RESOLUTION NO. 2025-11

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA; REQUESTING APPROVAL OF PROPORTIONATE FAIR SHARE AGREEMENT BETWEEN THE CITY OF DELTONA, FLORIDA, VOLUSIA COUNTY, AND LEHA INVESTMENT PROPERTIES, INC.; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Leha Investment Properties, Inc. ("Developer"), a Florida profit corporation, is the owner of approximately +/- 10.10 acres of land located at 3141 Howland Boulevard and identified by the Parcel Identification Number 810800000014 (the "Property") within the boundaries of the City of Deltona, Florida ("City") in Volusia County, Florida ("County") and as further described in Exhibit "A;"

WHEREAS, the site plan process for the Property will allow the Leha Business Park project to be developed (the "Project"); and

WHEREAS, in connection with the site plan review for the Project, a traffic impact analysis ("TIA"), dated October 16, 2024, of the existing road network in the vicinity of the Project was performed by Developer's traffic consultant in order to determine the availability of roadway capacity to serve the Project, which is hereby incorporated and attached as "Exhibit B;" and

WHEREAS, the results of the TIA indicate that there is insufficient roadway capacity in the vicinity of the Property without the anticipated additional traffic impacts of the Project; and

WHEREAS, Section 163.3180(5)(h) of the Florida Statutes allows the Developer to pay proportionate fair share mitigation funds as an alternative to demonstrating traffic concurrency in certain circumstances, but specifically exempts backlogged failures from the requirement for a proportionate fair share payment; and

WHEREAS, through the TIA, certain traffic impacts were identified in the area of the development ("Impact Area") and Developer's obligation to make contribution payment for certain roadway improvements is set forth in this Agreement; and

WHEREAS, the Developer will make the required contribution payment for certain roadway improvements to the County as consideration for the roadway improvements to be constructed by the County as required by the City and County to satisfy concurrency

requirements consistent with the requirements of the City's Land Development Code and Section 72 of the Volusia County Land Development Code; and

WHEREAS, Lassiter Transportation Group, Inc. calculated the Project's proportionate fair share for the total costs of the offsite traffic improvements to be constructed within the Impact Area to mitigate the impacts of 26,250 square feet of medical-dental office buildings, and 637 units of storage facilities, including RV Parking, as further detailed in the TIA; and

WHEREAS, the City, County and Leha Investment Properties, Inc. seek to enter into a Proportionate Fair Share Agreement ("Agreement"), which is hereby attached and incorporated as "Exhibit C," to fund traffic improvements around the Property to create sufficient roadway capacity; these funds will be received by the County from Developer in accordance with the terms of the Agreement; and

WHEREAS, the amount in the Agreement must be paid in full by Developer to the County within one (1) year of execution of the PFSA or the outstanding balance shall be revised based on the applicable Consumer Price Index published inflationary rate, and if it is not paid in full to the County by Developer prior to December 31, 2025 then the TIA must be updated and the proportionate fair-share amount recalculated based on conditions at that time; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:

Section 1. Proportionate Fair Share Agreement. The City, County and Leha Investment Properties, Inc. will enter into a Proportionate Fair Share Agreement ("Agreement") to fund traffic improvements around the Property to create sufficient roadway capacity for the proposed project;

Section 2. Agreement Terms. Once fully executed, the City and Leha Investment Properties, Inc. agree to be bound by the provisions of the Agreement and are responsible for the successful completion of their obligations under the Agreement. The Agreement requires that Leha Investment Properties, Inc. shall pay the Proportionate Fair Share to the County as consideration for the roadway improvements to be constructed as required by the City and County as a result of the traffic impacts created

by the Project in order to satisfy concurrency requirements consistent with the requirements of the City's Land Development Code and Section 72 of the Volusia County Land Development Code:

Section 3. Conflicts. All Resolutions or parts of this Resolution insofar as they are inconsistent or in conflict with the provisions of this Resolution are hereby repealed to the extent of any conflict.

Section 4. Severability. In the event any portion of this Resolution is determined to be invalid, illegal, or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portion or sections of the Resolution which shall remain in full force and effect.

Section 5. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, THIS _____ DAY OF _____, 2025.

BY: _____

Santiago Avila, Jr., MAYOR

ATTEST:

_____
Joyce Raftery, CMC, MMC, CITY CLERK

Approved as to form and legality
for use and reliance of the City of
Deltona, Florida

_____
TG Law, PLLC, CITY ATTORNEY

Exhibit A

LEGAL DESCRIPTION

PARCELS 8108-00-00-0014 & 8108-00-00-0015

BEGIN AT THE SOUTHWEST CORNER OF THE SE ¼ OF THE NW ¼ , SECTION 8, TOWNSHIP 18 SOUTH, RANGE 31 EAST; THEN RUN N 01°15’35” W 2262.68 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 444; THENCE RUN EASTERLY ALONG SAID RIGHT-OF-WAY LINE 295.17 FEET; THENCE RUN N 88°44’00” E 200 FEET; TO THE POINT OF BEGINNING; THENCE RUN N 88°44’00” E 200 FEET; THENCE RUN 2 01°16’00” E 1100 FEET; THENCE RUN S 88°44’00” W 200 FEET; THENCE RUN N 01°16’00” W 1100 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

BEGIN AT THE SOUTHWEST CORNER OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼, SECTION 8, TOWNSHIP 18 SOUTH, RANGE 31 EAST; THENCE RUN NORTH 01°15’35” WEST 2262.68 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 444; THENCE RUN EASTERLY ALONG SAID RIGHT-OF-WAY LINE 295.17 FEET; THENCE RUN NORTH 88°44’00” EAST 400 FEET TO THE POINT OF BEGINNING; THENCE RUN NORTH 88°44’00” EAST 200 FEET; THENCE RUN SOUTH 01°16’00” EAST 1100 FEET; THENCE RUN SOUTH 88°44’00” WEST 200 FEET; THENCE RUN NORTH 01°16’00” WEST 1100 FEET TO THE POINT OF BEGINNING.

Exhibit B

LEHA Business Park
Deltona, Florida

Traffic Impact Analysis

Prepared for: LEHA Investment Properties, Inc.
By: LTG, Inc.
July 2024

LTG Engineering & Planning

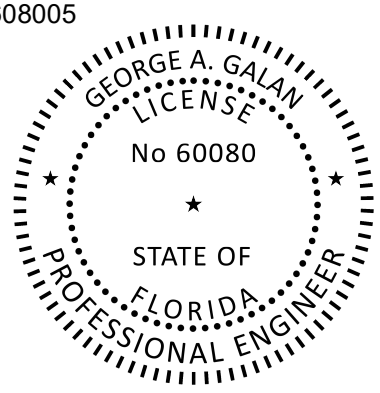
PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with LTG, Inc., a corporation authorized to operate as an engineering business, F030424608005, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: LEHA Business Park – Traffic Impact Analysis
LOCATION: Deltona, Florida
CLIENT: LEHA Investment Properties, Inc.
JOB #: 5919.02

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

Prepared by:
LTG, Inc.
1450 W. Granada Blvd, Suite 2
Ormond Beach, FL 32174
Vendor No. F030424608005
386/257-2571



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

LTG, INC.
1450 W GRANADA BLVD SUITE 2
ORMOND BEACH, FL 32174
VENDOR NO. F030424608005
GEORGE A. GALAN, P.E. NO. 60080

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INTRODUCTION

LTG, Inc. (LTG) has been retained by LEHA Investment Properties, Inc. to prepare a Traffic Impact Analysis (TIA) for the proposed LEHA Business Park development. The purpose of the TIA is to obtain traffic concurrency in support of the final site plan. The development is located on the south side of Howland Boulevard approximately 685 feet east of Wolf Pack Run in the City of Deltona, Florida. The proposed development will consist of the following land uses and quantities:

- 26,250 square feet of Medical-Dental Office Building
- 637 Mini-Warehouse storage units, comprised of 117 boat/RV storage units and 520 personal storage units

Access to the development is proposed via one full access driveway on Howland Boulevard across from Roseapple Avenue, creating the fourth leg to the intersection. The project build-out year is 2025. The location of the proposed development in relation to the surrounding roadway network is depicted in Figure 1. A conceptual site plan showing the layout of the site is attached as Appendix A. Please note that while the preliminary site plan, which is conceptual, only depicts 109 boat and RV spaces, the analysis includes 117 boat and RV spaces. The approved methodology is attached as Appendix B.

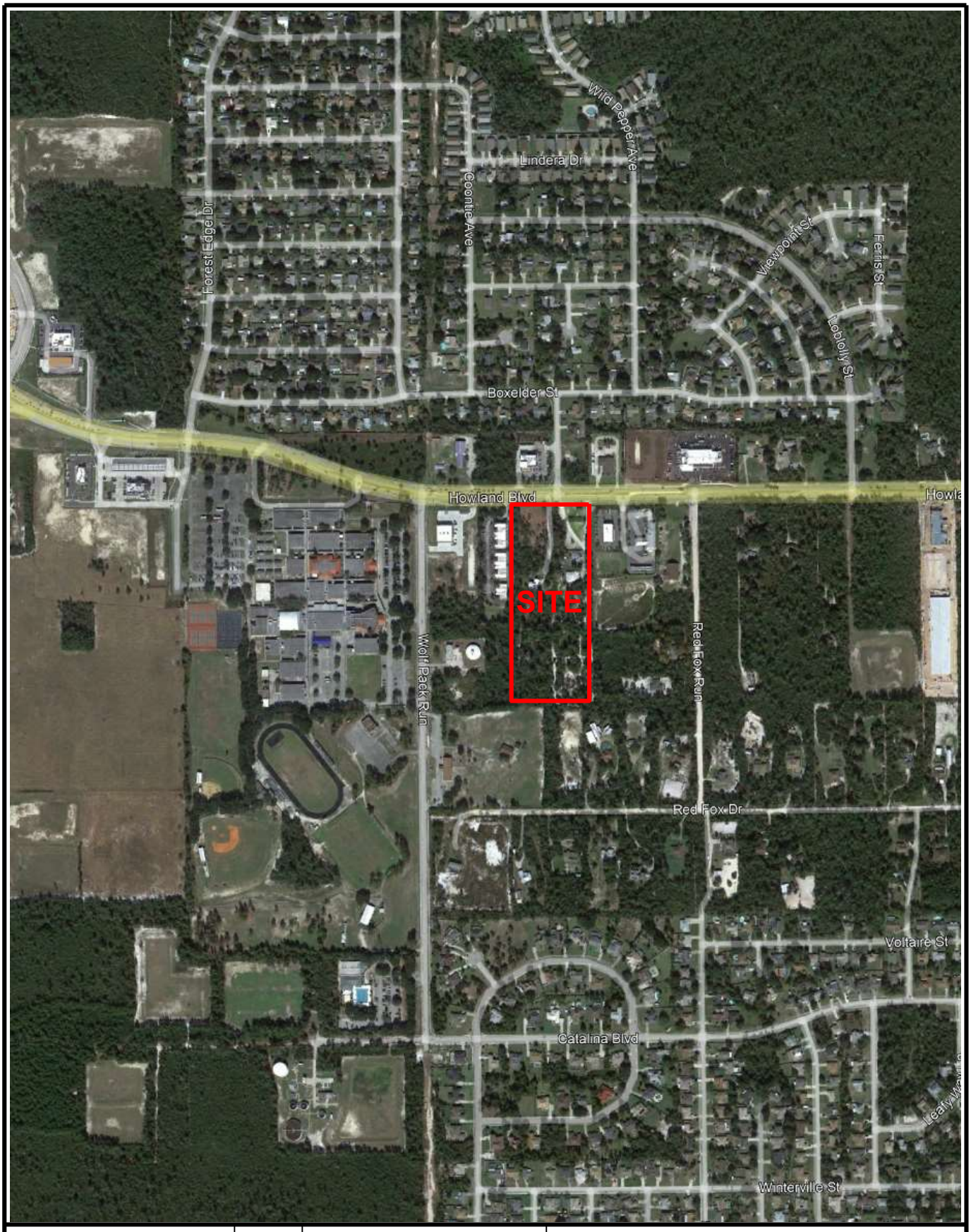
Study Procedures

Standard engineering and planning procedures were used to determine the impacts of the proposed project. Reference data was obtained from the Florida Department of Transportation (FDOT), the Volusia County Traffic Engineering Department, the Institute of Transportation Engineers (ITE), and the River to Sea Transportation Planning Organization (R2CTPO).

Planned Roadway Improvements

Information on programmed or planned roadway improvements in the area of interest was obtained from the FDOT Five-Year Work Program, Volusia County, the R2CTPO Long Range Transportation Plan (LRTP), and previously approved projects. All improvements funded for construction within the first three years of the five-year work program will be considered in the future analysis.

Based on the information obtained, with the widening of Graves Avenue from 2 lanes to 3 lanes (continuous center left turn lane) between Veteran's Memorial Parkway and Kentucky Avenue, an additional improvement at the intersection of Graves Avenue at Veteran's Memorial Parkway will include adding dual left-turn lanes westbound to southbound at Veteran's Memorial Parkway.



LEHA Business Park	N NTS	**Location Map**	LTG Engineering & Planning
		Project No.: 5919.02 | Figure 1	

Study Area

The study area includes the following intersections and road segments, as approved in the methodology, included as Appendix B.

Roadway Segments:

- Howland Boulevard:
  - I-4/SR 472 to Wolf Pack Run - Vested Near Critical
  - Wolf Pack Run to Catalina Boulevard - Vested Near Critical
- Catalina Boulevard:
  - Howland Boulevard to Sixma Road - Vested Critical
  - Sixma Road to Lake Helen-Osteen Road - Vested Near Critical
- Orange Camp Road:
  - Blue Lake Avenue to W Volusia Beltway - Vested Near Critical
  - W Volusia Beltway to I-4 - Vested Critical
- W. Volusia Beltway (Kentucky Avenue):
  - Taylor Road to Orange Camp Road - Vested Near Critical
  - Orange Camp Road to Cassadaga Road - Vested Near Critical
- Graves Avenue:
  - Veteran's Memorial Parkway to Kentucky Avenue – Critical
  - Kentucky Avenue to Normandy Boulevard - Vested Critical
  - Normandy Boulevard to Howland Boulevard -Vested Critical
- Veterans Memorial Parkway:
  - Harley Strickland Boulevard to Rhode Island Avenue - Vested Critical
  - Rhode Island Avenue to Graves Avenue - Vested Near Critical
- Providence Boulevard:
  - Ft Smith Boulevard to Elkcam Boulevard - Critical
- Saxon Boulevard:
  - I-4 to Finland Drive - Vested Near Critical
  - Finland Drive to Normandy Boulevard - Near Critical
- Lake Helen-Osteen Road:
  - Howland Boulevard to Elkcam Boulevard - Vested Near Critical
  - Elkcam Boulevard to Haulover Boulevard - Vested Near Critical
- Normandy Boulevard:
  - Graves (old Howland) to Rhode Island Avenue - Vested Critical

Intersections:

1. Graves Avenue at Veterans Memorial Parkway
2. Graves Avenue at Kentucky Avenue
3. Howland Boulevard at I-4 WB Ramp
4. Howland Boulevard at I-4 EB Ramp
5. Howland Boulevard at Graves Avenue
6. Howland Boulevard at Forest Edge Drive
7. Howland Boulevard at Wolf Pack Run
8. Howland Boulevard at Roseapple Avenue
9. Howland Boulevard at Catalina Boulevard
10. Howland Boulevard at Providence Boulevard
11. Providence Boulevard at Elkcam Boulevard
12. Providence Boulevard at Ft. Smith Boulevard

2

EXISTING ROADWAY ANALYSIS

Turning movement counts (TMCs) were conducted during the AM and PM peak-hours at the study area intersections on May 1, 2024. FDOT's 2023 Peak Seasonal Factor (SF) for Volusia County for the corresponding date the TMCs were collected is equal to 0.98, therefore for a more conservative analysis, no seasonal factor was applied to the TMCs. Figures 2A-2C graphically depict the existing peak hour turning movements counts at the study area intersections. The FDOT SF, the raw turning movement counts, and the spreadsheets used to develop the volumes used in the analysis are provided in Appendix C.

Intersection Analysis

The Level of Service (LOS) at an unsignalized intersection is based on the average stop delay per vehicle for the various movements within the intersection and the LOS at a signalized intersection is based on the average control delay per vehicle for the various movements within the intersection. The operating conditions at the intersections were evaluated using *Synchro 12* and the signal timings provided by the agencies. Synchro utilizes the procedures outlined in Chapters 19 and 20 of the *Highway Capacity Manual, 7th Edition* (HCM7), titled "Signalized Intersections" and "Two-Way Stop Control Intersections," respectively.

Table 1, below, shows the existing AM and PM peak-hour LOS at the study area intersections. The Synchro summary sheets are provided in Appendix D. The signal timings are included in Appendix E.

As indicated in Table 1, two study area intersections are currently operating outside of an acceptable LOS and/or with a v/c ratio greater than 1.0.

Existing Conditions Roadway Segment Analysis

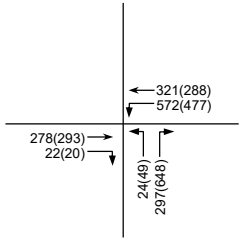
Roadway LOS describes the operating condition determined from the number of vehicles passing over a given section of roadway during a specified time period. It is a qualitative measure of several factors which include speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, convenience, safety, and vehicle operating costs. Six levels of service have been established as standards by which to gauge roadway performance, designated by the letters A through F. The level of service categories are defined as follows:

Level of Service A: Free flow, individual users virtually unaffected by the presence of others
Level of Service B: Stable flow with a high degree of freedom to select operating conditions
Level of Service C: Flow remains stable, but with significant interactions with others
Level of Service D: High-density stable flow in which the freedom to maneuver is severely restricted
Level of Service E: This condition represents the capacity level of the road
Level of Service F: Forced flow in which the traffic exceeds the amount that can be served

The Adopted LOS, capacity, existing AADT, and existing PM Peak-Hour Two-Way Volume obtained from the most recent Volusia County Traffic Count Spreadsheet. The existing LOS for the study area roadway segments are shown in Table 2. As indicated, all study roadway segments currently operate within the adopted LOS except for the segments of Catalina Boulevard from Howland Boulevard to Sixma Road, Graves Avenue from Veteran's Memorial Parkway to Normandy Boulevard, and Providence Boulevard from Ft Smith Boulevard to Elkcam Boulevard.

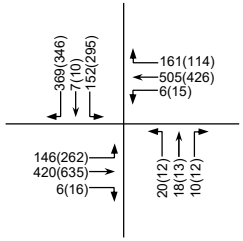
1 Graves Ave at Veterans Memorial Pkwy

0.94(0.95)



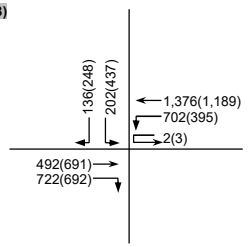
2 Graves Ave at Kentucky Ave

0.95(0.95)



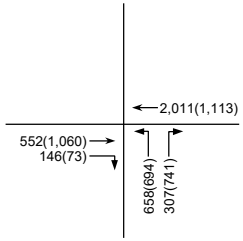
3 Howland Blvd at I-4 WB Ramp

0.95(0.93)



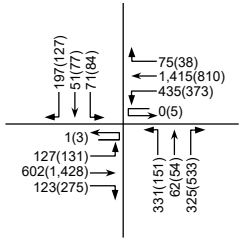
4 Howland Blvd at I-4 EB Ramp

0.95(0.93)



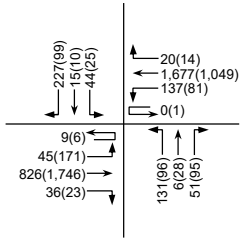
5 Howland Blvd at Graves Ave

0.94(0.93)



6 Howland Blvd at Forest Edge Dr

0.95(0.92)



Legend:
XX = AM Peak Hour
(XX) = PM Peak Hour
= Study Intersection

LEHA Business Park

N
NTS

Existing AM and PM Peak Hour Traffic Volumes

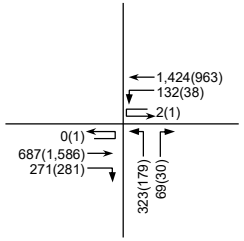
Project Number: 5919.02

Figure: 2A

LTG Engineering & Planning

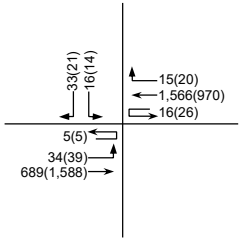
7 Howland Blvd at Wolf Pack Run

0.95(0.94)



8 Howland Blvd at Roseapple Ave

0.95(0.95)



Legend:
XX = AM Peak Hour
(XX) = PM Peak Hour
= Study Intersection

LEHA Business Park

N
NTS

Existing AM and PM Peak Hour Traffic Volumes

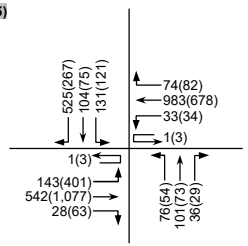
Project Number: 5919.02

Figure: 2B

LTG Engineering & Planning

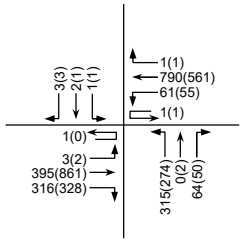
9 Howland Blvd at Catalina Blvd

0.95(0.95)



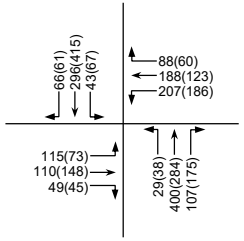
10 Howland Blvd at Providence Blvd

0.94(0.94)



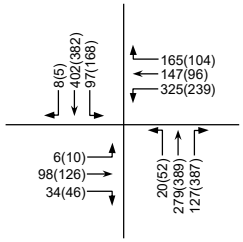
11 Providence Blvd at Elkcam Blvd

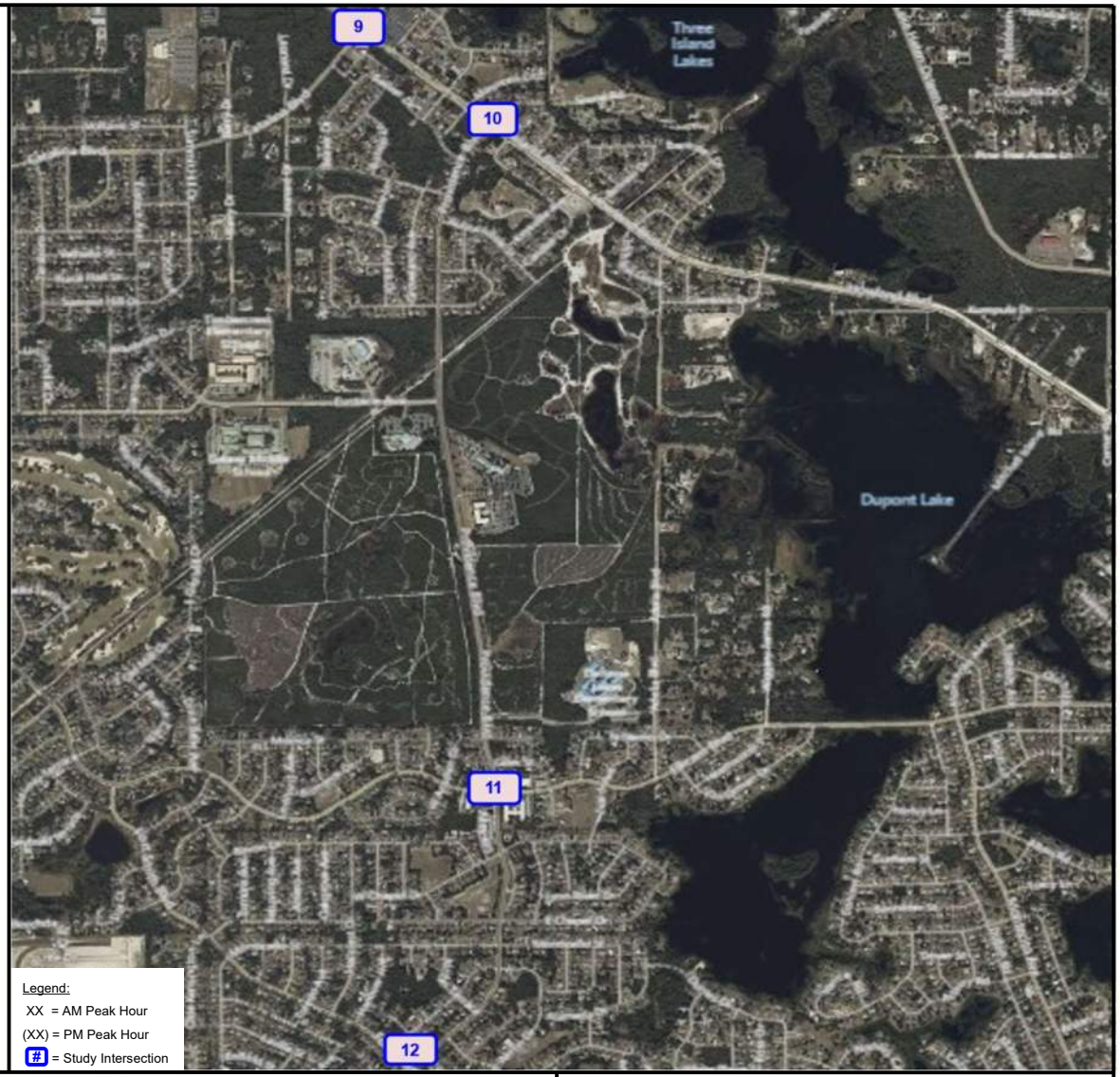
0.86(0.94)



12 Providence Blvd at Ft. Smith Blvd

0.88(0.95)





LEHA Business Park

N

NTS

Existing AM and PM Peak Hour Traffic Volumes

Project Number: 5919.02

Figure: 2C

LTG Engineering & Planning

Table 1
Existing AM and PM Peak Hour LOS – Intersections
LEHA Business Park

Intersection	Adopted LOS	AM Peak Hour					PM Peak Hour				
		Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1
1. Graves Ave at Veterans Memorial Pkwy	E	-	34.5	C	0.980	-	-	111.8	F	1.470	NBR
2. Graves Ave at Kentucky Ave	E	-	24.2	C	0.760	-	-	31.6	C	0.800	-
3. Howland Blvd at I-4 WB Ramp	E	-	41.8	D	1.060	EBR	-	36.8	D	0.880	-
4. Howland Blvd at I-4 EB Ramp	E	-	25.0	C	0.870	-	-	27.0	C	0.890	-
5. Howland Blvd at Graves Ave	E	-	39.0	D	0.830	-	-	36.4	D	0.870	-
6. Howland Blvd at Forest Edge Dr	E	-	30.5	C	0.970	-	-	20.8	C	0.850	-
7. Howland Blvd at Wolf Pack Run	E	-	22.2	C	0.790	-	-	11.5	B	0.810	-
8. Howland Blvd at Roseapple Ave	E	SB	31.6	D	0.277	-	SB	22.9	C	0.225	-
9. Howland Blvd at Catalina Blvd	E	-	41.4	D	0.940	-	-	32.6	C	0.910	-
10. Howland Blvd at Providence Blvd	E	-	22.5	C	0.740	-	-	18.0	B	0.800	-
11. Providence Blvd at Elkcam Blvd	E	-	30.0	C	0.830	-	-	26.4	C	0.800	-
12. Providence Blvd at Ft. Smith Blvd	E	-	22.4	C	0.720	-	-	24.4	C	0.780	-

Table 2
Existing PM Peak-Hour LOS - Roadway Segments
LEHA Business Park

Roadway	Segment		No. of Lanes	Adopted LOS	AADT	Existing PM Peak Hour Two-Way Volume	Peak Hour Two-Way Capacity at Adopted LOS	Existing PM Volume Exceeds Peak Hour Capacity?
Howland Blvd	I-4/SR 472	Wolf Pack Run	4	E	30,900	2,410	3,410	No
	Wolf Pack Run	Catalina Blvd	4	E	27,100	2,125	3,410	No
Catalina Blvd	Howland Blvd	Sixma Rd	2	D	10,764	1,002	960	Yes
	Sixma Rd	Lake Helen-Osteen Rd	2	D	9,674	856	960	No
Orange Camp Rd	Blue Lake Ave	W Volusia Bltwy	2	E	12,400	1,075	1,540	No
	W Volusia Bltwy	I-4	2	E	13,300	1,170	1,540	No
W. Volusia Bltwy (Kentucky Ave)	Taylor Rd	Orange Camp Rd	2	E	11,000	910	1,540	No
	Orange Camp Rd	Cassadaga Rd	2	E	9,150	755	1,540	No
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	2	E	20,000	1,635	1,620	Yes
	Kentucky Ave	Normandy Blvd	2	E	19,700	1,675	1,620	Yes
	Normandy Blvd	Howland Blvd	4	E	16,100	1,340	2,740	No
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	2	E	18,800	1,480	1,540	No
	Rhode Island Ave	Graves Ave	2	E	14,100	1,100	1,620	No
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	2	E	13,100	1,075	1,020	Yes
Saxon Blvd	I-4	Finland Dr	5	E	46,500	3,750	4,280	No
	Finland Dr	Normandy Blvd	4	E	40,300	3,170	3,410	No
Lake Helen-Osteen Rd	Howland Blvd	Elkcam Blvd	2	E	8,400	770	1,020	No
	Elkcam Blvd	Haulover Blvd	2	E	8,950	865	1,230	No
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	2	D	8,262	787	1,150	No

**No. of Lanes, Adopted LOS, AADT, Existing PM Peak Hour Volume, and Peak Hour Capacity obtained from the most recent Volusia County Traffic Count Spreadsheet. Peak Hour Two-Way volumes for Harley Strickland Boulevard and Rhode Island Avenue based on collected TMCs.*

3

BACKGROUND ROADWAY CONDITIONS

Traffic in the area is expected to grow due to local government approvals. The following documents the procedures used to determine the background conditions for 2025. Figures 3A-3F graphically depict the background AM and PM peak hour turning movement counts at the study area intersections. The study area intersections and roadway segments were analyzed to determine potential impacts of background traffic and to investigate any needed mitigation.

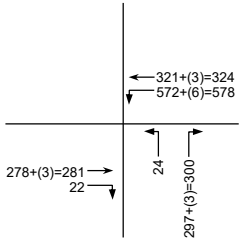
Background Traffic Growth

As presented in the approved methodology, the historical growth rate for each study area roadway segment was determined using 5-years and 10-years of historical AADT, FDOT *Traffic Trends* software and methods outlined in the Volusia County's Segment Growth Rates and Vested Trips Policy, dated August 2020.

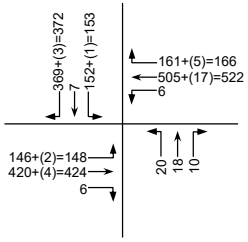
Vested trips from Deltona Village Town Center Project (Phases I-IV), Deltona Village, Eloah Estates, and Halifax Crossings, as identified by the city of Deltona, were used in the development of the final growth applied to the segments and utilized in the segment analysis at the applicable intersections under future conditions analyses.

The Volusia County's Segment Growth Rates and Vested Trips Policy, FDOT *Traffic Trends* analysis worksheets, and the vested trips utilized are attached as Appendix F. Per Volusia County directive, exponential regression will not be used to determine growth, 2020 AADTs will not be used, and the potential for a reduction in vested trips is not applicable within this study area. The growth rate evaluation and applied growth for the study area roadway segments are provided in Table 3 and the additional growth rate evaluation and applied growth for the study area intersections are provided in Table 4.

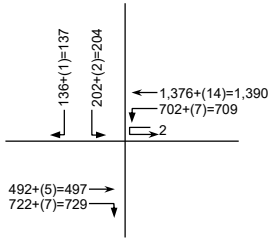
1 **Graves Ave at Veterans Memorial Pkwy**



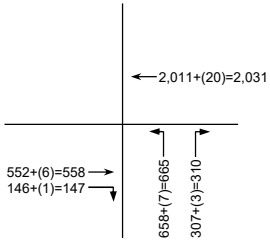
2 **Graves Ave at Kentucky Ave**



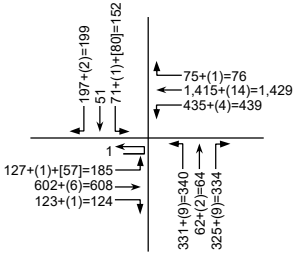
3 **Howland Blvd at I-4 WB Ramp**



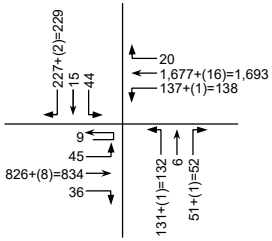
4 **Howland Blvd at I-4 EB Ramp**



5 **Howland Blvd at Graves Ave**



6 **Howland Blvd at Forest Edge Dr**



LEHA Business Park

N
NTS

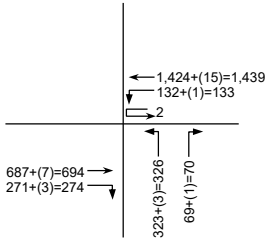
Background AM Peak Hour Traffic Volumes

Project Number: 5919.02

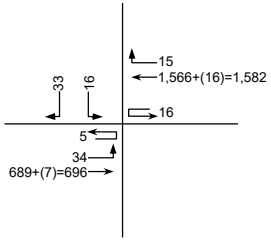
Figure: 3A

LTG Engineering & Planning

7 Howland Blvd at Wolf Pack Run

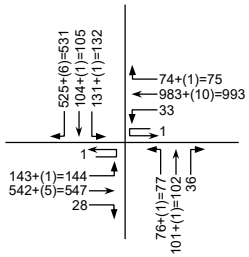


8 Howland Blvd at Roseapple Ave

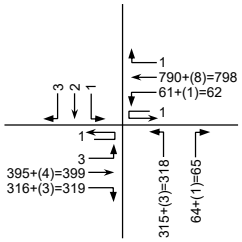


LEHA Business Park	N NTS	**Background AM Peak Hour Traffic Volumes**	LTG Engineering & Planning
		Project Number: 5919.02	Figure: 3B

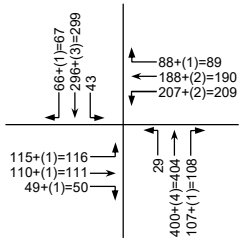
9 **Howland Blvd at Catalina Blvd**



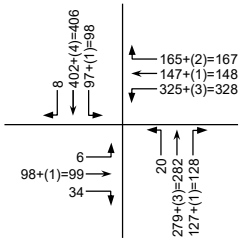
10 **Howland Blvd at Providence Blvd**

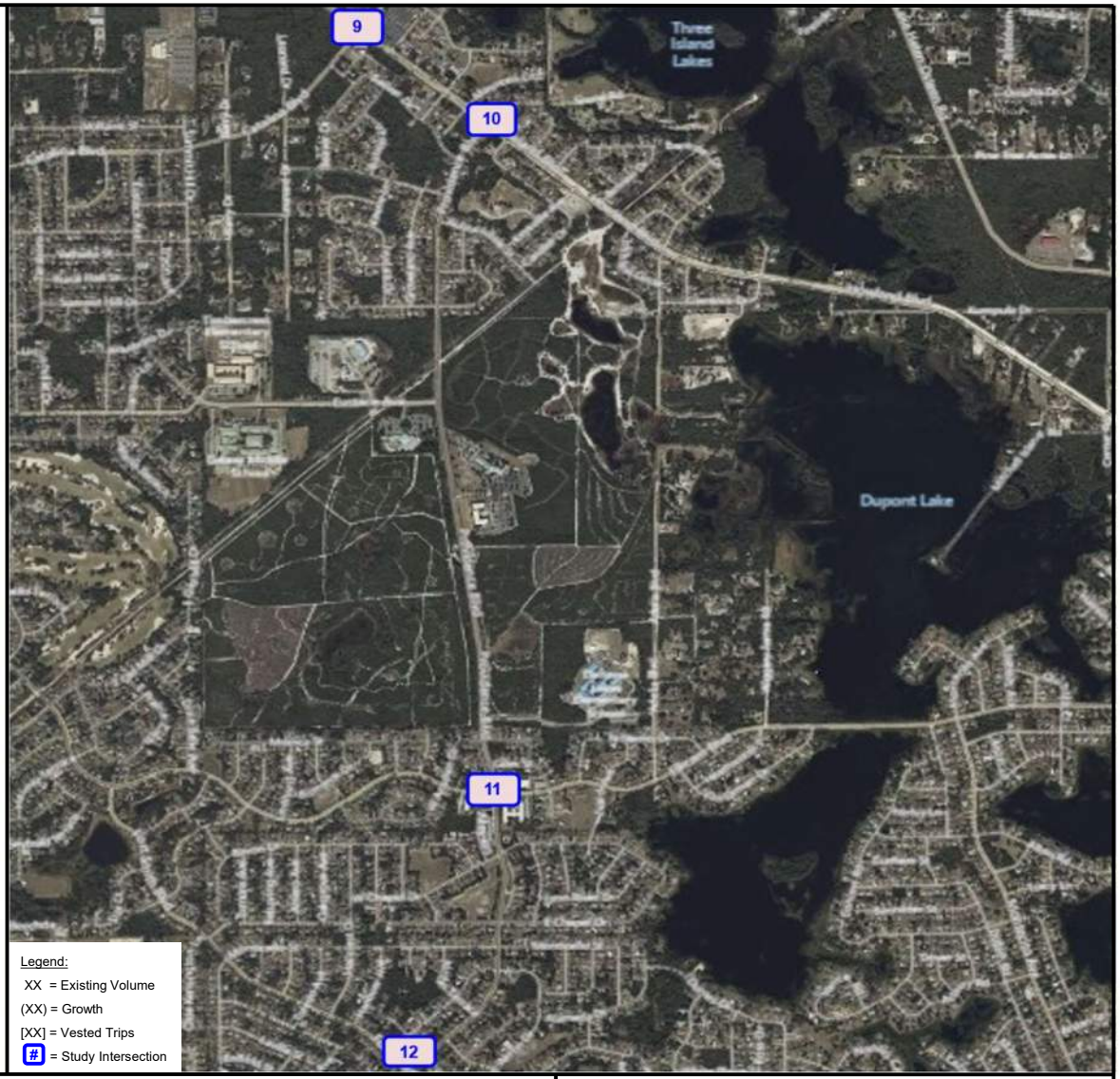


11 **Providence Blvd at Elkcam Blvd**



12 **Providence Blvd at Ft. Smith Blvd**





LEHA Business Park

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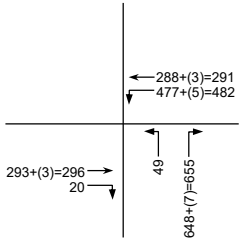
Background AM Peak Hour Traffic Volumes

Project Number: 5919.02

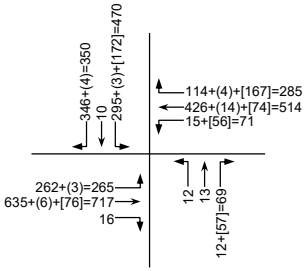
Figure: 3C

LTG Engineering & Planning

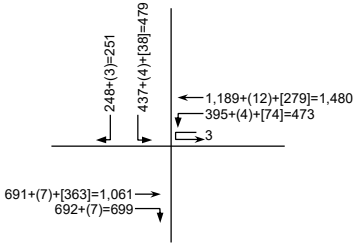
1 **Graves Ave at Veterans Memorial Pkwy**



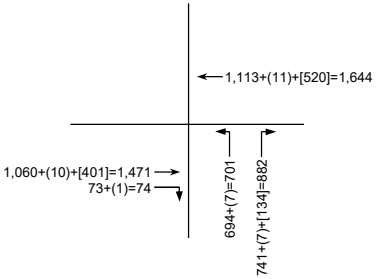
2 **Graves Ave at Kentucky Ave**



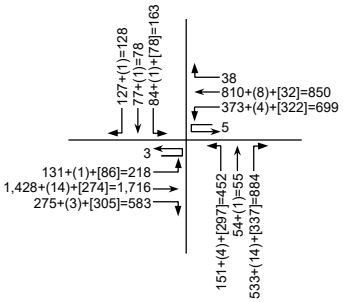
3 **Howland Blvd at I-4 WB Ramp**



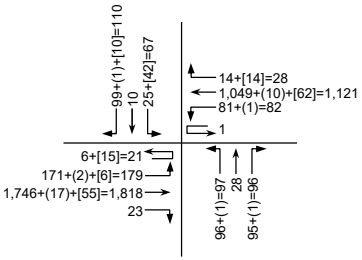
4 **Howland Blvd at I-4 EB Ramp**



5 **Howland Blvd at Graves Ave**



6 **Howland Blvd at Forest Edge Dr**



LEHA Business Park

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Background PM Peak Hour Traffic Volumes

Project Number: 5919.02

Figure: 3D

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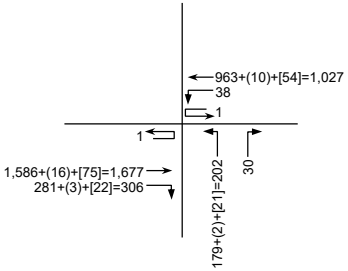
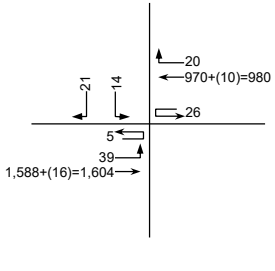
7 Howland Blvd at Wolf Pack Run



8 Howland Blvd at Roseapple Ave



LEHA Business Park

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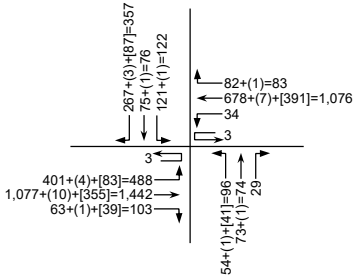
Background PM Peak Hour Traffic Volumes

Project Number: 5919.02

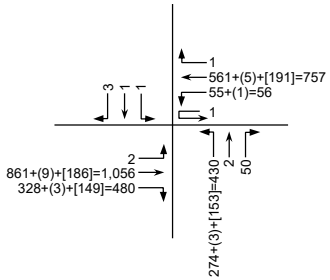
Figure: 3E

LTG Engineering & Planning

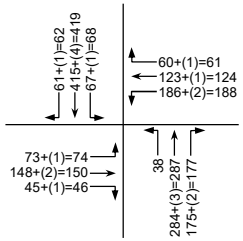
9 **Howland Blvd at Catalina Blvd**



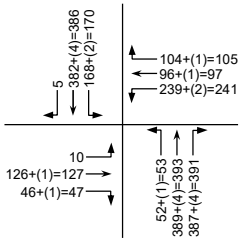
10 **Howland Blvd at Providence Blvd**

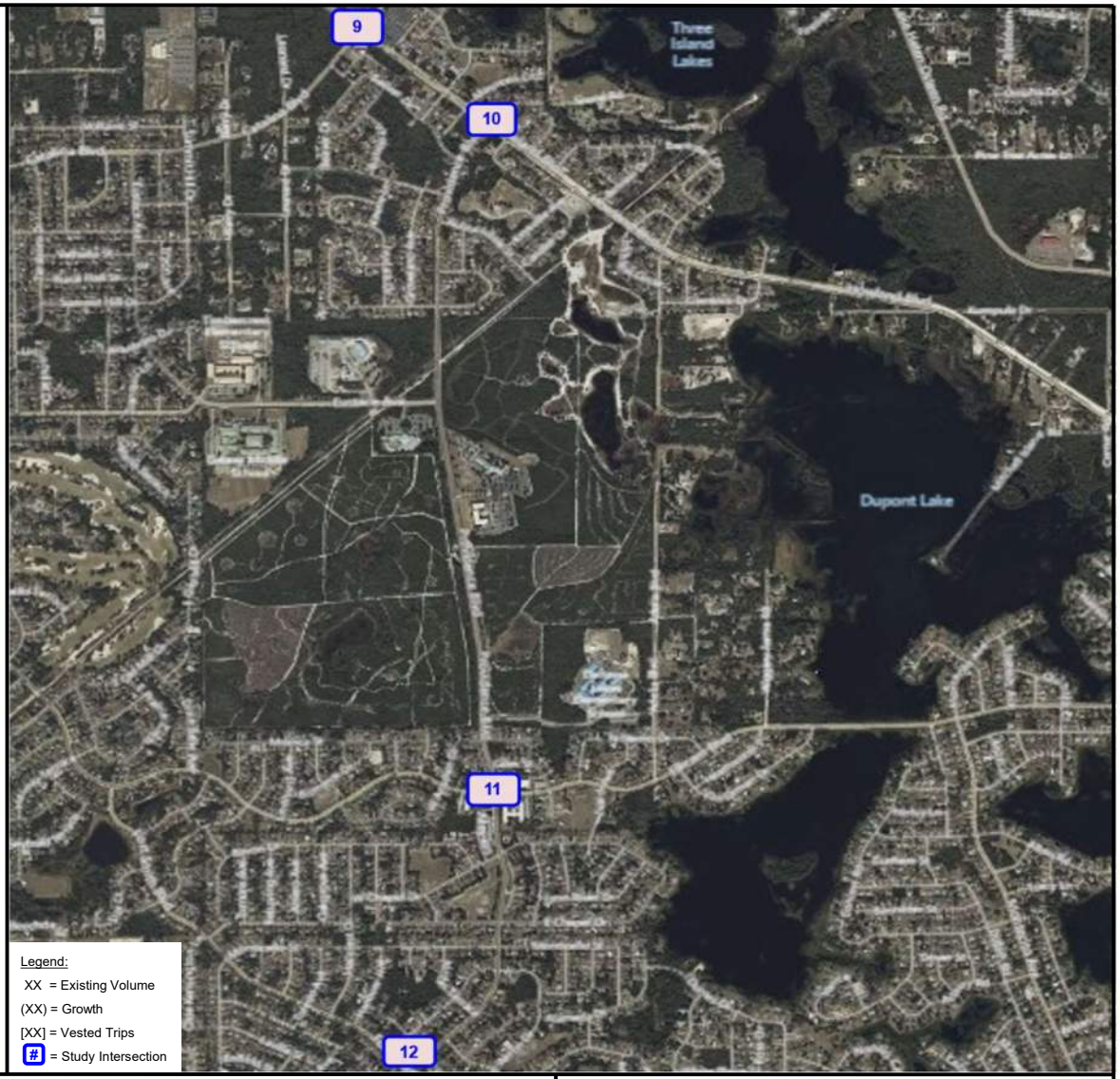


11 **Providence Blvd at Elkcam Blvd**



12 **Providence Blvd at Ft. Smith Blvd**





LEHA Business Park

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Background PM Peak Hour Traffic Volumes

Project Number: 5919.02

Figure: 3F

LTG Engineering & Planning

Table 3
Growth Rate Determination – Study Area Roadway Segments
LEHA Business Park

Roadway	Segment		5-Year			10-Year			Applied Growth Rate	Applied Growth Rate if using Adjacent Segment	High Growth?	Vested Trips	Existing PM Peak Hour Volume	Existing PM Peak Hour Volume Data Year	Build-Out Year	Growth Rate (# of Trips)	Growth Method Applied	Total Growth Applied (# of Trips)	Total 2025 Background Volume
			Best Fit Regression	R^2 Value	Historical Growth	Best Fit Regression	R^2 Value	Historical Growth											
Howland Blvd	I-4/SR 472	Wolf Pack Run	Decaying Exp.	98.7%	-1.58%	-	-	-	1.00%	-	N	868	2,410	2022	2025	72	Historical + Vested	940	3,350
	Wolf Pack Run	Catalina Blvd	Linear	99.5%	-4.03%	-	-	-	1.00%	-	N	783	2,125	2022	2025	64	Historical + Vested	847	2,972
Catalina Blvd	Howland Blvd	Sixma Rd	Linear	43.7%	-2.17%	-	-	-	Check adjacent	1.00%	N	126	1,002	2018	2025	70	Historical + Vested	196	1,198
	Sixma Rd	Lake Helen-Osteen Rd	Linear	12.5%	-0.71%	-	-	-	Check adjacent	1.00%	N	110	856	2018	2025	60	Historical + Vested	170	1,026
Orange Camp Rd	Blue Lake Ave	W Volusia Bltwy	Linear	24.7%	-1.88%	Decaying Exp.	80.7%	0.51%	1.00%	-	N	197	1,075	2022	2025	32	Historical + Vested	229	1,304
	W Volusia Bltwy	I-4	Linear	86.9%	-2.59%	-	-	-	1.00%	-	N	355	1,170	2022	2025	35	Historical + Vested	390	1,560
W. Volusia Bltwy (Kentucky Ave)	Taylor Rd	Orange Camp Rd	Decaying Exp.	69.9%	-1.77%	Linear	2.8%	-0.40%	Check adjacent	1.00%	N	345	910	2022	2025	27	Historical + Vested	372	1,282
	Orange Camp Rd	Cassadaga Rd	Linear	74.5%	-7.43%	Decaying Exp.	3.6%	0.88%	1.00%	-	N	382	755	2022	2025	23	Historical + Vested	405	1,160
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	Linear	4.4%	-0.62%	Decaying Exp.	75.9%	0.24%	1.00%	-	N	470	1,635	2022	2025	49	Historical + Vested	519	2,154
	Kentucky Ave	Normandy Blvd	Linear	68.8%	4.73%	Linear	80.0%	3.21%	3.21%	-	Y	925	1,675	2022	2025	161	Vested	925	2,600
	Normandy Blvd	Howland Blvd	Decaying Exp.	34.0%	1.01%	Linear	75.2%	2.70%	2.70%	-	N	991	1,340	2022	2025	109	Historical + Vested	1,100	2,440
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	Linear	25.5%	-1.56%	Decaying Exp.	40.2%	0.25%	Check adjacent	1.00%	N	397	1,480	2022	2025	44	Historical + Vested	441	1,921
	Rhode Island Ave	Graves Ave	Decaying Exp.	4.2%	0.84%	Linear	17.0%	-1.37%	Check adjacent	1.00%	N	332	1,100	2022	2025	33	Historical + Vested	365	1,465
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	Linear	67.6%	-0.76%	Decaying Exp.	1.5%	0.19%	Check adjacent	1.00%	N	60	1,075	2022	2025	32	Historical + Vested	92	1,167
Saxon Blvd	I-4	Finland Dr	Linear	84.6%	5.59%	-	-	-	5.59%	-	Y	262	3,750	2022	2025	629	Historical Growth	629	4,379
	Finland Dr	Normandy Blvd	Decaying Exp.	45.6%	0.50%	Decaying Exp.	65.8%	0.30%	Check adjacent	5.59%	Y	262	3,170	2022	2025	532	Historical Growth	532	3,702
Lake Helen-Osteen Rd	Howland Blvd	Elkcam Blvd	Linear	40.1%	2.74%	Linear	81.8%	3.35%	3.35%	-	Y	0	770	2022	2025	77	Historical Growth	77	847
	Elkcam Blvd	Haulover Blvd	Decaying Exp.	0.5%	-0.27%	Linear	49.4%	4.30%	Check adjacent	3.35%	Y	47	865	2022	2025	87	Historical Growth	87	952
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	Decaying Exp.	78.9%	0.67%	-	-	-	1.00%	-	N	764	787	2018	2025	55	Historical + Vested	819	1,606

Table 4
Growth Rate Determination – Additional for Intersections
LEHA Business Park

Roadway	Segment		5-Year			10-Year			Applied Growth Rate	Applied Growth Rate if using Adjacent Segment
			Best Fit Regression	R^2 Value	Historical Growth	Best Fit Regression	R^2 Value	Historical Growth		
Veterans Memorial Pkwy	Graves Ave	SR 472	Decaying Exp.	64.5%	0.23%	Decaying Exp.	87.3%	0.22%	1.00%	
SR 472	CR 4101/MLK Blvd	I-4	Linear	48.2%	3.45%	Decaying Exp.	66.3%	0.16%	Check adjacent	1.00%
Howland Blvd	Catalina Blvd	Providence Blvd	Exponential	87.7%	-4.58%				1.00%	
	Providence Blvd	Elkcam Blvd	Decaying Exp.	96.2%	-2.82%				1.00%	
	Elkcam Blvd	Lake Helen-Osteen	Linear	97.3%	-5.67%				1.00%	
Providence Blvd	Elkcam Blvd	Howland Blvd	Exponential	89.7%	-1.92%				1.00%	
	Tivoli Dr	Ft Smith Blvd	Linear	27.0%	2.50%	Linear	12.3%	-1.07%	Check adjacent	1.00%

2025 Background Intersection Analysis

The study area intersections were analyzed to determine the operational LOS under background conditions and the results are provided in Table 5. The Synchro summary sheets are contained in Appendix G. Note that the planned roadway improvement of dual westbound left turn lanes at the intersection of Veteran's Memorial Parkway at Graves Avenue, including optimization of the signal timings, was included in the analysis.

Table 5
2025 Background AM and PM Peak Hour LOS – Intersections
LEHA Business Park

Intersection	Adopted LOS	AM Peak Hour					PM Peak Hour				
		Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1
1. Graves Ave at Veterans Memorial Pkwy	E	-	25.3	C	0.850	-	-	53.2	D	0.960	-
2. Graves Ave at Kentucky Ave	E	-	24.3	C	0.760	-	-	48.8	D	0.930	-
3. Howland Blvd at I-4 WB Ramp	E	-	42.6	D	1.080	EBR	-	46.5	D	0.950	-
4. Howland Blvd at I-4 EB Ramp	E	-	25.3	C	0.880	-	-	26.1	C	0.890	-
5. Howland Blvd at Graves Ave	E	-	44.9	D	1.010	SBL	-	95.4	F	1.560	EBT, WBL, NBL, NBT, SBL
6. Howland Blvd at Forest Edge Dr	E	-	30.7	C	0.980	-	-	27.7	C	0.890	-
7. Howland Blvd at Wolf Pack Run	E	-	22.4	C	0.790	-	-	14.8	B	0.870	-
8. Howland Blvd at Roseapple Ave	E	SB	32.3	D	0.282	-	SB	23.2	C	0.230	-
9. Howland Blvd at Catalina Blvd	E	-	42.2	D	0.940	-	-	77.4	E	1.660	EBL
10. Howland Blvd at Providence Blvd	E	-	22.6	C	0.740	-	-	30.4	C	1.110	NBL
11. Providence Blvd at Elkcam Blvd	E	-	30.3	C	0.830	-	-	26.7	C	0.810	-
12. Providence Blvd at Ft. Smith Blvd	E	-	22.7	C	0.730	-	-	24.8	C	0.780	-

As indicated in Table 5, four study area intersections are anticipated to operate outside of an acceptable LOS and/or with a v/c ratio greater than 1.00 under background conditions. The following improvements are recommended at the deficient intersections in order to achieve an acceptable LOS and/or v/c ratios less than 1.00:

3. Howland Boulevard at I-4 WB Ramp:
    - Optimize signal timing splits in the AM peak-hour

5. Howland Boulevard at Graves Avenue:
    - Add a third eastbound through lane (the northbound right-turn lane will no longer be an add-lane),
    - Add a second northbound left-turn lane (dual lefts)
    - Convert the shared northbound through-left lane to a dedicated northbound through lane
    - Adjust timings to non-split phase
    - Optimize signal timing splits

9. Howland Boulevard at Catalina Boulevard:
    - Optimize signal timing splits in the PM peak-hour

10. Howland Boulevard at Providence Boulevard:
    - Optimize signal timing splits in the PM peak-hour

The analysis of the deficient intersections with the proposed improvements is provided in Table 6, below, and the Synchro summary sheets are contained in Appendix H.

Table 6
2025 Background AM and PM Peak Hour LOS – Intersections Improved
LEHA Business Park

Intersection	Adopted LOS	AM Peak Hour					PM Peak Hour				
		Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1
3. Howland Blvd at I-4 WB Ramp	E	-	34.5	C	0.960	-	-	-	-	-	-
5. Howland Blvd at Graves Ave	E	-	39.7	D	0.840	-	-	52.2	D	0.950	-
9. Howland Blvd at Catalina Blvd	E	-	-	-	-	-	-	43.3	D	0.950	-
10. Howland Blvd at Providence Blvd	E	-	-	-	-	-	-	28.5	C	0.880	-

2025 Background Conditions Roadway Segment Analysis

The background PM peak hour two-way LOS for the study area roadway segments are shown in Table 7, below. As indicated in the table, ten of the study area roadway segments are anticipated to operate outside of the adopted LOS capacity under background conditions. The following improvements are recommended for the failing roadway segments:

Catalina Boulevard from Howland Boulevard to Sixma Road:
- Widen from 2 to 4 lanes

Catalina Boulevard from Sixma Road to Lake Helen-Osteen Road:
- Widen from 2 to 4 lanes

Orange Camp Road from W Volusia Beltway to I-4:
- Widen from 2 to 4 lanes

Graves Avenue from Veteran's Memorial Parkway to Kentucky Avenue:
- Widen from 3 to 4 lanes

Graves Avenue from Kentucky Avenue to N. Normandy Boulevard:
- Widen from 2 to 4 lanes

Veteran's Memorial Parkway from Harley Strickland Boulevard to Rhode Island Avenue:
- Widen from 2 to 4 lanes

Providence Boulevard from Ft Smith Boulevard to Elkcam Boulevard:
- Widen from 2 to 4 lanes

Saxon Boulevard from I-4 to Finland Drive:
- Widen from 4 to 6 lanes

Saxon Boulevard from Finland Drive to Normandy Boulevard:
- Widen from 4 to 6 lanes

Normandy Boulevard from Graves Avenue (old Howland) to Rhode Island Avenue:
- Widen from 2 to 4 lanes

The roadway segments were then analyzed with the recommended improvements and the results are provided in Table 8, below.

Table 7
2025 Background Daily and PM Peak Hour LOS – Roadway Segments
LEHA Business Park

Roadway	Segment		No. of Lanes	Adopted LOS	Existing PM Peak Hour Two-Way Volume	Applied Growth Rate	High Growth?	Growth Rate (# of Trips)	Vested Trips	Growth Method Applied	Total Growth Applied (# of Trips)	Total 2025 Background Volume	Peak Hour Two-Way Capacity at Adopted LOS	Background PM Volume Exceeds Peak Hour Capacity?
Howland Blvd	I-4/SR 472	Wolf Pack Run	4	E	2,410	1.00%	N	72	868	Historical + Vested	940	3,350	3,410	No
Howland Blvd	Wolf Pack Run	Catalina Blvd	4	E	2,125	1.00%	N	64	783	Historical + Vested	847	2,972	3,410	No
Catalina Blvd	Howland Blvd	Sixma Rd	2	D	1,002	1.00%	N	70	126	Historical + Vested	196	1,198	960	Yes
Catalina Blvd	Sixma Rd	Lake Helen-Osteen Rd	2	D	856	1.00%	N	60	110	Historical + Vested	170	1,026	960	Yes
Orange Camp Rd	Blue Lake Ave	W Volusia Bltwy	2	E	1,075	1.00%	N	32	197	Historical + Vested	229	1,304	1,540	No
Orange Camp Rd	W Volusia Bltwy	I-4	2	E	1,170	1.00%	N	35	355	Historical + Vested	390	1,560	1,540	Yes
W. Volusia Bltwy (Kentucky Ave)	Taylor Rd	Orange Camp Rd	2	E	910	1.00%	N	27	345	Historical + Vested	372	1,282	1,540	No
W. Volusia Bltwy (Kentucky Ave)	Orange Camp Rd	Cassadaga Rd	2	E	755	1.00%	N	23	382	Historical + Vested	405	1,160	1,540	No
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	3	E	1,635	1.00%	N	49	470	Historical + Vested	519	2,154	1,935	Yes
Graves Ave	Kentucky Ave	Normandy Blvd	2	E	1,675	3.21%	Y	161	925	Vested	925	2,600	1,620	Yes
Graves Ave	Normandy Blvd	Howland Blvd	4	E	1,340	2.70%	N	109	991	Historical + Vested	1,100	2,440	2,740	No
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	2	E	1,480	1.00%	N	44	397	Historical + Vested	441	1,921	1,540	Yes
Veterans Memorial Pkwy	Rhode Island Ave	Graves Ave	2	E	1,100	1.00%	N	33	332	Historical + Vested	365	1,465	1,620	No
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	2	E	1,075	1.00%	N	32	60	Historical + Vested	92	1,167	1,020	Yes
Saxon Blvd	I-4	Finland Dr	5	E	3,750	5.59%	Y	629	262	Historical Growth	629	4,379	4,280	Yes
Saxon Blvd	Finland Dr	Normandy Blvd	4	E	3,170	5.59%	Y	532	262	Historical Growth	532	3,702	3,410	Yes
Lake Helen-Osteen Rd	Howland Blvd	Elkcam Blvd	2	E	770	3.35%	Y	77	0	Historical Growth	77	847	1,020	No
Lake Helen-Osteen Rd	Elkcam Blvd	Haulover Blvd	2	E	865	3.35%	Y	87	47	Historical Growth	87	952	1,230	No
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	2	D	787	1.00%	N	55	764	Historical + Vested	819	1,606	1,150	Yes

**Includes roadway improvement of widening Graves Ave from Veteran's Memorial Pkwy to Kentucky Ave*

Table 8
2025 Background Daily and PM Peak Hour LOS – Roadway Segments - Improved*
LEHA Business Park

Roadway	Segment		No. of Lanes	Adopted LOS	Existing PM Peak Hour Two-Way Volume	Applied Growth Rate	High Growth?	Growth Rate (# of Trips)	Vested Trips	Growth Method Applied	Total Growth Applied (# of Trips)	Total 2025 Background Volume	Peak Hour Two-Way Capacity at Adopted LOS	Background PM Volume Exceeds Peak Hour Capacity?
Catalina Blvd	Howland Blvd	Sixma Rd	4	D	1,002	1.00%	N	70	126	Historical + Vested	196	1,198	3,410	No
Catalina Blvd	Sixma Rd	Lake Helen-Osteen Rd	4	D	856	1.00%	N	60	110	Historical + Vested	170	1,026	3,410	No
Orange Camp Rd	W Volusia Bltwy	I-4	4	E	1,170	1.00%	N	35	355	Historical + Vested	390	1,560	3,410	No
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	4	E	1,635	1.00%	N	49	470	Historical + Vested	519	2,154	3,410	No
Graves Ave	Kentucky Ave	Normandy Blvd	4	E	1,675	3.21%	Y	161	925	Vested	925	2,600	3,410	No
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	4	E	1,480	1.00%	N	44	397	Historical + Vested	441	1,921	3,410	No
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	4	E	1,075	1.00%	N	32	60	Historical + Vested	92	1,167	3,410	No
Saxon Blvd	I-4	Finland Dr	6	E	3,750	5.59%	Y	629	262	Historical Growth	629	4,379	5,140	No
Saxon Blvd	Finland Dr	Normandy Blvd	6	E	3,170	5.59%	Y	532	262	Historical Growth	532	3,702	5,140	No
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	4	D	787	1.00%	N	55	764	Historical + Vested	819	1,606	3,410	No

**The improved roadway capacities are based on comparable county roadways capacities. These improvements are recommendations only and are not funded for construction.*

4

BUILD-OUT ROADWAY ANALYSIS

The study area intersections and roadway segments were analyzed based on the roadway conditions at the time of build-out to determine potential impacts of project-generated trips and identify mitigation requirements. The improvements recommended in 2025 background conditions have been included in the build-out analysis for those applicable intersections and roadway segments.

Trip Generation

The daily, AM peak hour, and PM peak hour trip generation for the proposed development was determined using the Institute of Transportation Engineers' (ITE) 11th Edition of the *Trip Generation Manual*. The trip generation is summarized in Table 9.

Table 9
Trip Generation
LEHA Business Park

Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
Daily	Medical-Dental Office Building	720	T=42.97(X)-108.01	26.25	KSF	50%	50%	510	510	1,020
	Mini-Warehouse	151	T=18.86(X)-4.09	5.20	Units*	50%	50%	47	47	94
	Boat/RV Storage**	151	T=18.86(X)-4.09	1.17	Units*	50%	50%	9	9	18
							Totals:	**566**	**566**	**1,132**
AM Peak Hour	Medical-Dental Office Building	720	Ln(T)=0.9Ln(X)+1.34	26.25	KSF	79%	21%	57	15	72
	Mini-Warehouse	151	T=1.21(X)	5.20	Units*	51%	49%	3	3	6
	Boat/RV Storage**	151	T=1.21(X)	1.17	Units*	51%	49%	1	0	1
							Totals:	**61**	**18**	**79**
PM Peak Hour	Medical-Dental Office Building	720	T=4.07(X)-3.17	26.25	KSF	30%	70%	31	73	104
	Mini-Warehouse	151	T=1.68(X)	5.20	Units*	50%	50%	4	5	9
	Boat/RV Storage**	151	T=1.68(X)	1.17	Units*	50%	50%	1	1	2
							Totals:	**36**	**79**	**115**

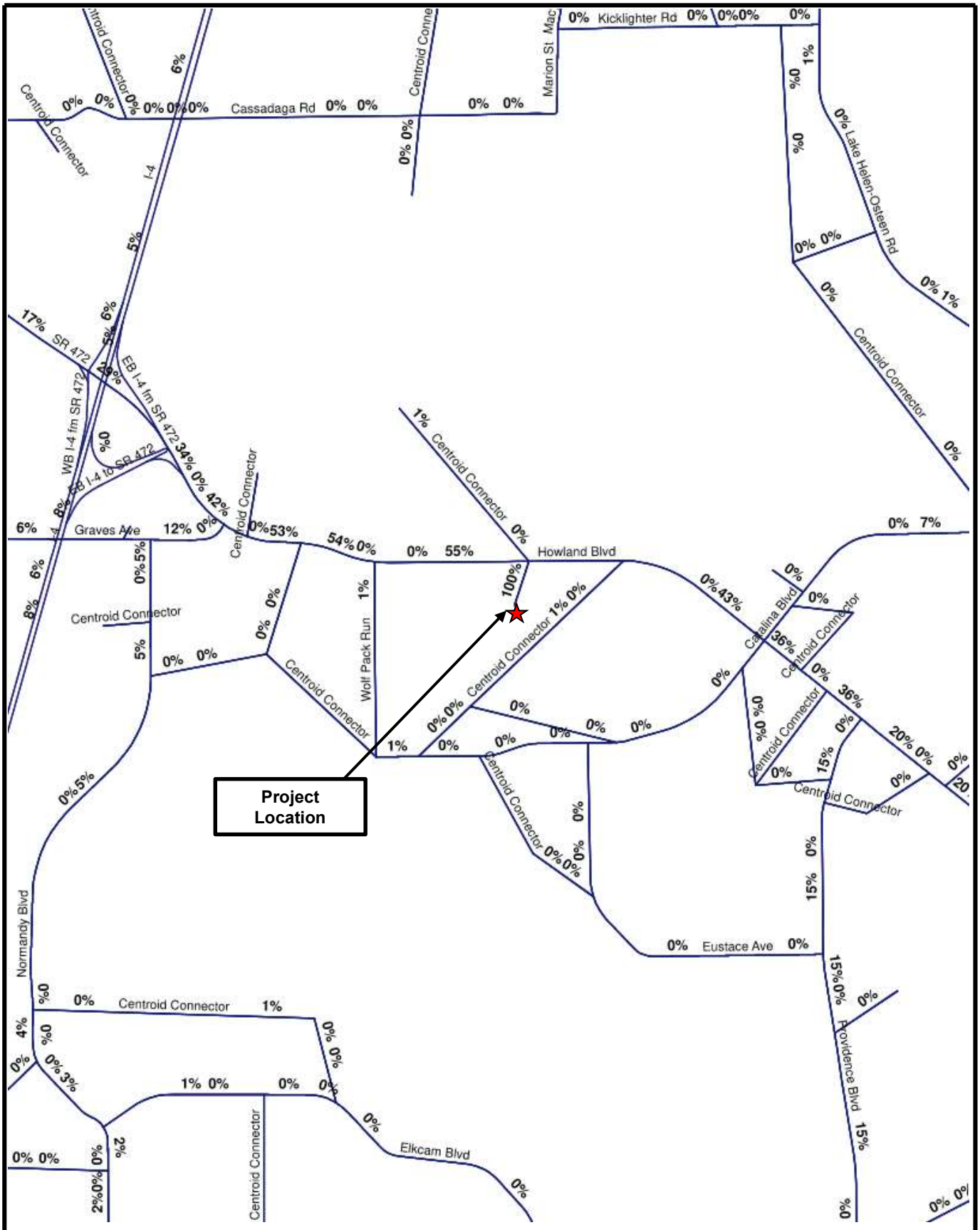
**Per 100 Storage Units/Spaces*
***The RV/Boat Storage trip generation review is attached as Appendix I*

Trip Distribution

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model (CFRPM), Version 7, was used to obtain project trip distribution and is presented in Figure 4. Additional views of the model distribution are provided in Appendix J.

Trip Assignment

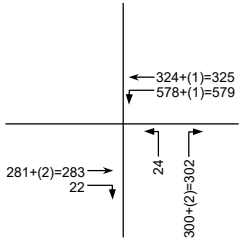
The final step in the analysis was to assign the project traffic to the road network. Figure 5A-5F graphically depict the AM and PM peak hour traffic assignment for the proposed development.



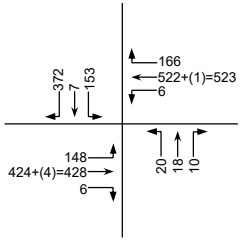
LEHA Business Park	N NTS	**Project Trip Distribution**	Project No.: 5919.02	Figure 4

LTG Engineering & Planning

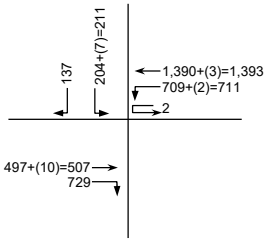
1 Graves Ave at Veterans Memorial Pkwy



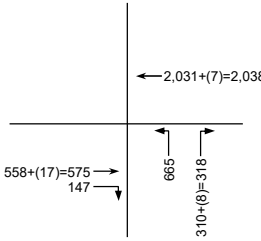
2 Graves Ave at Kentucky Ave



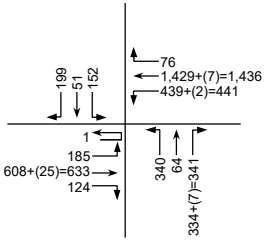
3 Howland Blvd at I-4 WB Ramp



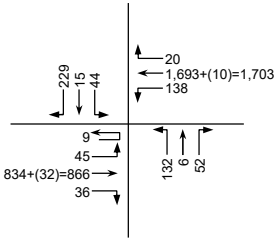
4 Howland Blvd at I-4 EB Ramp



5 Howland Blvd at Graves Ave



6 Howland Blvd at Forest Edge Dr



AM Peak Hour			
	Enter	Exit	Total
Project Trips	61	18	79

Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

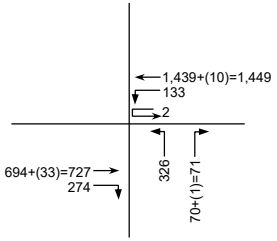
Build-Out AM Peak Hour Traffic Volumes

Project Number: 5919.02

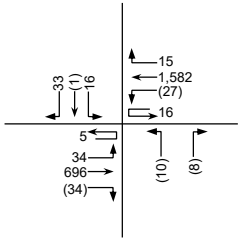
Figure: 5A

LTG Engineering & Planning

7 Howland Blvd at Wolf Pack Run



8 Howland Blvd at Roseapple Ave



AM Peak Hour			
	Enter	Exit	Total
Project Trips	61	18	79

Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

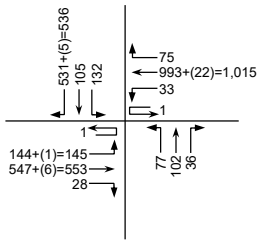
Build-Out AM Peak Hour Traffic Volumes

Project Number: 5919.02

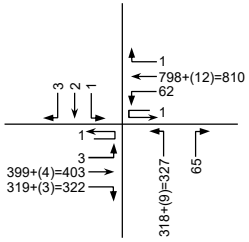
Figure: 5B

LTG Engineering & Planning

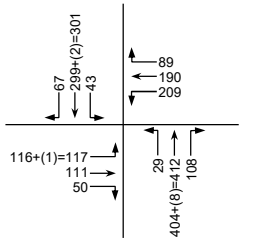
9 Howland Blvd at Catalina Blvd



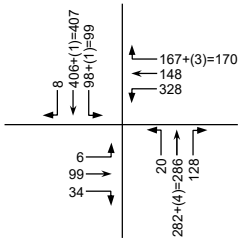
10 Howland Blvd at Providence Blvd



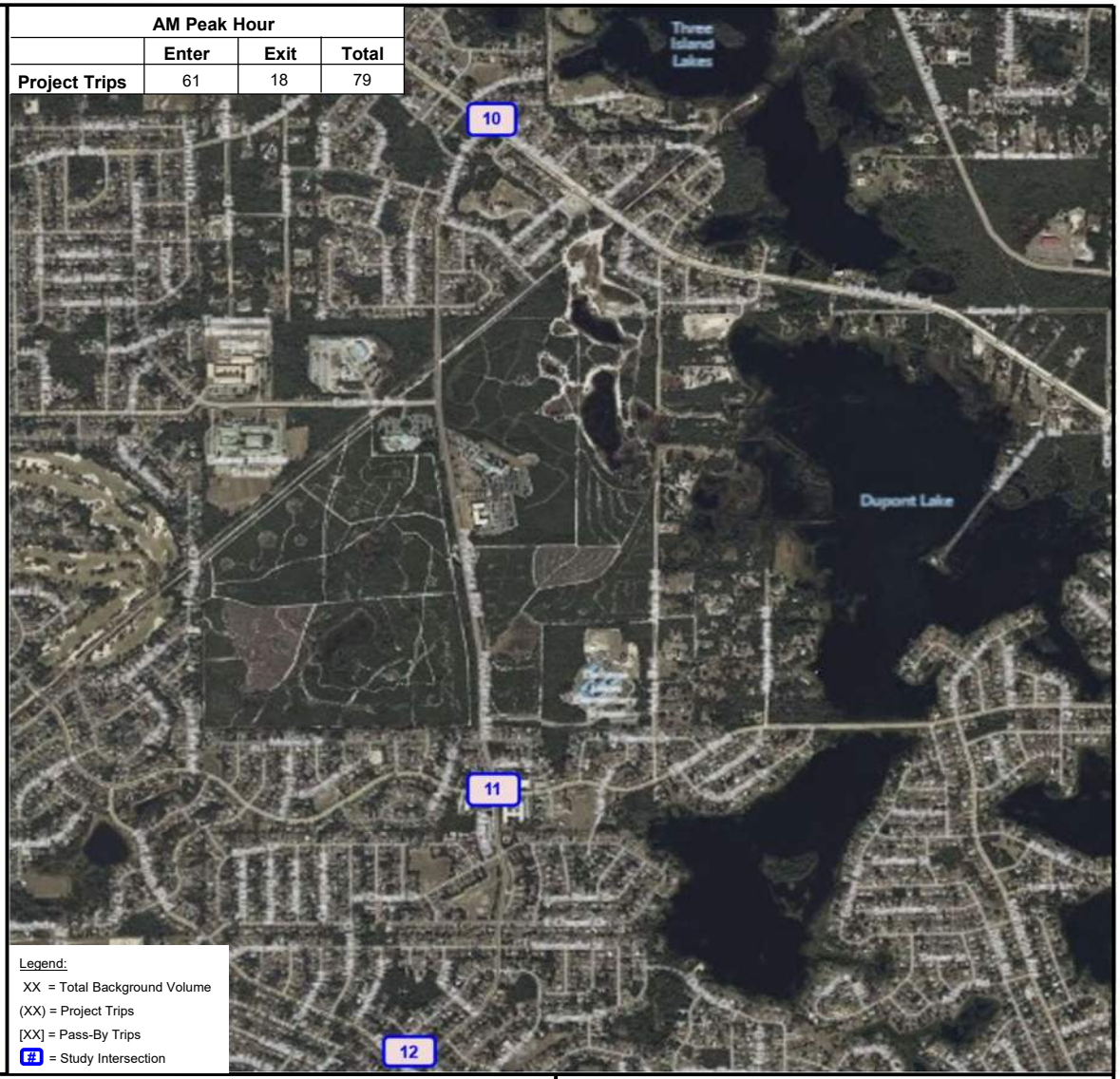
11 Providence Blvd at Elkcam Blvd



12 Providence Blvd at Ft. Smith Blvd



AM Peak Hour			
	Enter	Exit	Total
Project Trips	61	18	79



Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

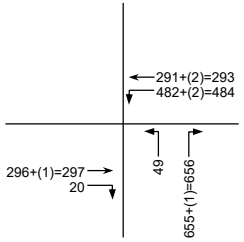
Build-Out AM Peak Hour Traffic Volumes

Project Number: 5919.02

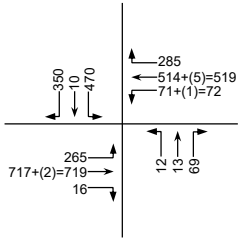
Figure: 5C

LTG Engineering & Planning

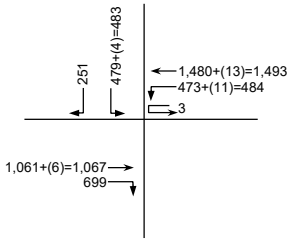
1 Graves Ave at Veterans Memorial Pkwy



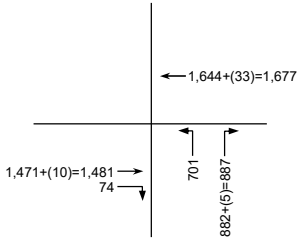
2 Graves Ave at Kentucky Ave



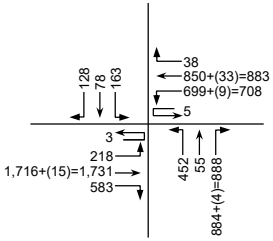
3 Howland Blvd at I-4 WB Ramp



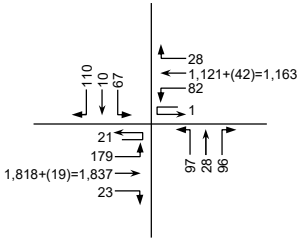
4 Howland Blvd at I-4 EB Ramp



5 Howland Blvd at Graves Ave



6 Howland Blvd at Forest Edge Dr



PM Peak Hour			
	Enter	Exit	Total
Project Trips	36	79	115

Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

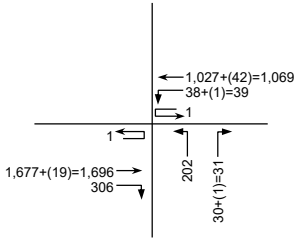
Build-Out PM Peak Hour Traffic Volumes

Project Number: 5919.02

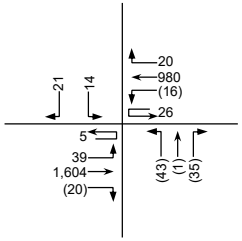
Figure: 5D

LTG Engineering & Planning

7 Howland Blvd at Wolf Pack Run



8 Howland Blvd at Roseapple Ave



PM Peak Hour			
	Enter	Exit	Total
Project Trips	36	79	115

Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

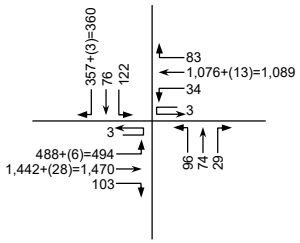
Build-Out PM Peak Hour Traffic Volumes

Project Number: 5919.02

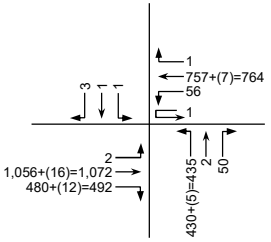
Figure: 5E

LTG Engineering & Planning

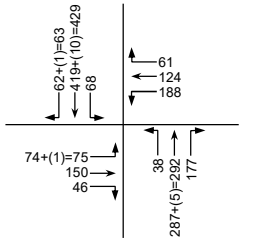
9 Howland Blvd at Catalina Blvd



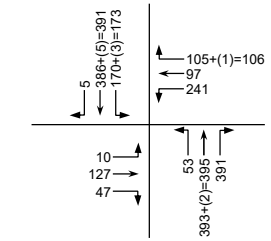
10 Howland Blvd at Providence Blvd



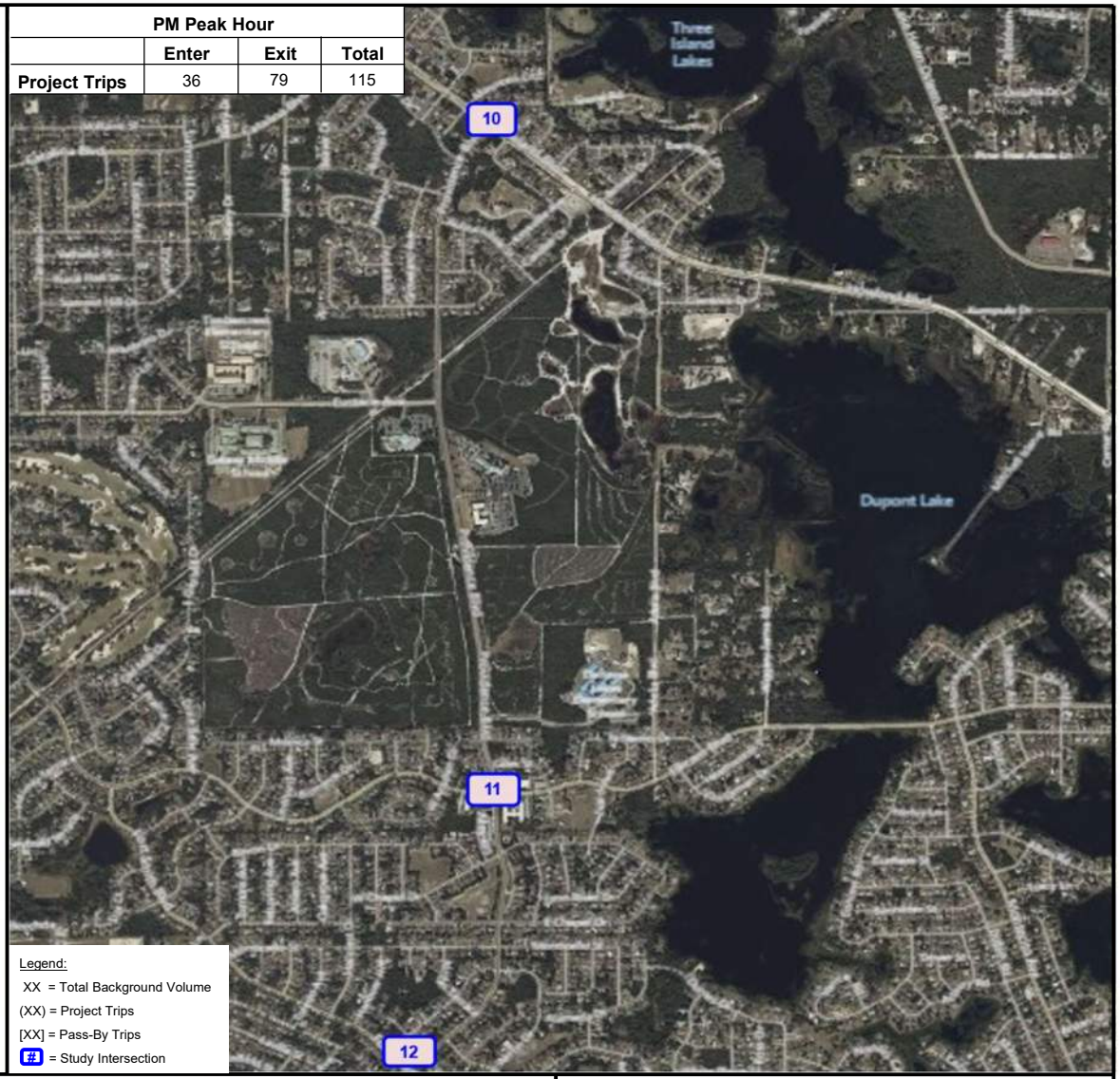
11 Providence Blvd at Elkcam Blvd



12 Providence Blvd at Ft. Smith Blvd



PM Peak Hour			
	Enter	Exit	Total
Project Trips	36	79	115



Legend:
XX = Total Background Volume
(XX) = Project Trips
[XX] = Pass-By Trips
# = Study Intersection

LEHA Business Park

N
NTS

Build-Out PM Peak Hour Traffic Volumes

Project Number: 5919.02

Figure: 5F

LTG Engineering & Planning

2025 Build-Out Intersection Analysis

The study area intersections were analyzed to determine the operational LOS at the time of build-out conditions and the results are provided in Table 10. The Synchro summary sheets are contained in Appendix K.

Table 10
2025 Build-Out AM and PM Peak Hour LOS – Intersections
LEHA Business Park

Intersection	Adopted LOS	AM Peak Hour					PM Peak Hour				
		Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Critical Approach	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1
1. Graves Ave at Veterans Memorial Pkwy	E	-	25.5	C	0.850	-	-	53.7	D	0.960	-
2. Graves Ave at Kentucky Ave	E	-	24.3	C	0.750	-	-	48.9	D	0.940	-
3. Howland Blvd at I-4 WB Ramp	E	-	36.1	D	0.960	-	-	48.4	D	0.960	-
4. Howland Blvd at I-4 EB Ramp	E	-	25.2	C	0.880	-	-	26.1	C	0.890	-
5. Howland Blvd at Graves Ave	E	-	39.7	D	0.840	-	-	52.8	D	0.950	-
6. Howland Blvd at Forest Edge Dr	E	-	31.3	C	0.980	-	-	50.7	D	0.900	-
7. Howland Blvd at Wolf Pack Run	E	-	21.1	C	0.790	-	-	16.8	B	0.880	-
8. Howland Blvd at Roseapple Ave	E	SB	44.2	E	0.368	-	NB	129.5	F	0.844	-
9. Howland Blvd at Catalina Blvd	E	-	43.2	D	0.950	-	-	42.2	D	0.960	-
10. Howland Blvd at Providence Blvd	E	-	23.1	C	0.740	-	-	29.1	C	0.900	-
11. Providence Blvd at Elkcam Blvd	E	-	30.6	C	0.840	-	-	26.9	C	0.730	-
12. Providence Blvd at Ft. Smith Blvd	E	-	22.9	C	0.730	-	-	24.8	C	0.780	-

As indicated in Table 10, all of the study area intersections are anticipated to operate within their adopted LOS and/or with a v/c ratio less than 1.00 under 2025 build-out conditions except for Howland Boulevard at Roseapple Avenue. It is common that unsignalized intersections operate at higher levels of service with extended delay on the minor street approaches during peak-hour when conflicted with high major street volumes. Note that even with the excessive delay during the peak-hour, the volume-to-capacity (v/c) ratio is less than 1.0.

2025 Build-Out Conditions Roadway Segment Analysis

The build-out PM peak hour two-way LOS for the study area roadway segments, including the improvements recommended under background conditions, are shown in Table 11.

As indicated in the table, all study area roadway segments are anticipated to continue operating within the adopted LOS capacity under build-out conditions except for the segment of Howland Boulevard from I-4/SR 472 to Wolf Pack Run. It is recommended that this segment be widened from 4 to 6 lanes. The analysis of the roadway segment with the recommended widening is also provided in Table 11.

Queue Length and Turn Lane Analysis

A queue length analysis was conducted to determine the adequacy of the turn lane lengths for existing exclusive turn lanes at the study area intersections. The Synchro results were used to obtain the 95th percentile queue lengths expected for each exclusive turn lane during the AM and PM peak hours. Turn lane requirements were evaluated using the Volusia County's Land Development Code (LDC) Section 72-619 Table VI and FDOT Design Manual 2022-2023 Exhibit 212-1.

The resulting recommended turn lane lengths for the study area intersections with existing exclusive turn lanes are provided in Appendix L. Table 12 provides a summary of the maximum required turn lane length under existing, background and build-out conditions. As indicated, there are four (4) turn lanes that are anticipated to result in a deficiency due to the addition of project trips under build-out conditions.

Table 11
2025 Build-Out PM Peak Hour Two-Way LOS – Roadway Segments
LEHA Business Park

Roadway	Segment		No. of Lanes	Adopted LOS	Existing PM Peak Hour Two-Way Volume	Total 2025 Background Volume	Project Distribution	Project Trips	Total 2025 Build-Out Volume	Peak Hour Two-Way Capacity at Adopted LOS	Build-Out PM Volume Exceeds Peak Hour Capacity?
Howland Blvd	I-4/SR 472	Wolf Pack Run	4	E	2,410	3,350	54.0%	62	3,412	3,410	Yes
	Wolf Pack Run	Catalina Blvd	4	E	2,125	2,972	55.0%	63	3,035	3,410	No
Catalina Blvd	Howland Blvd	Sixma Rd	4	D	1,002	1,198	7.0%	8	1,206	3,410	No
	Sixma Rd	Lake Helen-Osteen Rd	4	D	856	1,026	7.0%	8	1,034	3,410	No
Orange Camp Rd	Blue Lake Ave	W Volusia Bltwy	2	E	1,075	1,304	2.0%	2	1,306	3,410	No
	W Volusia Bltwy	I-4	4	E	1,170	1,560	0.0%	0	1,560	3,410	No
W. Volusia Bltwy (Kentucky Ave)	Taylor Rd	Orange Camp Rd	2	E	910	1,282	4.0%	5	1,287	3,410	No
	Orange Camp Rd	Cassadaga Rd	2	E	755	1,160	6.0%	7	1,167	3,410	No
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	4	E	1,635	2,154	6.0%	7	2,161	3,410	No
	Kentucky Ave	Normandy Blvd	4	E	1,675	2,600	7.0%	8	2,608	3,410	No
	Normandy Blvd	Howland Blvd	4	E	1,340	2,440	12.0%	14	2,454	2,740	No
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	4	E	1,480	1,921	2.0%	2	1,923	3,410	No
	Rhode Island Ave	Graves Ave	2	E	1,100	1,465	3.0%	3	1,468	3,410	No
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	4	E	1,075	1,167	13.0%	15	1,182	3,410	No
Saxon Blvd	I-4	Finland Dr	6	E	3,750	4,379	0.0%	0	4,379	5,140	No
	Finland Dr	Normandy Blvd	6	E	3,170	3,702	0.0%	0	3,702	5,140	No
Lake Helen-Osteen Rd	Howland Blvd	Elkcam Blvd	2	E	770	847	0.0%	0	847	1,020	No
	Elkcam Blvd	Haulover Blvd	2	E	865	952	2.0%	2	954	1,230	No
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	4	D	787	1,606	5.0%	6	1,612	3,410	No
Segments – Improved*											
Howland Blvd	I-4/SR 472	Wolf Pack Run	6	E	2,410	3,350	54.0%	62	3,412	5,140	No

**The improved roadway capacities are based on comparable county roadways capacities. These improvements are recommendations only and are not funded for construction.*

Table 12
Queue Length and Turn Lane Analysis*
LEHA Business Park

Intersection	Turn Lane	Existing Lane Length (ft)	Existing Maximum Required Turn Lane Length (ft)		Background Maximum Required Turn Lane Length (ft)		Build-Out Maximum Required Turn Lane Length (ft)		Deficiency Due To Build-Out (ft)
			AM/PM	Length	AM/PM	Length	AM/PM	Length	
Graves Ave at Veterans Memorial Pkwy	EBR	420	PM	265	PM	265	PM	265	0
Graves Ave at Kentucky Ave	WBL	240	PM	290	PM	415	PM	415	0
	WBR	475	AM	290	PM	290	PM	290	0
	SBL	345	PM	640	PM	965	PM	965	0
	SBR	200	PM	340	PM	340	PM	340	0
Howland Blvd at I-4 WB Ramp	EBR	535	AM	1,250	AM	1,025	AM	1,025	0
	SBR	550	PM	445	PM	495	PM	495	0
Howland Blvd at I-4 EB Ramp	EBR	615	PM	350	PM	350	PM	350	0
Howland Blvd at Graves Ave	EBL	340	PM	415	AM	465	AM	465	0
	EBR	395	PM	365	PM	590	PM	590	0
	WBL	575	PM	615	PM	865	PM	865	0
	WBR	740	AM	315	PM	315	PM	315	0
	NBL	280	AM	505	PM	555	PM	555	0
	SBL	280	PM	330	PM	480	PM	480	0
Howland Blvd at Forest Edge Dr	EBL	425	PM	365	PM	365	PM	390	0
	WBL	765	PM	415	PM	415	PM	415	0
	NBL	250	AM	370	AM	370	AM	370	0
Howland Blvd at Wolf Pack Run	WBL	255	AM	315	AM	315	AM	315	0
Howland Blvd at Roseapple Ave	EBL	265	PM	265	PM	265	PM	265	0
	WBL	280	PM	265	PM	265	PM	290	10
Howland Blvd at Catalina Blvd	EBL	365	PM	740	PM	915	PM	915	0
	WBL	275	AM	290	PM	290	AM	290	0
	NBL	445	AM	245	PM	295	PM	295	0
	SBL	240	PM	345	PM	420	PM	420	0
	SBR	425	AM	645	AM	670	AM	670	0
Howland Blvd at Providence Blvd	EBL	160	PM	265	PM	265	PM	265	0
	WBL	575	AM	315	PM	340	PM	340	0
	NBL	315	PM	530	PM	680	PM	680	0
Providence Blvd at Elkcam Blvd	EBL	270	AM	255	AM	255	AM	280	10
	WBL	250	AM	330	AM	330	AM	355	25
	NBL	255	PM	180	PM	180	PM	180	0
	NBR	255	PM	280	PM	280	PM	280	0
	SBL	210	PM	205	PM	205	PM	205	0
	SBR	210	PM	205	PM	205	AM	230	20
Providence Blvd at Ft. Smith Blvd	EBL	155	PM	170	PM	170	PM	170	0

**The two longest turn lane lengths are highlighted. The deficiency due to build-out identified above is determined by taking the difference between the build-out maximum required turn lane length and the greatest turn lane length between the existing lane length, the existing maximum required turn lane length, and the background maximum required turn lane length.*

Existing Roadway Collision Analysis

At the request of the Volusia County Traffic Operations staff, an analysis of the existing crash data was conducted using data provided from crash reports from 2020 to 2024 for the development access points and all intersections where build-out improvements are proposed. As no build-out improvements at intersections are proposed, only the project driveway was analyzed. The crash summary report and crash diagram for the intersection are provided in Appendix M. Information on potential countermeasures and the associated Crash Modification Factors (CMF) information for intersections, as obtained from the Crash Modification Factors Clearinghouse are provided for intersections where the average number of crashes per year is five or more. As indicated by the crash data, fewer than five crashes per year were reported at the intersection. Therefore, due to the low crash rate, no countermeasures are recommended at the intersection.

Alternative Mode Analysis

An alternative mode analysis has been conducted to determine existing and proposed alternate modes of transportation within the immediate project study area. It is noted that the proposed development is located within approximately two miles of Timbercrest Elementary School, Galaxy Middle School, Deltona High School, and Daytona State College Deltona Campus.

Votran, Volusia County's public transportation system, provides transportation alternatives to all urban areas of the county via fixed route buses and paratransit vehicles. The frequency of most routes is one hour, with a few operating on the half-hour. Standard daily service is provided from 6:00 a.m. to 7:00 p.m., Monday through Saturday, with a limited fixed route service at night and on Sunday. At this time, Votran does not provide service along Howland Boulevard or the vicinity of the proposed development.

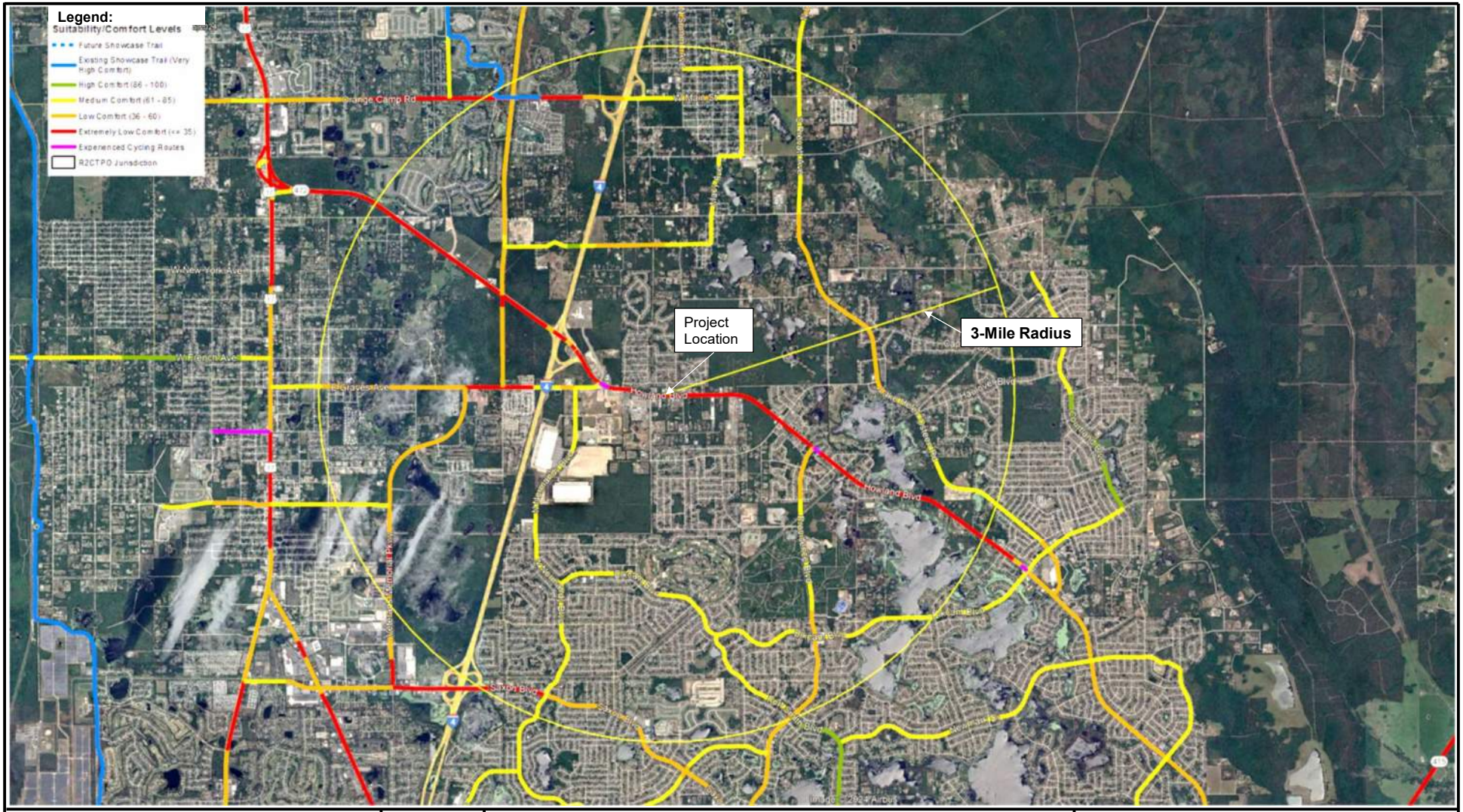
There is an existing 5-foot sidewalk along both the northern and southern sides of Howland Boulevard adjacent to the development. Per Volusia County Land Development Code (LDC), the development will be required to provide sidewalk connectivity to the development. As the development is proposed to contain medical offices, it is recommended that internal sidewalk connectivity be provided, allowing pedestrians to access the external sidewalk network safely and conveniently.

The current Suitability/Comfort Levels for Bicycle Users are presented in Table 13 and graphically depicted in Figure 6. As shown, the area mainly consists of low to extremely low comfort levels for cyclists. As future developments apply for concurrency, the sidewalk connectivity along the adjacent roadways will increase and improve.

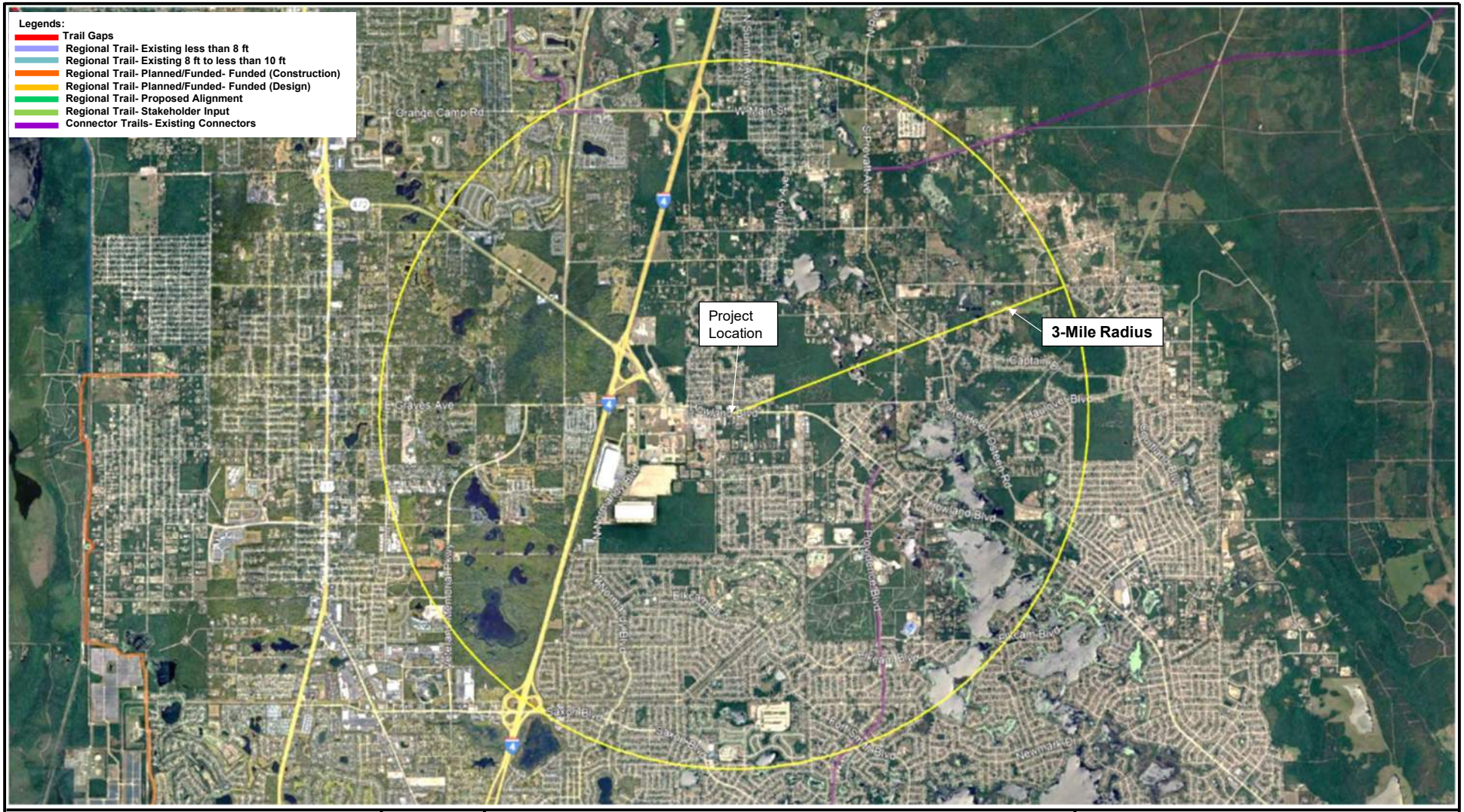
Table 13
Suitability/Comfort Levels for Bicycle Users
LEHA Business Park

Roadway	Segment		Suitability/Comfort Level
Howland Blvd	I-4/SR 472	Wolf Pack Run	Extremely Low/Experienced Cycling Routes
	Wolf Pack Run	Catalina Blvd	Extremely Low
Catalina Blvd	Howland Blvd	Sixma Rd	N/A
	Sixma Rd	Lake Helen-Osteen Rd	N/A
Orange Camp Rd	Blue Lake Ave	W Volusia Bltwy	Existing Showcase Trail/Extremely Low
	W Volusia Bltwy	I-4	Existing Showcase Trail/Low/Extremely Low
W. Volusia Bltwy (Kentucky Ave)	Taylor Rd	Orange Camp Rd	Low/Extremely Low
	Orange Camp Rd	Cassadaga Rd	Low
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	Extremely Low
	Kentucky Ave	Normandy Blvd	Medium/Low/Extremely Low
	Normandy Blvd	Howland Blvd	Medium
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	Low/Extremely Low
	Rhode Island Ave	Graves Ave	Low
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	Low
Saxon Blvd	I-4	Finland Dr	Extremely Low
	Finland Dr	Normandy Blvd	Extremely Low
Lake Helen-Osteen Rd	Howland Blvd	Elkcam Blvd	Low
	Elkcam Blvd	Haulover Blvd	Medium/Low
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	Medium

Figure 7 documents existing trails, trail gaps, proposed and funded trails. As identified, there are three Connector Trails within a 3-mile radius of the proposed development, including the Cross Volusia Trail and the Providence Boulevard Trail.



LEHA Business Park	N NTS	LTG Engineering & Planning	**Bicycle Suitability Map**	
			Project No.: 5919.02	Figure: 6



LEHA Business Park	N NTS	LTG Engineering & Planning	**Trail Gaps, Regional Trail Segments and Connector Trails Map**	
			Project No.: 5919.02	Figure: 7

Access Analysis

Access to the development is proposed via one full access driveway on Howland Boulevard across from Roseapple Avenue, creating the fourth leg to the intersection. Howland Boulevard is a four-lane roadway currently maintained by Volusia County with a posted speed of 45 miles-per-hour (mph) adjacent to the development. Therefore, the roadway is required to meet current driveway criteria provided within the Volusia County Land Development Code (LDC) Section 72-619 for an intermediate driveway entrance. Per the Volusia LDC, a right-turn lane is required when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour. Additionally, a right-turn lane will not be required for a driveway abutting a throughfare with four or more lanes. A left-turn lane shall be provided at each driveway when the average daily trip ends of the driveway is 1,000 vehicles or more and/or the average peak hour inbound left-turn volume is 25 vehicles or more.

Based on this criterion and the adjacent speed limit, the following turn lanes are required at the access point:

Howland Boulevard at Project Driveway (full access):

- An eastbound right-turn lane is not required. However, an eastbound right-turn lane is planned to be constructed, as shown in the attached site plan.
- A 280-foot (including a 50-foot taper) westbound left-turn lane is currently present. The required deceleration length of the turn lane is 240 feet and the anticipated queue length is 50 feet. Therefore, the turn lane is anticipated to be deficient in length by 10 feet and will need to be extended to a total of 290 feet long to accommodate the anticipated project traffic.

Proportionate Share (PS)

Based on current Florida Statutes and procedures outlined in the R2CTPO TIA guidelines, the proportionate share shall be calculated based upon the number of trips from the proposed development being approved. The project traffic is then divided by the change in roadway capacity resulting from the recommended improvements to result in a PS percentage. The total estimated construction cost for the improvement is multiplied by the PS percentage to determine the applicant's PS contribution.

The PS formula is to be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. The recommended improvements eligible for PS determination, the estimated improvements costs and PS calculation are to be negotiated once the TIA has been approved.

5

CONCLUSION AND RECOMMENDATIONS

This study was conducted to evaluate the impact the proposed LEHA Business Park project would have on the surrounding roadway network in Deltona, Florida. The development will generate 79 AM peak hour trips and 115 PM peak hour trips. Access to the development is proposed via one full access driveway on Howland Boulevard across from Roseapple Avenue, creating the fourth leg to the intersection. The project build-out year is 2025.

The results of the roadway segment and intersection analyses indicate the need for improvements under background and build-out conditions which are summarized in Tables 14 and 15, below.

Table 14
Recommended Improvements - Roadway Segments
LEHA Business Park

Roadway	Segment		When Improvement Required	
	From	To	Background	Build-Out
Howland Blvd	I-4/SR 472	Wolf Pack Run	-	Widen from 4 to 6 lanes
Catalina Blvd	Howland Blvd	Sixma Rd	Widen from 2 to 4 lanes	-
Catalina Blvd	Sixma Rd	Lake Helen-Osteen Rd	Widen from 2 to 4 lanes	-
Orange Camp Rd	W Volusia Bltwy	I-4	Widen from 2 to 4 lanes	-
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	Widen from 3 to 4 lanes	-
Graves Ave	Kentucky Ave	Normandy Blvd	Widen from 2 to 4 lanes	-
Veterans Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	Widen from 2 to 4 lanes	-
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	Widen from 2 to 4 lanes	-
Saxon Blvd	I-4	Finland Dr	Widen from 4 to 6 lanes	-
Saxon Blvd	Finland Dr	Normandy Blvd	Widen from 4 to 6 lanes	-
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	Widen from 2 to 4 lanes	-

Table 15
Recommended Improvements - Intersections
LEHA Business Park

Intersection	When Improvement Required	
	Background	Build-Out
3. Howland Blvd at I-4 WB Ramp	Optimize splits in the AM peak-hour	-
5. Howland Blvd at Graves Ave	Add 3rd EBT (NBR no longer add lane), Add NBL (dual lefts) and convert NBTL to NBT; Adjust timings to non-split phase; Optimize splits.	-
9. Howland Blvd at Catalina Blvd	Optimize splits in the PM peak-hour	-
10. Howland Blvd at Providence Blvd	Optimize splits in the PM peak-hour	-

The results of the queue length and turn lane analysis indicated there are four (4) turn lanes that are anticipated to be deficient in length due to the addition of project trips. Table 16 provides a summary of the maximum required turn lane length under existing, background and build-out conditions for these four turn lanes.

Table 16
Queue Length and Turn Lane Improvements
LEHA Business Park

Intersection	Turn Lane	Existing Lane Length (ft)	Existing Maximum Required Turn Lane Length (ft)		Background Maximum Required Turn Lane Length (ft)		Build-Out Maximum Required Turn Lane Length (ft)		Deficiency Due To Build-Out (ft)
			AM/PM	Length	AM/PM	Length	AM/PM	Length	
Howland Blvd at Roseapple Ave	WBL	280	PM	265	PM	265	PM	290	10
Providence Blvd at Elkcam Blvd	EBL	270	AM	255	AM	255	AM	280	10
	WBL	250	AM	330	AM	330	AM	355	25
	SBR	210	PM	205	PM	205	AM	230	20

The turn lane requirements at the access location are as follows:

Howland Boulevard at Project Driveway (full access):

- An eastbound right-turn lane is not required. However, an eastbound right-turn lane is planned to be constructed, as shown in the attached site plan.
- A 280-foot (including a 50-foot taper) westbound left-turn lane is currently present. The required deceleration length of the turn lane is 240 feet and the anticipated queue length is 50 feet. Therefore, the turn lane is anticipated to be deficient in length by 10 feet and will need to be extended to a total of 290 feet long to accommodate the anticipated project traffic.

The recommended improvements eligible for proportionate share (PS), the estimated improvement cost, and PS calculations are to be negotiated once the TIA results are accepted. Based on the results of this study and the recommendations provided above, the LEHA Business Park is recommended for approval and should move forward with PS negotiations.

Exhibit C

LEHA BUSINESS PARK
PROPORTIONATE FAIR SHARE AGREEMENT

THIS PROPORTIONATE FAIR SHARE AGREEMENT (the "Agreement") is entered into by and between the following entities: **LEHA INVESTMENT PROPERTIES, INC,** a Florida profit corporation ("Developer")**; THE CITY OF DELTONA**, a Florida municipal corporation ("City"), whose address is 2345 Providence Boulevard, Deltona, Florida 32725; and the **COUNTY OF VOLUSIA,** a political subdivision of the State of Florida ("County"), mailing address: 123 West Indiana Avenue, DeLand, Florida 32720.

WHEREAS, Developer is the owner of of 10.10± acres of land located at 3141 Howland Boulevard, Deltona, Florida, with Parcel Identification Number(s) 810800000014 (the "Property"); and

WHEREAS, the site plan process for the Property will allow the Leha Business Park project to be developed ("Project"); and

WHEREAS, in connection with the site plan review for the Project, a traffic impact analysis ("TIA"), dated October 16, 2024, of the existing road network in the vicinity of the Project was performed by Developer's traffic consultant in order to determine the availability of roadway capacity to serve the Project; and

WHEREAS, the results of the TIA indicate that there is insufficient roadway capacity in the vicinity of the Property without the anticipated additional traffic impacts of the Project; and

WHEREAS, Florida Statutes § 163.3180(5)(h) (2022) authorizes payment of proportionate fair share mitigation funds as an alternative to demonstrating traffic concurrency in certain circumstances; and

WHEREAS, the TIA identifies certain traffic impacts in the area of the Project ("Impact Area"); and

WHEREAS, Lassiter Transportation Group, Inc., in a traffic impact analysis dated October 16, 2024, calculated the amount of the proportionate fair share for the total buildout of the necessary offsite traffic improvements required for the Project based upon a maximum buildout of 26,250 square feet of medical-dental office buildings, and 637 units of storage facilities, including RV parking, as further detailed in **Exhibit A**, attached hereto and incorporated herein; and

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, and with the intent to be legally bound and to bind their successors and assigns, the Developer, County, and City do hereby agree as follows:

1. Recitals. The recitals set forth above are true and correct, form a material part of this Agreement, and are incorporated herein by reference.

2. Proportionate Fair Share. For purposes of this Agreement, the calculated "Proportionate Fair Share" for the Property shall be Three Hundred Thirty-One Thousand One Hundred Seventy-Eight and Twelve Cents ($331, 178.12) Dollars, as more particularly described in **Exhibit B**, attached hereto and incorporated herein (the "Proportionate Fair Share"). Developer shall satisfy the Proportionate Fair Share obligation through payment of the sum of the Proportionate Fair Share ("PFS Payment"). The entire amount of the Proportionate Fair Share shall be paid to the County within thirty (30) days of execution of this Agreement by all Parties. If Developer does not pay the Proportionate Fair Share within one (1) year of the date of the execution of this Agreement by all parties hereto, then the Proportionate Fair Share shall be revised based on the applicable Florida Department of Transportation published inflationary rate. If the proportionate fair-share amount is not paid prior to December 31, 2025, then the TIA must be updated and the proportionate fair-share amount recalculated based on conditions at that time. Once Developer has paid the Proportionate Fair Share, Developer agrees to waive the right to request a return of the Proportionate Fair Share payment.

3. County's Application of Proportionate Fair Share. The parties intend that the County will apply the Proportionate Fair Share funds received for the purpose of installing improvements in the Impact Area. Developer acknowledges that it has no right to direct or claim a right to direct the application of the Proportionate Fair Share to making any specific public roadway infrastructure improvements.

4. Impact Fees. Subsequent to payment of funds, Developer shall be entitled to County thoroughfare road impact fee credits against and in an amount equal to the Proportionate Fair Share. County Impact fee credits shall be issued as detailed in **Exhibit C.**

5. Developer Acknowledgement/Waiver. Developer acknowledges that the payment of the Proportionate Fair Share does not release the Developer from payment of any other City development or building related fees including other impact fees, or such other City fees as may be prescribed by law.

6. Effective Date. The effective date this Agreement shall be the last date upon which all parties hereto cause this Agreement to be executed as indicated below their respective signatures.

7. Binding Nature of this Agreement. This Agreement shall inure to the benefit of the parties hereto and the subject property, and shall be binding upon any person, firm, or corporation that may become a subsequent owner, successor in interest or assign, directly or indirectly, of the subject property or any portion thereof.

8. Venue. In the event of any claim, action, litigation or proceeding under this Agreement, venue shall be in Volusia County, State of Florida.

9. Recordation. This Agreement will be recorded in the Public Records of Volusia County, Florida, at Developer's expense.

10. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original but all of which together shall constitute one and the same instrument. The electronic (i.e., facsimile or email) transmittal of an executed copy of this Agreement shall be deemed valid as if an original signature was delivered.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on behalf of the respective entities, their successors and assigns.

Signed, sealed and delivered in the presence of:

_____

Witness 1

_____

Print Name of Witness 1

_____

Witness 2

_____

Print Name of Witness 2

THE CITY OF DELTONA, FLORIDA, a Florida municipal corporation

By:_____

Santiago Avila, Jr., Mayor

Attest: _____

_____, City Clerk

Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____day of _____, 2024 by Santiago Avila, Jr. and _____, Mayor and City Clerk, respectively, of The City of Deltona, Florida, a chartered municipal corporation, on behalf of the City. They are personally known to me and did not take an oath.

_____
Notary Public

Printed Name:

_____

Commission No. _____

Approved as to form by:

By:_____
_____, City Attorney

Attest
By: _____
George Recktenwald, County Manager

COUNTY OF VOLUSIA, a political subdivision of the State of Florida

_____
Jeffrey S. Brower, County Chair

Approved as to form by:

By:_____
Christopher Ryan, Deputy County Attorney

Signed, sealed and delivered in the presence of:

LEHA INVESTMENT PROPERTIES, INC
a Florida profit corporation

_____
Witness 1

_____
Print Name of Witness 1

By:_____
_____

_____
Witness 2

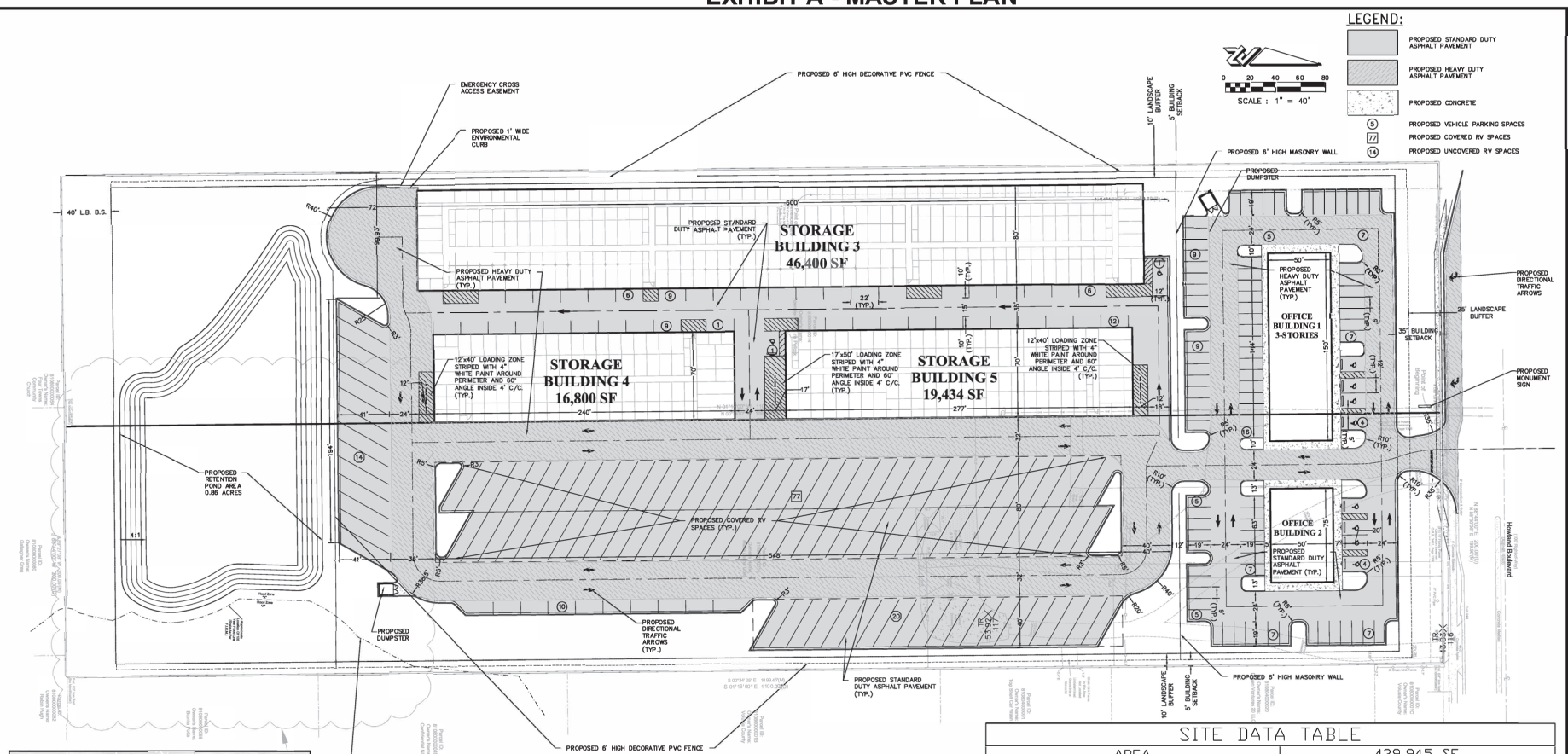
_____
Print Name of Witness 2

STATE OF _____
COUNTY OF _____

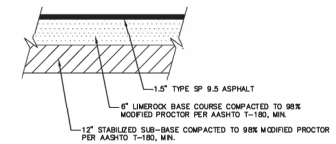
The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___day of _____ 2024, by _____, as _____ of **LEHA INVESTMENT PROPERTIES, INC a Florida profit corporation**. He/she is [ ] personally known to me or [ ] produced as identification and did not take an oath.

Notary Public _____
Printed Name: _____
Commission No. _____

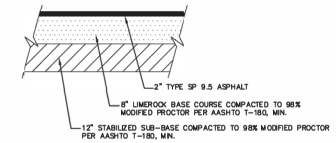
EXHIBIT A - MASTER PLAN



VICINITY MAP
SCALE: 1" = 1000'



STANDARD DUTY ASPHALT DETAIL
N.T.S.



HEAVY DUTY ASPHALT DETAIL
N.T.S.

SITE DATA TABLE	
AREA	439,945 SF
IMPERVIOUS	287,157 SF
TOTAL PARKING COUNT	256
BUILDING 1	3 STORIES @ 7,500 SF EACH, 22,500 TOTAL
BUILDING 2	3,750 SF
MINIMUM PARKING REQUIRED OFFICE (3.25 SPACES PER 1,000 SF)	86
PARKING PROVIDED OFFICE	93
MINIMUM PARKING REQUIRED STORAGE (1 SPACE PER 10 CUBICLE UNITS)	52
PARKING PROVIDED STORAGE	55
BUILDING 3	46,400 SF
BUILDING 4	16,400 SF
BUILDING 5	19341 SF
MIN OPEN SPACE REQUIRED %	25%
MIN OPEN SPACE PROVIDED %	25%
FAR	0.55
TOTAL IMPERVIOUS AREA	6.59 AC. (65.27%)
EXISTING FLOOD PLAIN ACREAGE	0.74 AC. (32,276 SQFT.)

ZEVCOHEN & ASSOCIATES, INC.
900 SOUTH DIXIE HWY., STE. C
DELRAY BEACH, FL 33444
WWW.ZEVCOHEN.COM

CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

NO.	DATE	BY	SUBMITTALS/REVISIONS
1	12-12-22	KR	ISSUED TO CITY OF DELTONA

LEHA BUSINESS PARK
FINAL ENGINEERING PLANS
MASTER DEVELOPMENT PLAN

CITY OF DELTONA VOLUSIA COUNTY, FLORIDA

PROJECT NO: ZC 22141
DESIGNED BY: KR
DRAFTED BY: CM
CHECKED BY: KR
DRAWING FILE: 02_22141 QDP
XREFS: XXXXXLD.WG
XREFS: XXXXXLD.WG

KRISTOPHER T. ROMKEY, P.E. NO. 84363
NOT VALID WITHOUT SEAL

SHEET: C2 OF 5

LTG Engineering & Planning

EXHIBIT B - Proportionate Fair Share Calculation

10/16/2024

LEHA Business Park - Volusia County Proportionate Share (PS) Determination

Roadway	Segment From:	Segment To:	VC Cost per Mile Model[1]	Estimated Length (miles)	Improvement	Base Improvement Cost	Additional Cost[2]	Total Estimated Improvement Cost (Including 25% CEI when applicable)[3]	Segment Background Volume (a)	Unimproved Lane Capacity (b)	Available Capacity (c)=(b)-(a)	Project Volume (d)	Project Volume over Available Capacity (e)=(d)-(c)	Improved Lane Capacity (f)	Increased Lane Capacity (g)=(f)-(b)	PS (%) (h)=(e)/(g)	Proportionate Share Cost
Howland Blvd	I-4/SR 472	Wolf Pack Run	$4,723,934	0.73	Widen 4 to 6 lanes (Urban)	$3,448,472	$900,000	$5,435,590	3,350	3,410	60	62	2	5,140	1,730	0.12%	$6,283.92
Catalina Blvd	Howland Blvd	Sixma Rd	$4,717,890	0.55	Widen 2 to 4 lanes (Urban)	$2,594,840	$650,000	$4,056,049	2,972	960	0	8	8	3,410	2,450	0.33%	$13,244.24
	Sixma Rd	Lake Helen-Osteen Rd	$2,713,321	0.43	Widen 2 to 4 lanes (Rural)	$1,166,728	$500,000	$2,083,410	1,198	960	0	8	8	3,410	2,450	0.33%	$6,802.97
Graves Ave	Veteran's Memorial Pkwy	Kentucky Ave	$4,717,890	0.33	Widen 3 to 4 lanes (Urban)	$1,556,904	$300,000	$2,321,130	2,154	1,935	0	7	7	3,410	1,475	0.47%	$11,015.53
	Kentucky Ave	N. Normandy Blvd	$3,250,379	0.38	Widen 2 to 4 lanes (Rural)	$1,235,144	$12,050,000	$16,606,430	2,600	1,620	0	8	8	3,410	1,790	0.45%	$74,218.68
Veteran's Memorial Pkwy	Harley Strickland Blvd	Rhode Island Ave	Sales Surtax	1.22	Widen 2 to 4 lanes (Rural)	$2,442,000	$0	$2,442,000	1,921	1,540	0	2	2	3,410	1,870	0.11%	$2,611.76
Providence Blvd	Ft Smith Blvd	Elkcam Blvd	$6,041,666	0.76	Widen 2 to 4 lanes (Urban)	$4,591,666	$0	$4,591,666	1,167	1,020	0	15	15	3,410	2,390	0.63%	$28,817.99
Saxon Blvd	I-4	Finland Dr	$4,717,890	0.35	Widen 4 to 6 lanes (Urban)	$1,651,262	$300,000	$2,439,077	4,379	4,280	0	0	0	5,140	860	0.00%	$0.00
	Finland Dr	Normandy Blvd	$4,717,890	0.35	Widen 4 to 6 lanes (Urban)	$1,651,262	$300,000	$2,439,077	3,702	3,410	0	0	0	5,140	1,730	0.00%	$0.00
Normandy Blvd	Graves Ave (old Howland)	Rhode Island Ave	$2,713,321	1.37	Widen 2 to 4 lanes (Rural)	$3,717,250	$150,000	$4,834,062	1,606	1,150	0	6	6	3,410	2,260	0.27%	$12,833.79
																Segment PS Subtotal:	**$155,828.89**

Off-Site Intersections	FDOT Cost per Mile Model[1]	Estimated Lane Length (feet)	Improvement	Base Improvement Cost	Additional Cost[2]	Total Estimated Improvement Cost (Including 25% CEI)[3]		Project Volume (a)	Unimproved Available Capacity (b)	Improved Available Capacity (c)	PS (%) (d)=(a)/(c-b)	Proportionate Share Cost
Howland Blvd at Catalina Blvd	$4,000.00	-	Optimize signal timing splits	$4,000.00	$0.00	$5,000.00			-		100.00%	$5,000.00
											Offsite Intersection PS Subtotal:	**$5,000.00**

Turn Lane Length Extensions	FDOT Cost per 300 ft.[4]	Improvement	Additional Cost[2]	Improvement Cost (Including 25% CEI)[3] (a)		Lane Length Deficiency Due to Project Trips[5] (b)	Proportionate Share Cost (c)=(b/300)*(a)
Howland Blvd at Graves Ave	$210,603.13	Extend eastbound left-turn lane	$0.00	$263,253.91		25	$21,937.83
Howland Blvd at Forest Edge Dr	$210,603.13	Extend eastbound left-turn lane	$0.00	$263,253.91		40	$35,100.52
Howland Blvd at Roseapple Ave	$210,603.13	Extend westbound left-turn lane	$0.00	$263,253.91		10	$8,775.13
Howland at Catalina Blvd	$210,603.13	Extend southbound left-turn lane	$0.00	$263,253.91		75	$65,813.48
Howland Blvd at Providence Blvd	$210,603.13	Extend northbound left-turn lane	$0.00	$263,253.91		25	$21,937.83
Providence Blvd at Elkcam Blvd	$210,603.13	Extend eastbound left-turn lane	$0.00	$263,253.91		10	$8,775.13
	$210,603.13	Extend westbound left-turn lane	$0.00	$263,253.91		25	$21,937.83
	$205,980.08	Extend southbound right-turn lane	$0.00	$257,475.10		20	$17,165.01
						Turn Lane Extension PS Subtotal:	**$144,404.40**

PS GRAND TOTAL:		**$305,233.29**
Sept 2024 Consumer Price Index for Transportation	**8.50%**	**$25,944.83**
PS and June 2024 CPI		**$331,178.12**

[1] *Cost obtained from FDOT Long Range Estimates (LRE) or from Volusia County's Master PFS Table for improvement identified; unless otherwise stated.*

[2] *Additional costs pertain to site specific modifications associated with the improvement (examples include traffic signal updates, right-of-way, bridge modifications, etc.).*

[3] *Includes Design & CEI (25%) when applicable per Volusia County Master PFS Table.*

[4] *Turn lanes are measured in feet and unit cost is based on 300 feet unless otherwise stated.*

[5] *From TIA Table 17*

Critical
Near Critical
Critical Vested
Near Critical Vested

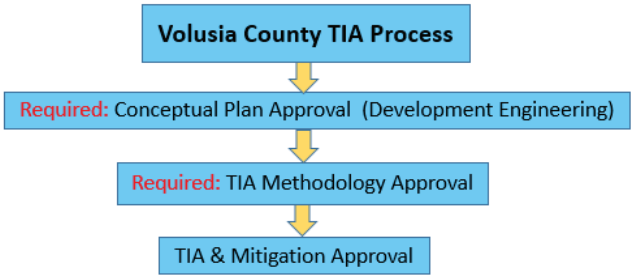
EXHBIT C - Impact Fee Credit Instructions

TRAFFIC IMPACT ANALYSIS, PROPORTIONATE FAIR SHARE PAYMENT & COUNTY TRANSPORTATION IMPACT FEE CREDIT PROCESSES

As of October 1, 2021, Volusia County Traffic Engineering and Development Engineering established the following processes for Use Permit TIA reviews, PFS payments and agreements, and Impact Fee crediting:

TRAFFIC IMPACT ANALYSIS (TIA)

The following steps must be followed in *sequential order* to submit TIA methodologies & TIAs to Traffic Engineering:



1) Preliminary Conceptual Plan Coordination: (Allow 1 Week Minimum)

- Conceptual plan approval is required ***prior*** to the review of the TIA methodology and must be coordinated through the Use Permit process. A Use Permit Application is required to initiate this process. Please contact Land Development staff at (386) 736-5942 if you require information regarding the permit process, application, fees, etc. For further conceptual plan coordination, please contact Joe Spiller of Development Engineering (jspiller@volusia.org or 386-736-5967 x 12466).
- Use Permits are ultimately permits for construction. The TIA methodology and conceptual plan approvals are prerequisites for construction plan approval. https://www.volusia.org/services/growth-and-resource-management/planning-and-development/land-development/applications-and-forms.stml

2) TIA Methodology Review and Approval: (Allow 1-2 Weeks Minimum)

- TIA methodologies must be submitted through the Use Permit application process and must follow the River to Sea TPO Guidelines. https://www.r2ctpo.org/planning-studies/tia-guidelines/
- Development Engineering will send Traffic Engineering's comments to the applicant or applicant's authorized agent, which is typically the Engineer of Record for the proposed development. Traffic Engineering shall identify additional contacts and addresses to be copied regarding the TIA methodology.
- The TIA Methodology approval by Traffic Engineering, valid for 6 months, will be issued once all county comments have been addressed as well as the final methodology is provided. The TIA must be submitted before the methodology expires.

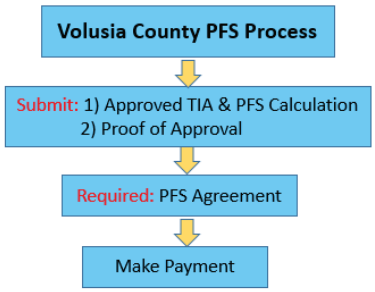
3) TIA Review and Approval: (Allow 2-3 Weeks Minimum)

- All TIAs must have an approved methodology. No TIAs will be reviewed without one.
- All TIAs must be submitted through the Use Permit Process. The following items are required -- Incomplete TIA packages will not be reviewed:
  1. TIA PDF containing PFS calculation if applicable
  2. TIA Computer Input Files (Synchro, HCS, Model Distribution Files; etc.)**
  3. Completed TIA Checklist
  4. PFS Calculation (if required)
  5. Response to All Reviewer Comments

  ***Please be sure the developer submits the computer input files. These are frequently omitted, which causes TIA review delay.*
- Development Engineering will send TIA comments to the applicant or applicant's authorized agent which is typically the Engineer of Record for the proposed development. Traffic Engineering shall identify additional contacts and addresses to be copied regarding the TIA review.
- If mitigation is required, Traffic Engineering will request a PFS calculation when the TIA has minimal Level of Service analyses comments. Such calculation must be included in the TIA document. Premature PFS calculations will not be reviewed.
- The TIA approval by Traffic Engineering will be issued once all county comments have been addressed and the final TIA, which shall contain the approved PFS calculation (if applicable), is provided.
- PFS mitigation discussions and coordination should be completed prior to starting the PFS payment process. Please contact Tadd Kasbeer, County Engineer at 386-736-5978 x 12177.

PROPORTIONATE FAIR SHARE (PFS) AGREEMENTS & PAYMENTS

All steps are required to be followed in *sequential order* to be able to make a PFS payment to Volusia County:



1. **First, Submit the Approved TIA and/or PFS Calculation for Validation.** To enter into a PFS Agreement and pay PFS to Volusia County, the project's TIA or technical memorandum will be used to review the proposed PFS calculation and amount for consistency and accuracy regarding construction costs, segment and intersection PFS calculation application, and critical/near-critical road mitigation.

   Please Email the following to Melissa Winsett (mwinsett@volusia.org) of Traffic Engineering:

   For Developments that Required a TIA – 2 Required Items:
   - Local Jurisdiction*-Approved TIA PDF that includes the PFS calculation
   - Proof of TIA/PFS Approval from Local Jurisdiction* – Dated Correspondence with official's name, signature, contact info

   For Developments requiring PFS Payment but weren't required to complete TIAs – 2 Required Items:
   - Local Jurisdiction*- Approved Technical Memorandum** & PFS calculation
   - Proof of Tech Memo/PFS Approval from Local Jurisdiction* – Dated Correspondence with official's name, signature, contact info

   ** Local Jurisdiction: The local government that is officially reviewing and approving the project – typically a city.*
   ***Technical Memorandum: Document that identifies a project's trip generation and distribution onto roadway segments that has insufficient capacity and require mitigation to obtain approval.*

   Upon satisfactory confirmation, Traffic Engineering will notify the respective city and County Attorney's Office that the PFS Amount has been validated. The approved PFS amount is valid for one year. Expired PFS will require resubmission to Traffic Engineering.

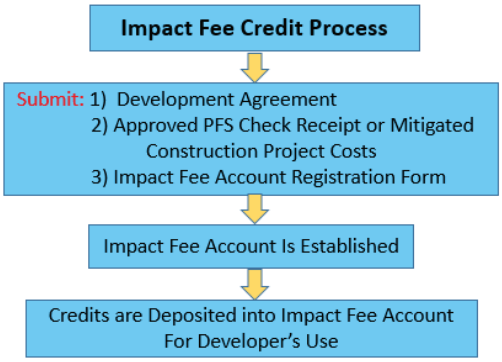
2. **Second, the Developer Must Enter Into a PFS Legal Agreement (Allow 4-6 Weeks Minimum for County Council Approval):**
   - Once Traffic Engineering Validates the PFS Amount, the developer may coordinate a PFS agreement with the County Attorney's office. Please contact Russ Brown (rbrown@volusia.org or 386-736-5950 x12947).
   - Note: All Parent Tract TIAs must pursue "Master PFS Agreements" in lieu of separate PFS agreements for each lot or parcel with in the parent tract or PUD.

3. **Third, the Developer Must Provide the PFS Payment to Volusia County:**
   - Once the PFS Agreement has been Fully Executed, the PFS Payment can be made.
   - The developer must submit the following two items to Kristen Vieira (kvieira@volusia.org or 386-736-5967 x 12177)
     1) Final Executed County PFS Agreement or Master Agreement:
     2) PFS check with same amount outlined in the PFS Agreement: Checks can be addressed to: "County of Volusia." In return, a receipt will be provided. PFS checks should be sent to the address below:

Attn: Kristen Vieira
Volusia County Engineering
123 West Indiana Avenue, Room 402
Deland, FL 32720-4262

IMPACT FEE CREDITS

The following steps are required to be able to obtain impact fee credits for PFS payment or construction mitigation improvement:



1. **Establish an Impact Fee Credit Account:**
   - After the PFS payment is made or constructed improvements are complete, contact Engineering & Construction to establish an impact fee credit account and obtain credits. Contact: Scott Carraro (scarraro@volusia.org, (386) 736-5967 x12287). Please allow 5-7 business days.

     - *For Impact Fee Credits related to PFS Payments, please submit the following supporting documentation to Engineering and Construction:*
       - Copy of the project's recorded development agreement
       - Copy of your PFS check and receipt.
       - Completed Volusia County Impact Fee Account Registration form** attached. Registration forms require original signatures. Copies or PDF's will not be accepted.
       - .
     - *For Impact fee credits related to Constructed Improvements, please submit the following to Engineering & Construction:*
       - Copy of the project's recorded development agreement.
       - Actual costs incurred such as executed construction contracts or contractor invoices. Engineers' estimates are not accepted. An itemized tabulation delineating eligible costs is required when contracts or invoices include ineligible items. Note: Eligible costs include design, permitting, right-of-way (if applicable), and construction & CEI.
       - Completed Volusia County Impact Fee Account Registration form**, attached. Registration forms require original signatures. Copies or PDF's will not be accepted.

   ***Note: Your Transportation Impact Fee Credit Account is like a bank account. The "List of Person(s) authorized to sign for this account", on the form, will be the people authorized to make withdrawals from your Transportation Impact Fee Credit Account.*

2. **Allow Staff to Process Information and Make Deposit:**
   - The submittal will be reviewed by county engineering staff and additional information may be requested of the applicant.
   - Engineering & Construction will deliver the original executed Registration Form to County Growth and Resource Management (GRM). Contact: Beth Branton (bbranton@volusia.org, (386) 736-5924, ext. 12097).
   - GRM will not accept executed forms from anyone other than Engineering & Construction.
   - GRM will establish the Transportation Impact Fee Credit Account and send the applicant an email with instructions on how to pay County Transportation Impact Fees with credits, or if desired, transfer your credits. Please be aware that the county auditor completes audits our transportation impact fee credit files.

For questions regarding the following, please call:

- ***Impact Fee Credit Registration -*** *Scott Carraro at (386) 736-5967, ext. 12287, scarraro@volusia*
- ***Impact Fees or Impact Fee Credit Account balance -*** *Beth Branton at (386) 736-5924, ext. 12097, bbranton@volusia.org.*
- ***PFS Agreements,*** *please contact Russ Brown at 386-736-5950 x12947, rbrown@volusia.org*
- ***PFS payments,*** *please contact Kristen Vieira at 386-736-5968, ext. 12177, kvieira@volusia.org*
- ***PFS calculations,*** *please contact Melissa Winsett at 386-736-5968, ext. 12322, mwinsett@volusia.org*

VOLUSIA COUNTY IMPACT FEE ACCOUNT REGISTRATION

Volusia County
FLORIDA

Growth and Resource Management Department
Permit Center www.volusia.org/permitcenter
123 West Indiana Avenue, Room 203
DeLand, FL 32720-4604

TELEPHONE: DeLand (386) 736-5924, ext. 2087
Daytona Beach (386) 257-6000, ext. 2087
New Smyrna Beach(386) 423-3300, ext. 2087
FAX: (386) 943-7096 E-MAIL: permitctr@co.volusia.fl.us

Collection Zone _____ **I P Account Number** _____

NOTE: Credit must be applied to projects within the above zone

PLEASE PRINT OR TYPE

Date: _____

APPLICANT/PROPERTY OWNER:

Name _____ **E-Mail Address** _____

Business Name _____

Mailing Address _____

City _____ **State** _____ **Zip** _____

( ) _____ ( ) _____

Telephone Number **Fax Number**

Answer the following questions on the subject property:

1. **Physical Address:**
   City:
   The correct numeric street address for the site must be furnished. If unsure, contact the City or County where the project is located for the correct address.

2. **Property Tax Parcel Number(s):** __ __ __ __ - __ __ - __ __ - __ __ __ __
   __ __ __ __ - __ __ - __ __ - __ __ __ __
   __ __ __ __ - __ __ - __ __ - __ __ __ __

3. **List of Person(s) authorized to sign for this account:**

Printed Name	Signature
Printed Name	Signature
Printed Name	Signature

Signature of Applicant/Property Owner: _____

THIS AREA TO BE COMPLETED BY VOLUSIA COUNTY PERSONNEL

Total credits to be awarded: $_____

Proportionate Fair Share Payment: Yes ___ No ___

Additional Details: _____

_____	Tadd Kasbeer, P.E., County Engineer	_____
Approved by (signature)	Title	Date