storm sewer inlets to prevent sediment from entering the storm sewers.
5. Sediment traps for rainfall runoff

Table 15- 2

Land Area Occupied by Each Soil Map Unit

Farmton AMDA

Land Area Occupied By Each Soil Map Unit		
Soil Name	Area (acres)	Percent Of Total Area
SAMSULA	12857.01	26.83
SMYRNA	8655.869	18.06
MYAKKA	6029.638	12.58
POMONA	2859.062	5.97
MALABAR	2245.551	4.69
HONTOON	2024.453	4.22
GATOR	1548.75	3.23
TEQUESTA	1452.65	3.03
BASINGER	1287.699	2.69
VALKARIA	1184.922	2.47
EAUGALLIE	1116.973	2.33
PINEDA	943.787	1.97
WABASSO	734.565	1.53
POMPANO	671.331	1.4
IMMOKALEE	670.319	1.4
PINELLAS	514.847	1.07
RIVIERA	489.54	1.02
ST. JOHNS	427.284	0.89
FLUVAQUENTS	366.856	0.77
CHOBEE	311.46	0.65

Land Area Occupied By Each Soil Map Unit		
Soil Name	Area (acres)	Percent Of Total Area
WINDER	267.21	0.56
CASSIA	249.003	0.52
WAUCHULA	197.933	0.41
DAYTONA	190.586	0.4
ORSINO	108.025	0.23
HOLOPAW	98.77	0.21
FARMTON	90.406	0.19
PLACID	69.858	0.15
TERRA CEIA	66.079	0.14
SCOGGIN	41.341	0.09
BLUFF	35.93	0.07
WATER	35.17	0.07
PAISLEY	31.676	0.07
SATELLITE	14.84	0.03
PAOLA	12.803	0.03
CANAVERAL	5.563	0.01
ASTATULA	5.047	0.01
ELECTRA	4.827	0.01
URBAN LAND	4.001	0.01
Total	47921.64	100

Table 15- 3
Land Area Occupied by Upland Soil Map Units
Farmton AMDA

Land Area Occupied By Upland Soil Map Units		
Soil Name	Area (Acres)	Percent Of Total Area
SMYRNA	8655.869	32.41
MYAKKA	6029.638	22.58
POMONA	2859.062	10.71
MALABAR	2245.551	8.41
VALKARIA	1184.922	4.44
PINEDA	943.787	3.53
WABASSO	734.565	2.75
POMPANO	671.331	2.51
IMMOKALEE	670.319	2.51
PINELLAS	514.847	1.93
RIVIERA	489.54	1.83
ST. JOHNS	427.284	1.6
WINDER	267.21	1
CASSIA	249.003	0.93
WAUCHULA	197.933	0.74
DAYTONA	190.586	0.71
ORSINO	108.025	0.4
HOLOPAW	98.77	0.37
FARMTON	90.406	0.34
PAISLEY	31.676	0.12
SATELLITE	14.84	0.06
PAOLA	12.803	0.05
CANAVERAL	5.563	0.02
ASTATULA	5.047	0.02
ELECTRA	4.827	0.02

Land Area Occupied By Upland Soil Map Units		
Soil Name	Area (Acres)	Percent Of Total Area
URBAN LAND	4.001	0.01
Total	26707.41	100

Question 15.D To what degree and in what location(s) will the development site be altered by fill material? If known, specify the source location and composition of the fill. Also identify the disposal location for any overburden or spoil.

This question will be answered with each AIDA submittal.



16 QUESTION – FLOODPLAINS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (8); POLICY (8)

GOAL (16); POLICY (6)

Question 16.A Identify any pre and post development flood prone areas.

The existing 100-year flood prone areas are shown on **Map C-2**. Because site specific development footprints have not been identified at the AMDA, post development flood prone areas have not been identified at this time. Post-development flood prone areas will be provided with each Application for Incremental Development Approval (AIDA).

Question 16.B Is any development proposed within a 100 year flood prone area as identified by the Federal Emergency Management Agency? If so, indicate the appropriate Flood Insurance Rate Map (FIRM) zone designations and their locations, etc.

Because site specific development footprints have not been identified in the AMDA and detailed flood studies have not been performed at this time, it is not possible to determine if structures, roadways, or utilities will be within post development 100-year flood prone areas. The existing 100-year flood prone areas are shown on **Map C-2**. The existing 100 year flood prone zones located within the Farmton site consist of Zone A designations (no base flood elevations established) and Zone AE designations (base flood elevations established). There are no FEMA designated Floodways or V Zones (Velocity Zones) located with the site. The applicable flood insurance rate maps (FIRM), their general location, and types of 100 year flood zones contained therein on the site are summarized in below:

Farmton Site FIRM Panels Numbers and 100 Year Zone Designations

Northern Section

12127C 0675G	Zone A
12127C 0700G	Zone A

Central Section

12127C 0780G	Zones A and zone AE (BFE 10)
12127C 0785G	Zones A and zone AE (BFE 10)

Central and Southern Section

12127C 0825G	Zone A
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Southern Section

12127C 0790G	Zones A and zone AE (BFE 10)
12127C 0795G	Zones A and zone AE (BFEs 10 and 11))
12127C 0905G	Zones A and zone AE (BFE 11)

Note: The effective date for the referenced FIRM panels is April 15, 2002.

Question 16.C **If any structures, roadways or utilities are proposed within the post development 100 year flood prone area, identify their location and indicate what measures will be taken to mitigate the potential flood hazard and to maintain the 100 year floodplain storage volume.**

Map H-1 shows potential road corridors and locations of Sustainable Development Areas within the Farmton site. Because site specific development footprints have not been identified in the AMDA and detailed flood studies have not been performed, it is not possible to determine if structures, roadways, or utilities will be within the post development 100-year flood prone area. However, it is reasonable to expect that some structures, roadways, or utilities may be within the post development 100-year flood prone area. If this occurs, detailed information, including mitigation measures, will be provided at the time of an AIDA submittal. Any floodplain encroachments within the floodplain will require compensating flood storage volume or other acceptable measures to be taken in accordance with Volusia County and the Saint John's River Water Management District criteria.

Question 16.D **Discuss any potential increases in the off-site flooding due to the development of this project.**

Because site specific development footprints have not been identified at the AMDA level, it is not possible to determine if any increases in off-site flooding will occur due to the development of this project. Detailed information will be provided with each Application for Incremental Development Approval (AIDA). However, the Surface Water Management Systems within the Farmton site will be designed to meet all performance criteria established by the various regulatory agencies. These criteria are established to ensure that post-development conditions for proposed development do not create potential increases in off-site flooding.



17 QUESTION – WATER SUPPLY

See State Comprehensive Plan (Chapter 187, F.S.)
GOAL (8); POLICIES (1),(5),(11)
GOAL (16); POLICIES (1),(2),(6)
GOAL (18); POLICIES (1),(2),(3),(4),(6)
ADOPTED LEVEL OF SERVICE STANDARD:
EXISTING LEVEL OF SERVICE:
LEVEL OF SERVICE AFTER PROJECT BUILDOUT:

Question 17.A

Question 17.A.1 Provide a projection of the average daily potable and non-potable water demands at the end of each phase of development. If significant seasonal demand variations will occur, discuss anticipated peaks and duration.

Total potable and non-potable water demand have been provided for each of the 2 planning horizons provided for in the Farmton Master DRI. These two horizons consist of the 2017 – 2025 planning horizon (limited to development in the Gateway District) and the planning horizon for the total build-out for all Sustainable Development Areas (SDAs) through 2060. These water demand projections are based upon annual averages which are not expected to vary significantly throughout the year. Development programs for each SDA are conceptual and subject to change at the time of each Application for Incremental Development Approval (AIDA). Water demand phasing will be provided with each AIDA.

2017 – 2025 Planning Horizon (Gateway District)

The adopted Farmton Local Plan transferred all density and intensity development rights of the Volusia Farmton Tract under the previous future land use designations to the Gateway District through the year 2025. Therefore, the only SDA permitted to development prior to 2026 is the Gateway District. Residential development shall not exceed 4,692 dwelling units in the Gateway District, and is further restricted to 2,287 dwelling units until such time as the Volusia County School District has issued a finding of adequate school capacity. Non-residential development shall not exceed 820,217 square feet in the Gateway District. Any unused density or intensity after 2025 may be transferred from the Gateway District to other sustainable development areas as set forth in the Farmton Local Plan.

Under these restrictions, the maximum projected average daily potable/non-potable water demand for the development within the Volusia Farmton Local Plan through 2025 is depicted in Table 17-1 below:



Table 17-1

Potable / Non-Potable Water Demand Through 2025

Farmton AMDA

Phase/Land Use	Number of Units		Water Use (GPD/Unit)		Potable Water Demand (MGD)	Non-Potable Water Demand (MGD)		Total Water (MGD)	Sewage (MGD)
						IRRIGATION	OTHERS		
Single Family	4,692	du	175	gpd/du	0.821			0.821	0.821
Retail	273,000	sf	0.15	gpd/sf	0.041			0.041	0.041
Office	318,395	sf	0.15	gpd/sf	0.048			0.048	0.048
Hotel	120	rooms	100	gpd/room	0.012			0.012	0.012
Industrial	156,822	sf	0.1	gpd/sf	0.016			0.016	0.016
Schools								0.000	0.000
1 Elem @ 727 Students	727	stud	20	gpd/stud	0.015			0.015	0.015
0 Middle @ 1256 Students	0	stud	25	gpd/stud	0.000			0.000	0.000
0 High @ 2633 Students	0	stud	25	gpd/stud	0.000			0.000	0.000
Hospital	0	beds	250	gpd/bed	0.000			0.000	0.000
								0.270	
Total					0.952	1.127	0.270	1.223	0.952

Note: The majority of irrigation water will be supplied by reclaimed water in the “built out” condition. Reuse water available is calculated at 0.90 x potable water demand. The balance of irrigation water will be provided from other non-potable sources.

2017 – 2060 Planning Horizon (Total Buildout Program)

The entire development program for all the sustainable development areas (including the Gateway District) shall not exceed 23,100 dwelling units and 4.7 million square feet of non-residential uses, excluding educational facilities and other institutional uses.

The maximum projected average daily potable/non-potable water demand for the development within the Volusia Farmton Tract through 2060 is depicted in Table 17-2 below:



Table 17-2

Potable / Non-Potable Water Demand Through 2060

Farmton AMDA

Phase/Land Use	Number of Units		Water Use (GPD/Unit)		Potable Water Demand (MGD)	Non-Potable Water Demand (MGD)		Total Water (MGD)	Sewage (MGD)
						IRRIGATION	OTHERS		
Single Family	23,100	du	175	gpd/du	4.043			4.043	4.043
Retail	1,437,176	sf	0.15	gpd/sf	0.216			0.216	0.216
Office	1,938,097	sf	0.15	gpd/sf	0.291			0.291	0.291
Hotel	240	rooms	100	gpd/room	0.024			0.024	0.024
Industrial	1,180,727	sf	0.10	gpd/sf	0.118			0.118	0.118
Institutional	50,000	sf	0.10	gpd/sf	0.005			0.005	0.005
Schools									
4 Elem @ 727 Students	2,908	stud	20	gpd/stud	0.058			0.058	0.058
2 Middle @ 1256 Students	2,512	stud	25	gpd/stud	0.063			0.063	0.063
2 High @ 2633 Students	5,266	stud	25	gpd/stud	0.132			0.132	0.132
Hospital	160	beds	250	gpd/bed	0.040			0.040	0.040
								1.06	
Total					4.981	5.55	1.060	6.049	4.988

Note: The majority of irrigation water will be supplied by reclaimed water in the “built out” condition. Reuse water available is calculated at 0.90 x potable water demand. The balance of irrigation water will be provided from other non-potable sources.

17.A.2 Describe how this demand information was generated, including the identification of the consumption rates assumed in the analysis.

The basis of potable and non-potable water demand information is described below. Each AIDA will update this information (if applicable).

The projected water use demands were calculated based on the proposed development program provided in Question 10 of the Farmton Master DRI. Since the level of service standards for the City of Edgewater and County of Volusia Comprehensive Plans have not been determined for this area, potable water use projections are based on generally accepted usage rates. The potable rates used in this analysis are shown in Table 17-3 below:

Table 17-1
Potable Water Demand Rates Used in Analysis
Farmton AMDA

Land Use	Potable Water Demand
Single Family	175 gpd/du
Retail / Office / Commercial	0.15 gpd/sf
Hotel	100 gpd/room
Industrial	0.10 gpd/sf
Elementary Schools	20 gpd/student
Middle Schools	25 gpd/student
High Schools	25 gpd/student
Hospital	250 gpd/bed

Irrigation water demands for the Volusia Farmton Tract can be calculated based on generally accepted irrigation demands.

- Domestic (potable) water usage is estimated at 4.98 mgd (see table 17-2)
- Irrigation demand will vary, depending on the type of landscaping, approximately within the following range.

For pasture, 21.2 inches per year → 1,577 gpd/acre

For landscape turf, 36.3 inches per year → 2,701 gpd/acre

For the purposes of this analysis, we will assume an average of the above rates or $(1,557 + 2,701) / 2 = 2,129$ gpd/acre (conservative).

There are approximately 10,870 upland acres located within the designated development areas within the Volusia Farmton property lying outside wetland and buffer areas.

Assuming 20% stormwater ponds, the remaining pervious area subject to development would be 8,696 acres. Approximately 30% of remaining development area would be pervious resulting in 2608 acres subject to irrigation.



Therefore the total irrigation demand is estimated to be:

For landscape, 2608 ac x 2,129 gpd/ac → 5.55 mgd

Since the Volusia Farmton Plan will recycle wastewater for reclaimed water for irrigation, the project will produce 4.98 mgd x 90% = 4.48 mgd of available irrigation water. The balance of irrigation water (5.55 mgd – 4.48 mgd = 1.07 mgd) will be provided from other non-potable sources.

As indicated, we estimate that reclaimed water will supply approximately 81% of the irrigation water required in the “built out” condition. Per Policy FG 4.8 demand not met by reclaimed water shall be served by other non-potable sources (i.e. stormwater, surface water, etc.).

Question 17.B **Provide a breakdown of sources of water supply, both potable and non potable, by development phase through project completion**

Water supply facilities will be provided by the City of Edgewater for the Gateway Area (1.45 MGD) and by the Farmton Water Resources, LLC (4.50 MGD) for the balance of the plan. Each supply entity will own, operate, and maintain these water supply facilities and will be responsible for all permitting and delivery of water to the supply area.

Detailed hydrological studies have been performed to demonstrate adequate water resources exist in the upper Floridian aquifer within the Farmton Water Resources LLC service area to serve the project. The total water maximum average demand (including irrigation) based upon 5 year phases thru 2060 is contained in Table 17-4 below:

Table 17- 2
Water Demand By Year
Farmton AMDA

Phase	Year	Total Water (MGD)
PHASE 1	2020	0.61
PHASE 2	2025	1.22
PHASE 3	2030	1.91
PHASE 4	2035	2.60
PHASE 5	2040	3.29
PHASE 6	2045	3.98
PHASE 7	2050	4.67
PHASE 8	2055	5.36
PHASE 9	2060	6.05

Question 17.C If water wells exist on site, locate them on Map H and specify those that will continue to be used. Also locate on Map H all proposed on site wells. (For residential developments, if individual wells for each lot are proposed, simply indicate the number of units to be served, general locations, and any plans for eventual phase-out.) Indicate the diameter, depth, and pumping rates (average and maximum) for each of the existing wells and project this information for the proposed wells (for lots served by individual wells, this information may be grouped for projection purposes). Also provide a breakdown of the wells with regard to potable and non-potable sources.

There are a significant number of proposed and existing wells within the Farmton tract in Volusia County, including (refer to Map H-2):

- **Proposed Farmton water supply wells.** Seven (7) separate wellfields are planned, with a total of 35 individual wells (12 inch diameter), each pumping at a rate of 200,000 gpd for a cumulative wellfield capacity of 7 mgd. These water supply wells will penetrate into the upper portion of the Upper Floridan aquifer, to a depth of approximately 230 feet below ground surface to stay within the freshwater zone of the aquifer. These wellfields are presently in the permit review process with St. Johns River Water Management District. The locations of all known and proposed wells within the Farmton property are shown on Map H - 2.
- **Existing water quality test wells.** Within the Farmton property in Volusia County, there are 42 existing test wells (4 inch diameter) which were installed at various depths in the Upper Floridan aquifer as part of a site-wide study of the potable water occurrence in the underlying Floridan aquifer. These wells range in depth from approximately 220 feet to 420 feet below ground surface. These wells do not provide potable water, nor will they be used in the future for potable water supply. Some of these wells may or may not be repurposed in the future as water quality monitoring wells, etc., and will be abandoned at some future date when they are no longer required for monitoring.
- **Existing test production wells (APT wells).** Within the Farmton property in Volusia County, there are two existing (12 inch diameter) test production wells which were installed for Aquifer Performance Tests (APT) which were conducted to measure the hydrogeologic characteristics of the Upper Floridan aquifer. They do not currently serve a water supply function, but one of these wells (PW-3) will likely be converted to a potable public water supply well within the proposed Farmton wellfields (where it will be relabeled as well W-21). Construction details for these test production wells are listed in Table 17-5.
- **Miscellaneous Existing Wells.** Within the Farmton property in Volusia County, there are eight (8) existing, small diameter wells which serve a variety of functions, including low demand potable water source (4 wells) and firefighting (2 wells). It is anticipated that these wells will not be used in future development plans. Exact diameters and flow rates are currently not known for these wells, although flow rates are small (in the case of potable wells) and/or sporadic (for in the case of the firefighting wells).

Table 17- 3

Existing Test Production Wells (APT Wells)

Farmton AMDA

Well Name	Well Diameter (inches)	Well Depth (feet)	Casing Depth (feet)	Status	Existing Pumping Rate (gpd)	Projected Pumping Rate (gpd)
PW-3	12	230	110	Existing, not active	0	200,000
PW-4	12	230	105	Existing, not active	0	0

Due to the possibility of discovering water wells at the Farmton DRI site, the following instructions are designed to provide all equipment operators and site personnel with specific instructions in the event that a potential water well is uncovered during excavation or land clearing activities. The development order will include provisions to require these instructions be included in the construction drawings for the all projects within the Farmton DRI.

“Water Wells appear as a steel or PVC pipe sticking up out of the ground and may be from 2”-18” in diameter or larger. Water wells on the Farmton DRI site and in the site vicinity will not be actively flowing.

Procedure to be used upon discovery of water wells:

- *Equipment Operator - Stop excavation or land clearing in the immediate area of the pipe and call the Site Supervisor.*
- *Site Supervisor - Mark the pipe with flagging tape or paint and call the Project Manager.*
- *Project Manager – Call Owner to have an inspection performed by experienced hydrogeologist or geotechnical engineer.*
- *Hydrogeologist or geotechnical engineer - Perform a site inspection to evaluate.*

Inspection may include a tape measure, water level meter, flashlight and probe rod to evaluate the pipe diameter, depth and bottom condition (hard or soft bottom). If determined to be a well, contact the St. Johns River Water Management District (407-659-4800) for further instructions.”



Question 17.D **If on-site water wells are used, will this result in interference with other water wells or result in adverse impacts to underlying or overlying aquifers? Document the assumptions underlying this response.**

On-site wells will be utilized. As part of the SJRWMD consumptive use permitting process, studies are being performed to show there are no adverse drawdown or interference impacts at the recommended pumping rates.

Question 17.E **Who will operate and maintain the internal water supply system after completion of the development?**

Water supply facilities will be operated and maintained by the City of Edgewater for the Gateway Area (1.22 MGD) and by the Farmton Water Resources LLC (4.83 MGD) for the balance of the plan.

Question 17.F

17.F.1 If an off site water supply is planned, attach a letter from the agency or firm providing service outlining:

- (a) the projected excess capacities of the water supply facilities to which connection will be made at present and for each phase through completion of the project,**
- (b) any other commitments that have been made for this excess capacity,**
- (c) a statement of the agency or firm's ability to provide services at all times during and after development. (This agency must be supplied with the water demand and supply tables in paragraphs A and B above).**

Letters to be provided at the time of each AIDA (if applicable). A courtesy letter has been provided to the City of Edgewater and the response is included as Exhibit 17.1.

17.F.2 If service cannot be provided at all times during and after development, identify the required capital improvements, timing, cost, and proposed responsible entity for each phase in which service is unavailable.

Detailed information regarding capital improvements to be provided at the time of each AIDA when site specific development footprints have been established.

Question 17.G **Please describe any water conservation methods or devices incorporated into the plan of development. What percentage of reduction is anticipated over conventional plans?**

The proposed development is required to meet several standards of sustainability. These standards include Florida Water Star standards, Florida Friendly landscaping principles, and wastewater and/or stormwater reuse. A distribution system is required to be constructed within the sustainable development areas to utilize non-potable sources of water for irrigation and other non-potable demands. Each Application for Incremental Development Approval (AIDA) will include details regarding this system and its



uses. Implementation of these standards is anticipated to result in a reduction of 55% in potable water usage over conventional plans.

Question 17.H **Indicate whether proposed water service will be provided within an established service area boundary.**

The service area water providers are the City of Edgewater for the Gateway District and Farmton Water Resources LLC for the balance of the Farmton Tract.



August 19, 2013

Matthew West
Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

RE: Farmton Master Development of Regional Impact Study

Dear Mr. West:

Per your request within your letter of July 11, this letter shall serve as confirmation the City of Edgewater will be the water service provider for the Gateway District lands within the Farmton Master Development Plan. The Gateway District is located within the City's Utility Service Area and it is my understanding the Gateway District's proposed plan includes 4,692 residential units and 820,217 square feet of non-residential units. Please note that no development may take place within the Gateway District before March 30, 2017. In the interim the City is working cooperatively with Farmton representatives to plan for the additional water capacity/facilities (including potable water wells) necessary to support development of the Gateway District. Mechanisms to secure these capacities include a joint planning agreement, an interlocal agreement and/or consumptive use permitting. Water supply to support this development is expected to be withdrawn from new wells on the Gateway property, provided permitting is approved by the state and federal authorities. As part of each Application for Incremental Development Approval (AIDA), water supply will be addressed in specific detail to ensure that adequate capacity is available concurrently with the demand. No concurrency for water services will be reserved until approval of each AIDA.

Should you need any further information or have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Brenda L. Dewees".

Brenda L. Dewees
Director
BDewees@cityofedgewater.org



18 QUESTION – WASTEWATER MANAGEMENT

See State Comprehensive Plan (Chapter 187, F.S.)
GOAL (8); POLICIES (12),(13) GOAL (13); POLICY (11) GOAL (16); POLICY (1) GOAL (18); POLICIES (1),(2),(3),(4),(6),(10)
EXISTING LEVEL OF SERVICE:
ADOPTED LEVEL OF SERVICE STANDARD:
LEVEL OF SERVICE AFTER PROJECT BUILDOUT:

Question 18.A Provide, in the table given below, the projected wastewater generation at the end of each phase of development and proposed wastewater treatment. Identify the assumptions used to project this demand.

Response: Total sewage generation projections have been provided for each of the 2 planning horizons provided for in the Farmton Master DRI. These two horizons consist of the 2017 – 2025 planning horizon (limited to development in the Gateway District) and the planning horizon for the total build-out for all Sustainable Development Areas (SDAs) through 2060. These sewage generation projections are based upon annual averages which are not expected to vary significantly throughout the year. Development programs for each SDA are conceptual and subject to change at the time of each AIDA. Sewage generation projection phasing will be provided with each AIDA.

2017 – 2025 Planning Horizon (Gateway District)

The adopted Farmton Local Plan transferred all density and intensity development rights of the Volusia Farmton Tract under the previous future land use designations to the Gateway District through the year 2025. Therefore, the only SDA permitted to development prior to 2026 is the Gateway District. Residential development shall not exceed 4,692 dwelling units in the Gateway District, and is further restricted to 2,287 dwelling units until such time as the Volusia County School District has issued a finding of adequate school capacity. Non-residential development shall not exceed 820,217 square feet in the Gateway District. Any unused density or intensity after 2025 may be transferred from the Gateway District to other sustainable development areas as set forth in the Farmton Local Plan.

Under these restrictions, the maximum projected average daily sewage generation projections for the development within the Volusia Farmton Plan through 2025 is depicted in Table 18-1 below:

Table 18- 1
Sewage Generation through 2025
Farmton AMDA

Phase/Land Use	Number of Units		Sewage Generation (GPD/Unit)		Sewage (MGD)
Single Family	4,692	du	175	gpd/du	0.821
Retail	273,000	sf	0.15	gpd/sf	0.041
Office	318,395	sf	0.15	gpd/sf	0.048
Hotel	120	rooms	100	gpd/room	0.012
Industrial	156,822	sf	0.1	gpd/sf	0.016
Schools					
1 Elem @ 727 Students	727	stud	20	gpd/stud	0.015
0 Middle @ 1256 Students	0	stud	25	gpd/stud	0.000
0 High @ 2633 Students	0	stud	25	gpd/stud	0.000
Hospital	0	beds	250	gpd/bed	0.000
Total					0.952

2017 – 2060 Planning Horizon (Total Buildout Program)

The entire development program for all the sustainable development areas (including the Gateway District) shall not exceed 23,100 dwelling units and 4.7 million square feet of non-residential uses, exclusive of educational facilities and other institutional uses. The maximum projected average daily sewer generation for the development within the Volusia Farmton Tract through 2060 is depicted in Table 18-2 below:

Table 18- 2
Sewage Generation through 2060
Farmton AMDA

Phase/Land Use	Number of Units		Sewage Generation (GPD/Unit)		Sewage (MGD)
Single Family	23,100	du	175	gpd/du	4.043
Retail	1,437,176	sf	0.15	gpd/sf	0.216
Office	1,938,097	sf	0.15	gpd/sf	0.291
Hotel	240	rooms	100	gpd/room	0.024
Industrial	1,180,727	sf	0.10	gpd/sf	0.118
Institutional	50,000	sf	0.10	gpd/sf	0.005
Schools					
4 Elem @ 727 Students	2,908	stud	20	gpd/stud	0.058
2 Middle @ 1256 Students	2,512	stud	25	gpd/stud	0.063
2 High @ 2633 Students	5,266	stud	25	gpd/stud	0.132
Hospital	160	beds	250	gpd/bed	0.040
Total					4.988

The projected sewage treatment demands were calculated based on the proposed development program provided in Question 10 of the Farmton Master DRI. Since the level of service standards for the City of Edgewater and County of Volusia Comprehensive Plans have not been determined for this area, sewage generation projections are based on generally accepted usage rates. The sewage generation rates used in this analysis are shown in Table 18-3 below:

Table 18- 3

Sewage Generation Rates Used in Analysis

Farmton AMDA

Land Use	Sewage Generation Rates
Single Family	175 gpd/du
Retail / Office / Commercial	0.15 gpd/sf
Hotel	100 gpd/room
Industrial	0.10 gpd/sf
Elementary Schools	20 gpd/student
Middle Schools	25 gpd/student
High Schools	25 gpd/student
Hospital	250 gpd/bed

The total sewer demand based upon 5 year phases is contained in Table 18-4 below:

Table 18- 4

Sewer Demand by Year

Farmton AMDA

Phase	Year	Total Sewage (MGD)
PHASE 1	2020	0.48
PHASE 2	2025	0.95
PHASE 3	2030	1.53
PHASE 4	2035	2.11
PHASE 5	2040	2.68
PHASE 6	2045	3.26
PHASE 7	2050	3.83
PHASE 8	2055	4.41
PHASE 9	2060	4.99



Question 18.B **If applicable, generally describe the volumes, characteristics and pre-treatment techniques of any industrial or other effluents prior to discharge from proposed industrial related use(s).**

Detailed information regarding the volumes, characteristics and pretreatment techniques of any industrial or other effluents prior to discharge from proposed industrial related use will be provided at the time of each AIDA (if applicable).

Question 18.C

18.C.1 If off site treatment is planned, identify the treatment facility and attach a letter from the agency or firm providing the treatment outlining present and projected excess capacity of the treatment and transmission facilities through build-out, any other commitments that have been made for this excess and a statement of ability to provide service at all times during or after development.

Treatment facilities will identified at the time of each AIDA. Letters from treatment providers will be provided at the time of each AIDA (if applicable). A courtesy letter has been provided to the City of Edgewater as part of the AMDA preparation. The City's response is attached as Exhibit 18-1.

18.C.2 If service cannot be provided, identify the required capital improvements, cost, timing, and proposed responsible entity necessary to provide service at all times during and after development.

This question will be addressed with each AIDA based on the higher standards for Fiscal Neutrality required by the Farmton Local Plan (Objective FG 7 and its associated policies).



August 19, 2013

Matthew West
Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

RE: Farmton Master Development of Regional Impact Study

Dear Mr. West:

Per your request within your letter of July 11, this letter shall serve as confirmation the City of Edgewater will be the wastewater service provider for the Gateway District lands within the Farmton Master Development Plan. The Gateway District is located within the City's Utility Service Area. It is my understanding the Gateway District's proposed plan includes 4,692 residential units and 820,217 square feet of non-residential units. Please note that no development may take place within the Gateway District before March 30, 2017. In the interim the City is working cooperatively with Farmton representatives to plan for any additional wastewater capacity, facilities and permitting necessary to support development of the Gateway District. As part of each Application for Incremental Development Approval (AIDA), wastewater treatment capacity will be addressed in specific detail to ensure that adequate capacity is available concurrently with the demand. No concurrency for wastewater services will be reserved until approval of each AIDA.

Should you need any further information or have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Brenda L. Dewees".

Brenda L. Dewees
Director
BDewees@cityofedgewater.org

19 QUESTION – STORMWATER MANAGEMENT

<p>See State Comprehensive Plan (Chapter 187, F.S.)</p> <p>GOAL (8); POLICY (12) GOAL (16); POLICY (1) GOAL (18); POLICIES (1),(2),(3),(4),(6)</p>
<p>EXISTING LEVEL OF SERVICE:</p> <p>ADOPTED LEVEL OF SERVICE STANDARD:</p> <p>LEVEL OF SERVICE AFTER PROJECT BUILDOUT:</p>

Question 19.A **Describe the existing drainage patterns on site as shown on Map I, including any potential flooding and erosion problems.**

Map I-2 delineates and labels the following four (4) major drainage basins (listed below in descending order of land area extent). The area includes land surrounded by Farmton, but is not included in the Farmton Local Plan:

- Middle St. Johns River Basin (28,389 acres onsite). Within Farmton, this watershed generally flows to the west and south to discharge into Lake Harney or a segment of the St. Johns River downstream of Lake Harney. Farmton lies within a subset of the Middle St. Johns River Basin called the Deep Creek sub-basin.
- Northern Coastal Basin (11,854 acres onsite). This watershed generally flows north within Farmton to ultimately discharge into Spruce Creek, a designated Outstanding Florida Water (OFW).
- Upper St. Johns River Basin (6,894 acres onsite). Surface water drainage within this basin on the Farmton property generally flows south to Cabbage Slough or Buck Lake, both of which ultimately discharge into the St. Johns River upstream of Lake Harney.
- Indian River Lagoon Basin (844 acres onsite). A small portion of Farmton on the eastern side drains to the Indian River Lagoon which is east of the I-95.

Question 19.B **Describe the various elements of the proposed drainage system shown on Map I, including any wetlands to be used as part of the system, and discuss the design criteria (including stage storage/stage discharge assumption) to be used for the various elements. Provide typical cross sections (showing dimensions, slopes and control elevations) for any proposed lakes or swales. Identify the control elevation for all drainage structures. Include information as to what design storm will be used for**



what portions of the system.

Over 75 percent of the Farmton Tract will be preserved in its natural, existing condition through conservation covenants, conservation easements and/or dedication of land. Only the remaining 25 percent of the tract will consist of sustainable development areas where development will be allowed. These conservation areas were located based upon an extensive data and analysis review to protect the most significant natural resources on site. As a result of this “green printing” process, all significant major drainage ways onsite are preserved within these conservation areas.

Detailed information regarding proposed drainage systems will be provided at the time of each AIDA, after site specific details are known. The individual surface water management systems for the SDAs will be designed to meet or exceed the drainage criteria as established by the St Johns River Water Management District and Volusia County at the time of development. Depending on the specific requirements of the stormwater system designed, the design storms utilized for design analysis may include the mean annual, 25 year and 100 year return frequency storms. The stormwater management plans for the Farmton Master DRI may utilize several components including dry retention, wet detention ponds, stormwater reuse ponds and other stormwater technologies to meet regulatory water quality and discharge volume/rate requirements for the proposed development. Treated stormwater discharges from the individual SDAs will discharge into the existing major drainageways which traverse the site.

Question 19.C From Map I, indicate the total number of acres in each drainage area and specify the acreage of any portions of drainage areas outside the site boundaries. Complete the following table for on-site drainage areas.

Minor drainage basins (mapped within the major basins) are delineated on Map I-3, Map I-4, and Map I-5.

An acreage summary of the major and minor basin areas including areas inside and outside the site boundaries is listed in Table 19-1.

**Table 19- 1
Farmton Watershed Area Breakdown
Farmton AMDA**

Watershed Name	Total Watershed Area (Acres)	Onsite Watershed Area (acres)	Offsite Watershed Area (acres)
Middle St. Johns River Basin			
Samsula Canal – Sandy Dr	8,305.71	4,304.89	4,000.83
Cow Creek	11,393.39	11,393.39	0.00
Underhill Slough	4,494.05	3,668.48	825.57

Watershed Name	Total Watershed Area (Acres)	Onsite Watershed Area (acres)	Offsite Watershed Area (acres)
St. Johns River Osteen	564.65	48.37	516.28
Deep Creek North	14,517.63	268.30	14,249.32
Deep Creek South	3,980.73	2,929.48	1,051.25
Ashby Canal	8,141.37	1,188.42	6,952.95
Gopher Slough	9,401.52	4,346.79	5,054.73
St. Johns River Mullet	18,310.73	240.65	18,070.08
Total	79,109.78	28,388.76	50,721.01
Upper St. Johns River Basin			
Cabbage Slough	24,633.08	2,079.16	22,553.92
Unnamed Swamp	14,178.47	4,814.97	9,363.51
Total	38,811.56	6,894.13	31,917.43
Northern Coastal Basin			
Spruce Creek Swamp Tributary	12,422.85	9,558.16	2,864.69
Spruce Creek Swamp	18,198.50	2,295.48	15,903.02
Total	30,621.35	11,853.64	18,767.71
Indian River Lagoon Basin			
Turnbull Hammock	27,918.02	844.16	27,073.86
TOTAL AREAS			
Total Area	176,460.71	47,980.69	128,480.01

The western portion of the site, within the Middle St. Johns River Basin (28,389 acres), drains in a generally south/west direction to Lake Harney and the St. Johns River. The on-site central portion of the



Middle St. Johns River Basin (Cow Creek sub-basin) primarily drains through the Cow Creek tributary, which joins Deep Creek, which then joins the St. Johns River just north (downstream) of Lake Harney. The on-site northwest portion of the Middle St. Johns River basin (Samsula Canal-Sandy Dr sub-basin) primarily drains through the Sandy Drain tributary, which flows in a westerly direction and joins the Lake Ashby Canal off-site, which then flows to the south and back on-site joining Deep Creek, which joins the St. Johns River north of Lake Harney. The southern portion of the Middle St. Johns River Basin (Underhill Slough and Gopher Slough sub-basins) appear to drain through a series of wetlands and sloughs, with some ditching, flowing towards Lake Harney and/or Deep Creek.

The north/northeastern portion of the site within the Northern Coastal Basin (11,854 acres), drains northward through the Spruce Creek swamp, which feeds into Spruce Creek, which flows in a northerly then westerly direction, eventually discharging into the Halifax River near Ponce de Leon Inlet.

A relatively small area in the northeastern portion of the site, within the Indian River Lagoon Basin (844 acres) drains west and south to the Indian River Lagoon through Turnbull Hammock.

The southeastern portion of the site, within the Upper St. Johns River Basin (6,894 acres) drains to the south, primarily by a series of flow-through wetlands which eventually feed into the St. Johns River south of Lake Harney.

Question 19.D Specify and compare the volume and quality of run off from the site in its existing condition to the anticipated run off at the end of each phase of development. (The parameters to be used to define "quality" and methodology should be agreed to by the regional planning council and other reviewing agencies at the preapplication conference stage.) Identify any changes in timing or pattern of waterflows between pre and post development conditions. Indicate major points of discharge and ultimate receiving water body(ies). Indicate what provisions will be incorporated in the design of the drainage system, including a summary description of any Best Management Practices to be utilized, to minimize any increase in run off from the site and to minimize any degradation of water quality in the ultimate receiving body over that occurring in its pre-development state.

Because site specific development details have not been identified at the AMDA level, it is not possible to compare the volume and quality of run-off from the site in its existing condition to the proposed condition. Specific information regarding volume and quality of run-off and Best Management Practices will be provided with each AIDA. All major points of discharges will be designed to match existing major points of discharges for the basins described in question 19.C above. Some of the BMP's which may be integrated into the Stormwater Management System include:

- Bio retention cells
- Curb and gutter elimination
- Grassed swales
- Green parking design



- Infiltration trenches
- Inlet protection devices
- Permeable pavement
- Permeable pavers
- Rain barrels and cisterns
- Riparian buffers
- Sand and organic filters
- Soil amendments
- Stormwater planters
- Tree box filters
- Vegetated filter strips
- Vegetated roofs

Question 19.E Who will operate and maintain the drainage system after completion of the development?

The drainage system will be owned, operated and maintained by one or more entities which may include Volusia County, a Community Development District (CDD), property owners association, or other legal entity acceptable to Volusia County and the St John's River Water Management District. Operation and maintenance responsibilities shall be established with each AIDA.



20 QUESTION - SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE

See State Comprehensive Plan (Chapter 187, F.S.)
GOAL (13); POLICIES (4),(7),(8),(12)
GOAL (16); POLICY (1)
GOAL (18); POLICIES (1),(3),(4),(6)
EXISTING LEVEL OF SERVICE:
ADOPTED LEVEL OF SERVICE STANDARD:
LEVEL OF SERVICE AFTER PROJECT BUILDOUT:

Question 20.A Provide a projection of the average daily volumes of solid waste generated at the completion of each phase of development. Use the format below and identify the assumptions used in the projection.

Table 20- 1
Estimated Solid Waste Generated Daily at Buildout (2060)
Farmton AMDA

Solid Waste Level of Service	Estimated Population	Formula	Estimated Solid Waste Generated
Volusia Co.	53,361	8.66 lbs per capita per day	462,106
		Estimated tons per year	84,334
		Estimated tons per day	231

Source: Volusia County Comprehensive Plan

Question 20.B

20.B.1. Please specify the extent to which this project will contain laboratories, storage facilities, and warehouse space where hazardous materials may be generated or utilized. What types of hazardous waste or toxic materials are likely to be generated? Will a hazardous materials management plan be prepared covering all uses of hazardous materials on-site? If so, please discuss contents and enforcement provisions.

There may be some potential for hazardous materials to be stored and/or generated by non-residential uses. At this time the end users are not known and therefore, there is no way to anticipate the amount



and type of materials (if any) which may be stored or generated. Any business subject to federal, state, or local hazardous materials storage or waste generation approval or reporting programs shall be required to fully comply with such programs. Prior to issuance of a building permit for a use which will handle or generate hazardous materials, a hazardous materials management plan consistent with the requirements contained in Rule 73C-40.044, Florida Administrative Code, must be submitted and approved by the Florida Department of Economic Opportunity. The applicant, at applicant's option, may choose to adopt a hazardous materials management plan that applies to the entire project. The applicant shall also support any project site-wide measures that will provide or facilitate environmentally sound hazardous materials/wastes handling practices by site users.

This issue will be addressed with each application for incremental development (AIDA) approval where the handling, storage or generation of hazardous materials is known.

20.B.2. Please discuss what measures will be taken to separate hazardous waste from the solid waste stream. What plans and facilities will be developed for hazardous or toxic waste handling, generation, and emergencies?

It is the responsibility of the individual hazardous waste generator to abide by all applicable local, state and federal regulations regarding the disposition of hazardous wastes. These regulations will be addressed in the hazardous materials management plan for the specific generator.

This issue will be addressed with each AIDA where the handling, storage or generation of hazardous materials is known.

20.B.3. Please identify off-site disposal plans for hazardous waste generated by this development and provide assurance of proper disposal by a qualified contractor.

It is the responsibility of the individual hazardous waste generator to abide by all applicable local, state and federal regulations regarding the disposition of hazardous wastes. These regulations will be addressed in the hazardous materials management plan for the specific generator.

This issue will be addressed with each AIDA where the handling, storage or generation of hazardous materials is known.

20.B.4. What local and state regulations, permits and plans will regulate the generation and handling of hazardous waste at this development?

The Florida Department of Environmental Protection, more specifically 62-730.160, F.A.C. standards applicable to "Generators of Hazardous Waste" and F.A.C. 62-730.170, standards applicable to "Transporters of Hazardous Waste", will determine the state regulation for generation and hauling of hazardous waste.

This issue will be addressed with each AIDA where the handling, storage or generation of hazardous materials is known.

Question 20.C For all waste disposal planned (on or off site), attach a copy of the letter from the applicant describing the types and volumes of waste and waste disposal areas requested, and attach a letter from the agencies or firms providing services outlining:

- 1. the projected excess capacity of the facilities serving the development at present and through completion of the project,**



2. **any other commitments that have been made for this excess capacity,**
3. **a statement of the agency's or firm's ability to provide service at all times during and after development (the agency or firm must be supplied with the solid waste generation table in (A) above).**

A letter has been sent to the Volusia County Solid Waste Division requesting the information above. The response of the Volusia County Solid Waste Division is attached as Exhibit 20-1. The information requested is limited to existing capacity and capacity and service availability at build-out. Applications for Incremental Development Approval will address this question in more specific detail regarding phasing and the required table associated with this question. Please see the attached response from Volusia County Solid Waste Division.

Additional Commitments, Incorporation of wildlife management practices into Solid Waste Design and Management.

The proposed SDAs will be in close proximity to wildlife movements, by virtue of the inclusion of RBOS and MRBOS areas. As a result there is the potential for wildlife to venture into residential and commercial development areas. The frequency and persistence of this movement can be affected by the degree to which food waste serves as an attractant. In urban and suburban areas, human interactions with wildlife can take the form of nuisance wildlife issues associated with food and food waste. These interactions can be minimized through adoption of solid waste management practices and public outreach and education.

The Applicant recognizes both the statutory responsibility and the technical expertise of the FWC in managing the potential for negative human/wildlife interactions in suburban and urban areas. Under the Black Bear Management Rule (68A-4.009 F.A.C), the Commission has committed to providing technical assistance to land owners and local regulatory agencies towards minimizing and avoiding potential negative human bear interactions.

Consistent with the Rule, the FLP requires coordination with the State's Black Bear Management Plan (adopted by the FWC in 2012), which includes guidelines for Bear Smart Communities. With particular regard to solid waste management, the development and maintenance of a bear-proof municipal solid waste system is a key element. It involves the system-wide use of animal-resistant residential and commercial waste containers and may involve early consideration of such solid waste management systems in the design of street networks. This later consideration is towards ensuring that the street network can accommodate specialized collection vehicles if deemed appropriate. The success of these types of solid waste management systems is enhanced by the inclusion of public education components and implementation of ordinances and community bylaws to encourage use of wildlife resistant waste containers.

Each AIDA will be responsible for ensuring, through their respective Development Order, designs for sanitation services account for the use of bear-resistant commercial garbage dumpsters and residential garbage canisters. Each AIDA will require that future communities will consult with the FWC to identify proactive measures, such as ordinances, community bylaws and educational programs toward reducing attractants for bears and other wildlife for the purpose of reducing potential negative human-bear interactions.



Solid Waste Division

July 16, 2013

Mr. Matthew West AICP
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

Reference: Landfill Capacity
Farmton Master DRI

Dear Mr. West:

Attached is the Solid Waste Division Engineer's record document, certifying that the landfill has adequate disposal capacity for developments remaining within projected population growth levels through October 2017.

The phase 2 expansion of the active cell is permitted for construction and will provide additional disposal capacity through January 2026.

Future landfill disposal areas on site have been identified to provide disposal capacity through 2052.

If you have any questions, please advise.

Sincerely,


Leonard L. Marion
Director

ADM-13-118

cc: Regina Montgomery, Fiscal Resource Manager

October 9, 2012

Mr. Tom Lubozynski, PE
 Waste Program Administrator
 Florida Department of Environmental Protection
 3319 Maguire Blvd. Suite 232
 Orlando, Florida 32803-3767

RE: Annual Remaining Capacity and Site Life Report
 Tomoka Farms Road Solid Waste Management Facility
 Class I Landfill Permit No. SO64-0078767-023
 Class III Landfill Permit No. SC64-0078767-019
 WACS # 27540

Dear Mr. Lubozynski,

On behalf of the Volusia County Solid Waste Division, HDR Engineering, Inc. is hereby submitting this annual estimate of remaining capacity for the Tomoka Farms Road Solid Waste Management Facility in accordance with 62-701.500(13)(c), FAC.

The following table presents the calculated remaining capacity and estimated site life as of April 27, 2012:

	Remaining Disposal Capacity (cubic yards)	Closure Date
North Cell Class I Landfill	---	---
with Phase 1 Expansion	2,300,390	October 2017
with Phase 2 Expansion	6,140,502	January 2026
Class III Landfill	4,394,689	January 2038

- Notes:
1. Disposal capacity is based on topographic survey flown on April 27, 2012 and as-built conditions. This above capacity does not include volume for final cap.
 2. Closure date is based on average per capita utilization rates from past six years and population projections from the Office of Economic and Demographic Research (EDR).
 3. The North Cell Phase 2 Expansion is permitted by the FDEP for construction but it has not yet been constructed and certified by the FDEP for disposal.

Please contact me if you have any questions or comments at (904) 598-8900.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carlo Lebron".

HDR Engineering, Inc.
Carlo Lebron, PE
Project Manager

cc: Leonard Marion, Volusia County Solid Waste Division
Regina Montgomery, Volusia County Solid Waste Division

21 QUESTION - TRANSPORTATION

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (11); POLICY (2)

GOAL (12); POLICIES (3),(4)

GOAL (16); POLICIES (1)

GOAL (18); POLICIES (1),(3)(4),(6)

GOAL (20); POLICIES (2),(3),(8),(9),(10),(12),(13),(15)

GOAL (25); POLICY (5)

ROAD LINK/INTERSECTION:

EXISTING LEVEL OF SERVICE:

ADOPTED LEVEL OF SERVICE STANDARD:

LEVEL OF SERVICE AFTER PROJECT BUILDOUT:

Question 21.A

Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

Map J (identified under Question 9 – Maps and presented again below as Figure 21-1 for ease of reference) provides the study area agreed to during the Farnton AMDA Methodology process (see Appendix 21-A). This map represents the major transportation corridors in proximity to the Farnton Master DRI for the identification of significant right-of-way requirements to serve the future development. This study area is not intended to form the basis for study area determination in subsequent Applications for Incremental Development Approvals (AIDA). Such subsequent study areas shall be determined according to applicable DRI review standards which will address significant project impacts as defined



under DRI analysis rules.

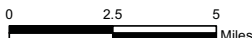
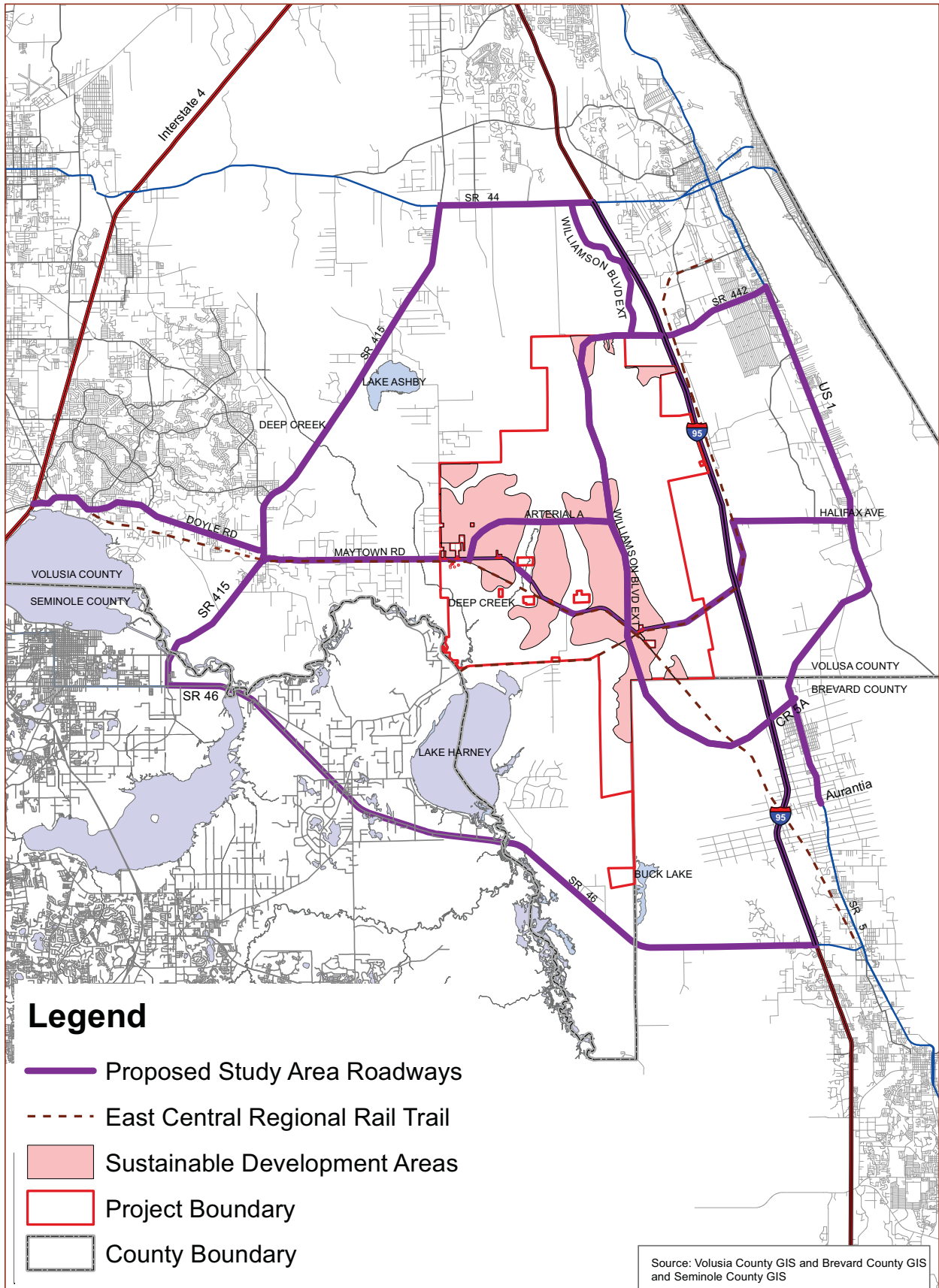
Due to the size of the study area and the detailed information required to be posted to Figure 21-1 Map J, it was determined that the mapping needed to be provided on larger scale figures to facilitate legibility of the data. Accordingly, the study area was divided into four sub-areas (labeled North, East, South and West) as noted on Figure 21-2 Key Map. Figures 21-3 through 21-6 presents existing traffic counts in graphical format.

Table 21-1 presents more detailed information for the existing roadway segment conditions including the information contained in the maps. It should be noted that the maximum service volumes (MSV) associated with the adopted levels of service were obtained from the maintaining agencies' comprehensive plans (for local governments) and from the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook for state roads. The corresponding K-factors, facility, area type and number of lane attributes for each roadway segment were presented to the local governments in advance and were approved for use in this analysis during the methodology finalization.

Planned, programmed and committed roadway improvements are provided in Table 21-2 along with the source agency from which the information was obtained. Excerpts from each agency's CIP or TIP are attached in Appendix 21-B.

Question 21.B **Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.**

The vehicle trips expected to be produced by the Farnton Master DRI were developed based on the land use program identified in the response to Question 10 which are, in turn, consistent with the provisions of the Farnton Local Plan comprehensive plan amendment adopted by Volusia County. It should be noted that institutional land uses, which primarily represent on-site services, were identified but not quantified under the Farnton Local Plan. In order to represent the most reasonable transportation impacts internally to the project so that needed roadway capacities could more realistically be estimated, institutional uses were projected in quantities typical to communities the size of Farnton. The source of the trip generation rates for all Farnton uses (both in Volusia and Brevard Counties) was the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition. The Farnton AMDA (Volusia County only) trip generation for 2035 and for 2060 are presented in Tables 21-3 and 21-4, respectively.



**Figure 21-1
Map J
Transportation**

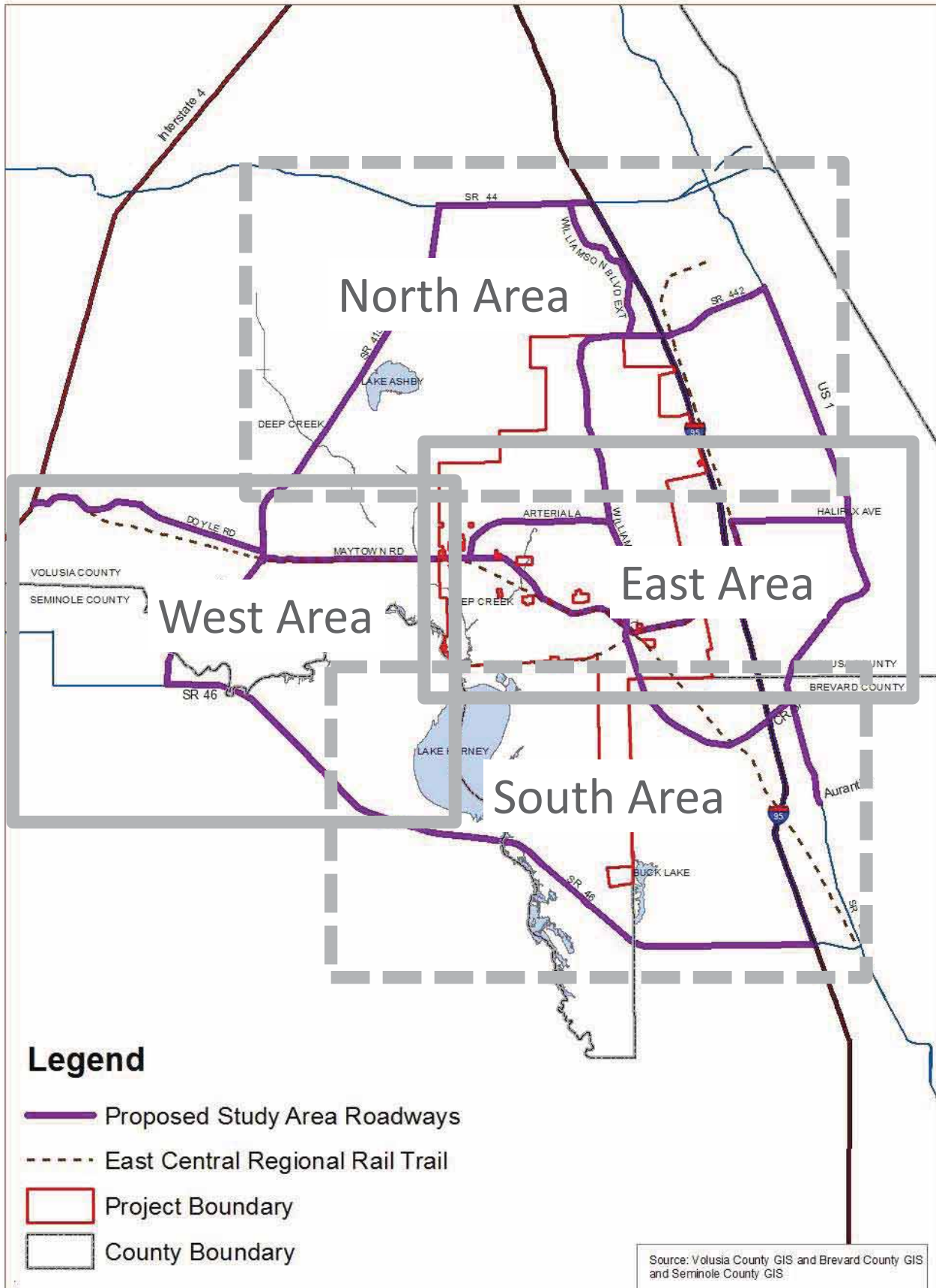


Figure 21-2
Traffic Conditions and Projections
Map J - Key Map

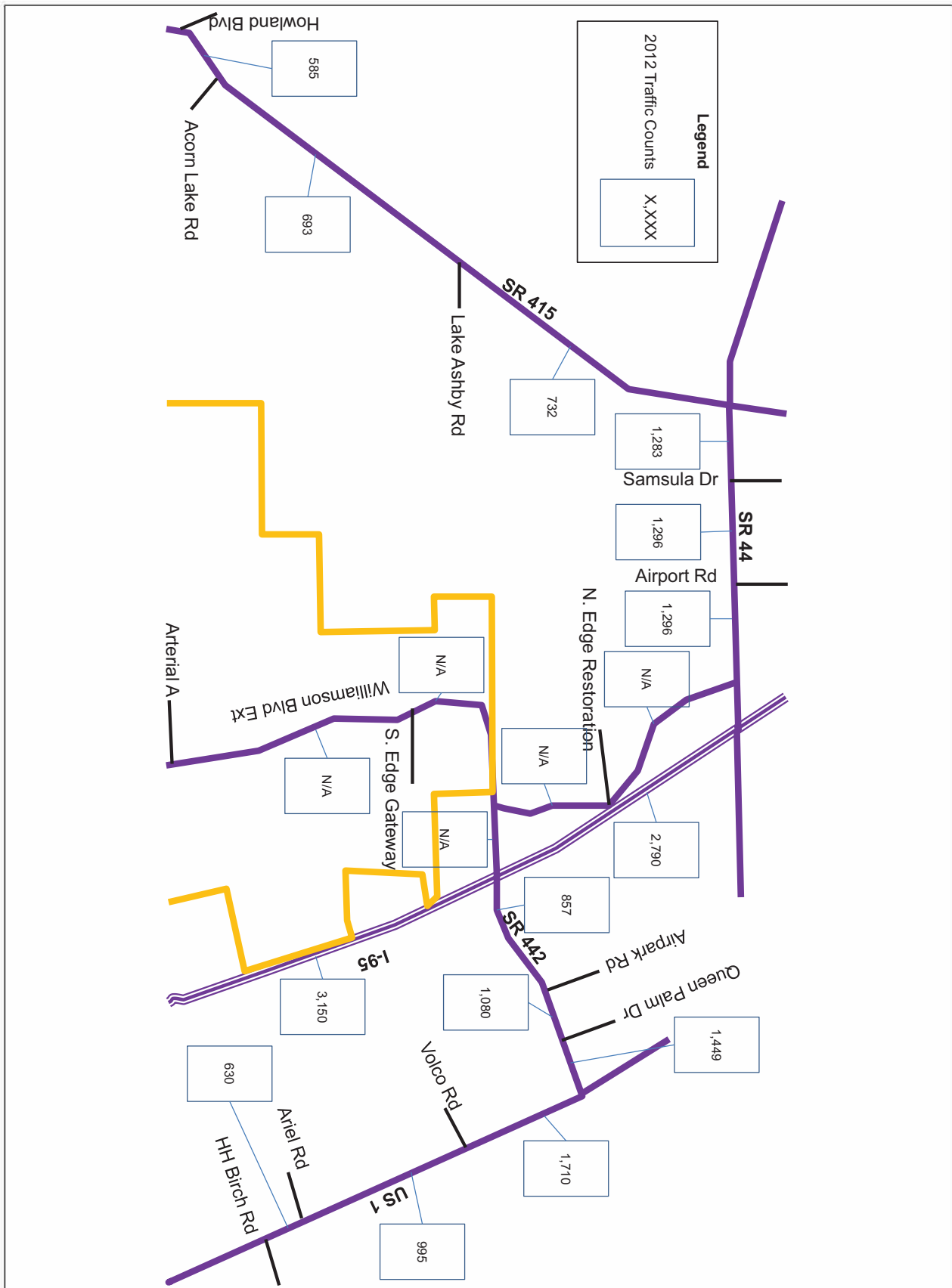


Figure 21-3
Existing Traffic Conditions
North Area

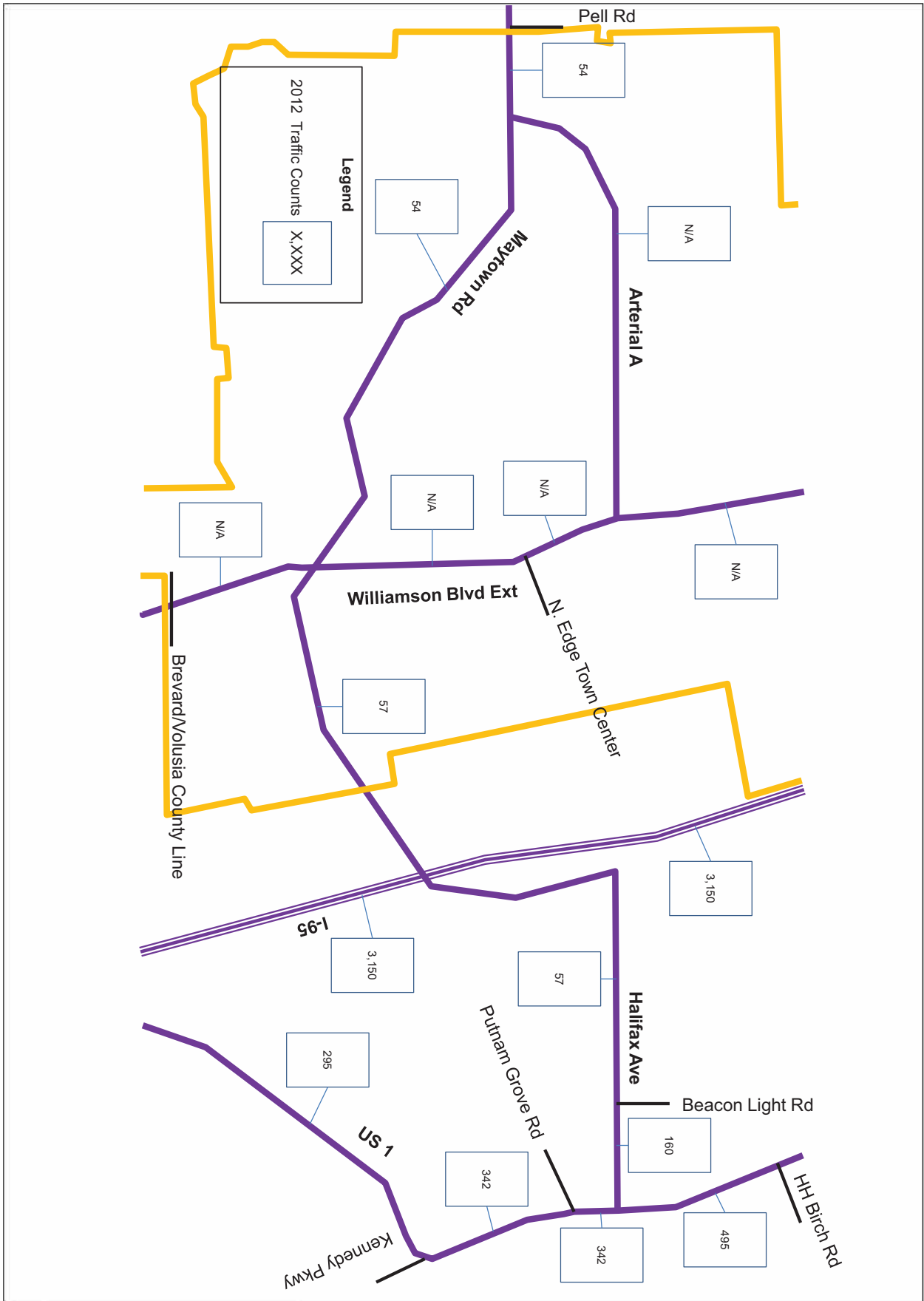
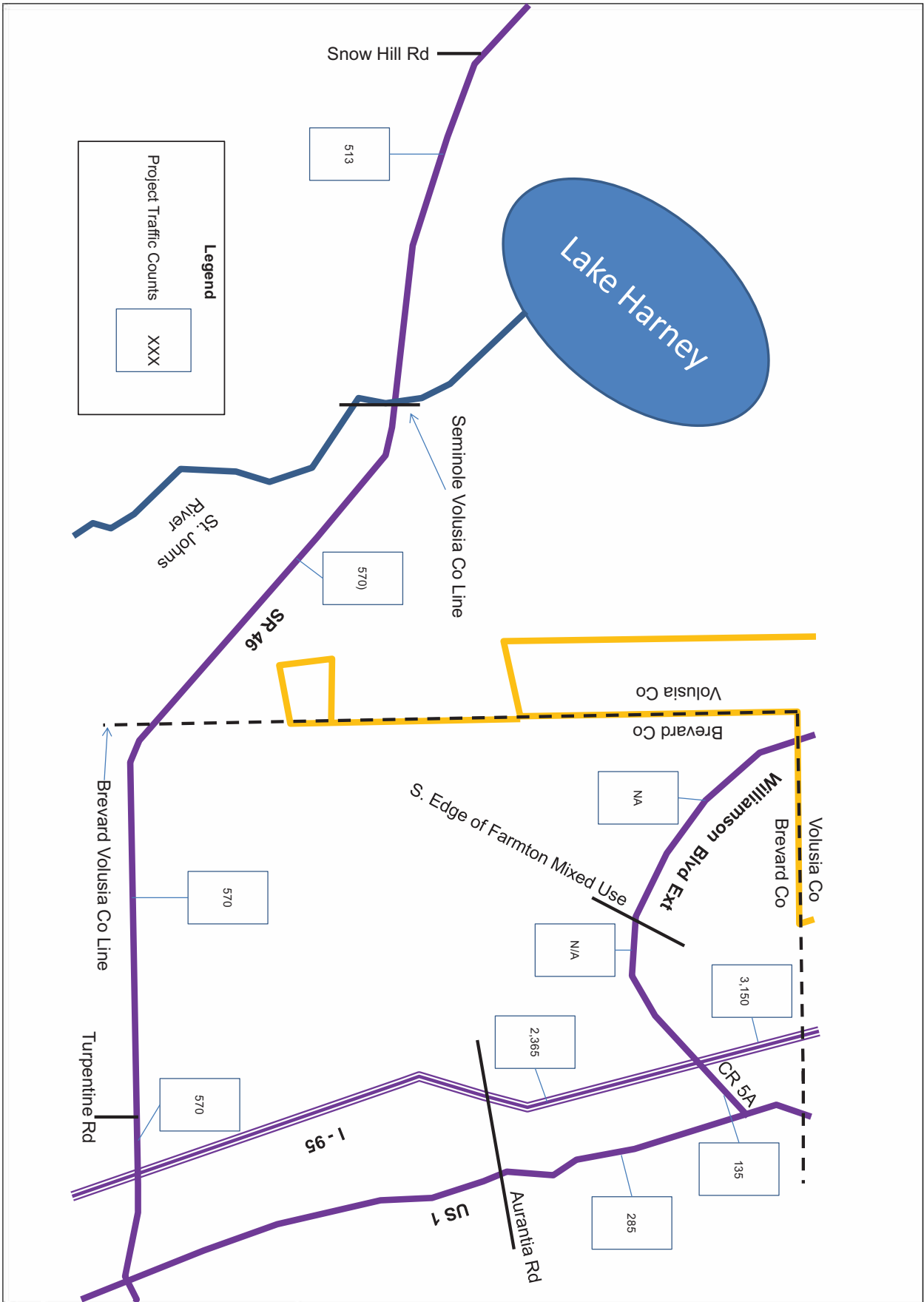
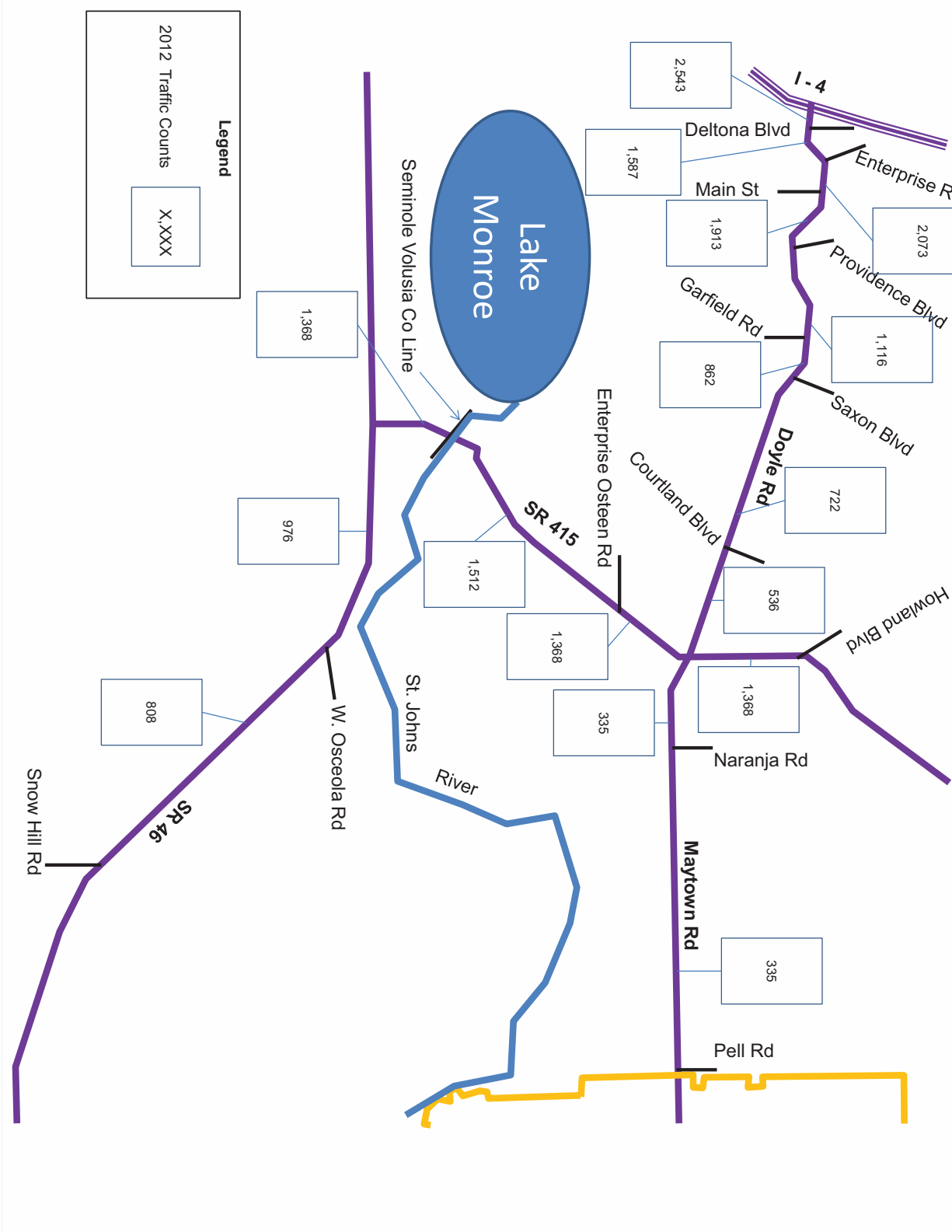


Figure 21-4
Existing Traffic Conditions
East Area



NOT TO SCALE

Figure 21-5
Existing Traffic Conditions
South Area



NOT TO SCALE

Figure 21-6
Existing Traffic Conditions
West Area

**Table 21-1
Existing Roadway Segment Conditions**

Farmton AMDA

Roadway	Limits	Jurisdiction	2013 CONDITONS				
			Existing Classification	No. of Lanes	Adopted LOS	PK HR 2 Way MSV	MSV Daily
Maytown Rd/Halifax Avenue	SR 415 to Naranja Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Naranja Rd to Pell Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Pell Rd to Arterial "A"	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Arterial "A" to 1 mile east of Williamson Blvd Ext	Vol	Rural Undeveloped UFH	2	C	790	8,400
	1 mile east of Williamson Blvd Ext to NB ramps I-95	Vol	Rural Undeveloped UFH	2	C	790	8,400
	NB ramps of I-95 to Beacon Light Rd	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Beacon Light Rd to US 1	Vol	Rural Developed UFH	2	C	1,550	16,400
Williamson Boulevard Extension	I-95 to S. Edge of Farmton Mixed Use	Brev	n/a	n/a	n/a	n/a	n/a
	S. Edge of Farmton Mixed Use to Vol Co Line	Brev	n/a	n/a	n/a	n/a	n/a
	Brevard Co Line to Maytown Rd	Vol	n/a	n/a	n/a	n/a	n/a
	Maytown Rd to N. Edge of Town Center	Vol	n/a	n/a	n/a	n/a	n/a
	N. Edge of Town Center to Arterial "A"	Vol	n/a	n/a	n/a	n/a	n/a
	Arterial "A" to S. Edge of Gateway	Vol	n/a	n/a	n/a	n/a	n/a
	S. Edge of Gateway to SR 442	Vol	n/a	n/a	n/a	n/a	n/a
	SR 442 to N. Edge of Restoration	Edgewtr	n/a	n/a	n/a	n/a	n/a
	N. Edge of Restoration to SR 44	Edgewtr/NSB	n/a	n/a	n/a	n/a	n/a
County Road 5A (Stuckway Rd)	US 1 to I-95	Brevard	Rural Developed UFH	2	D	2,190	23,100
Arterial Road "A"	Maytown Rd to Williamson Blvd Ext	Vol	n/a	n/a	n/a	n/a	n/a
SR 442 (Indian River Blvd)	Williamson Blvd. Ext to I-95	Edgewtr	Urban Arterial	4	D	3,580	39,800
	I-95 to Air Park Road	Edgewtr	Transitioning Cl 1 Arterial	4	D	3,200	35,500
	Air Park Road to Queen Palm Drive	Edgewtr	Urban Arterial	4	D	3,580	39,800
	Queen Palm Drive to US 1	Edgewtr	Urban Arterial	4	D	3,580	39,800
Interstate 95	SR 46 to CR 5A (Brevard)	Brev	Transitioning Freeway	4	C	7,710	85,600
	CR 5A to Brevard/Vol County line	Brev	Rural Freeway	4	C	6,720	64,000
	Brev/Vol County line to Maytown Rd	Vol	Rural Freeway	4	C	6,720	64,000
	Maytown Rd to SR 442 (Indian River Blvd.)	Vol	Rural Freeway	4	C	6,720	64,000
	SR 442 (Indian River Blvd.) to SR 44	Vol	Transitioning Freeway	4	C	7,710	85,600
SR 415	SR 46 to Seminole/Volusia Co line	Sem	Urban UFH	2	E	2,990	33,300
	Seminole/Volusia Co to Osteen-Enterprise Rd	Vol	Transitioning UFH	2	C	1,550	17,300
	Enterprise-Osteen Rd to Howland Blvd	Vol	Urban UFH	2	D	2,170	24,200
	Howland Blvd to Acorn Lake Rd	Vol	Urban UFH	2	D	2,170	24,200
	Acorn Lake Road to Colony Rd/Lake Ashby Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Colony/Lake Ashby Rd to SR 44	Vol	Rural Developed UFH	2	C	1,550	16,400
SR 46	SR 415 (Lake Mary Blvd.) to W. Osceola Rd	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	W. Osceola Rd to Snow Hill Rd	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Snow Hill Road to Vol/Seminole Co line	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Vol/Seminole Co line to Vol/Brevard Co line	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Vol/Brevard Co line to Turpentine Road	Brev	Rural Undeveloped UFH	2	C	790	8,400
	Turpentine Rd to I-95	Brev	Urban Arterial	2	D	1,600	17,700
SR 44	SR 415 to Samsula Dr	Vol	Rural Developed UFH	4	C	3,860	40,700
	Samsula Dr to Airport Rd	Vol	Transitioning UFH	4	C	4,460	49,600
	Airport Rd to I-95	Vol	Transitioning UFH	4	C	4,460	49,600
Doyle Road	I-4 to Deltona Blvd.	Vol	Urban Arterial Major Cty Rd Cl 2	4	E	2,736	30,420
	Deltona Blvd. to Enterprise St.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160

Roadway	Limits	Jurisdiction	Existing Classification	2013 CONDITONS			
				No. of Lanes	Adopted LOS	PK HR 2 Way MSV	MSV Daily
	Enterprise St. to Main St.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160
	Main St. to Providence Blvd.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160
	Providence Blvd. to Garfield Road	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,152	12,744
	Garfield Rd. to Saxon Blvd.	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,152	12,744
	Saxon Blvd. to Courtland Blvd.	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,152	12,744
	Courtland Blvd. to SR 415	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,152	12,744
US 1	Aurantia to Brev/Vol County line	Brev	Rural Undeveloped UFH	4	B	2,440	25,700
	Brevard/Vol Co line to Kennedy Parkway	Vol	Rural Undeveloped UFH	4	B	2,440	25,700
	Kennedy Parkway to Putnam Grove Road	Vol	Transitioning UFH	4	C	4,460	49,600
	Putnam Grove Road to Halifax Avenue	Vol	Transitioning UFH	4	C	4,460	49,600
	Halifax Avenue to HH Birch Road	Vol	Transitioning UFH	4	C	4,460	49,600
	HH Birch Rd to Ariel Road	Vol	Urban Arterial Cl 1	4	D	3,580	39,800
	Ariel Rd to Volco Road	Vol	Urban Arterial Cl 1	4	D	3,580	39,800
Volco Road to SR 442	Vol	Urban Arterial Cl 1	4	D	3,580	39,800	

Table 21-2
Planned, Programmed and Committed Roadway Improvements
Farmton AMDA

Facility	Limits	Improvement	Const Year	Model Run
Volusia County Five-Year Road Program				
LPGA Blvd	Jimmy Ann Dr to Derbyshire Rd	4 laning	FY 12/13	2035/2060
Howland Blvd	Courtland Blvd to N of SR 415	4 laning	FY 13/14	2035/2060
City of Deltona Five-Year Capital Improvements Plan				
Fort Smith Blvd	East and West of Howland Blvd	3 laning	FY 12/13	2035/2060
FDOT District 5 Work Program 2014-2018				
SR 415	Seminole County Line to Reed Ellis Rd	4 laning	under const	2035/2060
SR 415	SR 46 to Volusia County Line	4 laning	under const	2035/2060
SR 415	Reed Ellis Rd to Acorn Lake Rd	4 laning	under const	2035/2060
Interstate 4	SR 44 to Interstate 95	6 laning	under const	2035/2060
Interstate 95	S. of SR 406 to N of SR 44	6 laning	under const	2035/2060
Interstate 95	N of SR 44 to S of I-4	6 laning	FY 14/15	2035/2060
Restoration DRI Development Order				
Williamson Blvd	SR 442 to SR 44	New 4 lane rd	Phase II (2016)	2035/2060
SR 44	I-95 to Glencoe Rd	6 laning	Phase II (2016)	2035/2060
I-95	SR 44 to I-4	6 laning	Phase II (2016)	2035/2060
US 1	Riverside Dr to SR 442	6 laning	Phase II (2016)	2035/2060
Dunlawton Ave	Taylor Rd to Clyde Morris Blvd	8 laning	Phase II (2016)	2035/2060
Taylor Rd	I-95 to Dunlawton Ave/Taylor Rd int	4 laning WB	Phase II (2016)	2035/2060
Taylor Rd	Dunlawton Ave to Clyde Morris Blvd	4 laning	Phase II (2016)	2035/2060
Seminole County Capital Improvements Element				
SR 46	Mellonville Ave to SR 415	4 laning	FY 15/16	2035/2060
Brevard County Capital Improvements Element				
None				
Metroplan Transportation Improvement Plan				
SR 46	Mellonville Ave to SR 415	4 laning	FY 15/16	2035/2060
Volusia TPO TIP				
Williamson Blvd	Airport Rd to Pioneer Tr	New 4 lane rd	FY 13/14	2035/2060
SR 442 Extension	One mile west of current terminus	New 4 lane rd	FY 13/14	2035/2060
Farmton Local Plan				
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	New 2 lane rd	2035	2035
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	4 laning	2035	2060
Maytown Rd	Realignment Naranja Rd to SR 415		2035	2035/2060
Maytown Rd	Reconstruct Williamson Blvd to Interstate 95	2 lane	2035	2035
Maytown Rd	Reconstruct SR 415 to Williamson Blvd	4 lane	2035	2035
Maytown Rd	SR 415 to Interstate 95	6 laning	2060	2060
Maytown Interchange	Interstate 95	New interchange	2060	2060
Arterial A	Williamson Blvd to Maytown Rd	New 2 lane rd	2035	2035
Arterial A	Williamson Blvd to Maytown Rd	4 laning	2060	2060
Osteen Local Plan				
See policy 1.5.2 below	Alternative Network/parallel facilities plan		2035	2035

OST 1.5.2 The City and the County shall propose an access management plan that will include an alternative network and parallel facilities plan for the Osteen Local Plan area to be approved by the Florida Department of Transportation, District 5 within twelve (12) months of the NOI issued by the Department of Community Affairs for this local plan.

Table 21-3
2035 Trip Generation
Farmton AMDA

Development Area	TAZ	ITE Land Use Description	ITE Code	Quantity	Units	P.M. Peak-Hour Trip Generation Rates				P.M. Peak-Hour Trip Generation			P.M. Peak-Hour Net External Trip Generation			
						Rate ²	Directional %		Total	Directional		Internal Capture	Internal Trips	Total	Directional	
							In	Out		In	Out				In	Out
Gateway 1	2461	Single-Family Residential	210	200 DU	0.99	63%	37%	198	125	73	53.7%	106	92	58	39	
		Apartment	220	0 DU	0	65%	35%	0	0	0	53.7%	0	0	0	0	
		Light Industrial	110	50 KSF	0.98	12%	88%	49	6	43	53.7%	26	23	3	23	
		Shopping Center	820	100 KSF	6.00	48%	52%	600	288	312	53.7%	322	278	133	168	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
		Elementary School	520	735 Students	0.15	49%	51%	110	54	56	53.7%	59	51	25	30	
		Church	560	9 KSF	0.56	48%	52%	5	2	3	53.7%	3	2	1	1	
		Utilities	170	15 KSF	0.73	45%	55%	11	5	6	53.7%	6	5	2	3	
Totals Gateway 1						973	480	493			450	222	265			
Gateway 2	2833	Apartment	220	450 DU	0.58	65%	35%	265	172	93	53.7%	142	123	80	50	
		Apartment	220	450 DU	0.58	65%	35%	265	172	93	53.7%	142	123	80	50	
		Light Industrial	110	100 KSF	0.97	12%	88%	97	12	85	53.7%	52	45	5	46	
		General Office	710	100 KSF	1.90	17%	83%	190	32	158	53.7%	102	88	15	85	
Totals Gateway 2						817	388	429			378	180	230			
Village 1	2460	Single-Family Residential	210	0 DU	0	63%	37%	0	0	0	53.7%	0	0	0	0	
		Shopping Center	820	0 KSF	0	48%	52%	0	0	0	53.7%	0	0	0	0	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
Totals Village 1						0	0	0			0	0	0			
Village 2	2460	Single-Family Residential	210	200 DU	0.99	63%	37%	198	125	73	53.7%	106	92	58	39	
		Apartment	220	0 DU	0	65%	35%	0	0	0	53.7%	0	0	0	0	
		Shopping Center	820	0 KSF	0	48%	52%	0	0	0	53.7%	0	0	0	0	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
Totals Village 2						198	125	73			92	58	39			
Village 3	2834	Single-Family Residential	210	425 DU	0.91	63%	37%	388	244	144	53.7%	208	180	113	77	
		Single-Family Residential	210	425 DU	0.91	63%	37%	388	244	144	53.7%	208	180	113	77	
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	53.7%	98	85	55	34	
		Shopping Center	820	20 KSF	3.70	48%	52%	74	36	38	53.7%	40	34	16	21	
		General Office	710	20 KSF	5.05	17%	83%	101	17	84	53.7%	54	47	8	45	
		Elementary School	520	0 Students	0	49%	51%	0	0	0	53.7%	0	0	0	0	
		Church	560	6 KSF	0.50	48%	52%	3	1	2	53.7%	2	1	1	1	
		Totals Village 3						1,137	661	476			526	306	255	
Village 4	2835	Single-Family Residential	210	400 DU	0.92	63%	37%	366	231	135	53.7%	197	169	107	73	
		Apartment	220	0 DU	0	65%	35%	0	0	0	53.7%	0	0	0	0	
		Shopping Center	820	0 KSF	0	48%	52%	0	0	0	53.7%	0	0	0	0	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
Totals Village 4						366	231	135			169	107	73			
Village 5	2836	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	53.7%	153	131	83	56	
		Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	53.7%	153	131	83	56	
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	53.7%	98	85	55	34	
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	53.7%	98	85	55	34	
		Shopping Center	820	20 KSF	3.70	48%	52%	74	36	38	53.7%	40	34	16	21	
		General Office	710	10 KSF	9.00	17%	83%	90	15	75	53.7%	48	42	7	40	
		Church	560	6 KSF	0.50	48%	52%	3	1	2	53.7%	2	1	1	1	
		Totals Village 5						1,101	648	453			510	300	243	
Village 6	2837	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	53.7%	153	131	83	56	
		Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	53.7%	153	131	83	56	
		Apartment	220	323 DU	0.60	65%	35%	195	127	68	53.7%	105	90	59	37	
		Apartment	220	322 DU	0.61	65%	35%	195	127	68	53.7%	105	90	59	37	
		Shopping Center	820	25 KSF	3.72	48%	52%	93	45	48	53.7%	50	43	21	26	
		General Office	710	25 KSF	4.24	17%	83%	106	18	88	53.7%	57	49	8	47	
		Elementary School	520	0 Students	0	49%	51%	0	0	0	53.7%	0	0	0	0	
		Church	560	9 KSF	0.56	48%	52%	5	2	3	53.7%	3	2	1	1	
Totals Village 6						1,162	677	485			538	313	261			
Village 7	2465	Single-Family Residential	210	450 DU	0.91	63%	37%	408	257	151	53.7%	219	189	119	81	
		Apartment	220	450 DU	0.59	65%	35%	265	172	93	53.7%	142	123	80	50	
		Shopping Center	820	0 KSF	0	48%	52%	0	0	0	53.7%	0	0	0	0	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
Totals Village 7						673	429	244			312	199	131			
Village 8	2838	Single-Family Residential	210	500 DU	0.90	63%	37%	448	282	166	53.7%	241	207	131	89	
		Single-Family Residential	210	500 DU	0.90	63%	37%	448	282	166	53.7%	241	207	131	89	
		Apartment	220	400 DU	0.60	65%	35%	238	155	83	53.7%	128	110	72	45	
		Apartment	220	400 DU	0.60	65%	35%	238	155	83	53.7%	128	110	72	45	
		Shopping Center	820	20 KSF	3.70	48%	52%	74	36	38	53.7%	40	34	16	21	
		General Office	710	25 KSF	4.24	17%	83%	106	18	88	53.7%	57	49	8	47	
		Elementary School	520	735 Students	0.15	49%	51%	110	54	56	53.7%	59	51	25	30	
		Church	560	18 KSF	0.56	48%	52%	10	5	5	53.7%	5	5	2	3	
Totals Village 8						1,910	1,142	768			884	528	413			
Village 9	2839	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	53.7%	153	131	83	56	
		Apartment	220	350 DU	0.60	65%	35%	210	137	74	53.7%	113	97	63	39	
		Apartment	220	350 DU	0.60	65%	35%	210	137	74	53.7%	113	97	63	39	
		Shopping Center	820	0 KSF	0	48%	52%	0	0	0	53.7%	0	0	0	0	
		General Office	710	0 KSF	0	17%	83%	0	0	0	53.7%	0	0	0	0	
Totals Village 9						704	453	253			326	209	135			
Workplace	2466	Apartment	220	350 DU	0.60	65%	35%	210	137	74	53.7%	113	97	63	39	
		Apartment	220	350 DU	0.60	65%	35%	210	137	74	53.7%	113	97	63	39	
		Light Industrial	110	175 KSF	0.97	12%	88%	170	20	150	53.7%	91	79	9	80	
		Shopping Center	820	150 KSF	5.25	48%	52%	788	378	410	53.7%	423	365	175	220	
		General Office	710	750 KSF	1.22	17%	83%	918	156	762	53.7%	493	425	72	409	
Totals Workplace						2,296	828	1,470			1,063	383	788			
Town Center 1	2840	Single-Family Residential	210	120 DU	1.03	63%	37%	124	78	46	53.7%	67	57	36	25	
		Apartment	220	420 DU	0.59	65%	35%	249	162	87	53.7%	134	115	75	47	
		Shopping Center	820	300 KSF	4.17	48%	52%	1,252	601	651	53.7%	672	580	278	350	
		General Office	710	150 KSF	1.64	17%	83%	246	42	204	53.7%	132	114	19	110	
		Government Office Complex	733	73.65 KSF	2.85	31%	69%	210	65	145	53.7%	113	97	30	78	
		Middle School	522	1,200 Students	0.16	49%	51%	192	94	98	53.7%	103	89	44	53	
		High School	530	0 Students	0	47%	53%	0	0	0	53.7%	0	0	0	0	
		Community College	540	294 KSF	2.54	58%	42%	747	433	314	53.7%	401	346	201	168	
		Church	560	22 KSF	0.56	48%	52%	12	6	6	53.7%	6	6	3	3	
		Hospital	610	72.72 KSF	0.94	38%	62%	68	26	42	53.7%	37	31	12	23	
Utilities	170	2.25 KSF	0.89	45%	55%	2	1	1	53.7%	1	1	0	1			
Totals Towncenter 1						3,102	1,508	1,594			1,436	698	856			
Town Center 2	2841	Single-Family Residential	210	80 DU	1.08	63%	37%	86	54	32	53.7%	46	40	25	17	
		Apartment	220													

Table 21- 4
2060 Trip Generation
Farmton AMDA

Development Area	TAZ	ITE Land Use Description	ITE Code	Quantity	Units	P.M. Peak-Hour Trip Generation Rates				P.M. Peak-Hour Trip Generation				P.M. Peak-Hour Net External Trip Generation			
						Rate ²	In		Total	Directional		Internal Capture	Internal Trips	Total	Directional		
							In	Out		In	Out				In	Out	
Gateway 1	2461	Single-Family Residential	210	296 DU	0.95	63%	37%	280	176	104	59.2%	166	114	72	42		
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	59.2%	108	75	49	26		
		Light Industrial	110	250 KSF	0.97	12%	88%	243	29	214	59.2%	144	99	12	87		
		Shopping Center	820	200 KSF	4.77	48%	52%	954	458	496	59.2%	565	389	187	202		
		General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38		
		Elementary School	520	735 Students	0.15	49%	51%	110	54	56	59.2%	65	45	22	23		
		Church	560	9 KSF	0.58	48%	52%	5	2	3	59.2%	3	2	1	1		
		Utilities	170	15 KSF	0.73	45%	55%	11	5	6	59.2%	7	4	2	2		
Totals Gateway 1						1,898	862	1,036	59.2%	0	774	353	421				
Gateway 2	2833	Apartment	220	450 DU	0.59	65%	35%	265	172	93	59.2%	157	108	70	38		
		Light Industrial	110	100 KSF	0.97	12%	88%	97	12	85	59.2%	57	40	5	35		
		General Office	710	240 KSF	1.45	17%	83%	347	59	288	59.2%	205	142	24	118		
		Totals Gateway 2						974	415	559	59.2%	0	397	169	229		
Village 1	2460	Single-Family Residential	210	238 DU	0.97	63%	37%	228	144	84	59.2%	135	93	59	34		
		Shopping Center	820	10 KSF	3.70	48%	52%	37	18	19	59.2%	22	15	7	6		
		General Office	710	10 KSF	3.00	17%	83%	90	15	75	59.2%	53	37	6	30		
Totals Village 1						355	177	178	59.2%	0	145	72	72				
Village 2	2460	Single-Family Residential	210	200 DU	0.99	63%	37%	198	125	73	59.2%	117	81	51	30		
		Single-Family Residential	210	785 DU	0.86	63%	37%	672	423	249	59.2%	398	274	173	101		
		Single-Family Residential	210	785 DU	0.86	63%	37%	672	423	249	59.2%	398	274	173	101		
		Apartment	220	534 DU	0.58	65%	35%	311	202	109	59.2%	184	127	82	44		
		Shopping Center	820	30 KSF	3.70	48%	52%	111	53	58	59.2%	66	45	22	24		
		General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38		
		Totals Village 2						2,748	1,668	1,080	59.2%	0	1,121	682	439		
Village 3	2834	Single-Family Residential	210	425 DU	0.91	63%	37%	376	388	244	59.2%	230	158	100	59		
		Single-Family Residential	210	425 DU	0.91	63%	37%	388	244	144	59.2%	230	158	100	59		
		Single-Family Residential	210	466 DU	0.90	63%	37%	420	265	155	59.2%	249	171	108	63		
		Single-Family Residential	210	466 DU	0.90	63%	37%	420	265	155	59.2%	249	171	108	63		
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	59.2%	108	75	49	26		
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	59.2%	108	75	49	26		
		Shopping Center	820	30 KSF	3.70	48%	52%	111	53	58	59.2%	66	45	22	24		
		General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38		
		Elementary School	520	735 Students	0.15	49%	51%	110	54	56	59.2%	65	45	22	23		
		Church	560	12 KSF	0.58	48%	52%	7	3	4	59.2%	4	3	1	1		
Totals Village 3						3,222	1,385	937	59.2%	0	947	567	382				
Village 4	2835	Single-Family Residential	210	400 DU	0.92	63%	37%	366	231	135	59.2%	217	149	94	55		
		Single-Family Residential	210	400 DU	0.92	63%	37%	366	231	135	59.2%	217	149	94	55		
		Apartment	220	224 DU	0.63	65%	35%	141	92	49	59.2%	83	58	37	20		
		Shopping Center	820	30 KSF	3.70	48%	52%	111	53	58	59.2%	66	45	22	24		
		General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38		
Totals Village 4						1,096	626	470	59.2%	0	447	255	192				
Village 5	2836	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	59.2%	168	116	73	43		
		Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	59.2%	168	116	73	43		
		Single-Family Residential	210	500 DU	0.90	63%	37%	448	282	166	59.2%	265	183	115	68		
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	59.2%	108	75	49	26		
		Apartment	220	300 DU	0.61	65%	35%	183	119	64	59.2%	108	75	49	26		
		Shopping Center	820	20 KSF	3.70	48%	52%	170	11	61	59.2%	101	69	45	24		
		General Office	710	10 KSF	9.00	17%	83%	90	15	75	59.2%	53	37	6	30		
		Church	560	12 KSF	0.58	48%	52%	7	3	4	59.2%	4	3	1	1		
		Totals Village 5						1,723	1,043	681	59.2%	0	793	425	277		
		Village 6	2837	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	59.2%	168	116	73	43
Single-Family Residential	210			300 DU	0.95	63%	37%	284	179	105	59.2%	168	116	73	43		
Single-Family Residential	210			567 DU	0.89	63%	37%	502	316	186	59.2%	297	205	128	76		
Apartment	220			323 DU	0.60	65%	35%	195	127	68	59.2%	115	80	52	28		
Apartment	220			322 DU	0.61	65%	35%	195	127	68	59.2%	115	80	52	28		
Apartment	220			553 DU	0.58	65%	35%	322	209	113	59.2%	191	131	85	46		
Apartment	220			553 DU	0.58	65%	35%	322	209	113	59.2%	191	131	85	46		
Shopping Center	820			50 KSF	3.72	48%	52%	186	99	97	59.2%	110	76	36	39		
General Office	710			50 KSF	2.68	17%	83%	134	23	111	59.2%	79	55	9	45		
Elementary School	520			735 Students	0.15	49%	51%	110	54	56	59.2%	65	45	22	23		
Church	560	18 KSF	0.58	48%	52%	10	5	5	59.2%	6	4	2	4				
Totals Village 6						2,544	1,517	1,027	59.2%	0	1,038	618	419				
Village 7	2465	Single-Family Residential	210	450 DU	0.91	63%	37%	408	257	151	59.2%	242	166	105	62		
		Single-Family Residential	210	300 DU	0.89	63%	37%	478	301	177	59.2%	283	195	123	72		
		Apartment	220	450 DU	0.59	65%	35%	265	172	93	59.2%	157	108	70	38		
		Apartment	220	539 DU	0.58	65%	35%	314	204	110	59.2%	186	128	83	45		
		Shopping Center	820	30 KSF	3.70	48%	52%	111	53	58	59.2%	66	45	22	24		
General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38				
Totals Village 7						1,688	1,006	682	59.2%	0	689	411	279				
Village 8	2838	Single-Family Residential	210	500 DU	0.90	63%	37%	448	282	166	59.2%	265	183	115	68		
		Single-Family Residential	210	500 DU	0.90	63%	37%	448	282	166	59.2%	265	183	115	68		
		Single-Family Residential	210	340 DU	0.84	63%	37%	318	200	118	59.2%	188	130	82	48		
		Apartment	220	400 DU	0.60	65%	35%	238	155	83	59.2%	141	97	63	34		
		Apartment	220	400 DU	0.60	65%	35%	238	155	83	59.2%	141	97	63	34		
		Apartment	220	463 DU	0.59	65%	35%	272	177	95	59.2%	161	111	72	39		
		Apartment	220	462 DU	0.59	65%	35%	272	177	95	59.2%	161	111	72	39		
		Shopping Center	820	40 KSF	3.70	48%	52%	148	71	77	59.2%	89	60	29	31		
		General Office	710	50 KSF	2.68	17%	83%	134	23	111	59.2%	79	55	9	45		
		Elementary School	520	735 Students	0.15	49%	51%	110	54	56	59.2%	65	45	22	23		
Church	560	36 KSF	0.58	48%	52%	20	10	10	59.2%	12	8	4	4				
Totals Village 8						2,884	1,741	1,143	59.2%	0	1,177	709	467				
Village 9	2839	Single-Family Residential	210	300 DU	0.95	63%	37%	284	179	105	59.2%	168	116	73	43		
		Single-Family Residential	210	144 DU	1.01	63%	37%	146	92	54	59.2%	86	60	38	22		
		Apartment	220	350 DU	0.60	65%	35%	210	137	74	59.2%	124	86	56	30		
		Apartment	220	350 DU	0.60	65%	35%	210	137	74	59.2%	124	86	56	30		
		Apartment	220	426 DU	0.59	65%	35%	252	164	88	59.2%	149	103	67	36		
		Shopping Center	820	30 KSF	3.70	48%	52%	268	129	139	59.2%	159	109	52	57		
		General Office	710	30 KSF	3.73	17%	83%	112	19	93	59.2%	66	46	8	38		
Totals Village 9						1,482	857	627	59.2%	0	605	350	256				
Workplace	2466	Apartment	220	350 DU	0.60	65%</											

Question 21.C **Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.**

The distribution of trips projected for the Farmton Master DRI land uses was determined through the use of the Central Florida Regional Planning Model (CFRPM) using the CUBE software. The first step was to develop a computer-based, geographic breakdown representative of the land uses presented in the Farmton Local Plan. That process involved disaggregating the land use totals (see the 2035 and 2060 land use totals in Tables 21-3 and 21-4, respectively) into geographic subareas identified generally along the Sustainable Development Area (SDA) boundaries identified in the Farmton Local Plan. Thirteen subareas were identified and designated as Traffic Analysis Zones (TAZs) for insertion into the CFRPM representing the Gateway area, Villages 1 through 9, the Work Place and the Town Center. In addition, the Brevard County portion of the Work Place, as well as the Brevard County Mixed-Use villages were identified in two separate TAZs. Figure 21-7 presents the location of the traffic analysis zones (TAZs) approved as part of the methodology finalization. It should be noted that reference to the Farmton AMDA exclusively pertains to the Volusia County portion of Farmton.

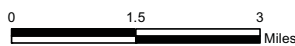
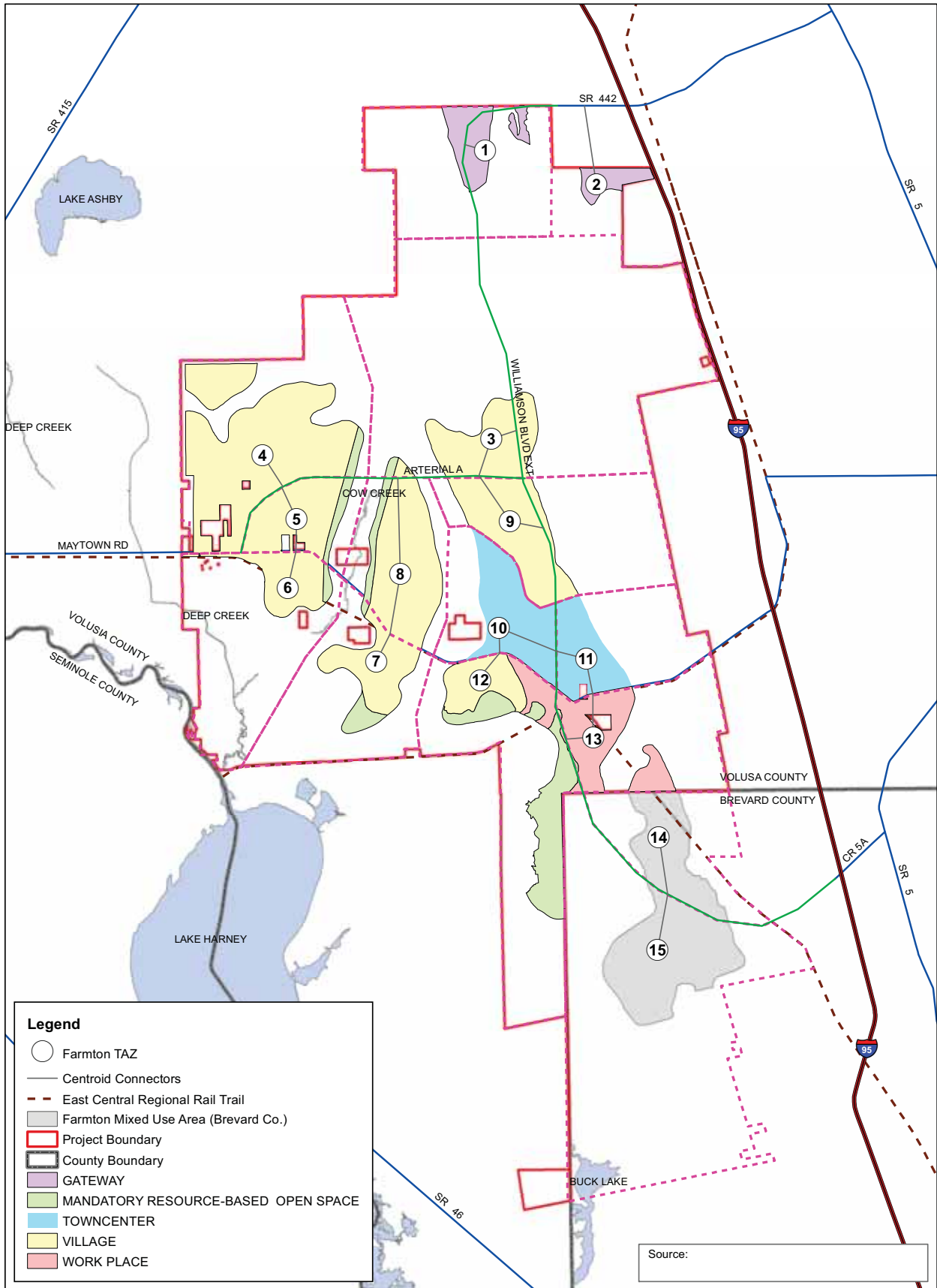
The next step was to translate the land use programs identified in the Farmton Local Plan into S/E data format for representation in each of the 15 overall Farmton TAZs. Single and multi-family units translated directly into S/E data equivalents on a one-to-one basis. However, non-residential uses must be converted from square feet identified in the Farmton Local Plan into employment data for industrial, institutional and commercial uses using the Florida Standard Urban Transportation Model Structure (FSUTMS) square foot-to-socio-economic data conversion rates. Additionally, hotel rooms are represented in S/E data format directly as rooms while schools are converted to attendant student enrollment plus staff employment (both teachers and administrative staff). Tables 21-5 and 21-6 present the resultant S/E data by TAZ for the analysis years of 2035 and 2060, respectively.

Finally, the spine road network was coded as arterials including: Maytown Road from SR 415 to Halifax Avenue; Williamson Boulevard Extension from the I-95/CR 5A interchange in Brevard County to the SR 442 Extension west of I-95 in Edgewater; and Arterial A, a minor arterial connecting Maytown Road and Williamson Boulevard Extension. Each of the TAZs was then connected to the spine road network based on logical connection locations with the SDAs (see Figure 21-7). It should be noted that some SDAs were represented by more than one TAZ depending upon whether or not the SDA was split by the spine road network. To avoid artificially internalizing traffic within the Farmton TAZs, the spine network was “oversized” by coding all segments as four lane roads in 2035 and six lane roads in 2060.

The next step is to run the distribution model (CFRPM) which pairs productions (residential and hotel/motel S/E data) with attractions (non-residential S/E data such as employment) based on magnitude of the S/E data and the disutility of travel between TAZs containing the S/E data. These productions and attractions can be both internal to the Farmton AMDA (representing internal trip capture) and external to



Farmton (representing external trips). The resultant distribution of trips produced by this model is based upon regionally validated trip interchanges between the complementary socio-economic productions and attractions in Volusia, Brevard and Seminole Counties.



**Figure 21-7
TAZ Boundary**



Table 21-5
2035 Socio-Economic Data
Farmton AMDA

SDA	TAZ	SF DU	SF Pop	MF DU	MF Pop	Ind Emp	Comm Emp	Service Emp	Total Emp	School Enr
Volusia County										
Gateway 1	2461	200	462	0	0	100	300	183	583	735
Gateway 2	2833	0	0	900	2079	200	0	400	600	
Village 1	2460	0	0	0	0	0	0	0	0	
Village 2	2460	200	462	0	0	0	0	0	0	
Village 3	2834	850	1964	300	693	0	60	84	144	
Village 4	2835	400	924	0	0	0	0	0	0	
Village 5	2836	600	1386	600	1386	0	60	44	104	
Village 6	2837	600	1386	645	1490	0	75	106	181	
Village 7	2465	450	1040	450	1040	0	0	0	0	
Village 8	2838	1,000	2310	1,200	2772	0	60	189	249	735
Village 9	2839	300	693	700	1617	0	0	0	0	
Work Place	2466	0	0	700	1617	350	450	3000	3800	
Town Center	2840	120	277	420	970	0	750	1673	2423	1200
Town Center	2841	80	185	280	647	0	500	1116	1616	
Brevard County										
Work Place	3076	0	0	200	462	600	600	1367	2567	
Village 11	3076	300	699	400	924	0	45	60	105	
Village 12	3077	350	816	0	0	0	90	120	210	



Table 21-6
2060 Socio-Economic Data
Farmton AMDA

SDA	TAZ	SF DU	SF Pop	MF DU	MF Pop	Ind Emp	Comm Emp	Service Emp	Total Emp	School Enr
Volusia County										
Gateway 1	2461	296	684	300	693	500	400	303	1203	735
Gateway 2	2833	0	0	900	2079	200	0	960	1160	
Village 1	2460	235	543	0	0	0	30	40	70	
Village 2	2460	2,554	5900	534	1234	0	90	120	210	
Village 3	2834	1,782	4116	600	1386	0	90	205	295	735
Village 4	2835	800	1848	224	517	0	90	120	210	
Village 5	2836	1,100	2541	877	2026	0	60	48	108	
Village 6	2837	1,167	2696	1,751	4045	0	150	289	439	735
Village 7	2465	988	2282	989	2285	0	90	120	210	
Village 8	2838	1,340	3095	2,125	4909	0	120	301	421	735
Village 9	2839	444	1026	1,126	2601	0	90	120	210	
Work Place	2466	0	0	1,250	2888	500	825	4908	6233	
Town Center	2840	180	416	851	1965	0	1306	3473	4779	3200
Town Center	2841	120	277	567.2	1310	0	870	2316	3186	
Brevard County										
Work Place	3076	0	0	300	693	780	680	1767	3227	
Village 11	3076	300	699	700	1617	0	90	120	210	
Village 12	3077	706	1645	300	693	0	90	120	210	



As noted above, the distribution of trips calculated by the CFRPM was simulated between the Farmton TAZs and external TAZs (external trip percentages) as well as trips produced by Farmton TAZs and attracted within Farmton (internal trip percentages). The internal/external splits of trips based on the CFRPM results are presented in Table 21-7.

Table 21- 7
Internal/External Split – Vehicle Trips
Farmton AMDA

DEVELOPMENT YEAR	PEAK HOUR VEHICLE TRIPS			
	INTERNAL			EXTERNAL
	INTRAZONAL	INTERZONAL	TOTAL	
2035	15.5%	38.2%	53.7%	46.3%
2060	16.0%	43.2%	59.2%	40.8%

The internal/external vehicle trip percentage splits are based on the CFRPM distribution as derived from the model’s vehicular origin-destination trip table. The external trip splits were determined by summing the total trips between all Farmton TAZs and the entire CFRPM network TAZs and dividing that sum into the difference between the total trips less the internal trips that begin and end in Farmton TAZs (the internal trips).

The internal trips were then further subdivided into intrazonal trips and interzonal trips. Intrazonal trips are those trips that start and end within a single TAZ. This kind of trip-matching is the complementary pairing of trips (for example, a shopping trip from a residential unit to a shopping center) between land uses within a single TAZ. Intrazonal trips are calculated by subtracting the internal trips (described subsequently) generated within the Farmton TAZs from the total trips generated by all Farmton TAZs. The interzonal trips are determined by summing all of the trips from all the Farmton TAZs to all Farmton TAZs. Tables 21-8 and 21-9 present the internal trip tables for the 2035 and 2060 development years, respectively.

No post-distribution mode split model was applied as such a model has not been developed for Volusia County. The transit trips are included in the total trip-making based on standard trip generation rates.

Regarding internal trip capture and provisions to encourage same, the Farmton Local Plan, upon which the Farmton AMDA is based, was planned from conception to include the full complement of land uses necessary to sustain the needs of a community. A careful balance between residential and non-residential uses internal to all of Farmton, as well as within the Villages and Town Centers, was formulated to maximize internal capture and to achieve the mandated minimum of 55% internal capture by the buildout of the AMDA.



Table 21- 8

2035 Internal Capture Determination

Farmton AMDA

From TAZ	To TAZ															Total Trips	Total Trip Ends ¹
	2460	2461	2465	2466	2833	2834	2835	2836	2837	2838	2839	2840	2841				
2460	0	5.1	4.09	51.43	1.38	33.53	2.43	8.46	9.1	13.54	2.56	42.84	18.92				
2461	5.1	0	9.55	59.36	60.17	23.3	87.38	23.4	101.08	11.34	35.68						
2465	4.09	9.55	0	382.17	3.15	70.63	18.7	15.38	108.18	45.69	37.32	440.92	160.23				
2466	51.43	59.36	382.17	0	37.93	398.94	139.79	405.19	500.56	980	582.85	1027.21	1039.34				
2833	1.38	60.17	3.15	37.93	0	9.73	1.87	28.9	9.96	38.16	5.62	30.96	26.79				
2834	33.53	23.3	70.63	398.94	9.73	0	77.19	61.88	127.36	113.27	44.98	475.79	191.67				
2835	2.43	5.64	18.7	139.79	1.87	77.19	0	10.47	33.33	17.93	12.86	161.03	66.62				
2836	8.46	87.38	15.38	405.19	28.9	61.88	10.47	0	69.76	370.13	25.41	329.86	295.71				
2837	9.1	23.4	108.18	500.56	9.96	127.36	33.33	69.76	0	124.55	65.31	641.97	249.54				
2838	13.54	101.08	45.69	980	38.16	113.27	17.93	370.13	124.55	0	71.57	774.19	750.23				
2839	2.56	11.34	37.32	582.85	5.62	44.98	12.86	25.41	65.31	71.57	0	860.98	305.21				
2840	42.84	40.24	440.92	1027.21	30.96	475.79	161.03	329.86	641.97	774.19	860.98	0	640.01				
2841	18.92	35.68	160.23	1039.34	26.79	191.67	66.62	295.71	249.54	750.23	305.21	640.01	0				
Interzonal Trip Totals	193.38	462.24	1296.01	5604.77	254.62	1628.27	547.86	1708.53	1963.02	3400.34	2026.01	5466	3779.95	28331	56662		
Intrazonal Trip Totals	8.32	234.9	113.84	3994.03	500.58	480.99	37.38	413.99	540.36	1431.17	140.51	2516.91	1090.48	11503.46	23006.92		
Total Trips	559.44	3292.49	2478.64	16768.89	4427.19	4411.67	1329.42	4379.44	4373.14	8401.34	3213.74	12559.03	7990.98	74185.41	148370.8		
Internal Capture [2 x (Interzonal + Intrazonal)/Totals]															53.7%		

¹Trip Ends = Trips x 2



Table 21- 9

2060 Internal Capture Determination

Farmton AMDA

From TAZ	To TAZ															Total Trips	Total Trip ¹ Ends
	2460	2461	2465	2466	2833	2834	2835	2836	2837	2838	2839	2840	2841				
2460	0	126.35	134.98	846.38	50.73	642.92	160.39	124.42	242.87	233.72	69.8	799.86	369.79				
2461	126.35	0	27.92	135.19	127.01	62.98	20.33	194.35	77.92	217.91	25.8	104.59	88.94				
2465	134.98	27.92	0	797.4	15.3	237.83	113.82	38.01	437.85	106.13	131.12	1077.3	385.77				
2466	846.38	135.19	797.4	0	91.64	785.62	360.86	668.71	1168.8	1530.04	882.23	1809.9	1824.91				
2833	50.73	127.01	15.3	91.64	0	28.28	10.2	63.03	31.27	75.82	16.17	69.36	60.02				
2834	642.92	62.98	237.83	785.62	28.28	0	346.42	116.84	370.85	211.71	119.95	1041.34	417.22				
2835	160.39	20.33	113.82	360.86	10.2	346.42	0	35.57	188.66	63.78	61.06	468.63	192.63				
2836	124.42	194.35	38.01	668.71	63.03	116.84	35.57	0	165.01	552.66	56.98	618.72	546.7				
2837	242.87	77.92	437.85	1168.8	31.27	370.85	188.66	165.01	0	289.53	211.73	1704.24	660.4				
2838	233.72	217.91	106.13	1530.04	75.82	211.71	63.78	552.66	289.53	0	148.46	1383.56	1308.3				
2839	69.8	25.8	131.12	882.23	16.17	119.95	61.06	56.98	211.73	148.46	0	1481.09	518.98				
2840	799.86	104.59	1077.3	1809.9	69.36	1041.34	468.63	618.72	1704.24	1383.56	1481.09	0	1252.65				
2841	369.79	88.94	385.77	1824.91	60.02	417.22	192.63	546.7	660.4	1308.3	518.98	1252.65	0				
Interzonal Trip Totals	3802.21	1209.29	3503.43	10901.68	638.83	4381.96	2022.35	3181	5549.13	6121.62	3723.37	11811.24	7626.31	64472.42	128944.84		
Intrazonal Trip Totals	1609.06	821.61	523.03	6428.51	831.87	1081.3	382.32	582.4	1990.56	2189.33	430.6	4928.49	2123.36	23922.44	47844.88		
Total Trips	10550.37	6375.61	6406.31	28126.03	6198.65	9429.74	4331.5	6940.53	11576.5	13202.79	5999.63	24626.72	15439.79	149204.17	298408.34		
													Internal Capture [2 x (Intrazonal + Interzonal)]/Total		59.2%		

¹Trip Ends = Trips x 2

Question 21.D Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

The total peak-hour two-way traffic projections are comprised of background traffic (traffic not generated by development outside of the Farnton AMDA) and traffic generated by development within the Farnton AMDA. Background traffic growth rates for the 2035 and 2060 development years were developed from a combination of a review of historical traffic growth trends and model projections, with a minimum annual growth rate applied of one percent (1%) per year. Table 21-10 presents the projected 2035 and 2060 background traffic growth rates for each of the study segments contained in the Farnton AMDA study area, along with the justification for the applied growth projection method. Since historical data is not available for the spine road network or Williamson Boulevard Extension and Arterial A, model volumes were used exclusively for these roadways. While historical traffic counts are available for Maytown Road, due to its direct impact of the Farnton AMDA, due to the proposed relocation of the western terminus of Maytown Road to align with Doyle Road, and due to the request that the Osteen Local Plan be included in the modeling process (see Appendix 21-C for the Osteen Local Plan), model volumes were recommended for use on Maytown Road, as well. The growth projection procedures (application of growth rates or use of model volumes) resulted in the background traffic projections for 2035 and 2060 as presented in Tables 21-11 and 21-12, respectively, for the roadway segments with the Farnton AMDA study area. Per agreement during the methodology negotiation, the road network for the Osteen Local Plan was coded into the CFRPM for both analysis years while one-half of the Osteen Local Plan land uses were included in the model for 2035 and full buildout was assumed in 2060.

The next step was to distribute the Farnton AMDA trips projected for 2035 and 2060 to roadway networks associated with those analysis years. The only differences in the CFRPM network between 2035 and 2060 were 1) the addition of the Maytown Road interchange in the 2060 network and 2) the increase from four to six lanes for the spine network. The CFRPM was then executed to determine Farnton AMDA trip distribution for the analysis years 2035 and 2060.

The external trip distribution percentages of Farnton trips for each study year were calculated by first summing the CFRPM assignments to each external road segment of the spine road network adjacent to the Farnton AMDA boundary (see model files provided in electronic format under separate cover), and then dividing that by the CFRPM trip generation obtained from the vehicular trip table (see Tables 21-8 and 21-9 for the analysis years of 2035 and 2060, respectively). The sum of external trips at the boundaries of the Farnton AMDA was set equal to 100%. Farnton model trips reported by the model on



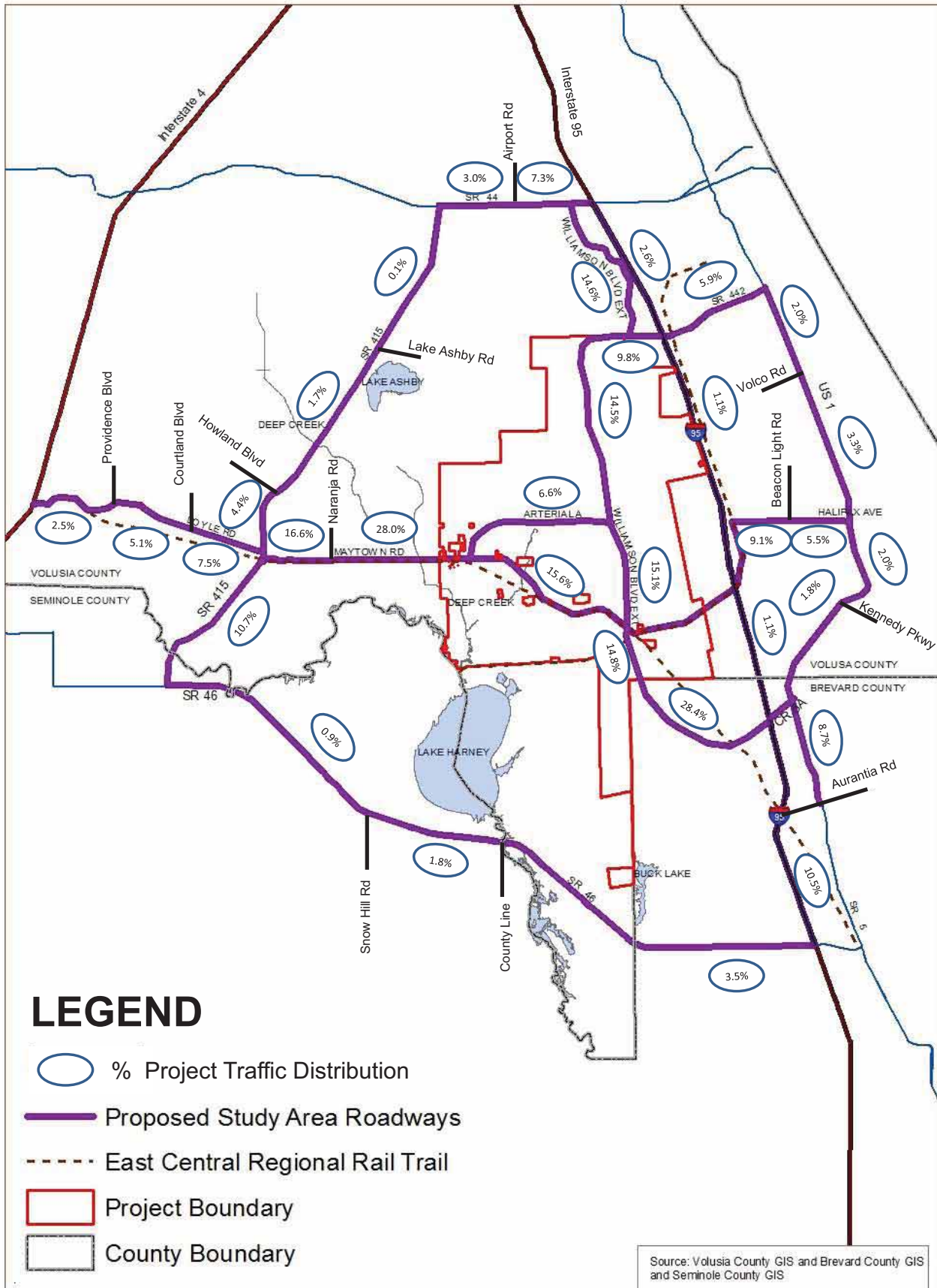
each external road segment were then divided by the total external model trips assigned at the Farmton AMDA boundaries to develop the external Farmton trip assignment percentages presented in Tables 21-11 and 21-12, and Figures 21-8 and 21-9, for analysis years 2035 and 2060, respectively.



Table 21 - 12
2060 Roadway Segment Analysis

Farmington AMDA

Roadway	Limits	Jurisdiction	Existing Classification	No. of Lanes	Adopted LOS	Peak-Hour Capacity at Adopted LOS	2060 CONDITIONS				Background Volumes	Project Distribution	Project Traffic	2060 Total Traffic	Adverse in 2067
							2012 PM peak-hour Two-Way Volumes	2012 AADT	K factor	Applied Growth Rate					
Maytown Rd/Harris Avenue	SR 415 to Niagara Rd	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	335	2,00%	2,03	613	5,116	Yes	
	SR 415 to Park Rd	Voi	Urban Freeway	4	E	5,500	3,750	9	354	2,00%	106	3,991	4,646	No	
	Pell Rd to Arterial "A"	Voi	Non-state Class I Urban	4	E	3,222	600	9	54	2,00%	106	4,018	4,124	No	
	Arterial "A" to 1 mile east of Williamson Blvd	Voi	Non-state Class I Urban	4	E	3,222	600	9	54	2,00%	106	4,282	4,388	Yes	
	1 mile east of Williamson Blvd Ext to NB ramps I-95	Voi	Urban UPH	4	E	6,530	600	9.5	57	1,00%	84	19,0%	2,545	2,629	No
	Beacon Light Rd to US 1	Voi	Rural Undeveloped UPH	2	C	1,560	600	9.5	160	1,00%	84	7.8%	1,045	1,129	Yes
	NB ramps of I-95 to Beacon Light Rd	Voi	Rural Undeveloped UPH	2	C	1,560	600	9.5	160	1,00%	84	7.8%	1,045	1,129	Yes
	S. Edge of Farmington Mixed Use to Vol Co Line	Brev	Transitional Class I Urban	4	E	6,260	N/A	9	N/A	MV	2,590	14.1%	1,888	4,478	No
	Maytown Co Line to Maytown Rd	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	2,164	23.5%	3,147	5,311	Yes
	Maytown Rd to N. Edge of Town Center	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	2,164	11.4%	3,150	5,089	Yes
Williamson Boulevard Extension	N. Edge of Town Center to Arterial "A"	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	1,269	14.6%	4,039	5,308	Yes
	Arterial "A" to S. Edge of Gateway	Voi	Rural Undeveloped UPH	4	E	5,500	N/A	9	N/A	MV	2,133	10.9%	2,897	5,130	No
	S. Edge of Gateway to SR 442	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	2,133	8.8%	2,891	4,624	Yes
	SR 442 to Edge of Reservoir	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	2,133	8.8%	2,891	4,624	Yes
	Edge of Reservoir to SR 44	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	2,133	8.8%	2,891	4,624	Yes
	SR 44 to SR 415	Brev	Urban Freeway	6	D	11,950	1,500	10.5	135	3.2%	2,122	10.4%	1,393	3,577	Yes
	US 1 to I-95	Brev	Rural Undeveloped UPH	2	D	1,560	1,500	10.5	135	3.2%	2,122	9.2%	1,232	1,575	No
	Maytown Rd to Williamson Blvd Ext	Voi	Non-state Class I Urban	4	E	3,222	N/A	9	N/A	MV	963	9.0%	2,471	3,434	Yes
	Williamson Blvd. Ext to Gateway 2	Voi	Urban Arterial	4	D	3,560	N/A	9	N/A	MV	1,829	5.6%	1,554	3,383	No
	Gateway 2 to I-95	Voi	Urban Arterial	4	D	3,560	N/A	9	N/A	MV	1,829	7.9%	1,059	2,887	No
I-95	I-95 to Air Park Road	Eggrw	Transitional Class I Arterial	4	D	3,200	9,525	9	857	2.36%	1,828	5.2%	696	2,624	No
	Air Park Road to Queen Palm Drive	Eggrw	Urban Arterial	4	D	3,560	12,000	9	1,080	1.23%	1,718	1.8%	241	1,959	No
	Queen Palm Drive to US 1	Eggrw	Urban Arterial	4	D	3,560	16,100	9	1,449	3.09%	3,591	1.7%	228	3,819	Yes
	SR 46 to CR 5A (Beverly)	Brev	Urban Freeway	6	D	10,060	26,283	9	2,385	3.14%	5,930	10.4%	1,393	7,323	No
	CR 5A to Brewster/Vol County line	Brev	Rural Freeway	6	C	6,720	30,000	10.5	3,150	2.87%	7,489	6.2%	830	8,319	Yes
	Brewster/Vol County line to Maytown Rd	Voi	Rural Freeway	6	C	6,720	30,000	10.5	3,150	2.87%	7,489	6.2%	830	8,319	Yes
	Maytown Rd to SR 442 (Indian River Blvd.)	Voi	Transitional Freeway	6	C	7,710	30,000	10.5	3,150	2.87%	7,489	6.2%	830	8,319	Yes
	SR 442 (Indian River Blvd.) to SR 44	Voi	Transitional Freeway	6	C	7,710	30,000	10.5	3,150	2.87%	7,489	6.2%	830	8,319	Yes
	SR 44 to SR 415	Sem	Urban Freeway	6	C	10,060	26,283	9	2,385	3.14%	5,930	10.4%	1,393	7,323	No
	SR 415 to SR 44	Sem	Urban Freeway	6	C	10,060	26,283	9	2,385	3.14%	5,930	10.4%	1,393	7,323	No
SR 415	SR 415 to Doyle Rd	Voi	Urban Arterial	4	D	3,560	16,800	9	1,512	2.00%	2,964	10.6%	1,426	4,390	No
	SR 415 to Doyle Rd	Voi	Urban Arterial	4	D	3,560	16,800	9	1,512	2.00%	2,964	10.6%	1,426	4,390	No
	Enterprise-Oakton Road to Doyle Rd/Maytown Rd	Voi	Urban Arterial Class 1	4	D	3,560	15,200	9	1,368	2.00%	2,681	11.1%	1,487	4,164	Yes
	Doyle Rd/Maytown Rd to Howland Blvd	Voi	Urban Arterial Class 1	4	D	3,560	15,200	9	1,368	2.00%	2,681	6.4%	857	3,538	No
	Howland Blvd to Acorn Lake Rd	Voi	Urban UPH	4	D	5,900	6,500	9	1,368	2.00%	1,147	1.6%	214	1,361	No
	Acorn Lake Road to Colony Rd/Lake Ashby Rd	Voi	Rural Developed UPH	2	C	1,550	7,700	9	683	1.85%	1,308	0.5%	67	1,375	No
	Colony/Lake Ashby Rd. to SR 44	Voi	Rural Developed UPH	2	C	1,550	7,700	9	683	1.85%	1,308	0.5%	67	1,375	No
	SR 44 to SR 415 (Lake Mary Blvd.) to W. Osceola Rd	Sem	Rural Developed UPH	2	E	2,960	10,275	9.5	976	2.00%	1,913	0.7%	94	2,007	No
	W. Osceola Rd to Snow Hill Rd	Sem	Rural Developed UPH	2	E	2,960	8,500	9.5	808	2.00%	1,584	0.7%	94	1,678	No
	Snow Hill Road to Vol/Seminole Co line	Sem	Rural Undeveloped UPH	2	E	2,710	5,400	9.5	513	2.00%	1,005	1.6%	214	1,219	No
SR 44	Vol/Seminole Co line to Vol/Brewster Co line	Voi	Rural Undeveloped UPH	2	C	790	6,000	9.5	570	2.25%	1,186	1.7%	228	1,414	Yes
	Vol/Brewster Co line to Turpentine Road	Brev	Rural Undeveloped UPH	2	C	790	6,000	9.5	570	2.17%	1,164	2.3%	308	1,472	Yes
	Turpentine Rd to I-95	Brev	Urban Arterial	2	D	1,600	6,000	9.5	570	3.40%	1,500	3.4%	455	1,955	Yes
	SR 415 to Seminole Dr	Voi	Transitional UPH	4	B	4,460	13,500	9.5	1,263	1.15%	1,961	2.8%	241	2,252	No
	Seminole Dr to Airport Rd	Voi	Urban Arterial Class 1	4	D	3,560	14,400	9	1,266	1.10%	1,969	5.9%	706	2,776	No
	Airport Rd to SR 44	Voi	Urban Arterial Class 1	4	D	3,560	14,400	9	1,266	1.10%	1,969	5.9%	706	2,776	No
	SR 44 to Dalton Blvd	Voi	Urban Arterial Major City Rd CI	4	E	2,796	28,260	9	2,543	1.48%	4,350	1.0%	134	4,484	Yes
	Dalton Blvd to Enterprise St.	Voi	Urban Arterial Major City Rd CI	4	D	2,628	17,630	9	1,587	2.00%	3,111	1.1%	147	3,258	Yes
	Enterprise St. to Main St.	Voi	Urban Arterial Major City Rd CI	4	D	2,628	23,030	9	2,073	2.00%	4,063	2.3%	308	4,371	Yes
	Main St. to Providence Blvd.	Voi	Urban Arterial Major City Rd CI	4	D	2,628	21,260	9	1,913	2.00%	3,749	2.1%	281	4,030	Yes
Providence Blvd. to Garfield Road	Voi	Urban Arterial Major City Rd CI	2	E	1,152	12,400	9	1,116	1.63%	1,969	2.5%	335	2,324	Yes	
Garfield Rd. to Saxon Blvd.	Voi	Urban Arterial Major City Rd CI	2	E	1,152	9,800	9	862	1.00%	1,276	2.7%	362	1,638	Yes	
Saxon Blvd. to Courtland Blvd.	Voi	Urban Arterial Major City Rd CI	2	E	1,152	8,020	9	722	2.00%	1,415	4.7%	629	2,044	Yes	
Courtland Blvd. to SR 415	Voi	Urban Arterial Major City Rd CI	2	E	1,152	5,950	9	536	2.00%	1,051	7.2%	964	2,015	Yes	
Aurantia to Brew/Vol County line	Brev	Rural Undeveloped UPH	4	B	2,440	3,000	9.5	285	1.15%	442	0.8%	1045	1,487	No	
Brew/Vol County line to Kennedy Parkway	Voi	Rural Undeveloped UPH	4	B	2,440	3,000	9.5	285	1.15%	442	0.8%	1045	1,487	No	
Kennedy Parkway to Furman Grove Road	Voi	Transitional UPH	4	C	4,460	3,600	9	342	1.00%	506	0.8%	107	544	No	
Furman Grove Road to Halifax Avenue	Voi	Transitional UPH	4	C	4,460	3,600	9	342	1.00%	506	0.8%	107	544	No	
Halifax Avenue to Birch Road	Voi	Urban Arterial	4	D	3,560	10,000	9	426	1.00%	726	3.0%	459	1,185	No	
Birch Road to Birch Road	Voi	Urban Arterial	4	D	3,560	7,000	9	630	1.13%	972	3.3%	442	1,414	No	
Arrel Rd to Yalco Road	Voi	Urban Arterial G 1	4	D	3,560	11,053	9	985	1.42%	1,673	3.8%	509	2,182	No	
Yalco Road to SR 442	Voi	Urban Arterial G 1	4	D	3,560	19,000	9	1,710	1.00%	2,531	2.5%	335	2,866	No	



Source: Volusia County GIS and Brevard County GIS and Seminole County GIS

FARMTON
Master DRI

Lassiter Transportation Group, Inc.
Engineering and Planning

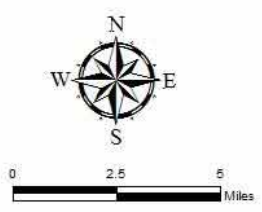
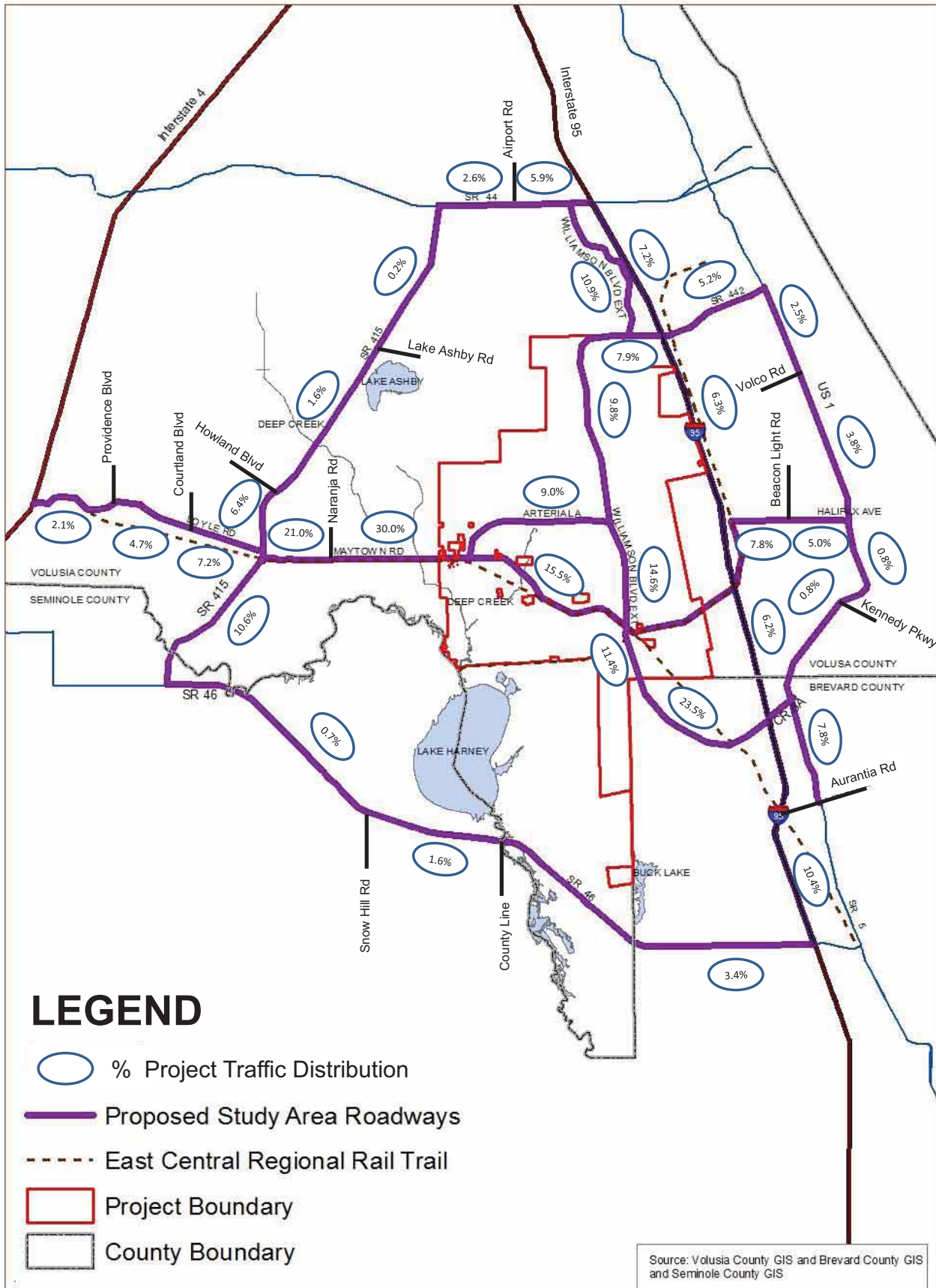



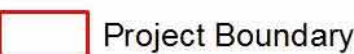



Figure 21-8
2035 Project Trip Distribution



LEGEND

-  % Project Traffic Distribution
-  Proposed Study Area Roadways
-  East Central Regional Rail Trail
-  Project Boundary
-  County Boundary

Source: Volusia County GIS and Brevard County GIS and Seminole County GIS

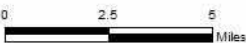


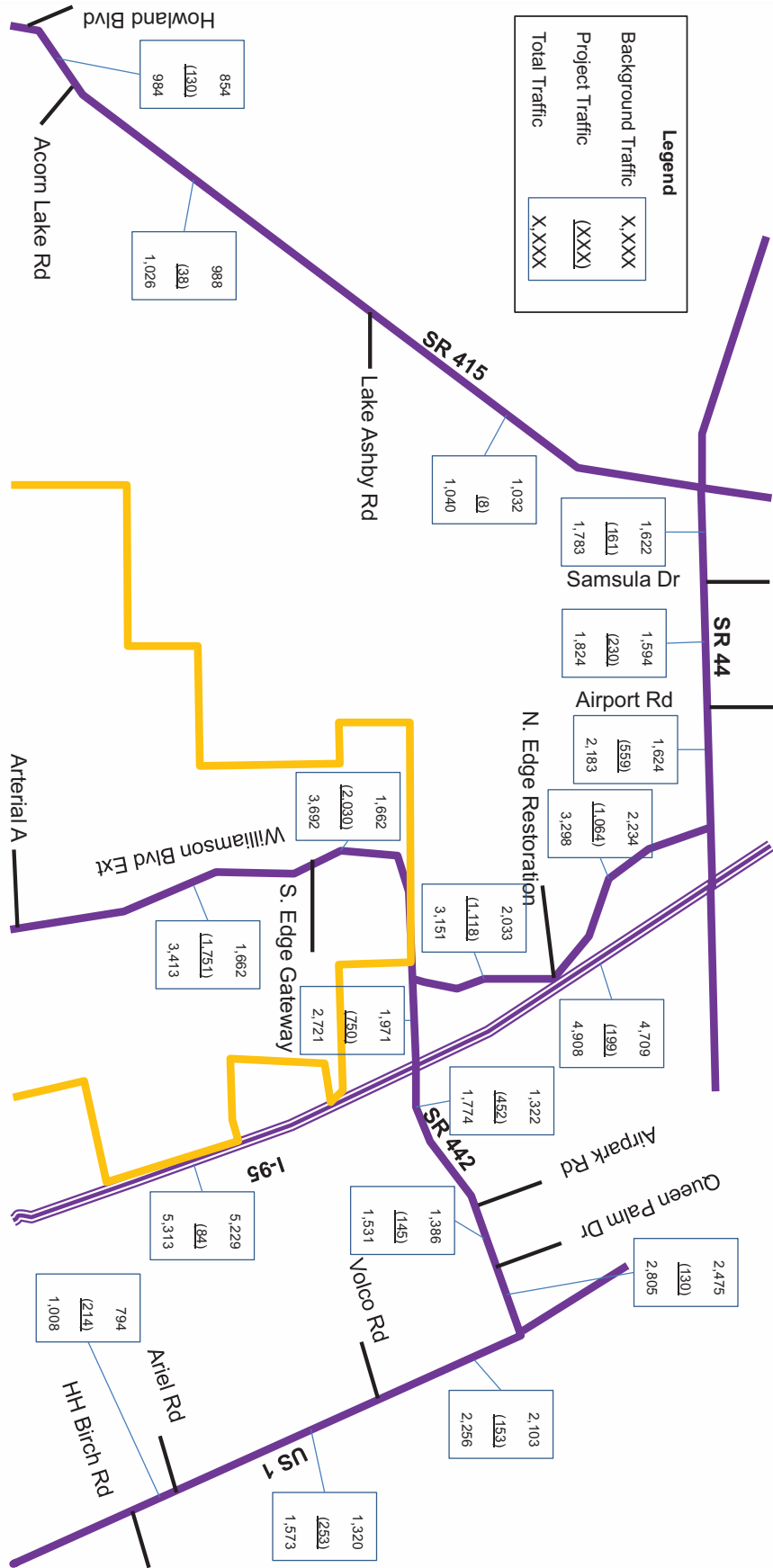
Figure 21-9
2060 Project Trip Distribution



The distribution of Farmton trips to the internal spine road network were assigned in a different manner from the external Farmton trips. Internal trip assignment percentages were developed by totaling the traffic entering and exiting all Farmton TAZs and dividing that total into the CFRPM Farmton trip assignments for each segment of the spine network internal to Farmton (based on the select zone trip table – see model files provided in electronic format under separate cover). The internal trip distribution percentages are also provided in Tables 21-11 and 21-12 and Figures 21-8 and 21-9 for the analysis years 2035 and 2060, respectively.

Question 21.E **Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build-out and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.**

The next step involved the assignment of both the internal Farmton AMDA trips (i.e., those trips assigned to the spine network within Farmton) and the external Farmton AMDA trips (i.e., those trips assigned to the remainder of the study area network outside of Farmton) for the analysis years 2035 and 2060. This was done by multiplying the external segment trip percentages for Farmton by the trip generation presented in Tables 21-3 and 21-4, and multiplying that product by the external trip percentage presented in Table 21-7 for the analysis years 2035 and 2060, respectively. Then the internal trips were added to the segments by multiplying the internal segment trip percentage for Farmton by the trip generation presented in Tables 21-3 and 21-4, and multiplying that product by the internal trip percentage presented in Table 21-7 for the analysis years of 2035 and 2060, respectively. Tables 21-11 and 21-12 contain the resultant background trips, project trips (from the Farmton AMDA) and the summation of these two values to produce the total projected trips for the analysis years of 2035 and 2060, respectively. The assignment volumes are also presented in Figures 21-10 through 21-13 for 2035, and in Figures 21-14 through 21-17 for 2060.



NOT TO SCALE

Figure 21-10
2035 Traffic Projections
North Area

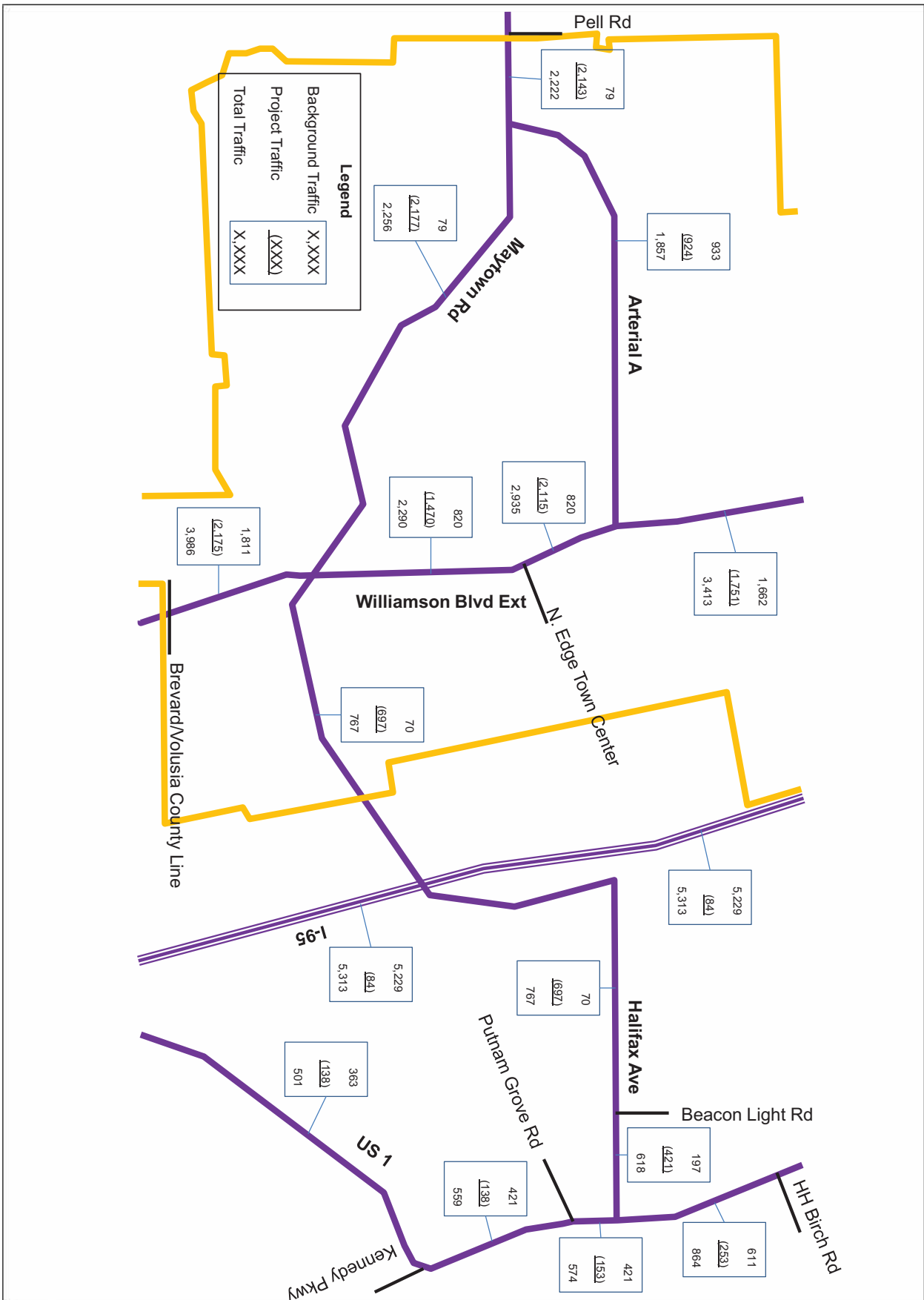
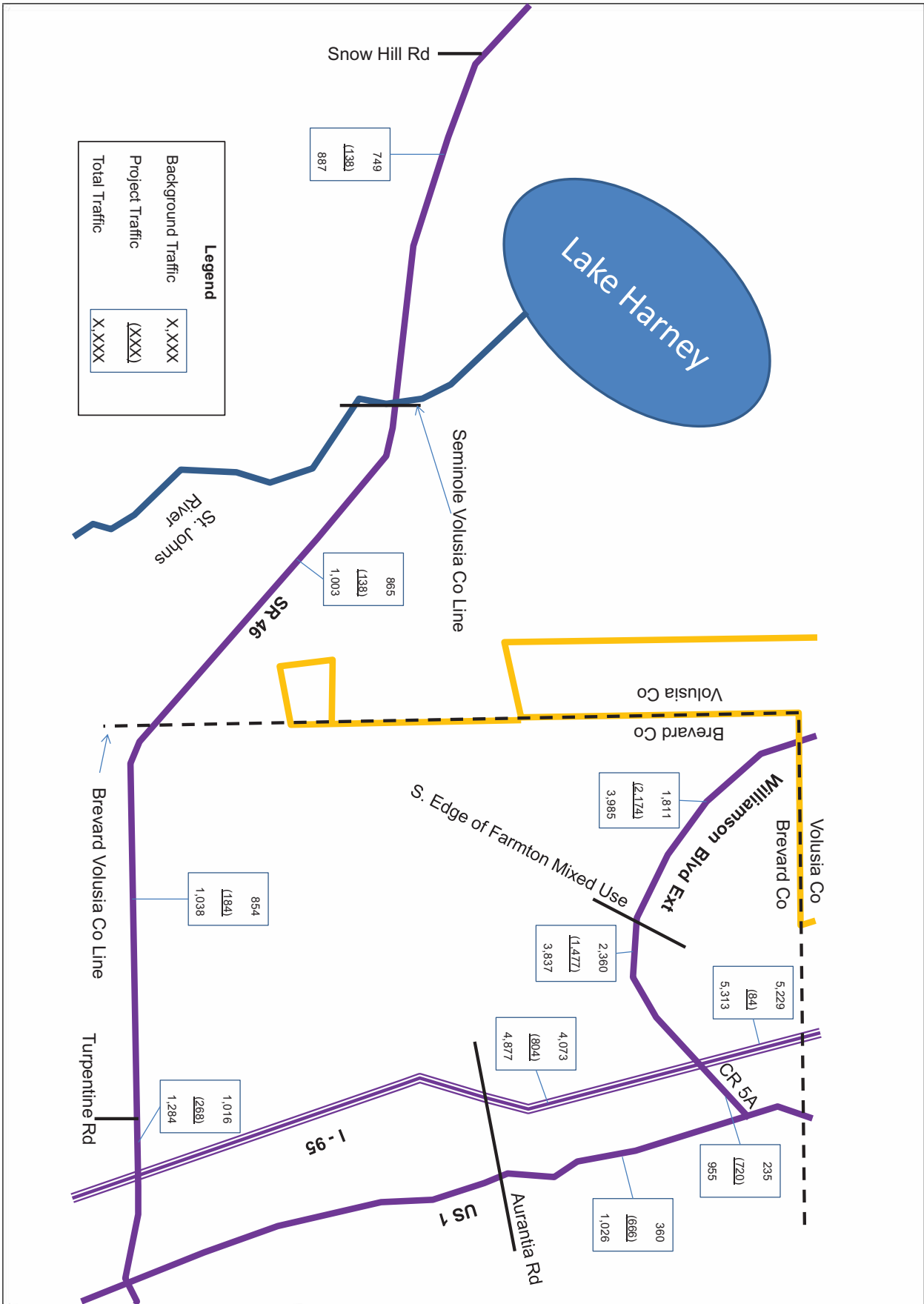


Figure 21-11
2035 Traffic Projections
East Area



NOT TO SCALE

Figure 21-12
2035 Traffic Projections
South Area

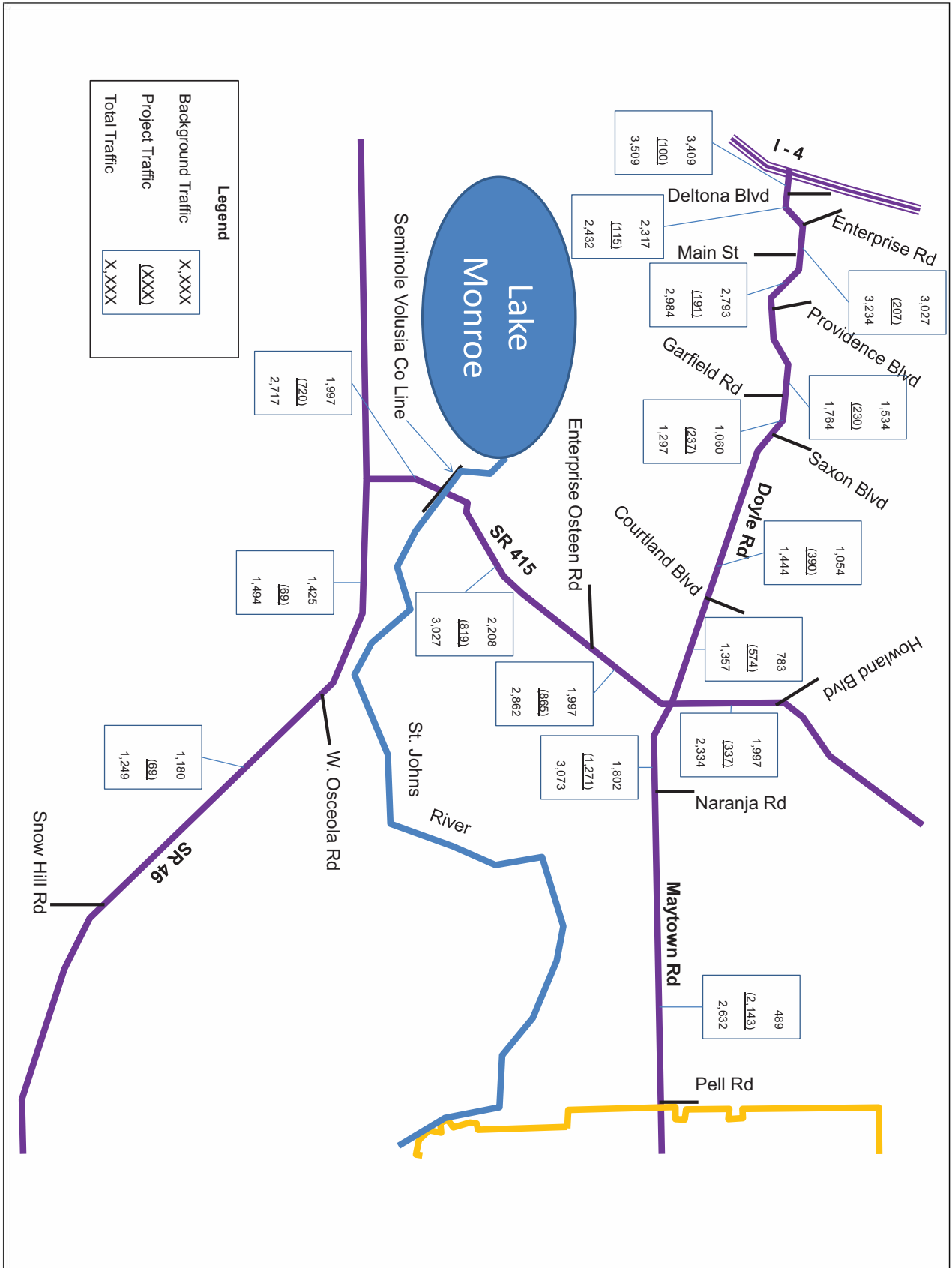


Figure 21-13
2035 Traffic Projections
West Area



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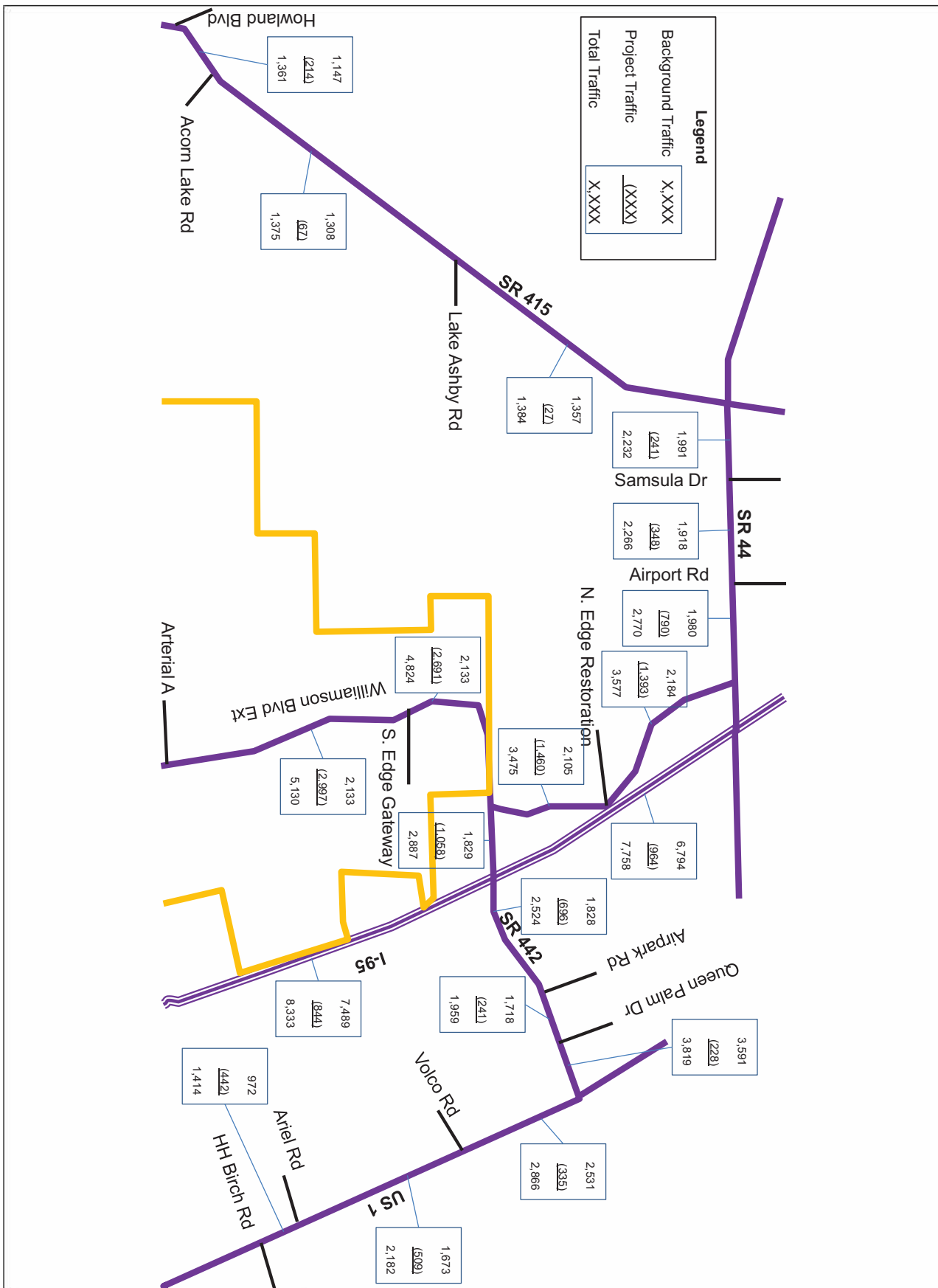


Figure 21-14
2060 Traffic Projections
North Area



NOT TO SCALE

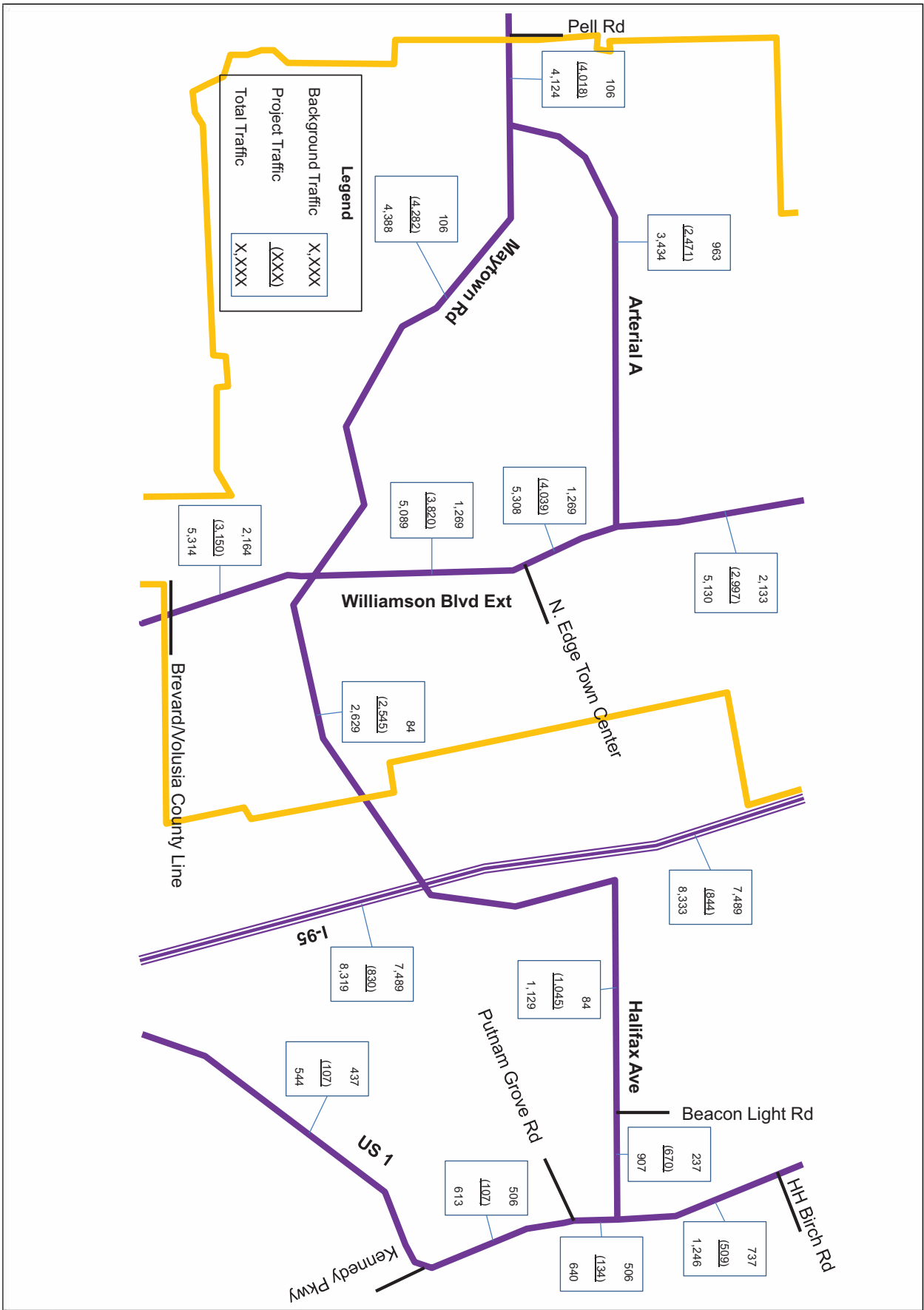
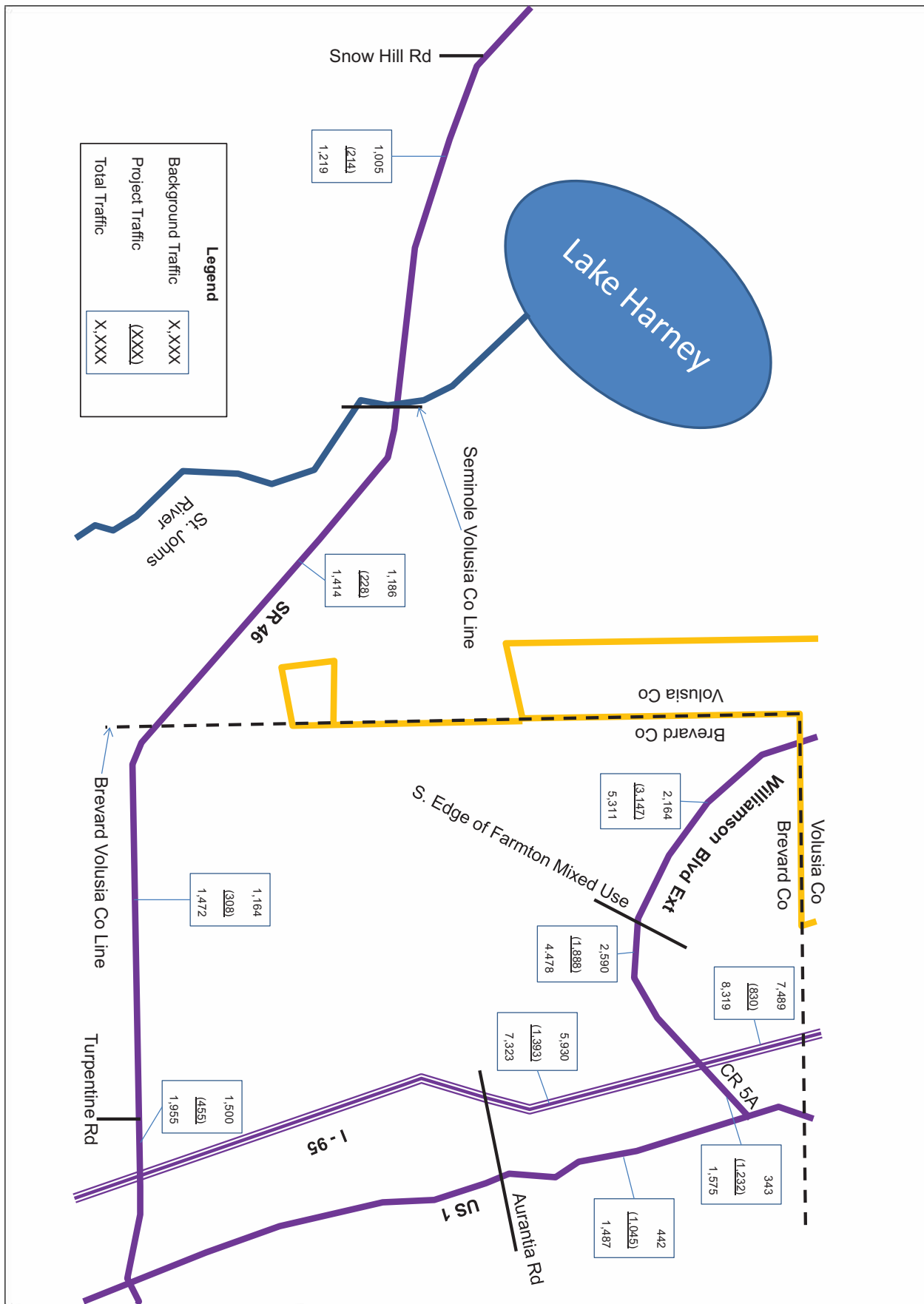
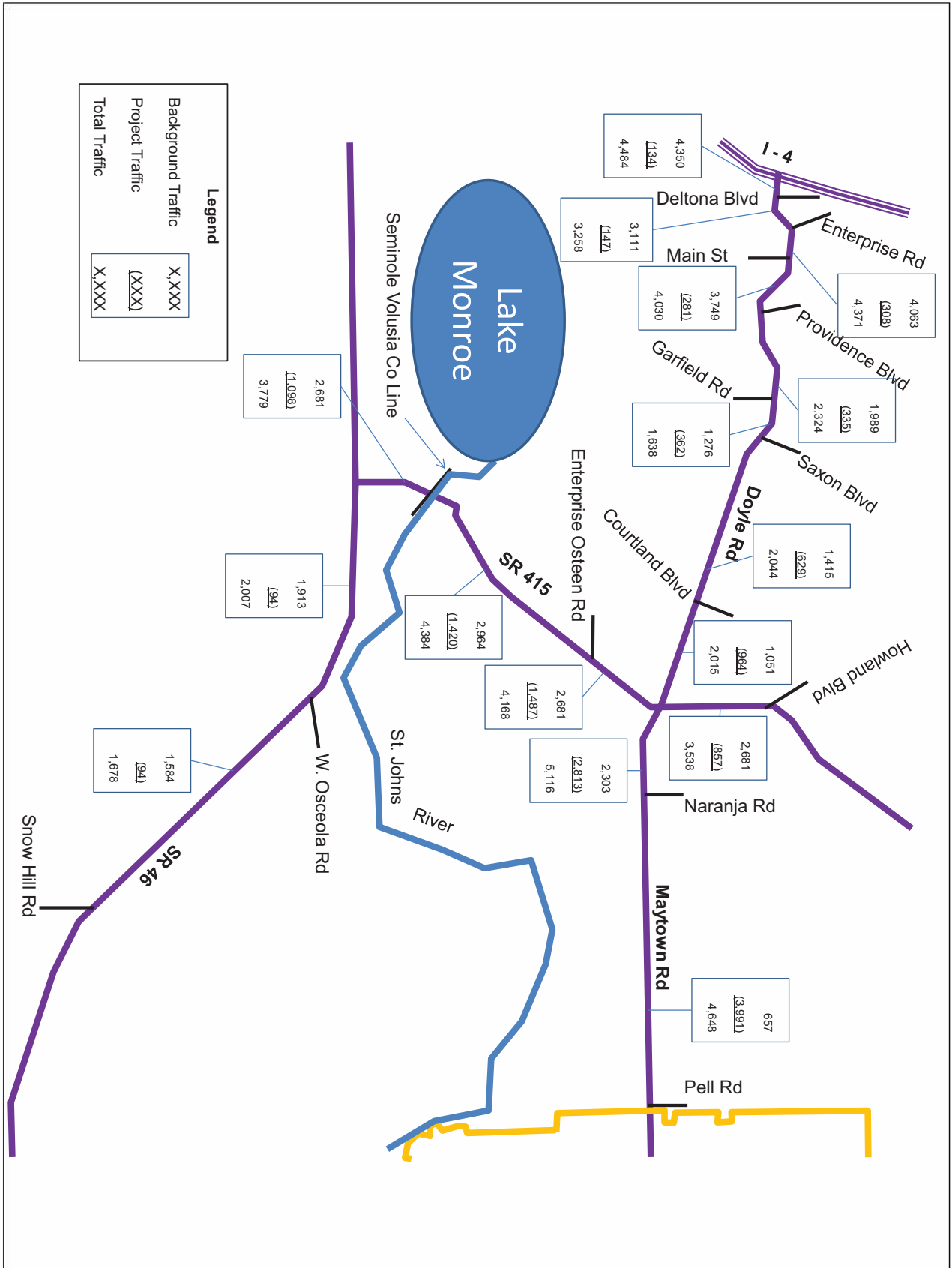


Figure 21-15
2060 Traffic Projections
East Area



NOT TO SCALE

Figure 21-16
2060 Traffic Projections
South Area



NOT TO SCALE

Figure 21-17
2060 Traffic Projections
West Area

Question 21.F

Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Based on the results presented in Tables 21-11 and 21-12 for the analysis years 2035 and 2060, respectively, roadway improvements are projected as being required over the 50-year development of Farmton. Some of the roadway improvements are projected as being required due to background growth, some are projected as being needed due to major other developments (e.g., the Osteen Local Plan, the Restoration DRI, the Deering Park Planned Development, and the extensive residential growth in Northern Brevard County), and some roadway improvements will be required by the direct impact of the Farmton Local Plan. Tables 21-13 and 21-14 present the projected timing of the need for roadway improvements based on a linear interpolation of the projected growth in the traffic volumes. Where background traffic growth alone exceeded the maximum service volume at the adopted level of service, this was noted. Similarly, where project trips caused the capacity to be exceeded, this was noted, as well. Per the approved methodology, intersection analyses were not included in the Farmton AMDA analysis. Intersection analyses will be required per DRI application procedures with the submittal of each AIDA.

As indicated in the Farmton Local Plan, mass transit applications are expected to be employed in the development of Farmton (see response to Question 21.I.). Several major roadway improvements can be either delayed or rendered unnecessary if significant mass transit travel options are made available. It is anticipated that such service will be required to accommodate the travel demand internal to, and external to, Farmton. Transit options will be coordinated in subsequent AIDA submissions with transit providers.

Question 21.G

Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.

Per the approved Transportation Methodology, the AMDA will not address access points for driveways and median openings. Instead, access points and median openings will be addressed with the appropriate roadway permitting organization at the application for incremental development approval (AIDA) when a more detailed development program is known.



Table 21- 13
2035 Recommended Roadway Improvements
Farmton AMDA

Roadway	Limits	Jurisdiction	Classification	Existing + Committed Lanes	Capacity at Adopted LOS	P. M. Peak-Hour Two-Way			2035 CONDITIONS			Background Plus Project Failure Year	Recommended Laneage	Improved Capacity	Recommended Alternate Mitigation			
						Adopted LOS	Existing Volume	Background Volume	Project Volume	Total Volume	Fails with Background					Year of Background Failure	Fails with Background Plus Project	
Williamson Boulevard Extension	S. Edge of Farmton Mixed Use	Brev	Rural Developed UFH	2	D	2,190	0	2,360	1,477	3,837	Yes	2033	Yes	2025	4	4,970		
	S. Edge of Farmton Mixed Use to Vol Co Line	Brev	Non-state Class I Urban	2	E	1,440	0	1,811	2,174	3,889	Yes	2030	Yes	2020	4	3,222	6 lanes of transit implementation	
	Enterprise Rd. to Edge of Farmton Center	Vol	Non-state Class I Urban	2	E	1,440	0	1,475	1,475	2,920	Yes	2030	Yes	2026	4	3,222	6 lanes of transit implementation	
	Enterprise Rd. to Edge of Farmton Center	Vol	Non-state Class I Urban	2	E	1,440	0	820	1,475	2,900	No		Yes	2026	4	3,222		
	N. Edge of Town Center to Arterial "A"	Vol	Non-state Class I Urban	2	E	1,440	0	820	2,115	2,935	No		Yes	2023	4	3,222		
	Arterial "A" to S. Edge of Gateway	Vol	Rural Undeveloped UFH	2	E	2,710	0	1,662	1,751	3,413	No		Yes	2030	4	5,500		
	S. Edge of Gateway to SR 442	Vol	Non-state Class I Urban	2	E	1,440	0	1,662	2,030	3,692	Yes	2032	Yes	2021	4	3,222	6 lanes or transit implementation	
	Vol/Seminole Co line to Vol/Brevard Co line	Vol	Rural Undeveloped UFH	2	C	790	570	865	1,39	1,003	Yes	2029	Yes	2024	4	3,820	Consider modifying level of service	
	Vol/Brevard Co line to Turpentine Road	Brev	Rural Undeveloped UFH	2	C	790	570	854	1,038	854	Yes	2030	Yes	2023	4	3,820	Consider modifying level of service	
	-I-4 to Daltona Blvd.	Vol	Urban Arterial Major Cty Rd Cl	4	E	2,796	2,543	3,409	100	3,509	Yes	2017	Yes	2017	6	4,131		
Doyle Road	Enterprise St. to Main St.	Vol	Urban Arterial Major Cty Rd Cl	4	D	2,628	2,027	207	3,234	207	Yes	2025	Yes	2023	6	4,050		
	Main St. to Providence Blvd.	Vol	Urban Arterial Major Cty Rd Cl	4	D	2,628	1,973	3,027	207	3,234	Yes	2025	Yes	2027	6	4,050		
	Providence Blvd. to Garfield Road	Vol	Urban Arterial Major Cty Rd Cl	2	E	1,152	1,116	2,783	191	2,628	Yes	2031	Yes	2013	4	3,222		
	Garfield Rd. to Saxton Blvd.	Vol	Urban Arterial Major Cty Rd Cl	2	E	1,152	882	1,534	230	1,764	Yes	2014	Yes	2027	4	3,222		
	Saxton Blvd. to Courtland Blvd.	Vol	Urban Arterial Major Cty Rd Cl	2	E	1,152	722	1,060	237	1,297	No		Yes	2027	4	3,222		
	Courtland Blvd. to SR 415	Vol	Urban Arterial Major Cty Rd Cl	2	E	1,152	722	1,060	237	1,297	No		Yes	2028	4	3,222		

Question 21.H If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.

The approved Transportation Methodology states, *“In the AMDA, the Applicant shall identify how all proposed transportation network modifications shall be consistent with the Capital Improvements Elements of the City of Edgewater, City of New Smyrna Beach, City of Oak Hill, City of Deltona and Volusia County Comprehensive Plans with respect to the protection of existing corridors or development of proposed transportation corridors, including those provisions identified below in Question 21-I. The AMDA shall identify conceptual corridors needed to achieve adopted levels of service and efficient distribution of project trips.”*

As such, Table 21-2 has identified the transportation capital improvements included in the first three years of these respective local governments’ comprehensive plan. These roadway improvements identified in are included in the Traffic Circulation Elements and Capital Improvements Elements of the Volusia County, Deltona, Brevard County, Oak Hill and Edgewater.

Farmton will reserve within its borders the 200-foot multimodal corridors necessary to accommodate the spine transportation network including the provision of mass transit elements, bike paths, multiuse paths and sidewalks. Conceptual corridors have been identified on the Farmton Local Plan Future Land Use Map.

Question 21.I What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

The approved Transportation Methodology states, *“Per Objective FG 5 of the Farmton Local Plan, the AMDA shall identify intermodal provisions consistent with the Farmton Local Plan. Detailed information regarding implementing intermodal travel provisions, including sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, shall be provided with the submittal of each AIDA.”*

Specific information regarding pedestrian circulation, internal design, site planning, and parking will be provided at the time of AIDA submittal when site specific development footprints have been established. The Volusia County Farmton Local Plan contains the following requirements for implementing multimodal travel options which will be incorporated and refined as development order language for the Master DRI development order:

FG 5.1 The Farmton Local Plan shall implement the concept of transportation mobility in all aspects of the transportation network design. This emphasis is consistent with the concepts of reduced energy requirements, reduced greenhouse emissions and reduced transportation facility expenditures. The Farmton Local Plan shall promote transportation efficiency, including reduced vehicles miles, promote walking by providing safe, appealing and comfortable street environments. All development within the Farmton Local Plan shall implement these design concepts.

FG 5.2 The Farmton Local Plan shall be developed consistent with walkable community design standards

to encourage walking as a means of transportation, recreation and social interaction.

- a. A mix of land uses, multi-modal transportation stations and transit stops shall be provided in close proximity to each other to foster walking as a viable means of transportation.*
- b. Shade shall be provided in the form of tree canopy or man-made structures in Town Center, Villages and the Gateway districts to accommodate walking by providing relief from direct sunlight.*
- c. Sidewalks of not less than 8 ft. in width shall be provided on both sides of the streets in Town Center and Villages districts.*
- d. Safely lit sidewalks with physical separation from adjacent roadways (via curbing or otherwise adequate spatial separation) shall be provided to encourage night-time use.*
- e. Woonerfs, or streets designed to be shared with pedestrians, shall also be encouraged in appropriate locations in the design of neighborhoods.*

FG 5.3 The Farmton Local Plan shall include a network of interconnected multi-use paths designed to accommodate pedestrian, bicycle and low speed electric vehicles. The path network shall connect neighborhoods to reasonably proximate destinations including public and commercial land uses.

- a. Multi-use paths shall be provided connecting neighborhoods with the Town Center, Villages, Work Place, and Gateway districts, as well as recreational centers, schools and parks.*
- b. Multi-use paths shall not be less than 12 ft. in width.*
- c. Multi-use paths shall accommodate walkers, bicyclers, skaters, rollerbladers, skateboarders, motorized wheel chairs, motorized scooters, Segways and low speed electric vehicles.*
- d. Rest areas, including parking areas, water fountains, restroom facilities, shelter from the weather, shall be provided for trail users with access from public roads.*
- e. Employment centers shall provide showering facilities and lockers to encourage employees to bike to work.*
- f. The Farmton Local Plan shall coordinate connections between the multi-use path and the East Central Regional Rail Trail as administered by Volusia County.*

FG 5.4 Accommodation of electric vehicles shall be provided in the development of residential units and at significant public, recreational, educational and commercial destinations.

- a. Use of low speed electric vehicles on local streets and on multi-use paths shall be permitted.*
- b. Major public and commercial destinations as well as multi-modal stations and village centers shall provide for parking spaces specifically designed and designated for electric vehicles.*
- c. An electric vehicle charging station shall be provided for each residential unit within the Farmton Local Plan and shall be located at each Villages, Town Center, Gateway and Work Place district for personal electric vehicles (PEV).*

FG 5.5 The Farmton Local Plan shall incorporate the features of transit-oriented development in the Town Center, Villages, Work Place and Gateway districts.

- a. The Town Center district shall incorporate a multi-modal station accommodating transit adjacent to the core area.*
- b. The Villages district shall incorporate transit stops adjacent to the core area.*
- c. Transit stops shall be provided within 1/4 mile of the majority of residential units in each neighborhood.*
- d. Bicycle racks for the temporary, secure storage of bicycles shall be provided at all transit stops and at major public facilities, commercial destinations, recreational facilities, multi family buildings and schools. Detailed requirements shall be included in the land development regulations.*
- e. Designated bicycle lanes shall be provided on all arterial roads.*
- f. The Farmton Local Plan shall accommodate a transit system design within its major transportation corridors connecting on-site transit stops and stations to external transit line routes to be designed and approved during the Master DRI review process.*
- g. A park and ride lot shall be provided within the Farmton Local Plan to encourage ride-sharing and*

transit utilization. The park and ride lot shall be located within the Town Center district and adjacent to the transit station.

FG 5.6 Each SDA within the Farmton Local Plan shall include an efficient road network designed to safely accommodate access to the external road network and the internal road network for all modes of transportation.

a. A hierarchy of roads shall be developed that accommodates local transportation needs as well as access to the external road network. An approved plan providing for a hierarchy of transportation facilities will be required to accommodate this goal prior to the development of each SDA.

b. Internal access within each district shall consist of interconnected local streets and collectors meant to disperse traffic and avoid funneling traffic to a reduced number of collectors and arterials. This design requires a pattern of mixed uses, commercial and residential in proximity to each other. Cul-de-sacs shall be prohibited except in perimeter areas. The interconnected network of local streets shall be designed at lower, bicycle/pedestrian friendly speeds (30 mph or less). On-street bicycle use shall be encouraged on local streets.

c. Access between the Town Center, Villages, Work Place and Gateway districts, as well as access to the external road network, shall be provided by a system of collectors and arterials. However, this access shall not be provided within the GreenKey land use designation area. Access connections within the GreenKey land use designation area is limited to the spine transportation network and approved trailheads only.

d. Local roads shall be relatively narrow, shaded by trees and interconnected to disperse traffic efficiently and shall allow on street parking.

e. The on site collector and local roads that may be approved during the planning process for development within an SDA are necessary to accommodate the Farmton Local Plan buildout and the construction of the internal hierarchy network and are not subject to transportation impact fee credits.

FG 5.7 Spine Transportation Network. The Farmton Local Plan establishes a transportation spine network of arterial roads upon adoption of the Farmton Local Plan that identifies approximate alignments and right-of-way widths of the arterials and interchanges consistent with the needs of access between major uses on-site and access to the external transportation network, as generally depicted in Figure 2-10 of the Transportation Map Series [see supplemental CD with map]. The final alignment shall be determined during the Master Planning process and may be impacted by such factors as wetland avoidance, final design criteria, and utility impacts. Construction of the spine transportation network is the sole responsibility of the owner/developer. The following identifies the minimum right-of-way widths and connections of the spine transportation network:

a. Maytown Road. A 200 ft. multi-modal right-of-way shall be preserved through the Farmton Local Plan area. Direct access from Maytown Road to SR 415 shall be required within five-years of the commencement of any development within the Farmton Local Plan occurring on, or accessing, Maytown Road. The improvement of Maytown Road shall provide for adequate path crossings, wildlife crossings, elevated roads, and utility crossings, as set forth in FG 2.18.

b. Maytown Road/ I 95 Interchange. A future interchange access to Interstate 95 at the existing Maytown Road underpass shall be constructed in potential, partial mitigation of over-capacity conditions at adjacent interchange(s), subject to the procedural requirements set for by Florida Department of Transportation (FDOT) for interstate connections. Adequate setback from the proposed interchange shall be required to protect the traffic-handling capacity of the proposed interchange.

c. Williamson Boulevard. A 200 ft. multi-modal right-of-way shall be preserved for the proposed Williamson Boulevard Extension from the SR 442 Extension, through the Farmton Local Plan in Brevard County, with access to the existing Interstate 95 interchange at SR 5A.



d. SR 5A Interchange. Proposed Williamson Boulevard shall connect to the existing SR 5A interchange at I-95. Development setback from the proposed interchange shall be required to protect the traffic-handling capacity of the proposed interchange.

e. Proposed Arterial A. This arterial shall provide a 200 foot multi-modal right of way for a new northwest quadrant connection between Williamson Boulevard and Maytown Road and its location is generally depicted on the Farmton Local Plan map.

FG 5.9 Given the potential for innovation in transportation, provision should be made for accommodating state-of-the-art travel modes (both for on-site facilities and access to off-site facilities) as they evolve throughout the development of the Farmton Local Plan. At such time as it is practicable, the Developer shall extend the transit ready corridor along Williamson Boulevard from Restoration DRI at SR 442 to SR 5A in Brevard County.

22 QUESTION - AIR

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (6); POLICY (19)

GOAL (11); POLICIES (1),(2),(3),(4)

GOAL (22); POLICY (3)

This question has been deleted for the AMDA, but may be required to be addressed with Applications for Incremental Development Approval.

- A. Document the steps which will be taken to contain fugitive dust during site preparation and construction of the project. If site preparation includes demolition activities, provide a copy of any notice of demolition sent to the Florida Department of Environmental Regulation (FDER) as required by the National Emission Standards for Asbestos, 40 CFR Part 61, Subpart M.
- B. Specify structural or operational measures that will be implemented by the development to minimize air quality impacts (e.g., road widening and other traffic flow improvements on existing roadways, etc.). Any roadway improvements identified here should be consistent with those utilized in Question 21, Transportation.
- C. Complete Table 22-1 for all substantially impacted intersections within the study area, as defined in Map J, and all parking facilities associated with the project. Using the guidance supplied or approved by the Florida Department of Environmental Regulation, determine if detailed air quality modeling for carbon monoxide (CO) is to be completed for any of the facilities listed in the table.

TABLE 22-1

PHASE: _____(One table for each phase)
 YEAR OF PHASE: ____ COMPLETION: _____

SOURCE TYPE(1)	PEAK HOUR TRAFFIC		MAXIMUM HOURLY SERVICE VOLUME (2)	
	PROJECTED	EXISTING	PROJECTED	EXISTING

- (1) Specify source type as either intersection, surface parking area, or parking deck. For each intersection provide an approach volume for each link. For each parking facility provide the total (incoming and outgoing) volume.



- (2) These should be compatible with maximum service volumes utilized in Question 21, Transportation.
- D. If detailed modeling is required, estimate the worst case one-hour and eight-hour CO concentrations expected for each phase through buildout for comparison with the state and federal ambient air quality standards. Utilize methodology supplied or approved by the Florida Department of Environmental Regulation for making such estimates. Submit all air quality modeling input and output data along with associated calculations to support the modeling and explain any deviations from guidance. Provide drawings of site geometry and coordinate information for each area modeled. Show the location of the sources and receptor sites. Modeling assumptions should consider federal, state, and local government programmed link and intersection improvements with respect to project phasing. Any roadway improvements utilized in the model should be consistent with those used in Question 21, Transportation. Provide verification of any assumptions in the modeling which consider such programmed improvements. It is recommended that air quality analyses be completed concurrently and in conjunction with the traffic analyses for the project.
- E. If initial detailed modeling shows projected exceedance(s) of ambient air quality standards, identify appropriate mitigation measures and provide assurances that appropriate mitigating measures will be employed so as to maintain compliance with air quality standards. Submit further modeling demonstrating the adequacy of such measures.

23 QUESTION - HURRICANE PREPAREDNESS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (7); POLICY (24),(25)

GOAL (9); POLICIES (3),(4)

This question is deleted for the AMDA, but may be required for applications for incremental development approval.

- A.
1. Identify any residential development proposed within the hurricane vulnerability zone delineated in the applicable regional hurricane evacuation study, regional public hurricane shelter study or adopted county peacetime emergency plan. If so, delineate the proposed development's location on the appropriate county and/or regional hurricane evacuation map and respond to questions B.(1) and B.(2) below. Proposed mobile home and park trailer developments should answer question B.(1), regardless of location, or answer questions B.(1) and B.(2) below, if proposed within the hurricane vulnerability zone or the high hazard hurricane evacuation area.
 2. Identify any hotel/motel or recreational vehicle/travel trailer development proposed within the high hazard hurricane evacuation area delineated in the applicable regional hurricane evacuation study, regional public hurricane shelter study, or adopted county peacetime emergency plan. If present, delineate the proposed development's location on the appropriate county or regional hurricane evacuation map and answer questions B.(1) and B.(2) below.
 3. Identify whether the proposed development is location in a designated special hurricane preparedness district.
- B.
1. For each phase of the development, determine the development's public hurricane shelter space requirements based on the behavioral assumptions identified in the applicable regional study or county plan. Identify the existing public hurricane shelter space capacity during the one hundred year or category three hurricane event within the county where the development is being proposed and indicate whether the county has a deficit or surplus of public hurricane shelter space during the one hundred year or category three hurricane event.
 2. For each phase of the development, determine the number of evacuating vehicles the development would generate during a hurricane evacuation event based on the transportation and behavioral assumptions identified in the applicable regional study or county plan. Identify the nearest designated hurricane evacuation route and determine what percentage of level of service E hourly directional and maximum service volume the project will utilize.
- C. Identify and describe any action(s) or provisions that will be undertaken to mitigate impacts on hurricane preparedness.

24 QUESTION - HOUSING

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (5); POLICY (3)
GOAL (16); POLICY (3)

Question 24.A

Question 24.A.1

If the proposed development contains residential development, provide the following information on Table 1 for each phase of the development.

The Application for Master Development Approval does not contain enough detail to answer this question. The build-out timeframe of 50 years does not lend itself to provide accurate estimates at this time since market conditions are indeterminate over this span. This question will be answered as part of each Application for Incremental Development Approval.

Question 24.A.2

What number and percent of lots will be sold without constructed dwelling units? What is the extent of improvements to be made on these lots prior to sale?

The Application for Master Development Approval does not contain enough detail to answer this question. The build-out timeframe of 50 years does not lend itself to provide accurate estimates at this time since market conditions are indeterminate over this span. This question will be answered as part of each Application for Incremental Development Approval.

Question 24.A.3

What will be the target market for the residential development (break down by number, percent and type the number of dwelling units to be marketed for retirees, families, etc.) What portion will be marketed as second or vacation homes?

The Application for Master Development Approval does not contain enough detail to answer this question. The build-out timeframe of 50 years does not lend itself to provide accurate estimates at this time since market conditions are indeterminate over this span. This question will be answered as part of each Application for Incremental Development Approval.

Question 24.B

Indicate and discuss the availability or projected availability of adequate housing and employment opportunities reasonably accessible to the development site. Housing opportunities should be described in terms of type, tenure, and cost range and location within the following circumscribed areas: adjacent, two miles, five miles, ten miles, and within the local jurisdiction or county. Employment opportunities should be described in terms of two digit SIC code numbers located within the local jurisdiction with estimated distances or transit times to the development site.



This question will be addressed with each Application for Incremental Development Approval. The Master DRI agreement establishes the methodology for answering this question and addressing affordable housing issues for all increments.

Question 24.C **If displacement or relocation of existing residents will occur due to the proposed development, identify the number of people that will be affected, any special needs of these people, and any provisions for addressing the effects of the relocation or displacement of these people, particularly in regards to their ability to find suitable replacement housing.**

Displacement or relocation of existing residents is not anticipated at this time. If the circumstances arise in the future, it will be addressed as part of the Application for Incremental Development Approval.

25 QUESTION - POLICE AND FIRE PROTECTION

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (16); POLICY (1)

GOAL (18); POLICIES (1),(3),(4),(6)

Question 25.A

If police/fire services, facilities or sites will be dedicated or otherwise provided on-site, describe them, specify any conditions of dedication and locate on Map H.

Police/Fire Facilities or sites that will be dedicated or otherwise provided on-site will be addressed, if applicable, with each application for incremental development approval. Details of conditions of dedication and location will be addressed with the AIDA as well and Map H will be revised to reflect this updated information at the time of incremental approval.

Question 25.B

Provide correspondence from the appropriate providers acknowledging notice of the proposed development and phasing, and indicating whether present facilities and manpower are capable of serving the project or specifying the additional manpower/equipment necessary to serve the development. If the provider is from another jurisdiction, the letter should also identify any non-facility-related problems in providing said service.

Letters from the Sheriff's Office and Volusia County Fire Department shall be provided at the time of Application for Incremental Development Approval submittal. Attached is the initial response from the Sheriff's Office regarding the potential impacts of the 2017-2025 development program (the Gateway District) as Exhibit 25-1 and Volusia County Fire Rescue's response is attached at Exhibit 25-2.

Sheriff



Ben F. Johnson

VOLUSIA COUNTY SHERIFF'S OFFICE

123 W. Indiana Avenue
P.O. Box 569
DeLand, FL 32721-0569

August 15, 2013

Matthew West AICP
Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

RE: Farmton Master Development of Regional Impact Study

Dear Mr. West:

In response to your letter regarding the proposed development and phasing of the Farmton tract in southeast Volusia County, our Crime Analysis Unit was asked to project staffing needs based on proposed development density estimates.

Attached you will find charts and graphs showing additional deputies required based on projected calls for service and population increase through 2026, projected calls for service based on historical data and the projected Uniform Crime Rate (UCR).

I hope this information is sufficient for your application requirements. If we can be of further assistance in this or any other matter of law enforcement concern, please don't hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben F. Johnson", with a long horizontal line extending to the right.

Ben F. Johnson
Sheriff

BFJ:sp/040L0293.13

Attachments

ADDITIONAL DEPUTIES REQUIRED BASED ON PROJECTED CALLS FOR SERVICE AND POPULATION INCREASE

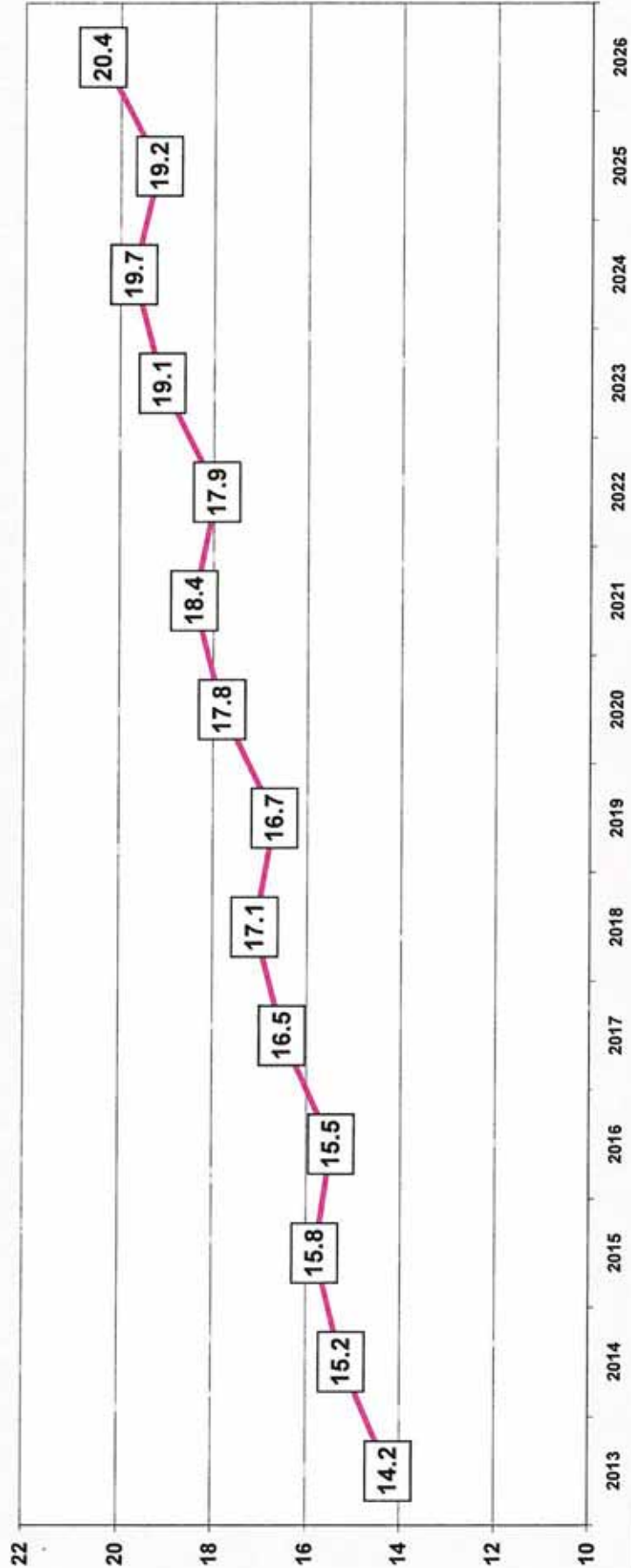
YEAR	PROJECTED CFS /1000 PERSONS	DEPUTIES/ PROJECTED CFS	CFS/14,076 PERSONS	DEPUTIES FOR CFS/14,076 PERSONS
2013	674	1.0	9,484	14.2
2014	722	1.1	10,156	15.2
2015	749	1.1	10,538	15.8
2016	732	1.1	10,309	15.5
2017	783	1.2	11,015	16.5
2018	810	1.2	11,404	17.1
2019	791	1.2	11,133	16.7
2020	843	1.3	11,873	17.8
2021	872	1.3	12,270	18.4
2022	850	1.3	11,958	17.9
2023	904	1.4	12,731	19.1
2024	933	1.4	13,136	19.7
2025	908	1.4	12,783	19.2
2026	965	1.4	13,589	20.4

OFFICERS/1000 CFS = 1.5 (BASED ON 2012 DATA)

PROJECT POPULATION

4692 DWELLINGS * 3 PERSONS PER DWELLING = 14,076 PERSONS

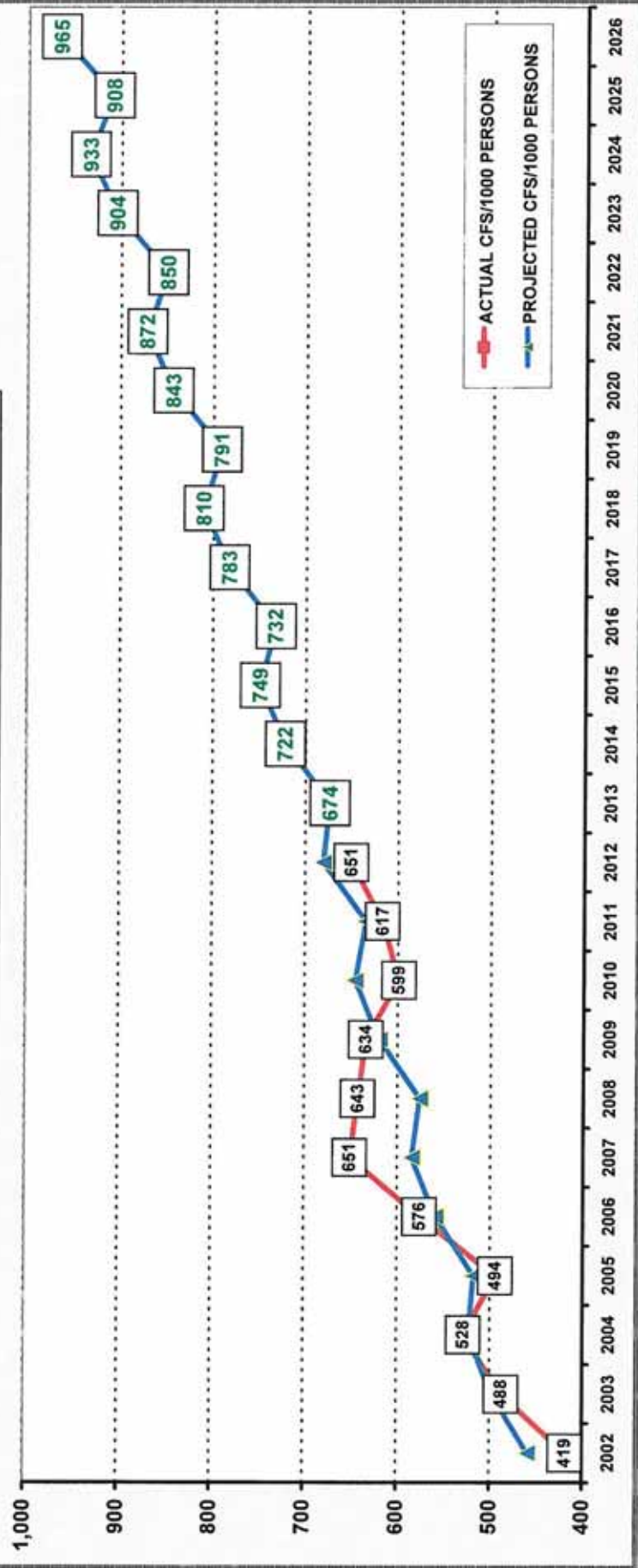
**VOLUSIA COUNTY SHERIFF'S OFFICE
DEPUTIES NEEDED FOR ADDITIONAL 14,076 PERSONS
BASED OF PROJECTED CALLS FOR SERVICE DATA**



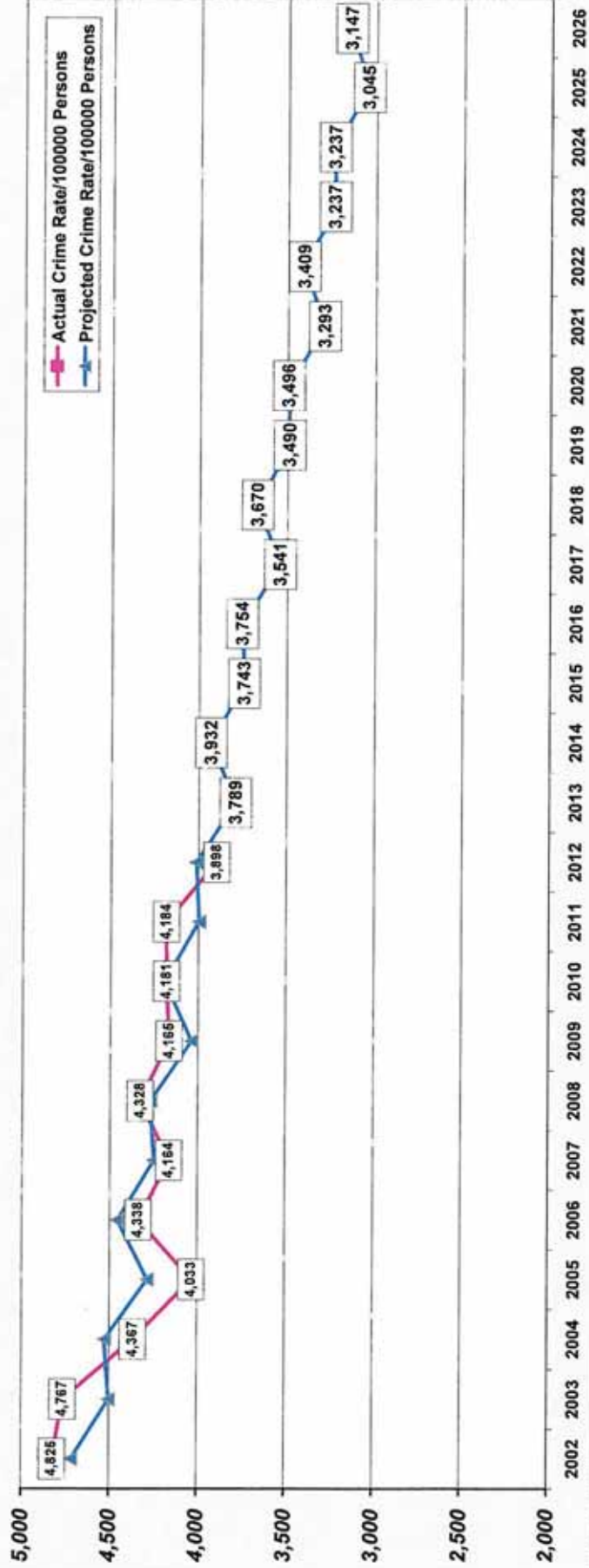
PROJECTED CALLS FOR SERVICE DATA BASED ON HISTORICAL DATA

YEAR	TOTAL CFS	POPULATION	CFS/1000 PERSONS	PROJECTED CFS/1000 PERSONS
2002	192,438	459,661	419	N/A
2003	229,512	470,694	488	N/A
2004	255,827	484,185	528	N/A
2005	244,464	494,573	494	N/A
2006	290,171	503,768	576	N/A
2007	330,750	507,938	651	N/A
2008	328,138	510,674	643	N/A
2009	321,576	507,029	634	N/A
2010	302,482	504,974	599	N/A
2011	305,651	495,400	617	N/A
2012	323,443	497,025	651	N/A
2013				674
2014				722
2015				749
2016				732
2017				783
2018				810
2019				791
2020				843
2021				872
2022				850
2023				904
2024				933
2025				908
2026				965

VOLUSIA COUNTY SHERIFFS OFFICE
 ACTUAL CALLS FOR SERVICE 2002-2012
 PROJECTED CALLS FOR SERVICE 2013-2026



**VOLUSIA COUNTY SHERIFF'S OFFICE
ACTUAL UCR CRIME RATE 2002-2012
PROJECTED UCR CRIME RATE 2013 - 2026**



Laura Prosser

From: Rebecca Perryman [rperryman@volusia.org]
Sent: Monday, August 26, 2013 8:43 AM
To: Matthew West
Subject: Re: Farmton Master DRI Response Reminder

Good Morning Mr. West,

I have copied the following information that you requested from an email from Deputy Chief Steve Plummer.

Chief,

Per your request I have reviewed the below information and concur with your thoughts. Just a few notes in parentheses below to jive with the FFPC. Other than that it looks like a great blueprint for fire protection for the development. Let me know if I can be of further assistance.

Mike

-----Original Message-----

From: Stephen C. Plummer [<mailto:splummer@volusia.org>]
Sent: Friday, August 23, 2013 11:27 AM
To: Mgarrett3
Cc: Jeff B. Smith
Subject: Fwd: Farmington

Mike,

Please see the attached documents and email request from Chief Smith below, reference the proposed master development for the Farmton Plan. Let me know if you concur with the following recommendations, and please add any additional thoughts:

1. Water Supply - a public water distribution system is needed to include adequate supply that meets Maximum Daily Consumption Requirements for 100% development, a reserve supply (tower/storage tank), and infrastructure to support both residential and commercial building fire flow requirements via a fire hydrant system, compliant with LDC. (Agree)
2. Roadway network - per LDC to support and provide easy access for Fire-Rescue apparatus. (Suggest adding per Florida Fire Prevention Code & LDC)
3. Commercial properties to comply with (Florida Fire Prevention Code) NFPA fire and life safety codes standards, preferably with fully sprinklered structures. Consideration for making all residences within the development 13R compliant as a model fully sprinklered residential community.
4. Inclusion of a new Fire Station, strategically located based upon residential population and commercial property/hazard density. Station equipped to house the following: minimum of 4 personnel, 1 engine (NFPA 1901-A), 1 tender (2500 gallon or more), 1 brush apparatus, 1 ambulance or transport capable apparatus. If multi-story or high-story commercial structures, then 1 aerial/ladder apparatus with pumping capacity could be required and/or substituted for the engine.

5. Installation of a radio communications system repeater tower for supporting County's 800MHz communications system.

6. (By Mike Garrett: Are there any Wildland/Urban Interface Issues in the development? This can be mitigated through the development order by fuel reduction and other methods. NFPA 1144 can be referenced as a standard.)

Let me know your thoughts.

Thanks,

SCP

If you have any further questions please feel free to contact.

Have a great day,

Becky

Rebecca Perryman
Senior Staff Assistant
Volusia County Dept. Of Public Protection Division of Fire Services

RPerryman@volusia.org



26 QUESTION - RECREATION AND OPEN SPACE

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (10); POLICIES (11),(12),(13)

GOAL (16); POLICY (1)

GOAL (18); POLICIES (1),(3),(4),(6)

EXISTING LEVEL OF SERVICE:

ADOPTED LEVEL OF SERVICE STANDARD: Volusia County: District Parkland 5 acres/1000 population and Local Parkland 2 acres/1000 population (Pol. 13.1.5.1)

LEVEL OF SERVICE AFTER PROJECT BUILDOUT:

Question 26.A Describe the recreational facilities and open space (including acreage) which will be provided on-site. Locate on Map H. Identify which of these areas or facilities will be open to the general public.

The Farmton Local Plan requires at least 75 percent of the Farmton Tract be set aside for conservation, recreation and open space. Therefore, of the roughly 47,000 acres, more than 35,000 acres will be preserved as Green Key or resource-based open space. Individual parks and recreational amenities will be identified with each Application for Incremental Development Approval. Active recreation will be located in the sustainable development areas. Recreation areas will be coordinated with the School Board to facilitate colocation of facilities where practicable. Map H will be updated with each AIDA to show the location and level of public accessibility.

Question 26.B Will the development remove from public access lands or waters previously used by residents of the region for hunting, fishing, boating or other recreation uses? Specify.

No. There was no public access to the lands or waters through the property prior to this application. Per the Conservation Management Plan adopted March 21, 2013, public access to the East Central Regional Rail Trail will be provided within Farmton. Also, at the County's expense, an access road and parking area along the west side of Farmton, south of Maytown Road may be designed and constructed for kayak and canoe launching at Cate's Landing along Deep Creek. 1,400 acres of land have been deeded to Volusia County along Deep Creek by the landowners. This dedicated land is known as the Deering Preserve at Deep Creek. The County will be working to provide public access in compliance with the Farmton Local Plan and the Conservation Management Plan. Additional trails may be provided within the sustainable development areas and resource-based open space, but it must be recognized that the majority of Greenkey lands shall not have public access to maintain the integrity of the habitat and avoid conflicts with agricultural activities.



The Farmton Local Plan and the Master DRI will permanently protect a large portion of one of the seven jewels specified in the draft SRPP. Farmton is a critical and key component of the Volusia Conservation Corridor. Farmton has been “green-printed” and peer reviewed to ensure that the best of the best is preserved in perpetuity. At least 75 percent of the 47,000 acres comprising the Volusia Farmton Tract is slated to be preserved permanently with the implementation of the Master DRI and approval of the Conservation Management Plan by Volusia County (March 21, 2013).

Farmton is planned to offer high levels of sustainability, conservation and stewardship. The Master DRI will establish the framework and implement the goals, objectives, and policies of the Farmton Local Plan. The implementation will be furthered with submission and approvals of incremental development applications and the PUD rezoning process.

Question 26.C Will parks and open space be dedicated to the city or county? If not, who will maintain the facilities?

The disposition and maintenance responsibilities for individual tracts of park lands will be determined with each Application for Incremental Development Approval. Some parks will remain private; others will be dedicated to the public.

1,400 acres of land have been deeded to Volusia County along Deep Creek by the landowners. This dedicated land is known as the Deering Preserve at Deep Creek. The County will be working to provide public access in compliance with the Farmton Local Plan and the Conservation Management Plan.

Question 26.D Please describe how the proposed recreation and open space plan is consistent with local and regional policies.

Peak demand for parks and recreation is determined as follows. If every dwelling unit is built (23,100) and every unit is occupied with an average of 2.31 people per household, Farmton would have a population of 53,361. Volusia County’s level of service for district parks is 5 acres per 1,000 people. Therefore Farmton would need to provide 267 acres of district park land at build-out.

The local park land level of service is 2 acres per 1,000 population. So utilizing the same maximum build-out and 100 percent occupancy scenario, Farmton would need to provide 107 acres in local parks.

Based upon the requirements of the Farmton Local plan, more than 35,000 acres of parks, open space and conservation land is being set aside. Within the sustainable development areas 3,170 acres of resource-based open space must be provided which may include trails and other passive recreational uses.

Final locations, types of parks and facilities will be identified with each Application for Incremental Development Approval. Forty percent of the Sustainable Development Area acreage must be set aside for civic open space which may include parks and recreational facilities.

13.1.5.1 Volusia County shall develop a Parks and Recreation System based on the local and district park classifications and adopted the following individual level of service standards.

Local Park - 2.0 acres per 1000 population

District Park - 5.0 acres per 1000 population

13.1.5.2 Volusia County shall provide recreational facilities at individual park sites based on



the following adopted level of service standards:

LOCAL PARKS

Must contain at least 4 of the following 13 facilities to be designated a local park:

- 1. Open or "free play" area*
- 2. Picnic Area*
- 3. Equipped Playground*
- 4. Multi-purpose Hardcourt*
- 5. Parking, paved or Shell Gravel Surface*
- 6. Security Fencing*
- 7. Water/ sewer services*
- 8. Tree replacement*
- 9. Site clearance - minimum – 15 percent of total parksite*
- 10. Trails; hiking, biking, equestrian*
- 11. Sports field, lighted or unlighted*
- 12. Vehicular access to a public road*
- 13. Ball field with backstop*

DISTRICT PARKS

Must contain at least 6 of the following 20 facilities to be designated a district park:

- 1. Two Sports Fields, lighted or unlighted*
- 2. Multi-Purpose Field*
- 3. Two Tennis Courts*
- 4. Picnic Area with covered pavilion*
- 5. Equipped Playground*
- 6. Multi-Purpose Hardcourt*
- 7. Parking*
- 8. Restroom*
- 9. Trail; hiking, biking, equestrian, or Jogging/Fitness*
- 10. Recreation/Building Concessions*
- 11. Basketball Court*
- 12. Security Fencing*
- 13. Utility services - water/sewer/electric*
- 14. Tree replacement*
- 15. Site clearance - minimum - 30% of total park site*
- 16. Boat Ramp*
- 17. Camping*
- 18. Fishing Pier*
- 19. Dog Park*
- 20. Public access to county conservation lands in excess of 250 acres*

The Farmton Local Plan definitely complies with and further policies 10.1 and 10.11 of the East Central Florida 2060 Plan as quoted below:

10.1 Development should avoid negative impacts to Natural Resources of Regional Significance as identified by the ECFRPC Natural Resources of Regional Significance data layers and policies...

10.11 Parks and open space should be liberally distributed throughout the community and connected by a system of walking and bicycling accommodations.



Question 26.E **Does the project have the potential for impacting a recreation trail designated pursuant to Chapter 260, F.S., and Chapter 16D-7, F.A.C.? If so, describe the potential impact.**

A portion of the East Central Regional Rail Trail traverses the Farnton Tract. The Farnton Local Plan (FG 2.19.e) establishes a 100 feet wide buffer on each side of the trail within Farnton to prevent any adverse impacts. The applicant/developer for each Application for Incremental Development Approval shall coordinate with Volusia County regarding proposed trail crossings and trail connections. At the time of Master DRI submittal there is not enough detail regarding the development design to address these issues more specifically.

27 QUESTION - EDUCATION

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (16); POLICY (1)
GOAL (18); POLICIES (1),(3),(4),(6)

Question 27.A **If the development contains residential units, estimate the number of school age children expected to reside in the development. Use class breakdowns appropriate to the area in which the development is located (specify on chart below):**

This question will be more specifically addressed with each Application for Incremental Development Approval. The table below is a hypothetical breakdown of the two planning horizons. The housing mix is pure speculation.

Table 27- 1

SCHOOL AGE CHILDREN BY LEVEL

Farmton AMDA

Horizon	Total # Students	Distribution factor	Students Per School Type	School Type
2017-2025	300	0.45	135	Elementary
	300	0.22	66	Middle
	300	0.30	90	High
2026-2062	4,767	0.45	2,145	Elementary
	4,767	0.22	1,049	Middle
	4,767	0.30	1,430	High
			4,915	Total

Distribution factors per 2009 information obtained from Volusia County School Board Facilities Department

Notes: Students per single family home = 0.396
Students per multifamily home = 0.152
Source: School Impact Fee Update Study by Tindale Oliver, Dec 2004

Question 27.B Will school facilities or sites be dedicated or otherwise provided on the site?
This question will be answered with each individual Application for Incremental Development Approval. It is anticipated that several school sites will be required as the community develops, but the timing and location will depend on the Applications for Incremental Development Approval.

Question 27.C **Attach a letter from the appropriate school board, acknowledging receipt of the estimated school age population information in (A) above, and providing a statement of what capital improvement adjustments would be necessary to accommodate these students.**

The applicant submitted a letter to the Volusia County School District on July 11, 2013. Attached is the



letter of response from Volusia County Schools (Exhibit 27-1). Development of the Gateway District, up to 2,287 residential units, is exempt from concurrency requirements as it represents the transfer of development rights that existed prior to the adoption of the Farmton Local Plan. Units not constructed in the Gateway District may be transferred to other Sustainable Development Areas after 2025, but are subject to concurrency requirements.



Dr. Margaret A. Smith
Superintendent of Schools

P.O. Box 2118
DeLand, Florida 32721-2118

200 North Clara Avenue
DeLand, Florida 32720

DeLand
(386) 734-7190

Daytona Beach
(386) 255-6475

New Smyrna Beach
(386) 427-5223

Osteen
(386) 860-3322

School Board of Volusia County

Ms. Candace Lankford, Chairman
Mr. Stan Schmidt, Vice-Chairman
Mrs. Diane Smith
Ms. Judy Conte
Dr. Al Williams

July 17, 2013

Mr. Mathew West, AICP
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

RE: Farmton Master Development of Regional Impact Study

Dear Mr. West:

The Farmton Plan allows a potential build out of 23,100 residential units over an extended period of time in an area of Volusia County that is currently not developed. At such time that the owner/developer decides to proceed with more specific plans, it is expected that an incremental DRI would be submitted that included relevant details and enable a more thorough review and evaluation of capital improvements. Given the historic and more recent demographics within Volusia County, an estimate of 5400-7000 public school aged children could reside within the area at build out. The actual phasing and timing of development would largely dictate the timing and magnitude of public facilities.

The prediction of specific capital improvements relative to public education at this time is premature and unnecessary for the purposes of proceeding with the Master DRI application. Suffice it to say that under today's criteria, a number of school facilities would be necessary; however, given the dynamics of a changing educational delivery system, the criteria, number and type of school facilities could change over such an extended build out period as envisioned by Farmton.

Sincerely,

A handwritten signature in blue ink that reads "Saralee L. Morrissey".

Saralee L. Morrissey, AICP
Director of Planning

Cc: Project file
Dr. Margaret Smith, Superintendent

28 QUESTION - HEALTH CARE

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (6); POLICY (2)

GOAL (16); POLICY (1)

Question 28.A **Describe the health care services and facilities that will be required to meet the health needs generated by this project. Please provide a letter from the various providers acknowledging notice of the proposed development and ability to serve the project.**

The location and specific use of new medical facilities shall be determined at the time of Application for Incremental Development Approval submittal. A letter from Bert Fish Hospital, New Smyrna Beach, Florida, and Halifax Health, Daytona Beach, Florida or other State Certified hospital regarding its ability to serve the project shall be provided for each sustainable development area at the time of each Application for Incremental Development Approval submittal. A letter was sent to Bert Fish Medical Center and Halifax Health, notifying them of this Application for Master Development Approval and requesting verification of their ability to provide service. Please see Exhibit 28-1 (Bert Fish) and Exhibit 28-2 (Halifax) for responses to the letter.

3833.03

BERT FISH MEDICAL CENTER

FAX

Number of Sheets including Cover Sheet: 2

DATE: August 13, 2013

TO: Matthew West

FAX 386-257-6996

RE: BFMC

FROM: Steve Harrell, CEO
401 PALMETTO STREET
NEW SMYRNA BEACH, FL 32168
PHONE: 386.424.5100

FAX: 386.424.6568

Please verify receipt to Doreen.IIardl@bertfish.com

We apologize for the delay as we did not receive the original correspondence.

Please call 386.424.5100 if fax transmission is illegible or incomplete. Thank you.

IMPORTANT WARNING: This facsimile is intended solely for the use of the individual or entity to which it is addressed. It may contain information that is privileged, confidential or otherwise exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited by law and may result in the imposition of civil or criminal penalties. If you have received this communication in error, please immediately notify us by telephone and destroy the related message. Thank you.

BERT FISH
MEDICAL CENTER

Sent via facsimile: 386-257-6996

August 13, 2013

Matthew West, Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114

Dear Mr. West,

I am responding to your letter dated July 11, 2013, referencing the Master Development of Regional Impact (DRI) asking us to:

- *"Describe the health care services and facilities that will be required to meet the health needs generated by this project".*

We are pleased to respond and support this development from a healthcare perspective and as a member of the Community.

The areas of Farmton within Volusia County, as illustrated on the Master Development Plan (Map H), lie within the Southeast Volusia Hospital District (SEVHD). The SEVHD is a special Hospital taxing district within the state of Florida. The SEVHD health services are provided by Bert Fish Medical Center (BFMC), an acute care hospital with a complete line of inpatient and outpatient services. These services include, but are not limited to; interventional cardiology, oncology, radiology and level I stroke services. BFMC maintains a strong medical staff of local physicians, which includes various specialists, primary care and emergency medicine.

BFMC, as a community hospital, has been serving the residents of the Southeast Volusia community for over 58 years and we are confident we can meet the future needs of the Farmton project. Currently, our community consists of New Smyrna Beach, Edgewater, Oak Hill, and areas within the unincorporated portions of Volusia County.

In addition, as Farmton is developed and the population increases, we will be actively involved in accessing the healthcare needs of this new community and look forward to working with the management firm and the local community as it comes on line.

Please do not hesitate to contact us for any support or additional information you may need moving forward.

Sincerely,



Steve Harrell
CEO

Bert Fish Medical Center
401 Palmetto Street, New Smyrna Beach, FL 32168
(386)-424-5000
www.bertfish.com



July 22, 2013

Matthew West, AICP
Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114-4911

Re: Farmton Master Development of Regional Impact Study

Dear Mr. West:

Halifax Health is poised to provide the health care needs of the contemplated Farmton Development Program. Halifax Health has the acute care hospital capacity to meet the needs of the Farmton Development Projections. Halifax Health has its main campus in Daytona Beach offering a full array of services including a Level II Trauma Center. Halifax Health also has an acute care hospital in Port Orange that is capable of meeting the needs of the proposed development.

Please see the following table projecting the health care needs that will be generated by the proposed development:

	2017-2025	2026-2060
Residential Units	4,692	18,408
People per unit	2.5	2.5
Population	11,730	46,020
Inpatient Hospital Care Projections		
Discharges per 10,000 (note 1)	1,139.6	1,139.6
Average length of stay (days)	4.8	4.8
Projected Hospital Discharges		
Projected Hospital Discharges	1,337	5,244
Projected Patient Days	6,416	25,173
Projected inpatients per calendar day	18	69
Emergency Department Visits		
per 100 population (note 2)	42.8	42.8
ED Visits	5,020	19,697
Projected ED visits per calendar day	14	54
Hospital Outpatient Care		
per 100 population (note 3)	33.2	33.2
Hospital Outpatient Visits	3,894	15,279
Hospital Outpatient visits per calendar day	11	42

note 1: Source - CDC website - National Hospital Discharge Survey: 2010 table, number and rate of hospital discharges

note 2: Source - CDC website - National Hospital Ambulatory Medical Care Survey: 2010 Emergency Department Summary Tables

note 3: Source - CDC website - National Hospital Ambulatory Medical Care Survey: 2010 Outpatient Department Summary Tables

Should you need additional information, thank you for contacting me at 386-425-4062.

Sincerely,

Bill Griffin
Director, Research and Planning

PO Box 2830
DAYTONA BEACH, FL 32120
T: 386.254.4000

29 QUESTION - ENERGY

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (11); POLICY (4)

GOAL (12); POLICIES (1),(5),(6)

Question 29.A Provide a projection of the average daily energy demands at the end of each development phase for each of the following: electrical power, gas, oil, coal, etc. For electrical power, also provide the peak hour demand at the end of each phase.

Farmton is a fifty-year, multi-phase project. The source of energy demand will be both gas and electric. The service providers have been contacted and provided the building program and planning horizons. The providers have been asked to prepare an estimate of demand and to confirm that the utility can provide the necessary services. The attached letters provide confirmation that the energy service providers have been notified of the potential building program for Farmton.

Specifics regarding energy demand will be updated with each Application for Incremental Development Approval.

Question 29.B If there is to be an on-site electrical generating facility (post-construction) describe its proposed capacity and use.

The applicant does not plan to construct any electrical generating facilities. Solar and/or wind power is specifically permitted and encouraged and may be provided on a site by site basis. Specifics regarding alternative energy sources will be provided with each Application for Incremental Development Approval.

Question 29.C If energy (electrical power, natural gas, etc.) is to be obtained from an off-site source, attach a letter from the firms or agencies providing service outlining:

1. the projected excess capacities of the facilities and transmission line to which connection will be made at present and for each phase through completion of the project,
2. any other commitments that have been made for this excess capacity,
3. a statement of the supplier's ability to provide service at all times during and after development. (The supplier must be provided with demand information in (A) above.)



Letters were sent to the service providers. Copies of the applicant's correspondence are included in the exhibits which follow. Please refer to the letter from Florida Power & Light, the provider for electric, Exhibit 29 – 1 and Florida Public Utilities (Natural Gas), Exhibit 29 - 2. They have responded that they have adequate capacity and availability of electrical distribution in place, adjacent to, or within the Farmton project. Florida Power & Light will provide all the necessary distribution electrical services to Farmton as allowed by the policies and regulations as set by the Florida Public Service Commission and Florida Power & Light.

Since this is a fifty year project, this information will be updated with each application for incremental development approval.

Question 29.D **Describe any energy conservation methods or devices incorporated into the plan of development. What considerations relative to energy conservation will be incorporated into the site planning, landscape, and building design and equipment and lighting selection for this project?**

Solar energy facilities are permitted throughout the Farmton property. Objective 4 of the Farmton Local Plan requires the promotion of high standards of energy efficiency. The development of the Sustainable Development Areas shall include guidelines and metrics that implement the following goals of sustainability (FG 4.2):

- *Energy design shall focus on incorporating green development practices in building design, construction and operation. Proposed development shall meet the requirements of a certification program from either USGBC LEED for Neighborhood Development, FGBC Green Development Designation Standard, or another third party program deemed comparable by University of Florida Program for Resource Efficient Communities (PREC) and Volusia County.*
- *Community design shall promote walkability with linkages to employment centers and developing around multi-use compact cores so that the community can coexist harmoniously with the natural, social and economic environment.*
- *Detailed provisions for personal electronic vehicle (PEV) recharging stations within the SDA are included in Objective 5.*
- *Coordination with the school district to promote alternative travel modes for school children.*

FG 4.3 Outdoor lighting in the community shall achieve the standards of the International Dark-Sky Association. Particularly effective best practices established in cooperation with the PREC or other credible agency will be integrated as prerequisites or established as minimum community standards such as solar powered street and pathway lighting.

FG 4.6 ENERGY STAR® and Florida Water StarSM standards shall be met for all residential development.

FG 4.10 Solar panels are allowed and encouraged on all buildings and in all districts, in adherence to design guidelines that may adapt to changing technologies.

FG 4.12 The Farmton Local Plan shall promote carbon neutrality through energy conservation, use of development standards to reduce energy consumption, promote walkability and compact design so as to reduce automobile use, promotion of solar power and other alternatives to achieve overall reduction in production of greenhouse gases.



Details of a sustainable energy conservation plan shall be coordinated with the University of Florida Program for Resource Efficient Communities and shall be incorporated in the individual Applications for Incremental Development Approval as well as the PUD zoning that will be applied to each sustainable development area.



July 16, 2013

Mr. Matthew West, AICP
Principal Planner
Lassiter Transportation Group, Inc.
123 Live Oak Ave
Daytona Beach, FL 32114-4911

Re: **Farmton Master Development of Regional Impact Study**
Development of Regional Impact

Dear Mr. West:

This is to confirm that FPL intends to provide electric service to the above captioned property. This service will be furnished in accordance with applicable rates, rules and regulations.

Please provide the final site plan, site survey and electrical load data as soon as possible so the necessary engineering can determine the infrastructure improvements required to serve your project. Improvements may include routes for distribution lines, a corridor for transmission facilities, or a site for a substation.

Early contact with FPL is essential so that resources may be scheduled to facilitate availability of service when required. Please contact Beverly Hutto, Customer Project Manager at 386.322.3439 for future coordination related to this project.

Sincerely,

A handwritten signature in blue ink that reads "Beverly Hutto".

Beverly Hutto
FPL Senior Technical Specialist

Cc Distribution Planning – MIO/CM1
Corporate Real Estate – CRE/CSN



September 18, 2013

Mr. Matthew West
Lassiter Transportation Group, Inc.
123 Live Oak Ave.
Daytona Beach, FL 32114

RE: Natural Gas Availability
Farmton Master Development of Regional Impact Study
Located generally south of SR 442, north of the ST. Johns and Brevard County Line, west
of Interstate 95 and east of Pell Road.

Dear Mr. West:

Florida Public Utilities Company operates Natural Gas facilities for distribution in the vicinity of the subject location. These facilities can be extended west on SR 442 to service the site. These facilities have adequate capacity to provide service to this site based on feasibility. In the event that the natural gas main extension is not an economically feasible option, then LP service can be provided at this location by FPU.

We look forward to providing this project with safe, clean and energy efficient, natural or LP gas.

If you have any questions or need additional information, please feel free to contact me at (386) 668-9312.

Sincerely,

Dan Lynch
Sales Manager

Cc: Johnny Hill – Gas Operations Manager

30 QUESTION - HISTORICAL AND ARCHAEOLOGICAL SITES

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (19); POLICIES (3),(4),(5),(6)

GOAL (22); POLICY (3)

GOAL (24); POLICY (3)

Question 30.A

- 1. Describe any known historical or archaeological sites on the development site. Provide a letter from the Department of State, Division of Historical Resources (DHR) which includes a list of known sites within the development site, the likelihood of historical or archaeological sites occurring within the development site, whether a site survey is needed, and whether any known sites are significant.**
- 2. If DHR recommends that a site survey be done, the results of such a survey, conducted for the development site by an acceptable professional, should be provided.**

A preliminary archaeological report was performed on the Farmton Tract in 2006 by Dana Ste. Claire. The purpose of the report was to establish a predictive model for location of historical, cultural and archaeological resources. According to the Division of Historic Resources there are 11 sites recorded on the Florida Master Site Files within the vicinity of Farmton. Most of these sites are located on in-holdings in the Maytown area associated with the 19th Century railroad settlements. Two recorded archaeological sites were listed including the Deep Creek Site (8VO449) and the Hayes Site (VO7063) Deep Creek Conservation Area. The predictive model suggests that it is likely that the property contains unrecorded archaeological sites.

The Farmton Local Plan states the following:

FG 2.24 A phase I cultural resource assessment survey shall occur prior to initiating any project related land clearing or ground disturbing activities that are not agriculturally related within the project area. The purpose of this survey will be to locate and assess the significance of any historic properties present. The resultant survey report must conform to the specifications set forth in Chapter 1A-46, Florida Administrative Code, and be forwarded to the Division of Historical Resources for comment and recommendation in order to complete the process of reviewing the impact of the proposed project on historic resources. Should significant resources be present, additional archaeological testing may be necessary, and/or protection and preservation of significant sites may be required.

The presence of historical resources shall be evaluated for each Application for Incremental Development Approval when site-specific development footprints have been established. A letter from the Florida Division of Historical Resources shall be provided at the time of each Application for Incremental Development Approval. This question has been deleted for the AMDA.



Question 30.B **If significant historical or archaeological sites exist on-site, indicate what measures would be taken to protect them, or to minimize or mitigate impacts to them. Where appropriate, describe the measures for providing public access to the sites.**

The presence of historical resources shall be evaluated for each Application for Incremental Development Approval when site-specific development footprints have been established. A letter from the Florida Division of Historical Resources shall be provided at the time of each Application for Incremental Development Approval. This question has been deleted for the AMDA.

31 QUESTION - AIRPORTS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (20); POLICY (5)

Not applicable. Airports are not proposed as part of the Farmton AMDA, and this question has been deleted for the AMDA.

A. Airports

Existing Conditions

1. Describe any existing airport operations within the project site which includes the following information:
 - airport classification;
 - size (square feet) of the existing terminal;
 - number of runways and length;
 - location and size of clear zones;
 - types of aircraft which presently use the facility;
 - location and size of fuel storage facilities;
 - type and annual tons of cargo;
 - number of annual enplaned passengers; and
 - if available, historical trends of number of enplaned passengers for each five-year interval of past airport operation.
2. Provide a map showing the locations of the present flight patterns, the existing aircraft noise contours (65, 70, and 75 Ldn), and the existing land uses within these contours.
3. Describe the proposed airport facilities and services within the project site (e.g., new structures, runways).



4. Provide projections for each five-year interval through the useful life of the project as follows:
 - airport classification;
 - size (square feet) of the proposed terminal;
 - number of runways and lengths;
 - size and location of clear zones;
 - types of aircraft which would use the facilities;
 - size and location of fuel storage facilities;
 - type and annual tons of cargo; and
 - annual number of enplaned passengers.

- B. Provide a copy of any proposed or approved Airport Layout Plan.
- C. If FAA authorization has been requested attach a copy of the application and FAA action, if any.
- D. Provide a map showing the locations of the projected flight patterns, the projected (through the useful life of the project) aircraft noise contours (65, 70 and 75 Ldn), and the existing and future land uses within these contours. Indicate on this map the authorities and/or jurisdictions which exercise land development controls over land uses encompassed within all projected noise contours. Specify steps that will be taken to mitigate noise impacts exceeding 65+ Ldn in the surrounding community.
- E. Project subsidiary development on site, adjacent to the site, or on sites over which any airport agency or authority exercises land development controls. Include cargo authority handling facilities, warehouses, aircraft maintenance and overhaul facilities, industrial parks, etc.
- F. Describe the existing and proposed ground passenger circulation system. What are the existing and proposed linkages to other transportation systems in the region? Specify extensions or improvements to those systems that will be required to serve the proposed facility. Identify what efforts will be made to promote public transit.

32 QUESTION - ATTRACTIONS AND RECREATION FACILITIES

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (24); POLICY (1)

Not applicable. Attractions and recreational facilities are not part of the Farmton AMDA and this question has been deleted from the AMDA.

- A. What is the projected high, low, and average daily attendance at the facility? Specify the season if applicable. Complete Figures 32.1 - 32.3.
- B. Estimate the number of customers utilizing transportation other than automobile to reach the region and the site. Specify the transportation systems and facilities to be utilized, their location, present and planned capacities.
- C. If any transportation systems and facilities are to be owned, operated, or managed by the applicant, specify how these interface with other systems and facilities in the region.

33 QUESTION - HOSPITALS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (6); POLICY (2)

Question 33.A For the proposed development, indicate:

1. design capacity by development phase;
2. service area;
3. types of medical services to be provided: i.e., outpatient, emergency, etc.;
4. projected number of licensed beds by development phase;
5. projected utilization rate by development phase; and
6. schedule of cost per unit of service.

It is not known at this time if a hospital is proposed or necessary for Farmton. An application for a certificate of need has not been prepared. If one is proposed, it would be located in the Gateway, WorkPlace or Town Center sustainable development areas. Specific information regarding hospital facilities, types of medical services, number of licensed beds, and design capacity shall be provided at the time of Application for Incremental Development Approval submittal.

Question 33.B If the proposed facility is to be a part of a medical complex, specify the related facilities to be provided. Describe the functional relationship between these facilities and the hospital.

Specific information regarding medical complexes, related facilities and functional relationships shall be provided at the time of Application for Incremental Development Approval submittal.

Question 33.C If an application for a certificate of need under Chapter 381.494, F.S., has been prepared, provide a copy of the completed application along with comments by the Department of Health and Rehabilitative Services, if any.

An application for a certificate of need has not been prepared or submitted at this time.

34 QUESTION - INDUSTRIAL PLANTS AND INDUSTRIAL PARKS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (16); POLICY (3)

Question 34.A **Indicate the types of operations that will occupy the site using appropriate Division and two-digit Standard Industrial Classifications.**

The only sustainable development areas that are permitted to accommodate industrial uses are Work Place, Town Center and Gateway District. The specific amount of industrial space is not known or determined at the time of the AMDA. Specific information regarding industrial plant or industrial park uses to be provided at AIDA.

Question 34.B **What supplier and other supporting industry are required within the region by the proposed development? Estimate to what degree these linkages will require the location in the region of supporting industrial and commercial activity.**

No specific industries are identified at the time of application for master development approval. This information will be supplied with the application for incremental development, if applicable.

Question 34.C **Will the proposed operations require the expansion of any transportation systems and facilities in the region (rail, truck terminals, etc.)?**

No specific industries are identified at the time of application for master development approval. This information will be supplied with the application for incremental development, if applicable.

Question 34.D **How many shifts per day are expected and what will be the average number of employees per shift? Specify approximate hours of shift. Will this vary through the project life?**

No specific industries are identified at the time of application for master development approval. This information will be supplied with the application for incremental development, if applicable.

35 QUESTION - MINING OPERATION

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (9); POLICY (8)

GOAL (14); POLICIES (2),(3),(5),(6),(7),(8),(9)

This question has been deleted for the AMDA. The Community Planning Act removed Mining Operations from the DRI threshold list.

- A. For the proposed development, indicate:
1. type of mining operation;
 2. mineral being mined;
 3. proposed annual area in acres to be mined and total annual area disturbed by mining, roads, overburden deposit, processing, etc. (Specify total ultimate area to be mined or disturbed.);
 4. estimated annual extraction of minerals, thickness of the ore zone, amount of material spoiled, thickness of overburden being spoiled, and spoil location; and
 5. Amount and composition of waste material.
- B. Discuss the proposed water use plans in terms of daily withdrawal, consumptive use, source of supply, recycling, type of use, quality and method of treatment, and point and amount of discharge.
- C. Discuss the effects of the water withdrawals on adjacent aquifers in terms of quantity, quality and pressure. Are test wells or monitoring wells planned to evaluate drawdown effects?
- D. What provisions, if any, will be made for periodic inspection and maintenance of retaining dikes?
- E. Indicate whether on-site processing of ore or minerals is planned. If so, describe the type and location of the processing operation.



- F. Identify the potential for the release of radioactive materials into ground water, surface water or into the air. Discuss in detail what measures will be taken to prevent or minimize any such releases.
- G. Reclamation - Provide a proposed reclamation program which includes the following:
1. a map showing what mined and disturbed areas are to be reclaimed;
 2. estimated acreage of the total mined and disturbed areas that would be reclaimed;
 3. an annual reclamation schedule which includes reclaimed acreage;
 4. the proposed uses for the reclaimed land;
 5. methods for reclaiming waste storage areas;
 6. description of the impacts to surface drainage within reclaimed areas;
 7. vegetative types to be used for reclamation; and
 8. the general topography and slopes that will be created by reclamation.
- H. To what location(s) will the minerals being mined on the site be shipped? Include all trans-shipment points. Will further processing occur at these locations?
- I. By what transportation mode will the minerals be shipped? Specify all carriers, and provide a percentage breakdown by mode.
- J. Will the proposed mining operations require any expansion of transportation facilities in the region (rail, port, etc.)?

36 QUESTION - PETROLEUM STORAGE FACILITIES

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (8); POLICY (10)

GOAL (16); POLICY (6)

Not applicable. Petroleum storage facilities are not proposed in the Farmton AMDA, and this question has been deleted for the AMDA.

- A. Describe any existing petroleum storage facilities within the project site.
- B. For the proposed development, provide the following information:
- total storage capacity (in barrels);
 - number of tanks;
 - proximity of development to navigable waters (in feet);
 - amount of space between tanks;
 - type and purpose of facilities (i.e., refinery, storage trans-shipment point, pumping station, etc.);
 - kinds of petroleum to be stored, and amounts (in barrels) of each kind;
 - number and name of companies maintaining installations in the facility; and
 - total service area (cities, counties, consumer points, etc.).
- C. Identify how these petroleum products would be transported to and from the proposed storage facilities.
- D. Identify what measures during transport, transfer, and storage would be implemented to prevent and control vapor emissions and petroleum discharges/spillages into adjoining property and/or waterways.

37 QUESTION - PORT AND MARINA FACILITIES

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (9); POLICIES (6),(10)

GOAL (20); POLICY (5)

GOAL (22); POLICY (13)

Not applicable. Port and Marina Facilities are not part of the Farmton AMDA, and this question has been deleted for the AMDA.

- A. Provide the following information regarding existing conditions:
1. Provide on a recent aerial photo a bathymetric survey of the immediate area around the proposed marina and/or boat storage facilities including any existing navigable channels. Identify distance to the nearest inlet.
 2. Describe any existing boating facilities within the project site (e.g., number of berths or slips, types and drafts of boats using the on-site facilities). Indicate the number of transient and permanent berths or slips.
 3. Identify submerged vegetative communities present (dominant species and estimated bottom cover).
 4. Identify known local commercial and/or recreational fisheries.
 5. In estuarine habitats, identify shellfish beds.
- B.
1. Provide a conceptual layout and description of the proposed port or marina which includes the following:
 - location and arrangement of docks;
 - linear feet of shoreline owned by applicant;
 - number of wet storage facilities (e.g., berths, slips);
 - number of dry storage facilities (e.g., dry docks);
 - any supplemental anchorage areas to be designated beyond the moorings provided in slips and dry storage;
 - types and drafts of boats which would use the proposed facilities;
 - number of permanent and transient boats;
 - widths and depths of turning basins;

- widths and depths of navigable channels to and from the proposed boating facilities;
 - location and number of linear feet proposed for any shoreline stabilization;
 - number of boat ramps/boat lifts and trailer spaces; and
 - any proposed support facilities or other development.
2. Identify whether bottom land leases are necessary and if they have been obtained.
 3. Describe the proposed basin's flushing system and address the extent to which it would provide adequate circulation for cleaning and periodic change of water.
 4. Discuss how domestic waste disposal from boats using the proposed facilities would be handled.
 5. Discuss the potential for adverse impacts of shellfish beds or commercial and/or recreational fisheries from the proposed development and identify what measures will be implemented to reduce or mitigate these impacts.
 6. Discuss any potential impacts to the West Indian manatee caused by increased boat traffic from the proposed project. Describe the measures which would be taken to reduce these impacts. This discussion should cover an area to the nearest inlet or approximately a 10-mile radius. Are caution signs, standard construction conditions, conservation easement(s) and/or informational displays proposed?
- C. If applicable, what is the estimated annual amount and type of cargo shipped through the proposed facility? If passenger service is included, provide appropriate data.
- D. To what extent will the proposed facility require the expansion of any transportation system and facilities in the region (rail, truck terminal, etc.)? Specify.
- E. Discuss the requirements of the proposed project for any dredging or filling during construction and any subsequent maintenance dredging and identify the location of these activities. Specify plans for disposal of spoil, including amount and location of disposal sites. Attach copies of applications or permits, if any, from local, state or federal agencies which allow the proposed dredge and fill activities.
- F. Indicate whether petroleum products would be handled on-site and what measures would be taken to reduce the risk of spills. If spills should occur (e.g., leakage from boats), explain what procedures would be used for clean-up. List spill containment, clean-up, and removal equipment to be located on the project site, and specify the location where this equipment will be stored.
- G. Project and describe subsidiary development on site, adjacent to the site, or on sites over which any port agency or authority exercises land development controls.
- H. If shipping is involved, will frequency or numbers of vessels using the site or maneuvering be increased? Are wharf bumpers for manatee protection proposed?

38 QUESTION - SCHOOLS

See State Comprehensive Plan (Chapter 187, F.S.)

GOAL (1); POLICIES (17),(18)

Question 38.A For the proposed development, indicate:

1. existing and proposed enrollment by phase, in Full Time Equivalents,
2. type of support or management (public, private or proprietary),
3. all governmental revenue sources and the level of their contributions,
4. schedule of facility utilization, and
5. academic organization and programs.

At this time, a post-secondary school has not been identified as part of the master development program. If one is identified in the future, this information will be provided at the time of Application for Incremental Development Approval.

Question 38.B From what counties will students be drawn? Estimate by number and percentage.

At this time, a post-secondary school has not been identified as part of the master development program. If one is identified in the future, this information will be provided at the time of Application for Incremental Development Approval.

Question 38.C Identify the design population of the proposed facility, and describe the methodology and assumptions used to derive it.

At this time, a post-secondary school has not been identified as part of the master development program. If one is identified in the future, this information will be provided at the time of Application for Incremental Development Approval.



MEMORANDUM

TO: Glenn Storch

FROM: Owen M. Beitsch, PhD, CRE, FAICP

DATE: October 29, 2013

RE: **Proposed Fiscal Neutrality Framework**
(RERC Project Farmton)

PURPOSE

Farmton's Application for Master Development Approval (AMDA) will not address the specifics of the currently required fiscal neutrality policies or criteria. Instead, the particulars relevant to any project or property will be considered in the course of each Application for Incremental Development Approval (AIDA) submitted for review.

This proposed methodology assures our respective understanding of both the planning principles and general standards to be applied in the course of those review(s) and maintained over time as the entire Farmton property is developed either by its current owners or a series of subsequent parties. It is our expectation that the procedures and criteria described here can be applied in a cooperative way that systematically and uniformly guides future development which remains in largely a conceptual form today. We understand and assume certain aspects of the methodology will find their way into Farmton's ultimate development order.

GUIDING PRINCIPLES AND ASSUMPTIONS

General. There are assumptions that apply equally to capital and operating cost considerations.

- As defined in the Farmton Local Plan, fiscal neutrality means *the costs of additional school district and local government services and infrastructure that are built or provided for the SDA districts shall be funded by properties within the approved districts.*
- The applicant understands that, as Farmton is developed it will be necessary to address the project's impacts, if any, in terms of both its capital and operating costs.
- The methodology outlined herein remains generally consistent with - and largely dependent upon - extensive data, analysis, and methods articulated in detailed working papers provided in April, 2013 and July, 2013.
- Codification of this methodology and any subsequent Master Development Order (MDO) or Incremental Development Order (IDO) is an evolving process.

Fiscal Neutrality Framework

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- Whatever commitments are necessary to address capital and operating costs as these are defined, it is acknowledged that the full costs of such obligations cannot be properly calculated absent a more detailed program and timetable which all parties recognize will evolve as different parts of the property are sold or developed. These obligations would be addressed in detail deemed sufficient or customary for such purpose at that time.
- Farmton's development and its costs may be uneven across the built environment ["lumpy"] and there are cumulative thresholds that must be maintained within the master DRI but which may vary as each AIDA is evaluated.
- Future approvals will center on the measures and/or procedures articulated in the methodology.
- Farmton's owners anticipate that the specific measures and/or procedures will be codified within the body of each AIDA and its respective DO, and these are subject to periodic confirmation and tests of compliance by an outside interest or consultant retained at the County's option but based on the information described and submitted. The costs of any compliance evaluations or procedures will be absorbed by Farmton or its successors.
- Unless otherwise expressly negotiated and approved by Volusia County for any specific future AIDA, the procedures outlined in this methodology will apply.

Capital Costs. Capital and operating costs of each AIDA should be addressed separately for purposes of monitoring fiscal neutrality. The following points underlie key assumptions about capital costs.

- As described in the *Farmton Local Plan*, a CDD is a viable and desirable means of achieving fiscal neutrality. In the event Farmton, or its successors, determine, at their discretion, that a CDD is appropriate, then the parties agree that Farmton will be required to demonstrate the capacity for such CDD and the parties will then work together toward the creation of a CDD enabling Farmton to comply with the fiscal neutrality standards. The parties recognize that the failure of the County to approve the CDD may prevent Farmton from having the ability to comply with fiscal neutrality standard.
- While a CDD may be appropriate, Farmton may decide which of the similar or available legal vehicles is best suited to its purposes and obligations. The preferred option will be presented to the County for comment prior to submitting the relevant AIDA.
- Where various legal vehicles necessarily require Volusia County be the source of legal administration or sponsorship, any costs of implementation therein will be absorbed by Farmton. It is assumed Volusia County will act in a facilitating and cooperative role while being insulated and protected financially by Farmton or its successors.
- Where any state or federal grants or programs necessarily involve that Volusia County be the applicant, such sponsorship shall require approval by Volusia County and costs of any implementation therein will be absorbed by Farmton.

Fiscal Neutrality Framework

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- Farmton, within the limits of state law, can craft through its CDD or other legally related entities the necessary public/private partnerships it deems appropriate to implement its required infrastructure or services including the provision of all necessary user supported or fee based infrastructure.
- The analysis makes no references to impact fees or proportionate share agreements as such arrangements or exactions might be calculated and collected from time to time. The owners and developers of Farmton's holdings acknowledge certain infrastructure improvements as stated in the *Farmton Local Plan* are prohibited from receiving certain impact fee credits.
- 1. All spine roads, water, utility, as well as all parks or recreational facilities that might otherwise be planned, funded and financed through local government vehicles remain the responsibility of the owners and/or subsequent developers of Farmton.
- These spine roads, water, utility, and parks or recreational facilities will be implemented through a CDD or similar vehicle unless the owners or developers of any parts of Farmton should find other approaches more beneficial.
- Specific to capital costs that *may* be shared for any reason between a local government and a CDD or similar vehicle, the parties will recognize the value of any contributions of property or services in kind at their market value for purposes of calculating any financial gains or losses stemming from any related agreements.

Operating Costs. It is agreed that capital and operating costs of each AIDA should be addressed separately for purposes of monitoring fiscal neutrality. The following points underlie key assumptions about operating costs.

- The parties agree there are certain costs shared by all citizens, residents, employees, visitors, and businesses in a relatively undivided way and ad valorem taxes are the primary, but not only, means of underwriting these costs.
- Specific to those costs, it is agreed the cost of those will reflect pro rata calculations that acknowledge the relationship of the County as the primary source of those services and the principal beneficiary of tax receipts generated by residents, property owners and others inside the boundaries of the Farmton holdings.

METHODOLOGY FOR REVIEW

1. This information or approach detailed below would be discussed in the course of the normal pre-application meeting to explore any financial or funding issues not otherwise addressed in this proposed methodology. Absent material omissions, it is assumed this is the method that will be employed for the analysis.
2. The AMDA contemplates that each AIDA will conform to an overarching capital improvements program that will be monitored and evaluated for consistency and reasonableness, understanding that each subsequent phase or project may cause some alteration in the basic development scheme. This overarching capital strategy necessarily requires cooperation between the party coordinating the AMDA and any

Fiscal Neutrality Framework

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subsequent submissions. Pursuant to each AIDA, it will be the obligation of the master developer to assure that offsite costs and any financial credits that may be passed to the AIDA are adequately addressed both at the project level and cumulatively across the full built environment.

3. As each AIDA is submitted, Farmton, its successors, or the relevant developer would be provide a detailed budget for its capital improvements plan that reconciles all sources and uses of funds. As part of this capital improvements program, an applicant must demonstrate how its specific development program and capital needs relate to and integrate with any capital improvements that are a part of the larger Farmton development scheme and/or any other development pending approval or under construction. The accompanying exhibit provides an illustrative financial statement that might be adapted for these purposes.
4. Specific to the goals of the *Farmton Local Plan*, the capital improvements plan should be specific about its intended infrastructure, including but necessarily limited to the roads, drainage, parks and recreational facilities, utility systems, educational facilities, off site needs if any, and any other capital investments that would be absorbed by a CDD, a like vehicle, or other means deemed acceptable to the applicant and any reviewing agency.
5. The capital improvements plan should be specific about any adjustments at market value due to contributions or other agreements.
6. As for the sources and uses of funds cited above, they should include a preliminary analysis of the assessments, fees and other costs that would be relevant to supporting a CDD or like vehicle.
7. Because the typical CDD has both short term and longer financial options available to it, these should be shown as part of a general development budget that reconciles costs to all revenues available to satisfy those costs. The period of the analysis (years or phases as appropriate) will be that deemed customary and sufficient to the nature of the capital costs being absorbed by the CDD but should in no case be required to extend beyond a 25 year planning horizon.
8. If a CDD is the vehicle of choice, the applicant should follow the normal requirements for getting legislative approval of the CDD including the local review process.
9. If all of the above procedures are followed, the CDD and its capital budget would be deemed fiscally neutral by an independent reviewer as it relates to its capital requirements.
10. As each AIDA is submitted, a detailed operating budget for its portion of the relevant major costs which, like the capital budget, addresses all sources and uses of funds, including all revenues, fees and taxes generated by properties within the boundaries of Farmton. As part of this analysis, an applicant must demonstrate how its specific development program and its expected needs relate to and integrate with any services that may be addressed in the budgets of any nearby or overlapping governments. Again, the accompanying exhibit provides an illustrative financial statement that might be adapted for these purposes.

Fiscal Neutrality Framework

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11. Specific to the goals of the Farmton local plan, these operating costs, estimates will reflect pro rata calculations based on the following relationships.
 - All costs are assumed to increase at a rate not higher than the current rate of inflation.
 - All fixed costs to increase only at the rate of inflation with the net change to be shared by Farmton.
 - All other costs will increase at the rate of inflation and in relationship to population and/or employment in the county with a proportionate share to be charged to Farmton.
 - All costs of general government will be assumed fixed throughout the Farmton planning and development timetable.
 - All costs of public safety except law enforcement and fire control are assumed fixed throughout the Farmton planning and development timetable.
 - Specific to police and fire, such costs will all be incremental and vary by the pace of development.
 - All costs of the physical environment are assumed to be absorbed through a CDD or like vehicle.
 - All costs of transportation except those associated with roads and streets must be considered. Streets and facilities are assumed to be absorbed through a CDD or like vehicle.
 - All costs of economic environment will be assumed fixed throughout the Farmton planning and development timetable.
 - All costs of human services will be assumed fixed throughout the Farmton planning and development timetable.
 - All costs of culture and recreation will be assumed incremental unless such costs are passed to a CDD or similar vehicle.
 - All other non-operating costs will be assumed fixed throughout the Farmton planning and development timetable.
 - All court and related costs will be assumed fixed throughout the Farmton planning and development timetable.
12. The period of the analysis related to each AIDA's operating costs (years or phases as appropriate) will be that deemed customary and sufficient to the nature of the estimated operating costs being absorbed by the CDD but should in no case be required to extend beyond a 25 year planning horizon.
13. To assure the project operates with fiscal neutrality, the CDD or like vehicle implementing the proposed development may be pledged to absorb certain operating costs that would normally flow to the implementing jurisdiction. If that is the preferred means to achieve operational neutrality, the CDD budget should detail all likely assessments for those purposes and costs and certify that the vehicle is legally capable of undertaking such expenses and assessments.
14. All lands used for neighborhood parks, public community or regional parks, major ROW, and any other public uses or purposes are credited at full market value for purposes of determining fiscal neutrality of either the operational or capital budgets. Any of these lands would be properly excluded from such credits in proportion to funding contributed by Volusia County or any state or federal grants or monies used to develop any related facilities using such lands. Conservation lands and conservation easements are specifically excluded from such credits.
15. Any parks then required to fulfill recreational obligations in Farmton would be paid for by the owners and developers of Farmton or their successors.
16. Periodic reports would address issues particular to subsequent budgets, applicable revenue or capital requirements and implementation strategies. The nature and form of these reports would be included in the development orders of each respective AIDA.

Fiscal Neutrality Framework

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17. The specific measures and/or procedures described above would be evaluated cumulatively for their financial impacts or effects across the Farmton holdings by an outside interest or consultant retained at the option of and by the County but funded by the landowner or developer or the appropriate successor entity as each AIDA is submitted for review and approvals.

EXHIBIT 1: Illustrative Fiscal Analysis (capital and operating)

Statement of sources and uses		Year 1	Year 2	Year 3	Year 4	Year 5	Year xx
Sources							
Equity							
Contributions							
CDD proceeds [debt or assessments]							
Fees, taxes or charges							
Other income							
Uses							
Transportation systems							
Clearing and earthwork							
Major utility							
Water distribution							
Sewer							
Electrical/other							
Landscape and irrigation							
Surface/storm water							
Required off sites							
Schools							
Public safety							
Parks/conservation							
Other costs							
Adjustments							
Balance							



MEMORANDUM

TO: Glenn Storch

FROM: Owen M. Beitsch, PhD, CRE, FAICP

DATE: October 29, 2013

RE: **Proposed Jobs/Housing Balance Framework**
(RERC Project Farmton)

PURPOSE

Farmton's Application for Master Development Approval (AMDA) will not address the specifics of the currently required jobs/housing criteria, leaving that assessment for each Application for Incremental Development Approval (AIDA) filed for review.

This proposed methodology assures our respective understanding of both the planning principles and general standards to be applied in the course of those review(s) and maintained over time as the entire Farmton property is developed either by its current owners or a series of subsequent parties. It is our expectation that the procedures and criteria described here can be applied in a cooperative way that systematically and uniformly guides future development which remains in largely a conceptual form today. We understand and assume certain aspects of the methodology will find their way into Farmton's ultimate Master DRI Development Order.

GUIDING PRINCIPLES AND ASSUMPTIONS

- In general, the objective is to secure a minimum 1.0/1.0 jobs/housing balance across the Farmton holdings at its ultimate completion. The applicant acknowledges this stated goal and recognizes its general intent to spur economic development and create combined live and work environments.
- The basic methodology outlined expressly recognizes Farmton's current entitlements, approvals, and obligations articulated in policies FG 3.4 and FG 3.10 of the *Volusia County Comprehensive Plan*
- It is acknowledged that population and housing units necessarily precede certain job production. Toward that end, the jobs/housing ratio increases over time as it moves towards the project's ultimate completion.
- The parties agree that *cumulative* jobs or housing additions would be recorded for any activity proposed for the larger site and this activity would be benchmarked against an agreed upon interim measurement toward the end goal. As described above, the Interim controls acknowledge the uneven growth in housing or employment likely to occur.

Proposed Jobs/Housing Balance Framework
Page 2

- The applicant also understands that the County has an obligation to monitor uneven growth and unfavorable conditions as defined in this methodology could lead to needed corrective or mitigating action if development is to continue.
- Codification of this methodology and any subsequent Master Development Order (MDO) or Incremental Development Order (IDO) is an evolving process.
- The actual job or employment categories to be realized are speculative at this time so it is reasonable to structure the methods for monitoring, reporting, and controlling the pace of continued development in very broad business categories. These broad categories would reflect a combination of both public and private activities consistent with those identified in Policy FG 8.6 which specifically cites hotel, hospital, school, retail/commercial, office business/flex, light industrial, warehouse, and distribution as allowed uses. These are deemed to be acceptable equivalents although all have different job attributes and space requirements.
- The parties agree that the framework outlined herein remains generally consistent with - and largely dependent upon – extensive data, analysis, and methods articulated in a detailed working paper provided in April, 2013 and subsequently discussed with staff in July, 2013.
- Among the materials presented or discussed were a detailed assessment of the relationships between and among the County's employment counts, its residential inventory, and the inventory of various commercial and business facilities throughout the county supporting this employment. These relationships, as evidenced across the state's many counties, generate fairly consistent measures that tie housing, population, and job counts together. For purposes of this analysis, one job equates to 200 SF of non residential development.
- It is understood that there is an effective job shed in which the Farmton property functions. For purposes of finalizing the jobs/housing methodology, it is agreed that any properties *within* the *Farmton Local Plan* boundary and *within* Volusia County and controlled or owned by entities linked to Farmton comprise the larger job shed, and any jobs created there will be treated as full credits to Farmton's jobs/housing obligations. Further, any lands within Volusia County also controlled or owned by entities linked to, but located within three miles of Farmton, will be similarly credited in full toward these obligations. Should there be reasons for Farmton or any of its related entities to acquire interests in Restoration, any jobs otherwise required to support that project will not be credited to Farmton's obligations as these are described in this methodology framework.
- A part of Farmton lies in Brevard County which requires 0.65 jobs per dwelling unit. Based on the Farmton entitlements allocated to Brevard County, any job counts in excess of the 1,499 jobs necessary to satisfy the needs there may be credited to the jobs/housing obligations in Volusia County.
- Although there are no immediately foreseeable plans for the construction of institutional uses, the parties acknowledge that such development [subject to the constraints of traffic analysis] would be incremental to the already approved non-residential development [4,700,000 SF]. Because these institutional uses might be erected across any of the

Farmton property, they consequently may also be a source of jobs for purposes of achieving the required jobs/housing balance.

- On average and without regard to any specific kind of employment, the methodology anticipates a certain pace of development must be sustained to accommodate the interim and ultimate job requirements mandated by the *Farmton Local Plan*. The pace of non-residential development will accommodate the ultimate job requirements, as these have been defined, across Farmton's total holdings.
- On average and without regard to any specific kind of employment, the parties have established beginning and interim measures to benchmark both employment counts and the pace of development. Based on our discussions, a minimum 0.65 jobs/housing ratio will be expected once the initial 9,000 housing units have been constructed. Only houses constructed outside the Gateway District are subject to the required jobs/housing balance.
- Although a 0.65 goal is required as the absolute minimum through the project's anticipated life, the owners will make a good faith effort to exceed this minimum thresholds as specified in the accompanying exhibit and agree, in any case, measurable progress must be maintained toward the ultimate 1.0/1.0 jobs/housing goal.
- Non-residential development constructed, but then vacated after occupancy, will not be credited as a source of employment or new jobs when again occupied.
- The project is required to accommodate approximately 23,100 jobs in its approved complement of non-residential development concurrent with the construction of approximately 23,100 dwelling units, less that number of dwelling units constructed in the Gateway District.
- The parties recognize that future approvals will center on the measures articulated in the methodology.
- Farmton's owners anticipate that the specific measures will be codified within the body of each AIDA and its respective DO, and these are subject to periodic confirmation or tests of compliance by outside interest or consultant.
- The above information would be the subject of annual reports produced by Farmton and/or others involved in the development of the Farmton property. This data would be used as part of the review and approvals process going forward. These annual reports would address the following things in an agreed upon format.
 1. Number of residential permits issued to date on a cumulative basis
 2. Number of residential certificates of occupancy on a cumulative basis
 3. Items 1 and 2 expressly for the Gateway District
 4. Non-residential square footage permitted to date on a cumulative basis
 5. Non-residential square footage issued certificates of occupancy on a cumulative basis
 6. Projected number of residential units and non-residential square footage to be permitted in the coming year
 7. Estimated construction employment
 8. Remediation activities, if any
 9. Reported home based occupations or institutional occupations, not otherwise addressed, would be reported at the discretion of Farmton.

METHODOLOGY FOR REVIEW

1. This information or approach detailed below would be discussed in the course of the normal pre-application meeting to explore any issues not otherwise addressed in this proposed methodology. Absent material omissions, it is assumed this is the method that will be employed for the analysis.
2. As each AIDA is submitted, it would be required to *estimate* the total square footage of non-residential facilities reasonably expected *in terms of its dwelling unit count*, in part drawing on the reports described above. The resulting figure would be presumed the necessary non-residential inventory to work toward, on average, as the project develops. Effectively, housing production would be keyed to job production on a cumulative basis and periodic checks must satisfy agreed upon standards.
3. The first increment of 4,692 housing units approved for the Gateway District and built within the Gateway District *would not* be obligated to satisfy the jobs/housing balance because of *Farnton Local Plan* policies. Prior policy or agreements notwithstanding, it is assumed that the owners or developers of Farnton will make a good faith effort to introduce non-residential activity as soon as possible.
4. Once housing production at Farnton exceeds an initial 9,000 units [including any dwelling units within the Gateway District] the minimum standard of 0.65 jobs/1.0 housing units must be maintained although Farnton will make a good faith effort to exceed this level of non-residential activity. While the applicant acknowledges that housing constructed in the Gateway District also counts toward the *Cumulative Housing Activity* thresholds shown in the accompanying exhibit, it is agreed only houses constructed outside of the Gateway District are subject to the required jobs/housing ratio.
5. It is agreed that the ultimate overall jobs/housing balance would be 1.0/1.0 but the ratio and standards used to measure same would increase gradually over the development's planned life.
6. Interim standards are outlined in the accompanying exhibit and, these will be reviewed for compliance or remediation as required.
7. In the event actual performance falls below the level stipulated in the accompanying exhibit, a mitigation strategy will be required. This strategy could include more aggressive standards of performance over some future agreed period, a lower standard based on mutually agreed conditions at the time in question, restricted land use covenants on remaining undeveloped acreage, an actual count of all employment on the relevant property or holdings, or other methods to be determined.
8. Periodic reports would tabulate square footage of non-residential development or jobs or some combination that reflects home based or institutional occupations, not otherwise addressed. The method for home based occupations would be determined at some future date but may be based on business tax receipts, licenses issued, personal property valuations, or similarly available data, or other methods to be determined. The

means of calculating institutional employment will follow the procedures outlined for other non-residential employment.

9. The specific counts or measures described above would be evaluated cumulatively for their impacts or effects across the Farmton holdings by an outside interest or consultant as each AIDA is submitted for review and evaluation. The costs of any outside consultant, should the County retain one, would be at the expense of Farmton or any succeeding ownership entity.

EXHIBIT 1: Required Development and Jobs Production

Cumulative Housing Activity	Required job ratio [County specified for homes constructed outside Gateway area]	Minimum required jobs [Farmton Plan] ¹	Targeted non-residential development	Minimum threshold to avoid remediation action [200 SF/Job]
9,000	0.65	5,850	1,640,250	1,170,000
12,000	0.72	8,640	2,187,000	1,728,000
15,000	0.79	11,850	2,733,750	2,370,000
18,000	0.86	15,480	3,280,500	3,096,000
21,000	0.93	19,530	3,906,000	3,906,000
23,100	1.00	23,100	4,700,000	4,620,000

¹0.65 required by Farmton Plan as absolute minimum.

Via Email: (fmilch@ecfrpc.org)

Ref: 3833.02

July 30, 2013

Fred Milch AICP
Project Review Manager
East Central Florida Regional Planning Council
309 Cranes Roost Blvd. Suite 2000
Altamonte Springs, FL 32701

Re: **Farmton Master DRI Transportation Methodology**

Dear Mr. Milch:

Lassiter Transportation Group, Inc. (LTG) is in receipt of comments from several local governments and review agencies regarding the Proposed Transportation Methodology for the Application for Master Development Approval of Farmton Master Development of Regional Impact (DRI). The review comments are listed below with responses to each comment in bold typeface.

VOLUSIA COUNTY

The following comments are those of Traffic Engineering staff as well as those from Planning and Development Services staff:

Comment 1 General: Nowhere in the draft methodology does it state how the applicant and reviewers will meet to discuss and decide upon "Mid-Point Decisions." This was requested at the methodology meeting and agreed to by all parties. Those Mid-Point Decisions should address the following sections: 1) Trip Generation, 2) Internal Capture, 3) Future Roadway Network assumptions in both the 2035 and 2060 models, and 4) Background Traffic. The reasoning behind the request was due to the large size of the project and the complexities involved with the intergovernmental issues, Local Plan details, planning horizon being very far into the future; etc. This is a means to check to make sure that these four critical areas are satisfactorily addressed and/or accurate prior to moving forward with the remainder of the methodology.

Response 1 Agreed. Please see changes to methodology.

Comment 2 General: the methodology needs to be crystal clear in all parts whereas if this document is pulled by someone 20+ years from now, he or she will be able to know exactly how everything was analyzed or derived. Please do not assume that the reader will know the details of the Farmton Local Plan or any other related issues or documents. All maps need to have clear legends and all tables need to reference all assumptions or information (i.e., Farmton Local Plan

sections, please reference specific goals, objectives and policies). All sections have to be thoroughly written so that there are no questions for future readers. For example, on page 2 tables, state that the tables are directly out of the Farmton Local Plan.

Response 2 Agreed and noted.

Comment 3 Table 1: Maytown Road has an adopted LOS of C. Additionally, please confirm with Brevard and Seminole Counties what the adopted LOS is for SR 46.

Response 3 This change has been noted. The SR 46 adopted level of service has been confirmed in the revised table. Attached is email correspondence from both Counties.

Comment 4 Page 3: Please refer to “thoroughfare” level of service instead of “highway” to be Consistent with the current comprehensive plan.

Response 4 Agreed. Please see changes to the methodology.

Comment 5 Page 3: Instead of referencing the Volusia County Comprehensive Plan Capital Improvements Element (CIP), please refer to the Volusia County Five-Year Road Program.

Response 5 Agreed. Please see changes to the methodology.

Comment 6 Page 4, Tables 2 and 3: For your information, our records indicate that typical Volusia County school sites accommodate the following numbers of students:

- 800 – Elementary
- 1,200 – Middle School
- 2,000 – High School

Response 6 The design capacities have been verified with the Volusia County School District. Attached is the email chain that verifies the design capacities which will be used in the Transportation Modeling.

Comment 7 Tables 4, 5 and 6 – General: The information provided in Table 4 is very confusing as depicted currently. If the assumptions are from the Farmton Local Plan, be specific and footnote those references accordingly. Regardless, at the methodology meeting, the reviewers requested a breakout of percentages of residential, civic/open space, industrial, commercial and office for each SDA. We asked for an estimate of what could “typically” be expected as a mix in each SDA, although we were not looking to lock down percentages that would prohibit the developer from developing at a different mix in the future. This way we could envision trip distribution better and be better able to interpret the model results. Please replace Table 4 Farmton Mixed Use Requirements with Farmton Assumed Land Use Mix Estimates. Again, please be very specific by referencing any respective goals, objectives and policies from the Local Plan or the Comp Plan that are applicable. Please see the example included with these comments.

Response 7 Revisions have been made to the tables and figures to address these comments. It is not necessary to include open space in the development program when modeling transportation impacts. A more complete explanation of the tables and assumptions that comprise the Initial Conceptual Development Programs for the 2035 and 2060 analysis are included in the revised methodology.

Comment 8 Page 8 – Internal Capture/Internal – External Split: Please be very specific in what method is going to be used for internal capture. If it varies, please note why. Regarding internal capture, if the model-generated internal capture varies greatly from the Farmton Local Plan internal capture, this will need to be a discussion point among the reviewers and the applicant's traffic engineer.

Response 8 The text of the methodology has been revised stating that the proposed internal capture will be reviewed with the agencies prior to traffic assignment. It already stated that the model results will be compared with the intended Farmton Local Plan rates.

Comment 9 Page 9 – Background Traffic: As mentioned in the methodology meeting, not all 2035 LRTP improvements will be built as was previously thought. The downturn of the economy has reduced the ability to construct as many improvements as we intended by 2035. The network needs to reflect any changes.

Response 9 Please see response to Volusia County Comment 1, future roadway network assumptions.

Comment 10 Page 11, section I: Add "Pre [correction "Per"] Objective F.G.5".

Response 10 The change has been made.

Comment 11 Map J: Please make Map J and Table 1 consistent with one another. Everything in Table 1 should be depicted in Map J and vice versa.

Response 11 Edits to the map and table have been made, as requested.

Comment 12 TAZ Map, Figure 1: The SDA names/references (referenced in Map H) need to be included in the map legend. Additionally, the font size referencing the TAZ numbers should be enlarged for ease of reading.

Response 12 Edits to the map, as well as table(s), have been made, as requested.

Comment 13 TAZ, Map, Figure 1: Revise the south boundary of TAZ 9 to match the Villages and Town Center district demarcation.

Response 13 Edits to the map have been made, as requested.

Comment 14 Table 4: Revise table to include the 25% Resource Based Open Space and the 40% Civic space requirement. Land use mix should equal 100%.

Response 14 Please refer to response to Volusia County Comment No. 7.

Comment 15 Table 4: The mix of uses for the Work Place district does not seem to match the description of it in policy FG 3.2. Provide justification.

Response 15 LTG has revised table 4 by proposing maximums for residential and commercial uses within the Work Place, but in order to retain maximum flexibility to address market needs for the success of Farmton, no maximums are proposed for industrial or office. The minimum for commercial reflects the intent to provide some commercial uses in other SDAs rather than concentrating them exclusively in the Work Place.

For the purposes of the transportation methodology, minimum percentages are provided to ensure a mix of uses. As such, the initial conceptual development program for the Work Place anticipates a minimum ten percent of net buildable acreage being devoted to residential, ten percent for industrial, 5 percent for commercial and 20 percent for office uses.

Please refer to response to Volusia County Comment No. 7.

Comment 16 Table 5 and 6: The local plan provides minimum and target densities within each district. Once Table 4 is revised to indicate land use mix, then staff can review these tables for general consistency with the local plan standards.

Response 16 Please refer to response to Volusia County Comment No. 7.

FDOT

Comment 1 A Pre-Application Meeting was held on May 31st, 2013 where transportation topics were discussed. During this meeting it was decided that a Transportation Methodology Meeting was going to be held on June 12th, 2013. Based on input received during this two meeting, the applicant's consultant prepared a Revised Transportation Methodology dated June 20th, 2013. This comments are based on discussions held at these two meeting and on our review of the June 20th, 2013 Revised Transportation Methodology.

Response 1 Noted.

Comment 2 Please note that once approved, the AMDA Methodology will be considered valid for a period of one year from the date of the closure of the pre-application conference.

Response 2 Noted.

Comment 3 Table 1 included in the transportation methodology identifies for each roadway segment the

roadway classification, number of lanes, and adopted level of service. However, when state roadway characteristics are compared against FDOT traffic count station locations (FDOT-District-Five-2012-LOS_ALL-Report.xls) several discrepancies were found. Please refer to Exhibit A for state roadway characteristics and segmentation. In addition, Table 1 should identify the service volume for each individual roadway segment.

It's noted that there are several discrepancies for county roads between Table 1 and Map J concerning the roadway network to be studied and adopted level of service standards. Finally, please note that in the future conditions analysis, the roadway segmentation (segment limits) will need to be modified to reflect new roadways to be constructed.

Response 3 Table 1 has been amended as requested. Please see response to Volusia County Comment No. 11. The last sentence of the comment is noted.

Comment 4 Technical analysis, model files, spreadsheets (including formulas) as well as all supporting documentation shall be provided for review in a technical appendix and in digital format.

Response 4 The methodology has been amended to reflect this request.

Comment 5 Please refer to comment #3 regarding segmentation for state roads.

Response 5 Please see response to FDOT Comment No. 3.

Comment 6 During the Pre-application Meeting held on May 31st, 2013 and Transportation Methodology Meeting held on June 12th, 2013, it was discussed and agreed that the improvement listed in the FDOT Adopted 5-Year Work Program, Volusia County Five-Year Road Program, Capital Improvement Programs from the Cities, as well as Volusia TPO 2035 Long Range Transportation Plan were going to be listed and provided for review, confirmation and subsequent use in the technical analysis. Please provide a list of these improvements for review and discussion.

Response 6 The proposed list of roadway improvements has been provided in the revised methodology as Table 2.

Comment 7 Roadway improvements to be built or paid for by other approved developments should only be considered as committed if funding for such improvements has been secured by an enforceable development agreement or secured bond.

Response 7 Noted. Clarification is required from Volusia County and FDOT relative to the extension of Williamson Blvd from SR 442 to SR 44 as required by the Restoration DRI Development Order. In addition, Volusia County and FDOT need to provide a description of the alternative network and parallel facilities plan for the Osteen Local Plan, OST 1.5.2.

Comment 8 Development quantities were assigned to the different Sustainable Development Areas; however, there's no explanation about the methodology followed in the assignment. Please provide a detailed explanation of the assumptions and methodology followed in the assignment of development quantities, including spreadsheets with formulas, demonstrating that such assignments are consistent with the adopted Farnton Local Plan. In summary, a step-by-step

explanation of how you use Table 4 to develop Tables 5 and 6 and assumptions made in the process needs to be provided.

In addition, provide clarifications regarding how the 2035 development quantities were determined and allocated, including how the proposed quantities compare against the trip generation cap adopted in Policy F.G.5.16 of the Comprehensive Plan.

Response 8 Please see response to Volusia County Comment No. 7.

Comment 9 During the 2nd Transportation Methodology Meeting held on June 12th, 2013, the Department stated that since trip generation and background traffic are topics that serve as a foundation to the future conditions analysis, it is highly recommended that agreement on these topics be reached during the review of the transportation methodology, including modal split and internal capture.

After much discussion, the applicant's consultant agreed to meet with the reviewing agencies before performing the technical analysis that would lead to the submission of submitting the AMDA. Topics to be discussed and agreed upon in this meeting are:

- Trip Generation
- Internal Capture
- Background Traffic Growth

However, there's no reference to this meeting in the proposed Methodology.

Please include this meeting in the Methodology to specifically address the above three topics.

Response 9 Please see response to Volusia County Comment No. 1.

Comment 10 In addition to the developments listed in the Methodology (Restoration DRI, Reflections PD, and Farmton Brevard) please note that the Osteen Plan will also need to be incorporated as part of the background traffic.

Response 10 The Osteen Local Plan will be reflected in the background traffic modeling consistent with the caps provided for that plan with an assumed build-out in 2060 and an interpolated development program for the year 2035.

Comment 11 The Florida Department of Transportation – District 5 reserves the right to perform an independent technical analysis if determined appropriate and necessary.

Response 11 Noted.

ECFRPC

Farmton transportation comments from the ECFRPC

Comment 1 Impact area shall continue at least until the link shows less than 5% impact in addition to the roadways listed.

Response 1 This comment is inconsistent with what was discussed and agreed to at the transportation methodology meeting on June 12, 2013.

Comment 2 Appendices shall also have a table of contents and the pages shall be numbered.

Response 2 This requirement has been added to the methodology.

Comment 3 Under A. Existing Conditions on the Highway Network within the Study Area, Change “described” to “conducted”.

Response 3 The sentence has been modified to reference analysis conducted for existing conditions.

Comment 4 Under the same heading, it describes how maximum service volumes will be determined for FDOT roadways. What about all other roadways?

Response 4 A sentence has been added addressing non-State Roads, as well.

Comment 5 Under Land Use on page 5, explain “as may be limited”.

Response 5 The Farmton Local Plan establishes land use caps which limit the amount, type and location of development that can occur.

Comment 6 Explain why all students are listed in the 2035 scenario under Attachment 1. Won't some be in latter phases?

Response 6 This was an oversight. The 2035 student population has been corrected.

Comment 7 Under Modal Split, include the ECFRPC in the approval of an alternative proposal. We would accept a higher modal split with commensurate commitments toward future transit.

Response 7 The ECFRPC has been added to the list of agencies with which the mode split will be reviewed.

Comment 8 On page 11, is the table from FG 5.16? If so, please indicate this more clearly.

Response 8 Yes. The methodology has been modified to reference this policy.

Comment 9 Please verify that the model runs will include project traffic and that project traffic will not simply be added to background traffic projections.

Response 9 This is correct.

Comment 10 Please verify that superior accommodations will be provided for pedestrian movement throughout the project development. Identify the County and Farmton Plan pedestrian requirements.

Response 10 This will be provided consistent with the Farmton Local Plan policies:

**Farmton Local Plan Goal
Objective FG 3
Policy FG 3.1
Policy FG 3.7
Objective FG 5
Policy FG 5.1
Policy FG 5.2
Policy FG 5.3**

These are the pedestrian requirements associated with Farmton and they will be referenced in the Master Development Order.

OAK HILL

The following comments and concerns are provided in response to the draft Farmton Transportation AMDA.

Comment 1 Applicant should define the thresholds for phased modification, amendments and required reviews of assumptions. Could be based on number of new trips, time (5 year increments), or major development implementations.

Response 1 Per Farmton Local Plan policies FG 5.11 and 5.14, modeling and monitoring must be conducted a minimum of once every seven years. In addition, each AIDA will be required to submit a monitoring and modeling plan as part of its incremental development order. The proposed threshold criteria may be incorporated in that effort.

Comment 2 The methodology to determine the trip generation, internal capture are not clearly defined and noted as previously requested.

Response 2 Please see response to FDOT Comment No. 9 and Volusia County Comment No. 1.

Comment 3 There is not a clear description of background trips.

Response 3 Please see response to FDOT Comment No. 9 and Volusia County Comment No. 1.

Comment 4 In general the document does not provide clear descriptions (maps, legends, tables) and does not depict the thought in seeking new or improved interchange on I-95. Without interchange discussions/planning the future network is unknown. The AMDA Transportation Methodology was supposed to be cumulative and be run with and without the Interchange additions and/or

improvements.

Response 4 The methodology has been revised to identify the presence of the interchange for the 2060 analysis. It will not be shown as existing for the 2035 analysis.

Comment 5 The document identifies SR 46 as adopted LOS E, not sure if FDOT is in agreement.

Response 5 The adopted level of service for SR 46 has been verified with Seminole and Brevard Counties which have the authority to establish the level of service for state roads within their respective jurisdictions. Please see attached emails from Seminole and Brevard Counties.

Comment 6 Table 4 is very difficult to follow. The table depicts minimum % of residential, commercial and industrial but no max is defined. This table was to be an educated planning effort to define possible density and intensity % but it is difficult to understand the thought.

Response 6 Please see response to Volusia County Comment No. 7.

Comment 7 Table 7 assumes a new interchange at I-95 and Maytown Rd., but the extension of Maytown to US 1 should be part of the transportation model. In Table 1 AMDA Roadway Network does not include US 1 which impacts Oak Hill considerably.

Response 7 As the suggested extension is not included in any agency's adopted road network, it cannot be included in the initial analysis. It may be included as mitigation. US 1 from Brevard County Road 5A to SR 442 in Volusia County has been added to the study area and Table 1. Please see revised methodology.

Comment 8 Background roadway network should be reviewed since funding for most classification of roads (state, county and local) has been greatly reduced.

Response 8 The proposed list of roadway improvements shown in Table 2 shows when an improvement is included in either the 2035 or 2060 analysis or both. For example, Maytown Road will be shown as a two-lane facility in 2035 and a four-lane facility in 2060.

Comment 9 In summary, Oak Hill acknowledges how difficult it is to plan on a fifty-year horizon for roadway improvement on a development plan that is very open ended. I am stuck, however, on the Final Methodology Acceptance being July 8, 2013 as there was discussion on needing to see what analyses have already been reviewed by the Farnton Transportation Team to make some of these assumptions and what is remaining to be determined.

Response 9 The "Final Methodology Acceptance" language has been deleted from the methodology in response to this concern.

Thank you for the opportunity to provide comments. I apologize that I am not ready to accept this as the Final

Methodology.

DELTONA

Comment 1 [The methodology as submitted] looks good at this early date and I have no comments at this time.

Response 1 Noted.

Comment 2 The purpose of this e-mail is to augment those comments by reinforcing something that was mentioned at the meeting with regard to fiscal neutrality. The project and developments within the Farmton area are intended to be fiscally neutral. Fiscal neutrality implies that the burden of financing all improvements, both on site and off site, needed to support the project will be accomplished without any public funds regardless of the source of those funds. Basically, existing local governments should not be placed in a position where they have to compete for or be deprived of scarce Federal, State or other public funds (even if those funds come in the form of grants or other disbursements) as a result of the Farmton project.

Response 2 Objective 7 and its associated policies outline the requirements and standards for fiscal neutrality. The Farmton Local Plan does not preclude the landowner or developer from seeking state, federal or other funding as is the right of any other landowner, developer or local government within Volusia County.

If you have any additional questions regarding our responses as stated above, please feel free to contact me at (386) 257-2571.

Sincerely,

LASSITER TRANSPORTATION GROUP, INC.



R. Sans Lassiter, PE
President

- c: Judy Pizzo, GISP, FDOT
Bob Wallace, PE, AICP, Tindale Oliver
Fabricio Ponce, PE, Tindale Oliver
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Darren Lear, AICP, Edgewater
Brett Blackadar, PE, Seminole County
Stuart Buchanan, Brevard County

Fred Milch AICP
July 30, 2013
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Corrina Gumm, PE, Brevard County
Jim Sellen, VGMC
Dan D'Antonio, PE, LTG
Clay Ervin, LTG
Barbra Goering, Esq, Miami Corp
David Fuechtman, Esq, Miami Corp
Bob Keeth, Volusia TPO
Heather Blanck, Votran

FARMTON AMDA TRANSPORTATION METHODOLOGY

In accordance with Rule 73C-40.021(f), Florida Administrative Code, this document constitutes the East Central Florida Regional Planning Council (hereafter referred to as the "Council") transportation methodology for the FARMTON MASTER FRAMEWORK FOR FUTURE DRI SUBMITTALS. This transportation methodology applies to the Application for Master Development Approval (AMDA) only. A separate transportation methodology shall be negotiated for each Application for Incremental Development Approval (AIDA).

FARMTON MASTER DRI TRANSPORTATION METHODOLOGY

The following transportation methodology follows the format of the Florida Department of Economic Opportunity (DEO) Application for Development Approval. Unless otherwise stated in this methodology, the AMDA shall conform to the procedures and criteria specified in the version of the FDOT Transportation Impact Handbook in effect as of the date of the acceptance of the final transportation methodology.

Definition:

“Current edition” or “current version” or “latest version” means the version or edition of the particular publication/software/model in effect on the date of the acceptance of the final transportation methodology.

Question 9 - Maps (Map J)

Information in the Question 21, Map J series for the AMDA shall show, within and adjacent to the study area, all US highways, State roads, and all functionally-classified roads listed in Table 1, AMDA Roadway Network.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 1 AMDA Roadway Network

AMDA ROADWAY NETWORK-EXISTING CONDITIONS					
Roadway	From To	Classification	No. of Lanes	Adopted LOS	MSV
Maytown Road/Halifax Avenue	SR 415 to Pell Road	Rural Arterial	2	E	11,360
	Pell Road to Beacon Light Road	Rural Arterial	2	E	6,480
	Beacon Light Road to US 1	Rural Arterial	2	E	11,360
Williamson Boulevard Extension	US 1 to Maytown Road	n/a	n/a	n/a	n/a
	Maytown Road to SR 442	n/a	n/a	n/a	n/a
	SR 442 to SR 44	n/a	n/a	n/a	n/a
Arterial Road "A"	Maytown Road to Williamson Boulevard Extension	n/a	n/a	n/a	n/a
SR 442 (Indian River Blvd.)	Williamson Blvd. Ext to I-95	TBD	TBD	TBD	TBD
	I-95 to Air Park Road	Urban Arterial	4	C	33,800
	Air Park Road to Queen Palm Drive	Urban Arterial	4	D	36,700
	Queen Palm Drive to US 1	Urban Arterial	4	D	36,700
Interstate 95	SR 46 to CR 5A (Brevard)	Rural Principal Arterial Interstate	4	C	47,900
	CR 5A to Vol County line	Rural Principal Arterial Interstate	4	C	47,900
	Vol County line to SR 442 (Indian River Blvd.)	Rural Principal Arterial Interstate	4	C	49,900
	SR 442 (Indian River Blvd.) to SR 44	Urban Principal Arterial Interstate	4	D	59,800
SR 415	SR 46 to Volusia Co line	Minor Arterial	2	E	18,270
	Seminole Co to Osteen-Enterprise Road	Transitioning Arterial	2	D	21,100
	Enterprise-Osteen Road to Howland Blvd.	Urban Arterial	2	D	22,200
	Howland Blvd. to Acorn Lake Road	Urban Arterial	2	D	22,200
	Acorn Lake Road to Colony Rd/Lake Ashby Rd	Rural Arterial	2	C	14,200
	Colony/Lake Ashby Rd to SR 44	Rural Arterial	2	C	14,200
SR 46	I-95 to Turpentine Rd	Urban Major Arterial	2	D	19,600
	Turpentine Rd to Brevard Co line	Rural Major Arterial	2	C	20,000
	Brevard Co line to Seminole Co line	Rural Arterial	2	C	8,100
	Snow Hill Road to W. Osceola Road	Rural Arterial	2	E	18,270
	W. Osceola Road to SR 415 (Lake Mary Blvd.)	Urban Principal Arterial Other	2	E	18,270
SR 44	SR 415 to Samsula Drive	Rural Arterial	4	B	23,800
	Samsula Drive to Airport Road	Transitioning Arterial	4	C	45,400
	Airport Road to I-95	Transitioning Arterial	4	C	45,400
Doyle Road	I-4 to Deltona Blvd.	Urban Arterial	4	E	28,710
	Deltona Blvd. to Enterprise St.	Urban Arterial	4	D	33,030
	Enterprise St. to Main St.	Urban Arterial	4	D	33,030
	Main St. to Providence Blvd.	Urban Arterial	4	D	33,030
	Providence Blvd. to Garfield Road	Urban Arterial	2	E	12,710
	Garfield Rd. to Saxon Blvd.	Urban Arterial	2	E	12,710
	Saxon Blvd. to Courtland Blvd.	Urban Arterial	2	E	12,710
	Courtland Blvd. to SR 415	Urban Arterial	2	E	12,710
US 1	Aurantia to Vol County line	Rural Principal Arterial Other	4	B	52,100
	Brevard Co line to Kennedy Parkway	Rural Principal Arterial Other	4	B	26,300
	Kennedy Parkway to Putnam Grove Road	Urban Principal Arterial Other	4	C	33,800
	Putnam Grove Road to Halifax Avenue	Urban Principal Arterial Other	4	C	33,800
	Halifax Avenue to HH Birch Road	Urban Principal Arterial Other	4	C	33,800
	HH Birch Rd to Ariel Road	Urban Principal Arterial Other	4	D	33,800
	Ariel Rd to Volco Road	Urban Principal Arterial Other	4	D	33,800
	Volco Road to SR 442	Urban Principal Arterial Other	4	D	36,700

For the Williamson Boulevard Extension, Maytown Road and Arterial "A," the LOS standard is based on existing standards applied to those roads and the policies contained in the Volusia County Comprehensive Plan, Transportation Element.

Question 21 - Transportation- General Comment

All of the information in Question 21 shall be provided unless the Applicant has been specifically instructed by the Council staff in writing that the information does not need to be submitted. All Question 21 responses (maps, tables and text) shall be in one document. All pages (including tables, maps and illustrations) shall have page numbers. A separate technical appendix may contain detailed analyses, model files, spreadsheets and other supporting documentation and will be submitted in a digital format. However, the Applicant agrees to provide paper copies of the appendix to all review agencies that request a paper copy. Appendices shall also have tables of content, and the pages shall be numbered.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Land Use Trip Conversion Matrix

The Applicant and the review agencies agree that a Land Use Trip Conversion Matrix shall be used for the Gateway Area in conformance with FG 8.6, Farmton Local Plan, Volusia County Comprehensive Plan for the AMDA. The following two tables are taken directly from Policy FG 8.6 of the Farmton Local Plan.

Farmton Generalized Trip Matrix (Based on P.M. Peak-Hour Two-Way Traffic)

From	To									
	Single-Family	Multi-Family	Hotel	Hospital	School	Retail/Commercial	Office	Business/Flex-space	Light Industrial	Warehouse/Distribution
Single-Family	-	1.772	1.712	0.886	6.886	0.269	0.678	0.783	1.041	3.156
Multi-Family	0.564	-	0.966	0.500	3.886	0.152	0.383	0.442	0.588	1.781
Hotel	0.584	1.035	-	0.518	4.023	0.157	0.396	0.457	0.608	1.844
Hospital	1.129	2.000	1.932	-	7.773	0.304	0.765	0.884	1.175	3.563
School	0.145	0.257	0.249	0.129	-	0.039	0.098	0.114	0.151	0.458
Retail/Commercial	3.713	6.579	6.356	3.289	25.568	-	2.517	2.907	3.866	11.719
Office	1.475	2.614	2.525	1.307	10.159	0.397	-	1.155	1.536	4.656
Business/Flex-space	1.277	2.263	2.186	1.132	8.795	0.344	0.866	-	1.330	4.031
Light Industrial	0.960	1.702	1.644	0.851	6.614	0.259	0.651	0.752	-	3.031
Warehouse/Distribution	0.317	0.561	0.542	0.281	2.182	0.085	0.215	0.248	0.330	-

* Multiply previous land use units by factor to determine desired land use units
Keeps total p.m. peak-hour traffic constant

Example: To go from 250 KSF Retail/Commercial to Business/Flex-space, multiply 250 by 2.907 = 726.75 KSF Business Park
Example: To go from 100 Single-Family Dwelling Units to School, multiply 100 by 6.886 = 688 Students

ITE Average Trip Rates (8th Edition)

Land Use	Units	P.M. Peak-Hour Rate	Percent Enter	Percent Exit
Single-Family	Dwelling Units	1.01	63%	37%
Multi-Family ¹	Dwelling Units	0.57	66%	34%
Hotel	Rooms	0.59	53%	47%
Hospital	1,000 Sq. Ft.	1.14	42%	58%
School ²	Students	0.15	48%	52%
Retail/Commercial	1,000 Sq. Ft.	3.75	48%	52%
Office	1,000 Sq. Ft.	1.49	17%	83%
Business/Flex-space	1,000 Sq. Ft.	1.29	23%	77%
Light Industrial	1,000 Sq. Ft.	0.97	12%	88%
Warehouse/Distribution	1,000 Sq. Ft.	0.32	25%	75%

¹ Multi-family trip rate and directional distribution is an average of Condominium/Townhouse and Apartment rates

² School trip rate and directional distribution is an average of elementary school, middle school, and high school

A. Existing Conditions on the Highway Network within the Study Area

Existing conditions, analysis results and analysis assumptions shall be presented in the AMDA for the roadway network identified in Table 1. For the AMDA, the Applicant shall use the latest version of the FDOT Quality/Level of Service Handbook in effect as of the date of acceptance of the final transportation methodology to determine the maximum service volumes (MSV) for all FDOT roadways or as may be adopted and approved by local governments having jurisdiction. MSV values for all other roadways shall be obtained from local government comprehensive plans or concurrency documents.

Traffic Count Procedures

For the AMDA, the Applicant shall use the most recently published FDOT traffic counts for State roads, and the most recent county traffic counts available for county roads. The Applicant shall contact FDOT, Brevard County and Volusia County to obtain traffic count data for roadway segments.

For the AMDA, supplemental traffic counts on non-Strategic Intermodal System (SIS) roads taken by the Applicant, as well as the determination of K and D factors, shall follow FDOT guidelines established in the latest version of Manual on Uniform Traffic Studies and Site Impact Handbook. All sources of existing traffic counts shall be provided in the analysis tables, and actual counts, as well as calculations, shall be provided in an appendix.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Highway (Thoroughfare) Level of Service Procedures

For the AMDA, all traffic data and analyses shall use the highway (thoroughfare) level of service (LOS) segmentation specified in the Volusia County Comprehensive Plan for county roads and FDOT segmentation for State and Federal Roads.

Modifications

For the AMDA, transportation system modifications scheduled for construction and affecting capacity located within the project study area and specified in FDOT's Adopted Five-Year Work Program, Seminole County Capital Improvements Element, Brevard County Capital Improvements Element, Volusia TPO Transportation Improvement Program, Metroplan TPO Transportation Improvement Program, and the Volusia County Five-Year Road Program shall be identified and mapped. Only those projects identified for construction within the first three years of the above mentioned programs in effect on the date of acceptance of the final transportation methodology shall be considered for the existing and future roadway network analysis as applicable. In addition, and consistent with the Farnton Local Plan, internal roadways and intersections/interchanges will be added to the AMDA transportation network. Also, information on roadway modifications committed by, or required of, other approved developments (if applicable) not contained in these listed documents shall be obtained from Volusia County or other applicable local jurisdictions. The Applicant shall review the modifications to the road network with the review agencies prior to proceeding with the modeling effort.

The following table (Table 2) contains the list of facility improvements that will be added to the model.

FARMTON AMDA TRANSPORTATION METHODOLOGY

**Table 2
Farmton Transportation System Modifications**

Facility	Limits	Improvement	Const Year	Model Run
Volusia County Five-Year Road Program				
LPGA Blvd	Jimmy Ann Drive to Derbyshire Rd	4 laning	FY 12/13	2035/2060
Howland Blvd	Courtland Blvd to N of SR 415	4 laning	FY 12/13	2035/2060
Fort Smith Blvd	East and West of Howland	3 Laning	FY 12/13	2035/2060
FDOT District 5 Work Program 2014-2018				
SR 415	Seminole County Line to Reed Ellis Rd	4 laning	under const	2035/2060
SR 415	SR 46 to Volusia County Line	4 laning	under const	2035/2060
SR 415	Reed Ellis Rd to Acorn Lake Rd	4 laning	under const	2035/2060
Interstate 4	SR 44 to Interstate 95	6 laning	under const	2035/2060
Interstate 95	S. of SR 406 to N of SR 44	6 laning	under const	2035/2060
Interstate 95	N of SR 44 to S of I-4	6 laning	FY 14/15	2035/2060
Restoration DRI Development Order				
Williamson Blvd	SR 442 to SR 44	New 4 lane rd	Phase II (2016)	2035/2060
SR 44	I-95 to Glencoe Rd	6 laning	Phase II (2016)	2035/2060
I-95	SR 44 to I-4	6 laning	Phase II (2016)	2035/2060
US 1	Riverside Dr to SR 442	6 laning	Phase II (2016)	2035/2060
Dunlawton Ave	Taylor Rd to Clyde Morris Blvd	8 laning	Phase II (2016)	2035/2060
Taylor Rd	I-95 to Dunlawton Ave/Taylor Rd int	4 laning WB	Phase II (2016)	2035/2060
Taylor Rd	Dunlawton Ave to Clyde Morris Blvd	4 laning	Phase II (2016)	2035/2060
Seminole County Capital Improvements Element				
SR 46	Mellonville to SR 415	4 laning	FY 15/16	2035/2060
Brevard County Capital Improvements Element				
None				
Metroplan Transportation Improvement Plan				
SR 46	Mellonville to SR 415	4 laning	FY 15/16	2035/2060
Volusia TPO TIP				
Williamson Blvd	Airport Rd to Pioneer Tr	New 4 lane	FY 13/14	2035/2060
SR 442 Extension	One mile west of current terminus	New 4 lane	FY 13/14	2035/2060
Farmton Local Plan				
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	New 2 lane	2035	2035
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	4 laning	2035	2060
Maytown Rd	Realignment Naranja to SR 415		2035	2035/2060
Maytown Rd	Reconstruct SR 415 to Interstate 95	2 lane	2035	2035
Maytown Rd	SR 415 to Interstate 95	4 laning	2060	2060
Maytown Interchange	Interstate 95	New intchge	2060	2060
Arterial A	Williamson Blvd to Maytown Road	New 2 lane	2035	2035
Arterial A	Williamson Blvd to Maytown Road	4 laning	2060	2060
Osteen Local Plan				
See policy 1.5.2 below	Alternative Network/parallel facilities plan		2035	2035
<p>OST 1.5.2 The City and the County shall propose an access management plan that will include and alternative network and parallel facilities plan for the Osteen Local Plan area to be approved by the Florida Department of Transportation, District 5 within twelve (12) months of the NOI issued by the Department of Community Affairs for this local plan.</p>				

FARMTON AMDA TRANSPORTATION METHODOLOGY

B. Provide a Projection of Vehicle Trips Expected to be Generated by this Development

For the AMDA, the Applicant shall use the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook, for daily and PM peak-hour directional trip generation at build-out and an interim 2035 conceptual development program and shall provide all necessary input data for agency review and verification purposes. Trip generation shall be based upon the future build-out conditions of the development program in 2060 and an interim 2035 conceptual development program described for all Sustainable Development Areas in the AMDA.

For the AMDA, if a proposed use is not listed in the current edition of the ITE Trip Generation Manual, and there is no comparable land use that Council staff, in consultation with review agencies, can agree upon, the Applicant shall submit a special trip generation study that shows trip generation rates based on professionally acceptable techniques, such as the current edition of the ITE Trip Generation Manual, Ninth Edition.

Trip generations shall be reviewed with the review agencies prior to proceeding with traffic assignment and analysis.

Study Area

The study area for the AMDA is provided in Table 1. The AMDA will address connectivity between on-site transportation facilities and external transportation facilities as well as ensure that adequate transportation corridors are preserved through the build-out of the Farmton Local Plan.

Land Use

The Farmton Local Plan (FLP) divides land uses into GreenKey areas and Sustainable Development Areas (SDAs). GreenKey areas consist of 31,876 acres and will remain in natural conditions, consistent with the Farmton Conservation Management Plan. The remaining 15,081 acres are designated for SDAs. The SDAs are reserved for urban development and are subject to a variety of standards regarding the location, type and timing of development.

The SDAs include districts or areas that are known as the Gateway, the Work Place, Town Center and Villages (multiple locations). Please refer to Map H for the location of the SDAs within the boundary of Farmton.

The Gateway area is the only portion of Farmton that can be developed between 2017 and 2026. Any entitlements not developed within the Gateway may be transferred to other SDAs after 2025 with certain limitations/restrictions. The remaining SDAs may be developed after 2025 and are targeted for the majority of the land use entitlements allocated in the FLP. Table 3 includes a summary of the maximum development allowed within the Gateway area and the other SDAs:

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 3

Farmton Land Use Entitlements

Area	Time Frame	Dwelling Units	Non-Res SF
Gateway	2017-2025	4,692	820,217
Balance of Farmton	2026-2060	18,408	3,879,783
Total		23,100	4,700,000

The FLP does not allocate specific development entitlements for each SDA so it is necessary to estimate where, when and what will be developed within the various SDAs. Figure 1 shows the TAZ structure based upon the future land use map of the Farmton Local Plan that will be used for the MDRI analysis. This zonal structure will be used in conjunction with the specifications and guidelines in the FLP to refine future estimates of land uses within the SDAs for the years 2035 and 2060. The type of development allowed within the respective SDAs is needed in order to develop estimates of the densities and intensities of the land uses within the SDAs. The following is a brief description of the uses allowed within the SDAs:

- **Gateway:** The district is designed to be mixed-use allowing residential, retail, office, industrial, hotel, employment and business parks, and institutional uses which would be appropriate near a major interstate interchange. A full range of residential uses including single family, townhouse, and multi-family are permitted in order to provide diversity of housing types and price points, promote walkability, and encourage more compact development.
- **Work Place:** The district is intended to provide and promote employment centers as well as provide work force housing in close proximity. Permitted uses include office, light manufacturing, research and development, retail, multi-family, hotel, recreational, and institutional uses and may include educational facilities.
- **Town Center:** The district is intended to be the social, economic, and educational hub of the Farmton Local Plan. Permitted uses include office, retail, single family and multi-family residential, hotel, educational facilities, medical facilities, religious facilities, active and passive recreational facilities.
- **Villages:** Residential villages are intended to be developed as compact residential areas containing a variety of uses including single and multi-family residential, office, retail, institutional, and open space. Non-residential uses are limited to the village center. Village Centers are limited to a maximum of 200,000 square feet of building area, with a maximum of 50,000 square feet for an individual retail use/retail entity.

After 25 percent of the SDA acreage is set aside for Resource-Based Open Space and then an additional 40 percent is reserved for Civic Open Space, the Farmton Local Plan provides for minimum and target densities for residential uses and desired intensities of non-residential. The following tables (Tables 4 – 6) summarize the density, intensity and mixture of use requirements established in the FLP for the SDAs. Note that application of these standards does not result in an absolute number of residential units and non-residential intensity, but provide a range of development thresholds.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 4

Farmton Residential Density Standards

SDA	Minimum (DU/Acre)	Target (DU/acre)
Gateway Max (4,692 DUs)	4	12
Work Place	8	18
Town Center	8	15*
Villages	3	6**

*Town Square target density is 24 DU/acre.

** Village Center target density is 10 DU/acre.

Table 5

Farmton Non-Residential Minimum Floor-to-Area Ratio (FAR) Standards

	Office	Retail	R&D/Manuf.	Town Square
Gateway	0.5	0.3	0.7	n/a
Work Place	0.3	0.3	0.3	n/a
Town Center	0.3	0.3	0.3	0.5
Villages**	0.3	0.3		

** Village centers are limited to maximum of 200,000 sq. ft. per center with no one tenant exceeding 50,000 sq. ft.

Table 6

**Farmton Minimum Mixed-Use Requirements
(% of individual district's acreage)**

	Office	Retail	R&D/Manuf.	Residential	Parks/Civic	Light Industrial
Gateway	20	10	15	20		
Work Place						
Town Center	20	20		25	10	5
Villages***	10	15		25	20	

***These standards apply to the Village Centers. The area outside the Village Center will be solely residential.

FARMTON AMDA TRANSPORTATION METHODOLOGY

It was acknowledged in the Farnton Local Plan (FLP) that the acreage allocated for the SDAs is larger than necessary to accommodate the targeted development standards identified in the preceding tables. There will be standards for protection of valuable natural resources contained within the Resource Based Open Space, Civic Open Space, and wetland protection policies for the SDAs that will be applied as part of the subsequent Applications for Incremental Development Approval (AIDA). This will provide additional refinement on the location and net area available for development. Additionally, the FLP includes specific guidelines and policies that require the SDAs to be developed in a compact urban-form. This, in turn, results in a reduction in the size of the developable area within the SDAs. This level of refinement is not possible with the analysis of the MDRI so the land use program used for the analysis of transportation impacts reflects the general condition of a gross area analysis. The final detailed plans submitted for subsequent AIDAs shall reflect the net intensity of development and shall comply with the development standards identified in the FLP.

In addition to the requirements of the FLP, Lassiter Transportation Group used the following assumptions in developing 2035 and 2060 land use data sets:

1. Residential development is divided roughly equally (50% single family and 50% multi-family). The Villages reflect a wide mixture of residential development. The Gateway, the Work Place and the Town Center are projected to contain a larger percentage of multi-family development due to their compact urban form and the emphasis on work force housing in close proximity to employment centers.
2. Industrial uses are projected to be located in the Gateway and Work Place districts. The Gateway district is anticipated to contain up to 350,000 square feet of industrial uses, given its proximity to the I-95 interchange and access to SR 442. The Work Place is projected to contain 250,000 square feet of industrial uses.
3. The Town Center may include up to 1,088,000 square feet of commercial; 500,000 square feet of office; and 2,224,000 square feet of institutional uses. This reflects the heavy emphasis on the development of a Town Square area, as well as the proximity to the Work Place district.
4. Institutional uses are not subject to the maximum non-residential capacity of 4.7 million square feet of building area. Lassiter Transportation Group developed an estimate of the amount of institutional uses based on existing demographic conditions and characteristics within Volusia County and the policies contained in the FLP. For example, the Town Center SDA has been identified as the location of a Town Square. The Town Square is envisioned to contain large public spaces and uses in combination with commercial and office uses. This means that general governmental services, schools, hospitals and houses of worship can be heavily integrated into the land use mix of the Town Center SDA. Table 7 summarizes the conceptual institutional uses that could be allowed within the SDAs:

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 7

Farmton Institutional Use Assumptions

SDA	Institutional Uses
Gateway Max (4,692 DUs)	Allocated 117,000 square feet based on a new elementary school, houses of worship and public agency offices.
Work Place	No institutional uses allocated to the Volusia portion of Work Place due to the heavy influence of institutional uses in the Town Center. Allocated 50,000 square feet to the Work Place SDA in Brevard County for public agency offices and similar uses. The Work Place could contain schools (including post-secondary schools).
Town Center	Town Center is where a majority of the institutional uses are projected to be located given the requirements for the Town Square. There is 2,224,000 square feet of institutional uses. This includes houses of worship, educational facilities and public offices for federal, state, regional and local agencies.
Villages	The Village SDAs are primarily residential with a Village Center providing retail and similar commercial land uses. It is expected that elementary schools will be located in four of the Villages and that houses of worship will also be a part of the land use mix. An estimated 105,000 square feet has been allocated to Village 3; 12,000 square feet allocated to Village 5; 111,000 square feet allocated to Village 6; and, 129,000 square feet allocated to Village 8

All of these factors were incorporated into the allocation of the development intensities and densities to the proposed TAZ structure used in this analysis (please see Figure 1). For the 2035 scenario, it was presumed that most of the development would be concentrated on the eastern portions of Farmton and the western-most villages would see little or no development. The following summarizes the assumptions used in developing these scenarios.

1. Gateway (TAZ 1 and 2): The location of this area to I-95 and the connectivity to other large development projects (Restoration DRI , Reflections PUD aka Deering Park) provides greater opportunity for non-residential development and higher density residential development. In 2035 it is assumed that there will be 200 single family dwelling units, 900 multi-family dwelling units and 467,000 square feet of non-residential uses (industrial, commercial, office and institutional). In 2060 it is anticipated that there will be 296 single family dwelling units, 1,200 multi-family dwelling units and 937,000 square feet of non-residential uses.
2. The Work Place (TAZ 13 and 14): This area is located in the southeastern area of the Farmton property. Its proximity to major roadways (Maytown Road/Williamson Boulevard extension) and lands targeted for economic development in the Brevard portion of Farmton make it ideal for non-residential land uses. In 2035 it is projected that there will be 900 multi-family dwelling units and 2,025,000 square feet of non-residential uses. In 2060 it is anticipated that there will be 1,550 multi-family dwellings and 2,932,000 square feet of non-residential uses.

FARMTON AMDA TRANSPORTATION METHODOLOGY

3. The Town Center (TAZ 10 and 11): The specific requirements contained in the FLP mandate the development of this area for a mixture of uses, as well as many public or quasi-public uses. Also, the proximity to the Work Place area should increase demand for a variety of housing opportunities. In 2035 it is anticipated that there will be 200 single family dwelling units, 700 multi-family dwelling units and 2,974,000 square feet of non-residential uses. In 2060 it is assumed that there will be 300 single family dwelling units, 1,100 multi-family dwelling units and 3,812,000 square feet of non-residential uses.
4. Villages (TAZ 3, 4, 5, 6, 7, 8, 9, 12, 14, and 15): The villages that are located close to the Work Place and Town Center are assumed to have a greater diversity in the type of residential development and greater demand for non-residential land uses. The western villages were assumed to be more homogeneous in the type of residential uses and will not have a non-residential component. In total, the Village SDAs are projected to contain 5,250 single family dwelling units, 5,895 multi-family dwelling units and 520,000 square feet of non-residential development by 2035. In 2060 the Village SDAs are projected to have 10,544 single family dwelling units, 8,544 multi-family dwelling units and 897,000 square feet of non-residential use

The information in Table 8 identifies the ITE codes for general land uses identified for the Farmton Master DRI for all of the Sustainable Development Areas for the build-out (2060) of Farmton. Table 9 contains the same information for the 2035 interpolation of the Farmton conceptual development program as may be limited by the Farmton Local Plan. These land uses and associated codes, are general in nature and may be further refined in the AIDAs (e.g. multifamily could be further refined to include apartments, ACLF, condominiums, etc.).

Table 8

Farmton 2060 Initial Conceptual Build-out Program Scenario

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	11,006	DU	1,006	DU
Multi-family	220	12,094	DU	1,300	DU
Total		23,100	DU	2,306	DU
Non-Residential					
Retail	820	1,833	KSF	400	KSF
Office	710	2,267	KSF	460	KSF
Industrial	110	600	KSF	390	KSF
Total		4,700	KSF	1,250	KSF
Schools/Institutional					
Elementary (4)	520	2,940	Students		
Middle (1)	522	1,200	Students		
High (1)	530	2,000	Students		
Hospital	610	160	Beds		

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 9 provides a breakdown of general land uses expected as part of the conceptual development program for the year 2035.

**Table 9
2035 Initial Conceptual Development Program
Scenario**

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	4,800	DUs	650	DUs
Multi-family	220	6,350	DUs	600	DUs
Total		11,150	DUs	1,250	DUs
Non-Residential					
Retail	820	835	KSF	345	KSF
Office	710	1,180	KSF	345	KSF
Industrial	110	326	KSF	300	KSF
Total		2,341	KSF	990	KSF
Schools/Institutional					
Elementary (2)	520	1,475	Students		
Middle (1)	522	1,200	Students		
High (0)	530	0	Students		

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 10 provides a summary of permitted uses within each type of Sustainable Development Area per Policies FG 3.4, 3.5, 3.6 and 3.7 of the Farmton Local Plan.

Table 10

Farmton Sustainable Development Area Use Table

		Residential		Non-Residential			
Development Area	Acres	Single Family	Multifamily	Industrial	Institutional	Commercial	Office
Gateway	821	P	P	P	P	P	P
Villages Centers	11,000	P	P	X	P	L	L
Work Place	1,351	L	P	P	P	L	P
Town Center	1,909	P	P	L	P	P	P
P = Permitted							
L = Limited Use							
X = Not permitted							

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 11 provides details of the initial conceptual 2060 development program distribution among the various Sustainable Development Areas.

Table 11

Farmton 2060 Initial Conceptual Development Program Distribution

Farmton 2060 Initial Conceptual Development Program Distribution							
TAZ #	Volusia County		Residential		Non-Residential		
	Dev. Area	Single Family	Multi-Family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
	1	Gateway 1	296	300	250	200	30
2	Gateway 2	0	900	100	0	240	0
4	Village 1	235	0	0	10	10	0
4	Village 2	2,554	852	0	30	30	0
5	Village 3	1,782	600	0	30	30	105
6	Village 4	800	224	0	30	30	0
3	Village 5	1,100	877	0	20	10	12
8	Village 6	1,167	1,751	0	50	50	111
7	Village 7	988	989	0	30	30	0
9	Village 8	1,340	2,125	0	40	50	129
12	Village 9	444	1,126	0	30	30	0
13	Work Place	0	1,250	250	275	1,227	0
10, 11	Town Center	300	1,100	0	1,088	500	2,224
		11,006	12,094	600	1,833	2,267	2,696
Volusia Total Non-Res (KSF)			4,700				
Volusia Total Res (units)			23,100				
Brevard County							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family	Multi-Family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
14	Work Place	0	300	390	340	400	50
14	Village 11	300	700	0	30	30	0
15	Village 12	706	300	0	30	30	0
		1,006	1,300	390	400	460	50
Brevard Total Non-Res (KSF)			1,250				
Brevard Total Res (units)			2,306				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Table 12 provides details of the initial conceptual 2035 development program distribution among the various Sustainable Development Areas.

**Table 12
Farmton 2035 Initial Conceptual Development Program Distribution**

Farmton 2035 Initial Conceptual Development Program Distribution							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family	Multi-family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
1	Gateway 1	200	0	50	100	0	117
2	Gateway 2	0	900	100	0	100	0
4	Village 1	0	0	0	0	0	0
4	Village 2	200	0	0	0	0	0
5	Village 3	850	300	0	20	20	13
6	Village 4	400	0	0	0	0	0
3	Village 5	600	600	0	20	10	12
8	Village 6	600	645	0	25	25	111
7	Village 7	450	450	0	0	0	0
9	Village 8	1,000	1,200	0	20	25	129
12	Village 9	300	700	0	0	0	0
13	Work Place	0	700	175	150	750	0
10, 11	Town Center	200	700	0	500	250	2,224
Totals		4,800	6,195	325	835	1,180	2,605
Volusia Total Non-Res (KSF)			2,340				
Volusia Total Res (units)			10,995				
Brevard County							
TAZ #	Development Area	Residential		Non-Residential			
		Single Family	Multi-family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
14	Work Place	0	200	300	300	300	50
14	Village 11	300	400	0	15	15	0
15	Village 12	350	0	0	30	30	0
Totals		650	600	300	345	345	50
Brevard Total Non-Res (KSF)			990				
Brevard Total Res (units)			1,250				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Figure 1 overlays proposed traffic analysis zones on the Farmton Local Plan map. Refer to Figure 1 when reviewing tables 11 and 12.

Trip Generation – Institute of Transportation Engineers Trip Generation Report

For the AMDA, all trip generation rates (PM and daily) shall be based on the current edition of the ITE, Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook unless other trip generation data has been approved by the applicable reviewing agencies.

Modal Split

All project external trips shall be assigned to the transportation network using the adopted Long Range Transportation Plan (LRTP) model that is in effect at the time of final acceptance of the transportation methodology. The LRTP model’s trip generation procedures currently assume modal split in its trip generation rates. Future models may include separate transit networks, with mode split models contained internally. The Applicant may provide an alternative mode split model subject to approval by the FDOT, ECFRPC, and Volusia County.

C. Estimate the Internal/External Split for Trips Generated

The Applicant shall develop internal capture based upon professionally accepted techniques, which may include, but is not limited to, FDOT Site Impact Handbook, the ITE Trip Generation Handbook (current edition), FDOT’s Community Capture Methodology or the LRTP model (as may be modified to include AMDA TAZs, socio-economic (SE) data, and internal transportation network).

Internal Capture

Internal capture estimates for the AMDA shall be based upon the future build-out conditions (2060) and interim development conditions (2035) consistent with the table in FG 5.16 of the Farmton Local Plan. The internal capture percentage produced by the LRTP model at build-out (2060) and at 2035 will be compared to the internal capture rates addressed in policy FG 5.16. The table below is taken directly from Policy FG 5.16 of the Farmton Local Plan.

Planning Horizon Year	P.M. Peak-Hour Two-Way Trip Generation				
	Gross Trip Generation		Internal Capture	Net External Trip Generation	
	Horizon Year	Cumulative		Horizon Year	Cumulative
2025	8,526	8,526	20%	6,821	6,821
2030	2,815	11,341	25%	2,111	8,932
2035	2,815	14,156	30%	1,971	10,903
2040	2,815	16,971	35%	1,830	12,733
2045	2,815	19,786	40%	1,689	14,422
2050	2,815	22,601	45%	1,548	15,970
2055	2,815	25,416	50%	1,408	17,377
2060	2,818	28,234	55%	1,268	18,645

The Applicant shall review the proposed internal capture procedures with the review agencies prior to assignment and analysis and may propose alternative internal capture rates for consideration.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Pass-by Trips

Pass-by capture rates will not be used for the AMDA.

D. Total Peak-Hour Directional Traffic, With the Master Development of Regional Impact

For the AMDA, PM peak-hour directional project traffic shall be distributed and assigned to the thoroughfare network identified in Table 1 for future build-out conditions and 2035 conditions of the development program described for all Sustainable Development Areas in the AMDA as well as the Brevard portion of Farmton.

The currently adopted Central Florida Regional Planning Model (CFRPM) shall be used for distribution and assignment of project trips for the AMDA. The results of the distribution and assignment of project trips may be manually adjusted by the Applicant, in consultation with review agencies. Project trip distribution shall be shown graphically on a roadway network map depicting the AMDA study area.

The applicant shall present to the review agencies modifications to the future road network contained in the CFRPM for the 2035 and 2060 networks prior to running the models.

Background Traffic

The AMDA Transportation Analysis shall calculate an annual traffic growth rate for the purposes of estimating non-project traffic volumes on the roadway network based upon historic traffic counts, approved development plans (such as Restoration DRI, Reflections PD and the Brevard portion of Farmton) as may be required by local governments within the study area, or a combination of both. For the AMDA, the applicant shall use the 2035 LRTP model, and apply growth rates for the 2035 background volumes to estimate 2035 background traffic and build-out background traffic. The 2060 background traffic growth rate shall be based on extending growth rates to the build-out year. Each roadway segment's growth projection shall be determined based on the most logical data source based on examination of background growth resulting from the 2035 LRTP model, BEBR projections and growth trends. The selected growth projection process for each segment shall be identified along with appropriate justification. The applicant shall present the proposed growth projection process to the review agencies prior to proceeding with the roadway segment analysis for 2035 and 2060.

E. Assign Trips Generated by this Development

The percentage impact in terms of AMDA PM peak-hour directional (PHD) trips/total PHD trips and AMDA PHD /PHD adopted level of service (LOS) volume for each roadway identified in Table 1 shall be provided in the AMDA. PM peak-hour directional trip estimates for the AMDA shall be based upon the future build-out conditions of the development program described for all Sustainable Development Areas in the AMDA.

The Applicant shall provide maps that indicate the following information on each road segment: distribution percentages, background trips and proposed project trips. The Applicant shall provide a text discussion of the methodology applied to determine background trips, as well as the determination of applied PM peak-hour directional factors.

F. Recommended Transportation Network Improvements

For the AMDA, transportation network improvements needed to maintain the adopted LOS standard at 2035 and build-out shall be identified. These modifications may consist of adding travel lanes to deficient highways (such as widening two lane roads to four lanes), development of transit facilities, and/or identification and preservation of new roadway corridors. These modifications shall be coupled with land use strategies that provide transportation benefits to maintain LOS standards. Corridors shall be identified at a conceptual level in the AMDA. Internal and near-site transportation network improvements identified for the AMDA shall be based upon the future 2035 and build-out conditions of the development program described for all Sustainable Development Areas in the AMDA. The data and analysis provided by the Applicant shall be of sufficient detail to show that identified transportation network modifications will maintain adopted LOS standards at build-out.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Intersection analyses and identification of needed intersection modifications shall not be addressed in the AMDA due to the extended planning horizon. Intersection analyses and identification of needed intersection modifications shall be included in each AIDA.

Transportation System Level of Service Analysis

For the AMDA, a build-out analysis and 2035 analysis shall be conducted to determine ultimate transportation corridor needs for those roadways identified in Table 1 along with estimated dates for identified improvements. In addition, anticipated thresholds of development shall be identified for the Farnton spine transportation network connections listed in Table 13 consistent with the development constraints of the Farnton Local Plan. Within the constraints of those thresholds, the development for the various SDAs shall be interpolated through 2035 and the build-out year (2060). These development trends shall be used to project estimated dates for the completion of the internal roadway network and its connection with external roadway systems.

Table 13

Farnton Spine Transportation Network Connections

Roadway	Connection to
Maytown Road	Direct Connection to SR 415
	Interchange with I-95
Williamson Boulevard Ext	SR 442 extension
	Maytown Road
	I-95 Interchange in Brevard County
Arterial A	Williamson Boulevard Ext
	Maytown Road

However, if the Applicant in consultation with review agencies, agree that Generalized Tables published by FDOT are not appropriate for a given roadway segment for the AMDA, the Applicant may calculate Maximum Service Volumes (MSV) using an alternate approved methodology, in consultation with review agencies.

As there is no currently adopted transit model in Volusia County, the AMDA will be processed using the current adopted LRTP model.

The analysis for the AMDA shall be provided for the following scenarios:

- Existing (Base) year;
- Future year (Base + Growth + Project) without modifications; and.
- Future year with modifications (as needed including in the 2060 year analysis, the proposed interchange at Interstate 95 and Maytown Road consistent with Policy FG 5.7.b, Farnton Local Plan).

The following issues/questions shall be answered/addressed with each subsequent AIDA submission:

- 1 Intersections and interchange ramps analysis
- 2 Needed intersection modifications
- 3 Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development and consistent with maintaining agency's access management standards

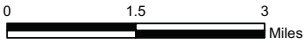
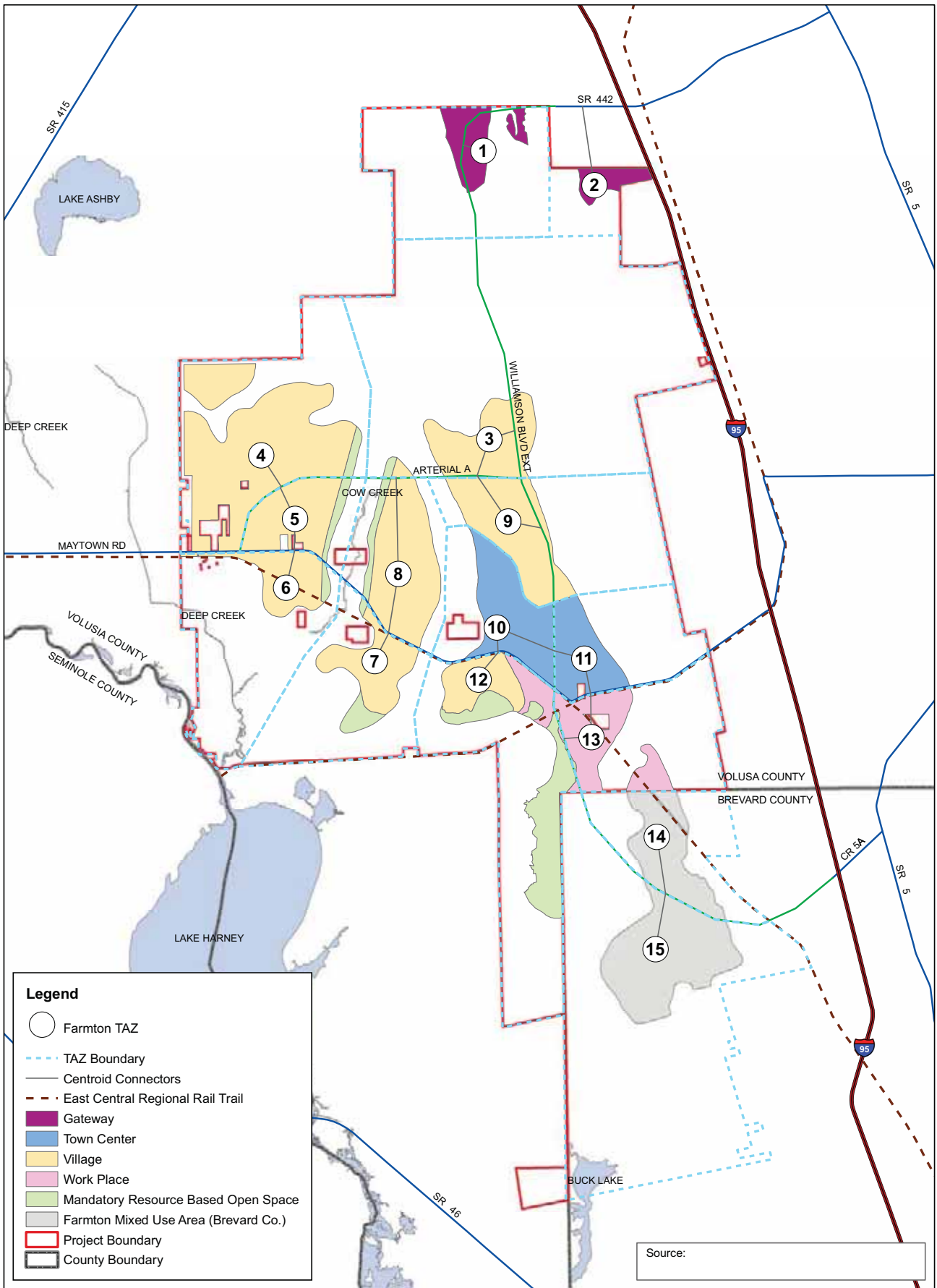
FARMTON AMDA TRANSPORTATION METHODOLOGY

G. If applicable, describe how the project will complement the protection of existing or development of proposed transportation corridors designated by local governments in their comprehensive plans

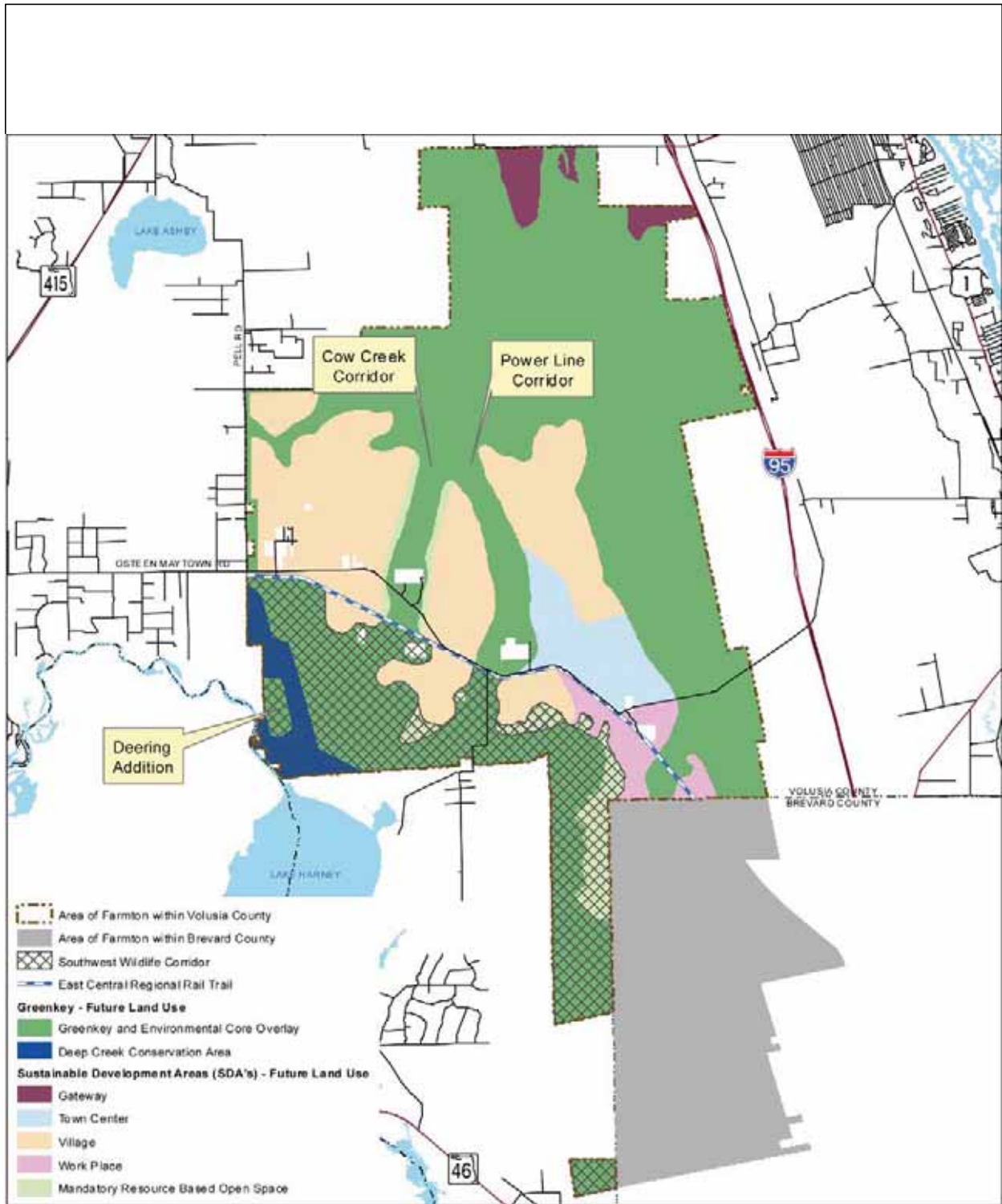
In the AMDA, the Applicant shall identify how all proposed transportation network modifications shall be consistent with the Capital Improvements Elements of the City of Edgewater, City of New Smyrna Beach, City of Oak Hill, City of Deltona and Volusia County Comprehensive Plans with respect to the protection of existing corridors or development of proposed transportation corridors, including those provisions identified below in Question 21-I. The AMDA shall identify conceptual corridors needed to achieve adopted levels of service and efficient distribution of project trips.

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit will be made

Per Objective FG 5 of the Farmton Local Plan, the AMDA shall identify intermodal provisions consistent with the Farmton Local Plan. Detailed information regarding implementing intermodal travel provisions, including sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, shall be provided with the submittal of each AIDA.



**Master Development Plan
TAZ Boundary
Figure 1**

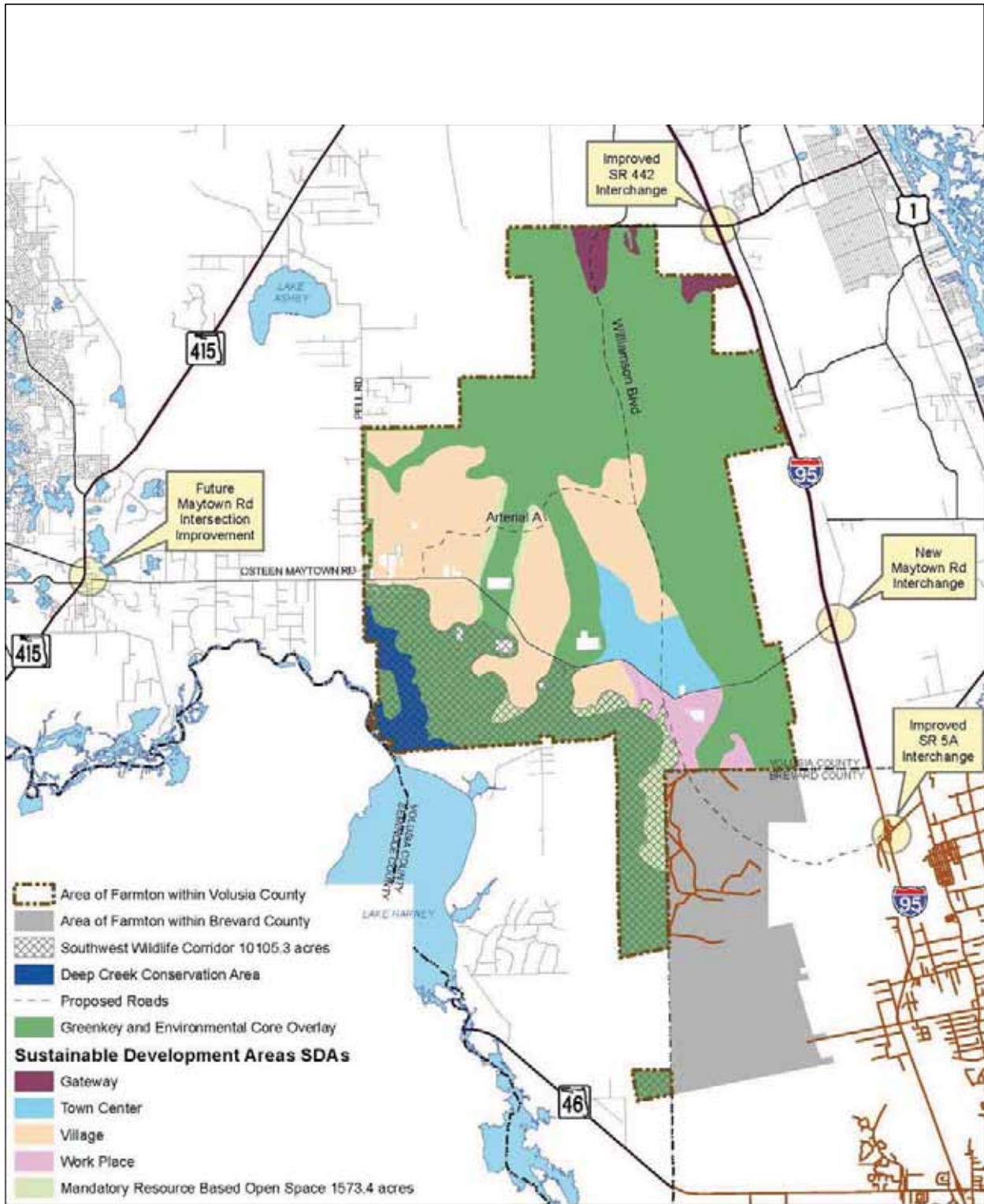


Source: Volusia County Growth and Resource Management Department



**Master Development Plan
Map H**



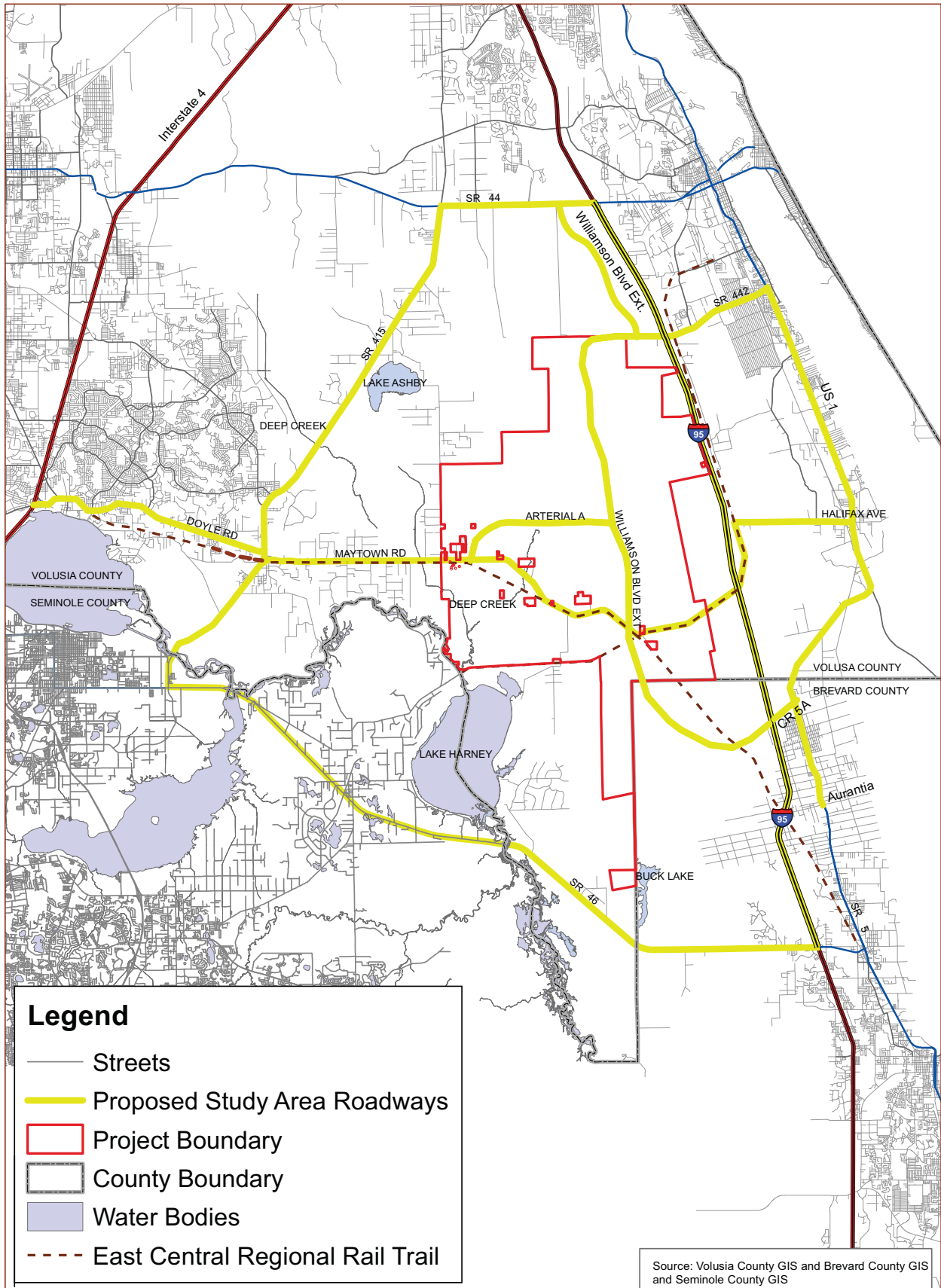


Source: Volusia County Growth and Resource Management Department



**Master Development Plan
Map H-1
Spine Transportation Network**

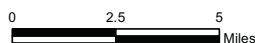




Legend

- Streets
- Proposed Study Area Roadways
- ▭ Project Boundary
- ▭ County Boundary
- ▭ Water Bodies
- - - East Central Regional Rail Trail

Source: Volusia County GIS and Brevard County GIS and Seminole County GIS



**Master Development Plan
Map J
Transportation**

You replied to this message on 7/9/2013 1:23 PM.

From: Buchanan, Stuart <Stuart.Buchanan@brevardcounty.us>
To: Matthew West; Jim Cheney
Cc: lassiter@lassiterttransportation.com; Gumm, Corriea; omv@lassiterttransportation.com
Subject: RE: SR 46 LOS

Matthew,

Please find below the latest counts, functional classification, and MAV for the SR 46 segments.

Please contact me if I may provide any additional information.

Stuart Buchanan, Planner II
Planning & Development Department

SR	North	Yes	SR 46	VOLUISA CO FAWN LAKE	4.47	RMA	3	55	5,761	5,746	20,000	C
201	North	Yes	SR 46	FAWN LAKE-L95	1.36	UMA	3	55	8,961	8,738	19,600	D
199	North	Yes	SR 46	L-95-US 1	1.65	UPAO	3	45/35	9,883	9,883	16,400	D

From: Matthew West [mailto:mwest@lassiterttransportation.com]

Sent: Tuesday, July 09, 2013 12:26 PM

To: Buchanan, Stuart

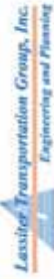
Cc: lassiter@lassiterttransportation.com; Gumm, Corriea; carrie@lassiterttransportation.com

Subject: SR 46 LOS

Hey, Stuart:

Volusia Traffic County Engineering would like us to confirm Brevard County's adopted level of service for SR 46 as part of the Farnton Transportation Methodology. Would you please provide that information to me in an email? Thanks.

Matthew West ACP
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114
PH: 386.257.2571 ext. 313
FX: 386.257.6996
www.lassiterttransportation.com



Office Hours: Monday-Thursday, 7:30-5:30; Friday - 8:00-12:00

Matthew West

From: Williamson, Tina <TWilliamson@seminolecountyfl.gov>
Sent: Thursday, July 18, 2013 8:12 AM
To: 'mwest@lassitertransportation.com'
Cc: Boyer, Dick
Subject: SR 46 LOS
Attachments: SR 46 Adopted LOS.PDF

Hi Matt,

Per your request here are the pages from the adopted Comp Plan showing the LOS of SR 46 as E. We have also verified this information with Public Works Engineering.

Tina Williamson, AICP
Economic and Community Development Services
Planning and Development Division Manager
Seminole County Planning and Development Division
1101 E. First Street
Sanford, FL 32771-1468
Phone: 407-665-7375
Fax: 407-665-7385
Email: TWilliamson@seminolecountyfl.gov



****Florida has a very broad Public Records Law. Virtually all written communications to or from State and Local Officials and employees are public records available to the public and media upon request. Seminole County policy does not differentiate between personal and business emails. E-mail sent on the County system will be considered public and will only be withheld from disclosure if deemed confidential pursuant to State Law.****

Matthew West

From: smorriss@volusia.k12.fl.us
Sent: Wednesday, July 10, 2013 10:48 PM
To: mwest@lassitertransportation.com
Subject: RE: Typical Volusia County School Design Capacities

735 for elementary - the rest is ok to use

Sent with Good (www.good.com)

Saralee L. Morrissey, AICP

-----Original Message-----

From: Matthew West [mwest@lassitertransportation.com]
Sent: Tuesday, July 09, 2013 12:34 PM Eastern Standard Time
To: Morrissey, Saralee L.
Cc: cervin@lassitertransportation.com; rlassiter@lassitertransportation.com
Subject: Typical Volusia County School Design Capacities

Hello, Saralee:

Would you please confirm the student design capacity for new Volusia County Schools? Are they as follow:

Elementary School – 800 students
Middle School – 1,200 students
High School – 2,000 students

We are trying to finish our transportation methodology for Farmton, and this information would be most helpful.

Thanks,

Matthew West AICP
Lassiter Transportation Group, Inc.
123 Live Oak Avenue
Daytona Beach, FL 32114

PH: 386.257.2571 ext. 313
FX: 386.257.6996
www.lassitertransportation.com

 **Lassiter Transportation Group, Inc.**
Engineering and Planning

Office Hours: Monday-Thursday, 7:30-5:30; Friday - 8:00-12:00

Please do not rely on e-mail communications for time-sensitive responses and actions by LTG Staff.

Via Email: (fmlch@ecfrpc.org)

Ref: 3833.02

September 5, 2013

Fred Milch AICP
Project Review Manager
East Central Florida Regional Planning Council
309 Cranes Roost Blvd. Suite 2000
Altamonte Springs, FL 32701

Re: **Farmton Master DRI Transportation Methodology**

Dear Mr. Milch:

Lassiter Transportation Group, Inc. (LTG) is in receipt of comments from several local governments and review agencies regarding the proposed, revised, transportation methodology for the Application for Master Development Approval of Farmton Master Development of Regional Impact (DRI). The review comments are listed below with responses to each comment in bold typeface.

VOLUSIA COUNTY

The following comments are those of Traffic Engineering staff:

Comment 1 The county has no further comments on the Farmton DRI revised transportation methodology.

Response 1 Acknowledged. Thank you for your review and comments.

FDOT

Comments 1, 2, 4, 5, 9, 10, and 11 were addressed by FDOT as “No further comments,” and are hereby acknowledged.

Comment 3 The Department acknowledges that Table 1 has been amended; however, the Department has comments regarding some of the amendments. Please refer to Exhibit A for a comparison between the Department’s recommendations and the roadway characteristics proposed by the applicant’s consultant and adjust accordingly (discrepancies highlighted in yellow). In addition, it is noted that the SR 46 roadway segment from Seminole County Line to SR 426 (Snow Hill Rd) is missing in Table 1.

Maximum service volumes have been identified for each segment in Table 1; however, these volumes are daily while the analysis will be based on peak hour (directional). Therefore, maximum service volumes included in Table 1 need to be revised to reflect peak hour directional

values. As noted above, please refer to FDOT-District-Five-2012-LOS_ALL-Report.xls for maximum service volume information.

Finally, if any deviation from FDOT's recommendations is proposed, information supporting the change needs to be provided for review and approval.

The applicant's consultant expressed that the Volusia County Comprehensive Plan was developed based on peak hour two-way service volumes; therefore, he would like to perform the analysis for this condition (peak hour two-way). After discussion with Volusia County in a teleconference on August 27th with Melissa Winsett & Becky Mendez, and in order to avoid having the analysis performed for two different conditions, the Department agrees with this request. Please note that the remainder of the above FDOT' Response still stands.

Response 3 Changes to Table 1 have been made in response to this comment. The revised methodology is attached. Also, any changes to the supporting information will be provided to FDOT for review and approval.

Comment 6 The Department agrees with the improvements listed in Table 2 under the FDOT District 5 Work Program 2014-2018 section; however, please refer to responses to comment #7 regarding other improvements listed in Table 2

Response 6 Please see the response below under FDOT Comment No. 7.

Comment 7 (Comment #7) The Department recommends the inclusion of the extension of Williamson Blvd. from SR 442 to SR 44 as part of the AMDA analysis. Recommended roadway characteristics for this segment are included in Exhibit A. However, the inclusion of this road in the AIDA analyses will be dependent upon Restoration DRI status at that specific point in time and it will need to be discussed at AIDA Methodology.

In addition to the extension of Williamson Blvd., other improvements have been included in Table 2 under Restoration DRI Development Order, regarding these improvements please note the following:

1. The Department has no objection to the inclusion of these improvements in the AMDA analysis.
2. The inclusion of these improvements in the AMDA analysis does not imply that they are committed improvements and that Farmton is exempt of any funding/implementation responsibilities of these improvements.
3. The extent (if any) of Farmton's responsibility in funding/implementing these improvements will be determined during the AIDA analysis.

Regarding the alternative network and parallel facilities plan for the Osteen Local Plan, OST 1.5.2, the Department has not received the plan for review and approval so we recommend that the applicant contacts the City and County for information about the plan.

Finally, the Department recommends that the roadway improvements to be identified by Farmton that are not included in the County's Comprehensive Plan Transportation Element to be included in the Element.

Response 7 Table 1 has been amended as requested. The second and third paragraphs of this comment are acknowledged.

Comment 8 After reviewing the additional information provided by the applicant's consultant and discussion with Volusia County, in a teleconference on August 27th with Melissa Winsett & Becky Mendez, the Department has no further comments. However, it is necessary to note, based on the information provided to date, it will be difficult for the applicant to meet the minimum densities and minimum FARs adopted as part of the Farmton Local Plan.

Response 8 **Table 13 has been added to further clarify the development program and this comment is acknowledged.**

OAK HILL

The following comments and concerns are provided in response to the draft Farmton Transportation AMDA.

Comment 1 On behalf of the City I would like to thank Farmton consultants/applicants for answering the concerns of the City of Oak Hill. Including US 1 in the roadway network is very important as to the Development's possible impact to the City. Page 17 of the Farmton AMDA Transportation Methodology indicates that the growth projection process for roadway segments will be discussed with the reviewing agencies prior to the analyses. Segments are obviously important in the flow of traffic and in meeting adopted LOS. The TAZ discussion (page 10 and 11) denotes growth on or before 2035 in zones 10,11,12,13 and 14 which could especially impact the City of Oak Hill. Because of the zone locations it appears that Halifax Avenue becomes critical in traffic movement as a reconstructed Maytown to I-95 has no interchange/intersection at that time according to Table 2. We would appreciate working with the County of Volusia, Farmton or succeeding owners, and FDOT to study the impact on Halifax Avenue (rural substandard two-lane roadway) and the need for possible improvements in the segment east from Maytown to US 1; it would not appear to be just the intersection of Halifax and US 1 that would be affected.

Response 1 **Acknowledged. Farmton looks forward to working to together with the City of Oak Hill throughout this process.**

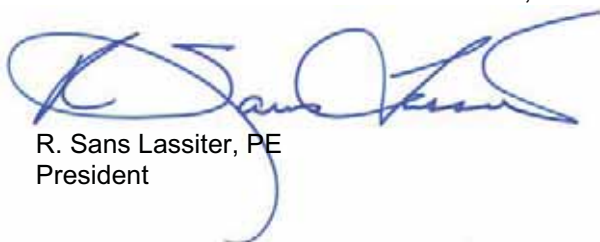
Comment 2 My only other comment is that in Table 1 US 1 is shown as Urban through the City of Oak Hill. I believe it is rural in design.

Response 2 **The classification column of Table 1 is intended to be the capacity classification according to the local government and/or FDOT. It is not intended to reflect the actual roadway design (as evidenced by the urban vs rural typical section).**

If you have any additional questions regarding our responses as stated above, please feel free to contact me at (386) 257-2571.

Sincerely,

LASSITER TRANSPORTATION GROUP, INC.



R. Sans Lassiter, PE
President

c: Judy Pizzo, GISP, FDOT
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FARMTON AMDA TRANSPORTATION METHODOLOGY

In accordance with Rule 73C-40.021(f), Florida Administrative Code, this document constitutes the East Central Florida Regional Planning Council (hereafter referred to as the "Council") transportation methodology for the FARMTON MASTER FRAMEWORK FOR FUTURE DRI SUBMITTALS. This transportation methodology applies to the Application for Master Development Approval (AMDA) only. A separate transportation methodology shall be negotiated for each Application for Incremental Development Approval (AIDA).

FARMTON MASTER DRI TRANSPORTATION METHODOLOGY

The following transportation methodology follows the format of the Florida Department of Economic Opportunity (DEO) Application for Development Approval. Unless otherwise stated in this methodology, the AMDA shall conform to the procedures and criteria specified in the version of the FDOT Transportation Impact Handbook in effect as of the date of the acceptance of the final transportation methodology.

Definition:

“Current edition” or “current version” or “latest version” means the version or edition of the particular publication/software/model in effect on the date of the acceptance of the final transportation methodology.

Question 9 - Maps (Map J)

Information in the Question 21, Map J series for the AMDA shall show, within and adjacent to the study area, all US highways, State roads, and all functionally-classified roads listed in Table 1, AMDA Roadway Network.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 1 AMDA Roadway Network

AMDA ROADWAY NETWORK-EXISTING CONDITIONS							
Roadway	From To	Jurisdiction	Classification	No. of Lanes	Adopted LOS	PK HR 2 Way MSV	MSV Daily
Maytown Road/Halifax Avenue	SR 415 to Pell Road	Vol	Rural Developed UFH	2	C	1,550	16,400
	Pell Road to Beacon Light Road	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Beacon Light Road to US 1	Vol	Rural Developed UFH	2	C	1,550	16,400
Williamson Boulevard Extension	US 1 to Maytown Road	Brev/Vol	n/a	n/a	n/a	n/a	n/a
	Maytown Road to SR 442	Vol	n/a	n/a	n/a	n/a	n/a
	SR 442 to SR 44	Vol	n/a	n/a	n/a	n/a	n/a
Arterial Road "A"	Maytown Road to Williamson Boulevard Ext	Vol	n/a	n/a	n/a	n/a	n/a
SR 442 (Indian River Blvd.)	Williamson Blvd. Ext to I-95	Edgewtr	Urban Arterial	4	D	3,580	39,800
	I-95 to Air Park Road	Edgewtr	Transitioning Arterial	4	D	3,200	35,500
	Air Park Road to Queen Palm Drive	Edgewtr	Urban Arterial	4	D	3,580	39,800
	Queen Palm Drive to US 1	Edgewtr	Urban Arterial	4	D	3,580	39,800
Interstate 95	SR 46 to CR 5A (Brevard)	Brev	Transitioning Freeway	4	C	5,190	57,600
	CR 5A to Brevard/Vol County line	Brev	Rural Freeway	4	C	4,510	43,000
	Brev/Vol County line to SR 442 (Indian River)	Vol	Rural Freeway	4	C	4,510	43,000
	SR 442 (Indian River Blvd.) to SR 44	Vol	Transitioning Freeway	4	C	5,190	57,600
SR 415	SR 46 to Seminole/Volusia Co line	Sem	Urban UFH	2	E	2,990	33,300
	Seminole/Volusia Co to Osteen-Enterprise Rd	Vol	Transitioning UFH	2	C	1,550	17,300
	Enterprise-Osteen Road to Howland Blvd.	Vol	Urban UFH	2	D	2,170	24,200
	Howland Blvd. to Acorn Lake Road	Vol	Urban UFH	2	D	2,170	24,200
	Acorn Lake Road to Colony Rd/Lake Ashby Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Colony/Lake Ashby Rd to SR 44	Vol	Rural Developed UFH	2	C	1,550	16,400
SR 46	SR 415 (Lake Mary Blvd.) to W. Osceola Road	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	W. Osceola Road to Snow Hill Road	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Snow Hill Road to Vol/Seminole Co line	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Vol/Seminole Co line to Vol/Brevard Co line	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Vol/Brevard Co line to Turpentine Road	Brev	Rural Undeveloped UFH	2	C	790	8,400
	Turpentine Rd to I-95	Brev	Urban Arterial	2	D	1,600	17,700
SR 44	SR 415 to Samsula Drive	Vol	Rural Developed UFH	4	C	3,860	40,700
	Samsula Drive to Airport Road	Vol	Transitioning UFH	4	C	4,460	49,600
	Airport Road to I-95	Vol	Transitioning UFH	4	C	4,460	49,600
Doyle Road	I-4 to Deltona Blvd.	Vol	Urban Arterial Major Cty Rd Cl 2	4	E	2,736	30,420
	Deltona Blvd. to Enterprise St.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160
	Enterprise St. to Main St.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160
	Main St. to Providence Blvd.	Vol	Urban Arterial Major Cty Rd Cl 2	4	D	2,628	29,160
	Providence Blvd. to Garfield Road	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,183	13,020
	Garfield Rd. to Saxon Blvd.	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,183	13,020
	Saxon Blvd. to Courtland Blvd.	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,183	13,020
Courtland Blvd. to SR 415	Vol	Urban Arterial Major Cty Rd Cl 1	2	E	1,183	13,020	
US 1	Aurantia to Brev/Vol County line	Brev	Rural Undeveloped UFH	4	B	2,440	25,700
	Brevard/Vol Co line to Kennedy Parkway	Vol	Rural Undeveloped UFH	4	B	2,440	25,700
	Kennedy Parkway to Putnam Grove Road	Vol	Transitioning UFH	4	C	4,460	49,600
	Putnam Grove Road to Halifax Avenue	Vol	Transitioning UFH	4	C	4,460	49,600
	Halifax Avenue to HH Birch Road	Vol	Transitioning UFH	4	C	4,460	49,600
	HH Birch Rd to Ariel Road	Vol	Urban Arterial Cl 1	4	D	3,580	39,800
	Ariel Rd to Volco Road	Vol	Urban Arterial Cl 1	4	D	3,580	39,800
	Volco Road to SR 442	Vol	Urban Arterial Cl 1	4	D	3,580	39,800

For the Williamson Boulevard Extension, Maytown Road and Arterial "A," the LOS standard is based on existing standards applied to those roads and the policies contained in the Volusia County Comprehensive Plan, Transportation Element.

Question 21 - Transportation- General Comment

All of the information in Question 21 shall be provided unless the Applicant has been specifically instructed by the Council staff in writing that the information does not need to be submitted. All Question 21 responses (maps, tables and text) shall be in one document. All pages (including tables, maps and illustrations) shall have page numbers. A separate technical appendix may contain detailed analyses, model files, spreadsheets and other supporting documentation and will be submitted in a digital format. However, the Applicant agrees to provide paper copies of the appendix to all review agencies that request a paper copy. Appendices shall also have tables of content, and the pages shall be numbered.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Land Use Trip Conversion Matrix

The Applicant and the review agencies agree that a Land Use Trip Conversion Matrix shall be used for the Gateway Area in conformance with FG 8.6, Farmton Local Plan, Volusia County Comprehensive Plan for the AMDA. The following two tables are taken directly from Policy FG 8.6 of the Farmton Local Plan.

Farmton Generalized Trip Matrix (Based on P.M. Peak-Hour Two-Way Traffic)

From	To									
	Single-Family	Multi-Family	Hotel	Hospital	School	Retail/Commercial	Office	Business/Flex-space	Light Industrial	Warehouse/Distribution
Single-Family	-	1.772	1.712	0.886	6.886	0.269	0.678	0.783	1.041	3.156
Multi-Family	0.564	-	0.966	0.500	3.886	0.152	0.383	0.442	0.588	1.781
Hotel	0.584	1.035	-	0.518	4.023	0.157	0.396	0.457	0.608	1.844
Hospital	1.129	2.000	1.932	-	7.773	0.304	0.765	0.884	1.175	3.563
School	0.145	0.257	0.249	0.129	-	0.039	0.098	0.114	0.151	0.458
Retail/Commercial	3.713	6.579	6.356	3.289	25.568	-	2.517	2.907	3.866	11.719
Office	1.475	2.614	2.525	1.307	10.159	0.397	-	1.155	1.536	4.656
Business/Flex-space	1.277	2.263	2.186	1.132	8.795	0.344	0.866	-	1.330	4.031
Light Industrial	0.960	1.702	1.644	0.851	6.614	0.259	0.651	0.752	-	3.031
Warehouse/Distribution	0.317	0.561	0.542	0.281	2.182	0.085	0.215	0.248	0.330	-

* Multiply previous land use units by factor to determine desired land use units
Keeps total p.m. peak-hour traffic constant

Example: To go from 250 KSF Retail/Commercial to Business/Flex-space, multiply 250 by 2.907 = 726.75 KSF Business Park
Example: To go from 100 Single-Family Dwelling Units to School, multiply 100 by 6.886 = 688 Students

ITE Average Trip Rates (8th Edition)

Land Use	Units	P.M. Peak-Hour Rate	Percent Enter	Percent Exit
Single-Family	Dwelling Units	1.01	63%	37%
Multi-Family ¹	Dwelling Units	0.57	66%	34%
Hotel	Rooms	0.59	53%	47%
Hospital	1,000 Sq. Ft.	1.14	42%	58%
School ²	Students	0.15	48%	52%
Retail/Commercial	1,000 Sq. Ft.	3.75	48%	52%
Office	1,000 Sq. Ft.	1.49	17%	83%
Business/Flex-space	1,000 Sq. Ft.	1.29	23%	77%
Light Industrial	1,000 Sq. Ft.	0.97	12%	88%
Warehouse/Distribution	1,000 Sq. Ft.	0.32	25%	75%

¹ Multi-family trip rate and directional distribution is an average of Condominium/Townhouse and Apartment rates

² School trip rate and directional distribution is an average of elementary school, middle school, and high school

A. Existing Conditions on the Highway Network within the Study Area

Existing conditions, analysis results and analysis assumptions shall be presented in the AMDA for the roadway network identified in Table 1. For the AMDA, the Applicant shall use the latest version of the FDOT Quality/Level of Service Handbook in effect as of the date of acceptance of the final transportation methodology to determine the maximum service volumes (MSV) for all FDOT roadways or as may be adopted and approved by local governments having jurisdiction. MSV values for all other roadways shall be obtained from local government comprehensive plans or concurrency documents.

Traffic Count Procedures

For the AMDA, the Applicant shall use the most recently published FDOT traffic counts for State roads, and the most recent county traffic counts available for county roads. The Applicant shall contact FDOT, Brevard County and Volusia County to obtain traffic count data for roadway segments.

For the AMDA, supplemental traffic counts on non-Strategic Intermodal System (SIS) roads taken by the Applicant, as well as the determination of K and D factors, shall follow FDOT guidelines established in the latest version of Manual on Uniform Traffic Studies and Site Impact Handbook. All sources of existing traffic counts shall be provided in the analysis tables, and actual counts, as well as calculations, shall be provided in an appendix.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Highway (Thoroughfare) Level of Service Procedures

For the AMDA, all traffic data and analyses shall use the highway (thoroughfare) level of service (LOS) segmentation specified in the Volusia County Comprehensive Plan for county roads and FDOT segmentation for State and Federal Roads.

Modifications

For the AMDA, transportation system modifications scheduled for construction and affecting capacity located within the project study area and specified in FDOT's Adopted Five-Year Work Program, Seminole County Capital Improvements Element, Brevard County Capital Improvements Element, Volusia TPO Transportation Improvement Program, Metroplan TPO Transportation Improvement Program, and the Volusia County Five-Year Road Program shall be identified and mapped. Only those projects identified for construction within the first three years of the above mentioned programs in effect on the date of acceptance of the final transportation methodology shall be considered for the existing and future roadway network analysis as applicable. In addition, and consistent with the Farnton Local Plan, internal roadways and intersections/interchanges will be added to the AMDA transportation network. Also, information on roadway modifications committed by, or required of, other approved developments (if applicable) not contained in these listed documents shall be obtained from Volusia County or other applicable local jurisdictions. The Applicant shall review the modifications to the road network with the review agencies prior to proceeding with the modeling effort.

The following table (Table 2) contains the list of facility improvements that will be added to the model.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 2

Farmton Transportation System Modifications

Facility	Limits	Improvement	Const Year	Model Run
Volusia County Five-Year Road Program				
LPGA Blvd	Jimmy Ann Drive to Derbyshire Rd	4 laning	FY 12/13	2035/2060
Howland Blvd	Courtland Blvd to N of SR 415	4 laning	FY 12/13	2035/2060
Fort Smith Blvd	East and West of Howland	3 Laning	FY 12/13	2035/2060
FDOT District 5 Work Program 2014-2018				
SR 415	Seminole County Line to Reed Ellis Rd	4 laning	under const	2035/2060
SR 415	SR 46 to Volusia County Line	4 laning	under const	2035/2060
SR 415	Reed Ellis Rd to Acorn Lake Rd	4 laning	under const	2035/2060
Interstate 4	SR 44 to Interstate 95	6 laning	under const	2035/2060
Interstate 95	S. of SR 406 to N of SR 44	6 laning	under const	2035/2060
Interstate 95	N of SR 44 to S of I-4	6 laning	FY 14/15	2035/2060
Restoration DRI Development Order				
Williamson Blvd	SR 442 to SR 44	New 4 lane rd	Phase II (2016)	2035/2060
SR 44	I-95 to Glencoe Rd	6 laning	Phase II (2016)	2035/2060
I-95	SR 44 to I-4	6 laning	Phase II (2016)	2035/2060
US 1	Riverside Dr to SR 442	6 laning	Phase II (2016)	2035/2060
Dunlawton Ave	Taylor Rd to Clyde Morris Blvd	8 laning	Phase II (2016)	2035/2060
Taylor Rd	I-95 to Dunlawton Ave/Taylor Rd int	4 laning WB	Phase II (2016)	2035/2060
Taylor Rd	Dunlawton Ave to Clyde Morris Blvd	4 laning	Phase II (2016)	2035/2060
Seminole County Capital Improvements Element				
SR 46	Mellonville to SR 415	4 laning	FY 15/16	2035/2060
Brevard County Capital Improvements Element				
None				
Metroplan Transportation Improvement Plan				
SR 46	Mellonville to SR 415	4 laning	FY 15/16	2035/2060
Volusia TPO TIP				
Williamson Blvd	Airport Rd to Pioneer Tr	New 4 lane	FY 13/14	2035/2060
SR 442 Extension	One mile west of current terminus	New 4 lane	FY 13/14	2035/2060
Farmton Local Plan				
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	New 2 lane	2035	2035
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	4 laning	2035	2060
Maytown Rd	Realignment Naranja to SR 415		2035	2035/2060
Maytown Rd	Reconstruct SR 415 to Interstate 95	2 lane	2035	2035
Maytown Rd	SR 415 to Interstate 95	4 laning	2060	2060
Maytown Interchange	Interstate 95	New interchange	2060	2060
Arterial A	Williamson Blvd to Maytown Road	New 2 lane	2035	2035
Arterial A	Williamson Blvd to Maytown Road	4 laning	2060	2060
Osteen Local Plan				
See policy 1.5.2 below	Alternative Network/parallel facilities plan		2035	2035

OST 1.5.2 The City and the County shall propose an access management plan that will include and alternative network and parallel facilities plan for the Osteen Local Plan area to be approved by the

FARMTON AMDA TRANSPORTATION METHODOLOGY

Florida Department of Transportation, District 5 within twelve (12) months of the NOI issued by the Department of Community Affairs for this local plan.

B. Provide a Projection of Vehicle Trips Expected to be Generated by this Development

For the AMDA, the Applicant shall use the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook, for daily and PM peak-hour two-way external trip generation at build-out and an interim 2035 conceptual development program and shall provide all necessary input data for agency review and verification purposes. Trip generation shall be based upon the future build-out conditions of the development program in 2060 and an interim 2035 conceptual development program described for all Sustainable Development Areas in the AMDA.

For the AMDA, if a proposed use is not listed in the current edition of the ITE Trip Generation Manual, and there is no comparable land use that Council staff, in consultation with review agencies, can agree upon, the Applicant shall submit a special trip generation study that shows trip generation rates based on professionally acceptable techniques, such as the current edition of the ITE Trip Generation Manual, Ninth Edition.

Trip generations shall be reviewed with the review agencies prior to proceeding with traffic assignment and analysis.

Study Area

The study area for the AMDA is provided in Table 1. The AMDA will address connectivity between on-site transportation facilities and external transportation facilities as well as ensure that adequate transportation corridors are preserved through the build-out of the Farmton Local Plan.

Land Use

The Farmton Local Plan (FLP) divides land uses into GreenKey areas and Sustainable Development Areas (SDAs). GreenKey areas consist of 31,876 acres and will remain in natural conditions, consistent with the Farmton Conservation Management Plan. The remaining 15,081 acres are designated for SDAs. The SDAs are reserved for urban development and are subject to a variety of standards regarding the location, type and timing of development.

The SDAs include districts or areas that are known as the Gateway, the Work Place, Town Center and Villages (multiple locations). Please refer to Map H for the location of the SDAs within the boundary of Farmton.

The Gateway area is the only portion of Farmton that can be developed between 2017 and 2026. Any entitlements not developed within the Gateway may be transferred to other SDAs after 2025 with certain limitations/restrictions. The remaining SDAs may be developed after 2025 and are targeted for the majority of the land use entitlements allocated in the FLP. Table 3 includes a summary of the maximum development allowed within the Gateway area and the other SDAs:

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 3

Farmton Land Use Entitlements

Area	Time Frame	Dwelling Units	Non-Res SF
Gateway	2017-2025	4,692	820,217
Balance of Farmton	2026-2060	18,408	3,879,783
Total		23,100	4,700,000

The FLP does not allocate specific development entitlements for each SDA so it is necessary to estimate where, when and what will be developed within the various SDAs. Figure 1 shows the TAZ structure based upon the future land use map of the Farmton Local Plan that will be used for the MDRI analysis. This zonal structure will be used in conjunction with the specifications and guidelines in the FLP to refine future estimates of land uses within the SDAs for the years 2035 and 2060. The type of development allowed within the respective SDAs is needed in order to develop estimates of the densities and intensities of the land uses within the SDAs. The following is a brief description of the uses allowed within the SDAs:

- **Gateway:** The district is designed to be mixed-use allowing residential, retail, office, industrial, hotel, employment and business parks, and institutional uses which would be appropriate near a major interstate interchange. A full range of residential uses including single family, townhouse, and multi-family are permitted in order to provide diversity of housing types and price points, promote walkability, and encourage more compact development.
- **Work Place:** The district is intended to provide and promote employment centers as well as provide work force housing in close proximity. Permitted uses include office, light manufacturing, research and development, retail, multi-family, hotel, recreational, and institutional uses and may include educational facilities.
- **Town Center:** The district is intended to be the social, economic, and educational hub of the Farmton Local Plan. Permitted uses include office, retail, single family and multi-family residential, hotel, educational facilities, medical facilities, religious facilities, active and passive recreational facilities.
- **Villages:** Residential villages are intended to be developed as compact residential areas containing a variety of uses including single and multi-family residential, office, retail, institutional, and open space. Non-residential uses are limited to the village center. Village Centers are limited to a maximum of 200,000 square feet of building area, with a maximum of 50,000 square feet for an individual retail use/retail entity.

After 25 percent of the SDA acreage is set aside for Resource-Based Open Space and then an additional 40 percent is reserved for Civic Open Space, the Farmton Local Plan provides for minimum and target densities for residential uses and desired intensities of non-residential. The following tables (Tables 4 – 6) summarize the density, intensity and mixture of use requirements established in the FLP for the SDAs. Note that application of these standards does not result in an absolute number of residential units and non-residential intensity, but provide a range of development thresholds.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 4

Farmton Residential Density Standards

SDA	Minimum (DU/Acre)	Target (DU/acre)
Gateway Max (4,692 DUs)	4	12
Work Place	8	18
Town Center	8	15*
Villages	3	6**

*Town Square target density is 24 DU/acre.

** Village Center target density is 10 DU/acre.

Table 5

Farmton Non-Residential Minimum Floor-to-Area Ratio (FAR) Standards

	Office	Retail	R&D/Manuf.	Town Square
Work Place	0.3	0.3	0.3	n/a
Town Center	0.3	0.3	0.3	0.5
Villages**	0.3	0.3		

** Village centers are limited to maximum of 200,000 sq. ft. per center with no one tenant exceeding 50,000 sq. ft.

Table 6

Farmton Minimum Mixed-Use Requirements (% of individual district's acreage)

	Office	Retail	R&D/Manuf.	Residential	Parks/Civic	Light Industrial
Gateway	20	10	15	20		
Work Place	TBD	TBD	TBD	TBD	TBD	TBD
Town Center	20	20		25	10	5
Villages***	10	15		25	20	

***These standards apply to the Village Centers. The area outside the Village Center will be solely residential.

FARMTON AMDA TRANSPORTATION METHODOLOGY

It was acknowledged in the Farnton Local Plan (FLP) that the acreage allocated for the SDAs is larger than necessary to accommodate the targeted development standards identified in the preceding tables. There will be standards for protection of valuable natural resources contained within the Resource Based Open Space, Civic Open Space, and wetland protection policies for the SDAs that will be applied as part of the subsequent Applications for Incremental Development Approval (AIDA). This will provide additional refinement on the location and net area available for development. Additionally, the FLP includes specific guidelines and policies that require the SDAs to be developed in a compact urban-form. This, in turn, results in a reduction in the size of the developable area within the SDAs. This level of refinement is not possible with the analysis of the MDRI so the land use program used for the analysis of transportation impacts reflects the general condition of a gross area analysis. The final detailed plans submitted for subsequent AIDAs shall reflect the net intensity of development and shall comply with the development standards identified in the FLP.

In addition to the requirements of the FLP, Lassiter Transportation Group used the following assumptions in developing 2035 and 2060 land use data sets:

1. Residential development is divided roughly equally (50% single family and 50% multi-family). The Villages reflect a wide mixture of residential development. The Gateway, the Work Place and the Town Center are projected to contain a larger percentage of multi-family development due to their compact urban form and the emphasis on work force housing in close proximity to employment centers.
2. Industrial uses are projected to be located in the Gateway and Work Place districts. The Gateway district is anticipated to contain up to 350,000 square feet of industrial uses, given its proximity to the I-95 interchange and access to SR 442. The Work Place is projected to contain 250,000 square feet of industrial uses.
3. The Town Center may include up to 1,088,000 square feet of commercial; 500,000 square feet of office; and 2,224,000 square feet of institutional uses. This reflects the heavy emphasis on the development of a Town Square area, as well as the proximity to the Work Place district.
4. Institutional uses are not subject to the maximum non-residential capacity of 4.7 million square feet of building area. Lassiter Transportation Group developed an estimate of the amount of institutional uses based on existing demographic conditions and characteristics within Volusia County and the policies contained in the FLP. For example, the Town Center SDA has been identified as the location of a Town Square. The Town Square is envisioned to contain large public spaces and uses in combination with commercial and office uses. This means that general governmental services, schools, hospitals and houses of worship can be heavily integrated into the land use mix of the Town Center SDA. Table 7 summarizes the conceptual institutional uses that could be allowed within the SDAs:

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 7

Farmton Institutional Use Assumptions

SDA	Institutional Uses
Gateway Max (4,692 DUs)	Allocated 117,000 square feet based on a new elementary school, houses of worship and public agency offices.
Work Place	No institutional uses allocated to the Volusia portion of Work Place due to the heavy influence of institutional uses in the Town Center. Allocated 50,000 square feet to the Work Place SDA in Brevard County for public agency offices and similar uses. The Work Place could contain schools (including post-secondary schools).
Town Center	Town Center is where a majority of the institutional uses are projected to be located given the requirements for the Town Square. There is 2,224,000 square feet of institutional uses. This includes houses of worship, educational facilities and public offices for federal, state, regional and local agencies.
Villages	The Village SDAs are primarily residential with a Village Center providing retail and similar commercial land uses. It is expected that elementary schools will be located in four of the Villages and that houses of worship will also be a part of the land use mix. An estimated 105,000 square feet has been allocated to Village 3; 12,000 square feet allocated to Village 5; 111,000 square feet allocated to Village 6; and, 129,000 square feet allocated to Village 8

All of these factors were incorporated into the allocation of the development intensities and densities to the proposed TAZ structure used in this analysis (please see Figure 1). For the 2035 scenario, it was presumed that most of the development would be concentrated on the eastern portions of Farmton and the western-most villages would see little or no development. The following summarizes the assumptions used in developing these scenarios.

1. Gateway (TAZ 1 and 2): The location of this area to I-95 and the connectivity to other large development projects (Restoration DRI , Reflections PUD aka Deering Park) provides greater opportunity for non-residential development and higher density residential development. In 2035 it is assumed that there will be 200 single family dwelling units, 900 multi-family dwelling units and 467,000 square feet of non-residential uses (industrial, commercial, office and institutional). In 2060 it is anticipated that there will be 296 single family dwelling units, 1,200 multi-family dwelling units and 937,000 square feet of non-residential uses.
2. The Work Place (TAZ 13 and 14): This area is located in the southeastern area of the Farmton property. Its proximity to major roadways (Maytown Road/Williamson Boulevard extension) and lands targeted for economic development in the Brevard portion of Farmton make it ideal for non-residential land uses. In 2035 it is projected that there will be 900 multi-family dwelling units and 2,025,000 square feet of non-residential uses. In 2060 it is anticipated that there will be 1,550 multi-family dwellings and 2,932,000 square feet of non-residential uses.

FARMTON AMDA TRANSPORTATION METHODOLOGY

3. The Town Center (TAZ 10 and 11): The specific requirements contained in the FLP mandate the development of this area for a mixture of uses, as well as many public or quasi-public uses. Also, the proximity to the Work Place area should increase demand for a variety of housing opportunities. In 2035 it is anticipated that there will be 200 single family dwelling units, 700 multi-family dwelling units and 2,974,000 square feet of non-residential uses. In 2060 it is assumed that there will be 300 single family dwelling units, 1,100 multi-family dwelling units and 3,812,000 square feet of non-residential uses.
4. Villages (TAZ 3, 4, 5, 6, 7, 8, 9, 12, 14, and 15): The villages that are located close to the Work Place and Town Center are assumed to have a greater diversity in the type of residential development and greater demand for non-residential land uses. The western villages were assumed to be more homogeneous in the type of residential uses and will not have a non-residential component. In total, the Village SDAs are projected to contain 5,250 single family dwelling units, 5,895 multi-family dwelling units and 520,000 square feet of non-residential development by 2035. In 2060 the Village SDAs are projected to have 10,544 single family dwelling units, 8,544 multi-family dwelling units and 897,000 square feet of non-residential use

The information in Table 8 identifies the ITE codes for general land uses identified for the Farmton Master DRI for all of the Sustainable Development Areas for the build-out (2060) of Farmton. Table 9 contains the same information for the 2035 interpolation of the Farmton conceptual development program as may be limited by the Farmton Local Plan. These land uses and associated codes, are general in nature and may be further refined in the AIDAs (e.g. multifamily could be further refined to include apartments, ACLF, condominiums, etc.).

Table 8

Farmton 2060 Initial Conceptual Build-out Program Scenario

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	11,006	DUs	1,006	DUs
Multi-family	220	12,094	DUs	1,300	DUs
Total		23,100	DUs	2,306	DUs
Non-Residential					
Retail	820	1,833	KSF	400	KSF
Office	710	2,267	KSF	460	KSF
Industrial	110	600	KSF	390	KSF
Total		4,700	KSF	1,250	KSF
Schools/Institutional					
Elementary (4)	520	2,940	Students		
Middle (1)	522	1,200	Students		
High (1)	530	2,000	Students		
Hospital	610	160	Beds		

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 9 provides a breakdown of general land uses expected as part of the conceptual development program for the year 2035.

Table 9
2035 Initial Conceptual Development
Program Scenario

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	4,800	DUs	650	DUs
Multi-family	220	6,195	DUs	600	DUs
Total		10,995	DUs	1,250	DUs
Non-Residential					
Retail	820	835	KSF	345	KSF
Office	710	1,180	KSF	345	KSF
Industrial	110	326	KSF	300	KSF
Total		2,341	KSF	990	KSF
Schools/Institutional					
Elementary (2)	520	1,475	Students		
Middle (1)	522	1,200	Students		
High (0)	530	0	Students		

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 10 provides a summary of permitted uses within each type of Sustainable Development Area per Policies FG 3.4, 3.5, 3.6 and 3.7 of the Farmton Local Plan.

Table 10

Farmton Sustainable Development Area Use Table

		Residential		Non-Residential			
Development Area	Acres	Single Family	Multifamily	Industrial	Institutional	Commercial	Office
Gateway	821	P	P	P	P	P	P
Villages Centers	11,000	P	P	X	P	L	L
Work Place	1,351	L	P	P	P	L	P
Town Center	1,909	P	P	L	P	P	P
P Permitted							
L = Limited Use							
X = Not permitted							

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 11 provides details of the initial conceptual 2060 development program distribution among the various Sustainable Development Areas.

Table 11

Farmton 2060 Initial Conceptual Development Program Distribution

Farmton 2060 Initial Conceptual Development Program Distribution							
TAZ #	Dev. Area	Volusia County		Non-Residential			
		Residential		Industrial	Commercial	Office	Institutional
		Single Family DU	Multi-Family DU	KSF	KSF	KSF	KSF
1	Gateway 1	296	300	250	200	30	117
2	Gateway 2	0	900	100	0	240	0
4	Village 1	235	0	0	10	10	0
4	Village 2	2,554	534	0	30	30	0
5	Village 3	1,782	600	0	30	30	105
6	Village 4	800	224	0	30	30	0
3	Village 5	1,100	877	0	20	10	12
8	Village 6	1,167	1,751	0	50	50	111
7	Village 7	988	989	0	30	30	0
9	Village 8	1,340	2,125	0	40	50	129
12	Village 9	444	1,126	0	30	30	0
13	Work Place	0	1,250	250	275	1,227	0
10, 11	Town Center	300	1,418	0	1,088	500	2,224
		11,006	12,094	600	1,833	2,267	2,696
Volusia Total Non-Res (KSF)			4,700				
Volusia Total Res (units)			23,100				
Brevard County							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family DU	Multi-Family DU	Industrial KSF	Commercial KSF	Office KSF	Institutional KSF
		DU	DU	KSF	KSF	KSF	KSF
14	Work Place	0	300	390	340	400	50
14	Village 11	300	700	0	30	30	0
15	Village 12	706	300	0	30	30	0
		1,006	1,300	390	400	460	50
Brevard Total Non-Res (KSF)			1,250				
Brevard Total Res (units)			2,306				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Table 12 provides details of the initial conceptual 2035 development program distribution among the various Sustainable Development Areas.

Table 12

Farmton 2035 Initial Conceptual Development Program Distribution

Farmton 2035 Initial Conceptual Development Program Distribution							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family DU	Multi-family DU	Industrial KSF	Commercial KSF	Office KSF	Institutional KSF
1	Gateway 1	200	0	50	100	0	117
2	Gateway 2	0	900	100	0	100	0
4	Village 1	0	0	0	0	0	0
4	Village 2	200	0	0	0	0	0
5	Village 3	850	300	0	20	20	13
6	Village 4	400	0	0	0	0	0
3	Village 5	600	600	0	20	10	12
8	Village 6	600	645	0	25	25	111
7	Village 7	450	450	0	0	0	0
9	Village 8	1,000	1,200	0	20	25	129
12	Village 9	300	700	0	0	0	0
13	Work Place	0	700	175	150	750	0
10, 11	Town Center	200	700	0	500	250	2,224
Totals		4,800	6,195	325	835	1,180	2,605
Volusia Total Non-Res (KSF)			2,340				
Volusia Total Res (units)			10,995				
Brevard County							
TAZ #	Development Area	Residential		Non-Residential			
		Single Family DU	Multi-family DU	Industrial KSF	Commercial KSF	Office KSF	Institutional KSF
14	Work Place	0	200	300	300	300	50
14	Village 11	300	400	0	15	15	0
15	Village 12	350	0	0	30	30	0
Totals		650	600	300	345	345	50
Brevard Total Non-Res (KSF)			990				
Brevard Total Res (units)			1,250				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Figure 1 overlays proposed traffic analysis zones on the Farmton Local Plan map. Refer to Figure 1 when reviewing tables 11 and 12.

Table 13 illustrates how the Sustainable Development Area acreages would be utilized for the Initial Conceptual Development Program detailed in Tables 11 and 12 above. It shows there is ample acreage to accommodate the entire development program for Farmton and that the required mix of uses, densities and intensities can be met.

Table 13

Sustainable Development Area Program Distribution

SDA	Acreage	Less 25% OS	Less 40% Civic Space	Minimum DU/AC req'd by FLP	Minimum Density proposed	Units proposed	Min Acres Required to support proposed density	Acres available for other uses
Villages	11,000.0	8,250.0	4,950.0	3.0	4.0	18,636	4,659.0	291.0
Work Place	1,351.0	1,013.3	608.0	8.0	8.0	1,250	156.3	451.7
Gateway	821.0	615.8	369.5	4.0	6.0	1,496	249.3	120.1
Town Center	1,909.0	1,431.8	859.1	8.0	8.0	1,718	214.8	644.3
Total	15081	11,310.8	6,786.5			23,100	5,279.3	1,507.1

Trip Generation – Institute of Transportation Engineers Trip Generation Report

For the AMDA, all trip generation rates (PM and daily) shall be based on the current edition of the ITE, Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook unless other trip generation data has been approved by the applicable reviewing agencies.

Modal Split

All project external trips shall be assigned to the transportation network using the adopted Long Range Transportation Plan (LRTP) model that is in effect at the time of final acceptance of the transportation methodology. The LRTP model's trip generation procedures currently assume modal split in its trip generation rates. Future models may include separate transit networks, with mode split models contained internally. The Applicant may provide an alternative mode split model subject to approval by the FDOT, ECFRPC, and Volusia County.

C. Estimate the Internal/External Split for Trips Generated

The Applicant shall develop internal capture based upon professionally accepted techniques, which may include, but is not limited to, FDOT Site Impact Handbook, the ITE Trip Generation Handbook (current edition), FDOT's Community Capture Methodology or the LRTP model (as may be modified to include AMDA TAZs, socio-economic (SE) data, and internal transportation network).

Internal Capture

Internal capture estimates for the AMDA shall be based upon the future build-out conditions (2060) and interim development conditions (2035) consistent with the table in FG 5.16 of the Farmton Local Plan. The internal capture percentage produced by the LRTP model at build-out (2060) and at 2035 will be compared to the internal capture rates addressed in policy FG 5.16. The table below is taken directly from Policy FG 5.16 of the Farmton Local Plan.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Planning Horizon Year	P.M. Peak-Hour Two-Way Trip Generation				
	Gross Trip Generation		Internal Capture	Net External Trip Generation	
	Horizon Year	Cumulative		Horizon Year	Cumulative
2025	8,526	8,526	20%	6,821	6,821
2030	2,815	11,341	25%	2,111	8,932
2035	2,815	14,156	30%	1,971	10,903
2040	2,815	16,971	35%	1,830	12,733
2045	2,815	19,786	40%	1,689	14,422
2050	2,815	22,601	45%	1,548	15,970
2055	2,815	25,416	50%	1,408	17,377
2060	2,818	28,234	55%	1,268	18,645

The Applicant shall review the proposed internal capture procedures with the review agencies prior to assignment and analysis and may propose alternative internal capture rates for consideration.

Pass-by Trips

Pass-by capture rates will not be used for the AMDA.

D. Total Peak-Hour Two-way External Traffic, With the Master Development of Regional Impact

For the AMDA, PM peak-hour two-way external project traffic shall be distributed and assigned to the thoroughfare network identified in Table 1 for future build-out conditions and 2035 conditions of the development program described for all Sustainable Development Areas in the AMDA as well as the Brevard portion of Farmton.

The currently adopted Central Florida Regional Planning Model (CFRPM) shall be used for distribution and assignment of project trips for the AMDA. The results of the distribution and assignment of project trips may be manually adjusted by the Applicant, in consultation with review agencies. Project trip distribution shall be shown graphically on a roadway network map depicting the AMDA study area.

The applicant shall present to the review agencies modifications to the future road network contained in the CFRPM for the 2035 and 2060 networks prior to running the models.

Background Traffic

The AMDA Transportation Analysis shall calculate an annual traffic growth rate for the purposes of estimating non-project traffic volumes on the roadway network based upon historic traffic counts, approved development plans (such as Restoration DRI, Reflections PD and the Brevard portion of Farmton) as may be required by local governments within the study area, or a combination of both. For the AMDA, the applicant shall use the 2035 LRTP model, and apply growth rates for the 2035 background volumes to estimate 2035 background traffic and build-out background traffic. The 2060 background traffic growth rate shall be based on extending growth rates to the build-out year. Each roadway segment's growth projection shall be determined based on the most logical data source based on examination of background growth resulting from the 2035 LRTP model, BEBR projections and growth trends. The selected growth projection process for each segment shall be identified along with appropriate justification. The applicant shall present the proposed growth projection process to the review agencies prior to proceeding with the roadway segment analysis for 2035 and 2060.

E. Assign Trips Generated by this Development

FARMTON AMDA TRANSPORTATION METHODOLOGY

The percentage impact in terms of AMDA PM peak-hour two-way external trips/total peak-hour two-way (PHTW) trips and AMDA PHTW /PHTW adopted level of service (LOS) volume for each roadway identified in Table 1 shall be provided in the AMDA. PM peak-hour two-way external trip estimates for the AMDA shall be based upon the future build-out conditions of the development program described for all Sustainable Development Areas in the AMDA.

The Applicant shall provide maps that indicate the following information on each road segment: distribution percentages, background trips and proposed project trips. The Applicant shall provide a text discussion of the methodology applied to determine background trips, as well as the determination of applied PM peak-hour two-way factors.

F. Recommended Transportation Network Improvements

For the AMDA, transportation network improvements needed to maintain the adopted LOS standard at 2035 and build-out shall be identified. These modifications may consist of adding travel lanes to deficient highways (such as widening two lane roads to four lanes), development of transit facilities, and/or identification and preservation of new roadway corridors. These modifications shall be coupled with land use strategies that provide transportation benefits to maintain LOS standards. Corridors shall be identified at a conceptual level in the AMDA. Internal and near-site transportation network improvements identified for the AMDA shall be based upon the future 2035 and build-out conditions of the development program described for all Sustainable Development Areas in the AMDA. The data and analysis provided by the Applicant shall be of sufficient detail to show that identified transportation network modifications will maintain adopted LOS standards at build-out.

Intersection analyses and identification of needed intersection modifications shall not be addressed in the AMDA due to the extended planning horizon. Intersection analyses and identification of needed intersection modifications shall be included in each AIDA.

Transportation System Level of Service Analysis

For the AMDA, a build-out analysis and 2035 analysis shall be conducted to determine ultimate transportation corridor needs for those roadways identified in Table 1 along with estimated dates for identified improvements. In addition, anticipated thresholds of development shall be identified for the Farnton spine transportation network connections listed in Table 14 consistent with the development constraints of the Farnton Local Plan. Within the constraints of those thresholds, the development for the various SDAs shall be interpolated through 2035 and the build-out year (2060). These development trends shall be used to project estimated dates for the completion of the internal roadway network and its connection with external roadway systems.

Table 14

Farnton Spine Transportation Network Connections

Roadway	Connection to
Maytown Road	Direct Connection to SR 415
	Interchange with I-95
Williamson Boulevard Ext	SR 442 extension
	Maytown Road
	I-95 Interchange in Brevard County
Arterial A	Williamson Boulevard Ext
	Maytown Road

FARMTON AMDA TRANSPORTATION METHODOLOGY

However, if the Applicant in consultation with review agencies, agree that Generalized Tables published by FDOT are not appropriate for a given roadway segment for the AMDA, the Applicant may calculate Maximum Service Volumes (MSV) using an alternate approved methodology, in consultation with review agencies.

As there is no currently adopted transit model in Volusia County, the AMDA will be processed using the current adopted LRTP model.

The analysis for the AMDA shall be provided for the following scenarios:

- Existing (Base) year;
- Future year (Base + Growth + Project) without modifications; and.
- Future year with modifications (as needed including in the 2060 year analysis, the proposed interchange at Interstate 95 and Maytown Road consistent with Policy FG 5.7.b, Farmton Local Plan).

The following issues/questions shall be answered/addressed with each subsequent AIDA submission:

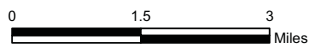
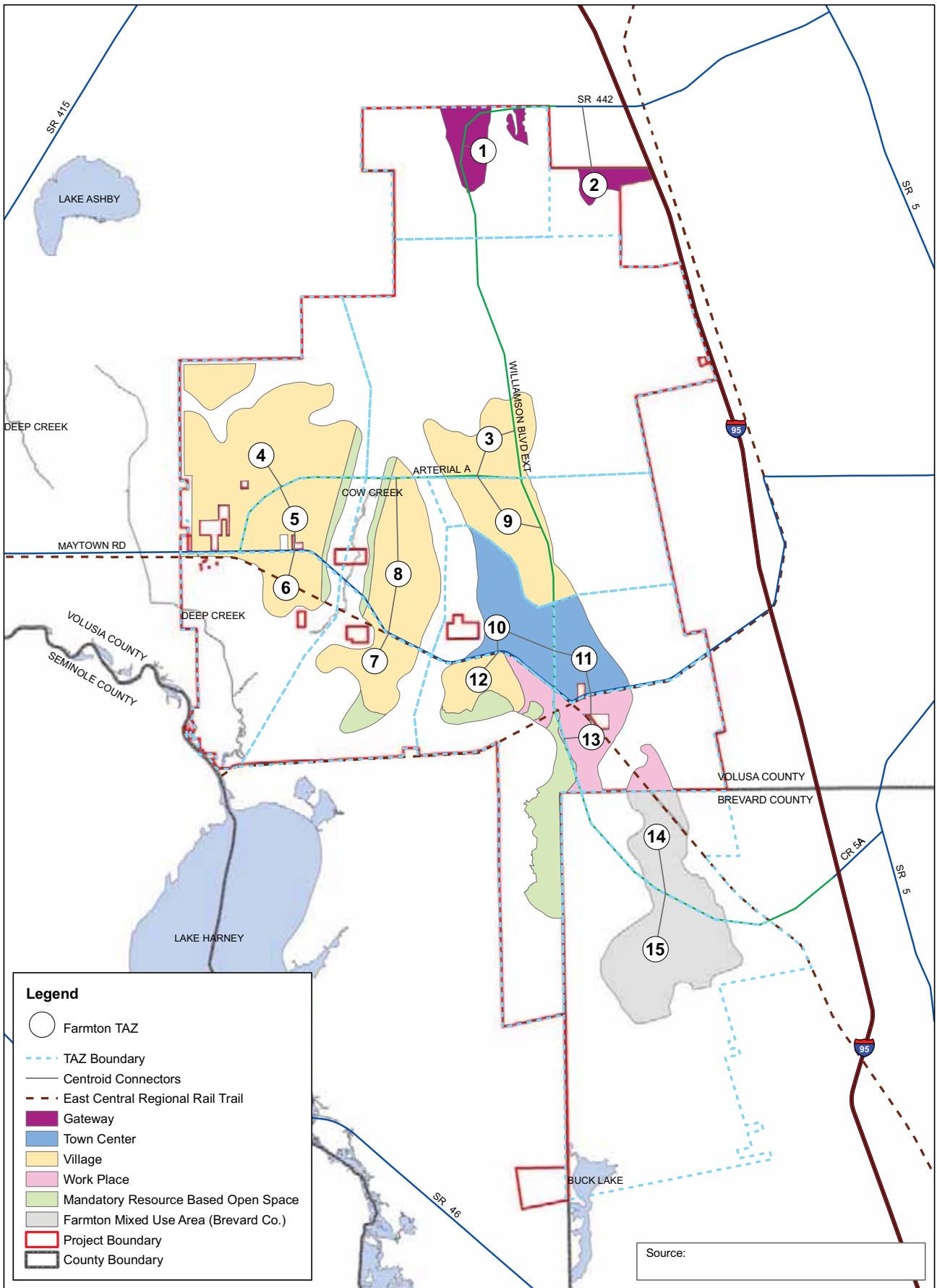
- 1 Intersections and interchange ramps analysis
- 2 Needed intersection modifications
- 3 Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development and consistent with maintaining agency's access management standards

G. If applicable, describe how the project will complement the protection of existing or development of proposed transportation corridors designated by local governments in their comprehensive plans

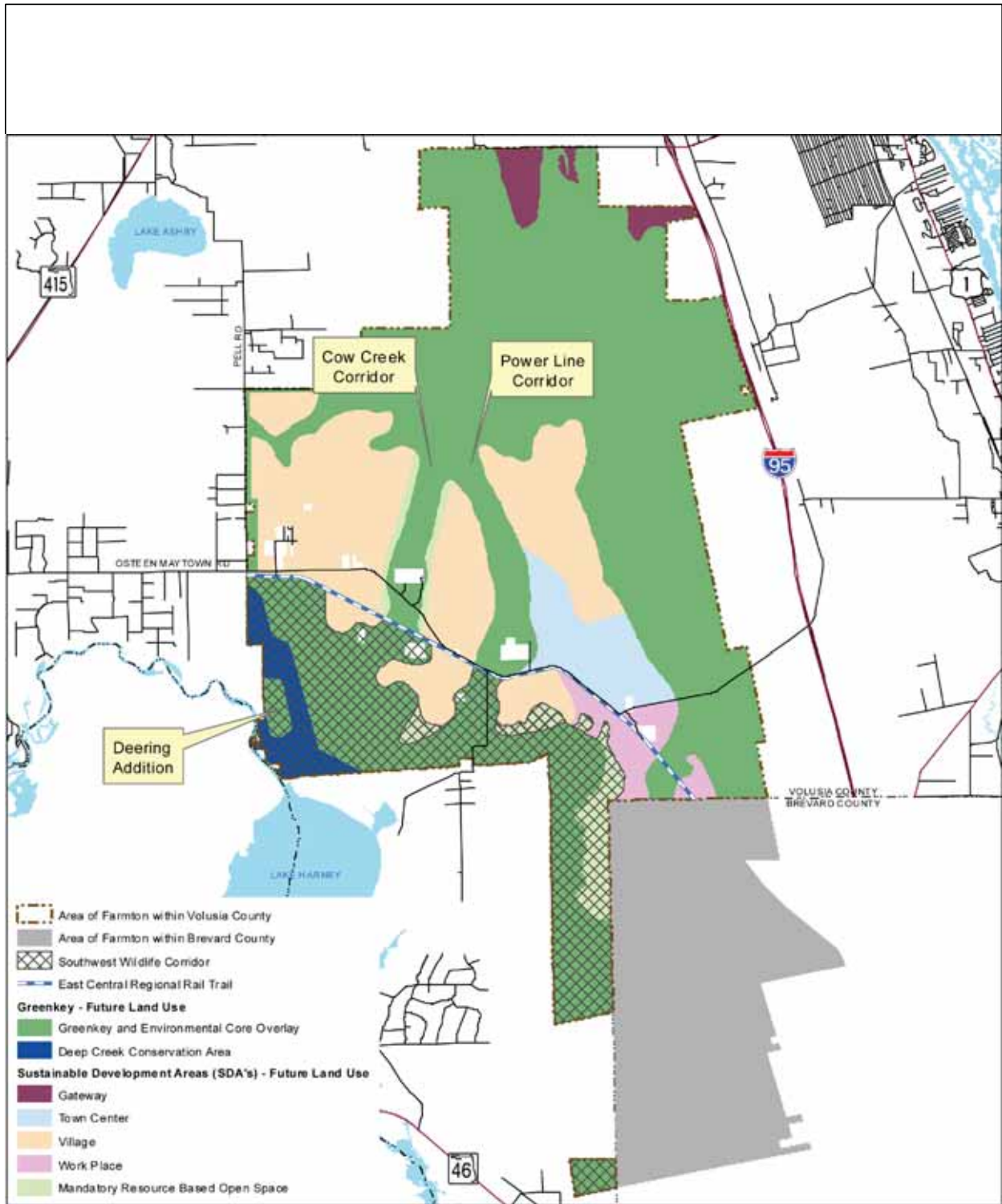
In the AMDA, the Applicant shall identify how all proposed transportation network modifications shall be consistent with the Capital Improvements Elements of the City of Edgewater, City of New Smyrna Beach, City of Oak Hill, City of Deltona and Volusia County Comprehensive Plans with respect to the protection of existing corridors or development of proposed transportation corridors, including those provisions identified below in Question 21-I. The AMDA shall identify conceptual corridors needed to achieve adopted levels of service and efficient distribution of project trips.

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit will be made

Per Objective FG 5 of the Farmton Local Plan, the AMDA shall identify intermodal provisions consistent with the Farmton Local Plan. Detailed information regarding implementing intermodal travel provisions, including sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, shall be provided with the submittal of each AIDA.



**Master Development Plan
TAZ Boundary
Figure 1**

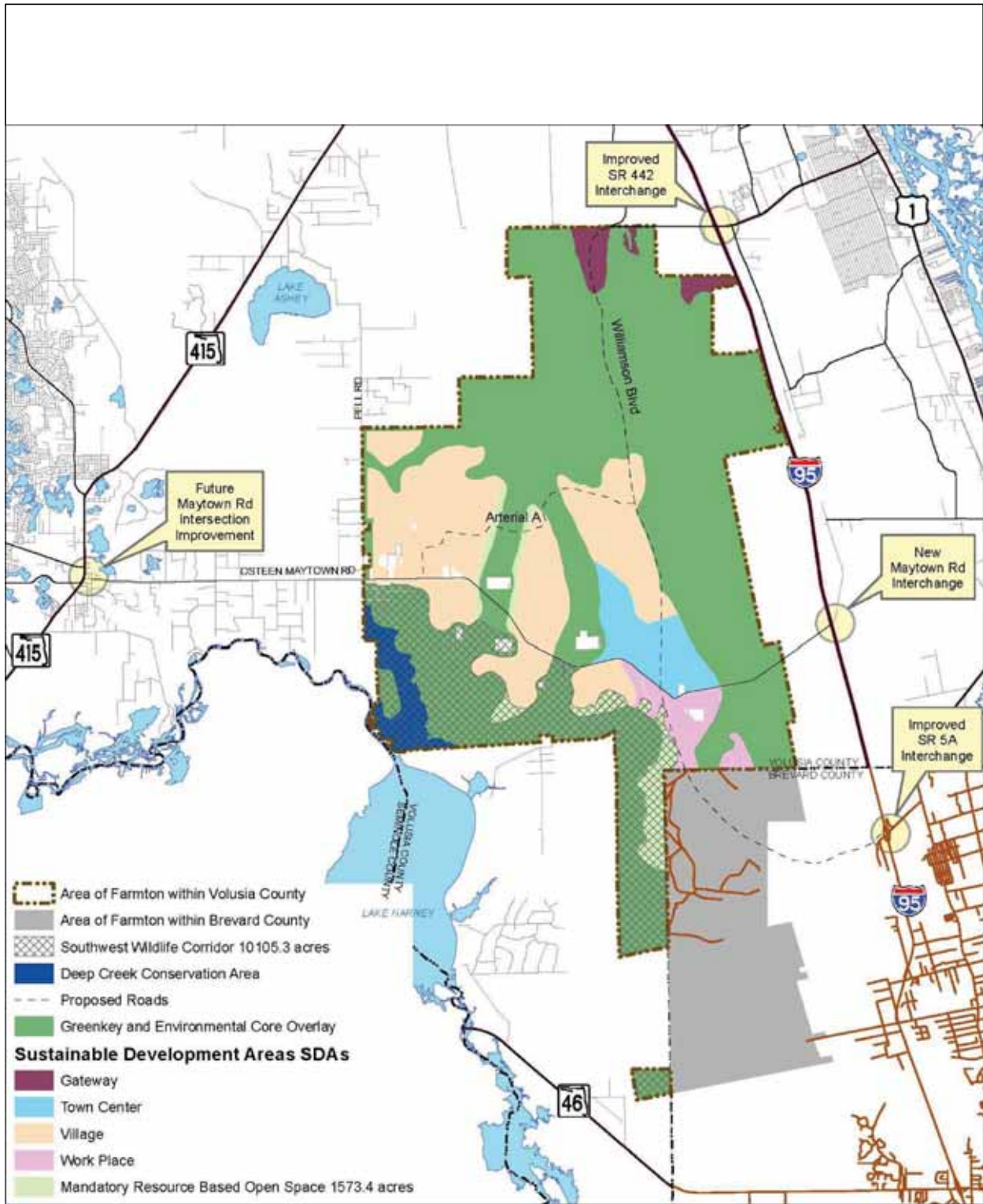


Source: Volusia County Growth and Resource Management Department



**Master Development Plan
Map H**





Source: Volusia County Growth and Resource Management Department



**Master Development Plan
Map H-1
Spine Transportation Network**



FARMTON AMDA TRANSPORTATION METHODOLOGY

In accordance with Rule 73C-40.021(f), Florida Administrative Code, this document constitutes the East Central Florida Regional Planning Council (hereafter referred to as the "Council") transportation methodology for the FARMTON MASTER FRAMEWORK FOR FUTURE DRI SUBMITTALS. This transportation methodology applies to the Application for Master Development Approval (AMDA) only. A separate transportation methodology shall be negotiated for each Application for Incremental Development Approval (AIDA).

FARMTON MASTER DRI TRANSPORTATION METHODOLOGY

The following transportation methodology follows the format of the Florida Department of Economic Opportunity (DEO) Application for Development Approval. Unless otherwise stated in this methodology, the AMDA shall conform to the procedures and criteria specified in the version of the FDOT Transportation Impact Handbook in effect as of the date of the acceptance of the final transportation methodology.

Definition:

“Current edition” or “current version” or “latest version” means the version or edition of the particular publication/software/model in effect on the date of the acceptance of the final transportation methodology.

Question 9 - Maps (Map J)

Information in the Question 21, Map J series for the AMDA shall show, within and adjacent to the study area, all US highways, State roads, and all functionally-classified roads listed in Table 1, AMDA Roadway Network.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 1

AMDA Roadway Network

Roadway	Limits	Jurisdiction	2013 CONDITIONS				
			Existing Classification	No. of Lanes	Adopted LOS	PK HR 2 Way MSV	MSV Daily
Maytown Rd/Halifax Avenue	SR 415 to Naranja Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Naranja Rd to Pell Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
	Pell Rd to Arterial "A"	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Arterial "A" to 1 mile east of Williamson Blvd Ext	Vol	Rural Undeveloped UFH	2	C	790	8,400
	1 mile east of Williamson Blvd Ext to NB ramps I-95	Vol	Rural Undeveloped UFH	2	C	790	8,400
	NB ramps of I-95 to Beacon Light Rd	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Beacon Light Rd to US 1	Vol	Rural Developed UFH	2	C	1,550	16,400
Williamson Boulevard Extension	I-95 to S. Edge of Farmton Mixed Use	Brev	n/a	n/a	n/a	n/a	n/a
	S. Edge of Farmton Mixed Use to Vol Co Line	Brev	n/a	n/a	n/a	n/a	n/a
	Brevard Co Line to Maytown Rd	Vol	n/a	n/a	n/a	n/a	n/a
	Maytown Rd to N. Edge of Town Center	Vol	n/a	n/a	n/a	n/a	n/a
	N. Edge of Town Center to Arterial "A"	Vol	n/a	n/a	n/a	n/a	n/a
	Arterial "A" to S. Edge of Gateway	Vol	n/a	n/a	n/a	n/a	n/a
	S. Edge of Gateway to SR 442	Vol	n/a	n/a	n/a	n/a	n/a
	SR 442 to N. Edge of Restoration	Edgewtr	n/a	n/a	n/a	n/a	n/a
County Road 5A (Stuckway Rd)	N. Edge of Restoration to SR 44	Edgewtr/NS B	n/a	n/a	n/a	n/a	n/a
	US 1 to I-95	Brevard	Rural Developed UFH	2	D	2,190	23,100
Arterial Road "A"	Maytown Rd to Williamson Blvd Ext	Vol	n/a	n/a	n/a	n/a	
SR 442 (Indian River Blvd)	Williamson Blvd. Ext to I-95	Edgewtr	Urban Arterial	4	D	3,580	39,800
	I-95 to Air Park Road	Edgewtr	Transitioning CI 1 Arterial	4	D	3,200	35,500
	Air Park Road to Queen Palm Drive	Edgewtr	Urban Arterial	4	D	3,580	39,800
	Queen Palm Drive to US 1	Edgewtr	Urban Arterial	4	D	3,580	39,800
Interstate 95	SR 46 to CR 5A (Brevard)	Brev	Transitioning Freeway	4	C	7,710	85,600
	CR 5A to Brevard/Vol County line	Brev	Rural Freeway	4	C	6,720	64,000
	Brev/Vol County line to Maytown Rd	Vol	Rural Freeway	4	C	6,720	64,000
	Maytown Rd to SR 442 (Indian River Blvd.)	Vol	Rural Freeway	4	C	6,720	64,000
SR 415	SR 442 (Indian River Blvd.) to SR 44	Vol	Transitioning Freeway	4	C	7,710	85,600
	SR 46 to Seminole/Volusia Co line	Sem	Urban UFH	2	E	2,990	33,300
	Seminole/Volusia Co to Osteen-Enterprise Rd	Vol	Transitioning UFH	2	C	1,550	17,300
	Enterprise-Osteen Rd to Howland Blvd	Vol	Urban UFH	2	D	2,170	24,200
	Howland Blvd to Acorn Lake Rd	Vol	Urban UFH	2	D	2,170	24,200
	Acorn Lake Road to Colony Rd/Lake Ashby Rd	Vol	Rural Developed UFH	2	C	1,550	16,400
SR 46	Colony/Lake Ashby Rd to SR 44	Vol	Rural Developed UFH	2	C	1,550	16,400
	SR 415 (Lake Mary Blvd.) to W. Osceola Rd	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	W. Osceola Rd to Snow Hill Rd	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Snow Hill Road to Vol/Seminole Co line	Sem	Rural Undeveloped UFH	2	E	2,710	28,600
	Vol/Seminole Co line to Vol/Brevard Co line	Vol	Rural Undeveloped UFH	2	C	790	8,400
	Vol/Brevard Co line to Turpentine Road	Brev	Rural Undeveloped UFH	2	C	790	8,400
SR 44	Turpentine Rd to I-95	Brev	Urban Arterial	2	D	1,600	17,700
	SR 415 to Samsula Dr	Vol	Rural Developed UFH	4	C	3,860	40,700
	Samsula Dr to Airport Rd	Vol	Transitioning UFH	4	C	4,460	49,600
Doyle Road	Airport Rd to I-95	Vol	Transitioning UFH	4	C	4,460	49,600
	I-4 to Deltona Blvd.	Vol	Urban Arterial Major Cty Rd CI 2	4	E	2,736	30,420
	Deltona Blvd. to Enterprise St.	Vol	Urban Arterial Major Cty Rd CI 2	4	D	2,628	29,160
	Enterprise St. to Main St.	Vol	Urban Arterial Major Cty Rd CI 2	4	D	2,628	29,160
	Main St. to Providence Blvd.	Vol	Urban Arterial Major Cty Rd CI 2	4	D	2,628	29,160
	Providence Blvd. to Garfield Road	Vol	Urban Arterial Major Cty Rd CI 1	2	E	1,183	13,020
	Garfield Rd. to Saxon Blvd.	Vol	Urban Arterial Major Cty Rd CI 1	2	E	1,183	13,020
US 1	Saxon Blvd. to Courtland Blvd.	Vol	Urban Arterial Major Cty Rd CI 1	2	E	1,183	13,020
	Courtland Blvd. to SR 415	Vol	Urban Arterial Major Cty Rd CI 1	2	E	1,183	13,020
	Aurantia to Brev/Vol County line	Brev	Rural Undeveloped UFH	4	B	2,440	25,700
	Brevard/Vol Co line to Kennedy Parkway	Vol	Rural Undeveloped UFH	4	B	2,440	25,700
	Kennedy Parkway to Putnam Grove Road	Vol	Transitioning UFH	4	C	4,460	49,600
	Putnam Grove Road to Halifax Avenue	Vol	Transitioning UFH	4	C	4,460	49,600
	Halifax Avenue to HH Birch Road	Vol	Transitioning UFH	4	C	4,460	49,600
	HH Birch Rd to Ariel Road	Vol	Urban Arterial CI 1	4	D	3,580	39,800
Ariel Rd to Volco Road	Vol	Urban Arterial CI 1	4	D	3,580	39,800	
	Volco Road to SR 442	Vol	Urban Arterial CI 1	4	D	3,580	39,800

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For the Williamson Boulevard Extension, Maytown Road and Arterial “A,” the LOS standard is based on existing standards applied to those roads and the policies contained in the Volusia County Comprehensive Plan, Transportation Element.

Question 21 - Transportation- General Comment

All of the information in Question 21 shall be provided unless the Applicant has been specifically instructed by the Council staff in writing that the information does not need to be submitted. All Question 21 responses (maps, tables and text) shall be in one document. All pages (including tables, maps and illustrations) shall have page numbers. A separate technical appendix may contain detailed analyses, model files, spreadsheets and other supporting documentation and will be submitted in a digital format. However, the Applicant agrees to provide paper copies of the appendix to all review agencies that request a paper copy. Appendices shall also have tables of content, and the pages shall be numbered.

Land Use Trip Conversion Matrix

The Applicant and the review agencies agree that a Land Use Trip Conversion Matrix shall be used for the Gateway Area in conformance with FG 8.6, Farnton Local Plan, Volusia County Comprehensive Plan for the AMDA. The following two tables are taken directly from Policy FG 8.6 of the Farnton Local Plan.

Farnton Generalized Trip Matrix (Based on P.M. Peak-Hour Two-Way Traffic)

From	To									
	Single-Family	Multi-Family	Hotel	Hospital	School	Retail/Commercial	Office	Business/Flex-space	Light Industrial	Warehouse/Distribution
Single-Family	-	1.772	1.712	0.886	6.886	0.269	0.678	0.783	1.041	3.156
Multi-Family	0.564	-	0.966	0.500	3.886	0.152	0.383	0.442	0.588	1.781
Hotel	0.584	1.035	-	0.518	4.023	0.157	0.396	0.457	0.608	1.844
Hospital	1.129	2.000	1.932	-	7.773	0.304	0.765	0.884	1.175	3.563
School	0.145	0.257	0.249	0.129	-	0.039	0.098	0.114	0.151	0.458
Retail/Commercial	3.713	6.579	6.356	3.289	25.568	-	2.517	2.907	3.866	11.719
Office	1.475	2.614	2.525	1.307	10.159	0.397	-	1.155	1.536	4.656
Business/Flex-space	1.277	2.263	2.186	1.132	8.795	0.344	0.866	-	1.330	4.031
Light Industrial	0.960	1.702	1.644	0.851	6.614	0.259	0.651	0.752	-	3.031
Warehouse/Distribution	0.317	0.561	0.542	0.281	2.182	0.085	0.215	0.248	0.330	-

* Multiply previous land use units by factor to determine desired land use units
Keeps total p.m. peak-hour traffic constant

Example: To go from 250 KSF Retail/Commercial to Business/Flex-space, multiply 250 by 2.907 = 726.75 KSF Business Park
Example: To go from 100 Single-Family Dwelling Units to School, multiply 100 by 6.886 = 688 Students

ITE Average Trip Rates (8th Edition)

Land Use	Units	P.M. Peak-Hour Rate	Percent Enter	Percent Exit
Single-Family	Dwelling Units	1.01	63%	37%
Multi-Family ¹	Dwelling Units	0.57	66%	34%
Hotel	Rooms	0.59	53%	47%
Hospital	1,000 Sq. Ft.	1.14	42%	58%
School ²	Students	0.15	48%	52%
Retail/Commercial	1,000 Sq. Ft.	3.75	48%	52%
Office	1,000 Sq. Ft.	1.49	17%	83%
Business/Flex-space	1,000 Sq. Ft.	1.29	23%	77%
Light Industrial	1,000 Sq. Ft.	0.97	12%	88%
Warehouse/Distribution	1,000 Sq. Ft.	0.32	25%	75%

¹ Multi-family trip rate and directional distribution is an average of Condominium/Townhouse and Apartment rates
² School trip rate and directional distribution is an average of elementary school, middle school, and high school

A. Existing Conditions on the Highway Network within the Study Area

Existing conditions, analysis results and analysis assumptions shall be presented in the AMDA for the roadway network identified in Table 1. For the AMDA, the Applicant shall use the latest version of the FDOT Quality/Level of Service Handbook in effect as of the date of acceptance of the final transportation methodology to determine the maximum service volumes (MSV) for all FDOT roadways or as may be

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adopted and approved by local governments having jurisdiction. MSV values for all other roadways shall be obtained from local government comprehensive plans or concurrency documents.

Traffic Count Procedures

For the AMDA, the Applicant shall use the most recently published FDOT traffic counts for State roads, and the most recent county traffic counts available for county roads. The Applicant shall contact FDOT, Brevard County and Volusia County to obtain traffic count data for roadway segments.

For the AMDA, supplemental traffic counts on non-Strategic Intermodal System (SIS) roads taken by the Applicant, as well as the determination of K and D factors, shall follow FDOT guidelines established in the latest version of Manual on Uniform Traffic Studies and Site Impact Handbook. All sources of existing traffic counts shall be provided in the analysis tables, and actual counts, as well as calculations, shall be provided in an appendix.

Highway (Thoroughfare) Level of Service Procedures

For the AMDA, all traffic data and analyses shall use the highway (thoroughfare) level of service (LOS) segmentation specified in the Volusia County Comprehensive Plan for county roads and FDOT segmentation for State and Federal Roads.

Modifications

For the AMDA, transportation system modifications scheduled for construction and affecting capacity located within the project study area and specified in FDOT's Adopted Five-Year Work Program, Seminole County Capital Improvements Element, Brevard County Capital Improvements Element, Volusia TPO Transportation Improvement Program, Metroplan TPO Transportation Improvement Program, and the Volusia County Five-Year Road Program shall be identified and mapped. Only those projects identified for construction within the first three years of the above mentioned programs in effect on the date of acceptance of the final transportation methodology shall be considered for the existing and future roadway network analysis as applicable. In addition, and consistent with the Farmton Local Plan, internal roadways and intersections/interchanges will be added to the AMDA transportation network. Also, information on roadway modifications committed by, or required of, other approved developments (if applicable) not contained in these listed documents shall be obtained from Volusia County or other applicable local jurisdictions. The Applicant shall review the modifications to the road network with the review agencies prior to proceeding with the modeling effort.

The following table (Table 2) contains the list of facility improvements that will be added to the model.

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Table 2

Farmton Transportation System Modifications

Facility	Limits	Improvement	Const Year	Model Run
Volusia County Five-Year Road Program				
LPGA Blvd	Jimmy Ann Dr to Derbyshire Rd	4 laning	FY 12/13	2035/2060
Howland Blvd	Courtland Blvd to N of SR 415	4 laning	FY 13/14	2035/2060
City of Deltona Five-Year Capital Improvements Plan				
Fort Smith Blvd	East and West of Howland Blvd	3 laning	FY 12/13	2035/2060
FDOT District 5 Work Program 2014-2018				
SR 415	Seminole County Line to Reed Ellis Rd	4 laning	under const	2035/2060
SR 415	SR 46 to Volusia County Line	4 laning	under const	2035/2060
SR 415	Reed Ellis Rd to Acorn Lake Rd	4 laning	under const	2035/2060
Interstate 4	SR 44 to Interstate 95	6 laning	under const	2035/2060
Interstate 95	S. of SR 406 to N of SR 44	6 laning	under const	2035/2060
Interstate 95	N of SR 44 to S of I-4	6 laning	FY 14/15	2035/2060
Restoration DRI Development Order				
Williamson Blvd	SR 442 to SR 44	New 4 lane rd	Phase II (2016)	2035/2060
SR 44	I-95 to Glencoe Rd	6 laning	Phase II (2016)	2035/2060
I-95	SR 44 to I-4	6 laning	Phase II (2016)	2035/2060
US 1	Riverside Dr to SR 442	6 laning	Phase II (2016)	2035/2060
Dunlawton Ave	Taylor Rd to Clyde Morris Blvd	8 laning	Phase II (2016)	2035/2060
Taylor Rd	I-95 to Dunlawton Ave/Taylor Rd int	4 laning WB	Phase II (2016)	2035/2060
Taylor Rd	Dunlawton Ave to Clyde Morris Blvd	4 laning	Phase II (2016)	2035/2060
Seminole County Capital Improvements Element				
SR 46	Mellonville Ave to SR 415	4 laning	FY 15/16	2035/2060
Brevard County Capital Improvements Element				
None				
Metroplan Transportation Improvement Plan				
SR 46	Mellonville Ave to SR 415	4 laning	FY 15/16	2035/2060
Volusia TPO TIP				
Williamson Blvd	Airport Rd to Pioneer Tr	New 4 lane rd	FY 13/14	2035/2060
SR 442 Extension	One mile west of current terminus	New 4 lane rd	FY 13/14	2035/2060
Farmton Local Plan				
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	New 2 lane rd	2035	2035
Williamson Blvd	Extension SR 442 to CR 5A (Brevard)	4 laning	2035	2060
Maytown Rd	Realignment Naranja Rd to SR 415		2035	2035/2060
Maytown Rd	Reconstruct Williamson Blvd to Interstate 95	2 lane	2035	2035
Maytown Rd	Reconstruct SR 415 to Williamson Blvd	4 lane	2035	2035
Maytown Rd	SR 415 to Interstate 95	6 laning	2060	2060
Maytown Interchange	Interstate 95	New interchange	2060	2060
Arterial A	Williamson Blvd to Maytown Rd	New 2 lane rd	2035	2035
Arterial A	Williamson Blvd to Maytown Rd	4 laning	2060	2060
Osteen Local Plan				
See policy 1.5.2 below	Alternative Network/parallel facilities plan		2035	2035

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OST 1.5.2 The City and the County shall propose an access management plan that will include and alternative network and parallel facilities plan for the Osteen Local Plan area to be approved by the Florida Department of Transportation, District 5 within twelve (12) months of the NOI issued by the Department of Community Affairs for this local plan.

B. Provide a Projection of Vehicle Trips Expected to be Generated by this Development

For the AMDA, the Applicant shall use the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook, for daily and PM peak-hour two-way external trip generation at build-out and an interim 2035 conceptual development program and shall provide all necessary input data for agency review and verification purposes. Trip generation shall be based upon the future build-out conditions of the development program in 2060 and an interim 2035 conceptual development program described for all Sustainable Development Areas in the AMDA.

For the AMDA, if a proposed use is not listed in the current edition of the ITE Trip Generation Manual, and there is no comparable land use that Council staff, in consultation with review agencies, can agree upon, the Applicant shall submit a special trip generation study that shows trip generation rates based on professionally acceptable techniques, such as the current edition of the ITE Trip Generation Manual, Ninth Edition.

Trip generations shall be reviewed with the review agencies prior to proceeding with traffic assignment and analysis.

Study Area

The study area for the AMDA is provided in Table 1. The AMDA will address connectivity between on-site transportation facilities and external transportation facilities as well as ensure that adequate transportation corridors are preserved through the build-out of the Farmton Local Plan.

Land Use

The Farmton Local Plan (FLP) divides land uses into GreenKey areas and Sustainable Development Areas (SDAs). GreenKey areas consist of 31,876 acres and will remain in natural conditions, consistent with the Farmton Conservation Management Plan. The remaining 15,081 acres are designated for SDAs. The SDAs are reserved for urban development and are subject to a variety of standards regarding the location, type and timing of development.

The SDAs include districts or areas that are known as the Gateway, the Work Place, Town Center and Villages (multiple locations). Please refer to Map H for the location of the SDAs within the boundary of Farmton.

The Gateway area is the only portion of Farmton that can be developed between 2017 and 2026. Any entitlements not developed within the Gateway may be transferred to other SDAs after 2025 with certain limitations/restrictions. The remaining SDAs may be developed after 2025 and are targeted for the majority of the land use entitlements allocated in the FLP. Table 3 includes a summary of the maximum development allowed within the Gateway area and the other SDAs:

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Table 3

Farmton Land Use Entitlements

Area	Time Frame	Dwelling Units	Non-Res SF
Gateway	2017-2025	4,692	820,217
Balance of Farmton	2026-2060	18,408	3,879,783
Total		23,100	4,700,000

The FLP does not allocate specific development entitlements for each SDA so it is necessary to estimate where, when and what will be developed within the various SDAs. Figure 1 shows the TAZ structure based upon the future land use map of the Farmton Local Plan that will be used for the MDRI analysis. This zonal structure will be used in conjunction with the specifications and guidelines in the FLP to refine future estimates of land uses within the SDAs for the years 2035 and 2060. The type of development allowed within the respective SDAs is needed in order to develop estimates of the densities and intensities of the land uses within the SDAs. The following is a brief description of the uses allowed within the SDAs:

- **Gateway:** The district is designed to be mixed-use allowing residential, retail, office, industrial, hotel, employment and business parks, and institutional uses which would be appropriate near a major interstate interchange. A full range of residential uses including single family, townhouse, and multi-family are permitted in order to provide diversity of housing types and price points, promote walkability, and encourage more compact development.
- **Work Place:** The district is intended to provide and promote employment centers as well as provide work force housing in close proximity. Permitted uses include office, light manufacturing, research and development, retail, multi-family, hotel, recreational, and institutional uses and may include educational facilities.
- **Town Center:** The district is intended to be the social, economic, and educational hub of the Farmton Local Plan. Permitted uses include office, retail, single family and multi-family residential, hotel, educational facilities, medical facilities, religious facilities, active and passive recreational facilities.
- **Villages:** Residential villages are intended to be developed as compact residential areas containing a variety of uses including single and multi-family residential, office, retail, institutional, and open space. Non-residential uses are limited to the village center. Village Centers are limited to a maximum of 200,000 square feet of building area, with a maximum of 50,000 square feet for an individual retail use/retail entity.

After 25 percent of the SDA acreage is set aside for Resource-Based Open Space and then an additional 40 percent is reserved for Civic Open Space, the Farmton Local Plan provides for minimum and target densities for residential uses and desired intensities of non-residential. The following tables (Tables 4 – 6) summarize the density, intensity and mixture of use requirements established in the FLP for the SDAs. Note that application of these standards does not result in an absolute number of residential units and non-residential intensity, but provide a range of development thresholds.

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Table 4

Farmton Residential Density Standards

SDA	Minimum (DU/Acre)	Target (DU/acre)
Gateway Max (4,692 DUs)	4	12
Work Place	8	18
Town Center	8	15*
Villages	3	6**

*Town Square target density is 24 DU/acre.

** Village Center target density is 10 DU/acre.

Table 5

Farmton Non-Residential Minimum Floor-to-Area Ratio (FAR) Standards

	Office	Retail	R&D/Manuf.	Town Square
Work Place	0.3	0.3	0.3	n/a
Town Center	0.3	0.3	0.3	0.5
Villages**	0.3	0.3		

** Village centers are limited to maximum of 200,000 sq. ft. per center with no one tenant exceeding 50,000 sq. ft.

Table 6

**Farmton Minimum Mixed-Use Requirements
(% of individual district's acreage)**

	Office	Retail	R&D/Manuf.	Residential	Parks/Civic	Light Industrial
Gateway	20	10	15	20		
Work Place	TBD	TBD	TBD	TBD	TBD	TBD
Town Center	20	20		25	10	5
Villages***	10	15		25	20	

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***These standards apply to the Village Centers. The area outside the Village Center will be solely residential.

It was acknowledged in the Farnton Local Plan (FLP) that the acreage allocated for the SDAs is larger than necessary to accommodate the targeted development standards identified in the preceding tables. There will be standards for protection of valuable natural resources contained within the Resource Based Open Space, Civic Open Space, and wetland protection policies for the SDAs that will be applied as part of the subsequent Applications for Incremental Development Approval (AIDA). This will provide additional refinement on the location and net area available for development. Additionally, the FLP includes specific guidelines and policies that require the SDAs to be developed in a compact urban-form. This, in turn, results in a reduction in the size of the developable area within the SDAs. This level of refinement is not possible with the analysis of the MDRI so the land use program used for the analysis of transportation impacts reflects the general condition of a gross area analysis. The final detailed plans submitted for subsequent AIDAs shall reflect the net intensity of development and shall comply with the development standards identified in the FLP.

In addition to the requirements of the FLP, Lassiter Transportation Group used the following assumptions in developing 2035 and 2060 land use data sets:

1. Residential development is divided roughly equally (50% single family and 50% multi-family). The Villages reflect a wide mixture of residential development. The Gateway, the Work Place and the Town Center are projected to contain a larger percentage of multi-family development due to their compact urban form and the emphasis on work force housing in close proximity to employment centers.
2. Industrial uses are projected to be located in the Gateway and Work Place districts. The Gateway district is anticipated to contain up to 350,000 square feet of industrial uses, given its proximity to the I-95 interchange and access to SR 442. The Work Place is projected to contain 250,000 square feet of industrial uses.
3. The Town Center may include up to 1,088,000 square feet of commercial; 500,000 square feet of office; and 2,224,000 square feet of institutional uses. This reflects the heavy emphasis on the development of a Town Square area, as well as the proximity to the Work Place district.
4. Institutional uses are not subject to the maximum non-residential capacity of 4.7 million square feet of building area. Lassiter Transportation Group developed an estimate of the amount of institutional uses based on existing demographic conditions and characteristics within Volusia County and the policies contained in the FLP. For example, the Town Center SDA has been identified as the location of a Town Square. The Town Square is envisioned to contain large public spaces and uses in combination with commercial and office uses. This means that general governmental services, schools, hospitals and houses of worship can be heavily integrated into the land use mix of the Town Center SDA. Table 7 summarizes the conceptual institutional uses that could be allowed within the SDAs:

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Table 7

Farmton Institutional Use Assumptions

SDA	Institutional Uses
Gateway Max (4,692 DUs)	Allocated 117,000 square feet based on a new elementary school, houses of worship and public agency offices.
Work Place	No institutional uses allocated to the Volusia portion of Work Place due to the heavy influence of institutional uses in the Town Center. Allocated 50,000 square feet to the Work Place SDA in Brevard County for public agency offices and similar uses. The Work Place could contain schools (including post-secondary schools).
Town Center	Town Center is where a majority of the institutional uses are projected to be located given the requirements for the Town Square. There is 2,224,000 square feet of institutional uses. This includes houses of worship, educational facilities and public offices for federal, state, regional and local agencies.
Villages	The Village SDAs are primarily residential with a Village Center providing retail and similar commercial land uses. It is expected that elementary schools will be located in four of the Villages and that houses of worship will also be a part of the land use mix. An estimated 105,000 square feet has been allocated to Village 3; 12,000 square feet allocated to Village 5; 111,000 square feet allocated to Village 6; and, 129,000 square feet allocated to Village 8

All of these factors were incorporated into the allocation of the development intensities and densities to the proposed TAZ structure used in this analysis (please see Figure 1). For the 2035 scenario, it was presumed that most of the development would be concentrated on the eastern portions of Farmton and the western-most villages would see little or no development. The following summarizes the assumptions used in developing these scenarios.

1. Gateway (TAZ 1 and 2): The location of this area to I-95 and the connectivity to other large development projects (Restoration DRI , Reflections PUD aka Deering Park) provides greater opportunity for non-residential development and higher density residential development. In 2035 it is assumed that there will be 200 single family dwelling units, 900 multi-family dwelling units and 467,000 square feet of non-residential uses (industrial, commercial, office and institutional). In 2060 it is anticipated that there will be 296 single family dwelling units, 1,200 multi-family dwelling units and 937,000 square feet of non-residential uses.
2. The Work Place (TAZ 13 and 14): This area is located in the southeastern area of the Farmton property. Its proximity to major roadways (Maytown Road/Williamson Boulevard extension) and lands targeted for economic development in the Brevard portion of Farmton make it ideal for non-residential land uses. In 2035 it is projected that there will be 900 multi-family dwelling units and

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2,025,000 square feet of non-residential uses. In 2060 it is anticipated that there will be 1,550 multi-family dwellings and 2,932,000 square feet of non-residential uses.

3. The Town Center (TAZ 10 and 11): The specific requirements contained in the FLP mandate the development of this area for a mixture of uses, as well as many public or quasi-public uses. Also, the proximity to the Work Place area should increase demand for a variety of housing opportunities. In 2035 it is anticipated that there will be 200 single family dwelling units, 700 multi-family dwelling units and 2,974,000 square feet of non-residential uses. In 2060 it is assumed that there will be 300 single family dwelling units, 1,100 multi-family dwelling units and 3,812,000 square feet of non-residential uses.
4. Villages (TAZ 3, 4, 5, 6, 7, 8, 9, 12, 14, and 15): The villages that are located close to the Work Place and Town Center are assumed to have a greater diversity in the type of residential development and greater demand for non-residential land uses. The western villages were assumed to be more homogeneous in the type of residential uses and will not have a non-residential component. In total, the Village SDAs are projected to contain 5,250 single family dwelling units, 5,895 multi-family dwelling units and 520,000 square feet of non-residential development by 2035. In 2060 the Village SDAs are projected to have 10,544 single family dwelling units, 8,544 multi-family dwelling units and 897,000 square feet of non-residential use

The information in Table 8 identifies the ITE codes for general land uses identified for the Farmton Master DRI for all of the Sustainable Development Areas for the build-out (2060) of Farmton. Table 9 contains the same information for the 2035 interpolation of the Farmton conceptual development program as may be limited by the Farmton Local Plan. These land uses and associated codes, are general in nature and may be further refined in the AIDAs (e.g. multifamily could be further refined to include apartments, ACLF, condominiums, etc.).

Table 8

Farmton 2060 Initial Conceptual Build-out Program Scenario

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	11,006	DUs	1,006	DUs
Multi-family	220	12,094	DUs	1,300	DUs
Total		23,100	DUs	2,306	DUs
Non-Residential					
Retail	820	1,833	KSF	400	KSF
Office	710	2,267	KSF	460	KSF
Industrial	110	600	KSF	390	KSF
Total		4,700	KSF	1,250	KSF
Schools/Institutional					
Elementary (4)	520	2,940	Students		
Middle (1)	522	1,200	Students		
High (1)	530	2,000	Students		
Hospital	610	160	Beds		

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Table 9 provides a breakdown of general land uses expected as part of the conceptual development program for the year 2035.

Table 9
2035 Initial Conceptual Development Program Scenario

General Land Uses	ITE Land Use Code	Volusia		Brevard	
		Quantity	Units	Quantity	Units
Residential					
Single-family	210	4,800	DUs	650	DUs
Multi-family	220	6,195	DUs	600	DUs
Total		10,995	DUs	1,250	DUs
Non-Residential					
Retail	820	835	KSF	345	KSF
Office	710	1,180	KSF	345	KSF
Industrial	110	326	KSF	300	KSF
Total		2,341	KSF	990	KSF
Schools/Institutional					
Elementary (2)	520	1,475	Students		
Middle (1)	522	1,200	Students		
High (0)	530	0	Students		

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Table 10 provides a summary of permitted uses within each type of Sustainable Development Area per Policies FG 3.4, 3.5, 3.6 and 3.7 of the Farmton Local Plan.

Table 10

Farmton Sustainable Development Area Use Table

		Residential		Non-Residential			
Development Area	Acres	Single Family	Multifamily	Industrial	Institutional	Commercial	Office
Gateway	821	P	P	P	P	P	P
Villages Centers	11,000	P	P	X	P	L	L
Work Place	1,351	L	P	P	P	L	P
Town Center	1,909	P	P	L	P	P	P
P = Permitted							
L = Limited Use							
X = Not permitted							

FARMTON AMDA TRANSPORTATION METHODOLOGY

Table 11 provides details of the initial conceptual 2060 development program distribution among the various Sustainable Development Areas.

Table 11

Farmton 2060 Initial Conceptual Development Program Distribution

Farmton 2060 Initial Conceptual Development Program Distribution							
TAZ #	Volusia County		Residential		Non-Residential		
	Dev. Area	Single Family	Multi-Family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
1	Gateway 1	296	300	250	200	30	116.5
2	Gateway 2	0	900	100	0	240	0.0
4	Village 1	235	0	0	10	10	0.0
4	Village 2	2,554	534	0	30	30	0.0
5	Village 3	1,782	600	0	30	30	104.5
6	Village 4	800	224	0	30	30	0.0
3	Village 5	1,100	877	0	20	10	12.0
8	Village 6	1,167	1,751	0	50	50	110.5
7	Village 7	988	989	0	30	30	0.0
9	Village 8	1,340	2,125	0	40	50	128.5
12	Village 9	444	1,126	0	30	30	0.0
13	Work Place	0	1,250	250	275	1,227	0.0
10, 11	Town Center	300	1,418	0	1,088	500	2,244.2
		11,006	12,094	600	1,833	2,267	2,716.2
Volusia Total Non-Res (KSF)			4,700				
Volusia Total Res (units)			23,100				
Brevard County							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family	Multi-Family	Industrial	Commercial	Office	Institutional
		DU	DU	KSF	KSF	KSF	KSF
14	Work Place	0	300	390	340	400	50
14	Village 11	300	700	0	30	30	0
15	Village 12	706	300	0	30	30	0
		1,006	1,300	390	400	460	50
Brevard Total Non-Res (KSF)			1,250				
Brevard Total Res (units)			2,306				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Table 12 provides details of the initial conceptual 2035 development program distribution among the various Sustainable Development Areas.

Table 12

Farmton 2035 Initial Conceptual Development Program Distribution

Farmton 2035 Initial Conceptual Development Program Distribution							
TAZ #	Dev. Area	Residential		Non-Residential			
		Single Family DU	Multi-family DU	Industrial KSF	Commercial KSF	Office KSF	Institutional KSF
1	Gateway 1	200	0	50	100	0	116.5
2	Gateway 2	0	900	100	0	100	0.0
4	Village 1	0	0	0	0	0	0.0
4	Village 2	200	0	0	0	0	0.0
5	Village 3	850	300	0	20	20	6.0
6	Village 4	400	0	0	0	0	0.0
3	Village 5	600	600	0	20	10	6.0
8	Village 6	600	645	0	25	25	9.0
7	Village 7	450	450	0	0	0	0.0
9	Village 8	1,000	1,200	0	20	25	110.5
12	Village 9	300	700	0	0	0	0.0
13	Work Place	0	700	175	150	750	0.0
10, 11	Town Center	200	700	0	500	250	1,035.0
Totals		4,800	6,195	325	835	1,180	1,283.0
Volusia Total Non-Res (KSF)			2,340				
Volusia Total Res (units)			10,995				
Brevard County							
TAZ #	Development Area	Residential		Non-Residential			
		Single Family DU	Multi-family DU	Industrial KSF	Commercial KSF	Office KSF	Institutional KSF
14	Work Place	0	200	300	300	300	50
14	Village 11	300	400	0	15	15	0
15	Village 12	350	0	0	30	30	0
Totals		650	600	300	345	345	50
Brevard Total Non-Res (KSF)			990				
Brevard Total Res (units)			1,250				

FARMTON AMDA TRANSPORTATION METHODOLOGY

Institutional uses (such as schools, hospitals, government uses, etc.) are not included in the 4.7 million square feet of non-residential.

Figure 1 overlays proposed traffic analysis zones on the Farnton Local Plan map. Refer to Figure 1 when reviewing tables 11 and 12.

Table 13 illustrates how the Sustainable Development Area acreages would be utilized for the Initial Conceptual Development Program detailed in Tables 11 and 12 above. It shows there is ample acreage to accommodate the entire development program for Farnton and that the required mix of uses, densities and intensities can be met.

Table 13

Sustainable Development Area Program Distribution

SDA	Acreage	Less 25% OS	Less 40% Civic Space	Minimum DU/AC req'd by FLP	Minimum Density proposed	Units proposed	Min Acres Required to support proposed density	Acres available for other uses
Villages	11,000.0	8,250.0	4,950.0	3.0	4.0	18,636	4,659.0	291.0
Work Place	1,351.0	1,013.3	608.0	8.0	8.0	1,250	156.3	451.7
Gateway	821.0	615.8	369.5	4.0	6.0	1,496	249.3	120.1
Town Center	1,909.0	1,431.8	859.1	8.0	8.0	1,718	214.8	644.3
Total	15081	11,310.8	6,786.5			23,100	5,279.3	1,507.1

Trip Generation – Institute of Transportation Engineers Trip Generation Report

For the AMDA, all trip generation rates (PM and daily) shall be based on the current edition of the ITE, Trip Generation Manual, and the current edition of the ITE Trip Generation Handbook unless other trip generation data has been approved by the applicable reviewing agencies.

Modal Split

All project external trips shall be assigned to the transportation network using the adopted Long Range Transportation Plan (LRTP) model that is in effect at the time of final acceptance of the transportation methodology. The LRTP model's trip generation procedures currently assume modal split in its trip generation rates. Future models may include separate transit networks, with mode split models contained internally. The Applicant may provide an alternative mode split model subject to approval by the FDOT, ECFRPC, and Volusia County.

C. Estimate the Internal/External Split for Trips Generated

The Applicant shall develop internal capture based upon professionally accepted techniques, which may include, but is not limited to, FDOT Site Impact Handbook, the ITE Trip Generation Handbook (current edition), FDOT's Community Capture Methodology or the LRTP model (as may be modified to include AMDA TAZs, socio-economic (SE) data, and internal transportation network).

Internal Capture

Internal capture estimates for the AMDA shall be based upon the future build-out conditions (2060) and interim development conditions (2035) consistent with the table in FG 5.16 of the Farnton Local Plan. The internal capture percentage produced by the LRTP model at build-out (2060) and at 2035 will be compared to the internal capture rates addressed in policy FG 5.16. The table below is taken directly from Policy FG 5.16 of the Farnton Local Plan.

FARMTON AMDA TRANSPORTATION METHODOLOGY

Planning Horizon Year	P.M. Peak-Hour Two-Way Trip Generation				
	Gross Trip Generation		Internal Capture	Net External Trip Generation	
	Horizon Year	Cumulative		Horizon Year	Cumulative
2025	8,526	8,526	20%	6,821	6,821
2030	2,815	11,341	25%	2,111	8,932
2035	2,815	14,156	30%	1,971	10,903
2040	2,815	16,971	35%	1,830	12,733
2045	2,815	19,786	40%	1,689	14,422
2050	2,815	22,601	45%	1,548	15,970
2055	2,815	25,416	50%	1,408	17,377
2060	2,818	28,234	55%	1,268	18,645

The Applicant shall review the proposed internal capture procedures with the review agencies prior to assignment and analysis and may propose alternative internal capture rates for consideration.

Pass-by Trips

Pass-by capture rates will not be used for the AMDA.

D. Total Peak-Hour Two-way External Traffic, With the Master Development of Regional Impact

For the AMDA, PM peak-hour two-way external project traffic shall be distributed and assigned to the thoroughfare network identified in Table 1 for future build-out conditions and 2035 conditions of the development program described for all Sustainable Development Areas in the AMDA as well as the Brevard portion of Farmton.

The currently adopted Central Florida Regional Planning Model (CFRPM) shall be used for distribution and assignment of project trips for the AMDA. The results of the distribution and assignment of project trips may be manually adjusted by the Applicant, in consultation with review agencies. Project trip distribution shall be shown graphically on a roadway network map depicting the AMDA study area.

The applicant shall present to the review agencies modifications to the future road network contained in the CFRPM for the 2035 and 2060 networks prior to running the models.

Background Traffic

The AMDA Transportation Analysis shall calculate an annual traffic growth rate for the purposes of estimating non-project traffic volumes on the roadway network based upon historic traffic counts, approved development plans (such as Restoration DRI, Reflections PD and the Brevard portion of Farmton) as may be required by local governments within the study area, or a combination of both. For the AMDA, the applicant shall use the 2035 LRTP model, and apply growth rates for the 2035 background volumes to estimate 2035 background traffic and build-out background traffic. The 2060 background traffic growth rate shall be based on extending growth rates to the build-out year. Each roadway segment's growth projection shall be determined based on the most logical data source based on examination of background growth resulting from the 2035 LRTP model, BEBR projections and growth trends. The selected growth projection process for each segment shall be identified along with appropriate justification. The applicant shall present the proposed growth projection process to the review agencies prior to proceeding with the roadway segment analysis for 2035 and 2060.

FARMTON AMDA TRANSPORTATION METHODOLOGY

E. Assign Trips Generated by this Development

The percentage impact in terms of AMDA PM peak-hour two-way external trips/total peak-hour two-way (PHTW) trips and AMDA PHTW /PHTW adopted level of service (LOS) volume for each roadway identified in Table 1 shall be provided in the AMDA. PM peak-hour two-way external trip estimates for the AMDA shall be based upon the future build-out conditions of the development program described for all Sustainable Development Areas in the AMDA.

The Applicant shall provide maps that indicate the following information on each road segment: distribution percentages, background trips and proposed project trips. The Applicant shall provide a text discussion of the methodology applied to determine background trips, as well as the determination of applied PM peak-hour two-way factors.

F. Recommended Transportation Network Improvements

For the AMDA, transportation network improvements needed to maintain the adopted LOS standard at 2035 and build-out shall be identified. These modifications may consist of adding travel lanes to deficient highways (such as widening two lane roads to four lanes), development of transit facilities, and/or identification and preservation of new roadway corridors. These modifications shall be coupled with land use strategies that provide transportation benefits to maintain LOS standards. Corridors shall be identified at a conceptual level in the AMDA. Internal and near-site transportation network improvements identified for the AMDA shall be based upon the future 2035 and build-out conditions of the development program described for all Sustainable Development Areas in the AMDA. The data and analysis provided by the Applicant shall be of sufficient detail to show that identified transportation network modifications will maintain adopted LOS standards at build-out.

Intersection analyses and identification of needed intersection modifications shall not be addressed in the AMDA due to the extended planning horizon. Intersection analyses and identification of needed intersection modifications shall be included in each AIDA.

Transportation System Level of Service Analysis

For the AMDA, a build-out analysis and 2035 analysis shall be conducted to determine ultimate transportation corridor needs for those roadways identified in Table 1 along with estimated dates for identified improvements. In addition, anticipated thresholds of development shall be identified for the Farmton spine transportation network connections listed in Table 14 consistent with the development constraints of the Farmton Local Plan. Within the constraints of those thresholds, the development for the various SDAs shall be interpolated through 2035 and the build-out year (2060). These development trends shall be used to project estimated dates for the completion of the internal roadway network and its connection with external roadway systems.

Table 14

Farmton Spine Transportation Network Connections

Roadway	Connection to
Maytown Road	Direct Connection to SR 415
	Interchange with I-95
Williamson Boulevard Ext	SR 442 extension
	Maytown Road
	I-95 Interchange in Brevard County
Arterial A	Williamson Boulevard Ext
	Maytown Road

FARMTON AMDA TRANSPORTATION METHODOLOGY

However, if the Applicant in consultation with review agencies, agree that Generalized Tables published by FDOT are not appropriate for a given roadway segment for the AMDA, the Applicant may calculate Maximum Service Volumes (MSV) using an alternate approved methodology, in consultation with review agencies.

As there is no currently adopted transit model in Volusia County, the AMDA will be processed using the current adopted LRTP model.

The analysis for the AMDA shall be provided for the following scenarios:

- Existing (Base) year;
- Future year (Base + Growth + Project) without modifications; and.
- Future year with modifications (as needed including in the 2060 year analysis, the proposed interchange at Interstate 95 and Maytown Road consistent with Policy FG 5.7.b, Farmton Local Plan).

The following issues/questions shall be answered/addressed with each subsequent AIDA submission:

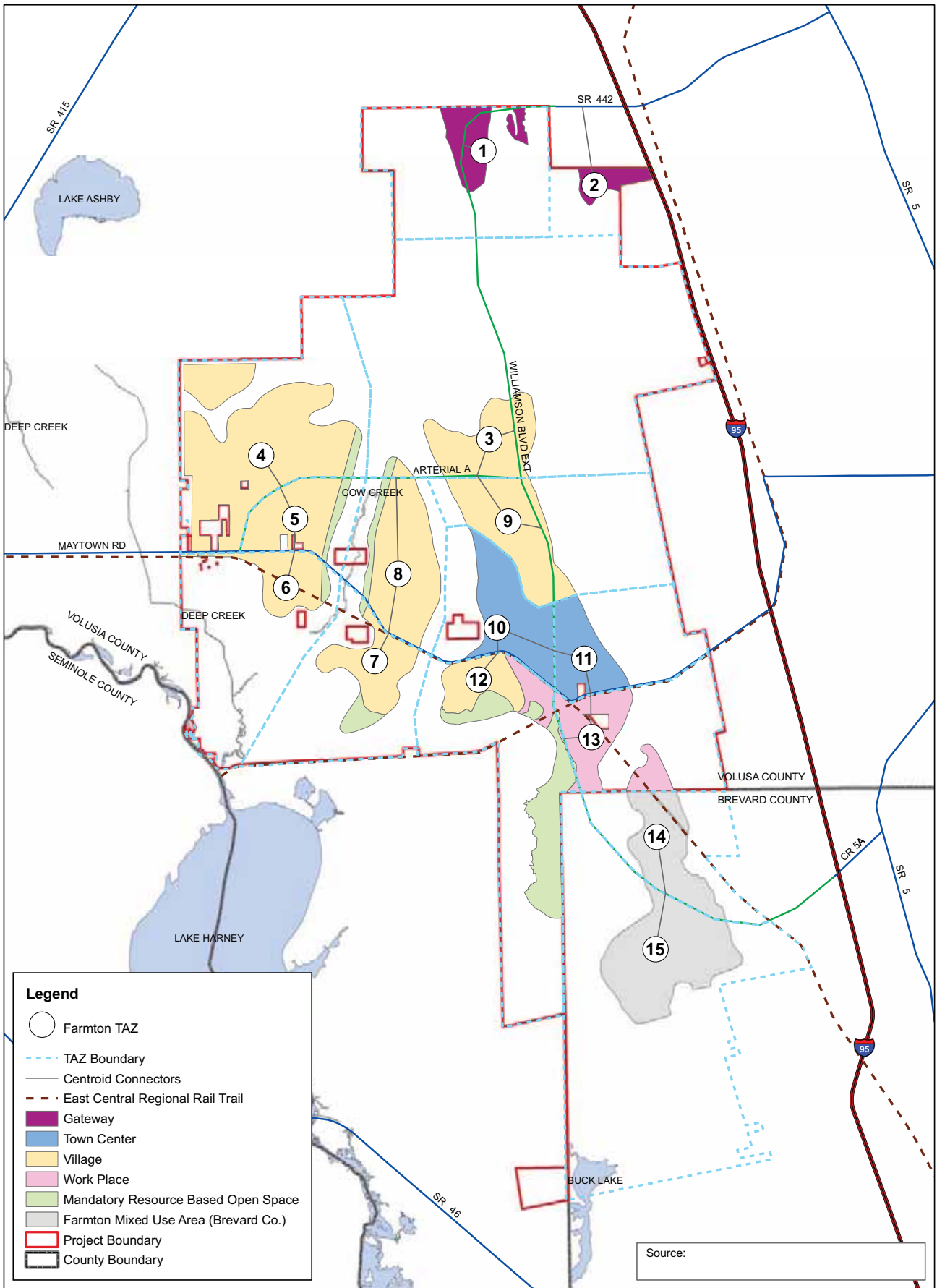
- 1 Intersections and interchange ramps analysis
- 2 Needed intersection modifications
- 3 Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development and consistent with maintaining agency's access management standards

G. If applicable, describe how the project will complement the protection of existing or development of proposed transportation corridors designated by local governments in their comprehensive plans

In the AMDA, the Applicant shall identify how all proposed transportation network modifications shall be consistent with the Capital Improvements Elements of the City of Edgewater, City of New Smyrna Beach, City of Oak Hill, City of Deltona and Volusia County Comprehensive Plans with respect to the protection of existing corridors or development of proposed transportation corridors, including those provisions identified below in Question 21-I. The AMDA shall identify conceptual corridors needed to achieve adopted levels of service and efficient distribution of project trips.

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit will be made

Per Objective FG 5 of the Farmton Local Plan, the AMDA shall identify intermodal provisions consistent with the Farmton Local Plan. Detailed information regarding implementing intermodal travel provisions, including sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, shall be provided with the submittal of each AIDA.



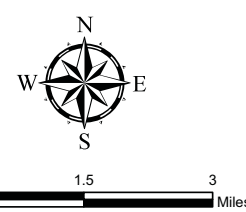
Legend

- Farmton TAZ
- - - TAZ Boundary
- Centroid Connectors
- - - East Central Regional Rail Trail
- Gateway
- Town Center
- Village
- Work Place
- Mandatory Resource Based Open Space
- Farmton Mixed Use Area (Brevard Co.)
- Project Boundary
- County Boundary

Source:

FARMTON
Master DRI

Lassiter Transportation Group, Inc.
 Engineering and Planning



Master Development Plan
TAZ Boundary
Figure 1

Deltona



SECTION 2
CAPITAL IMPROVEMENTS PROJECTS

TRANSPORTATION

CAPITAL IMPROVEMENT PROJECTS SUMMARY

Project No.	Project	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	Total
33031	Normandy Blvd – Widening Section B	\$ 1,300,000	\$0	\$0	\$0	\$0	\$ 1,300,000
33023	Fort Smith Blvd – Section 2	\$1,745,000	\$0	\$0	\$0	\$0	\$ 1,745,000
631021	Road Resurfacing	\$ 630,000	\$0	\$0	\$750,000	\$800,000	\$ 2,180,000
33064	Howland Blvd./Ft. Smith Blvd. Intersection Improvements	\$625,000	\$0	\$0	\$0	\$0	\$625,000
33021	Fort Smith Widening –Sec. 4B	\$0	\$700,000	\$1,300,000	\$0	\$0	\$2,000,000
Total Projects Expenditures		\$4,300,000	\$700,000	\$1,300,000	\$750,000	\$800,000	\$ 7,850,000

Revenue Source	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Operating Surplus	\$527,100	\$579,225	\$629,875	\$682,675	\$732,025	\$3,150,900
Drawdown of Fund Balance	\$3,727,900	\$75,775	\$625,125	\$22,325	\$22,975	\$4,474,100
Impact Fees	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000
Total Revenues	\$4,300,000	\$700,000	\$1,300,000	\$750,000	\$800,000	\$7,850,000

PROJECT NAME: Normandy Blvd – Section B

PROJECT NUMBER: 33031

PLAN ELEMENT: Transportation

POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

This project is part of the City's overall road widening plan and has been scheduled for a couple of years. As the City has grown, traffic congestion has also increased. This project is intended to alleviate some of that congestion. This project will conclude in FY 12/13

Funding Summary

Source/YR	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Drawdown of Fund Balance	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Total	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000

PROJECT NAME: Fort Smith Blvd – Section 2

PROJECT NUMBER: 33023

PLAN ELEMENT: Transportation

POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

This project is part of the City's overall road widening plan that has been scheduled for several years. As the City has grown the streets have become more congested and this project is intended to alleviate some of that congestion. This project will conclude in FY 12/13.

Funding Summary

Source/YR	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Drawdown of Fund Balance	\$1,745,000	\$0	\$0	\$0	\$0	\$1,745,000
Total	\$1,745,000	\$0	\$0	\$0	\$0	\$1,745,000

PROJECT NAME: Road Resurfacing and Striping

PROJECT NUMBER: 631021

PLAN ELEMENT: Transportation

POLICY NUMBER: T1-1.9

PROJECT DESCRIPTION

The consequences resulting from not funding road resurfacing would include undue wear and deterioration on the roadway infrastructure, a tremendous safety and liability issue from increased accidents and a cost increase in repairs and/or complete reconstruction of the roadway at a later date. Resurfacing greatly reduces the hazards and threats to public safety. By restoring rough, damaged and deteriorating roadways to a like-new condition allows the general public to travel more comfortably, safely, and confidently. Road Resurfacing includes putting thermoplastic striping to replace the temporary paint that is initially laid down when a road is resurfaced.

Funding Summary

Source/YR	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Operating Surplus	\$527,100	\$0	\$0	\$682,675	\$732,025	\$1,941,800
Drawdown of Fund Balance	\$57,900	\$0	\$0	\$22,325	\$22,975	\$103,200
Impact Fees	\$45,000	\$0	\$0	\$45,000	\$45,000	\$135,000
Total	\$630,000	\$0	\$0	\$750,000	\$800,000	2,180,000

PROJECT NAME: Howland Blvd./Ft. Smith Blvd
Intersection Improvements

PROJECT NUMBER: 33064

PLAN ELEMENT: Transportation

POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

The project will be constructed as a part of the Volusia County Howland Phase 3 roadway project which includes the reconstruction of the Howland and Ft. Smith intersection. The work will include rural to urban cross section, curb and gutter, bicycle lanes, and 5 foot sidewalks. New turn lanes will be added to Fort Smith Blvd at the intersection of Howland Blvd.

Funding Summary

Source/YR	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Drawdown of Fund Balance	\$625,000	\$0	\$0	\$0	\$0	\$625,000
Total	\$625,000	\$0	\$0	\$0	\$0	\$625,000

PROJECT NAME: Fort Smith Widening Sec. 4B

PROJECT NUMBER: 33021

PLAN ELEMENT: Transportation

POLICY NUMBER: T1-1.9

PROJECT DESCRIPTION

This project is part of the City's overall road widening plan that has been on the books for several years. As the City has grown, congested streets have also grown. This road widening project is designed to help alleviate some of that congestion.

Funding Summary

Source/YR	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Total
Operating Surplus	\$0	\$579,225	\$629,875	\$0	\$0	\$1,209,100
Drawdown of Fund Balance	\$0	\$75,775	\$625,125	\$0	\$0	\$700,900
Impact Fees	\$0	\$45,000	\$45,000	\$0	\$0	\$90,000
Total	\$0	\$700,000	\$1,300,000	\$0	\$0	2,000,000

CITY OF EDGEWATER, FL



CAPITAL IMPROVEMENT PROGRAM

FY 2012-2013 TO 2016-2017

Project	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	Total
Environmental Services Totals	9,074,129	\$1,708,853	\$16,508,853	\$10,758,853	\$5,633,853	\$43,684,541
LEISURE SERVICES:						
Hawks Park Improvements	\$74,939	\$74,000	\$73,000	\$72,000	\$71,000	\$364,939
Hawks Park Restroom/Concession	\$110,000					\$110,000
Rotary Park Redesign	\$20,000					\$20,000
Hawks Park Walkway Lighting	\$20,000					\$20,000
Sidewalk Infill	\$41,300					\$41,300
US 1 Median Landscaping	\$100,000					\$100,000
US 1 Median Irrigation	\$75,000					\$75,000
Current Year Unreserved	\$100	\$100	\$100	\$100	\$100	\$500
Parks and Recreation Totals	\$441,339	\$74,100	\$73,100	\$72,100	\$71,100	\$731,739
PUBLIC WORKS:						
Road Repaving	\$202,694	\$500,000	\$500,000	\$500,000	\$500,000	\$2,202,694
Signalize SR442 @ I-95		\$287,546				\$287,546
Indian River Blvd. Extension (approx. 1 mile)		\$4,604,160				\$4,604,160
US 1 Sidewalk Construction		\$1,100,000				\$1,100,000
Flagler Avenue Sidewalk Construction			\$386,665			\$386,665
Public Works Totals	\$202,694	\$6,491,706	\$886,665	\$500,000	\$500,000	\$8,581,065
Total	\$9,718,162	\$8,274,659	\$17,468,618	\$11,330,953	\$6,204,953	\$52,997,345

Source: City of Edgewater Planning Division, 2012

Project*	Schedule	Cost	Revenue Source	LOS	Non-LOS
Land Acquisition for new Public Works Site	2017	\$1,958,853		N	
MIEX Pretreatment Improvement at ARTWTP	2017	\$3,000,000			N
WWTP Renewal and Replacement Project	2013	\$6,347,283		R	
WTP Lime Silo Painting	2013	\$20,000			N
WTP Paint Chemical Feed Room	2013	\$100,000			N
G2-03 Pearl St Pipe Crossing	2013	\$175,000		R	
IRL 09 SW Improvements (Updated Master Plan)	2013	\$200,000			
Future Year Expenditure	2013-2017	\$5,335,412			
PUBLIC WORKS:					
Road Repaving	2013-2017	\$2,202,694	Capital Fund	R	
Signalize SR 442 @ I-95 SB Ramp	2014	\$287,546	Developer		N
Indian River Blvd. Extension (approx. 1 mile)	2014	\$4,604,160	Developer	N	
US 1 Sidewalk Construction	2014	\$1,100,000	LAP Funds	N	
Flagler Avenue Sidewalk Construction	2015	\$386,665	LAP Funds	N	
LEGEND: R-REPLACEMENT, N- NEW, E- EXPANDED					
* Projects in Fiscal Years 2013-2017 are currently unfunded.					

Table 12: Long Term (10 year) Transportation Improvements

Williamson Blvd. Extension (four lanes)
Indian River Blvd. Extension (four lanes)
Signalize S.R. 442 at I-95 southbound ramps
Signalize S.R. 442 at I-95 northbound ramps
S.R. 442 at I-95 lane additions
Future Transit Corridor (Williamson Blvd. extension)
U.S. 1 widening (six lanes between S.R. 442 and Riverside Dr.)

FDOT District 5 Five-Year Work Program

Project Summary					
Transportation System: NON-INTRASTATE OFF STATE HIGHW			District 05 - Volusia County		
Description: LPGA BLVD FROM JIMMY ANNE DR TO DERBYSHIRE RD					
Type of Work: WIDEN/RESURFACE EXIST LANES			View Scheduled Activities		
Item Number: 431928-1					
Length: 0.680			View Map of Item		
Project Detail					
Fiscal Year:	2014	2015	2016	2017	2018
Highways/Construction					
Amount:	\$2,040,737				

Project Summary					
Transportation System: NON-INTRASTATE STATE HIGHWAY			District 05 - Volusia County		
Description: SR 415 FROM SEMINOLE CO LINE TO REED ELLIS RD					
Type of Work: ADD LANES & RECONSTRUCT			View Scheduled Activities		
Item Number: 407355-3					
Length: 2.406			View Map of Item		
Construction Contract Information					
Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used	
07/27/2012	10/01/2012	1142	385	33.71%	
Vendor Name: UNITED INFRASTRUCTURE GROUP, IN					
07/27/2012	10/01/2012	1142	385	33.71%	
Vendor Name: UNITED INFRASTRUCTURE GROUP, IN					
Project Detail					
Fiscal Year:	2014	2015	2016	2017	2018
Highways/Construction					
Amount:	\$66,954				
Highways/Construction Support					
Amount:	\$229,876	\$66,984			

Item Total:	\$296,830	\$66,984		
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Project Summary

Transportation System: NON-INTRASTATE STATE HIGHWAY District 05 - Seminole County

Description: SR 415 FROM SR 46 TO VOLUSIA CO LINE

Type of Work: ADD LANES & RECONSTRUCT [View Scheduled Activities](#)

Item Number: 407355-1

Length: 0.897 [View Map of Item](#)

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
07/27/2012	10/01/2012	1142	385	33.71%

Vendor Name: UNITED INFRASTRUCTURE GROUP, IN

Project Detail

Fiscal Year:	2014	2015	2016	2017	2018
Highways/Preliminary Engineering					
Amount:	\$2,500				
Highways/Right of Way					
Amount:	\$86,070				
Highways/Construction					
Amount:	\$614				
Highways/Construction Support					
Amount:	\$16,379	\$50,000			
Item Total:	\$105,563	\$50,000			

Project Summary					
Transportation System: INTRASTATE INTERSTATE			District 05 - Volusia County		
Description: I-95 FROM 0.5 MILE N OF SR 44 SOUTH OF I-4					
Type of Work: ADD LANES & REHABILITATE PVMNT			View Scheduled Activities		
Item Number: 406869-6					SIS
Length: 10.391			View Map of Item		
Project Detail					
Fiscal Year:	2014	2015	2016	2017	2018
Highways/Preliminary Engineering					
Amount:	\$17,520				
Highways/Design Build					
Amount:		\$84,589,142			
Highways/Construction Support					
Amount:		\$8,279,682			
Item Total:					
	\$17,520	\$92,868,824			

Project Summary						
Transportation System: INTRASTATE INTERSTATE			District 05 - Brevard County			
Description: I-95 (SR 9) FROM PAVEMENT CHANGE N OF SR 46 TO VOLUSIA CO LINE						
Type of Work: RESURFACING			View Scheduled Activities			
Item Number: 423567-1						SIS
Length: 8.681			View Map of Item			
Construction Contract Information						
Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used		
08/24/2010	08/24/2010	301	289	96.01%		
Vendor Name: P & S PAVING, INC.						
Project Detail						
Fiscal Year:	2008	2009	2010	2011	2012	2013
Highways/Preliminary Engineering						
Amount:		\$2,842	\$2,427	\$990		
Highways/Design Build						
Amount:				\$7,405,937		
Highways/Construction Support						
Amount:				\$230,993	\$3,076	\$458
Item Total:		\$2,842	\$2,427	\$7,637,920	\$3,076	\$458

Project Summary						
Transportation System: NON-INTRASTATE STATE HIGHWAY				District 05 - Volusia County		
Description: SR 415 FROM REED ELLIS RD TO 0.3 MILE N OF ACORN LAKE						
Type of Work: ADD LANES & RECONSTRUCT				View Scheduled Activities		
Item Number: 407355-4						
Length: 5.040				View Map of Item		
Construction Contract Information						
Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used		
06/28/2012	07/16/2012	907	461	50.83%		
Vendor Name: P & S PAVING, INC.						
Project Detail						
Fiscal Year:	2008	2009	2010	2011	2012	2013
Highways/Preliminary Engineering						
Amount:	\$57,135	\$59,359	\$17,109	\$436,136	\$49,059	\$859
Highways/Right of Way						
Amount:	\$1,712,658	\$1,892,058	\$2,304,889	\$3,572,702	\$1,837,897	\$848,203
Highways/Railroad & Utilities						
Amount:					\$68,082	\$33,201
Highways/Construction						
Amount:					\$18,388,844	
Highways/Environmental						
Amount:	\$275,606					
Highways/Construction Support						
Amount:					\$1,298,741	\$129,533
Item Total:	\$2,045,399	\$1,951,417	\$2,321,998	\$4,008,838	\$21,642,622	\$1,011,795

Project Summary					
Transportation System: INTRASTATE INTERSTATE			District 05 - Volusia County		
Description: I-4 FROM SR 44 TO E OF I-95					
Type of Work: ADD LANES & RECONSTRUCT - Concrete			View Scheduled Activities		
Item Number: 408464-1					SIS
Length: 13.714			View Map of Item		
Construction Contract Information					
Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used	
05/09/2012	05/09/2012	1016	530	52.17%	
Vendor Name: CONDOTTE/DE MOYA JV, LLC					
Project Detail					
Fiscal Year:	2014	2015	2016	2017	2018
Highways/Preliminary Engineering					
Amount:	\$9,811				
Highways/Design Build					
Amount:	\$5,547,384				
Highways/Construction Support					
Amount:	\$410,267		\$388,278		
Item Total:	\$5,967,462		\$388,278		



Volusia County Road Program

5 Year Road Program

IMPACT FEE ZONE 1 - Northeast Volusia

Project	Section	Scope	PRIOR YEAR			FY 12/13			FY 13/14			FY 14/15			FY 15/16			FY 16/17		
			ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON
LPGA Blvd Widening		LOGT 4 LN		750		1750														
"		BOND				1549														
"		TRIP				239														
"		CIGP				213														
Orange Av - Reconstruct/Resurface		LOGT Resurfacing				650														
"		ONE Repairs				350														
"		CITY Repairs				200														
Tymer Creek Rd Widening		BOND 4 LN		400	0	550														
"		LOGT		0	0	1133														
"		CITY Utilities				277														
Veterans Memorial Bridge (Orange Av) over Halifax River		LAP Replace Bridge				3100		679												
Williamson Blvd Extension		LOGT 4 LN				738				9062										
Debt Service for Bonds		IMPACT			600			600		600					600					600
Debt Service for Bonds		LOGT			1455			1455		1455					1455					1455
Loan Repayment for S.		LOGT 4 LN		0		738				1100					1100					1100
Williamson Blvd Extension		LOGT																		

BOND - Bond Funding CBIR - Community Budget Issue Request (State Funding) CIGP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED.GRANT - Federal Grant
 IMPACT - Road Impact Fee Funding LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding TRIP - Transportation Regional Incentive Program (State Grant)

IMPACT FEE ZONE 2 - Southeast Volusia

Project	Section	Fund	Scope	PRIOR YEAR			FY 12/13			FY 13/14			FY 14/15			FY 15/16			FY 16/17		
				ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON
Pioneer Trail at Turnbull Bay Rd Intersection		LAP	Intersection		300																
"		LOGT	"		47	0			185												
Tenth St Widening		BOND 4 LN	Myrtle Av to US 1		80	150	0		1400												
"		CBIR	"				0		4475												
Turnbull Bay Rd Bridge Replacement over Turnbull Creek		LOGT	Replace Bridge		50				2800												
"		LAP	"		576				511												
Debt Service for Bonds		IMPACT				538			250						100						90
Debt Service for Bonds		LOGT							288						438						448

BOND - Bond Funding CBIR - Community Budget Issue Request (State Funding) CIGP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED.GRANT - Federal Grant
 IMPACT - Road Impact Fee Funding LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding TRIP - Transportation Regional Incentive Program (State Grant)



Volusia County Road Program

5 Year Road Program

IMPACT FEE ZONE 3 - Southwest Volusia

Project	Section	Fund	Scope	PRIOR YEAR			FY 12/13			FY 13/14			FY 14/15			FY 15/16			FY 16/17			
				ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	
Howland Blvd Widening	Courtland Blvd to N of SR415	BOND	4 LN	50			100			4870												
"	"	TRIP	"							5130												
"	3 Lining of Ft Smith east & west of Howland	CITY	"							540												
Saxon Blvd Medians/6 Lanes	Enterprise Rd to I-4	BOND	6 LN/Median							2750												
"	"	CIGP	"							1427												
"	"	TRIP	"							16												
Debt Service for Bonds		IMPACT								300											300	
Debt Service for Bonds		LOGT								1608												1608

BOND - Bond Funding CBIR - Community Budget Issue Request (State Funding) CIGP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED GRANT - Federal Grant
 IMPACT - Road Impact Fee Funding LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding TRIP - Transportation Regional Incentive Program (State Grant)

IMPACT FEE ZONE 4 - Northwest Volusia

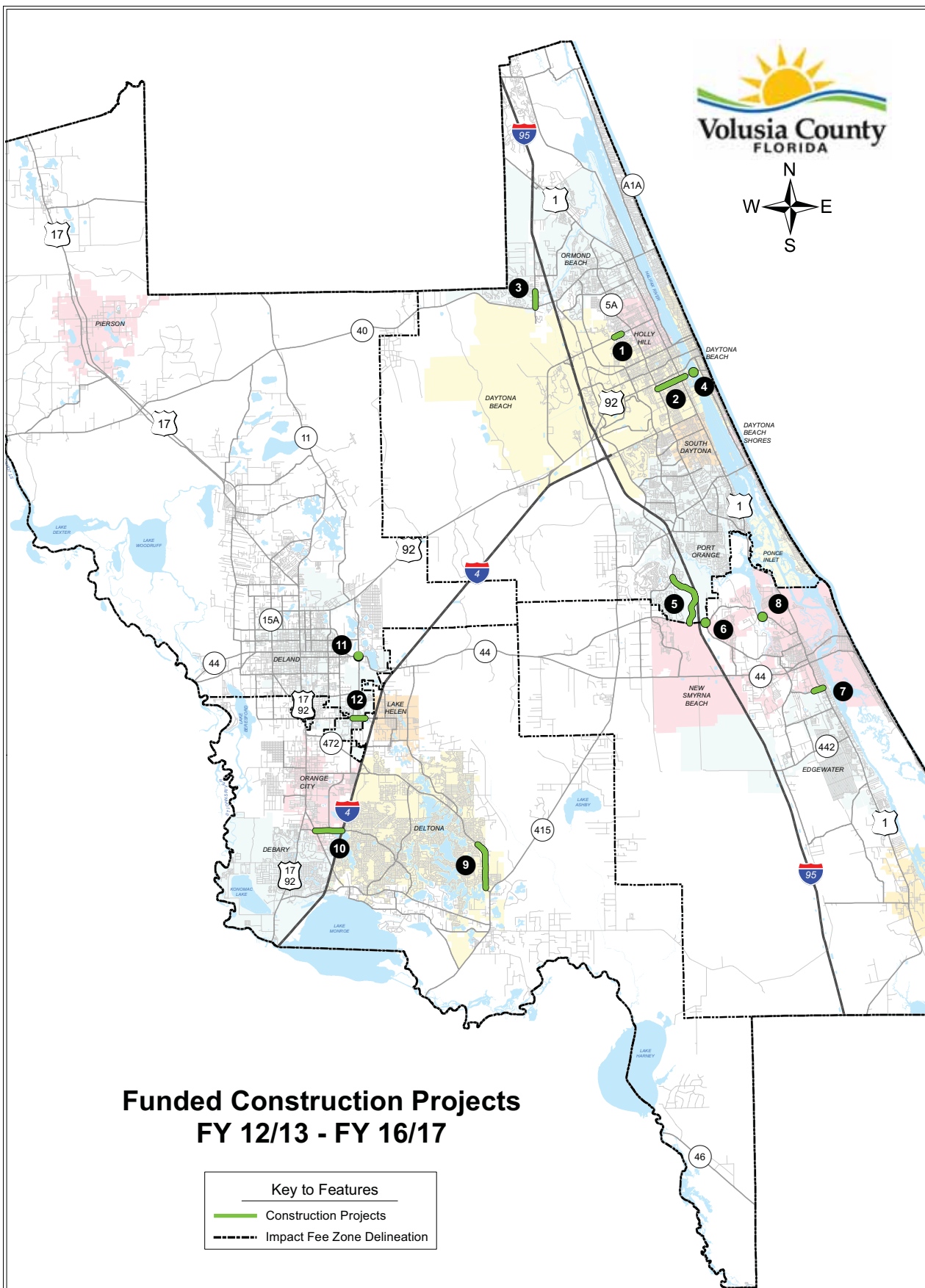
Project	Section	Fund	Scope	PRIOR YEAR			FY 12/13			FY 13/14			FY 14/15			FY 15/16			FY 16/17			
				ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	
Kepler Rd at SR44	Kepler N 1000/SR44 E to Lk Winnemissett	IMPACT	Intersection				500	2000				2979										
"	"	CIGP	"									821										
Orange Camp Rd Widening	MILK Blvd to W of I-4 incl frontage rd stubout	IMPACT	4 LN							0			440									
"	"	BOND	"				185	774		0		4060										
Debt Service for Bonds		IMPACT								392												392

BOND - Bond Funding CBIR - Community Budget Issue Request (State Funding) CIGP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED GRANT - Federal Grant
 IMPACT - Road Impact Fee Funding LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding TRIP - Transportation Regional Incentive Program (State Grant)



MISCELLANEOUS

Project	Fund	Scope	PRIOR YEAR			FY 12/13			FY 13/14			FY 14/15			FY 15/16			FY 16/17				
			ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON		
Advanced Engineering & Permitting	LOGT					500						500									500	
"	IMPACT ZONE 1																					
"	IMPACT ZONE 2																					
"	IMPACT ZONE 3																					
"	IMPACT ZONE 4																					
Advanced Right-of-Way Acquisition	LOGT									500			500									500
"	IMPACT ZONE 1																					
"	IMPACT ZONE 2																					
"	IMPACT ZONE 3																					
"	IMPACT ZONE 4																					
Major Bridge Repairs	LOGT		68			685	125		325	200	50	200	50	200	50	200	50	200	50	200	50	200
Countywide Sidewalks (to be determined)	ONE					250			250	250	250	250	250	250	250	250	250	250	250	250	250	250
Resurfacing (annual contract)	ONE					4294			1850	1900	1900	1900	1950	2000	2000	2000	2050	2050	2050	2050	2050	2050
"	LOGT					850			200	850	850	850	850	850	850	850	850	850	850	850	850	850
Railroad Crossings	LOGT					100			100	100	100	100	100	100	100	100	100	100	100	100	100	100
Safety Projects, county wide (to be determined)	LOGT					1000			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

BOND - Bond Funding CBIR - Community Budget Issue Request (State Funding) CIGP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED GRANT - Federal Grant
 IMPACT - Road Impact Fee Funding LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding TRIP - Transportation Regional Incentive Program (State Grant)



Funded Construction Projects FY 12/13 - FY 16/17

Key to Features	
	Construction Projects
	Impact Fee Zone Delineation

Road Name	Limits	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
1 LPGA Blvd Widening	Jimmy Ann Dr to E of Derbyshire Rd	\$ 2,001,000				
2 Orange Av Reconstruction	Nova Rd to Beach St	\$ 1,000,000				
3 Tymber Creek Rd Widening	SR 40 to Peruvian Ln	\$ 6,133,000				
4 Veterans Mem Bridge Replacement over Halifax River				\$47,950,000		
5 Williamson Blvd Extension	Airport Rd to Pioneer Trl		\$ 9,062,000			
6 Pioneer Trl at Turnbull Bay Rd	Intersection	\$ 1,585,000				
7 Tenth St Widening	Myrtle Av to US 1	\$ 7,275,000				
8 Turnbull Bay Bridge Replacement over Turnbull Creek			\$ 3,016,000			
9 Howland Blvd Widening	Courtland Blvd to N of SR 415	\$10,000,000				
10 Saxon Blvd Medians	Enterprise Rd to I-4	\$ 4,193,000				
11 Kepler Rd at SR 44	Intersection		\$ 3,800,000			
12 Orange Camp Rd Widening	MLK Blvd to W of I-4, incl. frontage road stubout	\$ 4,500,000				

Volusia TPO Road Improvement Projects

LPGA BLVD

Section:	Roadway Capacity Projects
County:	Volusia,
Responsible Agency:	Volusia County
Work Mix:	WIDEN/RESURFACE EXIST LANES
Amendment Number:	
LRTP Project #:	
From:	Jimmy Ann Drive
To:	Derbyshire Road
Project Length:	0.680 mi
Description:	Widen LPGA Boulevard from 2 lanes to 4 between Jimmy Ann Drive and Derbyshire Road. Project length: 0.68 mile. (Reference Volusia County MPO 2025 Long Range Transportation Plan, Table 13.4, pg 13.12. - project was initiated while VCMPO 2025 LRTP was still in effect.)

2013		
Phase	Funding Code	Projected Amount
PE	LF (Local)	\$438,970
ROW	LF (Local)	\$2,500,000
Sub Total		\$2,938,970
2014		
Phase	Funding Code	Projected Amount
CST	CIGP (State)	\$212,788
CST	LF (Local)	\$1,589,000
CST	TRIP (State)	\$238,949
Sub Total		\$2,040,737
GRAND TOTAL		\$4,979,707

Williamson BLVD

Section:	Locally Funded Projects - Information Only
County:	Volusia,
Responsible Agency:	Volusia County
Work Mix:	NEW ROAD CONSTRUCTION
Amendment Number:	
LRTP Project #:	
From:	Airport Road
To:	Pioneer Trail
Project Length:	
Description:	This project consists of the reconstruction and extension of Williamson Blvd as a four-lane divided facility with curb a gutter, bike lanes, and sidewalks extending from Airport Road south to Pioneer Trail. Pioneer Community Development District (PCDD), an independent special district, is responsible for the design, engineering and construction of the project. Volusia County will provide oversight and a portion of the funding (up to \$9.3 million). PCDD is responsible for all additional costs. Project length: 2.6 miles.

2013		
Phase	Funding Code	Projected Amount
ENG	LOGT (Local)	\$738,000
Sub Total		\$738,000
2014		
Phase	Funding Code	Projected Amount
CST	LOGT (Local)	\$9,062,000
Sub Total		\$9,062,000
GRAND TOTAL		\$9,800,000

SR 442

Section:	Roadway Capacity Projects
County:	Volusia,
Responsible Agency:	City of Edgewater
Work Mix:	NEW ROAD CONSTRUCTION
Amendment Number:	
LRTP Project #:	
From:	current terminus of SR 442
To:	one mile west of current SR 442 terminus
Project Length:	1 mile
Description:	Extend Indian River Boulevard westward approximately one mile beyond the current SR 442 (Indian River Boulevard) terminus. This extension will serve proposed new development in the Restoration DRI and Farmton DRI.

2014		
Phase	Funding Code	Projected Amount
CST	LF (Local)	\$4,604,160
Sub Total		\$4,604,160
GRAND TOTAL		\$4,604,160

I-95

Section:	Roadway Capacity Projects
County:	Volusia, Florida
Responsible Agency:	Department of Transportation
Work Mix:	ADD LANES & REHABILITATE PVMNT
Amendment Number:	
LRTP Project #:	
From:	Volusia/Brevard County line
To:	0.5 mile north of SR 44
Project Length:	16.899 mi
Description:	Add lanes and rehabilitate pavement on I-95 from the Brevard County Line to 0.5 miles north of SR 44. Environmental review was funded in FY 2008/09; right-of-way acquisition was funded from FY 2009/10 through FY 2012/13. Funding for construction was programmed in FY 2011/12 under FM# 4068698. Project Length: 16.89 miles. (Reference Volusia TPO Long Range Transportation Plan, Table 8.2, pg 121.)

2013		
Phase	Funding Code	Projected Amount
PE	DI (State)	\$5,130,000
PE	DIH (State)	\$165,736
PE	DS (State)	\$418,896
ROW	BNIR (State)	\$88,000
ROW	DIH (State)	\$62,977
ROW	NH (Federal)	\$123,943
ENV	DDR (State)	\$5,863,701
ENV	DI (State)	\$93,333
ENV	DS (State)	\$1,314,415
Sub Total		\$13,261,001
2015		
Phase	Funding Code	Projected Amount
CST	ACNP (Federal)	\$169,760
Sub Total		\$169,760
GRAND TOTAL		\$13,430,761

13. OSTEEN LOCAL PLAN

Background:

The Osteen Local Plan area is located in southwest Volusia County along the SR 415 corridor between Lemon Bluff Road and Acorn Lake Road and includes 3,990 acres. The Osteen Local Plan is the result of extensive intergovernmental coordination between the City of Deltona, County of Volusia, and community stakeholders. On December 5, 2008 the City and the County entered into a Joint Planning Agreement (JPA). The JPA requires the local plan to be adopted into the respective Comprehensive Plan of each local government.

From a planning perspective, the recognition of the SR 415 corridor as being suitable for urban uses dates back to the 1990 adoption of the County's Future Land Use Map. In addition, through the years, the County and the City have amended their Future Land Use Maps resulting in increases of urban intensity along the SR 415 corridor. The intent of the Osteen Local Plan is to recognize and enhance the urban opportunities for the area while protecting the rural and environmental characteristics that make up a significant portion of the Osteen area. Development will be aesthetically pleasing, functional and adequately supported by infrastructure.

Descriptions of Future Land Use Designations:

The Osteen Local Plan includes a Land Use Map featuring land use designations that are unique to the Osteen area and the map is to be included in the County/City map series. The Osteen Land Use designations are described as follows:

- 1) Osteen Commercial Village (OCV) – The purpose of the OCV category is to facilitate a mixed use, neo-traditional, development pattern featuring various commercial (office, retail, etc.) and residential uses. The development pattern within the OCV is intended to be a relatively dense mixture of multi-story, low and medium rise buildings that contain both residential and commercial uses. On small tracts of land, less than one acre in size, development may occur as standalone uses. However, standalone uses will still need to adhere to the mixed use purpose and intent of the OCV and be integrated into the larger development pattern by at minimum, establishing linkages with other development projects. Development shall provide vertical diversification of uses, where applicable, requiring retail/office on bottom floors and office/residential on the upper floors. While residential uses are required, commercial is intended to represent the dominant land use. Development within the OCV should be designed and oriented around a grid pattern of cross access easements, alleys and streets. Development linkages and pedestrian access as well as the incorporation of plazas and other common areas are intended to be an integral part of the OCV.

OCV Development Intensities/Densities

Dwelling Units – Max 12 dwelling units per acre/Min 8 dwelling units per acre

Intensity – Max FAR 0.5/Min FAR 0.25

Development Mix – 80% non residential/20% residential

- 2) Mixed Use Village (MUV) - The MUV is intended to facilitate a variety of housing choices along SR 415. Housing types in the MUV can include single-family dwellings on individual

lots, townhomes, or medium density, low rise multi-family formats. Strip commercial uses along major roads, including SR 415 are not allowed in the MUV. However, commercial uses such as a community shopping center may be allowed within compact nodes associated with the intersections of major roads. Where possible commercial and residential development should be combined into single buildings or otherwise mixed. Access to SR 415 shall be limited. Cross access easements, parallel facilities or other methods will be used to limit driveway cuts onto SR 415. Small parks, tot lots and open space areas are intended elements of the MUV.

MUV Development Intensities/Densities

Dwelling Units – Max 8 Dwelling units per acre/Min 4 dwelling units per acre

Wetlands: 1 du/10 acres

Intensity – Max FAR 0.35

Development Mix – 70% residential /30% non residential

- 3) Tech Center (TC) – The purpose and intent is to create a high value employment center featuring light industrial, office, research facilities, and flex office space uses. Appropriate development details, such as campus design themes, will be crucial in implementing the high-value vision for this category. In addition, access to SR 415 shall be limited with access being provided by cross access easements and eventually a roadway parallel to SR 415.

TC Development Intensity

Intensity – Max FAR 0.35

- 4) Urban Residential (UR) – The UR category is primarily a residential designation that allows single-family dwellings on individual lots. In some cases low rise multi-family or town home type developments may be allowed as a transition if located next to mixed or commercial urban land uses associated with the SR 415 corridor. Limited neighborhood convenience type commercial uses may be allowed along collectors, arterials or thoroughfares. However, neighborhood commercial uses shall be of size and scale to only serve the immediate neighborhood and be compatible with the general residential nature of the UR.

UR Development Intensities/Densities

Dwelling Units – Max 8 dwelling units per acre/Min 4 dwelling units per acre

Intensity – Max FAR 0.25

Development Mix – Max 5% non-residential

- 5) Transitional Residential (TR) – The TR designation is intended to provide a transition between more intense urban uses planned for the SR 415 corridor and the rural and environmental characteristics of the land located in east Osteen. Single family homes on individual lots will be the principal use. However, townhome and duplex dwelling formats may be allowed.

TR Development Densities

Dwelling Units – Max 4 du per acre

Wetlands: 1 du/10 acres

- 6) Rural Estate (RE) – The RE designation generally allows a large lot, rural type development pattern. The preferred use is single family acreage oriented lots. To protect agricultural or natural resources the RE does allow dwelling units to be clustered.

RE Development Densities

Dwelling Units - Max 1 du per 5 acres.

Wetlands: 1 du/10acres

- 7) Cluster Residential (CR) – The intent of the CR designation is to allow low density residential development while affording protection to environmental resources. Cluster subdivisions are to be used to direct development away from natural resources. In addition, to limit habitat fragmentation natural resource and open space areas shall be designed and located to maintain and enhance corridor connections. The preferred development type within the CR will be single family dwellings on individual lots. Lot sizes may vary depending on individual cluster subdivision designs that will result in smaller net lot sizes. If the property lies within ECO, the property owner may alternatively develop under the conservation subdivision policies, goals and objectives and corresponding conservation criteria and density set forth in the Smart Growth Initiative, of the Volusia County Comprehensive Plan.

CR Development Densities

Category #1 - 1 dwelling per 25 acres

Category #2 - 1 dwelling per 20 acres

Category #3 – 1 dwelling per 10 acres

Category #4 – 1 dwelling per 5 acres

Category #5 – 1 dwelling per 1 acre

Wetlands: 1du/10 acres

GOALS, OBJECTIVES, AND POLICIES

GOAL:

- OST 1 Achieve a sustainable, fully functioning, well designed and aesthetic urban, mixed use development pattern associated with the SR 415 corridor while appropriately

protecting the rural and environmental characteristics of the Osteen Local Planning Area.

OBJECTIVE:

OST 1.1 Provide an adequate interdependent mixture of land uses associated with the SR 415 corridor.

POLICIES:

OST 1.1.1 Development within the Osteen Local Plan Area shall be consistent with the following:

Osteen Land Use designations as depicted on the Osteen Future Land Use Map;

All other Elements of the County and City Comprehensive Plan;

Current land development and zoning codes irrespective of jurisdiction;

Environmental standards and other regulations that may be applicable;

Smart Growth policies of the County's Future Land Use Element regarding ECO Map, excluding the City's water treatment plant development proposal.

OST 1.1.2 Existing individual single family dwelling uses and agricultural uses within the Osteen Local Plan area may continue.

OST 1.1.3 Workforce housing shall be encouraged in the Osteen Commercial Village, Mixed Use Village and Urban Residential designations.

OST 1.1.4 Incompatible land uses such as commercial and urban density shall be directed away from the Rural Estate area.

OST 1.1.6 New strip commercial featuring a one store deep, single use retail development pattern oriented towards a road or highway shall not be allowed within the Osteen Local Planning area.

OST 1.1.6 Cluster type subdivisions that may occur within the Cluster Residential designation shall provide a minimum of 70% open space with at least 30% of that total used as common open space.

OST 1.1.7 The adoption of the Osteen Local Plan shall not change or limit the current or potential uses on land within the Osteen Plan that is classified with the Volusia County I-1 (Light Industrial) zoning.

OST 1.1.8 Public and/or Private civic oriented uses and essential services such as schools, wells, water treatment plants, or medical facilities shall be allowed in any land use category within the Osteen Local Plan, and are exempt from the design standards and height standards of the Local Plan.

OST 1.1.9 Both the City and the County shall maintain intensity and density calculations for each development and shall reconcile these numbers annually to ensure the overall development mix is achieved at build out. The County Planning Department shall maintain the annual density and intensity calculation report as agreed upon by the City and County.

OBJECTIVE:

OST 1.2 Urban development within the Osteen Local Plan will be adequately served by appropriate infrastructure.

POLICIES:

OST 1.2.1 To protect rural areas, infrastructure will be directed away from land within the Osteen Planning Area not designated or suitable for urban type development.

OST 1.2.2 The City and the County shall continue to coordinate with the Florida Department of Transportation, ECFRPC and Volusia County MPO to support the widening/improvement of SR 415 as approved by the Florida Department of Transportation.

OST 1.2.3 The City does not intend to establish central utilities within the Rural Estate or Cluster Subdivision areas for the purpose of serving those areas, unless such utilities are needed to correct threats to public health, safety and welfare or to serve clustered housing where utilities are deemed appropriate based on lot size, soil conditions, or other factors.

OST 1.2.4 The location of infrastructure such as roads and utility lines should be directed away from wetlands and other natural resource areas. If the location of infrastructure does result in impacts to wetlands or critical habitat then suitable mitigation shall be required.

OBJECTIVE:

OST 1.3 Development design techniques shall be used to foster a development pattern that is aesthetically pleasing, functional and enhances the economic base of the area.

POLICIES:

OST 1.3.1 The County and City shall adopt land development regulations that will accomplish the following:

Ensure safe and convenient pedestrian access;

Limit driveway cuts onto SR 415 and other major roads by requiring cross access easements and shared parking;

Require that internal streets and alleys be designed along a grid pattern to facilitate interconnectivity;

Manage the location and amount of parking;

Regulate signs;

Require appropriate landscaping (water wise/Florida native), buffering and screening;

Establish standards for architectural themes and building material type, mass, orientation, fenestration;

Ensure that land uses are mixed and well integrated both horizontally and vertically primarily in the OCV land use designations;

Protect natural resources;

Establish standards for open space and cluster subdivisions where applicable; and

Encourage and incentivize "green" building techniques, including LEED certification.

OST 1.3.2 The City and County recognize that the future land use designations provided in Exhibit "B" of the JPA of December 5, 2008 includes design criteria. The City and County shall implement the provisions of Exhibit "B" which are not expressly incorporated in the local plan through their respective land development regulations.

OST 1.3.3 The City and the County shall continue to notify and work together, through both formal and informal processes, to ensure that land use plan amendments, zoning requests, and other land development activities that may be proposed within each respective jurisdiction are consistent with the Osteen Local Plan.

OBJECTIVE:

OST 1.4 Protect natural resources by directing residential density, and other incompatible land uses away from such areas.

POLICIES:

OST 1.4.1 Notwithstanding the density allotments of the land use designations stated in this policy, the dwelling unit density standard for wetlands within the Mixed Use Village, Transitional Residential, Rural Estate, and Category 3, 4 and 5 of the Cluster Residential is one unit per 10 acres.

OST 1.4.2 To the greatest extent possible, wetlands within the Osteen Local Planning Area shall be preserved. In situations where wetland impacts are found to be unavoidable appropriate mitigation shall be provided.

OST 1.4.3 All wetlands situated within the Osteen Local Planning Area shall be afforded a wetland buffer. The wetland buffer widths shall be a minimum of 25 feet, unless otherwise permitted and mitigated in accordance with the natural resource protection of the land development code, except in the CR designation which requires an

average 100 feet wetland buffer. The City's proposed water treatment plant site located within the CR category shall maintain a minimum 25 feet wetland buffer. In the event that the St. Johns River Water Management District requires a larger wetland buffer, the most restrictive wetland buffer width shall apply.

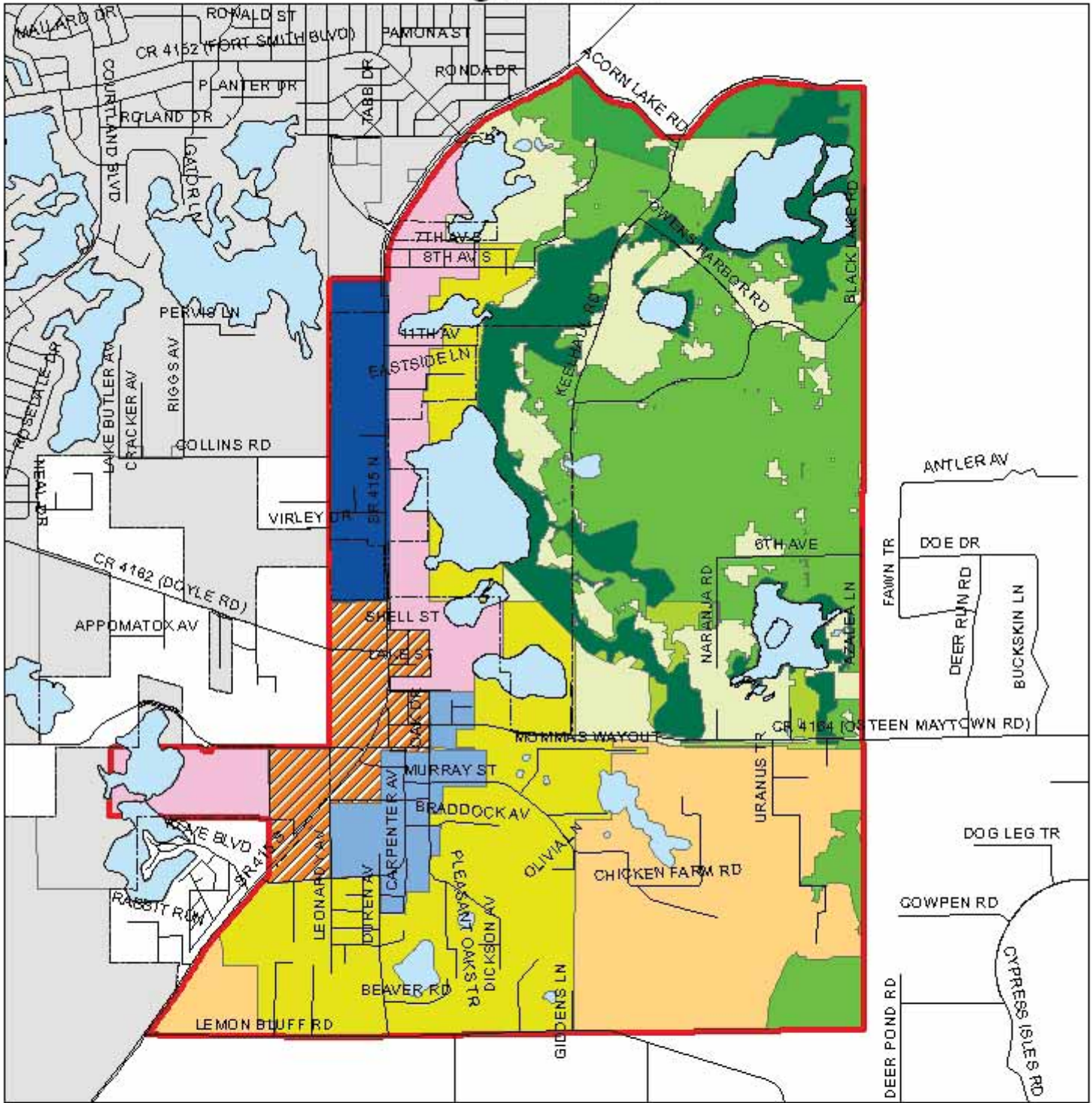
- OST 1.4.4 Land development standards and best management practices shall be employed to protect the water quality of lakes and wetlands. Such standards include setbacks, retention of native vegetation, appropriate management of stormwater, and the minimization of shoreline alterations.
- OST 1.4.5 The functions of flood plains and other flood prone areas shall be protected by directing development away from such areas. If activities do occur within floodplain or flood prone areas such impacts shall be minimized. In addition, if development does occur within floodplain/prone areas then techniques such as compensating storage and the elevation/design of improvements shall be required to ensure that floodplain functions are protected.
- OST 1.4.6 Conservation subdivision techniques shall be required for residential development projects planned within the Cluster Subdivision designation. Open space areas shall include wildlife and listed species habitat, wetlands and other environmental characteristics. In addition, natural connections shall be maintained to minimize habitat fragmentation.
- OST 1.4.7 Land development proposals shall be required to protect ecologically viable natural habitats. Management plans shall be required to ensure that habitat is protected or mitigated consistent with applicable local, State and Federal Agencies.








OBJECTIVE:

- OST 1.5 Provide for transportation solutions of the SR415 corridor.
- OST 1.5.1 Beginning on August 20, 2009, no more than 5,440 dwelling units or 5.7 million square feet of non-residential development within said area shall be approved by development order of the City or County; but, in no event, shall more than 1,360 dwelling units or 1.4 million square feet of non-residential development be approved by development order of the City or County prior to January 1, 2015. The limitations imposed by this policy shall not include dwelling units and non-residential square footage existing prior to August 20, 2009.
- OST 1.5.2 The City and County shall propose an access management plan that will include an alternative network and parallel facilities plan for the Osteen Local Plan area to be approved by the Florida Department of Transportation, District 5 within twelve (12) months of the NOI issued by the Department of Community Affairs for this local plan.
- OST 1.5.3 Access to SR 415 will be limited by requiring the use of frontage/rear roads, cross access agreements, shared parking and other methods as deemed appropriate.
- OST 1.5.4 The proper functioning of the urban land use designations associated within the Osteen Plan are contingent on the construction of a network of roads and parallel facilities. Such facilities are intended to direct traffic away from SR 415. These

improvements shall be constructed by developers or funded through various approaches including fair share agreements, impact fees, grants or through other sources that become available.

Osteen Local Plan Future Land Use Figure 1-12M



- | | | |
|--|---|---|
|  Cluster Residential (CR1) |  Cluster Residential (CR5) |  Tech Center (TC) |
|  Cluster Residential (CR2) |  Mixed Use Village (MUV) |  Transitional Residential (TR) |
|  Cluster Residential (CR3) |  Osteen Commercial Village (OCV) |  Urban Residential (UR) |
|  Cluster Residential (CR4) |  Rural Estate (RE) |  Lakes |

