



# HERITAGE ISLES CDD

Gated Entry/Road Acceptance

# Preface

- Heritage Isles subdivision was created in 1999 by the developer to build 1020 total residential units.
- The roads/infrastructure were conveyed to the City of Tampa via Plat Agreement for each phase of development. The only phase that has private streets is within Nassau Pointe owned by their HOA.
- In the early days of building the subdivision the developer tried to keep a gated entranceway to the community while selling units. The community was marketed as a “Gated Community”.
- In 2003 the City of Tampa issued a mandate which ordered the developer in control of the CDD to not impede any ingress to the community by vehicle. Specifically advising that *“the gate arms must rise upon a vehicle entering from cross creek...”* This requirement eliminated the ability to create any means of secured entry for visitors. As vehicles turned on approach, they viewed the gate arm rise and did not perceive they needed to stop and identify themselves. The mandate reduced the entrance with guard to acting as a greeter.
- In 2005/2006 the board eliminated the greeter guard and shifted security to off duty Tampa Police for evening patrol of the subdivision.
- Throughout the years the resident board reach out to the City of Tampa to renegotiate the gate mandate requirements and find solutions to obtain a gated entry like our neighboring subdivisions along Cross Creek Blvd. All efforts to renegotiate the agreement and change the operational procedures with the City of Tampa failed due to infrastructure bond debt being outstanding to the CDD.
- In 2019 the infrastructure bond was paid off early. The CDD then re approached the City to restart discussions resulting in a denial as they were not comfortable with a “Virtual Guard” vs the “Physical Guard” which was written in the gate agreement.
- The only plausible solution was to obtain the roads back within the CDD or HOA. In order to do this the City required 100% consent of the landowners.
- The board investigated legal means to accomplish a change in the road conveyance requirements and engaged special counsel to obtain a new law specific to conveyance of roads and infrastructure to a CDD from a Municipality. This was accomplished in 2021 under House Bill 57-2021.

# Cost of Project

- Envera Proposal- \$153K- Hardware costs for both entrances at Sandy Point & Grand Isle Dr. Hardware includes Tag Readers, RFID Technology to allow entry for residents and guests. **One time cost funded through reserves.**
  - 2 Kiosks at both inbound points at Grand Isle Dr. 1 Kiosk at Sandy Point. Allow for visitors and residents to use either upon ingress from Cross Creek. Multiple high-resolution cameras at several points. LED barrier arms which signal Red & Green for access. Smart Access QR-Code can be sent via text to visitors.
- Envera Monitoring- \$88K- Initial Start- 12 Hr. (7PM-7AM). Monitoring station to review all entry points, communicate through Kiosks for visitors who are not registered. **Annual Cost budgeted within Assessment level- no increase.**
  - Options for 8 Hr. and 24 Hr. available for district to engage.

## Road Reserves

- 3<sup>rd</sup> Party reserve study conducted in 2021 including sidewalks. Annual amount needed \$225K-
  - Funded through existing assessment threshold- **No Increase in assessment needed. Reserve fund will continue to build through existing assessments.**
- Pavement Condition Indicator is 77 out of 100 rating for existing roads classified as in “Good” condition.
  - Repairs needed in 3-5 years.
  - Heritage Isles does not have any roadways classified as in a “Failed” condition.



# **Functionality of the Envera System**



# Benefits

- **No Increase in Assessments to accomplish this project.**
  - Enhanced monitored Ingress/Egress to Heritage Isles Community. Identified individuals.
  - Quick communication to TPD Heritage Isles Rover on any issues via post orders at Kiosk.
  - Property Value is further enhanced and perceived to gain a benefit for gated vs. non-gated communities.
  - Property insurance rate may have an additional credit with insurance carriers (Check your insurance carrier for potential discounts.)
  - Control over streets enables the district the ability to respond to repairs quicker and to a much higher standard than city government standards.
  - Slower ingress/egress at both main entrances. Sandy Point should see the most benefit.
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- Ownership of the roads allows the CDD to explore future off street parking in CDD common areas between sidewalk and street.
  - Golf not affected. Evening hours are the priority at this stage.
  - Restaurant should not have any impact. Post orders at the kiosks will allow patronage entry to restaurant.



# Timeline/Process

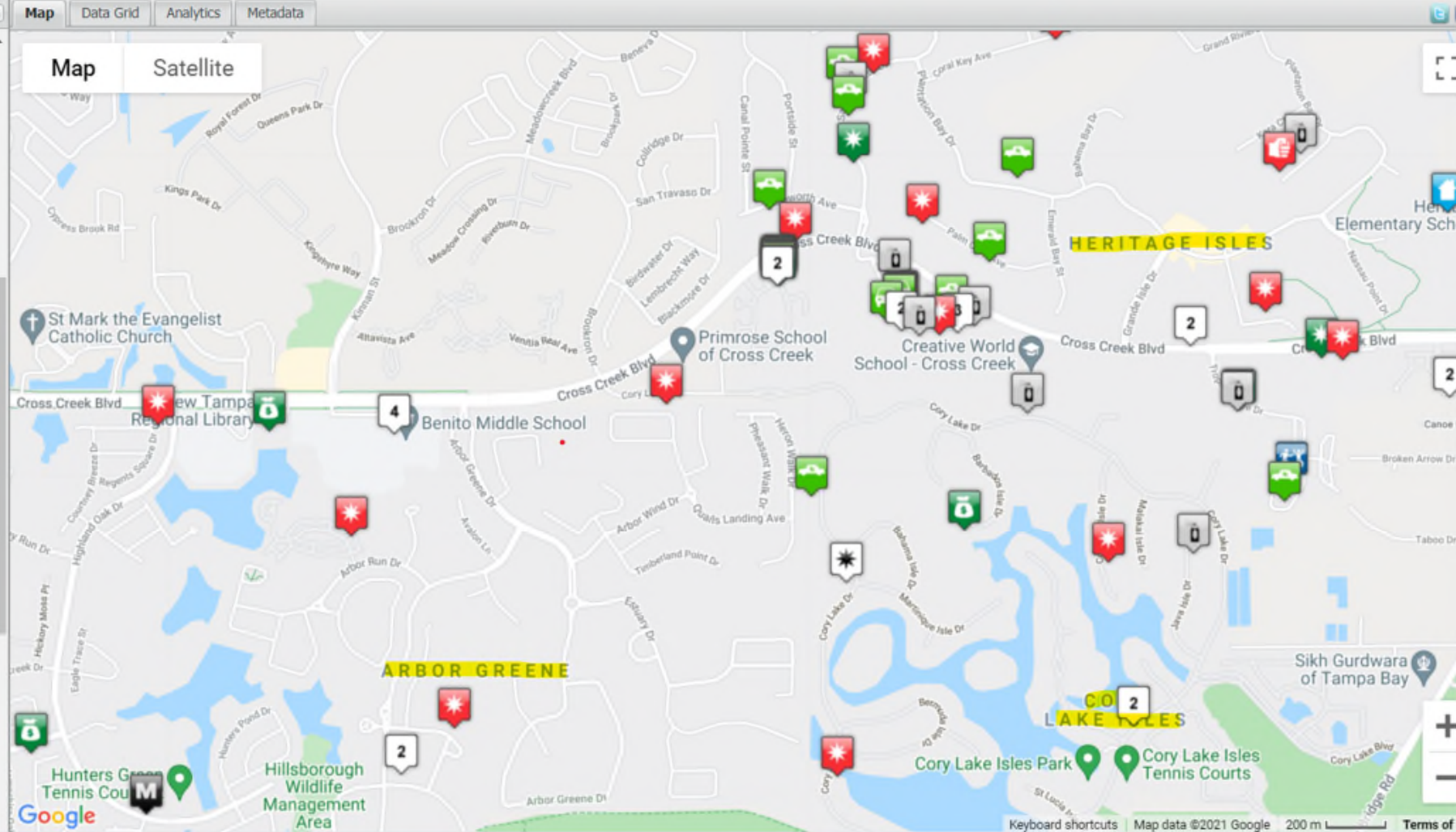
CDD Engages Supervisor of Elections office to hold a vote on the resolution to vacate the roads to the CDD.

- Community Vote to be held at Heritage Isles Clubhouse in Q1- 2022
  - 2/3rds of the vote needed for majority of who votes.
  - Board meeting after vote is certified the board will motion to accept a resolution which requests conveyance of the roads/infrastructure to the CDD.
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- City of Tampa to review House Bill 57- 2021 law and consider CDD's request- Acceptance timeline- Unknown.
  - Once accepted, Envera will engage to obtain necessary permits to install hardware infrastructure and complete- 4-6 weeks estimate before we go live.
  - Expect completion by Q2- 2022 depending on City of Tampa Review and Acceptance.

Map Data Grid Analytics Metadata

Map Satellite

- Alcohol Violation
- All Other - Criminal
- All Other - Non-Criminal
- Arson
- Assault - Aggravated
- Assault - Simple
- Attempted Homicide
- Burglary - Commercial
- Burglary - Residential
- Burglary from Motor Vehicle
- Citation / Summons
- Civil / Court Violation
- Death Investigation
- Disorderly Conduct
- Driving Under the Influence (DUI)
- Drugs / Narcotics Violation
- Family Offense
- Field Interview
- Fraud / Forgery
- Harrassment / Intimidation
- Homicide / Manslaughter
- Kidnapping / Human Trafficking
- Missing Person / Runaway
- Motor Vehicle Theft
- Robbery - Commercial
- Robbery - Individual





## HERITAGE ISLES

Community Development District

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### Exhibit "A" Allocation of Fund Balances

#### AVAILABLE FUNDS

	<u>Amount</u>
Beginning Fund Balance - Fiscal Year 2022	\$ 2,261,366
Net Change in Fund Balance - Fiscal Year 2022	-
Reserves - Fiscal Year 2022 Additions	200,000
<b>Total Funds Available (Estimated) - 9/30/2022</b>	<b>2,461,366</b>

#### ALLOCATION OF AVAILABLE FUNDS

##### *Nonspendable Fund Balance*

Deposits	18,925
Subtotal	<u>18,925</u>

##### *Assigned Fund Balance*

Operating Reserve - First Quarter Operating Capital		223,805 <sup>(1)</sup>
Reserves - Other (Prior Year)	210,500 <sup>(2)</sup>	
Reserves - Other (FY 2021)	200,000 <sup>(3)</sup>	
Reserves - Other (FY 2022)	<u>200,000 <sup>(4)</sup></u>	610,500
Subtotal		<u>834,305</u>

<b>Total Allocation of Available Funds</b>	<b>853,230</b>
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<b>Total Unassigned (undesignated) Cash</b>	<b>\$ <u>1,608,136</u></b>
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#### Notes

- (1) Represents approximately 3 months of operating expenditures
- (2) Board assigned prior year fund balance (as of 9/30/20) by motion
- (3) Budgeted reserves in FY 2021
- (4) Proposed budgeted reserves in FY 2022



### NETWORK CONDITION RESULTS

After completing the 2021 pavement management project, PMG has determined that the average PCI for your roadway network is a 77 and within the GOOD condition category range. Table 2 displays the condition summary data by category across the network, while Figure 3 illustrates the condition by pavement area breakdown in graph form.

CONDITION CATEGORY	PAVEMENT AREA (SF)	PERCENT PAVEMENT AREA	NUMBER OF SECTIONS
FAILED	0	0%	0
POOR	5,020	1%	1
FAIR	127,820	14%	7
GOOD	714,376	77%	35
EXCELLENT	78,320	8%	4

Table 2. Condition Summary

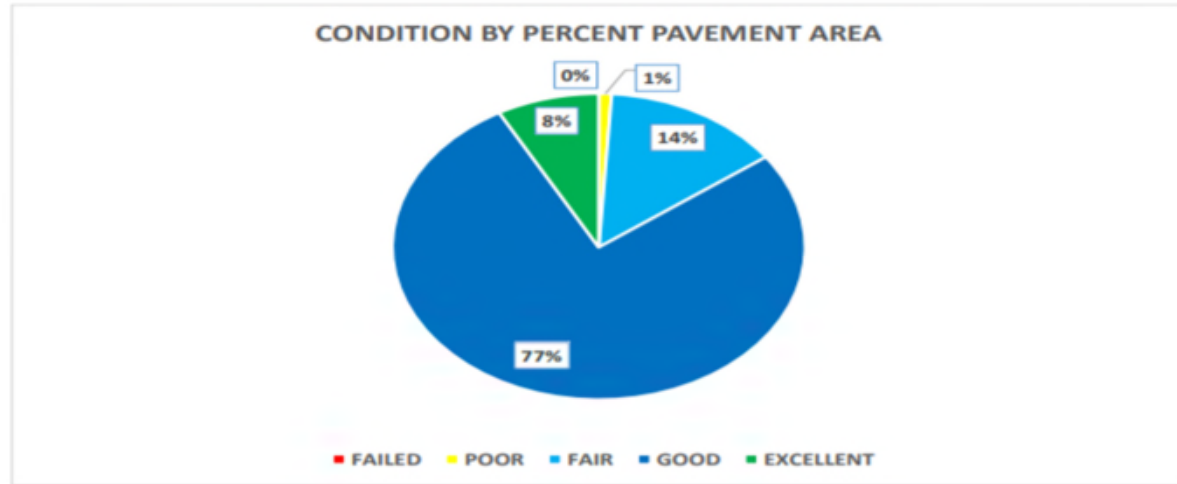


Figure 3. Roadway Conditions by Percent Pavement Area