



CITY COUNCIL MEETING

City Hall – Council Chamber
405 Bagshaw Way, Edgewood, Florida
Tuesday, November 19, 2024 at 6:30 AM

AGENDA

Welcome! We are very glad you have joined us for today’s Council meeting. If you are not on the agenda, please complete an appearance form and hand it to the City Clerk. When you are recognized, state your name and address. The Council is pleased to hear relevant comments; however, **a five (5) minute limit** has been set by Council. Large groups are asked to name a spokesperson. **Robert’s Rules of Order** guide the conduct of the meeting. **Please silence all cellular phones and pagers during the meeting.** Thank you for participating in your City Government.

A. CALL TO ORDER, INVOCATION, & PLEDGE OF ALLEGIANCE

B. ROLL CALL & DETERMINATION OF QUORUM

C. PRESENTATIONS AND PROCLAMATIONS

1. Vision Zero Action Plan

D. CONSENT AGENDA

Items on the consent agenda are defined as routine in nature, therefore, do not warrant detailed discussion or individual action by the Council. Any member of the Council may remove any item from the consent agenda simply by verbal request prior to consideration of the consent agenda. The removed item(s) are moved to the end of New Business for discussion and consideration.

1. September 17, 2024 City Council Meeting Minutes
2. October 15, 2024 City Council Meeting Minutes

E. ORDINANCES (FIRST READING)

1. Ordinance 2024-20: County to City Rezoning 1140 Holden Ave.
2. Ordinance 2024-21: Fee Waiver for Variance and Zoning Bulk Table Update

F. PUBLIC HEARINGS (ORDINANCES – SECOND READINGS & RELATED ACTION)

G. UNFINISHED BUSINESS

H. NEW BUSINESS

1. Resolution 2024-05 Fiscal Year 2023-24 Budget Amendment
2. Mutual Aid Agreement

I. GENERAL INFORMATION

J. CITIZEN COMMENTS

K. BOARDS & COMMITTEES

L. STAFF REPORTS

City Attorney Smith

Police Chief DeSchryver

- 1. Chief's Report October 2024

City Clerk Riffle

- 1. Clerk's Report October 2024

M. MAYOR AND CITY COUNCIL REPORTS

Mayor Dowless

Council Member Lomas

Council Member McElroy

Council Member Rader

Council Member Steele

Council President Horn

N. ADJOURNMENT

UPCOMING MEETINGS & EVENTS

Wednesday, November 20, 2024.....Edgewood Park of Commerce Community Meeting 5:30-7:15PM

Friday, December 6, 2024.....Santa Fly In Event 6:00-8:30PM

Tuesday, December 17, 2024.....City Council Meeting 6:30PM

Meeting Records Request

You are welcome to attend and express your opinion. Please be advised that **Section 286.0105**, Florida Statutes state that if you decide to appeal a decision made with respect to any matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made.

Americans with Disabilities Act

In accordance with the American Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, he or she should telephone the **City Clerk at (407) 851-2920**.

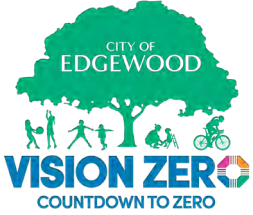
**CALL TO ORDER,
INVOCATION, & PLEDGE
OF ALLEGIANCE**

ROLL CALL & DETERMINATION OF QUORUM

PRESENTATIONS & PROCLAMATIONS

AUGUST 2024

CITY OF EDGEWOOD VISION ZERO ACTION PLAN



Final Draft

Thank you to everyone who helped with this plan!

PROJECT TEAM

City of Edgewood Staff and Working Group Members

John Dowless Mayor

Sandy Riffle, Town Clerk

Dean DeSchryver, Chief of Police

Consultant Team

Roberta Fennessy, VHB, Project Manager

Katie Shannon, VHB, Deputy Project Manager

James Hartsfield, VHB

Jared Jones, VHB

Rohan Sadhai, ASHA

Poorna Bhattacharya, ASHA

Stephen Vazquez, ASHA

MetroPlan Orlando

Alex Trauger, Director of Transportation Planning

Sarah Larsen, Transportation Planner

Jason Sartorio, Transportation Planner

Mighk Wilson, Senior Transportation Planner

Key terms

Crash – An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, animal, road debris, or other moving or stationary obstruction, such as a tree, pole, or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single-party or multiple parties.

High Injury Network – A collection of streets where a disproportionate number of crashes that result in someone being seriously injured or killed occur.

Kinetic Energy – In the safety context, Kinetic Energy refers to the combination of mass and speed of a vehicle or other road user, like a bicyclist, involved in a collision. Depending on the angle of the crash, the higher the combination of mass and speed, the more likely the crash is to result in a serious injury or death, with the impact severity increasing exponentially as the speed of a vehicle is driven increases.

Disadvantaged Community – A US Department of Transportation designation for communities where people experience greater transportation inequities to access jobs, housing, food, health care, education, and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances a lack of prior investment in the transportation system.

Safe System Approach – A guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

Serious injury – May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to a medical facility.

Vision Zero – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

Vulnerable road user – For the purposes of this Safety Action Plan, a person outside of a car or truck, which includes pedestrians, bicyclists, or motorcyclists. This also includes people in wheelchairs and on e-mobility devices, like scooters.

List of abbreviations

ADA – Americans with Disabilities Act

ATP – Active transportation plan

CAC – Community advisory committee

CAV – Connected and autonomous vehicle

CBO – Community-based organization

CIP – Capital improvement plan

DUI – Driving under the influence

EMS – Emergency medical services

ETC – Equitable Transportation Community

FDOT – Florida Department of Transportation

FHP – Florida Highway Patrol

FHWA – Federal Highway Administration

HIN – High-Injury Network

ITS – Intelligent transportation systems

KSI – fatal or serious injury crash

LPI – Leading pedestrian interval

NHTSA – National Highway Traffic Safety Administration

PHB – Pedestrian hybrid beacon

RRFB – Rectangular rapid-flashing beacon

SRTS – Safe Routes to School

TAC – Technical advisory committee

USDOT – United States Department of Transportation

Final Draft

City of Edgewood Vision Zero

Action Plan

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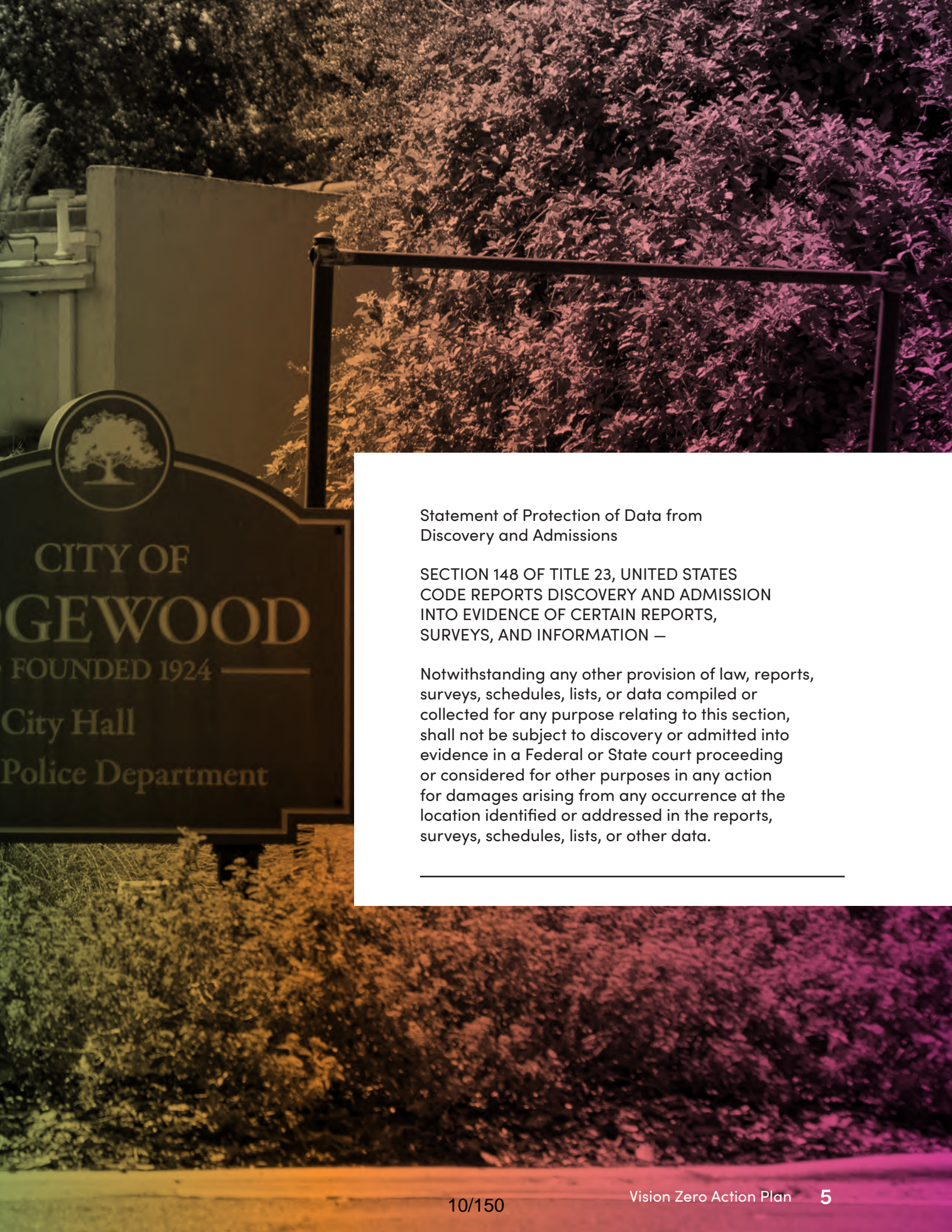
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6

**Chapter 6: Plan
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Appendix



Statement of Protection of Data from
Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES
CODE REPORTS DISCOVERY AND ADMISSION
INTO EVIDENCE OF CERTAIN REPORTS,
SURVEYS, AND INFORMATION –

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.



EXECUTIVE SUMMARY

Executive Summary





A nighttime photograph of a street scene with streetlights and a person in a reflective vest. A horizontal rainbow gradient bar is overlaid across the top of the page.

EXECUTIVE SUMMARY

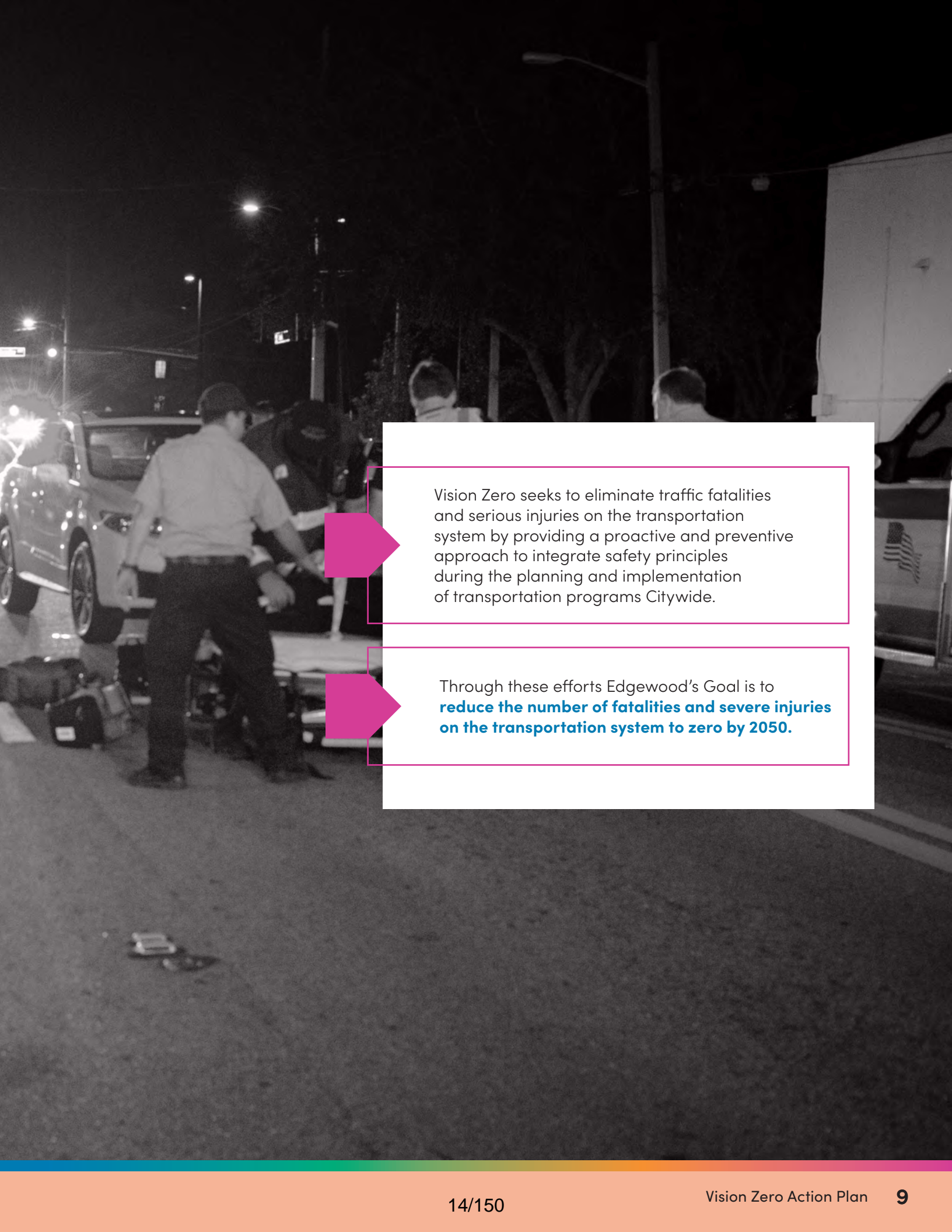
In 2023, MetroPlan Orlando secured a \$3.9 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds are being utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area along with local Vision Zero Action Plans for cities and municipalities within the three-counties.

The **City of Edgewood** is located just south of Downtown Orlando in Orange County, Florida. The city is **1.5-square miles** with over **2,500 residents**.

Through funding by the SS4A grant, the City of Edgewood is developing its own Vision Zero action plan, with the goal of reducing traffic fatalities and severe injuries and creating safer roads both locally for the over 2,500 residents of Edgewood and regionally for the 2.2 million central Florida residents and 75 million tourists who visit the region annually.

The Orange-Kissimmee-Sanford metro area—one of the fastest growing metros in the country—continues to rank as one of the deadliest areas, and the average yearly deaths continue to rise (Dangerous by Design, 2022). **Between 2018-2022 there were 710 crashes, including 3 fatalities and 16 serious injuries on Edgewood's roadways (Signal 4 Analytics.)** To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, Edgewood Vision Zero Action Plan (VZAP) has been developed, rooted in the core elements of **Vision Zero** and the Federal Highway Administration (FHWA) **Safe System Approach**.

Vision Zero is a road safety philosophy which states that no loss of life or serious injury due to traffic crashes is acceptable. The core elements of Vision Zero and the Safe System Approach, acknowledge the vulnerability of the human body when designing and operating a transportation network, seeking solutions to minimize the most serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System Approach (SSA) is provided in **Chapter 1**.



Vision Zero seeks to eliminate traffic fatalities and serious injuries on the transportation system by providing a proactive and preventive approach to integrate safety principles during the planning and implementation of transportation programs Citywide.

Through these efforts Edgewood's Goal is to **reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**

What are the Transportation Safety Issues?

This Action Plan was developed using a data-driven analysis to understand where the City may strategically deploy its resources in order to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than 6 vehicle travel lanes, posted speeds between 40 and 55 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle. Additional details about crash trends in the region are provided in Chapter 2.

Community outreach was a core component of identifying transportation safety issues within the City and developing a consistent foundation for all local agencies needed to establish comprehensive changes to transportation safety. City staff, along with law enforcement, and City Council members, advocated for the Vision Zero Action Plan by supporting the plan development process and educating the public about the importance of traffic safety and the goal of reducing traffic fatalities to zero. Chapter 3 describes the community outreach that was conducted as a part of this plan, and how that feedback was incorporated.

How will we get to Zero Traffic Deaths and Serious Injuries?

There is no one solution to reach zero traffic deaths and serious injuries. Rather, it will require a multidisciplinary and collaborative approach. Chapters 4, 5 and 6 provide details on the recommended engineering and non-engineering countermeasures such as enforcement and engagement that the City will implement to help reach its goal. These chapters also outline an implementation plan to understand where improvements will be prioritized, and specific actions that Edgewood will take in collaboration with other agencies in the region.

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners community stakeholders. A foundational element of developing this plan lies in analyzing crash trends, community and roadway characteristics to understand road user behavior and elements of the built environment that are leading to severe crashes. Data was compiled, analyzed, and mapped to identify causal relationships and then corresponding solutions to empower decision makers to thoroughly understand safety concerns and take action to mitigate them. By identifying and focusing on high-incidence locations or recurring types of accidents, Edgewood can pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. In addition to physical changes to the roadway system including lighting upgrades, intersection improvements, pedestrian or bicycle improvements, additional behavioral interventions like public safety campaigns are shared in this report.

How will we track our Progress?

Monitoring our progress will be an important part of the process. On an annual basis, the City of Edgewood will reflect on our progress towards reaching zero traffic fatalities through an assessment of the crash trends from the prior year and comparing them to the trends documented in the Action Plan. Progress will be shared at an Annual Safety Summit hosted by MetroPlan Orlando where best practices and lessons learned from across the region will be shared.

What action does the City need to take?

Through the data-driven process and conversations with key stakeholders of the community, the City of Edgewood has identified priority areas and design-appropriate safety countermeasures across the state roadway system's most dangerous corridors, as outlined in next table. By identifying specific countermeasures and focusing on high-incidence locations, the City of Edgewood is well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. These solutions will help empower decision makers to thoroughly understand safety concerns and take action to mitigate them.



Proposed Engineering Countermeasures for Consideration



Reduce posted speed limit to 30 MPH to accommodate raised midblock crosswalks

Install speed feedback signs



Upgrade two-way turn lane to provide landscaped medians and restrict left turns

Provide landscaped medians with canopy trees

Consider innovative intersection design including roundabout and/or dedicated left turn lane



Upgrade to roundabout

Consider innovative intersection design including roundabout, alternate roadway alignment, and/or dedicated channelized turn lanes with high-visibility crosswalks and pedestrian signalization



Improve access management with median treatments and reduction in driveway conflicts

Proposed lane narrowing and/or road widening to widen sidewalk to multi-use path

Provide raised midblock crossings with high-visibility markings and pedestrian refuge islands



Install quick-build solution with vertical barriers such as freestanding delineators in existing bike lanes

Provide green conflict striping through intersections for existing bicycle lane

Review signal timing to improve traffic progression and safety for all roadway users



Install PHB, RRFB or other pedestrian signalization with high-visibility crosswalk

Address gaps in roadway lighting and/or upgrade to LEDs





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CHAPTER 1

Introduction





CHAPTER 1: INTRODUCTION

SAVING LIVES. That’s what it’s all about. The only acceptable number for traffic deaths is zero, because the City of Edgewood’s 19,000+ residents deserve to travel safely.

The purpose of the Edgewood Vision Zero Action Plan is to articulate its commitment towards achieving zero road fatalities and serious injuries. This plan outlines a comprehensive, data-driven approach to improving road safety for all users, utilizing the Safe System approach. We acknowledge that every life is valuable, and no loss of life is acceptable on our roads. Our vision is not just to reduce but to systematically eliminate fatalities and serious injuries (KSI) caused by road traffic crashes. We pledge to put safety at the core of our decision-making processes, working collaboratively with local partners, stakeholders, and the community to achieve our collective goal.

No one entity or agency can fix road safety problems alone. This Vision Zero Action Plan results from a coordinated planning effort led by Edgewood’s Public Works Department, in partnership MetroPlan Orlando, and the Florida Department of Transportation. With this Vision Zero Action Plan, Edgewood has joined communities around the world that are working to stop traffic deaths through the Safe System Approach. This plan:

- **Identifies High Injury Networks** – roads with the highest risk of death and serious injury crashes.
- **Accounts for transportation underserved communities** that have been disproportionately affected by traffic crashes.
- **Prioritizes feasible projects** that will have the greatest safety impacts. The City of Edgewood will work with our regional partners to implement changes

About MetroPlan Orlando and the City of Edgewood

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole counties within Central Florida with a primary responsibility to help the region create a vision for transportation 25 years into the future, with an emphasis on safety for all Central Floridians. To help create that vision, MetroPlan Orlando is leading the preparation of this regional Vision Zero Action plan in collaboration with all the jurisdictions in the region that have their own unique transportation safety challenges, including the City of Edgewood.

The Central Florida region is known for high rates of tourism to theme parks as well as a wide range of other recreational amenities. Most of the travel demand in the region from residents as well as visitors is accommodated via motor vehicles, with multimodal traffic safety being a growing concern due to suburban land use patterns and the concentration of activities on major roads that are intended to serve not only commuter and regional through traffic, but local walking, bicycling and transit trips.

Historic auto-oriented land use patterns and a focus on reducing vehicle delay/ congestion over multimodal accessibility and comfort have led to environments throughout the region where walking and bicycling are uncomfortable and safety concerns have arisen. To that end, this plan focuses on holistic interventions to decrease KSI crashes on all non-limited access roads through the region.

Safe System Principles

The Safe System Approach acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

The Safe System is Built On The Following Principles:

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

This plan focuses on eliminating crashes resulting in death and serious injuries in Maitland by 2050.



HUMANS MAKE MISTAKES

Everyone (people walking, bicycling, driving, etc.) makes mistakes that can lead to a crash. The goal of the SSA is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.



HUMANS ARE VULNERABLE

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.



RESPONSIBILITY IS SHARED

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.



SAFETY IS PROACTIVE

Rather than waiting for a crash to occur, transportation agencies should seek to proactively identify and address dangerous situations.



REDUNDANCY IS CRUCIAL

Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.



Five Elements of the Safe System Approach

The SSA addresses the five elements of a safe transportation system—safer people, safer vehicles, safer speeds, safer roads, and post-crash care—in an integrated manner, through a wide range of interventions.



SAFER PEOPLE

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.



POST-CRASH CARE

Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.



SAFER ROADS

Prioritize roadway design changes throughout the MetroPlan Orlando region that address the factors contributing to severe injury and fatal crashes.



SAFER SPEEDS

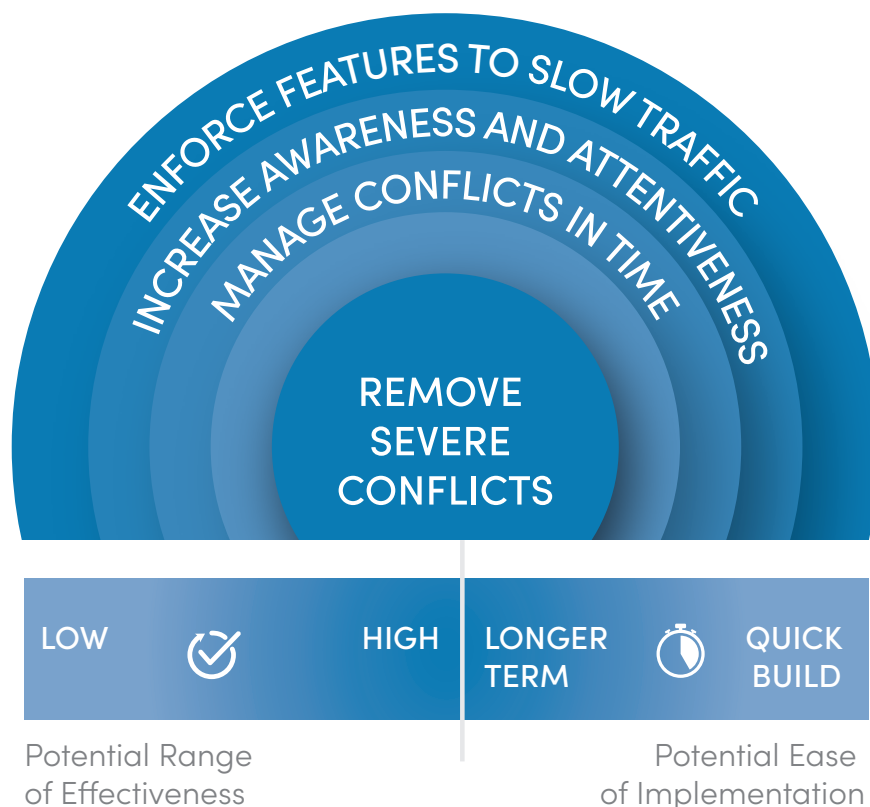
Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crash.

Safe System Strategy

Consistent with the Safe System Approach Framework, the planning, design, and operation of facilities within the City of Edgewood should anticipate human error and consider human vulnerabilities. The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition’s Safe Systems Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- ⦿ Separate users in space by providing road users moving at different speeds or different directions, such as turning vehicles, dedicated space to minimize conflicts with other road users.
- ⦿ Separate users in time when road users need to occupy the same space on the roadway, such as an exclusive pedestrian crossing phase or a dedicated turn phase.
- ⦿ Alert users to potential hazards – through strategies that increase visibility and increase attentiveness, as well as reducing impairment.
- ⦿ Accommodate human injury tolerance through interventions that reduce speed or impact force, like physical design treatments and occupant protection.

These elements provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a draft Safe Systems Solutions Hierarchy (January 2024) within the Safe System elements of Safe Roads. Following this framework, the most effective strategies are those that remove severe conflicts and minimize conflict and speed, providing adequate reaction time for drivers to make adjustments and save lives.



Crash Trends and Analysis



EDGEWOOD CRASH TRENDS

The following represents an overview of the crash trends on the roadway network in Edgewood.

YEARS OF CRASH DATA: 2018-2022	TOTAL CRASHES: 710	TOTAL FATAL CRASHES: 3	TOTAL SERIOUS INJURY CRASHES: 19
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CRASHES BY YEAR:

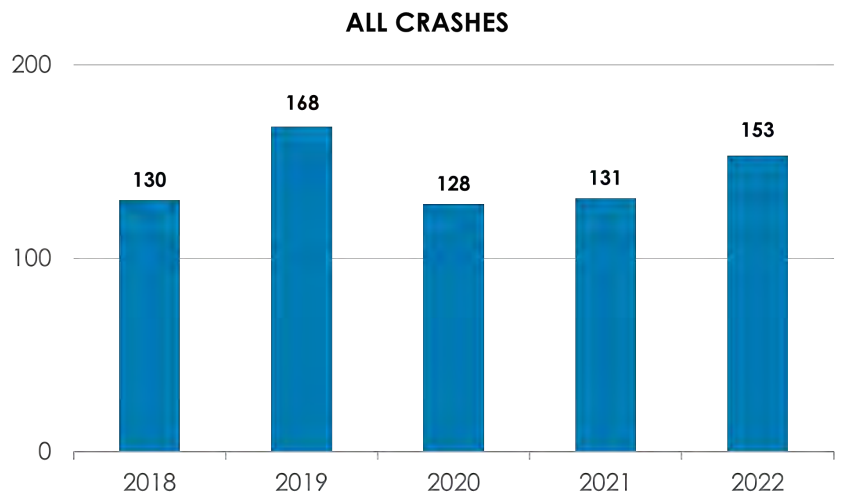
Overall, the city has seen progress in the last 5 years towards lowering total crashes, while simultaneously seen setbacks with KSI crashes increasing.

Within the 5-year analysis period, the total number of crashes has remained consistent with the highest number of annual crashes (168) occurring in 2019. The lowest number of crashes (128) was in 2020, likely due to the lower number of trips that occurred in the pandemic year.

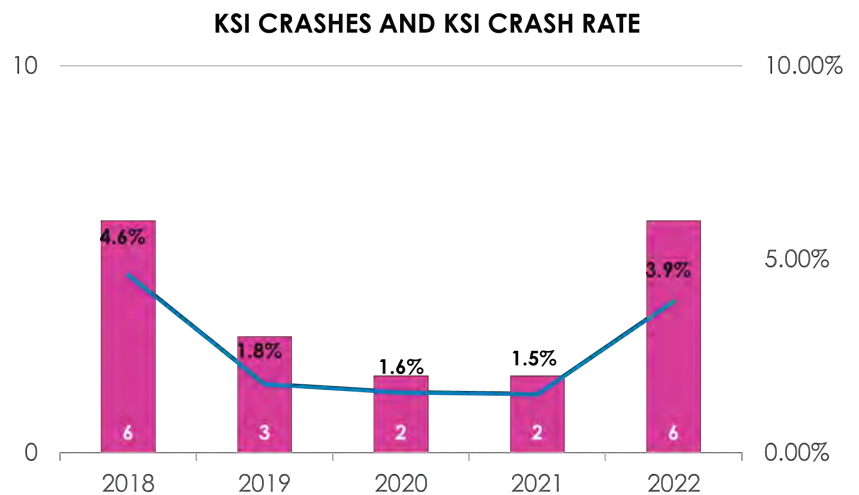
In review of KSI crashes, the highest number of KSI crashes (6) occurred in 2018 and 2022, and the lowest number of KSI crashes occurred in 2020 and 2021 (2, apiece). The percent of crashes resulting in a death or serious injury was highest in 2018 (4.6%) but dropped in the following years, reaching its lowest point in 2021 (1.5%). In 2022 the rate has climbed to 3.9%.

CRASHES BY INJURY SEVERITY:

KSI crashes accounted for just 2.6% of all crashes in the city. Of the 19 KSI crashes recorded, 3 were reported as fatalities and 16 as serious injuries (15.8% and 84.2% respectively)



There has been a 17.7% increase in overall crashes in the five year period.

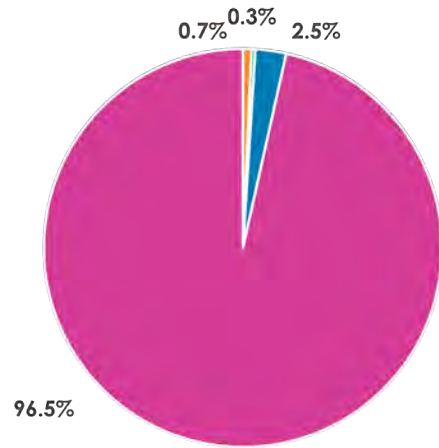


There has been a 0% increase in KSI crashes in the five year period.

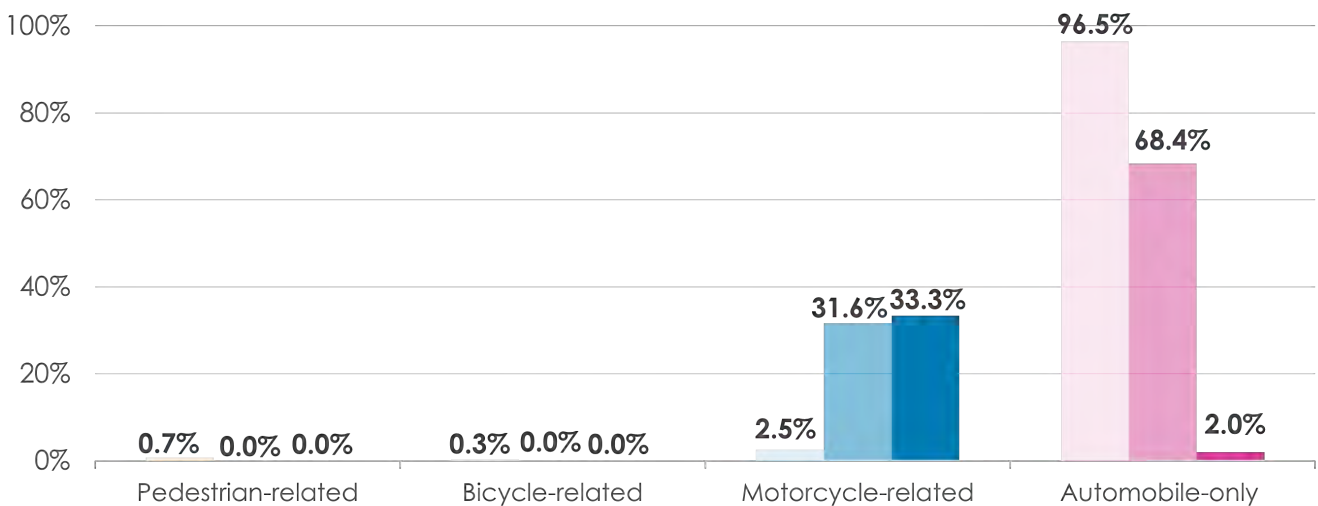
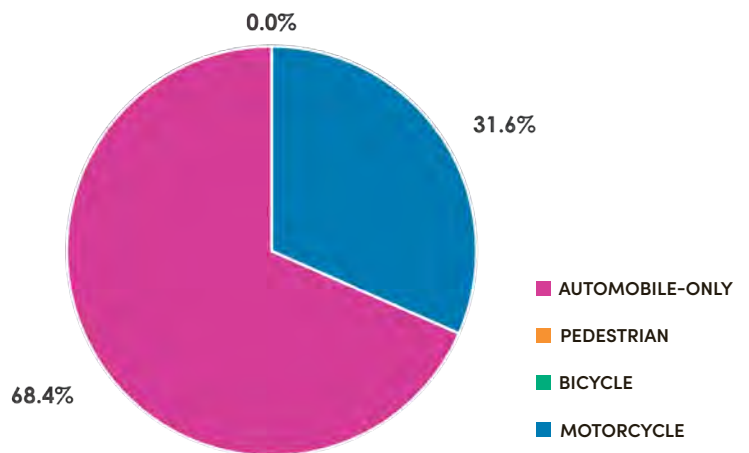
CRASHES BY MODE:

- PEDESTRIAN-INVOLVED:** Pedestrian involvement in crashes accounted for 0.7% of the total. All these incidents resulted in injuries, but none were recorded as KSI crashes.
- BICYCLE-INVOLVED:** Bicyclist-involved crashes made up 0.3% of total crashes. There were no serious injuries or fatalities reported among bicyclists.
- MOTORCYCLE-INVOLVED:** Motorcycle crashes made up 2.5% of total crashes, but 31.6% of KSI crashes. 33.3% of every motorcycle crash to serious injuries, and notably, 11.1% resulted in fatalities, reflecting the higher risk associated with motorcycle use.
- AUTOMOBILE-ONLY:** Automobile-only crashes made up 96.5% of the all crashes, 68.4% of total KSI crashes, and 1.9% of every automobile-only crash resulted in a fatality or serious injury.

PERCENT SHARE OF CRASHES



PERCENT SHARE OF KSI CRASHES

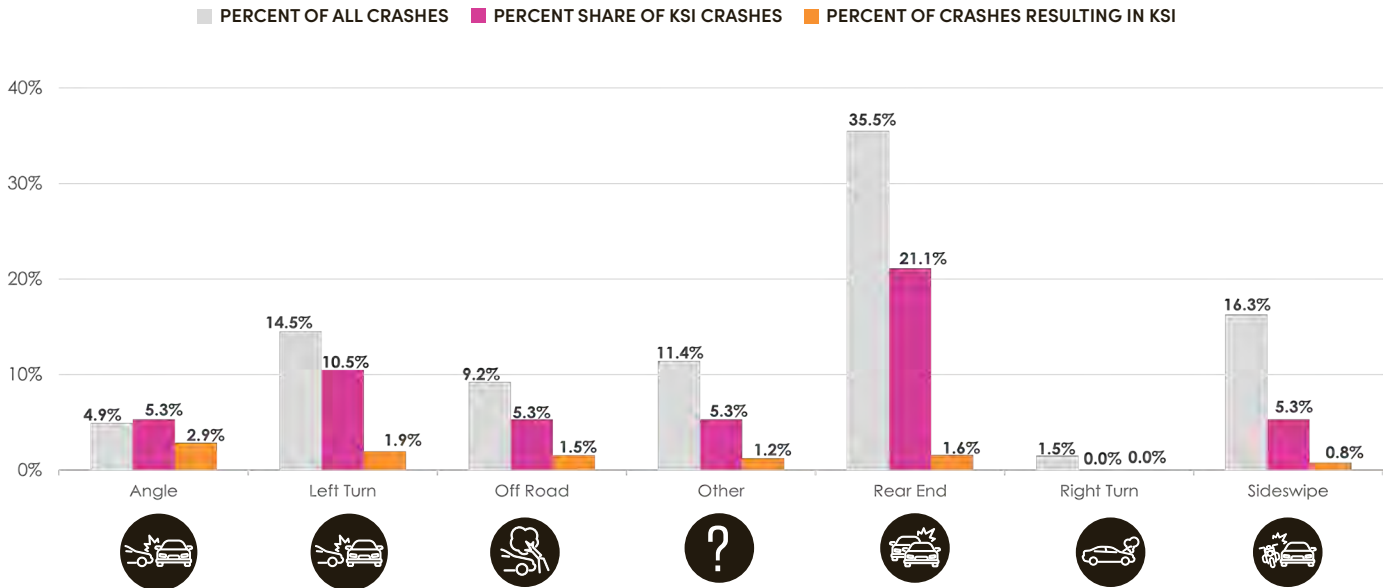


- ■ ■ PERCENT OF CRASHES RESULTING IN KSI CRASHES
- ■ ■ PERCENT OF KSI CRASHES BY MODE
- ■ ■ PERCENT OF ALL CRASHES

CHAPTER 2: CRASH TRENDS AND ANALYSIS

Rear end crashes were the most common type of crash with 35.6% of the crashes. Angle or left turn crashes, while comprising 20.2% of total crashes, were the most common to result in a fatality or serious injury, constituting 27.7% of all KSI.

The second and third crash types most likely to result in a KSI crash were rear end crashes (21.1%) and off road crashes (10.5%). The three crash types to occur that result in a KSI were Unknown crashes (15.0%) and then angle and left turn crashes (each 5.6%).



BEHAVIORAL FACTORS:

ALCOHOL IMPAIRMENT:

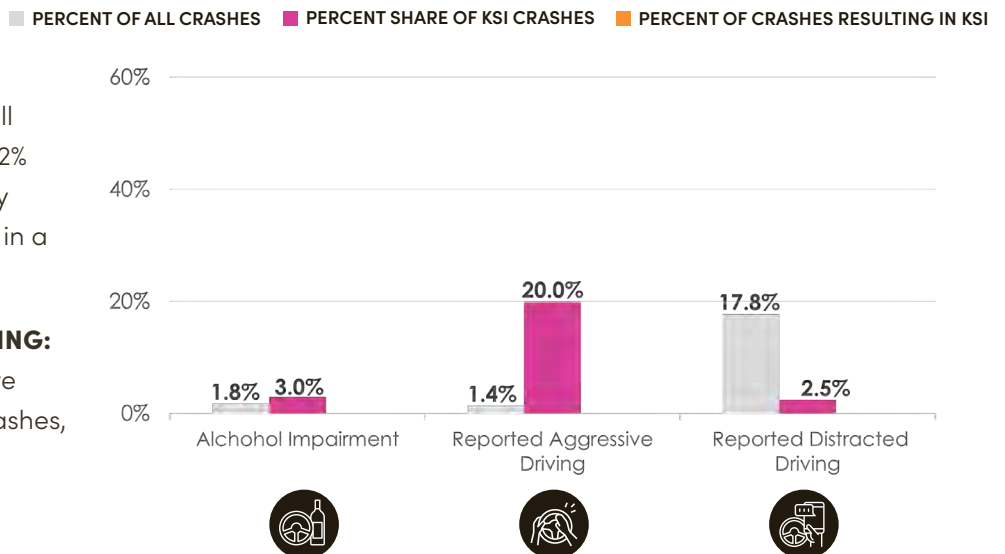
Crashes that involved alcohol impairment comprised 1.7% of all crashes, however, comprised 6.2% of KSI crashes, and 3.5% of every alcohol-involved crash resulted in a fatality or serious injury.

REPORTED AGGRESSIVE DRIVING:

Crashes that involved aggressive driving comprised 2.3% of all crashes, however, 4.0% of these crashes resulted in a KSI.

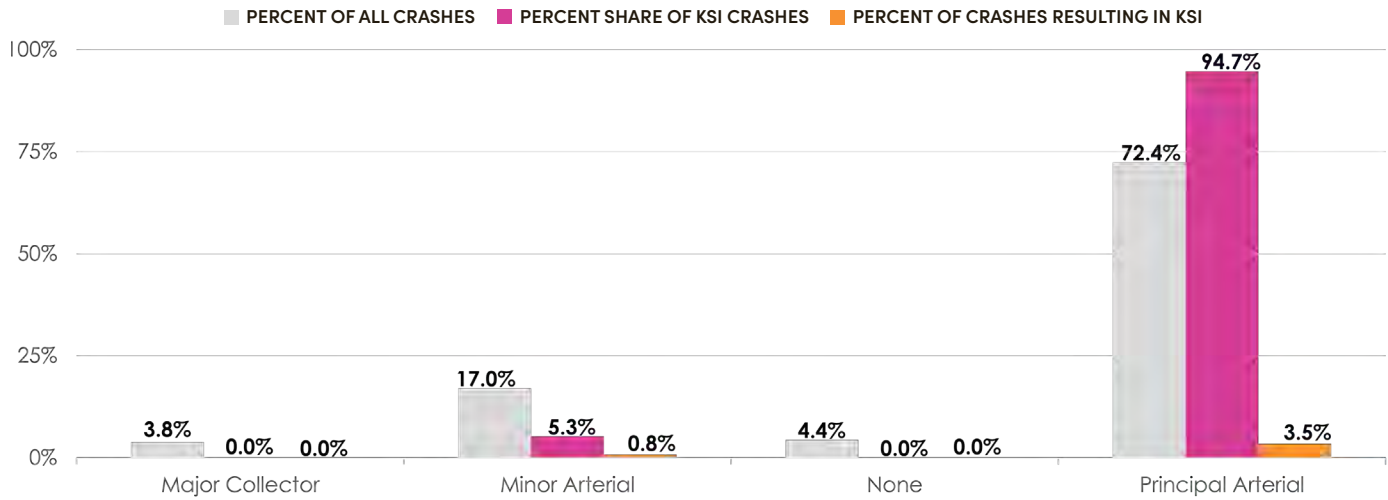
REPORTED DISTRACTED DRIVING:

Crashes that involved distracted driving comprised 47.0% of all crashes, however, 1.0% of these crashes resulted in a KSI.



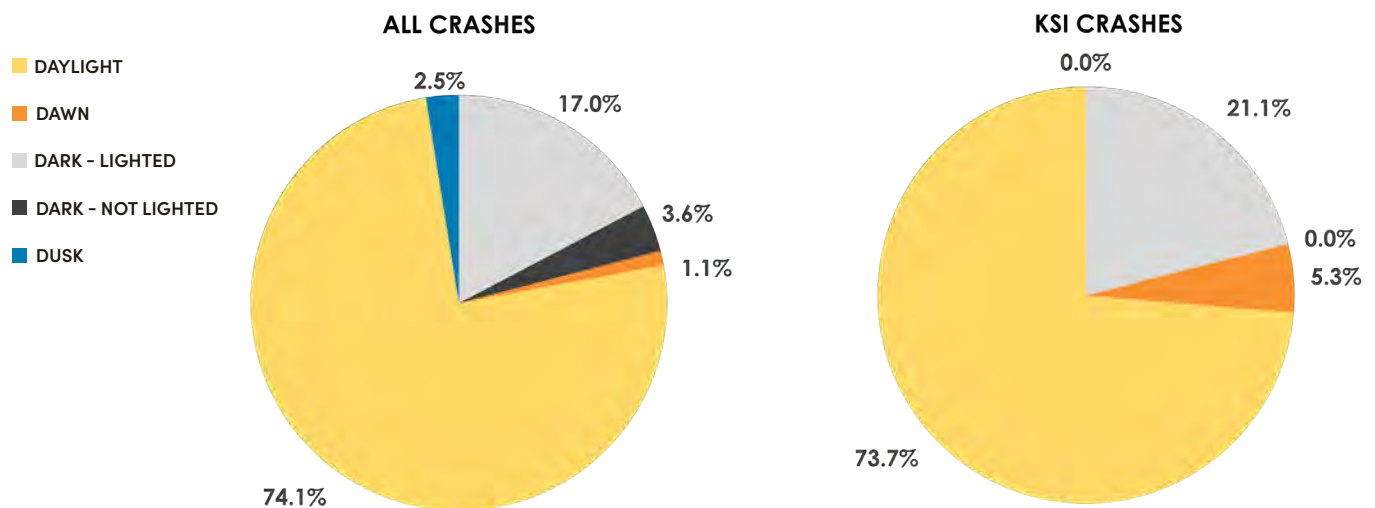
FUNCTIONAL CLASSIFICATION:

- **MAJOR COLLECTOR:** 3.8% of crashes and no KSI crashes occurred minor collector roadways.
- **MINOR ARTERIAL:** 17.0% of total crashes occurred and 5.3% of total KSI crashes occurred on minor arterial roadways.
- **NONE:** 4.4% of total crashes occurred on roadways with no functional classification.
- **PRINCIPAL ARTERIAL:** 72.4% of crashes and 94.7% of total KSI crashes occurred on principal arterial roadways.



LIGHTING CONDITIONS:

74.1% of total crashes and 73.7% of KSI crashes occurred in daylight. 26.4% of KSI crashes occurred outside of normal daylight conditions with 21.1% reported in dark - lighted conditions, and 5.3% in dawn conditions.



CHAPTER 2: CRASH TRENDS AND ANALYSIS

High Injury Network

The next step in creating the Vision Zero Action Plan was to identify the High-Injury Network (HIN) for the roadways in Edgewood. A High Injury Network (HIN) is a collection of corridors and intersections where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. The HIN for Edgewood was based on a thorough review and analysis of crash data to identify locations with a high number of severe injuries and fatalities in the past five years (2018–2022). The Project Team also checked the quality and accuracy of crash citation records to verify the location of crashes occurred only on the roadway system instead of parking lots. The approach to developing the HIN, as well as the associated collision profiles from the crash analysis, intentionally excludes limited access (LA) facilities such as Interstate 4.

In total, the identified HIN covers 4.1 centerline miles, includes 2 roadway corridors, and 5 separate segments. These roadways account for approximately 90% of total KSI crashes in the City. There were 602 total crashes reported on these roadways and 18 KSI crashes. Additionally, 8 high-priority intersections were identified where a disproportionate number of fatal and severe injury crashes were reported, and accounts for 318 total crashes and 6 KSI crashes.

In addition to the identification of the HIN, a supplementary analysis was completed based on a combination of equity and crash factors to prioritize segments for future action. This establishes alignment with the ultimate goal of targeting solutions where they will have the most direct impact in reaching zero fatalities and serious injuries.

The HIN corridors are identified below:

Overall Rank (Worst Segment)	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)	Automobile Crashes (KSI Crashes)	Pedestrian Crashes (KSI Crashes)	Bicycle Crashes (KSI Crashes)	Motorcycle Crashes (KSI Crashes)
1	S Orange Ave	Hoffner Ave	Kelsey Rd	3.13	500 (17)	469 (11)	2 (0)	1 (0)	17(6)
2	Holden Ave	S Shore Rd	S Orange Ave	1.03	102 (1)	100 (1)	0	1 (0)	1 (0)



Crash Profiles

After analyzing the crash trends and the HIN, 10 collision profiles were identified that show the primary causes of fatal and serious injuries on Edgewood’s roadways. A decision tree analysis was used to examine other factors that contributed to the specific cases of KSI crashes for each of the collision profiles

identified. By finding common elements and situations that cause severe crashes, Edgewood can better recognize patterns and trends that allow us to focus on and address specific behaviors, locations, types of road users, and/or times that have higher risks. Instead of treating crashes as

separate incidents, the collision profiles show where dangerous collisions are a conjoining of a multitude of factors, allowing the of use resources effectively to deal with systemic issues and offer targeted solutions. The collision profiles are:

#	Crash Profile	Total Crashes	% of Total Crashes	KSI Crashes	% of Total KSI Crashes	% of Crashes Resulting in KSI
1	Angle	36	5.1%	2	10.5%	5.6%
2	Left Turn	107	15.1%	6	31.6%	5.6%
3	Rear End	253	35.6%	4	21.1%	1.6%
4	Side Sweep	117	16.5%	1	5.3%	0.9%
5	3-6 PM	191	26.9%	5	26.3%	2.6%
6	9-Midnight	56	7.9%	4	21.1%	7.1%
7	Noon-3 PM	137	19.3%	6	31.6%	4.4%
8	Distracted Driving	122	17.2%	3	15.8%	2.5%
9	Lane Departure	158	22.3%	2	10.5%	1.3%
10	Speed Related	6	0.8%	2	10.5%	33.3%

Modal Crash Trends

This section provides an overview of crash trends by mode that occurred in the city, revealing the most common factors specific to pedestrian, bicycle, motorcycle, and automobile-only crashes, with emphasis placed on identifying the

contributing factors most likely to result in a fatality or serious injury. The maps on the following pages share an HIN specific to each mode, as well as the top contributing factors leading to these crashes.





CHAPTER 3

Public Engagement





CHAPTER 3: PUBLIC ENGAGEMENT

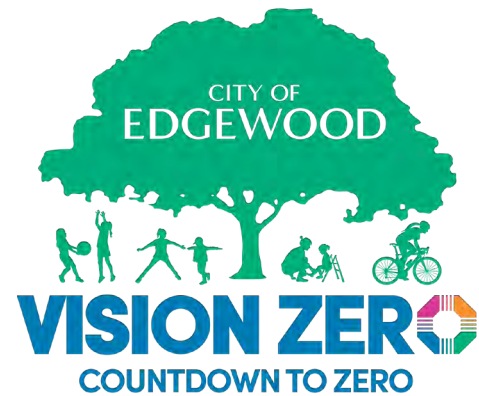
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The purpose of the Edgewood Vision Zero Action Plan is to identify projects, programs, and strategies that will achieve these outcomes for the City’s roadways. Vision Zero is a multidisciplinary approach, bringing together diverse and

necessary stakeholders to address this complex problem. Cross-disciplinary collaboration is required to ensure all aspects of the problem are engaged in a meaningful and equitable manner. To that end, successful development and implementation of the Plan will rely upon robust involvement from the community, leadership, and a variety of local stakeholders.

The action plan’s **public engagement plan** is organized around an incremental and layered approach. **In-person engagement** was supplemented by **virtual and digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

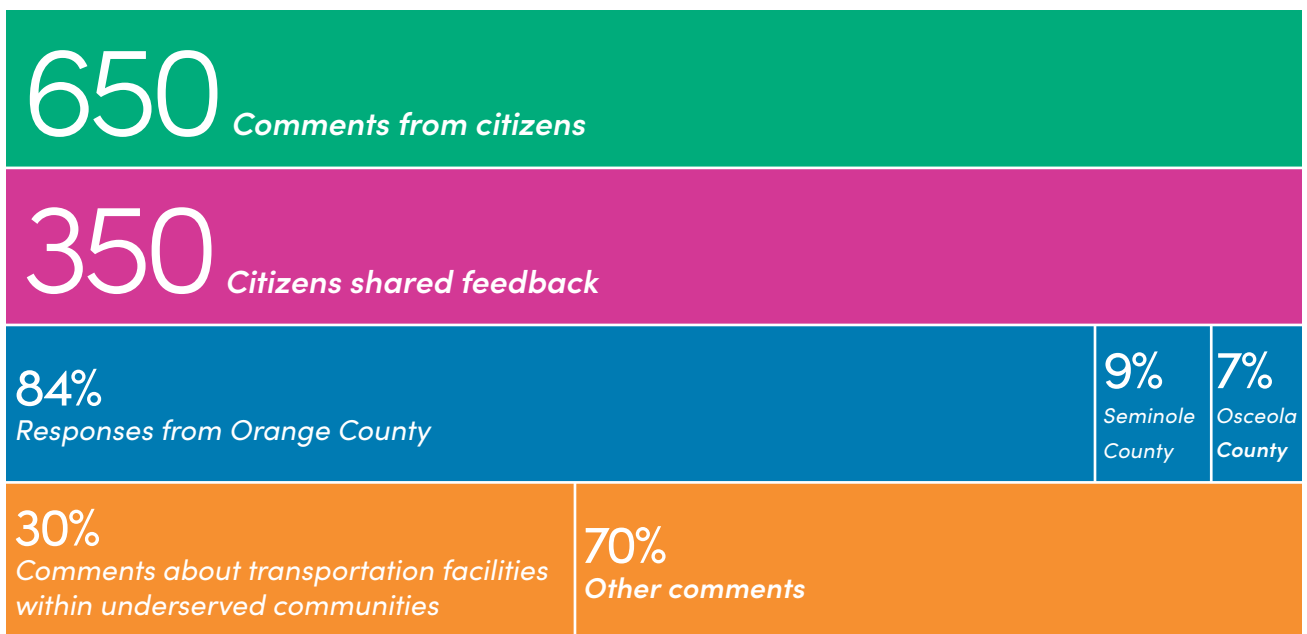
Brand Development

The Vision Zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Edgewood brand is easily recognizable, incorporating the character of the city into the larger vision zero goal: **to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**



Social Media Marketing Campaign

In coordination with the City of Edgewood Communications Department, social media content was generated for spreading awareness of the public meetings on the county’s various outlets. Future use of these assets may include ongoing educational and awareness campaigns and notification of public on important project updates and implementation measures



Source: Central Florida Regional Vision Zero Action Plan

Vision Zero Working Group

The Edgewood Working Group consisted of a core group of stakeholders tasked with guiding the implementation of the VZAP and acting as plan ambassadors to ensure the principles of Vision Zero are at the forefront of future transportation planning decisions. The outcome of successful engagement strategy encourages ongoing commitment from key elected official and local agency leaders.

The Vision Zero Working Group members are key champions who:

- Provide overall guidance on the VZAP's development
- Facilitate engagement with community members, advocacy groups, and other relevant stakeholders
- Collaborate with the project team to develop strategies and polices that align with Vision Zero goals
- Take ownership of Final VZAP to ensure ongoing commitment and coordination in the implementation of the action plan.

The Working Group convened in four interactive working sessions over the course of the plan development process, providing insight on the following topics:

Meeting 1

Introductions and Overview of the Scope, Vision Zero, and Safe System Approach

Meeting 2

Review of Crash Trends, Draft High Injury Network, and Public Engagement Activities

Meeting 3

Review of Revised High Injury Network and Collision Profiles, and Updates on Public Engagement

Meeting 4

Review of Draft Action Plan

“Pop-up” Event: Centennial Celebration

The Vision Zero project team tabled at the City's Centennial celebration in March 2024 to engage with Edgewood residents. Information about the the Vision Zero Action Plan was shared and feedback regarding roadway safety concerns was gathered.





Policy Review & Benchmarking





CHAPTER 4: POLICY REVIEW & BENCHMARKING

There can be policy and procedural barriers to achieving Vision Zero, such as vehicle delay-based requirements that encourage streets to be designed and operated to accommodate high speed vehicle traffic. To facilitate a policy review for each jurisdiction in the region, a policy review guide was developed by MetroPlan Orlando and used in each jurisdiction to help inform action plan strategies. The policy review was conducted and helps inform the various strategies outlined in Chapter 6.

In coordination with City of Edgewood staff, the following documents were reviewed due to their relevancy to the current and future transportation conditions and challenges:

- Land Development Code
- Comprehensive Plan
Transportation Element
- Intersection Analysis at Orange Avenue with Gatlin Avenue and Holden Avenue

The review process is comprised of the following steps:

1. Identify and review relevant documents and procedures
2. Review and refine review matrix as relevant to Vision Zero
3. Conduct initial review
4. Facilitate focused discussion with stakeholders with knowledge of planning, engagement, project delivery and other elements contained within the review matrix
5. Identify opportunities for policy enhancements and barriers to change
6. Incorporate findings into Action Plan

The guidance document is provided in the appendix.

The City's existing policies and programs were reviewed in relation to the previously described Vision Zero Core Elements, with the benchmarks informed by the policy review. Each element is assigned one of the following benchmarks:

- **Institutionalized Practice** – The city has already adopted policies or practices that address the element's intent.
- **Occasional/Partially Institutionalized Practice** – The city has adopted policies or practices that address components of the element's intent. These are opportunities to strengthen or expand the practices.
- **Not an Existing Practice** – The city has not adopted policies or practices that implement the intent of the element. These are opportunities to develop new policies or programs as an outcome of the VZAP.
- **Unknown** – These are areas where the presence of implementing policies or programs is unclear. These are opportunities for further engagement with city staff.

Land Development Code

In reviewing the policies outlined in the Land Development Code (LDC), three subsections were analyzed: Ch. 126 Art. IV, Ch. 126 Art. V, and Ch. 134 Art. IV.

In terms of Chapter 126 Article IV, this section sets the design specifications and standards for streets within subdivision developments. The section provides comprehensive guidelines on aspects like minimum right-of-way, grade of roadway centerline, curvature radii, and drainage specifications, in addition to policies relating to the continuation of existing street patterns.

Chapter 126 Article V provides detailed regulations and standards for the construction and improvement of streets and sidewalks in subdivisions including specifications for grading, pavement types, curb and gutter requirements, subgrade and base construction, wearing surfaces, grassing, street name signs, trees, street lighting, sidewalk construction, and driveway specifications.

Finally, Chapter 134 Article IV focus on the use and development of land in a specific area. It includes various district regulations and establishes basic site and building requirements for residential and commercial districts. The document also details off-street parking and loading requirements, specifying conditions for different types of properties and uses.

As such, various elements of these chapters meet certain elements to the Safe Systems approach, some including, but not limited to:



Included Countermeasures:

- **Cul-de-sac and Dead-End Street Designs:** Ensures safe turnaround spaces and limits street length for safety.
- **Intersection Design Standards:** Aims to enhance safety through controlled intersection designs.
- **Street Layout Continuity:** Promotes traffic flow efficiency, potentially reducing congestion-related safety issues.
- **Detailed Street and Sidewalk Specifications:** Promotes safe infrastructure by providing detailed guidelines for construction, potentially enhancing safety for all road users.
- **Requirements for Sidewalks and Crosswalks:** Enhances pedestrian safety by mandating sidewalks and crosswalks in all new subdivisions.



Leadership and Commitment: The sections reviewed reflects a commitment to structured and safe urban planning, aligning with Vision Zero's emphasis on leadership in safety.



Transparency and Accountability: The LDC provides clear regulations but lacks specific mechanisms for accountability in safety.



Safe Roadways and Safe Speeds:

- The design and detailed construction standards contribute to safer roadways. However, explicit references to speed management are limited.
- Indirectly addressed through zoning and land use regulations that could influence roadway safety, driving speeds, and traffic patterns. Addressed specifically through Edgewood Central District.



Safe Road Users and Safe Roads:

- The construction standards implicitly address the safety of road users by ensuring the structural integrity and functionality of streets and sidewalks.
- The street design standards aim to create a safer environment for road users, though specific measures for vulnerable road users are not explicitly mentioned.

Potential policy changes to Chapter 126 Article IV and Article V, include incorporating explicit speed management strategies addressing speed limits and other management measures. Other recommendations include enhanced focus on vulnerable road users and encourage the inclusion of safety data and analysis to inform decision-making.

One potential policy change to Chapter 134 Article IV includes modifying off-street parking guidelines to include pedestrian-safe zones, traffic calming measures, and clear separation of pedestrian and vehicular spaces. Furthermore, another recommendation is to revise the minimum parking requirements, particularly in areas that are well-served by public transit or in mixed-use zones. Finally, implementing demand-based parking pricing can reduce the demand for spot searching, thereby decreasing distracted driving and vulnerable user risk.

Comprehensive Plan Traffic Circulation Element

The Comprehensive Plan’s Transportation Element outlines the transportation goals, objectives, and policies for the City of Edgewood. It focuses on creating a safe, efficient transportation system accessible to all residents, businesses, and visitors. The plan emphasizes multimodal transportation options and coordination on a multijurisdictional basis. It adopts the Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (“The 2030 Long Range Transportation Plan”) as its 20-year roadmap, which includes a 10-year Capital Improvement Schedule, a 5-year Capital Improvement Program, state roadway projects, and city/county transportation improvement projects. The plan covers various aspects, such as roadway facility capacities, coordination with transportation providers, impacts of development on the transportation system, and mitigation strategies.

Various elements of this plan meet certain elements to the Safe Systems approach, including:



Included Countermeasures:

- **Traffic Signalization and Roadway Signage:** Implementation of computer-coordinated or fully actuated traffic signals and roadway signage conforming to safety standards.
- **Pedestrian and Bicyclist Safety:** Incorporation of pedestrian walkways and bicycle facilities as integral components of roadways, especially in residential areas, schools, and employment centers along arterial and collector roadways.
- **Support of Mass Transit:** Established an exclusive mass transit corridor through the city along an existing rail line right-of-way.



Leadership and Commitment: Demonstrated by adopting long-range transportation plans and setting clear objectives for safety.



Equity and Engagement: Includes a variety of policies related to engagement, including Policy 2.2.4 which establishes Bicycle safety classes shall be developed for inclusion in the curriculum of grades K-6 by local safety personnel.



Safe Roadways and Safe Speeds: Addressed through policies on traffic signalization, signage, and operational capacities.



Data-Driven Approach: Establishes annual reporting on traffic collisions. This is closely aligned to the High-Injury-Network approach.



Transparency and Accountability: Establishes a yearly assessment to measure the amount of intergovernmental coordination that has occurred.

Potential policy changes to the Comprehensive Plan include redefining the safety targets identified in Objective 2.4 to align with Vision Zero principles by emphasizing the goal of eliminating traffic fatalities and severe injuries and including the FHWA’s Proven Safety Countermeasures to intersection design policies. An additional recommendation includes the adoption of a Context Classification system.

Intersection Analysis at Orange Avenue at Gatlin Avenue and Orange Avenue at Holden Avenue

The report titled “Intersection Analysis Study for Orange Avenue/Gatlin Avenue & Orange Avenue/Holden Avenue” was conducted by Vanasse Hangen Brustlin Inc (VHB) for Orange County. It aims to develop alternative intersection designs and improvements to address operational and safety issues at the intersections of Orange Avenue with Gatlin Avenue and Holden Avenue. The study area includes the Lake Gatlin Road due to potential future improvements. The report focuses on analyzing existing conditions, historical crash data, future operational analyses, and safety evaluations of proposed alternatives for both the current and future scenarios.

Various elements of this plan meet certain elements to the Safe Systems approach, including:



Included Countermeasures:

- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 1 Rail Crossing (Future Alternative 1)
- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 2 Rail Crossings (Future Alternative 2)
- Quadrant Intersection Alternative using Lake Gatlin Road (Future Alternative 3)
- Presented potential safety outcomes, including permissive or protected left turn lanes, lighting, and tightened intersection corners and signal coordination.



Safe Roadways and Safe Speeds: The focus on intersection safety aligns with creating safer roadways, but specific speed management strategies are not considered.



Data-Driven Approach: The use of historical crash data to inform future improvements exemplifies a data-driven approach.



Transparency and Accountability: The publication of this detailed report suggests a degree of transparency in addressing traffic safety issues.



Safe Roads: The primary focus is on improving intersection safety, which aligns with the principle of safe roads.

Though not a direct policy change, one recommendation would be to develop an additional study to identify improvements that result in a greater projected reduction in crashes, with a focus on fatal and serious injury crashes. Additional policy recommendations include adopting a Safe Systems based approach to assess the safety outcomes of alternatives, develop pedestrian and bicycle safety enhancements, and address rear-end crash prevalence through better signaling, lane markings, and advance warning systems.

The expanded results of the benchmarking exercise, as well as the full benchmarking matrix, are provided in the appendix.





CHAPTER: 5

Toolkit and Prioritization










The **Non-Engineering** and **Engineering Countermeasure Toolkits** were developed to help inform various safety solutions around the region. The toolkits are provided in the appendix with a high-level summary provided in this chapter.

NON-ENGINEERING COUNTERMEASURES aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns, high-visibility enforcement and publicized.

The toolkit presents non-engineering countermeasures organized into the five categories of the Safe System Approach, which include Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles.

The non-engineering countermeasures included in the toolkit are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. The toolkit provides references to source documents and users of the guide are encouraged to review applicable source documents related to their specific safety issues and goals.

Non-engineering countermeasure toolkit organization

 Safer people <ul style="list-style-type: none">• Public information, social marketing, and educational campaigns• Enforcement	 Safer speeds <ul style="list-style-type: none">• Speed limit setting• High-visibility enforcement• Automated enforcement	 Safer vehicles <ul style="list-style-type: none">• Emergency technology• Vehicle maintenance
 Safer roads <ul style="list-style-type: none">• Improved data sharing• Pilot and demonstration projects• Road maintenance and maintenance of traffic• Policies and standards• Grant opportunities	 Post-crash care <ul style="list-style-type: none">• Emergency medical services• Trauma care• Fatal crash response team• Traffic incident management• Post-crash strategies	

ENGINEERING COUNTERMEASURES

The purpose of the Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System strategy. The key objectives of the Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines. The Engineering Countermeasure Toolkit is not intended to be a menu from which community members can request safety tools for their street. Before a specific countermeasure is selected, analysis must be conducted to understand the existing safety issue and feasibility.



Signing and Striping

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve vulnerable roadway user safety on City of Edgewood's streets.



Pedestrian Facilities

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also support ongoing pedestrian safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors among drivers and pedestrians alike. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve pedestrian safety on the city's streets.



Speed Management

Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes. The first step to identifying appropriate speeds involves identifying potential conflicts on the road, which may include sharp bends, high-traffic zones, location of community assets such as schools, or areas with a large number of vulnerable roadway users. Once these potential safety concerns have been identified, comprehensive analyses need to be carried out to identify appropriate design speed and target speed.

Determined safe speeds can be implemented through continuous observation of roads, conditions, and speeds, and making necessary adjustments, thus ensuring careful and considerate driving. Continuous monitoring and enforcement may be undertaken, making sure that the selected speed is suitable for the circumstances. Regular reviewing of the effectiveness of the speed choice is essential, as it will assist in identifying necessary amendments to be made.



Other Engineering Strategies

Other engineering strategies represent cross-cutting transportation safety countermeasures that apply a broad approach to enhance safety across multiple modes of transport, addressing the needs of motorists, cyclists, and pedestrians alike. These countermeasures, implemented in an integrated manner, can contribute significantly to making transportation systems safer and more efficient such as lighting and access management.

Design speed and target speed are two critical terms that come into play when considering traffic safety and road design. Both design speed and target speed play a key role in promoting safe, efficient, and user-friendly transportation systems for all roadway users.

Design speed is essentially the maximum safe speed that can be maintained on a particular section of the roadway when conditions are most favorable. It is the speed used by engineers during the geometric design of a roadway. This encompasses the determination of features such as horizontal and vertical alignment, lane width, and separation distances.

On the other hand, target speed, also known as 'operating speed', refers to the speed at which drivers feel comfortable driving on a certain road segment under normal conditions. It is not necessarily the legal speed limit, but rather, is based on factors such as the route's physical characteristics, surrounding environment, and the vehicle's capabilities.

While design speed ensures the road is constructed to cater to a certain speed, the target speed is essential to understand driver behavior and safety. Therefore, the setting of appropriate target speeds must consider the road environment, roadside development, vulnerable road users, and the function of the road to help traffic move smoothly and safely.

In an ideal scenario, the design speed and target speed should be closely aligned to ensure that the road infrastructure can safely cope with the speeds at which drivers choose to travel. However, if there's a significant disparity between the two, it may lead to increased risks of crashes, necessitating modifications to the road design or adjustments to speed limits and other traffic management measures to enhance safety.



Bikeways

Ensuring bicycle safety is an essential part of building safer roads. Deploying countermeasures such as the creation of dedicated bike lanes, bike boxes, and bicycle-specific traffic signals can help cater to the need of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance together can also help to ensure direct, smooth and obstacle-free bike travel to substantially foster safer bike travel. By incorporating these bicycle safety improvements in a comprehensive transportation safety framework, the city can become more bike-friendly and safer for all road users.



Intersection and Roadways

Intersection enhancements are a crucial aspect of enhancing road safety since intersections frequently serve as points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of the intersection, too, plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes streamline traffic flow and minimize points of conflict.

Roadway countermeasures can be designed specifically to prevent roadway departures, where a vehicle unintentionally strays away from its designated lane. Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Tools such as roadside barriers, which include guardrails and median barriers, play an essential role in preventing vehicles from colliding with fixed objects or veering off steep slopes. Furthermore, the utilization of rumble strips or wider edge lines offer effective methods to alert possibly distracted or fatigued drivers when their vehicle begins to divert out of its lane and space to react accordingly.



Signals

Improvements in signalization are a significant factor in ensuring safer roadways. Enhancing elements of traffic control can considerably impact driver behavior, reducing confusion, uncertainty, and errors that may lead to accidents. Safe roadways rely heavily on clear, visible signage and signalization. Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic signs that change based on real-time conditions, such as digital warning signs can further enhance safety.



A focus on technology

Technology plays an important role in improving transportation safety, preventing crashes from happening, contributing to faster emergency response times, and providing more detailed analytics about why crashes are happening. This all helps identify and apply the most appropriate crash countermeasures. Some examples of safety technology in the region include:

- Wrong-way detection
- Emergency vehicle preemption
- Near-miss analysis
- Red light camera
- Automated speed enforcement
- Automated school bus enforcement
- IP targeted safety messaging
- Ignition interlock devices
- Traffic incident management programs

The MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan identifies specific technologies that are being planned for in the region, with this plan periodically updated to evaluate and incorporate new technologies.

*As more autonomous and connected vehicles join the region's vehicle fleet, there are opportunities for **ADDITIONAL SAFETY TECHNOLOGIES** to be implemented:*



PedSafe

This pedestrian and bicycle crash avoidance system is designed to operate via connected vehicle technologies. Drivers will be alerted when a pedestrian or cyclist is in the area. Also, traffic signals will be designed to become aware of pedestrians crossing the road or intersection.



Speed harmonization

Mobile traffic sensors send real-time conditions at a congested location to a traffic management center. A computer uses this information to calculate optimal speeds for vehicles approaching congestion and sends the speeds to connected vehicles. The drivers receive the recommended speeds and can adjust accordingly, or, in an automated vehicle, the vehicle could adjust to the recommended speed automatically.



Crash prediction and response deployment

Mobile traffic sensors send real-time conditions to a traffic management center where conditions are evaluated to determine if a crash is likely based on past crash patterns in the region. Law enforcement or emergency response can be deployed before a crash occurs, which can prevent a crash from happening, or place a first responder in closer proximity to improve response times.

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CHAPTER: 6

Plan Recommendations





Project Prioritization: HIN Corridor Profiles and Proposed Countermeasures

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Corridor prioritization is essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific corridors for safety projects helps ensure that countermeasures are both meaningful and cost-effective. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are fairly distributed.

The following roadway profile pages provide a comprehensive summary of the characteristics, crash data, rankings, and prioritized countermeasures identified in this Vision Zero Action Plan. The pages highlight specific elements of each corridor, such as length, location, design, traffic volume, and other physical characteristics. An overview of crash type data and crash profile data offers vital insight into the frequency, type and severity of accidents that have occurred on these corridors, along with determining high-risk zones. The profile pages are organized to reflect the rankings, a measure of corridor safety that takes into account various elements identified in the corridor prioritization framework. Lastly, a prioritized list of countermeasures has been identified for future improvement of safety along each corridor.

The crash data visualized on these cut sheets, combined with the available roadway information, helps to visualize what specific interventions will be most valuable as well as where they should be located.



S ORANGE AVE

523 TOTAL CRASHES AND 17 KSI CRASHES ON 1.7 M

ROADWAY PROFILE

Functional Classification: Principal Arterial	Lighting: Y
Posted Speed Limit: 25 - 40 MPH	Presence of Bike Lane: Y
Number of Lanes: 2 - 7 with Turn Lanes	Presence of Sidewalk: Y
Roadway Volume: 10,000 - 40,000	Presence of Median: N

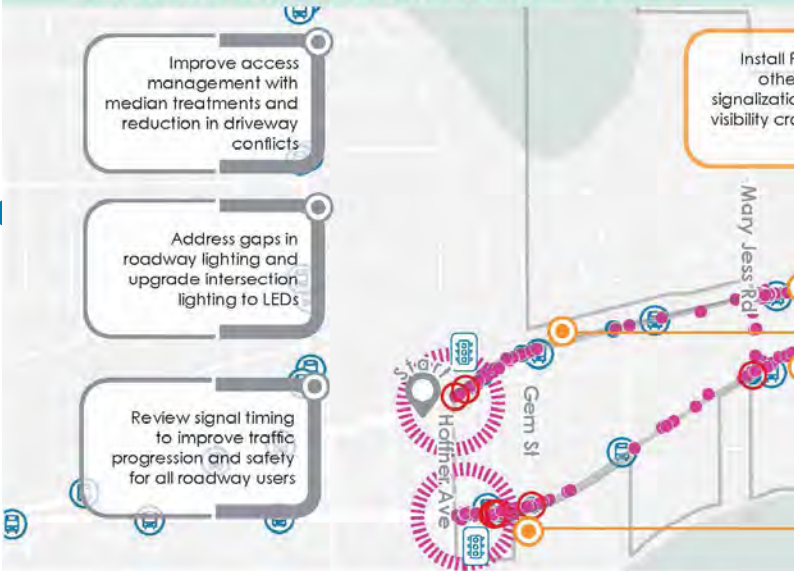
PLANNED IMPROVEMENTS

Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue addresses the need for alternative intersection designs and improvements at the Ave in the City of Edgewood by analyzing existing conditions, crash data, and projections. Proposed improvements comprise three alternatives: a Holden Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersectio

CRASH SUMMARY BY MODE* AND TOP BEHAVIOR



PROPOSED SAFETY COUNTERMEASURES



LEGEND

- City of Belle Isle
- High Injury Network (HIN)
- HIN Intersection
- KSI Crash

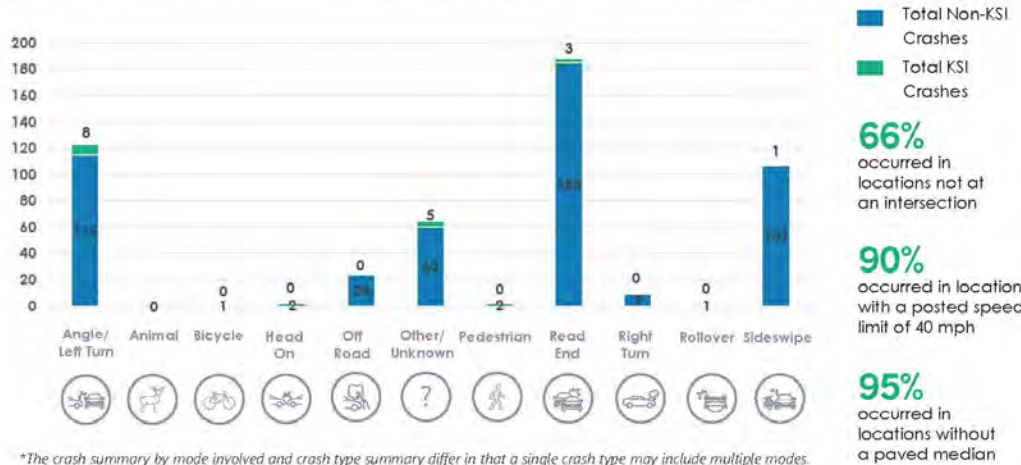


Crash Statistics and Contribution Factors

MILES



CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



US DOT ETC: 0%
 Transit Route: Y
 Boardings/Alightings: 8-9,732

At Holden Avenue: The report
 the intersections on Orange
 future operational and safety
 Realignment/Gatlin Ave
 section using Lake Gatlin Rd.

TRIAL FACTORS



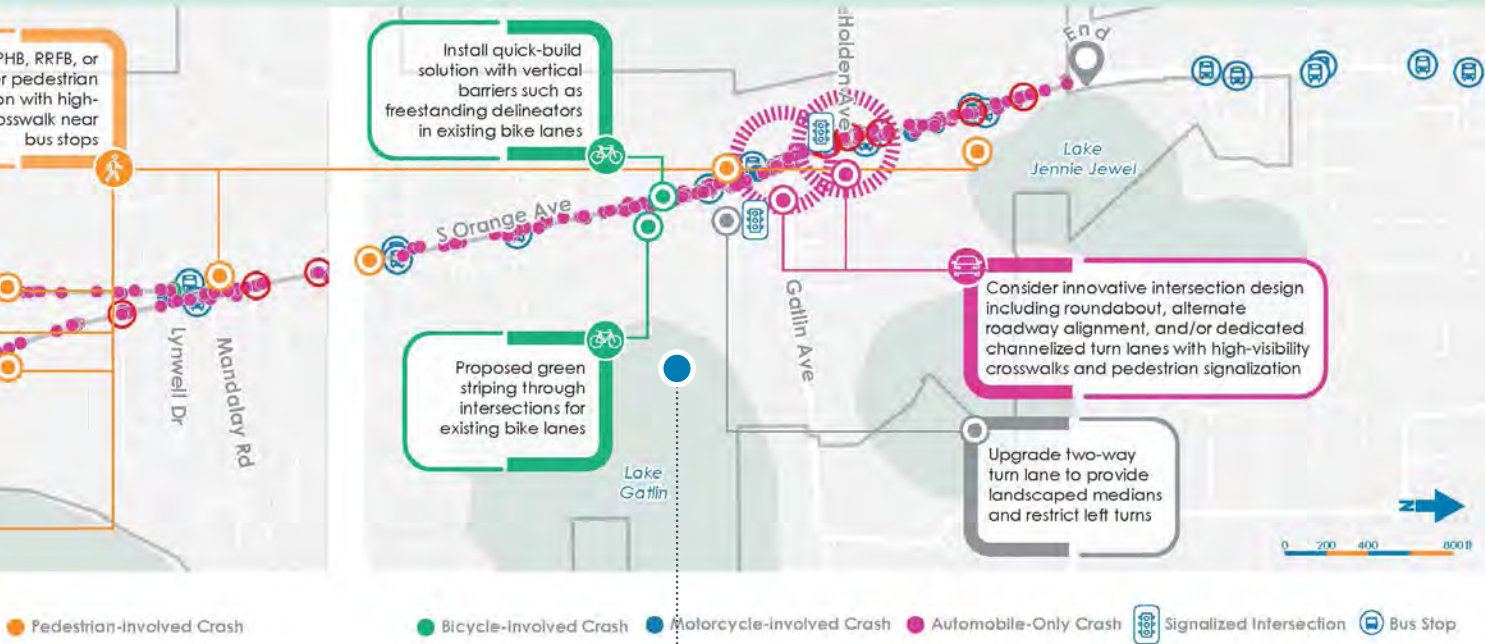
PHB, RRFB, or
 or pedestrian
 on with high-
 crosswalk near
 bus stops

Install quick-build
 solution with vertical
 barriers such as
 freestanding delineators
 in existing bike lanes

Proposed green
 striping through
 intersections for
 existing bike lanes

Consider innovative intersection design
 including roundabout, alternate
 roadway alignment, and/or dedicated
 channelized turn lanes with high-visibility
 crosswalks and pedestrian signalization

Upgrade two-way
 turn lane to provide
 landscaped medians
 and restrict left turns



Map With Location of Crashes

S ORANGE AVE

523 TOTAL CRASHES AND 17 KSI CRASHES ON 1.7 MILES (2018-2022)

ROADWAY PROFILE

Functional Classification: Principal Arterial
Posted Speed Limit: 25 - 40 MPH
Number of Lanes: 2 - 7 with Turn Lanes
Roadway Volume: 10,000 - 40,000

Lighting: Y
Presence of Bike Lane: Y
Presence of Sidewalk: Y
Presence of Median: N

US DOT ETC: 0%
Transit Route: Y
Boardings/Alightings: 8 - 9,732

PLANNED IMPROVEMENTS

Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue At Holden Avenue: The report addresses the need for alternative intersection designs and improvements at the intersections on Orange Ave in the City of Edgewood by analyzing existing conditions, crash data, and future operational and safety projections. Proposed improvements comprise three alternatives: a Holden Ave Realignment/Gatlin Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersection using Lake Gatlin Rd.

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

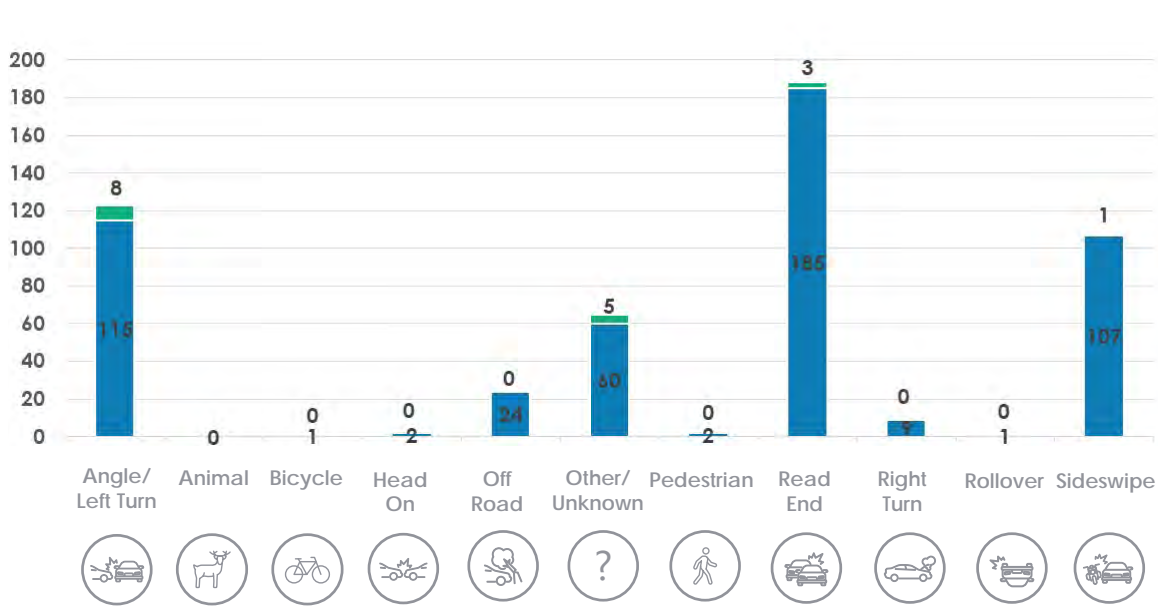


LEGEND

- City of Edgewood
- High Injury Network (HIN)
- HIN Intersection
- Density of All Crashes (Low to High)



CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



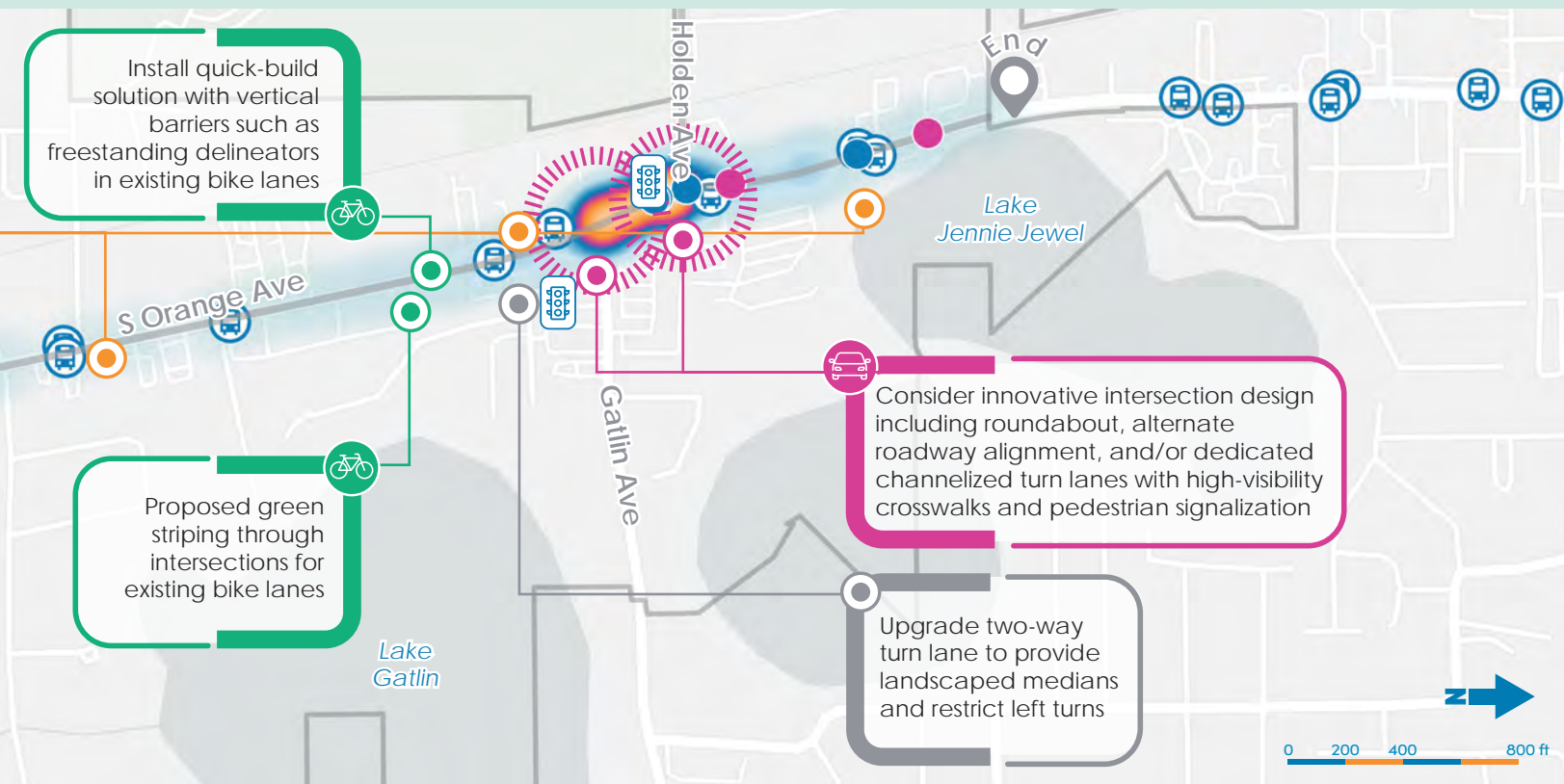
■ Total Non-KSI Crashes
■ Total KSI Crashes

66% occurred in locations not at an intersection

90% occurred in locations with a posted speed limit of 40 mph

95% occurred in locations without a paved median

*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.



● Motorcycle-involved KSI Crash ● Automobile-Only KSI Crash [Signalized Intersection Icon] Signalized Intersection [Bus Stop Icon] Bus Stop

HOLDEN AVE

106 TOTAL CRASHES AND 1 KSI CRASHES ON 1.0 MILES (2018-2022)

ROADWAY PROFILE

Functional Classification: Minor Arterial
Posted Speed Limit: 35 MPH
Number of Lanes: 2
Roadway Volume: 10,000 - 20,000

Lighting: N
Presence of Bike Lane: N
Presence of Sidewalk: Y
Presence of Median: N

US DOT ETC: 30%
Transit Route: N
Boardings/Alightings: N/A

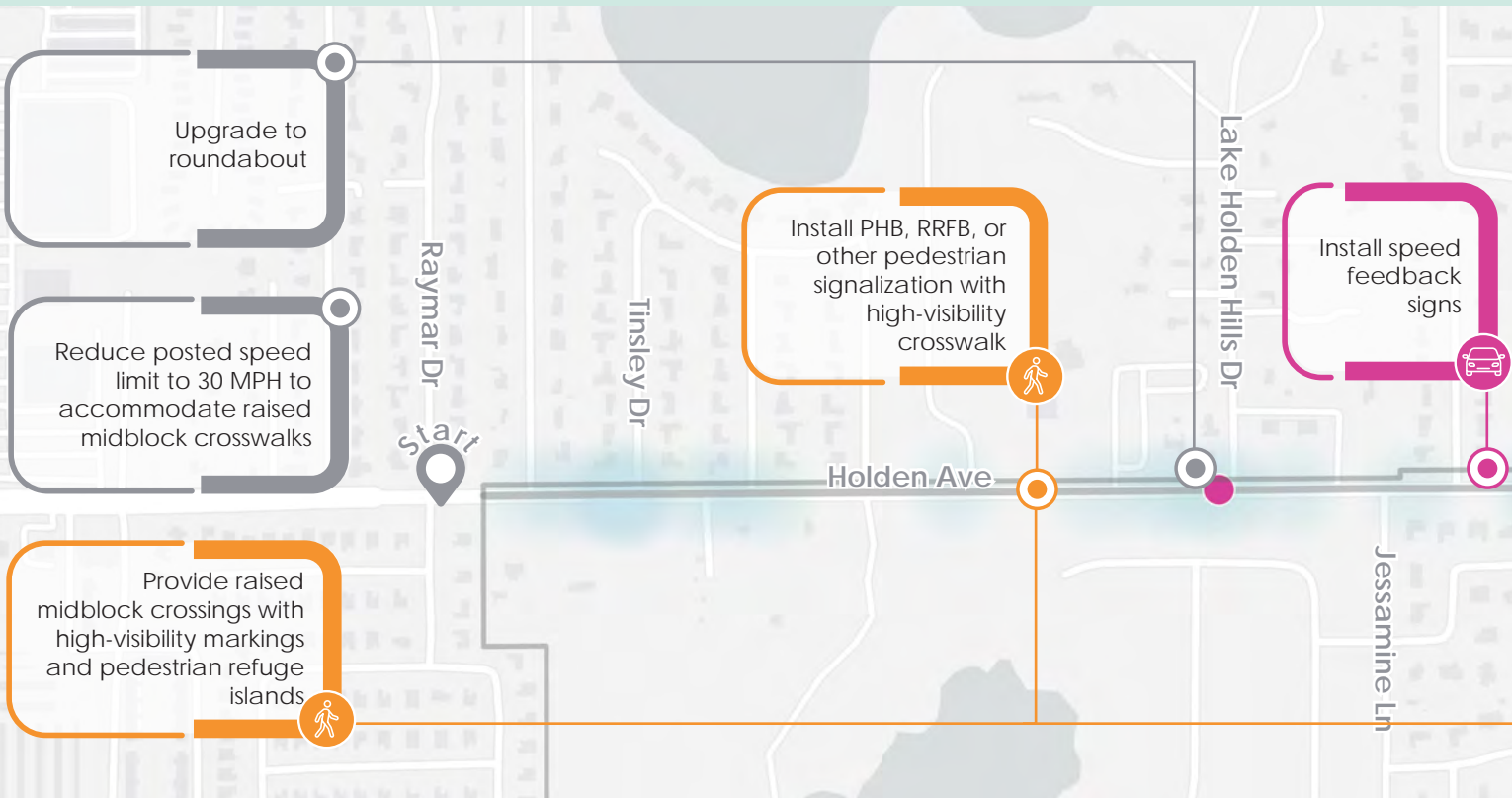
PLANNED IMPROVEMENTS

No Planned Improvements

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS



PROPOSED SAFETY COUNTERMEASURES



LEGEND

 City of Edgewood

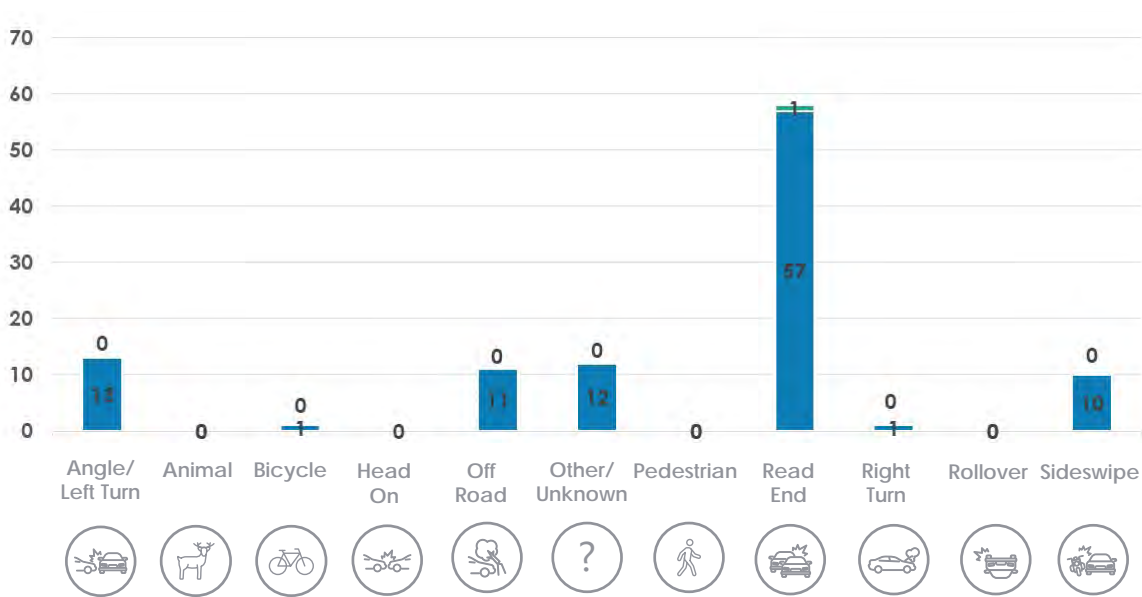
 High Injury Network (HIN)

 HIN Intersection

 Density of All Crashes
 Low High



CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



Total Non-KSI Crashes

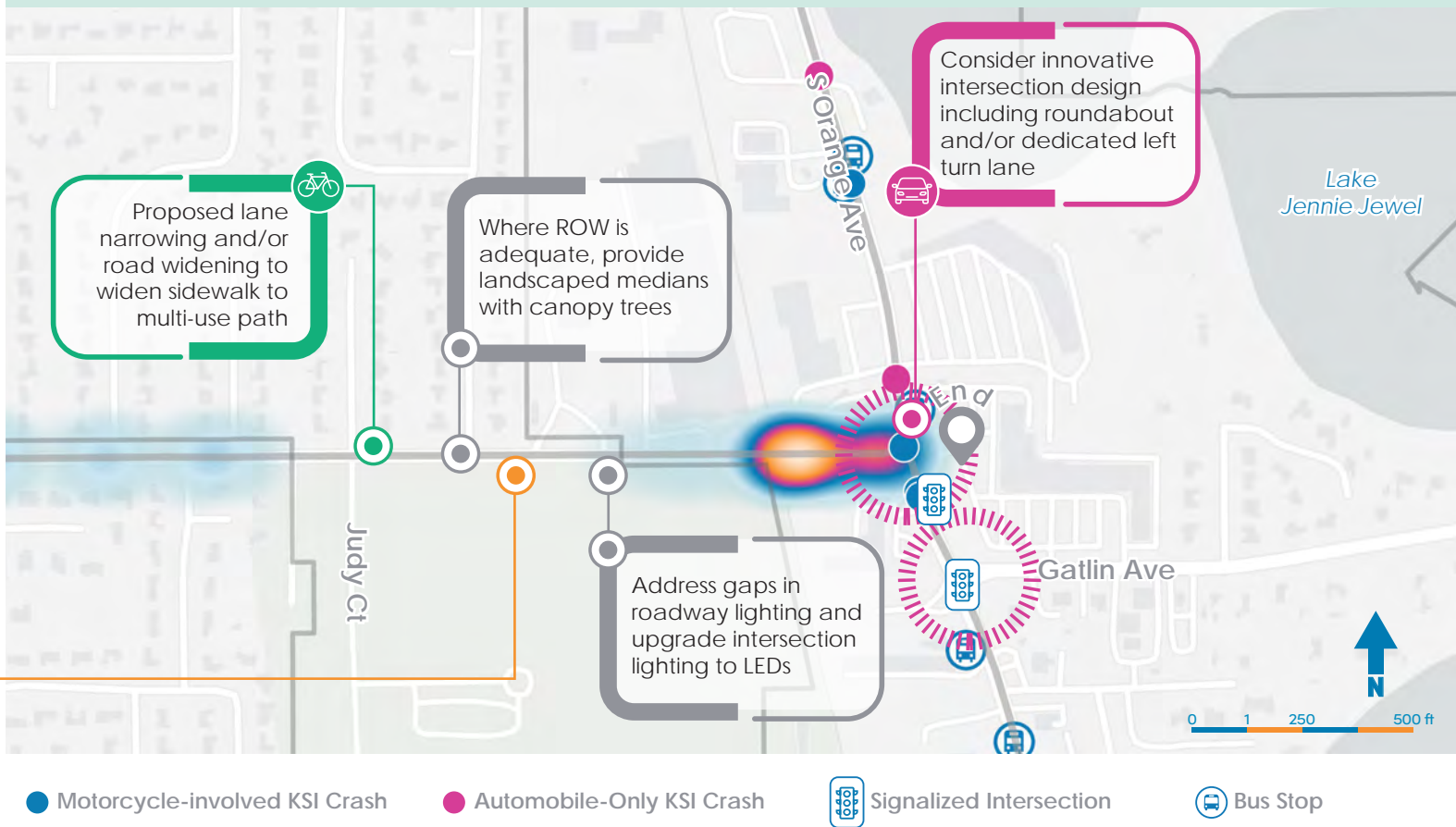
Total KSI Crashes

68% occurred in locations not at an intersection

40% occurred on the weekend

8.5% occurred at the railroad crossing

*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.







APPENDIX

VISION ZERO ACTION PLAN

COST ESTIMATES

Date: August 16, 2024

Prepared for: City of Edgewood

Subject: City of Edgewood Vision Zero Action Plan (VZAP) – Cost Estimates

INTRODUCTION

The City of Edgewood Vision Zero Action Plan places a focused effort to address the top High Injury Network corridors, where the frequency of traffic-related serious injuries and fatalities is notably high. The VZAP considers diverse infrastructure enhancements, such as sidewalk improvements and pedestrian crossings, the implementation of bicycle infrastructure, other traffic calming measures like speed feedback signs and curb extensions, signalization and lighting upgrades. Each of these countermeasures are proposed in light of for future Safe Streets and Roads for All (SS4A) implementation grant funding. **Table 1** in this Appendix outlines the order of magnitude cost estimates for these proposed improvements to guide budgeting and planning needs.

Proposed cost estimates are provided in alignment with those proposed by the larger MetroPlan Orlando regional Vision Zero effort and specific improvements for the intersection of Orange Avenue and Holden Avenue/Gatlin Avenue as proposed by Orange County. Each estimate includes a 20% contingency cost to accommodate potential variances in material costs, labor rates, unforeseen site conditions, and design modifications. The inclusion of this contingency cost is vital as it addresses uncertainties and ensures adequate funding allocation to cover all potential expenditures, aligning with best practices in project management and financial planning. It provides a necessary buffer to manage cost overruns and project complexities, ensuring project timelines and quality standards are maintained while mitigating risks effectively. These cost estimates serve as a foundational basis for future budgeting and planning efforts as the City of Edgewood progresses towards achieving its Vision Zero goals.

Table 1: Order of Magnitude Present Day Cost Estimates for Plan Recommendations

HIN Segment	From / To	Planning Level Cost for Proposed Improvements
Orlando Ave	from Hoffner Ave to Kelsey Rd	\$5,409,600.00
Holden Ave	from S Shore Rd to S Orange Ave	\$5,539,200.00
TOTAL		\$7,498,800.00*

*Special note that the total amount for both projects removes the redundancy of the Holden Ave/Gatlin Ave and Orange Avenue intersection improvement project.



CONSENT AGENDA



CITY COUNCIL MEETING

City Hall – Council Chamber
405 Bagshaw Way, Edgewood, Florida
Tuesday, September 17, 2024 at 6:30 PM

DRAFT MINUTES

A. CALL TO ORDER, INVOCATION, & PLEDGE OF ALLEGIANCE

Council President Horn called the meeting to order at 6:30 pm.

B. ROLL CALL & DETERMINATION OF QUORUM

City Clerk Riffle confirmed there was a quorum. Councilmember Lomas was unable to attend the Council meeting because she was out of town.

Councilmember Rader moved to excuse Councilmember Lomas' absence; seconded by Councilmember McElroy. Motion approved by voice vote (4/0).

Elected Officials Present:

John Dowless, Mayor
Richard A. Horn, Council President
Chris Rader, Council President Pro-Tem
Casey McElroy, Councilmember
Beth Steele, Councilmember

Absent:

Susan Lomas, Councilmember

Staff Present:

Sandra Riffle, City Clerk
Dean DeSchryver, Police Chief
Stacey Salemi, Code Enforcement Officer
Ellen Hardgrove, City Planner
Allen Lane, City Engineer
Holly New, City Attorney

C. PRESENTATIONS AND PROCLAMATIONS

D. CONSENT AGENDA

1. August 1, 2024 2nd Budget Workshop Meeting Minutes
2. August 15, 2024 3rd Budget Workshop Meeting Minutes
3. August 21, 2024 City Council Meeting Minutes
4. September 9, 2024 1st Budget Hearing Meeting Minutes

Councilmember Rader made a motion to approve the consent agenda as presented; seconded by Councilmember Steele. Motion approved by voice vote (4/0).

E. ORDINANCES (FIRST READING)

1. Ordinance 2024-08: County to City Rezoning Jessamine & Posada

Ordinance 2024-08 through Ordinance 2024-17 is the continuation of the City’s effort to rezone previously annexed areas where the County zoning has remained after annexation to a City zoning district.

Attorney New read Ordinance 2024-08 in title only. The subject area to be rezoned from County R-1AA to City R1AA-CA is an assemblage of tax parcels along Jessamine Lane and one tax parcel on Posada Drive.

Planner Hardgrove said the site development standards of the proposed City zoning district, R1AA-CA, are identical to the County’s district, except that the City’s district establishes a maximum impervious surface (IS) percentage of 45%. Preliminary review of all the parcels showed compliance with the R-1AA-CA standards.

There was no public comment.

Councilmember Rader made a motion to approve Ordinance 2024-08; seconded by Councilmember Steele. Motion was approved by roll call vote (4/0).

Councilmember Rader	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

2. Ordinance 2024-09: County to City Rezoning Cranes Point

Attorney New read Ordinance 2024-09 in title only. The subject area to be rezoned from County R-1AA to City R1AA-CA is the Cranes Point subdivision

Planner Hardgrove said a preliminary review of all parcels in the Cranes Point subdivision showed compliance with the R-1AA-CA standards.

There was no public comment.

Councilmember Rader made a motion to approve Ordinance 2024-09, seconded by Councilmember McElroy. The motion was approved by roll call vote (4/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

3. Ordinance 2024-10: County to City Rezoning Granada Woods Unit 1

Attorney New read the ordinance in title only. The subject area to be rezoned from County R-1AA to City R1AA-CA is that area identified as Granada Woods Unit 1.

Planner Hardgrove said a preliminary review of the lots in Granada Woods Unit 1 showed only three (3) lots in the subdivision exceed the 45% Impervious Surface (IS) limit. All of them are not expected to have additional impervious surface as all three have pools, and there is limited area for a house addition.

There are three (3) lots without pools that are at or near the limit as listed in Exhibit 4. Construction of a pool on these three lots can be approved without a variance if the City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

Public comment

Teresa Jones, a resident in Granada Woods Unit 1, said she researched and found that the Legacy at Lake Jessamine and the new Haven Oaks subdivisions exceed the IS limit.

Planner Hardgrove said that is because they are planned developments (PDs) and the stormwater management systems for the developments were designed to accommodate the projected impervious surface calculations.

Councilmember Rader commented that the PD streets and stormwater are taken care of by the neighborhood, not the city, and they are responsible for their own maintenance and repair. There was a negotiated impervious surface limit during the design phase of the developments.

Ms. Jones said that Tract A of the Granada Woods Unit 1 subdivision is for runoff and on Del Rio Street there is a lift station. When she researched, she found that the City of Orlando's IS limit is at 55%, Maitland's is at 70%, Pinellas Park In Pinellas County is at 60%, and Cape Coral's in Lee County is at 60%. She asked why the Council placed the higher restriction on their neighborhood.

Councilmember Rader said the proposed rezoning of Granada Woods would establish the same IS, except for the two PDs, as the rest of the city.

Planner Hardgrove said the county uses a 45% private recreation area requirement rather than an IS calculation. Private recreation area includes setbacks, landscaping, pools, porches, or anything used for recreation.

Ms. Jones asked about the possibility of Council agreeing to a variance in the future. They are being impeded to putting in another driveway or deck, etc. and it is restrictive compared to other cities around Edgewood.

Planner Hardgrove said that Tract A is only for Jessamine Glen, not Granada Woods. There is no stormwater management in Granada Woods. The water goes right to the lake.

Council President Horn said newer developments have treatment areas before the water goes to the lakes. You are supposed to retain all your water. Lake Gatlin and Lake Jessamine are impaired water bodies. Citing Cape Coral’s ISR requirement is likely not comparable, and they probably have other problems.

Council President Horn explained how runoff is generated from different sized lots. Council President Horn said the City's regulatory limit for impervious surface is 45%. PDs have their own ponds designed for runoff.

In response to Councilmember Rader, Engineer Lane said six lots of the subdivision are at 45 to 50 percent and the others are below 45%.

Planner Hardgrove confirmed to Council President Horn that the calculations stated in the staff report were estimates without surveys.

Planner Hargrove explained that allowance of increased IS would impact quality of the lake. As IS increases, there is more runoff. Allowing an increased IS limit, would likely result in the need to retrofit neighborhoods as they did in College Park (City of Orlando). It is an expensive, long-term project. The IS limit helps the City plan for the future and protects the welfare of the environment.

Council President Horn said the lakes are flooding right now and boat ramps are closed.

Engineer Lane said runoff is coming from places that do not have stormwater measures in place.

Councilmember Rader made a motion to approve Ordinance 2024-10; seconded by Councilmember Steele. Motion approved by roll call vote (4/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Steele	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

4. Ordinance 2024-11: County to City Rezoning Granada Woods 2

Attorney New read Ordinance 2024-11 in title only. The subject area to be rezoned from County R-1AA to City R-1AA-CA is that area identified as Granada Woods Unit 2.

Planner Haradgrove said the site development standards of the proposed City zoning district, R-1AA-CA, are identical to the County’s district, except that the City’s district establishes a maximum impervious surface (IS) percentage of 45%.

Preliminary review of the lots in Granada Woods Unit 2 showed four (4) lots in the subdivision exceed the 45% limit. Two of them (Lots 25 and 34) are not expected to have additional impervious surface as both have pools and there is limited area for a house addition. Lots 29 and 30 do not have pools; construction of a pool on these two lots can be approved without a variance if City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

There was no public comment.

Councilmember Rader made a motion to approve Ordinance 2024-11; seconded by Councilmember McElroy. Motion approved by roll call vote (4/0).

Councilmember Rader	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

5. Ordinance 2024-12: County to City Rezoning Granada Woods 3

Attorney New read Ordinance 2024-12 in title only. The subject area to be rezoned from County R-1AA to City R-1AA-CA is that area identified as Granada Woods Unit 3.

The site development standards of the proposed City zoning district, R-1AA-CA, are identical to the County’s district, except that the City’s district establishes a maximum impervious surface (IS) percentage of 45%.

Planner Hardgrove said seven (7) lots in the subdivision exceed the 45% limit. All but one, Lot 46, are not expected to have additional impervious surface as the other six have pools and there is limited area for a house addition. Lot 46 does not have a pool; construction of a pool on can be approved without a variance if City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

There was no discussion.

Public comment

Teresa Jones said the Ordinance would put lot 7 in violation.

Councilmember Rader clarified that they are legally nonconforming lots, not illegal.

Ms. Jones said she owns lot 40 and she opposes the ordinance. She is now within guidelines, which Planner Hardgrove confirmed at approximately 39% ISR.

Council President Horn made a motion to approve Ordinance 2024-12, seconded by Councilmember Steele. The motion was approved by roll call vote (4/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

6. Ordinance 2024-13: County to City Rezoning Granada Woods 4

Attorney New read Ordinance 2024-13 in title only. The subject area to be rezoned from County R-1AA to City R1AA-CA is that area identified as Granada Woods Unit 4.

A preliminary review of the lots in Granada Woods Unit 4 showed eleven (11) lots in the subdivision are at or exceed the 45% limit. All but one, Lot 52, are not expected to have additional impervious surfaces as the other ten have pools, and there is limited area for a house addition. Construction of a pool on Lot 52 can be approved without a variance if the City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

There was no public comment or discussion.

Councilmember Rader made a motion to approve Ordinance 2024-13; seconded by Councilmember Steele. Motion approved (4/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Steele	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

7. Ordinance 2024-14: County to City Rezoning Harbour Island

Attorney New read Ordinance 2024-14 in title only. The area to be rezoned from County R-1AA to City R-1AA-CA is the Harbour Island subdivision.

Planner Hardgrove said a preliminary review of the Harbor Island lots showed only two in the subdivision exceed the 45% limit. Both these lots have pools. Lot #5 is close to the limit and does not yet have a pool. Should the addition of a pool be pursued that would result in an ISR exceeding 45%, the maximum impervious surface can be exceeded if the City Council finds it will not adversely impact the health, safety, or public welfare.

Planner Hardgrove said these are big lots and 45% IS limit allows ample area to accommodate a large house and accessory uses.

Public Comment.

Brittany Reliford, a resident of the Harbour Island neighborhood, opposed the ordinance. She wanted to know what it would take for the City Council to deny one of these ordinances.

Councilmember Rader said the regulation provides for consistency throughout the City’s residential areas, except for PDs. A PD is responsible for the cost and maintenance of their own stormwater. Most of the annexed areas do not have stormwater management, thus, the burden of ensuring effective stormwater management is on the taxpayers.

Mayor Dowless confirmed to Ms. Reliford that the goal is to keep runoff from going into the lakes out of concern for the quality of the lakes.

Ms. Reliford said they have built a brand-new house and have followed all of the regulations. As new homes come in the issues will be handled by the County as they did with their home. Overregulation is not necessary. It has been fine for 60 years.

Councilmember Rader said they are applying the same standards to every resident of the City. He asked if her neighborhood should be treated differently; and if the rest of the city should pay for the cost of their additional runoff and pollution of the waterways.

Ms. Reliford said her premise is that the code that has been in place for 60 years has been fine. This is another stipulation being put into place preventing homeowners from developing their properties. Councilmember Rader informed Ms. Reliford that her three minutes of public comment was up. Ms. Reliford said she wanted it on the record that Councilmember Rader was combative.

Councilmember Rader made a motion to approve Ordinance 2024-14; seconded by Councilmember Steele. Motion approved by roll call vote (4/0).

Councilmember Rader	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

Ms. Reliford repeated her question about what it would take for Council to vote against one of these ordinances. Councilmember Rader replied that he would need to hear a better argument.

8. Ordinance 2024-15: County to City Rezoning Jessamine Glen

Attorney New read Ordinance 2024-15 in title only. The subject area to be rezoned from County R-1AA to City R1AA-CA is the Jessamine Glen subdivision

Planner Hardgrove said a preliminary review of the lots in Jessamine Glen showed over half the lots in the subdivision exceed the 45% limit. These lots will have legal nonconforming status as per impervious surface. Seven (7) of the 15 have pools and limited area for a house addition; the IS on these lots is not expected to increase in the future. Construction of a pool on the other eight (8) lots can be approved without a variance if City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

There was no discussion or public comment.

Council President Horn made a motion to approve Ordinance 2024-15; seconded by Councilmember Steele. Motion approved by roll call vote (4/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

9. Ordinance 2024-16: County to City Rezoning Woods of Jessamine

Attorney New read Ordinance in title only. The subject area to be rezoned from County R-1AA to City R-1AA-CA is that area identified as Woods of Jessamine

Planner Hardgrove said a preliminary review of the lots in The Woods of Jessamine showed six (6) lots in the subdivision are near or exceed the 45% limit. Only Lot 2 is expected to potentially have an issue with the limit. This lot is at 44% ISR and does not have a pool. However, construction of a pool on this lot can be approved without a variance if the City Council finds the excess impervious surface will not adversely impact the health, safety, or public welfare.

In response to Mayor Dowless, Planner Hardgrove said Lot 8 is at 68% IS at 15,000 square feet. The largest lot is 20,000 square feet, which is about 1/2 acre.

There was no public comment.

In response to Council President Horn, Engineer Lane said this subdivision does have a stormwater pond. The subdivision was approved when still in the County, which does not have a maximum ISR.

Mayor Dowless said this neighborhood was one of the most flooded after hurricane Ian. They have a stormwater pond and the water was still into the roads and houses.

Planner Hargrove said the pond likely wasn't designed for the house size/impervious surface on the lots.

In response to Mayor Dowless, Engineer Lane said property owners do have options such as using pervious materials, depending on the use.

There were no public comments.

Councilmember Rader made a motion to approve Ordinance 2024-16; seconded by Councilmember Steele. Motion approved by roll call vote (4/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Steele	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

10. Ordinance 2024-17: County to City Rezoning Lake Jessamine Estates

Attorney New read Ordinance 2024-17 in title only. The subject area to be rezoned from County R-1A to City R-1A-CA is Lake Jessamine Estates Lots 60-118

Planner Hardgrove said that part of the subdivision was annexed from Orange County, and the other is part of the City's original city limits. Planner Hardgrove said the site development standards of the proposed City zoning district, R-1A-CA, are identical to the County's district, except that the City's district establishes a maximum impervious surface (IS) percentage of 45%.

She said a preliminary review of all the subject lots showed 19 of the lots exceeded or were near the maximum IS, with seven (7) of these lots having pools. An addition to the house on these lots would require a variance. However, the construction of a pool, for those lots that do not have one yet, will be allowed without a variance upon a finding that the excess impervious surface will not adversely impact the health, safety, or public welfare.

Council President Horn said this neighborhood has a pond. The development was developed in phases and is unsure if both phases have a pond to serve it.

There was no public comment.

Council President Horn made a motion to approved Ordinance 2024-17; seconded by Councilmember Steele. The motion was approved by roll call vote (4/0).

Councilmember Rader	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

11. Ordinance 2024-18: County to City Rezoning Remaining Miscellaneous Properties

Attorney New read Ordinance 2024-18 in title only.

Planner Hardgrove said this ordinance includes lots proposed for either R-1A or R-1AA straight city zoning. The parcels of this agenda item are relatively large parcels that are either undeveloped or contain development that is consistent with the City zoning site standards, thus, a rezoning to one of the City standard zoning districts creates no disadvantage to the property owner.

The anticipation is that if they develop, they will follow the regular zoning.

The Planning and Zoning Board recommended that Lot 9 be removed from the list of properties on this proposed ordinance. Edgewood resident Ms. DePorter expressed her concerns about the rezoning and would like to have her property withdrawn and instead rezoned for R-1A-CA as the city district is more restrictive in lot width and the new zoning would not allow for her lot to be split.

There was no public comment.

Councilmember Rader made a motion to approve Ordinance 2024-18 and removing lot #9 from the ordinance. The motion was seconded by Councilmember Steele. The motion was approved by roll call vote (4/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

Mayor Dowless said that property rights have been seriously considered throughout this process. There comes a point with regards to flooding that a local government needs to establish limits. The growth in Florida is huge and building in one place affects another place. The City is trying to be proactive because, at some point, maximizing property does affect others nearby. He understands the concerns voiced at the meeting. When reviewing regulations, the City does not want onerous regulations; however, flooding is a long-term concern.

F. PUBLIC HEARINGS (ORDINANCES – SECOND READINGS & RELATED ACTION)

1. Ordinance 2024-06: Tattoo Establishments

Attorney New read Ordinance 2024-06 in title only.

There were no changes from the first reading except to correct "special" which was misspelled in the title on line 11.

Public comment

Jim Muszynski, an Edgewood resident, hopes Council will think through this and it is not clear why it should be allowed. The city does not allow soup kitchens or bail bonds. He asked if any

residents requested this to be added to the code. Mayor Dowless said Flair Salon Suites requested this.

Mr. Muszinski said Flair Salon Suites is located a few feet from the City line. It is best to keep the City’s standards and not allow tattoo businesses.

Councilmember Rader made a motion to approve Ordinance 2024-06; seconded by Councilmember Steele. The motion was approved by roll call vote (3/1).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Oppose
Councilmember Lomas	Absent

2. Ordinance 2024-07: Awnings

Attorney New read Ordinance in title only.

There was no discussion or public comment.

Council President Horn made a motion to approve Ordinance 2024-07, seconded by Councilmember Steele. The motion was approved by roll call vote (4/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Steele	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

G. UNFINISHED BUSINESS

H. NEW BUSINESS

1. Boise Cascade - Request for Variance Extension

Note: This item was heard after the Consent Agenda.

Paul Watters with Boise Cascade requested an extension of six months to their variance due to a significant price increase from their contractor.

He said said there were changes to the plans in that the height of the new building would be 30 feet high rather than the approved 40 feet high. The building will occupy the same footprint and the parking and landscaping plans are unchanged.

In response to Councilmember Rader, Planner Hardgrove confirmed that the variance approval was tied to the site plan, and they can maintain what they submitted. Only the building height will change. The request is for an extension of the variance expiration date.

Council President Horn made a motion to approve Boise Cascade's request for a variance extension of six months; seconded by Councilmember Steele. The motion was approved by roll call vote (3/1).

Councilmember Rader	Oppose
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor
Councilmember Lomas	Absent

I. GENERAL INFORMATION

J. CITIZEN COMMENTS

Vernon Hargrave, an Edgewood resident and business owner spoke about Bell Rentals located at 5028 S. Orange Avenue.

Mr. Hargrave said businesses are leaving the City. He said there were 100 recreational vehicles stored on the Bell Rentals property that were told they could no longer be stored there. He wanted to know who changed the ordinance for the use.

Councilmember Rader said it was an illegal use of the property.

Mr. Hargrave said it was approved before the City Council and the removal of the vehicles puts a burden on 100 people.

Councilmember Rader said the use was never approved and the use cannot be continued. Mr. Bell can put in an allowed use.

Mr. Hargrave argued that the use was originally approved and a changed happened after and now there is a vacant property that looks terrible. Mr. Bell did a great job keeping the place safe. Le Coq Au Vin left, and nothing has happened to it. Mr. Bell might leave. The City needs to work with the businesses because they are paying the taxes.

Mr. Hargrave said he appreciates the Council and the box painted on the road in front of his business. We need to consider businesses and homes working together.

K. BOARDS & COMMITTEES

L. STAFF REPORTS

City Attorney Smith - no report

Police Chief DeSchryver

1. Chief's Report August 2024

Chief DeSchryver said the biggest issue at the Orange and Gatlin intersection is from people turning left from southbound Orange Ave to Gatlin Avenue because drivers do not see the last lane of traffic.

WDBO radio honored Officer Adam Lafan for his work with the City. He is an accreditation manager and works with their mental health program.

They are working on reducing speed on Gatlin Avenue. The electronic sign installed on eastbound Gatlin Avenue has resulted in decreased speed for 75% of vehicles.

City Clerk Riffle

City Clerk Riffle reminded Council of the final budget hearing on Friday, September 27, 2024 at 6:00 pm.

M. MAYOR AND CITY COUNCIL REPORTS

Mayor Dowless - no report

Council Member Lomas - no report

Council Member McElroy - no report

Council Member Rader - no report

Council Member Steele - no report

Council President Horn - no report

N. ADJOURNMENT

The meeting was adjourned at 8:08 pm.

Richard A. Horn, Council President

Attest:

Sandra Riffle, City Clerk



CITY COUNCIL REGULAR MEETING

City Hall – Council Chamber
405 Bagshaw Way, Edgewood, Florida
Tuesday, October 15, 2024 at 6:30 PM

DRAFT MINUTES

A. CALL TO ORDER, INVOCATION, & PLEDGE OF ALLEGIANCE

Council President Horn called the meeting to order at 6:30 pm. He asked for a moment of silence and led the Pledge of Allegiance.

B. ROLL CALL & DETERMINATION OF QUORUM

Riffle confirmed a quorum with Mayor Dowless and all Councilmembers in attendance.

Elected Officials Present:

John Dowless, Mayor
Richard A. Horn, Council President
Chris Rader, Council President Pro-Tem
Susan Lomas, Councilmember
Casey McElroy, Councilmember
Beth Steele, Councilmember

Staff Present:

Sandra Riffle, City Clerk
Dean DeSchryver, Police Chief
Miguel Garcia, Deputy Chief
Stacey Salemi, Code Enforcement Officer
Planner Hardgrove, City Planner
Drew Smith, City Attorney

C. PRESENTATIONS AND PROCLAMATIONS

1. Congressman Soto - Grant Presentation

Congressman Darren Soto spoke to the City Council and said he was pleased to announce that the City of Edgewood is the recipient of the Edgewood Pedestrian Safety Redevelopment Initiative. This is a grant for \$1,000,000. He presented the check to Mayor Dowless, City Council and City staff.

2. Police Department Awards Presentation

Chief DeSchryver presented the following awards:

Mr. John Mark Andre was presented with a life-saving award for his heroic actions in saving his neighbor's life. On May 5, 2024, officers Kane and Arellano-Zane responded to a call from Mr. Andre, who had administered medical assistance to his neighbor. Mr. Andre thanked the officers for their response to the critical situation.

Officer Meade was awarded a life-saving award. Officer Meade responded to a vehicle crash during which the driver had a life-threatening health emergency. He began CPR until Orange County Rescue's arrival, thus saving the driver's life.

3. 2024 Week of the Family Proclamation

Mayor Dowless read a proclamation for the 2024 Week of the Family and presented it to Elizabeth Rahter. November 2-9, 2024 will mark this year's National Family Week to encourage, promote, and celebrate healthy families and communities.

4. Half-Cent Sales Tax Extension

Lisa Bourne, Senior Specialist of Public Relations for Orange County Public Schools gave a presentation about funding for public education and the need for support of the continuation of the half-cent sales tax.

D. CONSENT AGENDA

1. September 27, 2024 Final Budget Hearing Meeting Minutes

Councilmember Rader made a motion to approve the September 27, 2024, Final Budget Hearing Meeting Minutes as presented; seconded by Councilmember McElroy. The motion was approved by voice vote (5/0).

E. ORDINANCES (FIRST READING)**F. PUBLIC HEARINGS (ORDINANCES – SECOND READINGS & RELATED ACTION)****1. Ordinance 2024-08: County to City Rezoning Jessamine & Posada**

Attorney Smith read Ordinance 2024-08 in title only. This ordinance addresses parcels along Jessamine Lane and a parcel on Posada Drive.

Planner Hardgrove said there were no changes for any of the rezoning ordinances except for Ordinance 2024-18 where one parcel was removed.

Public Comment:

Brittany Reliford, an Edgewood resident, spoke as an opponent to all of the rezoning ordinances. She said she was present to protect her property rights and that of her neighbors. She said Orange County already has language in place for recreation space. She suggested changing the maximum Impervious Surface Ratio (ISR) to midway between Orange County's 75% and Edgewood's 45%.

In response, Planner Hardgrove said she prepared a report related to the potential to change the maximum impervious surface (IS) allowed on residential properties in the city. Her conclusion is not to change the maximum unless a study is done to identify the necessary expenditures that would be needed to ensure effective stormwater management. She relayed Engineer Lane's cost estimate for the study at about \$55,000. In 1998, a maximum of 45% IS was established as part of best practices for stormwater management. Her strong recommendation is to remain at 45%.

Councilmember Rader said he has no problem with establishing a free variance process for those affected by the change.

Engineer Lane said he looked at the Legacy at Lake Jessamine stormwater pond, designed for 38% IS, and the IS in that subdivision is over that amount. The Jessamine Woods pond is also over the planned IS and is prone to flooding.

Council President Horn directed the City Clerk to include Planner Hardgrove's email/report to City Council into the record.

Public Comment:

Greg Slohoda, an Edgewood resident in Harbour Island, spoke as an opponent. He believes the best move forward would be to compromise. His neighborhood does not experience flooding except for one older house that is located under grade. He wants more research before a change is made.

Sara Schlossman, an Edgewood resident in Harbour Island, proposed to wait and see the implications of what could happen there.

In response to Mayor Dowless, Attorney Smith said a waiver or a variance process could be worked into the code.

Councilmember Rader made a motion to approve Ordinance 2024-08; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor

2. Ordinance 2024-09: County to City Rezoning Cranes Point

Attorney Smith read Ordinance 2024-09 in title only. This ordinance addresses parcels located in the Cranes Point subdivision.

There was no discussion or public comment.

Councilmember Lomas made a motion to approve Ordinance 2024-09; seconded by Councilmember Steele. The motion was approved by roll call vote (5/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Council President Horn	Favor

3. Ordinance 2024-10: County to City Rezoning Granada Woods 1

Attorney Smith read Ordinance 2024-10 in title only. This ordinance addresses parcels located in the original Granada Woods subdivision.

There was no discussion or public comment.

Councilmember Rader made a motion to approve Ordinance 2024-10; seconded by Councilmember Rader. The motion was approved by roll call vote (5/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Council President Horn	Favor

4. Ordinance 2024-11: County to City Rezoning Granada Woods 2

Attorney Smith read Ordinance 2024-11 in title only. This ordinance addresses parcels located in the Granada Woods subdivision Unit 2.

There was no discussion or public comment.

Councilmember Steele made a motion to approve Ordinance 2024-11; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor

5. Ordinance 2024-12: County to City Rezoning Granada Woods 3

Attorney Smith read Ordinance 2024-12 in title only. This ordinance addresses parcels located in the Granada Woods subdivision Unit 3.

There was no discussion or public comment.

Councilmember Lomas made a motion to approve Ordinance 2024-12; seconded by Councilmember Steele. The motion was approved by roll call vote (5/0).

Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor

6. Ordinance 2024-13: County to City Rezoning Granada Woods 4

Attorney Smith read Ordinance 2024-13 in title only. This ordinance addresses parcels in Granada Woods Unit 4.

There was no discussion or public comment.

Councilmember McElroy made a motion to approve Ordinance 2024-14, seconded by Councilmember Steele. The motion was approved by roll call vote (5/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Council President Horn	Favor

7. Ordinance 2024-14: County to City Rezoning Harbour Island

Attorney Smith read Ordinance 2024-14 in title only. This ordinance addresses parcels in the Harbour Island subdivision.

Councilmember Rader asked staff to look at associated waivers and to consider other possibilities.

Councilmember Rader made a motion to approve Ordinance 2024-14; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Council President Horn	Favor

8. Ordinance 2024-15: County to City Rezoning Jessamine Glen

Attorney Smith read Ordinance 2024-15 in title only. This ordinance addresses parcels in Jessamine Glen subdivision.

There was no discussion or public comment.

Councilmember Lomas made a motion to approve Ordinance 2024-15; seconded by Councilmember Steele. The motion was approved by roll call vote (5/0).

Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Council President Horn	Favor

9. Ordinance 2024-16: County to City Rezoning Woods of Jessamine

Attorney Smith read Ordinance 2024-16 in title only. This ordinance addresses parcels located in the Woods of Jessamine subdivision.

There was no discussion or public comment.

Councilmember Steele made a motion to approve Ordinance 2024-16; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor

10. Ordinance 2024-17: County to City Rezoning Lake Jessamine Estates

Attorney Smith read Ordinance 2024-17 in title only. This ordinance addresses parcels in Lake Jessamine Estates.

There was no discussion or public comment.

Councilmember Rader made a motion to approve Ordinance 2024-17; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Council President Horn	Favor

11. Ordinance 2024-18: County to City Rezoning Remaining Miscellaneous Properties

Attorney Smith read Ordinance 2024-18, as amended from first reading, in title only. This ordinance addresses miscellaneous parcels not located in subdivisions.

There was no discussion or public comment.

Councilmember Steele made a motion to approve Ordinance 2024-18; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).

Councilmember Steele	Favor
Councilmember McElroy	Favor
Councilmember Rader	Favor
Councilmember Lomas	Favor
Council President Horn	Favor

G. UNFINISHED BUSINESS**H. NEW BUSINESS****I. GENERAL INFORMATION****J. CITIZEN COMMENTS**

Brittany Reliford, a resident in Harbour Island, said she did not think it was worth her time to come and not be considered. She thought that Council railroaded the rezoning ordinances through without discussion or consideration.

Councilmember Lomas said there was significant consideration and thought made throughout the process including when the new City Annexed districts were created. The Council also weighed the opinion of the professional planner because of her expertise.

Councilmember McElroy said there were inaccuracies in the public's testimony because comparing impervious surface maximums in each local government is not all apples to apples. Definitions between different governments are not the same and some local governments have regional stormwater systems. He also stated some of the suggested compromises were not practical.

K. BOARDS & COMMITTEES**L. STAFF REPORTS**

- **City Attorney Smith** – no report
- **Police Chief DeSchryver**

Chief's Report September 2024

Chief DeSchryver spoke about hurricane preparedness. He said when he requested a Deputy Chief, this was the type of situation he had in mind to have a team with experience to rely on.

He said the police department participated in the Drive Sober or Get Pulled Over DUI campaign and Railway Safety Week, raising awareness about not stopping on the railroad tracks.

- **City Clerk Riffle** City Clerk Riffle gave a brief report about Hurricane Milton, including Code Enforcement Officer Salemi's and her attendance at Orange County EOC during the storm. There will be an assessment of the debris on Thursday to get an idea of how much there is to pick up. Army Corps of Engineers said they would assist with the assessment at no charge to the City.

M. MAYOR AND CITY COUNCIL REPORTS

- **Mayor Dowless**

Mayor Dowless thanked the Police Department and City Hall for storm management during Hurricane Milton.

- **Council Member Lomas**
- **Council Member McElroy**

Councilmember McElroy confirmed that the Planner's memo regarding City rezoning needs to be added to the public record.

Planner Hardgrove said she would work on the language for waivers.

She noted the citizen's comment that they pay for stormwater, but they don't. Hargrove said it came up before when there was no quorum. There was no member of the public at that meeting.

- **Council Member Rader**
Councilmember Rader asked Planner Hardgrove about the miscellaneous properties for rezoning.

Planner Hardgrove said there will be a new ordinance for the Deporter property on Holden Ave, Oakwater Circle and the C-3 and I-3 zoning districts.

Council Member Steele – no report

Council President Horn – no report

N. ADJOURNMENT

Councilmember Lomas made a motion to adjourn the meeting at 8:14 pm.

Richard A. Horn, Council President

Attest:

Sandra Riffle, City Clerk

ORDINANCES (FIRST READING)



Memo

To: Mayor Dowless, Council President Horn,
Council Members Lomas, McElroy, Rader, and Steele

From: Brett Sollazzo, Administrative & Permitting Manager

Date: 11/11/2024

Re: Planning & Zoning Ordinances Report

The following Ordinances were reviewed by the Planning and Zoning Board at the November 11, 2024 meeting:

1. Ordinance 2024-20: County to City Rezoning 1140 Holden Ave.

A public notice letter was sent to the property owner, with no objections received as of this memo. The Planning and Zoning Board made the following motion:

Board Member Phillips made a motion to recommend approval of Ordinance 2024-20 as presented. The motion was seconded by Board Member Gragg. Approved (3/0) by roll call vote.

The motion was approved by roll call vote.

Chair Santurri	Favor
Board Member Phillips	Favor
Board Member Gragg	Favor
Vice Chair Nelson	Absent
Board Member Nolan	Absent

2. Ordinance 2024-21: Fee Waiver for Variance and Zoning Bulk Table Update

The ordinance was advertised as a legal ad in the Orlando Sentinel, with no objections received as of this memo. The Planning and Zoning Board made the following motion:

Board Member Phillips made a motion to recommend approval of Ordinance 2024-21 with the change that all fees (application & pass-thru) will be waived. The motion was seconded by Board Member Gragg. Approved (3/0) by roll call vote.

The motion was approved by roll call vote.

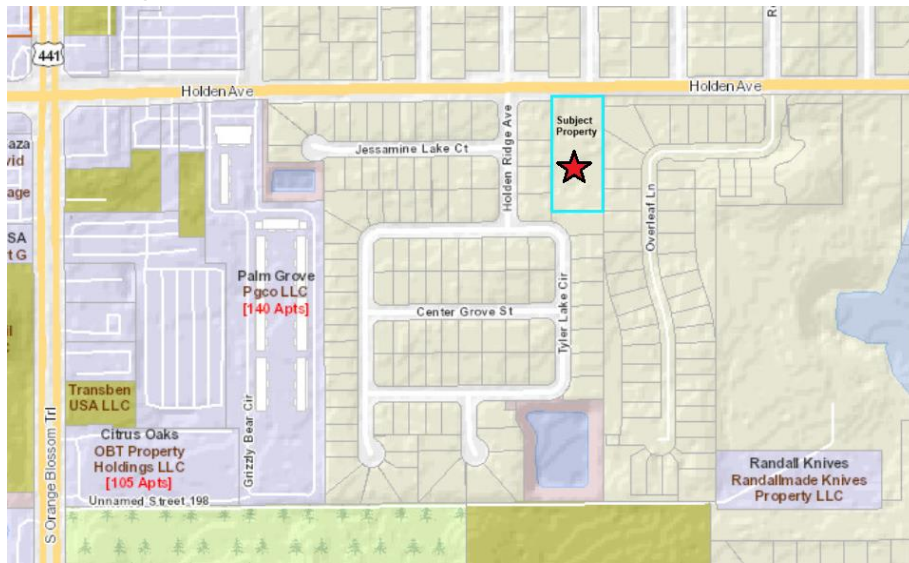
Chair Santurri	Favor
Board Member Phillips	Favor
Board Member Gragg	Favor
Vice Chair Nelson	Absent
Board Member Nolan	Absent

Planner Hardgrove will be in attendance to answer any questions you may have regarding these two ordinances.

**Ordinance 2024-20:
County to City Rezoning
1140 Holden Ave.**

Date: October 16, 2024
 To: Planning and Zoning Board/City Council
 From: Ellen Hardgrove, City Planning Consultant
 XC: Brett Sollazzo, Administrative & Permitting Manager
 Drew Smith, City Attorney
 Sandy Riffle, City Clerk
 Re: County to City Rezoning: Sandra DePorter Property

This agenda item is the continuation of the City’s effort to rezone previously annexed areas of the City where the County zoning has remained after annexation to a City zoning district. Per Code Section 134-172, all territory that was annexed into the City is considered to be zoned in the same manner as existed when under the County zoning classification unless such classification is affirmatively changed by the City. This subject property is Sandra DePorter’s property at 1140 Holden Avenue; i.e., tax parcel 14-23-29-0000-00-002.



At the September Council meeting, Council voted to not include the property in a proposed ordinance that would have established City R1A zoning on the property. This decision followed testimony from Mrs. DePorter, who expressed a preference for R1A-CA zoning to preserve the potential for future subdivision of the 1.39-acre property that has 165 feet of frontage on Holden Avenue.

Site Standards Comparison Proposed R1A-CA and City R1A

	R1A-CA	City R1A
Minimum Lot Area	7,500 square feet	9,000 square feet
Minimum Living Area	1,200 square feet	1,800 square feet
Minimum Lot Width	75 feet	85 feet
Minimum Building Setback		
Front Yard	25 feet	30 feet
Rear Yard	30 feet	35 feet
Side Yard	7.5 feet	10 feet
Maximum Height	35 feet	35 feet
Maximum Impervious Surface	Not Identified	45%

Staff supports Mrs. DePorter's request for R1A-CA.

END

ORDINANCE NO. 2024-20

AN ORDINANCE OF THE CITY OF EDGEWOOD, FLORIDA, REZONING AND CHANGING THE OFFICIAL ZONING MAP CLASSIFICATION OF A PROPERTY CURRENTLY ZONED COUNTY R1A WHICH WAS PREVIOUSLY ANNEXED INTO THE CITY OF EDGEWOOD BUT WHICH HAS NOT YET BEEN ASSIGNED A CITY OF EDGEWOOD ZONING DISTRICT DESIGNATION; REPLACING THE ORANGE COUNTY ZONING DESIGNATION FOR THE PROPERTY WITH THE MOST CONSISTENT EXISTING CITY OF EDGEWOOD ZONING DESIGNATION; REPEALING ALL CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, over a period of years, the City of Edgewood has annexed certain properties described herein located in Orange County; and

WHEREAS, the property designated herein has not yet been assigned a City of Edgewood zoning designation; and

WHEREAS, in the interest of clarity and efficiency, as well as compliance with the City of Edgewood’s Comprehensive Plan, the City Council finds this Ordinance assigning a City of Edgewood zoning designation to said property to be reasonable and appropriate and in the best interest of the City; and

WHEREAS, by this Ordinance, the City assigns the City of Edgewood zoning district designation that most closely resembles the Orange County zoning designation being replaced; and

WHEREAS, the Planning and Zoning Board has determined the zoning designation amendments contemplated herein to be consistent with the City of Edgewood Comprehensive Plan and has made a recommendation of approval to the City Council; and

WHEREAS, the City Council finds the zoning designation amendment provided for herein to be consistent with the City of Edgewood Comprehensive Plan; and

WHEREAS, attached hereto as composite Exhibit “A” which identifies parcel to be rezoned hereby, the Orange County designation being replaced and the City of Edgewood designation being assigned.

NOW THEREFORE, BE IT ENACTED BY THE EDGEWOOD CITY COUNCIL AS FOLLOWS:

Section 1. Rezoning. Upon the enactment of this Ordinance, the mapped real property in Exhibit A shall be rezoned from Orange County zoning designation R1A to City of Edgewood zoning designation R1A-CA.

Section 2. Zoning Map Amendment. Upon the effective date of this Ordinance, the City Clerk or designee shall amend the Official Zoning Map of the City of Edgewood in accordance with this Ordinance and shall execute any other documents and take any other action as necessary to effectuate this change.

Section 3. Severability Clause. In the event that any term, provision, clause, sentence, or section, or Exhibit of this Ordinance shall be held by a court of competent jurisdiction to be partially or wholly unenforceable or invalid for any reason whatsoever, any such invalidity, illegality, or unenforceability shall not affect any of the other or remaining terms, provisions, clauses, sentences, or sections of this Ordinance, and this Ordinance shall be read and/or applied as if the invalid, illegal, or unenforceable term, provision, clause, sentence or section did not exist.

Section 4. Ordinances in Conflict. All ordinances or parts thereof, which may be determined to be in conflict herewith, are hereby repealed and superseded by this Ordinance, to the extent of such conflict.

Section 5. Effective Date. This Ordinance shall become effective on the date adopted by City Council.

PASSED ON FIRST READING THIS _____ DAY OF _____, 2024.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

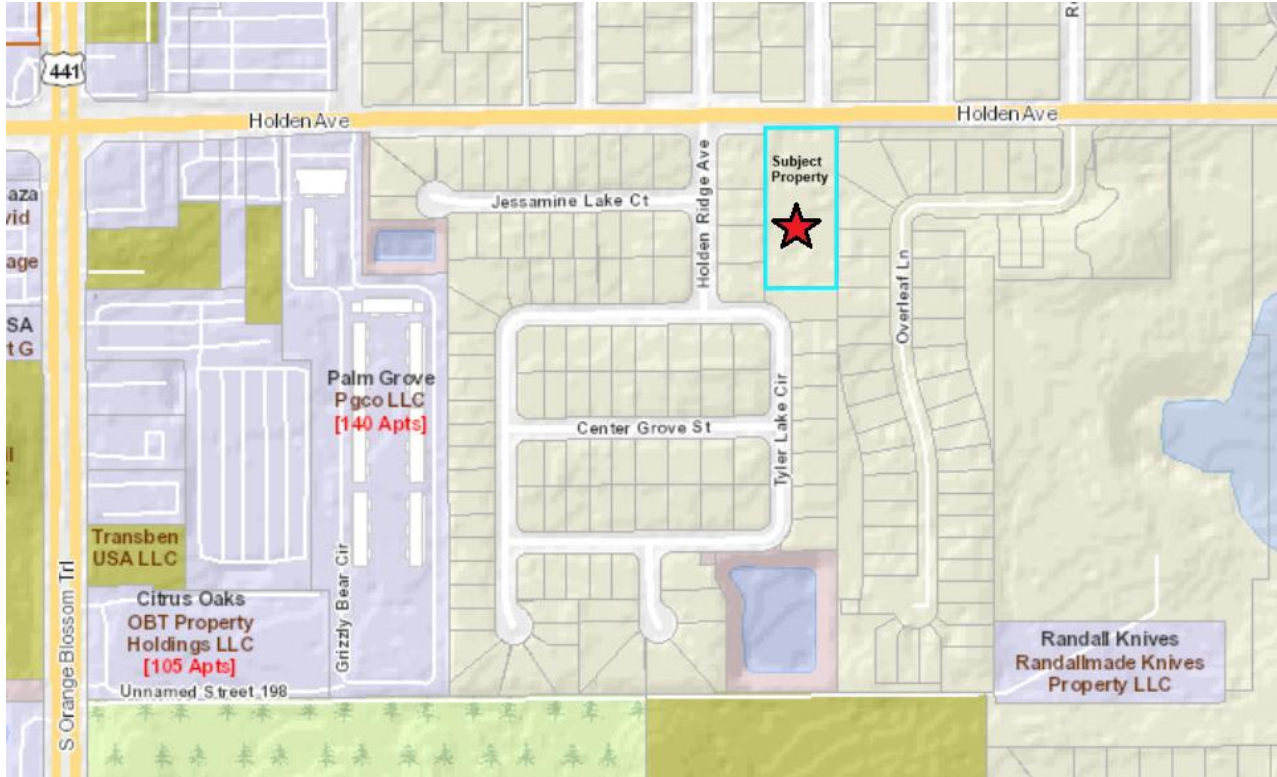
CITY OF EDGEWOOD, FLORIDA
CITY COUNCIL

Richard A. Horn, Council President

ATTEST:

Sandy Riffle, City Clerk

Exhibit A
Sandra DePorter Property at 1140 Holden Avenue
(aka current tax parcel 14-23-29-0000-00-002)



**Ordinance 2024-21:
Fee Waiver for Variance and
Zoning Bulk Table Update**



Date: November 13, 2024
To: City Council
From: Ellen Hardgrove, City Planning Consultant
XC: Brett Sollazzo, Administrative & Permitting Manager
Drew Smith, City Attorney
Sandy Riffle, City Clerk
Re: Ordinance 2024-21 – Fee Waiver for Variance and Zoning Bulk Table Update

This agenda item relates to Council’s direction to staff to draft an ordinance that would allow a one-time fee waiver for a variance application if a variance was needed for relief from the impervious surface maximum in the new “City Annexed” zoning districts, e.g., R1-AA-CA. This directive was prompted by property owner concerns relating to potential development limitations imposed by establishing a “-CA” district on annexed properties.

If approved as written, a one-time fee waiver would be available to property owners whose property was rezoned from a County residential district to a City-Annexed residential district between 2023 and 2025.

The Planning and Zoning Board (P&Z) recommended approval of the ordinance at their November board meeting with one change. After discussion as to if the waiver of fees included the pass-through fees that would be incurred by the property owner, P&Z voted to change the ordinance to reflect that all fees will be waived. The strike through/underline format below in lines 46 and 47 shows the P&Z amendment to the ordinance.

46 (7) One-time waiver of ~~application fees~~ for certain residential impervious surface area
47 maximum variance applications. ~~The All fees~~ for a variance application made by an owner
48 or agent on behalf of an owner of property rezoned from an Orange County residential
49 zoning district to a City of Edgewood residential zoning district during the period
50 beginning January 1, 2023 through December 31, 2025 shall be waived once provided the
51 following conditions are met:
52
53 a) the application is filed on or before December 31, 2030 and
54
55 b) no other variance application fee waiver has been applied to a variance
56 application for the same property pursuant to this paragraph.

The proposed ordinance also provides an update to the Section 134-579 (Table of bulk regulations and setbacks) to provide clarity for the general public.

END

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ORDINANCE NO. 2024-21

AN ORDINANCE OF THE CITY OF EDGEWOOD, FLORIDA, AMENDING DEVELOPMENT STANDARDS FOR RESIDENTIAL ZONING DISTRICTS OF THE CITY; PROVIDING FOR A ONE TIME FEE WAIVER FOR CERTAIN VARIANCE APPLICATIONS; PROVIDING FOR CODIFICATION, CONFLICTS, AND EFFECTIVE DATE.

WHEREAS, the City has been assigning City zoning districts to certain real property that has been annexed into the City from Orange County; and

WHEREAS, the City Council finds it appropriate and necessary to update the table of bulk regulations and setbacks to include the new residential zoning districts that were created during the process of assigning City zoning to the previously annexed properties; and

WHEREAS, during consideration of the rezoning ordinances, the City Council heard concerns of property owners related to potential future limitations on development resulting from the application of the adopted impervious surface area maximums to properties that previously had a County zoning designation; and

WHEREAS, in order to mitigate said concerns, the City Council desires to allow a fee waiver for variance applications related to the impervious surface area maximum made by owners of real property rezoned from a County to a City zoning designation during the period 2023-2025; and

WHEREAS, the City Council finds this Ordinance to be in the best interest of the health, safety, and welfare of the residents of the City of Edgewood.

NOTE: ADDITIONS TO THE CODE OF ORDINANCES ARE IDENTIFIED HEREIN BY UNDERSCORE AND DELETIONS ARE IDENTIFIED BY ~~STRIKETHROUGH~~; PORTIONS OF CODE THAT REMAIN UNCHANGED AND WHICH ARE NOT REPRINTED HERE ARE IDENTIFIED BY ELIPSES (**).

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EDGEWOOD, FLORIDA, AS FOLLOWS:

SECTION ONE. The findings set forth in the recitals above are hereby adopted as legislative findings of the City Council pertaining to this Ordinance.

39 **SECTION TWO.** Section 134-579 is amended as set forth in Exhibit “A,” attached hereto
40 and made a part hereof.

41
42 **SECTION THREE.** Section 134-104 is amended as follows:

43 **Sec. 134-104. Powers.**

44 Generally in individual cases, the board shall have the following powers:

45 * * *

46 (7) One-time waiver of application fee for certain residential impervious surface area
47 maximum variance applications. The fee for a variance application made by an owner or
48 agent on behalf of an owner of property rezoned from an Orange County residential zoning
49 district to a City of Edgewood residential zoning district during the period beginning
50 January 1, 2023 through December 31, 2025 shall be waived once provided the following
51 conditions are met:

52
53 a) the application is filed on or before December 31, 2030 and

54
55 b) no other variance application fee waiver has been applied to a variance
56 application for the same property pursuant to this paragraph.

57
58 **SECTION FOUR.** If any section, subsection, sentence, clause, phrase, word or provision
59 of this Ordinance is for any reason held invalid or unconstitutional by any court of competent
60 jurisdiction, whether for substantive, procedural, or any other reason, such portion shall be deemed
61 a separate, distinct and independent provision, and such holding shall not affect the validity of the
62 remaining portions of this Ordinance.

63
64 **SECTION FOUR.** It is the intent of the City Council of the City of Edgewood that the
65 provisions of this Ordinance shall be codified. The codifier is granted broad and liberal authority
66 in codifying the provisions of this Ordinance.

67
68 **SECTION FIVE.** This Ordinance shall take effect immediately upon adoption as
69 provided by the Charter of the City of Edgewood.

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71 PASSED ON FIRST READING THIS _____ DAY OF NOVEMBER, 2024.

72
73 PASSED AND ADOPTED THIS _____ DAY OF DECEMBER, 2024.

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75 CITY OF EDGEWOOD, FLORIDA

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CITY COUNCIL

Richard A. Horn, Council President

ATTEST:

Sandra Riffle, City Clerk

Sec. 134-579. Table of bulk regulations and setbacks.

District	Minimum Lot Area (Square Feet)	Minimum Floor Area (Square Feet)	Minimum ¹ Lot Width (Feet)	Minimum ¹ Front Yard (Feet)	Minimum ¹ Rear Yard (Feet)	Maximum (Impervious) Lot Coverage	Minimum Side Yard (Feet)	Maximum Building Height (Feet)	Lake Setback ¹
UE	21,780 (1/2 ac)	4,350	110	30	35	45%	20	35	50
R-1-AAA ⁹	14,520 (1/3 ac)	2,900	100	30	35	45% ²	10	35	50
R-1-AA ⁹	10,890 (1/4 ac)	2,200	90	30	35	45% ²	10	35	50
R-1-AA-CA	10,000	1,200	85	30	35	45%⁷	7.5	35	50
R-1-A ⁹	9,000	1,800	85	30	35	45% ²	10	35	50
R-1-A-CA	7,500	1,200	75	25	30	45%⁷	7.5	35	50
R-1 ⁹	7,500	1,500	75	25	30	45% ²	7.5	35	50
R-2	One-family dwelling 5,000	500	50	25	25	45% ²	6	35	50
	Two-family dwelling 7,500	500 per dwelling unit	75	25	25	45%	6	35	50
	One-family dwelling with garage apt. 7,500	450 for garage apt.	75	25	25	45%	6	35	50

	Three-family dwelling 11,250	500 per dwelling unit	100	25	25	45%	6	35 ^{2,3}	50
	Four-family dwelling 15,000	500 per dwelling unit	100	25	25	45%	6	35 ^{2,3}	50
	Five or more dwellings 15,000	500 per dwelling unit	100	25	25	45%	7.5 ⁴	35 ^{2,3}	50
R-3	One-family dwelling 6,000	500	60	25	25	45% ²	6	35	50
	Two-family dwelling 7,500	500 per dwelling unit	75	25	25	70%	6	35	50
	Three-family and four-family dwellings 10,000	500 per dwelling unit	85	25	30	70%	ten for one-story and two-story buildings, plus two ft. for each additional story	35 ^{2,3}	50
	Five or more family dwellings	500 per dwelling unit	85	25	30	70%	two for one-story and two-story	35 ^{2,3}	50

	10,000 plus 2,000 per dwelling unit for each unit in excess of four; one and two buildings						buildings, plus two ft. for each additional story		
P-O	10,000	500	85	85	30	—	ten feet for one-story and two-story buildings, plus two ft. for each additional story	35 ^{2,3}	50
C-1	6,000	500	80 on major streets; 60 for all other streets ¹ ; 100 ft. for corner lots on major streets	25	20	—	zero, or 15 ft. where abutting residential district; side street, 15 ft.	50, or 35 within 100 ft. of all residential districts	¹

C-2	8,000	500	100 on major streets; 80 for all other streets ⁵	25, except on major streets as provided in this division	15; 20 where abutting residential district	—	five; 15 where abutting residential district; 15 from any side street	50; 35 within 100 ft. of all residential districts	50
C-3	12,000	500	125 on major streets; 100 for all other streets ⁶	25, except on major streets as provided in this division	15; 30 where abutting residential district	—	five; 25 where abutting residential district; 15 from any side street	75; 35 within 100 ft. of all residential districts	50

¹Setbacks from every natural surface water body shall be a minimum of 50 feet, measured from the normal high water elevation. Encroachments into drainage swales, easements, etc., will not be allowed, regardless of setback distance.

²Buildings in excess of 35 feet in height may be permitted as a special exception.

³Buildings in excess of one story in height within 100 feet of side or rear lot line of any single-family residential district may be permitted as a special exception.

⁴Side setback is 25 feet where adjacent to single-family district.

⁵Corner lots shall be 125 feet on major streets (see this division), 100 feet for all other streets.

⁶Corner lots shall be 150 feet on major streets (see this division), 125 feet for all other streets.

⁷A lot containing a single-family residence that had received a certificate of occupancy on or prior to June 16, 1998 that has an impervious surface percentage exceeding 45% is deemed a legal conforming use. Restoration or reconstruction of structures and impervious surfaces on the lot shall be permitted to maintain the same impervious area coverage as of June 16, 1998 without requiring a variance. However, any restoration or reconstruction must comply with all applicable permits and other relevant regulations.

⁸Per Ordinance 1998-444, a single family structure that had received a certificate of occupancy on or prior to June 16, 1998 shall be considered a legal use, notwithstanding encroachment into current setback areas or a lack of the current minimum floor area square footage. Any such structure may be restored or reconstructed consistent with the setbacks and floor area square footage as of June 15, 1998 without a variance, but in accordance with any applicable permitting and other requirements (See Ordinance 1998-444).

**PUBLIC HEARINGS
(ORDINANCES – SECOND
READINGS & RELATED
ACTION)**

UNFINISHED BUSINESS

NEW BUSINESS

**Resolution 2024-05:
Fiscal Year 2023-24
Budget Amendment**



Memo

To: Mayor Dowless and City Councilmembers Horn, Rader, Lomas, McElroy and Steele

From: Sandra Riffle, City Clerk

Date: November 15, 2024

Re: Budget Amendment Summary

The City's accounting firm reviewed the City's budget for the 2023-2024 fiscal year. As a result of their review, Council is presented with the final budget amendment. The following summarizes the amendment:

- A** Off duty police payroll was over budget, funded by additional charges for services
- B** IT salary was originally included with computer expense, salary moved to a separate IT salary line in the PD department budget
- C** Repairs and maintenance expenses over budget were funded by insurance proceeds received during the year
- D** Overbudget special events expenditures funded by greater than anticipated special event revenues
- E** Additional grant capital expenditures are funded by anticipated grant revenues
- F** Use of **restricted** police education funds are not included in the original budget. Restricted police education expenditures funded by the restricted carryforward balance
- G** Various expense budget items are reallocated to cover any over budget expenses
- H** Several expenses overbudget are covered by revenues in excess of originally budgeted amounts
- I** Overbudget stormwater expenses funded by increased revenues and carryforward balances
- J** Establishes budget/funding for new Capital Carryforward fund. This is previous year's excess fund balance (result of using ARPA funds for payroll costs). Funds designated by Council for use on future capital projects/costs.

RESOLUTION NO. 2024-05

A RESOLUTION OF THE CITY OF EDGEWOOD, FLORIDA AMENDING THE CITY'S BUDGET FOR THE 2023-24 FISCAL YEAR; AUTHORIZING THE MAYOR AND/OR HIS DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO IMPLEMENT THE TERMS AND CONDITIONS OF THIS RESOLUTION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, at its regular meeting on September 19, 2023, the City Council of the City of Edgewood, Florida adopted Resolution No. 2023-04 approving the annual budget for Fiscal Year 2023-24; and

WHEREAS, it is appropriate to provide for certain transfers, appropriations and authorizations based upon previous and anticipated expenditures and revenues, and

WHEREAS, the City Council has determined that it is necessary to amend the budget to reflect these changes.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDGEWOOD, FLORIDA AS FOLLOWS:

SECTION 1. BUDGET AMENDMENT: The City Council of the City of Edgewood, Florida amends the Fiscal Year 2022/2023 budget as shown on Exhibits "A", "B", and "C", which are attached hereto and incorporated by reference herein.

SECTION 2. EFFECTIVE DATE: This Resolution shall become effective immediately upon its passage and adoption.

PASSED and ADOPTED by the City Council of the City of Edgewood, Florida on the **19th** day of **November 2024**.

Richard A. Horn, Council President

ATTEST:

Sandra Riffle, City Clerk

RESOLUTION 2024-05

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line		YTD Actual Activity	Total Budget	Budget Variance	A	B	C	D	E	F	G	H	I	J	Total Amendment	Final Budget	Final Variance
					Increase Off Duty Revenue & Expense	Reclass IT salary	Increase Insurance Revenue & repairs	Increase special events	Increase grant revenue & expense	PD Education restricted funds used	Allocate expenses	Increase Revenue Budget (apply to over budget Expenses	Stormwater restricted funds	Capital Projects Carryforward Fund			
1	REVENUES																
2																	
3	* TOTAL TAX REVENUE	3,205,861.82	3,056,158.00	(149,703.82)	-	-	-	-	-	-	-	60,000.00	-	-	60,000.00	3,116,158.00	(89,703.82)
4																	
5	* TOTAL LICENSES AND PERMITS	297,283.54	254,900.00	(42,383.54)	-	-	-	-	-	-	-	22,000.00	-	-	22,000.00	276,900.00	(20,383.54)
6																	
7	* TOTAL INTER-GOVERNMENTAL REV	633,921.48	565,884.00	(68,037.48)	-	-	-	-	-	-	-	25,000.00	-	-	25,000.00	590,884.00	(43,037.48)
8																	
9	* TOTAL CHARGES FOR SERVICE	453,683.52	386,848.00	(66,835.52)	54,000.00	-	-	-	-	-	-	-	-	-	54,000.00	440,848.00	(12,835.52)
10																	
11	* TOTAL FINES	18,445.83	41,500.00	23,054.17	-	-	-	-	-	-	-	-	-	-	-	41,500.00	23,054.17
12																	
13	* TOTAL MISCELLANEOUS REVENUE	253,914.02	92,842.15	(161,071.87)	-	-	40,000.00	11,000.00	10,000.00	-	-	42,000.00	-	-	103,000.00	195,842.15	(58,071.87)
14																	
15	* TOTAL NON-REVENUE SOURCES	17,000.00	-	(17,000.00)	-	-	-	-	-	-	-	-	17,000.00	-	17,000.00	17,000.00	-
16																	
17	* TOTAL REVENUES	<u>4,880,110.21</u>	<u>4,398,132.15</u>	<u>(481,978.06)</u>	<u>54,000.00</u>	<u>-</u>	<u>40,000.00</u>	<u>11,000.00</u>	<u>10,000.00</u>	<u>-</u>	<u>-</u>	<u>149,000.00</u>	<u>17,000.00</u>	<u>-</u>	<u>281,000.00</u>	<u>4,679,132.15</u>	<u>(200,978.06)</u>
18																	
19	EXPENDITURES																
20																	
21																	
22	* TOTAL CITY HALL	759,391.84	761,407.00	2,015.16	-	(23,000.00)	-	11,000.00	-	-	-	30,400.00	-	-	18,400.00	779,807.00	20,415.16
23																	
24	* TOTAL POLICE DEPARTMENT	2,496,055.79	2,384,099.40	(111,956.39)	54,000.00	23,000.00	40,000.00	-	-	-	-	63,500.00	-	-	180,500.00	2,564,599.40	68,543.61
25																	
26	* TOTAL CAPITAL OUTLAY	58,698.77	66,371.75	7,672.98	-	-	-	-	10,000.00	-	(6,000.00)	-	3,400.00	-	7,400.00	68,271.75	9,572.98
27																	
28	* TOTAL FIRE CONTROL	976,124.63	970,431.00	(5,693.63)	-	-	-	-	-	6,000.00	-	200.00	-	-	6,200.00	976,631.00	506.37
29																	
30	* TOTAL PHYSICAL ENVIRONMENT	266,849.99	260,100.00	(6,749.99)	-	-	-	-	-	-	6,000.00	2,900.00	-	-	8,900.00	269,000.00	2,150.01
31																	
32	* TOTAL MISCELLANEOUS EXPENDITL	150,754.00	98,754.00	(52,000.00)	-	-	-	-	-	-	-	52,000.00	-	1,400,000.00	1,452,000.00	1,550,754.00	1,400,000.00
33																	
34																	
35	* TOTAL EXPENDITURES	<u>4,707,875.02</u>	<u>4,541,163.15</u>	<u>(166,711.87)</u>	<u>54,000.00</u>	<u>-</u>	<u>40,000.00</u>	<u>11,000.00</u>	<u>10,000.00</u>	<u>6,000.00</u>	<u>-</u>	<u>149,000.00</u>	<u>3,400.00</u>	<u>1,400,000.00</u>	<u>1,673,400.00</u>	<u>6,209,063.15</u>	<u>1,501,188.13</u>
36																	
37	* EXCESS RECEIPTS OVER DISBURSE	<u>172,235.19</u>	<u>(143,031.00)</u>	<u>(315,266.19)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(6,000.00)</u>	<u>-</u>	<u>-</u>	<u>13,600.00</u>	<u>(1,400,000.00)</u>	<u>(1,392,400.00)</u>	<u>(1,529,931.00)</u>	<u>(1,702,166.19)</u>

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	General Fund Detail	YTD Actual Activity	Total Budget	Budget Variance	Increase Off Duty Revenue & Expense	Reclass IT salary	Increase Insurance Revenue & repairs	Increase special events	Increase grant revenue & expense	PD Education restricted funds used	Allocate expenses	Increase Revenue Budget (apply to over budget Expenses	Stormwater restricted funds	Capital Projects Carryforward Fund	Total Amendment	Final Budget	Final Variance
1	REVENUES																
3	<u>TAX REVENUE</u>																
4	311100-01 AD VALOREM TAXES	2,366,177.61	2,332,067.00	(34,110.61)											-	2,332,067.00	(34,110.61)
5	311110-01 TANGIBLE TAXES	180,761.67	186,796.00	6,034.33											-	186,796.00	6,034.33
6	311120-01 TANGIBLE TAXES (RAILROAD)	388.37	-	(388.37)											-	-	(388.37)
7	313400-01 FRANCHISE TAX - GAS	1,768.20	2,000.00	231.80											-	2,000.00	231.80
8	314100-01 UTILITY SERVICE TAX - POWER	393,902.22	325,000.00	(68,902.22)								45,000.00			45,000.00	370,000.00	(23,902.22)
9	314300-01 UTILITY SERVICE TAX - WATER	79,334.71	65,000.00	(14,334.71)											-	65,000.00	(14,334.71)
10	315000-01 LOCAL COMMUNICATIONS SERV TAX	144,016.56	109,295.00	(34,721.56)								15,000.00			15,000.00	124,295.00	(19,721.56)
11	316000-01 BUSINESS TAX RECEIPTS	39,512.48	36,000.00	(3,512.48)											-	36,000.00	(3,512.48)
13	* TOTAL TAX REVENUE	3,205,861.82	3,056,158.00	(149,703.82)	-	-	-	-	-	-	-	60,000.00	-	-	60,000.00	3,116,158.00	(89,703.82)
15	<u>LICENSES AND PERMITS</u>																
16	321200-01 SIGN PERMITS	1,900.00	400.00	(1,500.00)											-	400.00	(1,500.00)
17	321300-01 ESTATE SALES	100.00	100.00	-											-	100.00	-
18	322300-01 BLDG REV FEE/SITE-COMMERCIAL	350.00	200.00	(150.00)											-	200.00	(150.00)
19	322400-01 BLDG REV FEE/SITE-RESIDENTIAL	1,750.00	1,000.00	(750.00)											-	1,000.00	(750.00)
20	322700-01 TREE PERMITS	75.00	200.00	125.00											-	200.00	125.00
21	323100-01 DUKE ENERGY FRANCHISE FEES	290,511.04	250,000.00	(40,511.04)								22,000.00			22,000.00	272,000.00	(18,511.04)
22	329020-01 ADMIN. SERV. FEE	2,597.50	3,000.00	402.50											-	3,000.00	402.50
24	* TOTAL LICENSES AND PERMITS	297,283.54	254,900.00	(42,383.54)	-	-	-	-	-	-	-	22,000.00	-	-	22,000.00	276,900.00	(20,383.54)
26	<u>GRANT FUNDING</u>																
28	* TOTAL GRANT FUNDING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	<u>INTER-GOVERNMENTAL REVENUE</u>																
31	335120-01 MUNICIPAL REVENUE SHARING	130,673.80	122,180.00	(8,493.80)											-	122,180.00	(8,493.80)
32	335150-01 ALCHOHOL BEV LICENSES	433.51	400.00	(33.51)											-	400.00	(33.51)
33	335180-01 LOCAL GOVT - 1/2 CT SLS TX	500,957.18	441,804.00	(59,153.18)								25,000.00			25,000.00	466,804.00	(34,153.18)
34	335190-01 GAS TAX REBATE	1,856.99	1,500.00	(356.99)											-	1,500.00	(356.99)
36	* TOTAL INTER-GOVERNMENTAL REV	633,921.48	565,884.00	(68,037.48)	-	-	-	-	-	-	-	25,000.00	-	-	25,000.00	590,884.00	(43,037.48)
38	<u>CHARGES FOR SERVICES</u>																
39	342900-01 POLICE REPORTS-FINGER PRINT	9,645.86	20,000.00	10,354.14											-	20,000.00	10,354.14
40	342901-01 OFF DUTY EQUIPMENT/USAGE REIMB	97,811.36	43,060.00	(54,751.36)	54,000.00										54,000.00	97,060.00	(751.36)
41	343400-01 SOLID WASTE REV RESID.	271,237.88	277,788.00	6,550.12											-	277,788.00	6,550.12
42	343410-01 SOLID WASTE REV COMM.	50,688.42	44,000.00	(6,688.42)											-	44,000.00	(6,688.42)
43	349000-01 LAND USE FEES	24,300.00	2,000.00	(22,300.00)											-	2,000.00	(22,300.00)
45	* TOTAL CHARGES FOR SERVICE	453,683.52	386,848.00	(66,835.52)	54,000.00	-	-	-	-	-	-	-	-	-	54,000.00	440,848.00	(12,835.52)
47	<u>FINES</u>																
48	352100-01 FINES & FORFIETURES	15,352.72	36,000.00	20,647.28											-	36,000.00	20,647.28
49	352100-04 2ND DOLLAR EDUCATION	1,405.09	3,000.00	1,594.91											-	3,000.00	1,594.91
50	354100-01 CODE ENFORCEMENT FINES	-	1,000.00	1,000.00											-	1,000.00	1,000.00
51	354150-01 FALSE ALARMS - FINES	1,505.00	1,000.00	(505.00)											-	1,000.00	(505.00)
52	359000-01 PARKING FINES	183.02	500.00	316.98											-	500.00	316.98
54	* TOTAL FINES	18,445.83	41,500.00	23,054.17	-	-	-	-	-	-	-	-	-	-	-	41,500.00	23,054.17
56	<u>MISCELLANEOUS REVENUES</u>																
57	361200-01 INTEREST - SBA GENERAL	2,135.14	1,000.00	(1,135.14)											-	1,000.00	(1,135.14)
58	361200-08 INTEREST - SBA STORMWATER	307.59	20.00	(287.59)											-	20.00	(287.59)
59	361320-01 INTEREST - TAX COLLECTOR	36,876.57	500.00	(36,376.57)								22,000.00			22,000.00	22,500.00	(14,376.57)
60	361322-01 INTEREST - TANGIBLE TAXES	202.68	300.00	97.32											-	300.00	97.32
61	361325-01 INTEREST-CENTER STATE	64,556.83	6,000.00	(58,556.83)								20,000.00			20,000.00	26,000.00	(38,556.83)
62	361328-01 INTEREST/GARBAGE-WASTE	1,960.82	100.00	(1,860.82)											-	100.00	(1,860.82)
63	363200-01 SCHOOL IMPACT ADMIN FEES	9,572.22	264.00	(9,308.22)											-	264.00	(9,308.22)
64	363210-03 LAW ENFORCEMENT IMPACT FEE	5,915.07	193.00	(5,722.07)											-	193.00	(5,722.07)
65	366000-01 DONATIONS	-	500.00	500.00											-	500.00	500.00
66	367100-01 GRANT REVENUE	10,650.00	10,000.00	(650.00)					10,000.00						10,000.00	20,000.00	9,350.00

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	General Fund Detail	YTD Actual Activity	Total Budget	Budget Variance	Increase Off Duty Revenue & Expense	Reclass IT salary	Increase Insurance Revenue & repairs	Increase special events	Increase grant revenue & expense	PD Education restricted funds used	Allocate expenses	Increase Revenue Budget (apply to over budget Expenses)	Stormwater restricted funds	Capital Projects Carryforward Fund	Total Amendment	Final Budget	Final Variance
199																	
200	* TOTAL FIRE CONTROL	976,124.63	970,431.00	(5,693.63)	-	-	-	-	-	6,000.00	-	200.00	-	-	6,200.00	976,631.00	506.37
201																	
202	PROTECTIVE INSPECTIONS																
203																	
204	* TOTAL PROTECTIVE INSPECTIONS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
205																	
206	PHYSICAL ENVIRONMENT																
207	531430-01 UTILITIES - POWER	4,979.85	4,500.00	(479.85)								500.00			500.00	5,000.00	20.15
208	533430-01 UTILITIES-WATER & SEWER	1,942.48	3,800.00	1,857.52											-	3,800.00	1,857.52
209	534130-01 SOLID WASTE COST (RES)	229,056.96	222,200.00	(6,856.96)							6,000.00	1,000.00			7,000.00	229,200.00	143.04
210	539310-01 GENERAL ENGINEERING FEES	21,368.70	20,000.00	(1,368.70)								1,400.00			1,400.00	21,400.00	31.30
211	541100-08 STORMWATER/TESTING (WATERSHE)	9,502.00	9,600.00	98.00											-	9,600.00	98.00
212																	
213	* TOTAL PHYSICAL ENVIRONMENT	266,849.99	260,100.00	(6,749.99)	-	-	-	-	-	-	6,000.00	2,900.00	-	-	8,900.00	269,000.00	2,150.01
214																	
215	MISCELLANEOUS EXPENDITURES																
216	551510-01 TRANSFER TO ROAD & STREET	98,754.00	98,754.00	-											-	98,754.00	-
217	Transfer to Stormwater	17,000.00	-	(17,000.00)								17,000.00			17,000.00	17,000.00	-
218	551511-01 TRANSFER TO STORM RESERVE	35,000.00	-	(35,000.00)								35,000.00			35,000.00	35,000.00	-
219	TRANSFER TO capital caryforward	-	-	-										1,400,000.00	1,400,000.00	1,400,000.00	1,400,000.00
220	551512-01 TRANSFER TO PD CAPITAL RESERVE	-	-	-											-	-	-
221																	
222	* TOTAL MISCELLANEOUS EXPENDITURE	150,754.00	98,754.00	(52,000.00)	-	-	-	-	-	-	-	52,000.00	-	1,400,000.00	1,452,000.00	1,550,754.00	1,400,000.00
223																	
224	ARPA EXPENDITURES																
225																	
226	* TOTAL ARPA EXPENDITURES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
227																	
228	ROADS & STREETS																
229																	
230	* TOTAL ROADS & STREETS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
231																	
232	CAPITAL IMPROVEMENT PROJECTS																
233																	
234	* TOTAL CAPITAL IMPROVEMENT PROJECTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
235																	
236	* TOTAL EXPENDITURES	4,707,875.02	4,541,163.15	(166,711.87)	54,000.00	-	40,000.00	11,000.00	10,000.00	6,000.00	-	149,000.00	3,400.00	1,400,000.00	1,673,400.00	6,209,063.15	1,501,188.13
237																	
238	* EXCESS RECEIPTS OVER DISBURSE	172,235.19	(143,031.00)	(315,266.19)	-	-	-	-	-	(6,000.00)	-	-	13,600.00	(1,400,000.00)	(1,392,400.00)	(1,529,931.00)	(1,702,166.19)
239																	
240																	
241																	
242	Beginning FB	5,348,973.00	5,348,973.00		5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00
243	Ending FB	5,521,208.19	5,205,942.00		5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,348,973.00	5,342,973.00	5,348,973.00	5,348,973.00	5,362,573.00	3,948,973.00	3,956,573.00	3,819,042.00	3,646,806.81

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Roads and Streets	YTD Actual Activity	Total Budget	Budget Variance
1	REVENUES			
2				
3	<u>TAX REVENUE</u>			
4	312410-02 LOCAL OPTION GAS TAX	80,979.64	73,000.00	(7,979.64)
5	335122-02 MUNICIPAL GAS TAX	28,399.38	32,400.00	4,000.62
6				
7	* TOTAL TAX REVENUE	109,379.02	105,400.00	(3,979.02)
8				
9	<u>LICENSES AND PERMITS</u>			
10				
11	* TOTAL LICENSES AND PERMITS	0.00	0.00	0.00
12				
13	<u>GRANT FUNDING</u>			
14	334400-02 FEMA HURRICANE REIMBURSEMENT	8,307.32	0.00	(8,307.32)
15				
16	* TOTAL GRANT FUNDING	8,307.32	0.00	(8,307.32)
17				
18	<u>INTER-GOVERNMENTAL REVENUE</u>			
19				
20	* TOTAL INTER-GOVERNMENTAL REV	0.00	0.00	0.00
21				
22	<u>CHARGES FOR SERVICES</u>			
23				
24	* TOTAL CHARGES FOR SERVICE	0.00	0.00	0.00
25				
26	<u>FINES</u>			
27				
28	* TOTAL FINES	0.00	0.00	0.00
29				
30	<u>MISCELLANEOUS REVENUES</u>			
31	361200-02 INTEREST - SBA ROAD	143.67	50.00	(93.67)
32	361200-08 INTEREST - SBA STORMWATER	307.59	20.00	(287.59)
33	363240-10 TRANSPORTATION IMPACT FEE	74,146.13	0.00	(74,146.13)

No amendments
required

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Roads and Streets	YTD Actual Activity	Total Budget	Budget Variance
34	369950-12 MISCELLANEOUS (PD) - CAPITAL	8,873.47	0.00	(8,873.47)
35	399900-02 FDOT REIMBURSE - TRAFFIC LIGHT	35,481.51	18,003.00	(17,478.51)
36				
37	* TOTAL MISCELLANEOUS REVENUE	118,952.37	18,073.00	(100,879.37)
38				
39	<u>ARPA FUNDS</u>			
40				
41	* TOTAL ARPA FUNDS	0.00	0.00	0.00
42				
43	<u>NON-REVENUE SOURCES</u>			
44	389200-02 TRANS FROM GEN. FUND	98,754.00	98,754.00	0.00
45				
46	* TOTAL NON-REVENUE SOURCES	98,754.00	98,754.00	0.00
47				
48	* TOTAL REVENUES	<u>\$ 335,392.71</u>	<u>222,227.00</u>	<u>(113,165.71)</u>
49				
50				
51	EXPENDITURES			
52				
53	<u>CITY HALL</u>			
54				
55	* TOTAL CITY HALL	0.00	0.00	0.00
56				
57	<u>OTHER GENERAL GOVERNMENT</u>			
58				
59	* TOTAL OTHER GENERAL GOVERNMENT	0.00	0.00	0.00
60				
61	<u>POLICE DEPARTMENT</u>			
62				
63	* TOTAL POLICE DEPARTMENT	0.00	0.00	0.00
64				
65	<u>CAPITAL OUTLAY</u>			
66				

No amendments
required

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Roads and Streets	YTD Actual Activity	Total Budget	Budget Variance
67	* TOTAL CAPITAL OUTLAY	0.00	0.00	0.00
68				
69	<u>FIRE CONTROL</u>			
70				
71	* TOTAL FIRE CONTROL	0.00	0.00	0.00
72				
73	<u>PROTECTIVE INSPECTIONS</u>			
74				
75	* TOTAL PROTECTIVE INSPECTIONS	0.00	0.00	0.00
76				
77	<u>PHYSICAL ENVIRONMENT</u>			
78				
79	* TOTAL PHYSICAL ENVIRONMENT	0.00	0.00	0.00
80				
81	<u>MISCELLANEOUS EXPENDITURES</u>			
82				
83	* TOTAL MISCELLANEOUS EXPENDITURES	0.00	0.00	0.00
84				
85	<u>ARPA EXPENDITURES</u>			
86				
87	* TOTAL ARPA EXPENDITURES	0.00	0.00	0.00
88				
89	<u>ROADS & STREETS</u>			
90	541320-02 TRAFFIC LIGHT - UTILITY	2,074.15	2,500.00	425.85
91	541410-02 TREE REMOVAL	34,422.00	15,000.00	(19,422.00)
92	541431-02 STREET LIGHTS - UTILITY	55,849.02	50,000.00	(5,849.02)
93	541460-02 STREET MAINTENANCE CONTRACT	59,157.45	54,363.00	(4,794.45)
94	541530-02 ROAD REPAIR - POTHOLES	0.00	500.00	500.00
95	541600-02 TRAFFIC LIGHT-MAINTENANCE	0.00	15,000.00	15,000.00
96	541610-02 SIDEWALK REPAIR	0.00	10,000.00	10,000.00
97	541634-02 STORM DRAIN/CLEANING	0.00	10,000.00	10,000.00
98	541637-02 ROADS/STREETS- REPAIR/MAINT.	24,937.00	0.00	(24,937.00)
99	541637-10 ROADS/STREETS- REPAIR/MAINT.	0.00	87,000.00	87,000.00

No amendments
required

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Roads and Streets	YTD Actual Activity	Total Budget	Budget Variance
100	549320-02 STREET SIGNS	5,393.68	5,000.00	(393.68)
101	549460-02 R.R. CROSSING MAINTENANCE	5,860.00	8,700.00	2,840.00
102				
103	* TOTAL ROADS & STREETS	187,693.30	258,063.00	70,369.70
104				
105	<u>CAPITAL IMPROVEMENT PROJECTS</u>			
106				
107	* TOTAL CAPITAL IMPROVEMENT PRC	0.00	0.00	0.00
108				
109	* TOTAL EXPENDITURES	\$ 187,693.30	258,063.00	70,369.70
110				
111	* EXCESS RECEIPTS OVER DISBURSE	\$ 147,699.41	(35,836.00)	(183,535.41)
112				
113				
114				
115	Beg Fund Balance	400,224.00	400,224.00	
116	Ending Fund balance	547,923.41	364,388.00	

No amendments
required

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	PD Capital	YTD Actual Activity	Total Budget	Budget Variance
1	REVENUES			
2				
3	<u>TAX REVENUE</u>			
4				
5	* TOTAL TAX REVENUE	0.00	0.00	0.00
6				
7	<u>LICENSES AND PERMITS</u>			
8				
9	* TOTAL LICENSES AND PERMITS	0.00	0.00	0.00
10				
11	<u>GRANT FUNDING</u>			
12				
13	* TOTAL GRANT FUNDING	0.00	0.00	0.00
14				
15	<u>INTER-GOVERNMENTAL REVENUE</u>			
16				
17	* TOTAL INTER-GOVERNMENTAL REV	0.00	0.00	0.00
18				
19	<u>CHARGES FOR SERVICES</u>			
20				
21	* TOTAL CHARGES FOR SERVICE	0.00	0.00	0.00
22				
23	<u>FINES</u>			
24				
25	* TOTAL FINES	0.00	0.00	0.00
26				
27	<u>MISCELLANEOUS REVENUES</u>			
28	369950-12 MISCELLANEOUS (PD) - CAPITAL	8,873.47	0.00	(8,873.47)
29				
30	* TOTAL MISCELLANEOUS REVENUE	8,873.47	0.00	(8,873.47)
31				
32	<u>ARPA FUNDS</u>			
33				

No amendment require

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	PD Capital	YTD Actual Activity	Total Budget	Budget Variance
34	* TOTAL ARPA FUNDS	0.00	0.00	0.00
35				
36	<u>NON-REVENUE SOURCES</u>			
37				
38	* TOTAL NON-REVENUE SOURCES	0.00	0.00	0.00
39				
40	* TOTAL REVENUES	\$ 8,873.47	0.00	(8,873.47)
41				
42				
43	EXPENDITURES			
44				
45	<u>CITY HALL</u>			
46				
47	* TOTAL CITY HALL	0.00	0.00	0.00
48				
49	<u>OTHER GENERAL GOVERNMENT</u>			
50				
51	* TOTAL OTHER GENERAL GOVERNMENT	0.00	0.00	0.00
52				
53	<u>POLICE DEPARTMENT</u>			
54				
55	* TOTAL POLICE DEPARTMENT	0.00	0.00	0.00
56				
57	<u>CAPITAL OUTLAY</u>			
58				
59	* TOTAL CAPITAL OUTLAY	0.00	0.00	0.00
60				
61	<u>FIRE CONTROL</u>			
62				
63	* TOTAL FIRE CONTROL	0.00	0.00	0.00
64				
65	<u>PROTECTIVE INSPECTIONS</u>			
66				

No amendment require

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	PD Capital	YTD Actual Activity	Total Budget	Budget Variance
67	* TOTAL PROTECTIVE INSPECTIONS	0.00	0.00	0.00
68				
69	<u>PHYSICAL ENVIRONMENT</u>			
70				
71	* TOTAL PHYSICAL ENVIRONMENT	0.00	0.00	0.00
72				
73	<u>MISCELLANEOUS EXPENDITURES</u>			
74				
75	* TOTAL MISCELLANEOUS EXPENDITURES	0.00	0.00	0.00
76				
77	<u>ARPA EXPENDITURES</u>			
78				
79	* TOTAL ARPA EXPENDITURES	0.00	0.00	0.00
80				
81	<u>ROADS & STREETS</u>			
82				
83	* TOTAL ROADS & STREETS	0.00	0.00	0.00
84				
85	<u>CAPITAL IMPROVEMENT PROJECTS</u>			
86				
87	* TOTAL CAPITAL IMPROVEMENT PROJECTS	0.00	0.00	0.00
88				
89	* TOTAL EXPENDITURES	\$ 0.00	0.00	0.00
90				
91	* EXCESS RECEIPTS OVER DISBURSEMENTS	\$ 8,873.47	0.00	(8,873.47)
92				
93				
94				
95				
96	Beg Fund Balance	-	-	
97	Ending Fund balance	8,873.47	-	

No amendment require

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Storm Reserve	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
1	REVENUES				
2					
3	<u>TAX REVENUE</u>				
4					
5	* TOTAL TAX REVENUE	0.00	0.00	0.00	0.00
6					
7	<u>LICENSES AND PERMITS</u>				
8					
9	* TOTAL LICENSES AND PERMITS	0.00	0.00	0.00	0.00
10					
11	<u>GRANT FUNDING</u>				
12					
13	* TOTAL GRANT FUNDING	0.00	0.00	0.00	
14					
15	<u>INTER-GOVERNMENTAL REVENUE</u>				
16					
17	* TOTAL INTER-GOVERNMENTAL REV	0.00	0.00	0.00	
18					
19	<u>CHARGES FOR SERVICES</u>				
20					
21	* TOTAL CHARGES FOR SERVICE	0.00	0.00	0.00	
22					
23	<u>FINES</u>				
24					
25	* TOTAL FINES	0.00	0.00	0.00	
26					
27	<u>MISCELLANEOUS REVENUES</u>				
28					
29	* TOTAL MISCELLANEOUS REVENUE	0.00	0.00	0.00	
30					
31	<u>ARPA FUNDS</u>				
32					
33	* TOTAL ARPA FUNDS	0.00	0.00	0.00	

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Storm Reserve	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
34					
35	<u>NON-REVENUE SOURCES</u>				
36	389200-11 TRANS FROM GEN. FUND	35,000.00	0.00	(35,000.00)	35,000.00
37					
38	* TOTAL NON-REVENUE SOURCES	35,000.00	0.00	(35,000.00)	35,000.00
39					
40	* TOTAL REVENUES	\$ 35,000.00	0.00	(35,000.00)	\$ 35,000.00
41					
42					
43	EXPENDITURES				
44					
45	<u>CITY HALL</u>				
46					
47	* TOTAL CITY HALL	0.00	0.00	0.00	
48					
49	<u>OTHER GENERAL GOVERNMENT</u>				
50					
51	* TOTAL OTHER GENERAL GOVERNMENT	0.00	0.00	0.00	
52					
53	<u>POLICE DEPARTMENT</u>				
54					
55	* TOTAL POLICE DEPARTMENT	0.00	0.00	0.00	
56					
57	<u>CAPITAL OUTLAY</u>				
58					
59	* TOTAL CAPITAL OUTLAY	0.00	0.00	0.00	
60					
61	<u>FIRE CONTROL</u>				
62					
63	* TOTAL FIRE CONTROL	0.00	0.00	0.00	
64					
65	<u>PROTECTIVE INSPECTIONS</u>				
66					

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Storm Reserve	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
67	* TOTAL PROTECTIVE INSPECTIONS	0.00	0.00	0.00	
68					
69	<u>PHYSICAL ENVIRONMENT</u>				
70					
71	* TOTAL PHYSICAL ENVIRONMENT	0.00	0.00	0.00	
72					
73	<u>MISCELLANEOUS EXPENDITURES</u>				
74					
75	* TOTAL MISCELLANEOUS EXPENDITURES	0.00	0.00	0.00	
76					
77	<u>ARPA EXPENDITURES</u>				
78					
79	* TOTAL ARPA EXPENDITURES	0.00	0.00	0.00	
80					
81	<u>ROADS & STREETS</u>				
82					
83	* TOTAL ROADS & STREETS	0.00	0.00	0.00	
84					
85	<u>CAPITAL IMPROVEMENT PROJECTS</u>				
86					
87	* TOTAL CAPITAL IMPROVEMENT PROJECTS	0.00	0.00	0.00	
88					
89	* TOTAL EXPENDITURES	\$ 0.00	0.00	0.00	0.00
90					
91	* EXCESS RECEIPTS OVER DISBURSEMENTS	\$ 35,000.00	0.00	(35,000.00)	35,000.00
92					
93					
94					
95	Beg Fund Balance	-	-		-
96	Ending Fund balance	35,000.00	-		35,000.00

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Capital Carryforward	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
1	REVENUES				
2					
3	<u>TAX REVENUE</u>				
4					
5	* TOTAL TAX REVENUE	0.00	0.00	0.00	0.00
6					
7	<u>LICENSES AND PERMITS</u>				
8					
9	* TOTAL LICENSES AND PERMITS	0.00	0.00	0.00	0.00
10					
11	<u>GRANT FUNDING</u>				
12					
13	* TOTAL GRANT FUNDING	0.00	0.00	0.00	
14					
15	<u>INTER-GOVERNMENTAL REVENUE</u>				
16					
17	* TOTAL INTER-GOVERNMENTAL REV	0.00	0.00	0.00	
18					
19	<u>CHARGES FOR SERVICES</u>				
20					
21	* TOTAL CHARGES FOR SERVICE	0.00	0.00	0.00	
22					
23	<u>FINES</u>				
24					
25	* TOTAL FINES	0.00	0.00	0.00	
26					
27	<u>MISCELLANEOUS REVENUES</u>				
28					
29	* TOTAL MISCELLANEOUS REVENUE	0.00	0.00	0.00	
30					
31	<u>ARPA FUNDS</u>				
32					
33	* TOTAL ARPA FUNDS	0.00	0.00	0.00	

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Capital Carryforward	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
34					
35	<u>NON-REVENUE SOURCES</u>				
36	389200-13 TRANS FROM GEN. FUND	0.00	0.00	0.00	1,400,000.00
37					
38	* TOTAL NON-REVENUE SOURCES	0.00	0.00	0.00	1,400,000.00
39					
40	* TOTAL REVENUES	\$ 0.00	0.00	0.00	\$ 1,400,000.00
41					
42					
43	EXPENDITURES				
44					
45	<u>CITY HALL</u>				
46					
47	* TOTAL CITY HALL	0.00	0.00	0.00	
48					
49	<u>OTHER GENERAL GOVERNMENT</u>				
50					
51	* TOTAL OTHER GENERAL GOVERNMENT	0.00	0.00	0.00	
52					
53	<u>POLICE DEPARTMENT</u>				
54					
55	* TOTAL POLICE DEPARTMENT	0.00	0.00	0.00	
56					
57	<u>CAPITAL OUTLAY</u>				
58					
59	* TOTAL CAPITAL OUTLAY	0.00	0.00	0.00	
60					
61	<u>FIRE CONTROL</u>				
62					
63	* TOTAL FIRE CONTROL	0.00	0.00	0.00	
64					
65	<u>PROTECTIVE INSPECTIONS</u>				
66					

CITY OF EDGEWOOD
STATEMENT OF REVENUE AND EXPENDITURES
FOR THE ONE MONTH AND TWELVE MONTHS ENDING SEPTEMBER 30, 2024

Line	Capital Carryforward	YTD Actual Activity	Total Budget	Budget Variance	Restricted Funds Transfers
67	* TOTAL PROTECTIVE INSPECTIONS	0.00	0.00	0.00	
68					
69	<u>PHYSICAL ENVIRONMENT</u>				
70					
71	* TOTAL PHYSICAL ENVIRONMENT	0.00	0.00	0.00	
72					
73	<u>MISCELLANEOUS EXPENDITURES</u>				
74					
75	* TOTAL MISCELLANEOUS EXPENDITURES	0.00	0.00	0.00	
76					
77	<u>ARPA EXPENDITURES</u>				
78					
79	* TOTAL ARPA EXPENDITURES	0.00	0.00	0.00	
80					
81	<u>ROADS & STREETS</u>				
82					
83	* TOTAL ROADS & STREETS	0.00	0.00	0.00	
84					
85	<u>CAPITAL IMPROVEMENT PROJECTS</u>				
86					
87	* TOTAL CAPITAL IMPROVEMENT PROJECTS	0.00	0.00	0.00	
88					
89	* TOTAL EXPENDITURES	\$ 0.00	0.00	0.00	0.00
90					
91	* EXCESS RECEIPTS OVER DISBURSEMENTS	\$ 0.00	0.00	0.00	1,400,000.00
92					
93					
94					
95	Beg Fund Balance	-	-		-
96	Ending Fund balance	-	-		1,400,000.00

Mutual Aid Agreement



Sheriff John W. Mina

ORANGE COUNTY SHERIFF'S OFFICE

November 11, 2024

Dean DeSchryver
Chief of Police
Edgewood Police Department
5565 S. Orange Avenue
Pine Castle, FL 32809

Dear Chief DeSchryver:

Enclosed please find an original copy of the Mutual Aid Agreement between our agencies, which is up for renewal.

Please review and execute the agreement in accordance with your agency's procedures. Once signed, please return the original to me via e-mail. Once Sheriff Mina signs the agreement, we will return a fully executed copy to you and file the agreement with the Florida Department of Law Enforcement in accordance with state law.

If there are any questions regarding this matter, please feel free to contact me. Thanks for your consideration.

Sincerely,

/s/ Mary-Elizabeth Liesenfelt

Mary-Elizabeth Liesenfelt
Paralegal, FRP
P.O. Box 1440
Orlando, FL 32802
Mary-Elizabeth.Liesenfelt@ocsofl.com

Enclosures



P.O. Box 1440 • Orlando, Florida 32802-1440 • 407.254.7000 • www.OCSO.com

The First Law Enforcement Agency in Orange County to Receive Both International and State Accreditation



**MUTUAL AID AGREEMENT FOR
COMBINED OPERATIONAL ASSISTANCE AND VOLUNTARY COOPERATION
BETWEEN THE ORANGE COUNTY SHERIFF AND
THE EDGEWOOD POLICE DEPARTMENT
FROM JANUARY 1, 2025, THROUGH DECEMBER 31, 2028
COVERING THE SUNRAIL COMMUTER SYSTEM AND TRAINS**

WITNESSETH

Whereas, the subscribing law enforcement agencies are so located in relation to each other that it is to the advantage of each to receive and extend mutual aid in the form of law enforcement services and resources to adequately respond to:

- (1) Intensive law enforcement situations including, but not limited to, emergencies as defined under Florida Statute 252.34; and
- (2) Continuing, multi-jurisdictional law enforcement problems, so as to protect the public peace and safety, and preserve the lives and property of the people; and

Whereas, the subscribing parties have the authority under Florida Statute 23.1225, et seq., the "Florida Mutual Aid Act," to enter into a combined mutual aid agreement for law enforcement service which:

- (1) Provides for rendering of assistance in a law enforcement emergency, as defined in Florida Statute 252.34; and
- (2) Permits voluntary cooperation and assistance of a routine law enforcement nature across jurisdictional lines.

Whereas, SunRail is a commuter rail system in Central Florida that connects DeLand in Volusia County to Poinciana in Osceola County; and

Whereas, the parties are located along the SunRail line.

Now, therefore, the parties agree as follows:

SECTION I. PROVISIONS FOR OPERATIONAL ASSISTANCE

The subscribing parties hereby approve and enter into this Agreement whereby each of the parties may request and render law enforcement assistance to the other to include, but not necessarily be limited to, dealing with civil disturbances, large protest demonstrations, aircraft disasters, fires, natural or man-made disasters, active shooters, terrorism incidents, sporting events, concerts, parades, escapes from detention facilities, and incidents requiring utilization of specialized units.

SECTION II: PROVISIONS FOR VOLUNTARY COOPERATION

- A. Each of the parties hereby approve and enter into this Agreement whereby each party may request and render law enforcement assistance to the other in dealing with any violations of Florida Statutes to include, but not necessarily be limited to, investigating homicides, sex offenses, robberies, assaults, burglaries, larcenies, gambling, motor vehicle thefts, drug violations pursuant to Chapter 893, F.S., backup services during patrol activities, school resource officers on official duty out of their jurisdiction, and inter-agency task forces and/or joint investigations.
- B. When a person reports that a violation of law occurred on a SunRail train, the party receiving the report shall investigate the offense and try to determine the jurisdiction in which it occurred. If the jurisdiction in which the offense occurred is unknown, the party receiving the report shall assume jurisdiction for any follow-up investigation. If it is determined at any time that the offense occurred in another jurisdiction, the case shall be referred to the appropriate agency and a written report provided.

SECTION III. PROCEDURE FOR REQUESTING ASSISTANCE

- A. A party in need of assistance as set forth above shall notify the agency from whom such assistance is required and provide appropriate information (e.g., nature of the law enforcement assistance requested). Requests for assistance may be verbal or written. The Sheriff whose assistance is sought, or their authorized designee, shall evaluate the situation and their available resources and will respond in a manner they deem appropriate.
- B. Written requests may be delivered by hand, U.S. Mail, teletype, or e-mail. Each party is responsible for tracking mutual aid requests made or received in accordance with this Agreement.
- C. The Sheriff in whose jurisdiction assistance is being rendered may determine who is authorized to lend assistance in their jurisdiction, for how long such assistance is authorized, and for what purpose such authority is granted. This authority may be granted either verbally or in writing as the particular situation dictates.
- D. The parties are not required to deplete unreasonably their own equipment, resources, facilities, and services to furnish mutual aid pursuant to this Agreement. The requesting agency shall release equipment and personnel provided by the responding agency when they are no longer needed or when the responding party determines they are needed within its jurisdiction.
- E. Upon request by the other party, personnel provided by the responding agency shall assist in transporting and processing prisoners during situations involving mass arrests. Upon request by the other party, they shall also assist with operating temporary detention facilities.

- F. The requesting agency shall be responsible for recording radio communications, including but not limited to, time en route, number of units responding, time of arrival, time of completion, and any other pertinent radio communication.
- G. Upon request by the other party, the requesting or responding agency shall complete a detailed report and forward a copy to the other agency.
- H. If an officer from one party takes law enforcement action in the jurisdiction of another party pursuant to this Agreement, he or she shall notify the agency having jurisdiction as soon as practicable and thereafter take all necessary steps to lawfully complete the enforcement action, including but not limited to, arresting the suspect, transporting the suspect to the appropriate booking location, booking, and providing appropriate reports documenting the event and the actions taken.
- I. In the following circumstances constituting a law enforcement emergency, the parties shall be deemed to have requested the operational assistance of the other parties to apprehend the suspect and to take any other action reasonably necessary to protect persons or property.
 - 1) A law enforcement officer from one of the parties witnesses a forcible felony, as defined by Florida Statute 776.08, or other crime of violence against a person, on a SunRail train or at a SunRail passenger terminal.
 - 2) A law enforcement officer taking law enforcement action pursuant to Section III(I)(1) witnesses a related crime (e.g., resisting).

If law enforcement action is taken, the responding party shall notify the party in whose jurisdiction the action occurred as soon as possible. Officers from the jurisdiction in question may assume the investigation, and the responding party shall assist as needed. The responding party shall submit a written report documenting the incident and the actions taken. This provision is not intended to grant general authority to conduct investigations, serve warrants or subpoenas, or attend to matters of a routine nature, but rather is intended to address critical, life threatening, or public safety situations.

- J. Except for the limited purposes noted in Section III(I), a party is not empowered under this Agreement to take law enforcement action in the jurisdiction of another party without specifically contacting the chief law enforcement executive or designee of that jurisdiction in advance for permission. The decision of that chief law enforcement executive or designee shall be final.

SECTION IV: COMMAND AND SUPERVISORY RESPONSIBILITIES

- A. The resources or facilities that are assigned by the assisting agency shall be under the immediate command of a supervising officer designated by the assisting agency. Such supervising officer shall be under the direct supervision and command of the Sheriff, Chief of Police, or designee of the agency requesting assistance.

- B. **Conflicts:** Whenever a law enforcement officer from one of the parties is rendering aid pursuant to this Agreement, they shall abide by, and be subject to, the rules and regulations, personnel policies, general orders, and standard operating procedures of their employer. If any such rule, regulation, personnel policy, general order, or standard operating procedure is contradicted, contravened, or otherwise in conflict with a direct order of a superior officer of the requesting agency, then such rule, regulation, policy, general order, or standard operating procedure shall control and supersede the direct order.
- C. **Handling Complaints:** Whenever there is cause to believe that a complaint has arisen as a result of a cooperative effort as it may pertain to this Agreement, the requesting agency shall be responsible for documenting the complaint to ascertain at a minimum:
- 1) The identity of the complainant.
 - 2) An address where the complaining party can be contacted.
 - 3) The specific allegation.
 - 4) The identity of the employees accused without regard to agency affiliation.

The requesting agency shall expeditiously provide the responding agency with this information, along with a copy of all applicable documentation. The agency employing the subject of the complaint shall be responsible for conducting an appropriate review.

SECTION V: LIABILITY

Each party engaging in any mutual cooperation and assistance pursuant to this Agreement agrees to assume responsibility for the acts, omissions, or conduct of such party's own employees while engaged in rendering such and pursuant to this Agreement, subject to the provisions of Florida Statute 768.28, where applicable. Neither party waives any sovereign immunity protection provided by law.

SECTION VI: POWERS, PRIVILEGES, IMMUNITIES, AND COSTS

- A. Pursuant to the provisions of Florida Statute 23.127(1), an employee of a party who renders aid outside that party's jurisdiction but inside the state in accordance with this Agreement shall have the same powers, duties, rights, privileges, and immunities as if performing duties inside the employee's political subdivision in which normally employed.
- B. A party that furnishes equipment pursuant to this part must bear the cost of loss or damage to that equipment and must pay any expense incurred in the operation and maintenance of that equipment.
- C. The parties are responsible for providing compensation and benefits to their respective employees providing services hereunder, including but not limited to salary, overtime, health insurance, disability insurance, life insurance, liability insurance, workers compensation, pension/retirement, vacation time, sick leave, and any amounts due for

personal injury or death. Each party shall also defray the actual travel and maintenance expenses of its employees while they are rendering such aid.

- D. The privileges and immunities from liability; exemption from laws, ordinances, and rules; and all pension, insurance, relief, disability, workers' compensation, salary, death, and other benefits that apply to the activity of an employee of an agency when performing the employee's duties within the territorial limits of the employee's agency apply to the employee to the same degree, manner, and extent while engaged in the performance of the employee's duties extraterritorially under the provisions of this mutual aid agreement. The provisions of this section shall apply with equal effect to paid, volunteer, and auxiliary employees.
- E. Nothing herein shall prevent the requesting agency from seeking supplemental appropriations from the governing authority having budgeting jurisdiction, or funds from other available sources, to reimburse the assisting agency for any actual costs or expenses incurred by the assisting agency performing hereunder.

SECTION VII: TERM

This Agreement shall take effect upon execution and approval by the hereinafter named officials and shall continue in full force and effect through December 31, 2028. If they so agree in writing, the chief law enforcement executives of the parties may extend the term of this Agreement for a period of up to 120 days.

SECTION VIII: CANCELLATION

A party may terminate this Agreement for convenience upon delivery of written notice to the other party. The liability provisions of this Agreement shall survive any such termination.

SECTION IX: RELATION TO OTHER AGREEMENTS

Nothing herein is intended to abrogate any other agreements, or portions thereof, between the parties.

SECTION X: MISCELLANEOUS PROVISIONS

- A. **Policy and Training:** Each party shall adopt and enforce written policy that is consistent with this Agreement and applicable law. Each party shall also train its law enforcement officers on extraterritorial jurisdiction, including but not limited to the parameters of mutual aid agreements.
- B. **Forfeiture Litigation:** If a subscribing agency seizes any vessel, motor vehicle, aircraft, or other property pursuant to the Florida Contraband Forfeiture Act (Florida Statutes 932.701-707) during performance of this Agreement, the agency requesting assistance in the case of Operational Assistance, and the seizing agency in the case of Voluntary Cooperation, shall be responsible for maintaining a forfeiture action. For joint operations or task forces, the chief law enforcement executives of the parties may agree on which agency will be responsible for maintaining related forfeiture actions. The agency pursuing

the forfeiture action shall have the exclusive right to control, and responsibility to maintain, the proceedings and property in accordance with the Florida Contraband Forfeiture Act, including but not limited to complete discretion to bring a lawsuit, dismiss the case, or settle the case. Also, the agency pursuing the forfeiture action may recover its reasonable costs from the proceeds of the case (e.g., filing fee, court reporter fee, attorney time, auction expenses).

Proceeds from forfeited property seized as a result of or in accordance with this Agreement shall be divided to reflect the resources committed by each party. The parties shall confer to arrive at an appropriate formula. Similarly, if judgment and/or fees are entered against law enforcement, the parties shall confer to arrive at an appropriate formula.

- C. **Powers:** Nothing in this Agreement shall be construed as any transfer or contracting away of the powers or functions of one party to the other.
- D. **Law Enforcement Related Off-Duty Employment:** This Agreement does not grant law enforcement powers for purposes of law enforcement related off-duty employment.
- E. **Damages:** This Agreement shall in no event confer upon any person, corporation, partnership, or other entity, including the parties hereto, the right to damages or any other form of relief against any party to this Agreement for operations or omissions hereunder.
- F. **Conflicts with Florida Mutual Aid Act:** In the event of a conflict between the provisions of this Agreement and Florida Statute 23.1225, et seq., the "Florida Mutual Aid Act," as it is in effect on the date of the conflict, the provisions of the Florida Mutual Aid Act shall control.
- G. **Amendments:** This Agreement contains the entire understanding between the parties and shall not be renewed, amended, or extended except in writing.
- H. **Governing Law:** This Agreement shall be construed in accordance with Florida law.

*[BALANCE OF PAGE INTENTIONALLY BLANK
SIGNATURE PAGE TO FOLLOW]*

In witness whereof, the parties have caused this Agreement to be executed by the undersigned persons as duly authorized.

**SHERIFF’S OFFICE OF ORANGE
COUNTY, FLORIDA**

EDGEWOOD POLICE DEPARTMENT

**John. W. Mina
As Sheriff of Orange County, Florida**

**Dean DeSchryver
as Chief of Police**

Date

Date

FOR USE AND RELIANCE ONLY BY
THE SHERIFF OF ORANGE
COUNTY, FLORIDA.
APPROVED AS TO FORM AND
LEGALITY
THIS ____ DAY OF _____
2024.

FOR USE AND RELIANCE ONLY BY
THE CITY OF EDGEWOOD,
FLORIDA.
APPROVED AS TO FORM AND
LEGALITY
THIS ____ DAY OF _____
2024.

**Assistant General Counsel
Orange County Sheriff’s Office**

City Attorney

ATTEST:

APPROVED:
EDGEWOOD, FLORIDA

City Clerk

John Dowless
Mayor

APPROVED BY THE CITY COMMISSION OF
THE CITY OF EDGEWOOD, FLORIDA,
AT A MEETING HELD ON

UNDER AGENDA NO. _____.

GENERAL INFORMATION

CITIZEN COMMENTS

BOARDS AND COMMITTEES

STAFF REPORTS

City Attorney Smith

Police Chief DeSchryver

**Edgewood Police Department
City Council Report
October 2024**

	September	October
Residential Burglaries	0	0
Commercial Burglaries	1	0
Auto Burglaries	1	0
Theft	5	4
Assault/Battery	3	1
Sexual Battery	0	0
Homicides	0	0
Robbery	0	0
Traffic Accident	13	9
Traffic Citations	65	37
Traffic Warnings	73	25
Felony Arrests	0	1
Misdemeanor Arrests	1	6
Warrant Arrests	1	0
Traffic Arrests	1	1
DUI Arrests	1	0
Code Compliance Reports	28	5

Department Highlights:

- During the month of October, the Edgewood Police Department observed Breast Cancer Awareness month by wearing pink name tags and badges.
- During the month of October, the State of Florida was visited by Hurricane Milton. After the Hurricane passed, Officers drove through the city removing trees from roadways, reporting power outages, and keeping in contact with the Emergency Operations Center (EOC) in reference to needs of the City and Residents. During this Time Code Compliance Officer Stacey Salemi was stationed at the EOC.
- On December 26th, The Edgewood Police Department participated in the DEA Prescription Drug Take Back. During this time 97.2 lbs of unused prescription drugs were collected and disposed of.
- On October 22nd, Officer Scott Zane was honored by Congressman Darren Soto during Pride History Month for his achievements as a Community Leader of Central Florida.
- On October 25th, the Edgewood Police Department assisted City Hall in hosting the City of Edgewood Halloween Trunk or Treat. The Edgewood Police Department handed out hot dogs, chips, water, and candy as well as had a spooky trailer for people to enjoy.
- Trainings: Officer Miguel Aponte attended Report Writing training.
- Code Compliance Officer Stacey Salemi participated in the MS4 Audit.

Reporting Dates: October 1st – October 31st

City Clerk Riffle



Memo

To: Mayor Dowless and City Councilmembers Horn, Rader, Lomas, McElroy, and Steele
From: Sandra Riffle, City Clerk
Date: November 1, 2024
Re: October 2024 City Clerk Report

- **Audits and Compliance:** Sandy began working on three separate major audits that are still in process: Workers' Comp, MS4, and Financial.
- **Bank Fraud:** The City ran into a check fraud issue, that was thankfully flagged by Southstate Bank. To mitigate future check fraud, the City implemented a Positive Pay program with Southstate Bank. Brett and Lindsey received training on this system, with Brett assuming the role of primary approver.
- **Hurricane Milton Response:** With Sandy on pre-planned leave, Brett secured agreements for all potential debris sites and submitted to FDEP for pre-approval. He also collaborated with FDOT and Orange County to address drainage issues along Orange/Holden and Lynwell Roads, which prevented potential flooding. Sandy returned early from leave to attend to Hurricane Milton, including working an overnight 12 hour shift at the Emergency Operations Center, with Stacey relieving her in the morning.
- **Debris Removal:** Sandy and Brett worked closely with Albert Moore (debris hauler), CMTS (debris monitor), and the City Attorney to finalize the hauling contract. This was considered an emergency contract as there was a wait on trucks due to the impact of five regional storms, including multiple Florida storms. CMTS, in collaboration with City staff, ensured compliance with all FEMA regulations to maximize the potential FEMA reimbursement. Pickup was conducted from 10/28 through 10/30. The City has received positive feedback from residents on the quick and effective cleanup process.
- **Community Events:** Ashley revamped the flyers for Trunk or Treat and Santa Fly-In. She also assisted Brett in promoting Trunk or Treat, which led to a successful event. Chick-Fil-A's participation as a food vendor was a huge success, thanks to Sergeant Cardinal and Brett's efforts. Chick-Fil-A plans to return as a vendor for the Fly In. Stacey and the Police Department's contributions to the Trunk or Treat decorations and hot dog service were invaluable.
- **New Business Flags:** Brett and Planner Hardgrove have partnered with Fast Signs to design new welcome banners for incoming businesses. These banners will cost approximately \$225 each, and we plan to purchase four. Before finalizing the design, we'd like to get input from the Council.

Overall, the team's dedication and hard work were instrumental in successfully navigating challenges and achieving positive outcomes during the month of October.

10 ft Rectangular Flag with spike base



CITY OF EDGEWOOD

WELCOMES
— A NEW BUSINESS

MAYOR & CITY COUNCIL REPORTS

Mayor Dowless

Council Member Lomas

Council Member McElroy

Council Member Rader

Council Member Steele

Council President Horn

ADJOURN