

ORDINANCE 1751-20

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ALTAMONTE SPRINGS, FLORIDA, AMENDING THE ALTAMONTE SPRINGS CODE OF ORDINANCES, CHAPTER 25, "IMPACT FEES AND MOBILITY FEES"; BY AMENDING ARTICLE I, "IN GENERAL," BY AMENDING SUBSECTION (F) OF SECTION 25-2, "INTENT AND PURPOSE" TO UPDATE REFERENCE TO THE MARCH 2020 MOBILITY FEE STUDY, AND BY AMENDING SECTION 25-4., "DEFINITIONS," TO REVISE, AMEND, ADOPT AND SEQUENTIALLY RE-LETTER CERTAIN DEFINITIONS; BY AMENDING ARTICLE III, "MOBILITY FEES," BY AMENDING SECTION 25-7, "ADOPTION OF MOBILITY FEE STUDY," TO UPDATE REFERENCES TO THE MARCH 2020 MOBILITY FEE STUDY, AND BY AMENDING SECTION 25-8, "MOBILITY FEE IMPOSED," TO UPDATE SCHEDULE 4., "MOBILITY FEE SCHEDULE," TO SET FORTH AND ADOPT NEW MOBILITY FEES BASED UPON THE MARCH 2020 MOBILITY FEE STUDY; BY AMENDING ARTICLE IV, "MISCELLANEOUS PROVISIONS," BY REPEALING SECTION 25-24, "COUNTY WEST COLLECTOR DISTRICT IMPACT FEES," IN ITS ENTIRETY AND ADOPTING NEW SECTION 25-24, "GOVERNMENTAL COORDINATION," TO SET FORTH COORDINATION BETWEEN THE CITY AND SEMINOLE COUNTY; PROVIDING FOR CONFLICTS AND REPEAL OF INCONSISTENT PROVISIONS; PROVIDING FOR SEVERABILITY, PROVIDING FOR CODIFICATION INTO THE ALTAMONTE SPRINGS CODE OF ORDINANCES; PROVIDING FOR CORRECTION OF SCRIVENERS ERRORS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Pursuant to Article VIII, Section (2)(b) of the Florida Constitution and Chapter 166, Florida Statutes, the City of Altamonte Springs has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities within the City; and

WHEREAS, Sections 163.3180(5)(f) and (i), Florida Statutes, encourage local governments to adopt a mobility funding system that utilizes certain tools and techniques, such as adoption of long-term strategies to facilitate development patterns supporting multimodal solutions, including urban design and appropriate land use mixes, and exempting or discounting impacts of locally desired development, like urban area development, redevelopment, job creation, and mixed uses; and

WHEREAS, on April 19, 2016, the City Commission of the City of Altamonte Springs adopted Ordinance 1691-16, establishing mobility fees within the City of Altamonte Springs; and

WHEREAS, City Code Section 25-22 requires the City Commission to review the mobility fees every five years; and

WHEREAS, the City Commission authorized the re-evaluation of the mobility fee regulations and calculations for to ensure the fee charged new land development activity will not exceed its reasonably anticipated expansion costs for capital improvements necessitated solely by such activity; and

WHEREAS, the City and Seminole County have partnered to integrate certain county projects into the City's re-evaluation of the mobility fee regulations and calculations for determination as to whether the fee charged new land development activity will not exceed its reasonably anticipated expansion costs for capital improvements necessitated solely by such activity's presence; and

WHEREAS, upon adoption of this ordinance, Seminole County indicates it will no longer collect transportation impact fees or mobility fees on new land development within the City of Altamonte Springs; and

WHEREAS, the overall fees collected on new land development within the City of Altamonte Springs will be reduced by virtue of the collaboration between the City and Seminole County; and

WHEREAS, NUE Urban Concepts, LLC conducted an evaluation and analysis of the current mobility fees and provided the City with a mobility fee technical report dated March 2020 that provided the technical analysis to determine the mobility fee, which report constitutes a proper factual predicate for modification of the mobility fees; and

WHEREAS, the City Commission has determined that the fees proposed in the March 2020 mobility fee technical report will help to preserve and enhance the rational nexus between the need for multi-modal travel demands generated by new development in Altamonte Springs and the mobility fees imposed on new development; and

WHEREAS, the City Commission has noticed, advertised, scheduled and held public hearings in compliance with Florida Statutes on this proposed Ordinance; and

WHEREAS, the City Commission has determined that it is advisable and in the public interest to adopt updated mobility fees as set forth in the fee technical report.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ALTAMONTE SPRINGS, FLORIDA:

SECTION ONE: The Altamonte Springs Code of Ordinances, Chapter 25, "Impact Fees and Mobility Fees," Article I, "In General," Section 25-2, "Intent and Purpose," Subsection (f), is amended as follows, and Section 25-4, "Definitions," is hereby sequentially re-lettered as appropriate, and amended to read as follows:

* * *

Sec. 25-2. – Intent and purpose.

* * *

- (f) The technical data, findings and conclusions herein are based on the most recent and localized data, including; Altamonte Springs Comprehensive Plan and its subsequent amendments, entitled City Plan; the Impact Fee Background Report, 1986 and its amendments, dated May 1988; and the Police Services Impact Fee Study, dated September 2002; the Rate Study for Parks and Recreation Facilities, dated May 1994; the City of Altamonte Springs Rate Analysis, dated July 2002; and the Altamonte Springs Mobility Fee Technical Report, dated May 2015 and the City of Altamonte Springs Mobility Plan and Mobility Fee Technical Report dated March 2020.

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Sec. 25-4. Definitions.

The following terms in this chapter shall have the meanings specified herein.

- (a) ~~*Adopted definitions:* There is hereby adopted by reference those definitions and terms contained within the "Impact Fee Background Report," Altamonte Springs, Florida, 1986, and as amended, by Plantec Corporation, Jacksonville, Florida, and as further amended by Henderson, Young & Company for Parks and Recreation Facilities, dated May 1994 and Police Services Impact Fee Study dated September 2002 by Solin and Associates, Inc., Altamonte Springs, Florida, and by NUE Urban Concepts, LLC, May 2015 for the Mobility Fee Technical Report to the extent same are not inconsistent with this chapter and the definitions provided herein. These studies are on file in the Growth Management Department of the City of Altamonte Springs.~~

Applicant: The person who applies for a building permit.

- (b) *Bank/Savings Drive-Thru per Drive-Thru Lane or Free Standing ATM:* Any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires or bill pay. The drive- thru may include either a teller window or pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive- thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive- thru lanes with a banking window,

pneumatic device or ATM and/or the total number of free standing ATM's. Credit Unions and Savings and Loans are also considered to be banks for purposes of this definition and the applicable mobility fees.

- (c) *Building permit*: An official document or certificate issued by the city authorizing the commencement of construction of any structure or portion of a structure.
- (d) *Capital improvement*: Includes the planning of, design and engineering for, acquisition of land or equipment, relocation of utilities and the construction of improvements for roads multi-modal transportation and associated stormwater management facilities, parks and recreation, ~~solid waste~~, fire and emergency medical services and police capital facilities. Improvements can also include site preparation, geotechnical analysis, mobilization, maintenance of traffic, floodplain and wetland compensation and mitigation and construction engineering and inspection services.
- (e) *Community retail*: A single retail, bank, restaurant, pharmacy, entertainment or personal, professional or business service development that is between 10,000 and 100,000 gross square feet in size that does not include a vehicular drive-thru lane, window or service and is not otherwise specifically included in Schedule 4: Mobility Fees.
- (f) *Development*: The carrying out of any building or mining operation, or the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels. The words development and redevelopment are synonymous for the purposes of this definition. See Section 1.2.1, City Land Development Code for further examples of activities or uses constituting or involving development.
- (g) *Encumbered*: Committed in capital improvements program for a specified improvement on a specified time schedule not in excess of ten (10) years or committed by contract or interlocal governmental agreement for improvement, construction or acquisition such that the city is obligated to expend the committed or encumbered funds.
- (h) *Fast Casual/Fast Food Restaurant*: An eating establishment with higher turnover that may feature counter service or selection of items from a counter and would fall under the descriptions of ITE Trip Generation Manual (10th Edition, as may be amended from time to time) Land Use Codes 926, 930, 933, 934, 935, 936, 937, 938, 939 and 940. For uses with a drive-thru lane, there is a separate fee per drive thru lane that is assessed in addition to the fee per square foot for the restaurant use.
- (i) *Gross square feet*: As referred to in the impact fee schedules and mobility fee schedule means a total gross square footage under roof, measured from the exterior faces of the exterior walls and any enclosed areas for outdoor seating and sales, display or storage, except for auto sales and industrial uses which shall be based upon all areas under roof.

- (j) *Impact fee or mobility fee component:* That portion of the impact fee or mobility fee attributable to either mobility, parks and recreation, police or fire and emergency medical services all of which are components of the overall impact fee.
- (k) *Impact generating land development activity:* Is land development designed or intended to permit a use of the land which will contain more dwelling units or floor space than the then existing use of the land in a manner that increases the person miles of travel demand, increases the park user occasions, increases the demand on library facilities, or increases the demand on police or fire and emergency medical service facilities.
- (l) *Neighborhood retail:* A retail, bank, restaurant, pharmacy, entertainment or personal, professional or business service development that is less than 10,000 gross square feet in size that does not include a vehicular drive-thru lane, window or service and is not otherwise specifically included in Schedule 4: Mobility Fees.
- (m) Office: Activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology. Banks are also included in this land use with a separate fee calculated per drive-thru lane or free-standing ATM with or without a drive-thru lane.
- (n) *Off-site improvement:* Improvements located outside of the boundaries of the parcel proposed for development. Access improvements required to provide ingress and egress to the development parcel, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, along with required traffic control devices, signage, and markings, and drainage and utilities, shall be considered on site improvements for the purposes of this chapter regardless of their actual location.
- (o) *Out parcels:* A small area of a larger development, typically located on corners or adjacent to an ingress and egress point; which area may be developed independently of the larger development and which development may be dissimilar in use or architectural style to the larger development.
- (p) *Person mile of travel (PMT):* The number of miles traveled by each person on a trip in order to account for all miles traveled by motor vehicle, transit, walking and/or bicycling.
- (q) *Person trip:* A trip by one person by motor vehicle, transit, walking and/or bicycling.
- (r) *Regional retail:* A retail, bank, pharmacy, entertainment or personal, professional or business service development that is greater than 100,000 gross square feet in size that does not include a vehicular drive-thru lane, window or service and is not otherwise specifically included in Schedule 4: Mobility Fees.
- (s) Restaurant Drive-Thru per Drive-Thru Lane: A drive-thru lane where an order for food or drinks is placed. The vehicle will proceed to one or more pick-up windows

after the order has been placed. The number of drive-thrus may be based upon the total number of points where an order is taken, not the number of windows where an order is picked-up. Some drive-thrus may be opened longer than the restaurant is open. The fee per restaurant drive-thru is in addition to the fee assessed for either a sit-down or a fast casual / fast food restaurant based on the square footage of the restaurant.

- (t) Sit Down Restaurant: A sit down eating establishments with table service and would fall under the description of ITE Trip Generation Manual Land Use Codes 925, 931 and 932 and are either free standing buildings or located within an outparcel.
- (u) Vehicle Fueling Pump per Fueling Position: The total number of vehicles that can be fueled at one time for a land use that is not considered a convenience market and gas station. Increasingly, land uses such as superstores, (i.e. super Wal-Mart), variety stores, (i.e. dollar general), and wholesale clubs (i.e. Costco) are also offering vehicle fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. The mobility fee rate per fueling position would be in addition to any mobility fee per 1,000 square feet under the applicable retail thresholds for land uses with vehicle fueling other than a convenience market and gas station that has a separate land use within the mobility fee schedule.
- (v) Vehicle miles of travel (VMT): A unit to measure vehicle travel made by a private motor vehicle, such as an automobile, van, pickup truck, or motorcycle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

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SECTION TWO: Section 25-7, "Adoption of Mobility Fee Study," and Section 25-8, "Mobility Fee Imposed," of Article III, "Mobility Fees," of Chapter 25, "Impact Fees and Mobility Fees," of the Altamonte Springs Code of Ordinances are hereby amended to read as follows:

ARTICLE III. - MOBILITY FEES

Sec. 25-7. - Adoption of mobility fee study.

The city commission hereby adopts by reference the study entitled, "City of Altamonte Springs Mobility Plan and Mobility Fee Technical Report Mobility Fee, Technical Analysis Study", dated ~~May 2015~~ March 2020, as prepared by NUE Urban Concepts, LLC, hereinafter "mobility fee study". The study presents the technical

analysis supporting the City of Altamonte Springs mobility fees consistent with City Plan 2030. The study is available in the city's growth management department.

Sec. 25-8. - Mobility fee imposed.

- (a) There is hereby imposed upon all impact-generating land development activity as herein defined a mobility fee due at the time of issuance of a building permit, and no building permit shall be issued until said mobility fee shall have been paid except as otherwise herein provided. Mobility fees are assessed at the mobility fee rate in effect at the time the building permit is issued. The fee shall be determined in accordance with the following schedule. If the building permit is for less than the entire contemplated development, the fee shall be computed for the amount of development covered by the permit. The obligations for payment of mobility fees shall run with the land. Mobility fee collections and expenditures shall be accounted for and reported in separate accounting funds, which the finance department shall maintain.
- (b) Any developer, who, prior to the effective date for mobility fees, paid city transportation fees or capacity reservation fees shall have those amounts applied to the balance due for the current mobility fee for a not previously issued building permit.
- (c) Any person who shall initiate any new impact-generating land development activity shall, except as otherwise provided for herein, pay a mobility fee as set forth in the following schedule:

Schedule 4. MOBILITY FEE SCHEDULE	Mobility Fee	Activity Center Mobility Fee	Transit-Oriented Area Mobility Fee
Category/Land Use Type			
<i>Residential <u>Uses</u> Per Dwelling Unit</i>			
Single-Family Detached and Duplex	\$996 <u>1,984.00</u>	\$846 <u>1,686.00</u>	\$697 <u>1,390.00</u>
Single-Family Attached and Townhomes	\$617 <u>1,510.00</u>	\$524 <u>1,283.00</u>	\$432 <u>1,058.00</u>
Multi-Family Apartments and Condos	\$692 <u>1,172.00</u>	\$588 <u>997.00</u>	\$485 <u>821.00</u>
Mobile Home	\$530 <u>1,181.00</u>	\$450	\$374 <u>826.00</u>

		<u>1,004.00</u>	
Active Adult/Continuing Care (55+ Age Restricted)	\$335 <u>945.00</u>	\$285 <u>803.00</u>	\$242 <u>660.00</u>
<i>Recreation <u>Uses</u> per 1,000 sf</i>			
Health/Fitness Club per 1,000 sf	\$706 <u>4,637.00</u>	\$600 <u>3,942.00</u>	\$494 <u>3,246.00</u>
Recreational Community Center per 1,000 sf	\$617 <u>2,335.00</u>	\$524 <u>1,985.00</u>	\$432 <u>1,634.00</u>
<i>Institutional <u>Uses</u> per 1,000 sf</i>			
Private School (K—12)	\$557 <u>1,772.00</u>	\$473 <u>1,506.00</u>	\$399 <u>1,241.00</u>
College, University	\$1,308 <u>3,021.00</u>	\$1,112 <u>2,568.00</u>	\$916 <u>2,115.00</u>
Place of Worship	\$650 <u>1,509.00</u>	\$553 <u>1,283.00</u>	\$455 <u>1,057.00</u>
Day Care Center	\$1,469 <u>5,637.00</u>	\$1,248 <u>4,792.00</u>	\$1,028 <u>3,945.00</u>
<i>Office <u>Uses</u> per 1,000 sf</i>			
Less than 50,000 sf	\$984 <u>1,402.00</u>	\$836 <u>1,192.00</u>	\$689 <u>982.00</u>
50,000 sf or Greater	\$1,157 <u>1,737.00</u>	\$984 <u>1,477.00</u>	\$810 <u>1,216.00</u>
<i>Medical <u>Uses</u> per 1,000 sf</i>			
Medical, Dental, <u>Clinic</u>	\$2,366 <u>3,118.00</u>	\$2,011 <u>2,650.00</u>	\$1,656 <u>2,183.00</u>

Hospitals	\$1,670 <u>2,151.00</u>	\$1,419 <u>1,828.00</u>	\$1,169 <u>1,505.00</u>
Nursing Home	\$754 <u>1,415.00</u>	\$644 <u>1,202.00</u>	\$528 <u>991.00</u>
<i>Industrial <u>Uses</u> per 1,000 sf</i>			
Warehousing, Manufacturing, Industrial	\$455 <u>573.00</u>	\$387 <u>487.00</u>	\$319 <u>402.00</u>
Mini-Warehousing, <u>Out-door</u> <u>Storage</u>	\$260 <u>162.00</u>	\$224 <u>137.00</u>	\$182 <u>113.00</u>
<i>General Commercial <u>Uses</u> per 1,000 sf</i>			
Neighborhood Retail (10,000 sf or less)	\$1,635 <u>3,495.00</u>	\$1,390 <u>2,971.00</u>	\$1,145 <u>2,447.00</u>
Community Retail (greater than 10,000 sf to 100,000 sf)	\$2,450 <u>5,716.00</u>	\$2,083 <u>4,858.00</u>	\$1,715 <u>4,002.00</u>
Regional Retail (greater than 100,000 sf)	\$3,684 <u>7,521.00</u>	\$3,131 <u>6,394.00</u>	\$2,579 <u>5,265.00</u>
Sit-down restaurant (<u>Free</u> <u>Standing or Outparcel</u>)	\$4,005 <u>10,087.00</u>	\$3,404 <u>8,574.00</u>	\$2,893 <u>7,061.00</u>
Restaurant with Drive-Thru <u>Fast</u> <u>Casual/Fast Food Restaurant</u>	\$6,387 <u>25,527.00</u>	\$5,429 <u>21,698.00</u>	\$4,471 <u>17,869.00</u>
Car Sales	\$3,205 <u>4,066.00</u>	\$2,725 <u>3,456.00</u>	\$2,244 <u>2,847.00</u>
Tire and Auto Repair	\$1,520 <u>3,164.00</u>	\$1,292 <u>2,690.00</u>	\$1,064 <u>2,215.00</u>
<i>Non-Residential <u>Uses</u> per Unit of Measure</i>			

Assisted Living per Room <u>Bed</u>	\$251 <u>554.00</u>	\$243 <u>471.00</u>	\$175 <u>388.00</u>
Hotel per Room	\$899 <u>1,583.00</u>	\$764 <u>1,347.00</u>	\$629 <u>1,108.00</u>
Movie Theater per Seat	\$212 <u>230.00</u>	\$180 <u>196.00</u>	\$149 <u>161.00</u>
Bank/Savings with Drive-Thru per Drive-Thru Lane or Free <u>Standing ATM</u>	\$3,070 <u>5,934.00</u>	\$2,609 <u>5,044.00</u>	\$2,149 <u>4,153.00</u>
Convenience Market and Gas per Fuel Position	\$6,207 <u>15,359.00</u>	\$5,276 <u>13,055.00</u>	\$4,345 <u>10,752.00</u>
Quick Lube Vehicle Service per <u>Service Position</u>	\$882 <u>5,790.00</u>	\$749 <u>4,921.00</u>	\$617 <u>4,053.00</u>
Car Wash per Bay	\$2,381 <u>4,712.00</u>	\$2,024 <u>4,005.00</u>	\$1,666 <u>3,298.00</u>
<u>Restaurant Drive-Thru per Drive-Thru Lane</u>	<u>\$19,514.00</u>	<u>\$16,587.00</u>	<u>\$13,660.00</u>
<u>Vehicle Fueling Pump per Fueling Position</u>	<u>\$9,555.00</u>	<u>\$8,122.00</u>	<u>\$6,688.00</u>

NOTE:

1. The list of uses in Schedule 4 is subject to compliance with permitted uses in the city's Land Development Code.
2. Seminole County will no longer collect a transportation impact fee or mobility fee. New land development within the City of Altamonte Springs will pay only one fee.

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SECTION THREE: Section 25-24, "County West Collector District Impact Fees," of Article IV, "Miscellaneous Provisions," of Chapter 25, "Impact Fees and Mobility Fees," of the Altamonte Springs Code of Ordinances is hereby repealed in its entirety and new Section 25-24, "Governmental Coordination," is hereby adopted to read as follows:

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Sec. 25-24. - County West Collector District impact fees. Governmental Coordination.

~~The Seminole County West Collector Road Impact Fees are hereby adopted and made a component part of the city impact fees imposed by section 24-625-6 supra. Administration of the West Collector District impact fees shall be conducted by Seminole County pursuant to the terms and provisions of the Seminole County Impact Fee Ordinance; provided, however, that developments having been determined to be vested and, therefore, exempt from the payment of county impact fees, shall pay said West Collector District impact fee unless said development has also been determined to be vested and exempt from the payment of city impact fees.~~

~~Seminole County has adopted Ordinance 07-34 that will allow for the sunseting of County road impact fees on December 31 2021. The City will cease collecting or directing applicants to obtain impact fee statements from the County after this date unless the County takes an action that will cause the County Road Impact Fees to sunset at an earlier date.~~

The City and Seminole County have agreed to partner and coordinate on mobility infrastructure projects in and proximate to the City of Altamonte Springs. At the County's request, the City integrated certain County projects into the City's fee. Therefore, Seminole County will no longer collect a transportation impact fee or mobility fee within the City of Altamonte Springs. New land development within the City of Altamonte Springs will pay only one fee to the City. Once the County has collected all such funds it needs to initiate the projects it has requested we include in the City's mobility plan and fee, the City will transmit to the County such funds as it collects related to the projects Seminole County requested be integrated into the City's mobility plan and fee. If such funds are not in place within the required timeframes pursuant to Florida law, the City will take the steps required by statute relating to unexpended funds. The County and City shall provide notice to the other, via e-mail, when either is updating its mobility fee and plan, as well as if the City or the County modifies the language of their enabling ordinances. The County Manager, or designee, may participate in the City's update process during the City's future mobility fee and plan updates as a team member to further enhance and extend intergovernmental coordination and partnership between the City and the County.

SECTION FOUR: Repeal of Conflicting Provisions. Any and all Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION FIVE: Severability. If any section, phrase, sentence, portion or provision of this Ordinance or the application thereof to any person or circumstance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared severable.

SECTION SIX: Codification in Code. It is the intent of the City Commission, and it is therefore ordained, that the provisions of this Ordinance shall become and be codified as a part of the City Code of Ordinances and that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" may be changed to "Section", "Article" or appropriate designation.

SECTION SEVEN: Scrivener's Error. The correction of typographical errors which do not affect the intent of the ordinance may be authorized by the City Clerk or the Clerk's designee, without public hearing.

SECTION EIGHT: Effective Date. This ordinance shall become effective August 1, 2020.

PASSED AND ADOPTED THIS 21st **DAY OF** April, **2020.**



FIRST READING: 4/7/2020

ADVERTISED: 3/22/2020 & 3/29/2020

SECOND READING: 4/21/2020

Pat Bates

PAT BATES, MAYOR
City of Altamonte Springs, Florida

ATTEST:

Angela M. Apperson

ANGELA M. APPERSON, CITY CLERK

Approved as to form and legality
for use and reliance by the City
of Altamonte Springs, Florida

James A. Fowler
JAMES A. FOWLER, ESQ., CITY ATTORNEY