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MEMORANDUM

TO: Sean O’Keefe, Town Administrator
CC: Don Griffey, PE, Consulting Engineer
FROM: Thomas Harowski, AICP, Planning Consultant
SUBJECT: Planning Structure for Traffic Concurrency Mitigation
DATE: February 11, 2022

As a follow-up to our discussion yesterday regarding a structure for determining necessary mitigation for traffic impacts to the local road network resulting from new development, I have developed an initial summary of potential projects and roads which would be the primary locations for expenditure of “fair-share” funds collected by the Town as part of its concurrency analysis. Small residential infill development such as new single-family homes on existing lots would not be affected by this proposal as they are exempt from the concurrency test. The completion of the residential components for the Venezia/Talichet projects have proceeded to the point where they would no longer be subject to the traffic concurrency test. The applicable projects are listed below as entitled projects and speculative projects based on their current status. Most of this data is taken from the major projects summary report that I did back in November. I added the Carter Trust property to the listing as this project had not come forward at that time.

| DEVELOPMENT PROJECT PROFILES APPROVED AND PENDING PROJECTS | | | | | |
|-----------------------------------------------------------------------|----------------------|---------------------|--------------------|------------------------|-------------------|
| Project | Single-Family | Multi-Family | Total Units | Commercial Area | Other Area |
| Venezia South | | 113 | 113 | 85,000 | |
| Talichet | 92 | | 92 | | |
| Talichet Phase 2 | 21 | | 21 | | |
| Whispering Hills | 156 | | 156 | | |
| Lake Hills/Four Seasons | 358 | 292 | 650 | 150,000 | 176,000 |
| The Reserve | 581 | 153 | 734 | 300,000 | 205,000 |
| TOTAL | 1,208 | 588 | 1,766 | 535,000 | 381,000 |

Notes:

1. Venezia South 172 units are existing.
2. Lake Hills/Four Seasons is the revised proposal. Multi-Family are duplex units
3. Mission Rise approval has lapsed.
4. The Reserve data is the approved amendment total.

| DEVELOPMENT PROJECT PROFILES PROPOSED PROJECTS WITH NO APPROVAL STATUS | | | | | |
|-----------------------------------------------------------------------------------|----------------------|---------------------|--------------------|------------------------|-------------------|
| Project | Single-Family | Multi-Family | Total Units | Commercial Area | Other Area |
| Mission Rise | 400 | | 400 | | |
| Thompson Grove | 252 | | 252 | 130,000 | |
| Simpson Parcel | 260 | | 260 | | |
| Westminster | | 350 | 350 | | ALF |
| Carter Trust | 313 | | | | |
| TOTAL | 912 | 350 | 1,262 | 130,000 | ALF |

Notes:

1. Mission Rise total units is based on the most recent approved plan. The comprehensive plan allows for units per acre on the total net acreage as the maximum unit total. Net acreage excludes wetlands and waterbodies.
2. Thompson Grove commercial allocation assumes 0.30 FAR for 10 acres.
3. Carter Trust unit total is based on the initial concept plan. We expect fewer than 300 units once plan is refined.

The allocation of funds to individual projects should relate to the hierarchy of roads as set out in our comprehensive plan, and as projects are identified on these roads that will be useful in addressing traffic impacts expected to result from the new projects. The roadways are as follows;

Major Arterial

SR 19 (entire length through the Town)

Major Collector

CR 48 (SR 19 west)

Minor Collector

Number Two Road?Central (SR 19 to CR 48)
Revels Road (SR 19 to Lakeshore)

Local Collectors

Central Avenue (SR 19 to Lakeshore)
Florida Avenue (SR 19 to Centrral)
Lakeshore Boulevard (Croton to Revels Rd.
Buckhill Road (Lakeshore to CR 455)
Proposed Connector #1 (Mission Rise)
Proposed Connector #2 (The Reserve)
Proposed Connector #3 (Lake Hills)

The major arterial, the major collector and minor collector roads are the designations given in our Transportation Element of the comprehensive plan. The local collector designation was developed to recognize roads in the Town that do serve a

traffic function to funnel traffic to and from the formal arterial/collector network and serve other functions of the transportation network such as pedestrian and bicycle service. These roads do or have the potential to supplement traffic capacity on the arterial and collector network. As such, improvements to these roads could help address traffic impacts to the arterial and collector network.

- Proposed Connectors #1 and #2 are already shown on the future traffic network map and will serve as connections between SR 19 and Number Two Road for the two major development projects in the southwest quadrant of Town.
- Proposed Connector #3 was added as the main road through the Lake Hills project will connect SR 19 and CR 48 in a similar manner to the other connector roads.
- The other roads on the local collector list have been identified by the comprehensive plan as priority locations for pedestrian and bicycle facilities, serve new development areas (Whispering Hills), and serve emerging commercial areas (Central Avenue).

Potential projects have been suggested by traffic studies for the various developments prepared to date as well as other improvements that would clearly and directly address traffic impacts from the anticipated developments. Most of the projects are keyed to improving traffic capacity, but some are operational improvements made necessary by increased traffic demand across the entire road network, and some relate to projects that can encourage a shift in trip mode from vehicles to bicycle and pedestrian trips. The Town does not currently have any regularly scheduled transit service. Should transit become an option in the future, new projects may be identified to support transit. As the Town gains experience with actual traffic demands versus the current modeling expectations, other projects may be identified to add to the list.

1. SR 19 at CR 48 Intersection improvements which may include addition turn and through lanes and signal upgrades. (Source: Traffic Study)
2. SR 19 at Central Avenue conversion of flashing signal to a full signal, the addition of turn lanes if possible and relocation of on-street parking and loading spaces. (Source: Traffic Study)
3. Revels Road at SR 19 intersection improvements to align the off-set intersection, add turn lanes as necessary and signals if warranted. (2007 Neel Schaffer Study)
4. Florida Avenue/Venezia Boulevard at SR 19 intersection improvements to add turn lanes as necessary and add signals if warranted (2007 Neel Schaffer Study)
5. Florida Avenue at Number Two Road intersection improvements to add turn lanes
6. Pedestrian improvements as identified in the Town's pedestrian and bicycle study (TMH Consulting 2019)

7. Bicycle network improvements as identified in the Town's pedestrian and bicycle study (TMH Consulting 2019)
8. Streetscape improvements per the Town's downtown plan (2015)
9. Road reconstruction projects that can improve the roadway's ability to support increased traffic volumes and/or increased weight of vehicles.

| HOWEY-IN-THE-HILLS TRANSPORTATION PROJECTS TRAFFIC CONCURRENCT MITIGATION | | |
|------------------------------------------------------------------------------|-------------------------|-------------|
| PROJECT | TYPE | COST |
| SR 19 at CR 48 | Intersection and signal | \$500,000 |
| SR 19 at Central | Intersection and signal | \$500,000 |
| Revels Road at SR 19 | Intersection | \$500,000 |
| Florida Ave. at SR 19 | Intersection | \$100,000 |
| Florida Ave. at Number 2 Rd | Intersection | \$100,000 |
| Pedestrian Improvements | Sidewalks, Safety | &100,000 |
| Bicycle Improvements | Trails, Saety | \$100,000 |
| Streetscape | Access, parking | \$250,000 |
| Road Reconstruction | Safety, capacity | TBD |
| Total | | \$2,150,000 |