



CITY OF DELAND
REGULAR MEETING OF THE PLANNING BOARD
JUNE 12, 2024 AT 5:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

VERBAL REPORT ON CITY COMMISSION MEETINGS

MINUTES

1. Approval of the May 8, 2024 meeting minutes.

VARIANCE OLD BUSINESS

VARIANCE NEW BUSINESS

PUBLIC PARTICIPATION PROCEEDINGS

PLANNING - OLD BUSINESS

PLANNING - NEW BUSINESS

1. Applicant Name: Nicole Martin – Madden Moorhead & Stokes
Project Name: PSB23-029 – Preliminary Plat for Summit Place
Project Location: ±59.88 acres located at N Summit Ave
Description: 300 Townhomes
Project Manager: Emily Kunkel
2. Applicant Name: Jack Straw
Project Number: Z24-030 – Cloisters Planned Development Amendment
Project Location: ±1.56 acres located at 400 E Howry Ave
Project Description: PD Amendment to add a parcel, and amend uses
Staff Planner: Belinda Williams-Collins
3. Applicant Name: Bill Merckel – Merckel Development LLC
Project Number: SSB24-062 – Subdivision Sketch
Project Location: 335 N McDonald Ave
Project Description: 5 single-family residential lots
Staff Planner: Belinda Williams-Collins
4. Applicant Name: Mark Watts – Cobb Cole
Project Number: AN24-111 – Annexation Petition for DeLand Tech Park
Project Location: South side of Cassadaga Road, west of Interstate 4

Project Description: Annexation of ±0.99 acres of property into the City of DeLand
Project Planner: Kendall Story

5. Applicant Name: Mark Watts – Cobb Cole
Project Number: SMLU24-112 - Comprehensive Land Use Amendment
Project Location: Project Location: South side of Cassadaga Road, west of Interstate 4
Project Description: Land Use Change of ±0.99 acres of property from Volusia County Urban Low Intensity (ULI) to City of DeLand Commerce (COM)
Project Planner: Kendall Story
6. Applicant: Mark Watts – Cobb Cole
Project Number: Z24-081 – Planned Development Amendment for DeLand Tech Park
Project Location: South side of Cassadaga Road, west of Interstate 4
Project Description: PD amendment to add one (1) new parcel to existing PD
Project Planner: Kendall Story
7. Applicant Name: City of DeLand
Project Location: City-wide
Project Description: Update to the City's 2050 Vision Plan
Project Planner: Carol Kuhn

The Planning Division is in the process of updating the 2050 Vision Plan. This update will incorporate priorities from the newly adopted City Commission Strategic Plan, revise the land use, transportation, and resource and conservation maps, and include information obtained during the community outreach and citizen survey. The purpose of the workshop is to review the findings from the survey, share feedback from the community engagement activities, and gather feedback from the Planning Board and City Commission prior to presenting the draft revisions at future public hearings. This update to the 2050 Vision Plan will help guide the concurrent update to the City's Comprehensive Plan.

8. Applicant Name: City of DeLand
Project Number: COMP24-110 – Text Amendment
Project Location: City-wide
Project Description: 2024 Comprehensive Plan Update
Project Planner: Carol Kuhn

Discussion regarding the Comprehensive Plan update and the addition of two new elements - Placemaking and Economic Development.

OTHER BUSINESS

ADJOURNMENT



**CITY OF DELAND
PLANNING BOARD REGULAR MEETING**

MINUTES

WEDNESDAY, MAY 8, 2024 - 5:00 P.M.

CITY HALL

CALL TO ORDER

The meeting began at 5:01 p.m.

PLEDGE OF ALLEGIANCE

Pledge of Allegiance – Mr. Hill, Vice Chairperson

ROLL CALL

Henry Thiry	Present
Nora Lewis	Present
Albert Neumann	Absent
Don Liska	Present
Troy Baumgartner	Present
Harper Hill, <i>Vice Chairperson</i>	Present
Jeremy Owens, <i>Chairperson</i>	Present

Quorum: Yes

Present – Carol Kuhn, Planning Director; Rick Werbiskis, Community Development Director; Darren Elkind, City Attorney; Deborah Glick, Development Services Manager; Belinda Williams-Collins, Senior Planner; Kendall Story, Senior Planner; Samuel Nelson, Planner I; Vivian Ford, Administrative Coordinator; applicants; and members of the public.

MINUTES

1. Ms. Lewis moved to approve the April 10, 2024 Meeting Minutes. Mr. Thiry seconded the motion. The board unanimously voted to approve the minutes.

VARIANCE OLD BUSINESS

None.

VARIANCE NEW BUSINESS

1. Applicant Name: Trevis Bright
Project Number: V24-077 - Variance
Project Location: 336 W. Euclid Ave.
Project Description: Variance to allow the construction of an 8' privacy fence along the rear, side, and street side property lines, and to allow the placement of a fence exceeding 4' in height within the front and street side setback areas.
Project Planner: Sam Nelson

Public Participation: Trevis Bright, Applicant, spoke and answered questions from the board.

Mr. Liska moved to approve the request. Mr. Hill seconded the motion. The motion to approve passed 4 to 2, with members Lewis and Owens dissenting.

2. Applicant Name: Scott Thacker
Project Number: V24-066 - Variance
Project Location: 215 E. Bert Fish Drive
Project Description: Variance to exceed the maximum height in the E-1 (Educational) zone district from 65 feet to 81 feet.
Project Planner: Sam Nelson

Public Participation: Scott Thacker, Applicant, spoke and answered questions from the board.

Ms. Lewis abstained from voting, due to a conflict of interest. Form 8B, as to the voting conflict, was submitted.

Mr. Thiry moved to approve the request. Mr. Hill seconded the motion. The motion to approve passed unanimously.

PUBLIC PARTICIPATION PROCEEDINGS

Mr. Owens read the Public Participation procedures.

PLANNING – OLD BUSINESS

None.

PLANNING – NEW BUSINESS

1. Applicant Name: Scott Thacker
Project Number: SP24-037 – Site Plan
Project Location: 215 E. Bert Fish Drive
Project Description: Site Plan to construct a four-story residential hall on ±3.17 acres of property
Staff Planner: Sam Nelson

Public Participation: Scott Thacker, Applicant, spoke and answered questions from the board. Sarah Stein, Architect and Michelle Widick of Zev Cohen also presented.

Ms. Lewis abstained from voting, due to a conflict of interest. Form 8B, as to the voting conflict, was submitted.

Mr. Hill moved to approve the request. Mr. Liska seconded the motion. The motion to approve passed unanimously.

2. Applicant Name: N/A
Project Number: LDR24-100 – LDR Update
Project Location: N/A
Project Description: City-initiated Text Amendment to Section 33-19.13 to Modify the Conditional Use Development Standards for Residential Units in the Downtown Commercial District (C-2A)
Project Planner: Kendall Story

Public Participation: Ms. Story presented, there were no questions from the board.

Mr. Liska moved to approve the request. Ms. Lewis seconded the motion. The motion to approve passed unanimously.

3. Applicant Name: Stacia Hollmann
Project Number: Z24-009 - Rezoning
+Project Location: 221 & 215 W. Wisconsin Ave.
Project Description: Rezoning of ±39,336 sq. ft. of property from Single-Family Residential (R-1A) to Downtown Commercial (C-2A)
Project Planner: Kendall Story

Public Participation: Ms. Story presented, there were no questions from the board.

Ms. Lewis moved to approve the request. Mr. Thiry seconded the motion. The motion to approve passed unanimously.

4. Discussion re Proposed Changes Related to the Comprehensive Plan Update.

Public Participation: Ms. Kuhn presented the update and answered questions from the board.

No voting required for this discussion.

OTHER BUSINESS

None.

ADJOURNMENT

The meeting ended at 6:37 p.m.

**PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD**

June 12, 2024

APPLICATION: PSB23-029

SUBJECT: Preliminary Plat for Towns at Summit Place

1. **Location:** SW of Daytona State College, NW corner of I-4 and N. Summit Ave.
(County Road 4139)

2. **Applicant:** Mr. Mark Watts, Esq., Cobb Cole

3. **Size:** 59.90+/- Acres

4. **Existing Zoning & Land Use:**

Land Use: Gateway/Activity Center

Zoning: PD (Planned Development)

5. **Surrounding Conditions:**

	SURROUNDING USE:	SURROUNDING ZONING:
North:	Low Density Residential	Park Lake Estates PD
South:	VC: Rural	VC: A-2 & VC: A-3
East:	VC: Public/Semi Public (NE) & VC: Rural (SE)	VC: P (NE) & VC: A-1 (SE)
West:	Low Density Residential	R-1A

6. **Applicable Regulations:**

Sec. 33-146.03 – Preliminary plat.

First Amended & Restated Summit Place Planned Development - Approved May 2024

7. **Physical Characteristics:**

The subject property is located southwest of Daytona State College, northwest corner of the intersection of I-4 and north Summit Ave. (CR 4139) and a portion of northeast corner of I-4 and north Summit Ave. The property is entirely wooded with mature trees and vegetation. The undeveloped site is 59.90+/- acres made up of 42.75+/- acres of upland across the site and 17.148+/- acres of wetlands/lake area located at the north of the site.

8. **Public Utilities and Service:**

Water: The proposed development will be served by City potable water facilities.

Sewer: The proposed development will be served by City sanitary sewer facilities.

Irrigation: The proposed development will be served by City reclaimed water facilities.

9. **TYPE OF DEVELOPMENT**

The applicant seeks to develop the subject property into a 300-lot townhome subdivision. The approved Planned Development Agreement allows a maximum of 300 multi-family units that will be developed on the west side of north Summit Ave. (CR 4139). The east side of north Summit Ave. (CR 4139) will be developed as commercial/mixed use.

Dimensions:

	Land Development Regulations (R-16)	Adopted Planned Development
Minimum lot area	10,000 SF for first three units plus 2,725 SF for each additional unit	1,886 SF (<i>interior townhome unit</i>) 3,000 SF (<i>exterior townhome unit</i>)
Max building length	150-ft	165-ft (<i>8-unit townhome building</i>)

All the lots in the proposed plan meet the minimum dimensions and lot area standards for the Planned Development.

The residential portion of the project will be completed in 2 phases. Phase I will include 186-units, open space areas, and a mulch trail around the southern portion of Lake Tatum. Phase II will include the primary amenity center, additional open space areas and 114-units. Additional development enhancements will be provided as well as pedestrian and bike access to the neighboring southwest properties, a future City-owned park, and a possible future school.

10. ANALYSIS:

The proposed subdivision is located west of north Summit Ave. (CR 4139) and west McKenzie Ave. Primary access to the subdivision will be via north Summit Ave., secondary access will be from west McKenzie Ave. Summit Ave. (CR 4139) and West McKenzie Rd. are county owned and maintained, the applicant will need to apply for Use Permits from Volusia County. The applicant is currently working on addressing outstanding Traffic Impact Analysis comments from Volusia County Traffic Engineering. The latest outstanding comments are attached.

The development has been designed to utilize the existing topography and drainage conditions identified on the property to minimize impact to the site. As required by section 33-57.07(b) of the Land Development Regulations, a minimum of 15% of the subject property will be dedicated as Tree Protection Area (TPA). The development will be required to maintain a minimum buffer of 25' in width, except along the interstate where there shall be a 15' wide buffer. Special attention and effort shall be given to the preservation of the Tatum Lake ecosystem by incorporating wetland protection, wetland buffers, and stormwater runoff filtration. The development shall integrate wetlands and other environmentally sensitive lands into the open space network.

The existing Lake Tatum is located to the North of the site, and two stormwater ponds are proposed southeast of Lake Tatum. In addition to these Stormwater ponds, the environmental buffers have been incorporated into the design of the subdivision as well as methods of Low Impact Development (LID). Supplemental plantings will enhance the functionality and aesthetics of these retention areas using predominantly Florida-Friendly Landscaping. The applicant has already obtained a permit from the St. John's River Water Management District (SJRWMD) and has submitted their Florida Department of Environmental Protection (FDEP) applications for review.

A school concurrency letter dated April 13, 2023 was provided by the Volusia County School Board with the proposed use of a 300-unit Multi-Family development. This letter from the school board offers no objections to the development.

City Commission approved the request for rezoning of the subject property from Summit Place Planned Development to First amended and restated Summit Place Planned Development on May 20, 2024.

Outstanding Issues: Staff and the City's architect have reviewed the proposed elevations and find that the proposed elevations are not varied thereby creating a monotonous repetition of identical structures on a single site. The applicant has made minor changes, such as altering the shutters on the building facades, but has not varied the building elevations. This monotonous repetition leads to a canyon-like feel throughout the development. The recently-approved Planned Development Agreement includes language regarding consistency with the Community Design Standards. Furthermore, the Lake Winnemissett Local Gateway Plan calls for varied architecture to reduce monotonous appearance of buildings.

Staff and the City's architect have met with the applicant to discuss the need for a variety of facades to limit or reduce the monotonous appearance. This concern has been consistently raised with the applicant since the initial sketch plan application. However, the most recent submittal does not reduce or eliminate the monotonous appearance.

Therefore, staff has included a condition of approval regarding the need for revised architectural elevations to be submitted and reviewed prior to scheduling this item before the City Commission. Enhanced architectural features such as varied porches, garage overhangs, front porch railings, differing materials, siding, and color changes are needed to reduce the monotonous repetition.

The proposed plat is not consistent with the adopted Planned Development agreement, concept plan, and applicable land development regulations in that it does not meet the Community Design Standards or the Lake Winnemissett Local Gateway Plan. Prior to construction, a separate site plan must be submitted for any model homes or temporary offices being permitted.

At the April 18, 2024 Technical Review Committee meeting, members recommended the Preliminary Plat be forwarded on to the Planning Board, subject to the addressing of Staff comments. The remaining Staff comments are attached.

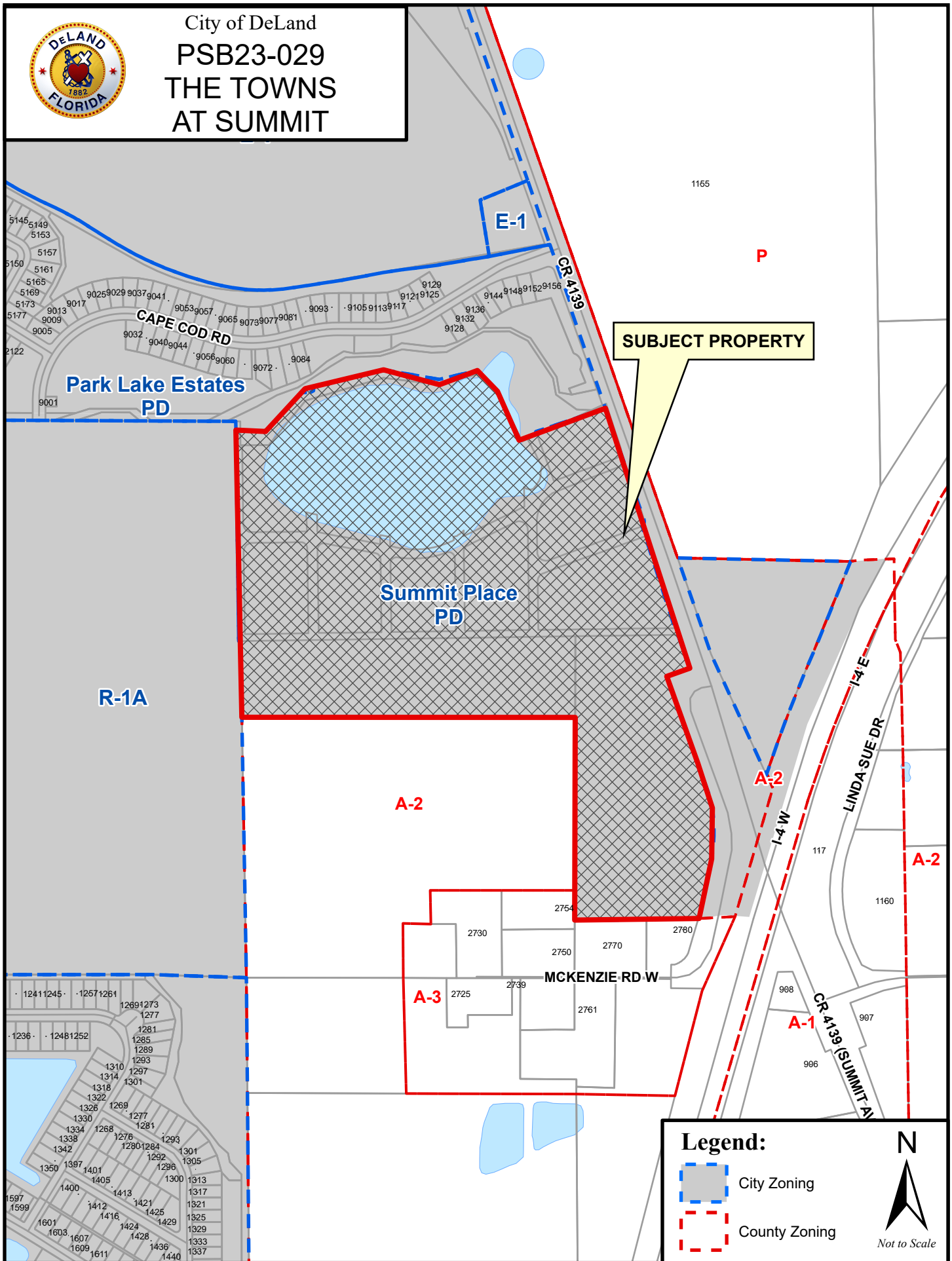
11. STAFF RECOMMENDATION:

Staff recommends that the Planning Board conditionally approve the preliminary plat, subject to the following conditions of approval:

1. All outstanding TRC comments shall be addressed to the satisfaction of City Staff prior to scheduling this item for City Commission review.
2. Updated architectural elevations that remove the monotonous appearance and include a variety of materials, colors, and wall plane variation shall be submitted and review prior to scheduling this item for City Commission review.



City of DeLand
PSB23-029
THE TOWNS
AT SUMMIT





City of DeLand
PSB23-029
THE TOWNS
AT SUMMIT



Legend:

-  City Zoning
-  County Zoning



Issues for record PSB23-029

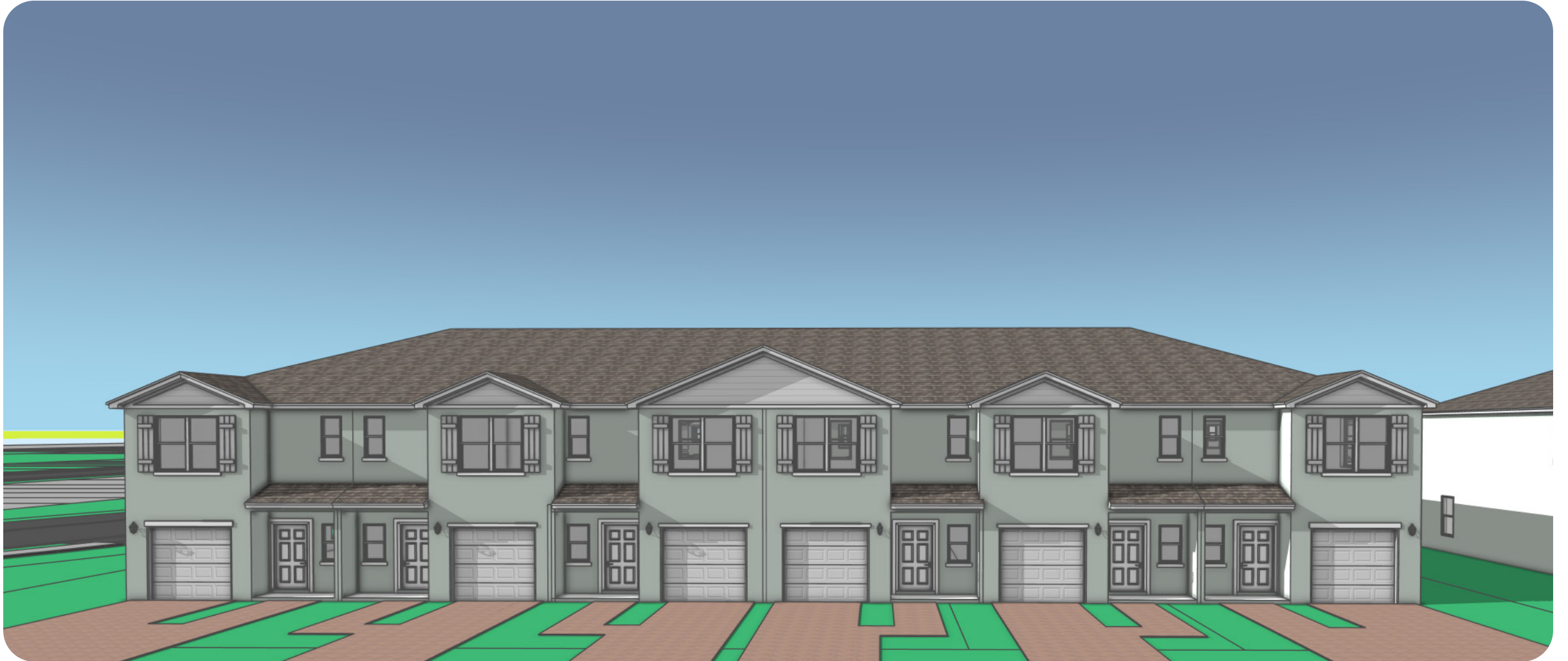
Job Address: 0 E SR 44, Deland FL 32724

Job Description: 300 townhome unit development

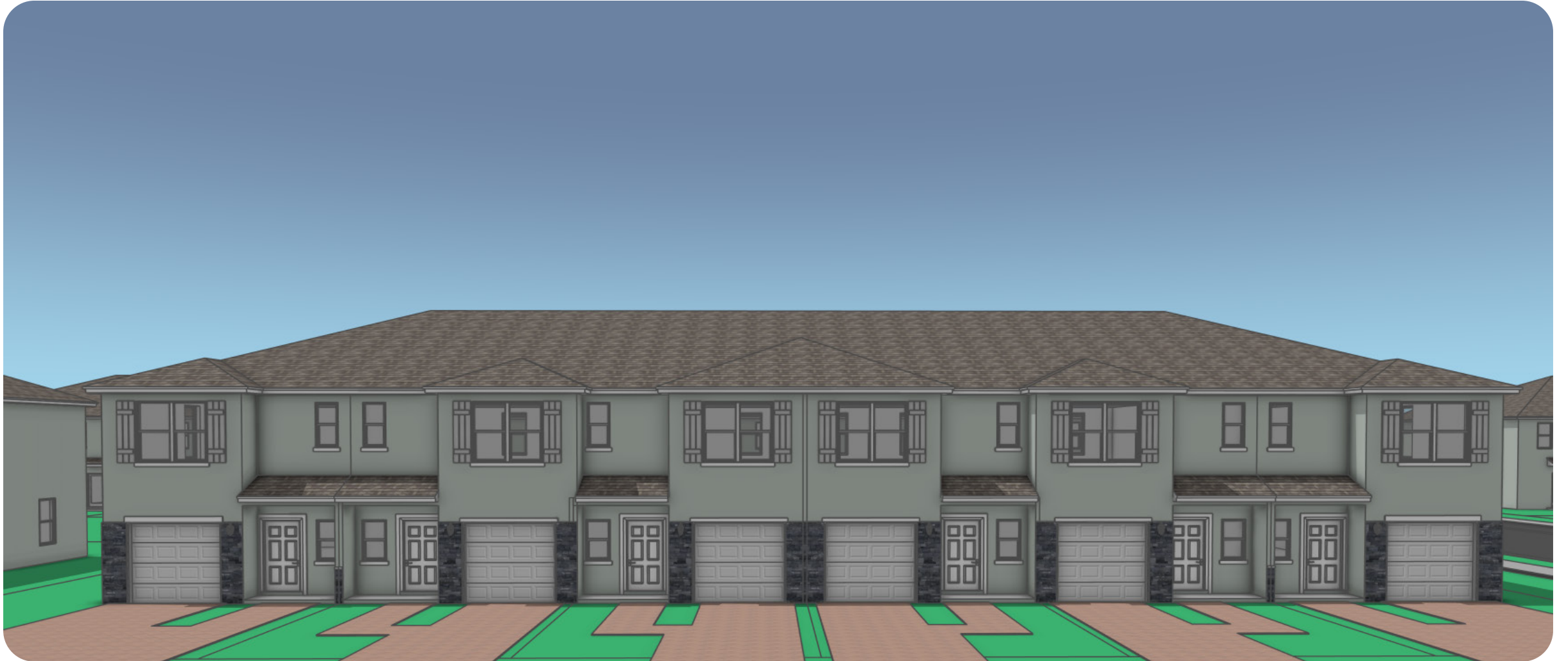
Discipline	Status	Details	Attached To	Created By	Last Updated By	Modifications Required
Planning	Open	Erosion Control Revise to add "City of DeLand..." not City of Lake Mary	C701	Emily Ragusa	Emily Ragusa	Yes
Forestry	Open	Parking Island Trees Who will be responsible for the maintenance of the trees in the parking areas and for the repairs to infrastructure damage that is caused by these trees? Last comment from reviewer: Add a note stating that the HOA will be responsible for repairs to infrastructure that is damaged by the planting of these trees.	L8	Kit Dennis	Deborah Glick	Yes
Forestry	Open	Median Trees Who will be responsible for infrastructure damage (pavement, curbs, utilities) that is caused by the median trees? Last comment from reviewer: Add a note stating that the HOA will be responsible to repair infrastructure damage caused by trees planted in the median. "Street trees" (trees planted between the road and sidewalk) have been removed from the plans. Please remove all references to street trees throughout the plans to avoid confusion.	L2	Kit Dennis	Deborah Glick	Yes
Forestry	Open	Updated Numbers Needed Please provide updated numbers when all tree comments have been addressed. 1788/2 = 894" DBH. You may also be missing some specimen trees on your survey due to missing cedar trees. Last comment from reviewer: Based on my calculations (which are based on the provided spreadsheet) the Minimum Tree Coverage, Specimen Tree, and Tree Replacement worksheets have incorrect information.	SUMMIT PLACE CITY TREE REPORTS 02 20 2024.pdf	Mariellen Calabro	Deborah Glick	Yes
Forestry	Open	Tree Replacement Required Add a summary table of tree inches removed, tree inches provided, and Tree Replacement Reserve Account contribution to the plans. It doesn't have to be on this page, but it needs to be somewhere in the plan set. Last comment from reviewer: The table on L1 shows minimum coverage requirements. The comment was asking for a table showing the total inches removed, inches provided by your landscape plan, and the total of the contribution to the Tree Replacement Reserve Account for the remaining required replacement inches. My calculations, based on the spreadsheet you provided, show that you will be removing 2042" of specimen trees and 24,721" of non-specimen protected trees. The required replacement would be 9,261". Your plan provides 1,255". The remaining replacement would be 8,006". The payment amount required for the remaining mitigation would be \$600,450	T3	Mariellen Calabro	Deborah Glick	Yes

Discipline	Status	Details	Attached To	Created By	Last Updated By	Modifications Required
		(8006"x\$75/inch). You have provided a report that reduces the mitigation for 51 Laurel Oaks. The reduction amount shows \$23,550. The payment amount to the Tree Replacement Reserve Account would be \$576,900 (\$600,450 - \$23,550) in order to satisfy the mitigation requirement.				
Forestry	Open	Tree Protection Notes & Tree Barricade Detail Please replace this information with City of DeLand Tree Barricade Detail and requirements. Last comment from reviewer: Please replace it on this sheet as well or remove the current detail and Tree Protection Notes from this sheet to avoid conflicting information.	C011	Mariellen Calabro	Deborah Glick	Yes
Forestry	Open	Tree Save Areas If these areas are designated as Tree Protection Areas, please label them as such. Also, please fix spelling of greater on the first line of the HATCH LEGEND. Last comment from reviewer: The labeling of these areas needs to be consistent throughout the plan. Some sheets label it as Tree Protection Area and some still say Tree Save Area.	C011	Mariellen Calabro	Deborah Glick	Yes
Planning	Open	Architecture - Community Design Standards Please revise the site plan to meet the requirements listed in the Community Design Standards (Section 33-94). The elevations do not appear to comply with the City's Community Design Standards. Please revise the elevations to meet these standards. The resubmittal should describe how these standards are being met. Last comment from reviewer: Revise the elevations to adhere to the City's Community Design Standards, removing the monotony. In addition, building side architectural features facing ROW/open spaces meeting the requirements outlined within LDR Sec. 33-94.03(b)(6) "Building facades shall, on all sides that are, or will be, exposed to the general public, include a repeating pattern that shall consist of a minimum of two of the elements listed below. At least one of the elements shall repeat horizontally:..."	C100	Melissa Winsett	Emily Ragusa	Yes
Forestry	Open	Tree Protection Areas Show Tree Protection Areas on the plat. Last comment from reviewer: Tree Protection Areas are still shown as Open Space. OS-1, OS-2, OS-8 all include tree protection areas.	PLAT 1	Mariellen Calabro	Deborah Glick	Yes
Forestry	Open	Mitigation Cost The current rate of contribution for the Tree Replacement Reserve Account is \$75 per inch not planted. This would increase your contribution to \$544,125, assuming 1,255" DBH of replacement are provided.	TREE REPLACEMENT CALCULATI	Mariellen Calabro	Deborah Glick	Yes

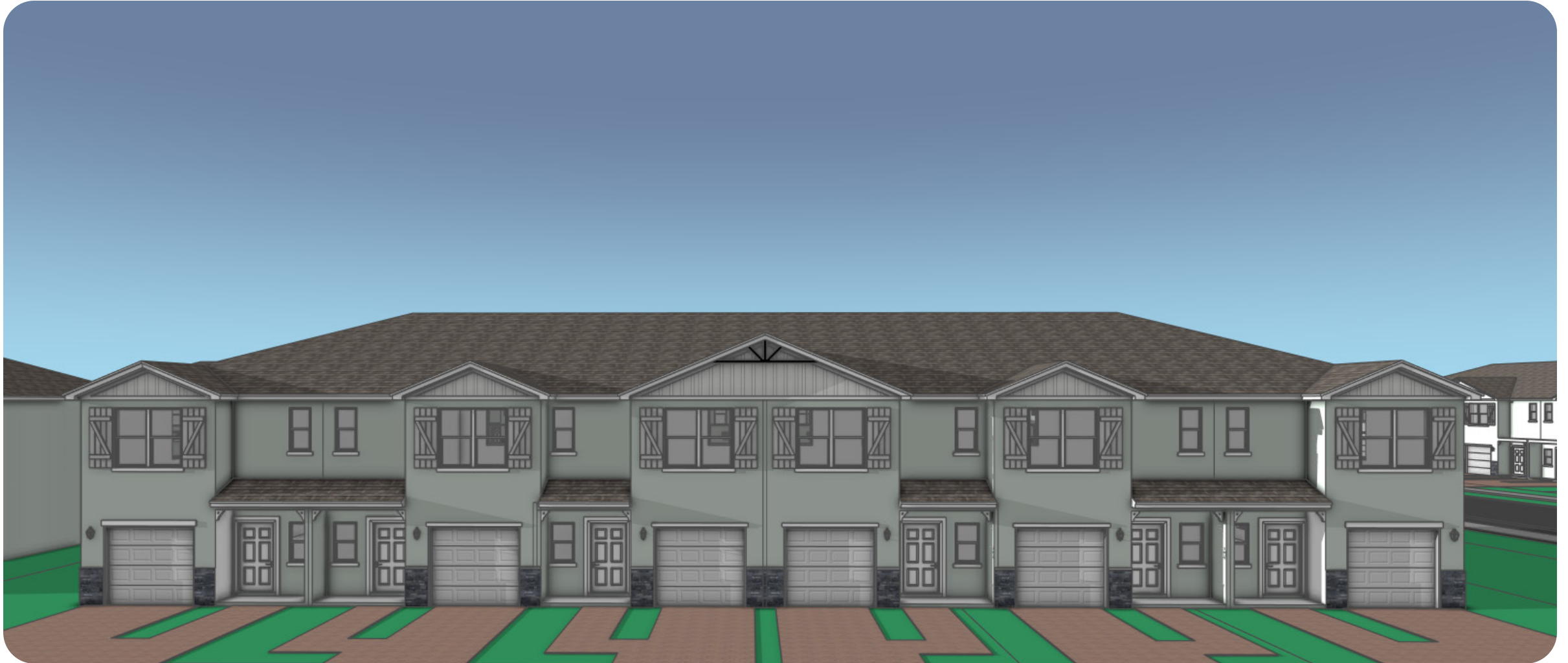
Discipline	Status	Details	Attached To	Created By	Last Updated By	Modifications Required
		Last comment from reviewer: My calculations, based on the spreadsheet you provided, show that you will be removing 2042" of specimen trees and 24,721" of non-specimen protected trees. The required replacement would be 9,261". Your plan provides 1,255". The remaining replacement would be 8,006". The payment amount required for the remaining mitigation would be \$600,450 (8006"x\$75/inch). You have provided a report that reduces the mitigation for 51 Laurel Oaks. The reduction amount shows \$23,550. The payment amount to the Tree Replacement Reserve Account would be \$576,900 (\$600,450 - \$23,550) in order to satisfy the mitigation requirement.	ONS 02 17 2023a.pdf			
Forestry	Open	Natural Tree Save Area Please label this as Tree Protection Area if this is its intended use. Last comment from reviewer: Tracts OS-1, OS-2, OS-8 all contain tree protection area and it needs to be noted in the use.	C100	Mariellen Calabro	Deborah Glick	Yes



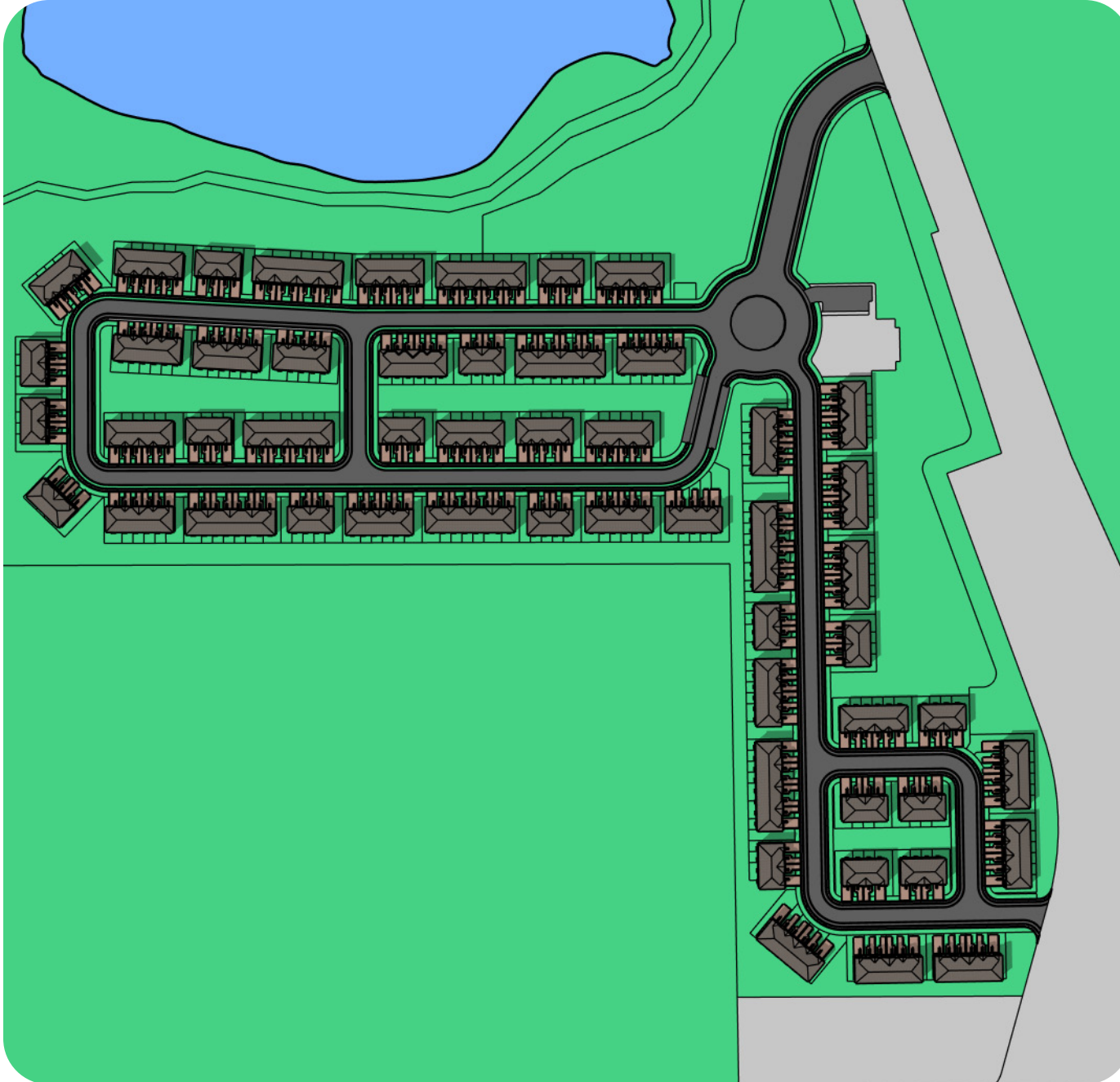
CAPE CODE INSPIRED
Sabal & Areca



FRENCH PROVINCIAL INSPIRED
Ventura and Waverly



FARM HOUSE INSPIRED
Modesto and Palmdale











SUMMIT PLACE

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

SHEET 1 OF 12

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, CITY OF DELAND, VOLUSIA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

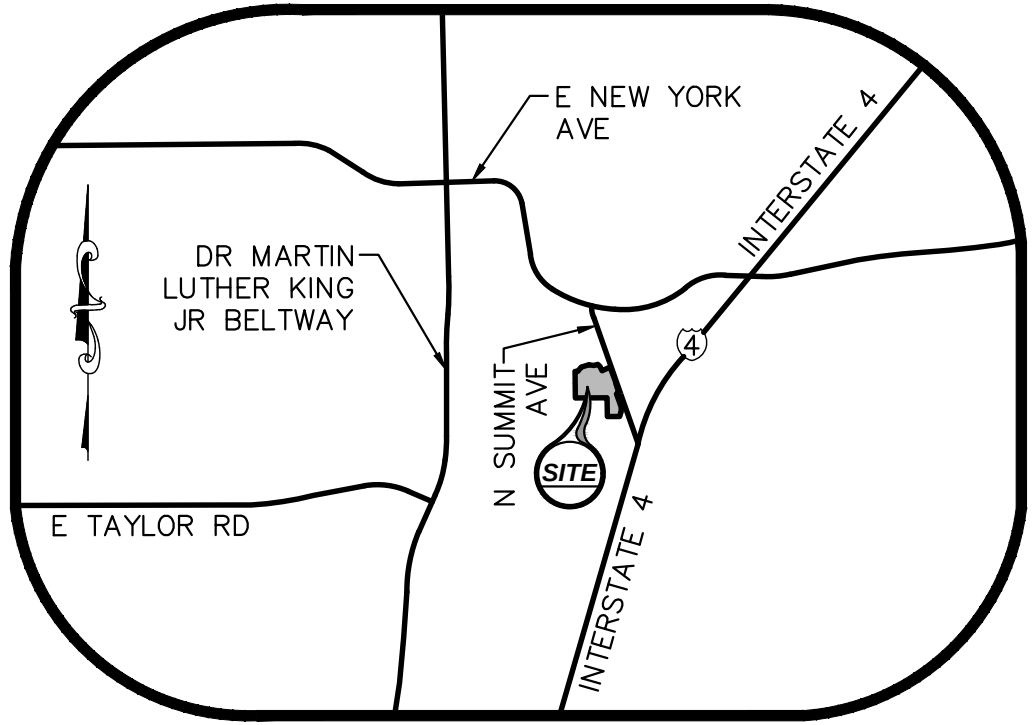
BEGINNING AT THE SOUTHEAST CORNER OF LAKEWOOD PARK VILLAGE PHASE 2, AS RECORDED IN PLAT BOOK 64, PAGES 22 THROUGH 27; THENCE ALONG THE WEST RIGHT-OF-WAY LINE OF C.R. 439 RUN THE FOLLOWING SEVEN (7) COURSES AND DISTANCES: (1) RUN SOUTH 20°11'51" EAST A DISTANCE OF 732.35 FEET; (2) THENCE RUN SOUTH 70°09'26" WEST A DISTANCE OF 14.99 FEET; (3) THENCE RUN SOUTH 17°49'12" EAST A DISTANCE OF 420.88 FEET; (4) THENCE RUN SOUTH 69°48'09" WEST A DISTANCE OF 108.54 FEET; (5) THENCE RUN SOUTH 20°11'50" EAST A DISTANCE OF 496.17 FEET TO A POINT OF CURVATURE WITH A CURVE TO THE RIGHT, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 522.96 FEET, A CENTRAL ANGLE OF 35°24'07", A CHORD DISTANCE OF 318.01 FEET WHICH BEARS SOUTH 02°27'54" EAST; (6) THENCE ALONG THE ARC OF SAID CURVE RUN FOR A LENGTH OF 323.13 FEET TO A POINT OF TANGENCY WITH A LINE; (7) THENCE ALONG SAID TANGENT LINE RUN SOUTH 15°21'02" WEST A DISTANCE OF 177.31 FEET; THENCE RUN SOUTH 89°45'13" WEST A DISTANCE OF 520.33 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST; THENCE ALONG SAID EAST LINE RUN NORTH 00°58'20" WEST A DISTANCE OF 791.66 FEET; THENCE RUN SOUTH 89°51'41" WEST A DISTANCE OF 1342.83 FEET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST; THENCE ALONG SAID WEST LINE RUN NORTH 00°35'13" WEST A DISTANCE OF 1119.72 FEET TO A POINT ON THE SOUTH LINE OF THE PLAT OF LAKEWOOD PARK VILLAGE PHASE 2, AS RECORDED IN PLAT BOOK 64, PAGES 22 THROUGH 27; THENCE ALONG SAID SOUTH LINE OF SAID PLAT LAKEWOOD PARK VILLAGE PHASE 2 RUN THE FOLLOWING EIGHT (8) COURSES AND DISTANCES: (1) RUN NORTH 89°34'48" EAST A DISTANCE OF 115.05 FEET; (2) THENCE RUN NORTH 39°17'47" EAST A DISTANCE OF 235.21 FEET; (3) THENCE RUN NORTH 73°15'46" EAST A DISTANCE OF 328.99 FEET; (4) THENCE RUN SOUTH 83°18'20" EAST A DISTANCE OF 228.92 FEET; (5) THENCE RUN NORTH 73°43'09" EAST A DISTANCE OF 159.10 FEET; (6) THENCE RUN SOUTH 47°32'08" EAST A DISTANCE OF 117.55 FEET; (7) THENCE RUN SOUTH 26°56'41" EAST A DISTANCE OF 216.76 FEET; (8) THENCE RUN NORTH 65°18'26" EAST A DISTANCE OF 372.43 FEET RETURNING TO THE POINT OF BEGINNING.

CONTAINING 2,609,383 SQUARE FEET OR 59.903 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

- BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF LAKEWOOD PARK VILLAGE PHASE 2, BEING SOUTH 19°47'16" EAST AS RECORDED IN PLAT BOOK 64, PAGES 22 THROUGH 27 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- ALL LOT LINES INTERSECTING CURVILINEAR LOT LINES ARE RADIAL UNLESS OTHERWISE NOTED AS NON-RADIAL (NR).
- ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES PROVIDED; HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION. (SECTION 177.091 (28), FLORIDA STATUTES).
- THERE IS A 10.00 FOOT WIDE UTILITY EASEMENT ALONG ALL FRONT LOT AND TRACT LINES ADJACENT TO ALL RIGHT OF WAY LINES.
- TRACT AM-1 IS AN AMENITY TRACT AND SHALL BE OWNED AND MAINTAINED BY THE SUMMIT PLACE HOMEOWNERS ASSOCIATION, INC., A FLORIDA NON PROFIT CORPORATION (HEREAFTER REFERRED TO AS THE "ASSOCIATION")
- TRACT OS-1 THROUGH OS-5 ARE OPEN SPACE TRACTS AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
- TRACTS SMA-1 AND SMA-2 ARE RETENTION AND OPEN SPACE TRACTS AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
- TRACT UB-1 IS AN UPLAND BUFFER TRACT AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION. NO CLEARING, GRADING, CONSTRUCTION, OR OTHER ACTIVITIES WHICH DISTURB THE NATURAL STATE OF THE LANDS WITHIN TRACT UB-1 SHALL OCCUR WITHOUT PRIOR WRITTEN CONSENT FROM THE SAINT JOHNS RIVER WATER MANAGEMENT DISTRICT AND/OR ANY OTHER APPLICABLE JURISDICTIONAL AGENCY.
- TRACT W-1 IS A WETLAND TRACT, AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION. NO CLEARING, GRADING, CONSTRUCTION, OR OTHER ACTIVITIES WHICH DISTURB THE NATURAL STATE OF THE LANDS WITHIN TRACT UB-1 SHALL OCCUR WITHOUT PRIOR WRITTEN CONSENT FROM THE SAINT JOHNS RIVER WATER MANAGEMENT DISTRICT AND/OR ANY OTHER APPLICABLE JURISDICTIONAL AGENCY.
- TRACTS M-1 AND M-1 ARE MEDIAN AND LANDSCAPE TRACTS, AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
- THE RIGHT-OF-WAY UTILIZATION EASEMENTS (RUE) SHOWN HEREON SHALL BE MAINTAINED BY THE ASSOCIATION.

VICINITY MAP NOT TO SCALE



LEGEND

- = SET 4"x4" CM (CONCRETE MONUMENT) INSCRIBED 'PRM LB 6393' IN ACCORDANCE WITH F.S. 177.091(7) (UNLESS OTHERWISE NOTED)
- = SET NAIL AND DISK ('PCP LB 6393') IN ACCORDANCE WITH F.S. 177.091 (8) (UNLESS OTHERWISE NOTED)
- = CENTERLINE
- R = RADIUS
- Δ = CENTRAL ANGLE (DELTA)
- CH = CHORD DISTANCE
- CB = CHORD BEARING
- L = ARC LENGTH
- CCR# = CERTIFIED CORNER RECORD
- CM = CONCRETE MONUMENT
- DOC# = OFFICIAL RECORDS DOCUMENT NUMBER OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA
- DE = DRAINAGE EASEMENT
- F.S. = FLORIDA STATUTES
- ID = IDENTIFICATION
- IR = IRON ROD
- LB = LICENSED BUSINESS
- (OA) = OVERALL
- ORB = OFFICIAL RECORDS BOOK
- PAE = PUBLIC ACCESS EASEMENT
- PC = POINT OF CURVATURE
- PC = PAGE(S)
- PNT = POINT OF NON-TANGENCY
- PRM = PERMANENT REFERENCE MONUMENT
- PSM = PROFESSIONAL SURVEYOR AND MAPPER
- PT = POINT OF TANGENCY
- RUE = RIGHT-OF-WAY UTILIZATION EASEMENT
- UE = UTILITY EASEMENT

NOTICE

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

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SUMMIT PLACE

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, D.R. HORTON, INC., A DELAWARE CORPORATION, BEING THE OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED HEREBY DEDICATED SAID LANDS AND PLAT FOR THE USES AND PURPOSES THEREIN EXPRESSED AND DEDICATES:

- TRACT LS-1 (LIFT STATION) AND TRACT RW-1 (RIGHT-OF-WAY) TO THE CITY OF DELAND AND THE PERPETUAL USE OF THE PUBLIC.
- UTILITY EASEMENTS (UE) AND DRAINAGE EASEMENTS (DE) SHOWN HEREON TO THE PERPETUAL USE OF THE PUBLIC.
- THE PUBLIC ACCESS EASEMENT (PAE) SHOWN HEREON TO THE PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THESE PRESENTS TO BE SIGNED BY THE OFFICER NAMED BELOW AND ITS SEAL AFFIXED HERETO ON THIS _____ DAY OF _____, 2024.

D.R. HORTON, BEING A CENTRAL, FLORIDA COMPANY BY:

SIGNATURE _____ DIVISION PRESIDENT
TITLE

PRINT NAME

SIGNED AND SEALED IN THE PRESENCE OF:

WITNESS _____ PRINT NAME

WITNESS _____ PRINT NAME

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF [] PHYSICAL PRESENCE OR [] ONLINE NOTARIZATION, THIS DAY OF _____, 2024, BY _____, AS D.R. HORTON, INC., A DELAWARE CORPORATION, THEY ARE PERSONALLY KNOWN TO ME OR [] HAS PRODUCED _____ AS IDENTIFICATION.

WITNESS MY HAND AND OFFICIAL SEAL IN THE COUNTY AND STATE LAST AFORESAID THIS ____ DAY OF _____, 2024

CERTIFICATION OF APPROVAL BY CITY COMMISSION OF THE CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2024 THE CITY COMMISSION OF THE CITY OF DELAND APPROVED THE FOREGOING PLAT.

ATTEST:

CITY CLERK _____ MAYOR _____
PRINT NAME _____ PRINT NAME _____

CERTIFICATE OF APPROVAL BY CITY ENGINEER

I HEREBY CERTIFY THAT ALL STREETS, UTILITIES AND OTHER REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO CITY SPECIFICATION AND STANDARDS AND ALL APPLICABLE REGULATIONS IN THE SUMMIT PLACE SUBDIVISION OR THAT A GUARANTEE OF THE INSTALLATION OF THE REQUIRED IMPROVEMENTS IN A MANNER ACCORDING TO SECTION 33-147 HAS BEEN RECEIVED.

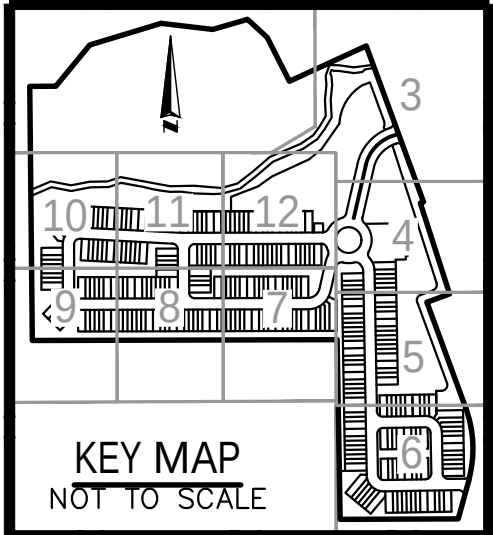
CITY ENGINEER _____

PRINT NAME

CERTIFICATE OF SURVEYOR

KNOW ALL MEN BY THESE PRESENTS, THAT I, THE UNDERSIGNED, BEING A PROFESSIONAL SURVEYOR AND MAPPER THAT HAS PREPARED THE FOREGOING PLAT, STATE THAT IT WAS MADE UNDER MY DIRECTION AND SUPERVISION AND THAT THE PLAT COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND THAT SAID LAND IS LOCATED IN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

SURVEYOR: E. GLENN TURNER, PSM DATE
REGISTRATION NUMBER: LS#5643
PROFESSIONAL LAND SURVEYOR
REGISTRATION NUMBER OF LEGAL ENTITY: LB#6393
AMERICAN SURVEYING & MAPPING, INC.



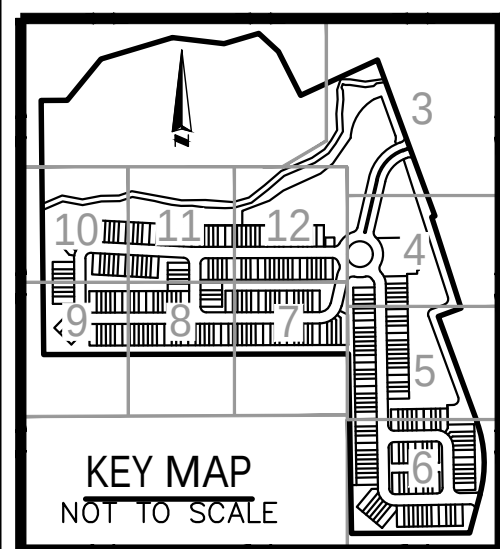
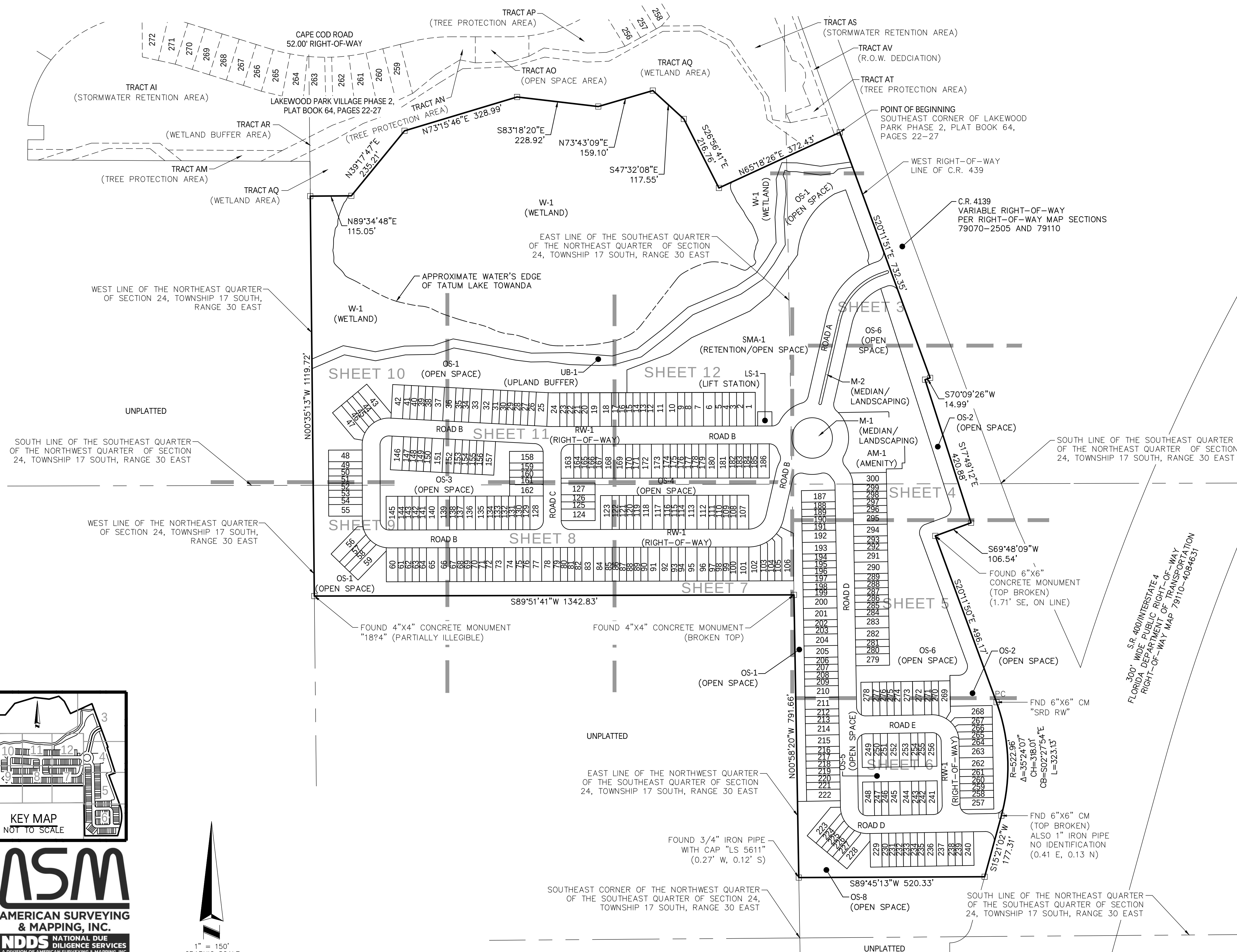
SUMMIT PLACE

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

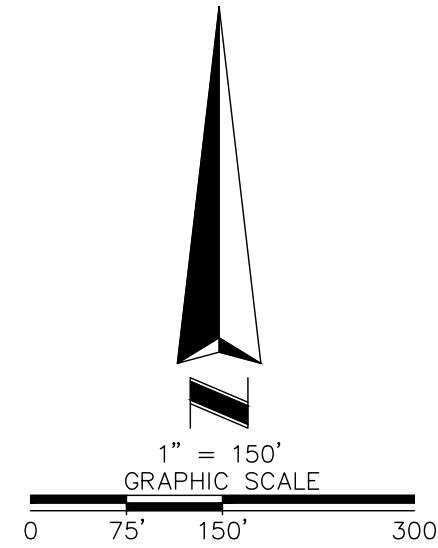
SHEET 2 OF 12

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SR 40 INTERSTATE 4
FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY MAP 79110-4084631

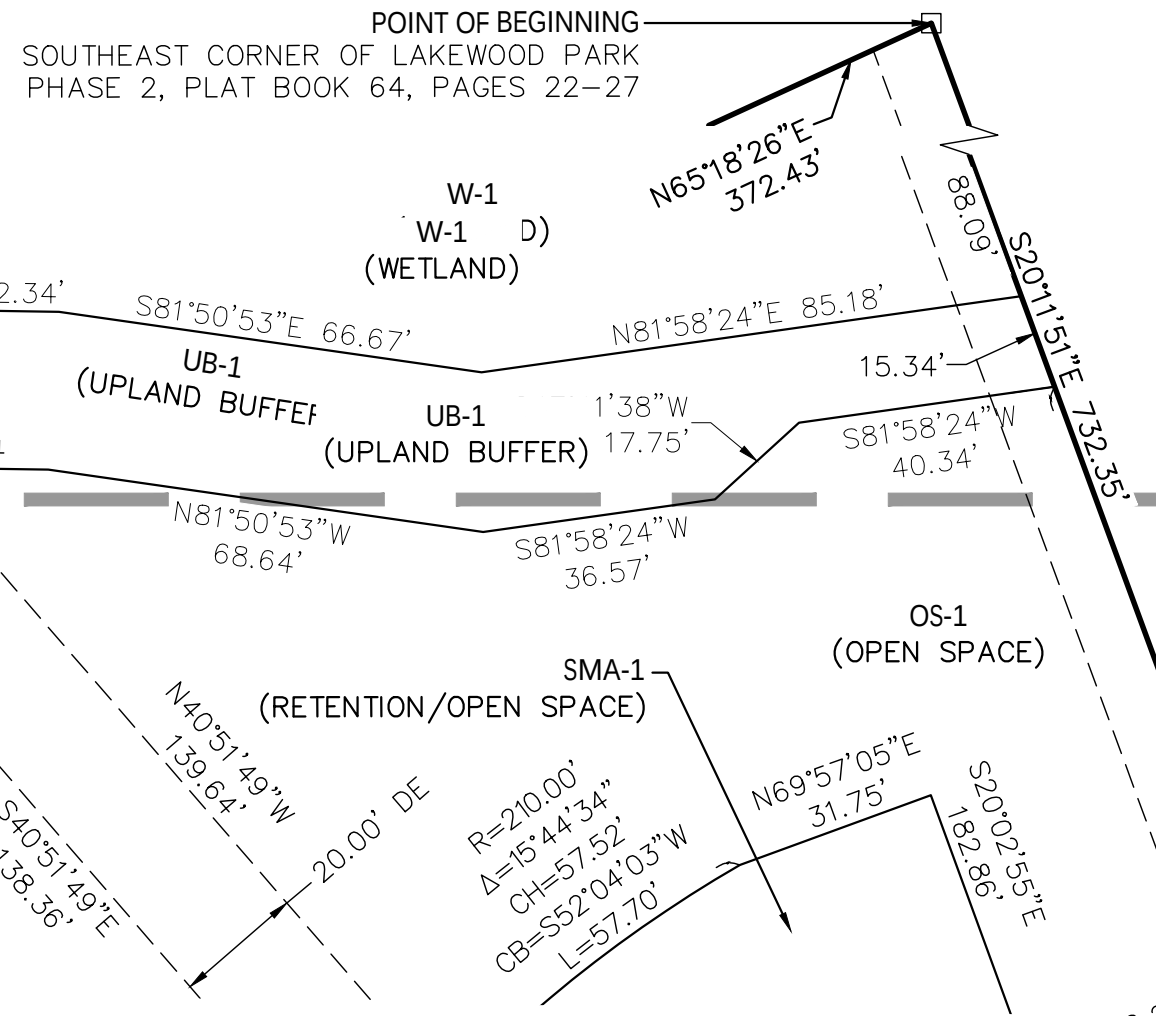
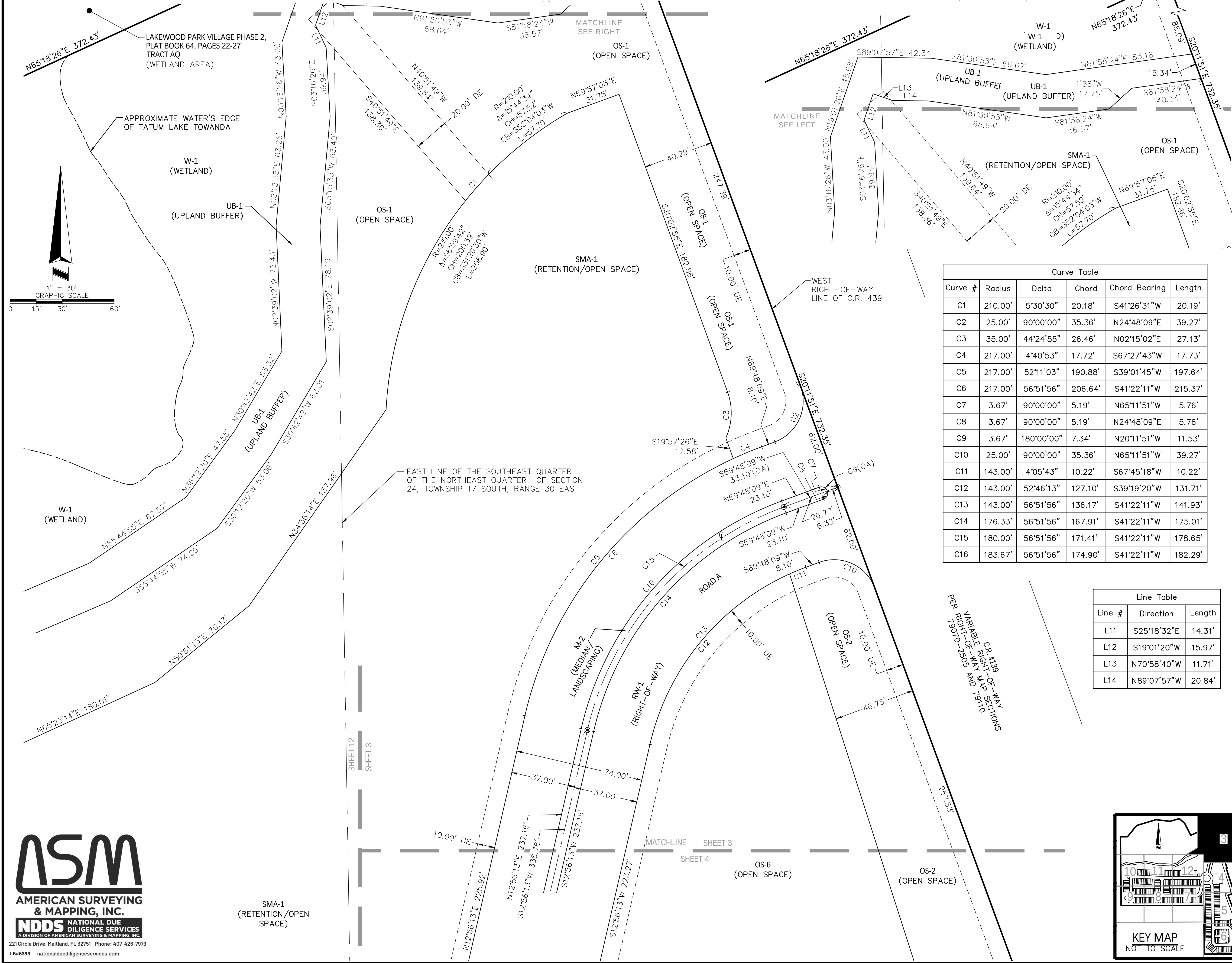
SUMMIT PLACE

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

SHEET 3 OF 12

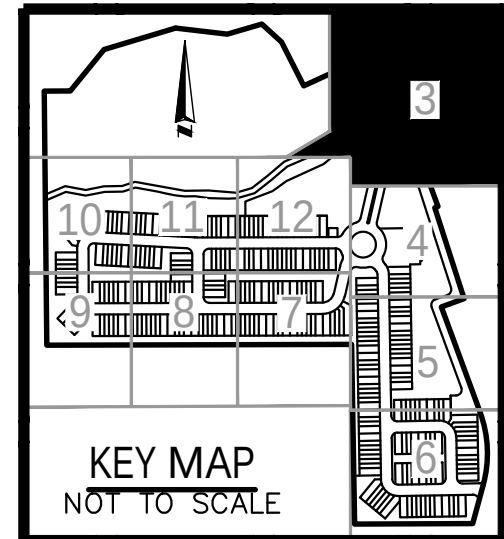
MAP
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Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C1	210.00'	5°30'30"	20.18'	S41°26'31"W	20.19'
C2	25.00'	90°00'00"	35.36'	N24°48'09"E	39.27'
C3	35.00'	44°24'55"	26.46'	N02°15'02"E	27.13'
C4	217.00'	4°40'53"	17.72'	S67°27'43"W	17.73'
C5	217.00'	52°11'03"	190.88'	S39°01'45"W	197.64'
C6	217.00'	56°51'56"	206.64'	S41°22'11"W	215.37'
C7	3.67'	90°00'00"	5.19'	N65°11'51"W	5.76'
C8	3.67'	90°00'00"	5.19'	N24°48'09"E	5.76'
C9	3.67'	180°00'00"	7.34'	N20°11'51"W	11.53'
C10	25.00'	90°00'00"	35.36'	N65°11'51"W	39.27'
C11	143.00'	4°05'43"	10.22'	S67°45'18"W	10.22'
C12	143.00'	52°46'13"	127.10'	S39°19'20"W	131.71'
C13	143.00'	56°51'56"	136.17'	S41°22'11"W	141.93'
C14	176.33'	56°51'56"	167.91'	S41°22'11"W	175.01'
C15	180.00'	56°51'56"	171.41'	S41°22'11"W	178.65'
C16	183.67'	56°51'56"	174.90'	S41°22'11"W	182.29'

Line Table		
Line #	Direction	Length
L11	S25°18'32"E	14.31'
L12	S19°01'20"W	15.97'
L13	N70°58'40"W	11.71'
L14	N89°07'57"W	20.84'



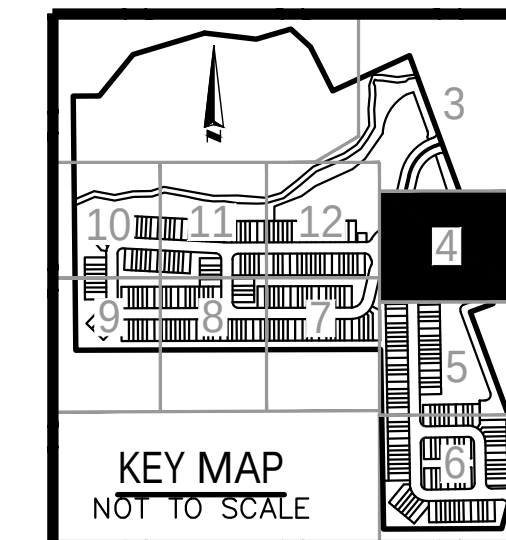
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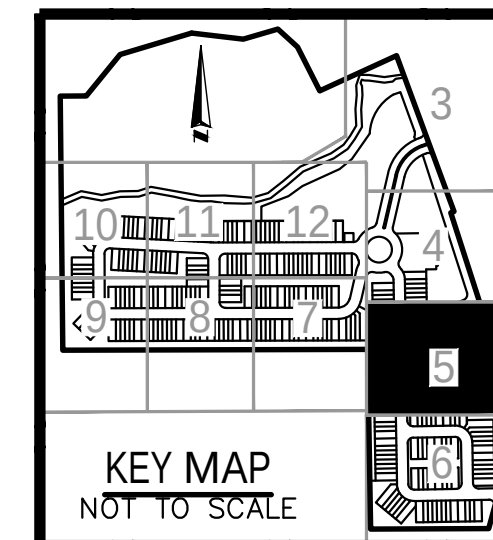
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Line Table		
Line #	Direction	Length
L15	S77°01'35"E	13.34'



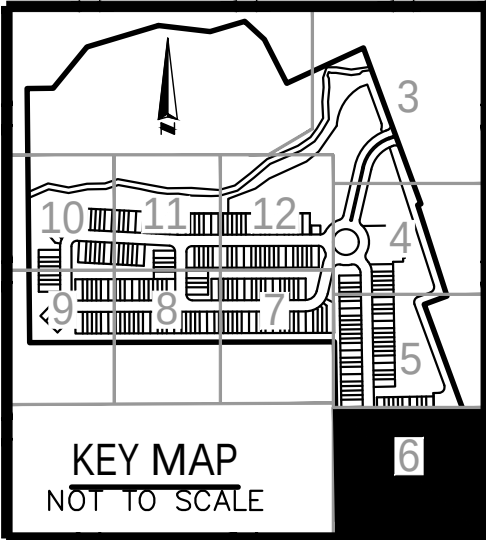
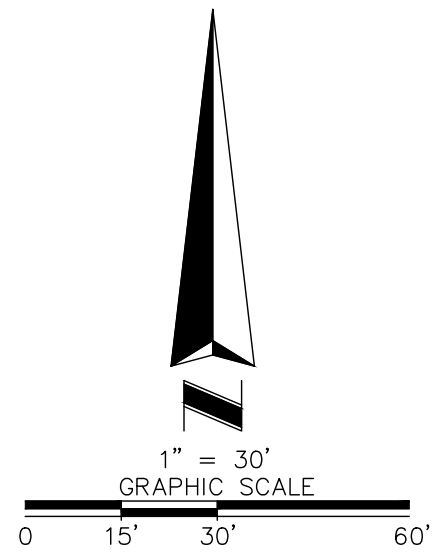
PAGE

Curve #	Radius	Delta	Chord	Chord Bearing	Length
C57	100.00'	13°14'51"	23.07'	N19°35'51"E	23.12'
C58	25.00'	109°13'31"	40.76'	N34°24'55"E	47.66'
C128	25.00'	86°27'40"	34.25'	N25°24'38"E	37.73'
C129	25.00'	84°42'27"	33.69'	S22°09'23"W	36.96'



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Line Table		
Line #	Direction	Length
L17	N45°58'20"W	1.92'
L18	S45°58'20"E	1.92'



Curve Table					
Curve#	Radius	Delta	Chord	Chord Bearing	Length
C59	25.00'	90°00'00"	35.36'	S45°58'20"E	39.27'
C60	25.00'	61°18'53"	25.50'	S31°37'46"E	26.75'
C61	25.00'	28°41'07"	12.39'	S76°37'46"E	12.52'
C62	25.00'	90°00'00"	35.36'	N45°58'20"W	39.27'
C63	25.00'	28°41'07"	12.39'	N76°37'46"W	12.52'
C64	25.00'	61°18'53"	25.50'	N31°37'46"W	26.75'
C65	50.00'	90°00'00"	70.71'	N45°58'20"W	78.54'
C66	75.00'	90°00'00"	106.07'	N45°58'20"W	117.81'
C67	75.00'	15°22'58"	20.18'	N83°14'21"W	20.24'
C68	75.00'	16°47'34"	21.90'	N67°06'35"W	21.98'
C69	75.00'	11°54'56"	15.57'	N52°45'20"W	15.60'
C70	75.00'	13°51'19"	18.09'	N39°52'12"W	18.14'
C71	75.00'	12°49'13"	16.75'	N26°31'55"W	16.78'
C72	75.00'	14°49'01"	19.34'	N12°42'50"W	19.40'
C73	75.00'	4°19'59"	5.67'	N03°08'19"W	5.67'
C74	25.00'	90°00'00"	35.36'	S44°01'40"W	39.27'
C75	25.00'	39°15'39"	16.80'	S18°39'30"W	17.13'
C76	25.00'	28°41'07"	12.39'	S74°41'07"W	12.52'
C77	25.00'	90°00'00"	35.36'	N44°01'40"E	39.27'
C78	25.00'	28°41'07"	12.39'	N74°41'07"E	12.52'
C79	25.00'	39°15'39"	16.80'	N18°39'30"E	17.13'
C80	25.00'	90°00'00"	35.36'	S45°58'20"E	39.27'
C81	25.00'	90°00'00"	12.94'	S15°58'20"E	13.09'
C82	25.00'	60°00'00"	25.00'	S60°58'20"E	26.18'
C83	25.00'	76°30'58"	30.98'	N50°46'11"E	33.39'
C84	522.96'	2°54'02"	26.47'	N1°34'09"E	26.47'
C85	25.00'	106°19'22"	40.02'	N57°48'39"W	46.39'
C86	75.00'	106°00'00"	106.07'	S45°58'20"E	117.81'
C87	75.00'	14°05'12"	18.38'	S68°00'55"E	18.44'
C88	75.00'	16°51'51"	22.00'	S23°29'27"E	22.08'
C89	75.00'	14°26'24"	18.85'	S39°08'34"E	18.90'
C90	75.00'	15°21'25"	20.04'	S54°02'28"E	20.10'
C91	75.00'	14°08'31"	18.46'	S68°47'26"E	18.51'
C92	75.00'	15°06'39"	19.72'	S83°25'00"E	19.78'
C93	50.00'	90°00'00"	70.71'	S45°58'20"E	78.54'
C94	25.00'	90°00'00"	35.36'	S45°58'20"E	39.27'
C95	25.00'	61°18'53"	25.50'	S31°37'46"E	26.75'
C96	25.00'	28°41'08"	12.39'	S76°37'46"E	12.52'
C132	25.00'	22°03'14"	9.56'	S49°18'56"W	9.62'
C133	25.00'	22°03'14"	9.56'	N49°18'56"E	9.62'



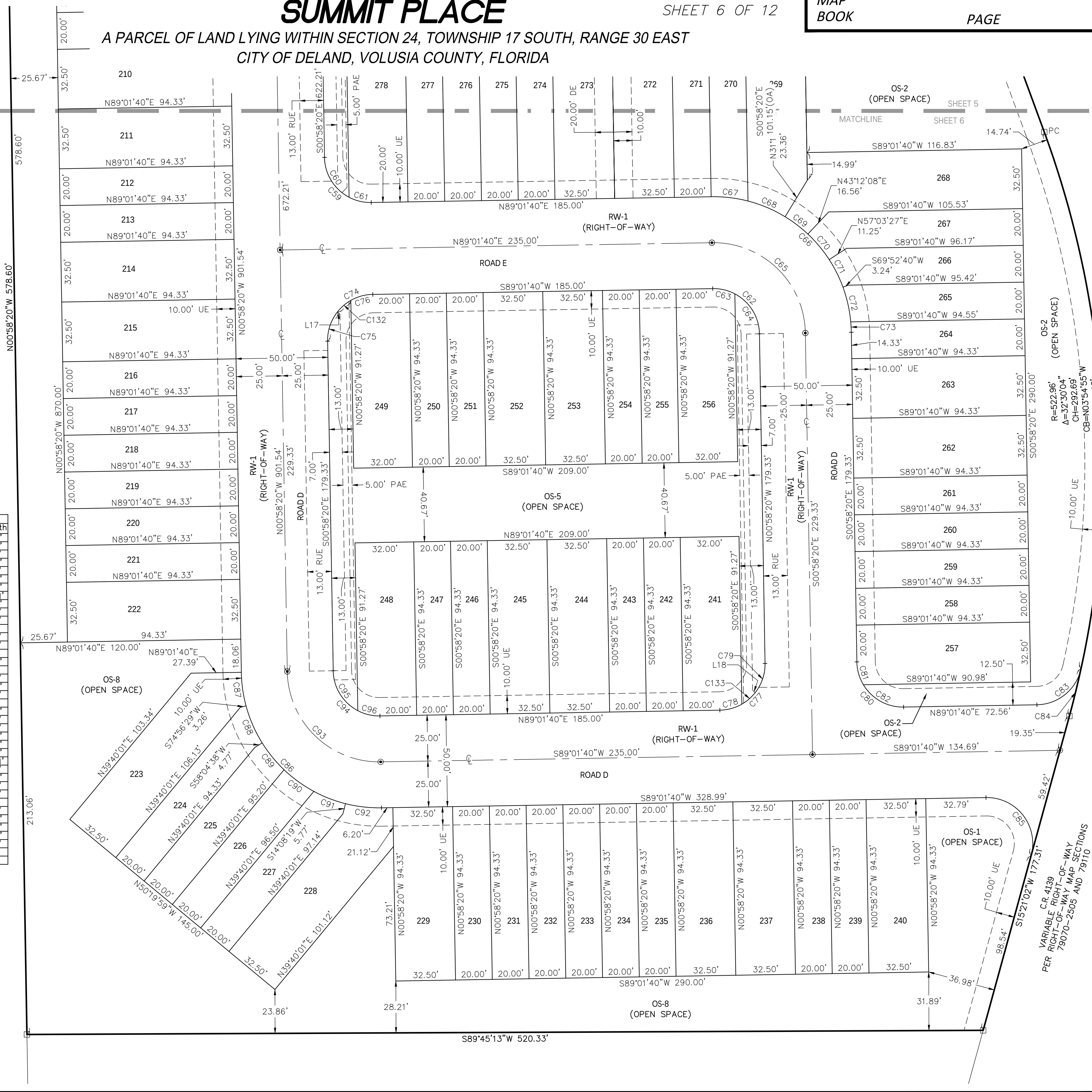
SUMMIT PLACE

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

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PER RIGHT-OF-WAY MAP SECTIONS 79070-2505 AND 79110

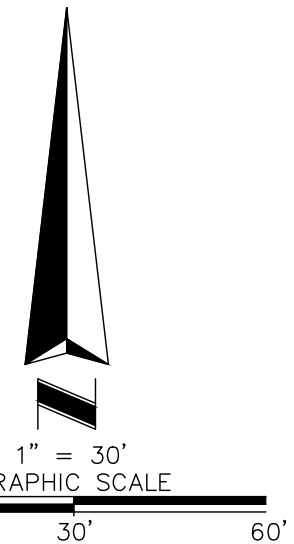
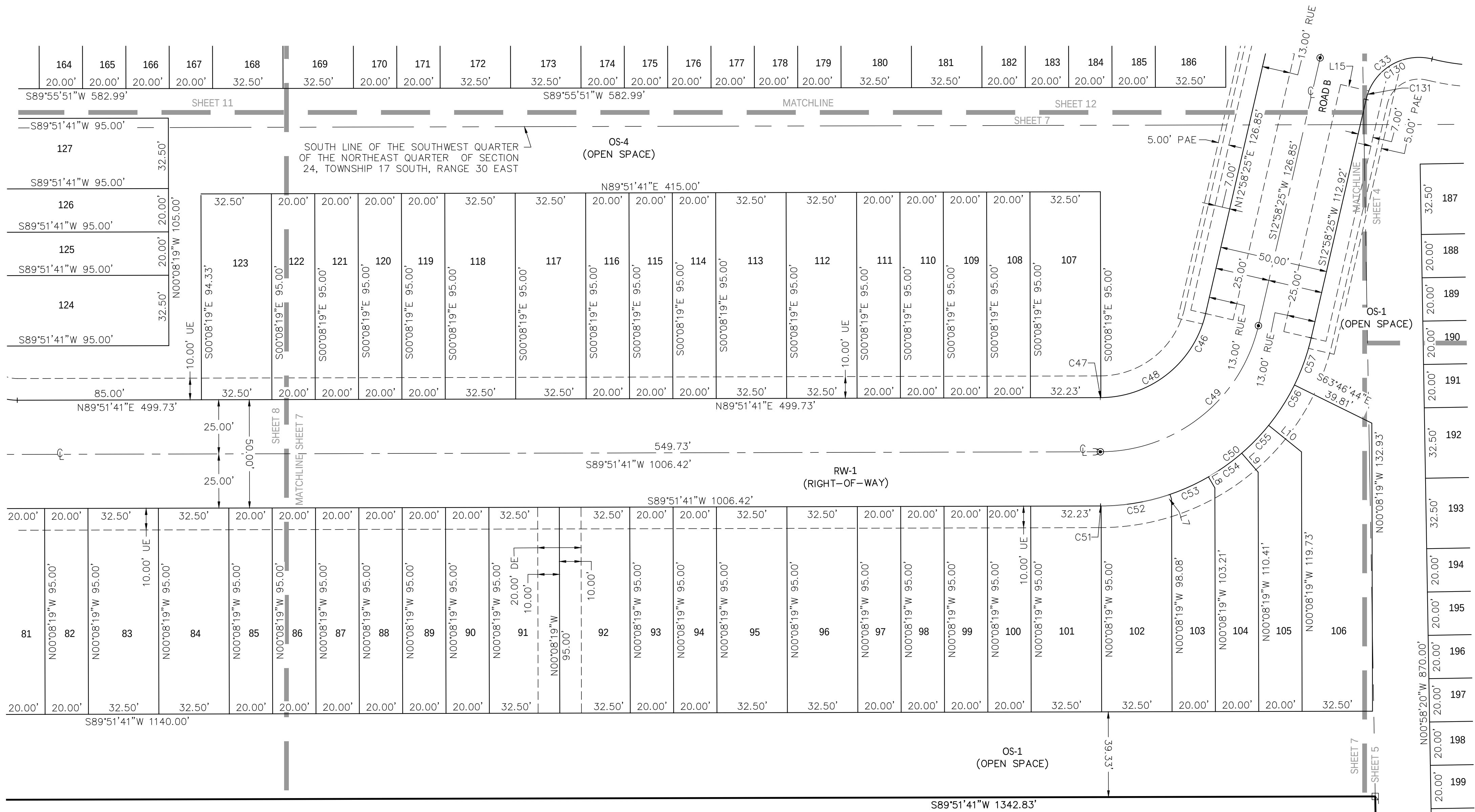
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CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

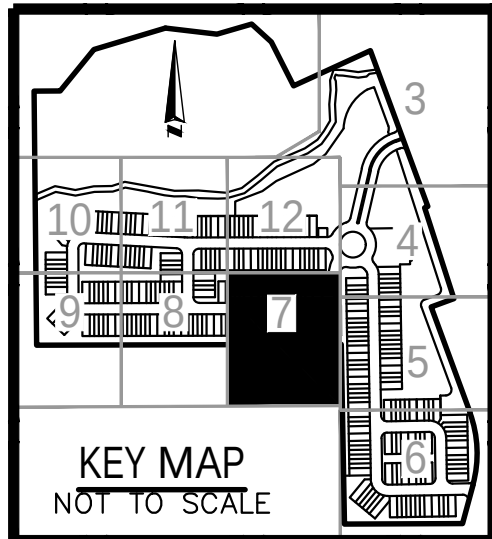
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Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C33	25.00'	91°02'52"	35.68'	S58°29'51"W	39.73'
C46	50.00'	76°53'17"	62.17'	N51°25'03"E	67.10'
C47	50.00'	0°18'36"	0.27'	N89°42'24"E	0.27'
C48	50.00'	76°34'41"	61.96'	N51°15'45"E	66.83'
C49	75.00'	76°53'17"	93.26'	N51°25'03"E	100.65'
C50	100.00'	76°53'17"	124.35'	N51°25'03"E	134.19'
C51	100.00'	0°09'18"	0.27'	N89°47'03"E	0.27'
C52	100.00'	18°31'35"	32.19'	N80°26'36"E	32.33'
C53	100.00'	11°12'45"	19.54'	N65°34'26"E	19.57'
C54	100.00'	10°48'43"	18.84'	N54°33'42"E	18.87'
C55	100.00'	10°14'21"	17.85'	N44°02'10"E	17.87'
C56	100.00'	12°41'43"	22.11'	N32°34'08"E	22.16'
C57	100.00'	13°14'51"	23.07'	N19°35'51"E	23.12'

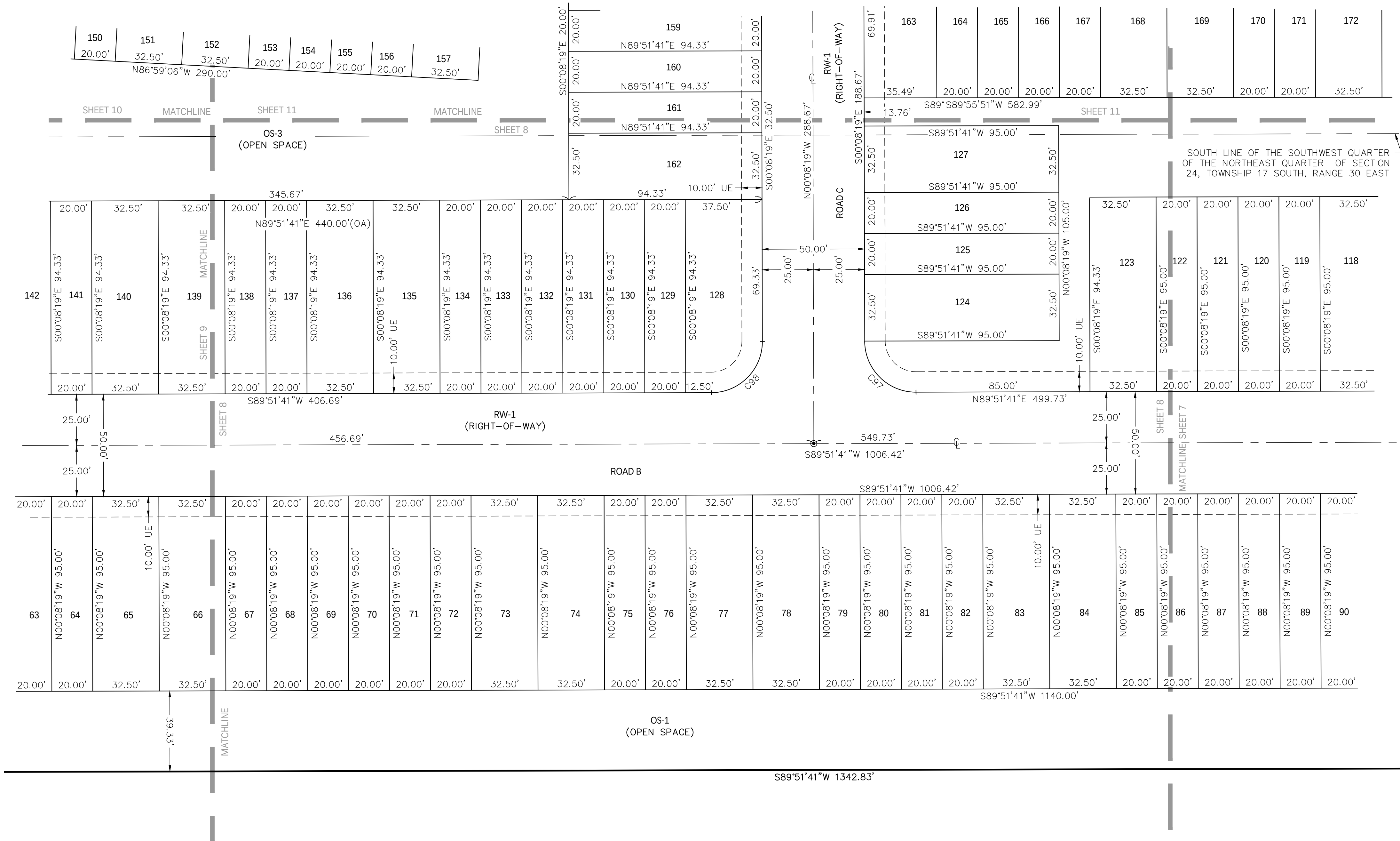
SUMMIT PLACE

A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

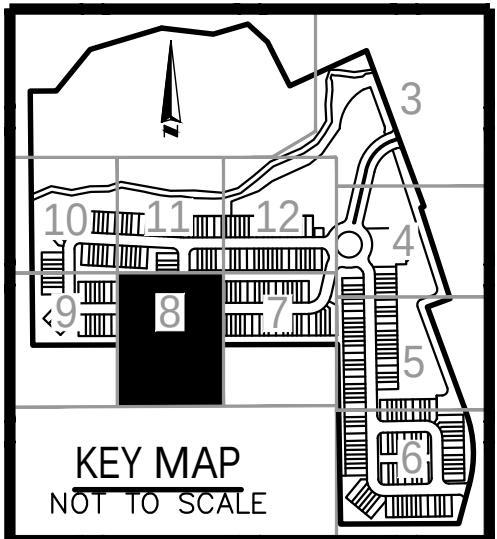
SHEET 8 OF 12

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Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C97	25.00'	90°00'00"	35.36'	S45°08'19"E	39.27'
C98	25.00'	90°00'00"	35.36'	N44°51'41"E	39.27'



SUMMIT PLACE

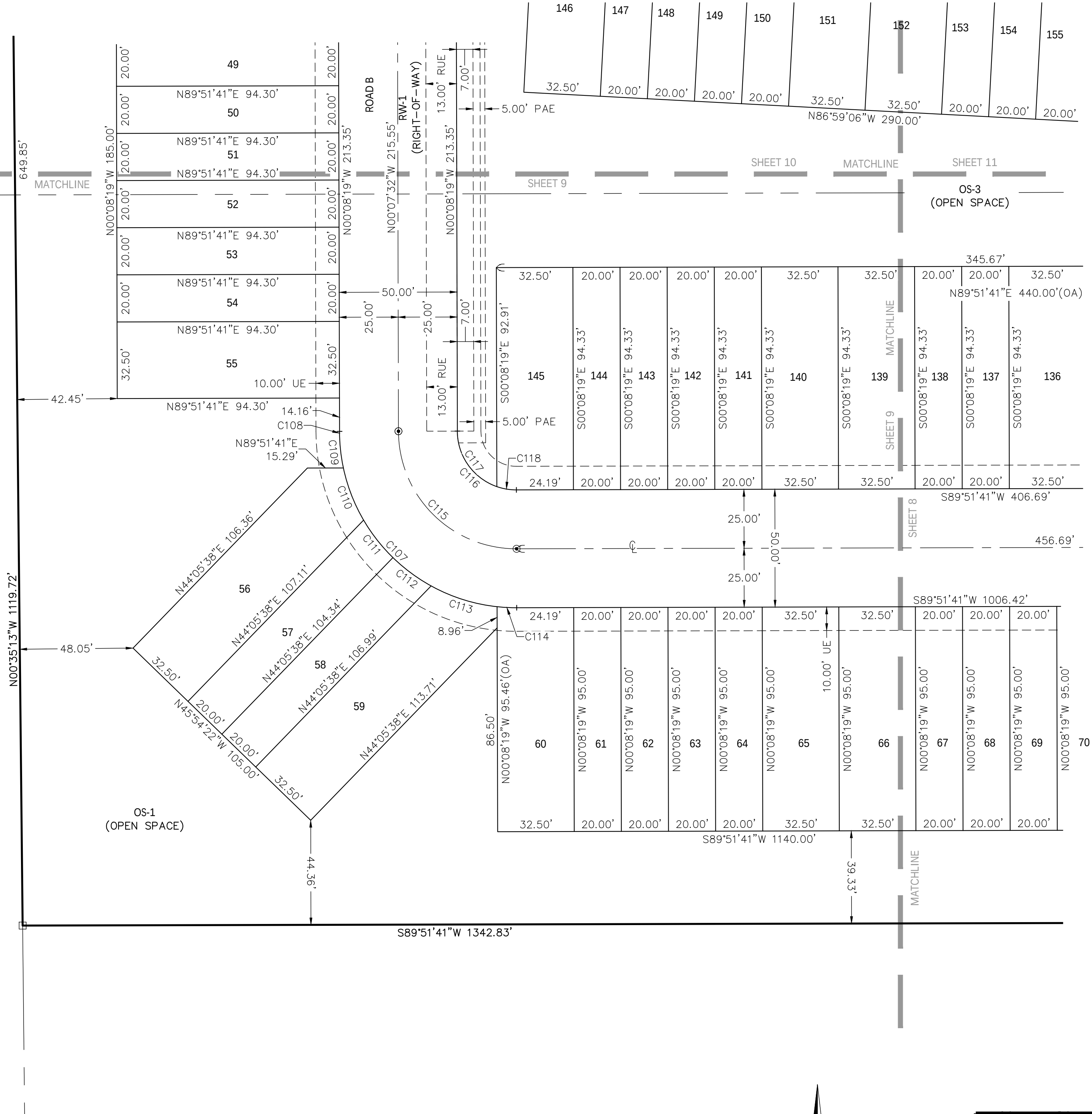
A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

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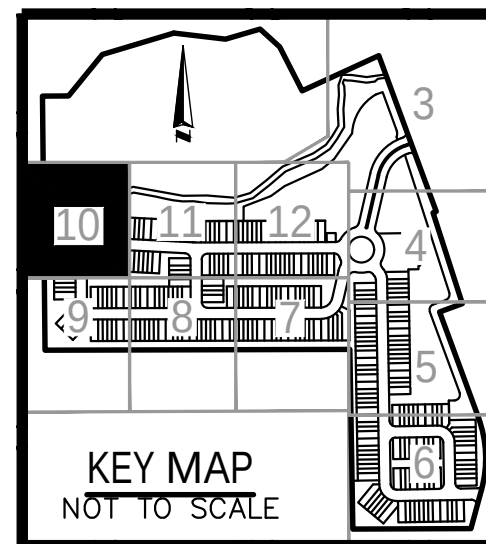
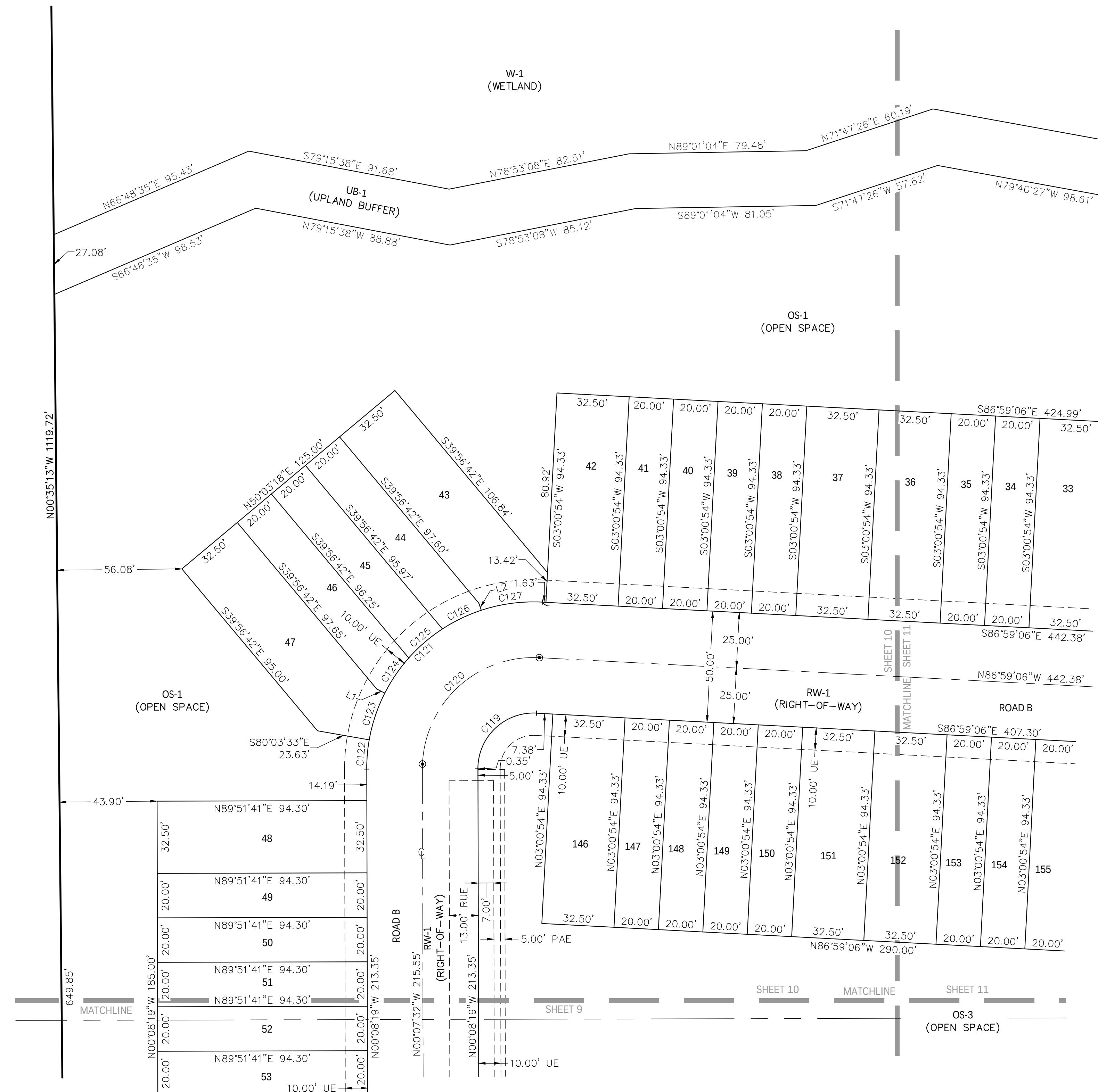
PAGE

Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C107	75.00'	89°59'59"	106.07'	S45°08'18"E	117.81'
C108	75.00'	11°56'32"	15.60'	S06°06'35"E	15.63'
C109	75.00'	11°56'32"	15.60'	S06°06'35"E	15.63'
C110	75.00'	18°11'40"	23.72'	S21°10'41"E	23.82'
C111	75.00'	15°28'19"	20.19'	S38°00'41"E	20.25'
C112	75.00'	15°27'36"	20.18'	S53°28'38"E	20.24'
C113	75.00'	22°34'05"	29.35'	S72°29'29"E	29.54'
C114	75.00'	6°21'46"	8.32'	S86°57'25"E	8.33'
C115	50.00'	90°00'00"	70.71'	S45°08'19"E	78.54'
C116	25.00'	90°00'00"	35.36'	S45°08'19"E	39.27'
C117	25.00'	70°34'50"	28.89'	S35°25'44"E	30.80'
C118	25.00'	19°25'10"	8.43'	S80°25'44"E	8.47'



PAGE

Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C119	25.00'	93°09'13"	36.31'	S46°26'18"W	40.65'
C120	50.00'	90°37'55"	71.10'	S47°41'57"W	79.09'
C121	75.00'	93°09'13"	108.94'	S46°26'18"W	121.94'
C122	75.00'	10°04'45"	13.18'	S04°54'04"W	13.19'
C123	75.00'	17°00'32"	22.18'	S18°26'43"W	22.26'
C124	75.00'	14°37'58"	19.10'	S34°15'58"W	19.15'
C125	75.00'	15°19'34"	20.00'	S49°14'44"W	20.06'
C126	75.00'	14°49'29"	19.35'	S64°19'15"W	19.41'
C127	75.00'	21°16'54"	27.70'	S82°22'27"W	27.86'



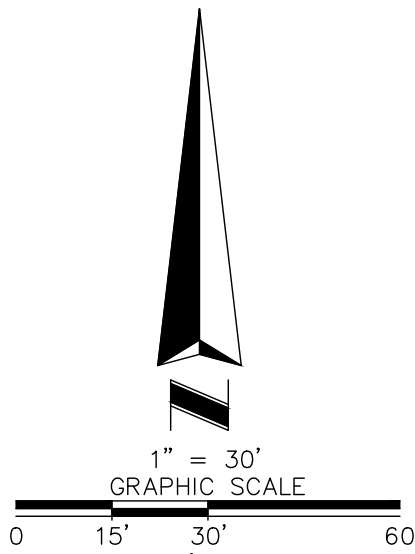
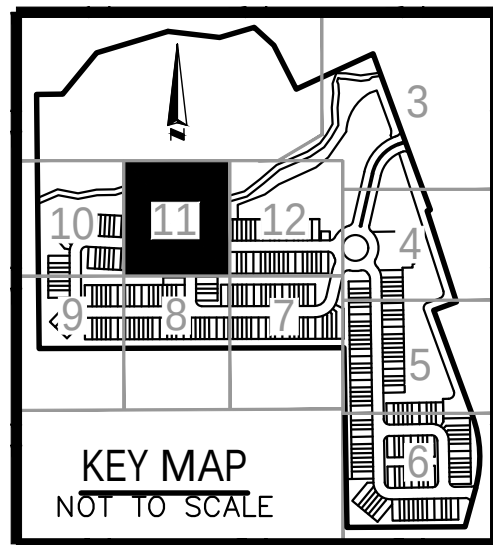
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A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

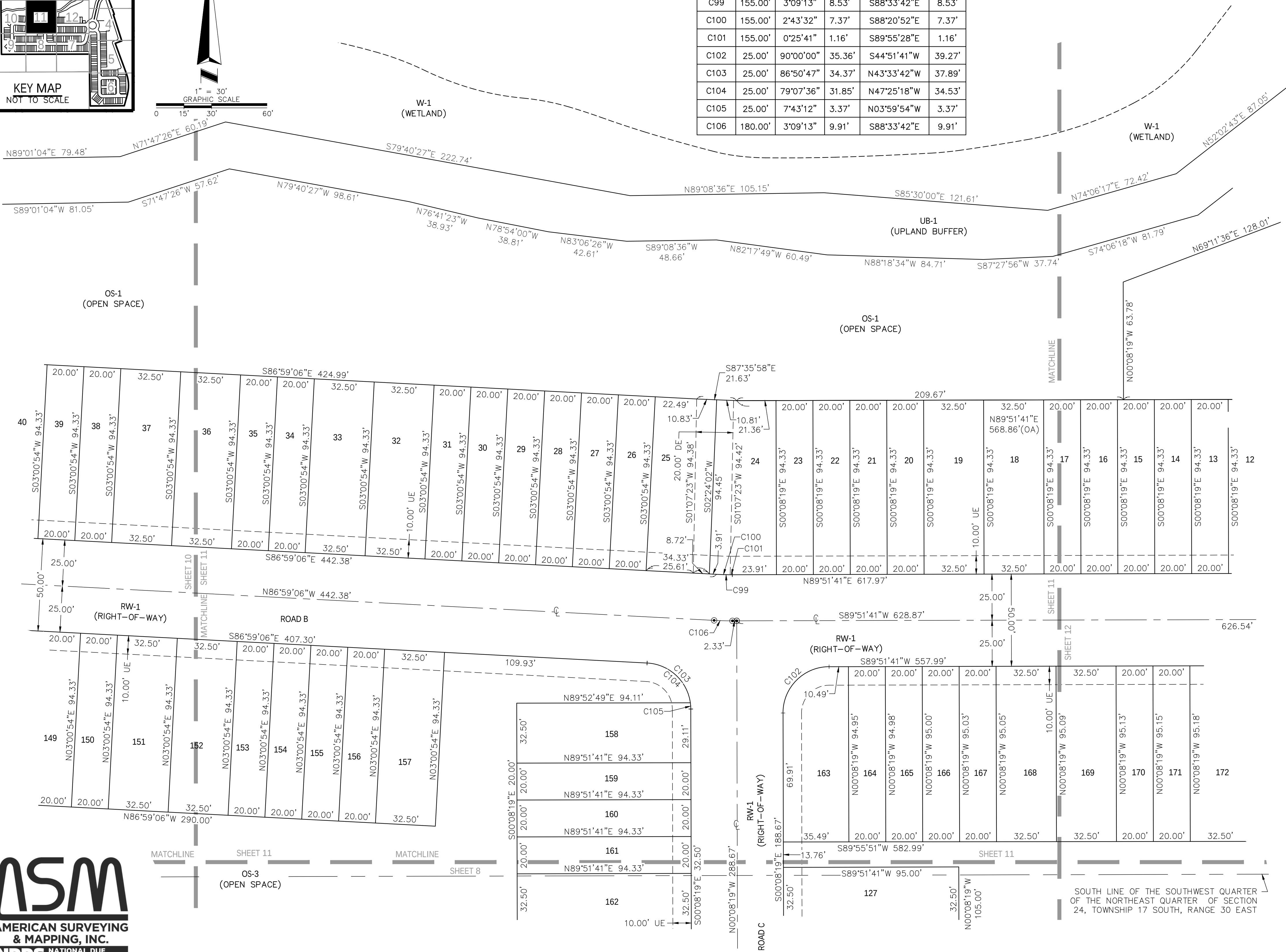
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Curve Table					
Curve #	Radius	Delta	Chord	Chord Bearing	Length
C99	155.00'	3°09'13"	8.53'	S88°33'42"E	8.53'
C100	155.00'	2°43'32"	7.37'	S88°20'52"E	7.37'
C101	155.00'	0°25'41"	1.16'	S89°55'28"E	1.16'
C102	25.00'	90°00'00"	35.36'	S44°51'41"W	39.27'
C103	25.00'	86°50'47"	34.37'	N43°33'42"W	37.89'
C104	25.00'	79°07'36"	31.85'	N47°25'18"W	34.53'
C105	25.00'	7°43'12"	3.37'	N03°59'54"W	3.37'
C106	180.00'	3°09'13"	9.91'	S88°33'42"E	9.91'



SOUTH LINE OF THE SOUTHWEST QUARTER
OF THE NORTHEAST QUARTER OF SECTION
24, TOWNSHIP 17 SOUTH, RANGE 30 EAST

LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCE AT SOUTHEAST CORNER OF THE NORTH 7 CHAINS OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, AND RUN SOUTH 00°22'01" EAST ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, A DISTANCE OF 97.23 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID WEST LINE, RUN NORTH 89° 34'48" EAST, A DISTANCE OF 115.05 FEET; THENCE RUN NORTH 39°30'34" EAST, A DISTANCE OF 234.81 FEET; THENCE RUN NORTH 73°28'58" EAST, A DISTANCE OF 328.99 FEET; THENCE RUN SOUTH 83°07'08" EAST, A DISTANCE OF 228.92 FEET; THENCE RUN NORTH 73°54'21" EAST, A DISTANCE OF 159.10 FEET; THENCE RUN SOUTH 47°20'56" EAST, A DISTANCE OF 117.55 FEET; THENCE RUN SOUTH 26°45'29" EAST, A DISTANCE OF 216.76 FEET; THENCE RUN NORTH 65°29'38" EAST, A DISTANCE OF 327.31 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF COUNTY ROAD 4139 AS RECORDED ON RIGHT OF WAY MAP SECTIONS 79070-2505 AND 79110 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN THE FOLLOWING 6 COURSES ALONG SAID WESTERLY RIGHT OF WAY: SOUTH 19°57'26" EAST, A DISTANCE OF 1100.55 FEET; SOUTH 70°04'49" WEST, A DISTANCE OF 14.60 FEET; SOUTH 19°57'36" EAST, A DISTANCE OF 50.00 FEET; SOUTH 70°02'24" WEST, A DISTANCE OF 124.00 FEET; SOUTH 19°57'36" EAST, A DISTANCE OF 495.89 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 522.96 FEET AND A CENTRAL ANGLE OF 35°32'20", THENCE RUN SOUTHEAST ALONG THE ARC OF SAID CURVE A DISTANCE OF 324.38 FEET; THENCE DEPARTING SAID RIGHT OF WAY LINE, RUN SOUTH 89°59'28" WEST ALONG THE NORTH LINE OF THE SOUTH 235.00 FEET OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE AFOREMENTIONED SECTION 24, A DISTANCE OF 517.99 FEET TO A POINT ON THE EAST LINE OF SAID NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 24; THENCE RUN NORTH 00°45'20" WEST ALONG SAID EAST LINE, A DISTANCE OF 791.90 FEET; THENCE DEPARTING SAID EAST LINE, RUN NORTH 89°53'53" WEST, A DISTANCE OF 1342.71 FEET TO A POINT ON THE AFORESAID WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST; THENCE RUN NORTH 00°22'01" WEST ALONG SAID WEST LINE, A DISTANCE OF 1119.50 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT ANY LAND CONTAINED IN THE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5551, PAGE 2688, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

TOGETHER WITH

A PARCEL OF LAND LYING IN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS:

FOR A POINT OF REFERENCE, BEGIN AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 4, AND THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 4139, AND RUN NORTH 24°27'12" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 434.81 FEET; THENCE RUN NORTH 19°05'23" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 99.02 FEET; THENCE RUN NORTH 20°00'50" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 371.26 FEET; THENCE RUN SOUTH 89°00'48" EAST, DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 671.24 FEET, TO THE AFOREMENTIONED WESTERLY RIGHT-OF-WAY INE OF INTERSTATE HIGHWAY 4 AND A POINT ON A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 5879.85 FEET AND A CHORD WHICH BEARS SOUTH 21°51'47" WEST, FOR A DISTANCE OF 890.73 FEET; THENCE RUN ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°41'18" FOR A LENGTH OF 891.59 FEET TO THE POINT OF BEGINNING.

SUMMIT PLACE	
Sheet Number	Sheet Title
C001	COVER
C002	SYMBOLS AND ABBREVIATIONS
C003	GENERAL NOTES
C010	DEMOLITION PLAN
C100	OVERALL SITE PLAN
C101	SITE PLAN
C102	SITE PLAN
C103	SITE PLAN
C201	UTILITY PLAN
C202	UTILITY PLAN
C203	UTILITY PLAN
C301	DRAINAGE PLAN
C302	DRAINAGE PLAN
C303	DRAINAGE PLAN
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C402	GRADING PLAN
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C502	OFFSITE SECTIONS
C601	STREET A PLAN & PROFILE
C602	STREET B-1 PLAN & PROFILE
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C607	STREET D-2 PLAN & PROFILE
C608	STREET E PLAN & PROFILE
C609	SUMMIT AVENUE OFF-SITE PLAN & PROFILE
C610	SUMMIT AVENUE OFF-SITE PLAN & PROFILE
C700	EROSION CONTROL PLAN
C701	EROSION CONTROL NOTES AND DETAILS
C800	VEHICLE CIRCULATION PLAN
C900	CONSTRUCTION DETAILS
C901	CONSTRUCTION DETAILS
C902	CONSTRUCTION DETAILS
C903	CONSTRUCTION DETAILS
C904	CONSTRUCTION DETAILS
C910	CITY DETAILS
C911	CITY DETAILS
C912	CITY DETAILS
C913	CITY DETAILS
C914	CITY DETAILS
C915	CITY DETAILS
C916	CITY DETAILS
C917	CITY DETAILS
C918	CITY DETAILS



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FINAL ENGINEERING PLAN FOR SUMMIT PLACE

PARCELS: 702400000010,
702400000020

SECTIONS 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

FOR

DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
PHONE: (407) 850-5200

PROJECT TEAM MEMBERS:

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D.R HORTON
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ENGINEER:

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POWER:

DUKE ENERGY
PHONE: (407) 938-6602
CONTACT: JENNIFER NAZARIAN

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CABLE:

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1195 S. WOODLAND BLVD,
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CONTACT: STACY STAFFORD

ENVIRONMENTAL:

ECOLOGICAL CONSULTING SOLUTIONS, INC.
235 HUNT CLUB BOULEVARD, SUITE 202
LONGWOOD FLORIDA
PHONE: (407) 869-9436

SURVEYOR:

AMERICAN SURVEYING & MAPPING, INC
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ORLANDO, FL 32803
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GEOTECHICAL:

UNIVERSAL ENGINEERING SCIENCES
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GAS:

FLORIDA PUBLIC UTILITIES
450 S. HIGHWAY 17-92
DEBARY, FL 32713
PHONE: (561) 402-2523
CONTACT: MICHELLE MCMURTRY

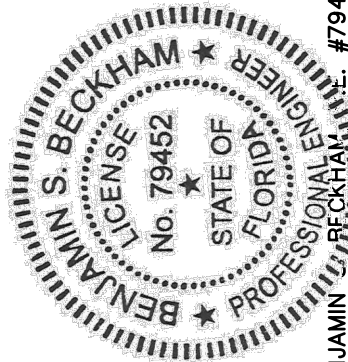
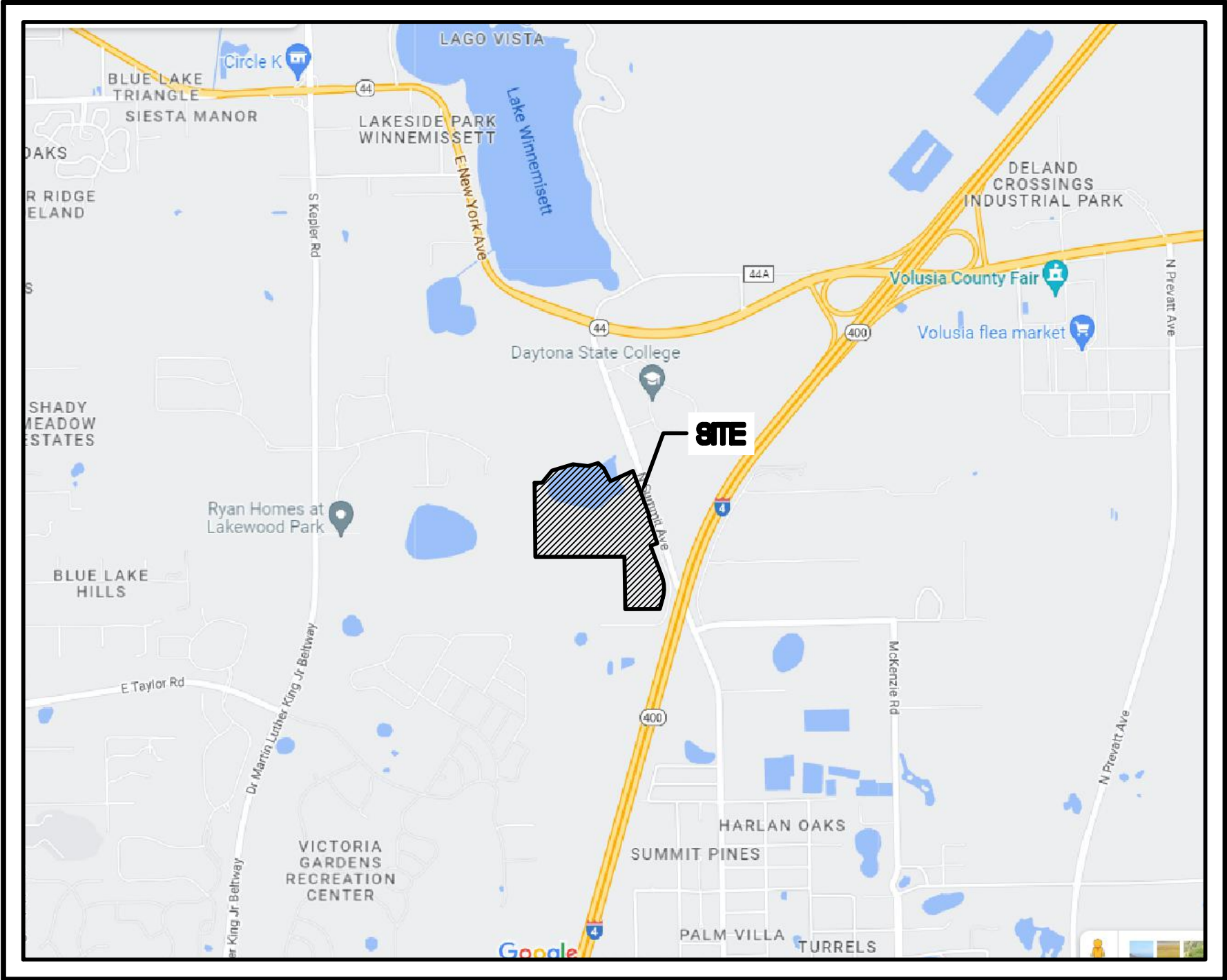
PHONE: (NORTH OF BERESFORD)

AT&T
268 RIDGEWOOD AVE., 2ND FL
DAYTONA BEACH, FL 32124
PHONE: (386) 281-6954
CONTACT: DUANE REYNOLDS

PHONE: (SOUTH OF BERESFORD)

CENTURY LINK
1290 MT. HOMER RD.
EUSTIS, FL 32726
PHONE: (352) 326-1410
CONTACT: JOY BRITIAN

VICINITY MAP
1" = 2,000'



BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
CERTIFICATE OF AUTHORIZATION NO. EB-0007723

ABBREVIATIONS

A	AREA ANCHOR BOLT ABANDON(ED) ACRE(S) AC-FT ACRE FOOT/FEET ACP ASBESTOS CEMENT PIPE ADDL ADDITIONAL ADT AVERAGE DAILY TRAFFIC AL ALUMINUM ALT ALTERNATE AM BEFORE NOON AMP AMPERE(S) APPROX APPROXIMATE ARV AIR RELEASE VALVE ARVV AIR RELEASE VACUUM VALVE ASPH ASPHALT ASSY ASSEMBLY AVE AVENUE AVG AVERAGE AZ AZIMUTH	F F&C FRAME AND COVER FD FLOOR DRAIN FDN FOUNDATION FDOT FLORIDA DEPARTMENT OF TRANSPORTATION FF FINISHED FLOOR FG FINISHED GRADE F&I FIRE HYDRANT F&I FURNISH AND INSTALL FIG FIGURE FIN FINISHED FIT FITTING FL FENCE LINE FLOOR FLOOR FLEX FLEXIBLE FLG FLANGE FM FORCE MAIN FND FOUND FPH FEET PER HOUR FPM FEET PER MINUTE FPS FEET PER SECOND FT FOOT FTG FOOTING	P PC POINT OF CURVATURE PCD POINT OF COMPOUND CURVATURE PEP POLYETHYLENE PIPE PPGP PROFILE GRADE POINT PI POINT OF INTERSECTION P/L PROPERTY LINE POB POINT OF BEGINNING PUSH ON JOINT PP POLYPROPYLENE PR PHONE RISER PSI POINT OF REVERSE CURVATURE PRESS PRESSURE PROJ PROJECT PROPOSED PRVC POINT OF REVERSE VERTICAL CURVE PSF POUNDS PER SQUARE FOOT PSI POUNDS PER SQUARE INCH PT POINT OF TANGENCY PVC POLYVINYL CHLORIDE PWT PAVEMENT PWR POWER
B	BFP BACKFLOW PREVENTER BL BASELINE BLDG BUILDING BLVD BOULEVARD BM BENCH MARK BND BOUNDARY BLOWOFF BOC BACK OF CURB BOT BOTTOM BRG BEARING BS BOTTOM OF SLOPE BV BUTTERFLY VALVE	G GA GAUGE GAL GALLON GALV GALVANIZED GM GAS MAIN GPD GALLONS PER DAY GPH GALLONS PER HOUR GPM GALLONS PER MINUTE GPS GALLONS PER SECOND GR GUARD RAIL GRD GROUND/GRADE GSP GALVANIZED STEEL PIPE GV GATE VALVE GV&B GATE VALVE AND BOX GW GUY WIRE GWT GROUND WATER TABLE	Q Q FLOW RATE
C	CAP CAPACITY CB CATCH BASIN CC CENTER TO CENTER CEM CEMENT CF CUBIC FEET CFM CUBIC FEET PER MINUTE CFS CUBIC FEET PER SECOND C&G CURB AND GUTTER CI CAST IRON CIP CAST IRON PIPE CJL CONSTRUCTION JOINT C/L CENTER LINE CLP CONCRETE LIGHT POLE CLR CLEAR/CLEARANCE CLS CLASS CM CONCRETE MONUMENT CMP CORRUGATED METAL PIPE CMPA CORRUGATED METAL PIPE ARCH CND CONDUIT CO. COUNTY CO CLEANOUT COL COLUMBIA COMP COMPLETE CONC CONCRETE CONN CONNECTION CONST CONSTRUCTION(ION) CONT CONTINUOUS COORD COORDINATE(S) COR CORNER CPLG COUPLING CPP CONCRETE POWER POLE CS CONTROL STRUCTURE CTG COATING CTR CENTER CTV CABLE TELEVISION CULV CULVERT CY CUBIC YARD CYL CYLINDER	H HB HOSE BIBB HDPE HIGH DENSITY POLYETHYLENE HDW HARDWARE HOA HOME OWNERS ASSOCIATION HORIZ HORIZONTAL HP HORSEPOWER HR HOUR HT HEIGHT HW HEADWALL HWL HIGH WATER LEVEL HWN HIGHWAY HYD HYDRAULIC	R R RADIUS RCP REINFORCED CONCRETE PIPE RCPA REINFORCED CONCRETE PIPE ARCH RD ROAD RDY ROADWAY RED REDUCER REF REFERENCE REINF REINFORCE(D) REQD REQUIRED REV REVISE/REVISION RPM REVOLUTIONS PER MINUTE RR RAILROAD RT RIGHT RV RELIEF VALVE R/W RIGHT-OF-WAY RWM REUSE WATER MAIN
D	DBL DOUBLE DEG OR DEGREE DEFL DEFLECT(ION) DEPT DEPARTMENT DET DETAIL DHWL DESIGN HIGH WATER LEVEL DI DUCTILE IRON DIA DIAMETER DIAG DIAGONAL DIM DIMENSION DIP DUCTILE IRON PIPE DISCH DISCHARGE DIST DISTANCE DMH DROP MANHOLE DN DOWN DRN DRAIN DWG DRAWING DWY DRIVEWAY	I I-4 INTERSTATE HIGHWAY IA INTERSECTION ANGLE ID INSIDE DIAMETER IF INSIDE FACE IN INCHES INLET INS INSERT INST INSTALL IRON IRON PIPE IR IRON ROD INT INTERSECT/INTERSECTION INV INVERT	S S SOUTH SAN SANITARY SEWER SPLASH BLOCK SCH SCHEDULE SD SIDE DRAIN SE SHELF DRAIN SE SOUTHEAST SEC SECONDS SECTION SHEET SHGWT SEASONAL HIGH GROUND WATER TABLE SIMILAR S/L SETBACK LINE SL SLOPE SMT SHEET METAL SPEC SPECIFICATION(S) SQ SQUARE SQ IN SQUARE INCH(ES) SQ FT SQUARE FOOT/FEET SQ YD SQUARE YARD(S) SR STATE ROAD SS STAINLESS STEEL ST STREET STA STATION STD STANDARD STL STEEL STR STRUCTURE STS STORM SEWER SUP SUPPORT SUSP SUSPEND/SUSPENSION SVC SERVICE SW SOUTHWEST SIDEWALK SYM SYMBOL(S) SYMM SYMMETRICAL SYS SYSTEM
E	EA EAST EACH EC EDGE OF CONCRETE ED ENERGY DISSIPATOR EF EACH FACE EFF EFFLUENT EG EXISTING GRADE E/L EASEMENT LINE ELB ELBOW ELEC ELECTRIC ELEV ELEVATION ELLIP ELLIPSE/ELLIPTICAL ENC ENCASMENT ENG ENGINEER(ING) EOP EDGE OF PAVEMENT EQ EQUAL/EQUATION EQ EQUIP EQUIV EQUIVALENT ESMT EASEMENT EST ESTIMATE EW EACH WAY ENDWALL EXC EXCAVATE/EXCAVATION EXIST EXISTING EXP EXPAND/EXPANSION EXT EXTEND/EXTENSION	J JB JUNCTION BOX JCT JUNCTION JST JOIST JT JOINT	T T TANGENT TBL TURFBLOCK TAB&B TOP AND BOTTOM TBM TEMPORARY BENCH MARK TC TIME OF CONCENTRATION TD TRENCH DRAIN TDH TOTAL DYNAMIC HEAD TECH TECHNICIAN/TECHNICAL TEMP TEMPORARY TLM TERMINAL LAMPHOLE TL TOP OF BANK TOC TOP OF CURB TOS TOP OF SLOPE TOT TOTAL TS TOP OF SLOPE TOWNSHIP TYP TYPICAL
N	NAWTH NORTH N NORTH N NOT APPLICABLE N&C NAIL AND CAP NE NORTHEAST NG NATURAL GROUND NIC NOT IN CONTRACT NO OR # NUMBER NOM NOMINAL NTS NOT TO SCALE NW NORTHWEST NWL NORMAL WATER LEVEL	L L LENGTH LAT LATITUDE LATL LATERAL LB POUND LF LINEAR FEET/FOOT LG LONG LIM LIMIT(S) LP LIGHT POLE LONG LONG LET LEFT LWL LOW WATER LEVEL	U UD UNDERDRAIN UG UNDERGROUND UNLESS OTHERWISE NOTED UTC UNDERGROUND TELEPHONE CABLE
O	OC ON CENTER OD OUTSIDE DIAMETER OE OR EQUAL OPENG OPENING OPP OPPOSITE ORCP OVAL REINFORCED CONCRETE PIPE OS OUTFALL STRUCTURE OVFL OVERFLOW OVHD OVERHEAD	M MAINT MAINTENANCE MATL MATERIAL MAX MAXIMUM MECH MECHANICAL ME MITERED END MFR MANUFACTURER MFR MILLION GALLONS PER DAY MH MANHOLE MHC MANHOLE COVER MHWL MEAN HIGH WATER LEVEL MIN MINIMUM MISG MISCELLANEOUS MJ MECHANICAL JOINT MLP METAL LIGHT POLE MLWL MEAN LOW WATER LEVEL MON MONUMENT MPH MILES PER HOUR MSL MEAN SEA LEVEL MOUNTING	V VB VALVE BOX VC VERTICAL CURVE VCP VITRIFIED CLAY PIPE VERT VERTICAL VPC VERTICAL POINT OF CURVE VPI VERTICAL POINT OF INTERSECTION VPT VERTICAL POINT OF TANGENCY
W	W WEST W/ WITH WM WATER MAIN W/O WITHOUT WP WATER/WEATHER PROOF WPP WOOD POWER POLE WS WATER SURFACE WSWT WET SEASON WATER TABLE WT WEIGHT WV WATER VALVE WWF WELDED WIRE FABRIC WWM WELDED WIRE MESH	N NORTH NORTH NOT APPLICABLE N&C NAIL AND CAP NE NORTHEAST NG NATURAL GROUND NIC NOT IN CONTRACT NO OR # NUMBER NOM NOMINAL NTS NOT TO SCALE NW NORTHWEST NWL NORMAL WATER LEVEL	Y YD YARD YR YEAR
MISC	AND AT DELTA		

EXISTING SYMBOLS

	CENTER LINE		BUILDING LINE
	WIRE FENCE		CONTOURS
	CHAIN LINK FENCE		RAILROAD TRACKS
	WOOD FENCE		GAS MAIN
	GUARDRAIL		UNDERGROUND ELECTRIC
	EXISTING PLATS		UNDERGROUND TELEPHONE
	RETAINING WALL		OVERHEAD ELECTRIC
	RIGHT-OF-WAY LINE		OVERHEAD TELEPHONE
	SHORELINE		UNDERGROUND CABLE TELEVISION
	SWALE		EASEMENT

SANITARY

	SANITARY SEWER LINE		FORCE MAIN
	CLEANOUT		MANHOLE

WATER & REUSE WATER

	WATER MAIN DIP PIPE		WATER VALVE
	REUSE WATER MAIN		FIRE HYDRANT
	BACKFLOW PREVENTOR		WATER METER

STORM DRAIN

	STORM SEWER		FDOT TYPE 1 INLET
	MANHOLE		FDOT TYPE 2 INLET
	MITERED END		FDOT TYPE 3 INLET
	STORM INLET		FDOT TYPE 4 INLET
	FDOT TYPE 6 INLET		FDOT TYPE 5 INLET

HIGHWAY & UTILITIES

	BENCHMARK		GUY POLE		BRICK PAVERS
	RECOVERED 4x4 CM		WOOD UTILITY POLE		DIRT ROAD
	SET 4x4 CM		CONCRETE UTILITY POLE		8" MAPLE TREE
	SET IRON ROD		ELECTRIC MANHOLE		8" OAK TREE
	RECOVERED IRON ROD		TELEPHONE MANHOLE		8" PINE TREE
	CONCRETE		TELEPHONE RISER		8" PALM TREE
	COUNTY ROADS		ELECTRIC BOX / TRANSFORMER		8" MISC. TREE
	INTERSTATE ROADS		WELL		
	STATE ROADS		MONITORING WELL		
	WOOD AND/OR METAL LIGHT POLE		DUMPSTER		
	CONCRETE LIGHT POLE		RR CROSSING SIGN		
	YARD LIGHT		RR CROSSING GATE		
	MISCELLANEOUS SIGN		TRAFFIC SIGNAL POLE		
	SECTION CORNER		SATELLITE DISH		
	EDGE OF PAVEMENT W/O CURB		GUY WIRE		
	EDGE OF PAVEMENT W/CURB		HANDICAP PARKING		
			SPOT ELEVATION		

PROPOSED SYMBOLS

	PROPERTY LINE		STORM DRAIN
	CONSERVATION SETBACK		100 LINEAR FEET STORM PIPE 24" HIGH DENSITY POLYTHELENE PIPE @ 0.20%
	CENTER LINE		UNDERDRAIN 6" HDPE PIPE
	CHAIN LINK FENCE		DRAINAGE FLOW DIRECTION
	CONTOUR		FDOT INLET TYPE 1
	EASEMENT		FDOT INLET TYPE 2
	FENCE		FDOT INLET TYPE 3
	GUARDRAIL		FDOT INLET TYPE 4
	LOT LINE		FDOT INLET TYPE 5
	RETAINING WALL		FDOT INLET TYPE 6
	RIGHT-OF-WAY LINE		MANHOLE
	SETBACK LINE		MITERED END SECTION
	SHORELINE		SLOPE DIRECTION ARROW FOR POND SIDE SLOPE
	SWALE		SPOT ELEVATION
	TREE LINE		STORM INLET

SANITARY

	SANITARY
	100 LINEAR FEET SANITARY 8" PVC PIPE @ 0.40% SLOPE
	CLEANOUT
	DOUBLE SANITARY SERVICE
	FORCE MAIN PVC PIPE
	MANHOLE

WATER & REUSE WATER

	WATER MAIN
	11 1/2" BEND
	22 1/2" BEND
	45° BEND
	90° BEND
	TEE
	CROSS
	CHECK VALVE
	DOUBLE DETECTOR CHECK VALVE
	DOUBLE WATER SERVICE
	GATE VALVE
	FIRE HYDRANT
	METER
	REDUCER
	BLOWOFF
	BACKFLOW PREVENTER
	SAMPLE POINT
	CEANOUT
	RECLAIM WATER MAIN
	DOUBLE RECLAIM WATER SERVICE

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SYMBOLS AND ABBREVIATIONS

FOR

SUMMIT PLACE

FLORIDA

CITY OF DELAND

DR. HORTON

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(407) 850-5200

ENGINEER: BENJAMIN S. BECKHAM, No. 19452

STATE OF FLORIDA

DATE: 02/20/23

CERTIFICATE OF AUTHORIZATION No. CA-0007723

NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB # 21086

DATE: 02/20/23

SCALE: N/A

DESIGNED BY: JTT

DRAWN BY: JTT

APPROVED BY: BSB

C002

GENERAL NOTES

1. ALL CONSTRUCTION WORK SHALL BE IN ACCORDANCE WITH THE LATEST LOCAL AGENCY DETAILS, THE FOOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED IN 1991 BY THE STATE OF FLORIDA, AND ALL SUPPLEMENTS THERETO, AND THE FOOT "STANDARD PLANS" WHICHEVER IS MORE STRINGENT.
2. ALL FOOT DESIGN INDICES ARE HEREBY INCORPORATED AS PLAN REFERENCES HEREIN. CONTRACTOR IS RESPONSIBLE FOR OBTAINING COMPLETE COPIES OF ALL APPLICABLE INLET DRAWINGS AND CONSTRUCTING ALL WORKS IN CONFORMANCE WITH THE FOOT STANDARD PLANS, LATEST EDITION.
3. THE LOCATIONS OF EXISTING UTILITIES SUCH AS WATER MAINS, SEWER MAINS, GAS LINES, ETC., AS SHOWN ON THE PLANS, WITH THE EXCEPTION OF THE LOCATIONS OF EXISTING UTILITIES AT ALL POINTS OF CONNECTION TO AND AT ALL AREAS OF CONFLICT WITH UTILITY PROVIDER MAINS, WHICH HAVE BEEN FIELD VERIFIED, HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE SIZES AND LOCATIONS SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFICATION OF THE SIZE AND LOCATION OF ALL EXISTING UTILITIES SHOWN AND NOT SHOWN ON THESE PLANS.
4. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR(S) TO ENSURE THAT ALL REQUIRED PERMITS ARE OBTAINED AND ARE IN HAND AT THE JOB SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL ABIDE BY ALL CONDITIONS CONTAINED THEREIN, PERMITS INCLUDED (BUT NOT NECESSARILY LIMITED TO) ARE:
- ACOE NATIONWIDE OR INDIVIDUAL DREDGE AND FILL
 - FDEP WATER SOIL DISTRIBUTION
 - FDEP SANITARY SEWER COLLECTION AND TRANSMISSION
 - FDEP REUSE
 - FDEP DREDGE AND FILL
 - FDEP NPDES GENERIC PERMIT FOR STORMWATERDISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES
 - FOOT DRIVEWAY CONNECTION
 - FOOT UTILITY EASEMENT
 - FOOT STORMWATER DISCHARGE CONNECTION
 - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION PERMIT FOR IMPACTS TO PROTECTED SPECIES
 - LOCAL RIGHT OF WAY USE
 - LOCAL UNDERGROUND UTILITIES
 - WATER MANAGEMENT DISTRICT CONSUMPTIVE USE FOR CONSTRUCTION Dewatering (CWP)
 - WATER MANAGEMENT DISTRICT ENVIRONMENTAL RESOURCE PERMIT (ERP)
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL SETBACKS AND EASEMENTS BEFORE BEGINNING CONSTRUCTION.
6. BENCHMARKS AND OTHER REFERENCE POINTS SHALL BE CAREFULLY MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. IF DISTURBED OR DESTROYED, THESE POINTS SHALL BE REPLACED BY A LICENSED FLORIDA PROFESSIONAL LAND SURVEYOR (P.L.S.) AT CONTRACTOR'S EXPENSE.
7. DIFFERING SITE CONDITIONS FROM THAT WHICH IS REPRESENTED HEREON, WHETHER ABOVE, ON, OR BELOW THE SURFACE OF THE GROUND, SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER. ENGINEER HAS RELIED ON THE GEOLOGICAL EXPENSES INCURRED BY THE CONTRACTOR DUE TO DIFFERING SITE CONDITIONS WILL BE ALLOWED IF CONTRACTOR CAN PROVIDE THE REQUIRED WRITTEN NOTIFICATION OF SUCH CONDITIONS TO THE ENGINEER AND OWNER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES, ETC., UNLESS OTHERWISE NOTED. ALL SOIL STRIPPING AND ANY UNSUITABLE MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE DIRECTED BY THE OWNER.
9. THE CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES AND UTILITIES NOTED TO REMAIN FROM DAMAGE OR DISPLACEMENT DURING CONSTRUCTION. IN THE EVENT OF SUCH DAMAGE OR DISPLACEMENT, CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENGINEER AND THE UTILITY COMPANY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED TO REPAIR DAMAGE OR CORRECT DISPLACEMENT.
10. CONTRACTOR SHALL BE EXTREMELY CAUTIOUS WHEN WORKING NEAR TREES WHICH ARE TO BE REMOVED. WHENEVER EXISTING TREES ARE TO BE REMOVED, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND CONFORM WITH ALL TREE PROTECTION/PRESERVATION PROVISIONS OF THE PRELIMINARY SUBDIVISION PLAN / DEVELOPMENT PLAN AND LOCAL GOVERNMENT. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT AND MITIGATION COSTS FOR ANY TREES REMOVED THAT WERE DESIGNATED TO REMAIN.
11. WHEN DETAILS ARE PROVIDED, CONTRACTOR SHALL CONSTRUCT JOB PER SPECIFIC DETAILS, AND NOT BY SCALING FROM THESE PLANS.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ANY REQUIRED TRAFFIC CONTROL PLANS. ALL WORK SHALL BE EXECUTED UNDER THE ESTABLISHED PLAN AND FOOT, AND LOCAL AGENCY APPROVED PROCEDURES.
13. THE CONTRACTOR SHALL RESTORE OFF SITE CONSTRUCTION AREAS TO EQUAL OR BETTER CONDITION THAN EXISTING PRIOR TO COMMENCEMENT OF CONSTRUCTION. INVENTS SUBMITTED TO AND APPROVED BY THE LOCAL AGENCY'S ENGINEER.
14. AS-BUILT DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE PROJECT ENGINEER UPON PROJECT COMPLETION.
15. CONTRACTOR SHALL COMPLY WITH ALL LOCAL AGENCY REQUIREMENTS FOR INSPECTION AND TESTING.
16. ALL NEW UTILITIES AND UPGRADED UTILITIES PROVIDED TO OR ON THE SITE MUST BE INSTALLED UNDERGROUND.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ANY TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FIBER LOOP SENSORS, PULL BOXES, CONDUIT TRAFFIC SIGNALS, AND CABINETS, ANY ITEMS DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS UNLESS OTHERWISE AGREED UPON BY THE COUNTY TRAFFIC ENGINEER.
18. ALL CONSTRUCTION MUST BE IN ACCORDANCE WITH UTILITY PROVIDER'S STANDARDS AND CONSTRUCTION SPECIFICATIONS, LATEST EDITION.
19. CONTRACTOR SHALL NOTIFY ALL APPROPRIATE UTILITY COMPANIES OF PROPOSED START OF WORK IN ACCORDANCE WITH THEIR STANDARD REQUIREMENTS, INCLUDING BUT NOT LIMITED TO WATER, RECLAIMED WATER, SEWER, POWER, TELEPHONE, GAS AND CABLE TV COMPANIES.
20. PRIOR TO COMMENCEMENT, CONTRACTOR SHALL PROVIDE ENGINEER WITH CONSTRUCTION SCHEDULE FOR VARIOUS SITE WORK ELEMENTS SO THAT PERIODIC SITE VISITS MAY BE COORDINATED TO ENSURE TIMELY CERTIFICATION OF COMPLETION TO AGENCIES AND AVOID DELAYS IN ISSUANCE OF CERTIFICATES OF OCCUPANCY/COMPLETION.
21. ALL RECOMMENDATIONS AND REQUIREMENTS OF INSPECTION PERSONNEL OTHER THAN OWNER/OWNER'S REPRESENTATIVE SHALL BE REPORTED TO ENGINEER/OWNER/OWNER'S REPRESENTATIVE PRIOR TO IMPLEMENTATION. COMPENSATION WILL NOT BE ALLOWED FOR WORK THAT IS NOT AUTHORIZED BY ENGINEER/OWNER/OWNER'S REPRESENTATIVE.
22. CONTRACTOR SHALL CONFIRM COMPATIBILITY OF PIPE SIZES AND INVERTS DURING SHOP DRAWING AND MATERIALS ORDERING PHASE OF PROJECT AND ADVISE ENGINEER OF ANY DISCREPANCIES.
23. NO EXISTING MATERIAL SHALL BE USED IN NEW CONSTRUCTION UNLESS APPROVED DURING THE SHOP DRAWING APPROVAL PROCESS BY ENGINEER/OWNER/OWNER'S REPRESENTATIVE IN WRITING.
24. CONTRACTOR SHALL STAKE ALL IMPROVEMENTS USING THE PLATS(S), ROAD CENTERLINE GEOMETRY, AND BUILDING COORDINATES PROVIDED IN THESE PLANS. CONTRACTOR SHALL CONFIRM WITH THE ENGINEER THAT THE PLAT IS CURRENT PRIOR TO CONSTRUCTION.
25. CONTRACTOR SHALL CONFIRM THE BUILDING DIMENSIONS SHOWN HEREIN WITH THOSE IN THE FINAL ARCHITECTURAL DRAWINGS PRIOR TO STAKEOUT. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COMPLETELY STAKE AND CHECK ALL IMPROVEMENTS TO ENSURE ADEQUATE POSITIONING, BOTH HORIZONTAL AND VERTICAL, INCLUDING MINIMUM BUILDING SETBACKS PRIOR TO THE INSTALLATION OF ANY IMPROVEMENT.

PAVING AND DRAINAGE

1. THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH TYPICAL PAVEMENT SECTIONS AND LOCAL AGENCY SPECIFICATIONS. THE FINISHED PAVEMENT GRADES SHALL CONFORM TO THOSE SPECIFIED ON THE GRADING PLAN.
2. FLORIDA LAW (F.S. 553.85) PROTECTION OF UNDERGROUND PIPELINES MANDATES THAT "NO EXCAVATOR SHALL COMMENCE OR PERFORM ANY EXCAVATION IN ANY PUBLIC OR PRIVATE STREET, ALLEY, RIGHT-OF-WAY DEDICATED TO THE PUBLIC USE, OR GAS UTILITY EASEMENT WITHOUT FIRST OBTAINING INFORMATION CONCERNING THE POSSIBLE LOCATION OF GAS PIPELINES IN THE AREA OF THE PROPOSED EXCAVATION." THIS INCLUDES ANY OPERATION UTILIZING HAND TOOLS OR POWER TOOLS WHICH MOVES OR REMOVES ANY STRUCTURE, EARTH, ROCK, OR OTHER MASS OF MATERIAL BY SUCH METHODS AS DIGGING, BACKFILLING, DEMOLITION, GRADING, DITCHING, DRILLING, BORING AND CABLE PLACING. THE EXCAVATOR MUST NOTIFY THE GAS UTILITY A MINIMUM OF 48 HOURS AND A MAXIMUM OF 5 DAYS PRIOR TO EXCAVATING (EXCLUDING SATURDAYS, SUNDAYS, AND LEGAL HOLIDAYS).
3. EXCAVATION, PAVING, AND STORM SEWER WORK SHALL BE DONE IN ACCORDANCE WITH FOOT "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION, AND LOCAL AGENCY SPECIFICATIONS.
4. UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATIONS AT PROPERTY LINES. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE OF THE SITE TO THE RETENTION PONDS AS SHOWN BY PROPOSED GRADES AND FLOW ARROWS.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND PROPER SOIL EROSION CONTROL MEASURES FOR PROTECTION OF ALL DRAINAGE AND SEWER STRUCTURES AND AT ALL ADJACENT LANDS AND ROADS.
6. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY AND ALL GEOTECHNICAL REPORTS PREPARED FOR THE SITE. GEOTECHNICAL RECOMMENDATIONS ARE NOT THE RESPONSIBILITY OF ENGINEER. ENGINEER HAS RELIED ON THE GEOLOGICAL REPORT(S) IN PREPARATION OF THE DRAWINGS. ANY CONFLICT BETWEEN INFORMATION IN THE REPORT AND THESE DRAWINGS SHALL BE REPORTED TO ENGINEER/OWNER/OWNER'S REPRESENTATIVE. ENGINEER ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS, COMPLETENESS, OR ACCURACY OF GEOTECHNICAL INFORMATION.
7. THE SITE SHALL BE CLEARED OF ALL TREES EXCEPT THOSE WHICH ARE DESIGNATED TO REMAIN AND TAGGED BEFORE CONSTRUCTION. THE CONTRACTOR SHALL MEET AT THE SITE WITH THE OWNER, AT WHICH TIME ANY TREES TO BE SAVED SHALL BE POINTED OUT AND TAGGED. THESE TREES SHALL BE PROTECTED FROM DAMAGE.
8. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE SUPERVISING ENGINEER IF A PAVEMENT OR FOUNDATION SHALE IS DISTURBED.
9. THE CONTRACTOR SHALL INSTALL DROP CURBS AND HANDICAP RAMPS AT ALL INTERSECTIONS OF THE SIDEWALK WITH THE PROPOSED PAVEMENT, UNLESS OTHERWISE SPECIFIED.
10. FOR HORIZONTAL AND VERTICAL CLEARANCES BETWEEN STORM PIPES AND WATER MAINS/SERVICES, SEE WATER NOTES ON THIS SHEET AND FDEP SEPARATION TABLE ON UTILITY PLAN 114.
11. ALL PUBLIC STORM PIPE MATERIALS SHALL BE REINFORCED CONCRETE PIPE (RCP) ASTM C-76 CLASS III, UNLESS OTHERWISE SPECIFIED. LIFTING HOLES ARE PROHIBITED.
12. ALL PRIVATE STORM PIPE MATERIALS SHALL BE AS FOLLOWS:
- 12.1. DIAMETERS LESS THAN OR EQUAL TO 12-INCH SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) WITH A MINIMUM OF 12-INCH WALL THICKNESS.
 - 12.2. DIAMETERS GREATER THAN OR EQUAL TO 15-INCH SHALL BE HIGH PERFORMANCE POLYPROPYLENE (HP) PIPE.
13. MINIMUM COVER OVER ALL PIPE SHALL BE 36-INCHES FROM TOP OF PIPE TO FINISHED GRADE, UNLESS OTHERWISE NOTED.
14. ALL STORM SYSTEM MANHOLE AND INLET STRUCTURES SHALL BE PRECAST CONCRETE.
15. THE CONTRACTOR SHALL USE CONCRETE WITH A MINIMUM 28 DAY STRENGTH OF 3,000 P.S.I..
16. ALL SIDEWALK WIDTHS SHALL BE AS NOTED ON THE SITE PLAN AND SHALL HAVE 1-INCH DEEP CONSTRUCTION JOINTS EVERY 5-FEET AND AN EXPANSION JOINT EVERY 20-FEET (MINIMUM). MAXIMUM SIDEWALK CROSS SLOPES SHALL BE 2.00% AND MAXIMUM SIDEWALK RUNNING SLOPES SHALL BE 5.00% EXCEPT AT RAMP LOCATIONS. MAXIMUM SLOPE SHALL BE 8.33%.
17. PROVIDE FOOT PATH III SILT FENCE ALONG THE PROPERTY LINES AND PHASE LINES AS WELL AS ANY CONSTRUCTION WITHIN THE OTHER PHASES THAT IS DEEMED NECESSARY.
18. ALL TEST REPORTS GENERATED BY A TESTING FIRM ARE TO HAVE COPIES SENT DIRECTLY TO THE LOCAL AGENCY AS THEY ARE GENERATED. CLEARANCE FROM THE LOCAL AGENCY SHALL BE RECEIVED PRIOR TO PAVING.
19. THE BASE COURSE SHALL NOT BE CONSTRUCTED UNTIL AFTER SUBGRADE CONSTRUCTION HAS BEEN COMPLETED AND REQUIRED SUBSURFACE TEST RESULTS HAVE BEEN SUBMITTED TO AND APPROVED BY THE LOCAL AGENCY'S ENGINEER.
20. THE FINISHED BASE COURSE SHALL BE PRISMED WITHOUT DELAY, PROTECTED FROM HEAVY TRAFFIC, AND CONTINUOUSLY MAINTAINED FREE OF DAMAGE UNTIL THE WEAR SURFACE IS APPLIED. ALL BAD AREAS SHALL BE CUT OUT AND REPLACED PRIOR TO APPLYING WEARING SURFACE.
21. ASSUMING ACCELERATED CURING, THE WEARING SURFACE SHALL BE APPLIED NO SOONER THAN SEVEN (7) DAYS AND NO LATER THAN THIRTY (30) DAYS AFTER BASE COMPLETION.
22. ALL CONCRETE PIPE JOINTS SHALL BE WRAPPED IN FILTER FABRIC.
23. ROADWAY MARKING, STRIPING, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AND ANY LOCAL AGENCY ADDENDUMS, AS PUBLISHED BY THE USDOT FEDERAL HIGHWAY ADMINISTRATION AS WELL AS FOOT AND LOCAL AGENCY STANDARDS AND SPECIFICATIONS.
24. REGULATORY SIGNS AND MARKINGS SHALL BE IN PLACE PRIOR TO FINAL INSPECTION FOR PAVING AND DRAINAGE IMPROVEMENTS.
25. PAVEMENT RETURN RADI SHALL BE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
26. POND SLOPES AND BERMS SHALL BE SLOODED TO TWO (2) FEET BELOW THE NORMAL WATER LINE (N.W.L.), IN THE CASE OF DRY BOTTOM PONDS, THE BOTTOM WILL BE SEEDD AND MULCHED UNLESS OTHERWISE SPECIFIED.
27. ALL PRECAST DRAINAGE STRUCTURES SHALL HAVE STEEL FRAME, ALL STRUCTURES IN PAVED AREAS TO HAVE STEEL RECTANGULAR GRATES WITH H=20 LOADING.
28. CONTRACTOR SHALL NOT COMPACT, STABILIZE, OR CONSTRUCT BASE COURSE WITHIN LANDSCAPE ISLANDS, TRACTS OR MEDIAN. WHERE SUCH TREATMENT DOES OCCUR, IT SHALL BE REMOVED AND REPLACED WITH SUITABLE PLANTING SOLS ACCEPTABLE TO LANDSCAPE ARCHITECT.
29. YARD DRAINS SHALL BE NYOPLAST INLINE DRAINS AND DRAIN BASINS, OR APPROVED EQUIV. WITH CAST IRON GRATES AND WATERTIGHT ADAPTER CONNECTIONS. DOWED GRATES SHALL BE PROVIDED IN NON-SLOODED AREAS.
30. ALL FIRE HYDRANT LOCATIONS SHALL BE MARKED BY PLACING BLUE REFLECTIVE PAVEMENT MARKERS IN THE CENTER OF THE NEAREST TRAVEL LANE.
31. MINIMUM LONGITUDINAL SLOPE OF CURB SHALL BE 0.30% UNLESS SPECIFIED OTHERWISE.
32. FINISHED FLOOR ELEVATION IS TYPICALLY 8" INCHES ABOVE DESIGN FINISHED GRADE AT OUTSIDE PERIMETER OF BUILDINGS EXCEPT AT ENTRIES AND WHERE OTHERWISE SHOWN.
33. CONTRACTOR SHALL REMOVE ALL MUCK DEPOSITS IN CONSTRUCTION AREAS AND AREAS TO BE FILLED. SEE GEOTECHNICAL REPORT.
34. DRAINAGE MANHOLES AND INLETS (NOT INCLUDING CURB STRUCTURES) IN THE PLANS ARE IDENTIFIED BY TOP TYPE ONLY. CONTRACTOR SHALL PROVIDE STANDARD DITCH BOTTOM INLET TOPS AND TYPE "J" OR "P" STRUCTURE BOTTOMS, SIZES AS REQUIRED TO ACCOMMODATE PIPE SIZES AND ORIENTATIONS SHOWN. SHOP DRAWINGS SHALL BE SUBMITTED WHICH CLEARLY REPRESENT SUCH DATA.
35. CONTRACTOR SHALL STABILIZE AND PROTECT ALL END WALL, MITERED END SECTION, FLARED END SECTION, ETC. STRUCTURES THROUGHOUT THE PROJECT UNTO THE BANK SLOPES OF THE RECEIVING WATER BODY ARE STABILIZED AND ACCEPTED BY OWNER.
36. ALL STORM SEWER LINES TO BE TELEVIEWED AND THUMB DRIVE PROVIDED TO THE CITY FOR REVIEW AND ACCEPTANCE.

SANITARY SEWER

1. ROOF DRAINS, FOUNDATION DRAINS OR OTHER STORM WATER CONNECTIONS TO THE SANITARY SEWER ARE PROHIBITED.
2. GRAVITY SEWER PIPE SHALL BE SDR35 PVC AND SHALL MEET ASTM D3034, UNLESS OTHERWISE SPECIFIED.
3. ALL SANITARY SEWER LATERALS SHALL BE 6-INCH DIAMETER PVC AND SHALL END WITH A CLEAN OUT.
4. ALL SANITARY SEWER PIPE SHALL BE COLORED GREEN.
5. ALL SANITARY SEWER MANHOLES SHALL HAVE A MINIMUM DIAMETER OF 48-INCHES AND A MINIMUM ACCESS DIAMETER OF 22-INCHES.
6. MINIMUM COVER OVER ALL PIPE SHALL BE 36-INCHES FROM TOP OF PIPE TO FINISHED GRADE, UNLESS OTHERWISE NOTED.
7. FOR HORIZONTAL AND VERTICAL CLEARANCES BETWEEN SANITARY SEWER MAINS/ LATERALS AND WATER MAINS/SERVICES, SEE WATER NOTES ON THIS SHEET AND FDEP SEPARATION TABLE ON UTILITY PLAN.
8. WHERE SOIL REPORT INDICATES THE POSSIBILITY OF UNSUITABLE MATERIAL IN THE VICINITY OF SANITARY LINES, THE CONTRACTOR SHALL DETERMINE THE NATURE AND EXTENT OF THIS UNSUITABLE MATERIAL, PREPARE TRENCH, AND INSTALL THE SEWER LINE IN ACCORDANCE WITH ASTM D-2321. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF THIS UNSUITABLE MATERIAL.
9. THE CONTRACTOR SHALL BE REQUIRED TO PERFORM INFILTRATION OR EXFILTRATION TEST, WHICHEVER IS APPLICABLE. INFILTRATION SHALL NOT EXCEED 50 GALLONS PER DAY PER INCH OF DIAMETER PER MILE OF LENGTH, OR THE COMPUTED EQUIVALENT FOR SHORTER LENGTHS OF TRENCH. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS, CODES, AND ORDINANCES OF THE WASTEWATER TRANSMISSION AUTHORITY INCLUDING ADVANCED NOTIFICATION PRIOR TO CONSTRUCTION AND TESTING.
10. MADDEN, MOORHEAD & STOKES, INC. SHALL BE NOTIFIED A MINIMUM OF FIVE (5) FULL WORKING DAYS PRIOR TO CONSTRUCTION AND TESTING OF THE SANITARY SEWER, PHONE (407)-629-8330.
11. THE CONTRACTOR SHALL SUPPLY COMPLETE "AS BUILT" INFORMATION RELATIVE TO INVERTS, RIM ELEVATIONS, LOCATION OF MANHOLES AND LENGTHS OF PIPE. LATERALS SHALL BE LOCATED FROM THE CENTERLINE OF THE NEAREST DOWNSTREAM MANHOLE. THE INFORMATION SHALL BE SUBMITTED ON LEGIBLY MARKED-UP PRINTS TO THE ENGINEER WITHIN TWO (2) WEEKS OF COMPLETION OF SEWER CONSTRUCTION.
12. CONTRACTOR SHALL RECEIVE SEWER CERTIFICATION PRIOR TO PLACEMENT OF BASE COURSE.
13. MINIMUM SLOPE ON ALL SANITARY SEWER GRAVITY MAINS SHALL BE IN ACCORDANCE WITH UTILITY PROVIDER'S STANDARDS AND CONSTRUCTION SPECIFICATIONS, LATEST EDITION.
14. ALL SANITARY SERVICE LOCATIONS SHALL BE MARKED BY CUTTING AN "S" INTO THE CURB.
15. MARK RESIDENTIAL LATERALS WITH 6-FOOT HIGH PIECE OF 2"x4" PLANK PAINTED GREEN WITH LOT NUMBER CLEARLY MARKED AND AN "S" IMPRESSED IN THE CURB.
16. AIR RELEASE VALVES SHALL BE REQUIRED AT ALL HIGH POINTS ALONG THE FORCE MAIN.
17. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT AN EVEN TRANSITION IS MAINTAINED WHERE ASPHALT PAVING ABANDONS MANHOLE/VALVE COVERS IN PAVED AREAS. AT EACH OF THESE LOCATIONS THE CONTRACTOR SHALL POUR AN 8-INCH THICK CONCRETE APRON AROUND THE MANHOLE/VALVE COVER A MINIMUM OF 4'x4' AT MANHOLES, AND 2'x2' AT VALVE COVERS LEVEL WITH THE FINAL FILL OF ASPHALT.
18. PIPE LENGTHS SHOWN REPRESENT SCALED DISTANCES BETWEEN MANHOLE CENTERLINE.
19. INVERTS OF SANITARY SEWER LATERALS AT THEIR CONNECTION TO SANITARY MANHOLES SHALL BE NO MORE THAN ONE (1) FOOT ABOVE THE MANHOLE INVERT.
20. PRIOR TO PAVING, CONTRACTOR SHALL VERIFY THE AS-BUILT SANITARY SEWER PIPE SLOPES. MINIMUM SLOPES SHALL BE IN ACCORDANCE WITH THE GREATER OF FDEP OR THE UTILITY PROVIDER'S MINIMUM CRITERIA. ANY LINE NOT MEETING MINIMUM SLOPES SHALL BE RELAYED BY CONTRACTOR TO MEET THE MINIMUM SLOPE REQUIREMENT AT NO ADDITIONAL COST.
21. MANHOLE LIFT HOLES AND GRADE ADJUSTMENT RINGS SHALL BE SEALED WITH NON-SHRINKING MORTAR OR OTHER APPROPRIATE MATERIAL.
22. INLET AND OUTLET PIPES SHALL BE JOINED TO THE MANHOLE WITH A GASKETED FLEXIBLE WATER-TIGHT CONNECTION OR ANOTHER WATER-TIGHT CONNECTION ARRANGEMENT THAT ALLOWS DIFFERENTIAL SETTLEMENT OF THE PIPE AND MANHOLE WALL.
23. WATER-TIGHT MANHOLE COVERS SHALL BE USED WHEREVER THE MANHOLE TOPS MAY BE FLOODED BY STREET RUNOFF OF HIGH WATER.
24. ALL PVC FORCE MAINS SHALL BE CLASS 200, SDR 21, COLOR GREEN, WITH A GREEN MAGNETIC TAPE A MIN. OF 2" WIDE, PLACED 1' FOOT BELOW THE PROPOSED GRADE. THE PRINTING ON THE MAGNETIC TAPE SHOULD READ "FORCE MAIN".
25. ALL DUCTILE PIPE SHALL BE PRESSURE CLASS 350 IN ACCORDANCE WITH ANSI A 215.91-91 (AWWA C151). DUCTILE IRON PIPE SHALL RECEIVE EXTERIOR BITUMINOUS COATING IN ACCORDANCE WITH 21-51 (AWWA C151) AND BE CEMENT MORTAR LINED, STANDARD THICKNESS IN ACCORDANCE WITH ANSI 21.4 (AWWA C104).
26. ALL SANITARY SEWER GRAVITY MAINS OR SANITARY SEWER FORCE MAINS THAT REQUIRE DUCTILE IRON PIPE ARE TO BE POLYUNED OR EPOXY LINED.
27. LOCATE BALLS NEED TO BE INSTALLED ON SEWER LATERALS.
28. ALL SEWER MAIN TO BE AIR TESTED.

WATER

1. ALL MATERIALS AND CONSTRUCTION REQUIREMENTS FOR THE FIRE SERVICE, WATER LINES, CHECK VALVES, BACKFLOW PREVENTERS, GATE VALVES, ETC., SHALL BE IN ACCORDANCE WITH LOCAL AGENCY STANDARD SPECIFICATIONS AND STANDARDS.
2. ALL CONSTRUCTION AND MATERIALS SHALL BE IN COMPLIANCE WITH AWWA STANDARDS AND IN ACCORDANCE WITH LOCAL AGENCY STANDARDS.
3. ALL PUBLIC WATER SYSTEM COMPONENTS, EXCLUDING FIRE HYDRANTS, THAT WILL BE INSTALLED UNDER THIS PROJECT AND THAT WILL COME INTO CONTACT WITH DRINKING WATER THROUGHOUT 12-INCH AND CONFORM TO ANSI/AWWA C150/A21.50 (LATEST EDITION). ALL DUCTILE IRON PIPE SHALL HAVE CEMENT MORTAR LINING AS SPECIFIED IN ANSI/AWWA C104/A21.4 (LATEST EDITION). PIPE JOINTS SHALL BE OF THE PUSH-ON RUBBER GASKET TYPE CONFORMING TO ANSI/AWWA C111/A21.11 (LATEST EDITION).
4. CONTRACTOR SHALL VERIFY SIZE AND TYPE OF EXISTING MAIN PRIOR TO ORDERING TAPPING MATERIALS FOR TE-INs.
5. SITE CONTRACTOR SHALL COORDINATE AND VERIFY ALL UTILITY SERVICES WITH FINAL ARCHITECTURAL DRAWINGS AND BUILDING CONTRACT.
6. SITE UTILITY WORK SHALL TERMINATE 5-FEET FROM BUILDINGS UNLESS OTHERWISE STATED.
7. MINIMUM COVER OVER ALL PIPE SHALL BE 36-INCHES FROM TOP OF PIPE TO FINISHED GRADE, UNLESS OTHERWISE NOTED.
8. THE WATER MAIN SHALL BE LOCATED ABOVE THE STORMWATER AND SANITARY MAINS AT CONFLICTS, WHERE POSSIBLE.
9. VERTICAL SEPARATION BETWEEN UNDERGROUND POTABLE WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, AND RECLAIMED WATER PIPELINES:
- 9.1. NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY- OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OUTSIDE OF THE SANITARY OR STORM SEWER. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
 - 9.2. NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PRESSURE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
10. HORIZONTAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORMWATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWER TREATMENT AND DISPOSAL SYSTEMS SHALL BE:
- 10.1. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, STORM SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
 - 10.2. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX FEET AND, PREFERABLY, TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, STORM SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
 - 10.3. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX FEET AND, PREFERABLY, TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, STORM SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE THREE FEET BETWEEN THE BOTTOM OF THE WATER MAIN AND LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER.
 - 10.4. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST TEN FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED ON-SITE SEWER TREATMENT AND DISPOSAL SYSTEM AS DEFINED IN SECTION 390.00(2)(a), F.S., AND RULE 6A-6.002, F.A.C.
11. AT THE UTILITY CROSSINGS DESCRIBED IN NOTES 8 AND 9 ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER OR SEWER PIPE SHALL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL PARTS OF ANY EXISTING OR PROPOSED GRAVITY-TYPE SANITARY SEWER, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN WATER MAINS.
12. INLET AND OUTLET PIPES SHALL BE JOINED TO THE MANHOLE WITH A GASKETED FLEXIBLE WATER-TIGHT CONNECTION OR ANOTHER WATER-TIGHT CONNECTION ARRANGEMENT THAT ALLOWS DIFFERENTIAL SETTLEMENT OF THE PIPE AND MANHOLE WALL.
13. WATER-TIGHT MANHOLE COVERS SHALL BE USED WHEREVER THE MANHOLE TOPS MAY BE FLOODED BY STREET RUNOFF OF HIGH WATER.
14. ALL FITTINGS SHALL BE DUCTILE IRON (D.I.) OR GRAY IRON MECHANICAL JOINTS WITH A MINIMUM PRESSURE RATING OF 150 PSI. CONFORM TO ANSI A-21.50 (AWWA C-110, OR D.I. COMPACT FITTINGS FOR DIAMETERS 4-INCH TO 12-INCH CONFORMING TO ANSI A-2153 / J. AWWA C-153).
15. FROM THE POINT OF SERVICE (P.O.S.) FORWARD AS DESIGNATED BY F.S. 633, FIRE SUPPLY PIPE SHALL BE INSTALLED UNDER THE ROADWAY AND SHALL BE PROTECTED BY PUMPING EQUIPMENT, WATER, WATER METERS, PRESSURE GAUGES, AND OTHER EQUIPMENT, MATERIAL AND FACILITIES REQUIRED FOR ALL HYDROSTATIC AND LEAKAGE TESTING. CONTRACTOR SHALL CONTACT LOCAL AGENCY, UTILITY PROVIDER, AND ENGINEER IN WRITTEN FORM, FORTY-EIGHT (48) HOURS IN ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM SATISFACTORY PRETESTING PRIOR TO NOTIFICATION. NO TESTING WILL BE SCHEDULED ON A MONDAY OR FRIDAY.
16. THE RECLAIMED WATER SYSTEM SHALL BE TESTED FOR LEAKAGE AT 150 PSI FOR TWO (2) HOURS PER UTILITY PROVIDER STANDARDS.
17. ALL RECLAIMED WATER PIPE SHALL BE INSTALLED USING WATER PIPE CRITERIA. MAINS SHALL BE CLASS 52 D.I. PIPE. IF 24-INCHES TO 30-INCHES OF COVER IS PROVIDED AND CLASS 51 IF 30-INCHES TO 36-INCHES OF COVER IS PROVIDED.
20. SIGNS SHALL BE POSTED IN THE VICINITY OF PUBLIC RECLAIMED WATER RECLAIMED WATER IRRIGATION SYSTEMS, ADVISING THE PUBLIC THAT RECLAIMED WATER IS PRACTICED.
21. RECLAIMED LOCATE BALLS NEED INSTALLED ON BOTH THE MAINS AND SERVICE WHIPS. 10 GA LOCATE WIRE IS REQUIRED TO BE USED AS WELL.
22. THE CONTRACTOR SHALL SUPPLY COMPLETE "AS-BUILT" INFORMATION RELATIVE TO LOCATION AND ELEVATION OF ALL WATER LINES AND SERVICES. THE INFORMATION SHALL BE SUBMITTED ON LEGIBLY MARKED-UP PRINTS TO THE ENGINEER WITHIN TWO (2) WEEKS OF THE COMPLETION OF THE WATER LINE CONSTRUCTION.
23. CONTRACTOR SHALL COORDINATE ALL UTILITIES SYSTEMS TEST SCHEDULING TO ALLOW ENGINEER'S ATTENDANCE PROVIDING MINIMUM NOTICE OF FIVE (5) WORKING DAYS. CONTRACTOR'S FAILURE TO PROPERLY NOTIFY ENGINEER MAY RESULT IN RETESTING AT ENGINEER'S OPTION AND AT CONTRACTOR'S EXPENSE.
23. NEW HYDRANTS SHALL BE TESTED AND IN PROPER WORKING ORDER WITH UTILITY PROMOTION/STATION SUPPLIED TO THE FIRE MARSHAL PRIOR TO ANY COMBUSTIBLE CONSTRUCTION, I.E. FIRE FLOW TEST SHALL BE PERFORMED.
24. DEFLECTIONS AT PIPE JOINTS SHALL NOT EXCEED THE LESSOR OF THOSE RECOMMENDED BY THE PIPE MANUFACTURER OR UTILITY PROVIDER'S CONSTRUCTION SPECIFICATIONS.
25. ALL PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT SHALL BE COLOR CODED IN ACCORDANCE WITH SUB PARAGRAPH 62-555.30(2)(b)(3), F.A.C. USING BLUE AS A PREDOMINANT COLOR. ALL DUCTILE IRON WATER MAINS SHALL BE MARKED WITH A CONTINUOUS STRIPE LOCATED WITHIN THE TOP 80 DEGREES OF THE PIPE. SAID STRIPE SHALL BE A MINIMUM 2 INCHES IN WIDTH AND SHALL BE BLUE IN COLOR. BACKFILL SHALL NOT BE PLACED FOR 30 MINUTES FOLLOWING PAINT APPLICATION FOR PIPE WITH AN INTERNAL DIAMETER OF 24" OR GREATER. TAPE OR PAINT SHALL BE APPLIED IN CONTINUOUS LINES A LONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE.
26. MARK RESIDENTIAL SERVICES WITH 6-FOOT HIGH PIECE OF 2"x4" PLANK PAINTED BLUE WITH LOT NUMBER CLEARLY MARKED AND A "W" IMPRESSED IN THE CURB. IT IS THE INTENT THAT EVERY LOT IS PROVIDED WITH A WATER SERVICE; THEREFORE IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSTALL A WATER SERVICE TO EACH LOT.
27. PIPE MATERIALS:
- PVC - ALL PIPE, PIPE FITTINGS, PIPE JOINT PACKING AND JOINTING MATERIALS, VALVES, FIRE HYDRANTS, AND METERS INSTALLED UNDER THIS PROJECT SHALL CONFORM TO APPLICABLE AWWA STANDARDS AND SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C300, LATEST EDITION. PVC SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C300. THE PVC SHALL HAVE A MINIMUM HORIZONTAL PRESSURE OF 160 PSI AND SHALL HAVE A DIMENSION RATIO (DR) OF 18. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE. PVC JOINT - SHALL BE IN ACCORDANCE WITH ASTM D3126.
 - DUCTILE IRON JOINT - SHALL CONFORM TO ANSI/AWWA C150/C151, A MINIMUM OF CLASS 50 SHALL BE SPECIFIED.
 - DUCTILE IRON JOINT - SHALL BE IN ACCORDANCE WITH ANSI A21.11 AND AWWA C111.
 - SERVICES - SHALL BE IN ACCORDANCE WITH AWWA C900/C900 STANDARDS FOR POLYETHYLENE TUBING, CLASS 160.
28. WATER MAIN CONNECTION SHALL BE MADE UNDER THE SUPERVISION OF THE UTILITY PROVIDER. ALL VALVES SHALL BE OPERATED BY UTILITY PROVIDER PERSONNEL ONLY.
29. ALL PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT SHALL LEAD-FREE FITTINGS.
30. NEW OR ALTERED FIRE HYDRANT LEADS SHALL HAVE A MINIMUM INSIDE DIAMETER OF 6-INCH AND SHALL INCLUDE AN AUXILIARY VALVE.
31. A CONTINUOUS AND UNIFORM BEDDING WILL BE PROVIDED IN TRENCHES FOR UNDERGROUND PIPE INSTALLED UNDER THIS PROJECT. BACKFILL MATERIAL WILL BE TAPPED IN LAYERS AROUND UNDERGROUND PIPE INSTALLED UNDER THIS PROJECT AND TO A SUFFICIENT HEIGHT ABOVE THE PIPE TO ADEQUATELY SUPPORT AND PROTECT THE PIPE, AND UNSUITABLY SIZED STONES (AS DESCRIBED IN APPLICABLE AWWA STANDARDS OR MANUFACTURERS' RECOMMENDED INSTALLATION PROCEDURES) FOUNDATION MATERIAL WILL BE REMOVED FOR A DEPTH OF AT LEAST SIX INCHES BELOW THE BOTTOM OF UNDERGROUND PIPE INSTALLED UNDER THIS PROJECT.
32. CONTRACTOR SHALL NOT ACTIVATE WATER SERVICE UNTIL FDEP HAS CLEARED THE SYSTEM FOR USE AND THE CLEARANCE LETTER HAS BEEN RECEIVED BY THE OWNER.
33. ENGINEER RESERVES THE RIGHT TO WITHHOLD AUTHORIZATION OF PAYMENT FOR ANY PORTION OF THE UTILITIES PIPE WORK WHICH HAS NOT BEEN TESTED, OBSERVED BY ENGINEER, AND REFERRED TO CONFORM TO PROJECT SPECIFICATIONS.
34. RECLAIMED LOCATE BALLS NEED INSTALLED ON BOTH THE MAINS AND SERVICE. 10 GA LOCATE WIRE IS REQUIRED TO BE USED AS WELL.

RECLAIMED WATER

1. POLYVINYL CHLORIDE PLASTIC PIPE (PVC) 4-INCH THROUGH 12-INCH SHALL BE MANUFACTURED IN ACCORDANCE WITH ANSI/AWWA C900 (LATEST EDITION) AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI AND HAVE A DR (DIMENSION RATIO) OF 18. PIPE SHALL BE PURPLE AND LABELED "RECLAIMED WATER" OR "NON POTABLE WATER" PROMINENTLY ON EACH PIPE JOINT. JOINTS SHALL BE OF THE PUSH-ON TYPE AND COUPLINGS SHALL CONFORM TO ASTM D3139 DR18 PIPE.
2. DUCTILE IRON PIPE (DIP) SHALL BE STANDARD PRESSURE CLASS 350 IN SIZES 4-INCH THROUGH 12-INCH AND CONFORM TO ANSI/AWWA C150/A21.50 (LATEST EDITION). ALL DUCTILE IRON PIPE SHALL HAVE CEMENT MORTAR LINING AS SPECIFIED IN ANSI/AWWA C104/A21.4 (LATEST EDITION). PIPE JOINTS SHALL BE OF THE PUSH-ON RUBBER GASKET TYPE CONFORMING TO ANSI/AWWA C111/A21.11 (LATEST EDITION).
3. PIPE SIZES GREATER THAN 12" IN BOTH PVC AND DUCTILE IRON PIPE SHALL BE SEPARATELY SPECIFIED ON THE PLANS, WITH THICKNESS CLASSES TO BE SHOWN BASED ON WORKING PRESSURES, PIPE DEPTH AND TRENCH CONDITIONS.
4. COMPACT FITTINGS FOR DUCTILE IRON PIPE AND PVC C900 PIPE SHALL BE DUCTILE IRON AND SHALL CONFORM TO ANSI/AWWA C153/A21.53 (LATEST EDITION) AND SHALL BE CEMENT LINED IN CONFORMANCE WITH ANSI/AWWA C104/A21.4 (LATEST EDITION). 350 PSI MINIMUM PRESSURE RATING.
5. GATE VALVES SHALL BE RESILIENT SEAT AND SHALL CONFORM TO ANSI/AWWA C509 (LATEST EDITION) WITH 2-INCH SQUARE WRENCH NUT, EXTENSION STEMS AND OTHER APPURTENANCES AS REQUIRED. MANUFACTURER'S CERTIFICATION OF THE VALVES' COMPLIANCE WITH AWWA C509 (LATEST EDITION) AND TESTS LISTED THEREIN WILL BE REQUIRED. VALVES SHALL BE CLOW, MUELLER, KENNEDY, MAH, AMERICAN DARLING, OR APPROVED EQUAL.
6. VALVE BOX PADS SHALL BE CONSTRUCTED PER CITY STANDARDS. PAD IS TO BE SET AT FINISH GRADE.
7. UNDERGROUND VALVE IDENTIFICATION (UVI) MARKERS SHALL BE PROVIDED AT EACH VALVE LOCATION. MARKERS SHALL BE 3-INCH DIAMETER AND 1/8-INCH THICK SOLID HARD BRASS WITH 1/4-INCH ROD ANCHOR WITH "TAMPER-PROOF" HOOK END. SURFACE SHALL BE ENGRAVED WITH 1/4-INCH TO 3/8-INCH CAPITAL LETTERS APPROXIMATELY .015-INCH DEEP - HAND PUNCHED LETTERS NOT ACCEPTABLE. FOR OTHER PIPELINE, HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
8. BUTTERFLY VALVES SHALL MEET OR EXCEED THE DESIGN STRENGTH TESTING AND PERFORMANCE REQUIREMENTS OF AWWA C504 (LATEST EDITION). CLASS 150 VALVES SHALL BE DUCTILE IRON, RESILIENT SEAT, AND BE MANUFACTURED BY KENNEDY, MUELLER, MAH, AMERICAN DARLING, OR APPROVED EQUAL. BUTTERFLY VALVES TO BE GRADE 150 OR GREATER.
9. AIR RELEASE VALVES SHALL BE PLACED AT HIGH POINTS OF THE TRANSMISSION MAIN TO PERMIT ESCAPE OF TRAPPED AIR. THE VALVE SIZE, LOCATION, AND METHOD OF INSTALLATION SHALL BE INDICATED ON THE DRAWINGS, OR AS DIRECTED BY THE ENGINEER. AIR RELEASE VALVES SHALL BE VALVATIC OR APPROVED EQUAL.
10. VALVE BOXES ON BURIED RECLAIMED WATER SHALL BE ADJUSTABLE, CAST IRON CONSTRUCTION, WITH A MINIMUM INTERIOR DIAMETER OF 5-INCH WITH COVERS CAST WITH THE RECONSTRUCTION IN LEGIBLE CHARACTERS. VALVE BOXES SHALL BE SUITABLE FOR THE APPLICABLE SURFACE LOADING AND VALVE SIZE, AND SHALL BE MANUFACTURED BY MUELLER COMPANY, MODEL 1036A, OR APPROVED EQUAL.
11. PIPE INSTALLATION OF PVC RECLAIMED WATER MAIN SHALL BE IN CONFORMANCE WITH ASTM D2774 (LATEST EDITION). INSTALLATION OF DUCTILE IRON PIPE RECLAIMED WATER SHALL BE IN CONFORMANCE WITH AWWA C600 (LATEST EDITION).
12. RECLAIMED WATER SYSTEM PIPES SHALL BE INSTALLED SO AS TO GIVE A MINIMUM HORIZONTAL SEPARATION OF 3 FEET (CENTER OF PIPE TO CENTER OF PIPE) FROM POTABLE WATER LINES AND MINIMUM 3-INCH VERTICAL SEPARATION FROM OUTSIDE WALL TO OUTSIDE WALL AS WELL AS 18-INCH VERTICAL SEPARATION. IN THE CASE OF A CONFLICT WHERE THESE SEPARATIONS CANNOT BE MAINTAINED THE REUSE MAIN SHALL BE UPGRADED TO DIP.
13. COMPACTED BACKFILL SHALL BE TO 98 % MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 UNDER ALL PAVEMENTS WITH 12-INCH MAXIMUM LIFT THICKNESS. OTHER COMPACT OF BACKFILL SHALL BE TO 95% MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 WITH 12-INCH MAXIMUM LIFT THICKNESS. SEE PIPE TRENCHING DETAILS.
14. MINIMUM COVER OVER ALL PIPE SHALL BE 36-INCHES FROM TOP OF PIPE TO FINISHED GRADE, UNLESS OTHERWISE NOTED.
15. INDICATOR TAPE SHALL BE BURIED IN THE RECLAIMED WATER MAIN TRENCH 18-INCH DIRECTLY ABOVE THE MAIN. A CONTINUOUS COPPER DETECTOR WIRE SHALL BE ATTACHED AS SHOWN ON THE PIPE DETECTOR WIRE MARKER DETAIL. INDICATOR TAPE SHALL CALL OUT THAT RECLAIMED OR NON POTABLE SYSTEM IS BELOW. PIPE SHALL BE COLOR CODED PURPLE IN ADDITION TO MARKINGS, SIGNS IN ENGLISH, SPANISH, AND INTERNATIONAL SYMBOLS SHALL BE INSTALLED NOTING THAT NO DRINKING IS ALLOWED. CONTINUITY CHECK WILL BE PERFORMED AND MUST BE ACCEPTABLE.
16. ALLOWABLE LEAKAGE FOR PVC PRESSURE MAINS WILL BE IN ACCORDANCE WITH AWWA M223.
17. THE CONTRACTOR SHALL PROVIDE AT HIS OWN EXPENSE ALL NECESSARY TEST SURVEY PIPE, SHUTTER VALVES, WATER METERS, PRESSURE GAUGES, AND OTHER EQUIPMENT, MATERIAL AND FACILITIES REQUIRED FOR ALL HYDROSTATIC AND LEAKAGE TESTING. CONTRACTOR SHALL CONTACT LOCAL AGENCY, UTILITY PROVIDER, AND ENGINEER IN WRITTEN FORM, FORTY-EIGHT (48) HOURS IN ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM SATISFACTORY PRETESTING PRIOR TO NOTIFICATION. NO TESTING WILL BE SCHEDULED ON A MONDAY OR FRIDAY.
18. THE RECLAIMED WATER SYSTEM SHALL BE TESTED FOR LEAKAGE AT 150 PSI FOR TWO (2) HOURS PER UTILITY PROVIDER STANDARDS.
19. ALL RECLAIMED WATER PIPE SHALL BE INSTALLED USING WATER PIPE CRITERIA. MAINS SHALL BE CLASS 52 D.I. PIPE. IF 24-INCHES TO 30-INCHES OF COVER IS PROVIDED AND CLASS 51 IF 30-INCHES TO 36-INCHES OF COVER IS PROVIDED.
20. SIGNS SHALL BE POSTED IN THE VICINITY OF PUBLIC RECLAIMED WATER RECLAIMED WATER IRRIGATION SYSTEMS, ADVISING THE PUBLIC THAT RECLAIMED WATER IS PRACTICED.
21. RECLAIMED LOCATE BALLS NEED INSTALLED ON BOTH THE MAINS AND SERVICE WHIPS. 10 GA LOCATE WIRE IS REQUIRED TO BE USED AS WELL.

FIRE

- PLANS SHALL BE IN ACCORDANCE WITH THE 8TH EDITION OF THE FLORIDA FIRE PREVENTION CODE.
- NFPA 101, 2015 EDITION
- NFPA 1, 2015 EDITION
- NFPA 13, 2013 EDITION

DEMOLITION NOTES

1. EXISTING UNDERGROUND UTILITIES, UNLESS OTHERWISE NOTED, MAY BE CAPPED/PLUGGED AND ABANDONED IN PLACE EXCEPT WITHIN 30 FT. OF BUILDING. CAPPED AND PLUGGED PIPE ENDS SHALL BE ENCASED IN CONCRETE, 8" MINIMUM THICKNESS AROUND PIPE. MANHOLE BASES MAY BE LEFT IN PLACE PROVIDED THAT PIPE OPENINGS ARE PLUGGED AND REMAINING BASES ARE FILLED WITH CONCRETE 6" MINIMUM ABOVE HIGHEST INVERT.
2. CONTRACTOR SHALL BE KNOWLEDGEABLE OF THE CONSTRUCTION DOCUMENTS AND BE RESPONSIBLE FOR PROTECTING ANY EXISTING FACILITY SO DESIGNATED OR DESIGNATED TO BE UTILIZED IN THE WORK.
3. CONTRACTOR SHALL REMOVE ALL FOUNDATIONS, CONCRETE SLABS, AND UNDERGROUND STRUCTURES EXISTING ON THE SITE AT THE TIME OF BIDDING UNLESS OTHERWISE DIRECTED.
4. CONTRACTOR SHALL COORDINATE WITH APPLICABLE UTILITY COMPANIES AND BE RESPONSIBLE FOR THE TERMINATION, LIFTING-OFF AND REMOVAL OF ALL UNDERGROUND AND ABOVE-GROUND UTILITY SERVICES EXISTING AT THE TIME OF BIDDING UNLESS DIRECTED TO BID OTHERWISE.
5. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND DISPOSING ALL WASTE MATERIALS CONFORM WITH ALL RULES AND REGULATIONS APPLICABLE TO THE SPECIFIC MATERIAL FOUND.

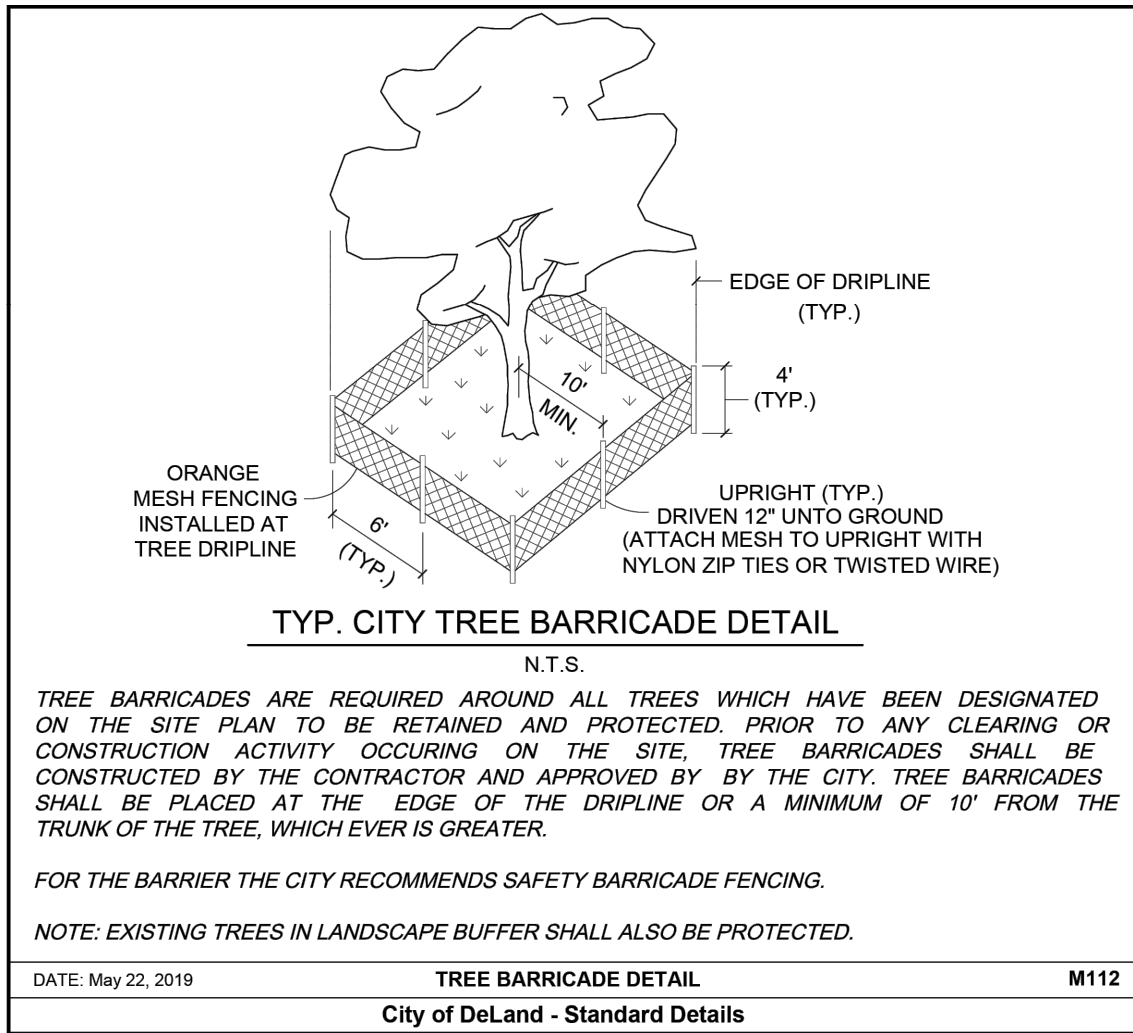
SPECIAL PURPOSE

1. THE EXISTENCE AND LOCATION OF ANY OVERHEAD OR UNDERGROUND UTILITY LINES, PIPES, OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A RESEARCH OF THE AVAILABLE RECORDS. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO SUCH UTILITIES. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR OVERHEAD UTILITIES SO AS TO SAFELY PROTECT ALL PERSONNEL AND ABOVE-GROUND UTILITY SERVICES EXISTING AT ALL COST AND LIABILITY IN CONNECTION THEREWITH.

UTILITY AND COMMERCIAL USE

PERMIT REQUIREMENTS:

1. NOTIFY VOLUSIA COUNTY DEVELOPMENT ENGINEERING DIVISION AT (386) 736-5928 A MINIMUM OF 24 HOURS PRIOR TO THE START OF CONSTRUCTION. FAILURE OF THE PERMITTEE TO OBTAIN THE APPROPRIATE INSPECTIONS PRIOR TO PROCEEDING WITH WORK SHALL NOT RELIEVE THE PERMITTEE FROM REEXCAVATION OR OTHER MEASURES NECESSARY FOR THE INSPECTION OF WORK.
2. VOLUSIA COUNTY TRAFFIC ENGINEER (386)



TREE PROTECTION NOTES

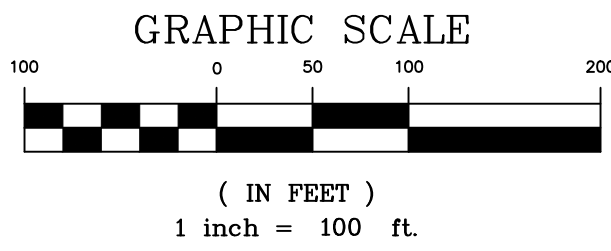
1. DURING CONSTRUCTION, PROTECTIVE BARRIERS SHALL BE PLACED BY SITE CONTRACTOR TO PREVENT DESTRUCTION OF TREES WHICH ARE DESIGNATED TO REMAIN. PROTECTIVE BARRIERS SHALL BE ERECTED PRIOR TO CONSTRUCTION OF ANY KIND ON THE SITE.
2. BARRIERS SHALL CONSIST OF PROTECTIVE WOODEN POSTS TWO (2) INCHES BY FOUR (4) INCHES OR LARGER PLANTED IN SUFFICIENT DEPTH TO BE STABLE WITH AT LEAST FOUR (4) FEET OF POST VISIBLE ABOVE THE GROUND. POSTS SHALL BE PLACED NO CLOSER THAN FIVE (5) FEET TO THE TRUNK UNLESS PROPOSED PAVING CONSTRUCTION WILL NOT PERMIT. POSTS SHALL BE NO FURTHER THAN SIX (6) FEET APART. REFER TO TREE PROTECTION BARRIER DETAIL. EACH SECTION SHALL BE LINKED TOGETHER WITH ORANGE POLYPROPYLENE NET FENCE MATERIAL.
3. PROPOSED GRADES AROUND TREES TO REMAIN SHALL BE MAINTAINED TO WITHIN FOUR (4) INCHES OF THE EXISTING GRADE.
4. THE CONTRACTOR SHALL FOLLOW TREE REMOVAL, TREE PROTECTION AND GENERAL PLANTING REQUIREMENTS AS DEFINED BY LOCAL JURISDICTION.
5. PROTECTIVE BARRIERS SHALL REMAIN IN PLACE AND INTACT UNTIL SUCH TIME AS CONSTRUCTION IS COMPLETE AND ALL EQUIPMENT IS REMOVED FROM SITE.
6. NO BUILDING MATERIALS SUCH AS MACHINERY OR TEMPORARY SOIL DEPOSITS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER ZONES.
7. BARRIERS SHALL BE PLACED AT THE TREE CANOPY LINE EXCEPT ADJACENT TO THE PROPERTY CONSTRUCTION AREA WHERE IT MAY BE AT ONE HALF OF THE CANOPY DISTANCE ON ONE SIDE ONLY.

DEMOLITION NOTES:

1. THE LOCATION OF STRUCTURES, UTILITIES, ETC. ARE PROVIDED BY OTHERS. THE ENGINEER IS NOT RESPONSIBLE FOR ERRORS OR OMISSIONS RESULTING FROM INACCURACY OF THE INFORMATION OBTAINED. CONTRACTOR IS TO FIELD VERIFY LOCATIONS OF STRUCTURES, UTILITIES, ETC.
2. ALL EXISTING UTILITY AND STRUCTURE LOCATIONS ARE BASED ON INFORMATION PROVIDED BY OTHERS. ADDITIONAL UTILITIES AND STRUCTURES MAY BE PRESENT. SHOULD UNCHARTED UTILITIES OR STRUCTURES BE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AS SOON AS POSSIBLE FOR INSTRUCTIONS.
3. THE SITE SHALL BE VISUALLY INSPECTED BY THE CONTRACTOR, PRIOR TO COMMENCEMENT OF THE WORK, TO DETERMINE THE FULL SCOPE OF WORK INVOLVED AND ITS RELATION TO ANY OTHER WORK IN THE AREA, PRIOR TO THE COMMENCEMENT OF ANY WORK, INCLUDING POSSIBLE INTERFERENCE FROM OTHER SIDE ACTIVITIES.
4. ALL ACTIONS REQUIRED BY LAW SHALL BE ACCOMPLISHED PRIOR TO PERMITTING AND ALL PERMITS REQUIRED BY LAW SHALL BE ACQUIRED, AT THE EXPENSE OF THE CONTRACTOR, PRIOR TO DEMOLITION. ALL PERMITS SHALL BE PROMINENTLY POSTED OR DISPLAYED DURING THE DEMOLITION PROCESS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ANY AND ALL DEBRIS FROM THE JOB SITE DURING AND AFTER THE PERFORMANCE OF THE WORK. DEBRIS REMOVAL IS DEFINED AS THE REMOVAL FROM A DEMOLITION SITE, OF DEBRIS RESULTING DIRECTLY FROM THE DEMOLITION. SUCH DEBRIS MAY CONSIST, BUT NOT BE LIMITED TO, PILES OF TRASH, BOARDS, SHINGLES, FALLEN TREES, WOODPILES, ETC. THE CHARGE FOR REMOVING SUCH DEBRIS SHALL INCLUDE ALL EXPENSES ASSOCIATED WITH ITS REMOVAL.
6. ALL MATERIALS DEEMED NON-HAZARDOUS SHALL BE TRANSPORTED AND DISPOSED OF BY THE CONTRACTOR AT AN APPROVED LANDFILL FACILITY.
7. THE CONTRACTOR SHALL ASSURE THAT ALL UTILITIES HAVE BEEN DISCONNECTED AND ALL UTILITY LINES ARE REMOVED FROM THE PROPERTY, IF APPLICABLE, PRIOR TO COMMENCEMENT OF ANY WORK.
8. THE CONTRACTOR SHALL PROVIDE FLAGMAN'S TRAFFIC CONTROL AND SAFETY AT ANY TIME THE DEMOLITION REQUIRES THE BLOCKING OF ANY ROAD OR HIGHWAY FOR ANY LENGTH OF TIME. THIS SHALL INCLUDE THE LOADING AND UNLOADING OF HEAVY EQUIPMENT. A COUNTY OR STATE R/W USE PERMIT IS REQUIRED FOR ANY WORK, INCLUDING EQUIPMENT CIRCULATION, ETC. WITHIN THE APPROPRIATE JURISDICTIONAL AREAS.
9. SALVAGING OF ANY PROPERTY SHALL BE THE PRIVILEGE OF THE CONTRACTOR; HOWEVER NO PERSON OR PERSONS OTHER THAN THE CONTRACTOR MAY SALVAGE ANY PROPERTY WHILE DEMOLITION IS IN PROCESS.
10. THE CONTRACTOR SHALL ASSUME ANY AND ALL LIABILITY FOR PERSONS AND PROPERTY DIRECTLY ON THE DEMOLITION SITE DURING THE DEMOLITION PROCESS.
11. ANY KNOWN WATER WELL LOCATED ON THE PROPERTY SHALL BE HANDLED BY ALL APPLICABLE CODES AND REGULATIONS.
12. THE CONTRACTOR SHALL FILL THE PROPERTY WITH CLEAN FILL DIRT IN ORDER TO MAINTAIN A LEVELED AND GRADED APPEARANCE. THE COST FOR FILL DIRT SHALL INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING THE FILL DIRT.
13. ALL FILL DIRT REMAINING AFTER DEMOLITION SHALL BE LEFT ON SITE FOR FINAL DISPOSITION.
14. THE CONTRACTOR SHALL LOCATE, DRAIN AND CRUSH IN PLACE ANY SEPTIC TANK(S) ON SITE. THE SEPTIC TANK DEBRIS SHALL BE COMPLETELY REMOVED. SEPTIC TANK(S) REMOVAL SHALL INCLUDE PUMPING OF DRAIN FIELD. THIS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ALL APPLICABLE STATE AND LOCAL REGULATIONS, CODES AND ORDINANCES.
15. THE CONTRACTOR SHALL ENSURE THAT NO RUBBLE IS BURIED ON SITE.

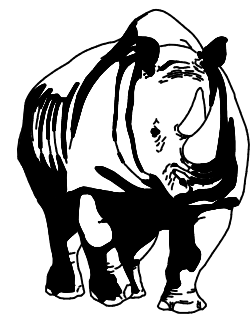
HATCH LEGEND

- NATURAL TREE PROTECTION AREA 40' WIDE OR GREATER
- TREE SAVE AREA LESS THAN 40' IN WIDTH
- DEMOLITION LIMITS:
DEMO EXISTING STORM, UTILITIES, PAVEMENT,
CURBING AND TREES WITHIN LIMITS OF
DEMOLITION AREA, UNLESS OTHERWISE
SPECIFIED ON PLAN.



KEY MAP

N.T.S.



MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

DEMOLITION PLAN

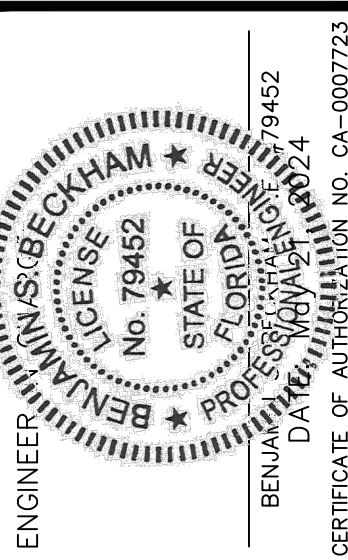
FOR

SUMMIT PLACE

FLORIDA

CITY OF DELAND

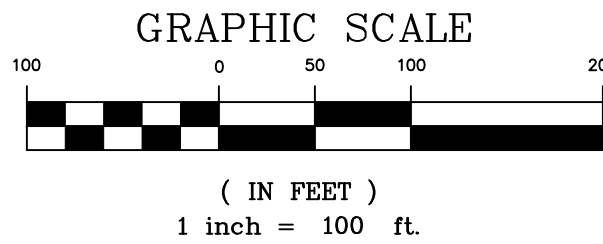
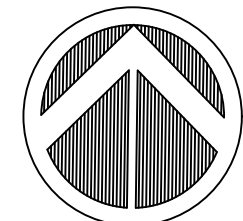
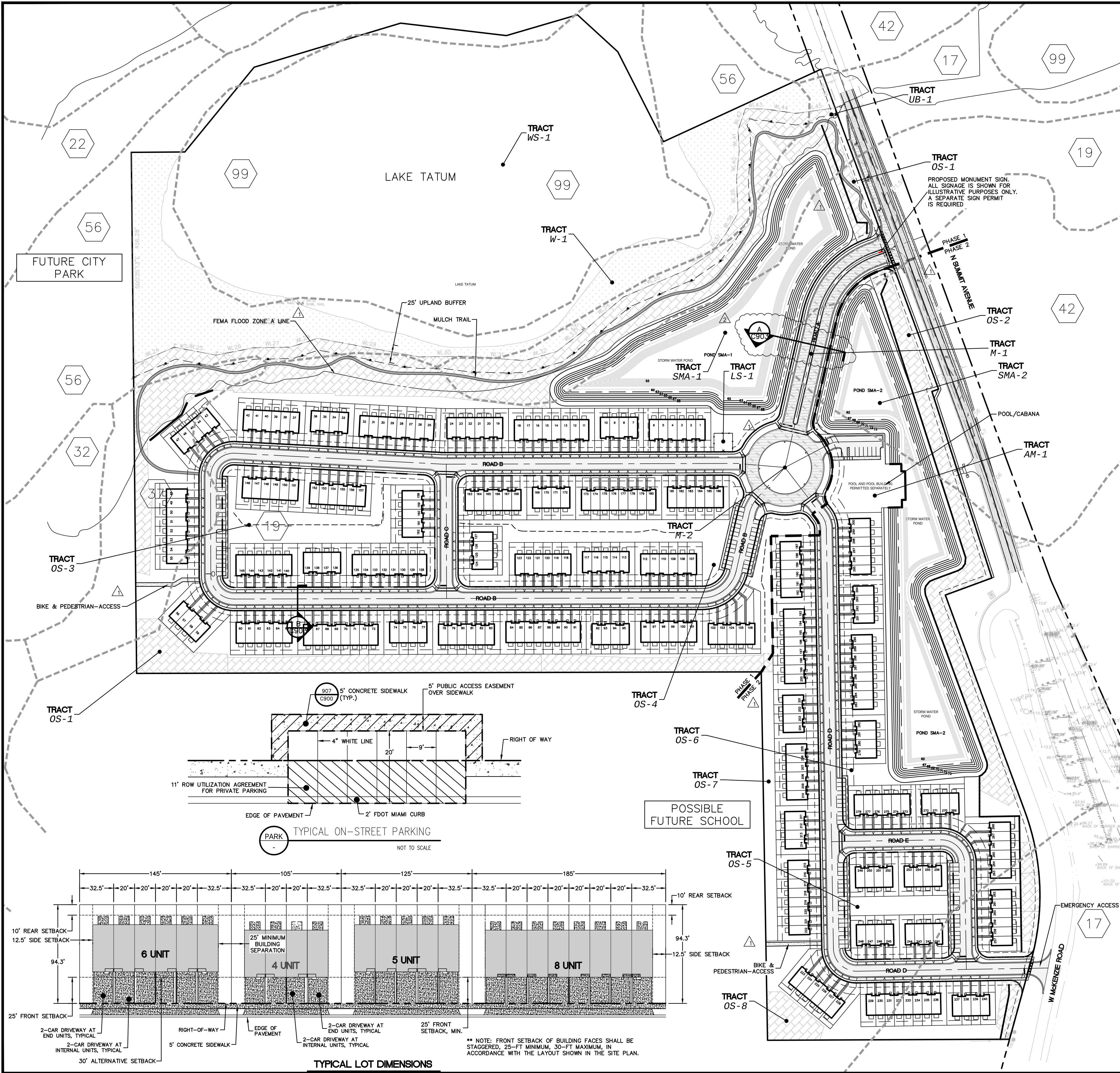
DR. HORTON
10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 850-5200



NO.	DATE	REVISIONS
1	02/20/23	1

JOB # 21886
DATE: 02/20/23
SCALE: 1"=60'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C010



HATCH LEGEND

- NATURAL TREE PROTECTION AREA 40' WIDE OR GREATER
- PAVEMENT
- HEAVY DUTY PAVEMENT
- FEMA FLOOD ZONE

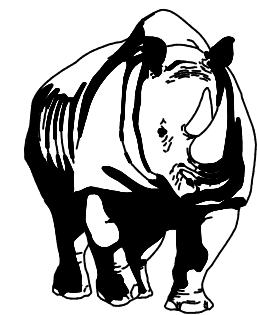
SITE DATA:

- TOTAL NUMBER OF UNITS:
PHASE 1: 186
PHASE 2: 114
TOTAL: 300
- PROJECT AREA: 59.90 AC
- LAKE AREA: 13.59 AC
- WETLAND AREA: 3.56 AC
- UPLAND AREA: 42.76 AC
- MIN. TREE PROTECTION AREA: 15% = 6.92 AC, 7.17 AC. SHOWN
- BUILDING SETBACKS:
FRONT: 25'
SIDE: 0'
REAR: 10'
MIN. DISTANCE BETWEEN BUILDINGS SIDE TO SIDE: 25'
MIN. DISTANCE BETWEEN BUILDINGS SIDE TO REAR: 25'
MIN. DISTANCE BETWEEN BUILDINGS REAR TO REAR: 50'
- IMPERVIOUS SURFACE RATIO (ISR), 70% MAX:
ROADWAY: 3.98 ACRES/ 6.6%
SIDEWALK: 1.34 ACRES/ 2.2%
BUILDINGS: 6.20 ACRES/ 10.4%
DRIVEWAYS: 3.54 ACRES/ 5.9%
TOTAL IMPERVIOUS: 15.06 ACRES/ 25.1%
PERVIOUS = 52.2%
LAKE TATUM : 13.6 ACRES/ 22.7%
TOTAL: 100.00%
- PARKING REQUIREMENTS: TWO SPACES PER UNIT (GARAGE AND DRIVEWAY SPACE ARE PROVIDED)
VISITOR PARKING: 1 SPACE/3 UNITS = 100 SPACES REQUIRED
100 SPACES AVAILABLE
AMENITY PARKING PROVIDED: 6 REGULAR SPACES
2 HANDICAP SPACES
AMENITY BUILDING = 2,168 SQ.FT
- GROSS DENSITY = UNITS/ PROJECT AREA - LAKE TATUM = 300 / 59.90 AC = 5.01 DU/AC
MAX. GROSS DENSITY = 16 UNITS/ AC
- PROPOSED SITE IMPROVEMENTS SHALL NOT ENCRoACH ONTO FEMA FLOODZONE A LIMITS THROUGH GRADING AND/OR FILL.
- FUTURE LAND USE: GATEWAY
- EMERGING GATEWAY OVERLAY: SUMMIT AVENUE (CR4139)
- MAINTAINING AUTHORITY OVER ADJOINING ROADS: VOLUSIA COUNTY
- ALL LIGHTING WILL BE FULL CUT-OFF AND DARK SKY.
- A MANDATORY HOMEOWNERS ASSOCIATION SHALL BE CREATED TO PROVIDE FOR MANAGEMENT FOR ALL COMMON AREAS AND FACILITIES.
- PROPOSED SITE IMPROVEMENTS SHALL NOT ENCRoACH ONTO FEMA FLOODZONE A LIMITS THROUGH GRADING AND/OR FILL.

SOILS LEGEND

SOIL NUMBER	SOIL NAME
17	POMELLO FINE SAND, 0 TO 5 PERCENT SLOPES
19	DELAND FINE SAND, 0 TO 5 PERCENT SLOPES
37	ORSINO FINE SAND, 0 TO 5 PERCENT SLOPES
42	PAOLA FINE SAND, 0 TO 5 PERCENT SLOPES
56	SAWSJULA MUCK FREQUENTLY PONDED 0 TO 1 PERCENT SLOPES
99	WATER

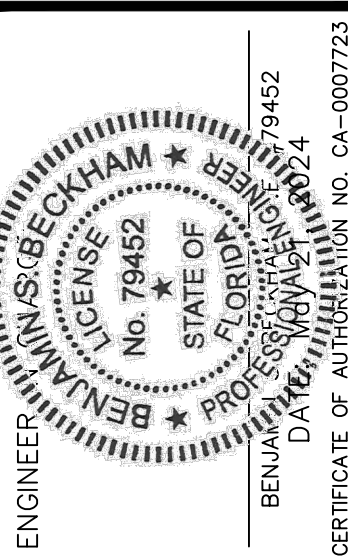
Tract / Land Use Table				
Tract Name	Use	Ownership / Maint.	Acre	(%)
WS-1	Water Surface	HOA	13.59	22.69
W-1	Wetland	HOA	3.55	5.92
UB-1	Upland Buffer	HOA	1.00	1.67
OS-1	Open Space	HOA	6.76	11.28
OS-2	Open Space	HOA	1.67	2.79
OS-3	Open Space	HOA	0.72	1.20
OS-4	Open Space	HOA	0.78	1.30
OS-5	Open Space	HOA	0.32	0.54
OS-6	Open Space	HOA	0.20	0.33
OS-7	Open Space	HOA	0.34	0.57
OS-8	Open Space	HOA	0.83	1.39
LS-1	Lift Station	City of Deland	0.04	0.06
RW-1	Right of Way	City of Deland	6.84	11.42
SMA-1	Retention/Open Space	HOA	3.59	5.99
SMA-2	Retention/Open Space	HOA	3.53	5.90
AM-1	Amenity	HOA	0.56	0.93
M-1	OPEN SPACE	HOA	0.23	0.38
M-2	OPEN SPACE	HOA	0.07	0.07
Single Family Lots			15.29	25.52
Total			59.90	100.00



MADDEN
WOODHEAD & STOKES, LLC
CIVIL ENGINEERS
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Suite 260
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OVERALL SITE PLAN
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

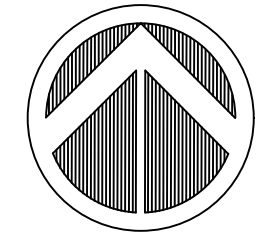
DR HORTON
10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 850-5200



REV	DATE	BY	DESCRIPTION
1	1/23/24	REV PER CITY OF DELAND COMMENTS	
2	4/22/24	REV PER CITY OF DELAND COMMENTS	
3	5/21/24	REV PER CITY OF DELAND COMMENTS	
4	5/21/24	REV PER CITY OF DELAND COMMENTS	
5	5/21/24	REV PER CITY OF DELAND COMMENTS	
6	5/21/24	REV PER CITY OF DELAND COMMENTS	
7	5/21/24	REV PER CITY OF DELAND COMMENTS	
8	5/21/24	REV PER CITY OF DELAND COMMENTS	
9	5/21/24	REV PER CITY OF DELAND COMMENTS	
10	5/21/24	REV PER CITY OF DELAND COMMENTS	
11	5/21/24	REV PER CITY OF DELAND COMMENTS	

JOB # 21886
DATE: 02/20/23
SCALE: 1" = 100'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

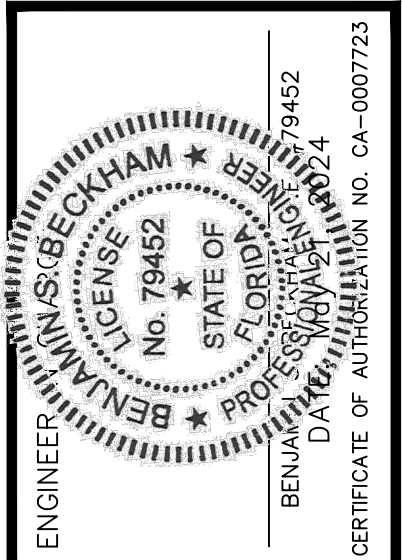
C100



431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

SITE PLAN
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

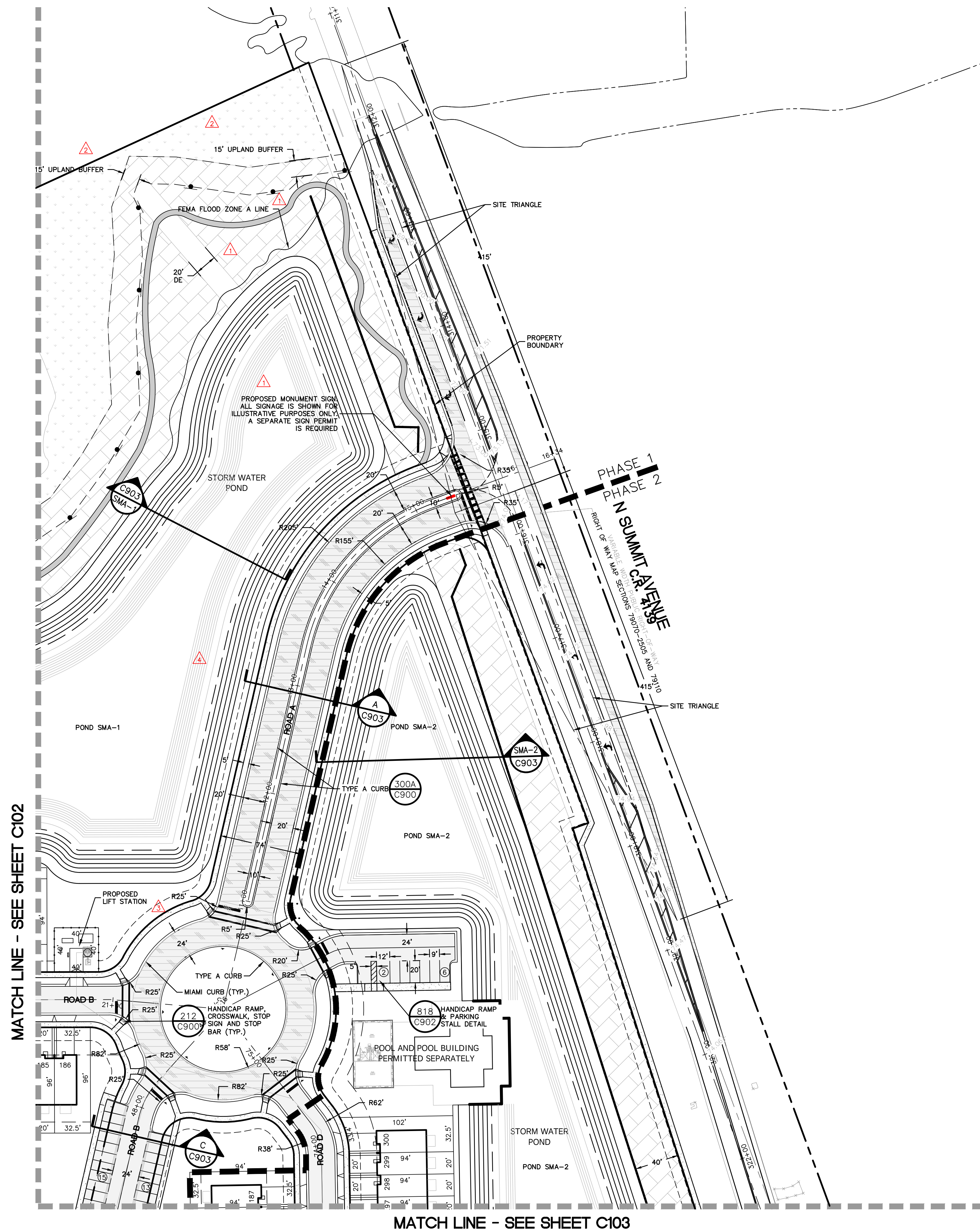


1	3/15/23	REV. PER CITY OF BELAND COMMENTS DATED 03/09/23
2	9/7/23	REV. PER SRMD.
3	1/23/24	REV. PER OC REVIEW
4	04/23/24	REV. PER CITY OF BELAND COMMENTS
5		
6		
7		
8		
9		
10		
11		
	DATE	REVISIONS

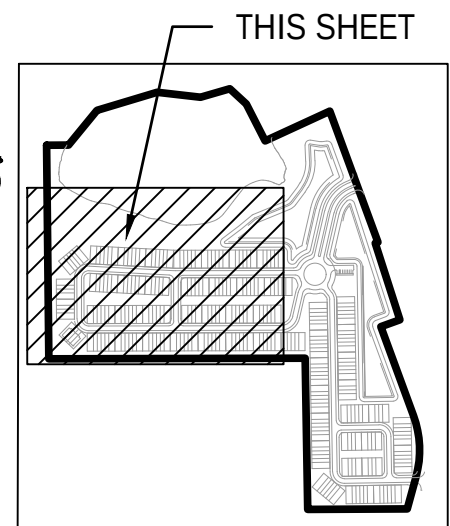
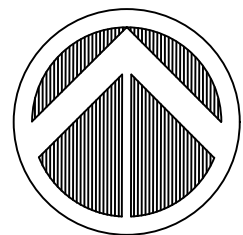
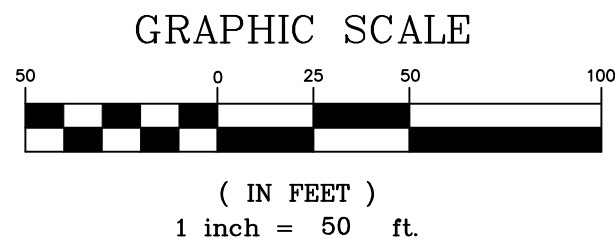
JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ 1"=50'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

C101

H:\Data\21086 Summit Ave PD\Eng\Final\21086_C101 SITE PLAN.dwg May 21, 2024 2:31 PM



	NATURAL TREE PROTECTION AREA
	PAVEMENT
	HEAVY DUTY PAVEMENT



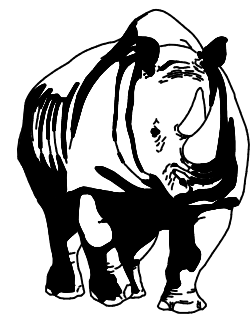
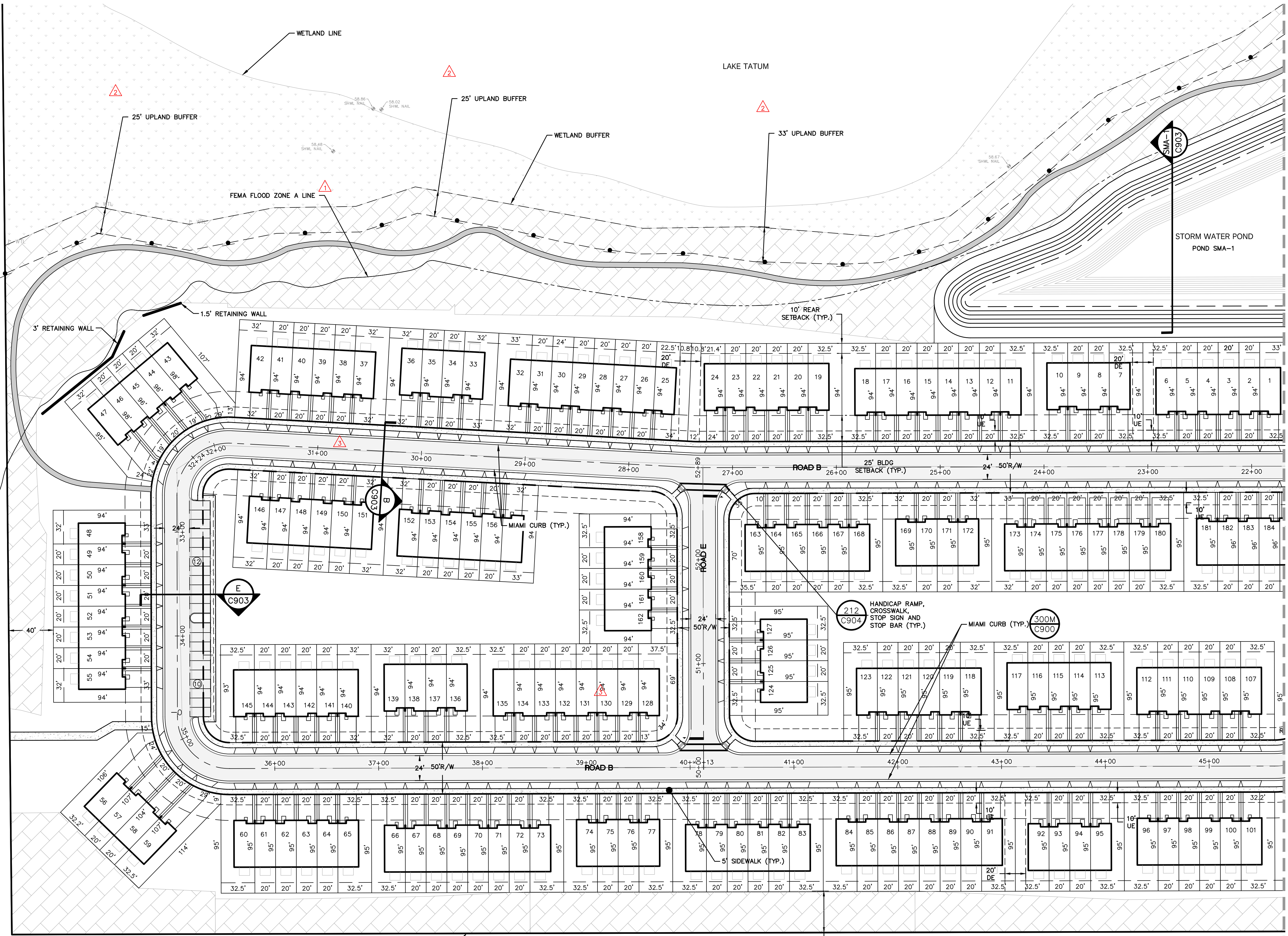
KEY MAP
N.T.S.

MATCH LINE - SEE SHEET C101

MATCH LINE - SEE SHEET C103

HATCH LEGEND

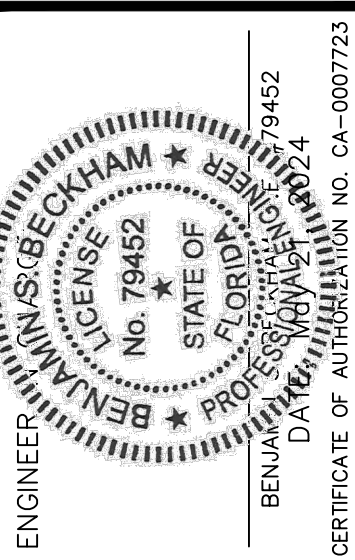
- NATURAL TREE PROTECTION AREA
- PAVEMENT



MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

SITE PLAN
FOR
SUMMIT PLACE
CITY OF BELAND
FLORIDA

DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



REV.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF BELAND COMMENTS DATED 3/9/23
2	9/7/23	REV. PER BELAND COMMENTS
3	04/23/24	REV. PER CITY OF BELAND COMMENTS
4		
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11		

JOB # **21886**
DATE: **02/20/23**
SCALE: **1"=50'**
DESIGNED BY: **JTT**
DRAWN BY: **JTT**
APPROVED BY: **BSB**

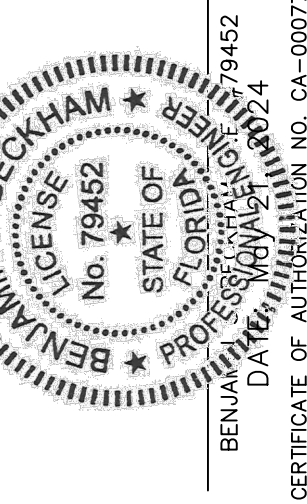
C102

SITE PLAN

FOR

SUMMIT PLACE

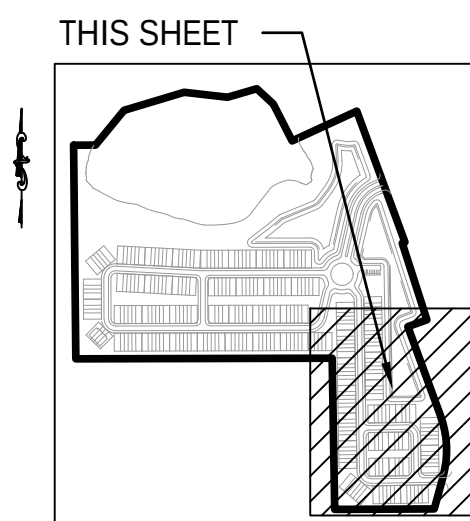
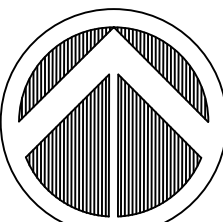
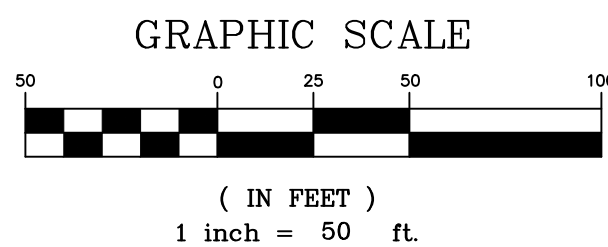
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



1			
2	UNIT 2/24		
3			
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	DATE		
	REVISIONS		

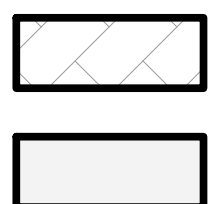
B # _____ 2108
 DATE: _____ 02/20/23
 SCALE: _____ 1"=56'
 DESIGNED BY: _____ JT
 DRAWN BY: _____ JT
 APPROVED BY: _____ BS

C103



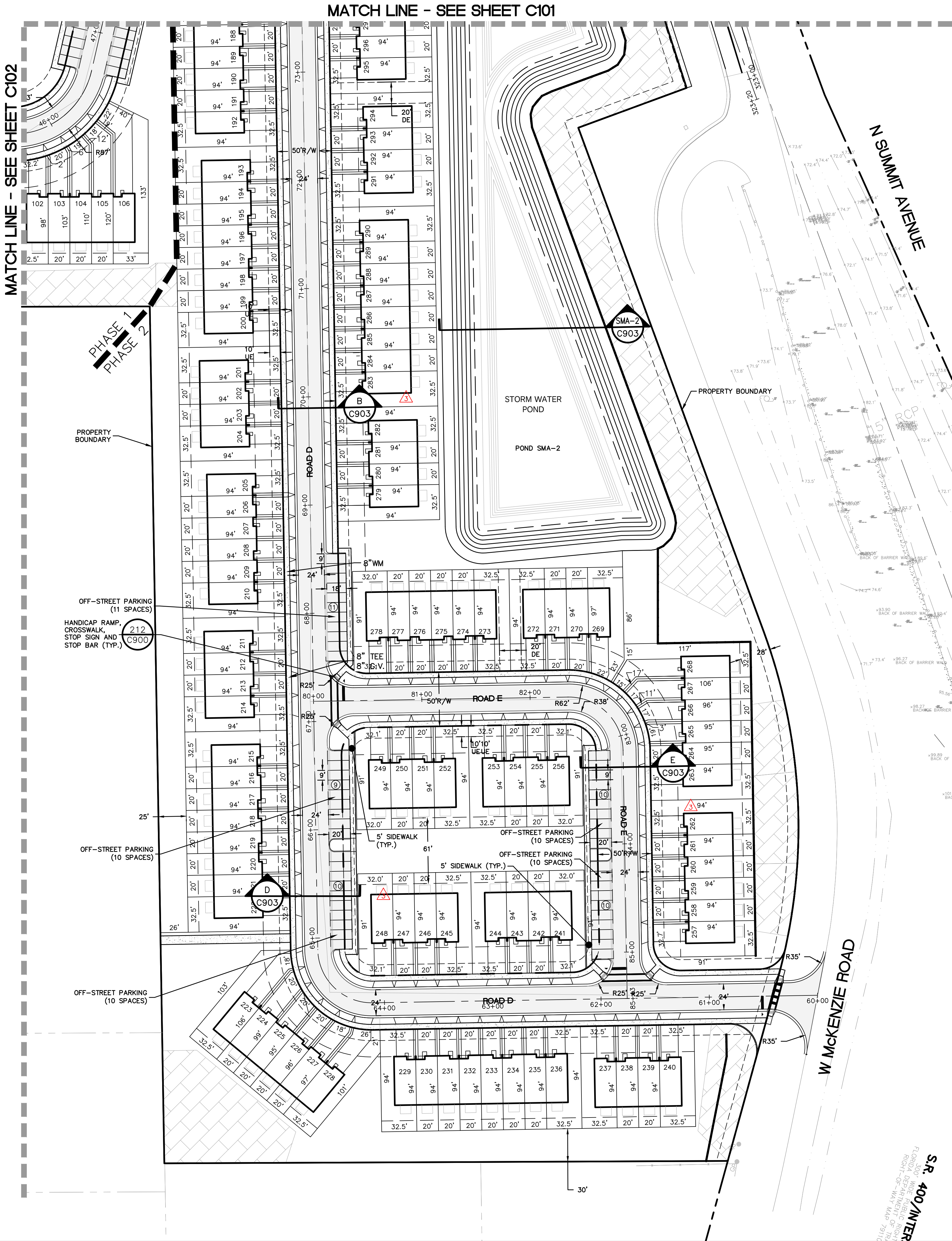
KEY MAP
N.T.S.

HATCH LEGEND

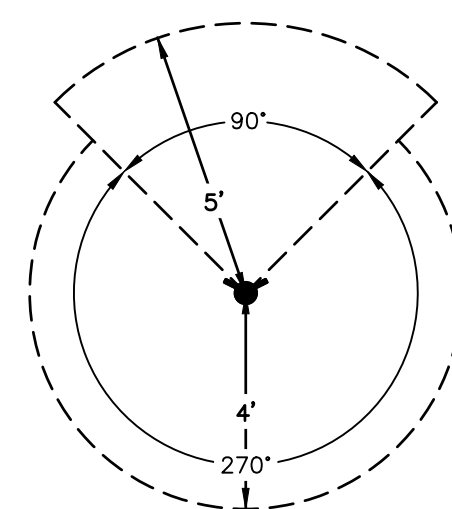


NATURAL TREE SAVE AREA

PAVEMENT



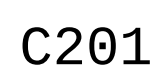
S.R. 400/INTER
300' WIDE PUBLIC
FLORIDA DEPARTMENT OF
RIGHT-OF-WAY MAP 7911C

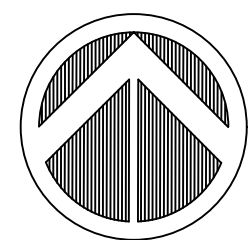


FIRE HYDRANT CLEARANCE DETAIL

FDEP SEPARATION REQUIREMENTS UNDER 62-555.314 EFFECTIVE 8-28-2003				
HAZARD	HORIZONTAL SEPARATION	VERTICAL SEPARATION		JOINT SPACING
		WATER ABOVE	WATER BELOW	
STORM SEWER	3FT MIN	12IN PREF, 6IN MIN	12IN MIN	3FT MIN
STORM FORCE MAIN	3FT MIN	12IN MIN	12IN MIN	3FT MIN
RECLAIMED WATER IF REGULATED UNDER 62-610	3FT MIN	12IN MIN	12IN MIN	3FT MIN
RECLAIMED WATER IF NOT REGULATED UNDER 62-610	10FT PREF, 6FT MIN	12IN MIN	12IN MIN	6FT MIN
VACUUM SANITARY SEWER	10FT PREF, 3FT MIN	12IN PREF, 6IN MIN	12IN MIN	3FT MIN
GRAVITY SANITARY SEWER	10FT PREF, 6FT MIN, 3FT MIN IF WATER MAIN IS 6IN ABOVE GRAVITY SANITARY SEWER	12IN PREF, 6IN MIN	12IN MIN	6FT MIN
SANITARY SEWER FORCE MAIN	10FT PREF, 6FT MIN	12IN MIN	12IN MIN	6FT MIN
SEWAGE TREATMENT & DISPOSAL SYSTEM	10FT MIN	NONE	NONE	NONE

10. VALVES SHALL NOT BE LOCATED IN SIDEWALKS OR CURBS.

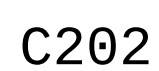


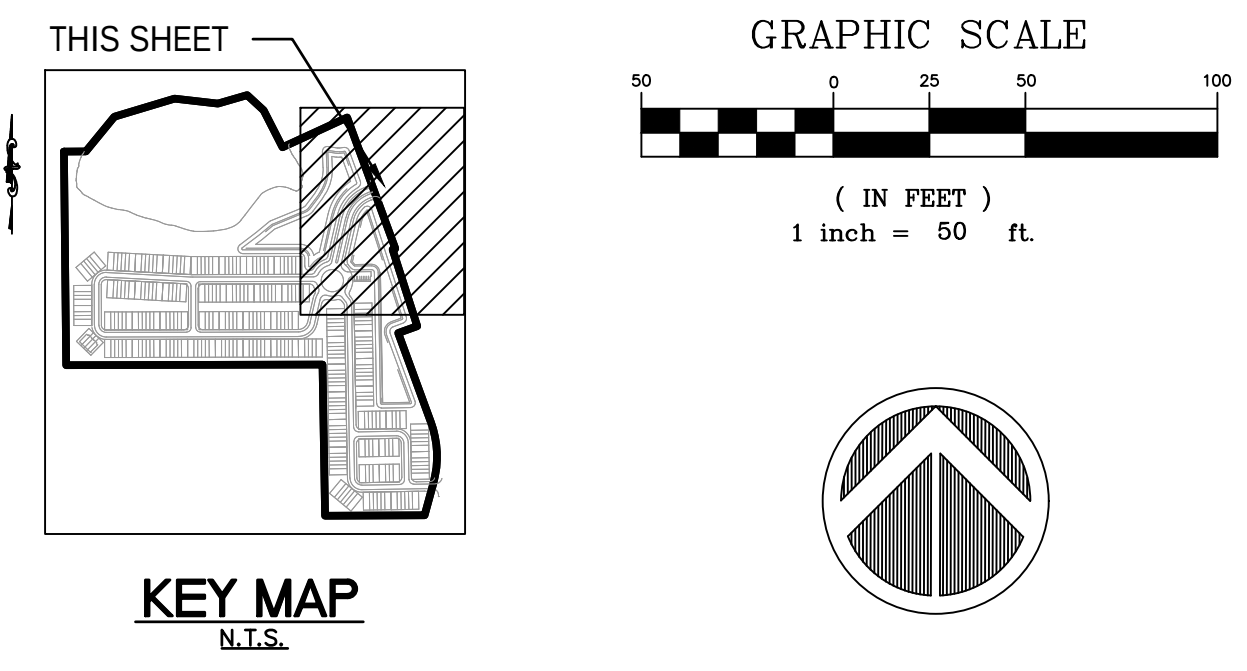
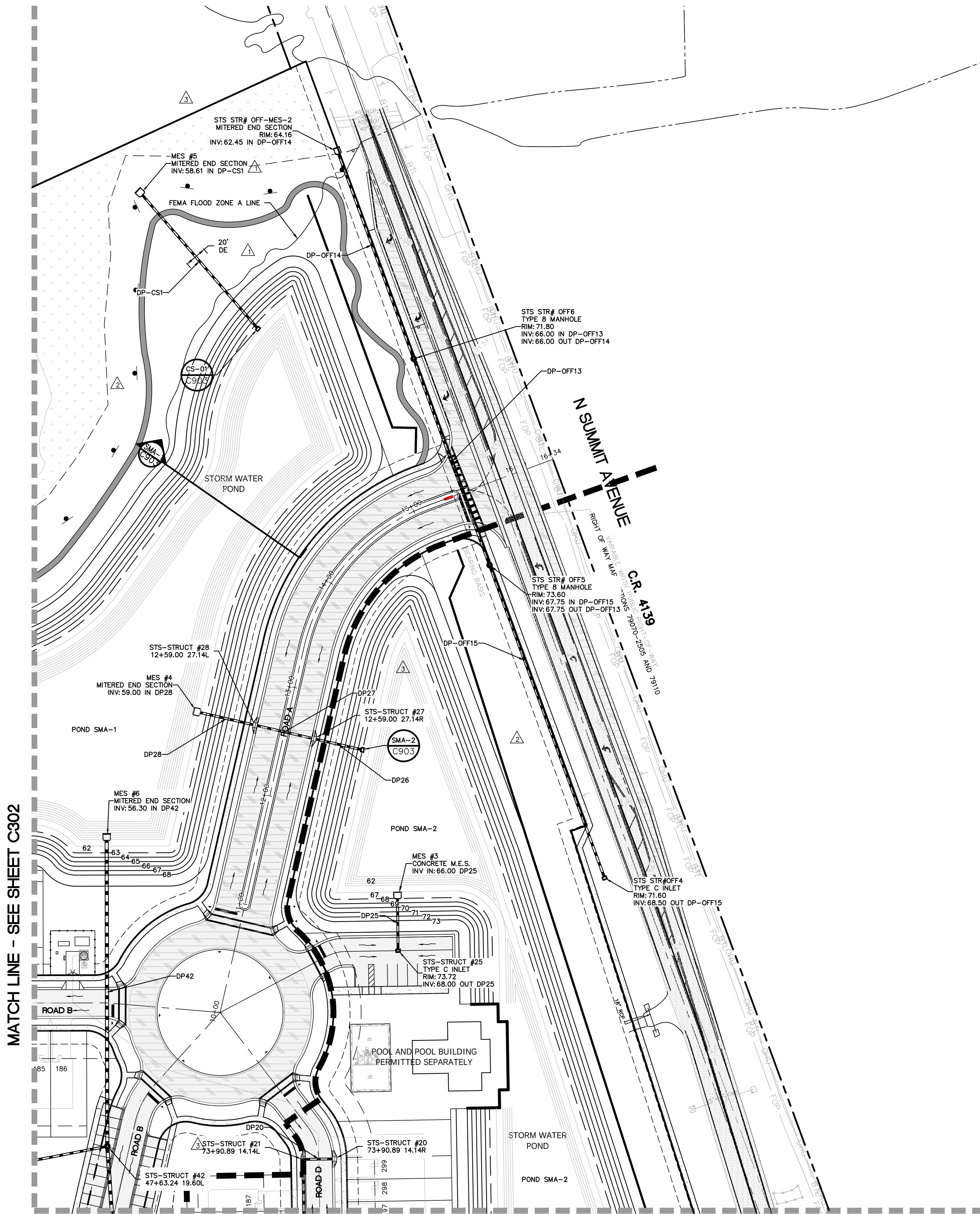


A diagram of a circular sector. The central angle is labeled 90° . The radius is labeled $5'$. The arc length is labeled $4'$. The sector is labeled 270° .

FIRE HYDRANT CLEARANCE DETAIL

- 1





STRUCTURE TABLE		STRUCTURE TABLE		STRUCTURE TABLE		STRUCTURE TABLE	
STRUCTURE:	DETAILS:	STRUCTURE:	DETAILS:	STRUCTURE:	DETAILS:	STRUCTURE:	DETAILS:
MES #1	MITERED END SECTION RM = 64.71 INV. IN = 62.00 (DP17)	STs-STRUCT #18	RM = 75.66 INV. IN = 70.99 (DP18)	STs-STRUCT #42	RM = 73.65 INV. IN = 62.53 (DP40)	STs STR# OFF-MES-1	RM = 71.16 INV. IN = 69.53 (DP-OFF4)
MES #2	MITERED END SECTION RM = 66.15 INV. IN = 64.00 (DP24)	STs-STRUCT #19	RM = 75.34 INV. IN = 70.60 (DP19)	STs-STRUCT #43	RM = 73.94 INV. IN = 63.90 (DP43)	STs STR# OFF-1	RM = 75.30 INV. OUT = 70.11 (DP-OFF1)
MES #3	MITERED END SECTION RM = 67.63 INV. IN = 66.00 (DP25)	STs-STRUCT #20	RM = 73.47 INV. IN = 68.92 (DP20)	STs-STRUCT #44	RM = 71.90 INV. IN = 63.80 (DP44)	STs STR# OFF-2	RM = 73.90 INV. IN = 69.70 (DP-OFF2)
MES #6	MITERED END SECTION RM = 59.01 INV. IN = 56.30 (DP42)	STs-STRUCT #21	RM = 73.47 INV. IN = 68.86 (DP21)	STs-STRUCT #45	RM = 71.50 INV. IN = 63.64 (DP45)	STs STR# OFF-3	RM = 71.11 INV. IN = 69.21 (DP-OFF3)
MES #7	MITERED END SECTION RM = 59.21 INV. IN = 56.00 (DP80)	STs-STRUCT #22	RM = 73.47 INV. IN = 68.20 (DP19)	STs-STRUCT #46	RM = 71.03 INV. IN = 63.57 (DP46)	STs STR# OFF-4	RM = 75.27 INV. IN = 68.63 (DP-OFF3)
STs-STRUCT #1	TYPE V INLET RM = 75.54 INV. IN = 72.00 (DP1)	STs-STRUCT #23	RM = 74.07 INV. IN = 68.14 (DP23)	STs-STRUCT #47	RM = 70.99 INV. IN = 63.51 (DP47)	STs STR# OFF-MES-2	RM = 64.16 INV. IN = 62.45 (DP-OFF14)
STs-STRUCT #2	TYPE V INLET RM = 75.55 INV. IN = 71.91 (DP1)	STs-STRUCT #24	RM = 75.00 INV. IN = 67.92 (DP23)	STs-STRUCT #48	RM = 71.19 INV. IN = 63.39 (DP45)	STs STR# OFF5	RM = 73.60 INV. IN = 67.75 (DP-OFF13)
STs-STRUCT #3	FOOT TYPE J MANHOLE RM = 76.48 INV. IN = 69.56 (DP3)	STs-STRUCT #25	RM = 73.72 INV. IN = 68.00 (DP25)	STs-STRUCT #49	RM = 70.51 INV. IN = 63.39 (DP46)	STs STR# OFF6	RM = 71.80 INV. IN = 66.00 (DP-OFF13)
STs-STRUCT #4	FOOT TYPE J MANHOLE RM = 75.98 INV. IN = 71.50 (DP5)	STs-STRUCT #29	RM = 73.27 INV. IN = 67.07 (DP29)	STs-STRUCT #50	RM = 70.51 INV. IN = 61.17 (DP49)	STs STR# OFF7	RM = 71.60 INV. OUT = 68.50 (DP-OFF15)
STs-STRUCT #7	TYPE V INLET RM = 75.93 INV. IN = 68.35 (DP4)	STs-STRUCT #30	RM = 73.37 INV. IN = 67.00 (DP29)	STs-STRUCT #51	RM = 72.02 INV. IN = 67.80 (DP51)		
STs-STRUCT #8	TYPE V INLET RM = 74.00 INV. IN = 69.86 (DP8)	STs-STRUCT #31	RM = 75.42 INV. IN = 66.53 (DP31)	STs-STRUCT #52	RM = 72.02 INV. IN = 67.74 (DP52)		
STs-STRUCT #9	TYPE V INLET RM = 74.00 INV. IN = 69.80 (DP8)	STs-STRUCT #32	RM = 75.75 INV. IN = 66.43 (DP31)	STs-STRUCT #53	RM = 74.87 INV. IN = 70.40 (DP53)		
STs-STRUCT #10	FOOT TYPE J MANHOLE RM = 75.36 INV. IN = 67.01 (DP7)	STs-STRUCT #33	RM = 75.75 INV. IN = 66.43 (DP31)	STs-STRUCT #54	RM = 74.87 INV. IN = 70.40 (DP53)		
STs-STRUCT #11	FOOT TYPE C INLET RM = 75.70 INV. IN = 70.55 (DP11)	STs-STRUCT #34	RM = 75.84 INV. IN = 65.85 (DP34)	STs-STRUCT #55	RM = 74.87 INV. IN = 70.40 (DP53)		
STs-STRUCT #12	TYPE V INLET RM = 74.77 INV. IN = 69.42 (DP11)	STs-STRUCT #35	RM = 73.98 INV. IN = 65.35 (DP35)	STs-STRUCT #56	RM = 72.57 INV. IN = 64.87 (DP35)		
STs-STRUCT #13	TYPE V INLET RM = 74.77 INV. IN = 66.61 (DP10)	STs-STRUCT #36	RM = 72.57 INV. IN = 64.87 (DP35)	STs-STRUCT #37	RM = 72.57 INV. IN = 65.27 (DP34)		
STs-STRUCT #14	FOOT TYPE J MANHOLE RM = 75.40 INV. IN = 66.25 (DP13)	STs-STRUCT #37	RM = 72.57 INV. IN = 65.27 (DP34)	STs-STRUCT #38	RM = 73.01 INV. IN = 64.41 (DP37)		
STs-STRUCT #15	FOOT TYPE J MANHOLE RM = 75.50 INV. IN = 66.00 (DP14)	STs-STRUCT #38	RM = 73.01 INV. IN = 64.41 (DP37)	STs-STRUCT #39	RM = 73.01 INV. IN = 64.41 (DP37)		
STs-STRUCT #16	TYPE V INLET RM = 76.11 INV. IN = 67.00 (DP16)	STs-STRUCT #39	RM = 73.01 INV. IN = 64.41 (DP37)	STs-STRUCT #40	RM = 73.32 INV. IN = 62.86 (DP39)		
STs-STRUCT #17	TYPE V INLET RM = 75.87 INV. IN = 65.75 (DP15)	STs-STRUCT #40	RM = 73.00 INV. IN = 62.86 (DP40)	STs-STRUCT #40A	RM = 73.00 INV. IN = 62.86 (DP40A)		
		STs-STRUCT #41	RM = 71.50 INV. IN = 67.12 (DP41)				

PIPE TABLE						PIPE TABLE						PIPE TABLE						PIPE TABLE					
NAME	SIZE	LENGTH	SLOPE	MAT'L		NAME	SIZE	LENGTH	SLOPE	MAT'L		NAME	SIZE	LENGTH	SLOPE	MAT'L		NAME	SIZE	LENGTH	SLOPE	MAT'L	
DP1	18"	28.94'	0.32%	PP		DP22	24"	28.75'	0.20%	PP		DP45	18"	81.46'	0.31%	PP		DP-OFF1	18"	124.66'	0.33%	PP	
DP2	18"	40.45'	0.20%	PP		DP23	24"	107.72'	0.20%	PP		DP46	18"	29.85'	0.20%	PP		DP-OFF2	18"	323.65'	0.20%	PP	
DP3	18"	53.46'	0.20%	PP		DP24	24"	46.03'	8.52%	PP		DP47	18"	33.20'	0.38%	PP		DP-OFF3	18"	290.18'	0.20%	PP	
DP4	18"	131.98'	0.92%	PP		DP25	18"	48.98'	4.08%	PP		DP48	30"	30.82'	0.20%	PP		DP-OFF4	18"	194.67'	0.18%	PP	
DP5	18"	28.80'	0.87%	PP		DP29	18"	31.84'	0.20%	PP		DP49	30"	28.25'	0.20%	PP		DP-OFF13	18"	197.80'	0.88%	PP	
DP7	24"	145.02'	0.92%	PP		DP30	18"	294.65'	0.19%	PP		DP50	30"	146.63'	0.20%	PP		DP-OFF14	18"	198.37'	1.79%	PP	
DP8	18"	28.31'	0.20%	PP		DP31	18"	55.19'	0.18%	PP		DP51	18"	28.83'	0.21%	PP		DP-OFF15	18"	300.00'	0.25%	PP	
DP9	18"	69.97'	0.14%	PP		DP33	24"	282.27'	0.17%	PP		DP52	30"	321.16'	0.20%	PP							
DP10	24"	199.57'	0.20%	PP		DP34	24"	290.32'	0.20%	PP		DP53	18"	29.88'	0.20%	PP							
DP11	18"	49.50'	2.28%	PP		DP35	18"	124.82'	0.39%	PP		DP54	18"	13.15'	0.23%	PP							
DP12	18"	28.22'	2.07%	PP		DP36	18"	28.26'	0.30%	PP		DP55	18"	144.12'	0.35%	PP							
DP13	30"	83.22'	0.43%	PP		DP37	24"	188.11'	0.20%	PP		DP56	30"	272.52'	0.20%	PP							
DP14	30"	28.72'	0.87%	PP		DP38	18"	28.10'	0.71%	PP		DP57	18"	29.66'	0.67%	PP							
DP15	30"	86.44'	0.28%	PP		DP39	24"	59.03'	0.66%	PP		DP58	30"	137.18'	0.21%	PP							
DP16	18"	46.60'	0.51%	PP		DP40	30"	120.85'	0.27%	PP		DP59	18"	28.90'	0.68%	PP							
DP17	30"	154.18'	0.32%	PP		DP40A	18"	42.86'	1.17%	PP		DP60	36"	154.28'	2.21%	PP							
DP18	18"	65.04'	0.60%	PP		DP41	18"	102.77'	3.78%	PP													
DP19	18"	237.43'	1.01%	PP		DP42	30"	277.29'	2.25%	PP													
DP20	18"	28.24'	0.21%	PP		DP43	18"	28.98'	0.35%	PP													
DP21	24"	105.85'	0.21%	PP		DP44	18"	40.59'	0.39%	PP													

MATCH LINE - SEE SHEET C302

MATCH LINE - SEE SHEET C303

MADDEN
WOODHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

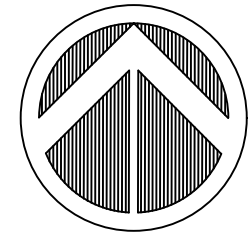
DRAINAGE PLAN
FOR
SUMMIT PLACE
CITY OF DELAND, FLORIDA

DR. HORTON
10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 850-5200

ENGINEER: BENJAMIN S. BECKHAM
STATE OF FLORIDA
NO. 19452
DATE: 07/26/24
CITY OF DELAND, FLORIDA
PROJECT: SUMMIT PLACE
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

REV.	DATE	DESCRIPTION
1	1/23/24	REV. PER CITY OF DELAND COMMENTS DATED 1/9/23
2	10/27/23	REVISED PER SUMMIT COMMENTS
3	02/07/24	CONTRACTOR RFI
4	07/26/24	REVISED PER CITY OF DELAND COMMENTS
5	07/26/24	REVISED PER CITY OF DELAND COMMENTS
6	07/26/24	REVISED PER CITY OF DELAND COMMENTS
7	07/26/24	REVISED PER CITY OF DELAND COMMENTS
8	07/26/24	REVISED PER CITY OF DELAND COMMENTS
9	07/26/24	REVISED PER CITY OF DELAND COMMENTS
10	07/26/24	REVISED PER CITY OF DELAND COMMENTS
11	07/26/24	REVISED PER CITY OF DELAND COMMENTS

JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

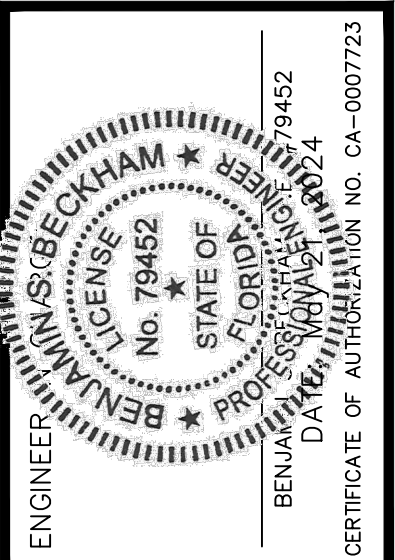


MATCH LINE - SEE SHEET C303



DRAINAGE PLAN
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

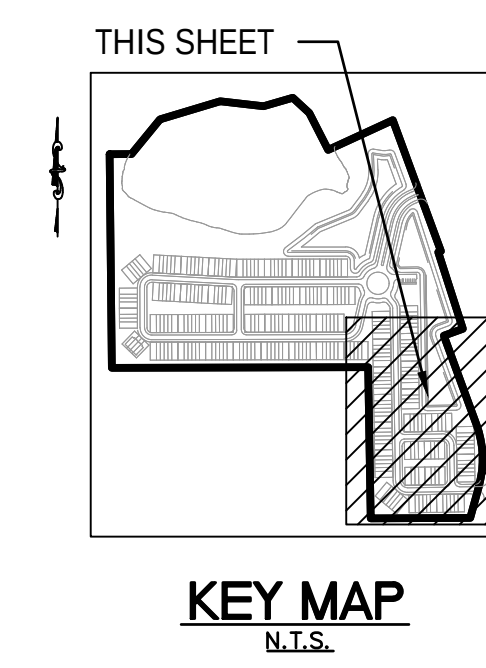
DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



	DATE	REVISIONS
1	3/15/23	REV PER CITY OF DELAND COMMENTS DATED 03/09/23
2	1/23/24	REV PER QC REVIEW
3	02/02/2024	CONTRACTOR RFI
4		
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10		
11		

JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ 1"=50'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

△₁ C302



DRAINAGE PLAN

FOR

SUMMIT PLACE

CITY OF DELAND

FLORIDA

ENGINEER

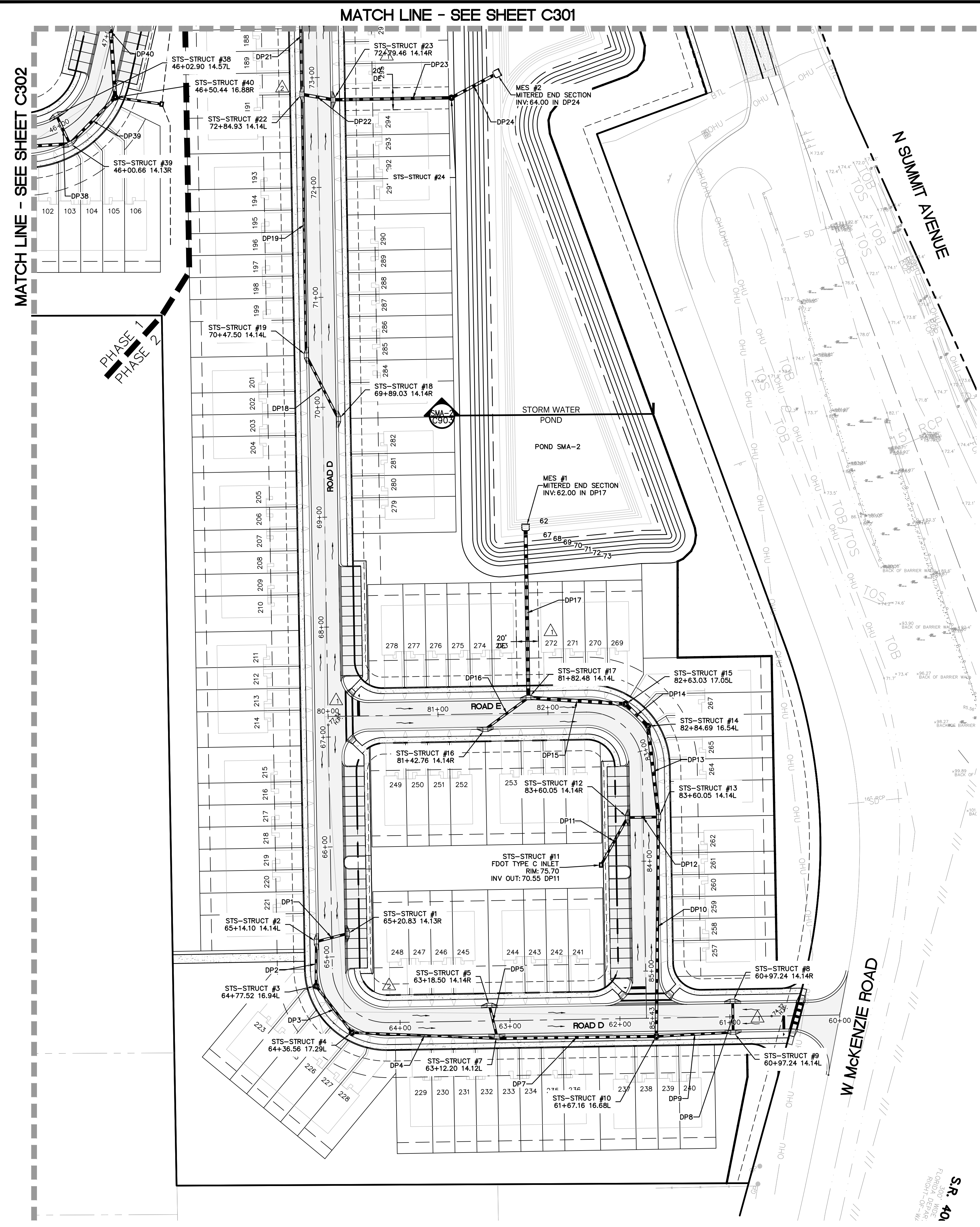


BENJAMIN S. BECKHAM, License No. 79452
DAVENPORT, FLORIDA 33424

CERTIFICATE OF AUTHORIZATION NO. CA-0007723

JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ 1"=50'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

 C303



S.R. 401
300' WIDE
FLORIDA DEPAR.
RIGHT-OF-WAY



GRADING PLAN

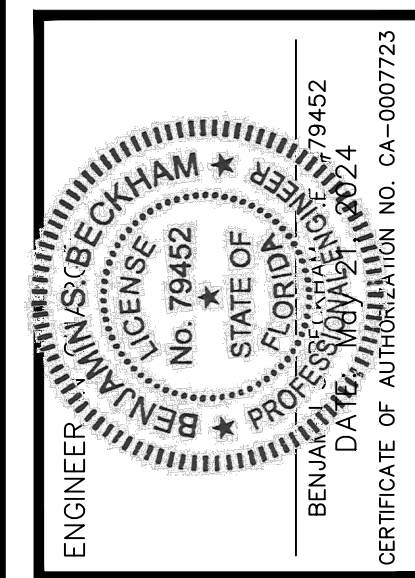
FOR

SUMMIT PLACE

CITY OF DELAND

FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
2	6/13/23	REV. PER SRMDO
3	1/25/24	REV. PER OC REVIEW
4	02/03/2024	CONTRACTOR RFI
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	DATE	REVISIONS

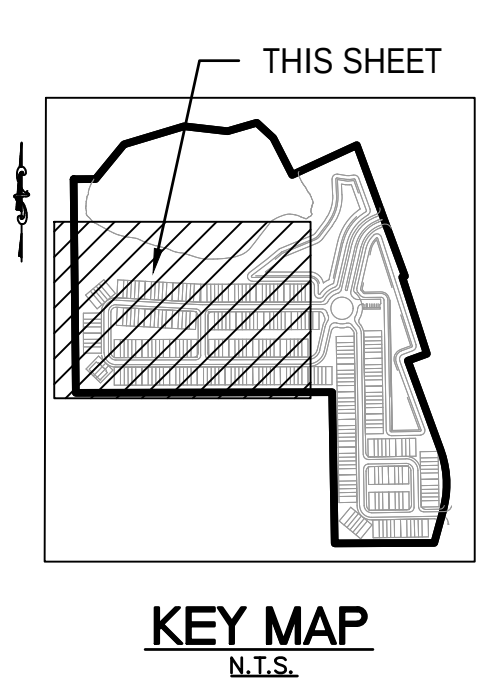
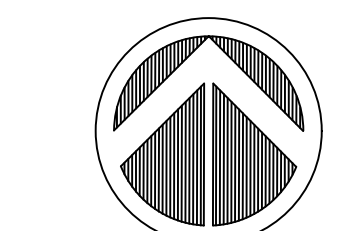
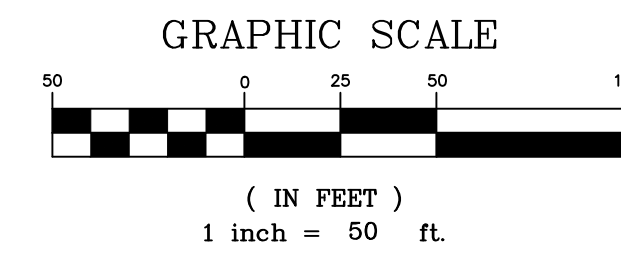
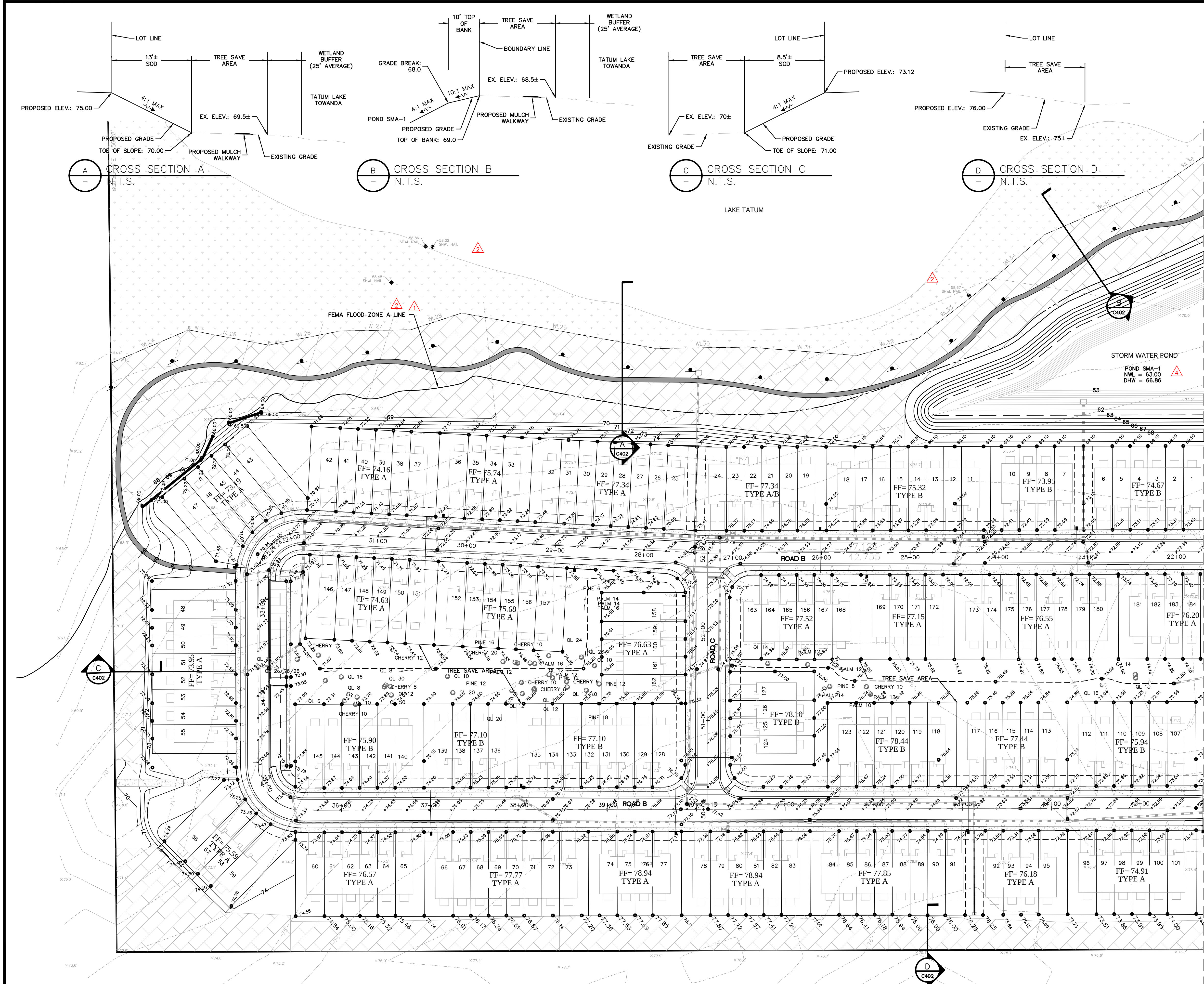
JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ 1"=50'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

C401



MATCH LINE - SEE SHEET C403

- NOTES:**
1. ALL LOTS THAT HAVE SLOPES GREATER THAN 20% FROM FFE TO SIDE LOT LINE WILL REQUIRE A THICKENED EDGE SLAB.
 2. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE CENTER LINE ELEVATION OF THE ADJACENT ROADWAY.
 3. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE ESTABLISHED BASE FLOOR ELEVATION AND/OR 12" ABOVE THE 100 YR 24HR DESIGN HIGH WATER ELEVATION OF THE ADJACENT DETENTION AREA.
 4. MAXIMUM GRADE TRANSITION SLOPE AND SWALE SIDE SLOPE IS 4:1 (H:V)
 5. MINIMUM GUTTER SLOPE IS 0.24%.
 6. SEE SHEET C701 FOR PROPOSED SEDIMENTATION CONTROL TECHNIQUES.
 7. CONTRACTOR TO GRADE LOT PAD 10" (0.83') LOWER THAN FINISHED FLOOR ELEVATION.



MATCH LINE - SEE SHEET C403

MATCH LINE - SEE SHEET C403

- NOTES:
1. ALL LOTS THAT HAVE SLOPES GREATER THAN 20% FROM FFE TO SIDE LOT LINE WILL REQUIRE A THICKENED EDGE SLAB.
 2. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE CENTER LINE ELEVATION OF THE ADJACENT ROADWAY.
 3. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE ESTABLISHED BASE FLOOD ELEVATION AND/OR 12" ABOVE THE 100 YR 24HR DESIGN HIGH WATER ELEVATION OF THE ADJACENT DETENTION AREA.
 4. MAXIMUM GRADE TRANSITION SLOPE AND SWALE SIDE SLOPE IS 4:1 (H:V)
 5. MINIMUM GUTTER SLOPE IS 0.24%.
 6. SEE SHEET C701 FOR PROPOSED SEDIMENTATION CONTROL TECHNIQUES.
 7. NO CLEARING OR GRADING WITHIN TREE SAVE AREA

MADDEN
HOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

GRADING PLAN
FOR
SUMMIT PLACE
CITY OF BELAND
FLORIDA

DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

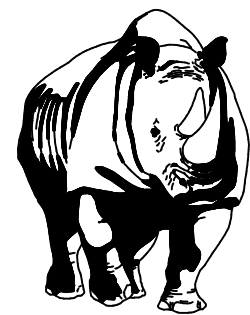
ENGINEER
BENJAMIN S. BLOCHAM
LICENSE NO. 79452
STATE OF FLORIDA
DATE: 07/20/23
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

REV.	DATE	DESCRIPTION
1	03/05/23	REV. PER CITY OF BELAND COMMENTS DATED 03/09/23
2	05/03/23	REV. PER SRWMD
3	07/20/23	REV. PER QC REVIEW

DATE	REVISIONS
03/05/23	1
05/03/23	2
07/20/23	3

JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C402

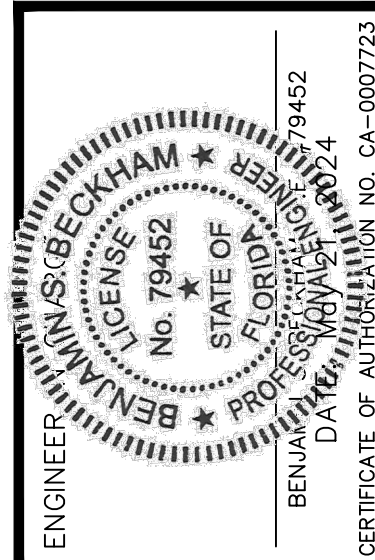


MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

OFF-SITE DIMENSION, STRIPING, AND SIGNAGE PLAN
FOR
SUMMIT PLACE
CITY OF BELAND FLORIDA

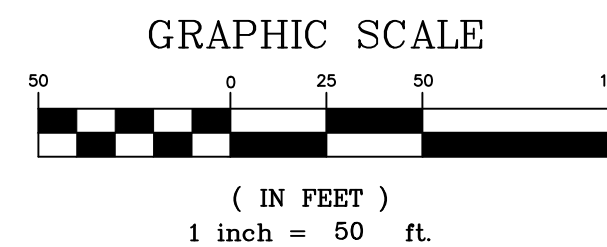
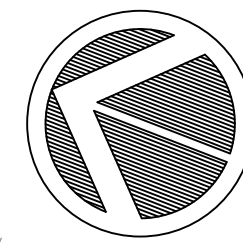
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



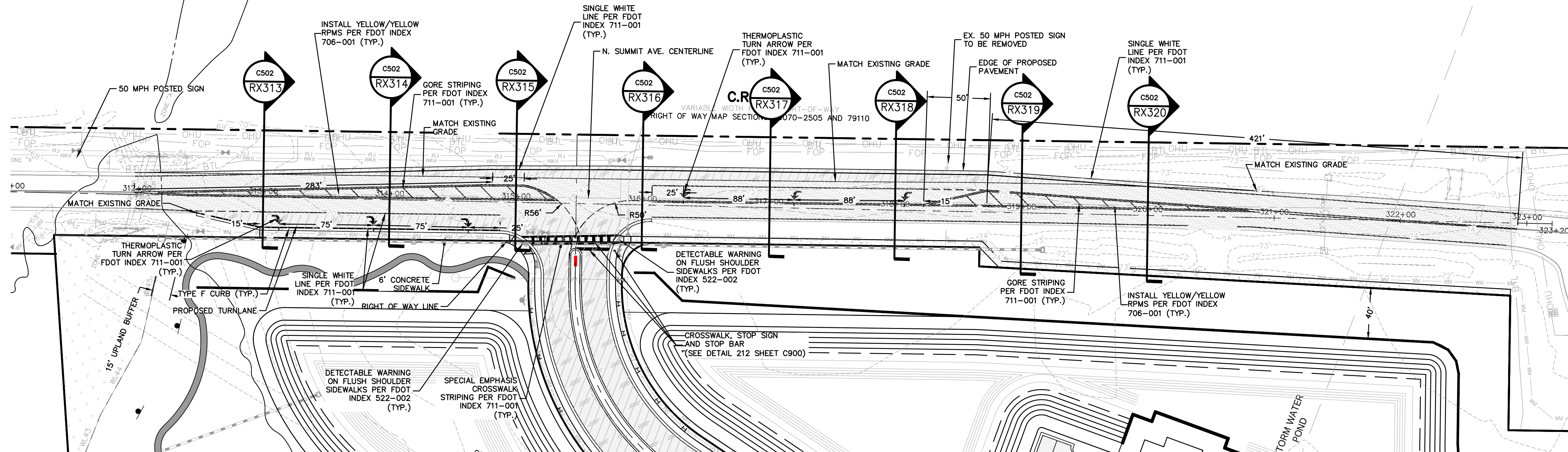
NO.	REVISIONS	DATE
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JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

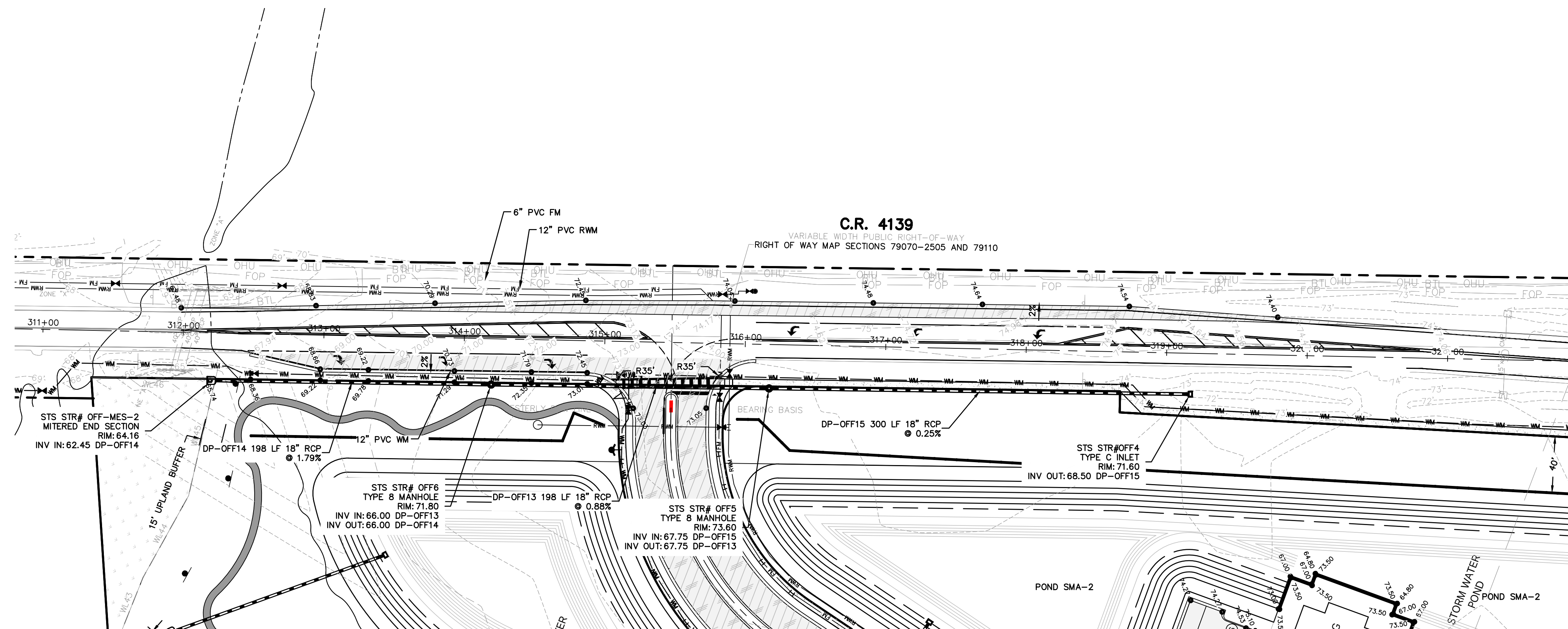
C501



HATCH LEGEND



OFFSITE DEMINESION, STRIPING AND SIGNAGE PLAN
N SUMMIT AVENUE



OFFSITE GRADING AND DRAINAGE PLAN
N SUMMIT AVENUE

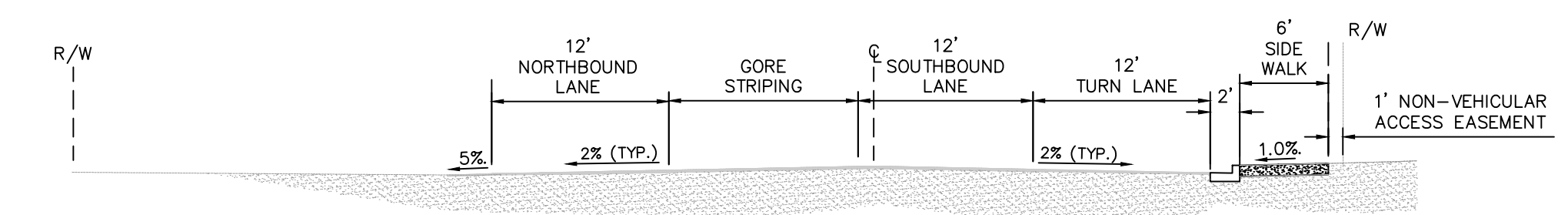
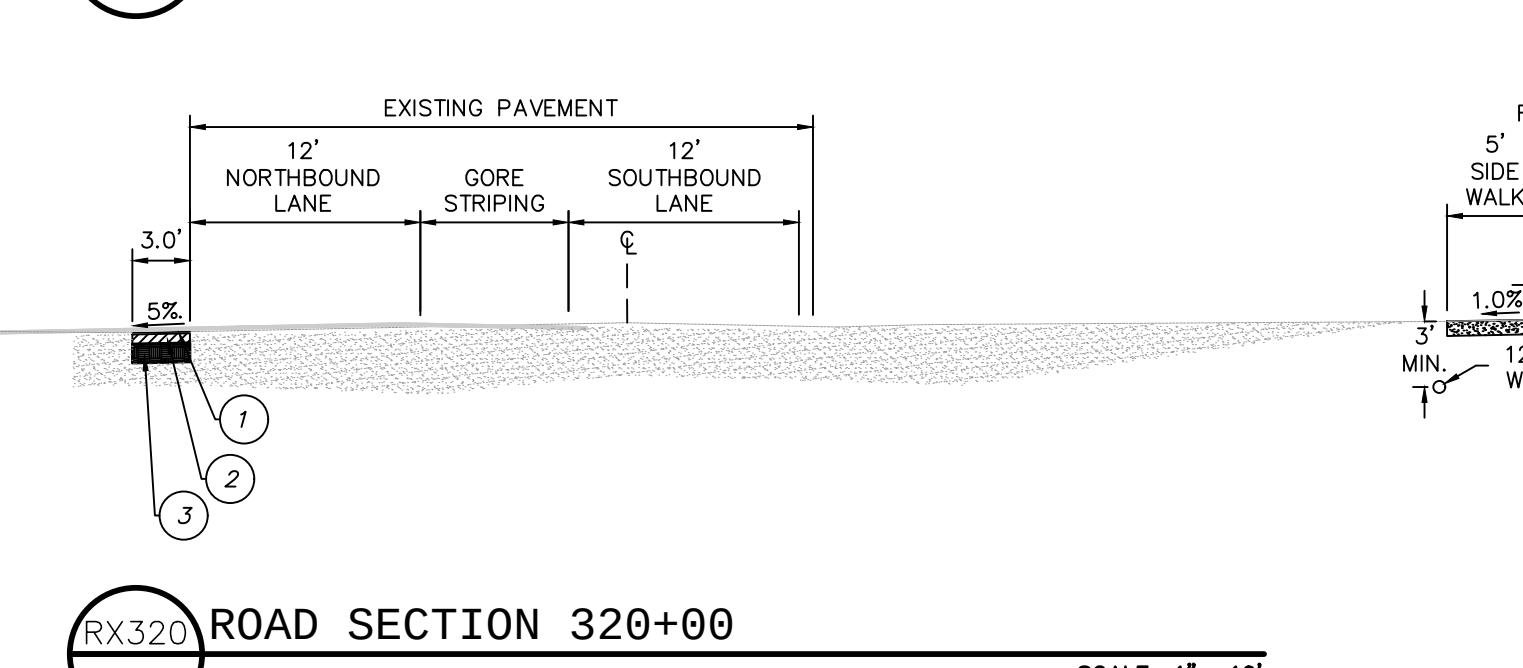
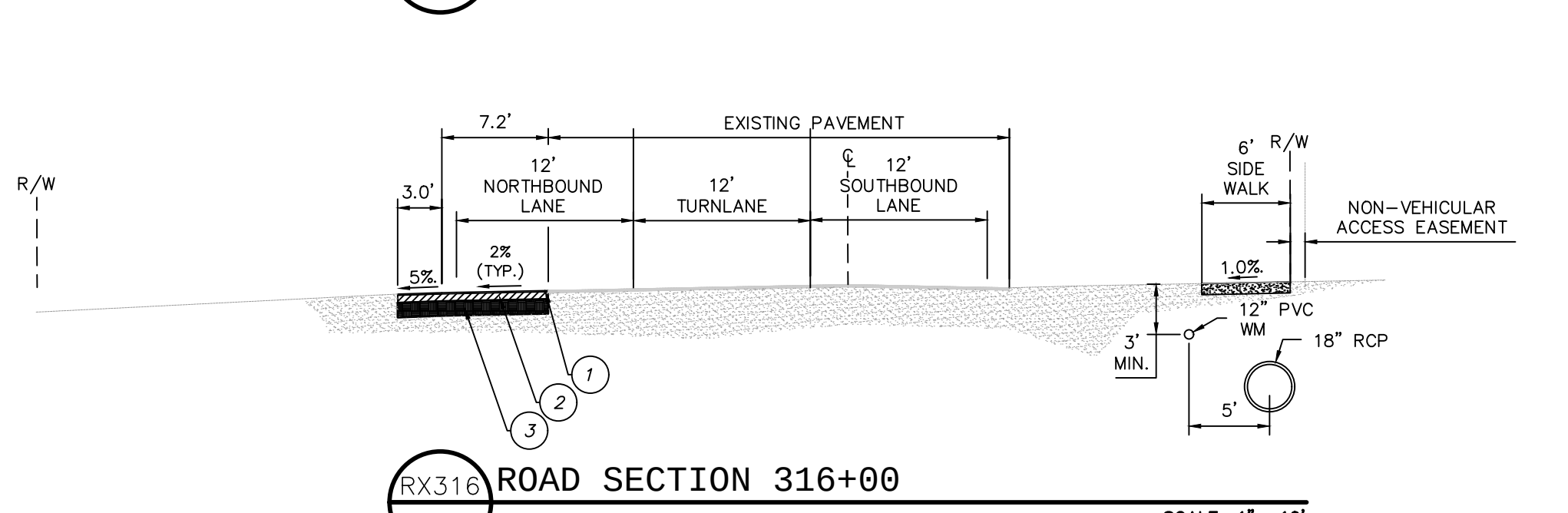
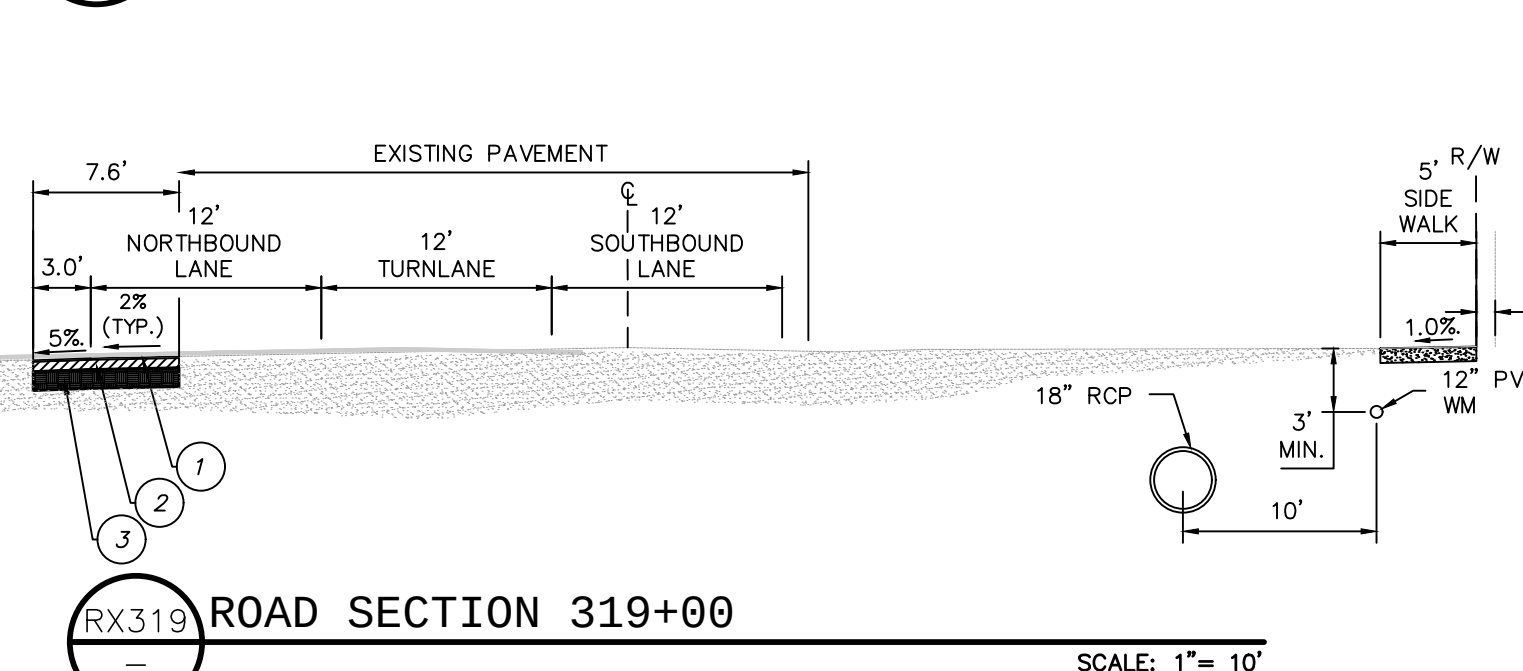
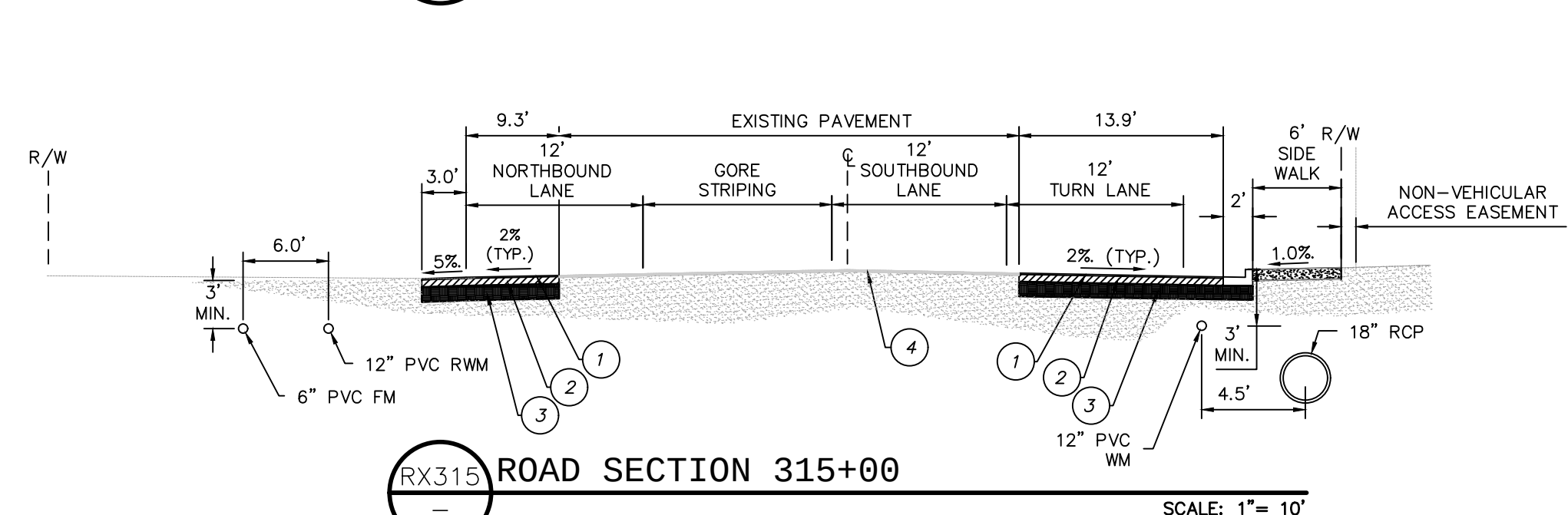
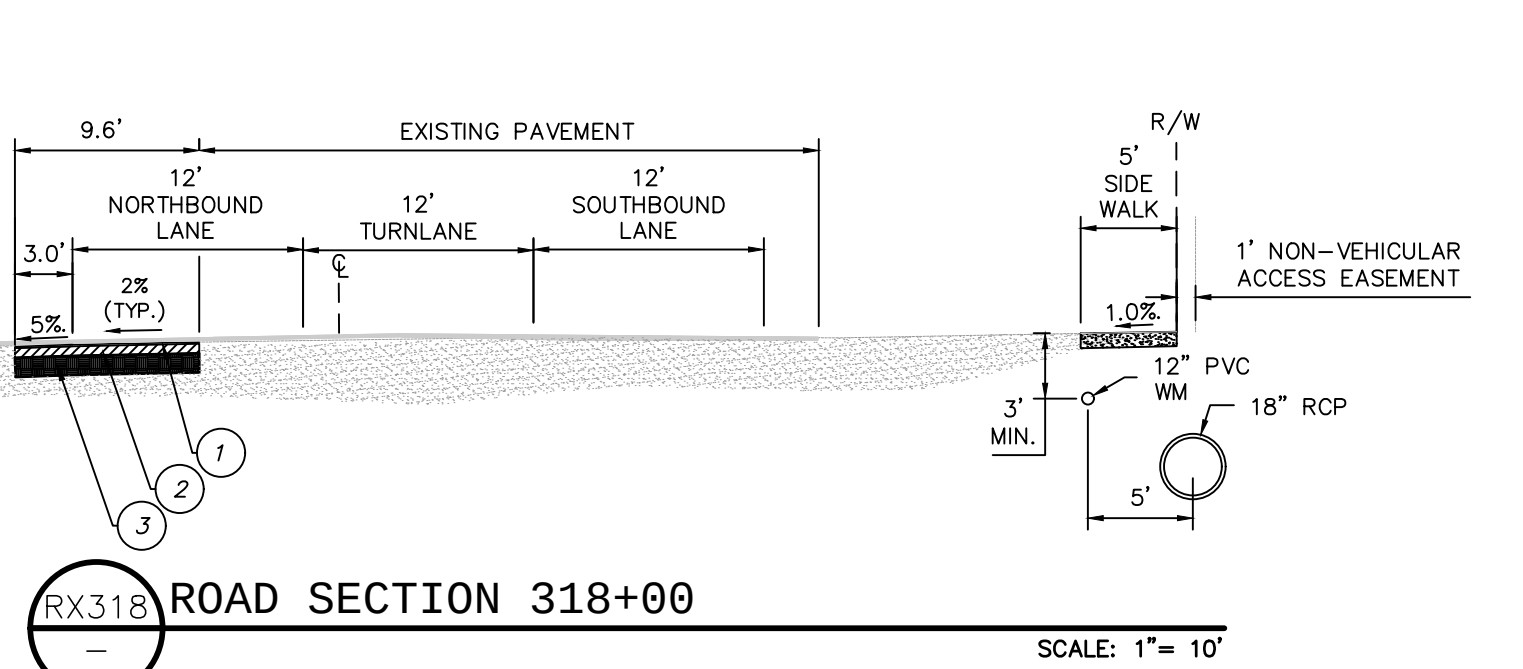
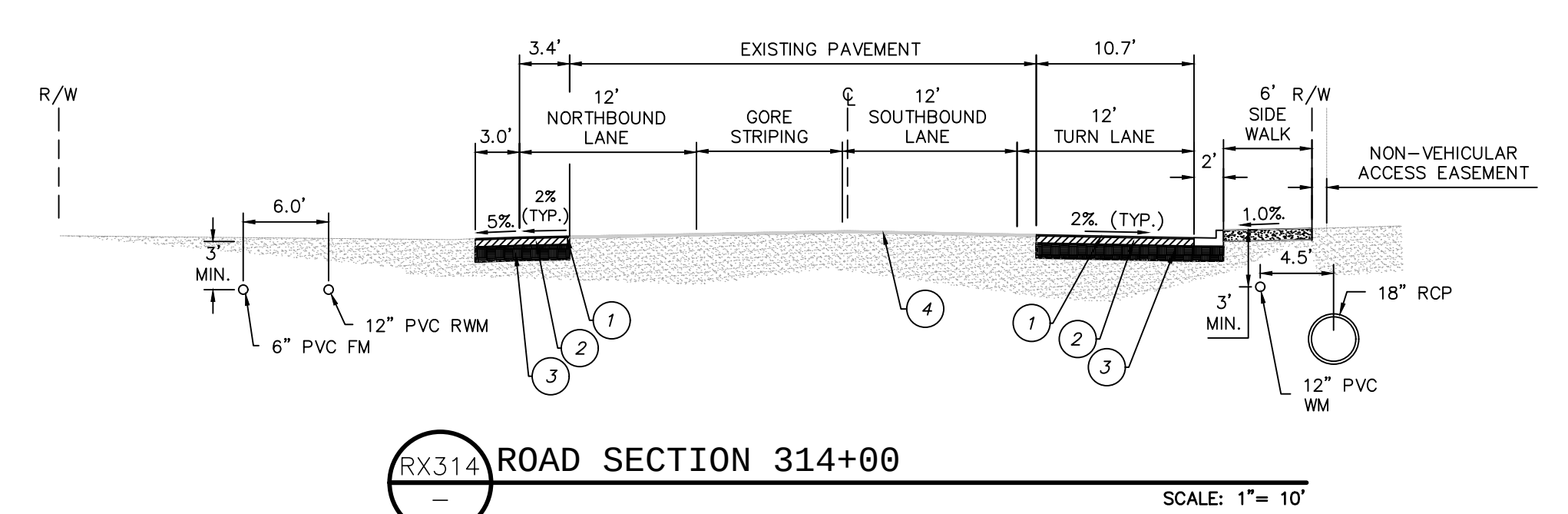
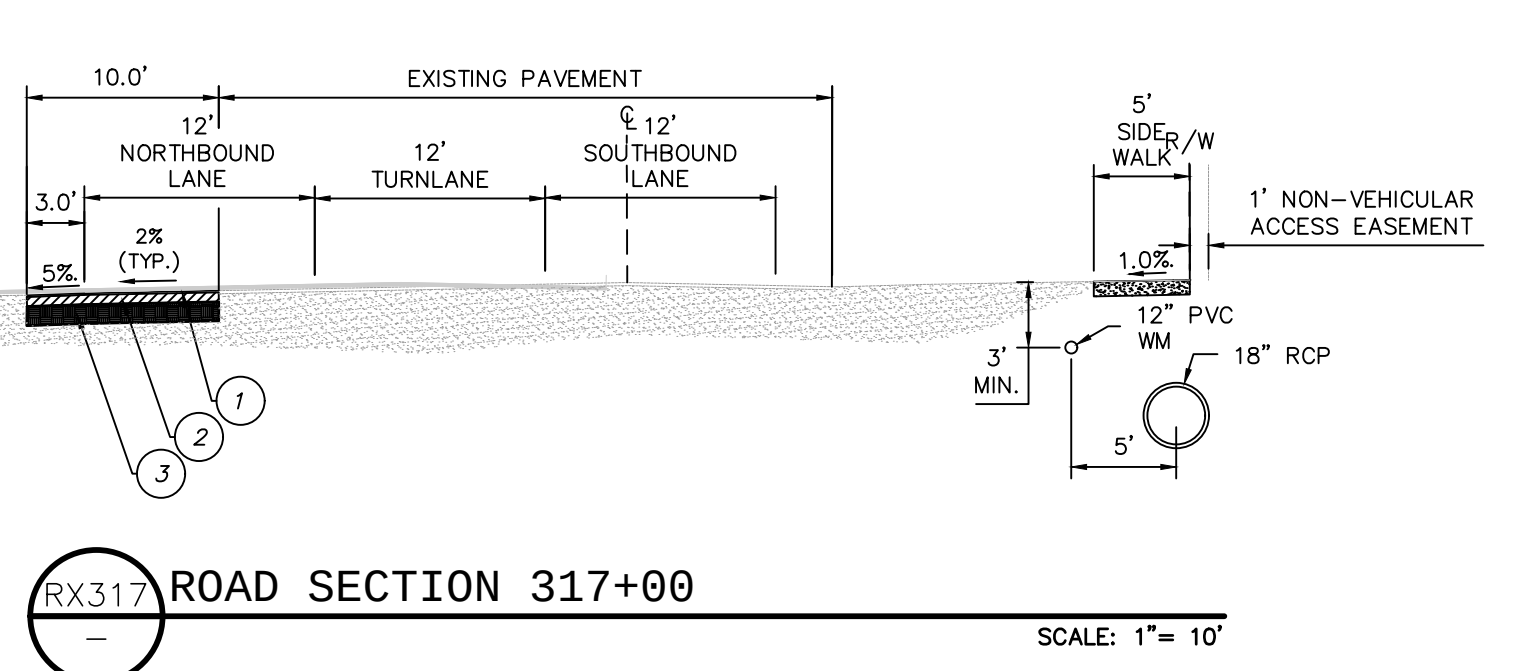
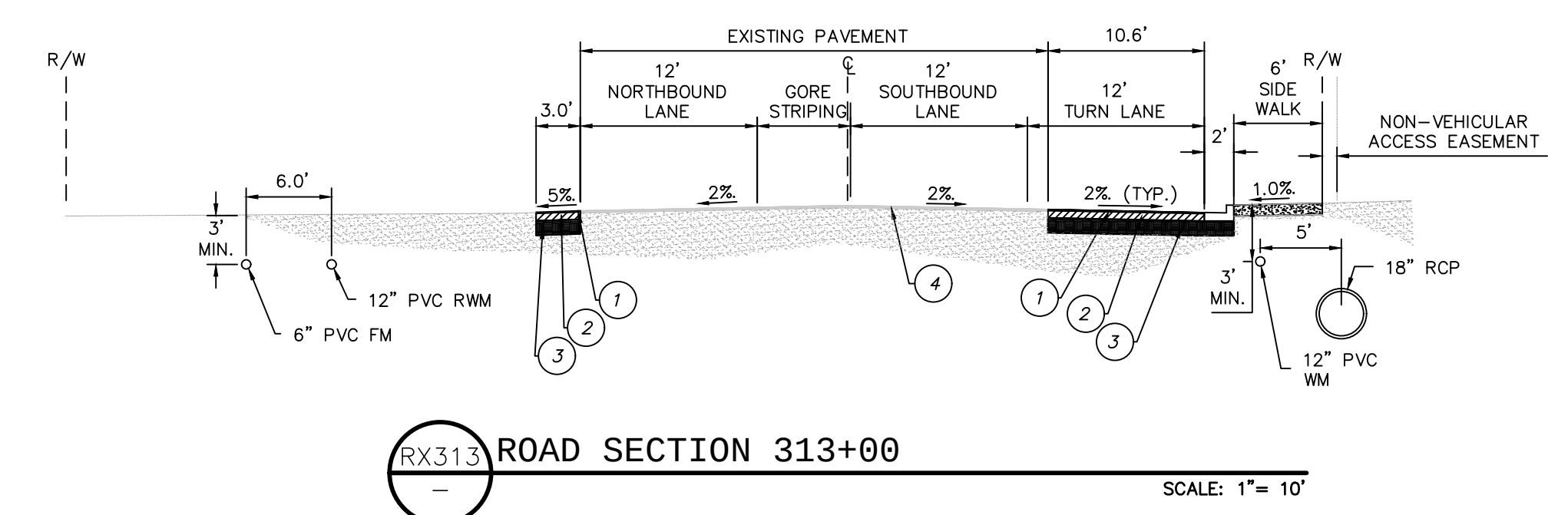
NOTES:

- ALL WORK PER 2023 FDOT STANDARD PLANS AND 2023 FDOT DESIGN MANUAL
- INSTALL THERMOPLASTIC STRIPING AND ARROWS PER FDOT STD. PLAN 711-001
- INSTALL RAISED PAVEMENT MARKERS PER FDOT STD. PLAN 706-001
- INSTALL SOD AT ALL AREAS DISTURBED BY CONSTRUCTION
- ALL AFFECTED SIDEWALKS, RAMPS, AND CROSSWALKS ARE TO BE BUILT AND INSPECTED TO MEET CURRENT ADA REQUIREMENTS.
- MAXIMUM SLOPE IN SWALE AREAS IS 4:1
- INTERSECTION CLEAR SIGHT AREAS ARE TO BE MAINTAINED PER FDOT FDM 212.11
- MAINTENANCE OF TRAFFIC SHALL BE PER FDOT STD. PLANS 102-600, 102-601, 102-602, AND 102-603
- STRUCTURAL SECTION OF THE EXISTING PAVED SHOULDERS WILL NEED TO BE FIELD VERIFIED. SAW CUTTING AT THE LANE LINE SHALL BE REQUIRED IF EXISTING PAVED SHOULDERS WERE NOT CONSTRUCTED TO THE FULL DEPTH ROADWAY PAVEMENT SECTION.
- ALL ASPHALT MIX DESIGNS MUST BE PREAPPROVED BY VOLUSIA COUNTY BEFORE PLACEMENT.
- ANY NECESSARY OVERBUILD GREATER THAN THE STANDARD MILL AND RESURFACING WILL NEED APPROVAL IN THE FIELD BY COUNTY INSPECTOR.
- NOTIFY VOLUSIA COUNTY DEVELOPMENT ENGINEERING DIVISION AT (386) 736-5926 A MINIMUM OF 24 HOURS PRIOR TO THE START OF CONSTRUCTION. FAILURE OF THE PERMITTEE TO OBTAIN THE APPROPRIATE INSPECTIONS PRIOR TO PROCEEDING WITH WORK SHALL NOT RELIEVE THE PERMITTEE FROM REEXCAVATION OR OTHER MEASURES NECESSARY FOR THE INSPECTION OF WORK.
- VOLUSIA COUNTY TRAFFIC ENGINEERING (386) 736-5968 IS NOT A MEMBER OF SUNSHINE ONE CALL. WHEN REQUESTING LOCATES, PLEASE PROVIDE A MINIMUM ADVANCED NOTIFICATION OF TWO (2) BUSINESS DAYS PRIOR TO PROPOSED WORK.
- COORDINATION WITH VOLUSIA COUNTY TRAFFIC OPERATIONS (386) 239-6535 IS REQUIRED WITH A MINIMUM ADVANCED NOTICE OF SEVEN (7) DAYS PRIOR TO ANY SIDEWALK, LANE OR ROAD CLOSURE (INCLUDING FLAGGING OPERATIONS).
- OPERATIONS WITHIN THE COUNTY RIGHT-OF-WAY SHALL NORMALLY BE CONDUCTED 7:00 AM TO 7:00 PM, MONDAY THROUGH FRIDAY. ANY DEVIATION FROM THESE HOURS REQUIRES PRIOR APPROVAL FROM THE COUNTY DEVELOPMENT ENGINEER. EMERGENCY REPAIRS ARE EXCLUDED FROM THIS TIME RESTRICTION.
- DRIVING OR STAGING OF CONSTRUCTION VEHICLES OR MATERIALS IS NOT PERMITTED WITHIN THE COUNTY RIGHT-OF-WAY OR ON PEDESTRIAN WALKWAYS AND PATHS. THERE SHALL BE NO OVERNIGHT CONSTRUCTION VEHICLE RELATED PARKING, CONSTRUCTION MATERIAL PLACEMENT OR STORAGE OF ANY KIND PERMITTED WITHIN THE COUNTY RIGHT-OF-WAY.
- NO TRENCH OR EXCAVATION SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT, UNLESS APPROVED BY THE COUNTY DEVELOPMENT ENGINEERING INSPECTOR. EXCAVATIONS SHALL MEET THE DROP OFF PROTECTION REQUIREMENTS OF THE LATEST FDOT DESIGN STANDARD INDEX NO. 600.
- RESTORATION SHALL BE REQUIRED FOR ANY DAMAGE TO SIDEWALKS, CURBS, OR OTHER EXISTING STRUCTURES IN THE RIGHT-OF-WAY. ALL DISTURBED AREAS WITHIN THE COUNTY RIGHT OF WAY SHALL BE RE-GRADED AND SODDED. SEED AND MULCH IS NOT AN ACCEPTABLE ALTERNATIVE TO SODDING.
- FOR EXISTING STRIPING TO BE REMOVED VIA GRINDING, THE LATEST, LEAST AGGRESSIVE METHODS SHALL BE USED.

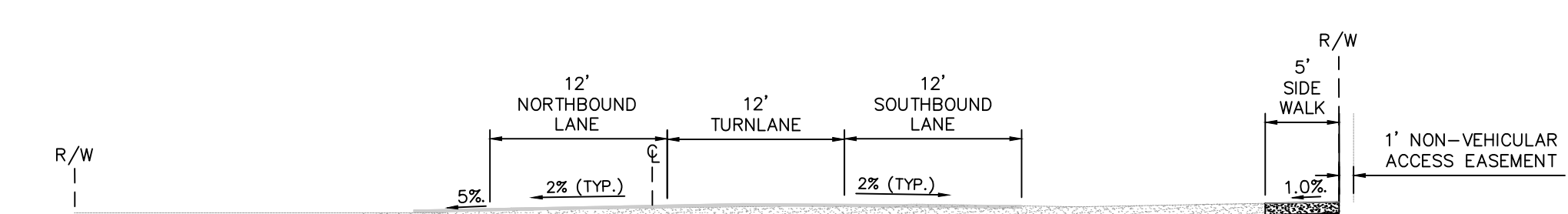
NO.	DATE	REVISIONS
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JOB # 21886
DATE: 02/20/23
SCALE: NA
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C502



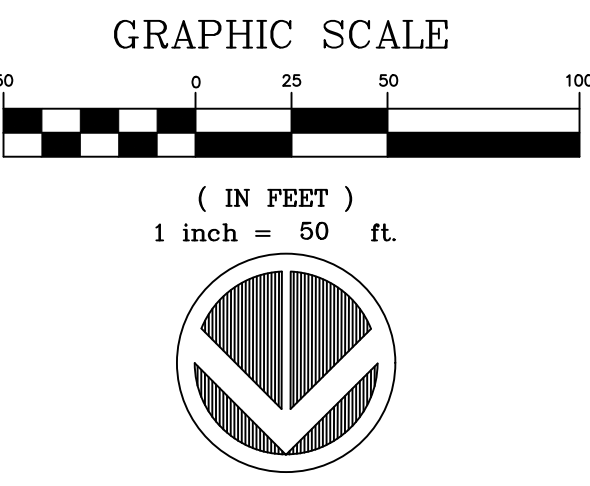
TYPICAL RIGHT TURN ROAD SECTION
SCALE: 1"= 10'



TYPICAL LEFT TURN ROAD SECTION
SCALE: 1"= 10'

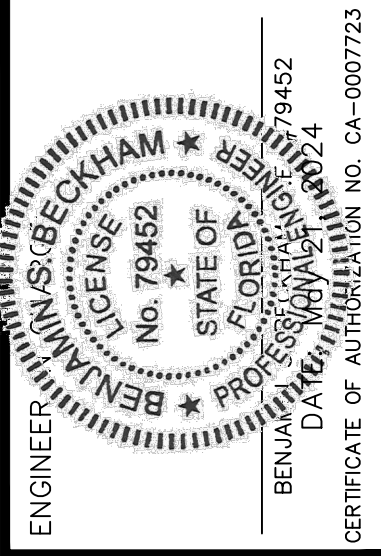
ROADWAY PAVEMENT SECTIONS

- 1.25" MIN. FDOT FRICTION COURSE TYPE FC-9.5 (TRAFFIC LEVEL C) ASPHALT @ MAX 20% RECYCLED MATERIALS.
- 2.0" MIN. FDOT SUPERPAVE STRUCTURE COURSE TYPE SP-12.5 (TRAFFIC LEVEL C) ASPHALT @ MAX. 30% RECYCLED MATERIALS.
- 10" LIMEROCK OR OTHER APPROVED BASE GROUP 9 COMPACTED TO A 98% MAXIMUM DRY DENSITY PER AASHTO T-180 AND CONSTRUCTED IN TWO LIFTS.
- 12" STABILIZED SUBGRADE LBR 40 COMPACTED TO A 98% MAXIMUM DRY DENSITY PER AASHTO T-180.
- MILL AND RESURFACE. WHEN RESURFACING, A 2.0% SLOPE MUST BE MAINTAINED OR CREATED.



STREET B-1 PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

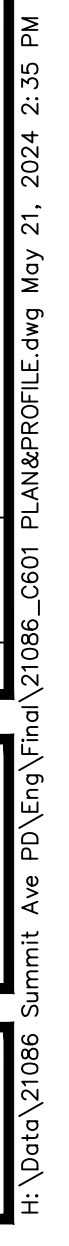
DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

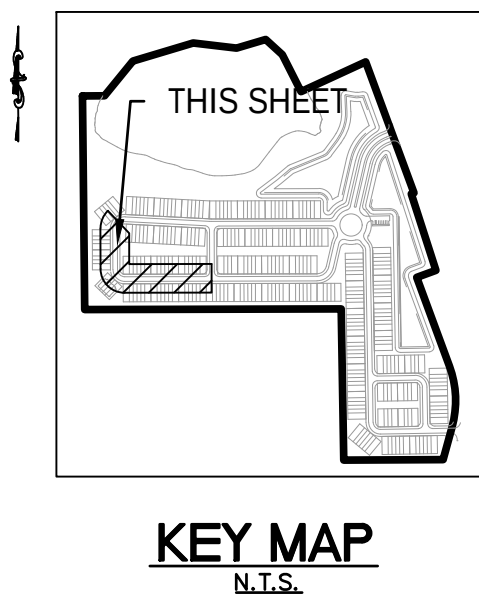
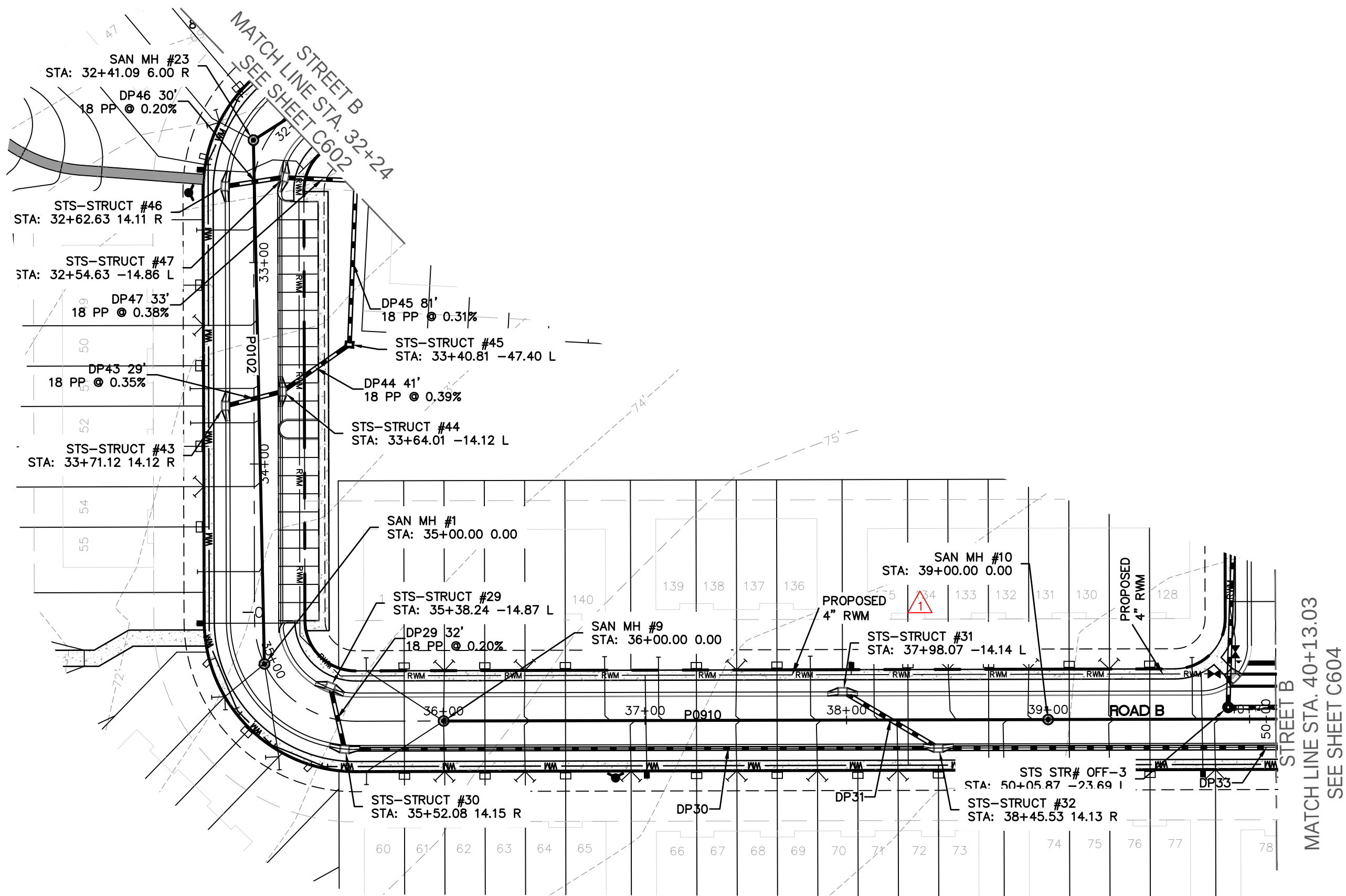
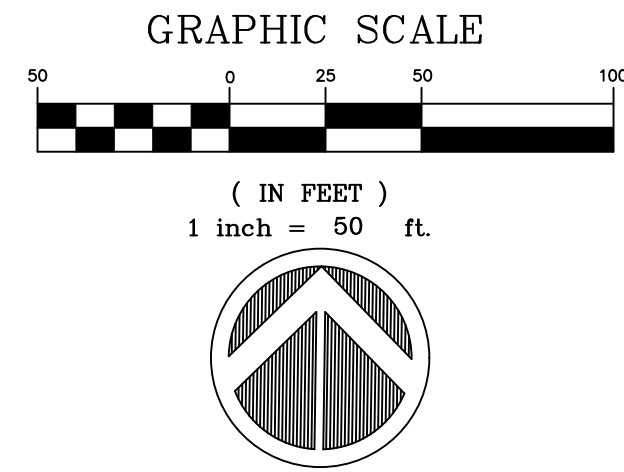


1	3/15/23	REV. PER CITY OF BELAND COMMENTS DATED 3/9/23
2	1/23/24	REV. PER CG REVIEW
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	DATE	REVISIONS

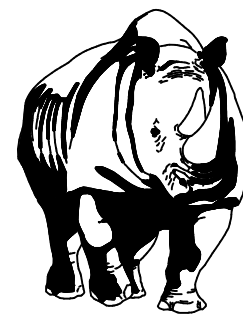
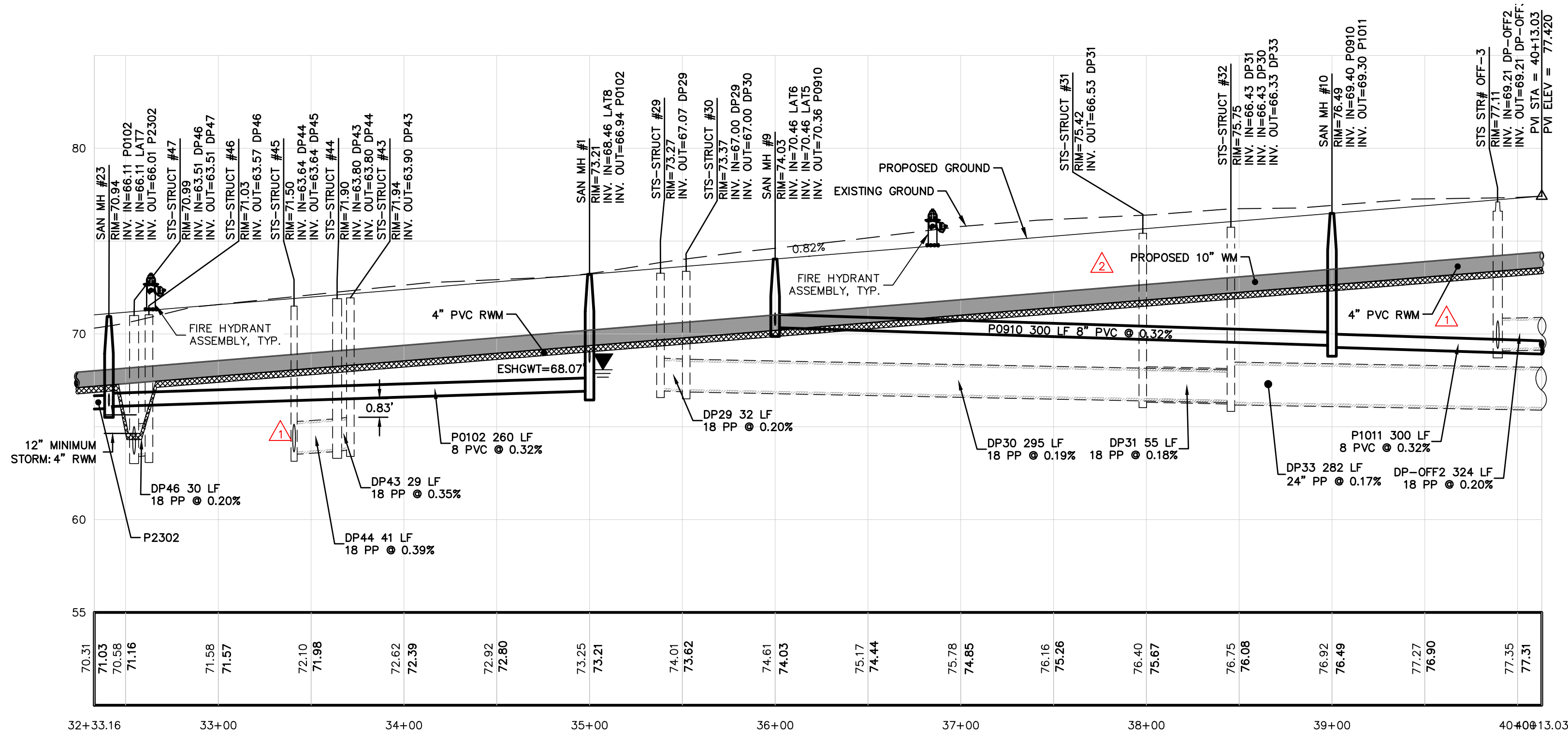
JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ 1"=50'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

C602





ROAD B



MADDEN
WOODHEAD & STOKES, LLC
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

STREET B-2 PLAN + PROFILE

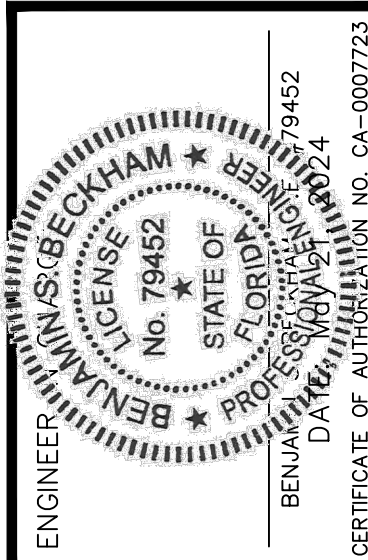
FOR

SUMMIT PLACE

FLORIDA

CITY OF DELAND

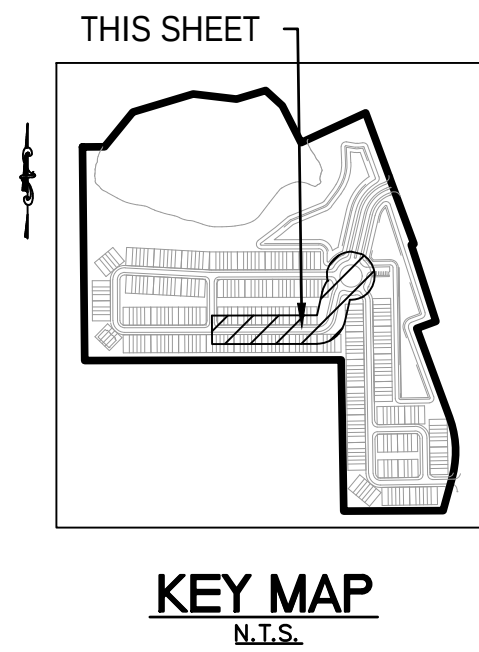
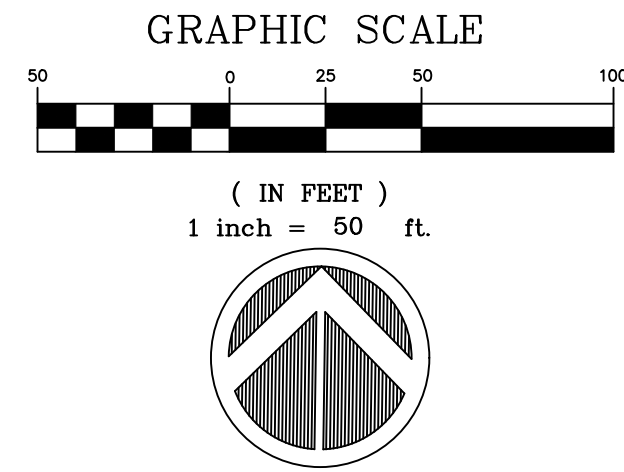
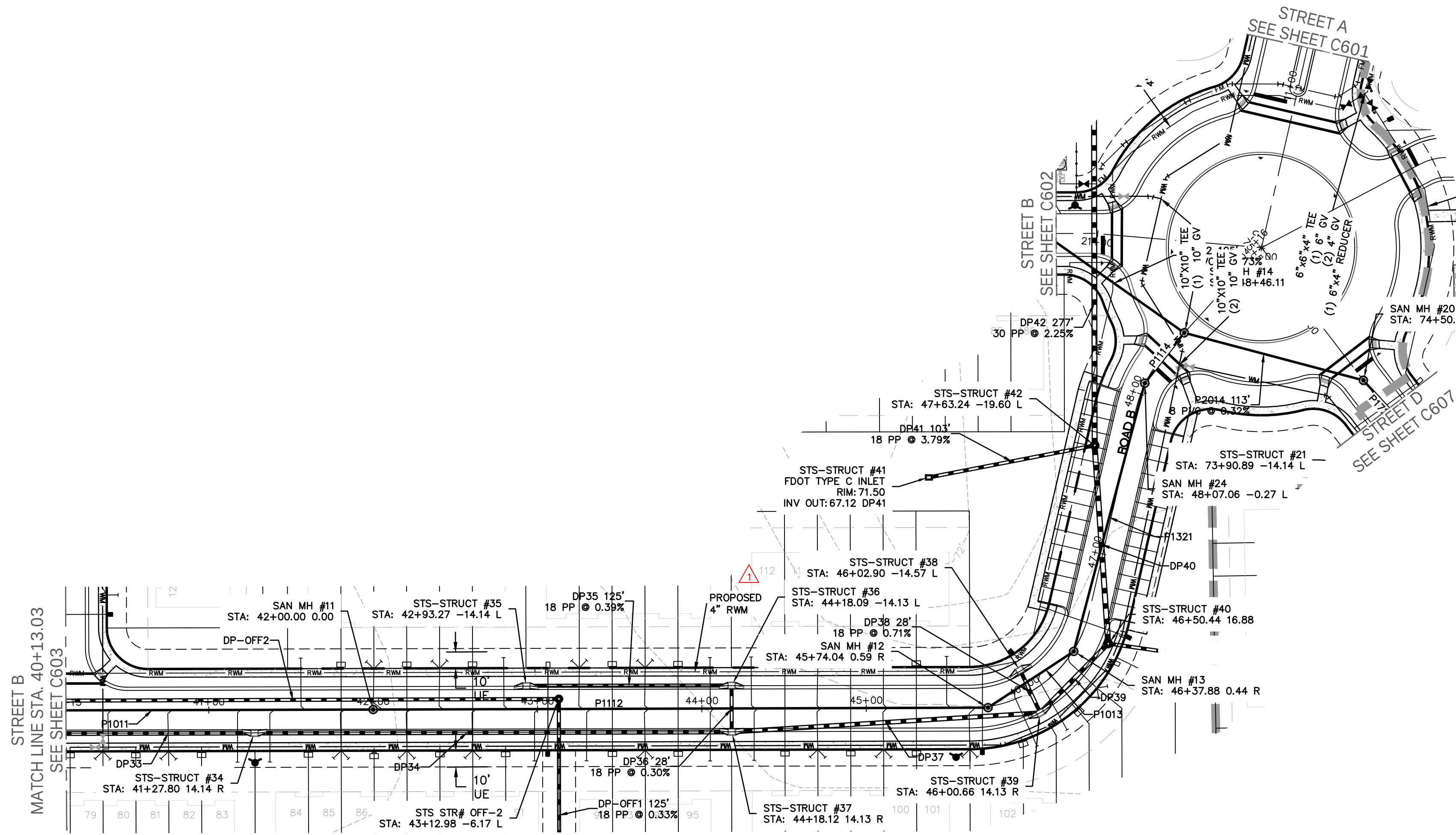
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



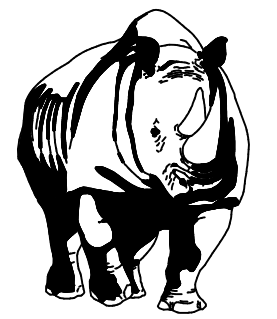
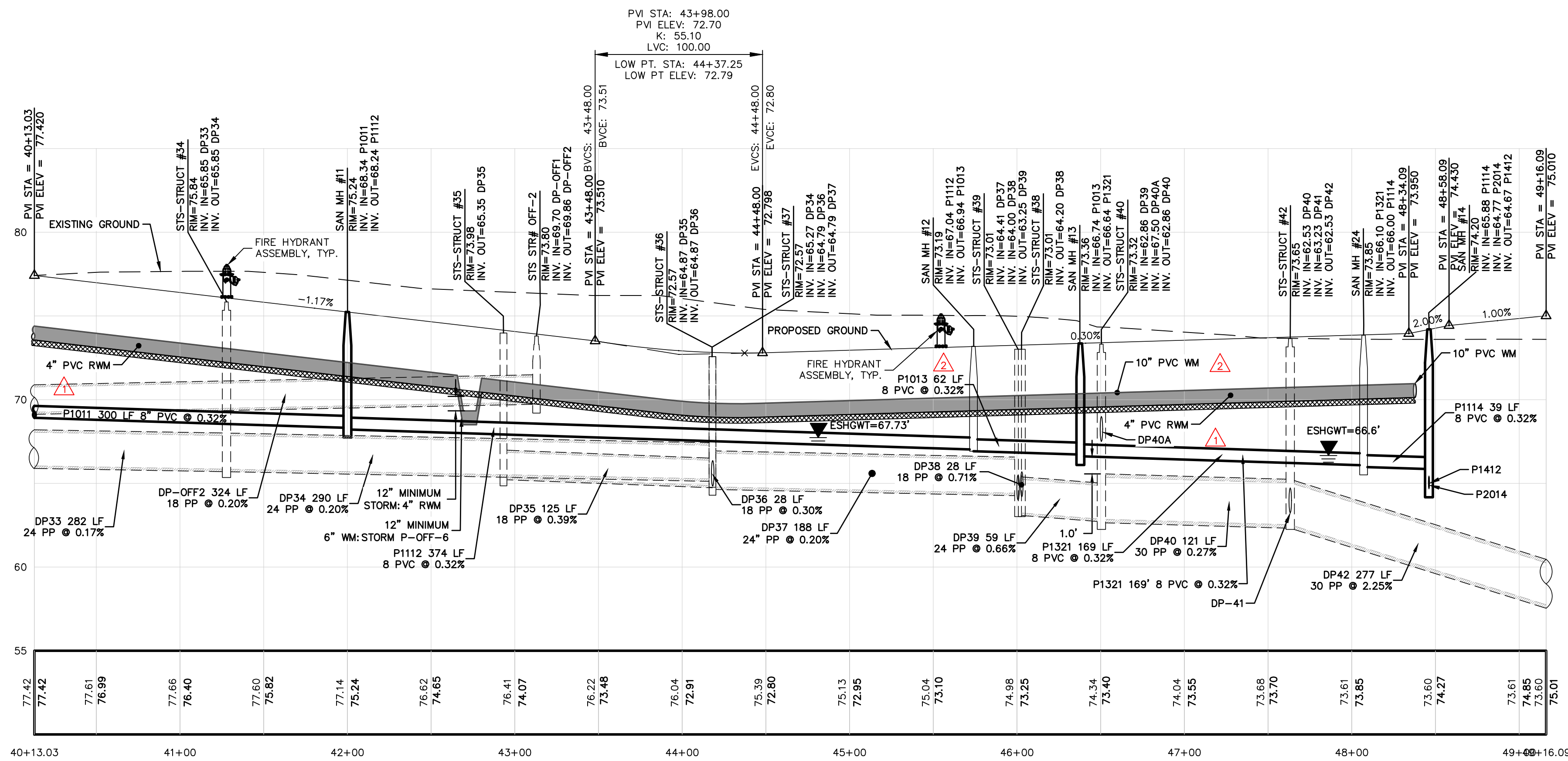
REV.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
2	1/23/24	REV. PER QC REVIEW
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JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C603



ROAD B

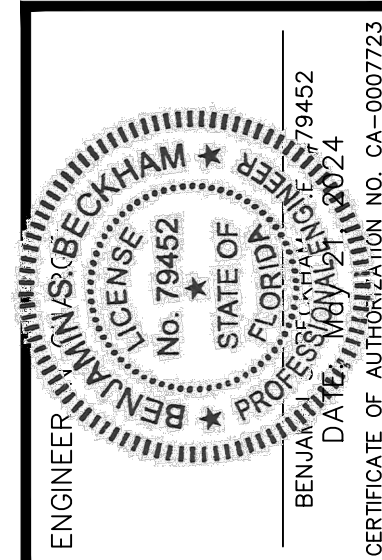


MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

STREET B-3 PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

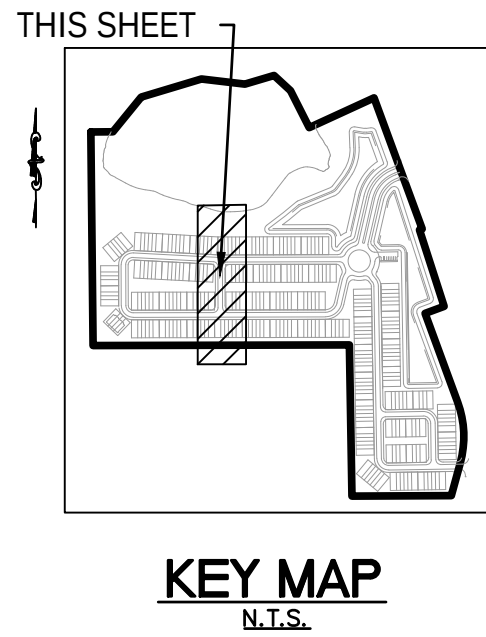
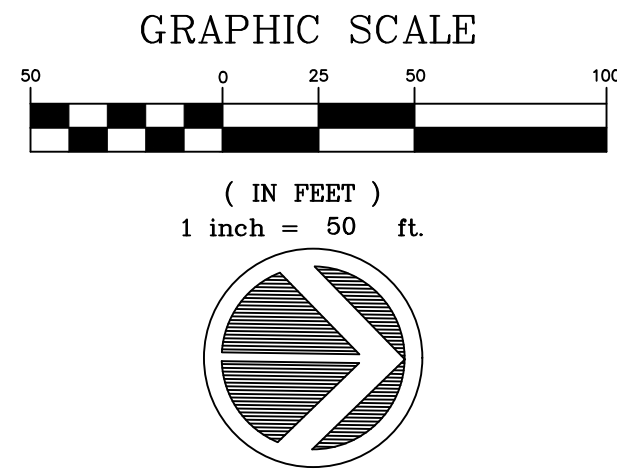
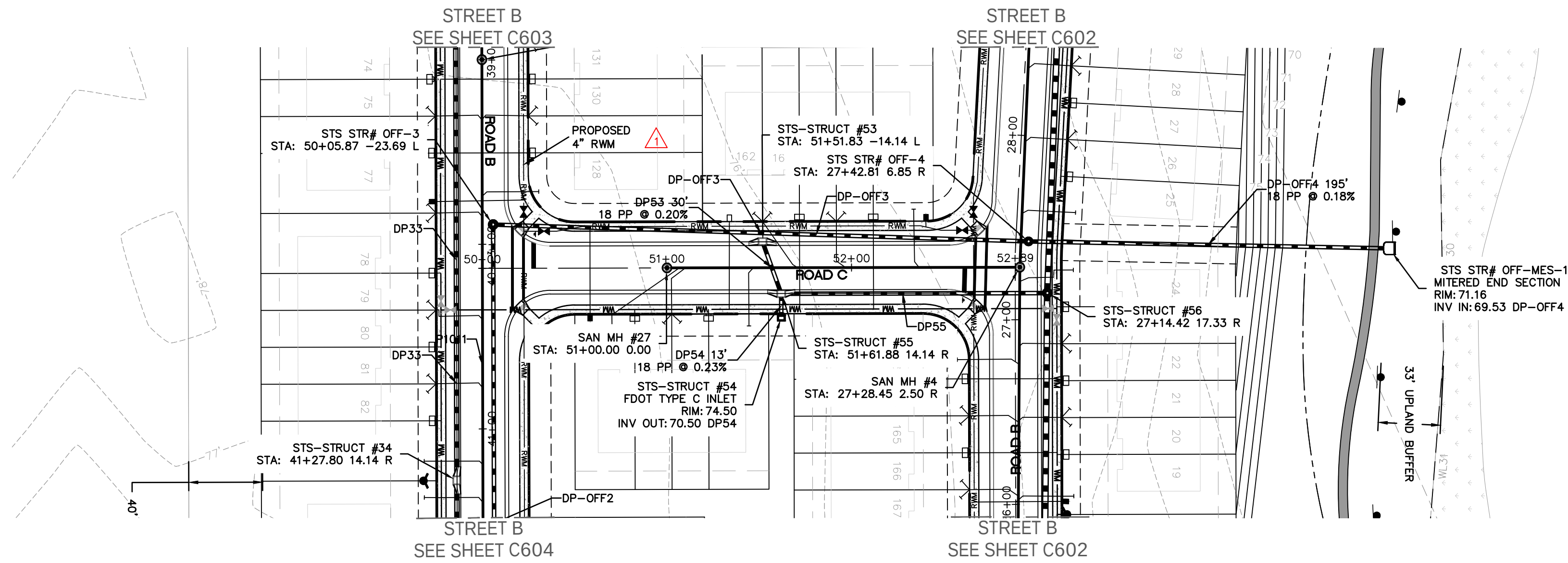
DR. HORTON
10192 DOWNEY ROAD
ORLANDO, FL 32832
(407) 850-5200



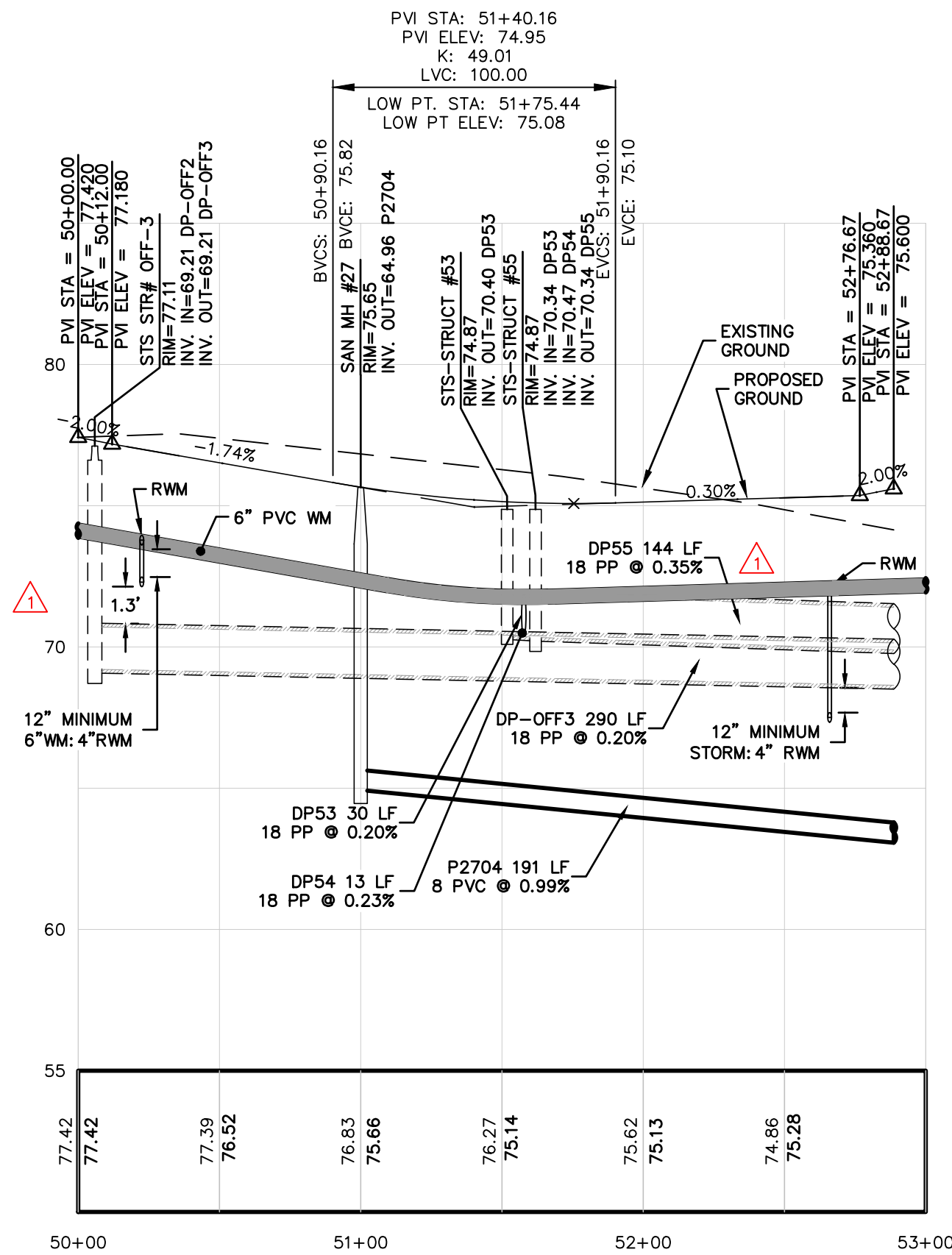
NO.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
2	1/23/24	REV. PER QC REVIEW
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JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C604



ROAD C



MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

STREET C PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

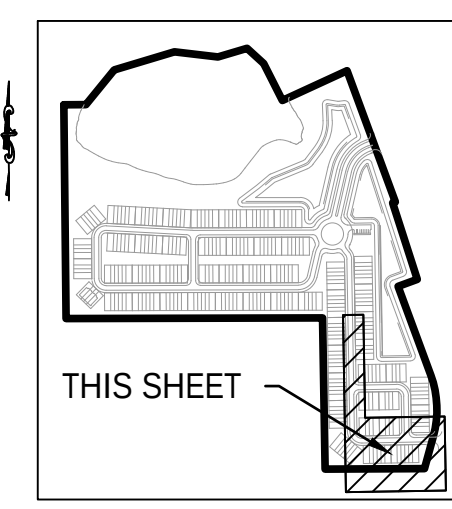
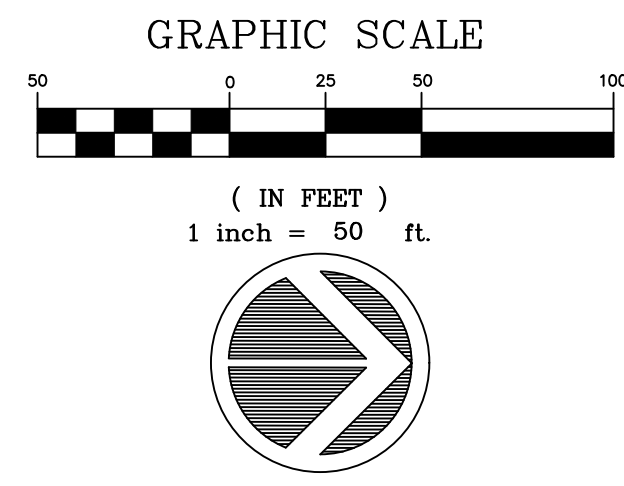
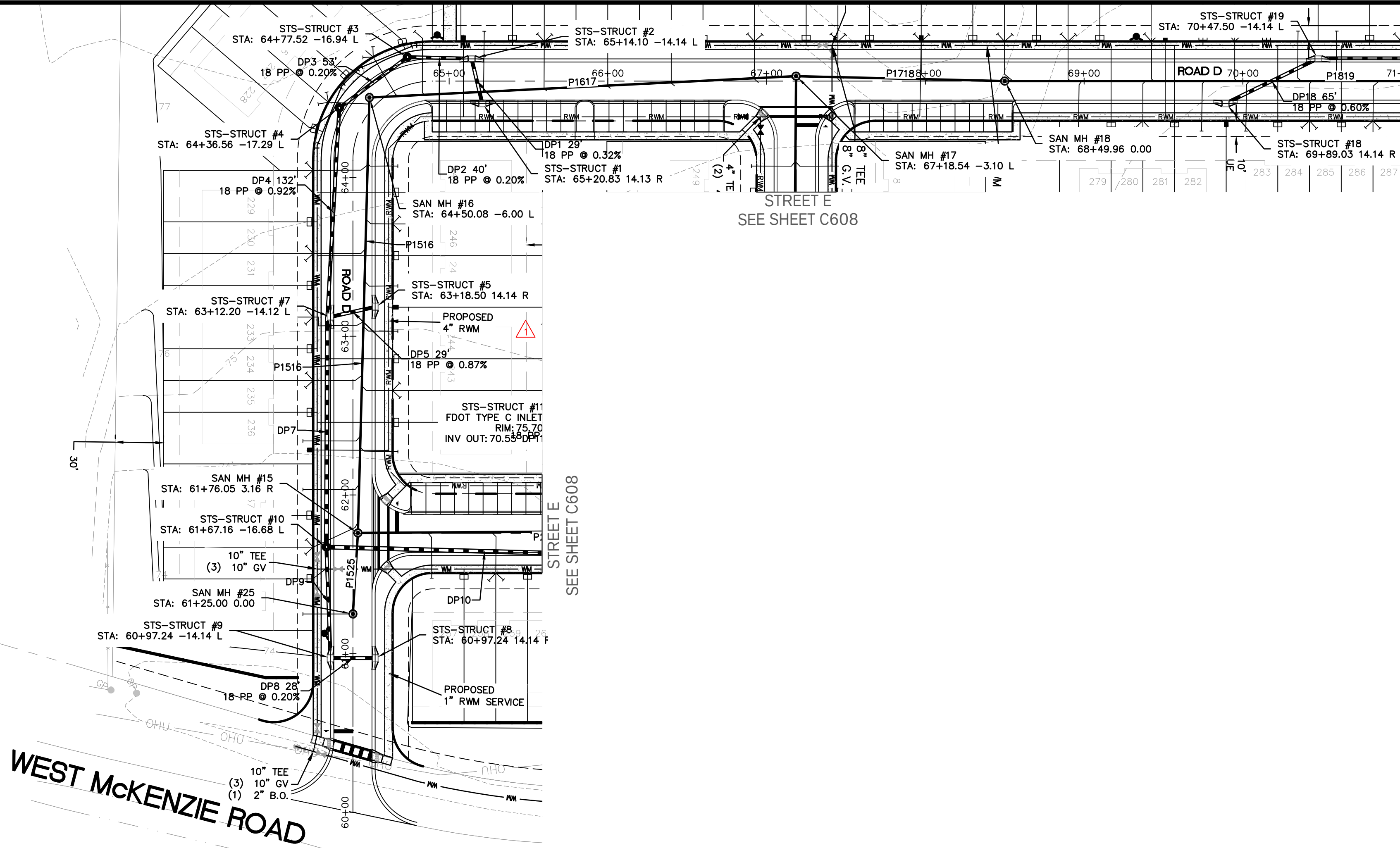
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

ENGINEER: BENJAMIN S. BLACKHAM
LICENSE NO. 79452
STATE OF FLORIDA
DATE: 02/20/23
BENJAMIN S. BLACKHAM
PROF. SEAL
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

NO.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
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JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
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DRAWN BY: JTT
APPROVED BY: BSB

C605

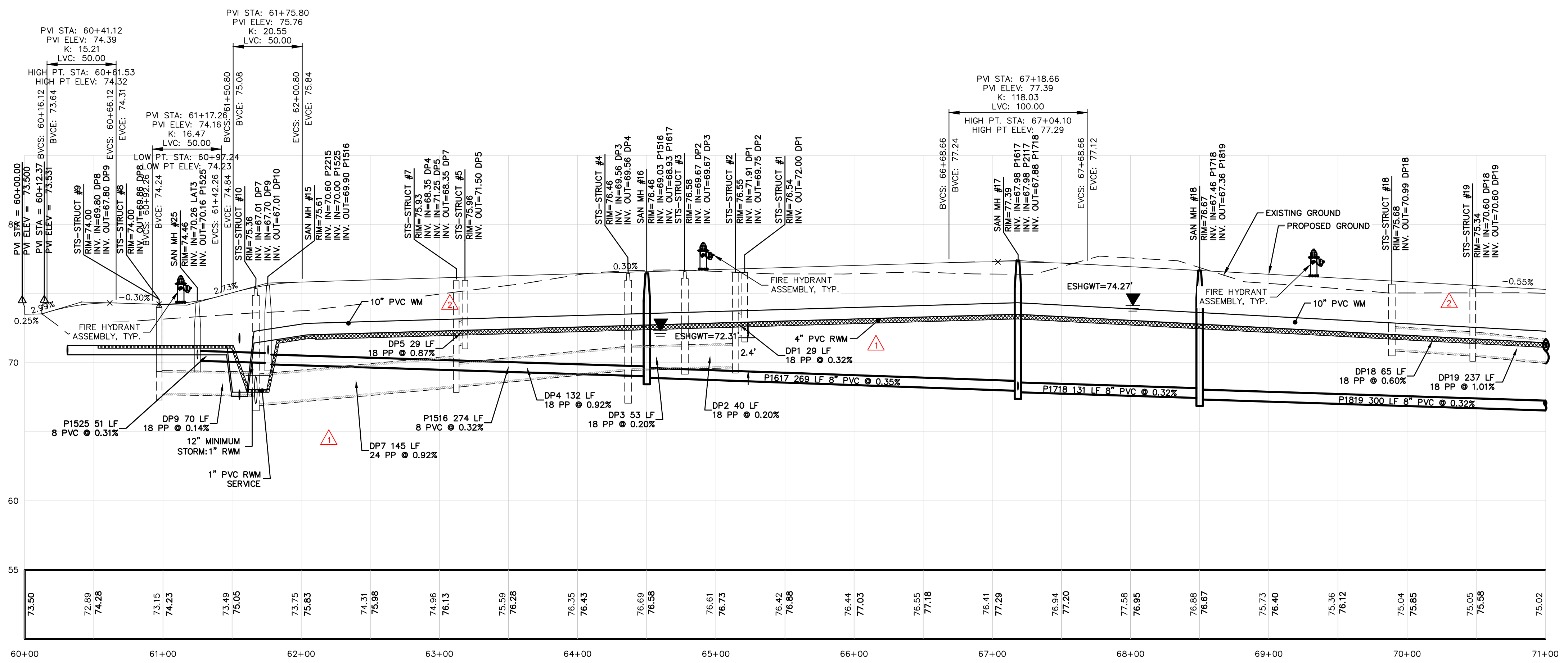


WEST MCKENZIE ROAD

SEE SHEET C608

SEE SHEET C607

ROAD D



MADDEN
WOODHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

STREET D-1 PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

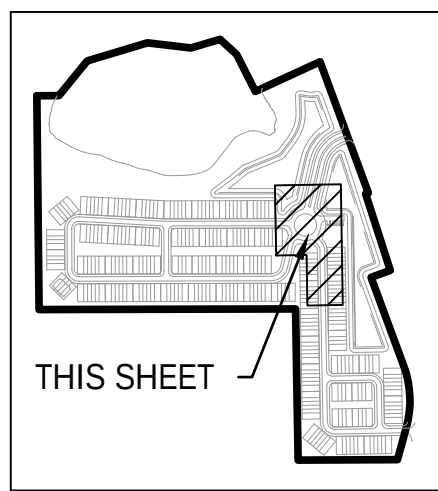
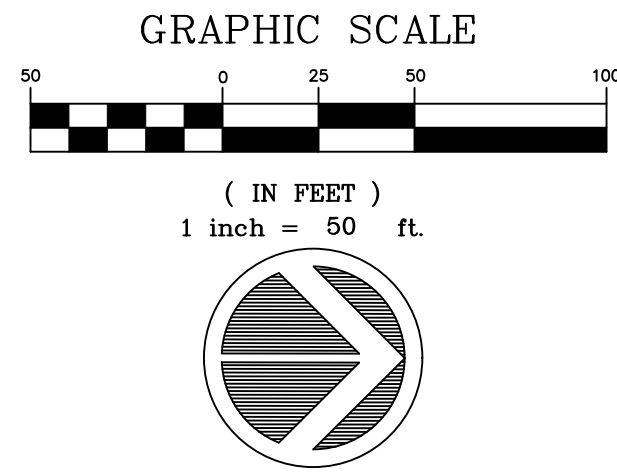
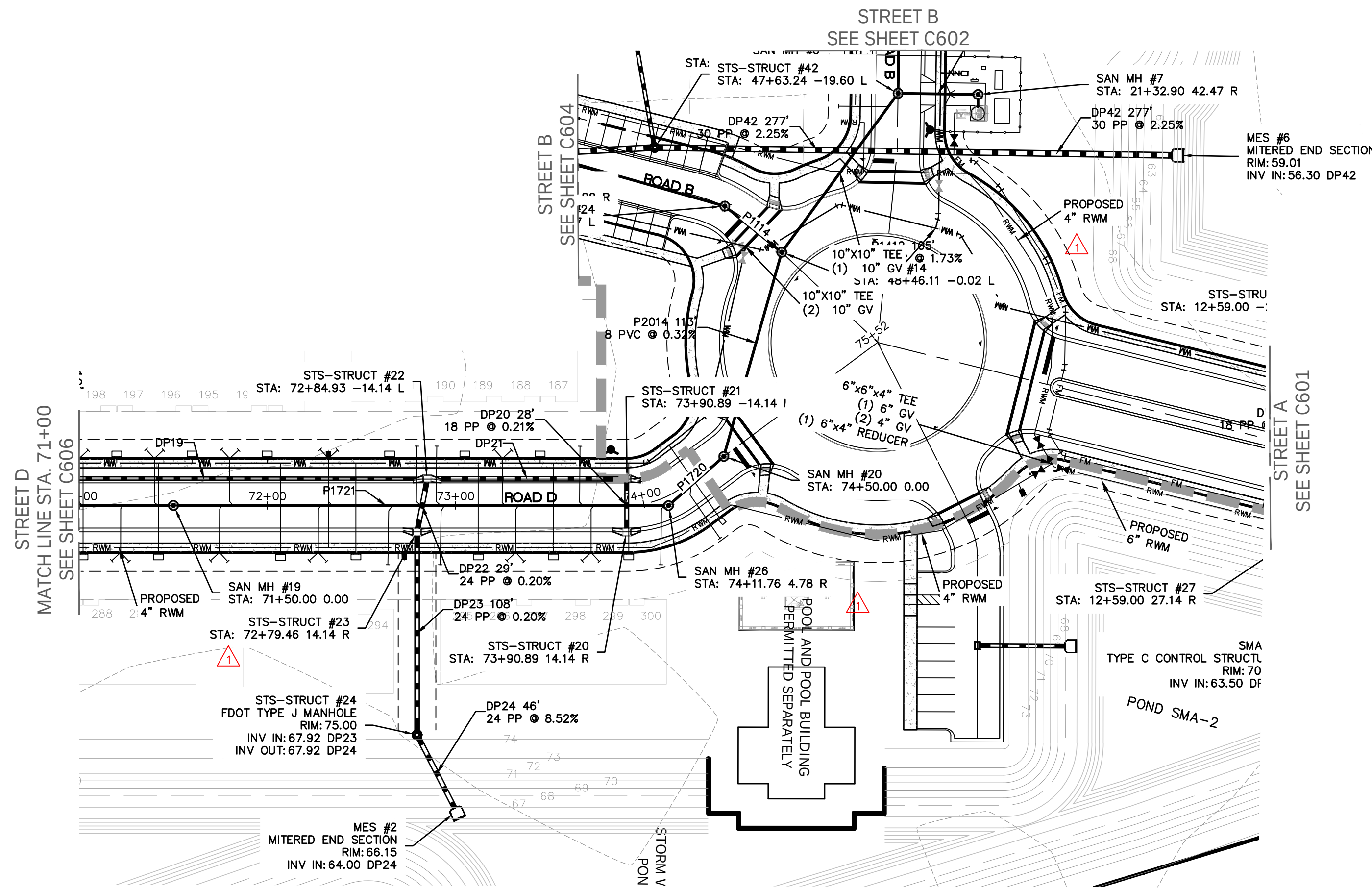
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

ENGINEER: BENJAMIN S. BLACKHAM
LICENSE NO. 79452
STATE OF FLORIDA
DATE: 02/20/23
CITY OF DELAND
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

NO.	DATE	REVISIONS
1	3/05/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
2	1/23/24	REV. PER QC REVIEW
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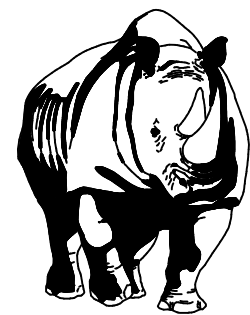
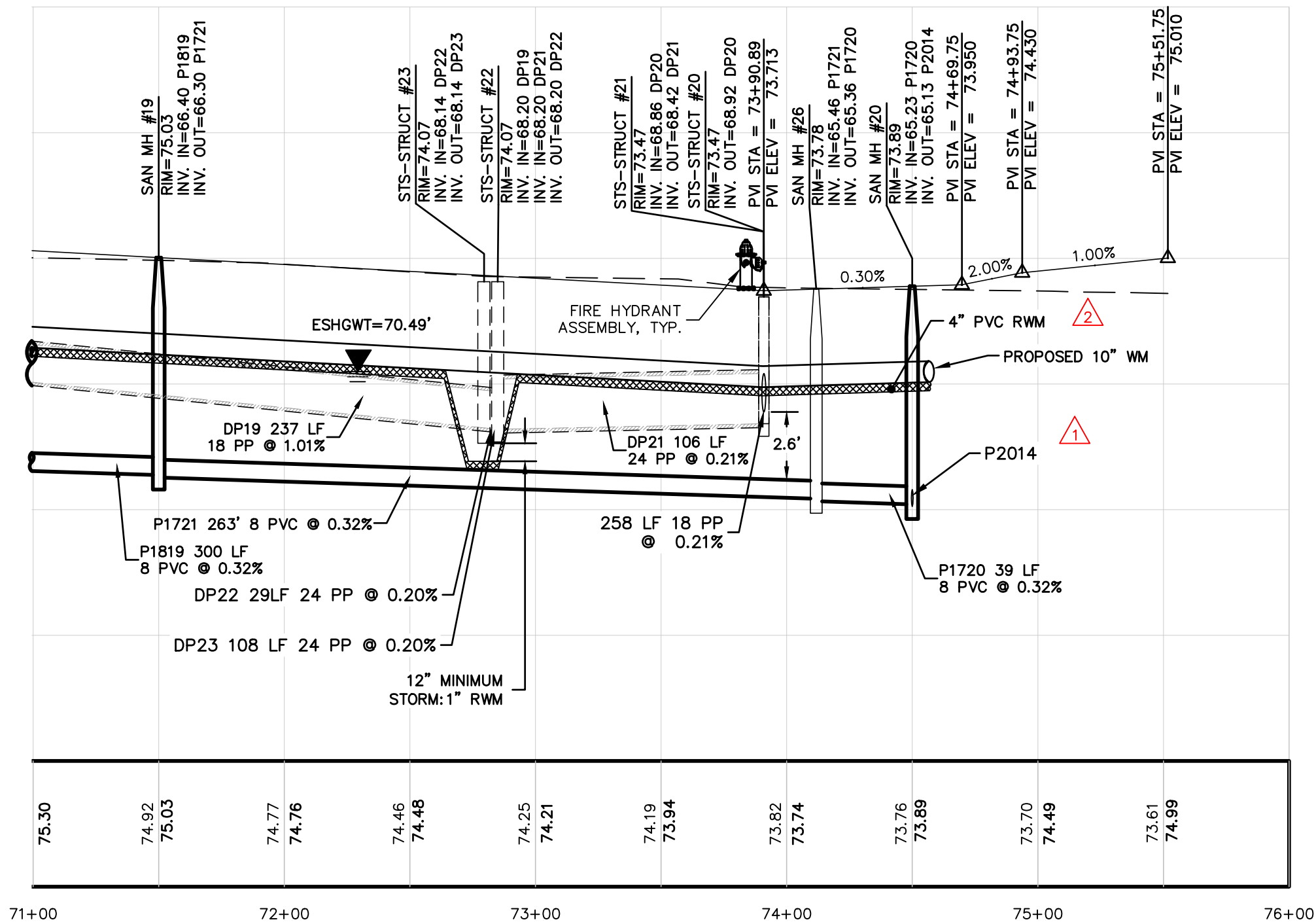
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SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C606



KEY MAP
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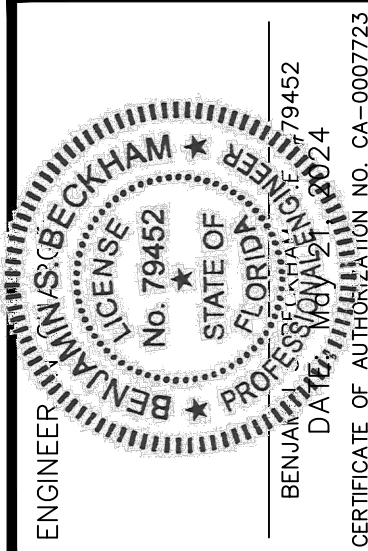


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STREET D-2 PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

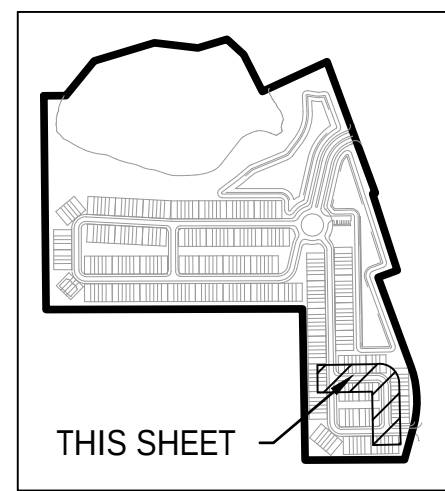
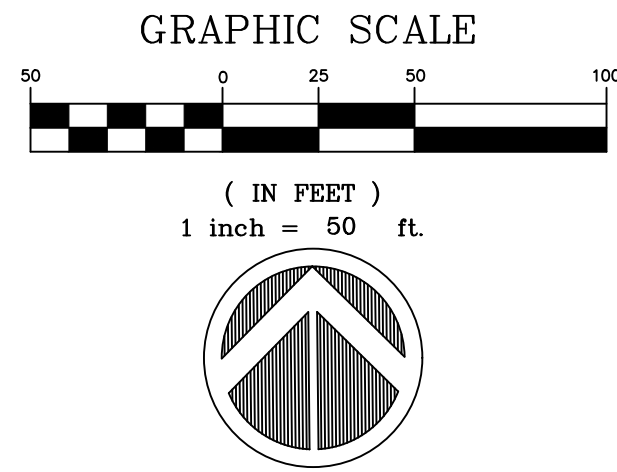
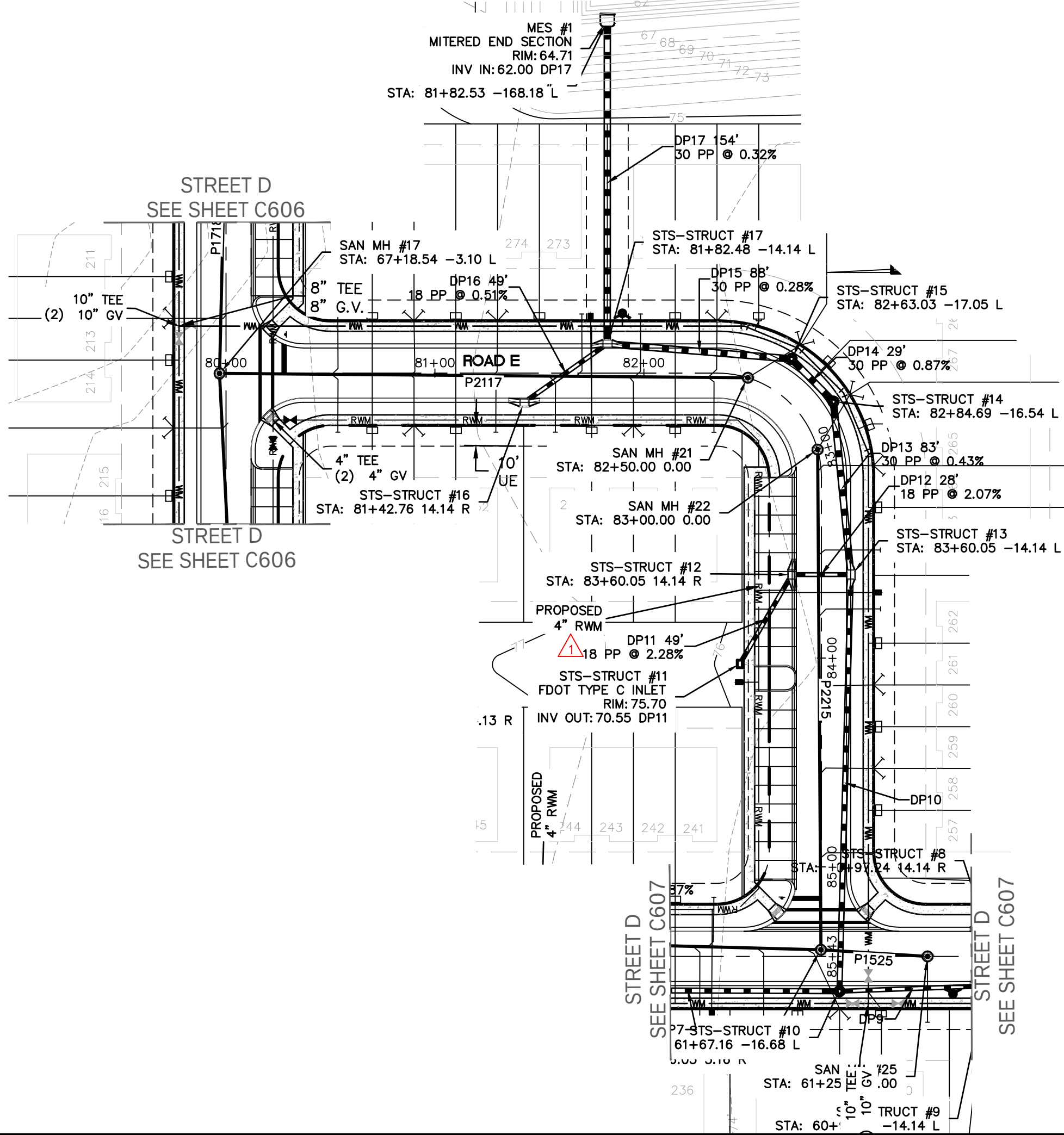
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



REV.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
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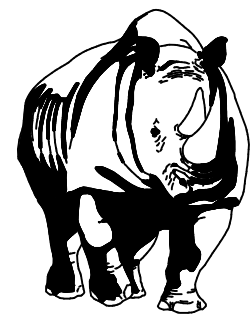
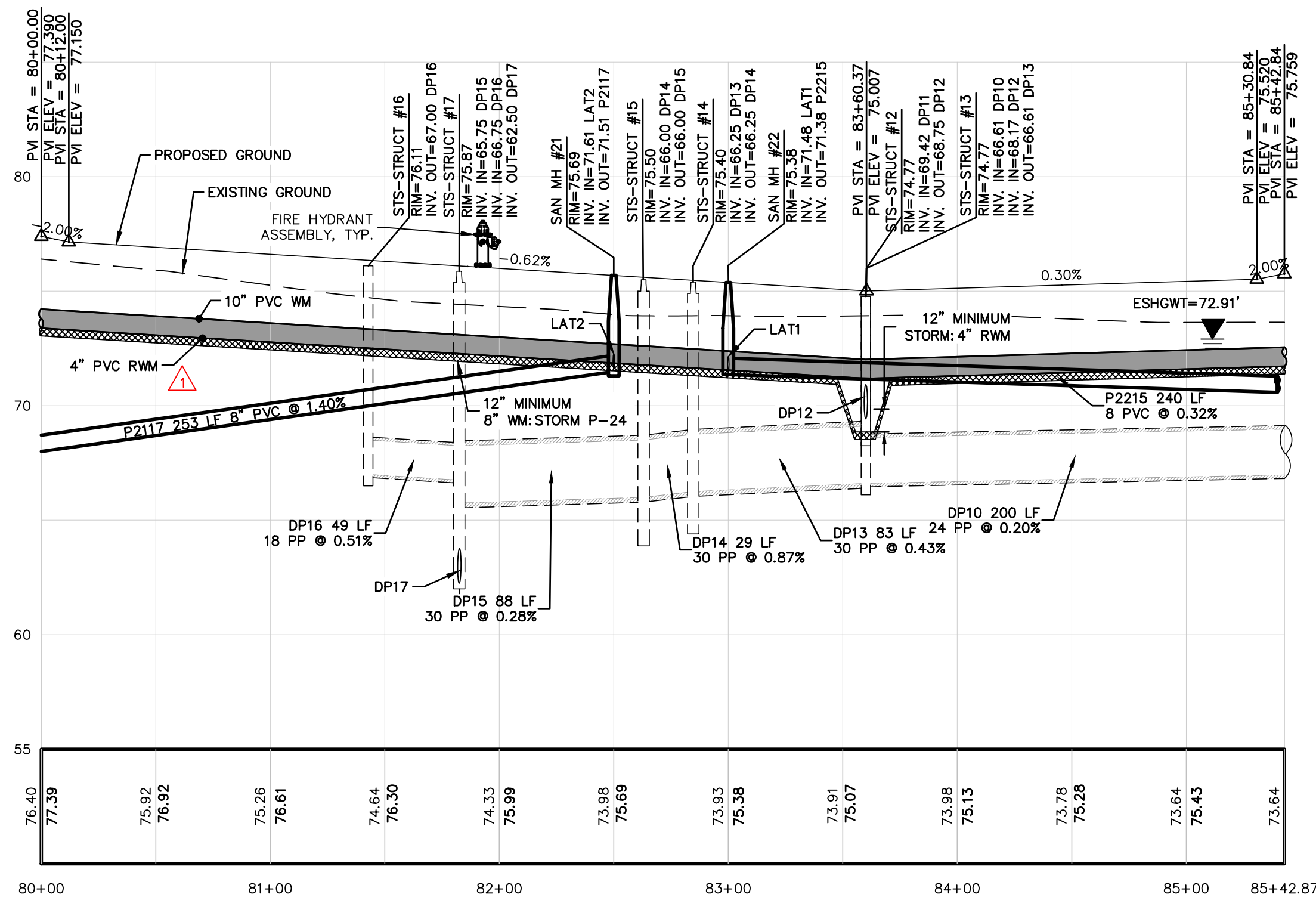
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SCALE: 1"=50'
DESIGNED BY: JTT
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APPROVED BY: BSB

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KEY MAP
N.T.S.

ROAD E



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STREET E PLAN + PROFILE

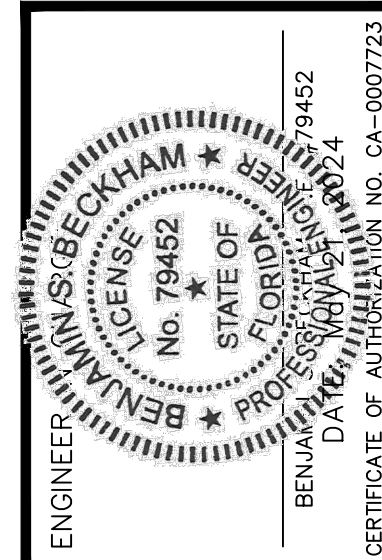
FOR

SUMMIT PLACE

FLORIDA

CITY OF DELAND

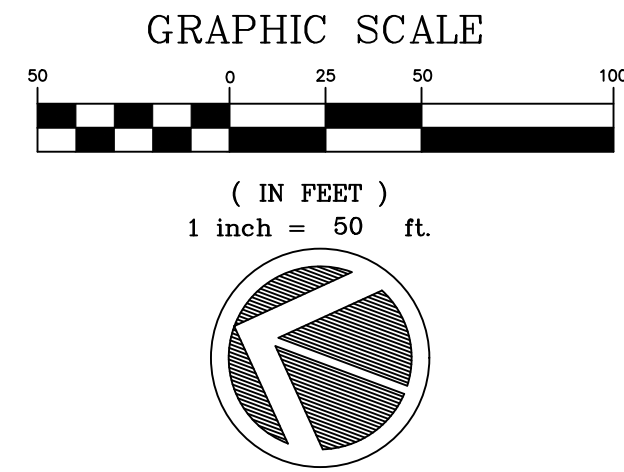
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NO.	DATE	REVISIONS
1	3/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
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JOB # 21886
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
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SUMMIT AVENUE OFF-SITE PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF BELAND
FLORIDA

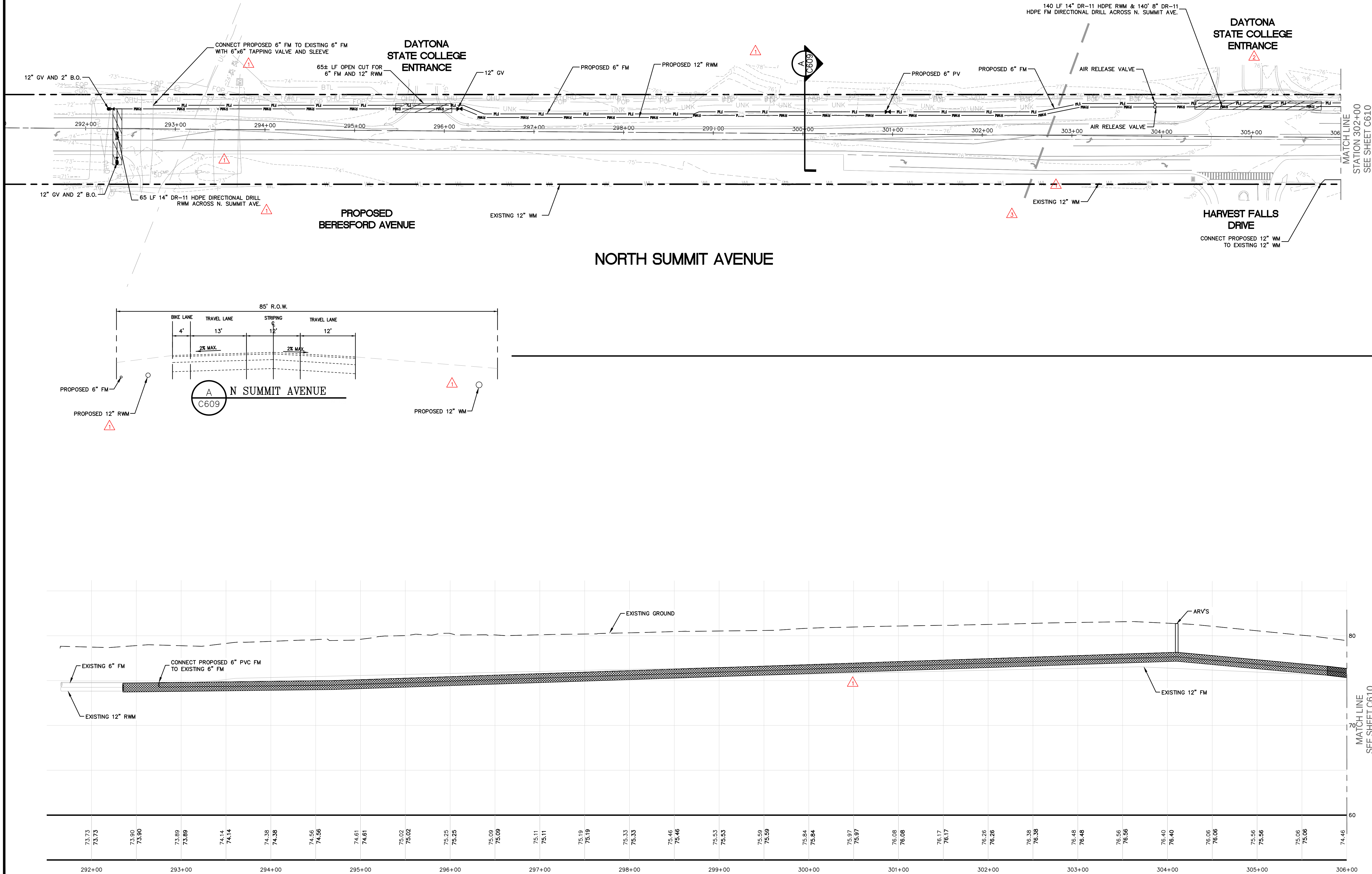
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ORLANDO, FL 32832
(407) 850-5200

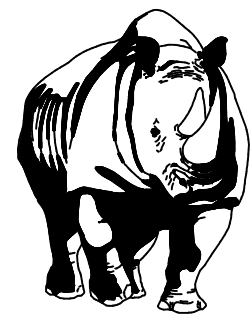
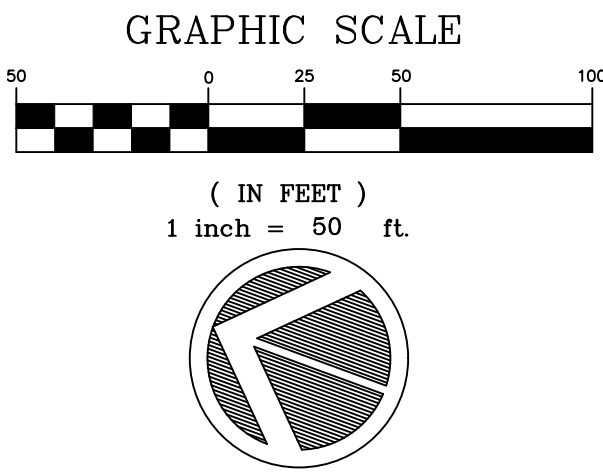
ENGINEER BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
DATE 02/20/23
CITY OF BELAND
PROJECT SUMMIT AVENUE
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

NO.	DATE	REVISIONS
1	3/15/23	REV PER CITY OF BELAND COMMENTS DATED 03/09/23
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JOB # 21886
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SUMMIT AVENUE OFF-SITE PLAN + PROFILE

FOR

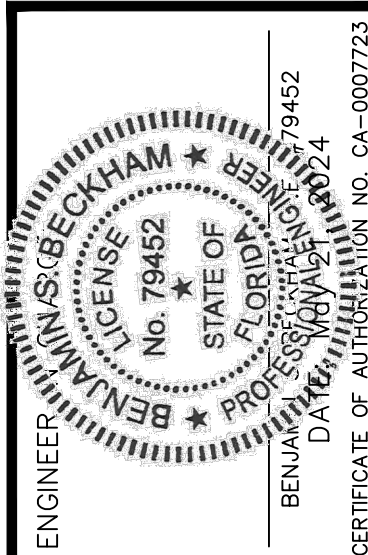
SUMMIT PLACE

FLORIDA

CITY OF DELAND

DR. HORTON

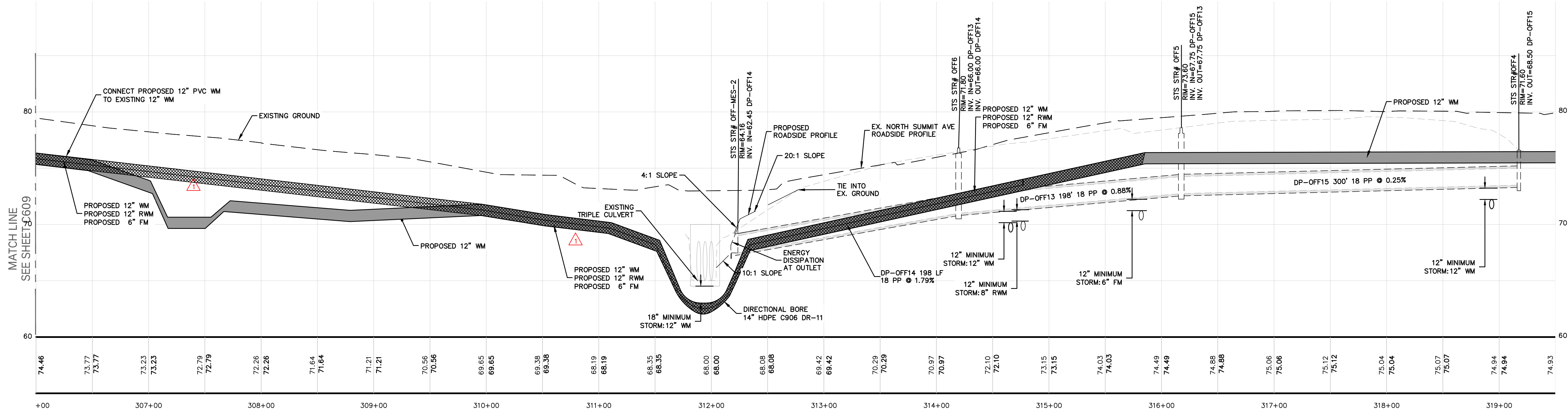
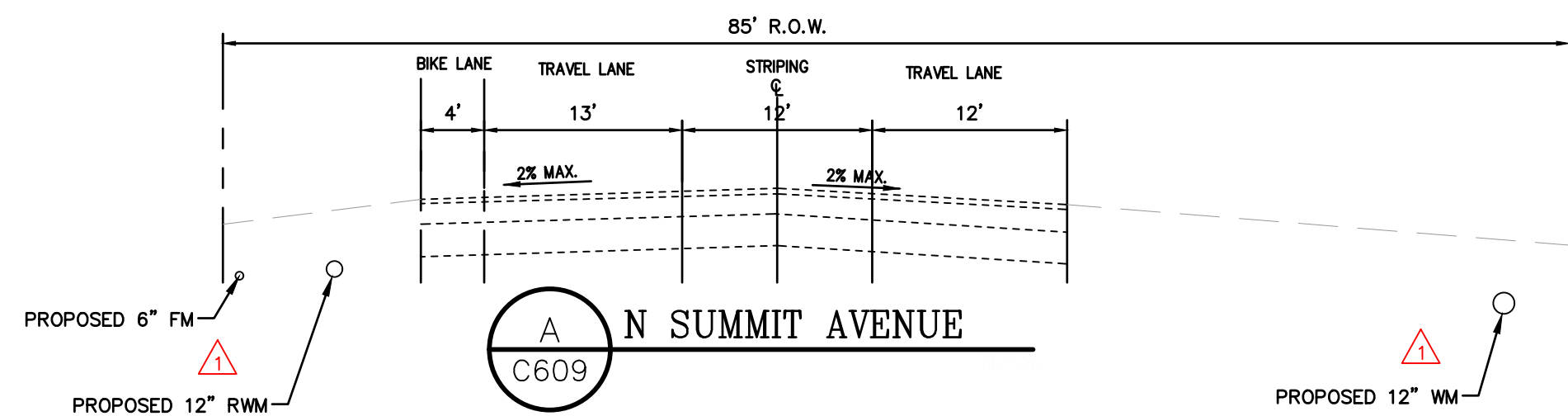
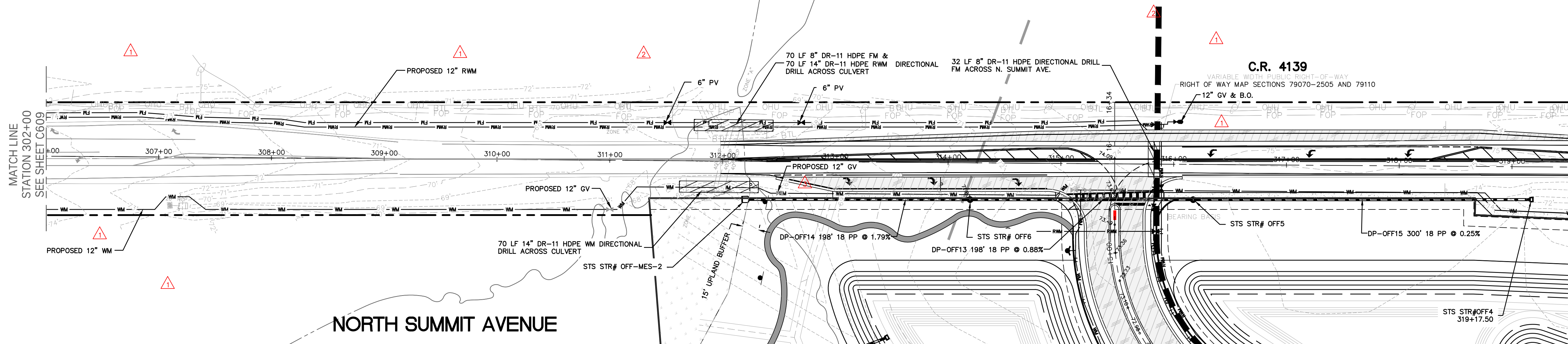
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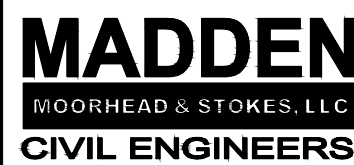
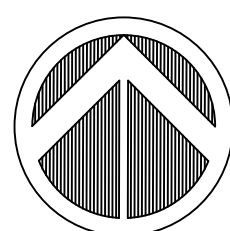


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DESIGNED BY: JTT
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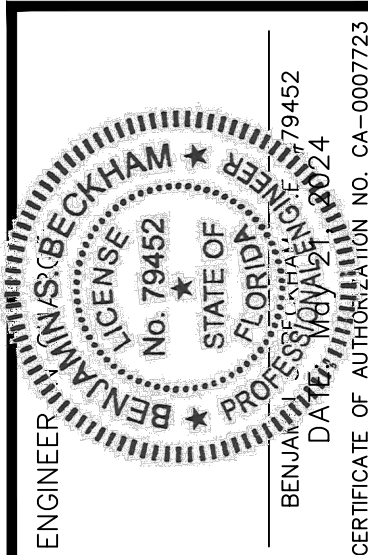




431 E. Horatio Avenue
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EROSION CONTROL PLAN
FOR
SUMMIT PLACE

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



1	03/15/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
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DATE: _____ 02/20/23
SCALE: _____ 1"=100'
DESIGNED BY: _____ JT
DRAWN BY: _____ JT
APPROVED BY: _____ BSI

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EROSION CONTROL:

THE CONTRACTOR SHALL PERFORM EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY OF LAKE MARY AND THE SURVMD., DETAILS CONTAINED IN THE PLANS, THE FOLLOWING NOTES AND AS DIRECTED BY THE ENGINEER.

A. TEMPORARY EROSION CONTROL

- STOCKPILING MATERIAL. NO EXCAVATING MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE OR INTO ANY ADJACENT WATERBODY OR STORMWATER COLLECTION FACILITY.
- INLET PROTECTION – INLETS AND CATCH BASINS SHALL BE PROTECTED FROM SEDIMENT- LADEN STORM RUNOFF DIRECTLY OFF THE PROJECT SITE OR INTO ANY ADJACENT WATERBODY OR STORMWATER COLLECTION FACILITY.
- TEMPORARY SEEDING / STRIP SODDING – AREAS OPENED BY CONSTRUCTION OPERATIONS AND THAT ARE NOT ANTICIPATED TO BE DRESSED AND RECEIVE FINAL GRASSING TREATMENT WITHIN THIRTY DAYS SHALL BE STRIP-SODDED ALONG ALL DEDICATED ROW's. THIS WILL PREVENT SEDIMENT RUNOFF FROM INDIVIDUAL LOTS INTO THE ROW AND DRAINAGE SYSTEMS, AND WILL NOT LATER COMPETE WITH THE PERMANENT LOT GRASSING.
- TEMPORARY SEEDING AND MULCHING – SLOPES STEEPER THAN 6:1 THAT FALL WITHIN THE CATEGORY ESTABLISHED IN NOTE 3 ABOVE SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF THE SEEDD AREA TO A DEPTH OF 4 INCHES.
- TEMPORARY GRASSING – THE SEEDD OR THE SEEDD AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED AS REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER.
- TEMPORARY REGRASSING – IF AFTER FOURTEEN DAYS, THE TEMPORARY GRASSED AREAS HAVE NOT ATTAINED A MINIMUM OF 75% GOOD GRASS COVER THE AREA WILL BE REWORKED AND ADDITIONAL SEED APPLIED SUFFICIENT TO ESTABLISH THE DESIRED VEGETATION COVER.
- THE CONTRACTOR SHALL PLACE HAY BALES AROUND ALL EXISTING AND NEWLY CONSTRUCTED INLETS TO CONTROL EROSION DURING CONSTRUCTION.
- MAINTENANCE – ALL FEATURES OF THE PROJECT DESIGNED AND CONSTRUCTED TO PREVENT EROSION AND SEDIMENT SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION AS THEY WERE ORIGINALLY DESIGNED AND CONSTRUCTED.
- PERMANENT EROSION CONTROL

THE EROSION CONTROL FACILITIES OF THE PROJECT SHOULD BE DESIGNED TO MINIMIZE THE IMPACT ON OFF-SITE FACILITIES. ALL STORMWATER DISCHARGE FROM THE PROJECT LIMITS SHALL BE ROUTED THROUGH DETENTION BASINS TO TRAP SUSPENDED SEDIMENTS AND DISCHARGE FACILITIES FROM THESE BASINS SHALL BE PROVIDED WITH A SKIMMER DEVICE TO TRAP FLOATABLE DEBRIS.

- PERMANENT SEEDING – ALL AREAS WHICH HAVE BEEN DISTURBED BY THE CONSTRUCTION WILL, AS A MINIMUM, BE FERTILIZED AND SEEDD.
- PERMANENT SEEDING AND MULCHING – SLOPES OF 6:1 TO 4:1 INCLUSIVE WILL BE MULCHED WITH A UNIFORM THICKNESS OF APPROXIMATELY TWO INCHES, LOOSE MEASURE, OF MULCH MATERIAL INCORPORATED INTO THE SOIL BY MIXING TO A DEPTH OF FOUR INCHES.
- PERMANENT SODDING – ALL RETENTION/DETENTION BASINS SHALL BE SODDED WITHIN THEIR LIMITS. ALL EXPOSED AREAS WITHIN PUBLIC RIGHT-OF-WAYS WILL BE SOID SODDED. OTHER AREAS WITH AREAS WITH SLOPES STEEPER THAN 4:1 WILL BE SODDED.
- STRIP SODDING – STRIP SOD SHALL BE PLACED ADJACENT TO ALL CURBS, WALKS AND PAVEMENTS AT A MINIMUM 4 FEET WIDTH.
- REGRASSING – ALL GRASSED AREAS WILL BE MAINTAINED TO ASSURE A GOOD STAND AND SUFFICIENT GROUND COVER TO MINIMIZE EROSION. IF, AFTER 60 DAYS AN ADEQUATE GROUND COVER HAS NOT BEEN ESTABLISHED, THE AREA WILL BE REGRASSED.
- ADDITIONAL FERTILIZATION – GRASSED AREAS NOT ACCEPTED WITHIN 90 DAYS OF THEIR COMPLETION SHALL BE FERTILIZED IN ACCORDANCE WITH THE COUNTY'S FERTILIZER ORDINANCE.
- FOR ADDITIONAL SODDING REQUIREMENTS, REFER TO THE LANDSCAPE PLANS.

STORMWATER POLLUTION PREVENTION NOTES:

- THE CONTRACTOR SHALL EXECUTE ALL MEASURES NECESSARY TO LIMIT THE TRANSPORT OF SEDIMENTS OUTSIDE THE LIMITS OF THE PROJECT TO THE VOLUME AND AMOUNT THAT ARE EXISTING PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THIS CONDITION WILL BE SATISFIED FOR THE TOTAL ANTICIPATED CONSTRUCTION PERIOD. PROVISION MUST BE MADE TO PRESERVE THE INTEGRITY GRADING PATTERNS, ETC. REQUIRED TO MEET THIS PROVISION THROUGHOUT THE LIFE OF THE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE SILT BARRIERS, TEMPORARY GRASSING, ETC. AS REQUIRED TO FULLY COMPLY WITH THE INTENT OF THIS SPECIFICATION.
- NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE OR INTO ANY ADJACENT WATER BODY OR STORMWATER COLLECTION FACILITY.
- THE SURFACE AREA OF OPEN, RAW ERODIBLE SOIL EXPOSED BY CLEARING AND GRUBBING OPERATIONS OR EXCAVATION AND FILLING OPERATIONS SHALL BE CONTROLLED, SO THAT THIS OPERATION WILL NOT SIGNIFICANTLY AFFECT OFF-SITE DEPOSIT OF SEDIMENTS.
- INLETS AND CATCH BASINS SHALL BE PROTECTED FROM SEDIMENT LADEN STORMWATER RUNOFF UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS THAT MAY CONTRIBUTE SEDIMENT TO THE INLET.
- AREAS OPENED BY CONSTRUCTION OPERATIONS THAT ARE NOT ANTICIPATED TO BE DRESSED OR RECEIVE FINAL GRASSING TREATMENT WITHIN THIRTY DAYS SHALL BE SEEDD WITH A QUICK GROWING GRASS SPECIES WHICH WILL PROVIDE AN EARLY COVER, DURING THE SEASON IN WHICH IT IS PLANTED. TEMPORARY SEEDING SHALL BE CONTROLLED SO AS TO NOT ALTER OR COMPETE WITH PERMANENT GRASSING. THE RATE OF SEEDING SHALL BE 30 POUNDS PER ACRE.
- THE SEEDD OR SEEDD AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED AS REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER.
- IF AFTER 14 DAYS, THE TEMPORARY GRASSES AREAS HAVE NOT ATTAINED A MINIMUM OF 75% GOOD GRASS COVER, THE AREA WILL BE REWORKED AND ADDITIONAL SEED APPLIED TO ESTABLISH THE DESIRED VEGETATION COVER.
- ALL FEATURES OF THE PROJECT SHALL BE CONSTRUCTED TO PREVENT EROSION AND SEDIMENT AND SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION PROPERLY WITHOUT THE TRANSPORT OF SEDIMENTS OUTSIDE THE LIMITS OF THE PROJECT.
- ALL DISTURBED AREAS OUTSIDE THE EXCAVATION AND FILL LIMITS WILL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THEIR CONDITION PRIOR TO CONSTRUCTION.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL NEWLY PLANTED GRASSES OR VEGETATION AND RETENTION/DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE CITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF EMBANKMENTS AND SHALL REPLACE ANY PORTION, WHICH IN THE OPINION OF THE ENGINEER, HAS BECOME DISPLACED DUE TO EROSION OR DUE TO CARELESSNESS OR NEGLIGENCE ON THE PART OF THE CONTRACTOR.
- THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS CONTROLLING POLLUTION OF THE ENVIRONMENT. MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO CONTROL EROSION AND SEDIMENT RUNOFF FROM THE SITE DURING CONSTRUCTION. SUCH METHODS SHALL BE IN ACCORDANCE WITH THE CURRENT FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.
- ABSOLUTLEY NO WORK WILL BE ALLOWED WITHIN ANY CONSERVATION AREA, BUFFER AREA, MITIGATION AREA OR DESIGNATED WETLAND AREA UNLESS SO SPECIFICALLY DESCRIBED BY THE PLANS AND GRANTED BY REASON OF PERMIT FROM THE GOVERNMENTAL ENTITY HAVING JURISDICTION OVER SAID AREA.
- PRIOR TO CLEARING AND GRUBBING, THE LIMITS OF WETLANDS, BUFFERS WETLANDS, BUFFERS AND MITIGATION AREAS SHALL BE CLEARLY MARKED ALONG THE PROPOSED RIGHT OF WAY LINE TO PROTECT THESE AREAS FROM ENCRORCHMENT FROM CONSTRUCTION ACTIVITIES.
- ALL FILL EMBANKMENT AND GRADED AREAS SHALL BE PROTECTED AGAINST EROSION BY METHODS STATED IN SECTION 104. F.D.O.T. STANDARD SPECIFICATIONS FOR BRIDGE AND ROAD CONSTRUCTION. SIDE SLOPE MAY BE SEED AND MULCHED, PROVIDED THAT THE MULCH MATERIAL IS DISC HARROWED AND THE SIDE SLOPES ARE NEITHER GREATER THAN 3:1 NOR PART OF A DRAINAGE CONVEYANCE.
- DELETED.
- EROSION CONTROL AT ALL INLET DRAINAGE STRUCTURES DURING CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH FDOT INDEX NO. 102.
- INSPECTIONS ON EROSION CONTROL MEASURES WILL BE PERFORMED BY THE CONTRACTOR ONCE PER WEEK AND WITHIN 24 HOURS AFTER 1/2 INCH OF RAINFALL. THE INSPECTIONS MUST BE LOGGED BY THE CONTRACTOR AND KEPT WITH THE APPROVED PLANS AND SWPPP.
- GRAVEL CONSTRUCTION ENTRANCES SHALL BE PROVIDED TO MINIMIZE EXPORT OF ONSITE DIRT. IF GRAVEL IS NOT ALLOWED, THE CONSTRUCTION ENTRANCES SHALL BE SWEEP PERIODICALLY AND LOGGED BY THE CONTRACTOR.

CERTIFICATION FOR CONTRACTORS AND SUB-CONTRACTORS

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND TERMS AND CONDITIONS OF THE GENERIC STORMWATER PERMIT ISSUED PURSUANT TO SECTION 403.0885, F.S., THAT AUTHORIZES THE STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

NAME: _____ SIGNATURE: _____ DATE: _____

ADDRESS: _____ TELEPHONE: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND TERMS AND CONDITIONS OF THE GENERIC STORMWATER PERMIT ISSUED PURSUANT TO SECTION 403.0885, F.S., THAT AUTHORIZES THE STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

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NAME: _____ SIGNATURE: _____ DATE: _____

ADDRESS: _____ TELEPHONE: _____

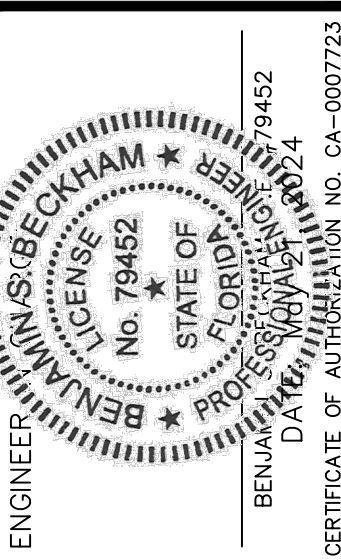


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EROSION CONTROL NOTES AND DETAILS
FOR
SUMMIT PLACE
CITY OF BELAND
FLORIDA

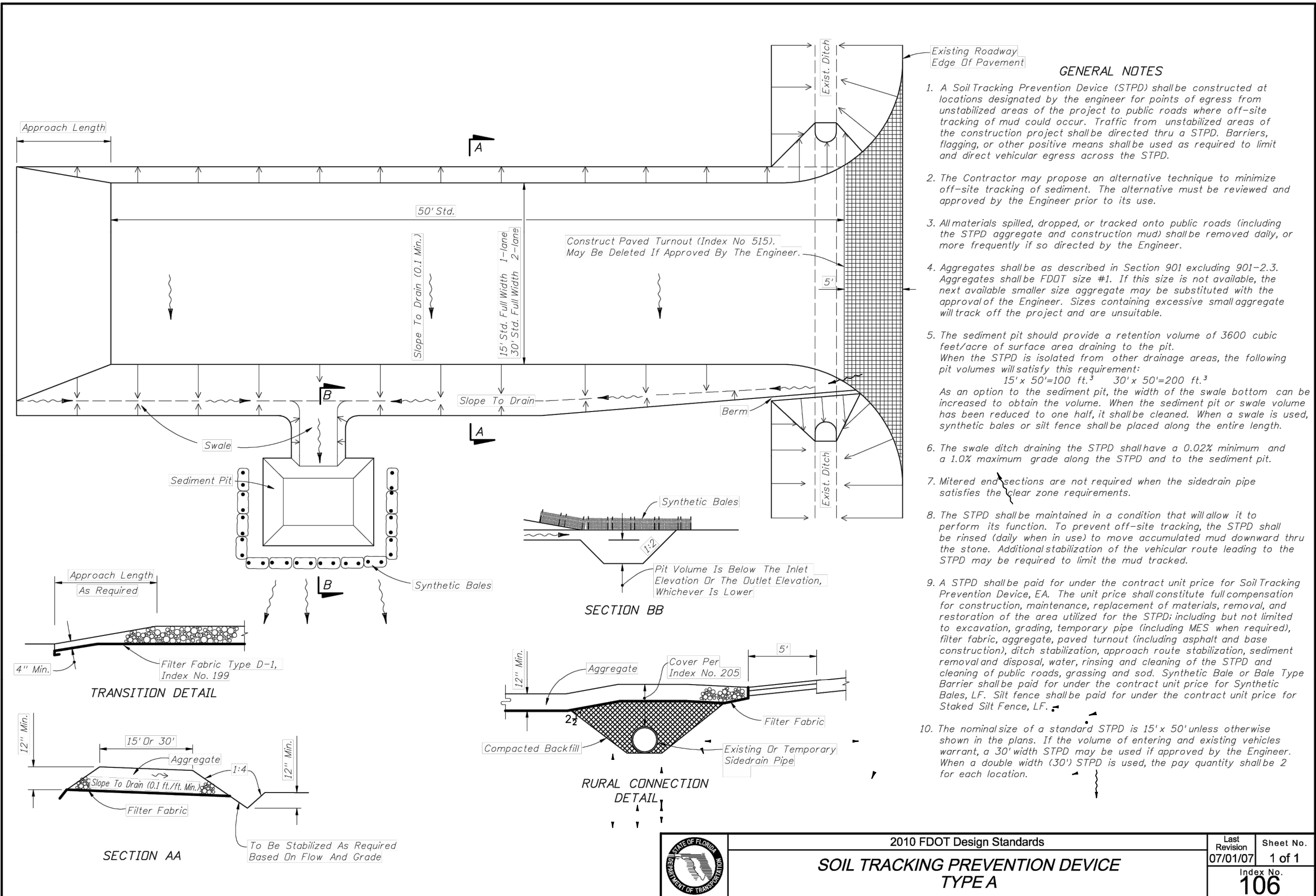
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



NO.	DATE	REVISIONS
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JOB # _____ 21886
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SCALE: _____ 1"=100'
DESIGNED BY: _____ JTT
DRAWN BY: _____ JTT
APPROVED BY: _____ BSB

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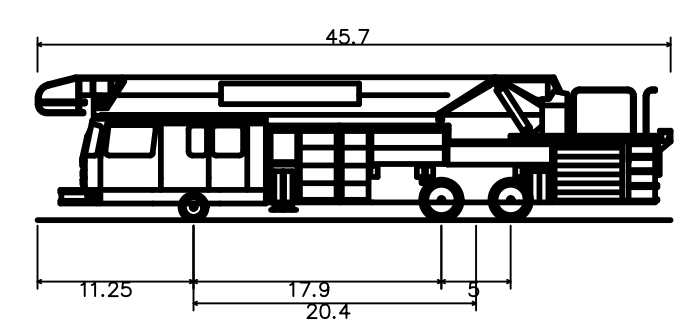
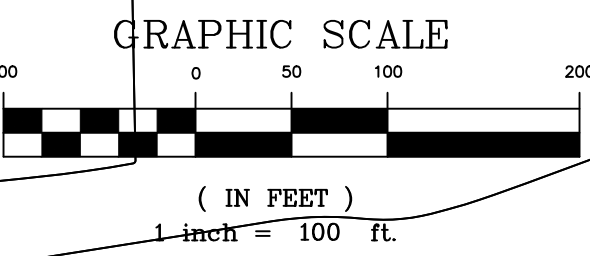
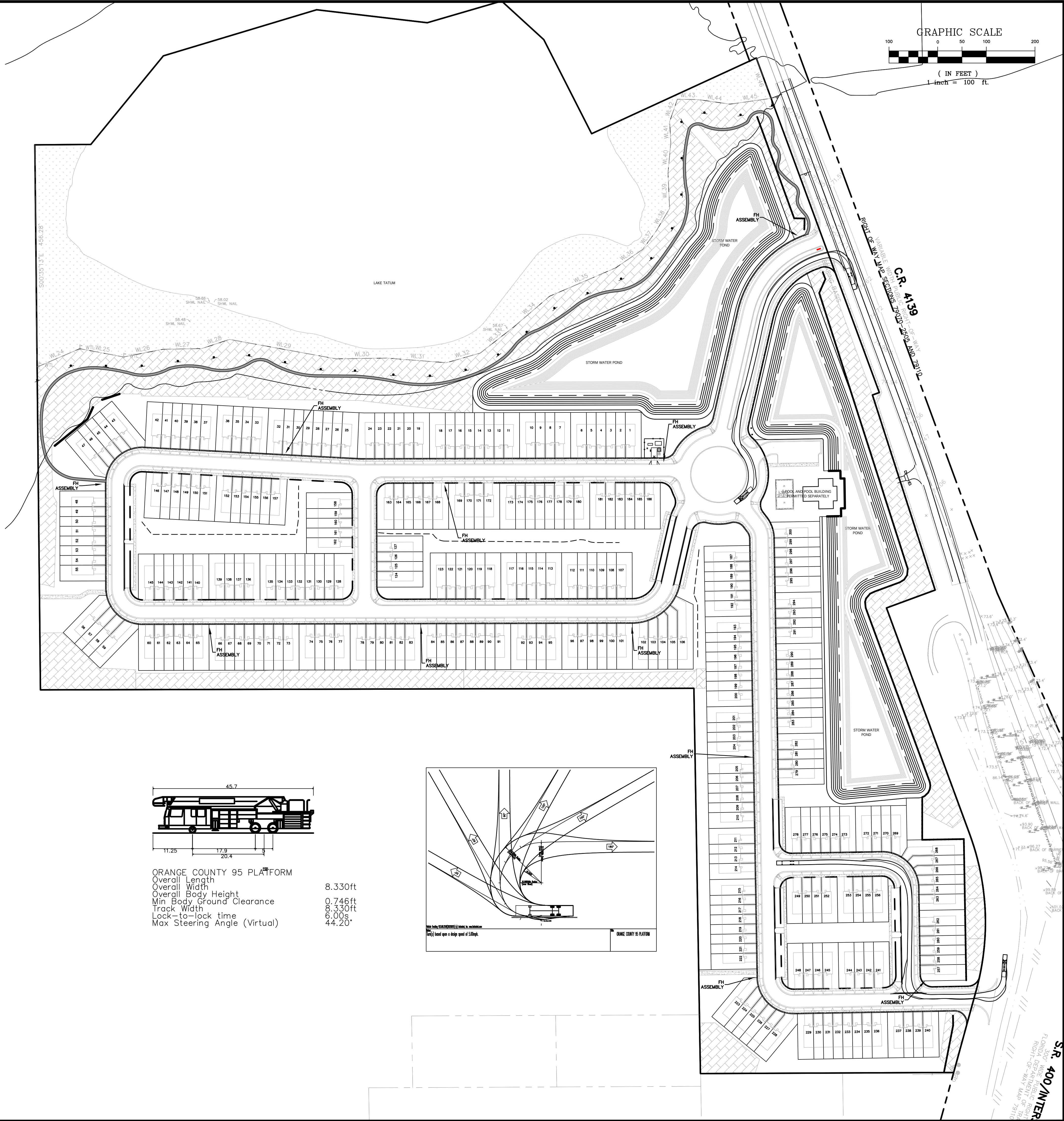
DEWATERING NOTE:

DISCHARGE OF GROUNDWATER FROM DEWATERING OPERATIONS REQUIRES APPROVAL FROM FDEP AND THE APPLICABLE WATER MANAGEMENT DISTRICT. THE DEVELOPER/CONTRACTOR SHALL OBTAIN AND FDEP GENERIC PERMIT FOR THE DISCHARGE OF GROUND WATER FROM DEWATERING OPERATIONS PURSUANT TO THE REQUIREMENTS OF 62-621.300(2)(A) AND 62-620 F.A.C. AND FLORIDA STATUTES CHAPTER 403. APPROPRIATE BMPs MUST BE IMPLEMENTED TO ENSURE THAT DISCHARGES DO NOT EXCEED SURFACE WATER QUALITY STANDARDS PER THE COP. IF DEWATERING OFF SITE OR INTO THE COUNTY MS4, TURBIDITY MUST BE MONITORED TO ENSURE THAT DISCHARGES DO NOT EXCEED 29 NTU OVER BACKGROUND PER 62-302.530 FAC. DISCHARGES DIRECTED TO THE COUNTYS MS4 REQUIRE AN ORANGE COUNTY RIGHT-OF-WAY UTILIZATION PERMIT FOR DEWATERING PRIOR TO THE START OF ANY DISCHARGES. TO OBTAIN RIGHT-OF-WAY APPROVAL, COPIES OF THE FDEP PERMIT, NO. DOCUMENTATION SHOWING DEWATERING AT THE SITE IS NOT WITHIN 500 FT OF KNOWN CONTAMINATION, AND A DEWATERING PLAN SHALL BE SUBMITTED TO ALEXIS CLARK, ORANGE COUNTY ENVIRONMENTAL PROTECTION DIVISION (407-836- 1433) AND ORANGE COUNTY PUBLIC WORKS DEVELOPMENT ENGINEERING PERMITTING SECTION. ANALYTICAL SAMPLING OF GROUNDWATER MAY BE REQUESTED BY ORANGE COUNTY ON A CASE-BY-CASE BASIS TO CONFIRM SITE CONTAMINATION STATUS.

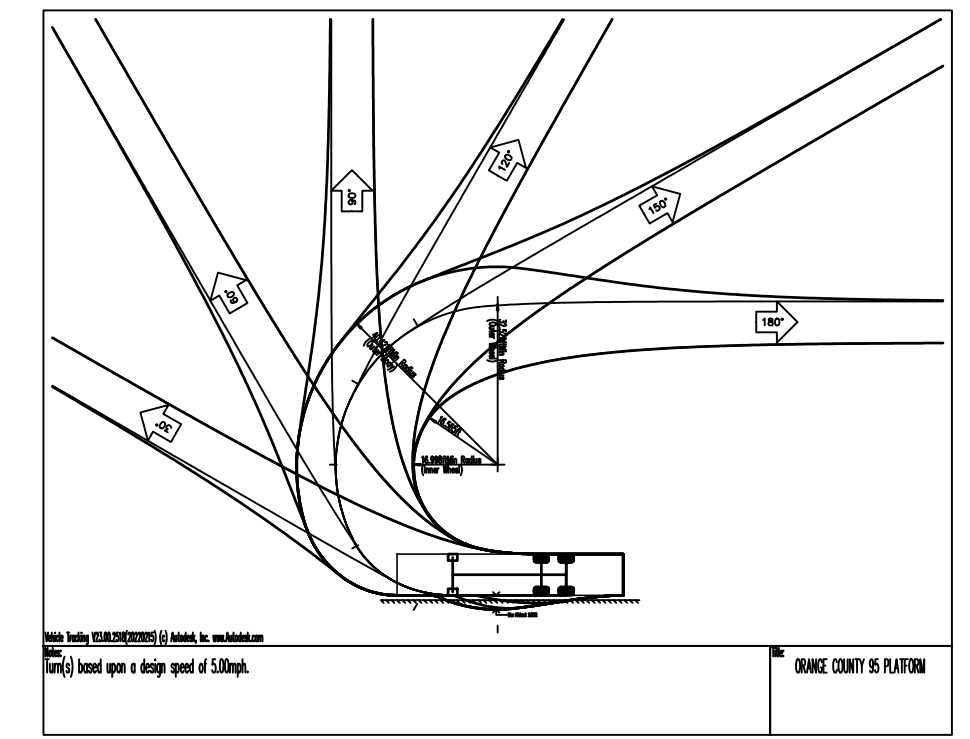
Figure V-2: Illustration of a Silt Fence Barrier

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V-7



ORANGE COUNTY 95 PLATFORM
Overall Length 45.7
Overall Width 11.25
Overall Body Height 17.9
Min Body Ground Clearance 20.4
Track Width 9
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 44.20°



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VEHICLE CIRCULATION PLAN
FOR
SUMMIT PLACE
CITY OF BELAND
FLORIDA

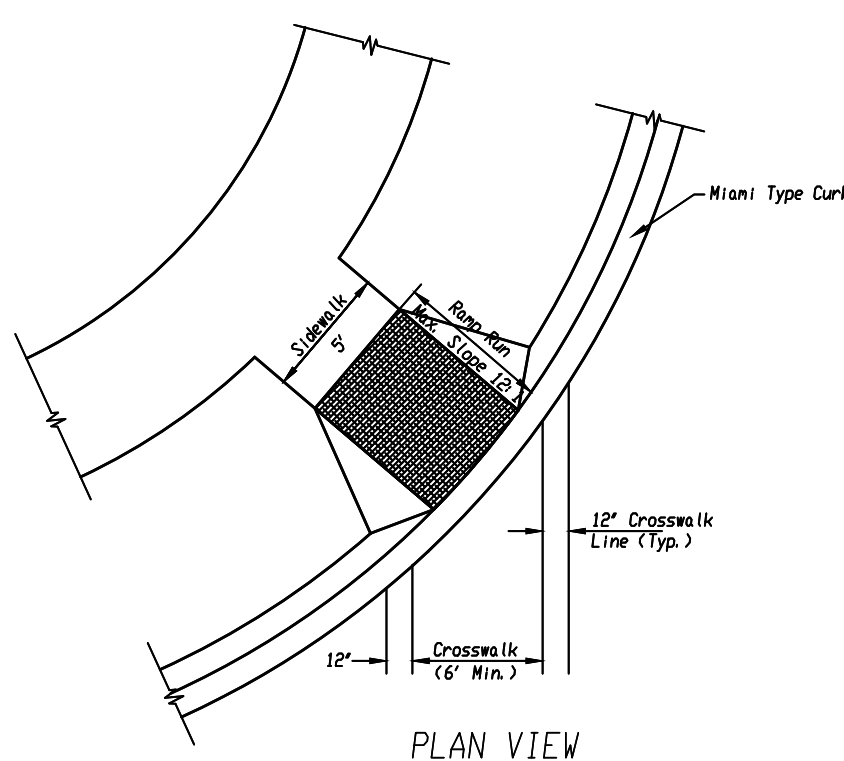
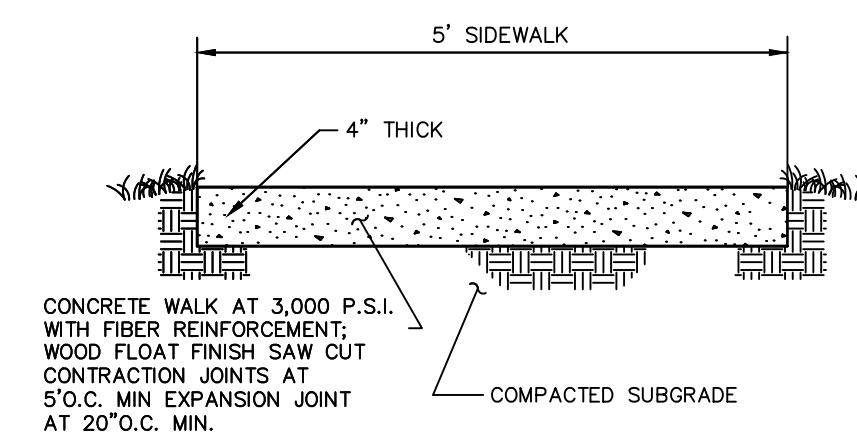
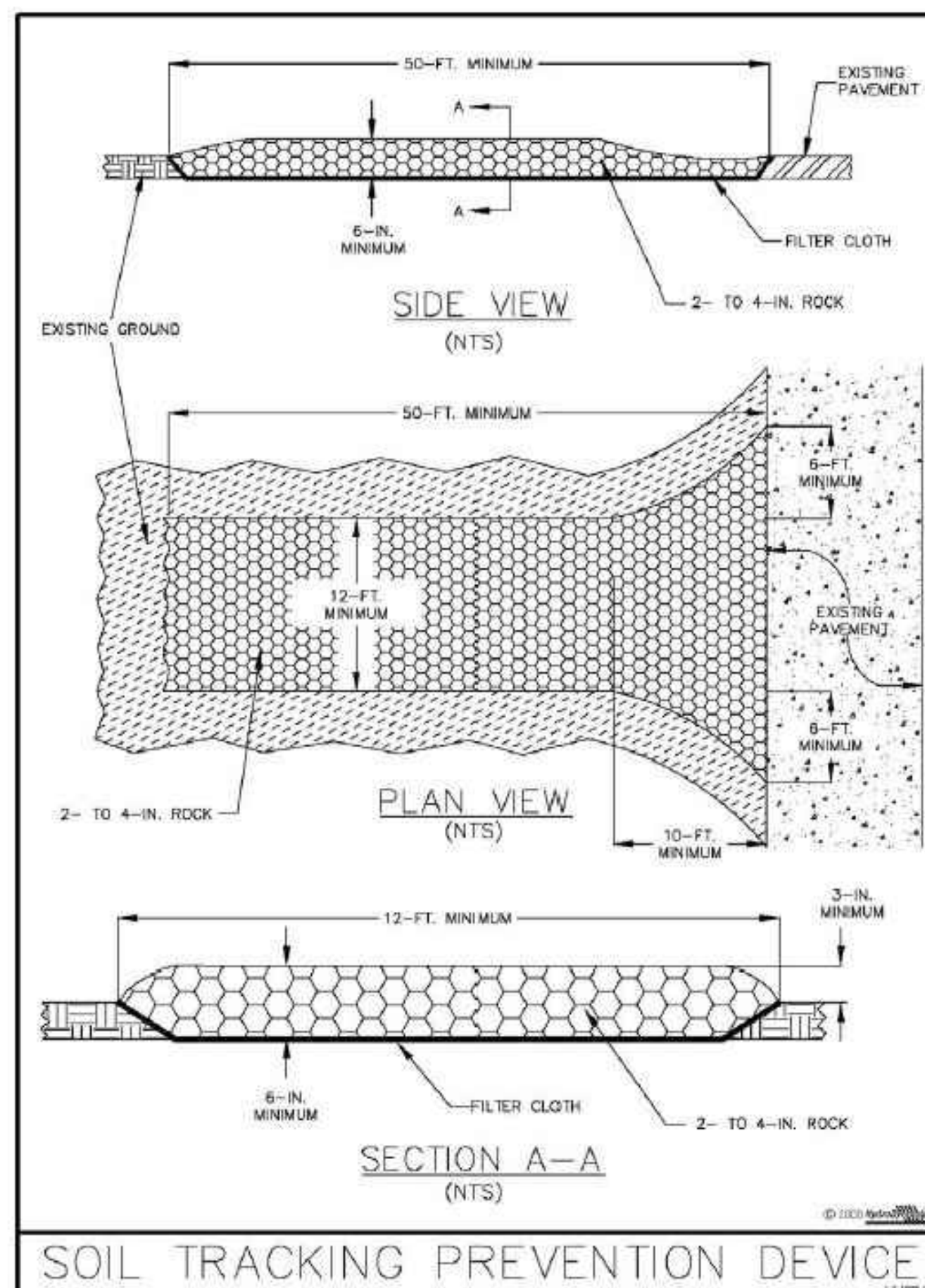
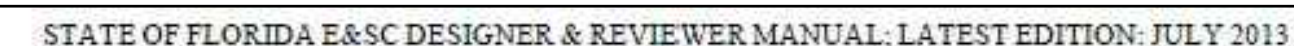
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

ENGINEER BENJAMIN S. BLACKHAM
LICENSE No. 79452
STATE OF FLORIDA
DATE 07/20/2024
BENJAMIN S. BLACKHAM
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

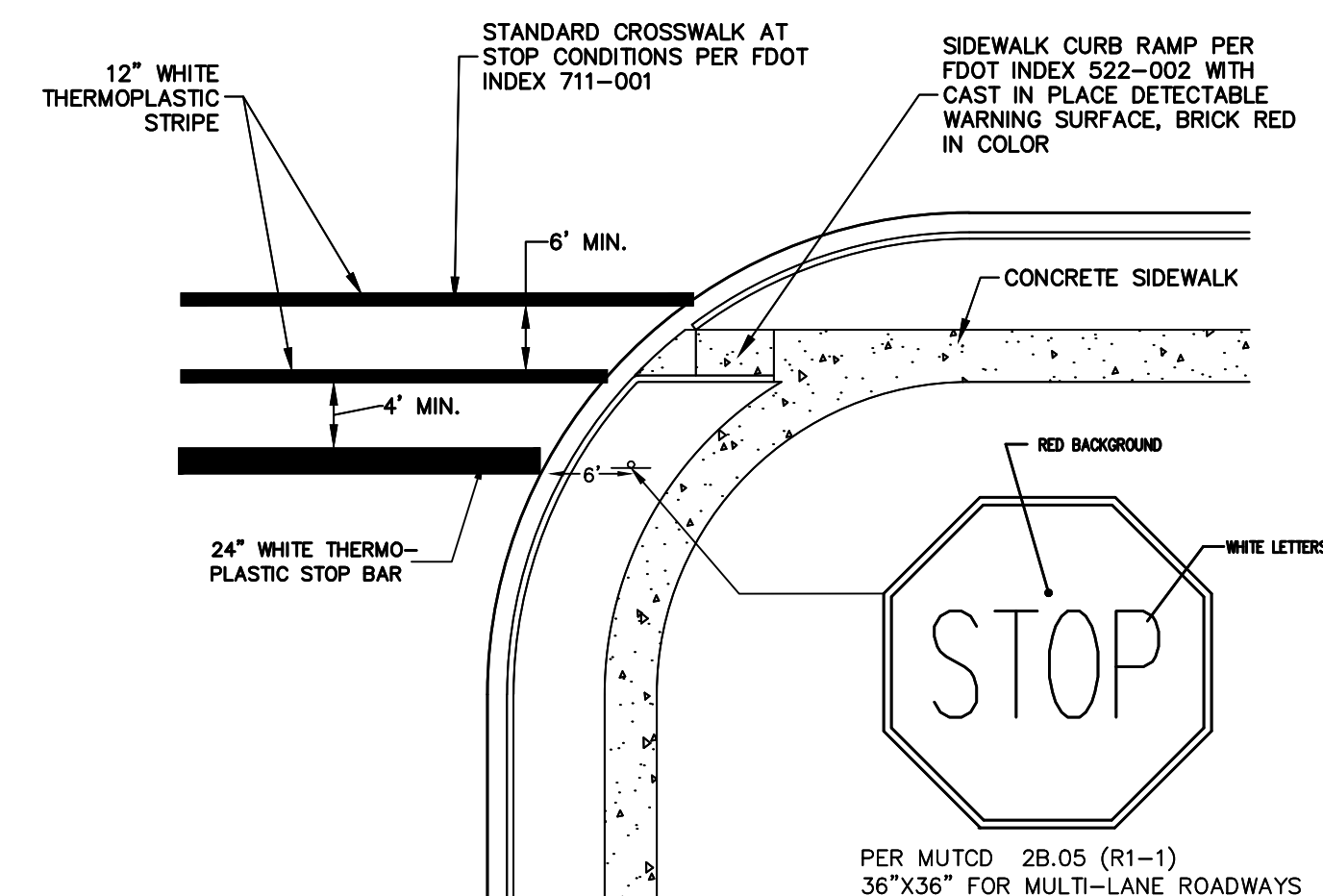
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7	02/20/23	7
8	02/20/23	8
9	02/20/23	9
10	02/20/23	10
11	02/20/23	11

JOB # 21886
DATE: 02/20/23
SCALE: 1"=100'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

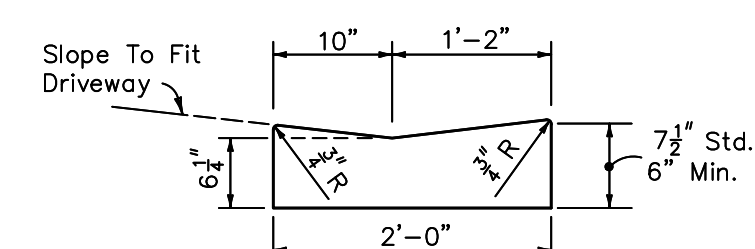
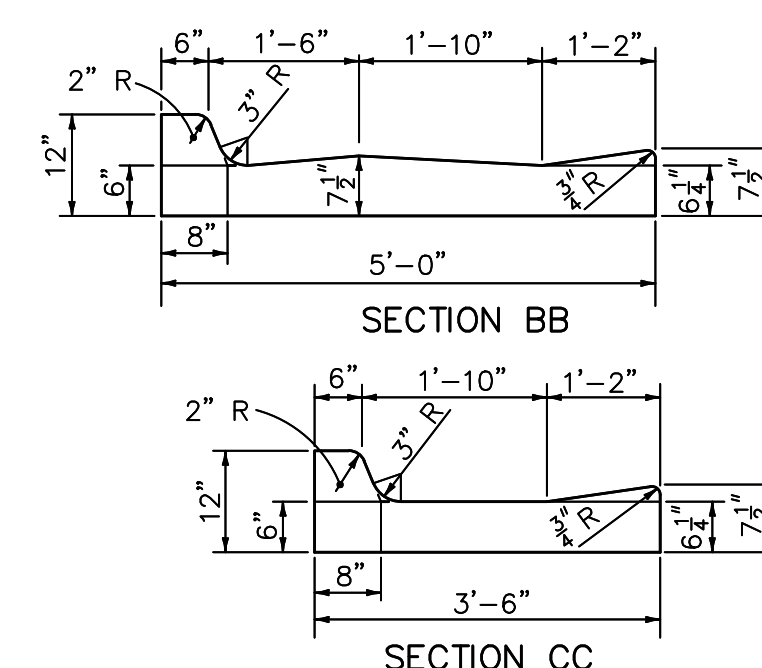
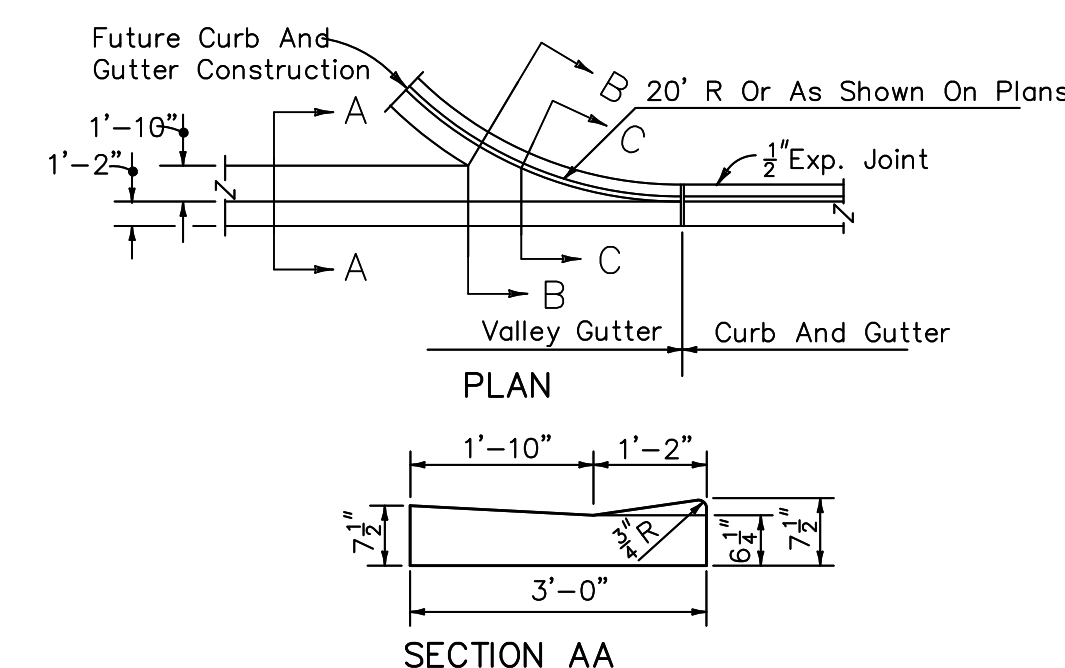
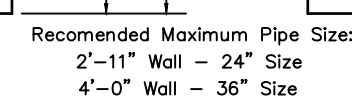
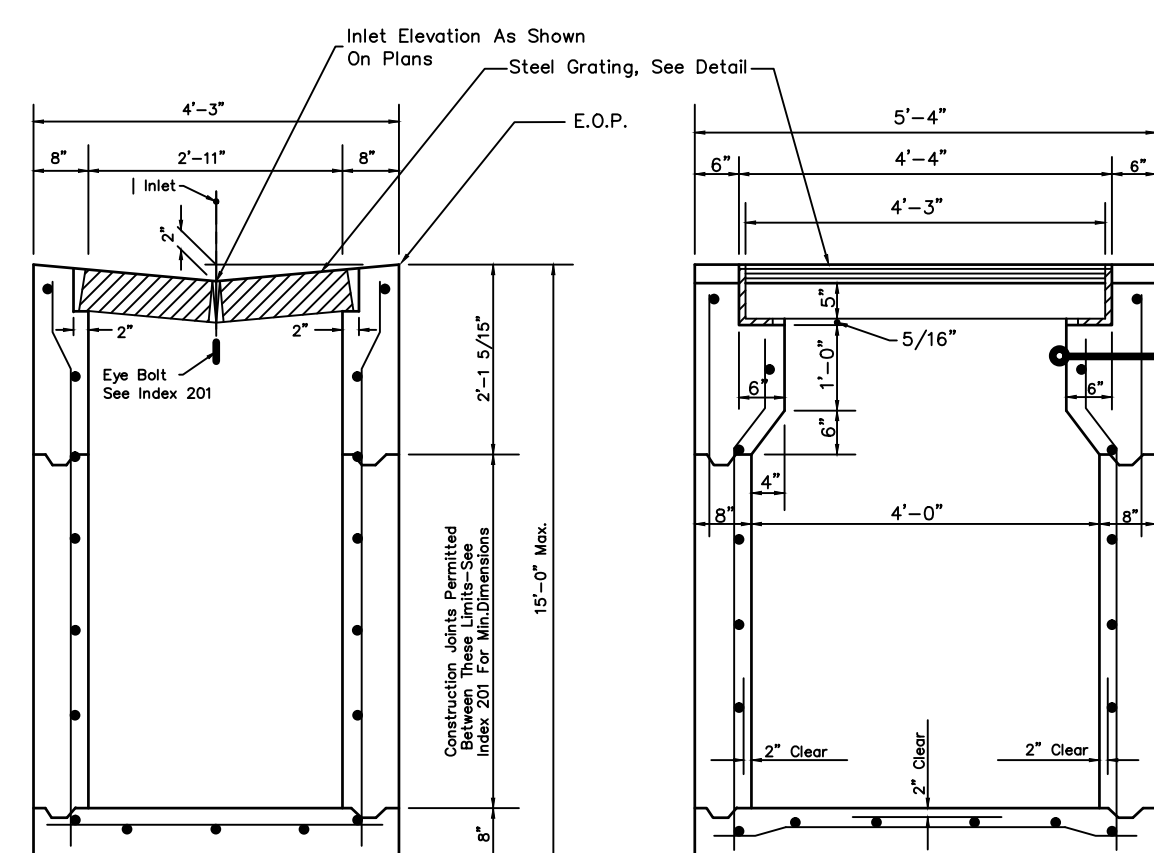
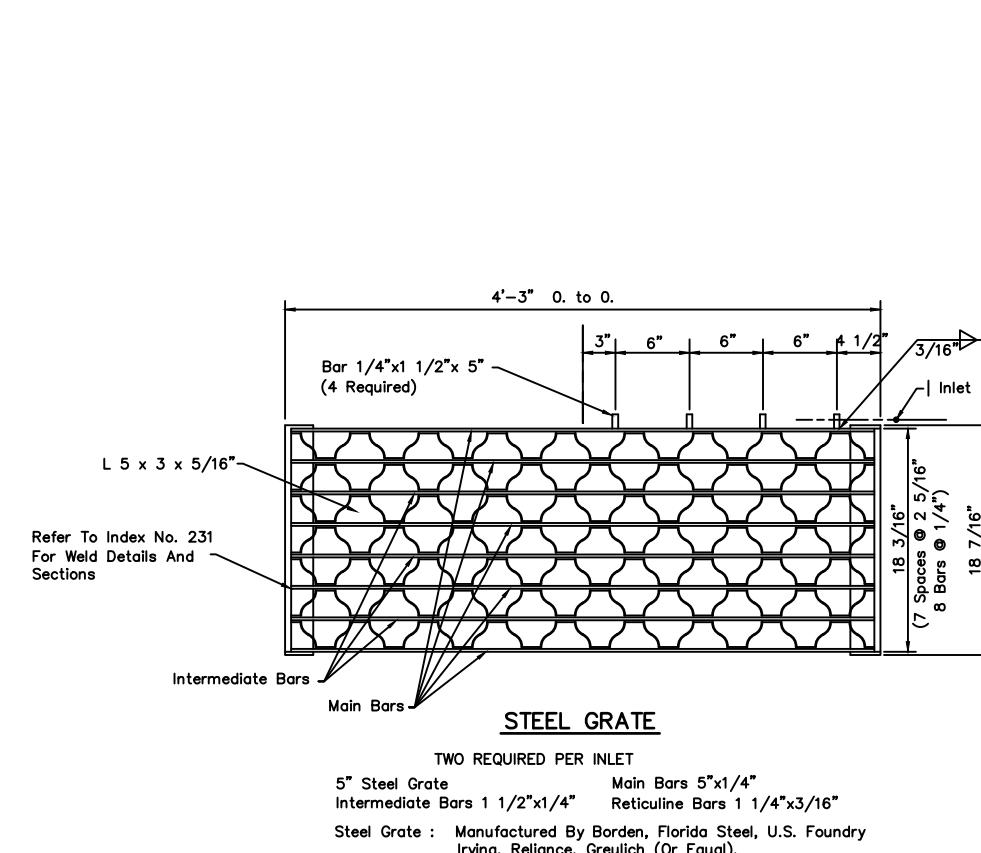
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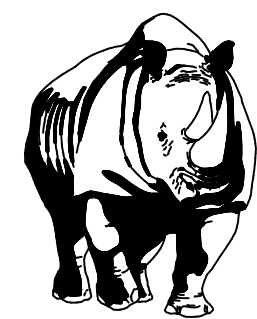
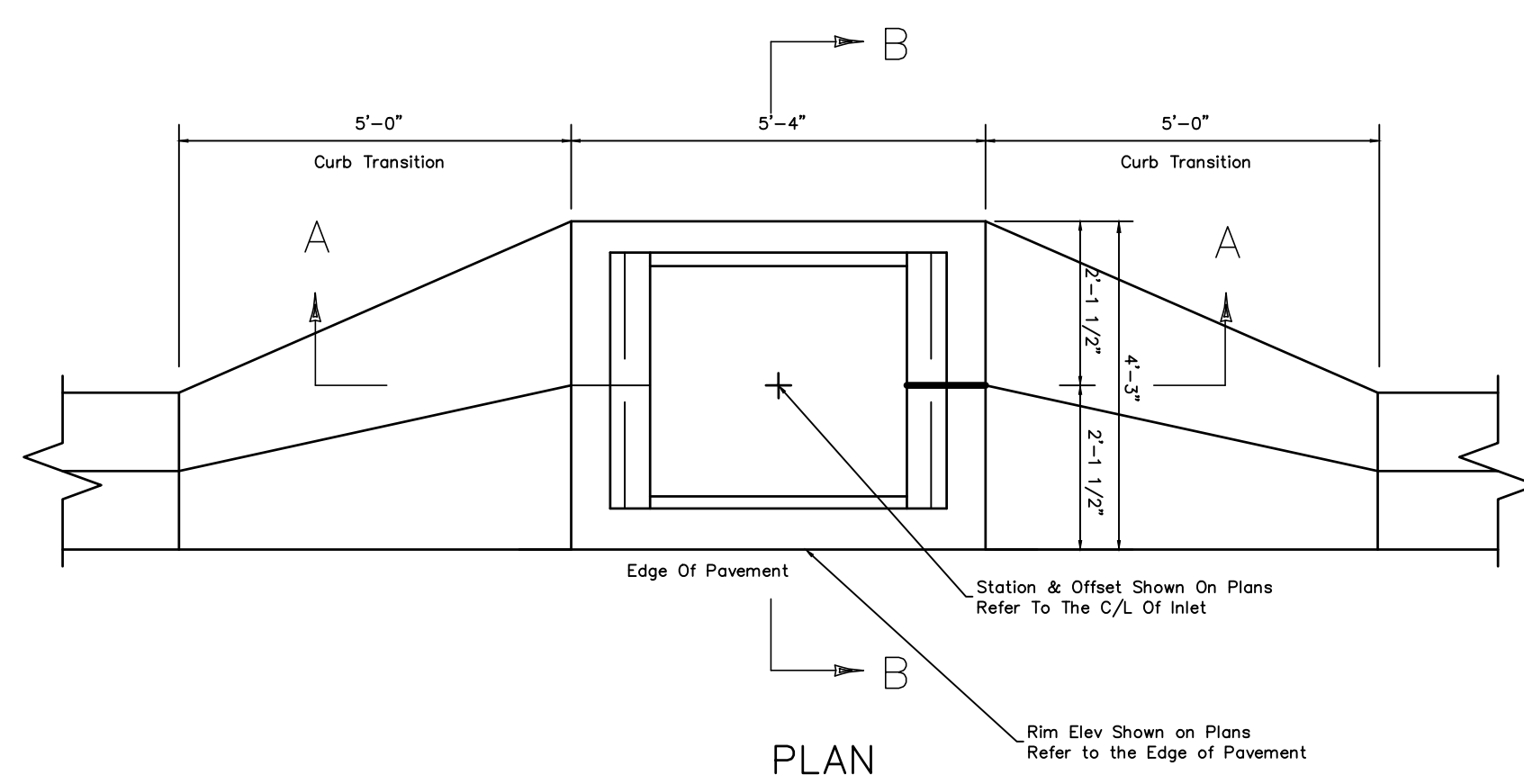
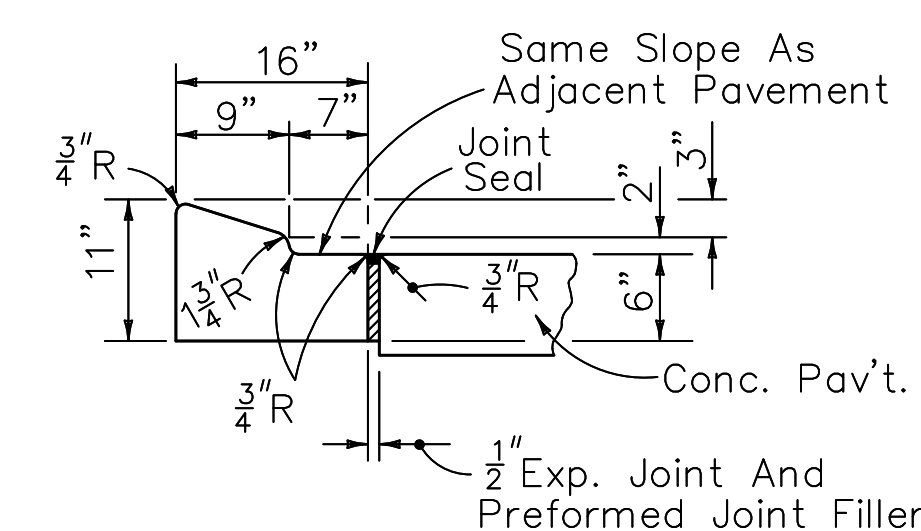
NOTE:
RAMP RUNS SHALL HAVE A TACTILE SURFACE. RAMP LANDINGS
ADJOINING VEHICULAR WAYS SHALL HAVE A TACTILE SURFACE 36"
WIDE BORDERING THE VEHICULAR WAY. TACTILE SURFACES SHALL
BE CONSTRUCTED BY TEXTURING TO A DEPTH NOT EXCEEDING 1/8" BY
USE OF A TAMP OR ROLLER CLOTHED WITH AN IMPRINTING SURFACE
OF EITHER 1" MESH 0.250 WIRE CLOTH (PLAIN WEAVE, CONVENTIONAL CRIMP),
#6 EXPANDED METAL (STANDARD) OR 3 LB. EXPANDED METAL GRATING.
TRANSITION SLOPES ARE NOT TO HAVE TACTILE SURFACES.



NOTE:
RAMP RUNS SHALL HAVE A TACTILE SURFACE. RAMP LANDINGS ADJOINING VEHICULAR
WAYS SHALL HAVE A TACTILE SURFACE 36" WIDE BORDERING THE VEHICULAR WAY.



For curb, gutter, curb and gutter and traffic separators provide $\frac{1}{8}$ - $\frac{1}{4}$ " contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves are to match the pavement joints, with intermediate joints not to exceed 10' centers.



431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CONSTRUCTION DETAILS

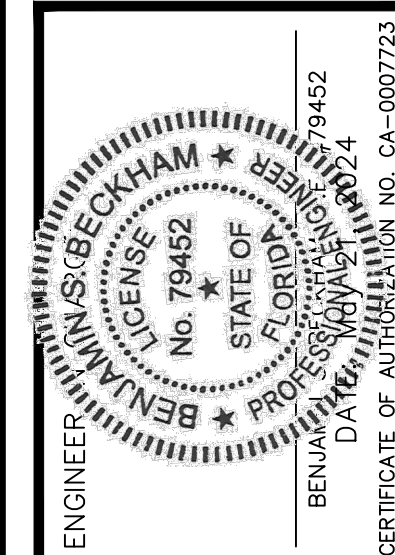
FOR

SUMMIT PLACE

FLORIDA

CITY OF DE LA AND

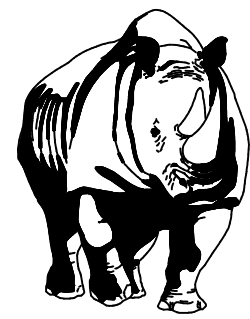
DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



1		
2		
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5		
6		
7		
8		
9		
10		
11		DATE REVISIONS

JOB # _____ 2108
DATE: _____ 02/20/23
SCALE: _____ N//
DESIGNED BY: _____ JT
DRAWN BY: _____ JT
APPROVED BY: _____ BSI

C900



MADDEN
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CONSTRUCTION DETAILS

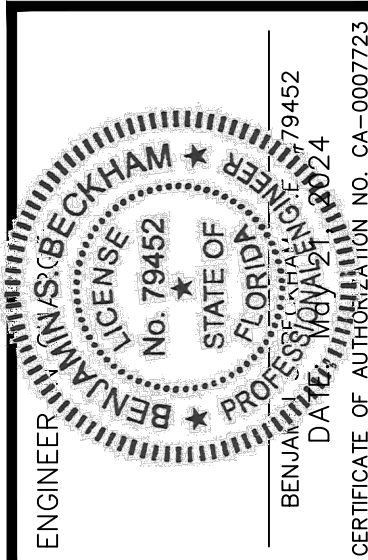
FOR

SUMMIT PLACE

FLORIDA

CITY OF BELAND

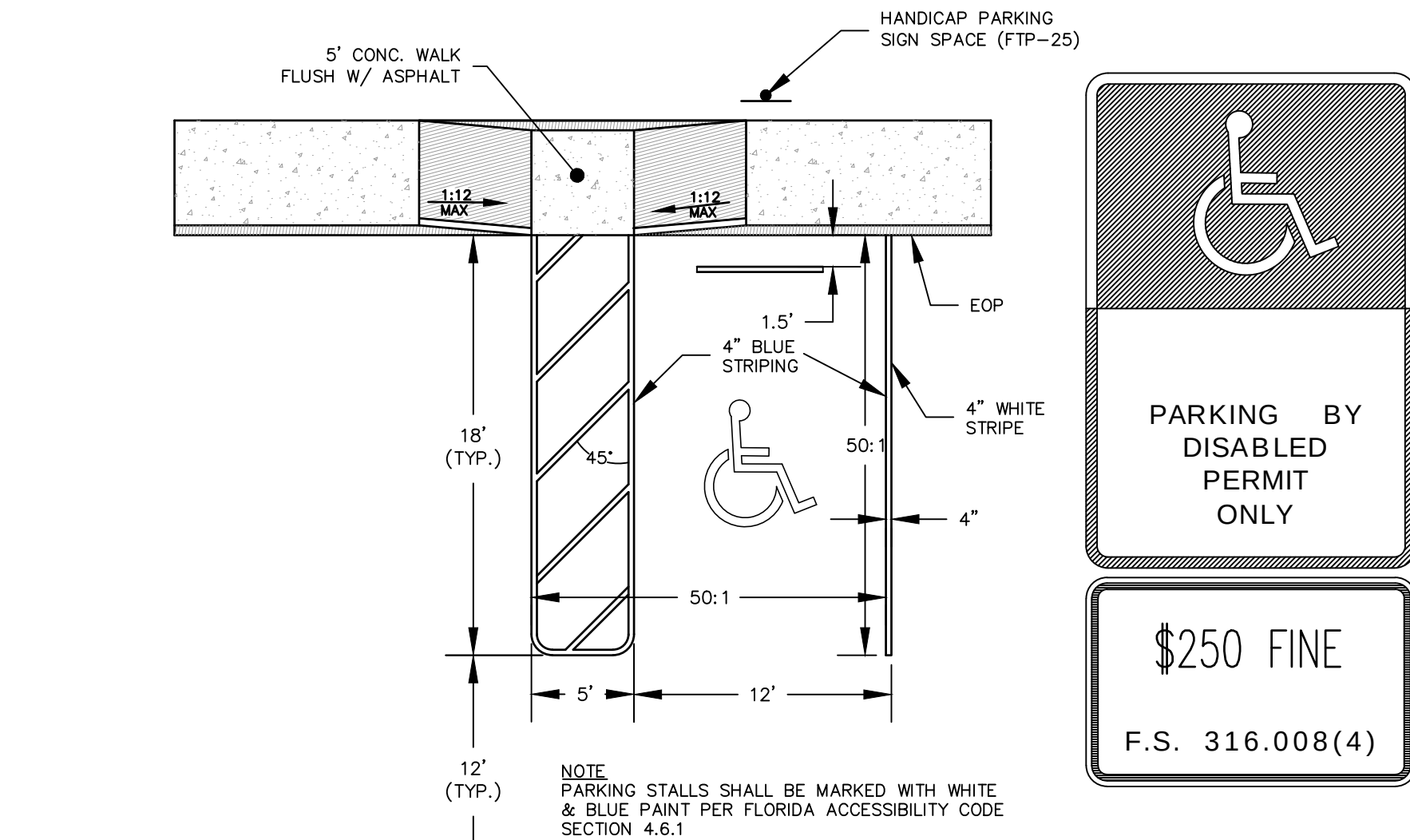
DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



NO.	DATE	REVISIONS
1	07/20/23	1
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB # 21886
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

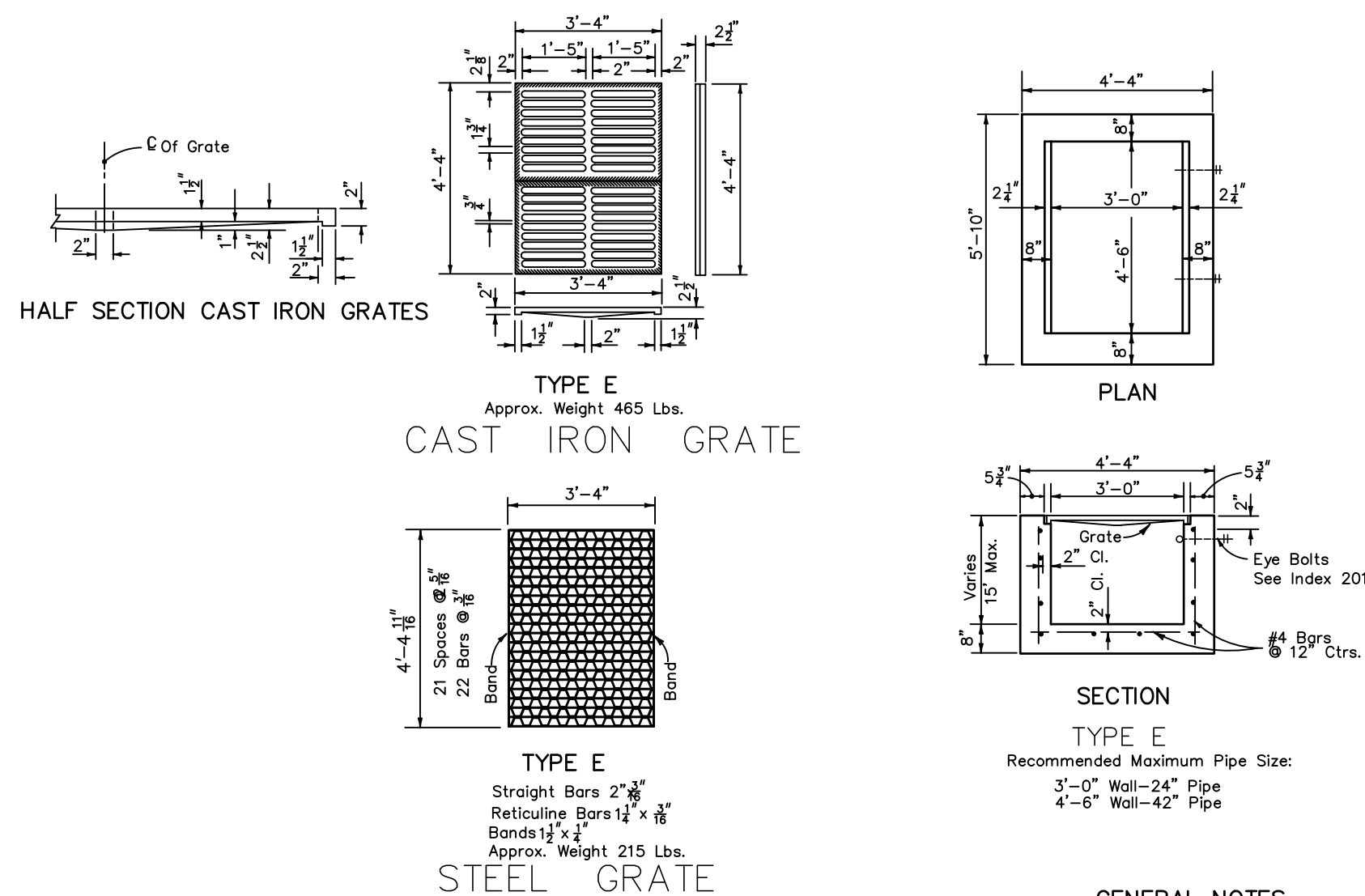
C902



- NOTE:
1. ACCESSIBILITY: A) IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION, 4.1.3 SECTION (1), DATED OCT. 1997 AT LEAST ONE ACCESSIBLE ROUTE COMPLYING WITH 4.3 SHALL CONNECT ACCESSIBLE BUILDING OR FACILITY ENTRANCES WITH ALL ACCESSIBLE SPACES AND ELEMENTS WITHIN THE BUILDING OR FACILITY. DOORS ACCESSING THE BUILDING MUST BE DEPICTED ON SITE PLAN. B) THE LOCATION OF HANDICAPPED PARKING STALLS, LOADING ZONES, SIDEWALKS AND RAMPS ON SITE SHALL MEET CHAPTER 316.1955 OF THE FLORIDA ACCESSIBILITY CODE. RAMPS SHALL NOT EXCEED 12:1 SLOPES PARKING SPACE AND AISLE SHALL NOT EXCEED 50:1 CROSS-SLOPE. (TLO 11-16-96) 12-11-96

- NOTE: (HANDICAP SIGN ONLY)
1. ALL LETTERS SHALL BE BLACK AND SHALL CONFORM TO FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS".
2. TOP PORTION OF SIGN SHALL HAVE REFLECTORIZED (ENGINEERING GRADE) BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WHITE BACKGROUND WITH BLACK BORDER.
4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.
5. HEIGHT OF SIGN SHALL BE 7' MINIMUM ABOVE GROUND IN ACCORDANCE WITH FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS".

818 HANDICAP RAMP AND PARKING STALL DETAIL
N.T.S.



- GENERAL NOTES
1. These inlets are suitable for bicycle and pedestrian areas and are to be used in ditches, medians and other areas subject to infrequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads.
2. Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and in areas accessible to pedestrians shall have traversable slots. The traversable slot modification is not adaptable to inlet Type H. Slots may be constructed at either or both ends as shown on plans.
3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans, either the steel grate, hot dipped galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
4. Recommended maximum pipe sizes shown are for concrete pipe. Pipe sizes larger than those recommended must be checked for fit.
5. All exposed corners and edges of concrete are to be chamfered 3".
6. Pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans; but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.
7. Traversable slots constructed in existing inlets shall be paid for as inlets partial, and shall include the cost for slot openings, paving and any required replacement grates.
8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Sodding 5Y.
9. For supplementary details see Detail No. 201.

NOTE: Alt. B Structure Bottom Only. See Detail No. 200

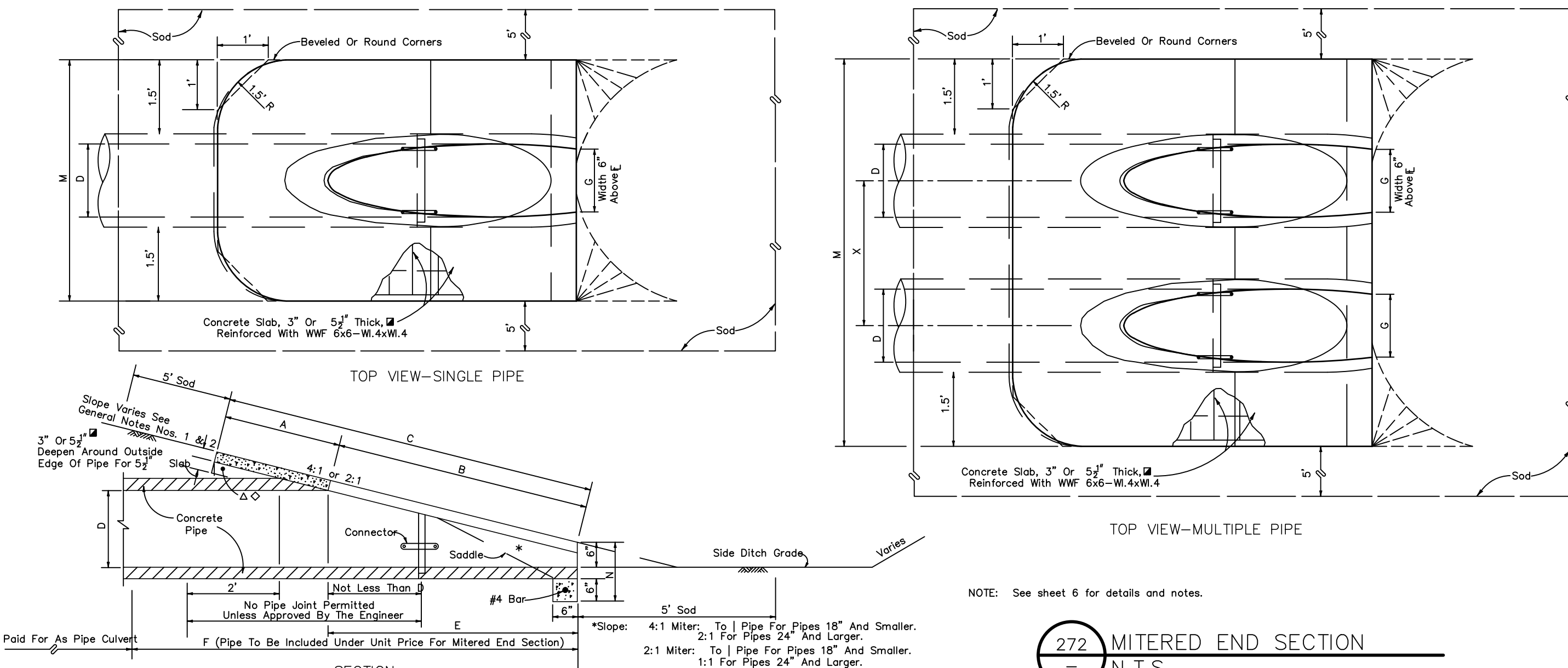
STRUCTURE BOTTOM FOR INLET TYPE E

232E F.D.O.T. TYPE E INLET
N.T.S.

DIMENSIONS AND QUANTITIES													
	D	X	A	B	C	E	F	G	M				N
									Single Pipe	Double Pipe	Triple Pipe	Quad. Pipe	
2:1 Slope	15"	2'-7"	1.92	2.18	4.10	2.06	8'	1.22	4.63	7.21	9.79	12.37	1.19
	18"	2'-10"	1.97	2.24	4.21	2.08	8'	1.41	4.92	7.75	10.58	13.42	1.21
	24"	3'-3"	2.03	2.30	4.31	2.10	8'	1.73	5.30	8.92	12.33	15.75	1.23
	30"	4'-3"	2.10	2.38	4.41	2.12	8'	2.00	5.80	10.33	14.38	18.83	1.25
	36"	5'-0"	2.18	2.46	4.51	2.14	8'	2.24	6.30	11.75	16.83	21.92	1.27
	42"	6'-0"	2.25	2.54	4.61	2.16	8'	2.45	6.80	13.25	19.60	26.25	1.30
	48"	6'-9"	2.33	2.63	4.71	2.18	8'	2.65	7.30	14.88	21.33	28.98	1.32
	54"	7'-9"	2.41	2.71	4.81	2.20	8'	2.85	7.80	16.50	23.15	31.54	1.34
	60"	8'-6"	2.50	2.80	4.91	2.22	8'	3.00	8.30	18.25	25.00	34.50	1.36
	66"	9'-2"	2.58	2.88	5.01	2.24	8'	3.18	8.80	19.75	27.00	37.08	1.38
4:1 Slope	15"	2'-7"	2.27	4.09	6.36	4.03	8'	1.22	4.63	7.21	9.79	12.37	1.19
	18"	2'-10"	2.36	4.18	6.46	4.05	8'	1.41	4.92	7.75	10.58	13.42	1.21
	24"	3'-3"	2.45	4.27	6.55	4.07	8'	1.73	5.30	8.92	12.33	15.75	1.23
	30"	4'-3"	2.70	4.92	7.19	4.09	8'	2.00	5.80	10.33	14.38	18.83	1.25
	36"	5'-0"	2.87	5.10	7.38	4.11	8'	2.24	6.30	11.75	16.83	21.92	1.27
	42"	6'-0"	3.05	5.37	7.65	4.13	8'	2.45	6.80	13.25	19.60	26.25	1.30
	48"	6'-9"	3.23	5.64	7.92	4.15	8'	2.65	7.30	14.88	21.33	28.98	1.32
	54"	7'-9"	3.41	5.91	8.19	4.17	8'	2.85	7.80	16.50	23.15	31.54	1.34
	60"	8'-6"	3.59	6.18	8.46	4.19	8'	3.00	8.30	18.25	25.00	34.50	1.36
	66"	9'-2"	3.77	6.45	8.73	4.21	8'	3.18	8.80	19.75	27.00	37.08	1.38

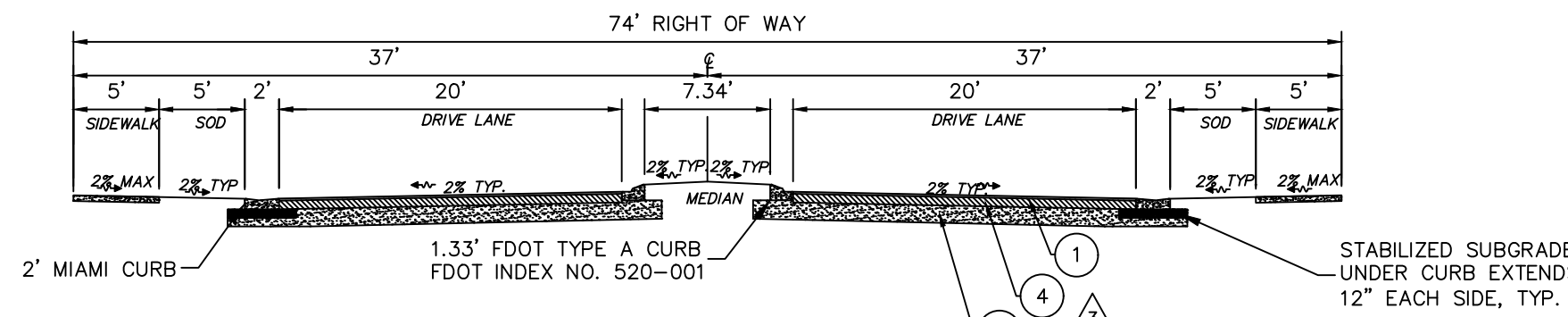
See General Note No. 3.
See Sheet 5 Or 6 For 3" Slab Quantities

B E
Δ 6.42' Δ 6.25' Dimensions permitted to allow use of 8' standard pipe lengths.
◇ 10.40' ◇ 10.10' Dimensions permitted to allow use of 12' standard pipe lengths.
Δ ◇ Concrete slab shall be deepened to form bridge across crown of pipe. See section below.

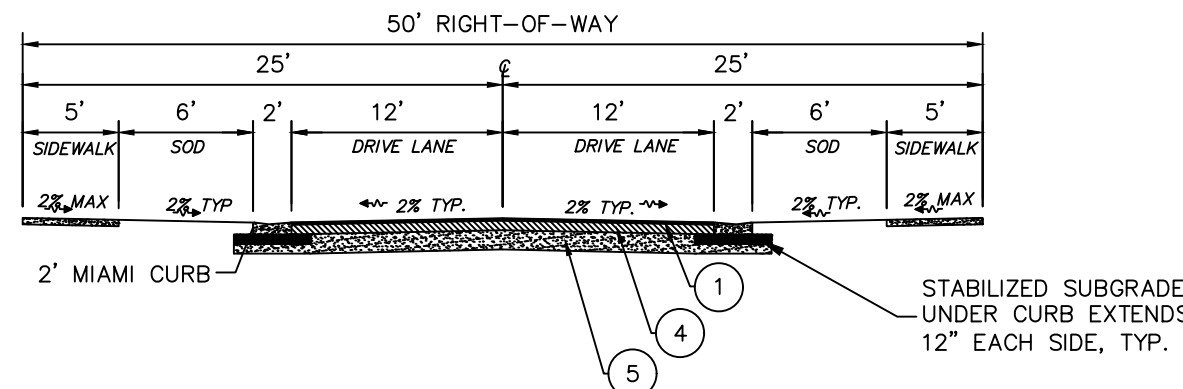


NOTE: See sheet 6 for details and notes.

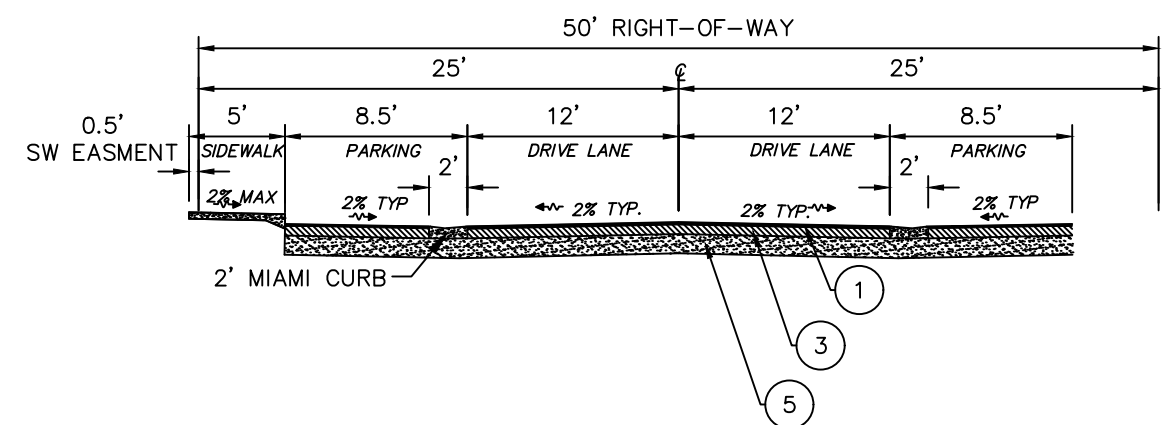
*Slope: 4:1 Miter: To 1 Pipe For Pipes 18" And Smaller.
2:1 Miter: To 1 Pipe For Pipes 18" And Smaller.
1:1 For Pipes 24" And Larger.



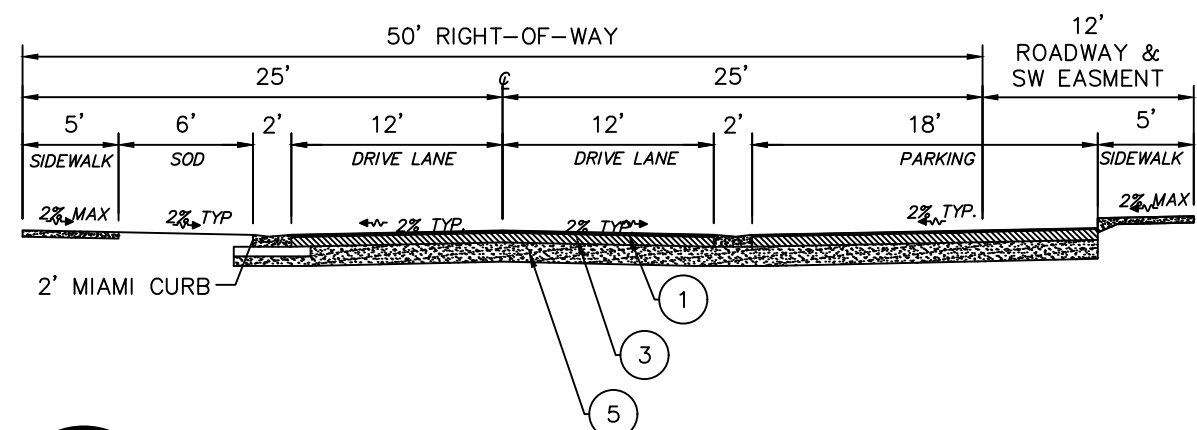
A
TYPICAL ENTRANCE SECTION
C101



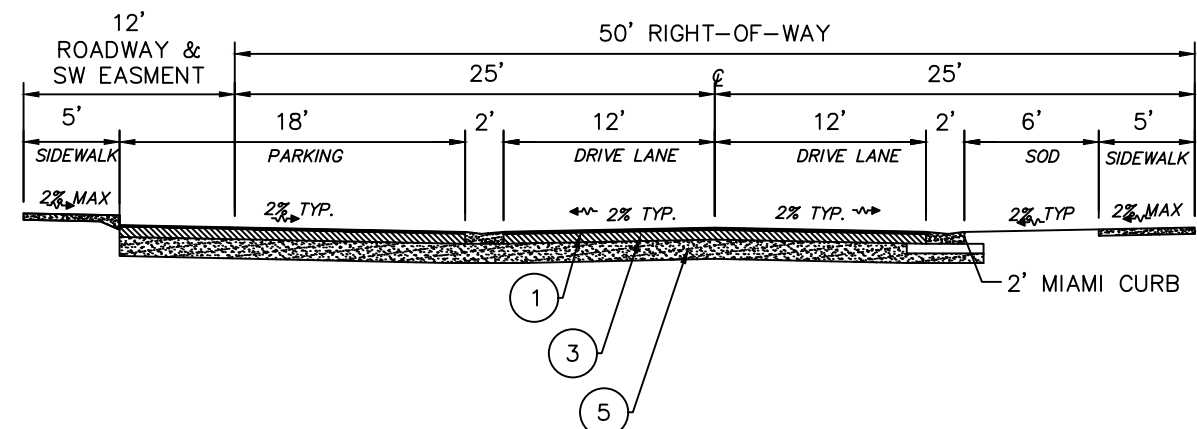
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TYPICAL 50' RIGHT OF WAY SECTION
C102



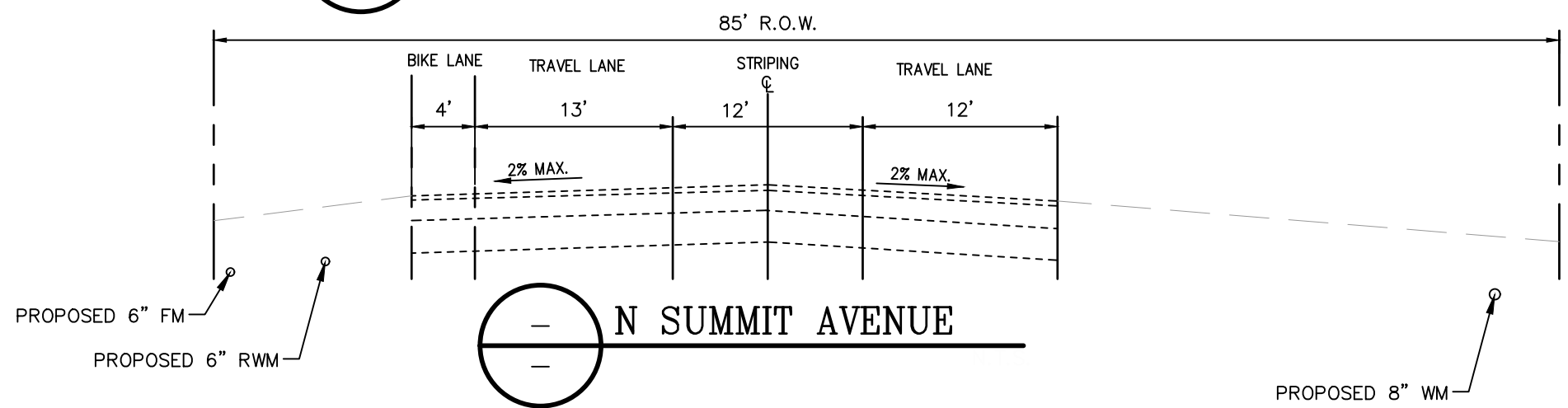
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TYPICAL 50' RIGHT OF WAY SECTION
C102



D
TYPICAL 50' RIGHT OF WAY SECTION
C103



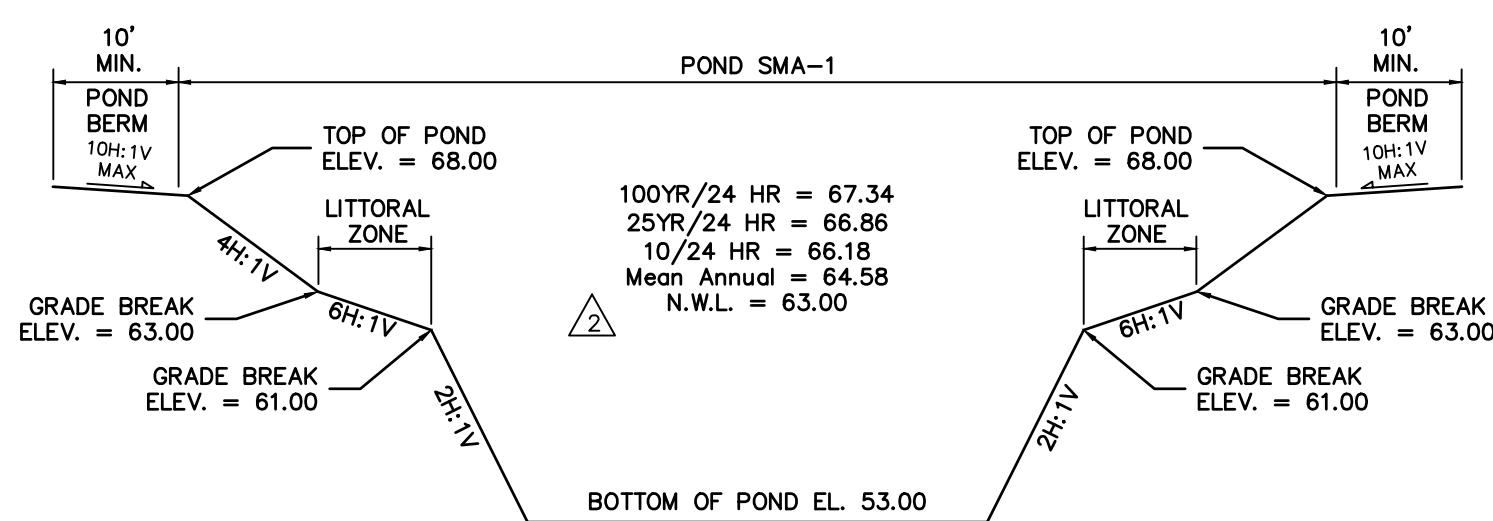
E
TYPICAL 50' RIGHT OF WAY SECTION
C103



ROADWAY PAVEMENT SECTIONS (PER GEOTECHNICAL REPORT)

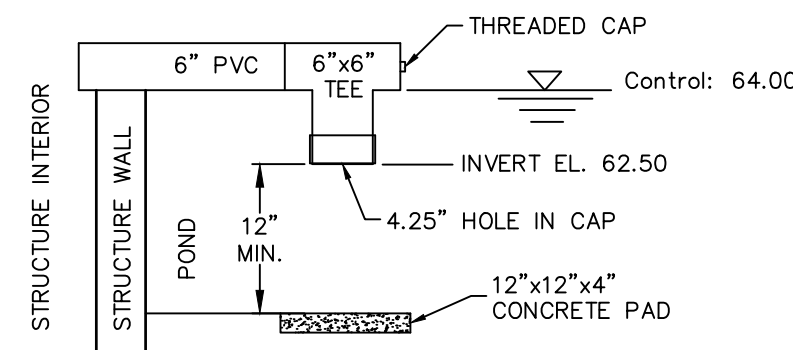
1. 2.0" FDOT SP-9.5 ASPHALT (NO MORE THAN 35% RECYCLED ASPHALT PAVEMENT)
2. 6" CRUSHED CONCRETE SOURCED FROM AN FDOT APPROVED SUPPLIER. THE BASE SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY AND EXHIBIT A MINIMUM LBR OF 130. THE BASE MATERIAL SHALL COMPLY WITH THE GRADATION CRITERIA LISTED IN THE LATEST EDITION OF THE FDOT ROAD AND BRIDGE CONSTRUCTION SPECIFICATIONS. LBR AND SIEVE GRADATION TESTS SHOULD BE PERFORMED AT A MINIMUM FREQUENCY OF ONE TEST PER 10,000 SQUARE FEET AND FOR EACH VISUAL CHANGE IN MATERIAL.
3. ALTERNATE:
6" LIMEROCK SOURCED FROM AN FDOT APPROVED SUPPLIER. THE BASE SHOULD BE COMPACTED TO 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DENSITY, AND EXHIBIT A MINIMUM LBR OF 100.
4. 8" CRUSHED CONCRETE SOURCED FROM AN FDOT APPROVED SUPPLIER. THE BASE SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY AND EXHIBIT A MINIMUM LBR OF 130. THE BASE MATERIAL SHALL COMPLY WITH THE GRADATION CRITERIA LISTED IN THE LATEST EDITION OF THE FDOT ROAD AND BRIDGE CONSTRUCTION SPECIFICATIONS. LBR AND SIEVE GRADATION TESTS SHOULD BE PERFORMED AT A MINIMUM FREQUENCY OF ONE TEST PER 10,000 SQUARE FEET AND FOR EACH VISUAL CHANGE IN MATERIAL.
5. 12" OF STABILIZED SUBGRADE WITH A MINIMUM LBR OF 40 AND COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-1557 TEST METHOD. COMPACTION TESTING OF STABILIZED SUBGRADE SHOULD BE PERFORMED TO FULL DEPTH AT A FREQUENCY OF AT LEAST ONE TEST PER 10,000 SQUARE FEET, OR A MINIMUM OF 4 TESTS, WHICHEVER IS GREATER.

NOTE:
1st ASPHALT LIFT TO BE COMPLETED AT THE FINAL INSPECTION OF THE ROADWAY INFRASTRUCTURE AND 2nd LIFT TO BE COMPLETED WHEN 95% OF THE SUBDIVISION HOMES ARE BUILT OR AS DETERMINED BY THE CITY ENGINEER OR DESIGNER.

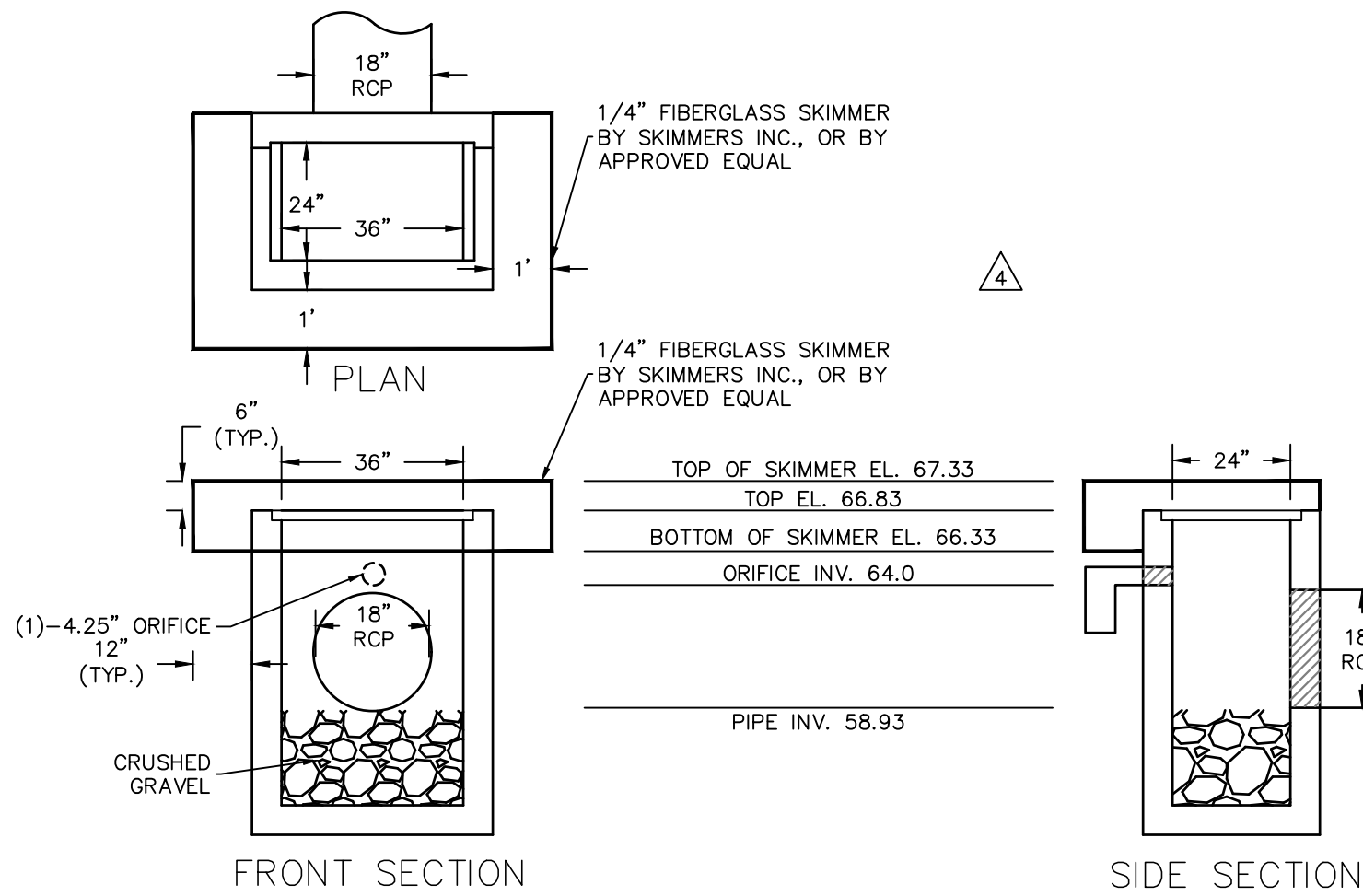


NOTE: POND BERMS AND SIDE SLOPES TO BE SODDED TO 2' BELOW THE NORMAL WATER LEVEL

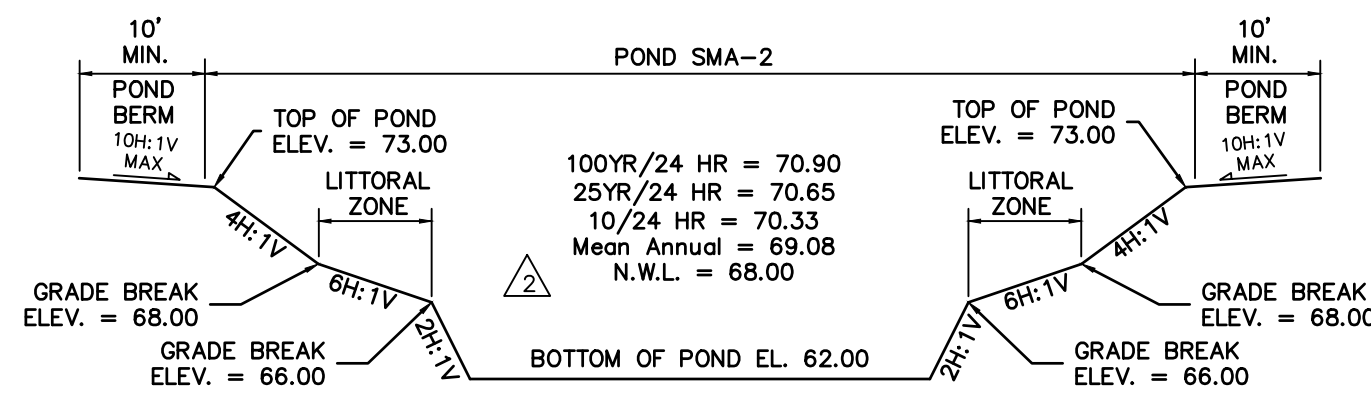
SMA1
POND SMA-1 SECTION
C101 N.T.S.



PVC1
ORIFICE DETAIL (POND SMA-1)

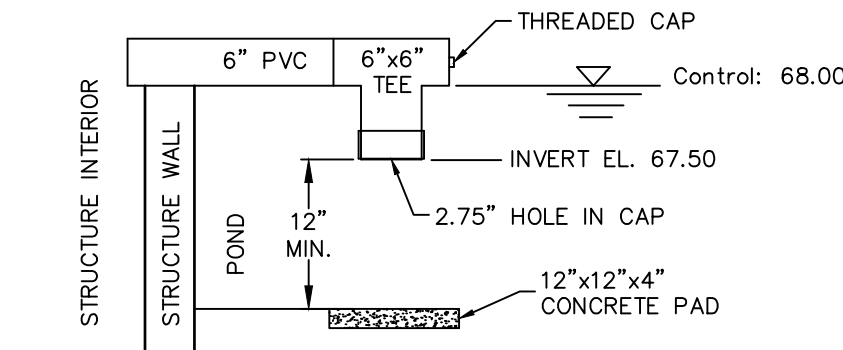


CS-01
FDOT MODIFIED TYPE "C" INLET
N.T.S.

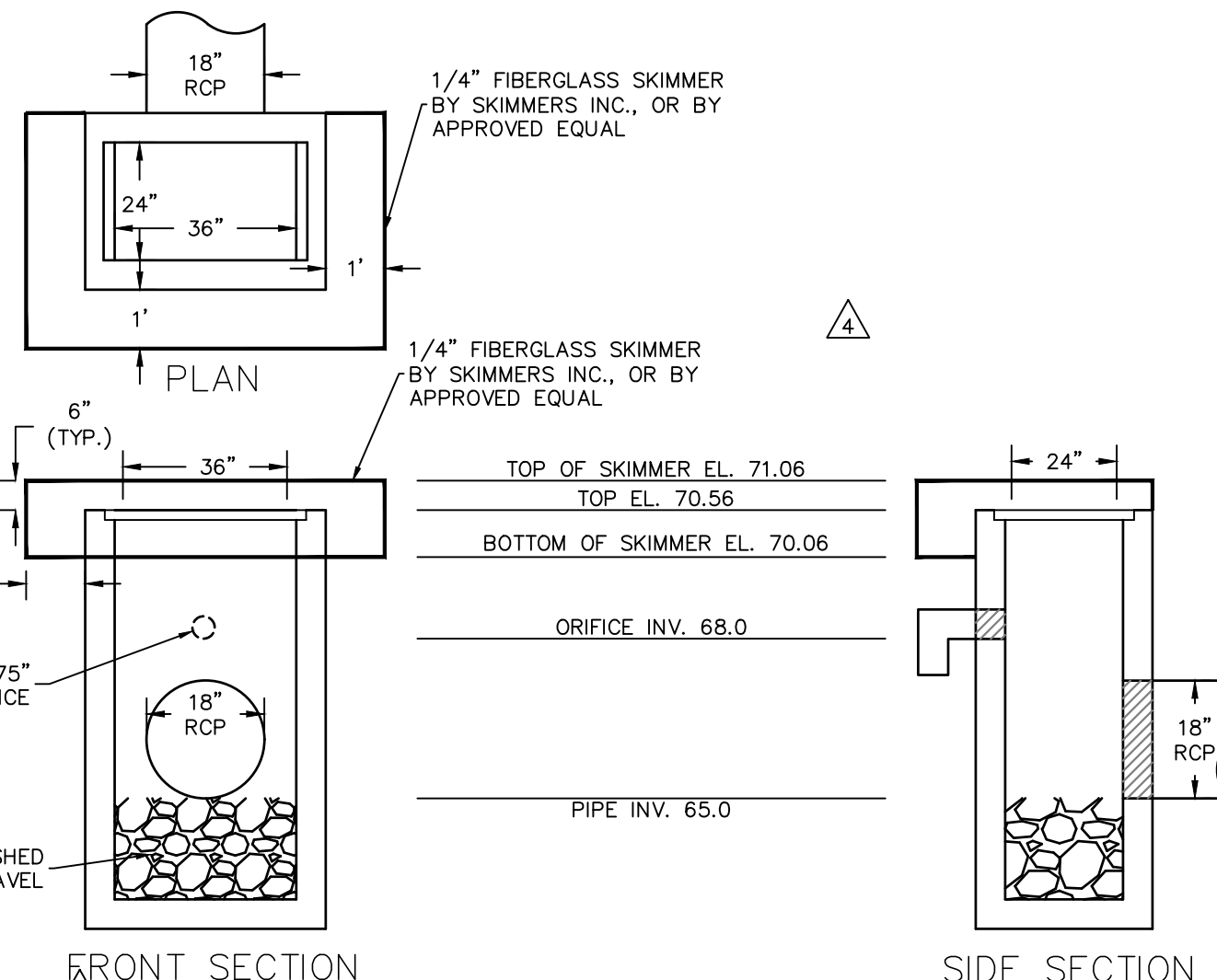


NOTE: POND BERMS AND SIDE SLOPES TO BE SODDED TO 2' BELOW THE NORMAL WATER LEVEL

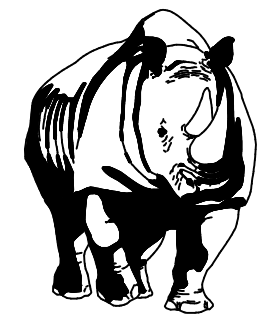
SMA2
POND SMA-2 SECTION
C101 N.T.S.



PVC2
ORIFICE DETAIL (POND SMA-2)



CS-02
FDOT MODIFIED TYPE "C" INLET
N.T.S.



MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CONSTRUCTION DETAILS

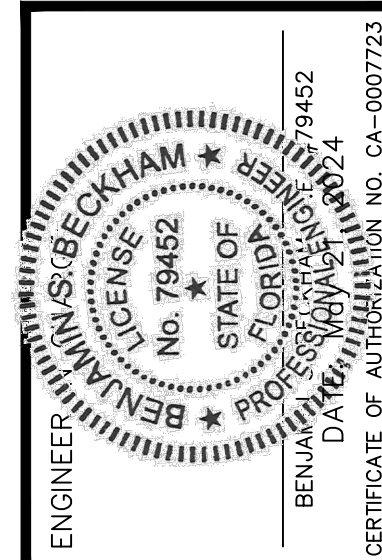
FOR

SUMMIT PLACE

FLORIDA

CITY OF BELAND

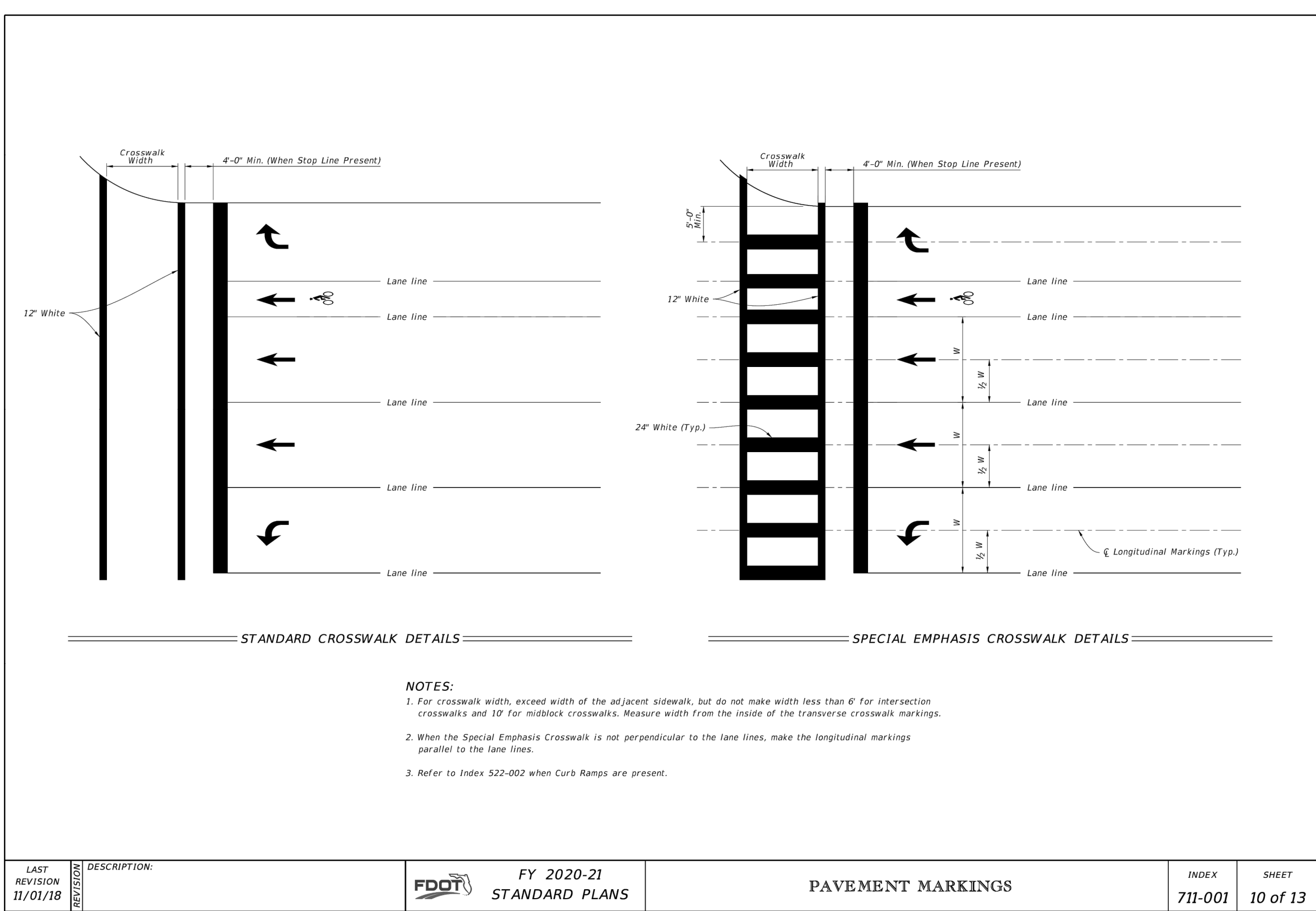
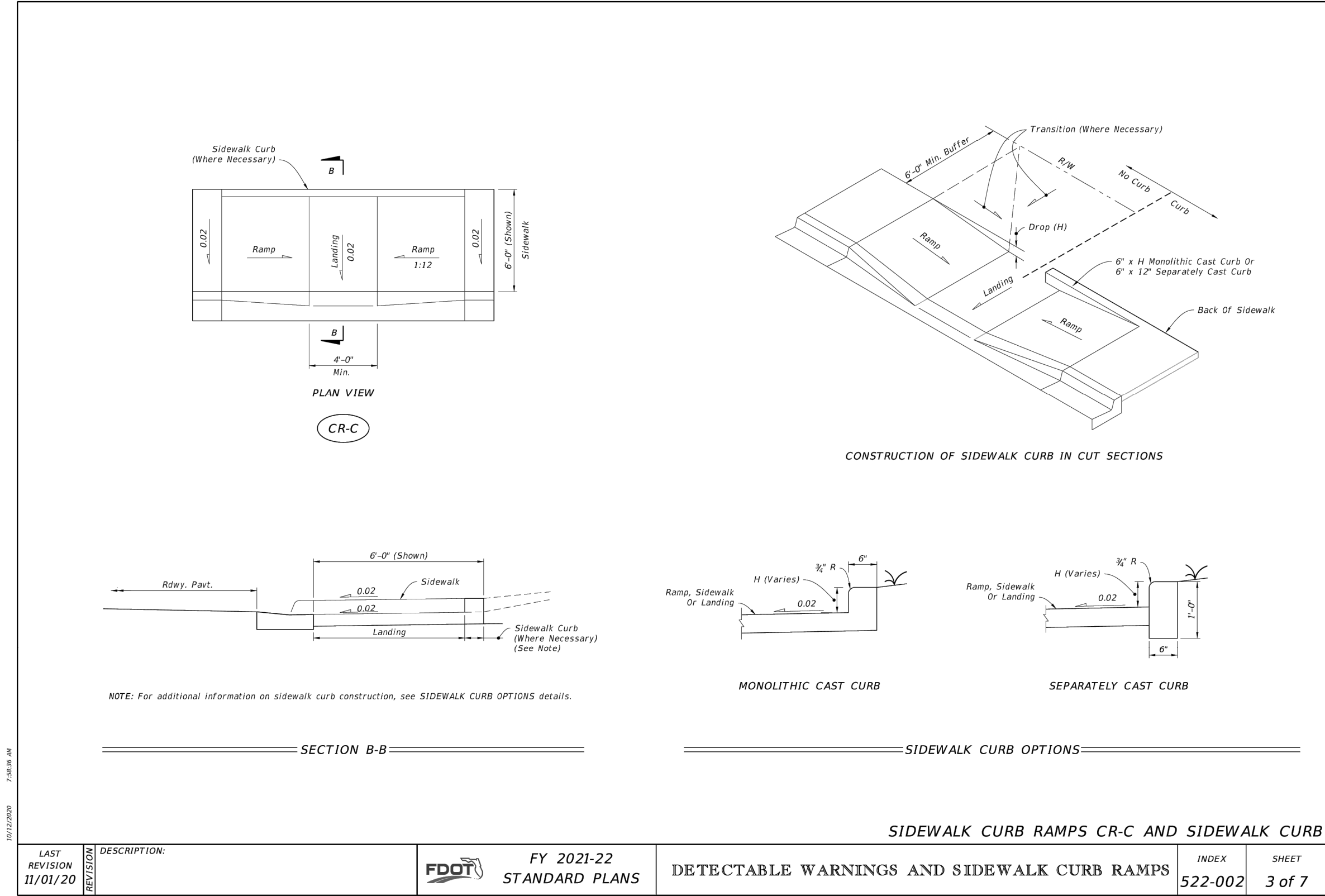
DR HORTON
10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 850-5200



REV.	DATE	REVISIONS
1	3/16/23	REV. PER CITY OF BELAND COMMENTS DATED 3/9/23
2	10/02/23	REVISED PER SHAWM COMMENTS
3	04/23/24	REV. PER CITY OF BELAND COMMENTS
4		
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10		
11		

JOB # **21886**
DATE: **02/20/23**
SCALE: **N/A**
DESIGNED BY: **JTT**
DRAWN BY: **JTT**
APPROVED BY: **BSS**

C903



MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
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Maitland, Florida 32751
(407) 629-8330

CONSTRUCTION DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

DR. HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

ENGINEER
BENJAMIN S. BUCKHAM
No. 79452
STATE OF FLORIDA
DATE: 02/20/23
BENJAMIN S. BUCKHAM
PROF. SEAL NO. 79452
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

REV.	DATE	REVISIONS
1	3/16/23	REV. PER CITY OF DELAND COMMENTS DATED 3/9/23
2		
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JOB # 210886
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C904

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DATE: 11/07/2022

REFLECTIVE PAVEMENT MARKER FOR FIRE HYDRANT LOCATION

W423

City of DeLand - Standard Details

Approved Ford Valve for Service Lines

1" SERVICE

CATALOG NUMBER	VALVE SIZE	SERV. LINE SIZE	METER SIZE	APPROX. WT. LBS.
B43-211W-NL	5/8"	1/2"	5/8"	1.4
B43-212W-NL	5/8"	1/2"	5/8"x3/4" & 3/4"	1.5
► B43-231W-NL	5/8"	3/4"	5/8"	1.6
► B43-232W-NL	5/8"	3/4"	5/8"x3/4" & 3/4"	1.7
► B43-331W-NL	3/4"	3/4"	5/8"	2.1
► B43-332W-NL	3/4"	3/4"	5/8"x3/4" & 3/4"	2.4
► B43-334W-NL	3/4"	3/4"	1"	2.3
► B43-341W-NL	3/4"	1"	5/8"	2.7
► B43-342W-NL	3/4"	1"	5/8"x3/4" & 3/4"	2.4
► B43-349W-NL	3/4"	1"	1"	2.7
► B43-444W-NL	1"	1"	1"	3.2
B43-454W-NL	1"	1-1/4"	1"	3.4

2" SERVICE

CATALOG NUMBER	VALVE SIZE	CTS END	FIP END	APPROX. WT. LBS.
► B41-333-NL	3/4"	3/4"	3/4"	2.0
► B41-334-NL	3/4"	3/4"	1"	2.1
► B41-343-NL	3/4"	1"	3/4"	2.2
► B41-344-NL	3/4"	1"	1"	2.4
► BL41-344-4-875-NL	3/4"	1"	1"	3.1
► B41-444-NL	1"	1"	1"	2.8
► B41-454-NL	1"	1-1/4"	1"	3.2
► B41-455-NL	1"	1-1/4"	1-1/4"	3.7
► B41-555-NL	1-1/4"	1-1/4"	1-1/4"	9.6
► B41-666-NL	1-1/2"	1-1/2"	1-1/2"	7.0
► B41-677-NL	1-1/2"	2"	2"	9.6
► B41-777-NL	2"	2"	2"	11.1

DATE: 11/07/2022

VALVE FOR WATER AND RECLAIM SERVICE LINE

W424

City of DeLand - Standard Details

Approved Muller Valve for Service Lines

1" SERVICE

P-24350N

Mueller 300 Ball Straight Meter Valve
Mueller Pack Joint Connection for CTS O.D.* tubing x meter swivel nut**.
Quarter turn check - lock wing, 360° turn option available by adding -3 suffix to catalog number.
Example: P-24350-3

Catalog size	3/4"x5/8" R †	3/4" R †	3/4"	5/8"x3/4"x1"	1" R †	1"
Meter size	5/8"	5/8"x3/4", 3/4"	5/8"x3/4", 3/4"	5/8"x3/4", 3/4"	1"	1"
Tubing size	3/4"	3/4"	3/4"	1"	1"	1"

2" SERVICE

P-25172N

Mueller 300 Ball Curb Valve
Inlet: Mueller Pack Joint
Connection for CTS O.D.* tubing
Outlet: F.I.P. thread
Quarter turn check-this valve may be ordered with 360° turn option by adding -3 to end of catalog number (P-25172-3)

3/4"R	3/4"	1"R	1"	1-1/2"	2"
-------	------	-----	----	--------	----

DATE: 11/07/2022

VALVE FOR WATER AND RECLAIM SERVICE LINE

W425

City of DeLand - Standard Details

DATE: 11/07/2022

NEW POTABLE SERVICE WHIP

W426

City of DeLand - Standard Details

CITY OF DELAND, FLORIDA

1102 S. GARFIELD AVENUE, DELAND, FLORIDA 32724

TITLE:

WATER SYSTEM DETAILS (Sheet 3)

SCALE: NOT TO SCALE

DRAWN BY: ERIC SAMPSON

DATE: 11/07/2022

CHECKED BY: NAME

FILE:

drive letter/details locations

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS

FOR

SUMMIT PLACE

CITY OF DELAND

FLORIDA

DR HORTON

10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200

1	2	3	4	5	6	7	8	9	10	11	DATE	REVISIONS

JOB #

21886

DATE:

02/20/23

SCALE:

N/A

DESIGNED BY:

JTT

DRAWN BY:

JTT

APPROVED BY:

BSB

C912



CITY DETAILS

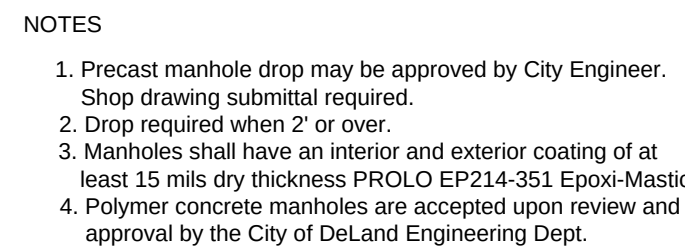
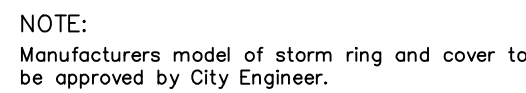
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CITY OF DELAND

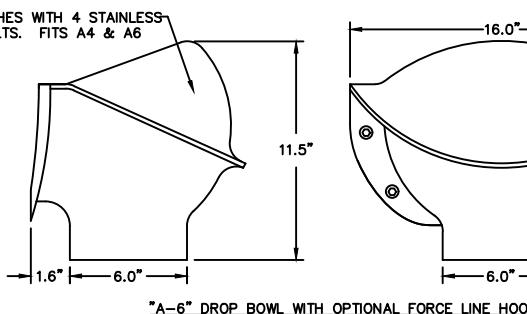
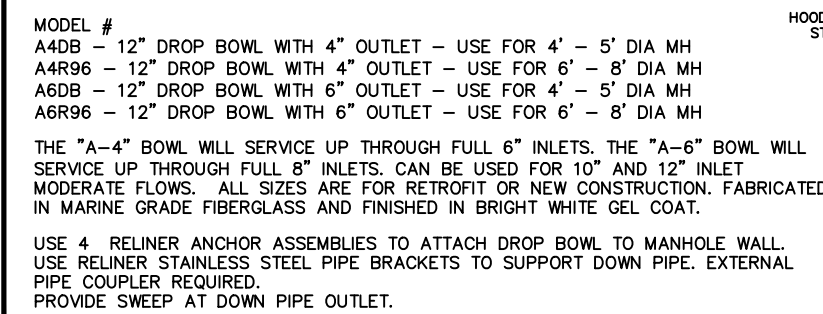

 BENJAMIN A. DAVIS
 PROFESSIONAL ENGINEER
 No. 79452
 STATE OF FLORIDA
 CERTIFICATE OF AUTHORIZATION NO. CA-0007723

2108
02/20/23
N/A
ED BY: JT
BY: JT
VED BY: BS



NOTES

1. PRECAST MANHOLE DROP MAY BE APPROVED BY CITY ENGINEER. SEE DRAWING SUBMITTAL REQUIRED.
2. DROP REQUIRED WHEN 2' OR OVER.
3. MANHOLES SHALL HAVE AN INTERIOR AND EXTERIOR COATING OF AT LEAST 1/8" MILS DRY THICKNESS PROLO EP21 EPOXI-MASTIC OR KOPPERS BITUMEN BLACK SOLUTION 300M.

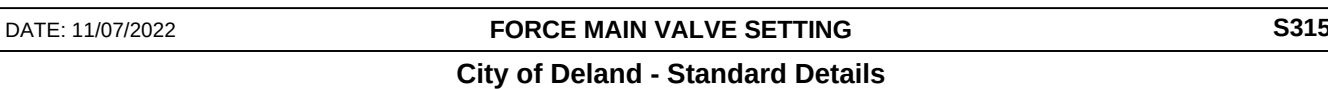
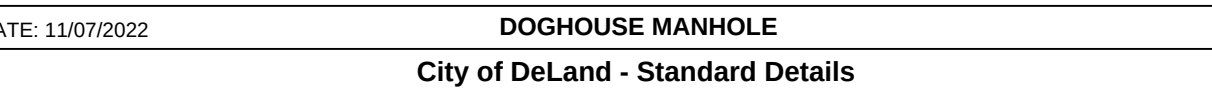
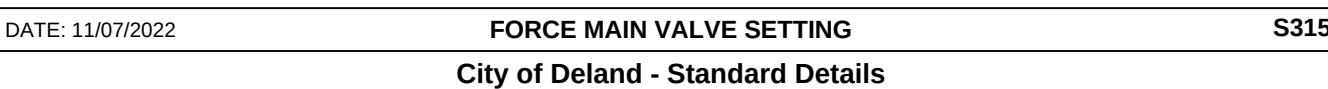
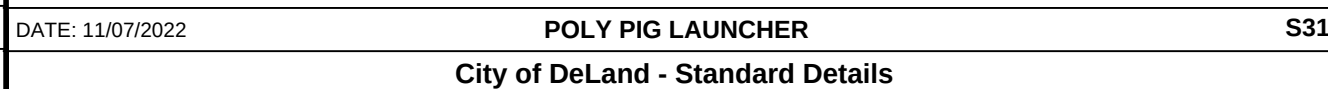
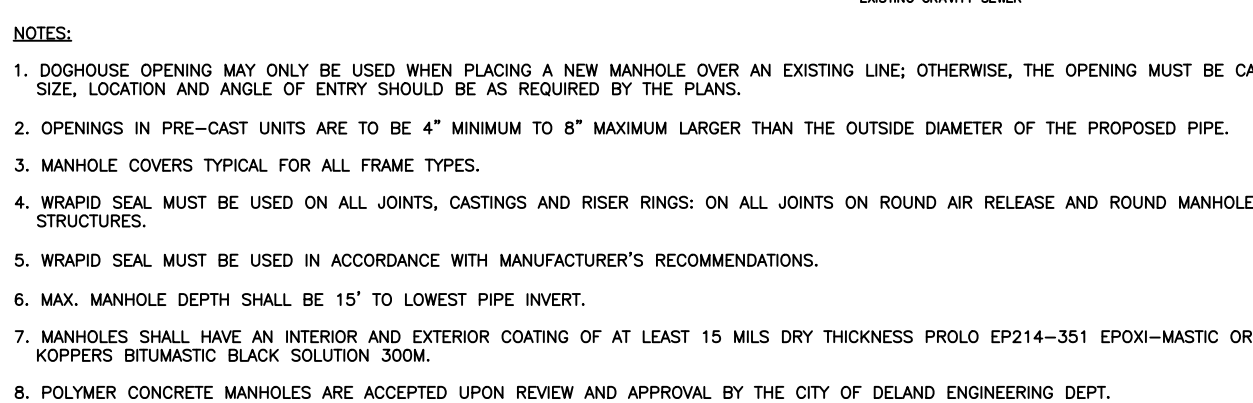
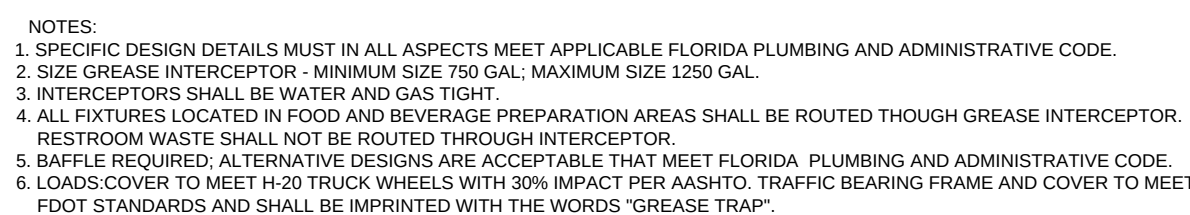
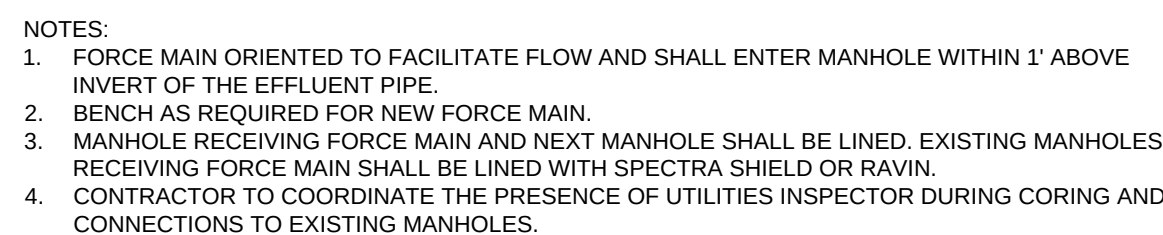
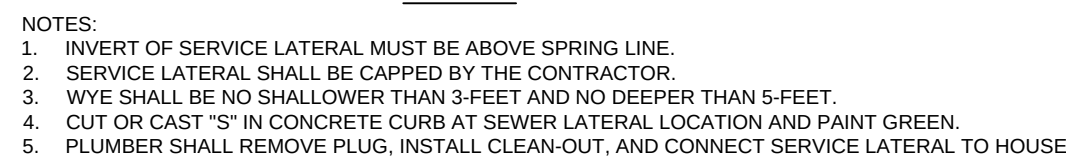


CHECKED BY: NAME

DRAWN BY: ERIC SAMPSON

SANITARY DETAILS

TITLE: PAGE 2 OF 5



FILE: drive letter/details/locations

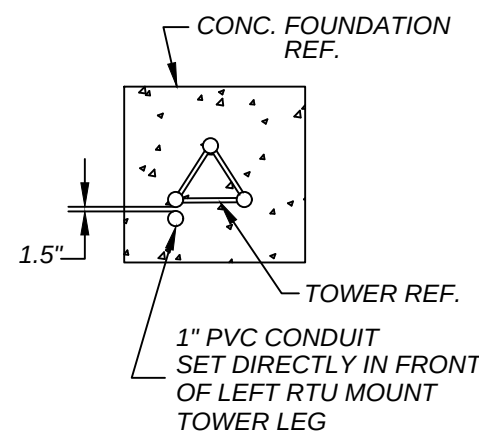
1. VACUUM PUMP AND FLOAT CHECK VALVE
2. CHECK VALVE
3. CW OR CCW IMPELLER
4. PARKER SOLENOID VALVE (25 PSI)
5. MECHANICAL SEAL
6. SONIC START VACUUM DOME HOUSING
7. SONIC START REPLACEMENT PRIME SENSOR

MOTORS:

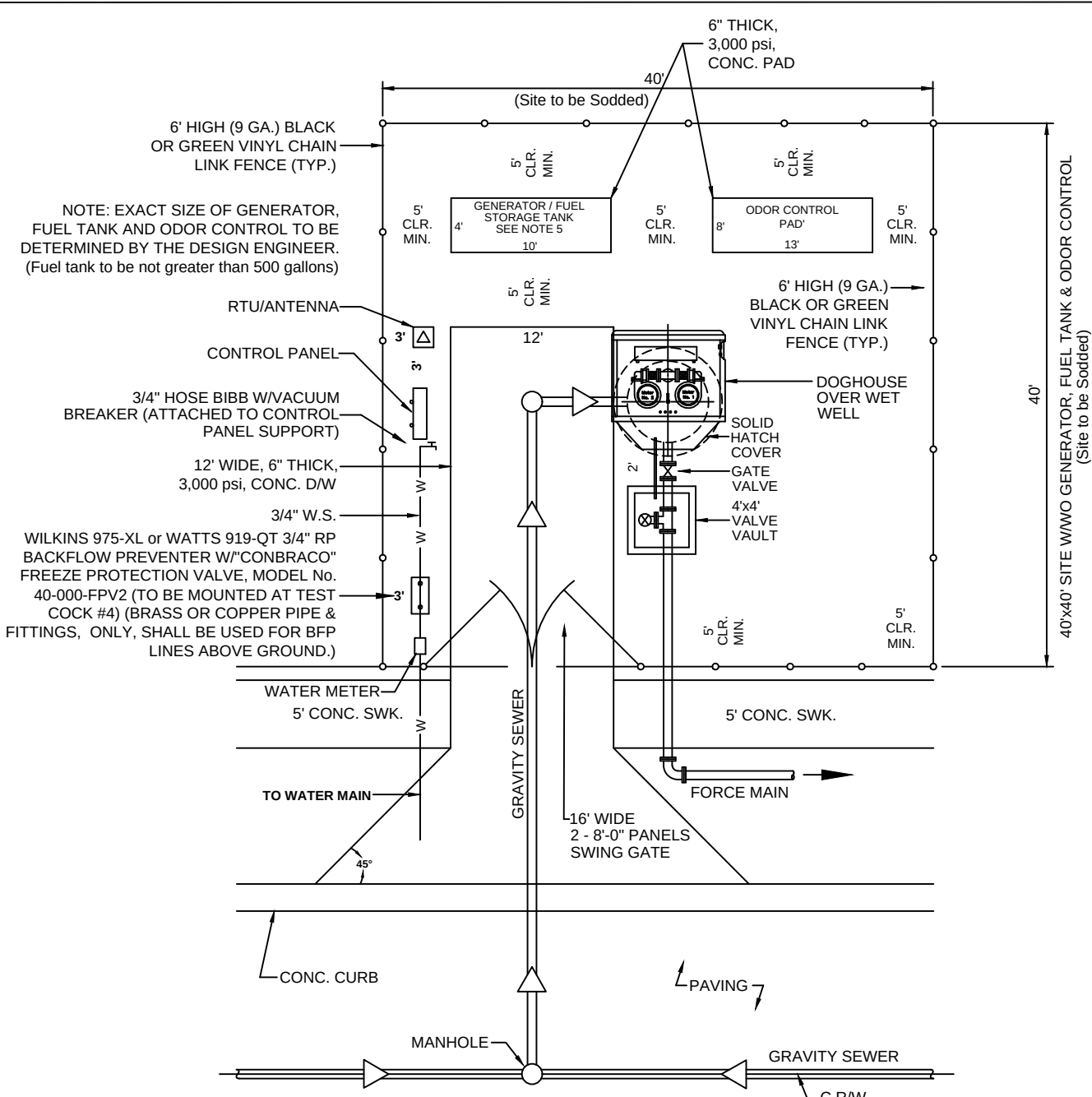
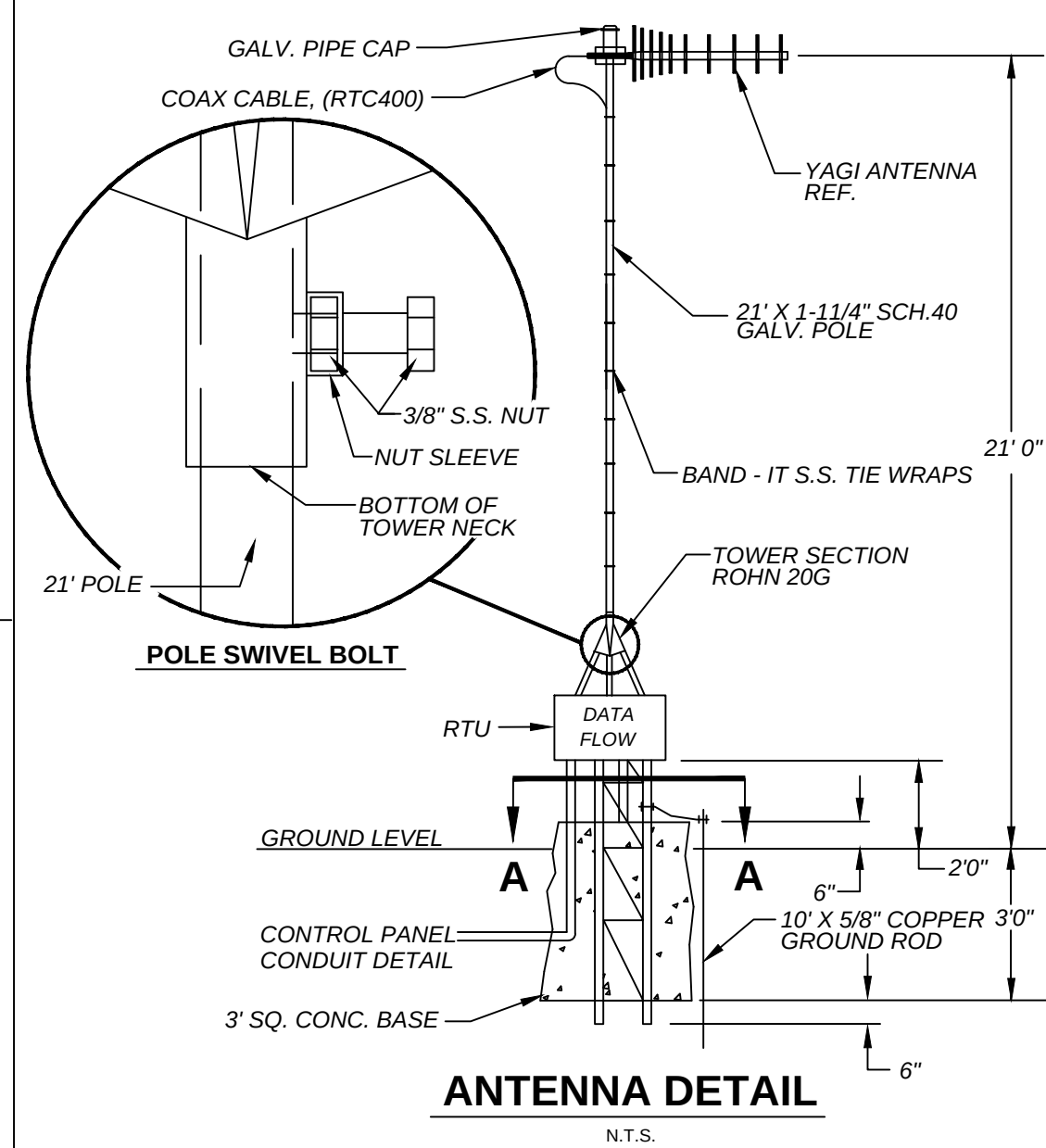
THE PUMP MOTORS SHALL BE VERTICAL, SOLID SHAFT, NEMA B-BASE, SQUIRREL-CAGE INDUCTION TYPE. THE MOTOR SHALL BE RATED FOR 2 PHASE, 480 VOLT, ELECTRIC CURRENT. THEY SHALL HAVE CLASS F INSULATION, INSULATION TEMPERATURE SHALL, HOWEVER, BE LIMITED TO CLASS B. THE MOTORS SHALL HAVE NORMAL STARTING TORQUE AND LOW-STARTING CURRENT, AS SPECIFIED BY NEWMAN. THE MOTORS SHALL BE CONSTRUCTION TYPE 3. THE MOTORS SHALL BE DESIGNED TO OPERATE AT CIRCULATION BY INTEGRAL FAN. OPENINGS FOR VENTILATION SHALL BE UNIFORMLY SPACED AROUND THE FRAME. LEADS SHALL BE TERMINATED IN CAST CONNECTION BOX AND SHALL BE CAPABLE OF SUPPORTING THE ENTIRE WEIGHT OF THE PUMP AND MOTOR.

THE MOTORS SHALL HAVE 1.15 SERVICE FACTOR. THE SERVICE FACTOR SHALL BE RESERVED FOR THE OWNER'S PROTECTION. THE MOTORS SHALL NOT BE OVERLOADED BEYOND THEIR NAMEPLATE RATED CAPACITY. THE MOTORS SHALL BE OPERATED AT ANY HEAD IN THE OPERATING RANGE AS SPECIFIED UNDER OPERATING CONDITIONS.

THE MOTOR-PUMP SHAFT SHALL BE CENTERED IN RELATION TO THE MOTOR BASE, WITHIN 0.005". THE MOTOR SHALL BE EQUAL TO, OR EXCEED THE DIAMETER SPECIFIED UNDER MAIN PUMPS AND BEARING CAPABLE OF SUPPORTING THE ENTIRE WEIGHT OF THE PUMP AND MOTOR. THE MOTOR SHALL BE BEARING CAPABLE OF SUPPORTING THE ENTIRE WEIGHT OF THE PUMP AND MOTOR. THE MOTOR SHALL BE BEARING CAPABLE OF SUPPORTING THE ENTIRE WEIGHT OF THE PUMP AND MOTOR.



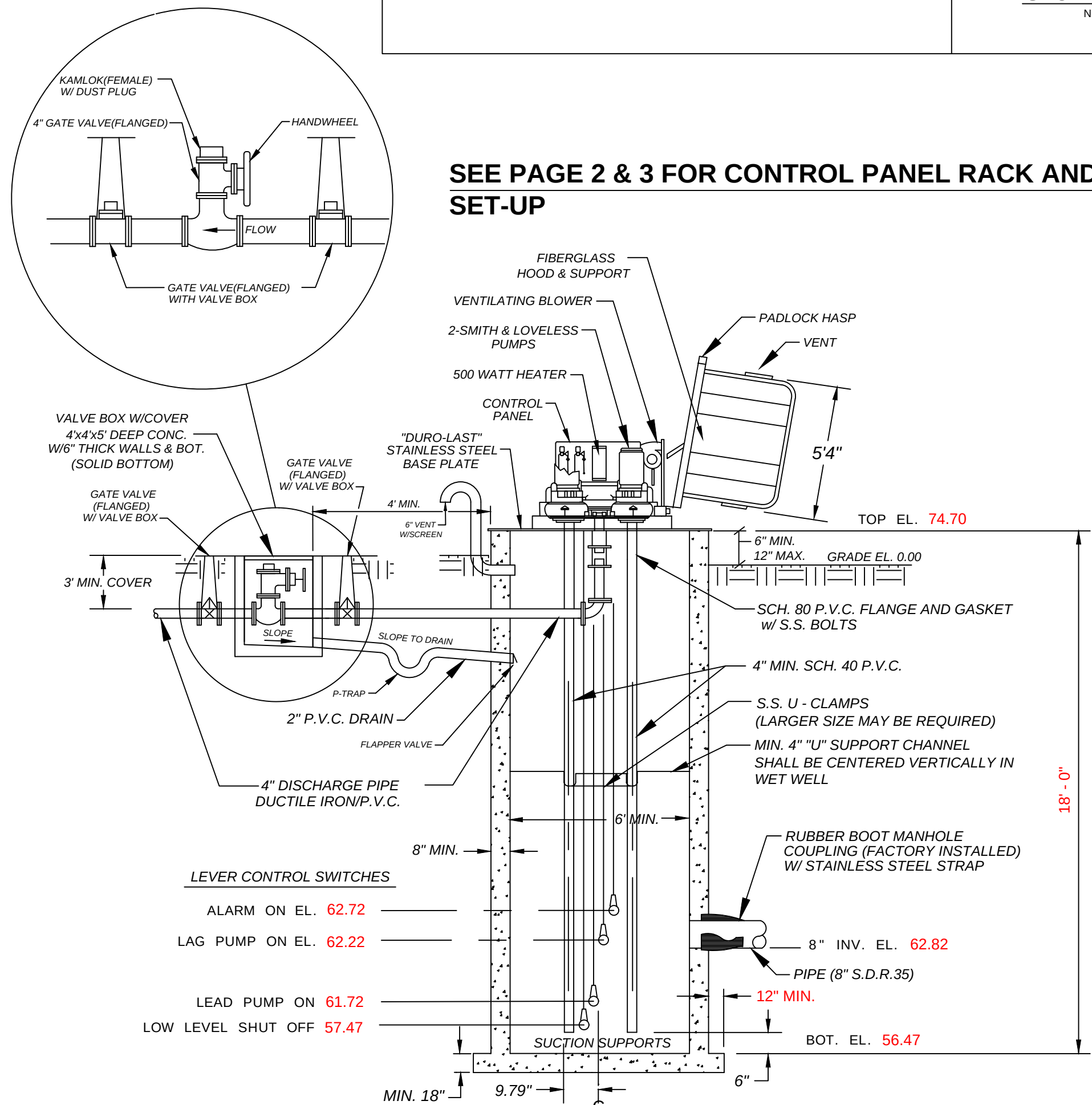
CONDUIT DETAIL
SECTION "A-A"
N.T.S.



NOTES:

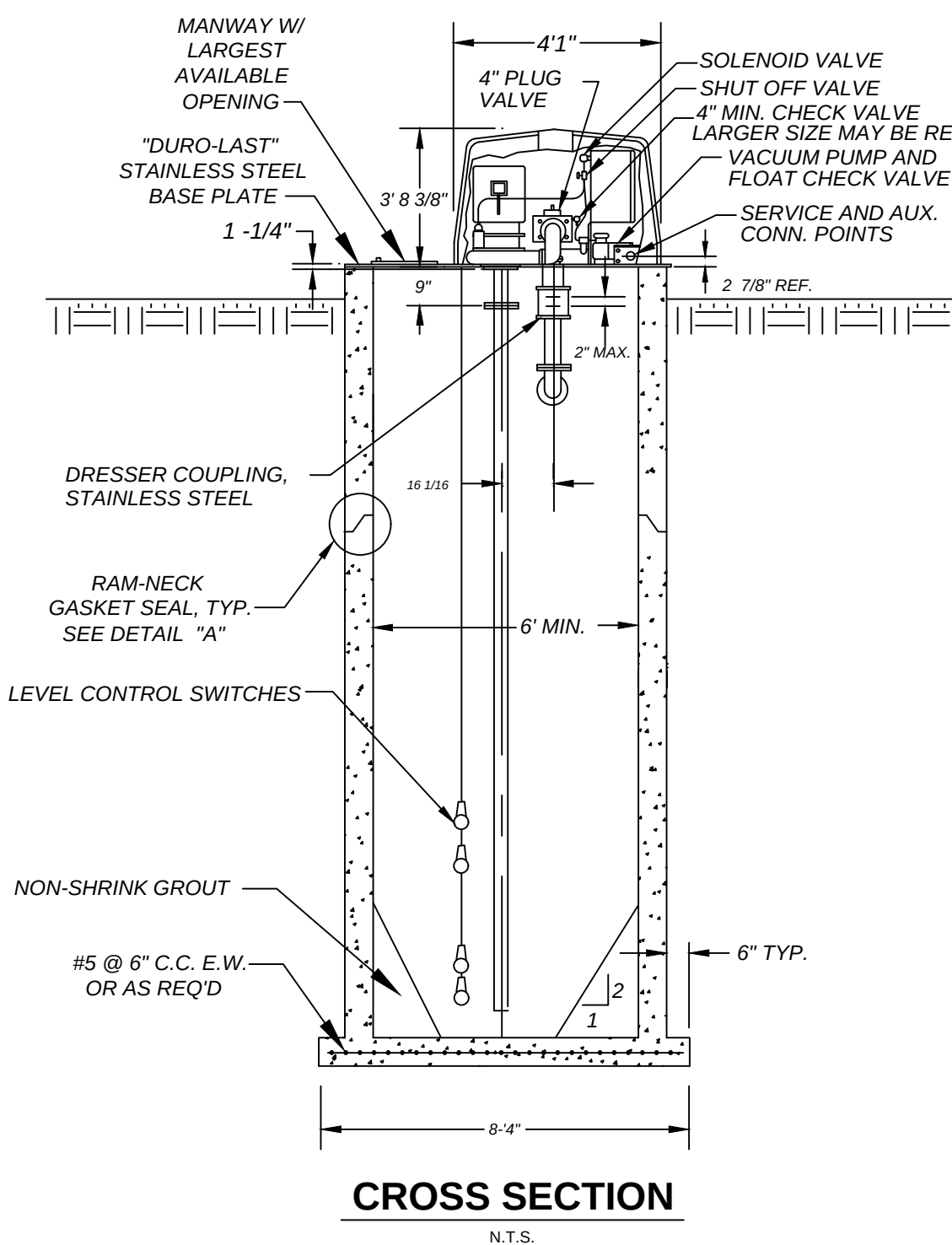
1. MINIMUM 20'-0" ACCESS DRIVEWAY FROM EDGE OF PAVEMENT TO THE GATE SHALL BE PROVIDED ON NON-RESIDENTIAL ROADS.
2. MINIMUM DISTANCE BETWEEN FENCE AND ALL INSTALLED EQUIPMENT SHALL BE 5 FEET UNLESS OTHERWISE NOTED.
3. ALL WORK SHALL BE PER CITY STANDARDS & SPECIFICATIONS.
4. BRASS OR COPPER PIPE & FITTINGS, ONLY, SHALL BE USED FOR HOSE BIBBS AND ALL WATER LINES ABOVE GROUND.
5. CITY ONLY ACCEPTS BLUE STAR, FLORIDA DETROIT DIESEL, CATERPILLAR GENERATORS OR KOHLER.
6. POLYMER CONCRETE WET WALLS ARE ACCEPTED UPON REVIEW AND APPROVAL BY THE CITY OF DELAND ENGINEERING DEPT.

LIFT STATION SITE PLAN

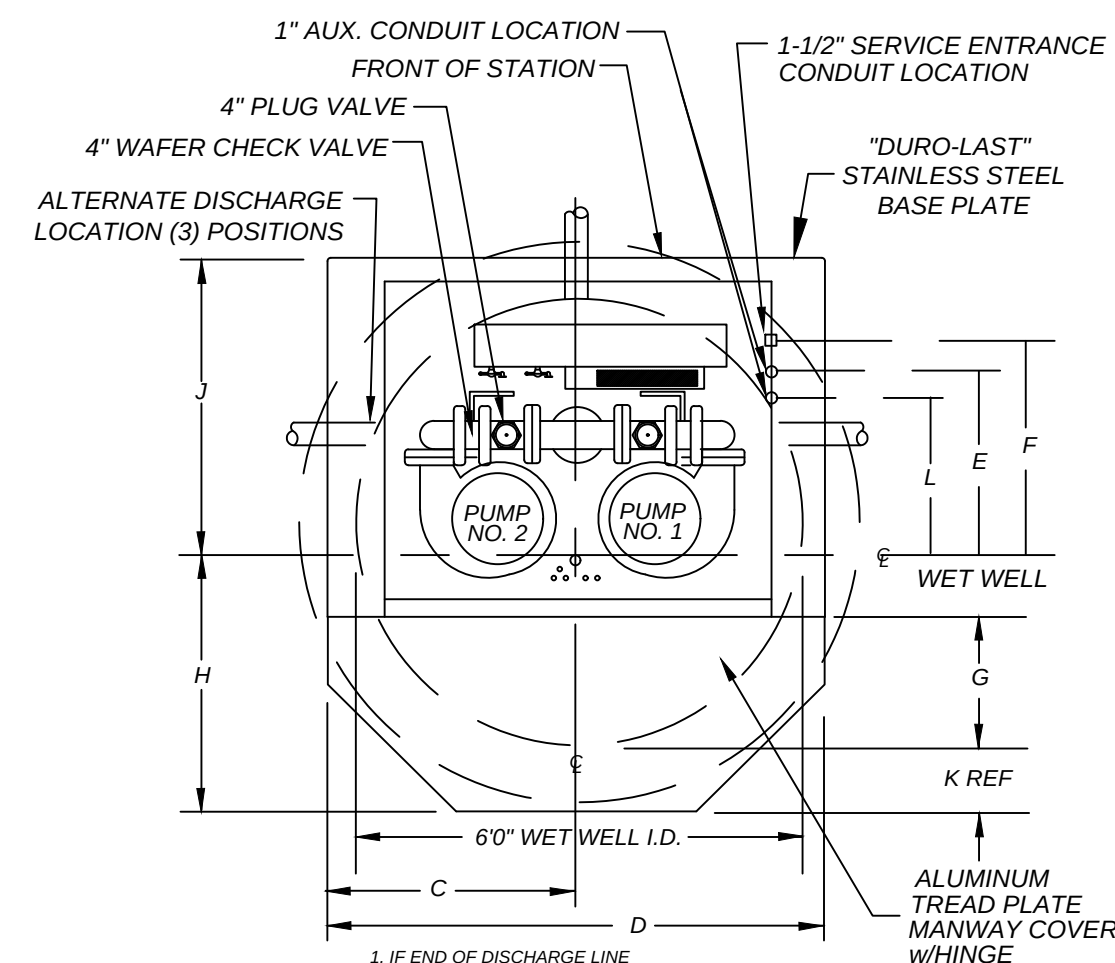


SECTIONAL ELEVATION
N.T.S.

1. ALL MAJOR COMMERCIAL OR RESIDENTIAL PROJECTS MUST PROVIDE AN ON-SITE GENERATOR OR CONTRIBUTE TO THE GENERATOR FUND.
2. GENERATOR MAKE SHALL BE A BLUE STAR, FLORIDA DETROIT DIESEL, OR CATTERPILLAR.
3. DIESEL FUEL TANK WITH THREE DAY RUN TIME MIN. (500 GALLON Maximum Storage)
4. AUTOMATIC TRANSFER SWITCH SHALL BE PROVIDED.
5. GENERATOR SHALL BE CONNECTED TO THE REMOTE TELEMETRY UNIT FOR MONITORING.
6. NEW SUBDIVISIONS OF 80 HOMES OR MORE WILL BE REQUIRED TO PROVIDE A UNIT W/ GENERATOR. (LESS THAN 80 HOMES WILL PAY A PRO RATA SHARE \$450 PER UNIT)
7. POLYMER CONCRETE WET WELLS ARE ACCEPTED UPON REVIEW AND APPROVAL BY THE CITY OF DELAND ENGINEERING DEPT.



CROSS SECTION
N.T.S.



PLAN VIEW

N.T.S.
MACH. CHAMBER
(SHOWN LESS HOOD)

Note:
Air release valves shall be provided at all high points on force main.

Wet Well (Anti-Floation)
Displacement = 53,844 lbs. Up
Structure = 80,236 lbs. Down

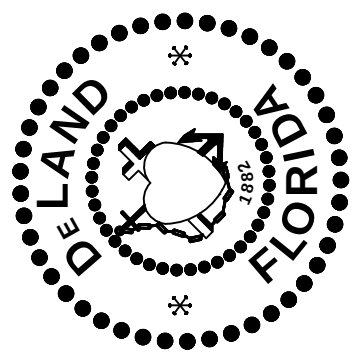
Valve Vault (Anti-Floation)
Displacement = 4,992 lbs. Up
Structure = 6,600 lbs. Down

Index No.
30800

REVISED 5/31/07
REVISED 8/6/08
REVISED 10/12/09
REVISED 4/8/10
REVISED 8/1/13
REVISED 9/2/14
REVISED 5/15/17
REVISED 7/24/18
REVISED 11/05/21
SHEET 1 OF 3

TITLE:

PAGE 3 OF 5



City of DeLand, Engineering Services
1102 S. Garfield Avenue, DeLand, Florida 32724

DATE: 11/07/2022

SCALE: NOT TO SCALE

DRAWN BY: *ERIC SAMPSON*

SANITARY LIFT STATION



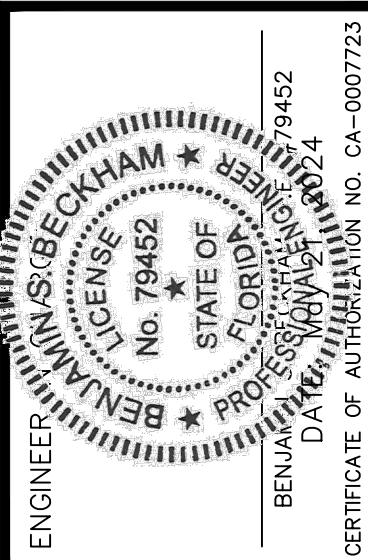
MADDEN

CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



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JOB # _____ 21086
DATE: _____ 02/20/23
SCALE: _____ N/A
DESIGNED BY: _____ JT
DRAWN BY: _____ JT
APPROVED BY: _____ BSE

C914



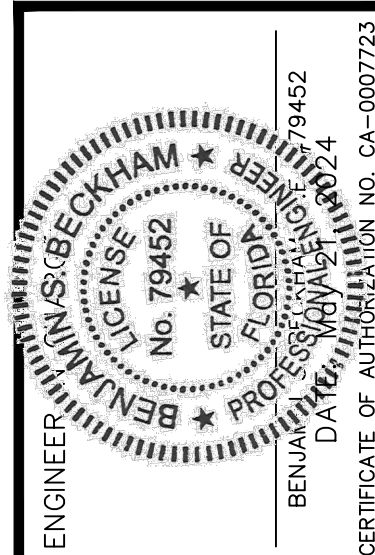
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS

FOR

SUMMIT PLACE

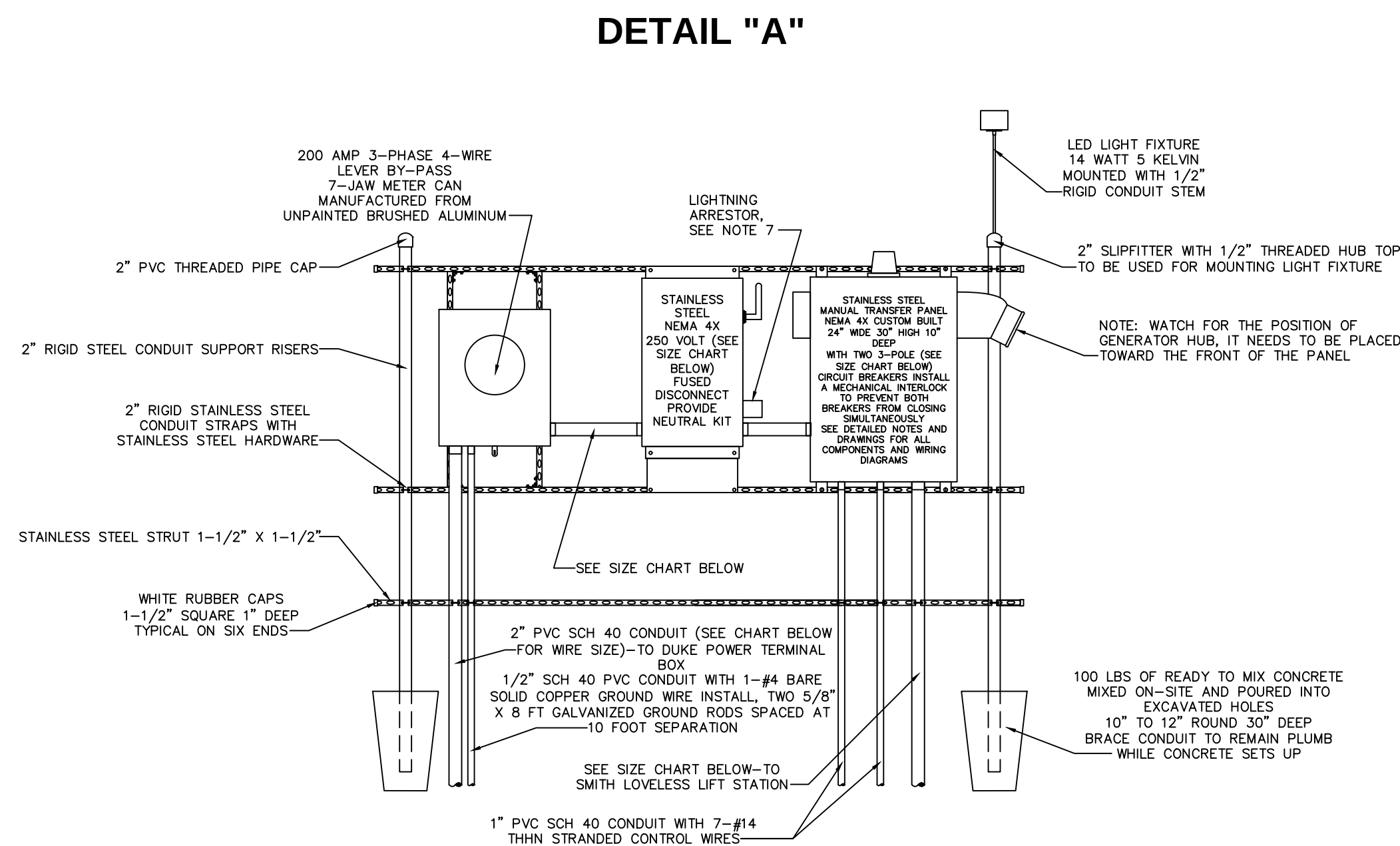
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10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200



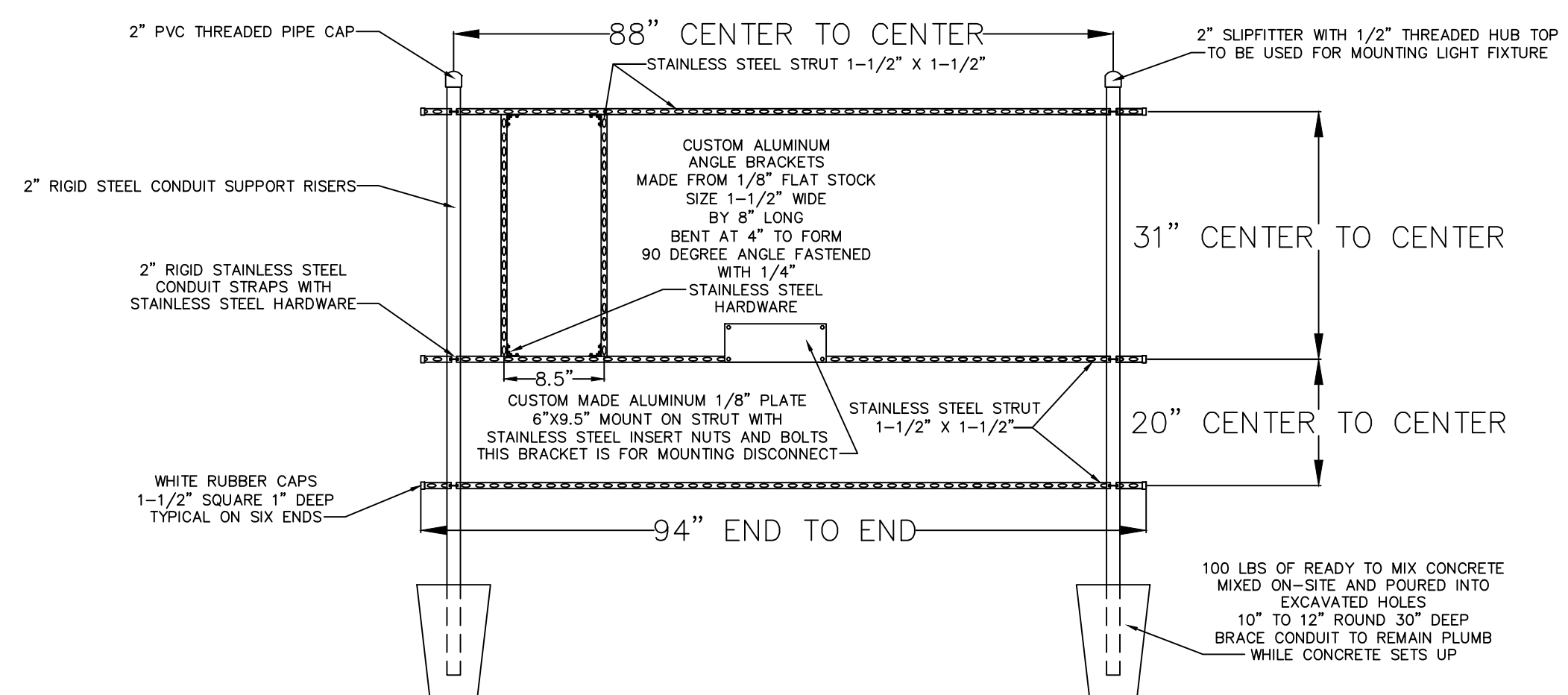
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JOB # _____ 2108
DATE: _____ 02/20/23
SCALE: _____ N//
DESIGNED BY: _____ JT
DRAWN BY: _____ JT
APPROVED BY: _____ BSI

C915



240 VOLT POWER RACK WITHOUT GENERATOR

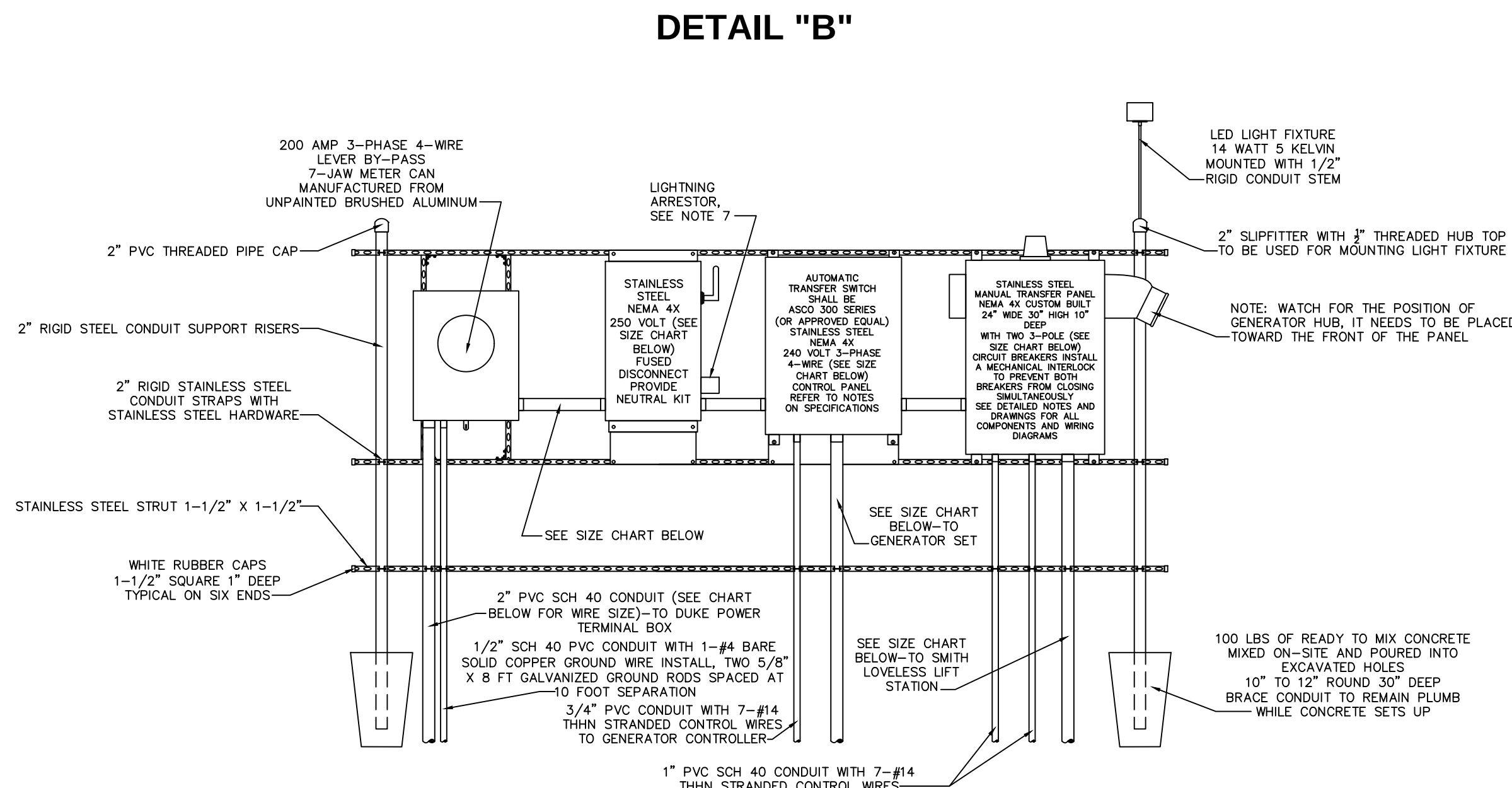


RACK FRAMING DETAILS

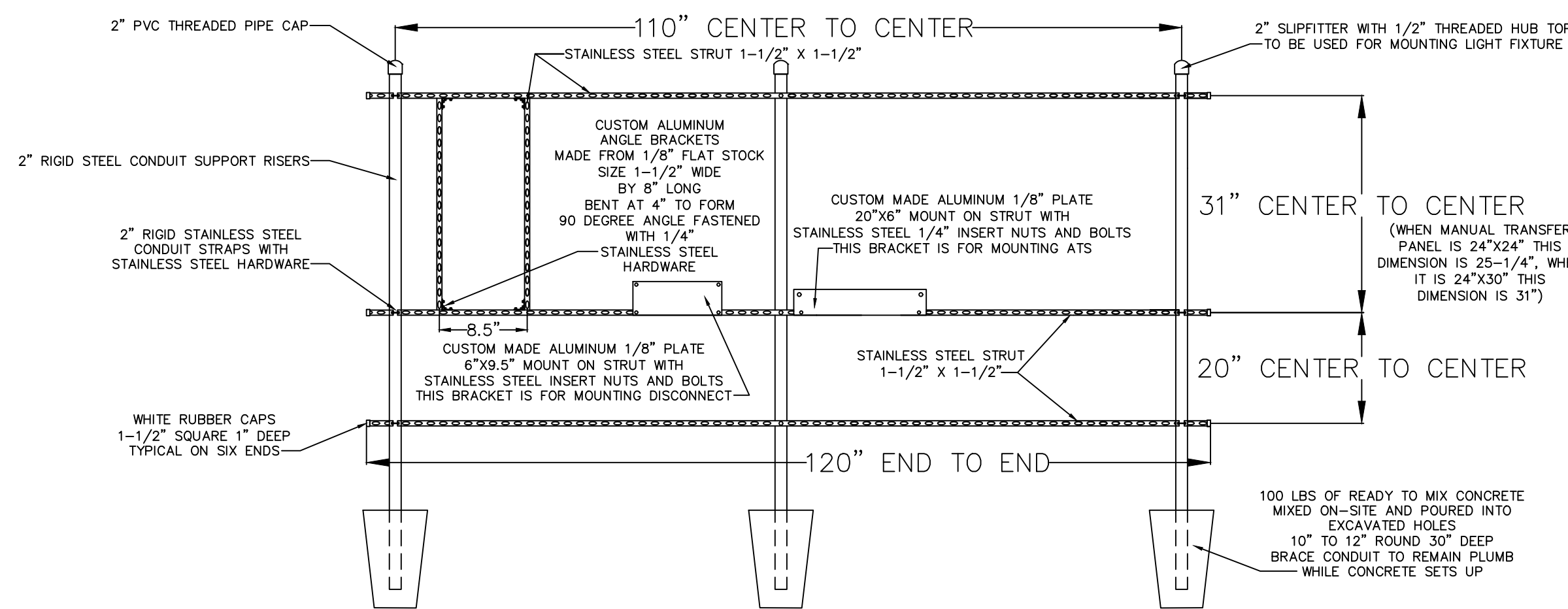
240 VOLT WITHOUT AUTOMATIC TRANSFER SWITCH

CONTROL GENERATOR RECEPTACLE PANEL

1. ENCLOSURE : NEMA 4X STAINLESS, 304 GRADE, 1/4 GAUGE, GASKETED, 1/4 BRUSHED FINISH, U.L. AND CSA APPROVED, HASP AND STAPLE FOR PADLOCKING, INSIDE PRINT POCKET, STAINLESS STEEL HINGE, MIN. SIZE 24" x 24" 8" FOR UP TO 15 H.P.
2. MAIN BREAKER : SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.
3. EMERGENCY EMBY : SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION 150 AMP.
4. MECH. INTERLOCK : ALL ALUMINUM AND STAINLESS STEEL W/POSITIVE MEANS OF LOCKING OFF BREAKER NOT IN USE. THE BREAKERS WILL PROTRUDE THROUGH INNER DOOR.
5. RECEPTACLE : RUSSELL STOLL JRS1044FR (230 VOLT ONLY), MELTRIC PART #37-98047 (480 VOLT ONLY)
6. ANGLE ADAPTER : RUSSELL STOLL J3AB-10, 20 DEG. ADAPTER
7. LIGHTNING ARRESTOR : HEAVY DUTY, SQUARE D PIN SDSA-8850
8. PHASE MONITOR : DIVERSIFIED PIN SLA-230-ASA, 8 PIN WITH N.O. AND N.C. CONTACTS WIRE TO TERMINAL FOR RTU EQUIPMENT.
9. HIGH WATER ALARM : RED, LEXAN, W/NO EXTERNAL SCREWS.
10. HIGH WATER RELAY : 30 AMP, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL.
11. ALARM HORN : RED, WHEELCOX PN 31T-115 MOUNTED TO RED WEATHER PROOF CAST BOX ON EXTERIOR OF ENCLOSURE.
12. ALARM RELAY : SQUARE D OR OMRON, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL.
13. ALARM RESET/SL : SQUARE D, WEATHER PROOF MOUNTED ON EXTERIOR OF ENCLOSURE.
14. ENCL. BACKPLATE : ALUMINUM, 1/2 GAUGE
15. TERMINAL STRIP : BUCHANON PN 0625
16. GROUND LUG : BUCHANON PN 824
17. NEUTRAL LUG : BUCHANON PN 824
18. MAIN LOAD LUG : SQUARE D PN L3
19. LABELS, ALL BREAKERS AND SWITCHES TO BE IDENTIFIED BY PERMANENTLY ATTACHED LABEL, TO PANEL DOOR INTERIOR
20. MOUNTING SCREWS : STAINLESS STEEL 304
21. SCHEMATIC DWGS. : PROTECTED BY PLASTIC COATING AND ATTACHED TO PANEL DOOR INTERIOR.
22. MANUFACTURER : STACON, ECS OR CITY OF DELAND APPROVAL
23. R.T.U. : (DATA FLOW MELBOURNE FLA. (R.T.U. 204) OR EQUAL TO BE INSTALLED BY CITY- DEVELOPER TO BEAR ALL COSTS.
24. PROVIDE SPARE PARTS - SEE SPARE PARTS LIST
25. WET WELL TO BE COATED INSIDE AND OUT WITH MIN. 24 MILS OF COAL/TAR EPOXY
26. EQUIVALENT PRODUCTS CAN ONLY BE APPROVED UPON RECEIPT OF WRITTEN AUTHORIZATION FROM THE CITY OF DELAND.



240 VOLT POWER RACK WITH GENERATOR AUTOMATIC TRANSFER SWITCH



RACK FRAMING DETAILS

240 VOLT WITH AUTOMATIC TRANSFER SWITCH

SIZE CHART

STEP #1: DETERMINE LIFT STATION SIZE & SPECIFICATIONS FROM THE UTILITY CONTRACTOR OR CITY OF DELAND ENGINEERING DEPT.

STEP #2: MAKE NOTE OF THE FOLLOWING: THE VOLTAGE FOR THE STATION, THE NUMBER OF PUMPS (2 OR 3) & THE HORSEPOWER OF PUMPS.

STEP #3: REFER TO THE ELECTRICAL SERVICE DATA CHARTS FOR THE STANDARD 2 PUMP OR 3 PUMP STATION (FOUND ON SHEET 3 OF 3).

STEP #4: USE THE VOLTAGE COLUMN AND THE HORSEPOWER ROW TO FIND THE TOTAL STATION FULL LOAD AMPS.

STEP #5: UPON DETERMINING THE FULL LOAD AMPS OF THE STATION, THE SERVICE ENTRANCE SIZE SHALL NOT BE SMALLER THAN 100 AMPS. STATIONS THAT REQUIRE A SERVICE SIZE LARGER THAN 100 AMPS SHALL BE SIZED CLOSEST TO THE STANDARD SIZES LISTED BELOW.

SERVICE SIZE	CONDUIT SIZE	WIRE SIZE	BREAKER OR FUSE RATING
100 AMP	1-1/2"	#3 THHN CU	100 AMP
125 AMP	1-1/2"	#2 THHN CU	125 AMP
150 AMP	2"	#1 THHN CU	150 AMP
200 AMP	2"	3/0 THHN CU	200 AMP
225 AMP	2-1/2"	4/0 THHN CU	225 AMP

Index No.
30800
REVISED 11/05/21
SHEET 2 OF 3

City of DeLand, Engineering Services
1102 S. Garfield Avenue, DeLand, Florida 32724

DATE: 11/07/2022

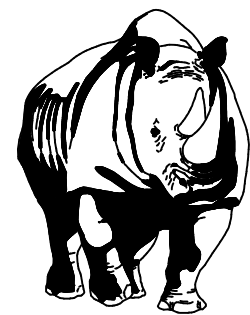
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DRAWN BY: ERIC SAMPSON

SANITARY LIFT STATION

TITLE:
PAGE 4 OF 5

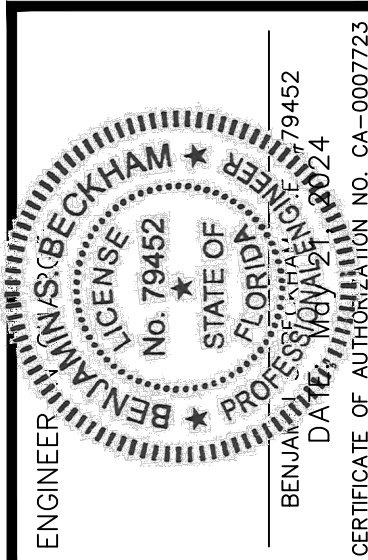
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MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

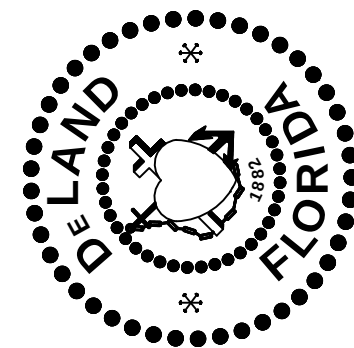
DR HORTON
10192 DOWNEY ROAD
ORLANDO, FL 32832
(407) 850-5200



NO.	DATE	REVISIONS
1	07/19/2024	ISSUED FOR PERMIT
2	07/19/2024	REVISED FOR CITY REVIEW
3	07/19/2024	REVISED FOR CITY REVIEW
4	07/19/2024	REVISED FOR CITY REVIEW
5	07/19/2024	REVISED FOR CITY REVIEW
6	07/19/2024	REVISED FOR CITY REVIEW
7	07/19/2024	REVISED FOR CITY REVIEW
8	07/19/2024	REVISED FOR CITY REVIEW
9	07/19/2024	REVISED FOR CITY REVIEW
10	07/19/2024	REVISED FOR CITY REVIEW
11	07/19/2024	REVISED FOR CITY REVIEW

JOB # 21886
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C916



City of Deland, Engineering Services
1102 S. Garfield Avenue, DeLand, Florida 32724

DATE: 11/07/2022
CHECKED BY:
SCALE: NOT TO SCALE
DRAWN BY: ERIC SAMPSON

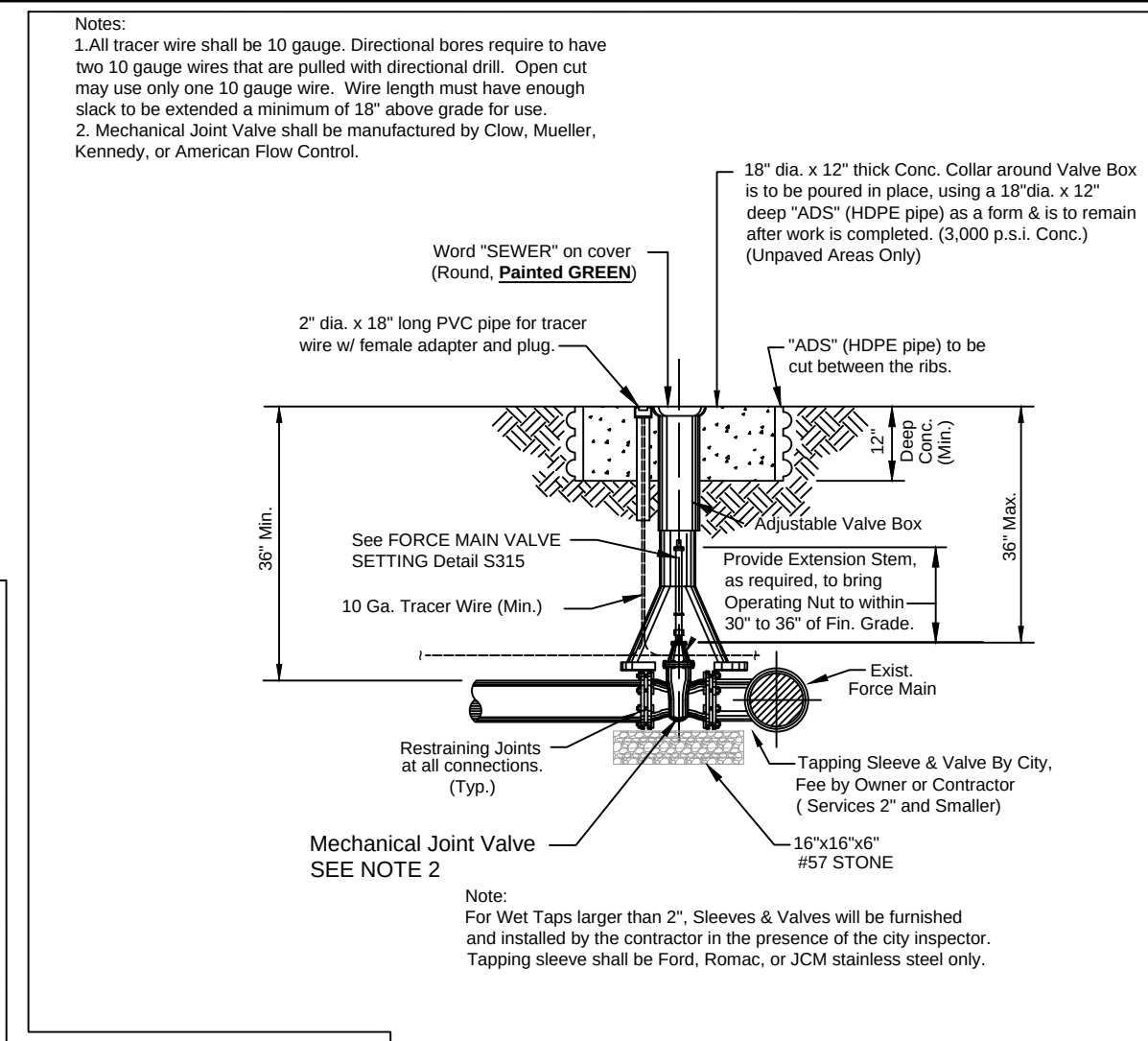
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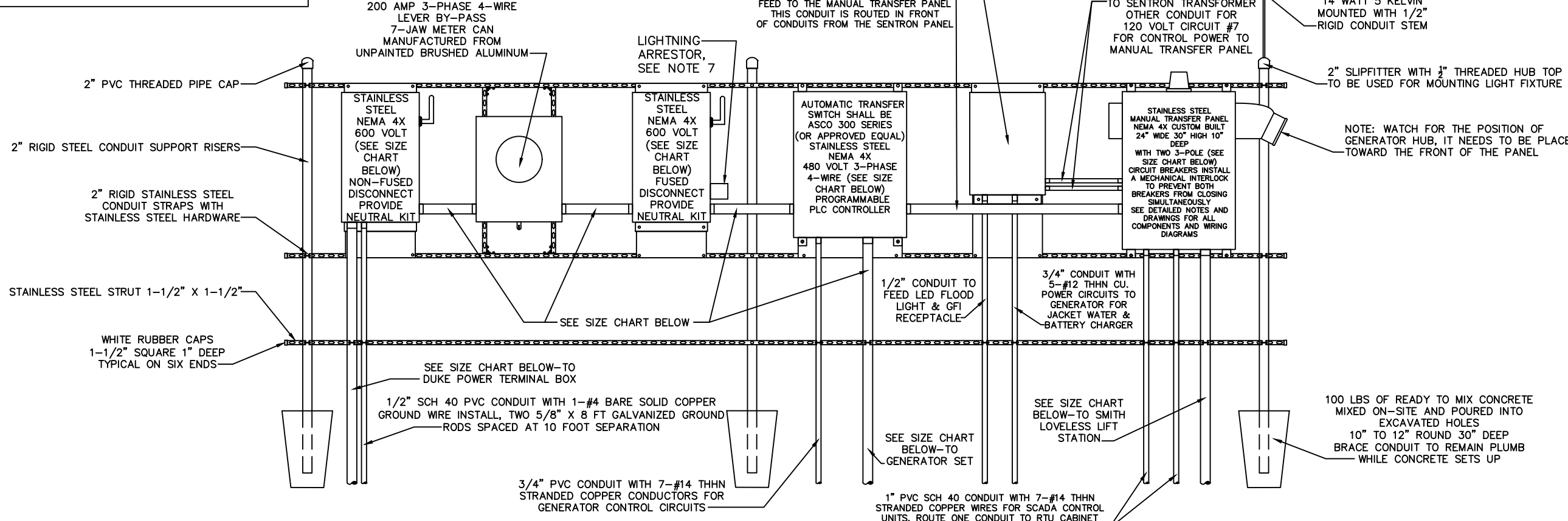
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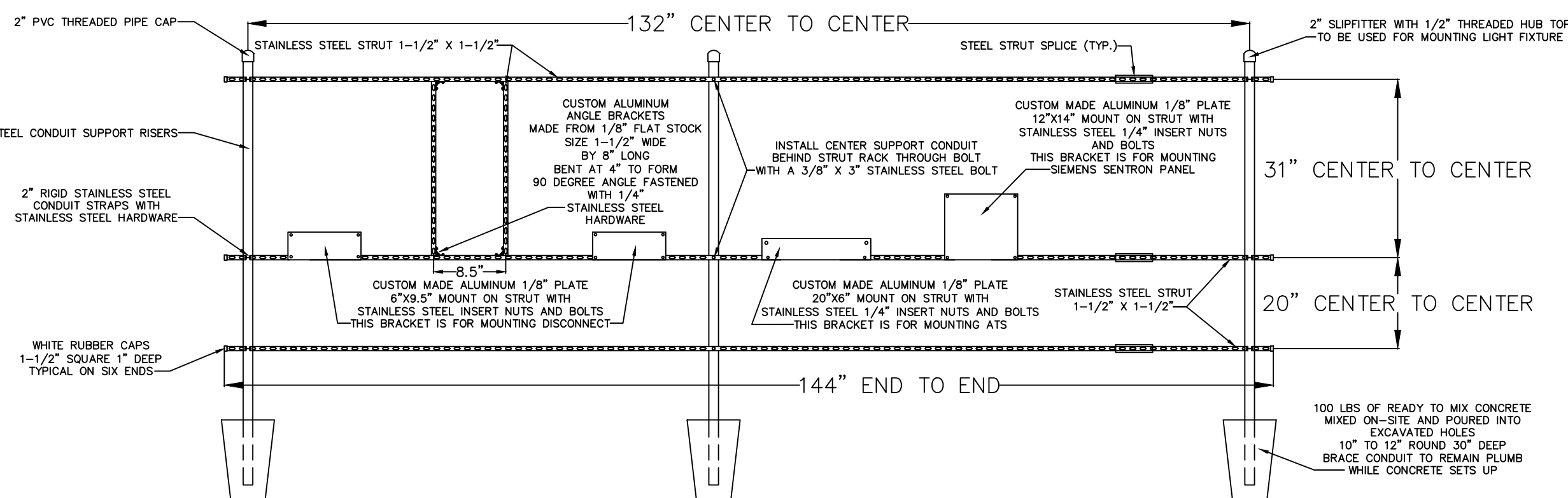
Index No.
30800
REVISED 11/07/22
SHEET 3 OF 3



FORCE MAIN TAPPING SLEEVE & VALVE
City of DeLand - Standard Details



480 VOLT POWER RACK WITH GENERATOR
WITH AUTOMATIC TRANSFER SWITCH



RACK FRAMING DETAILS
480 VOLT WITH AUTOMATIC TRANSFER SWITCH

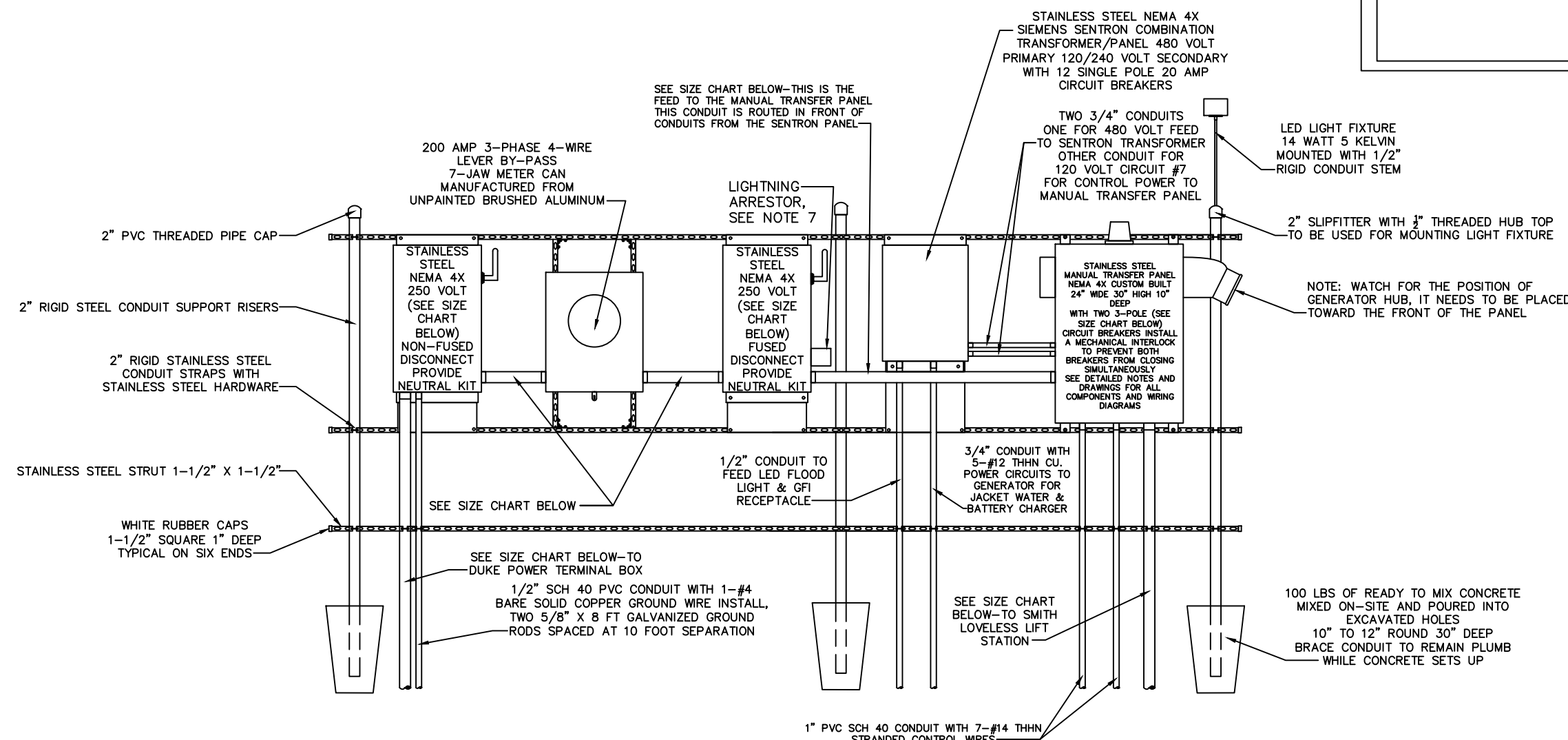
ELECTRICAL SERVICE DATA
STANDARD 2-PUMP WET WELL MOUNTED PUMP STATION

MAIN PUMP MOTOR SIZE	TOTAL STATION FULL LOAD AMPS		
	RATED HP EACH	208 VOLT	230 VOLT
1	1	17.6	15.3
1-1/2	1-1/2	21.8	18.9
2	2	25.9	22.5
3	3	33.1	28.8
5	5	47.7	41.4
7-1/2	7-1/2	65.3	56.7
10	10	80.8	70.2
15	15	117.0	101.7
20	20	148.1	128.7
25	25	190.44	160.2
30	30	215.3	187.2
40	40	---	---
50	50	---	---

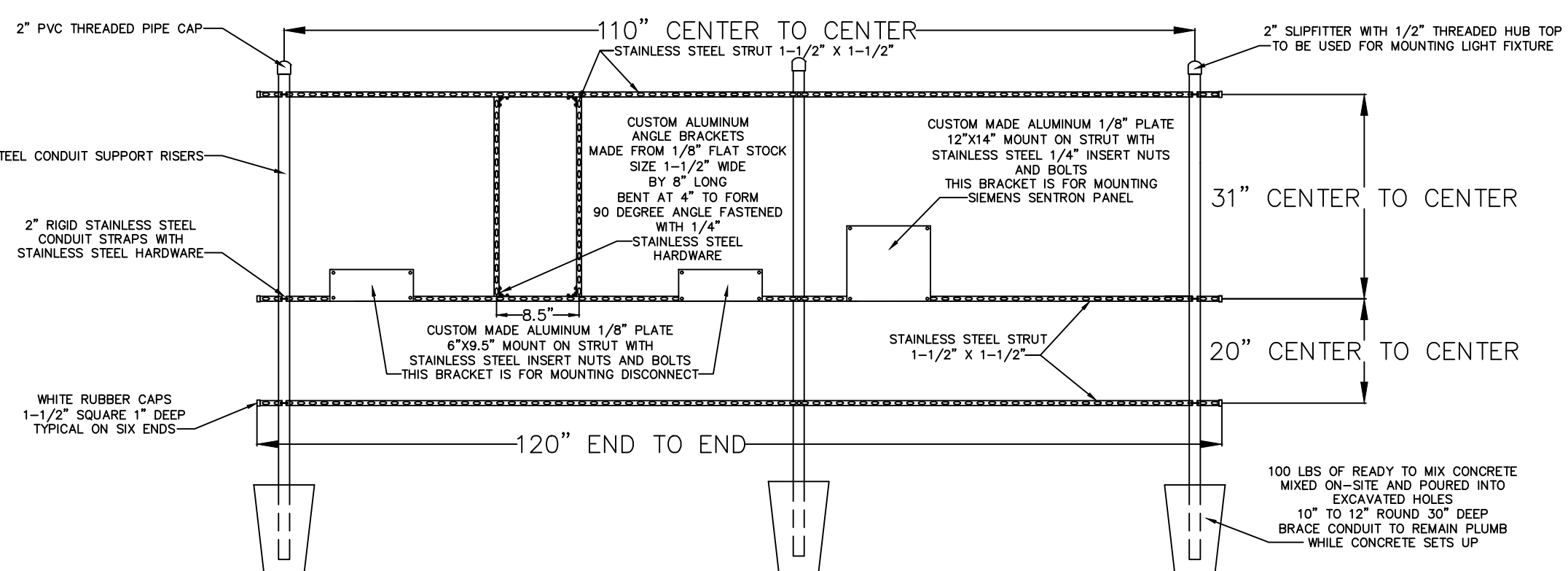
ELECTRICAL SERVICE DATA
STANDARD 3-PUMP WET WELL MOUNTED PUMP STATION

MAIN PUMP MOTOR SIZE	TOTAL STATION FULL LOAD AMPS		
	RATED HP EACH	208 VOLT	230 VOLT
1	1	27.3	23.7
1-1/2	1-1/2	33.3	28.9
2	2	39.3	34.1
3	3	49.6	43.2
5	5	70.6	61.4
7-1/2	7-1/2	96.1	83.5
10	10	118.5	103.0
15	15	170.9	148.5
20	20	215.7	187.5
25	25	---	---
30	30	---	---
40	40	---	---
50	50	---	---

DETAIL 'C'



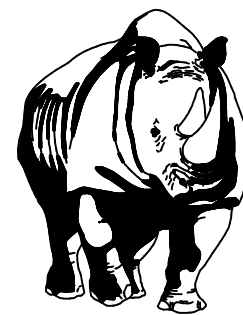
480 VOLT POWER RACK WITHOUT GENERATOR
AUTOMATIC TRANSFER SWITCH



RACK FRAMING DETAILS
480 VOLT WITHOUT AUTOMATIC TRANSFER SWITCH

CONTROL GENERATOR RECEPTACLE PANEL

- ENCLOSURE: NEMA 4X STAINLESS, 304 GRADE, 14 GAUGE, GASKETED, #4 BRUSHED FINISH, U.L. AND CSA APPROVED, HASP AND STAPLE FOR PADLOCKING, INSIDE PRINT POCKET, STAINLESS STEEL HINGE, MIN. SIZE 24" X 24" X 8" FOR UP TO 15 H.P.
- MAIN BREAKER: SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.
- EMERGENCY BKR: SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.
- MECH. INTERLOCK: ALL ALUMINUM AND STAINLESS STEEL WIPOSSITIVE MEANS OF LOCKING OFF BREAKER NOT IN USE. THE BREAKERS WILL PROTRUDE THROUGH INNER DOOR.
- RECEPTACLE: RUSSELL STOLL JRS104FR (230 VOLT ONLY), MELTRIC PART #37-98047 (480 VOLT ONLY)
- ANGLE ADAPTER: RUSSELL STOLL JAA8-10, 20 DEG. ADAPTER
- LIGHTNING ARRESTOR: HEAVY DUTY, SQUARE D PIN SDASA3650, OR INTERMATIC AG503C 600V.
- PHASE MONITOR: DIVERSIFIED PIN SLA-230-ASA, 8 PIN WITH N.O. AND N.C. CONTACTS WIRE TO TERMINAL FOR RTU EQUIPMENT.
- HIGH WATER ALARM: RED, LEXAN, W/NO EXTERNAL SCREWS.
- HWA RELAY: SQUARE D OR OMRON, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL.
- ALARM HORN: RED, WHEELLOCK PIN 31T-115 MOUNTED TO RED WEATHER PROOF CAST BOX ON EXTERIOR OF ENCLOSURE.
- ALARM RELAY: SQUARE D OR OMRON, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL.
- ALARM RESET/STL: SQUARE D, WEATHER PROOF MOUNTED ON EXTERIOR OF ENCLOSURE.
- ENCL. BACKPLATE: ALUMINUM, 12 GAUGE
- TERMINAL STRIP: BUCHANON PIN 0625
- GROUND LUG: BUCHANON PIN 824
- NEUTRAL LUG: BUCHANON PIN 824
- MAIN LOAD LUG: SQUARE D PIN U3
- LABELS: ALL BREAKERS AND SWITCHES TO BE IDENTIFIED BY PERMANENTLY ATTACHED LABEL TO PANEL DOOR INTERIOR
- MOUNTING SCREWS: STAINLESS STEEL 304
- SCHEMATIC DWG.: PROTECTED BY PLASTIC COATING AND ATTACHED TO PANEL DOOR INTERIOR.
- MANUFACTURER: STACON, ECS OR CITY OF DELAND APPROVAL
- R.T.U.: (DATA FLOW MELBOURNE FLA. (R.T.U. 204) OR EQUAL TO BE INSTALLED BY CITY-DEVELOPER TO BEAR ALL COSTS.
- PROVIDE SPARE PARTS - SEE SPARE PARTS LIST
- WET WELL TO BE COATED INSIDE AND OUT WITH MIN. 24 MILS OF COALTAR EPOXY
- EQUIVALENT PRODUCTS CAN ONLY BE APPROVED UPON RECEIPT OF WRITTEN AUTHORIZATION FROM THE CITY OF DELAND.

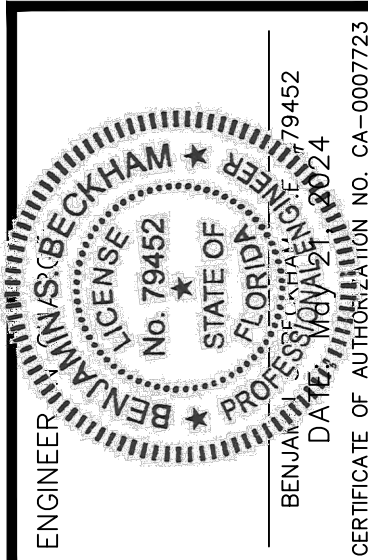


MADDEN
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND

DR. HORTON
10192 DOWNEY ROAD
ORLANDO, FL 32832
(407) 850-5200



DATE	REVISIONS
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07/2024	2
07/2024	3
07/2024	4
07/2024	5
07/2024	6
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JOB # 21886
DATE: 02/26/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C917

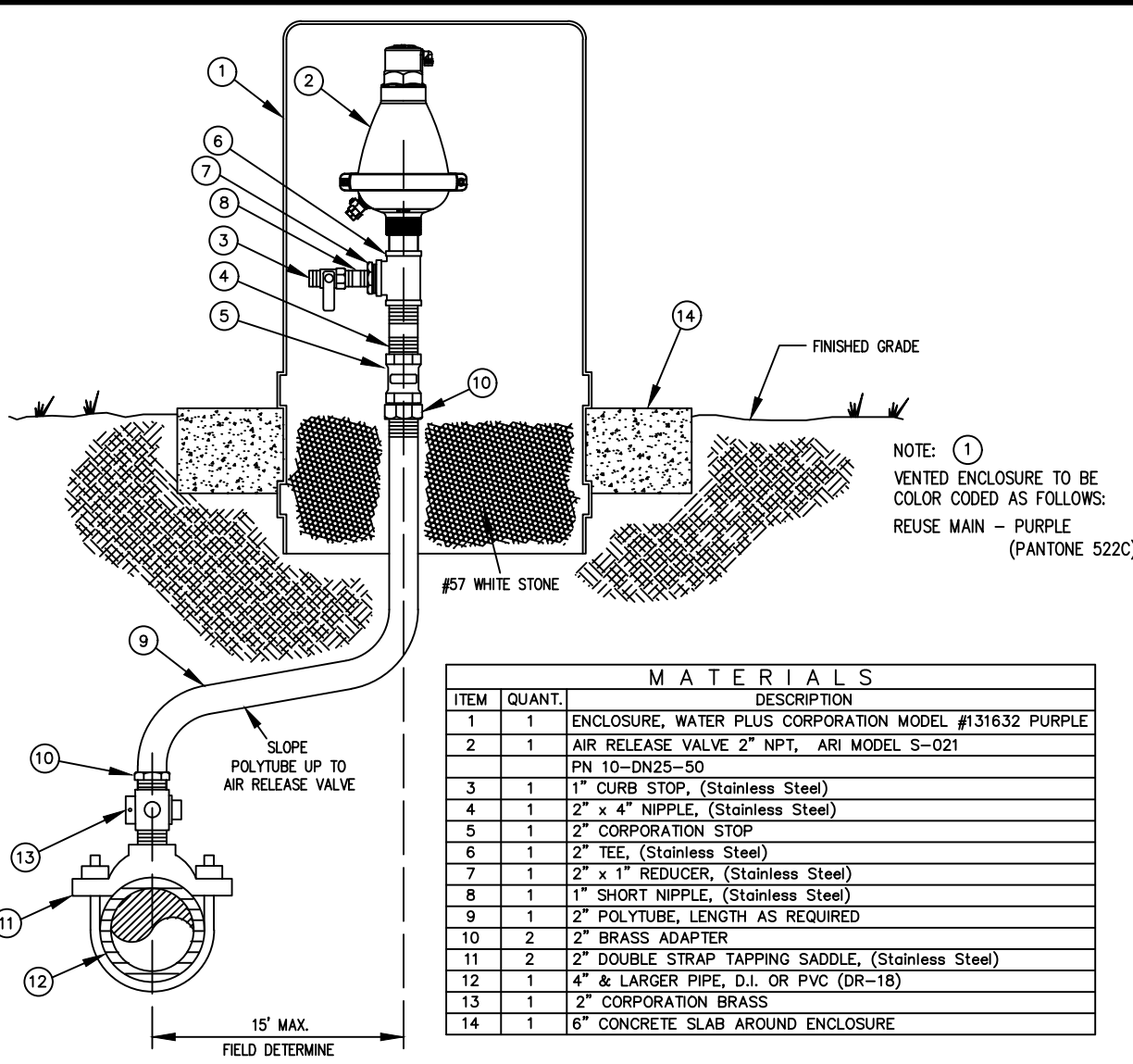


CITY OF DELAND, FLORIDA
1102 S. GARFIELD AVENUE, DELAND, FLORIDA 32724

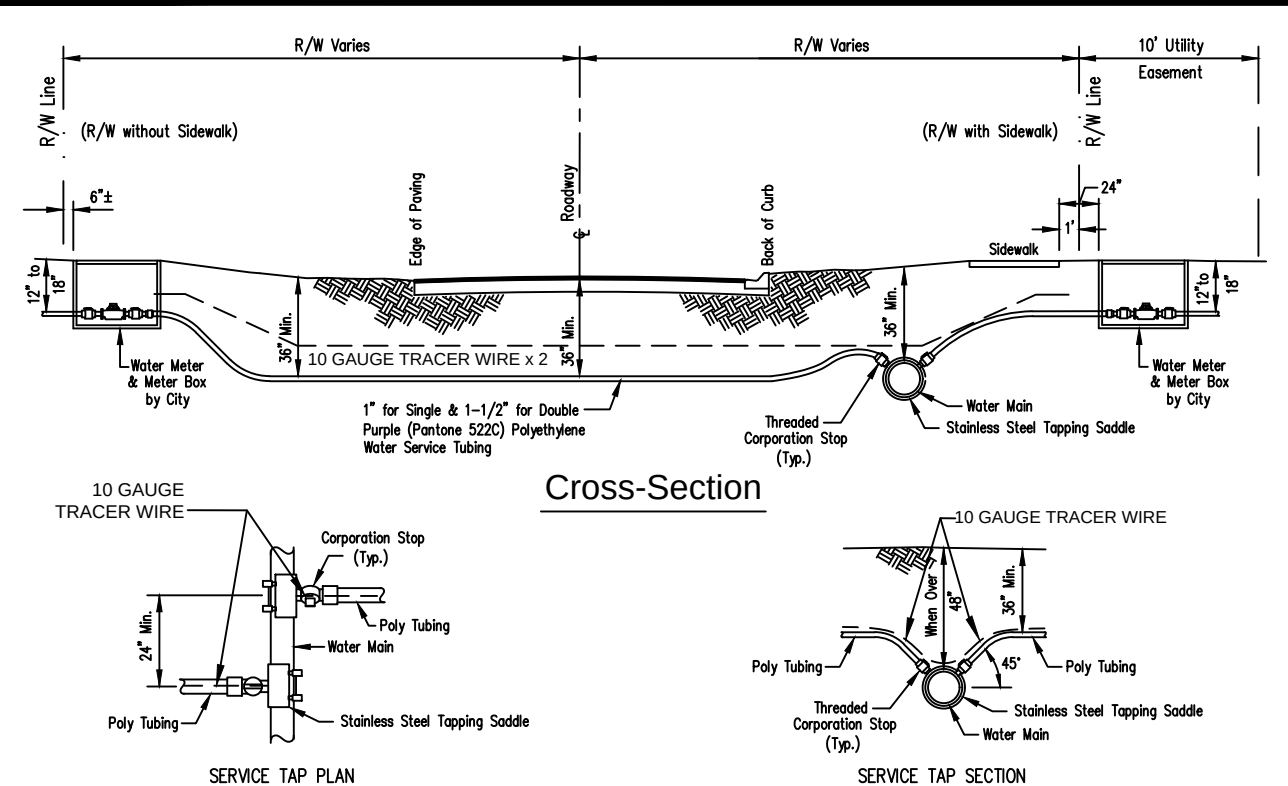
DATE: 11/07/2022
CHECKED BY: NAME
SCALE: NOT TO SCALE
DRAWN BY: ERIC SAMPSON

drive letter/details locations

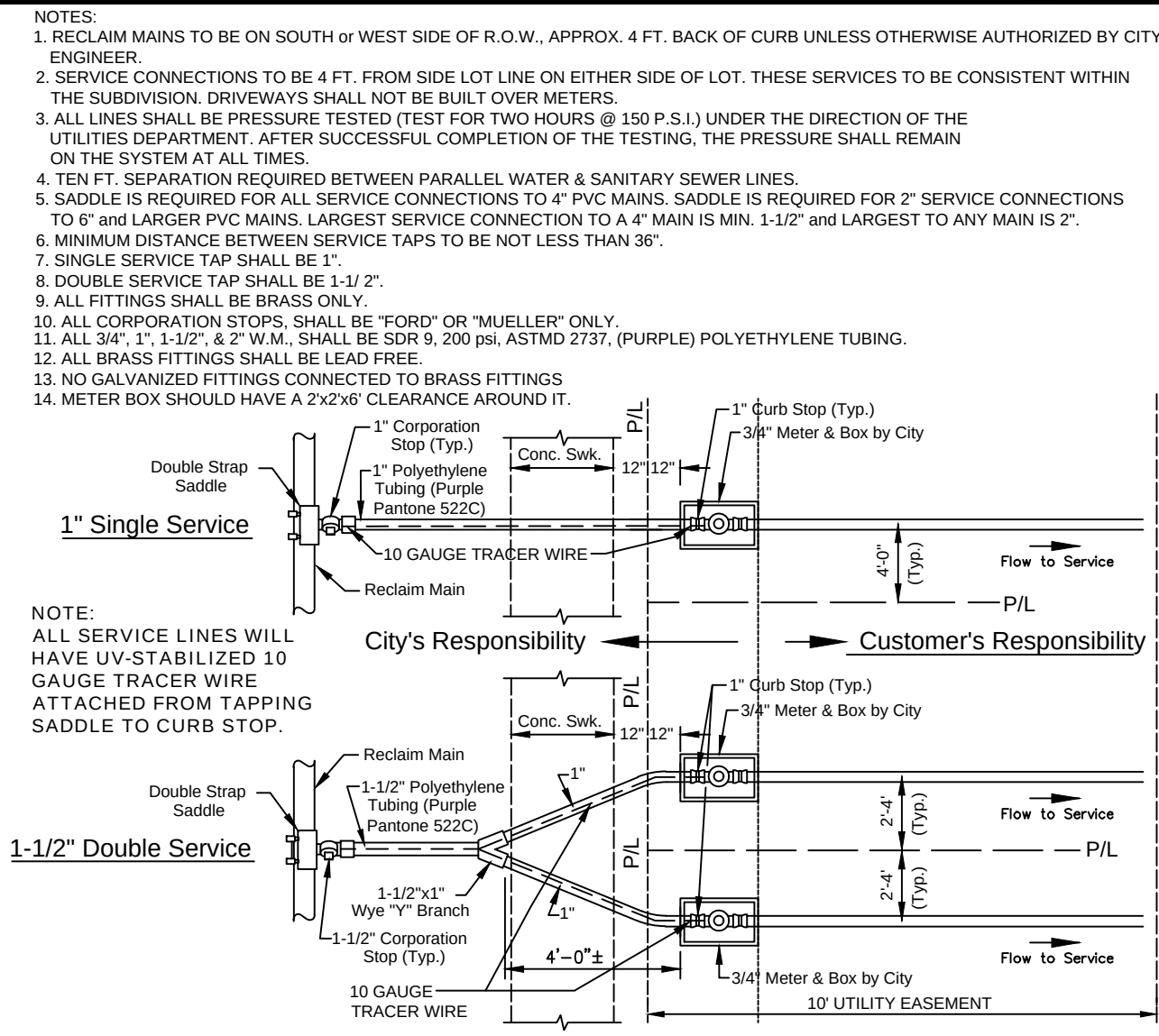
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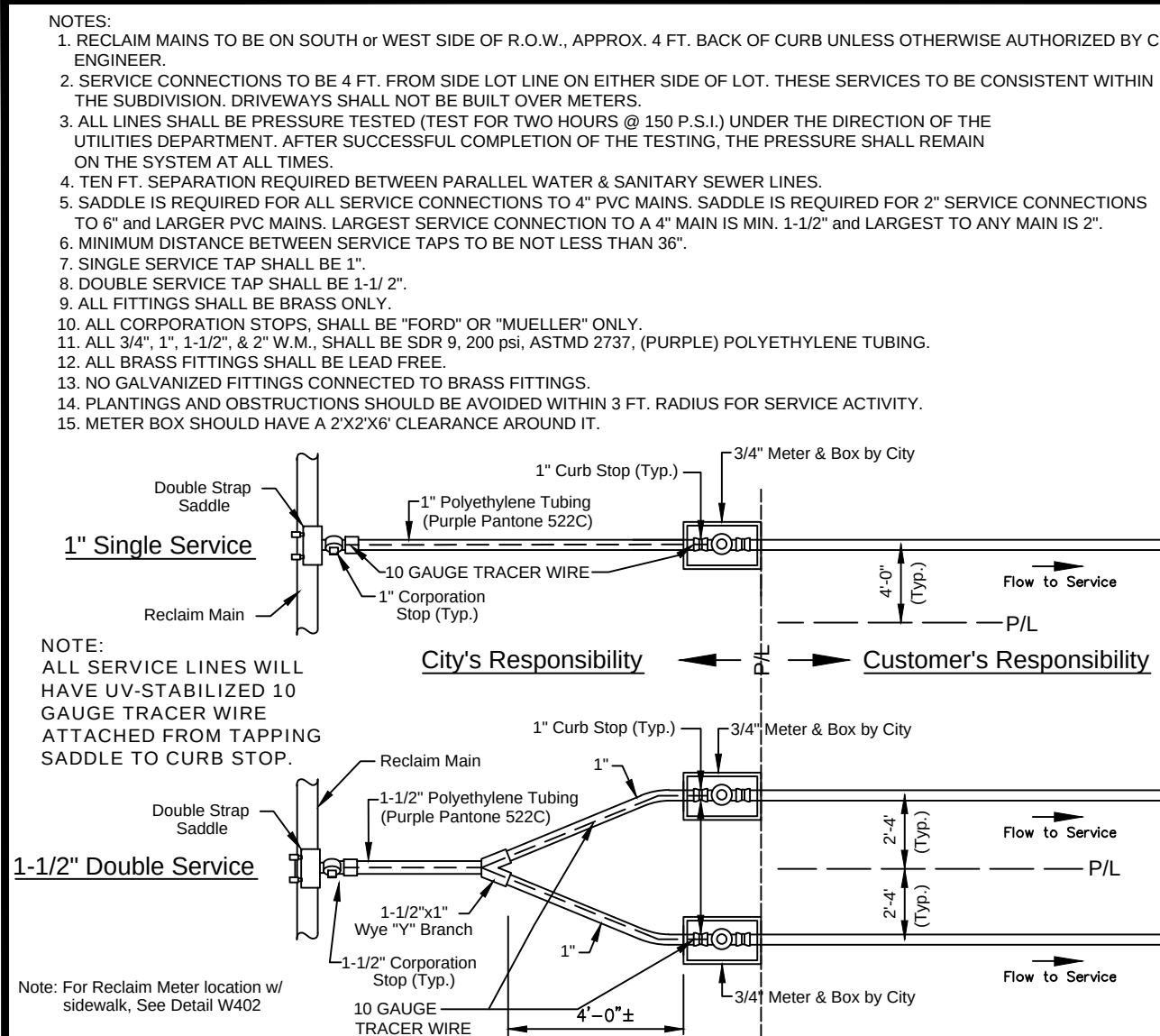
R421
City of DeLand - Standard Details



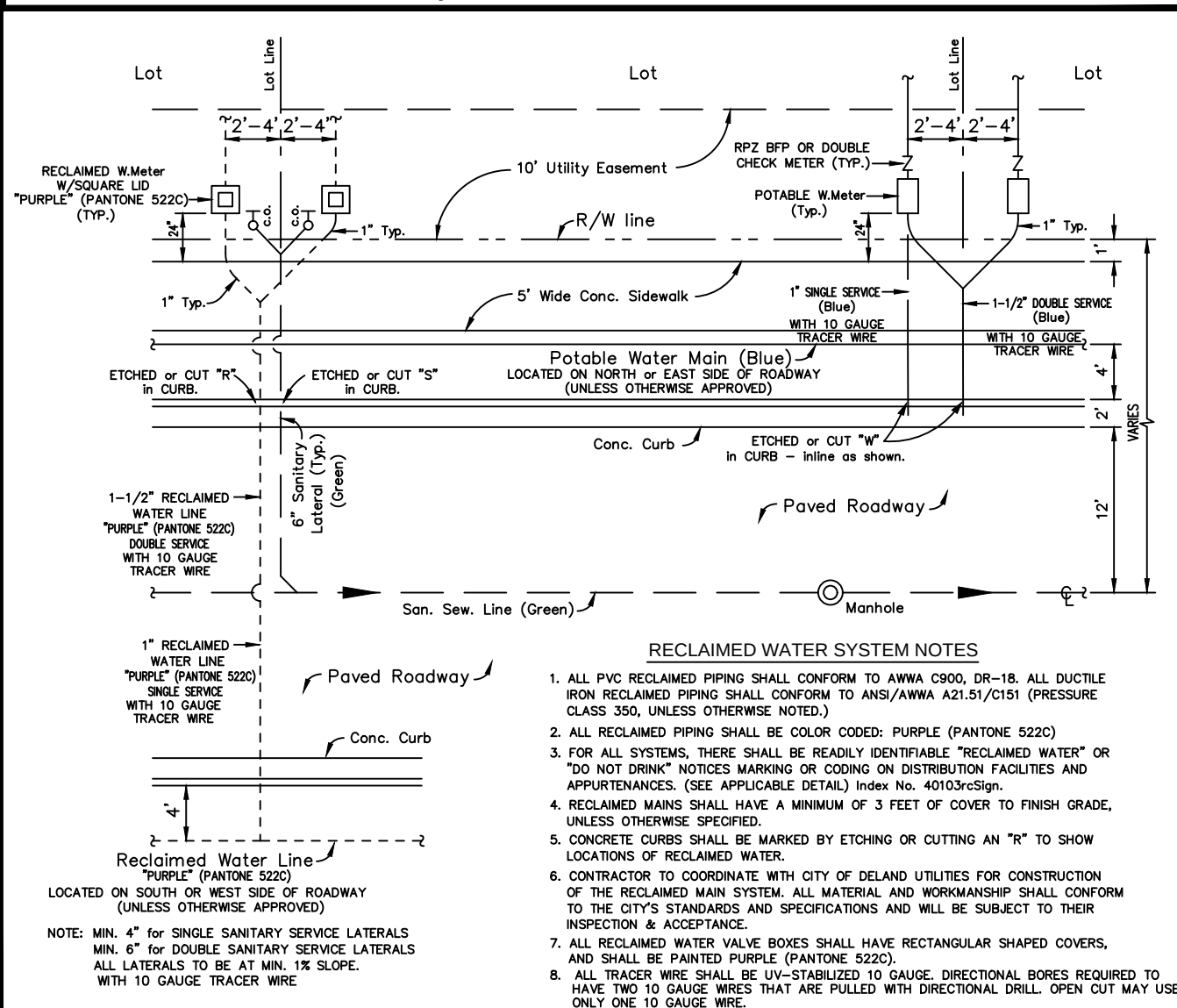
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City of DeLand - Standard Details



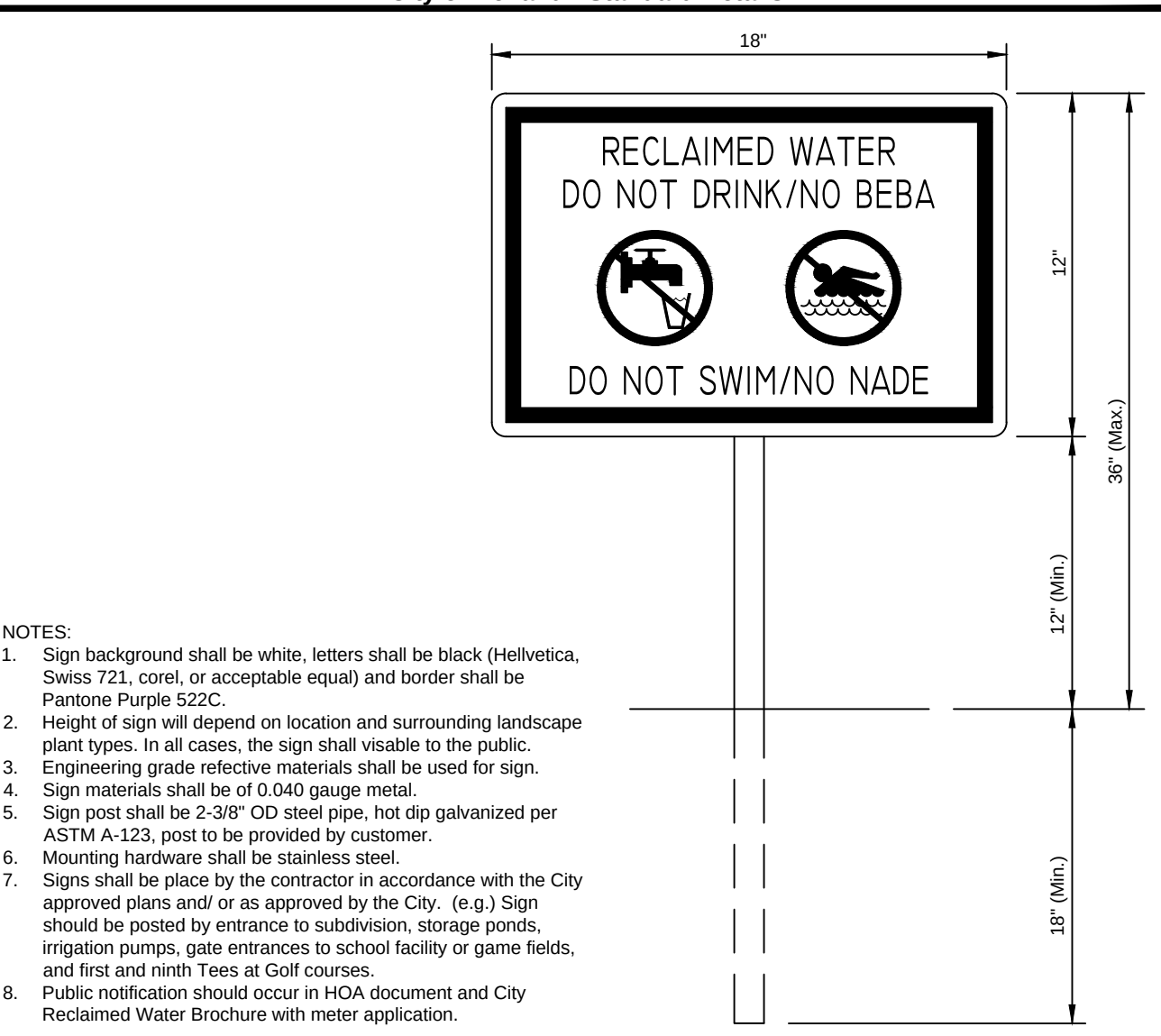
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City of DeLand - Standard Details



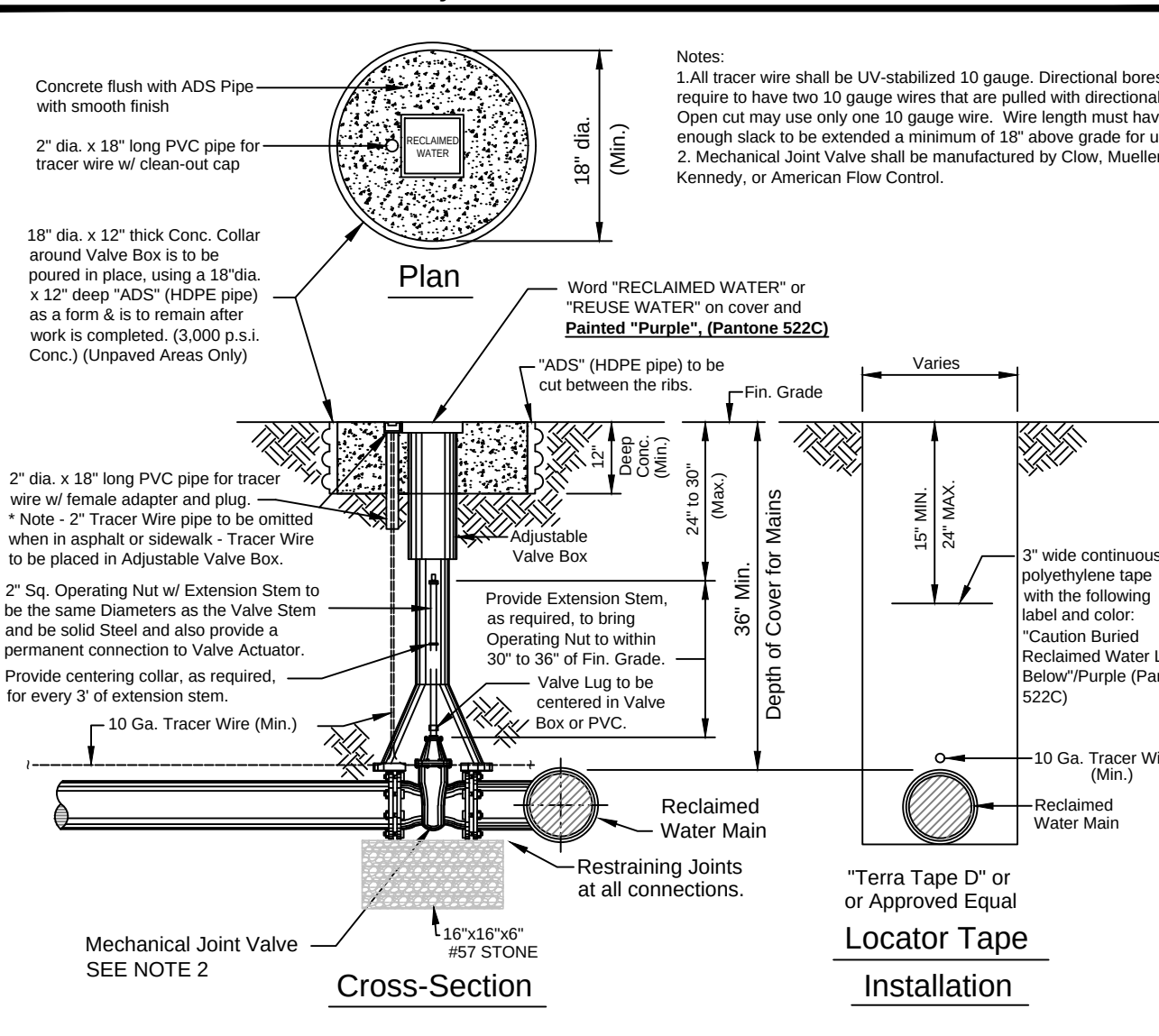
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City of DeLand - Standard Details



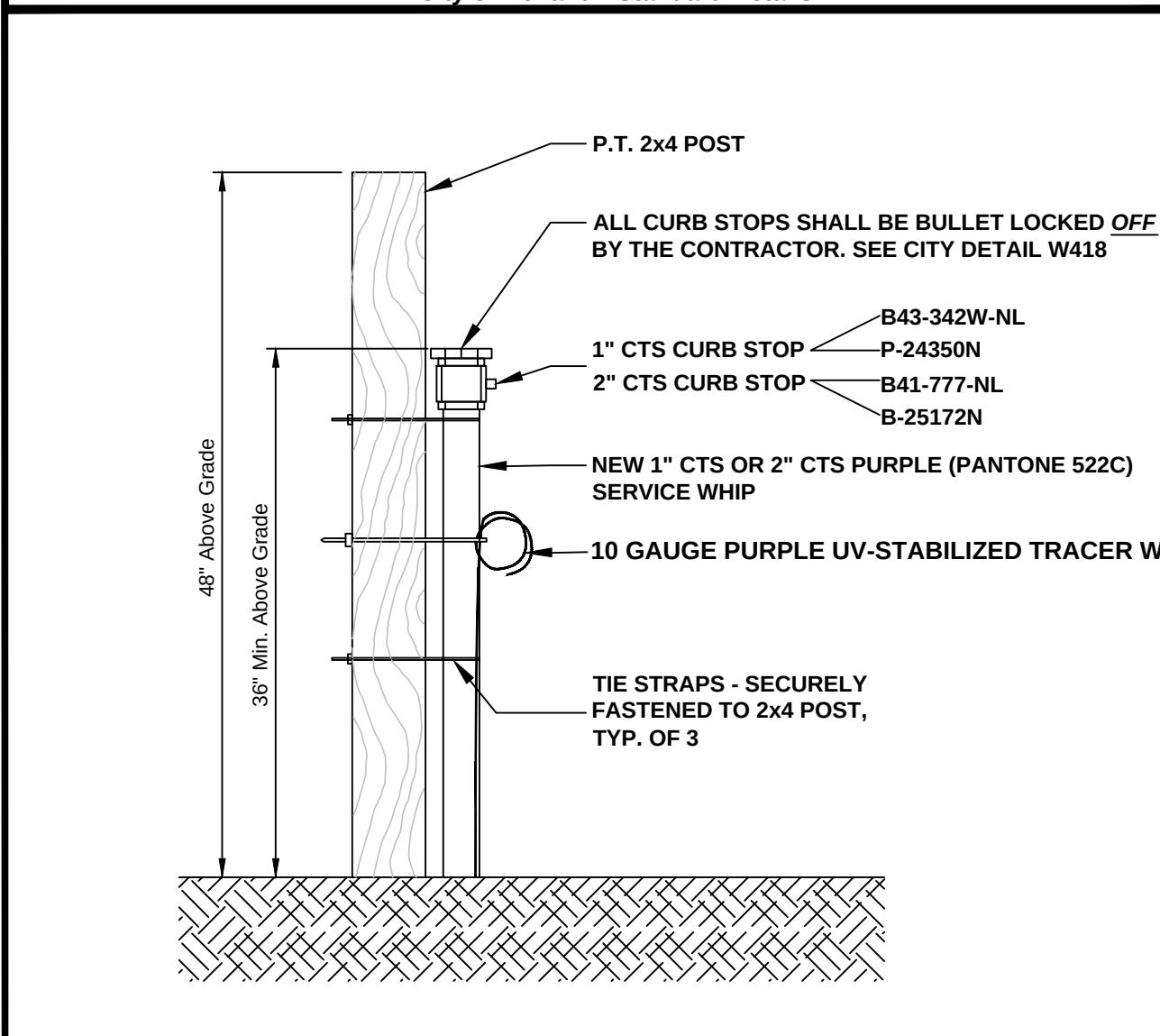
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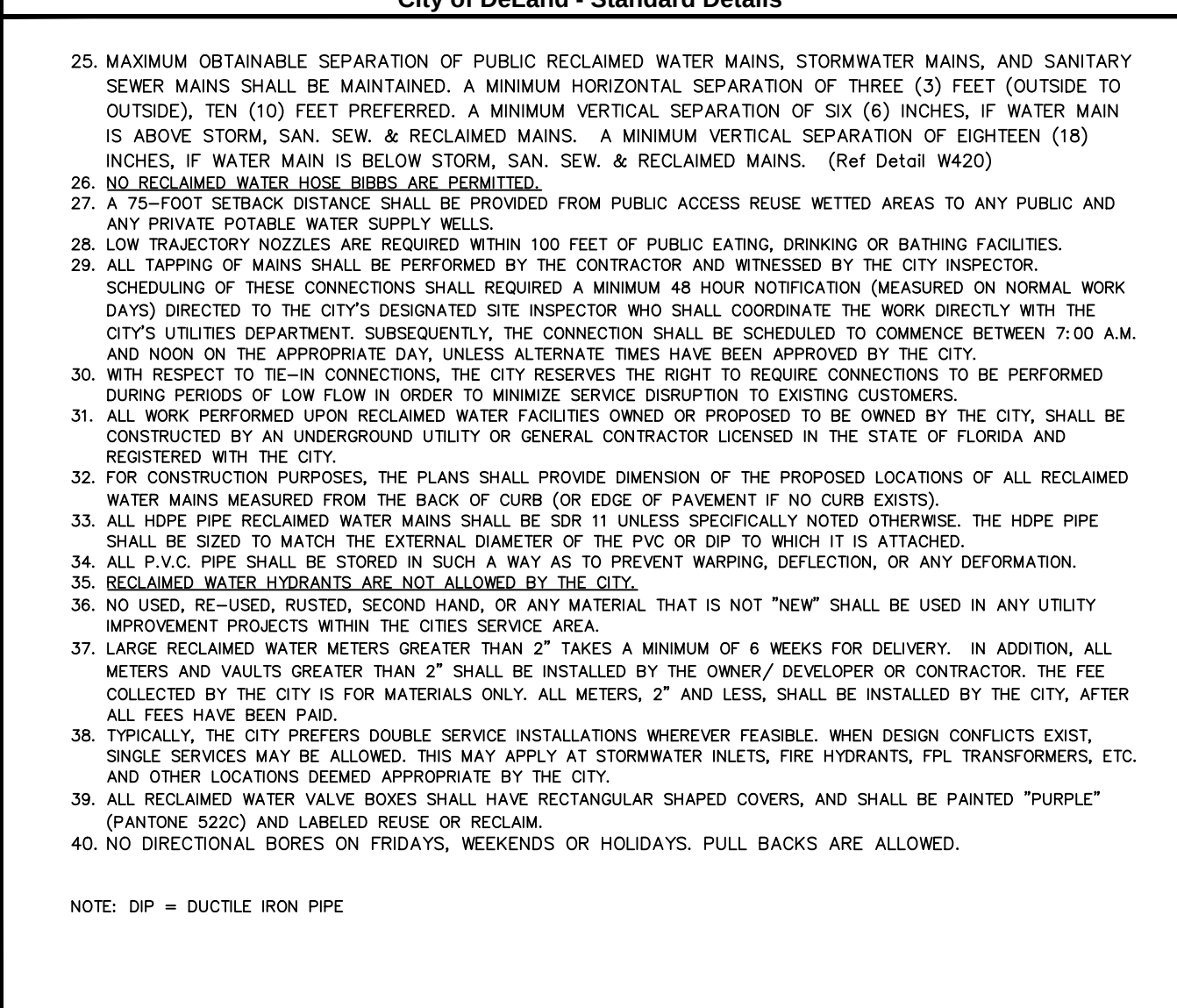
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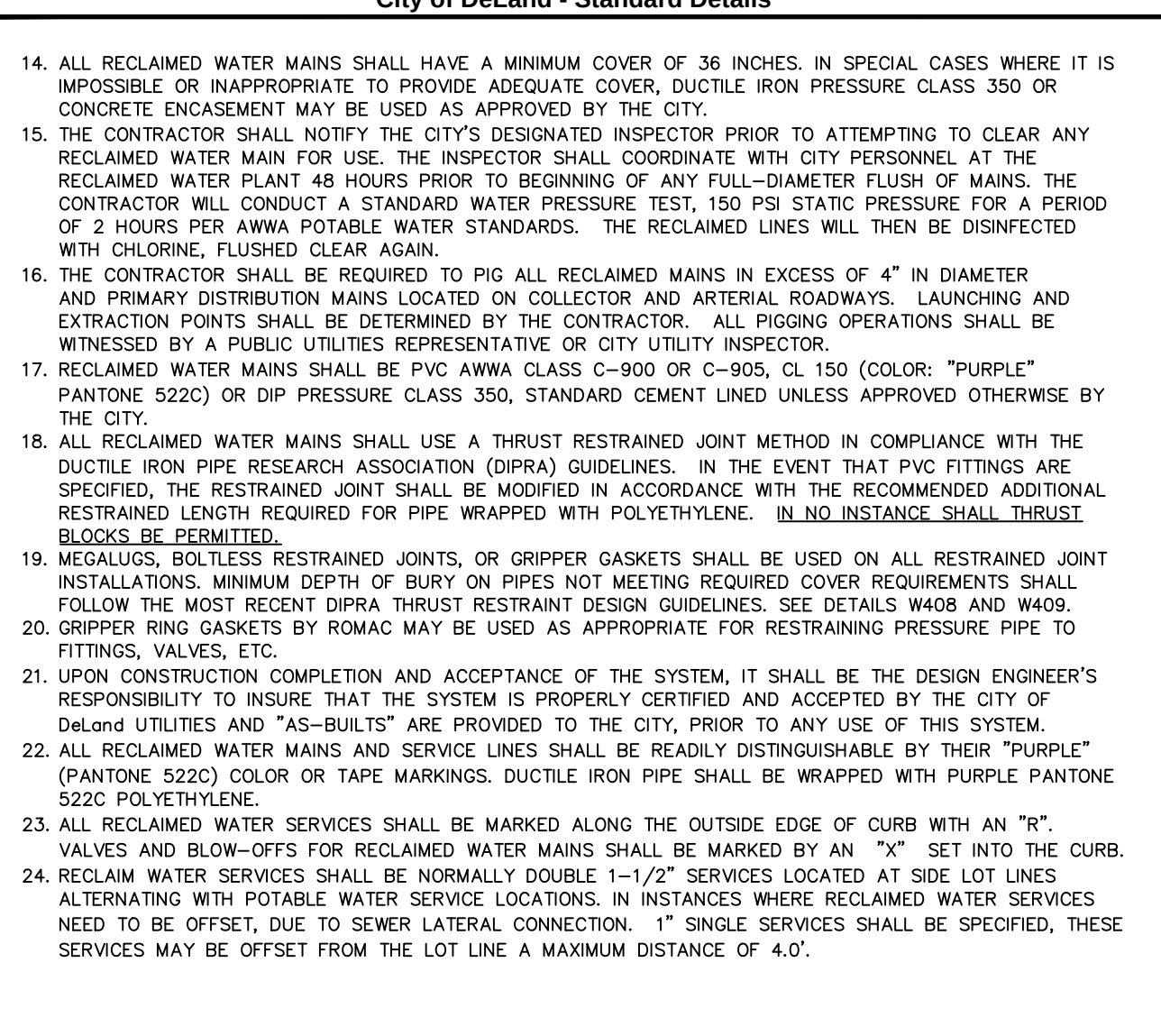
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City of DeLand - Standard Details



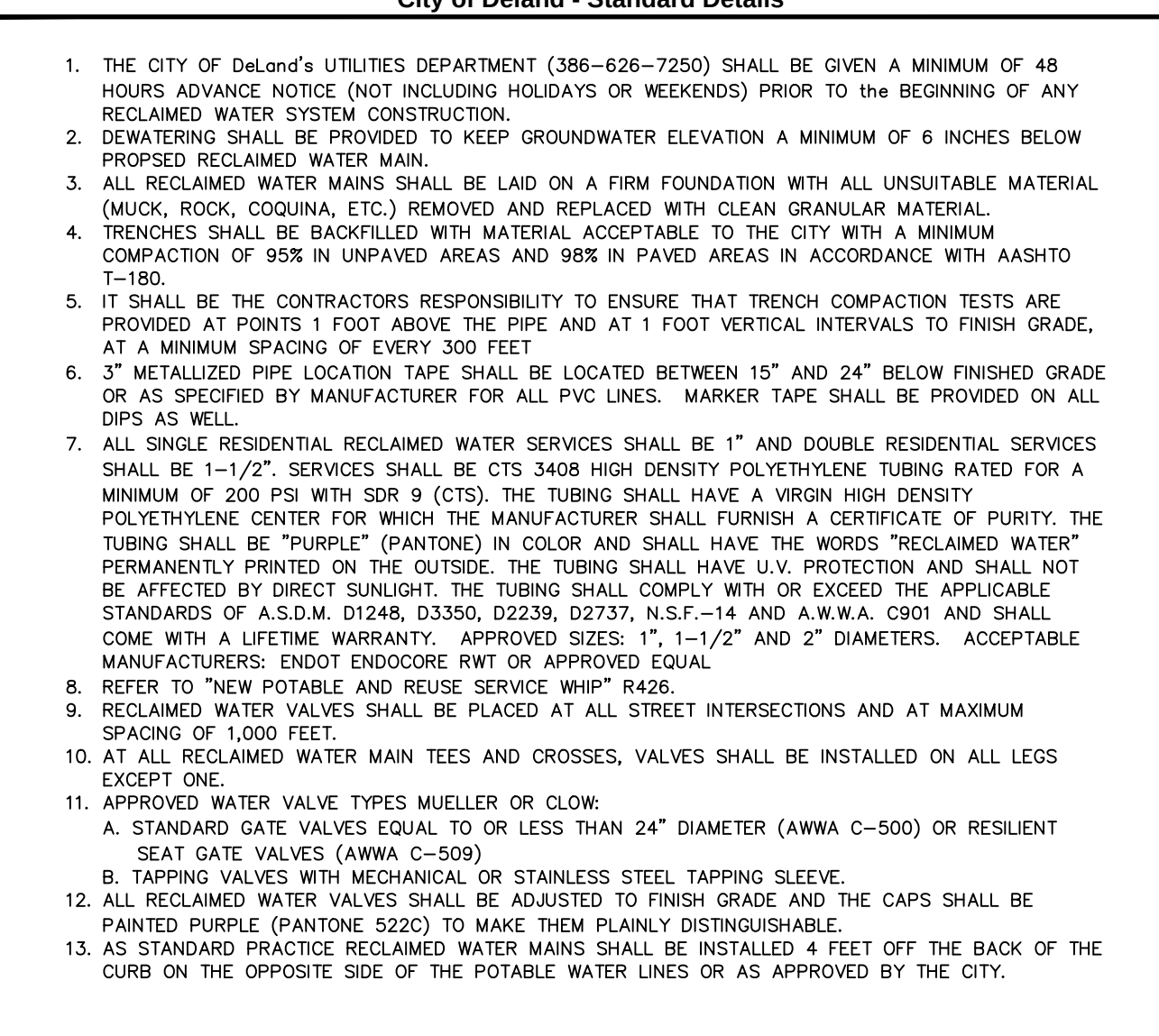
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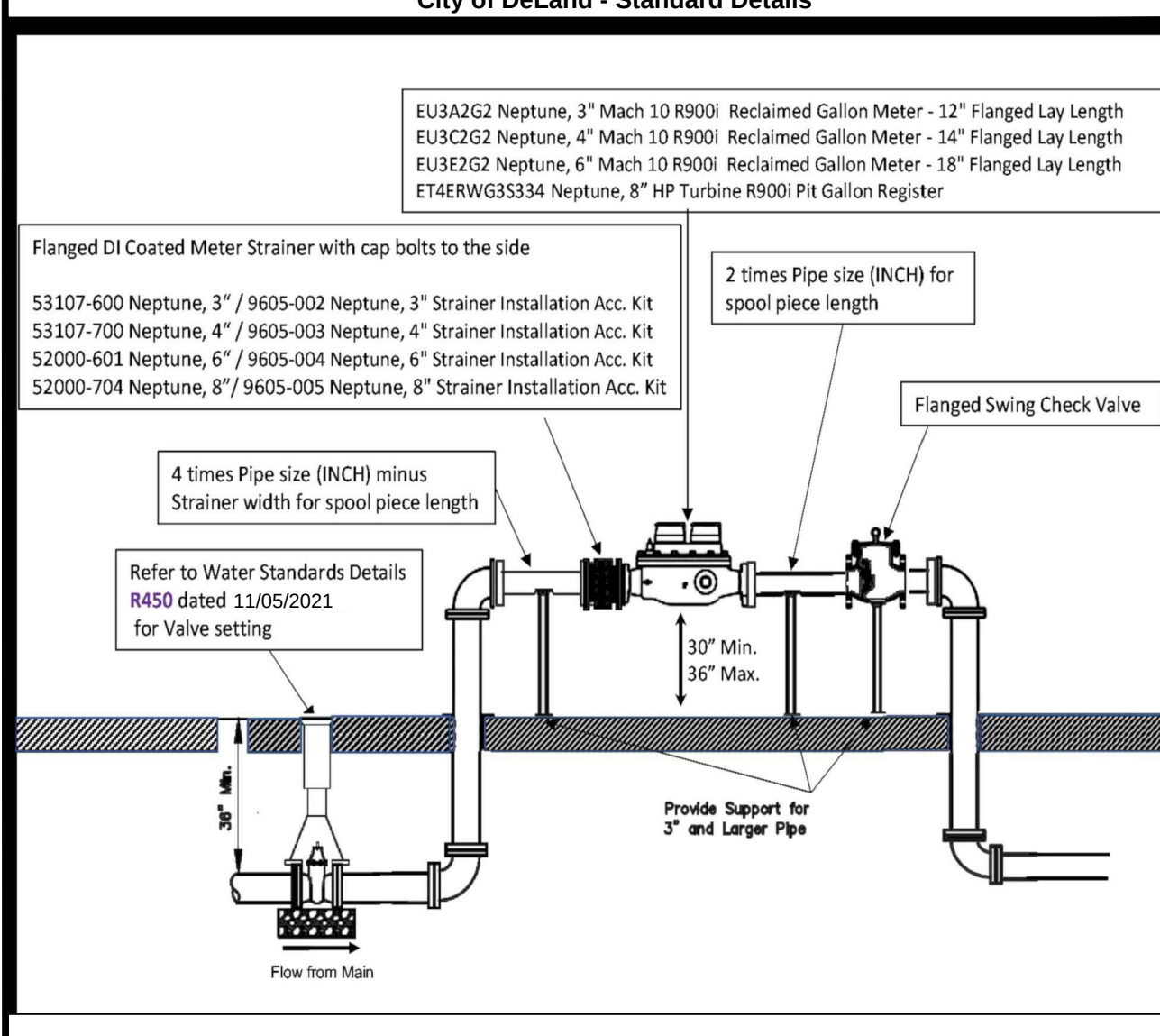
R462
City of DeLand - Standard Details



R461
City of DeLand - Standard Details



R460
City of DeLand - Standard Details

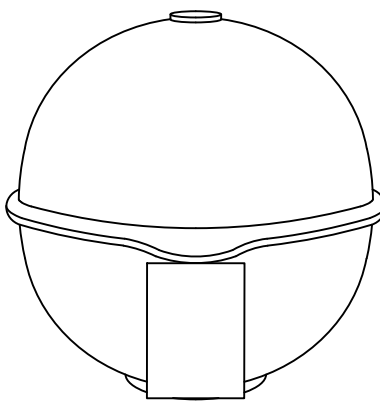


R453
City of DeLand - Standard Details

3M LOCATING MARKER BALLS PROGRAMMABLE AND NON-PROGRAMMABLE NOTES:

- Programmable and Non-Programmable Marking Balls will be used on all Sewer, Potable and Reclaim projects
- For information on the Programmable and Non-Programmable Balls that the City requires see spec sheet for details
- Programmable Balls will be placed at all fittings ie. Tees, Couplings, 90, 45, and 22.
- Information will be recorded on a spread sheet. For information that needs to be recorded see spec sheet for an example template for the 3M Marker Balls
- Non-Programmable Marking Balls will be used as follows:
- Potable: End of Service Line when buried
- Wastewater: Ball will be placed at the curb line to mark lateral location prior to end of service.
- Reclaim: End of Service Line when buried
- Desired bury depth is 1.5 feet to 3 feet. Five foot is the maximum depth for these devices

1423-XR/ID-POTABLE



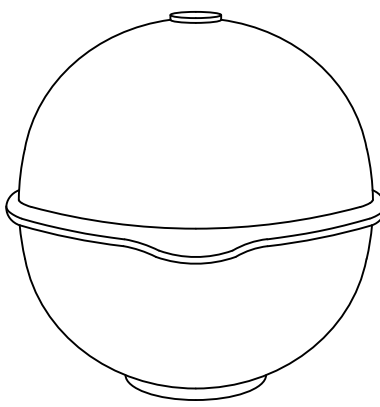
The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground water facilities
 - iD Marker allows for programming of customer specific information
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

COLOR: BLUE
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
PROGRAMMABLE/PASSIVE: PROGRAMMABLE
RANGE: 0 TO 5 LINEAR FOOT
RoHS 2011/65/EU Compliant: UNDETERMINED
RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
Solution for: LOOP NETWORK: OUTDOOR
WIRELESS NETWORK: BACKHAUL

1403-XR-POTABLE



The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground water facilities
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

COLOR: BLUE
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
NUMBER OF FREQUENCIES: N/A
PROGRAMMABLE/PASSIVE: PASSIVE
RANGE: 0 TO 5 LINEAR FOOT
RoHS 2011/65/EU Compliant: UNDETERMINED
RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
Solution for: ACCESS NETWORK: xDSL, LONG-HAUL/METRO
LOOP NETWORK: OUTDOOR
WIRELESS NETWORK: BACKHAUL

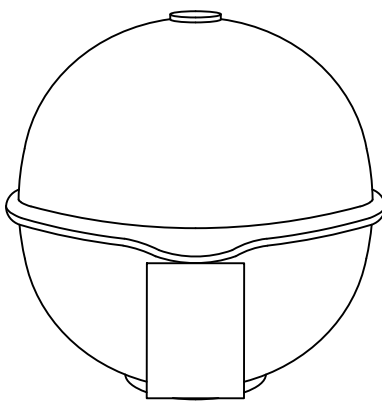
1420-LOCATER FOR MARKER BALLS

3M™ Dynatel™ Electronic Marker System (EMS) Marker Locators 1420 series is microprocessor-based systems that quickly and efficiently locate underground markers—years after construction or maintenance. -

- The 3M™ Dynatel™ 1420 Marker Locators are designed to be accurate, fast and integrated allowing you to accurately and easily:
- Locate, read and write to 3M iD markers
 - Pinpoint the depth and location of all existing models of properly installed underground passive EMS markers
 - Conduct direct depth reading of markers
 - Locate two different marker frequencies simultaneously

3M DYNATEL LOCATING AND MARKING ELECTRONIC MARKER SYSTEM:

1424-XR/ID-SEWER



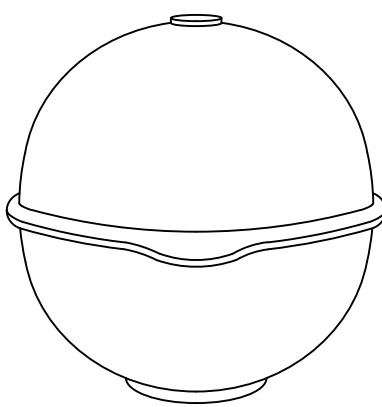
The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground wastewater facilities
 - iD Marker allows for programming of customer specific information
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

COLOR: GREEN
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
NUMBER OF FREQUENCIES: N/A
PROGRAMMABLE/PASSIVE: PROGRAMMABLE
RANGE: 0 TO 5 LINEAR FOOT
RoHS 2011/65/EU Compliant: UNDETERMINED
RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
Solution for: ACCESS NETWORK: xDSL, LONG-HAUL/METRO
LOOP NETWORK: OUTDOOR
WIRELESS NETWORK: BACKHAUL

1404-XR-SEWER



The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground wastewater facilities
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

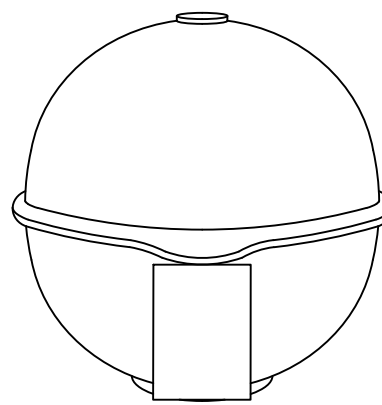
COLOR: GREEN
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
NUMBER OF FREQUENCIES: N/A
PROGRAMMABLE/PASSIVE: PASSIVE
RANGE: 0 TO 5 LINEAR FOOT
RoHS 2011/65/EU Compliant: UNDETERMINED
RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
Solution for: ACCESS NETWORK: xDSL, LONG-HAUL/METRO
LOOP NETWORK: OUTDOOR
WIRELESS NETWORK: BACKHAUL

Specifications

2200RB Rechargeable Battery Not Included
Cable/Pipe Locate No
Carrying Bag Included No
Coupler Size No Coupler
Direct Connect Cable N/A
EMS Caution Tape Finding Capability No
Family 1420 Series
Fault Finding Capability No

2200RB Rechargeable Battery Not Included
Cable/Pipe Locate No
Carrying Bag Included No
Coupler Size No Coupler
Direct Connect Cable N/A
EMS Caution Tape Finding Capability No
Family 1420 Series
Fault Finding Capability No
Locator Type Marker

1428-XR/ID-RECLAIMED



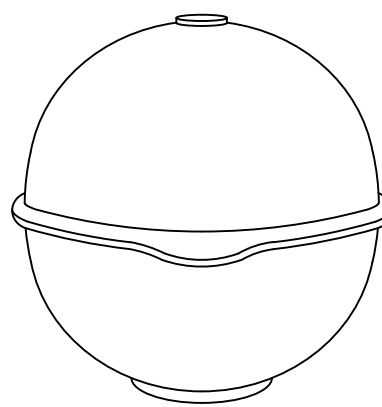
The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground general purpose / reclaimed water facilities
 - iD Marker allows for programming of customer specific information
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

COLOR: PURPLE
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
NUMBER OF FREQUENCIES: N/A
PROGRAMMABLE/PASSIVE: PROGRAMMABLE
RANGE: 0 TO 5 LINEAR FOOT
RoHS 2011/65/EU Compliant: UNDETERMINED
RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
Solution for: ACCESS NETWORK: xDSL, LONG-HAUL/METRO
LOOP NETWORK: OUTDOOR
WIRELESS NETWORK: BACKHAUL

1408-XR-RECLAIMED

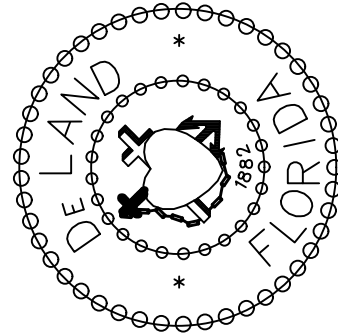


The 3M™ EMS Extended-Range Ball Markers have a self-leveling design providing accurate, horizontal position regardless of how it is placed in the ground, making the job of precisely locating underground facilities easier.

- Featured Benefits**
- Positive identification of underground general purpose facilities
 - Unique self leveling design simplifies installation
 - No external power source needed
 - Resistant to elements
 - 5 foot (1.5 meter) detection distance
 - Color conforms to APWA standards

SPECIFICATIONS:

COLOR: PURPLE
DIAMETER (METRIC): 10.4 CM
EMS CAUTION TAPE FINDING CAPABILITY: N/A
MARKER DEPTH: 5 FEET (1.5M)
MARKER DIMENSION (INCH): 4 INCH DIAMETER
MARKER TYPE: BALL
NUMBER OF FREQUENCIES: N/A
PROGRAMMABLE/PASSIVE: PASSIVE
RANGE: 0 TO 5 LINEAR FOOT
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RoHS EU Comments: ACCESS NETWORK: FTTH/FTTB/CATV
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WIRELESS NETWORK: BACKHAUL



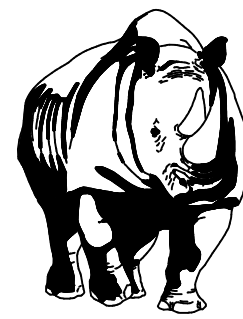
CITY OF DELAND, FLORIDA
1102 S. GARFIELD AVENUE, DELAND, FLORIDA 32724

DATE: 11/07/2022
CHECKED BY: ERIC M. SAMPSON
SCALE: NOT TO SCALE
DRAWN BY: MARK LA GRECA

UTILITY MARKER BALL LOCATORS

TITLE:

FILE: drive letter/details locations



MADDEN
CIVIL ENGINEERS

431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CITY DETAILS

FOR

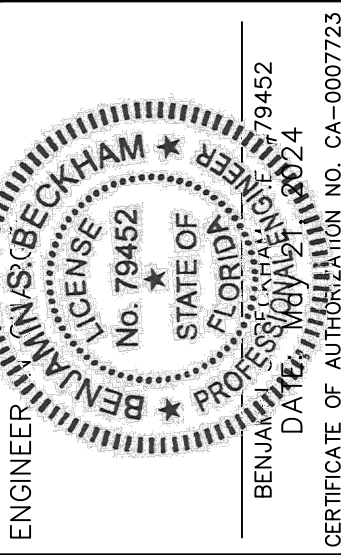
SUMMIT PLACE

FLORIDA

CITY OF DELAND

DR. HORTON

10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 850-5200



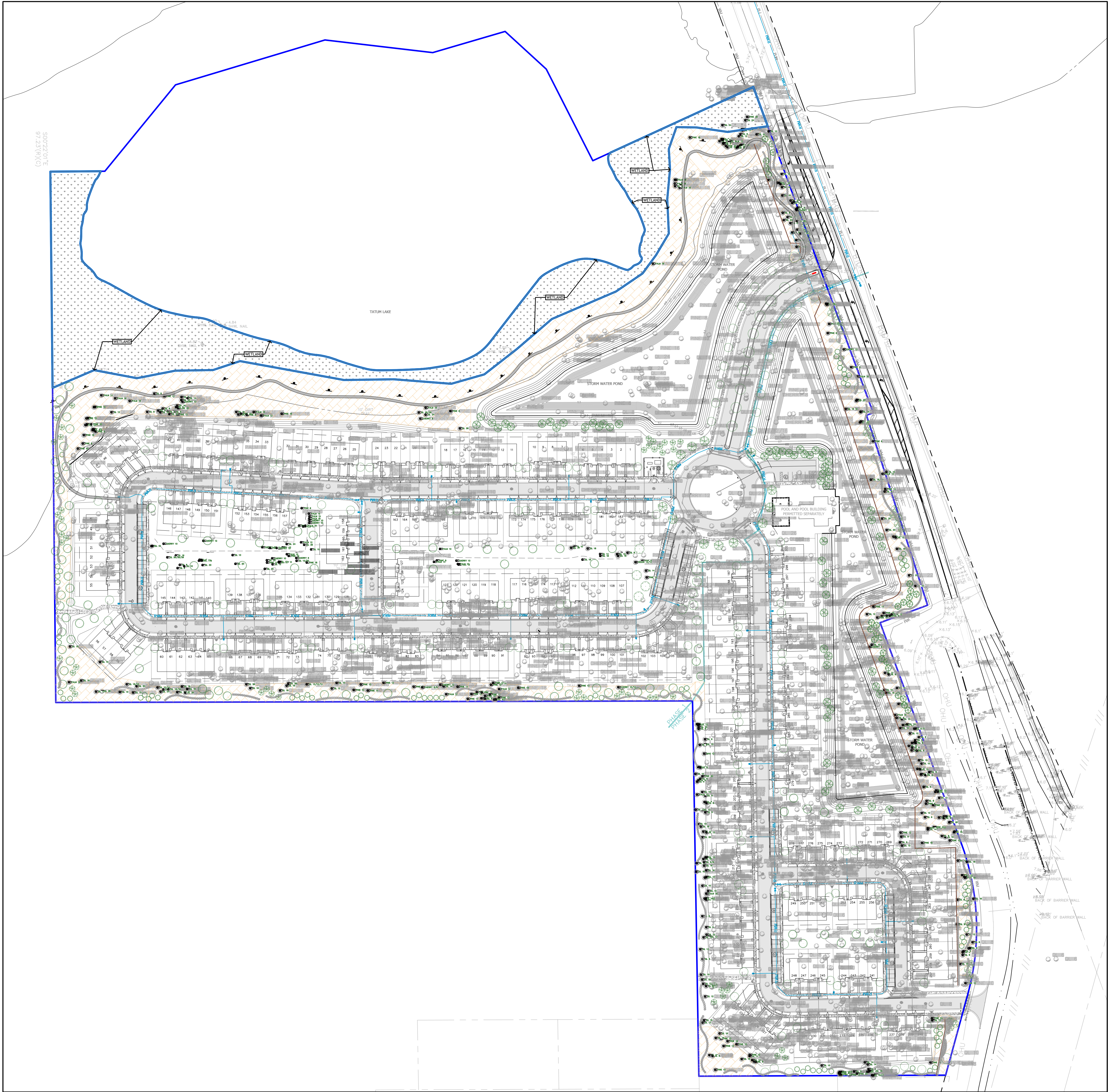
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3/16/23												
REV. PER CITY OF DELAND COMMENTS DATED:												

JOB # 21886
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C918

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5/21/2024 9:02:26 AM



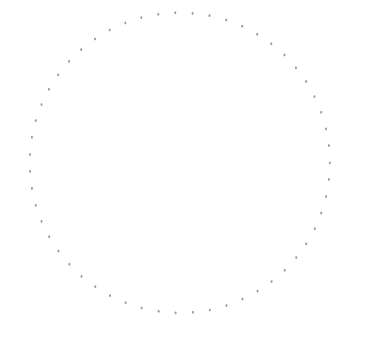
INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
L0	OVERALL PLAN AND SHEET INDEX
TP 1	TREE PROTECTION PLAN'
TP 2	TREE PROTECTION PLAN'
TP 3	TREE PROTECTION PLAN'
H1	HARDSCAPE PLAN
H2	HARDSCAPE PLAN
H3	HARDSCAPE PLAN
H4	HARDSCAPE DETAILS
L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN
L3	LANDSCAPE PLAN
L4	LANDSCAPE PLAN
L5	LANDSCAPE PLAN
L6	LANDSCAPE PLAN
L7	LANDSCAPE PLAN
L8	LANDSCAPE PLAN
L9	LANDSCAPE NOTES AND SCHEDULE
L10	LANDSCAPE DETAILS
IR1	IRRIGATION PLAN
IR2	IRRIGATION PLAN
IR3	IRRIGATION PLAN
IR4	IRRIGATION PLAN
IR5	IRRIGATION PLAN
IR6	IRRIGATION PLAN
IR7	IRRIGATION PLAN
IR8	IRRIGATION PLAN
IR9	IRRIGATION SCHEDULES AND CHARTS
IR10	IRRIGATION SCHEDULES AND CHARTS
IR11	IRRIGATION DETAILS
IR12	IRRIGATION DETAILS

IRRIGATION PLANS INCLUDED



Seal



Mary Katherine Magley
State of Florida Lic. No.: LA 0001375

REVISIONS		
REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED	
FEBRUARY 17, 2023 FEBRUARY 20, 2024 APRIL 30, 2024	CITY OF DELAND CITY OF DELAND CITY OF DELAND

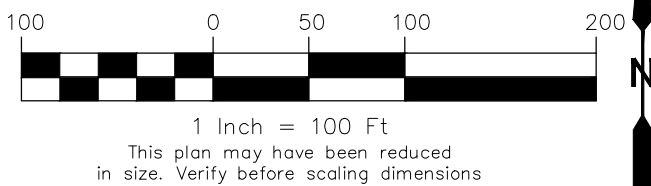
**SUMMIT PLACE
DeLand/DR Horton**

OVERALL PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

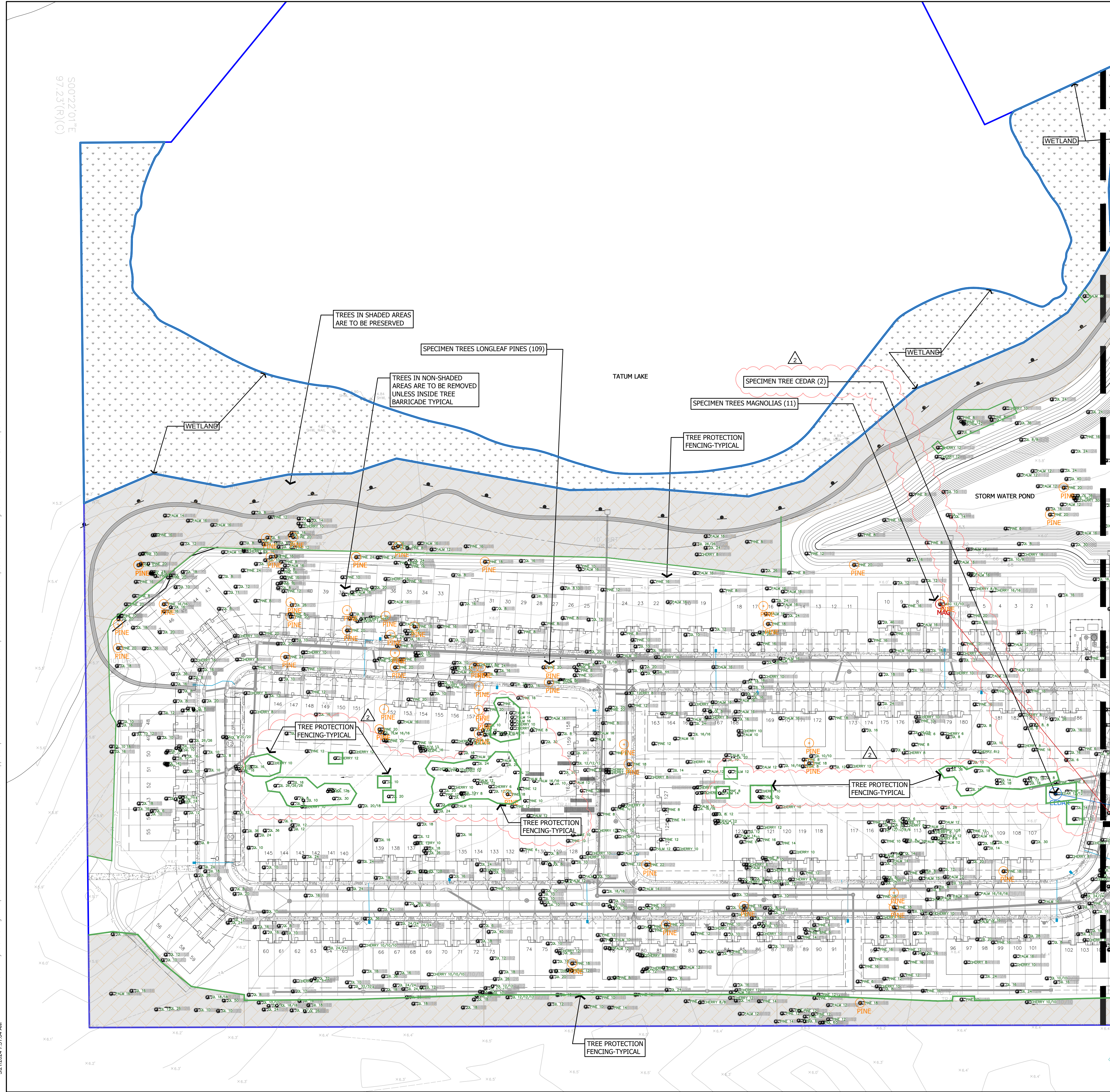
SCALE AS INDICATED

L0



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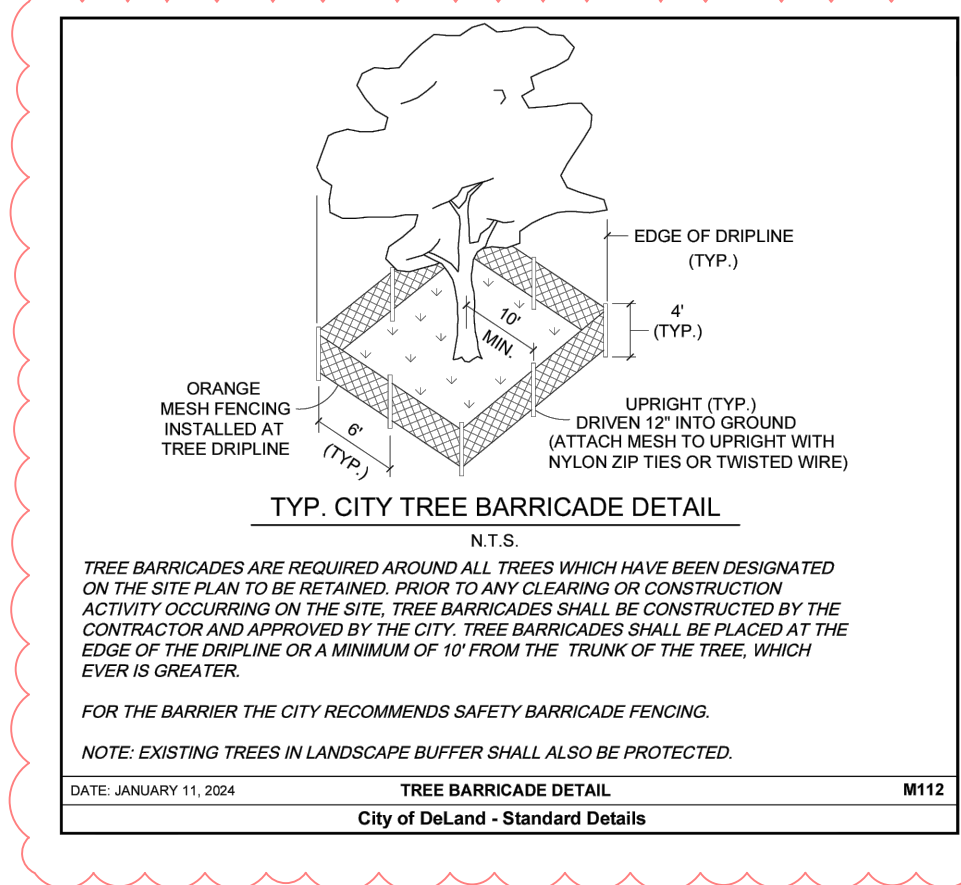
5/21/2024 7:51:04 AM



- TREE PROTECTION REQUIREMENTS**
~Per City of DeLand Land Development Code, Section 33-57.05,
~Protected trees are considered to be:
6" DBH and greater
Palm (5' clear trunk)
~And replaced at 1/3 of DBH inches
~Specimen trees are considered to be:
Live Oak (min. 10" DBH and greater)
Sand Live Oak (min. 10" DBH and greater)
Turkey Oak (min. 12" DBH and greater)
Loblolly Bay (min. 12" DBH and greater)
Longleaf Pine (min. 18" DBH and greater)
Magnolia (min. 12" DBH and greater)
Cedar, Eastern Red (min. 12" DBH and greater)
Cedar, Southern Red (min. 12" DBH and greater)
~And replaced at 50% of DBH inches
~Historic trees are considered to be:
Live Oak (min. 25" DBH and greater)
Sand Live Oak (min. 25" DBH and greater)
Bald Cypress (min. 20" DBH and greater)
Red Cedar (min. 25" DBH and greater)
~And replaced at 100% of DBH inches
~Laurel Oaks = > than 20" DBH and in deteriorating condition will be replaced at 1:1 with a 2" min DBH tree

THE TREE PRESERVATION AREAS MAY REQUIRE SELECTIVE PRUNING OF DEAD AND BROKEN BRANCHES AND THE REMOVAL OF UNSAFE BRANCHES/TREES. THE OWNER'S REPRESENTATIVE WILL COORDINATE WITH THE CONTRACTOR ANY REQUIRED TREE PRESERVATION WORK.

PINE STRAW MULCH (6" THICK LOOSE) SHALL BE PLACED AT THE BASE OF ALL SINGLE EXISTING TREES IN A 4' DIAMETER. AT CLUSTERS OF EXISTING TREES THE PINE STRAW SHALL BE PLACED IN A LARGER AREA TO INCLUDE THE TREE TRUNKS AND THE PINE STRAW AREA SHALL BE A NATURAL SHAPE.
BAHIA SOD IS REQUIRED IN ALL OPEN AREAS.



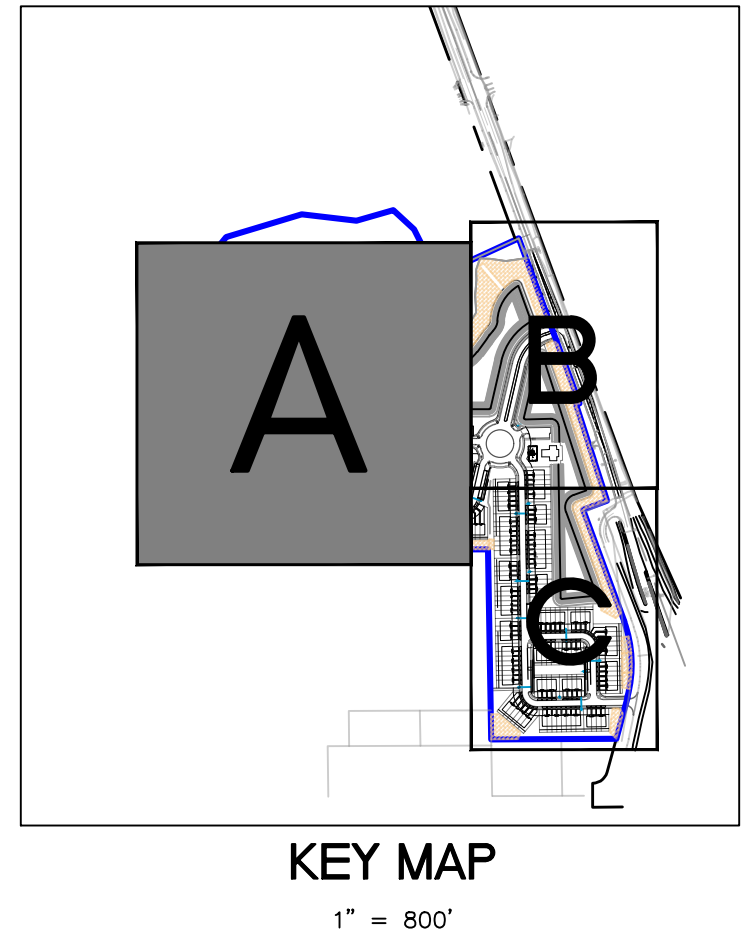
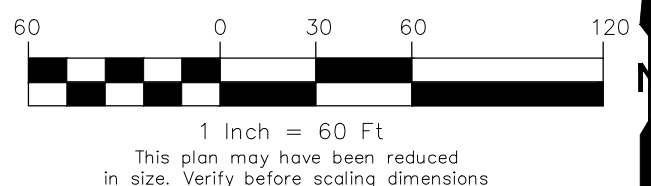
LEGEND

- TREE BARRICADE-TYPICAL**
REFER TO DETAIL
- PINE 14**
EXISTING TREE/SPECIES/DBH TO REMAIN SHOWN IN SHADED AREA ON THE PLAN OR INSIDE TREE BARRICADE FENCING
- HISTORIC TREE (0 ON SITE)**
- SPECIMEN MAGNOLIA TREES (11 ON SITE)/10 REMOVED**
- SPECIMEN OAK TREES (2 SAND LIVE) (2 TOTAL)/2 REMOVED**
- SPECIMEN LONG LEAF PINE TREES (109 ON SITE)/83XXXXX REMOVED**
- SPECIMEN CEDAR TREES (2 ON SITE)/1 REMOVED**
- QL 12**
EXISTING TREE/SPECIES/DBH REMOVED
- WETLANDS**
- TREE PROTECTION AREA**

NOTES:

- NO CONSTRUCTION ACTIVITY CAN TAKE PLACE WITHIN 1.5 TIMES THE DRIP LINE OF PRESERVED HISTORIC TREES.

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KEY MAP
1" = 800'



Seal

Mary Katherine Magley
State of Florida Lic. No.: LA 0001375

REVISIONS		
REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED
FEBRUARY 17, 2023
FEBRUARY 20, 2024
APRIL 30, 2024
CITY OF DELAND
CITY OF DELAND
CITY OF DELAND

SUMMIT PLACE
DeLand/DR Horton

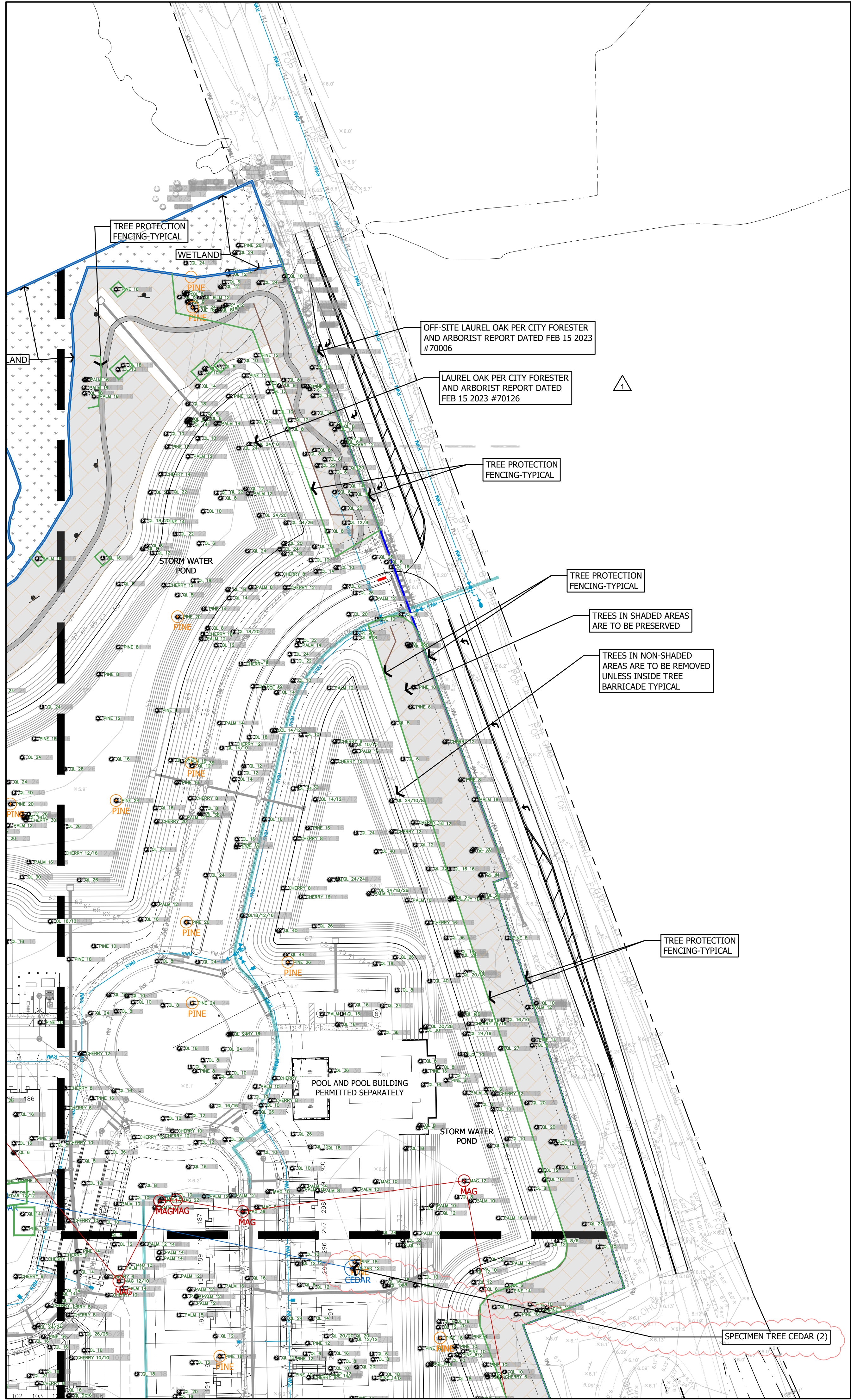
TREE PROTECTION PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

T1

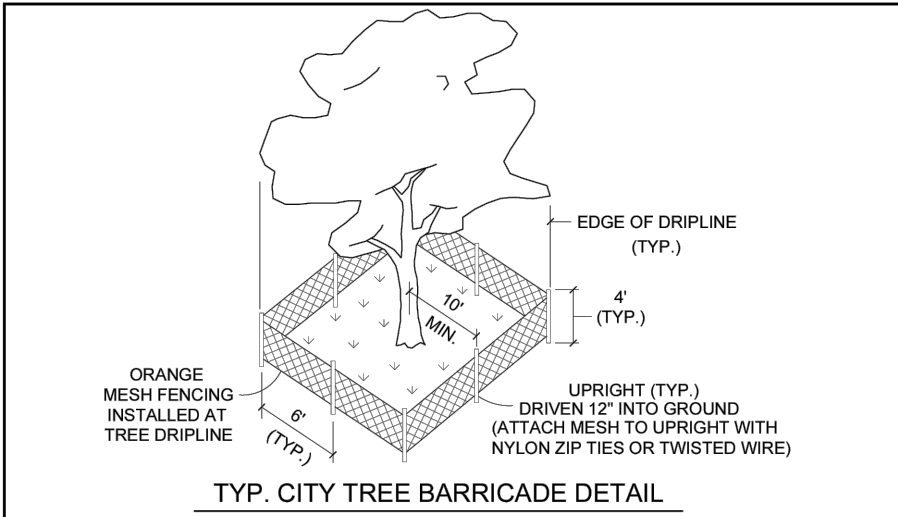
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Longleaf Pine (min. 18" DBH and greater)
Magnolia (min. 12" DBH and greater)
Cedar, Eastern Red (min. 12" DBH and greater)
Cedar, Southern Red (min. 12" DBH and greater)
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BAHIA SOD IS REQUIRED IN ALL OPEN AREAS.



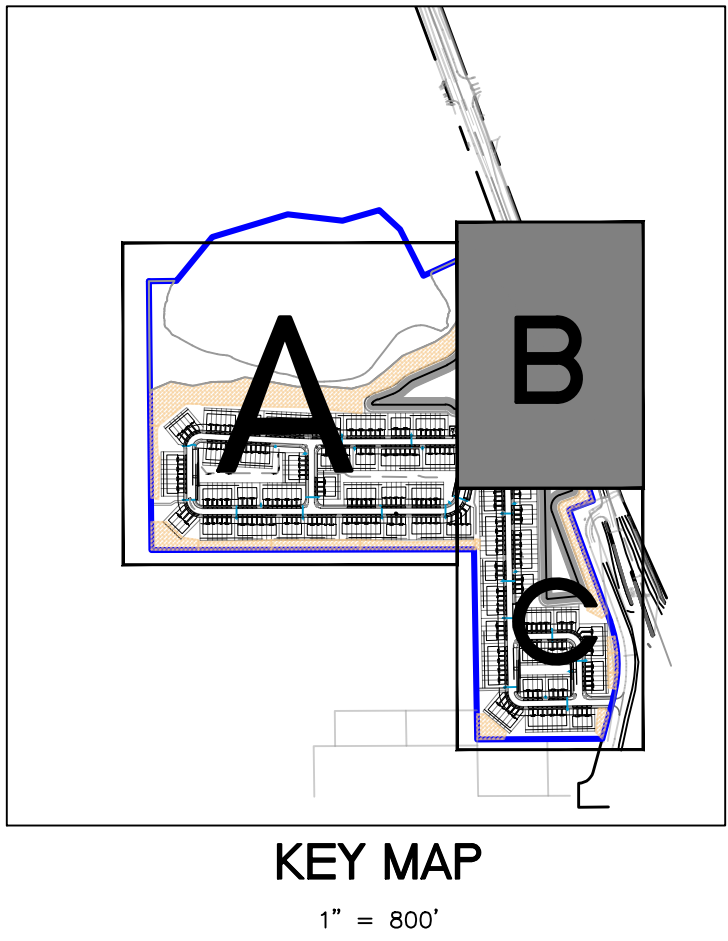
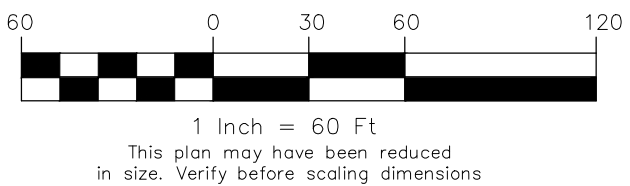
NOTE: EXISTING TREES IN LANDSCAPE BUFFER SHALL ALSO BE PROTECTED.
DATE: JANUARY 11, 2024
TREE BARRICADE DETAIL
City of DeLand - Standard Details
M112

LEGEND

- TREE BARRICADE-TYPICAL
REFER TO DETAIL
- PINE 14 EXISTING TREE/SPECIES/DBH TO REMAIN SHOWN IN SHADED AREA ON THE PLAN OR INSIDE TREE BARRICADE FENCING
- HISTORIC TREE (0 ON SITE)
- SPECIMEN MAGNOLIA TREES (11 ON SITE)/10 REMOVED
- SPECIMEN OAK TREES (2 SAND LIVE) (2 TOTAL)/2 REMOVED
- SPECIMEN LONG LEAF PINE TREES (109 ON SITE)/83XXXXX REMOVED
- SPECIMEN CEDAR TREES (2 ON SITE)/1 REMOVED
- QL 12 EXISTING TREE/SPECIES/DBH REMOVED
- WETLANDS
- TREE PROTECTION AREA

NOTES:
1. NO CONSTRUCTION ACTIVITY CAN TAKE PLACE WITHIN 1.5 TIMES THE DRIP LINE OF PRESERVED HISTORIC TREES.

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REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED
FEBRUARY 17, 2023 CITY OF DELAND
FEBRUARY 20, 2024 CITY OF DELAND
APRIL 30, 2024 CITY OF DELAND

SUMMIT PLACE
DeLand/DR Horton

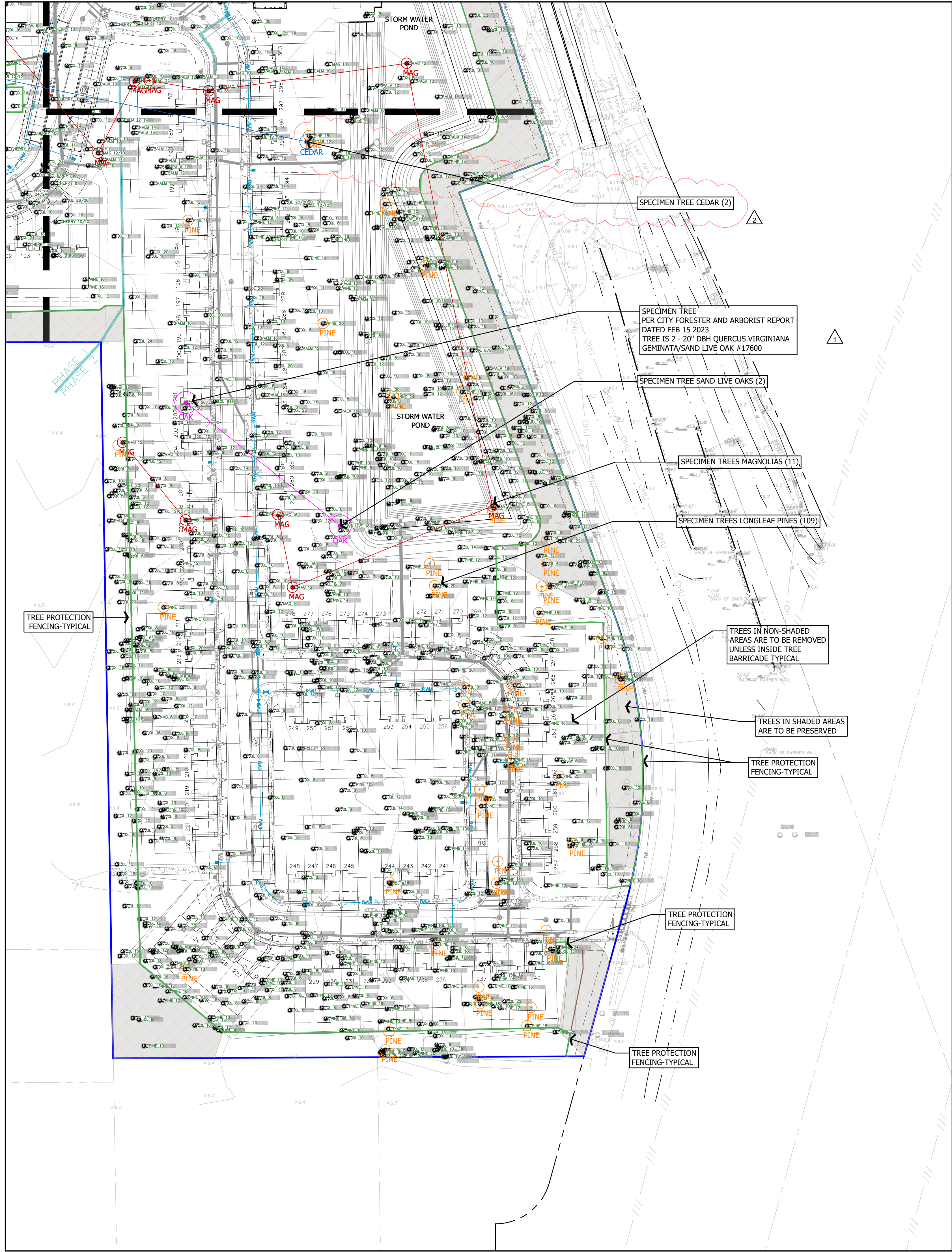
TREE PROTECTION PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

T2

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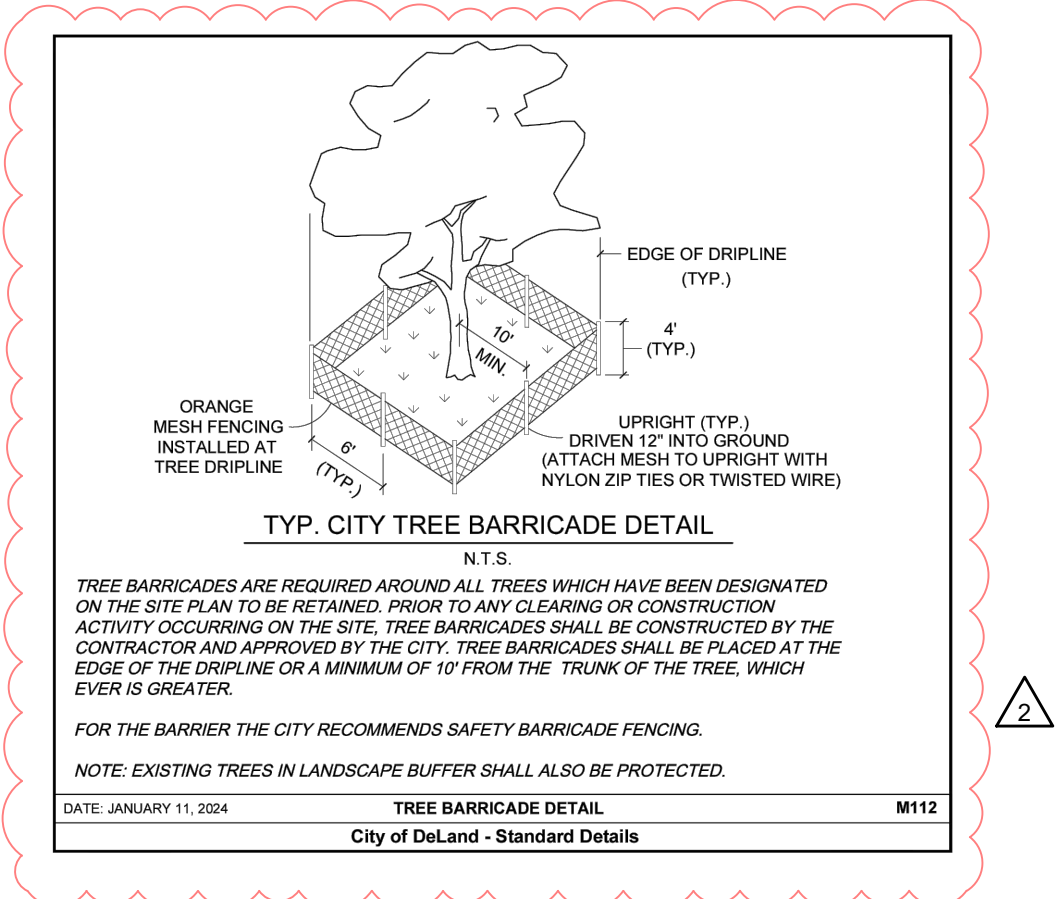


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BAHIA SOD IS REQUIRED IN ALL OPEN AREAS.

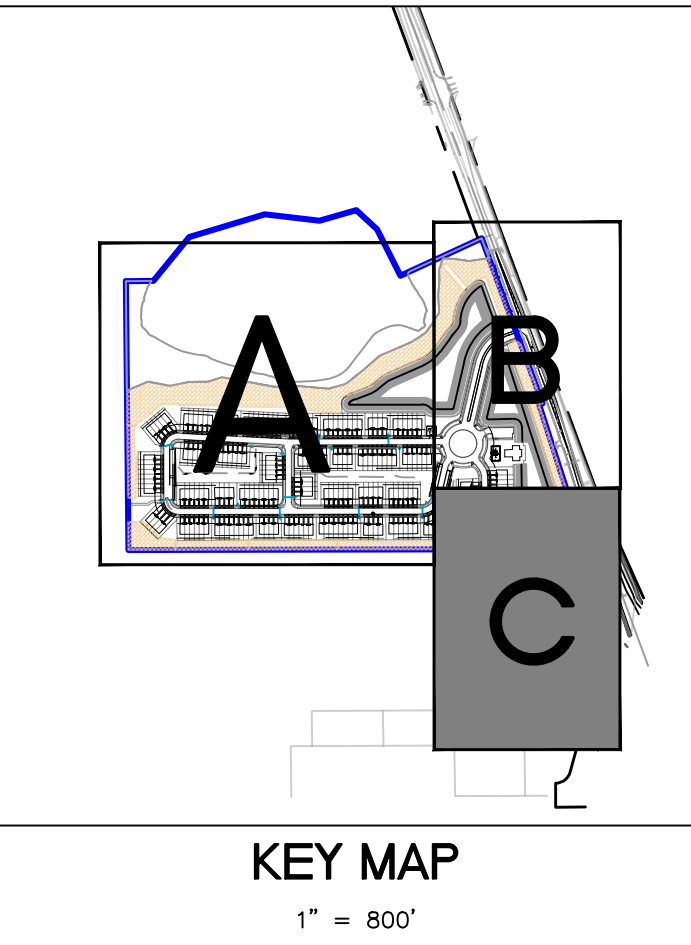
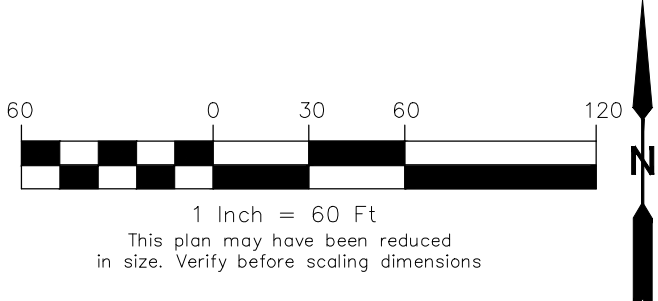


LEGEND

- TREE BARRICADE-TYPICAL REFER TO DETAIL
- PINE 14 EXISTING TREE/SPECIES/DBH TO REMAIN SHOWN IN SHADED AREA ON THE PLAN OR INSIDE TREE BARRICADE FENCING
- HISTORIC TREE (0 ON SITE)
- SPECIMEN MAGNOLIA TREES (11 ON SITE)/10 REMOVED
- SPECIMEN OAK TREES (2 SAND LIVE) (2 TOTAL)/2 REMOVED
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- EXISTING TREE/SPECIES/DBH REMOVED
- WETLANDS
- TREE PROTECTION AREA

NOTES:
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State of Florida Lic. No.: LA 0001375

REVISIONS		
REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED
FEBRUARY 17, 2023
FEBRUARY 20, 2024
APRIL 30, 2024

CITY OF DELAND
CITY OF DELAND
CITY OF DELAND

**SUMMIT PLACE
DeLand/DR Horton**

TREE PROTECTION PLAN

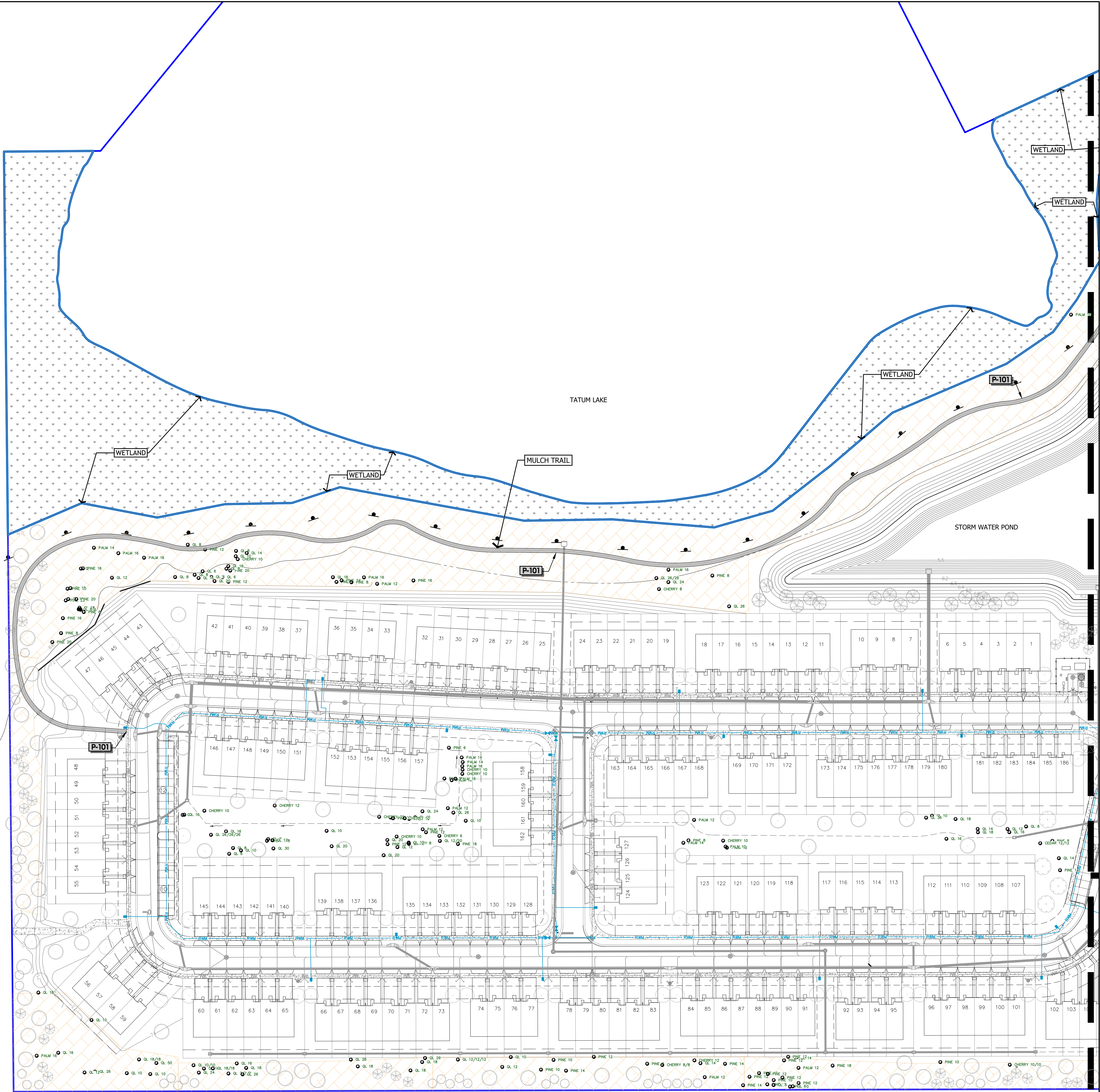
PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

T3

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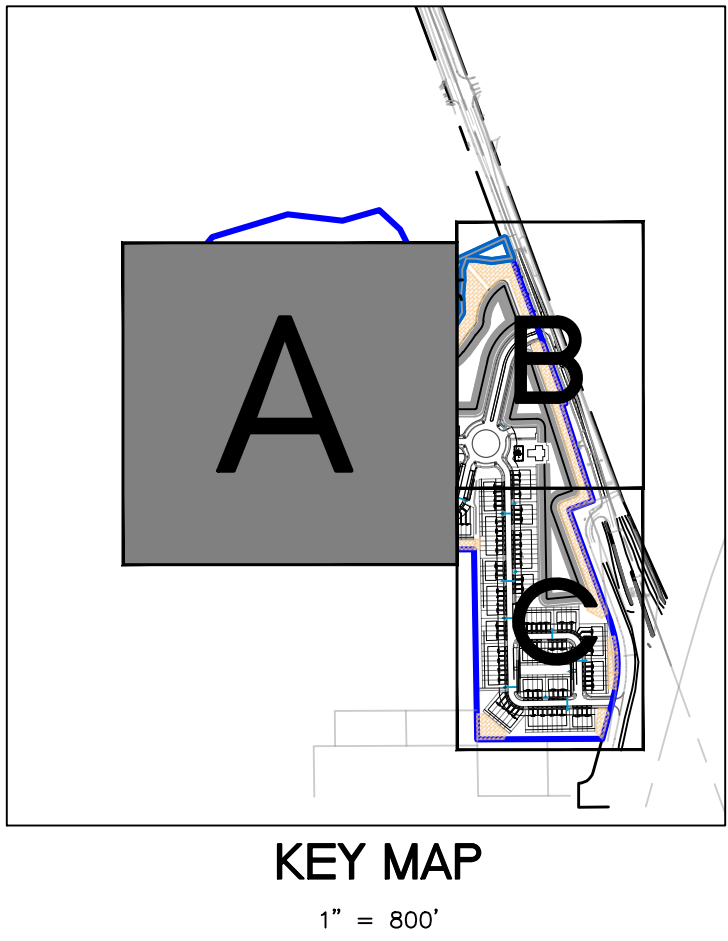
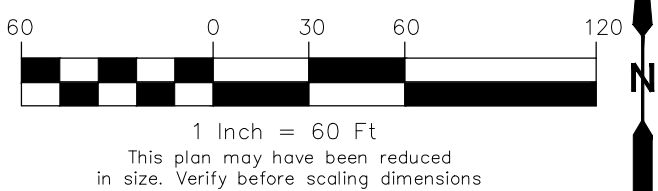
5/21/2024 7:52:27 AM



REFERENCE NOTES SCHEDULE	
SYMBOL	DESCRIPTION
(F-101)	6' HT PVC FENCE DESIGN BUILD AS DIRECTED BY DEVELOPER COLOR AND STYLE TBD
SYMBOL	DESCRIPTION
(P-101)	5' WIDE MULCH TRAIL SEE DETAIL AVOID EXISTING TREES WHEN LAYING OUT TRAIL

- NOTES:
- NO CONSTRUCTION ACTIVITY CAN TAKE PLACE WITHIN 1.5 TIMES THE DRIP LINE OF PRESERVED HISTORIC TREES.

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FEBRUARY 17, 2023 FEBRUARY 20, 2024 APRIL 30, 2024	CITY OF DELAND CITY OF DELAND CITY OF DELAND

SUMMIT PLACE
DeLand/DR Horton

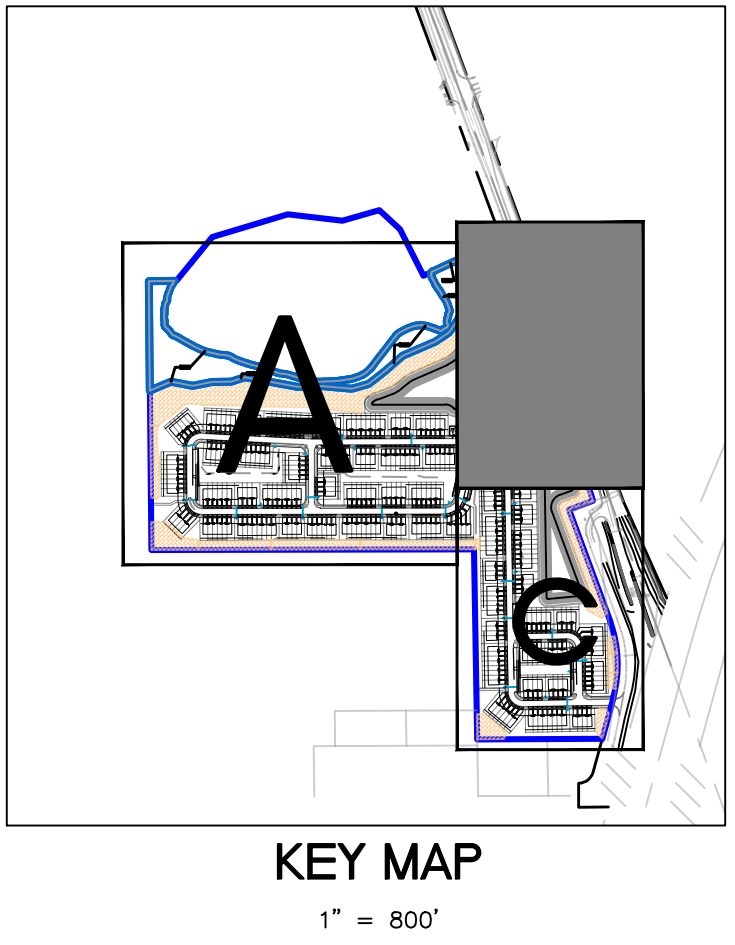
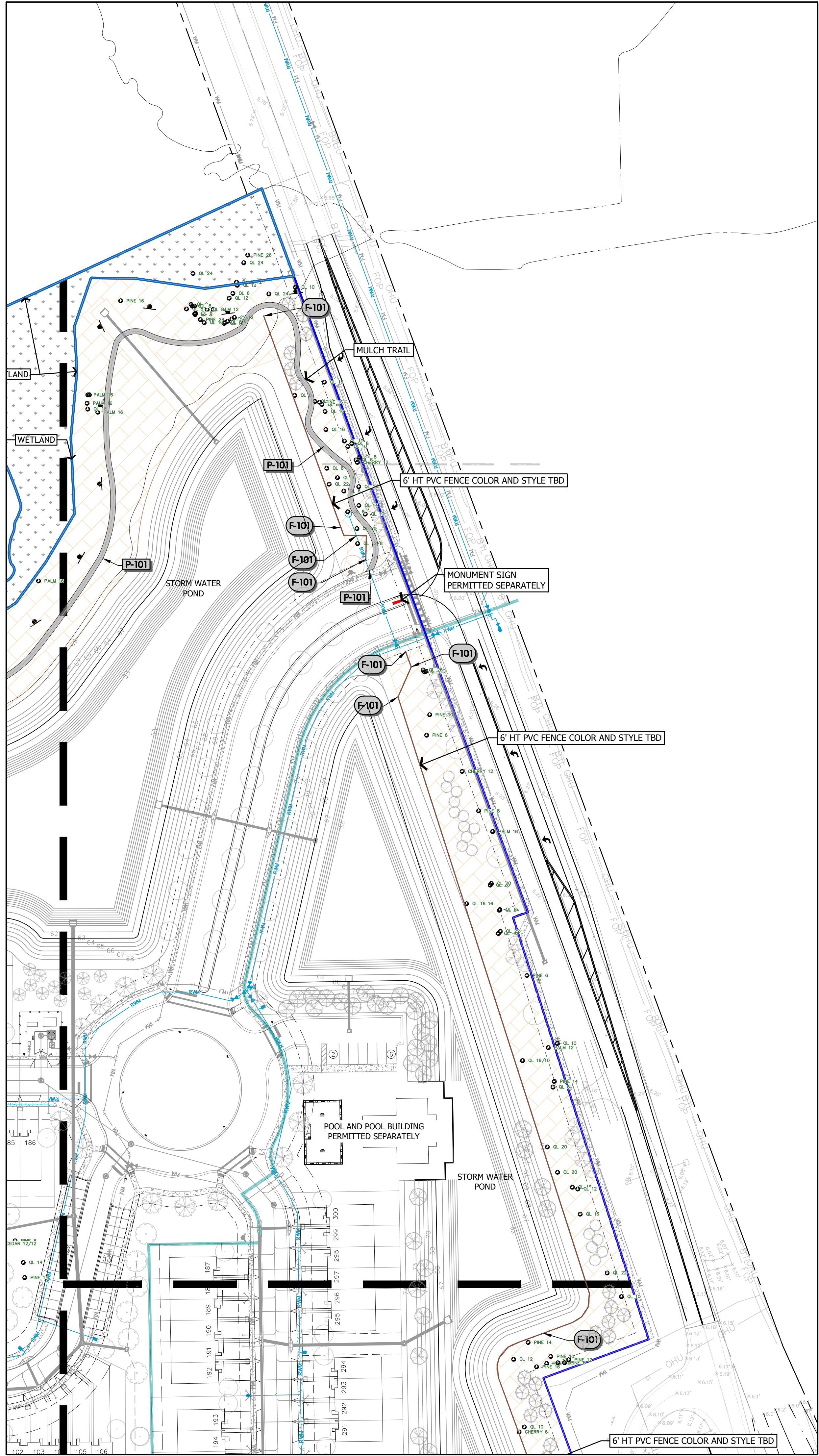
HARDSCAPE PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

H1

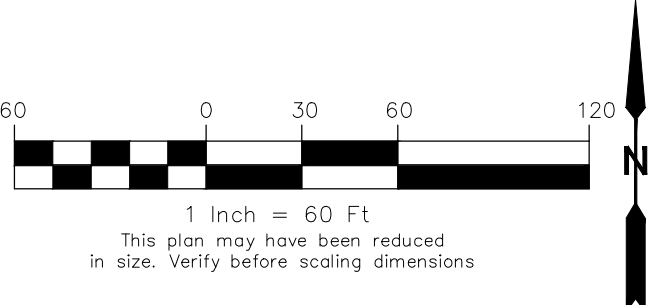
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REFERENCE NOTES SCHEDULE	
SYMBOL	FURNISHINGS
(F-101)	DESCRIPTION 6' HT PVC FENCE DESIGN BUILD AS DIRECTED BY DEVELOPER COLOR AND STYLE TBD
(P-101)	DESCRIPTION 5' WIDE MULCH TRAIL SEE DETAIL AVOID EXISTING TREES WHEN LAYING OUT TRAIL

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SUMMIT PLACE
DeLand/DR Horton

HARDSCAPE PLAN

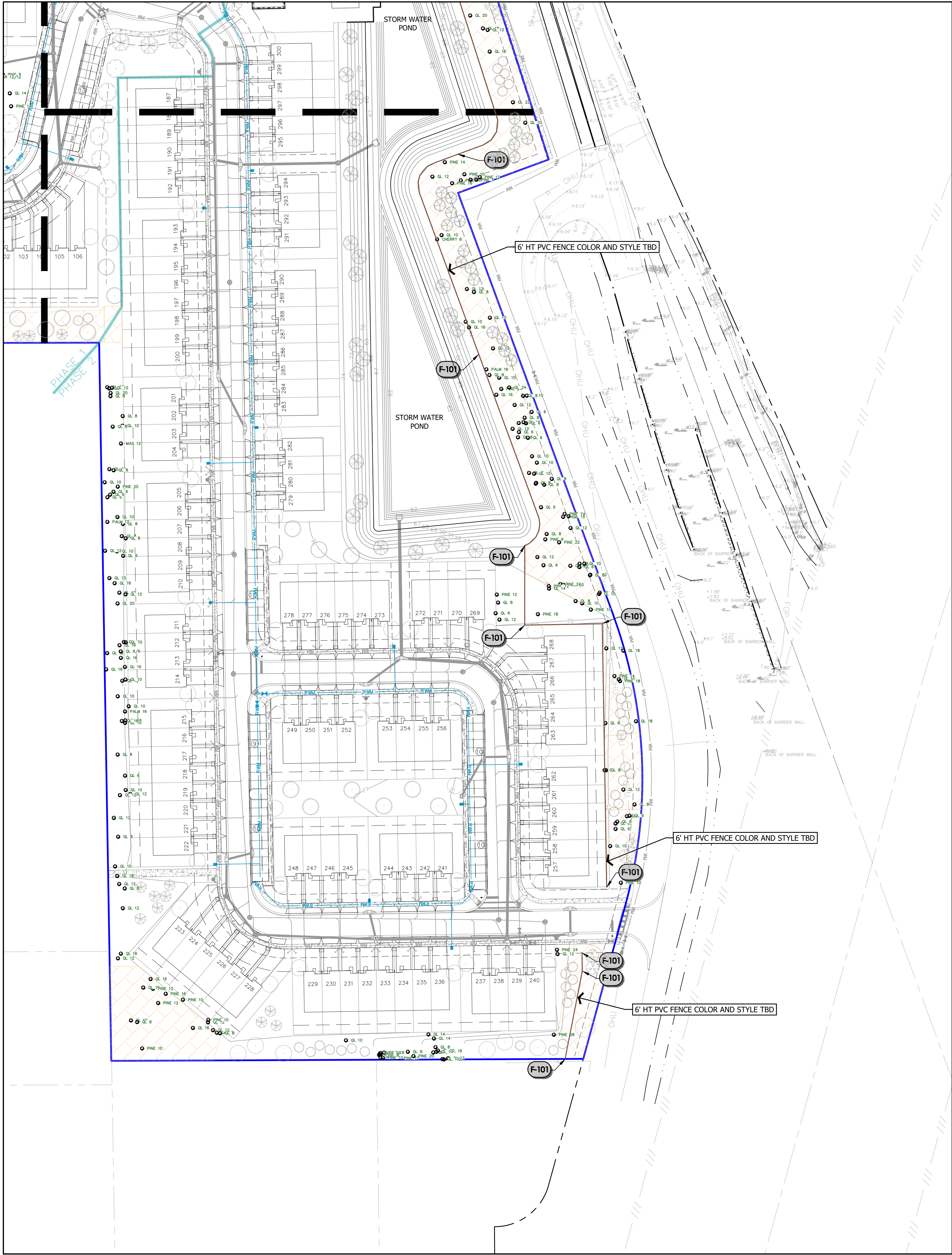
PROJECT NUMBER:	MD#2303
DATE:	JANUARY 17, 2023
DRAWN BY:	MD
CHECKED BY:	MMK

SCALE AS INDICATED

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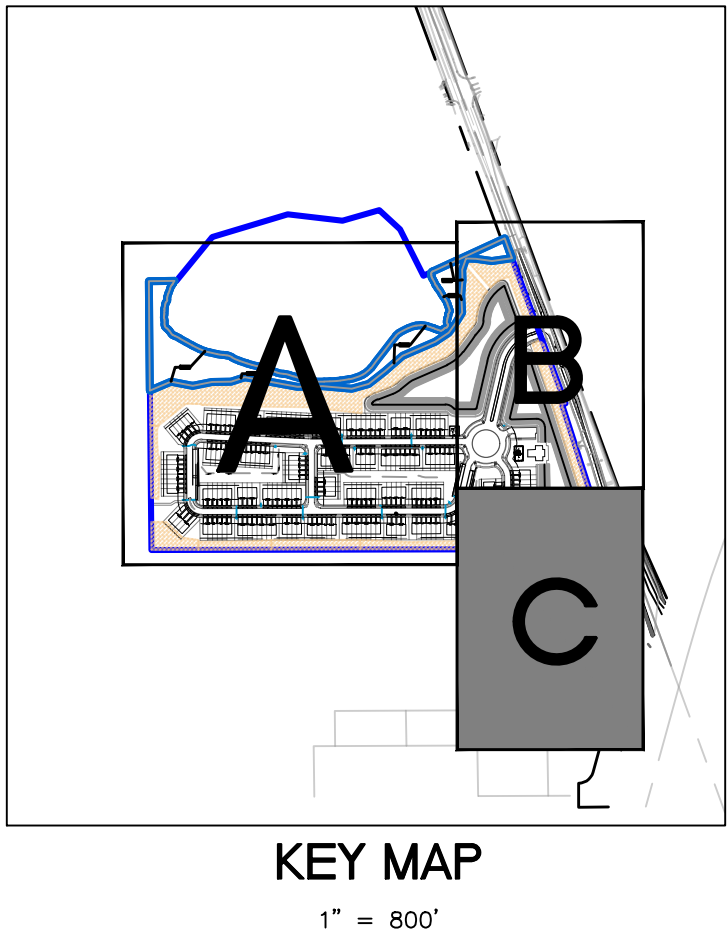
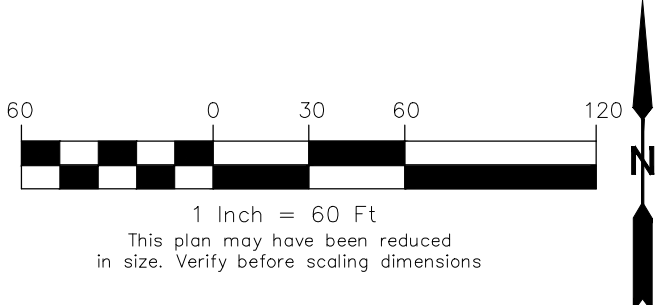
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REFERENCE NOTES SCHEDULE	
FURNISHINGS	
SYMBOL	DESCRIPTION
(F-101)	6' HT PVC FENCE DESIGN BUILD AS DIRECTED BY DEVELOPER COLOR AND STYLE TBD
PAVEMENTS	
SYMBOL	DESCRIPTION
[P-101]	5' WIDE MULCH TRAIL SEE DETAIL AVOID EXISTING TREES WHEN LAYING OUT TRAIL

- NOTES:
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**SUMMIT PLACE
DeLand/DR Horton**

HARDSCAPE PLAN

PROJECT NUMBER: MD#2303
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DRAWN BY: MD
CHECKED BY: MKM

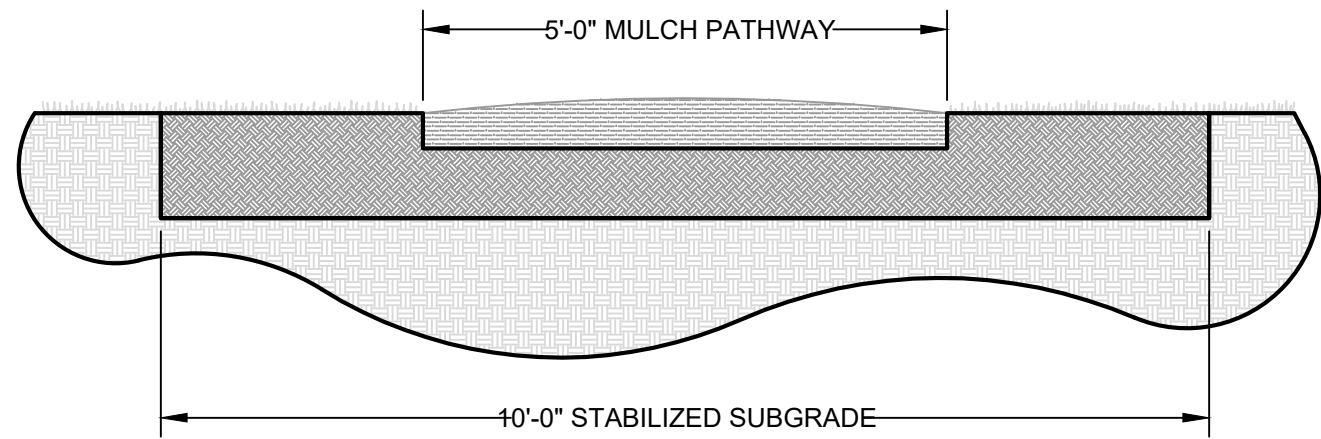
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1 TYPICAL MULCH TRAIL DETAIL

Scale: N.T.S.



2 TYPICAL FENCE

Scale: N.T.S.



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SUMMIT PLACE
DeLand/DR Horton

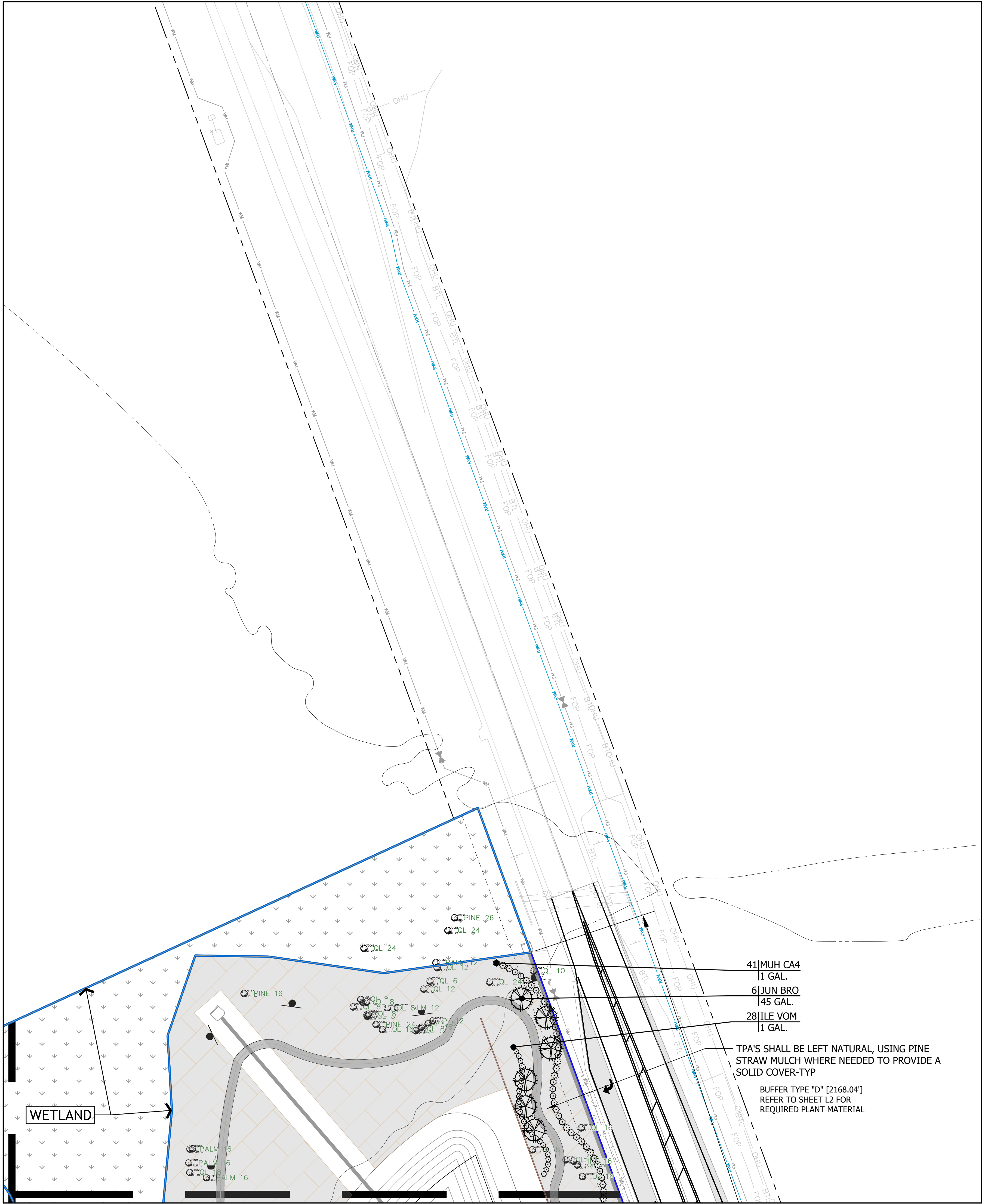
HARDSCAPE DETAILS

PROJECT NUMBER:	MD#2303
DATE:	JANUARY 17, 2023
DRAWN BY:	MD
CHECKED BY:	MM

SCALE AS INDICATED

H4

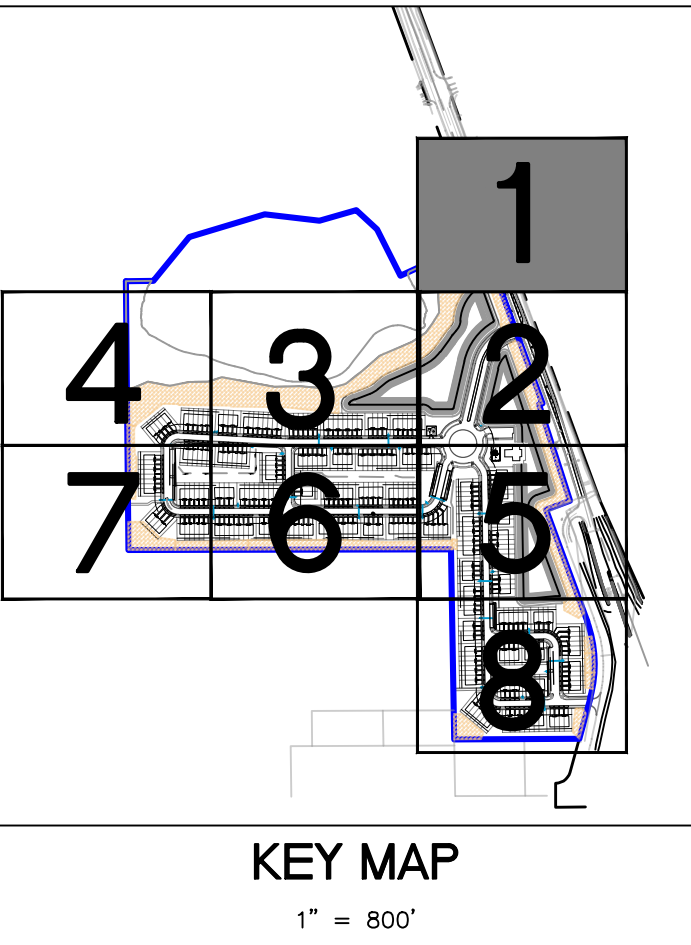
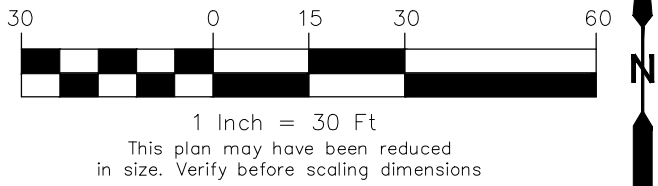
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SUMMIT PLACE BUFFER CALCULATIONS						05/21/2024
WEST PROPERTY LINE						
BUFFER TYPE C						
663.43 LF						
2" DBH MIN CANOPY TREES						
CANOPY TREES REQUIRED	6.2/100 LF	41.13	43 PROVIDED (2 EXISTING + 41 NEW)			
UNDERSTORY TREES REQD	1.8/100 LF	11.94	12 PROVIDED			
SHRUBS REQUIRED	18/100 LF	119.42	120 PROVIDED			
SOUTH PROPERTY LINE						
BUFFER TYPE C						
1342.83 LF						
2" DBH MIN CANOPY TREES						
CANOPY TREES REQUIRED	6.2/100 LF	83.26	83 PROVIDED (51 EXISTING + 32 NEW)			
UNDERSTORY TREES REQD	1.8/100 LF	24.17	24 PROVIDED			
SHRUBS REQUIRED	18/100 LF	241.71	242 PROVIDED			
WEST PROPERTY LINE						
BUFFER TYPE C						
791.66 LF						
4" DBH MIN CANOPY TREES						
CANOPY TREES REQUIRED	5.2/100 LF	41.17	41 PROVIDED (60 EXISTING)			
UNDERSTORY TREES REQD	2.2/100 LF	17.42	17 PROVIDED (USING EXCESS EXISTING TREES)			
SHRUBS REQUIRED	22/100 LF	174.17	174 PROVIDED			
SOUTH PROPERTY LINE						
BUFFER TYPE C						
520.33 LF						
3" DBH MIN CANOPY TREES						
CANOPY TREES REQUIRED	5.6/100 LF	29.14	29 PROVIDED (23 EXISTING + 6 NEW)			
UNDERSTORY TREES REQD	2.0/100 LF	10.41	10 PROVIDED			
SHRUBS REQUIRED	20/100 LF	104.07	104 PROVIDED			
EAST PROPERTY LINE						
BUFFER TYPE D						
2168.04 LF (1064.9+106.54+496.16+323.13+177.31)						
4" DBH MIN CANOPY TREES						
CANOPY TREES REQUIRED	7.2/100 LF	156.10	156 PROVIDED (149 EXISTING + 7 NEW)			
UNDERSTORY TREES REQD	4.0/100 LF	86.72	87 PROVIDED			
SHRUBS REQUIRED	30/100 LF	650.41	650 PROVIDED			

SUMMIT PLACE TREE COVERAGE CALCULATIONS				5/21/2024
SUMMIT PLACE				05/21/2024
TREE COVERAGE				
PROJECT AREA	59.90 AC			
LAKE	13.57 AC		(Deducting Lake area)	
WETLAND	3.54 AC		(Deducting Wetland area per City Forester and Code Section 33-57.07(b)(7.4.)	
LOT SIZE	42,799 AC			
	1,863,932 SF		TREE COVERAGE AREA	
TREE PRESERVATION (15% REQUIRED)	6.4185 AC	% MIN REQUIRED (15%)	7.17 AC PROVIDED	
	279,590 SF	% MIN REQUIRED (15%)	312,325 SF PROVIDED	
MINIMUM TREE COVERAGE WHEN SITE CONTAINS AN INSUFFICIENT AMOUNT OF EXISTING TREES 1 TREE/2500 SF OF LOT/PARCEL				
	1,863,932 SF	/ 2500 SF	=	746 TREES REQUIRED
	746 X	6 INCHES	=	4476 DBH INCHES REQUIRED FOR MINIMUM COVERAGE
TREES		DBH INCHES		
RETAINED (CREDIT):				
72 LONG LEAF PINE		1250 LONG LEAF PINE		
1 MAGNOLIA		12 MAGNOLIA		
1 CEDAR		12 CEDAR		
19 CHERRY		174 CHERRY		
34 PALM		478 PALM		
265 LAUREL OAK		3544 LAUREL OAK		
392 TOTAL RETAINED TREES		5470 TOTAL RETAINED INCHES		
PROPOSED:				
506		1255		
506 TOTAL PROPOSED TREES		1255 TOTAL DBH INCHES PROPOSED		
TREE COVERAGE:				
746 REQUIRED TREES		4476 REQUIRED DBH		
392 TOTAL RETAINED TREES (SITE)		5470 TOTAL RETAINED DBH (SITE)		
506 TOTAL PROPOSED TREES (SITE)		1255 TOTAL DBH INCHES PROPOSED		
152 ABOVE MIN TREES		2249 ABOVE MIN DBH		
PROPOSED AND RETAINED:				
898 (WHERE 746 ARE REQUIRED)		6725 (WHERE 4476 ARE REQUIRED)		

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REVISIONS		
REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED	
FEBRUARY 17, 2023	CITY OF DELAND
FEBRUARY 20, 2024	CITY OF DELAND
APRIL 30, 2024	CITY OF DELAND

SUMMIT PLACE

DeLand/DR Horton

PLANTING PLAN

PROJECT NUMBER: MD#2303

DATE: JANUARY 17, 2023

DRAWN BY: MD

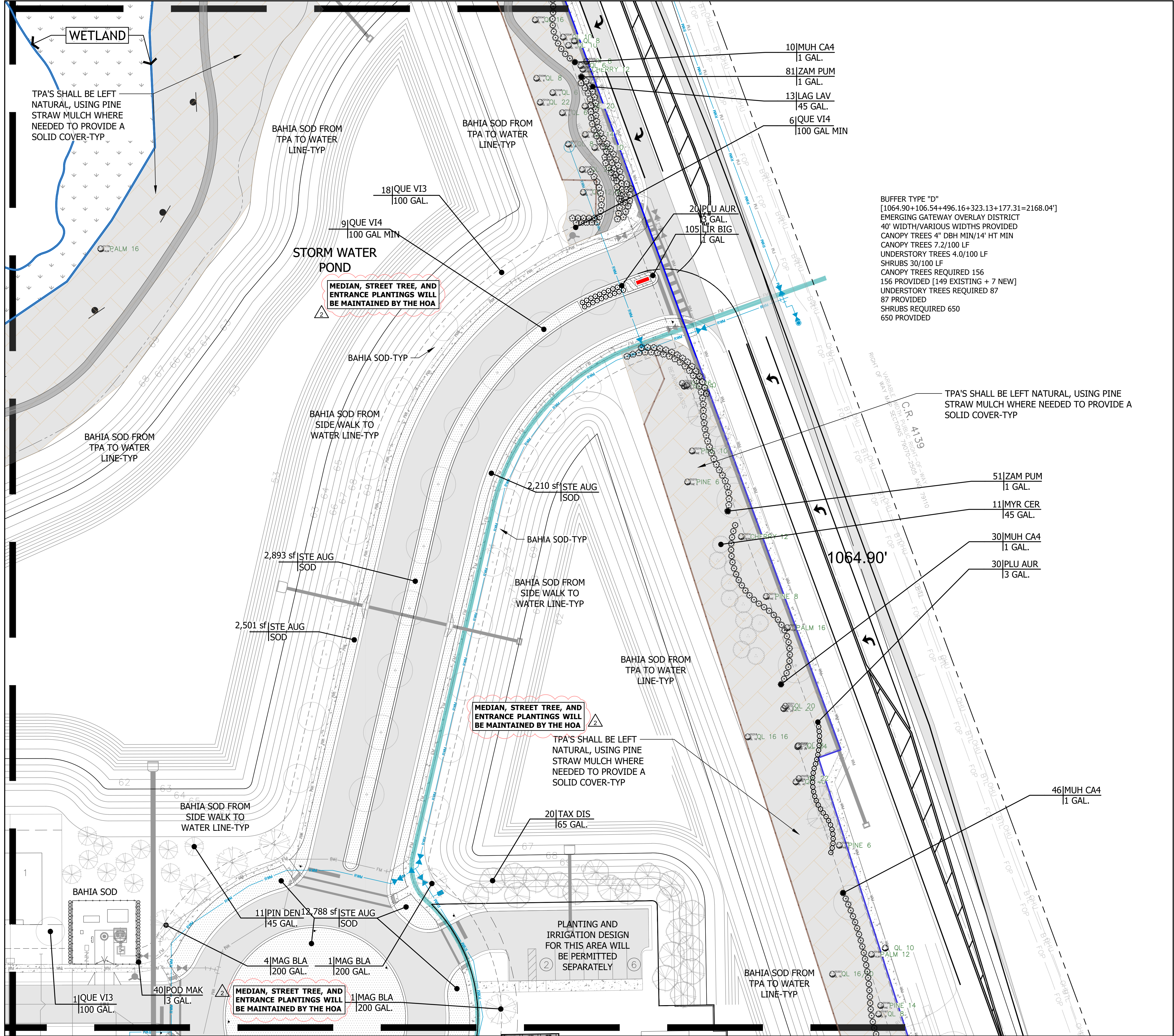
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SCALE AS INDICATED

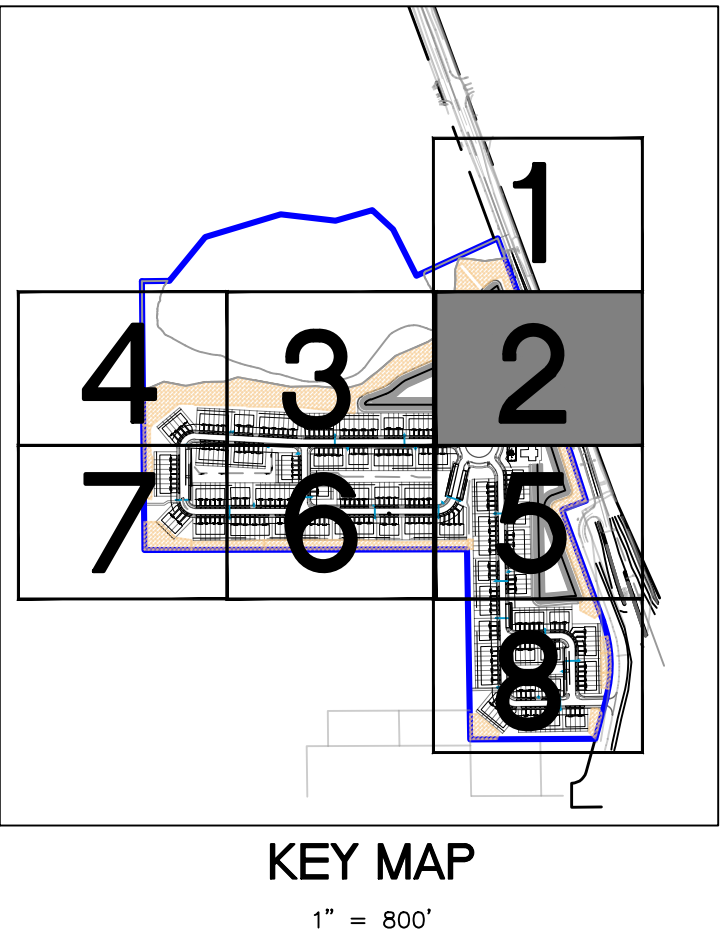
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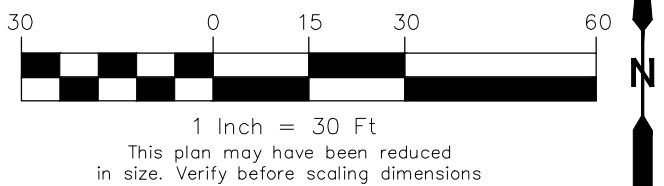
**SUMMIT PLACE
DeLand/DR Horton**

PLANTING PLAN

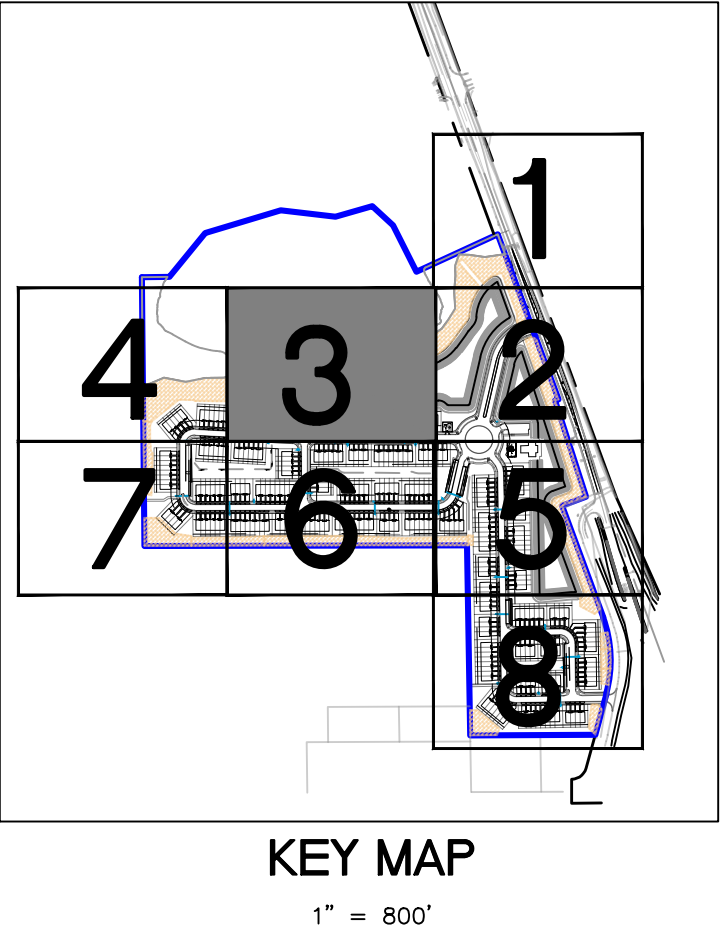
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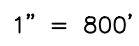
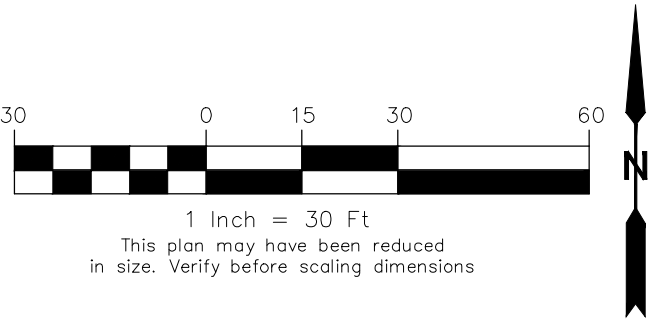
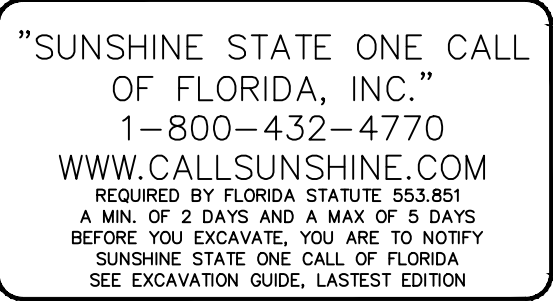
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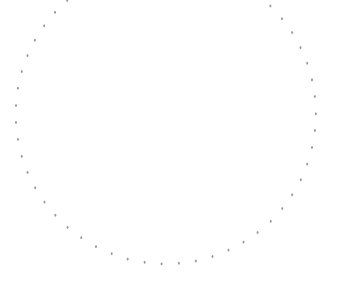
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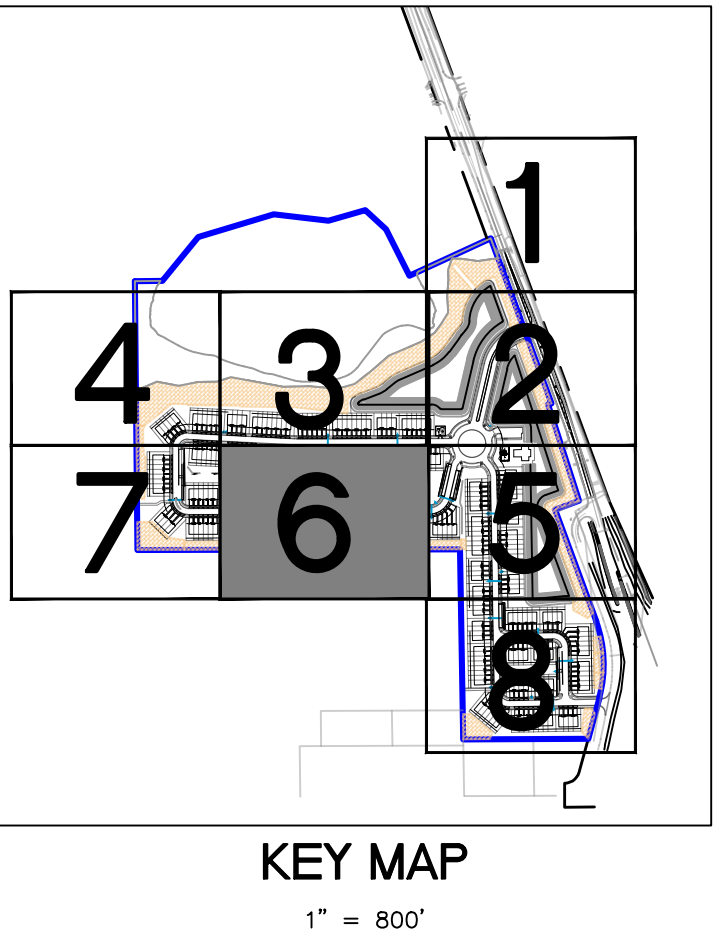
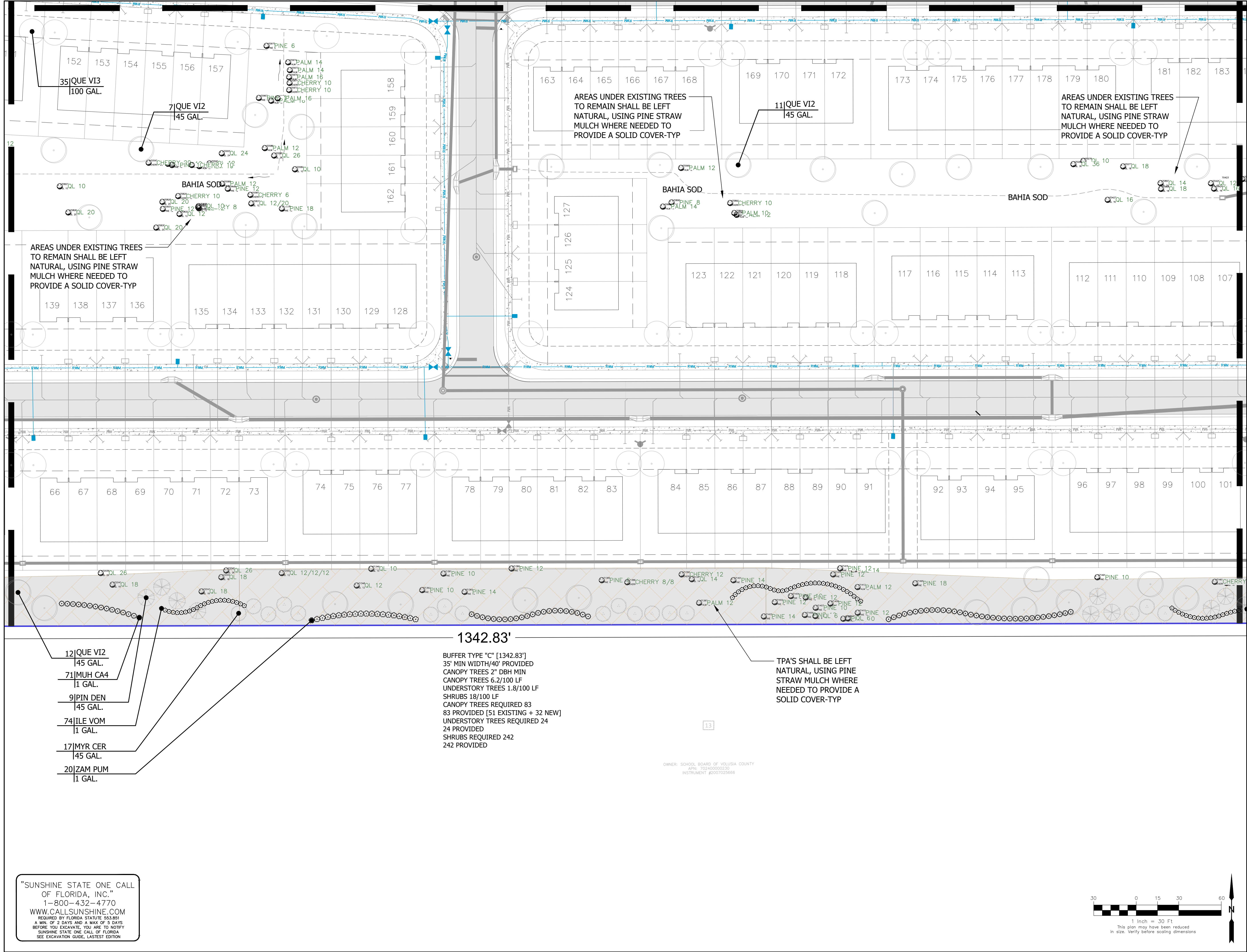
SUMMIT PLACE
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PLANTING PLAN

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DATE:	JANUARY 17, 2023
DRAWN BY:	MD
CHECKED BY:	MKM

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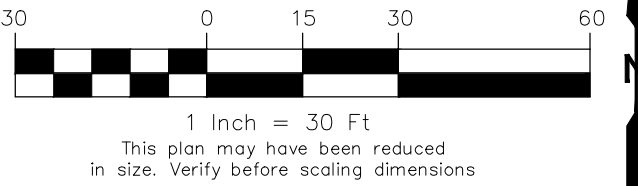
**SUMMIT PLACE
DeLand/DR Horton**

PLANTING PLAN

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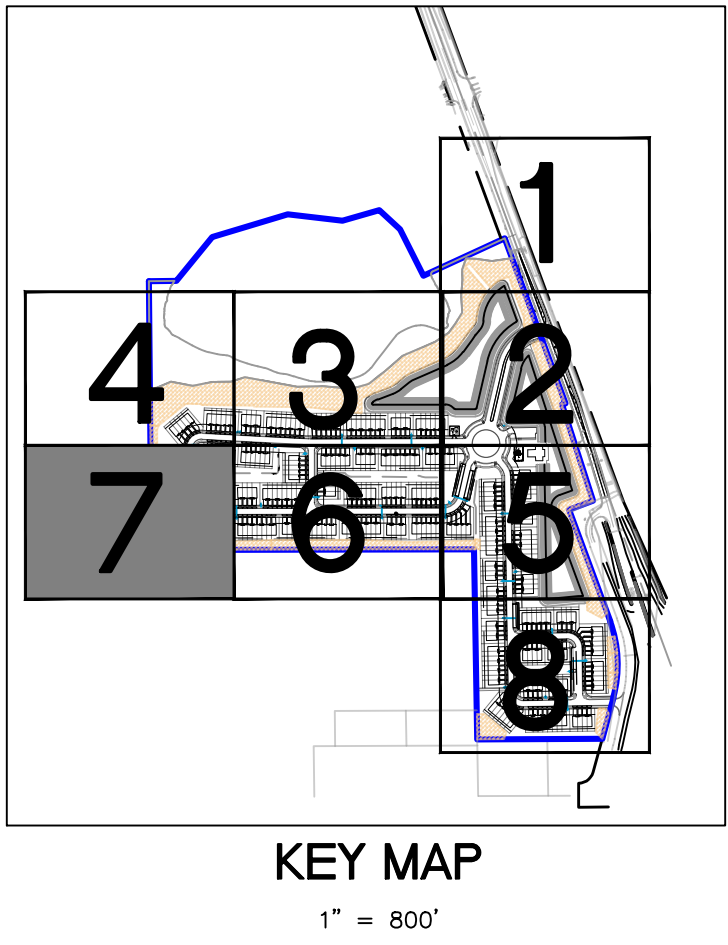
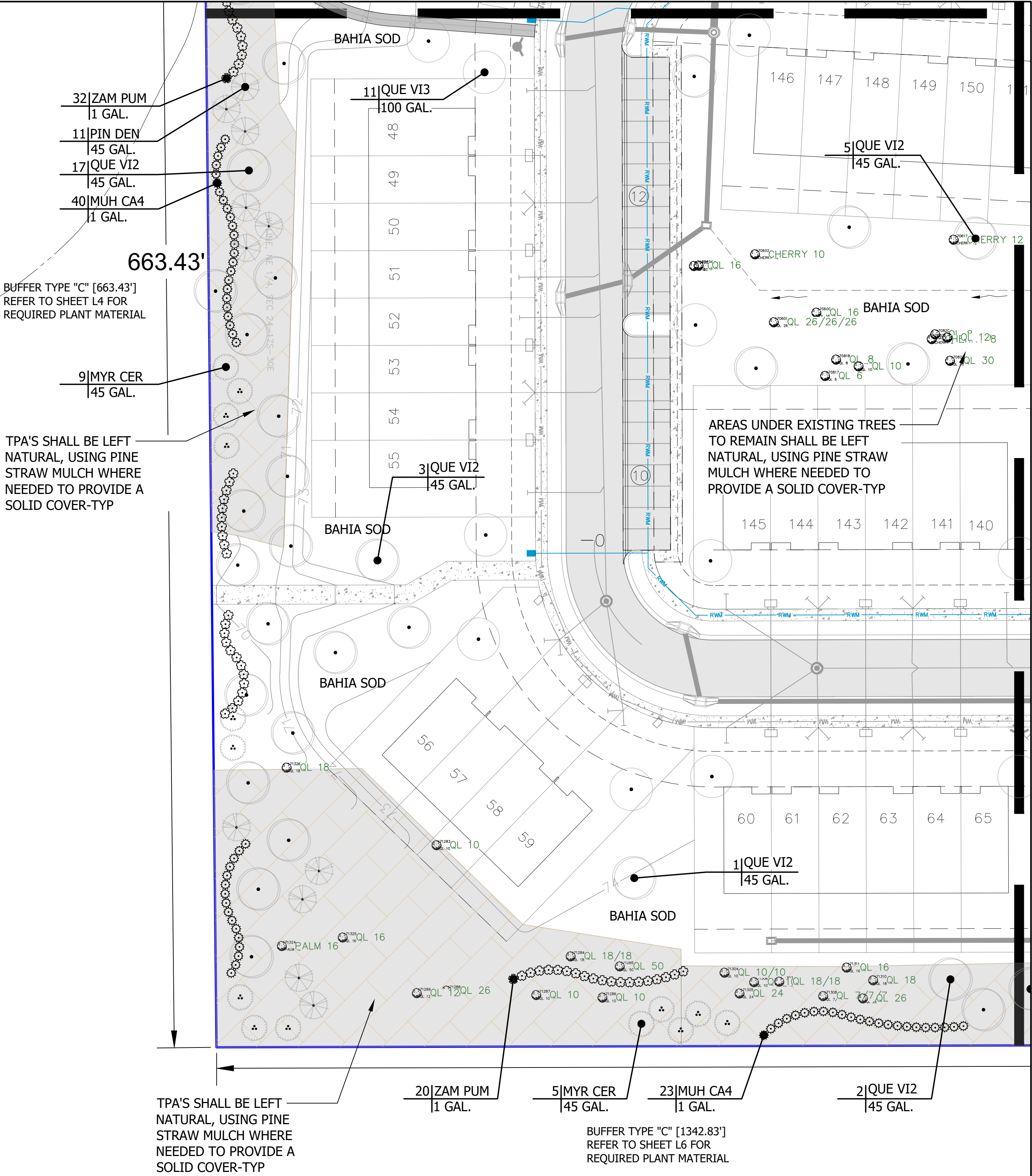
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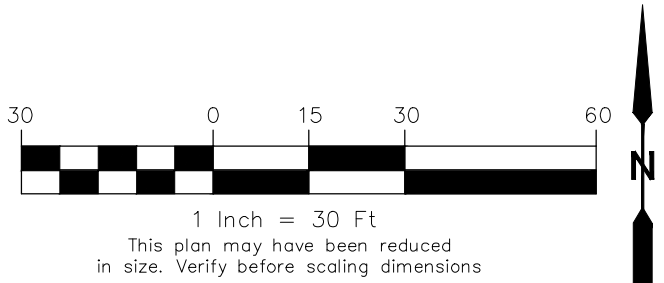
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L7

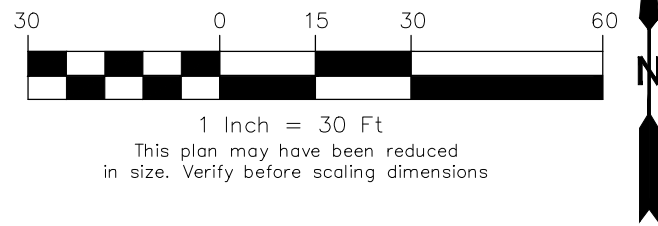


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APR: 702400000259
INSTRUMENT #2016132243



TPA'S SHALL BE LEFT
NATURAL, USING PINE
STRAW MULCH WHERE
NEEDED TO PROVIDE A
SOLID COVER-TYP

BUFFER TYPE "C" [791.66']
25' MIN WIDTH/25' PROVIDED
CANOPY TREES 4" DBH MIN
CANOPY TREES 5.2/100 LF
UNDERSTORY TREES 2.2/100 LF
SHRUBS 22/100 LF
CANOPY TREES REQUIRED 41
41 PROVIDED [60 EXISTING]
UNDERSTORY TREES REQUIRED 17
17 PROVIDED [USING EXCESS
EXISTING EXTRA TREES]
SHRUBS REQUIRED 174
174 PROVIDED

41|ILE VOM
1 GAL.

27|ZAM PUM
1 GAL.

60|MUH CA4
1 GAL.

29|QUE V13
100 GAL.

3|QUE V12
145 GAL.

4|TAX DIS
165 GAL.

6|QUE V12
145 GAL.

3|PIN DEN
145 GAL.

61|MUH CA4
1 GAL.

6|QUE V13
100 GAL.

10|MYR CER
145 GAL.

15|ZAM PUM
1 GAL.

28|ILE VOM
1 GAL.

19|ZAM PUM
1 GAL.

6|LAG LAV
145 GAL.

27|HAM FI3
13 GAL.

23|ZAM PUM
1 GAL.

32|MUH CA4
1 GAL.

1|QUE V14
100 GAL MIN

49|HAM FI3
13 GAL.

50|MUH CA4
1 GAL.

19|MYR CER
145 GAL.

323.13'

177.31'

520.33'
BUFFER TYPE "C" [520.33']
30' MIN WIDTH/30' PROVIDED
CANOPY TREES 3" DBH MIN
CANOPY TREES 5.6/100 LF
UNDERSTORY TREES 2.0/100 LF
SHRUBS 20/100 LF
CANOPY TREES REQUIRED 29
29 PROVIDED [23 EXISTING + 6 NEW]
UNDERSTORY TREES REQUIRED 10
10 PROVIDED
SHRUBS REQUIRED 104
104 PROVIDED

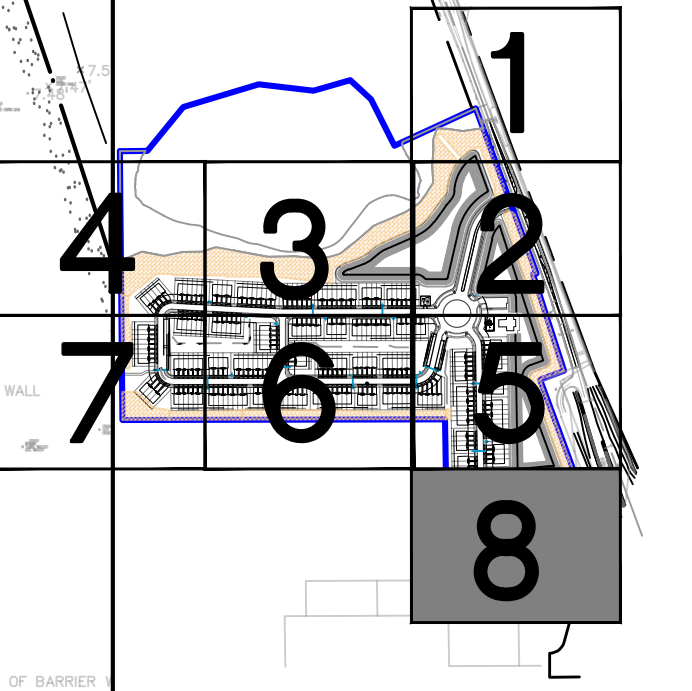
TPA'S SHALL BE LEFT
NATURAL, USING PINE
STRAW MULCH WHERE
NEEDED TO PROVIDE A
SOLID COVER-TYP

TPA'S SHALL BE LEFT
NATURAL, USING PINE
STRAW MULCH WHERE
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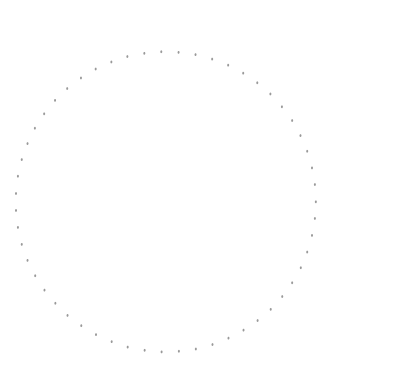
TPA'S SHALL BE LEFT
NATURAL, USING PINE
STRAW MULCH WHERE
NEEDED TO PROVIDE A
SOLID COVER-TYP

BUFFER TYPE "D" [2168.04']
REFER TO SHEET L2 FOR
REQUIRED PLANT MATERIAL



KEY MAP
1" = 800'

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SUMMIT PLACE
DeLand/DR Horton

PLANTING PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

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TYPICAL LANDSCAPE NOTES:

- ALL TREE "DBH" SIZES NOTED ARE MINIMUM. INCREASE SIZE OR ANY OTHER SPECIFICATIONS AS REQUIRED, PROVIDING MINIMUM PLANT SIZE AND SPECIFICATIONS.
- ALL CONTAINER SIZES NOTED ARE MINIMUM. INCREASE SIZE OF POT AS REQUIRED, PROVIDING MINIMUM PLANT SIZE AND SPECIFICATIONS. ALL HEIGHT AND SPREAD SPECIFICATIONS ARE MINIMUM.
- SHRUB AND GROUND COVER BED QUANTITIES ARE INDICATED FOR EACH PLANT BED. ALL PLANT QUANTITIES FOR PROPOSALS SHALL BE DERIVED SOLELY FROM DRAWINGS AND SPECIFICATIONS.
- SHRUB AND GROUND COVER SPACING IS INDICATED ON THE PLANT LIST AND SHALL APPLY FOR ALL "MASS PLANTING" BEDS.
- OWNERS REPRESENTATIVE MUST TAG AN EXAMPLE OF EACH PALM SPECIES ACCORDING TO THE SPECIFICATIONS IN THE PLANT LIST.
- SEE PLANT LIST DETAILS AND SPECIFICATIONS FOR FURTHER PLANTING INFORMATION.
- LOCATION OF ALL UTILITIES AND BASE INFORMATION IS APPROXIMATE. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES AND OBSTRUCTIONS AND COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO INITIATING INSTALLATION WORK. CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR OR REPLACE ANY DAMAGE COMMITTED TO EXISTING ELEMENTS ABOVE OR BELOW GROUND TO ITS ORIGINAL CONDITION AND TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
- CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO EXISTING UNDERGROUND UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE.
- CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE. THE LOCATION OF ALL PLANT MATERIAL IS SUBJECT TO FIELD CHANGE.
- LANDSCAPE CONTRACTOR SHALL COORDINATE THEIR WORK WITH THE IRRIGATION CONTRACTOR AND ALL OTHER TRADES.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAND WATERING AS REQUIRED UNTIL PLANT MATERIALS ARE WELL ESTABLISHED, TO SUPPLEMENT IRRIGATION WATERING AND RAINFALL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND WATERING IN ALL LANDSCAPE AREAS WHERE THE EXISTING OR PROPOSED IRRIGATION IS FOR WHATEVER REASON NOT OPERATING OR NOT OPERATING CORRECTLY.
- CONTRACTOR SHALL CLEAN THE WORK AREAS AT THE END OF EACH WORKING DAY. RUBBISH AND DEBRIS SHALL BE COLLECTED AND DEPOSITED AS DIRECTED DAILY. ALL MATERIALS, PRODUCTS, AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION AS DIRECTED BY THE OWNER OR OWNERS REPRESENTATIVE.
- ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE WITH FLORIDA NO. 1 GRADE, ACCORDING TO THE "GRADES AND STANDARDS FOR NURSERY PLANTS" PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, CURRENT EDITION.
- CONTRACTOR SHALL REMOVE EXISTING SOD AND/OR VEGETATION IN ALL AREAS TO BE PLANTED WITH SHRUB/GROUNDCOVERS AND/OR ALL AREAS TO BE MULCHED.
- CONTRACTOR SHALL REPLACE SOD IN ALL AREAS WHERE EXISTING VEGETATION IS REMOVED OR RELOCATED, WHERE EXISTING LAWN AREAS ARE DAMAGED BY HIS WORK, AND WHERE NEW VEGETATION IS INSTALLED (UNLESS OTHERWISE NOTED ON PLANS) WITH SAME GRASS SPECIES TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADING ALL SUCH AREAS TO BLEND BOTH ELEVATIONS AND SOD INTO EXISTING SURROUNDING LAWN AREAS.
- THE CONTRACTOR SHALL BEAR ALL COSTS OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS. PRIOR TO COMMENCEMENT OF THE LANDSCAPING WORK, FOR EVERY BLOCK SECTION OF STREET THE CONTRACTOR SHALL PROVIDE COMPLETE SOIL TESTS FOR AT LEAST THREE AREAS UNDISTURBED BY PREVIOUS WORK AND TWO AREAS DISTURBED AND/OR REFILLED. SEE SPECIFICATIONS FOR ADDITIONAL TESTING REQUIREMENTS.
- THE CONTRACTOR SHALL PROVIDE UNIT PRICES AS REQUESTED WHICH INCLUDE THE TOTAL COST OF THE WORK INCLUDING BUT NOT LIMITED TO ANY AND ALL COSTS FOR EQUIPMENT, MATERIAL, PRODUCTS, OVERHEAD, PROFIT, GUARANTEES, LABOR, INSTALLATION, ETC. TO PROVIDE A COMPLETE JOB AS OUTLINED ON THE DRAWINGS. THE OWNER SHALL HAVE THE OPTION TO ADD OR DEDUCT FROM THE LUMP SUM BID CONTRACT AMOUNT, BASED ON THE QUOTED UNIT PRICES FOR ANY OR THE ITEMS LISTED IN THE "PLANT LIST".
- CONTRACTOR SHALL PROTECT EXISTING VEGETATION TO REMAIN BY MEANS APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE AND AS DETAILED IN THE DRAWINGS.
- CONTRACTOR SHALL CLEAN, PRUNE, AND SHAPE EDGES OF EXISTING VEGETATION AS DIRECTED BY OWNER'S REPRESENTATIVE. CREATE SMOOTH BED LINES AROUND EXISTING VEGETATION.
- CONTRACTOR AND EMPLOYEE VEHICLE PARKING SHALL BE COORDINATED WITH THE OWNER OR OWNERS REPRESENTATIVE. SHUTTling OF EMPLOYEES TO THE PROJECT AREAS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL NOT DISRUPT OR CONFLICT IN ANY WAY WITH EXISTING TRAFFIC.
- CONSTRUCTION ACCESS SHALL BE INDICATED BY THE OWNER. COORDINATION OF HEAVY EQUIPMENT AND MATERIALS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING AND COORDINATION OF WORK WITH OTHER TRADES AND THE OWNER OR OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL TAKE WHATEVER MEANS THAT MAY BE NECESSARY TO FULLY UNDERSTAND ALL THE ACCESS ROUTES AND CONSTRUCTION SCHEDULES IN ORDER TO PROVIDE A COMPLETE AND FINISHED PROJECT ON SCHEDULE.
- MINI PINE BARK NUGGET MULCH OR APPROVED EQUAL SHALL BE USED (CYPRESS MULCH NOT ALLOWED).

LANDSCAPE NOTES

N.T.S.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	DBH	SPECIFICATION	WATER USAGE	NATIVE		REMARKS
CANOPY TREES											
	LIQ STY	11	LIQUIDAMBAR STYRACIFLUA	AMERICAN SWEET GUM	65 GAL.	2.5" DBH	9` H X 5` S	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	MAG BLA	13	MAGNOLIA GRANDIFLORA `D.D. BLANCHARD` TM	SOUTHERN MAGNOLIA	200 GAL.	5" DBH	17` H X 10` S	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	PIN DEN	49	PINUS ELLIOTTI `DENSE`	SLASH PINE	45 GAL.	2" DBH	8` H X 3` S	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	QUE VI4	16	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	100 GAL MIN	4" DBH MIN.	14` H X 8` S	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	QUE VI3	135	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	100 GAL.	3" DBH	10` H X 6` S	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	QUE VI2	87	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	45 GAL.	2" DBH	8` H X 48" S MIN	LOW-MEDIUM	YES		SINGLE, STRAIGHT TRUNK, FULL
	TAX DIS	62	TAXODIUM DISTICHUM	BALD CYPRESS	65 GAL.	2.5" DBH	9` H X 30" S	LOW-HIGH	YES		SINGLE, STRAIGHT TRUNK, FULL
UNDERSTORY TREES											
	JUN BRO	27	JUNIPERUS VIRGINIANA `BRODIE`	SOUTHERN RED CEDAR	45 GAL.	2" DBH	8` H X 42" S	LOW	YES		FULL
	LAG LAV	24	LAGERSTROEMIA INDICA `LAVENDER`	CRAPE MYRTLE	45 GAL.	2" MIN DBH COMB	8` H X 42" S	LOW-MEDIUM	NO		MULTI-TRUNK, 4 TRUNK MIN, FULL
	MYR CER	82	MYRICA CERIFERA	WAX MYRTLE	45 GAL.	2" DBH	8` H X 42" S	LOW-HIGH	YES		MULTI-TRUNK, FULL
SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	-	SPECIFICATION	WATER USAGE	NATIVE		REMARKS
SHRUBS											
	HAM FI3	76	HAMELIA PATENS	FIRE BUSH	3 GAL.		10" OA	LOW-MEDIUM	YES		FULL
	ILE VOM	212	ILEX VOMITORIA	YAUPON HOLLY	1 GAL.		8" OA	LOW-HIGH	YES		FULL
	MUH CA4	535	MUHLenbergia CAPILLARIS	MUHL Y GRASS	1 GAL.		10" OA	LOW-HIGH	YES		FULL
	PLU AUR	116	PLUMBAGO AURICULATA	BLUE PLUMBAGO	3 GAL.		10" OA	LOW	NO		FULL
	POD MAK	40	PODOCARPUS MACROPHYLLUS MAKI	SHRUBBY YEW	3 GAL.		12" OA	LOW-MEDIUM	NO		FULL
	ZAM PUM	343	ZAMIA PUMILA	COONTIE	1 GAL.		8" OA	LOW	YES		FULL
SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	-	SPECIFICATION	WATER USAGE	NATIVE	SPACING	REMARKS
	LIR BIG	105	LIRIOPE MUSCARI `TIDWELLS BIG BLUE`	BIG BLUE LILYTURF	1 GAL		8" OA	MEDIUM	NO	12" o.c.	FULL
SOD											
	PAS ARG		PASPALUM NOTATUM `ARGENTINE`	BAHIA GRASS	SOD		CLEAN AND WEED FREE	N/A	NO		CLEAN AND WEED FREE
	STE AUG		STENOTAPHRUM SECUNDATUM `FLORITAM`	FLORITAM ST. AUGUSTINE SOD	SOD		PALLET	MEDIUM	NO		CLEAN AND WEED FREE

NOTES:

- ALL TREES PLANTED SHALL MEET THE CRITERIA FOR A FLORIDA #1, OR BETTER IN THE CURRENT EDITION OF THE FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS. CITY INSPECTORS USE DBH MEASUREMENTS NOT CAL AT INSPECTIONS.
- STREET TREES WILL BE INSTALLED BY THE HOME BUILDER AFTER THE DRIVEWAY IS INSTALLED.

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State of Florida Lic. No.: LA 0001375

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REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/26/2024
2	CITY COMMENTS	05/21/2024

ISSUED

FEBRUARY 17, 2023
FEBRUARY 20, 2024
APRIL 30, 2024

CITY OF DELAND
CITY OF DELAND
CITY OF DELAND

SUMMIT PLACE
DeLand/DR Horton

LANDSCAPE SCHEDULE
AND NOTES

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

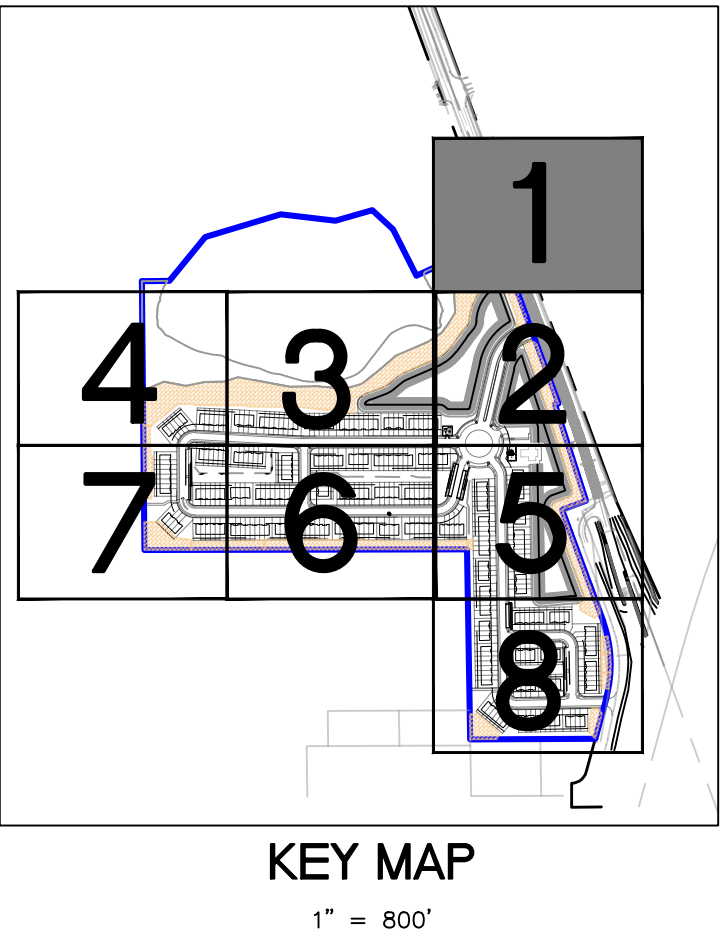
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Page 97 of 608



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KEY MAP

1" = 800'

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REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
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FEBRUARY 20, 2024	CITY OF DELAND
APRIL 30, 2024	CITY OF DELAND

SUMMIT PLACE
DeLand/DR Horton

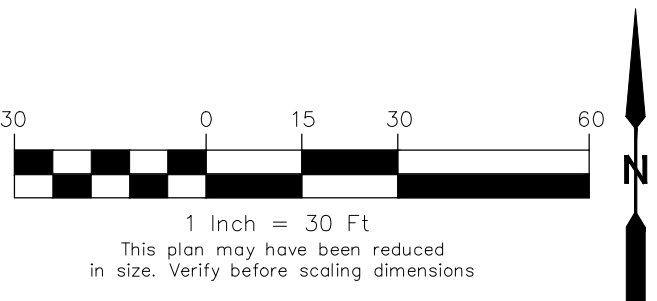
IRRIGATION PLAN

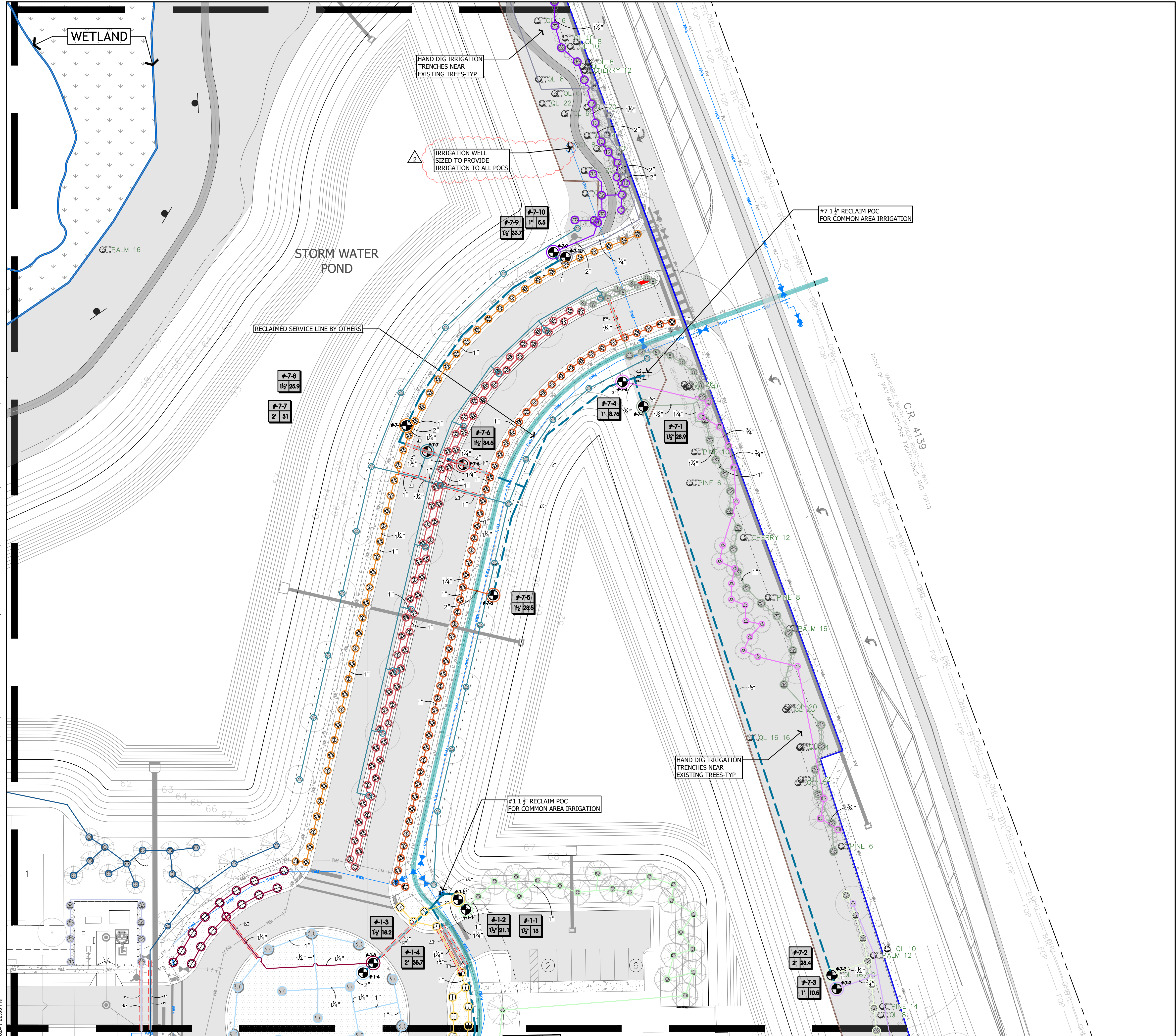
PROJECT NUMBER: MD#2303
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SCALE AS INDICATED

IR1

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$$1'' = 800'$$


30 0 15 30 60

1 Inch = 30 Ft

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APRIL 30, 2024	CITY OF DELAND

IRRIGATION PLAN

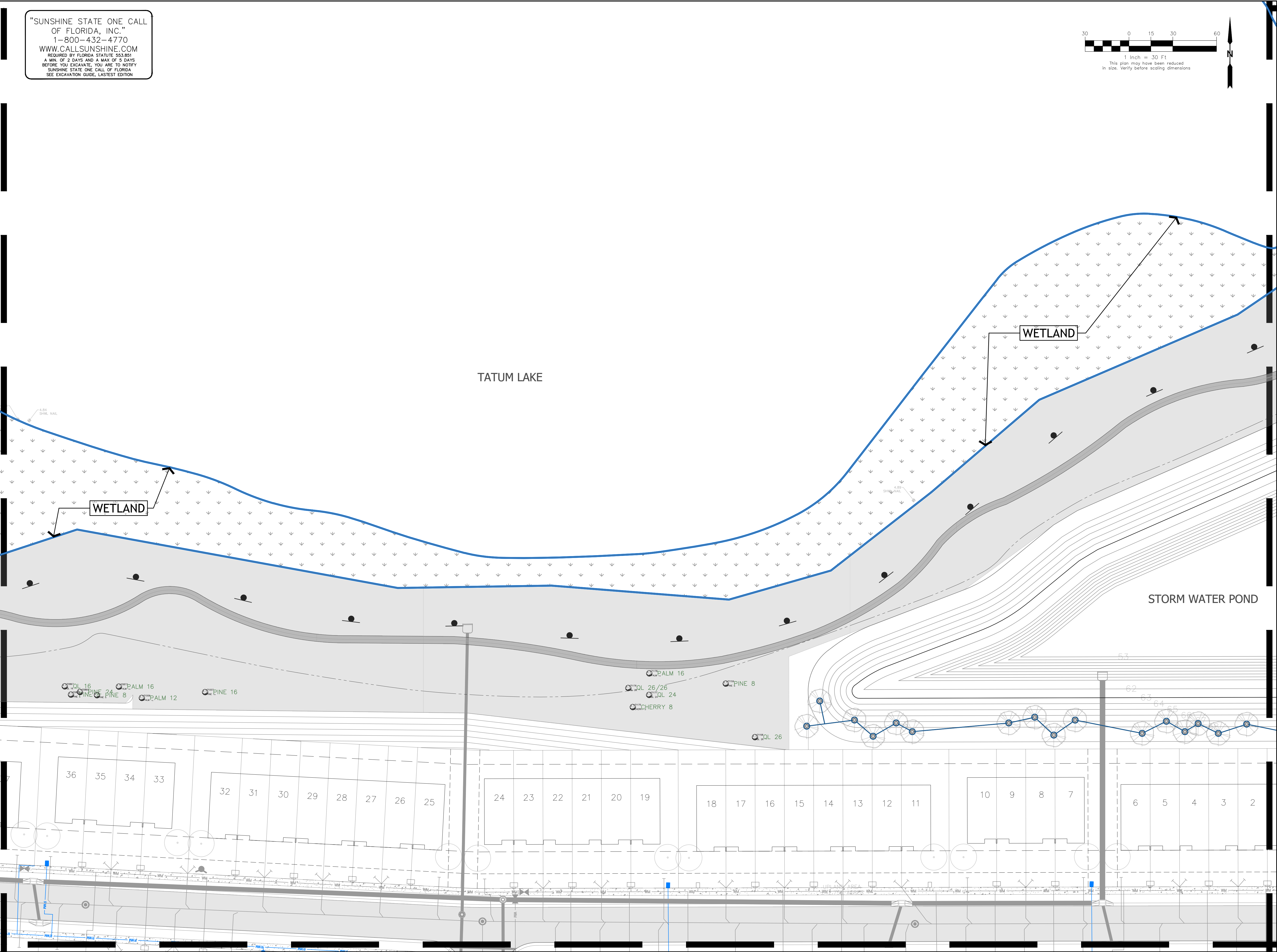
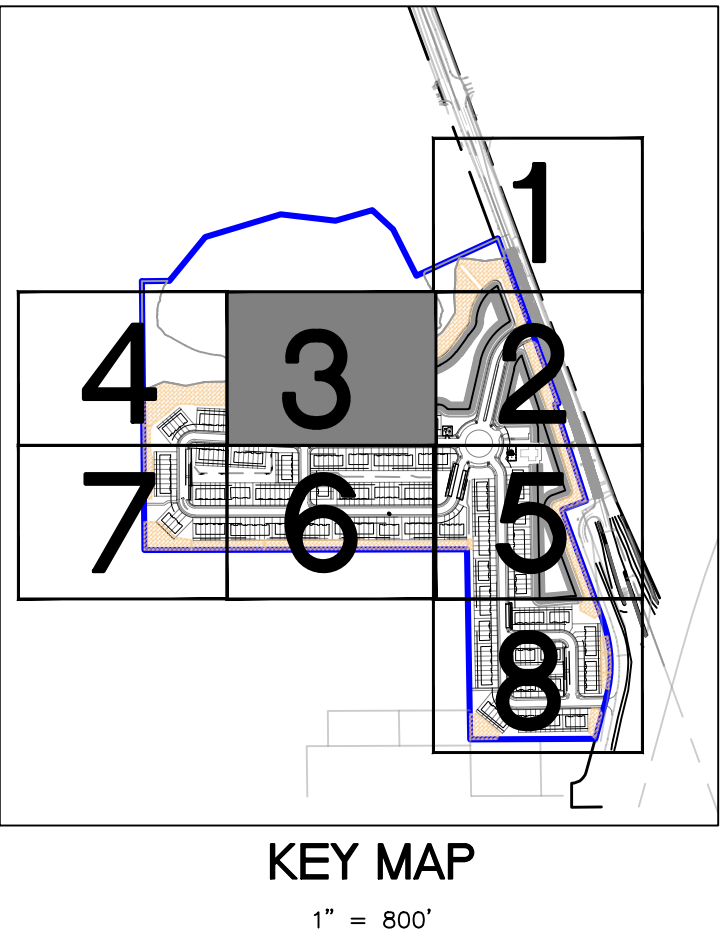
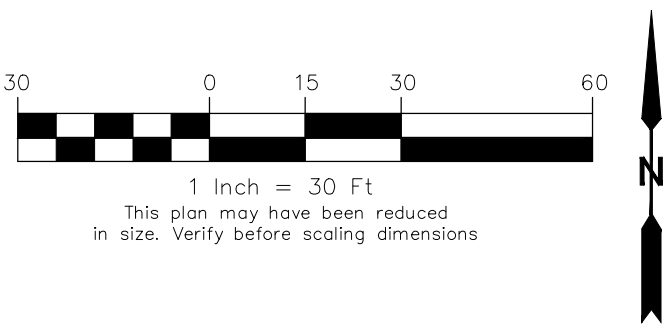
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CITY OF DELAND
CITY OF DELAND

**SUMMIT PLACE
DeLand/DR Horton**

IRRIGATION PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
DRAWN BY: MD
CHECKED BY: MKM

SCALE AS INDICATED

IR3

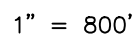
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1 Inch = 30 Ft

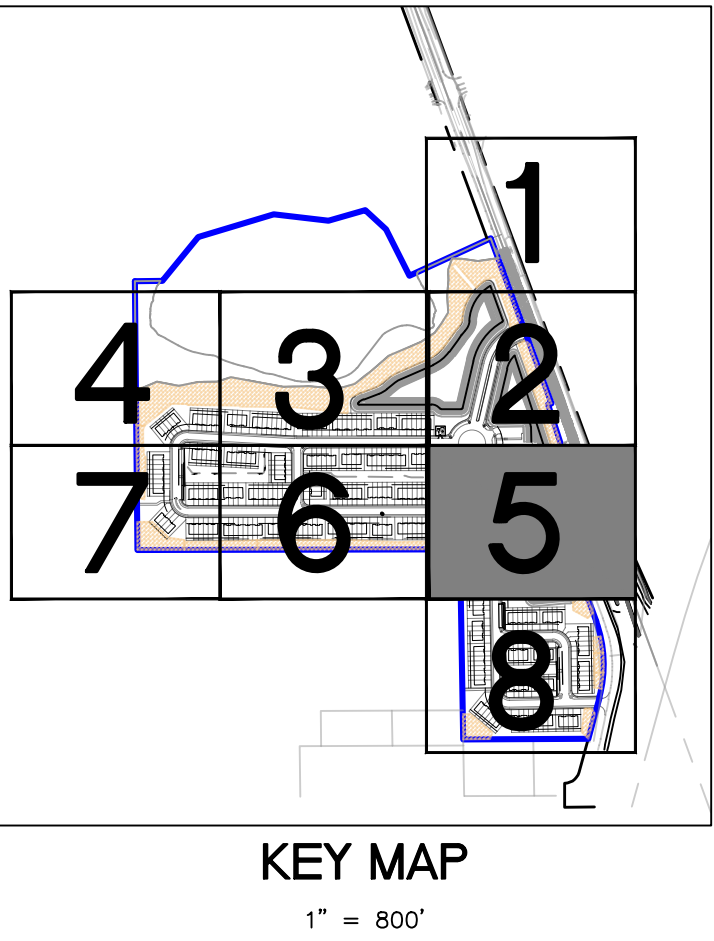
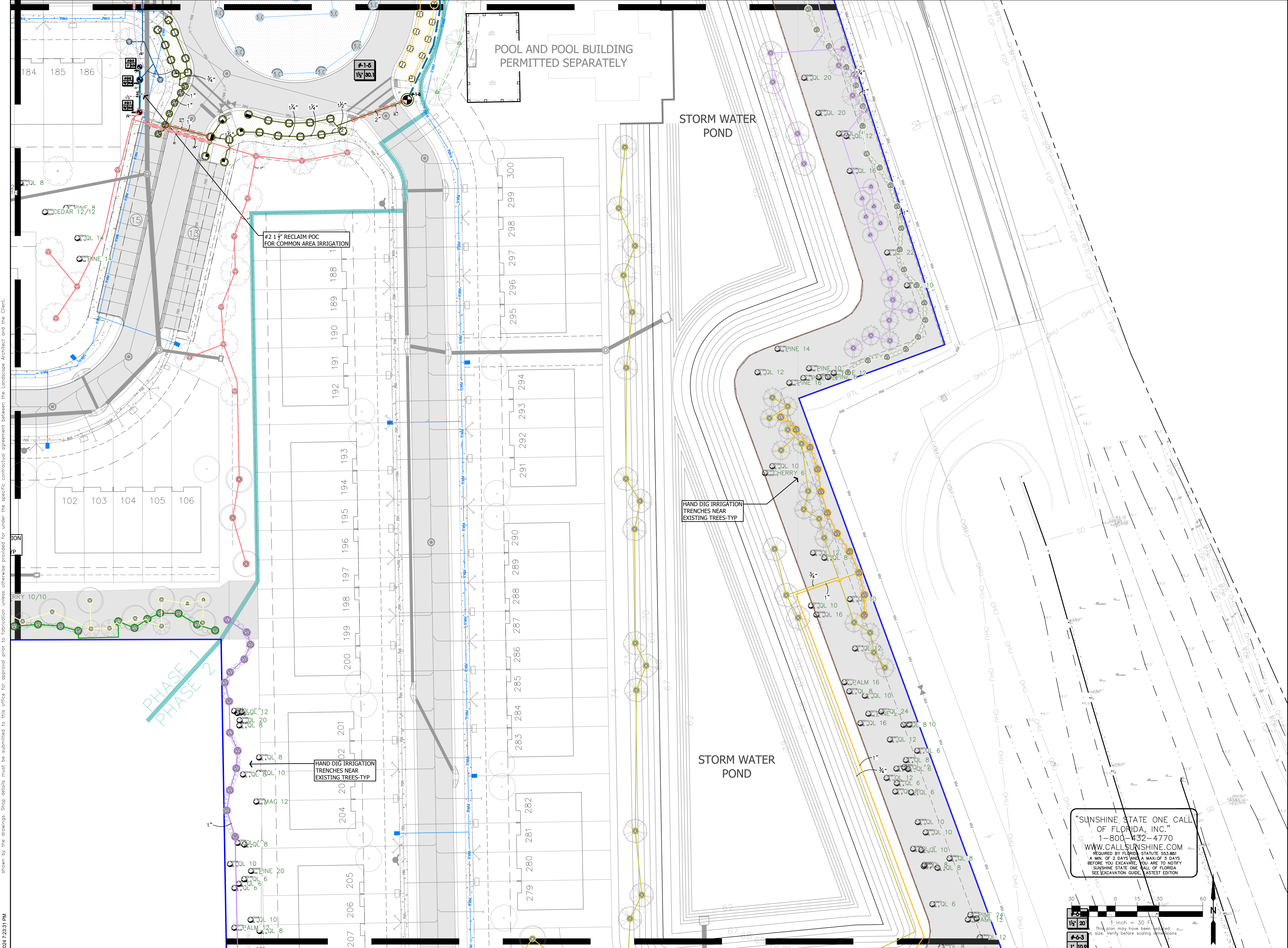
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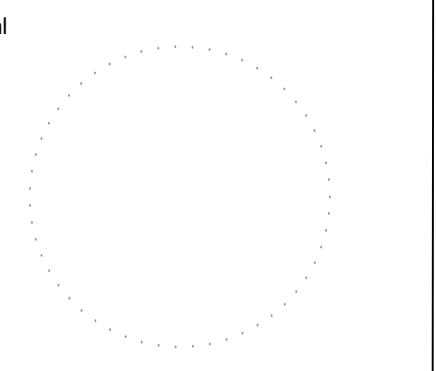
**SUMMIT PLACE
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IRRIGATION PLAN

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SCALE AS INDICATED

IR5


$$r = 800'$$


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JARY 17, 2023	CITY OF DELAND
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SUMMIT PLACE
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IRRIGATION PLAN

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DATE:	JANUARY 17, 2023
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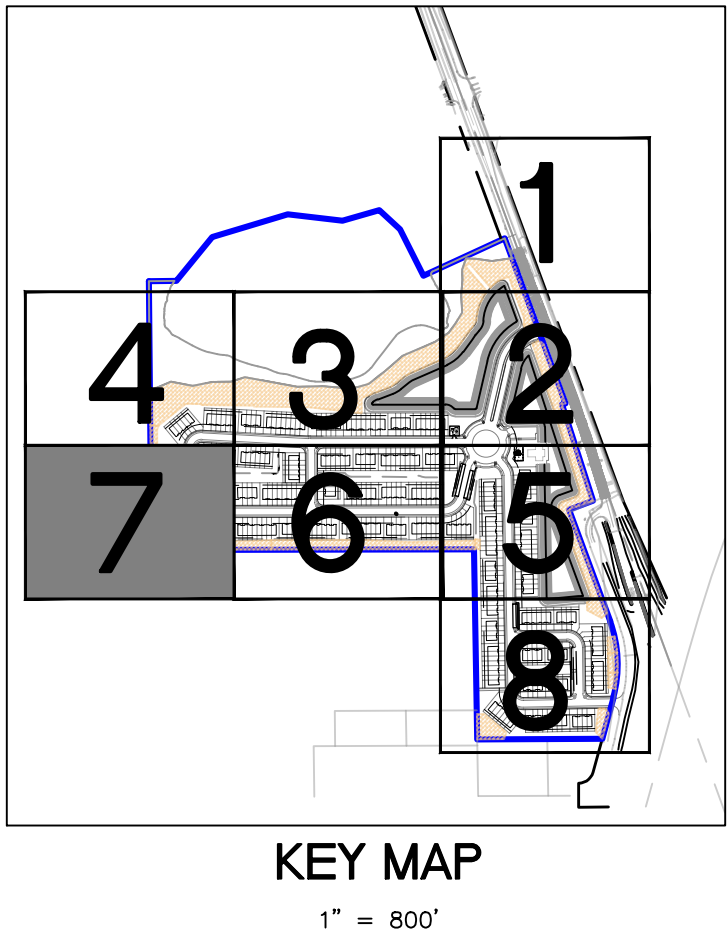
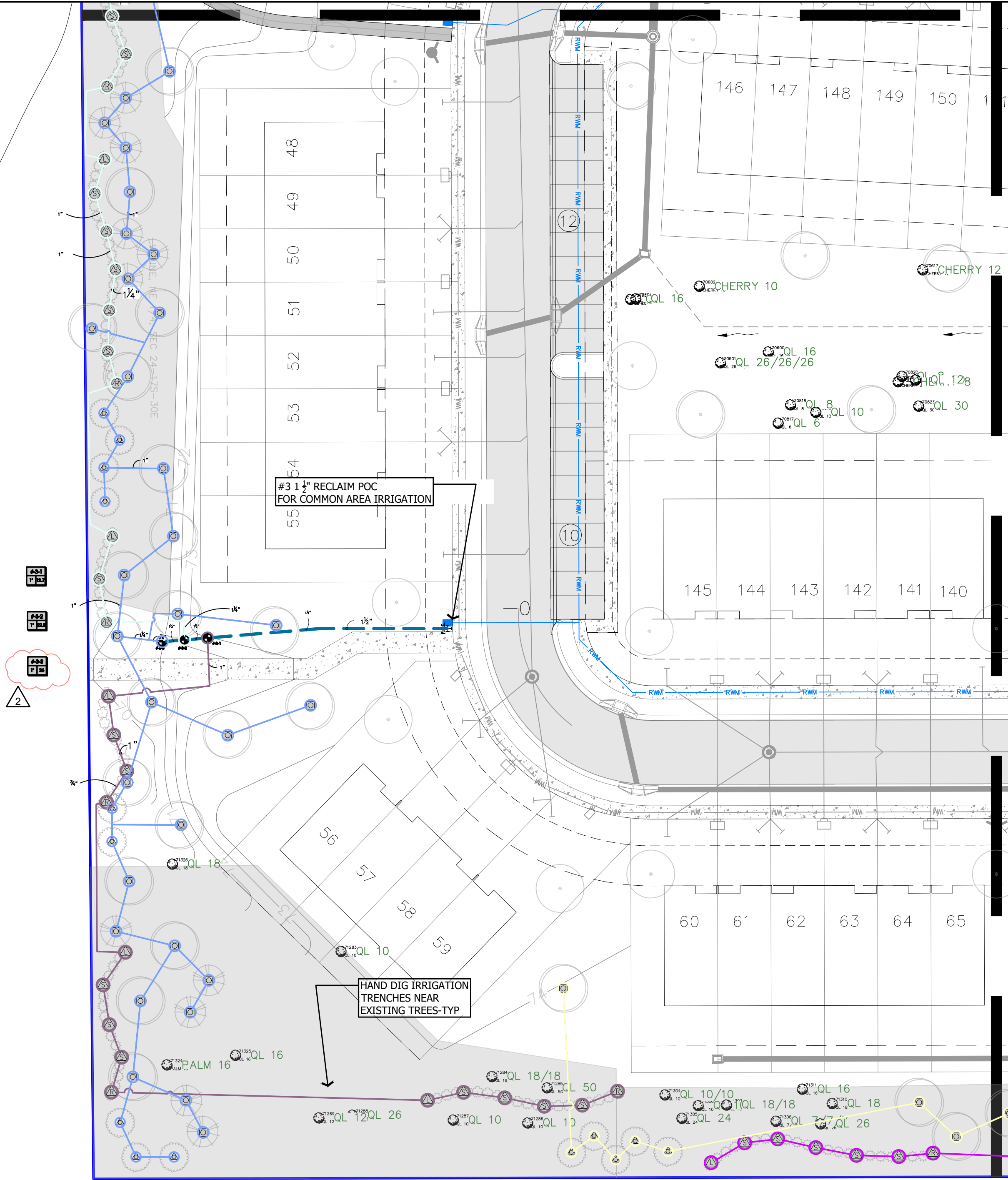
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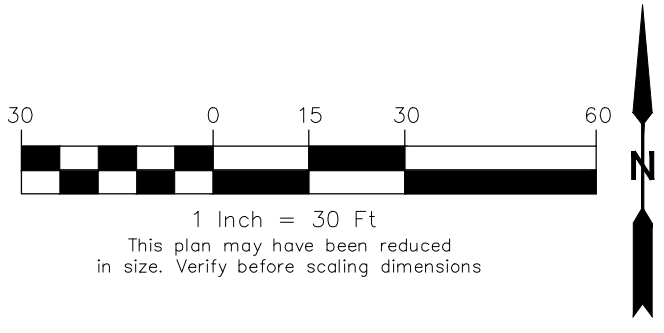
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IR7

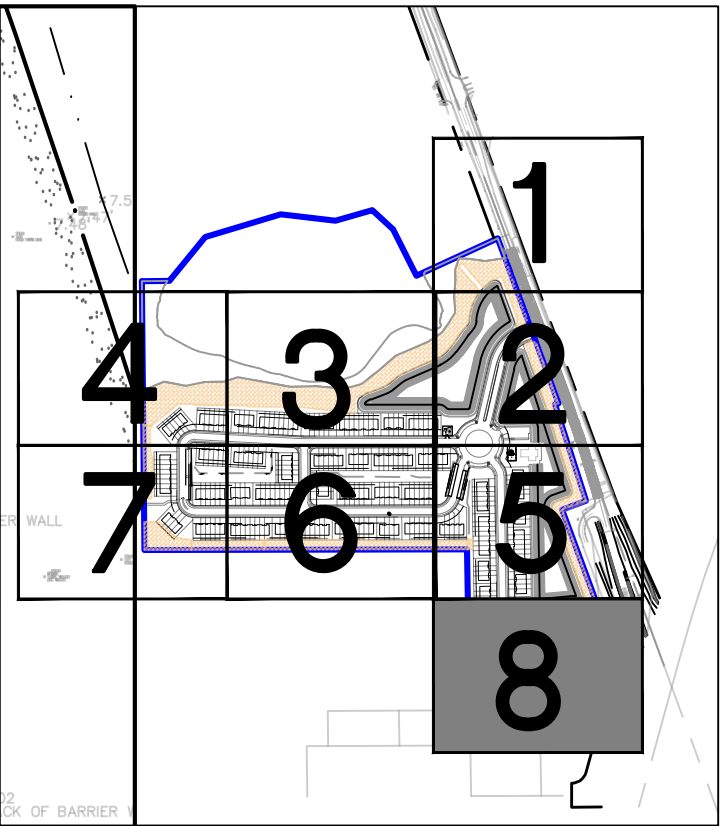
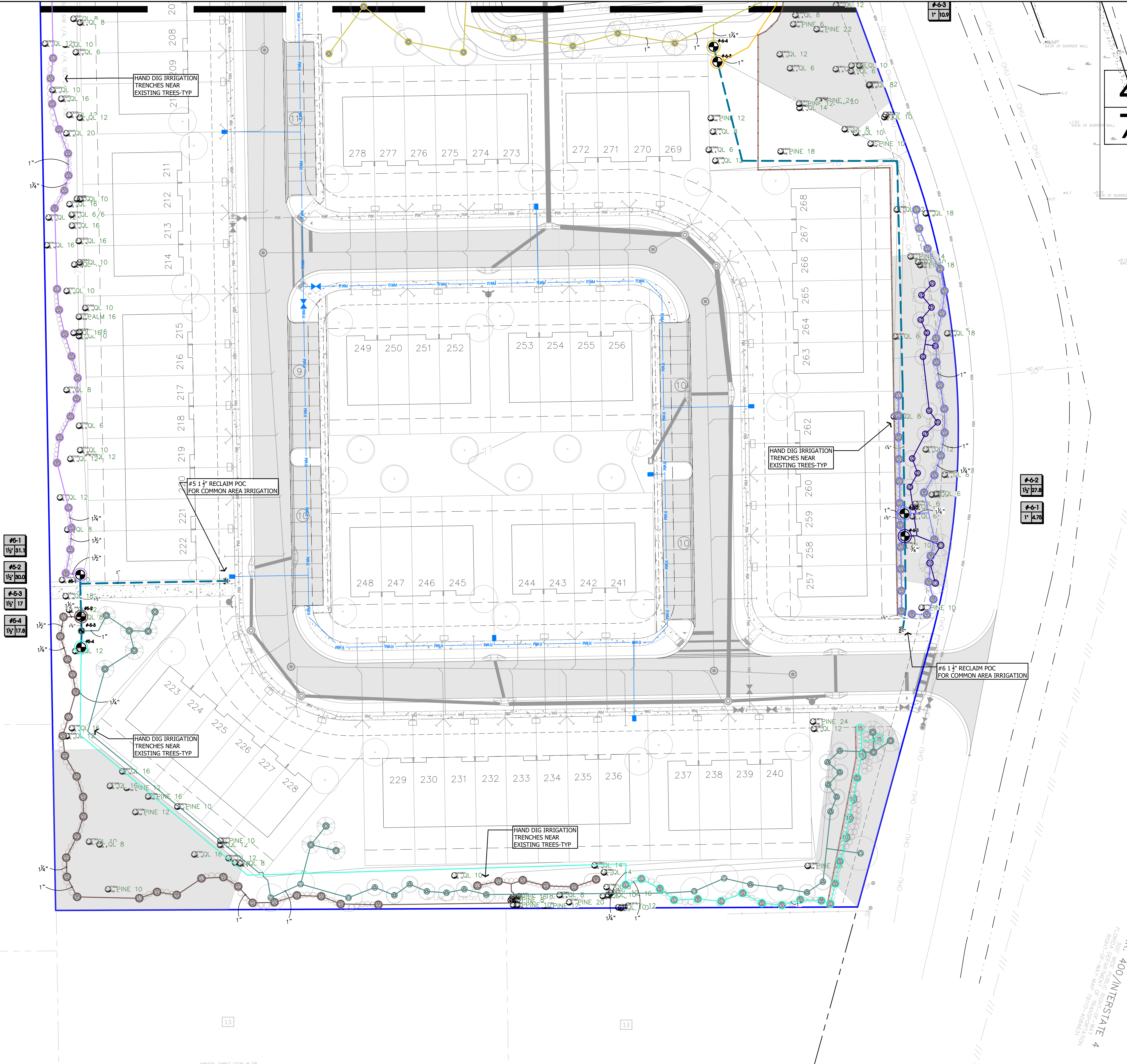
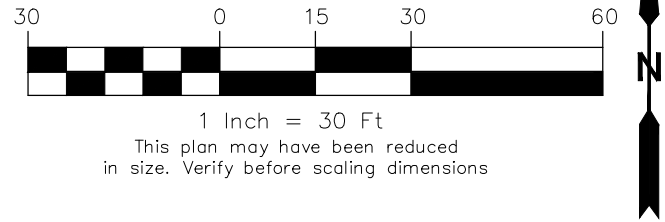


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APRIL 2024/00000259
INSTRUMENT #2016132243



KEY MAP
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**SUMMIT PLACE
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IRRIGATION PLAN

PROJECT NUMBER: MD#2303
DATE: JANUARY 17, 2023
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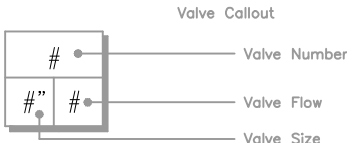
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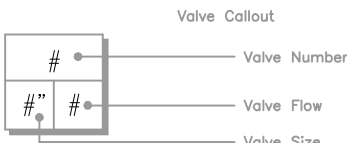
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IRRIGATION SCHEDULE					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
Ⓐ	RAIN BIRD PA-8S-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	15	LCS	0.45	4x15'
Ⓑ	RAIN BIRD PA-8S-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	12	RCS	0.45	4x15'
Ⓒ	RAIN BIRD PA-8S-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	55	SST	1.11	4x30'
Ⓓ	RAIN BIRD PA-8S-PRS-NP-MPR 10H SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	3	180	0.72	9'
Ⓔ	RAIN BIRD PA-8S-PRS-NP-MPR 15H SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	1	180	1.65	14'
Ⓕ	RAIN BIRD PA-8S-PRS-NP-MPR 15V SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	2	ADJ	≤ 3.28	14'
Ⓖ	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	16	360	0.25	3'
Ⓗ	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	12	360	0.5	3'
Ⓙ	RAIN BIRD 1800-1400 FLOOD 1404 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	7	360	1	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
⊕	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	4			
Ⓜ	POINT OF CONNECTION 1 1/2" CITY RECLAIMED/MASTER VALVE @ ENTRANCE/RWM ROUTED THROUGH SITE-SEE CIVIL/1 1/4" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP	11.1	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	1,226	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	708.8	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	862.5	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/2"	72.1	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/4"	19.9	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	21.4	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 2"	101.2	L.F.		



IRRIGATION SCHEDULE					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
Ⓐ	RAIN BIRD PA-8S-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	3	LCS	0.45	4x15'
Ⓑ	RAIN BIRD PA-8S-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	9	RCS	0.45	4x15'
Ⓒ	RAIN BIRD PA-8S-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	30	SST	1.11	4x30'
Ⓖ	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	13	360	0.25	3'
Ⓗ	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	43	360	0.5	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
⊕	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	2			
Ⓜ	POINT OF CONNECTION 1 1/2" CITY RECLAIMED/MASTER VALVE @ ENTRANCE/RWM ROUTED THROUGH SITE-SEE CIVIL/1 1/4" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	2,119	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	480.2	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	71.8	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/4"	405.6	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	75.4	L.F.		



CRITICAL ANALYSIS

Generated: 2024-02-20 19:42

P.O.C. NUMBER: 01
Water Source Information:
IRRIGATION WELL/MASTER VALVE @
ENTRANCE/PROJECT MAINLINE ROUTED THROUGH
SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA
IRRIGATION/TOWNHOME IRRIGATION BY OTHERS

FLOW AVAILABLE
Point of Connection Size: 1 1/2"
Flow Available: 46.59 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 50 PSI
Pressure Available: 50 PSI

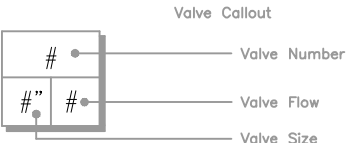
DESIGN ANALYSIS
Maximum Station Flow: 31.14 GPM
Flow Available at POC: 46.59 GPM
Residual Flow Available: 15.45 GPM

Critical Station: #5-3
Design Pressure: 20 PSI
Friction Loss: 16.5 PSI
Fittings Loss: 1.65 PSI
Elevation Loss: 0 PSI
Loss through Valve: 3.5 PSI
Pressure Req. at Critical Station: 41.6 PSI
Loss for Fittings: 0.06 PSI
Loss for Main Line: 0.58 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 0 PSI
Critical Station Pressure at POC: 42.3 PSI
Pressure Available: 50 PSI
Residual Pressure Available: 7.71 PSI

IRRIGATION SCHEDULE POC

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
Ⓐ	RAIN BIRD 1806-SAM-PRS-NP 08H TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	168	180	0.52	8'
Ⓒ	RAIN BIRD 1806-SAM-PRS-NP 08Q TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	1	90	0.26	8'
Ⓓ	RAIN BIRD 1806-SAM-PRS-NP 10Q TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	2	90	0.39	10'
Ⓔ	RAIN BIRD 1806-SAM-PRS-NP 08V TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	1	ADJ	≤ 1.19	8'
Ⓕ	RAIN BIRD PA-8S-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	10	LCS	0.45	4x15'
Ⓖ	RAIN BIRD PA-8S-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	10	RCS	0.45	4x15'
Ⓒ	RAIN BIRD PA-8S-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	58	SST	1.11	4x30'
Ⓓ	RAIN BIRD PA-8S-PRS-NP-MPR 10H SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	15	180	0.47	7'
Ⓔ	RAIN BIRD PA-8S-PRS-NP-MPR 08Q SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	1	90	0.24	7'
Ⓕ	RAIN BIRD PA-8S-PRS-NP-MPR 10H SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	1	180	0.72	9'
Ⓖ	RAIN BIRD PA-8S-PRS-NP-MPR 12H SHRUB SPRAY ON FIXED RISER WITH THE PA-8S-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	8	180	1.2	11'
Ⓖ	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	17	360	0.25	3'
Ⓗ	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	35	360	0.5	3'
Ⓙ	RAIN BIRD 1800-1400 FLOOD 1404 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	34	360	1	3'

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
⊕	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	5			
⊕	RAIN BIRD PESB-NP-HAN-PRS-D 1" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	3			
⊕	RAIN BIRD PESB-NP-HAN-PRS-D 0.7" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS. WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	2			
Ⓜ	POINT OF CONNECTION 1 1/2" IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	4,415	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	833.5	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	313.8	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/2"	132.3	L.F.		
—	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 2"	155.0	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1"	14.5	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	466.1	L.F.		
—	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 2"	352.7	L.F.		
—	PIPE SLEEVE: PVC SCHEDULE 40 2" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	53.8	L.F.		
—	PIPE SLEEVE: PVC SCHEDULE 40 3" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	22.9	L.F.		
—	PIPE SLEEVE: PVC SCHEDULE 40 4" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	51.4	L.F.		

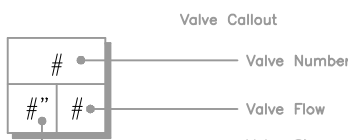


VALVE SCHEDULE

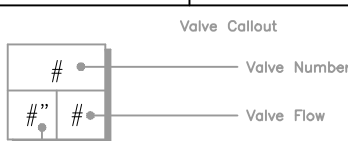
NUMBER	MODEL	SIZE	TYPE	GPM	HEADS	PIPE 3/4"	PIPE 1"	PIPE 1 1/4"	PIPE 1 1/2"	PIPE 2"	WIRE	DESIGN PSI	FRICTION LOSS	VALVE LOSS	PSI	PSI @ POC	PRECIP
#-1-1	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	13	23	416.3	58.3				20	7.03	3.5		30.5	31.0	1.92 in/h
#-1-2	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	21.07	18	168.4	11.7	81.2			30	2.49	3.46		35.9	36.3	1.28 in/h
#-1-3	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	18.2	15	183.6		108.4			30	2.09	3.5		35.6	35.8	1.35 in/h
#-1-4	RAIN BIRD PESB-NP-HAN-PRS-D	2"	TURF ROTOR	35.68	16	346.5	75.4	74.2		12.1	25	2.12	3.7		30.8	31.6	0.48 in/h
#-1-5	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	30.13	30	231.4	60.5	79.2	24.8	51.6	30	2.92	3.09		36.0	40.1	1.15 in/h
#-2-1	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	15.5	17	498.1	57.2	95.5			20	1.89	3.5		25.4	25.6	3.1 in/h
#-2-2	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	19.5	33	594.7	183.8	31.8			20	13.2	3.5		36.7	37.0	2.01 in/h
#-2-3	RAIN BIRD PESB-NP-HAN-PRS-D	1"	SHRUB SPRAY	6.24	8	210.5					25	2.34	2.9		30.2	30.4	1.72 in/h
#-3-1	RAIN BIRD PESB-NP-HAN-PRS-D	1"	SHRUB SPRAY	12.69	15	339.1	90.2				25	9.38	2.82		37.2	37.7	1.2 in/h
#-3-2	RAIN BIRD PESB-NP-HAN-PRS-D	1"	SHRUB SPRAY	22.26	26	244.7	126.6	187.9			25	10.5	3.32		38.8	40.3	1.15 in/h
#-3-3	RAIN BIRD PESB-NP-HAN-PRS-D	1"	BUBBLER	26	58	1,013	220.2	17.0			20	12.5	4.52		37.0	39.2	1.53 in/h
#-4-1	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	21.57	23	178.9	187.5	434.2			25	15.5	3.44		44.0	46.8	1.32 in/h
#-4-2	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	16.02	18	213.5	241.0				25	11.4	3.5		39.9	41.7	1.39 in/h
#-4-3	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	19.35	21	327.5	84.2	27.7			25	8.11	3.5		36.6	39.3	1.35 in/h
#-4-4	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	22.5	57	949.0	433.3	4.5			20	14.8	3.4		38.2	42.1	1.34 in/h
#5-1	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	31.14	34	146.3	200.3	236.6	42.8		25	12.9	3.01		40.9	41.8	1.32 in/h
#5-2	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	30.03	33	265.5	143.6	164.6	29.3		25	12.1	3.1		40.2	41.5	1.23 in/h
#-5-3	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	17	35	668.7	237.2				20	18.2	3.5		41.6	42.3	1.65 in/h
#5-4	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	17.82	21	156.2	127.7	461.2			25	12.6	3.5		41.1	42.0	1.01 in/h
#-6-1	RAIN BIRD PESB-NP-HAN-PRS-D	1"	BUBBLER	4.75	16	240.5					20	0.6	2.83		23.4	23.5	1.01 in/h
#-6-2	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	27.81	31	328.7	65.5	57.5			25	2.4	3.19		36.0	32.3	1.38 in/h
#-6-3	RAIN BIRD PESB-NP-HAN-PRS-D	1"	SHRUB SPRAY	10.89	11	153.5	349.4				25	7.32	2.87		35.2	38.9	1.36 in/h
#-6-4	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	BUBBLER	20	40	1,397	65.4	14.3			20	12.3	3.5		34.8	47.6	1.7 in/h
#-7-1	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	SHRUB SPRAY	28.86	39	385.7	87.9	41.7	31.5		25	6.45	3.15		35.6	35.1	1.19 in/h
#-7-2	RAIN BIRD PESB-NP-HAN-PRS-D	2"	SHRUB SPRAY	28.44	28	181.2	104.7	128.3			25	8.06	3.7		36.8	46.3	1.36 in/h
#-7-3	RAIN BIRD PESB-NP-HAN-PRS-D	1"	BUBBLER	10.5	23	569.3					20	7.43	2.89		30.3	32.1	1.55 in/h
#-7-4	RAIN BIRD PESB-NP-HAN-PRS-D	1"	BUBBLER	8.75	21	392.3					20	5.35	2.9		28.3	28.3	1.42 in/h
#-7-5	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	28.47	55	240.7	150.7	39.7		21.2	30	2.88	3.16		36.0	38.5	0.82 in/h
#-7-6	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	34.55	67	362.7	208.7	7.9		7.7	30	2.76	2.74		35.5	37	1.07 in/h
#-7-7	RAIN BIRD PESB-NP-HAN-PRS-D	2"	BUBBLER	31	24	1,214	81.6	7.5	17.2		20	3.21	3.7		26.9	28.3	3.4 in/h
#-7-8	RAIN BIRD PESB-NP-HAN-PRS-D	1-1/2"	TURF SPRAY	25.87	50	256.5	152.8	74.2			30	2.74	3.8		36.0	37.2	0.68 in/h

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IRRIGATION SCHEDULE POC					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
	RAIN BIRD 1806-SAM-PRS-NP 081 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	4	180	0.52	8'
	RAIN BIRD 1806-SAM-PRS-NP 082 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	2	90	0.26	8'
	RAIN BIRD 1806-SAM-PRS-NP 121 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	40	180	1.3	12'
	RAIN BIRD 1806-SAM-PRS-NP 122 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	10	90	0.65	12'
	RAIN BIRD 1806-SAM-PRS-NP 151 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	2	180	1.85	15'
	RAIN BIRD 1806-SAM-PRS-NP 150 TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL, 1/2" NPT FEMALE THREADED INLET, WITH SEAL-A-MATIC CHECK VALVE, PRESSURE REGULATING, AND NON POTABLE PURPLE CAP.	5	90	0.92	15'
	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	20	360	0.5	3'
	RAIN BIRD 1800-1400 FLOOD 1404 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	3	360	1	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY		GPM	RADIUS
	RAIN BIRD 5006-PC-LA 3.0 TURF ROTOR, 6IN. POP-UP, PLASTIC RISER, ADJUSTABLE TO FULL CIRCLE, LOW ANGLE NOZZLE.	16		2.23	29'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	4			
	RAIN BIRD PESB-NP-HAN-PRS-D 2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	1			
	POINT OF CONNECTION 1 1/2" IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	1,346 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	205.9 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	431.5 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/2"	24.8 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 2"	63.7 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1"	7.8 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/4"	11.6 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	150.8 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 2"	70.6 L.F.			
	PIPE SLEEVE: PVC SCHEDULE 40 2" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	30.4 L.F.			
	PIPE SLEEVE: PVC SCHEDULE 40 3" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	108.4 L.F.			
	PIPE SLEEVE: PVC SCHEDULE 40 4" EXTEND SLEEVES 18" PAST HARDSCAPE AND PLACE A STAKE AT EACH END	97.7 L.F.			



IRRIGATION SCHEDULE					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
	RAIN BIRD PA-85-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	8	LCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	8	RCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	25	SST	1.11	4x30'
	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	12	360	0.25	3'
	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	46	360	0.5	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	3			
	POINT OF CONNECTION 1 1/2" IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	1,597 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	437.0 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	204.9 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	107.0 L.F.			



CRITICAL ANALYSIS

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P.O.C. NUMBER: 01
Water Source Information:
IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS

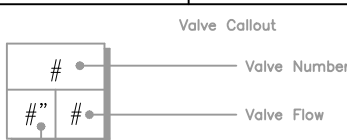
FLOW AVAILABLE
Point of Connection Size: 1 1/2"
Flow Available: 46.59 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 50 PSI
Pressure Available: 50 PSI

DESIGN ANALYSIS
Maximum Station Flow: 35.68 GPM
Flow Available at POC: 46.59 GPM
Residual Flow Available: 10.91 GPM

Critical Station:
Design Pressure: 30 PSI
Friction Loss: 2.66 PSI
Fittings Loss: 0.26 PSI
Elevation Loss: 0 PSI
Loss through Valve: 3.09 PSI
Pressure Req. at Critical Station: 36.0 PSI
Loss for Fittings: 0.37 PSI
Loss for Main Line: 3.74 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 0 PSI
Critical Station Pressure at POC: 40.1 PSI
Pressure Available: 50 PSI
Residual Pressure Available: 9.87 PSI

IRRIGATION SCHEDULE					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
	RAIN BIRD PA-85-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	2	LCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	2	RCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	4	SST	1.11	4x30'
	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	30	360	0.5	3'
	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	20	360	1	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	2			
	RAIN BIRD PESB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MODULE.	1			
	POINT OF CONNECTION 1 1/2" CITY RECLAIMED/MASTER VALVE @ ENTRANCE/RWM ROUTED THROUGH SITE-SEE CIVIL/1 1/4" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS	1			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"	1,314 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"	241.0 L.F.			
	IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"	127.3 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1"	8.8 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/4"	9.8 L.F.			
	IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/2"	12.5 L.F.			



CRITICAL ANALYSIS

Generated: 2024-04-23 09:22

P.O.C. NUMBER: 01
Water Source Information:
IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS

FLOW AVAILABLE
Point of Connection Size: 1 1/2"
Flow Available: 46.59 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 50 PSI
Pressure Available: 50 PSI

DESIGN ANALYSIS
Maximum Station Flow: 30.36 GPM
Flow Available at POC: 46.59 GPM
Residual Flow Available: 16.23 GPM

Critical Station:
Design Pressure: 30 PSI
Friction Loss: 12.0 PSI
Fittings Loss: 1.2 PSI
Elevation Loss: 0 PSI
Loss through Valve: 3.5 PSI
Pressure Req. at Critical Station: 36.7 PSI
Loss for Fittings: 0.02 PSI
Loss for Main Line: 0.23 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 0 PSI
Critical Station Pressure at POC: 37.0 PSI
Pressure Available: 50 PSI
Residual Pressure Available: 13.0 PSI

WATERING SCHEDULE

NUMBER	MODEL	TYPE	PRECIP	IN./WEEK	MIN./WEEK	GAL./WEEK	GAL./DAY
#-1-1	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.92 in/h	1	32	416	
#-1-2	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	1.28 in/h	1	47	990	
#-1-3	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	1.35 in/h	1	45	819	
#-1-4	RAIN BIRD PESB-NP-HAN-PRS-D	TURF ROTOR	0.48 in/h	1	126	4,496	
#-1-5	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	1.15 in/h	1	53	1,597	
#-2-1	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	3.1 in/h	1	20	310	
#-2-2	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	2.01 in/h	1	30	585	
#-2-3	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.72 in/h	1	35	218	
#-3-1	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.2 in/h	1	50	635	
#-3-2	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.15 in/h	1	53	1,180	
#-3-3	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.47 in/h	1	41	779	
#-4-1	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.32 in/h	1	46	992	
#-4-2	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.39 in/h	1	44	705	
#-4-3	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.35 in/h	1	45	871	
#-4-4	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.34 in/h	1	45	1,013	
#5-1	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.32 in/h	1	46	1,432	
#5-2	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.23 in/h	1	49	1,471	
#-5-3	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.65 in/h	1	37	629	
#5-4	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.01 in/h	1	60	1,069	
#-6-1	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.01 in/h	1	60	285	
#6-2	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.38 in/h	1	44	1,224	
#-6-3	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.36 in/h	1	45	490	
#-6-4	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.7 in/h	1	36	720	
#-7-1	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.19 in/h	1	51	1,472	
#-7-2	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.36 in/h	1	45	1,280	
#-7-3	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.55 in/h	1	39	410	
#-7-4	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.42 in/h	1	43	376	
#-7-5	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	0.82 in/h	1	73	2,078	
#-7-6	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	1.07 in/h	1	57	1,969	
#-7-7	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	3.4 in/h	1	18	558	
#-7-8	RAIN BIRD PESB-NP-HAN-PRS-D	TURF SPRAY	0.68 in/h	1	89	2,302	
#-7-9	RAIN BIRD PESB-NP-HAN-PRS-D	SHRUB SPRAY	1.17 in/h	1	52	1,752	
#-7-10	RAIN BIRD PESB-NP-HAN-PRS-D	BUBBLER	1.7 in/h	1	36	198	
	TOTALS:			1,592	35,321		

CRITICAL ANALYSIS

Generated: 2024-05-20 17:25

P.O.C. NUMBER: 01
Water Source Information:
IRRIGATION WELL/MASTER VALVE @ ENTRANCE/PROJECT MAINLINE ROUTED THROUGH SITE-SEE CIVIL/1 1/2" POC FOR COMMON AREA IRRIGATION/TOWNHOME IRRIGATION BY OTHERS

FLOW AVAILABLE
Point of Connection Size: 1 1/2"
Flow Available: 46.59 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 50 PSI
Pressure Available: 50 PSI

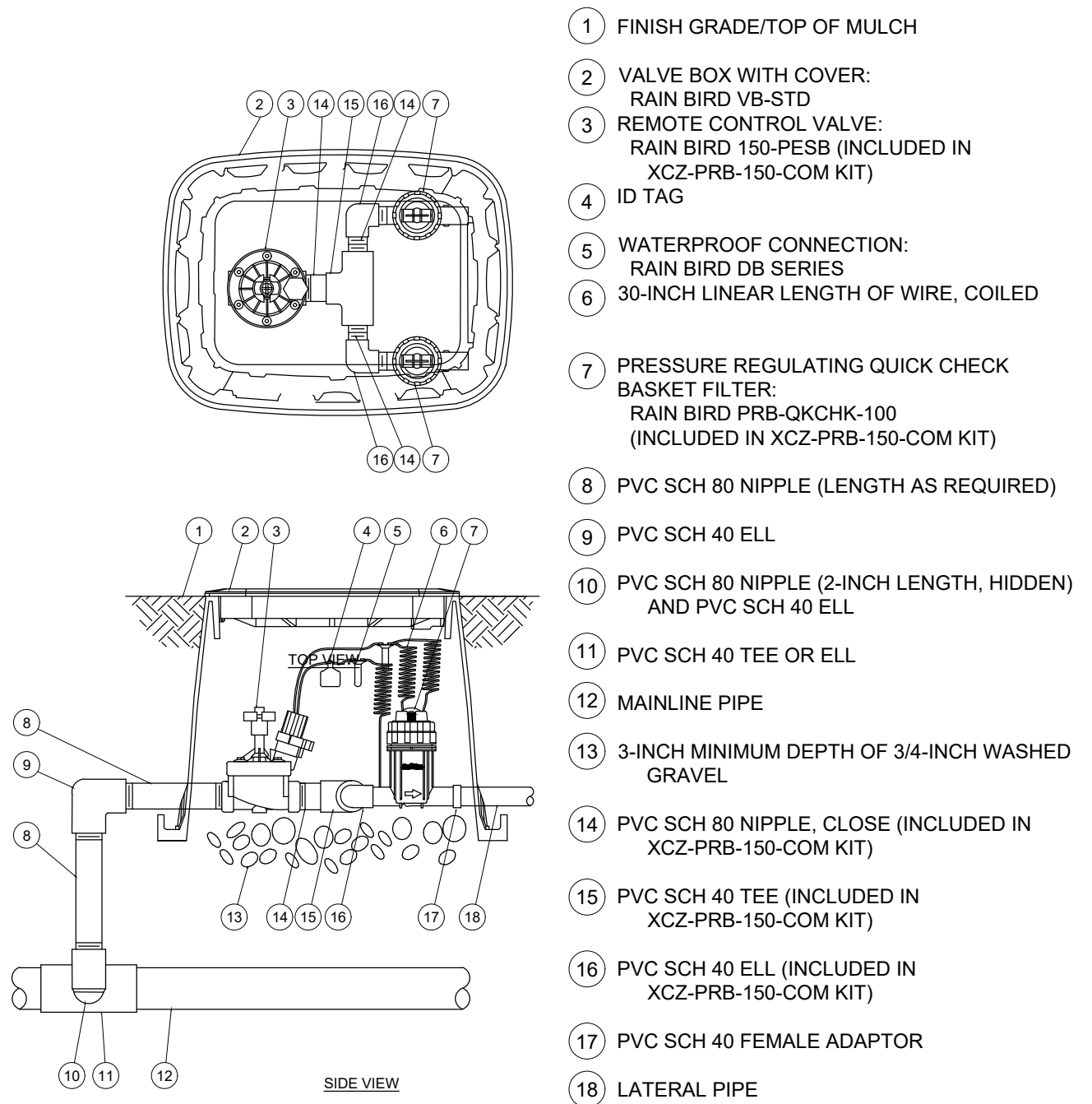
DESIGN ANALYSIS
Maximum Station Flow: 26 GPM
Flow Available at POC: 46.59 GPM
Residual Flow Available: 20.59 GPM

Critical Station:
Design Pressure: 25 PSI
Friction Loss: 9.5 PSI
Fittings Loss: 0.95 PSI
Elevation Loss: 0 PSI
Loss through Valve: 3.32 PSI
Pressure Req. at Critical Station: 38.8 PSI
Loss for Fittings: 0.14 PSI
Loss for Main Line: 1.37 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 0 PSI
Critical Station Pressure at POC: 40.3 PSI
Pressure Available: 50 PSI
Residual Pressure Available: 9.72 PSI

IRRIGATION SCHEDULE					
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARC	GPM	RADIUS
	RAIN BIRD PA-85-PRS-NP-MPR 15LCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	9	LCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15RCS SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	9	RCS	0.45	4x15'
	RAIN BIRD PA-85-PRS-NP-MPR 15SST SHRUB SPRAY ON FIXED RISER WITH THE PA-85-PRS-NP 30 PSI PURPLE PRESSURE REGULATING SHRUB ADAPTER, USE WITH 1/2IN. MPT THREADED RISERS.	44	SST	1.11	4x30'
	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	24	360	0.25	3'
	RAIN BIRD 1800-1400 FLOOD 1402 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	33	360	0.5	3'
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
	RAIN BIRD PPSB-NP-HAN-PRS-D 1-1/2" 1IN., 1-1/2IN., 2IN. DURABLE CHLORINE-RESISTANT REMOTE CONTROL VALVE FOR RECLAIMED WATER APPLICATIONS, WITH SCRUBBER MECHANISM TECHNOLOGY, PURPLE FLOW CONTROL HANDLE, AND PRESSURE REGULATOR MIDDLE.	4			
	POINT OF CONNECTION 1 1/2" CITY RECLAIMED/WASTEWATER E ENTRANCE/R/W ROUTED THROUGH SITE-SEE CIVIL/1 1/4\" POC FOR COMMON AREA IRRIGATION/TOWHONEY IRRIGATION BY OTHERS	1			
IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 3/4"		1,669	L.F.		
IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1"		946.0	L.F.		
IRRIGATION LATERAL LINE: PVC CLASS 160 SDR 26-NP 1 1/4"		466.4	L.F.		
IRRIGATION MAINLINE: PVC SCHEDULE 40-NP 1 1/4"		116.5	L.F.		

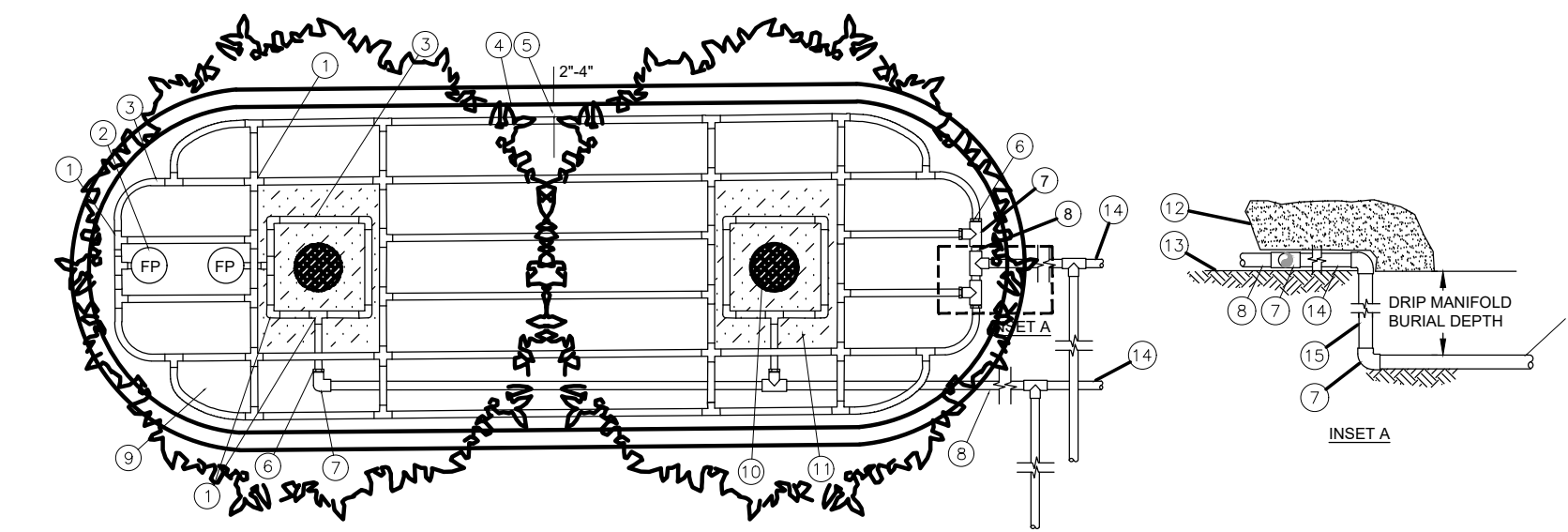
Copyright 2024, Magley Design. All ideas and designs indicated or represented by this drawing remain the property of and are the instruments of service of Magley Design and were developed for use with this specific project. These ideas, designs, and plans are not to be used, reproduced, altered or transferred in any manner whatsoever without the express written consent of Magley Design. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. Magley Design must be notified immediately of any variation from the dimensions and conditions shown by the drawings. Shop details must be submitted to this office for approval prior to fabrication unless otherwise provided for under the specific contractual agreement between the Landscape Architect and the Client.

5/20/2024 7:25:02 PM



1 DRIP ELECTRIC CONTROL VALVE

N.T.S. P-CO-68

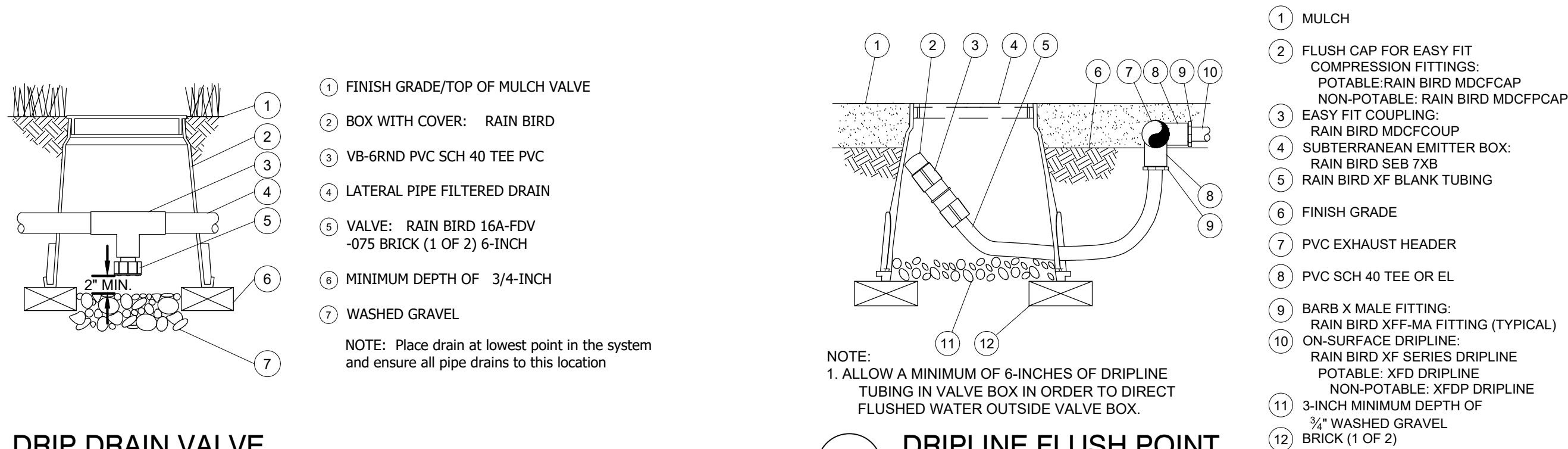


- NOTES:
- DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE INSTALLATION SPECIFICATIONS ON RAIN BIRD WEB SITE (WWW.RAINBIRD.COM) FOR SUGGESTED SPACING.
 - LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.
 - PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
 - AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.
 - WHEN USING 17MM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

Inlet Pressure psi	12" Spacing			18" Spacing			24" Spacing		
	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)
15	273	155	314	250	424	322			
20	318	169	353	294	508	368			
30	360	220	413	360	680	414			
40	395	235	465	402	852	474			
50	417	285	528	420	920	498			
60	460	290	595	455	980	514			

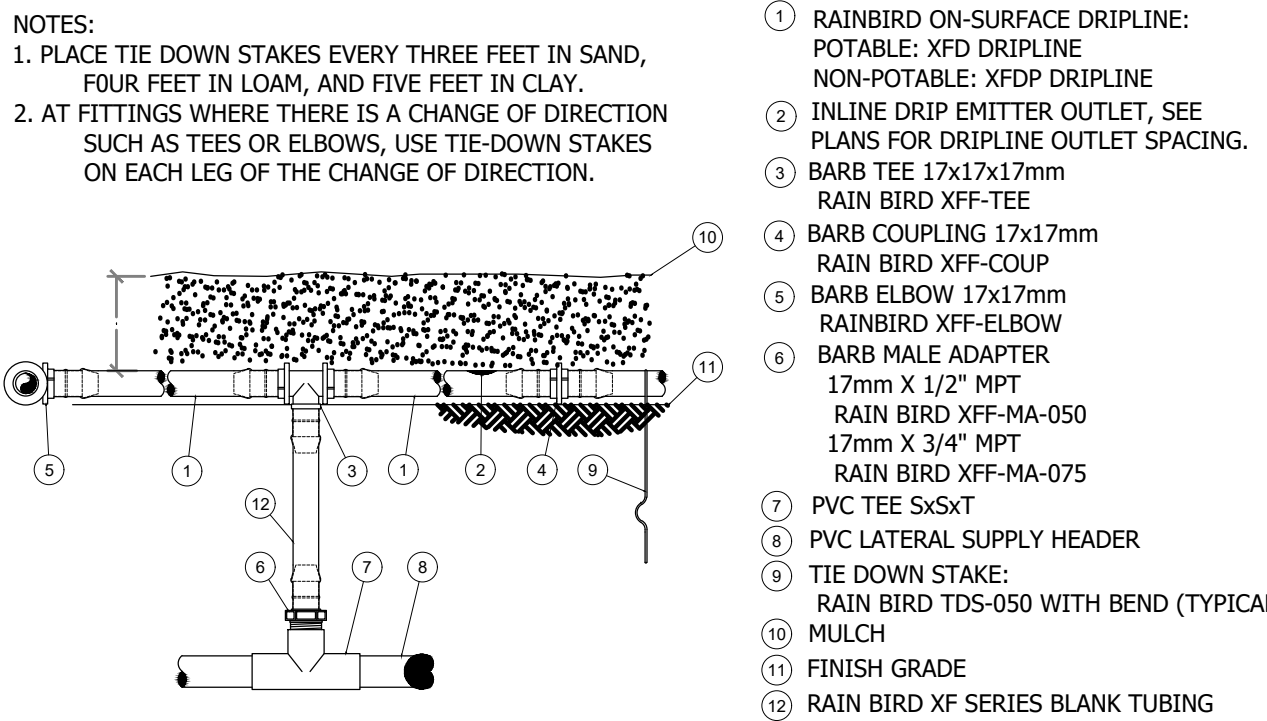
7 XFD ON-SURFACE DRIPLINE PARKING ISLAND WITH TREES

1/2" = 1'-0" P-TR-18



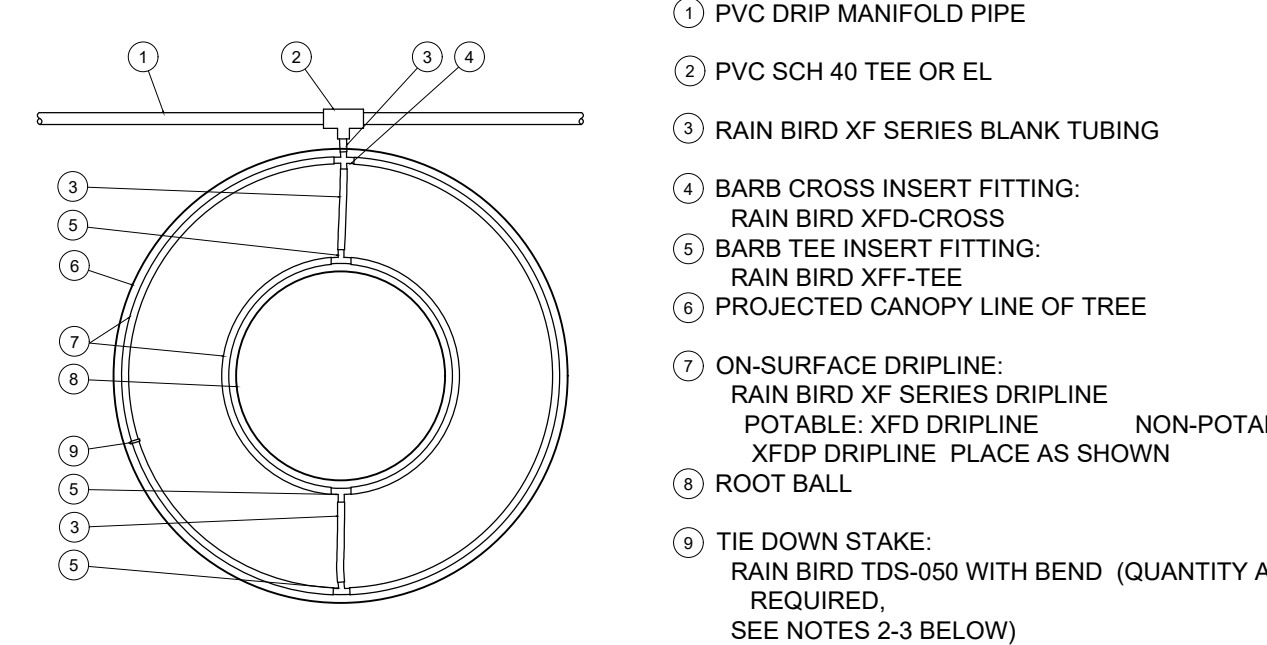
9 DRIP DRAIN VALVE

N.T.S. P-TR-22



2 XFD ON-SURFACE DRIPLINE RISER ASSEMBLY

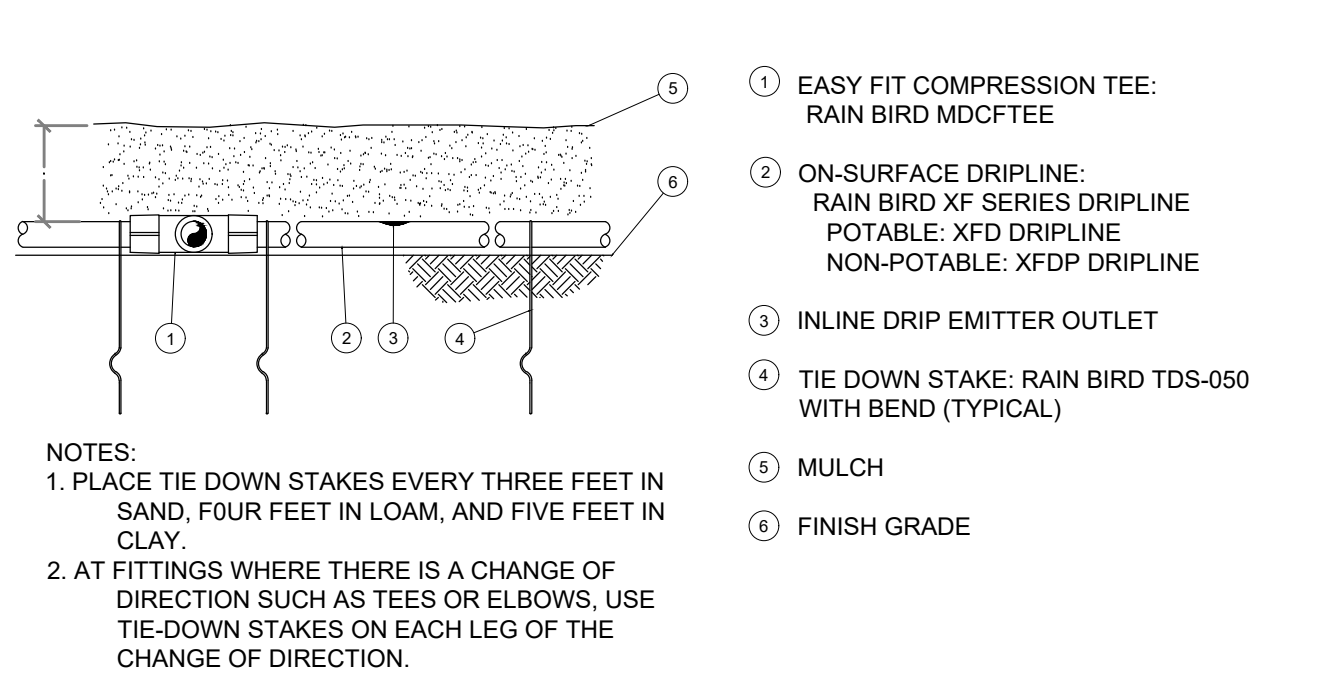
1/2" = 1'-0" P-CO-69



5 XFD ON-SURFACE DRIPLINE AROUND TREE

1/2" = 1'-0" P-TR-16

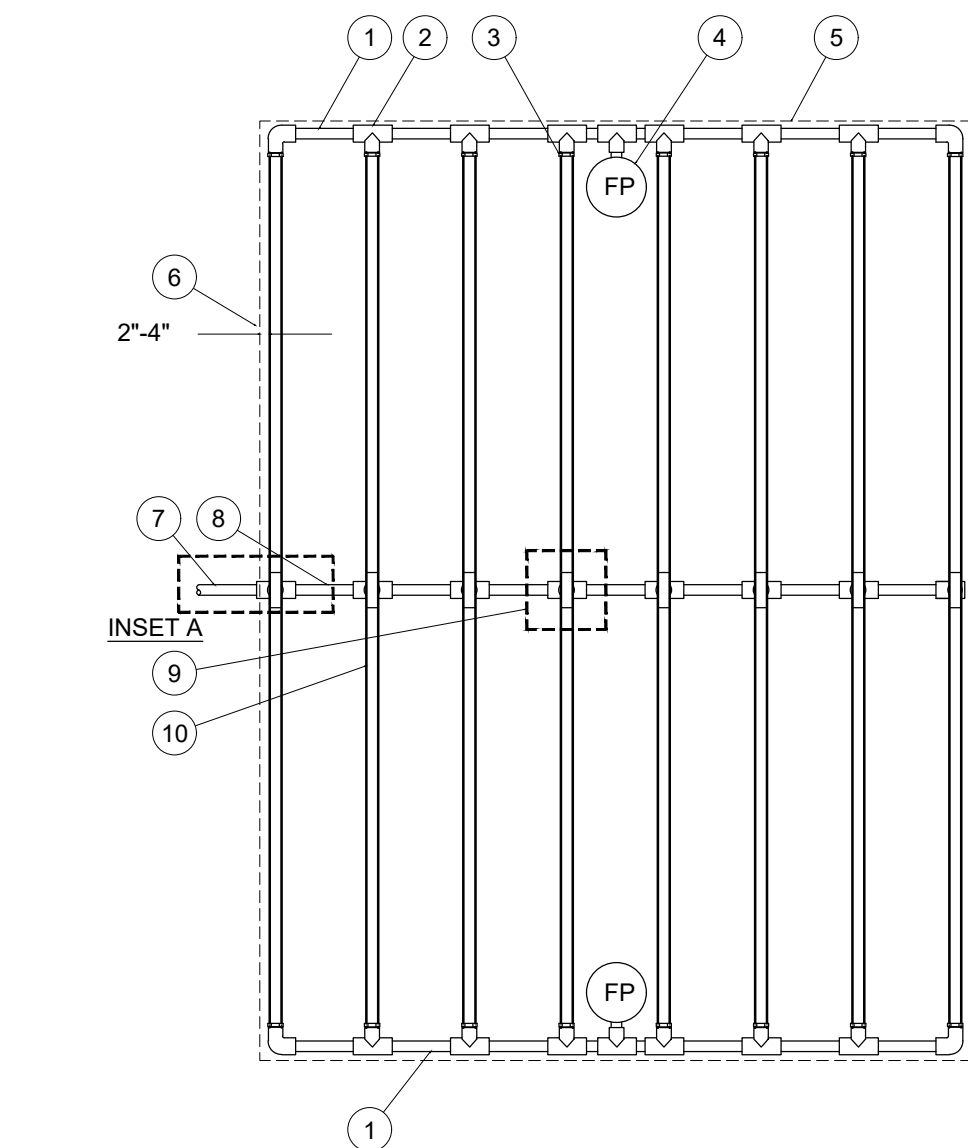
- 1 BARB X BARB INSERT EL, TEE OR CROSS: RAIN BIRD XFF-ELBOW (TYPICAL) RAIN BIRD XFF-TEE (TYPICAL) RAIN BIRD XFD-CROSS (TYPICAL)
2 FLUSH POINT (TYPICAL) SEE RAIN BIRD DETAIL "XFD FLUSH POINT"
3 ON-SURFACE DRIPLINE PIPE: RAIN BIRD XF SERIES DRIPLINE POTABLE: XFD DRIPLINE NON-POTABLE: XFD DRIPLINE
4 PARKING ISLAND CURB
5 PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PARKING ISLAND CURB
6 BARB X MALE FITTING: RAIN BIRD XFF-MA FITTING (TYPICAL)
7 PVC SCH 40 TEE OR EL (TYPICAL)
8 PVC SUPPLY MANIFOLD
9 SHRUB OR GROUNDCOVER BED
10 TREE (TYPICAL)
11 MULCH BED FOR TREE
12 2-3 INCHES DEPTH OF MULCH
13 FINISH GRADE
14 PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE VALVE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
15 PVC RISER PIPE



3 XFD ON-SURFACE DRIPLINE AT GRADE

N.T.S. P-TR-15

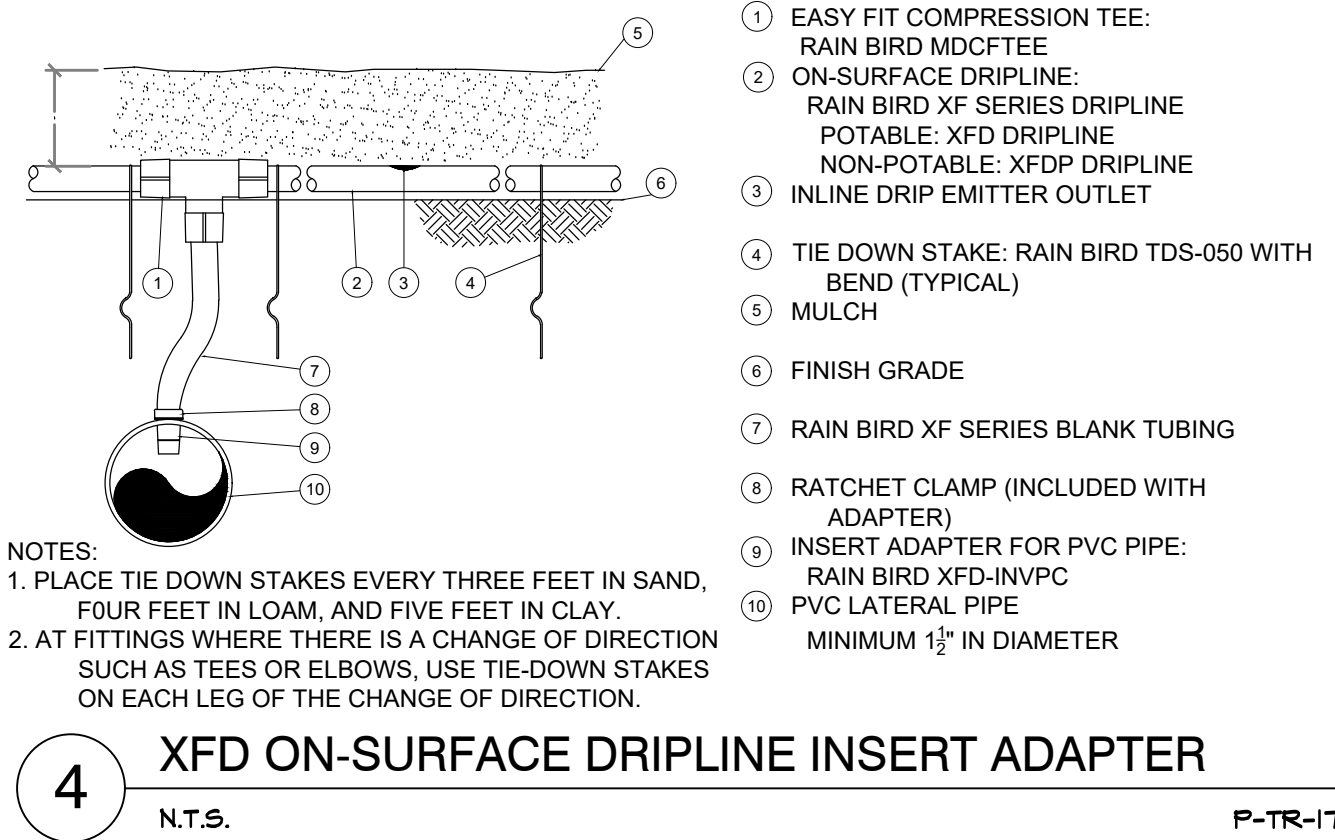
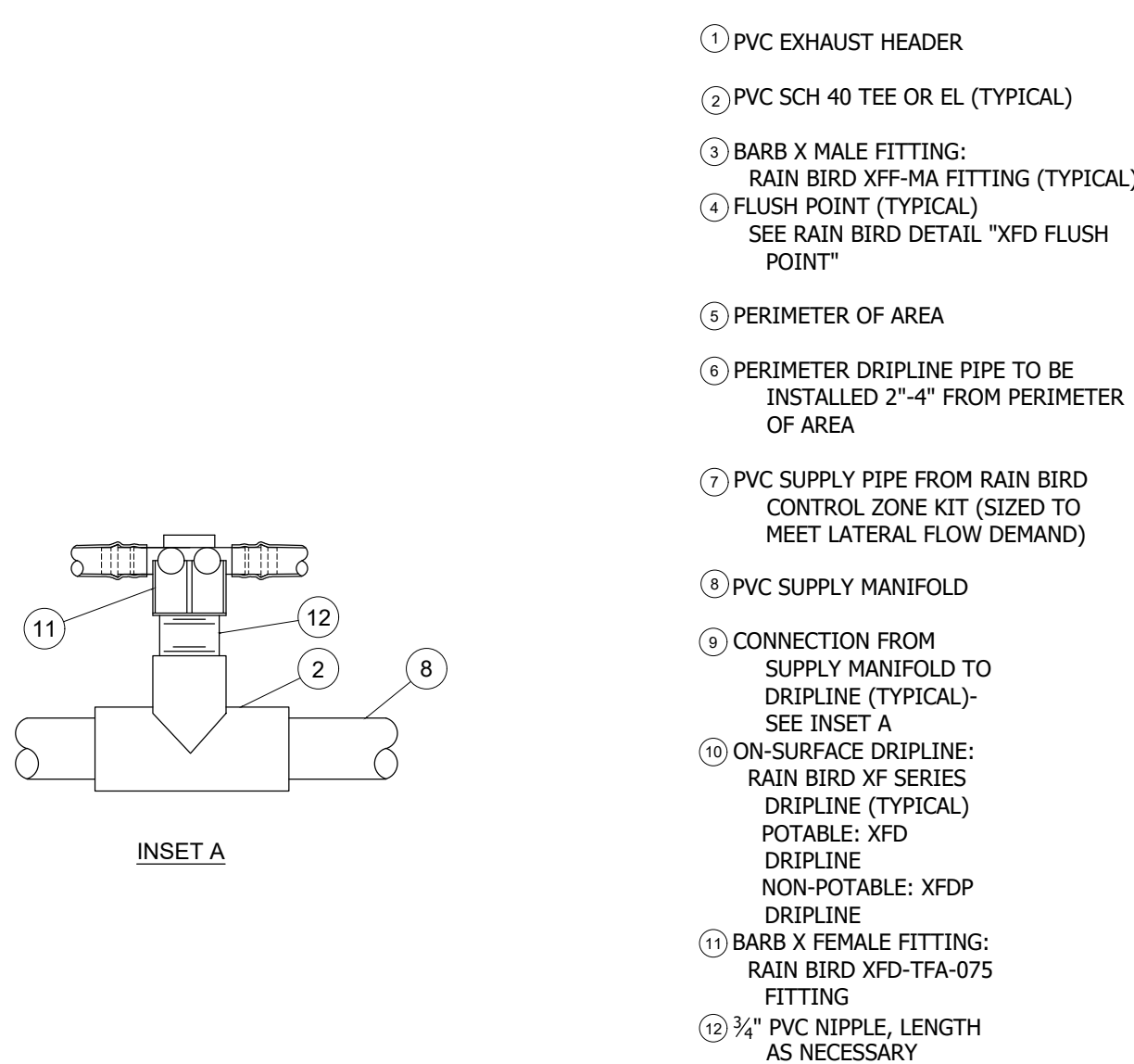
- NOTES:
- DISTANCE BETWEEN LATERAL RINGS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, AND TREE CANOPY. SEE INSTALLATION SPECIFICATIONS ON RAIN BIRD WEB SITE (WWW.RAINBIRD.COM) FOR SUGGESTED SPACING.
 - PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
 - AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.



Inlet Pressure psi	12" Spacing			18" Spacing			24" Spacing		
	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)
15	273	155	314	250	424	322			
20	318	169	353	294	508	368			
30	360	220	413	350	680	414			
40	395	235	465	402	852	474			
50	417	285	528	420	920	498			
60	460	290	595	455	980	514			

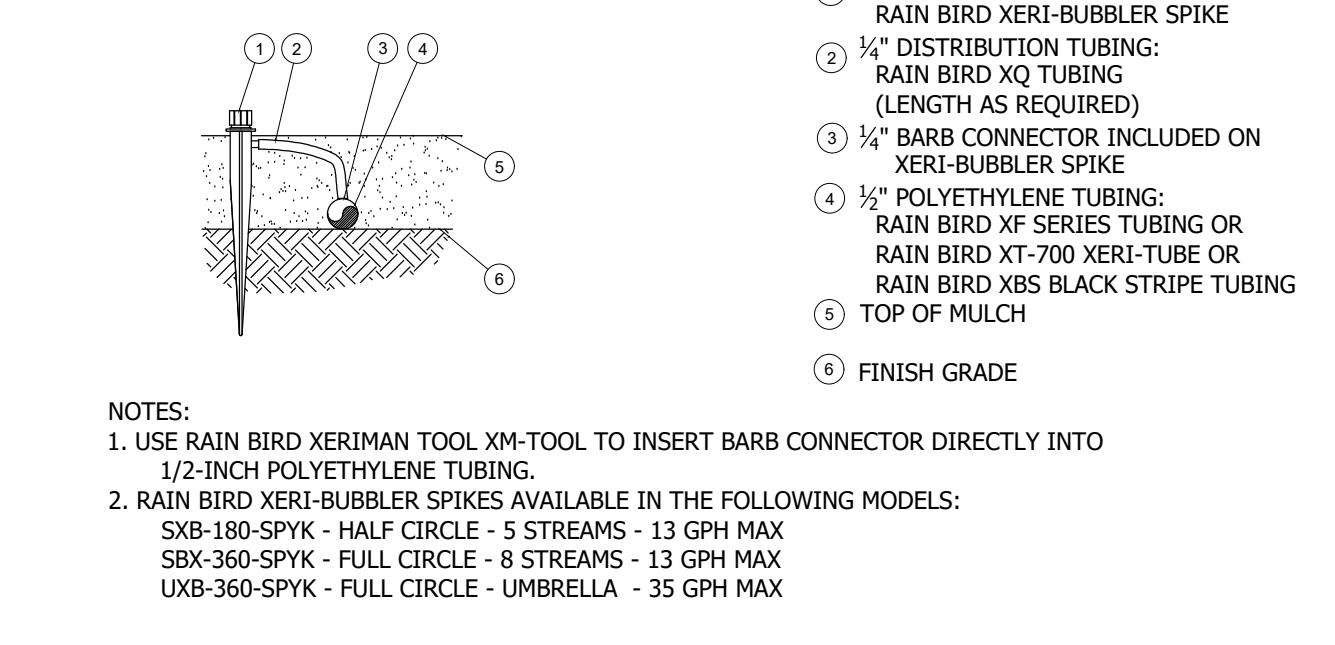
8 XFD ON-SURFACE DRIPLINE CENTER FEED LAYOUT

1/2" = 1'-0" P-TR-21



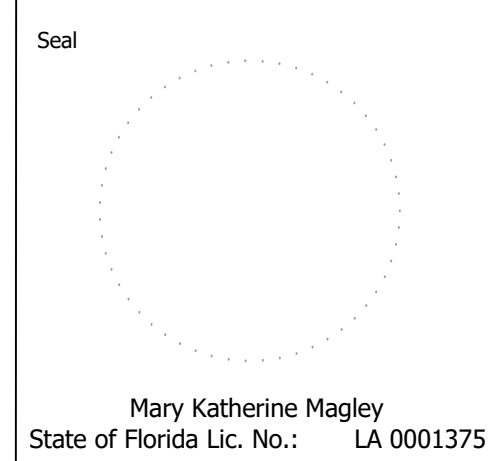
4 XFD ON-SURFACE DRIPLINE INSERT ADAPTER

N.T.S. P-TR-17



6 XERI-BUBBLER SPIKE ON 1/2" POLYETHYLENE TUBING

N.T.S. P-TR-19



REVISIONS		
REVISION NUMBER	REVISION DESCRIPTION	REVISION DATE
1	CITY COMMENTS	02/20/2024
2	CITY COMMENTS	05/21/2024

ISSUED	
FEBRUARY 17, 2023 DATE: FEBRUARY 20, 2024 APRIL 30, 2024	CITY OF DELAND CITY OF DELAND CITY OF DELAND

SUMMIT PLACE DeLand/DR Horton

IRRIGATION DETAILS

PROJECT NUMBER:	MD#2303
DATE:	JANUARY 17, 2023
DRAWN BY:	MD
CHECKED BY:	MD

SCALE AS INDICATED

IR12

**PLANNING DEPARTMENT STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD**

June 12, 2024

A. APPLICATION NO.: Z24-030 DeLand Cloisters

APPLICANT: Jack Straw, Pacifica

REQUEST: The applicant is requesting an amendment to the existing Cloisters Planned Development (PD) to modify the allowable uses to include multi-family residential and nursing home, assisted, congregate living, and skilled nursing facility, and amend the PD boundary to add an adjacent 1-acre parcel for associated parking.

APPLICABLE ORDINANCES:

Article XII

ADMINISTRATION AND ENFORCEMENT

Sec. 33-135 – Procedure for text amendments and rezoning

Location: 400 E. Howry Ave.

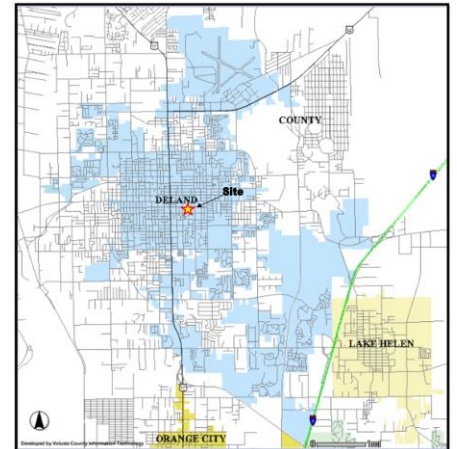
Parcel Size: 14.178 ± acres

Existing Use: Age restricted multi-family residential

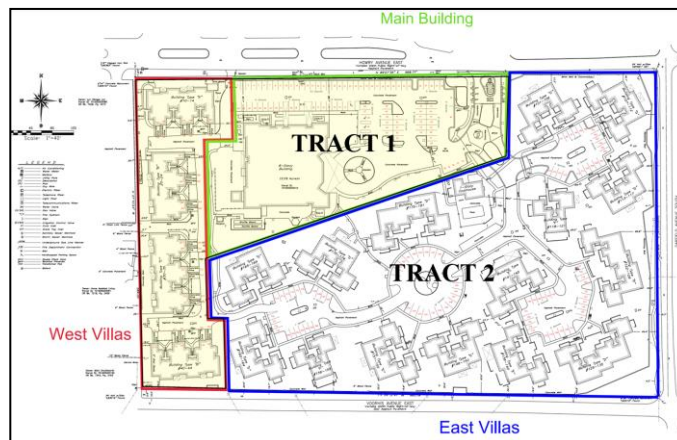
B. ANALYSIS:

History - Rezoning of the property from R-16 to PD was approved by the City Commission on August 18, 2003.

The PD was developed using the standards of the R-16 zoning designation as the basis for the development regulations. The original PD permitted age restricted residential living facilities, including assisted living, with associated offices, kitchen, dining and other associated facilities and included several single-story residential units with an associated pool and club house.



The development is divided into 2 tracts and contains a total of 272 units including a multi-story building containing 170 units (Tract 1), 4 villa buildings containing 21 units and 15 bungalow buildings containing 81 units (Tract 2). The 2003 PD set the parking standards for the development, with 96 spaces for Tract 1 and 113 spaces for Tract 2 (92 uncovered + 21 garage spaces). This reduced parking standard was approved based on the age-restricted use.

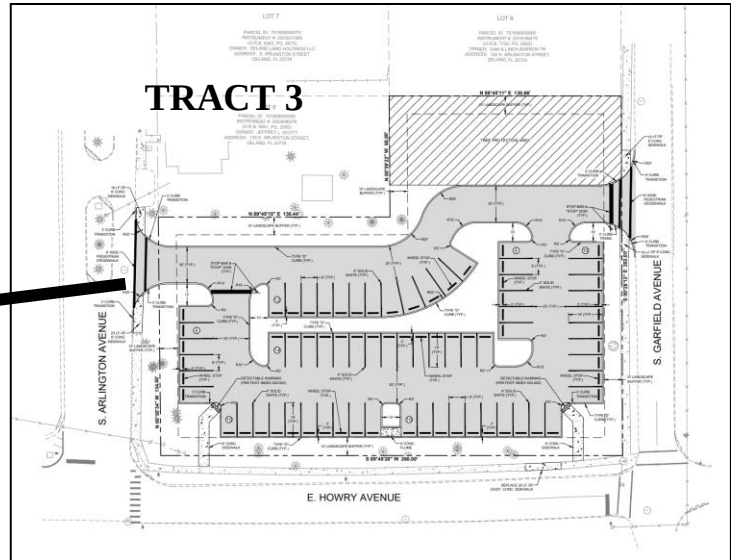
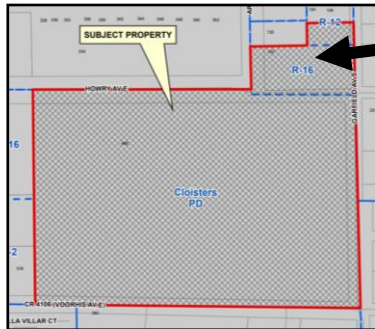


This proposed PD amendment includes a request to add multi-family residential uses and additional assisted living, nursing home, and skilled nursing facility uses to the 2003 Planned Development and to add an additional 1-acre site to the PD. This adjacent parcel is intended to be developed with 68 additional parking spaces in order to accommodate the increased parking demand associated with the proposed multi-family residential use. No additional units are proposed, however, the 2003 PD set a parking standard based on the established “retirement housing, assisted living” use. The existing parking does not meet the current parking standards and the applicant is proposing additional parking to meet the anticipated needs associated with the removal of the age restriction, as the parking demand associated with multi-family is higher than the parking demand of an “Over-55” community.

The applicant has acquired an adjacent parcel to be added to the PD. The City’s Land Development Regulations do not permit off-site parking for residential uses. Therefore, the applicant is requesting deviation from this standard through the PD to allow residential off-site parking. Although the current boundary of the PD is being expanded, the additional parking is located across Howry Avenue and a specific request for deviation from the Land Development Regulations requiring off-street parking be located on the same parcel as the use it serves (33-91.06(a)1) must be included in the PD. The City Commission may approve off-site parking for non-residential uses, however no provision is included for residential uses. A separate site plan application shall be submitted for any improvements on the adjacent parcel as well any modifications within the existing development.

The following table highlights the proposed changes to the language of the development agreement.

	Existing PD	Proposed PD
Land uses	<u>Tract One</u>	<u>Tract One</u>
	- Residential living facilities	- Residential living facilities
	- Assisted living facilities w/ associated offices, kitchen, dining and other associated facilities.	- Multiple-family dwellings as well as Nursing homes and adult congregate living including independent living and Assisted living facilities w/ associated offices, kitchen, dining, skilled nursing facilities and other associated facilities.
	<u>Tract Two</u>	<u>Tract Two</u>
	- Single story residential units w/associated pool and club house.	- Single story residential, Multiple-family dwelling units and Nursing homes and adult congregate living including independent living and assisted living w/associated pool and club house.
		<u>Tract Three</u>
		Parking lot with 68 spaces (to be used by residents of the Mid-rise building).
Development Standards:	<u>Tract One</u>	<u>Tract One</u>
	10. Off-street parking requirements - 96 spaces	10. Off-street parking requirements - 96 spaces 164 spaces, 50 bike stalls (No additional spaces are provided on site. The additional spaces are located within Tract Three - $96+68=164$)
	<u>Tract Two</u>	<u>Tract Two</u>
	10. Off-street parking requirements - 92 spaces	10. Off-street parking requirements - 92 spaces 134 spaces, 50 bike stalls (The 42 driveway and garage spaces provided for use by the residents of the West Villas are included in this total - $92+42=134$)
		<u>Tract Three</u>
		68 spaces (see language for Tract One)



The additional 1-acre parcel is currently designated with R-16 and R-12 zoning and land uses of High and Medium density residential respectively, both of which permit Planned Development (PD) zoning. The development agreement, survey, and Planned Development concept plan must be updated to include this additional one-acre parcel of land and to allow for the adjacent, off-site parking.

The parking currently provided for the development, the spaces proposed for the newly acquired lot and the number required by city regulations results in the following number of vehicle spaces:

Existing		Proposed		Required	
Main building	94 spaces	Main building	94 spaces	Main building	350 spaces
West Villas	42 spaces	West Villas	42 spaces	West Villas	53 spaces
East Villas	92 spaces	East Villas	92 spaces	East Villas	190 spaces
		New parking lot	68 spaces		
TOTAL	228 spaces	TOTAL	296 spaces	TOTAL	592 spaces

The parking requirements for a cluster/multifamily development are as follows:

Studio	1 space/unit
1 bedroom	1.5 spaces/unit
2+ bedrooms	2 spaces/unit
Visitor parking	0.5 space/unit

The following chart demonstrates the breakdown of residential units required for the development and what the applicant proposes to provide:

		City requirement		Proposed
		Pkg rqmt.	spaces	spaces
MAIN BLDG units				
Studio	36	1	36	18
1 Br	79	1.5	119	70
2 br	55	2	110	74
	170			
Visitor		0.5	85	0
Sub-total			350	162
WEST VILLAS units				
2 br	21	2	42	42
	21			
Visitor		0.5	11	0
Sub-total			53	42
EAST VILLAS units				
Studio	4	1	4	2
1 Br	18	1.5	27	18
2 br	59	2	118	72
	81			
Visitor		0.5	41	0
Sub-total			190	92
TOTAL			592	296

The required number of spaces is 592 and the proposal to provide 296 spaces results in a shortage of 296 spaces.

The parking standards were established as part of the previous PD approval and no additional units are being proposed. To date, no concerns have been raised regarding the number of existing, on-site parking spaces aside from one complaint regarding the availability of ADA spaces. In addition to the 68 spaces to be constructed on the adjacent 1-acre parcel, the applicant is proposing to add 105 bicycle parking spaces within the development to provide another transportation option for the residents. The site is located near the DeLand Multi-Modal Transportation Facility (15-minute walk and 4-minute bike ride).

Section 33-135 provides the following criteria, which shall be utilized in reviewing a rezoning request:

1. Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?

The existing PD has a variety of land uses that are consistent with the High-Density Land Use designation. The proposed amendment to add multi-family residential and some additional skilled nursing and congregate care uses would also be consistent with the existing land use designation. The adjacent 1-acre parcel has split zoning (R-16 and R-12 zoning) and split land use designations (High and Medium density). This additional parcel will be used to accommodate the increased parking demand associated with the removal of the age-restriction and the addition of multi-family residential use to the PD.

2. Will the proposed rezoning have an impact upon the environment or natural resources?

The PD amendment to add multi-family residential use and add an adjacent 1-acre parcel for additional parking are not expected to impact the environment or natural resources as there are limited site improvements within the existing PD area and tree protection and stormwater will be provided on the adjacent 1-acre parcel.

3. Will the proposed rezoning have an impact upon the economy of the affected area?

This is an existing developed site and the proposed amendment to add multi-family residential to the PD is not expected to impact the economy. The applicant contends that the addition of multi-family residential will provide additional housing options and reduce the vacancy rate at the exiting Cloisters' development. The additional parking area is proposed to help meet the increased parking demands associated with the proposed multi-family use.

4. Will the proposed rezoning have an impact upon governmental services?

The rezoning action is not anticipated to have a significant impact on governmental services. The property is located within the urban area and such services are already provided. No new City services are anticipated to be required with this PD amendment. However, school concurrency was not evaluated during the original 2023 Planned Development application, due to the age restriction. However, the applicant is required to pay Volusia County School impact fees due to the removal of the age restriction. The currency review form has been submitted to the Volusia County School District.

5. Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?

This property is currently an age-restricted community. The applicant is requesting to add additional uses to reduce current vacancies and provide additional housing options in the area.

6. Was there a mistake in the original classification?

The Cloisters property was developed in 1985 as a retirement community and was rezoned in 1994 to R-16 during the city-wide administrative rezoning process. However, the existing retirement community did not meet all of the newly-imposed R-16 standards. To alleviate some of the non-conformities, a Planned Development rezoning application was approved in 2003 to adjust some performance standards, memorialize the non-conforming uses, and set a parking standard for the development. The site was developed with 188 parking spaces and the PD set the parking standard for the development at 188 spaces. However, additional spaces were added and the site currently has 228 spaces. To help offset any potential impact associated with adding multi-family to the list of allowed uses, the applicant is requesting to add an adjacent parcel into the PD and develop it with 68 parking spaces.

7. Will the proposed rezoning have any effect upon the use or value of the affected area?

The proposed amendment will expand the allowed uses in the PD to reduce the vacancies within the development. This change is not anticipated to impact the use or value of the surrounding area since it will continue as a residential development.

8. Will the proposed rezoning have an impact upon public health, safety and welfare?

Aside from the addition of bicycle parking within the existing development, no other site improvements within the existing development. The additional parcel would be developed with 68 parking spaces to accommodate the anticipated increased parking demand associated with removing the age restriction. Existing utilities are in place to serve the property. The rezoning request is not anticipated to adversely impact health, safety or welfare.

C. CONCLUSION:

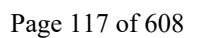
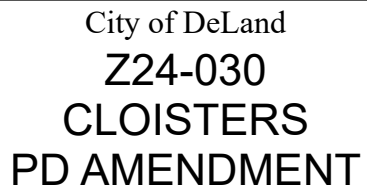
Because this is a developed site, no space exists to provide additional parking on-site, however, the property that has been acquired to provide 68 parking spaces will relieve a portion of the shortage. To meet the current requirement, the amount of parking that is provided would have to be doubled, but there is no land available in the vicinity of the development that would accommodate it and neither would it meet the requirement to be on the same parcel. In this situation, application of the city's parking standards cannot be accomplished within the current confines of the existing site.

The proposed amendment to expand the Planned Development boundary to include an adjacent parcel and modify the uses within the PD is consistent with the rezoning criteria as outlined above. The applicant has requested deviation from the off-site parking restriction as part of the PD amendment. Minor site work to add the additional bicycle parking and to develop the adjacent parcel for associated parking shall be processed through a site plan application.

D. STAFF RECOMMENDATION:

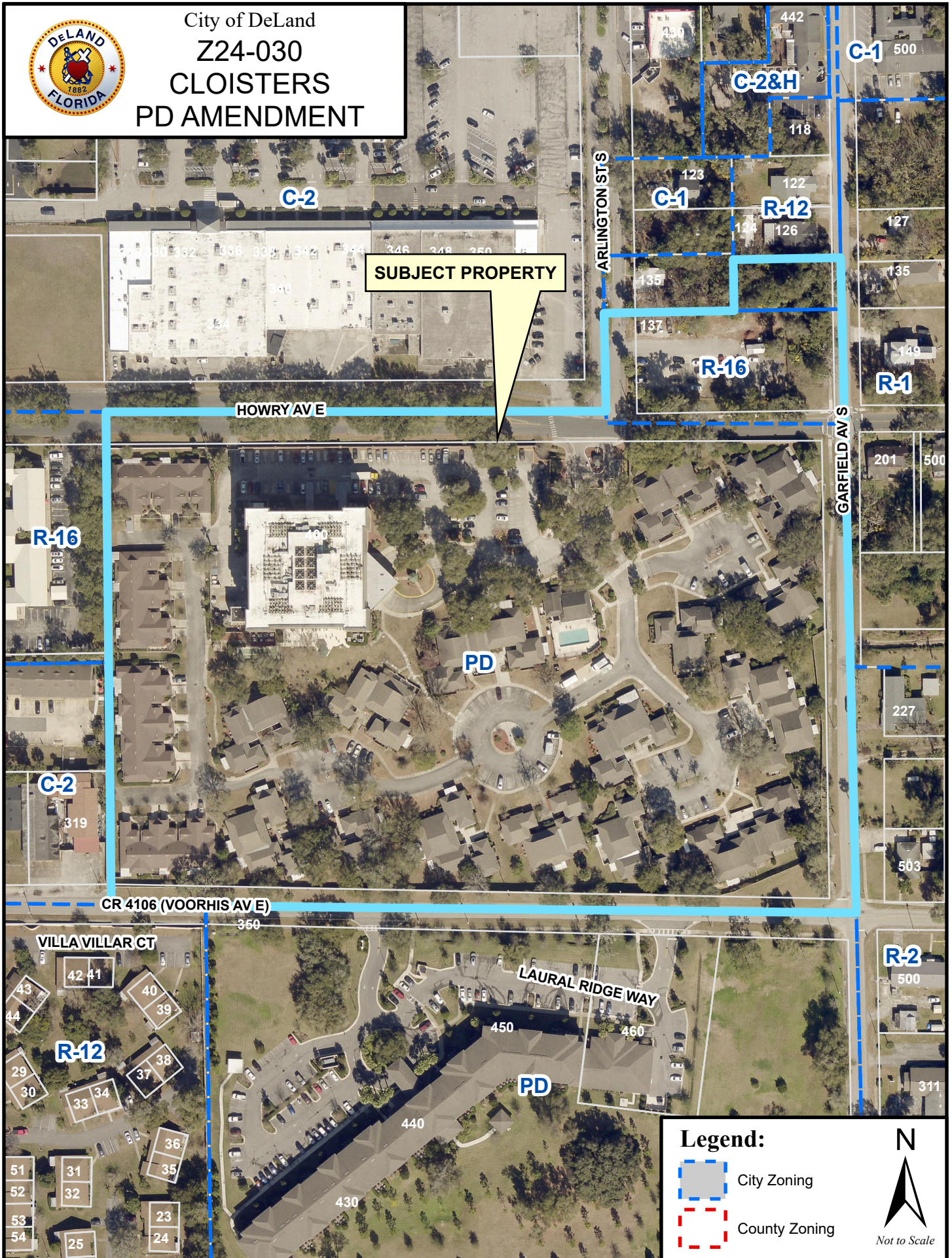
Staff recommends approval of the proposed Cloisters Planned Development Amendment subject to the following condition of approval:

1. Applicant shall provide the Volusia County School Concurrency Determination Letter prior to scheduling this item for first reading at City Commission.





City of DeLand
Z24-030
CLOISTERS
PD AMENDMENT



FIRST AMENDMENT TO CLOISTERS

PLANNED DEVELOPMENT AGREEMENT

This First Amendment to the Cloisters Planned Development Agreement (the “First Amendment”) is made this ____ day of _____, 2024 between the **CITY OF DELAND**, a Florida municipal corporation (hereafter, the “City”), whose mailing address is 120 S. Florida Avenue, DeLand, FL 32720, and **DeLand Land Holdings LLC**, a Florida limited liability company with a mailing address of 1775 Hancock St., Suite 200, San Diego, CA 92110 (hereafter, “DL Holdings”).

WHEREAS, the City and Cloisters RHF Housing, L.L.C. (previous owner) previously entered into that certain Planned Development Agreement (the “PD Agreement”) dated on or about August 13, 2003 and recorded in Official Records Book 5234, Page 92 of the Public Records of Volusia County, Florida in connection with the rezoning of + 13.178 acres known as the “Cloisters” PD; and

WHEREAS, DL Holdings (current owner) purchased the property associated with the PD Agreement from Cloisters RHF Housing, L.L.C. on August 22, 2022; and

WHEREAS, DL Holdings desires to modify the allowable uses on the site while incorporating parcel 701606000090 into the PD Agreement in order to develop additional parking to support the proposed allowable uses; and

WHEREAS, the application of DL Holdings to amend the Cloisters PD was duly and properly filed with the City on April ____, 2024 and the application was reviewed by the City’s Community Development Department and determined to be consistent with the City’s Comprehensive Plan; and

WHEREAS, Public Hearings on this First Amendment to the Cloisters PD Agreement were held by the Planning Board on Month XX, 2024 and the City Commission on _____ and _____ after due public notice was provided in accordance with the City’s Land Development Regulations Ordinance No. 2013-11, as amended.

NOW THEREFORE, the City and DL Holdings acknowledge and agree that the Cloisters PD is hereby amended to reflect the following changes, revisions and amendments to the Cloisters PD Agreement and amended Planned Development Plan:

1. Section D. of the Development Agreement for the Cloisters PD is amended as follows (changes shown in ~~strikethrough~~/underline format):

D. Land Uses Within the PD. The development of the parcel shall be consistent with the uses prescribed for each area within the proposed Cloisters PD. The location and size of said land use areas are shown on the Development Plan, Exhibit “B”. The following land uses shall be allowed as permitted principal uses and structures along with their customary accessory uses and structures:

Tract One – ~~Residential Living Facilities~~, Multiple-family dwellings as well as Nursing homes and adult congregate living including independent living and assisted living, with associated offices, kitchen, dining, skilled nursing facilities and other associated facilities.

Tract Two – Single story residential Multiple-family dwelling units and Nursing homes and adult congregate living including independent living and assisted living with associated pool and club house.

2. Section E. of the Development Agreement for the cloisters PD is amended as follows:

E. Development Standards.

Tract One – Mid-Rise Building

...

10. *Off-street parking requirements* ~~96 spaces~~ 162 spaces, 50 bike stalls

...

Tract Two – Single Story Villas

...

10. *Off-street parking requirements* ~~92 spaces~~ 134 spaces, 50 bike stalls

...

Tract Three – Residential/Visitor Parking Lot

1. Minimum lot area 1 acre
2. Minimum Lot width and /or depth Per attached Plan, Exhibit B
3. Minimum yard size (building) Per attached Plan, Exhibit B
 - a. Front yard: Per attached Plan, Exhibit B
 - b. Rear yard: Per attached Plan, Exhibit B
 - c. Side yard: Per attached Plan, Exhibit B
 - d. Waterfront yard: Per attached Plan, Exhibit B
4. Minimum Floor area: Per attached Plan, Exhibit B
5. Maximum lot coverage Per attached Plan, Exhibit B
6. Maximum building height Per attached Plan, Exhibit B
7. Landscape buffer requirements Per attached Plan, Exhibit B

- 8. Perimeter building setbacks Per attached Plan, Exhibit B
Minimum building separation Per attached Plan, Exhibit B
- 9. Off-street parking requirements 68 spaces
- 10. Signage requirements Per attached Plan, Exhibit B
- 11. Open Space and/or Common Per attached Plan, Exhibit B
Area requirements:

- 3. Exhibit B is amended to incorporate Attachment A herein as the amended Planned Development Plan for the Cloisters PD.

IN WITNESS WHEREOF, the City and DL Holdings have caused this First Amendment to the Cloisters Planned Development Agreement to be duly executed by their authorized representatives as of the last date entered below.

ATTEST:

City Commission of DeLand Florida

Michael Pleus
City Manager

Christopher M. Cloudman
Mayor

STATE OF FLORIDA

CITY OF DELAND

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____ (mo/yr), by Michael Pleus and Christopher M. Cloudman, as City Manager and Mayor, City of DeLand, respectively, on behalf of the City of DeLand, and who are personally known to me.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

Commission No.: _____

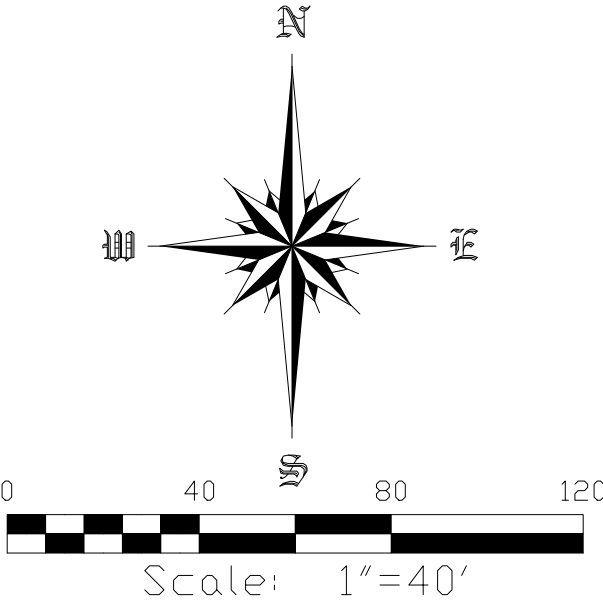
My Commission Expires: _____

LEGAL DESCRIPTION

+/- 13.178 ACRES

LOTS 1 & 2 CLOISTERS MB 50 PGS 80-81 INC PER OR 8301 PG 4405

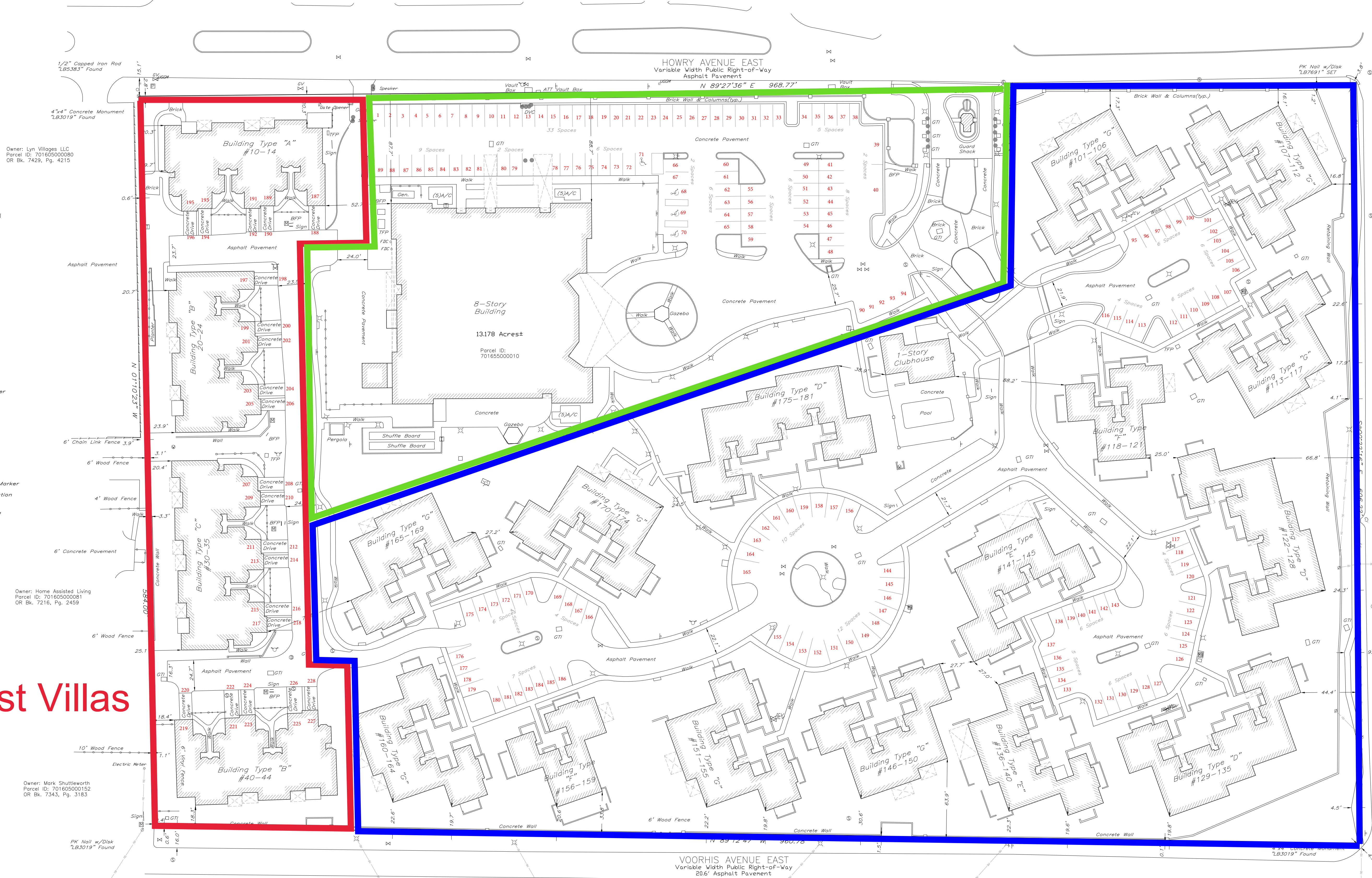
Main Building



- LEGEND**
- A/C Air Conditioning
 - WM Water Meter
 - MB Mailbox
 - UP Utility Pole
 - (D) Description
 - (P) Plat
 - GW Guy Wire
 - ER Electric Riser
 - TR Telephone Riser
 - LP Light Post
 - TR Telecommunications Riser
 - WV Water Valve
 - GV Gas Valve
 - FD Fire Hydrant
 - SI Sign
 - ICV Irrigation Control Valve
 - CI Curb Inlet
 - GTI Grate Top Inlet
 - SM Sanitary Sewer Manhole
 - SSM Storm Sewer Manhole
 - UGM Underground Gas Line Marker
 - FD Fire Department Connection
 - W Well
 - DCV Handicapped Parking Space
 - DCV Double Check Valve
 - BFP Backflow Preventer
 - TP Transformer Pad
 - B Ballast

West Villas

East Villas



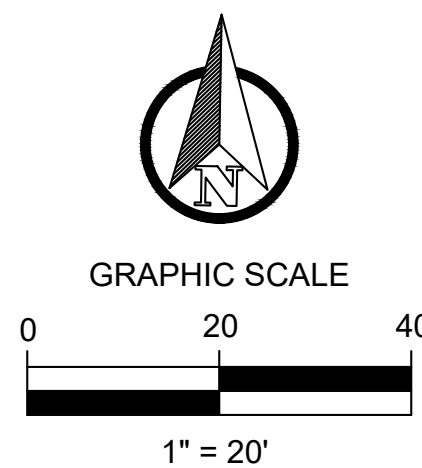
Owner: Lyn Villages LLC
Parcel ID: 701605000080
OR Bk. 7429, Pg. 4215

Owner: Home Assisted Living
Parcel ID: 701605000081
OR Bk. 7216, Pg. 2459

Owner: Mark Shuttleworth
Parcel ID: 701605000152
OR Bk. 7343, Pg. 3183

GARFIELD AVENUE SOUTH
Variable Width Public Right-of-Way
20.5' Asphalt Pavement

SURVEY COORDINATED BY:	REVISION HISTORY	
	DATE	COMMENTS
GRS CORPORATION	3-11-22	Comments
	9-24-22	Comments
	10-23-22	Comments
GRS PROJECT NO. / JOB NO. 22-56589.6		SCALE: 1" = 40'
DRAWN BY: JWV		APPROVED BY: LT



SCHEDULE B-II ITEMS

Items 1-3. Not matters of survey.

4. All matters shown on the plat recorded in Plat Book 50, Pages 80 and 81, of the Public Records of Volusia County, Florida (effects - not plotted - document contains no easements)

5. A) State Road Reservation and Oil and Mineral Reservation reserved unto the State of Florida by that certain Deed from the Trustees of the Internal Improvement Fund of the State of Florida, filed 07/22/1946, in Deed Book 346, Page 151, of the Public Records of Volusia County, Florida, (effects - not plotted - document contains no easements)

B) The right of entry in respect to any interest in phosphate, minerals, and metals or any interest in petroleum heretofore or hereafter reserved in favor of the Board of Trustees of the Internal Improvement Trust Fund has been released as to any parcel of property that is, or ever has been a contiguous tract of less than 20 acres in the aggregate under the same ownership, by virtue of F.S. 270.11, (document is ambiguous and it is unclear as to the extent that it affects subject site)

6. Easement granted to Florida Power Corporation, as more fully set forth in the document recorded in Official Records Book 2520, Page 1150, of the Public Records of Volusia County, Florida, (effects - not plotted - easement blanket in nature following utilities)

7. Easement for Cable Television and Communications Service recorded in Official Records Book 3885, Page 2580, of the Public Records of Volusia County, Florida, (effects - not plotted - easement blanket in nature)

8. Notice of Water and/or Wastewater Development Fee Credits recorded in Official Records Book 4302, Page 2137, of the Public Records of Volusia County, Florida, (effects - not plotted - document contains no easements)

9. Easement granted to the City of Deland, as more fully set forth in the document recorded in Official Records Book 4345, Page 1561, of the Public Records of Volusia County, Florida, (effects - not plotted - easement placement not described)

10. Easement granted to the City of Deland, as more fully set forth in the document recorded in Official Records Book 4398, Page 2680, of the Public Records of Volusia County, Florida, (effects - not plotted - easement placement not described)

11. Easement granted to Bell South Telecommunications, a Georgia corporation, as more fully set forth in the document recorded in Official Records Book 4441, Page 1742, of the Public Records of Volusia County, Florida, (effects - not plotted - easement placement follows utilities installed)

12. Easement and Memorandum of Agreement recorded in Official Records Book 6922, Page 242, of the Public Records of Volusia County, Florida, (not plotted - easement blanket in nature)

13. Memorandum of Agreement recorded 11/10/2020 in Official Records Book 7940, Page 2510, of the Public Records of Volusia County, Florida, (effects - not plotted - document contains no easement)

14. not a matter of survey

15. Ordinance No. 2003-30, recorded 08/25/2003 in Official Records Book 5146, Page 3259, of the Public Records of Volusia County, Florida, (effects - not plotted - document contains no easement)

RECORD DESCRIPTION

THE LAND REFERRED TO HEREIN IS DESCRIBED AS FOLLOWS:

Tract 1 and Tract 2, Cloisters, according to the map or plat thereof as recorded in Plat Book 50, Pages 80 and 81, of the Public Records of Volusia County, Florida.

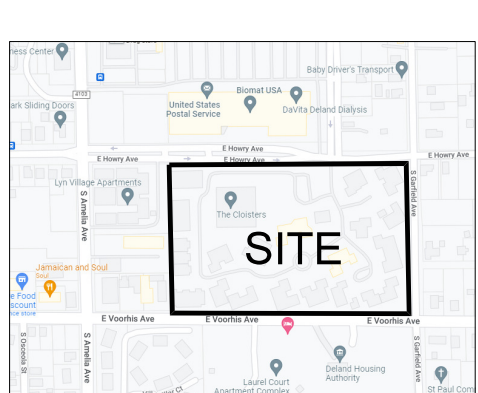
SHEET 1 OF 2

SITE PICTURE



VICINITY MAP

NOT TO SCALE



LAND AREA

574,029 SQUARE FEET±
13.178 ACRES±

PARKING SPACES

REGULAR= 176 HANDICAP= 4
TOTAL= 180

ZONING DATA

ZONING ITEM	REQUIRED	PARKING REQUIREMENTS
ZONING DISTRICT	PD - Planned Development, Core Gateway Corridor	1 space per 4 beds (min) =92 spaces required
PERMITTED USE		
MINIMUM LOT AREA (SQ.FT.)	1 acre	
MAX BUILDING COVERAGE	Not Specified	
MAX BUILDING HEIGHT	Not Specified	
BUILDING SETBACKS		CONTACT:
FRONT	Per Site Plan	Timothy Van Zant
SIDE	Per Site Plan	580-372-2507
STREET SIDE	Per Site Plan	tvanzant@grs-global.com
REAR	Per Site Plan	REPORT DATE: Final 3-2-22 Rev 1-17-22
		PROJECT SITE #: 22-56589.18

FLOOD NOTE

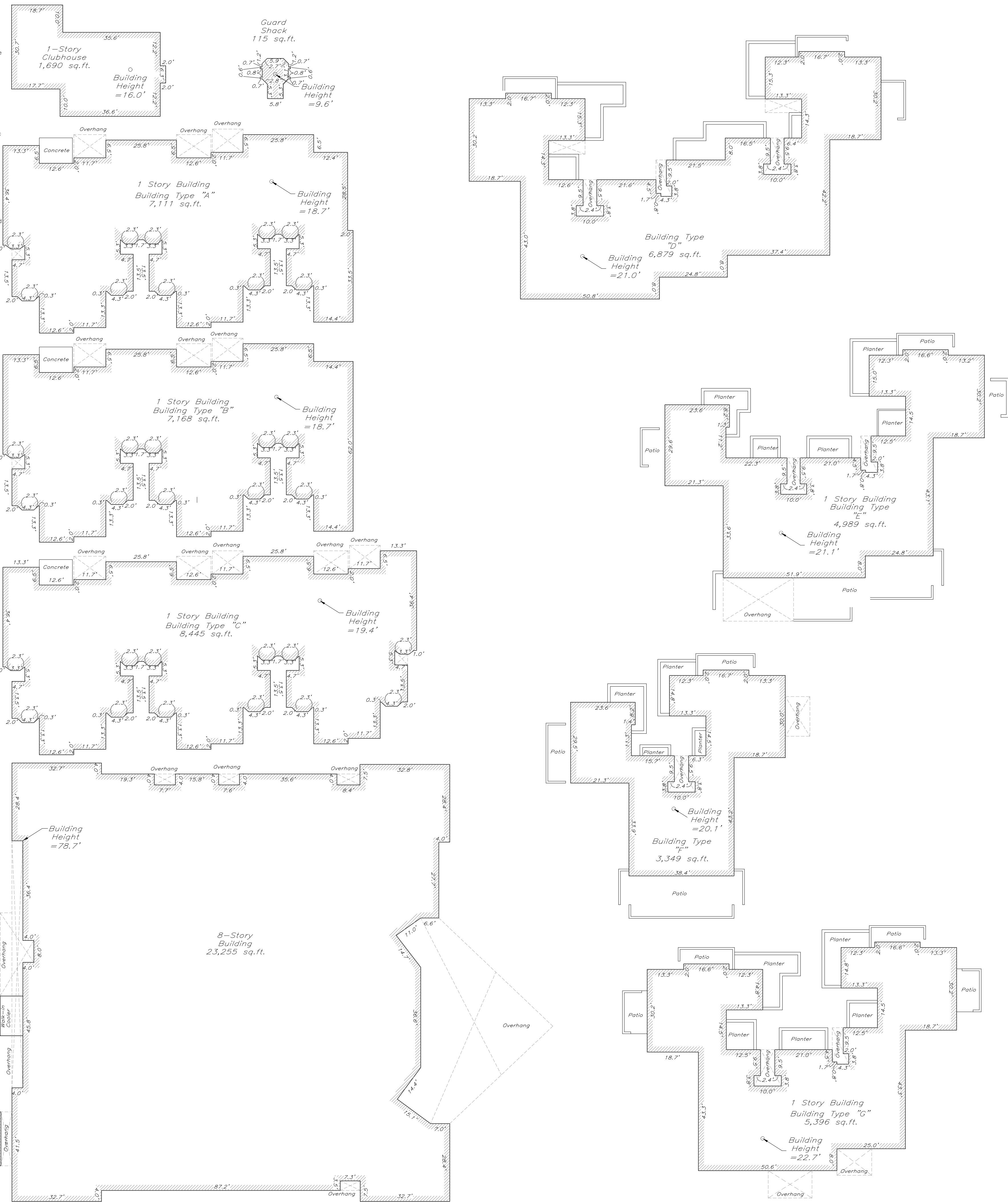
FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY. THIS PROPERTY IS LOCATED IN ZONE (X) ON FLOOD INSURANCE RATE MAP NUMBER (12127C0470H), WHICH BEARS AN EFFECTIVE DATE OF (02/19/2014) AND (IS NOT) IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THE ACCURACY OF THE MAPS AND/OR TO APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

SIGNIFICANT OBSERVATIONS

None

LEGEND

A/C	 Air Conditioning	GTI	 Grate Top Inlet
W	 Water Meter	S	 Sanitary Sewer Manhole
M	 Manhole	SSM	 Storm Sewer Manhole
U	 Utility Pole	UGM	 Underground Gas Line Marker
(D)	 Description	FC	 Fire Department Connection
(P)	 Plat	G	 Guy Wire
E	 Electric Riser	W	 Well
T	 Telephone Riser	HCP	 Handicapped Parking Space
L	 Light Post		
TR	 Telecommunications Riser		
WV	 Water Valve	DCV	 Double Check Valve
GV	 Gas Valve	BFP	 Backflow Preventer
FP	 Fire Hydrant	TFP	 Transformer Pad
S	 Sign	B	 Bolard
ICV	 Irrigation Control Valve		
CI	 Curb Inlet		



TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN STEWART TITLE GUARANTY COMPANY, COMMITMENT FILE NO.: 22000480018, WITH AN EFFECTIVE DATE OF DECEMBER 30, 2021. (Revision One.)

GENERAL SURVEY NOTES

- ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARKING, EASEMENTS, SERVITUDES, AND SIGNIFICANT OBSERVATIONS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
- THIS DRAWING MEETS OR EXCEEDS THE SURVEYING STANDARDS AND STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEYING REQUIREMENTS.
- ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/NSPS SPECIFICATIONS.
- AT THE TIME OF SURVEY, THERE IS NO RECORD OR OBSERVED EVIDENCE OF A CEMETERY, BURIAL GROUNDS OR LOCATION OF ISOLATED GRAVESITES.
- THE BASIS OF BEARING FOR THIS SURVEY THE SOUTH RIGHT-OF-WAY LINE OF HOWRY AVENUE EAST, HAVING AN ASSUMED BEARING OF N 89° 00' 00" W.
- THE TITLE LINES AND LINES OF ACTUAL POSSESSION ARE THE SAME.
- THE PARCELS CONTAINED IN THE RECORD DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAP, GORES OR OVERLAYS.
- THE SUBJECT PROPERTY HAS ACCESS TO AND FROM HOWRY AVENUE EAST.
- AT THE TIME OF THE FIELD WORK, THERE WAS NO OBSERVABLE EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE.
- AT THE TIME OF THE FIELD WORK, OWNERSHIP OF FENCING SHOWN HEREON IS UNKNOWN TO THIS SURVEYOR.
- IN REGARDS TO TABLE "A" ITEM 7(A), THE BUILDING AREA SHOWN HEREON IS FOR THE FOOTPRINT OF THE BUILDING ONLY AT GROUND LEVEL.
- IN REGARDS TO TABLE "A" ITEM 10, AT THE TIME OF THIS SURVEY THERE WERE NO PARTY WALLS DESIGNATED BY THE CLIENT TO REFERENCE HEREON.
- IN REGARDS TO TABLE "A" ITEM 14, THE NEAREST INTERSECTION OF STREET IS THAT OF HOWRY AVENUE EAST AND SOUTH GARFIELD AVENUE, BEING 0 FEET NORTHEAST OF SUBJECT PROPERTY.
- IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, NO APPARENT CHANGES IN STREET RIGHT OF WAY LINES EXCEPT AS SHOWN OR DESCRIBED HEREON. THERE NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

ALTA/NSPS LAND TITLE SURVEY

THE CLOISTER

400 EAST HOWARY

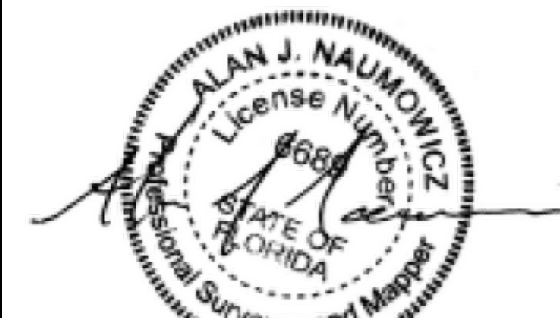
VOLUSIA COUNTY

DELAND, FLORIDA, 32774

SURVEYOR'S CERTIFICATE

TO: Deland Land Holdings LLC, a Florida limited liability company; U.S. Bank National Association, a national banking association, its successors and/or assigns; Stewart Title Guaranty Company, GRS Group, an NVS Company

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 6b, 7a, 7b, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 2-8-22. DATE OF PLAT OR MAP: 8-24-22



ALAN J. NAUMOWICZ
PROFESSIONAL LAND SURVEYOR NO.: 6689
STATE OF FLORIDA

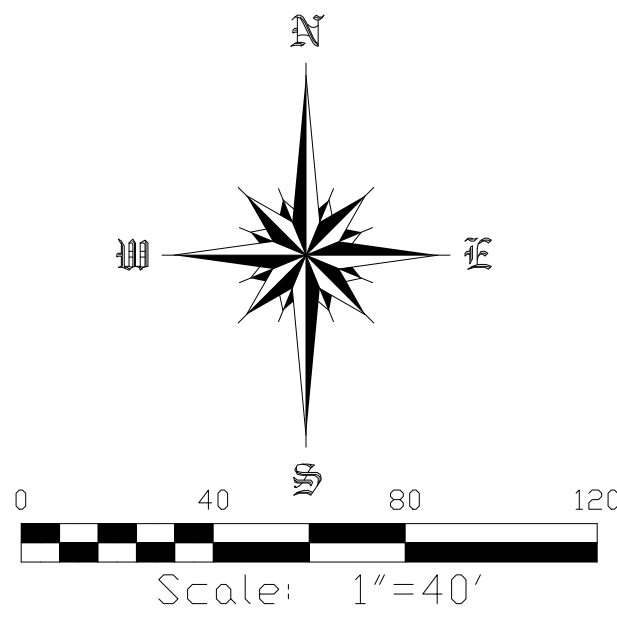
8-24-22
DATE

SURVEYED BY:
AJN SURVEYING, LLC
530 HILLSIDE DRIVE
AUBURNDALE, FLORIDA 33823
813-352-9453
ALAN@AJNSURVEYING.COM

DATED 2022 - USE OF THIS DOCUMENT'S FORMAT IS PROHIBITED AND CONTINGENT UPON THE WRITTEN CONSENT & PERMISSION BY GRS GROUP, LLC.

SURVEY COORDINATED BY:

GRS GROUP



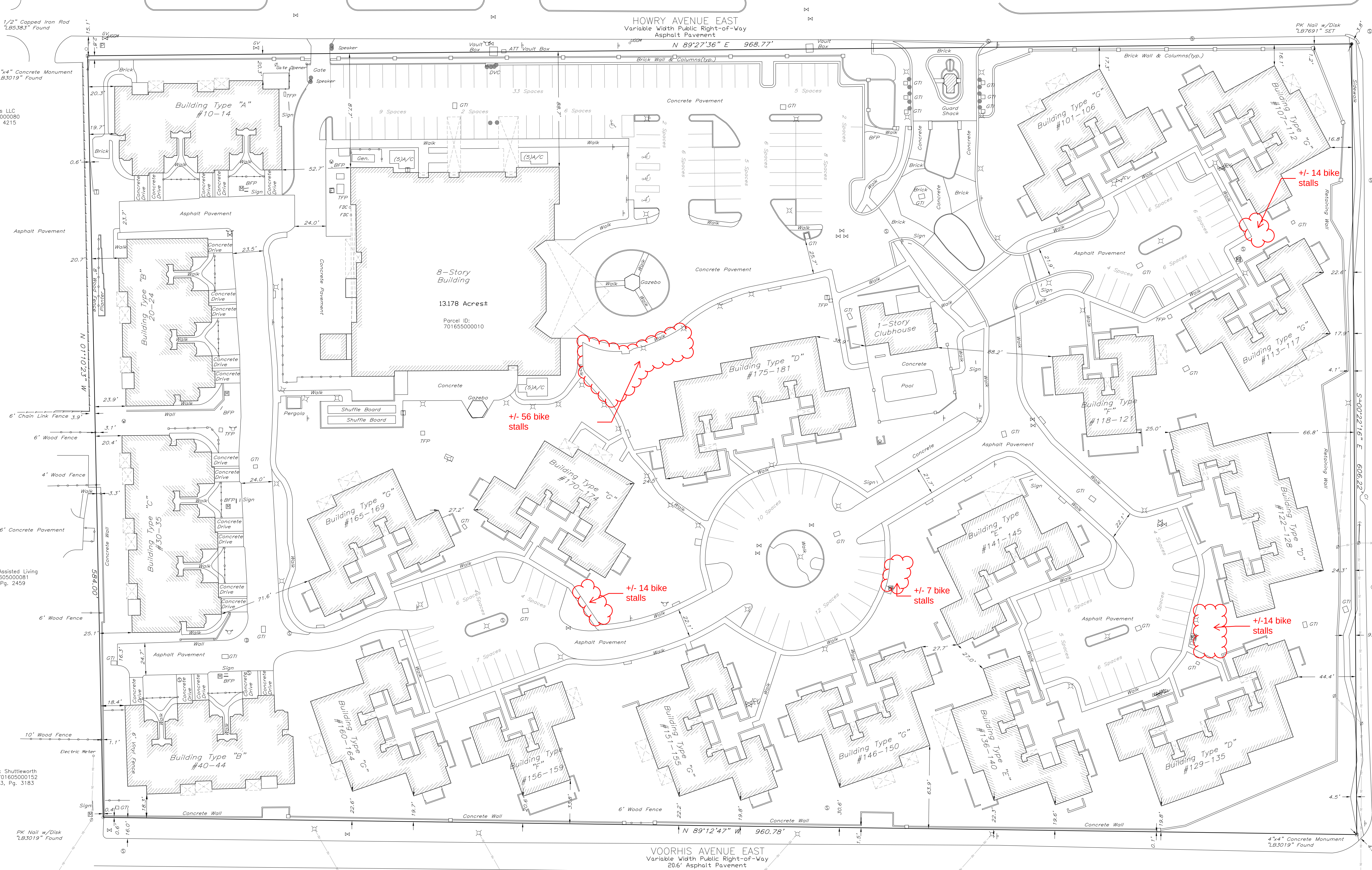
LEGEND

- A/C Air Conditioning
- WM Water Meter
- MB Mailbox
- UP Utility Pole
- (D) Description
- (P) Plat
- GW Guy Wire
- ER Electric Riser
- TR Telephone Riser
- LP Light Post
- TR Telecommunications Riser
- WV Water Valve
- GV Gas Valve
- FD Fire Hydrant
- Sign Sign
- ICV Irrigation Control Valve
- CI Curb Inlet
- GTI Grate Top Inlet
- SM Sanitary Sewer Manhole
- SSM Storm Sewer Manhole
- UGM Underground Gas Line Marker
- FD Fire Department Connection
- Well Well
- Handicapped Parking Space
- DCV Double Check Valve
- BFP Backflow Preventer
- TPP Transformer Pad
- Ballard

Owner: Lyn Villages LLC
Parcel ID: 701605000080
OR Bk. 7429, Pg. 4215

Owner: Home Assisted Living
Parcel ID: 701605000081
OR Bk. 7216, Pg. 2459

Owner: Mark Shuttleworth
Parcel ID: 701605000152
OR Bk. 7343, Pg. 3183



GARFIELD AVENUE SOUTH
Variable Width Public Right-of-Way
20.5' Asphalt Pavement

SURVEY COORDINATED BY:		GRS GROUP		SPECTRUM CENTER DRIVE, SUITE 145, IRVINE, CALIFORNIA 92618 FIELDS@NETWORKGRS-GLOBAL.COM PHONE: 330-779-1167	
REVISION HISTORY		DATE			
Comments		3-11-22			
Comments		8-24-22			
Comments		10-23-22			
GRS PROJECT NO. / JOB NO. 22-56589.6		SCALE: 1" = 40'			
DRAWN BY: JWV					
APPROVED BY: LT					

GRS
GROUP

SURVEY COORDINATED BY:

300 SPECTRUM CENTER DRIVE, SUITE 145, IRVINE, CALIFORNIA 92618 | PHONE: 330-779-1167

	Units	Parking Stalls	Bicycle Parking	Parking Ratio*
Main Building				
Studio	36	18	18	0.75
1br	79	70	24	1.04
2br	55	74	8	1.42
MB Total	170	162	50	1.10
West Villas**				
2br	21	42	0	2
East Villas				
Studio	4	2	2	0.75
1br	18	18	12	1.33
2br	59	72	36	1.53
EV Total	81	92	50	1.44
Property Total	272	296	100	1.27

*Inclusive of Bicycle Parking

**West Villas parking consists of tandem parking of 1 garage space and 1 driveway space for each unit.

Building Type Unit Breakdown

Building Type A (Qty: 1)		
2br	5	
Building Type B (Qty: 2)		
2br	5	
Building Type C (Qty: 1)		
2br	6	
Building Type D (Qty: 3)		
1br	2	
2br	5	
Building Type E (Qty: 2)		
Studio	1	
2br	4	
Building Type F (Qty: 2)		
Studio	1	
1br	2	
2br	1	
Building Type G Layout 1 (Qty: 2)		
1br	4	
2br	2	
Building Type G Layout 2 (Qty: 6)		
2br	5	

**PLANNING DEPARTMENT STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD**

June 12, 2024

A. APPLICATION NO.: SSB24-062, 335 N. McDonald Ave.
Applicant: Bill Merckel, Merckel Development, LLC
Request: Subdivision sketch plan review for 5 lots
Applicable Ordinance: Article 13, Sec. 33-146.02 Subdivision sketch plans

B. SITE FACTORS

Location: 335 N. McDonald Ave (701015000050, 701015000040, 701015000070)
Parcel Size: 1.56-acres
Land Use: Low Density Residential
Zoning: R-1B (Single-family)



	SURROUNDING USE:	SURROUNDING ZONING:
North:	Low Density Residential	R-1B (Single-family)
South:	Low Density Residential	R-1A (Single-family)
East:	Low Density Residential	R-1A (Single-family)
West:	Medium Density Residential	R-12 (Single-family)

C. ANALYSIS: The request is for review and comment of a Sketch Plan for an three (3) undeveloped parcels, totaling 1.56 acres, zoned R-1B. The parcels are surrounded by developed single-family lots and are located adjacent to a senior housing development to the west. The parcels contain vegetation including one historic tree; no wetlands or other bodies of water located the site.

The sketch plan for this project consists of 3 parcels totaling 1.56 acres, which will be reconfigured into 5 single-family lots. The Land Development Regulations establish a minimum lot size of 7,500 square Feet, a minimum width of 75 feet, a maximum of 45% impervious surface area, and a maximum density of 5.81 units per acre.

The proposed subdivision meets the minimum requirements for the zoning R-1B zoning with a density of 3.205 dwelling units per acre, lot widths ranging from 77 feet to 104 feet and minimum lot sizes ranging from 10,934 square feet to 14,768 square feet

The purpose of the sketch plan is to allow the Planning Board an opportunity to provide initial comments to the applicant prior to the submittal of a preliminary plat and civil construction documents. No official action is needed by the board for this application.

Descriptions of the existing city's land use and zoning designations are as follows:

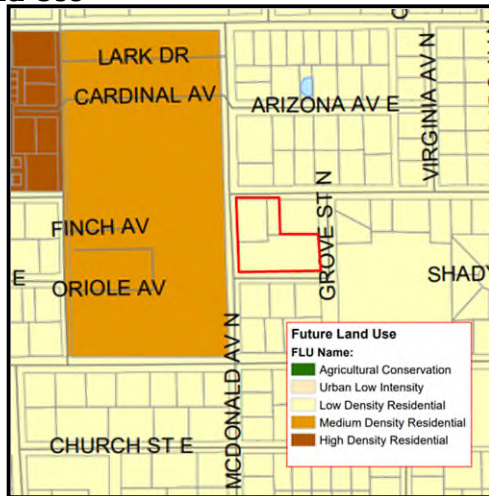
LAND USE – Low Density Residential

Low Density residential land use is typified by detached single-family dwelling units and both agricultural and conservation land uses. A maximum density of 5.8 dwelling units per gross acre shall be permitted.

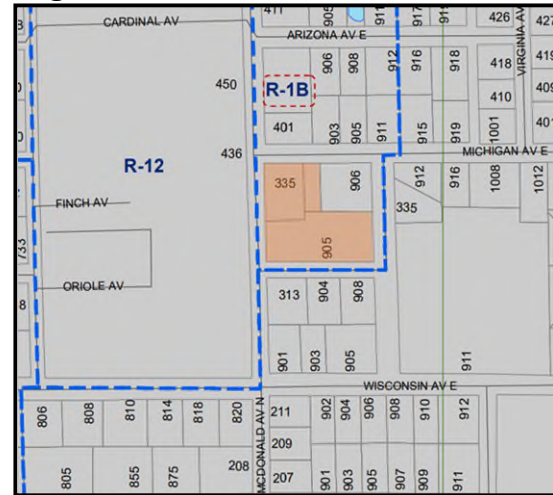
ZONING – R-1B (Single-family)

Statement of intent. The purpose and intent of the R-1B Single-Family Residential District is to provide affordable, low density residential neighborhoods in an urban setting with less stringent development standards and minimum floor area requirements than the R-1A district.

Land Use



Zoning



The applicant has provided a proposed sketch plan for 5 lots, as attached to the staff report. The proposal was reviewed by the Technical Review Committee (TRC) on May 16, 2024 and the committee recommended that the application be forwarded to the Planning Board for further review and comment. The comments from the TRC meeting are provided here:

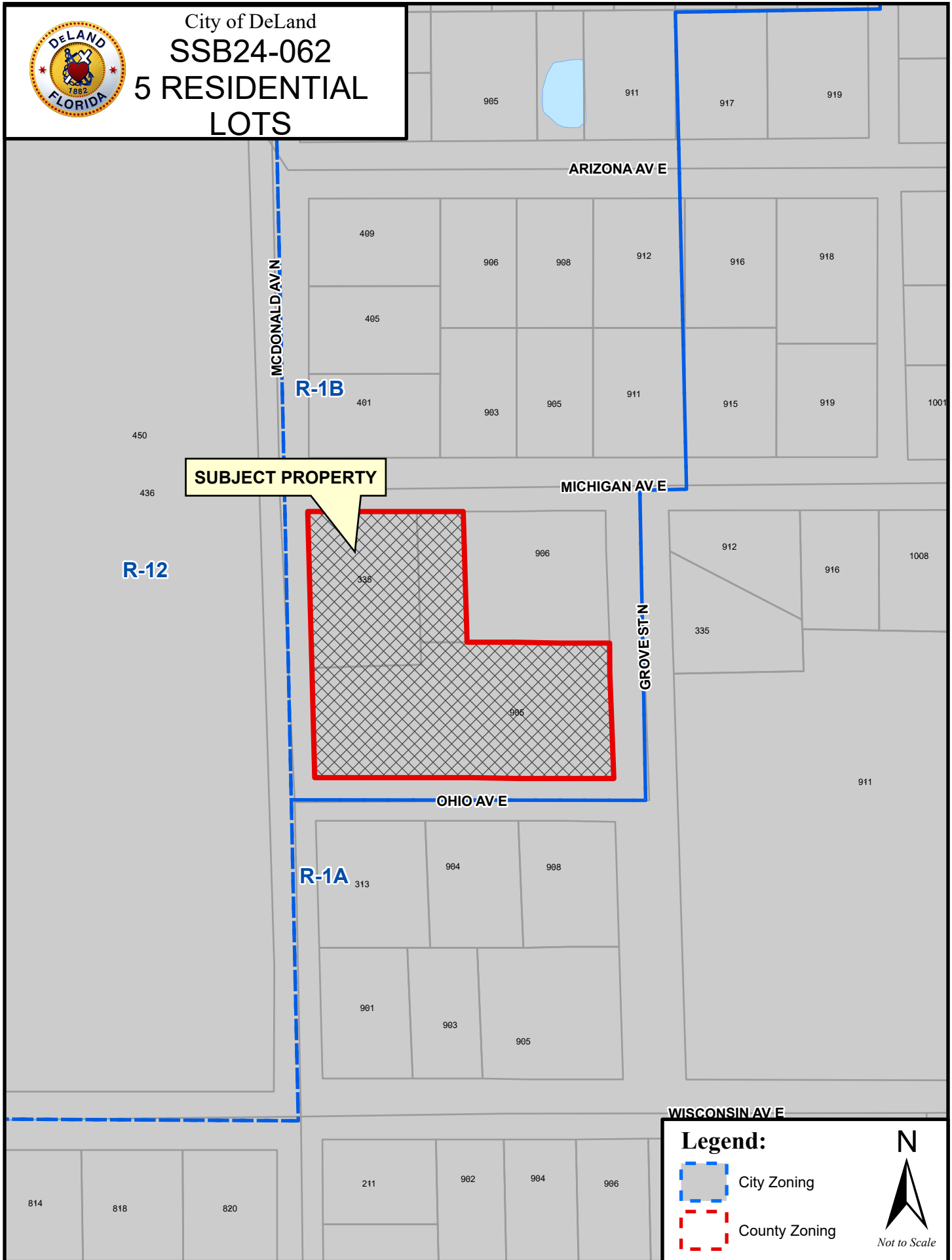
PLANNING - Verify how the lots will be developed timing wise. (i.e. Will they be developed as individual lots and then sold?) **RESPONSE: The lots will be developed as individual lots one or two at a time. These will be sold as single-family residential houses.**

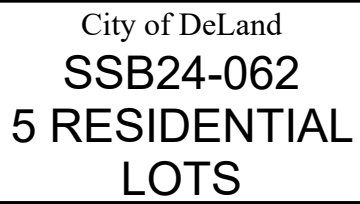
FORESTRY - There is a historic tree that was identified during a site visit by our Arborist Inspector. It is a 30" DBH Live Oak that looks like it will end up on lot #4. This tree will need to be taken into consideration when creating the site plan. **RESPONSE: Yes, we will take the Live Oak into account when doing the site plan.**

UTILITIES - Show how lots will be served with water and sewer, when replat is allowed. **RESPONSE: Owner, builder and Jim (Ailes) will meet on site to determine best possible location for services.**



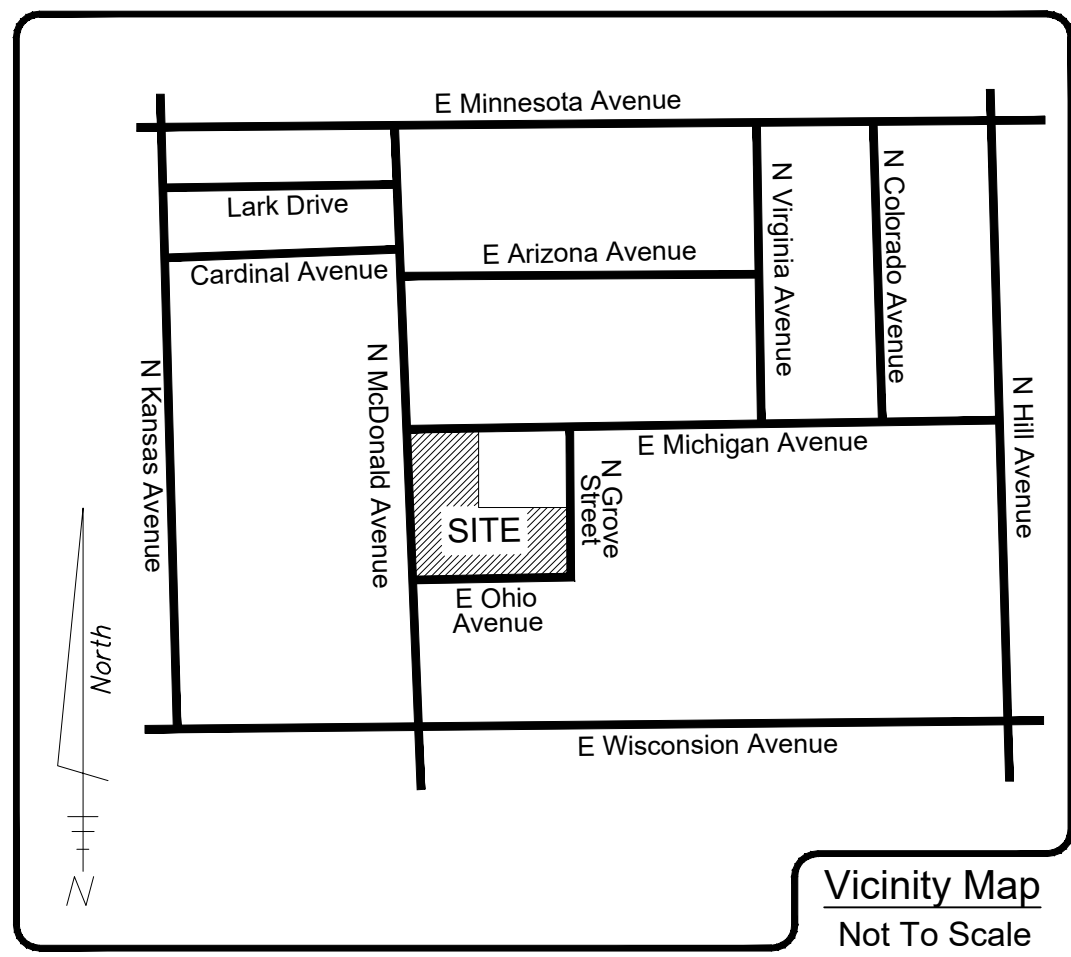
City of DeLand
SSB24-062
5 RESIDENTIAL
LOTS





County Zoning





LEGAL DESCRIPTION:

A REPLAT OF LOTS 4 - 12, ROSEDALE, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 9, PAGE 164, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING A PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 17 SOUTH, RANGE 30 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 10, TOWNSHIP 17 SOUTH, RANGE 30 EAST, SAID CORNER BEING A FOUND RAILROAD SPIKE WITH NO IDENTIFICATION, THENCE ALONG THE NORTH LINE OF THE SOUTHWEST 1/4 RUN NORTH 89°42'14" EAST, A DISTANCE OF 1329.33 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10; THENCE DEPARTING THE AFORESAID NORTH LINE RUN SOUTH 01°26'10" EAST ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10, A DISTANCE OF 696.76 FEET; THENCE DEPARTING THE AFORESAID WEST LINE RUN NORTH 89°47'40" EAST, A DISTANCE OF 22.98 TO THE POINT OF INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF MCDONALD AVENUE AND THE SOUTH RIGHT-OF-WAY LINE OF MICHIGAN AVENUE, SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE OF MICHIGAN AVENUE RUN NORTH 89°47'40" EAST, A DISTANCE OF 164.00 FEET TO THE NORTHWEST CORNER OF LOT 3, ROSEDALE; THENCE DEPARTING SAID SOUTH RIGHT-OF-WAY LINE RUN SOUTH 01°27'35" EAST ALONG THE WEST LINE OF THE AFORESAID LOT 3, A DISTANCE OF 142.00 FEET TO THE SOUTHWEST CORNER OF LOT 3; THENCE DEPARTING THE AFORESAID WEST LINE OF LOT 3 RUN NORTH 89°47'39" EAST, A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF LOT 1, ROSEDALE; THENCE RUN SOUTH 01°27'35" EAST ALONG THE EAST LINE OF LOT 12, ROSEDALE, A DISTANCE OF 142.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF OHIO AVENUE; THENCE DEPARTING THE AFORESAID EAST LINE OF LOT 12 RUN SOUTH 89°47'39" WEST ALONG THE AFORESAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 314.00 FEET TO THE POINT OF INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF OHIO AVENUE AND THE AFOREDESCRIBED EAST RIGHT-OF-WAY LINE OF MCDONALD AVENUE; THENCE DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE RUN NORTH 01°27'35" WEST ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 284.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 67,854.47 SQ FT ± OR 1.56 ACRES ±.

PLAT NOTES:

- ALL LOT CORNERS SHOWN HEREON ARE TO BE SET IN ACCORDANCE WITH CHAPTER 177.091(9) FLORIDA STATUTES.
- BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH LINE OF SECTION 10, TOWNSHIP 17 SOUTH, RANGE 30 EAST, MORE PARTICULARLY DESCRIBED AS BEING THE LINE BETWEEN CCR #76803 AND CCR# 76801, BEING NORTH 89°37'30" EAST, AS FIELD VERIFIED BY THE FOUND REFERENCE MONUMENTATION, PER THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83.
- PER CHAPTER 177.091(28) FLORIDA STATUTES: ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES, PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE, AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
- THE LANDS CREATED BY THIS PLAT ARE TO BE ZONED R-1B (SINGLE - FAMILY)

Ireland & Associates Surveying, Inc.
Certificate of Authorization LB #7623
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Phone : 407-678-3366 Fax : 407-320-8165

NOTICE:
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

McDONALD REPLAT

BEING A REPLAT OF LOTS 4 - 12, ROSEDALE, ACCORDING TO THE PLAT OR MAP THEREOF, AS RECORDED IN PLAT BOOK 9, PAGE 164
LYING IN
SECTION 10, TOWNSHIP 17 SOUTH, RANGE 30 EAST, CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

McDONALD REPLAT
DEDICATION

KNOW ALL BY THESE PRESENTS, That MERCKEL DEVELOPMENT, LLC, a Florida Limited Liability Company, being the owner in fee simple of the lands described in the foregoing caption to this plat, hereby dedicates said lands and plat for the uses and purposes therein expressed and nothing to the public:

IN WITNESS WHEREOF, the undersigned have caused these presents to be executed and acknowledged by its undersigned Officer thereunto duly authorized on this ____ day of ____ of 2024.

By: _____
Printed Name Signature
_____, of _____
(Title)

Witnesses:
By: _____
Printed Name Signature
By: _____
Printed Name Signature

STATE OF FLORIDA, COUNTY OF _____

THIS IS TO CERTIFY,
The foregoing instrument was acknowledged before me, by Means of:

☐ Physical Presence ☐ Online Notorization

This ____ day of _____, 2024 by _____
as _____ of the lands dedicated herein, he/she is
☐ Personally Known to me or ☐ has produced _____
as Identification.

Witness my hand and official seal in the County and State last aforesaid this ____ day of _____, 2024.

Signature _____ Print Name _____

Commission No. _____
My Commission Expires: _____ Notary Seal

CERTIFICATE OF COUNTY CLERK

I HEREBY CERTIFY, That I have examined the foregoing plat and find that it complies in form with all the requirements of Chapter 177, Florida Statutes, and was filed for record on _____, 2024 at _____

By: _____
Clerk of the Circuit Court in and _____ File Number
for Volusia County, Florida

CERTIFICATE OF APPROVAL BY THE CITY COMMISSION

The DeLand City Commission does hereby approve the final plat of:

By: _____
Mayor, City of DeLand _____ Date

CERTIFICATE OF REVIEW BY CITY SURVEYOR

THIS IS TO CERTIFY, That on _____, _____, 2024
this Plat Was Approved.

By: _____
City Surveyor

QUALIFICATION STATEMENT OF SURVEYOR AND MAPPER

KNOW ALL BY THESE PRESENTS, That I the undersigned, being a Licensed Surveyor and Mapper, do hereby certify that on _____ completed the survey of the lands as shown in the foregoing plat or plan: that said plat is a true and correct representation of the lands surveyed and platted and was prepared under my direction and supervision; and that this plat complies with all the survey requirements of Chapter 177, Florida Statutes; and that said land is located in Orange County, Florida.

Dated: ____ / ____ / 2024 Signed: _____
PSM 6637 Patrick K. Ireland
Surveyor's Registration Number Ireland & Associates Surveying
L.B. 7623 800 Currency Circle Suite 1020
Legal Entity's Certificate of Lake Mary, Florida 32746
Authorization Number
IS-123491_PLAT

McDONALD REPLAT

BEING A REPLAT OF LOTS 4 - 12, ROSEDALE, ACCORDING TO THE PLAT OR MAP THEREOF, AS RECORDED IN PLAT BOOK 9, PAGE 164

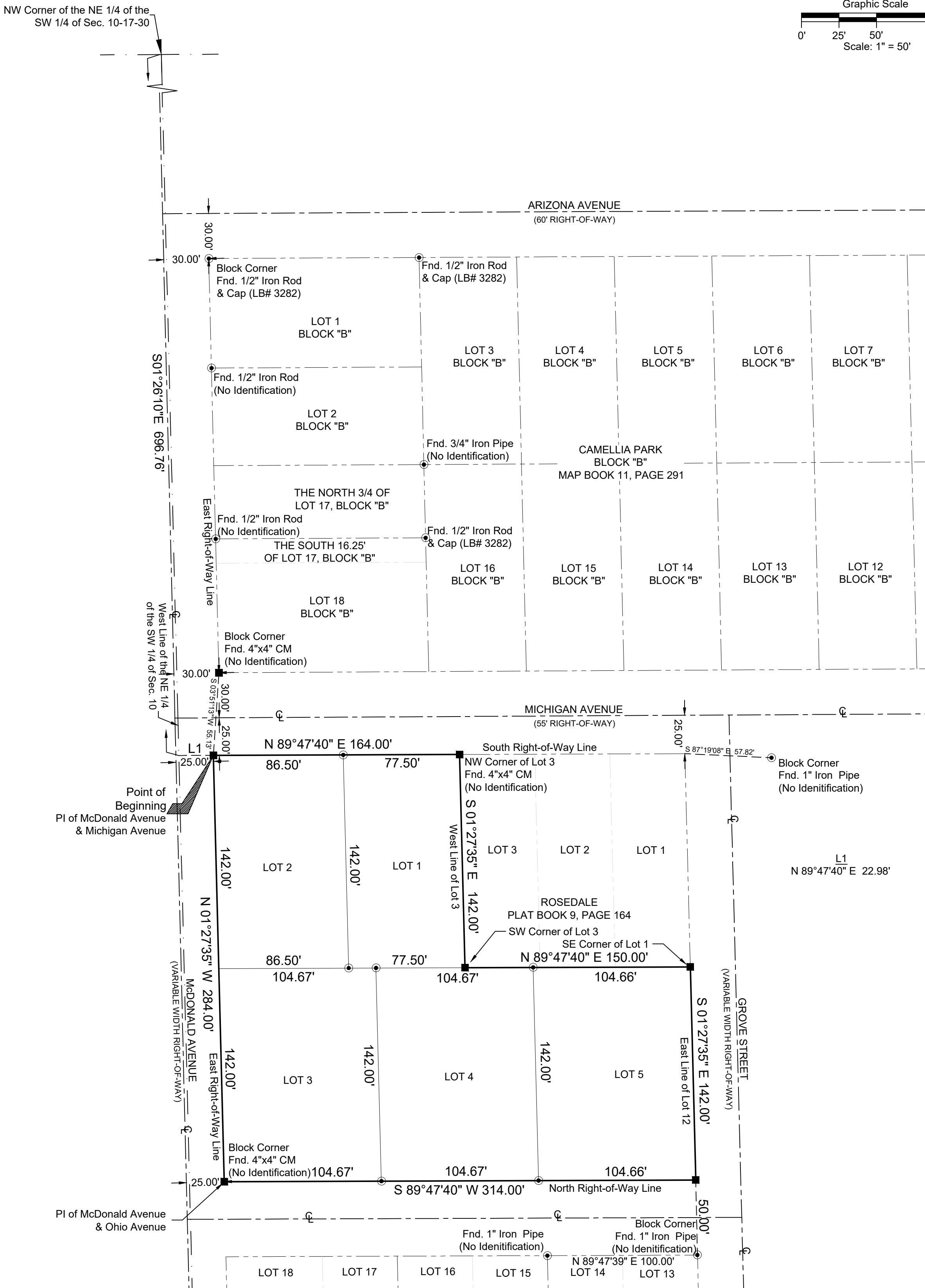
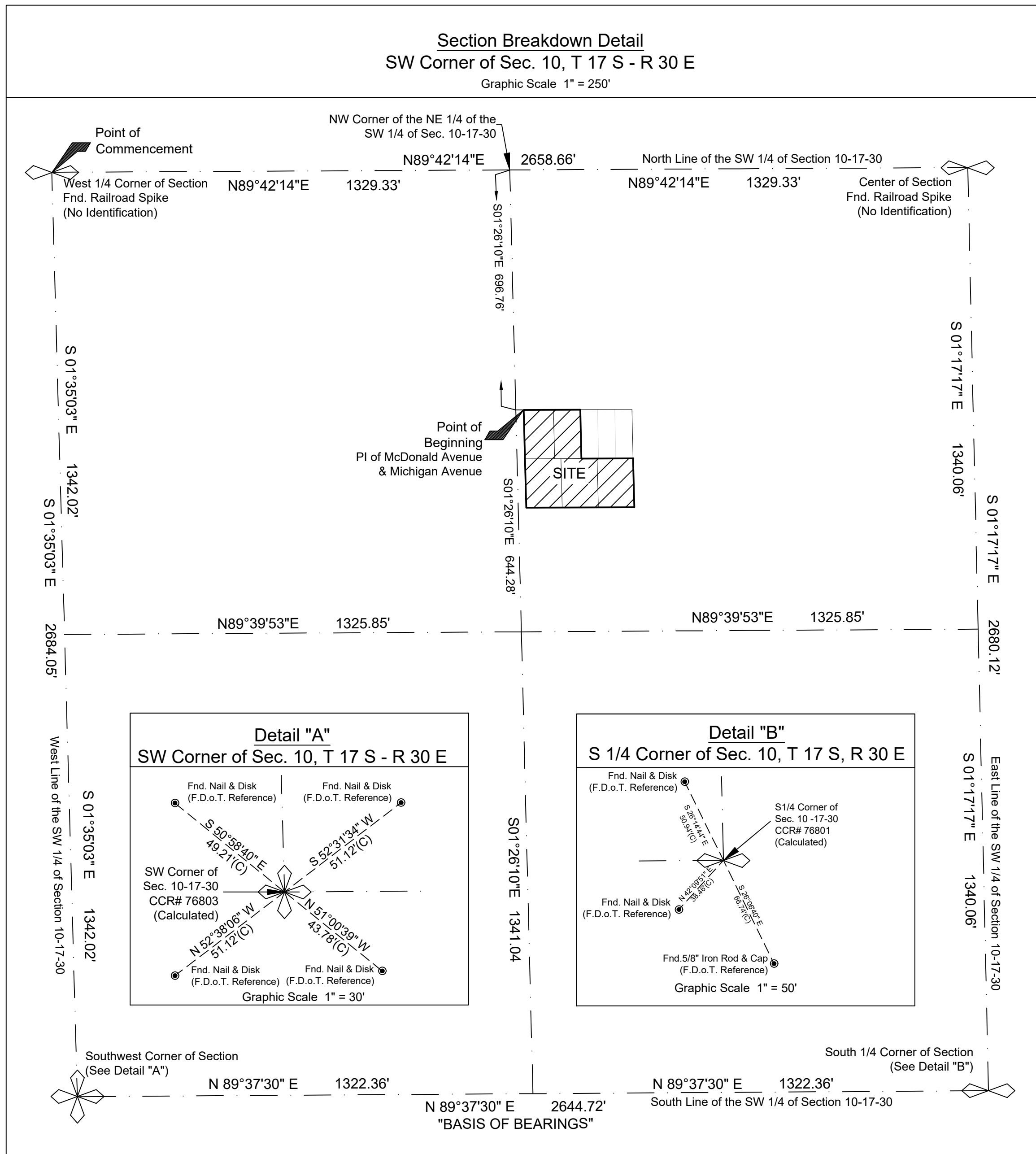
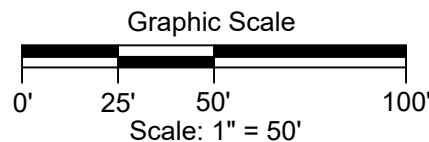
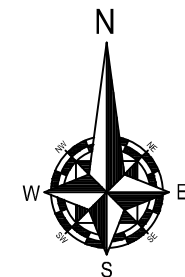
LYING IN

SECTION 10, TOWNSHIP 17 SOUTH, RANGE 30 EAST, CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

SHEET 2 OF 2

PLAT BOOK:

PAGE:



-Legend-

- | | |
|-------------------------------------|--|
| SEC. - Section | - Section Corner |
| FND. - Found | - Quarter Section Corner |
| Sq Ft - Square Foot | - Set Iron Rod & Cap LB# 7623 (Unless Otherwise Noted) |
| N.R. - Non-Radial | - Set 4" x 4" Concrete Monument w/ Disk Stamped P.R.M. (LB# 7623) (Unless Otherwise Noted) |
| P.C. - Point of Curvature | - Set Nail and Disk w/ Disk Stamped P.C.P. (LB# 7623) (Unless Otherwise Noted) |
| P.T. - Point of Tangency | - Centerline |
| P.I. - Point of Intersection | - Chord Bearing |
| P.C. - Point of Curvature | - Chord Distance |
| P.T. - Point of Tangency | - Certified Corner Record |
| P.C.P. - Permanent Control Point | - Concrete Monument |
| P.R.C. - Point of Reverse Curvature | - Permanent Reference Monument |
| P.O.C. - Point on a Curve | - Utility Easement |
| O.R.B. - Official Record Book | - Drainage Easement |
| R/W - Right-of-Way | - Not to Scale |
| R.P. - Radius Point | - Licensed Business Number |
| L - Length | - Professional Surveyor & Mapper |
| R - Radius | - North American Datum |
| Δ - Delta | - Non-Radial |

Ireland & Associates Surveying, Inc.

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800 Currency Circle Suite 1020
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**PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD**

June 12, 2024

APPLICATION: AN24-111

1. **Requested Action:** Annexation of 0.987 acres of property into the City limits of DeLand
2. **Location:** Cassadaga Rd., west of I-4
3. **Petitioner:** Mark Watts, CobbCole
4. **Owner:** Longleaf Four, LLC
5. **Size of parcel(s):** ± 0.987 acres
6. **Parcel ID:** 810600000072
7. **Land Use Designation & Zoning of Subject Property:**

Future Land Use: Volusia County: Urban Low Intensity (ULI)

Existing Zoning: Volusia County: R-4

Existing Use: Wooded/Undeveloped

8. **Surrounding Land Use & Zoning:**

	LAND USE	ZONING
North:	VC: URBAN LOW INTENSITY	VC: R-4
South:	COMMERCE	TECH PARK PD
East:	COMMERCE	TECH PARK PD
West:	COMMERCE	TECH PARK PD

9. **Physical Characteristics:** The subject property is ± 0.987 acres in size and is wooded and undeveloped. It does not appear to contain any wetlands and does not lie within the 100-year flood zone.

The subject property is located in unincorporated Volusia County and is currently zoned VC: R-4 (Volusia County Urban Single Family), with a future land use designation of VC: ULI (Volusia County Urban Low Intensity). It is owned by Longleaf Four, LLC, and the property is currently vacant. The applicant intends on combining the subject property's 0.987 acres with the with existing 143.24 acres of property within the Tech Park Planned Development to the south. This application is accompanied by a request for a future land use amendment (SMLU24-112) and a request for a rezone (Z24-081). If the requests are approved, any future site improvements will require review and approval of a separate development application.

10. Public Services & Utilities: The City's Utilities Department determined the closest City water main is an 8" main on Cassadaga Rd. and the closest city sewer main is also located on Cassadaga Rd., with a 6" force main.

11. Growth Management Plan Consistency:

North of the property is mostly rural, with residential homes and located in unincorporated Volusia County. To the south, east and west will be commercial and industrial uses as part of the DeLand Tech Park Planned Development.

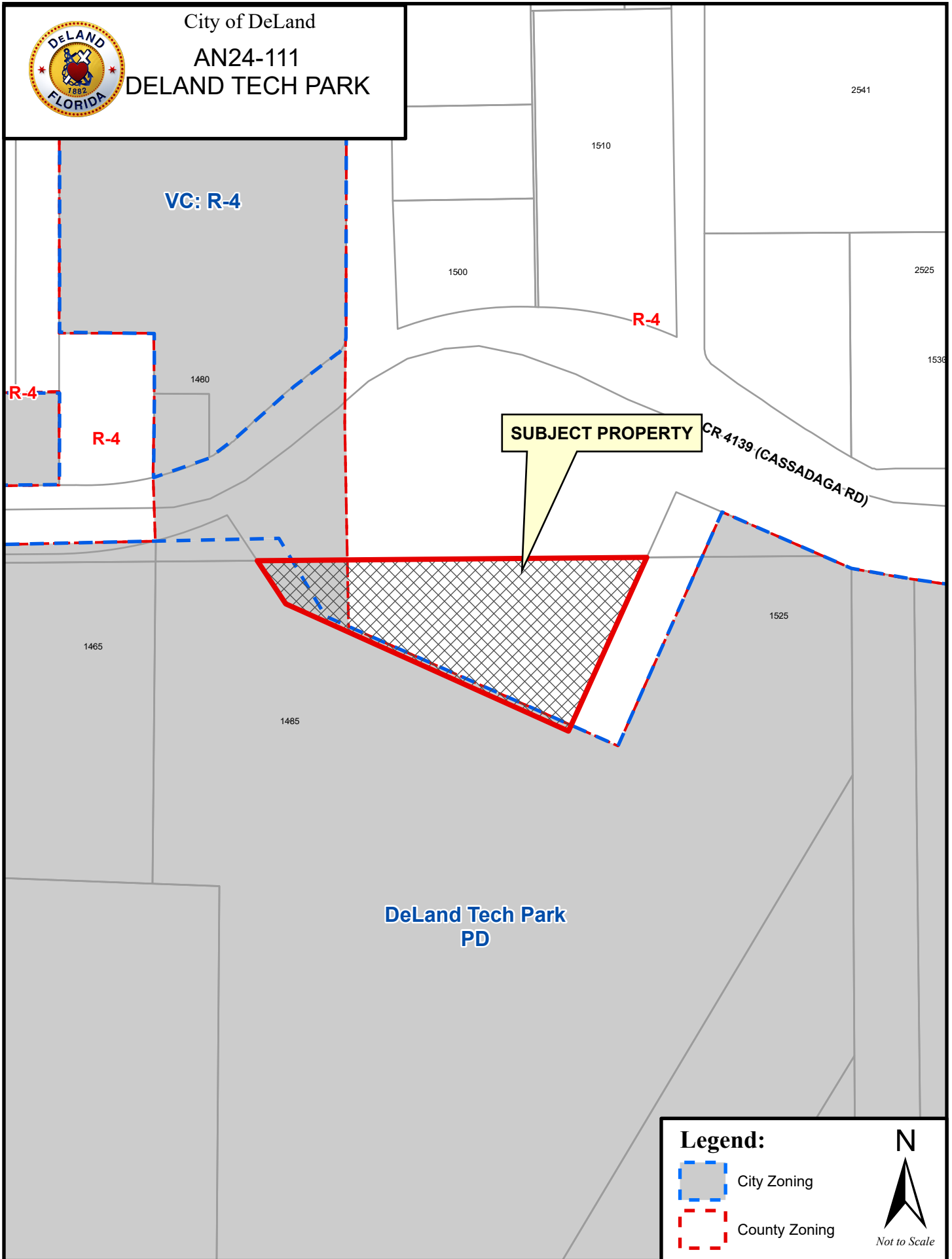
12. Analysis: The City's guidelines for annexation require a property be sufficiently contiguous to property already within the city limits and to be accessible to public services provided. In addition, the State requires the property be reasonably compact, not circuitous, and does not create an enclave. The subject property does not create an enclave, is contiguous to the City of DeLand, is reasonably compact and is not circuitous. The parcel is contiguous to the city to the south, by $\pm$ 587 ft.

Recommendation: Staff recommends that the Planning Board forward this annexation petition to the City Commission, with a recommendation for approval.

Based upon the concurrency requirements of the State of Florida and the City's concurrency management plan, as adopted in Article 5, Sec. 33-41 of the Land Development Regulations, approval of the proposed annexation does not automatically provide vested development rights. At the time the developer applies for a development permit, adequate infrastructure must exist to support the proposed development. If such infrastructure does not exist, the developer may be required to incur additional expense to ensure that the necessary infrastructure is provided.

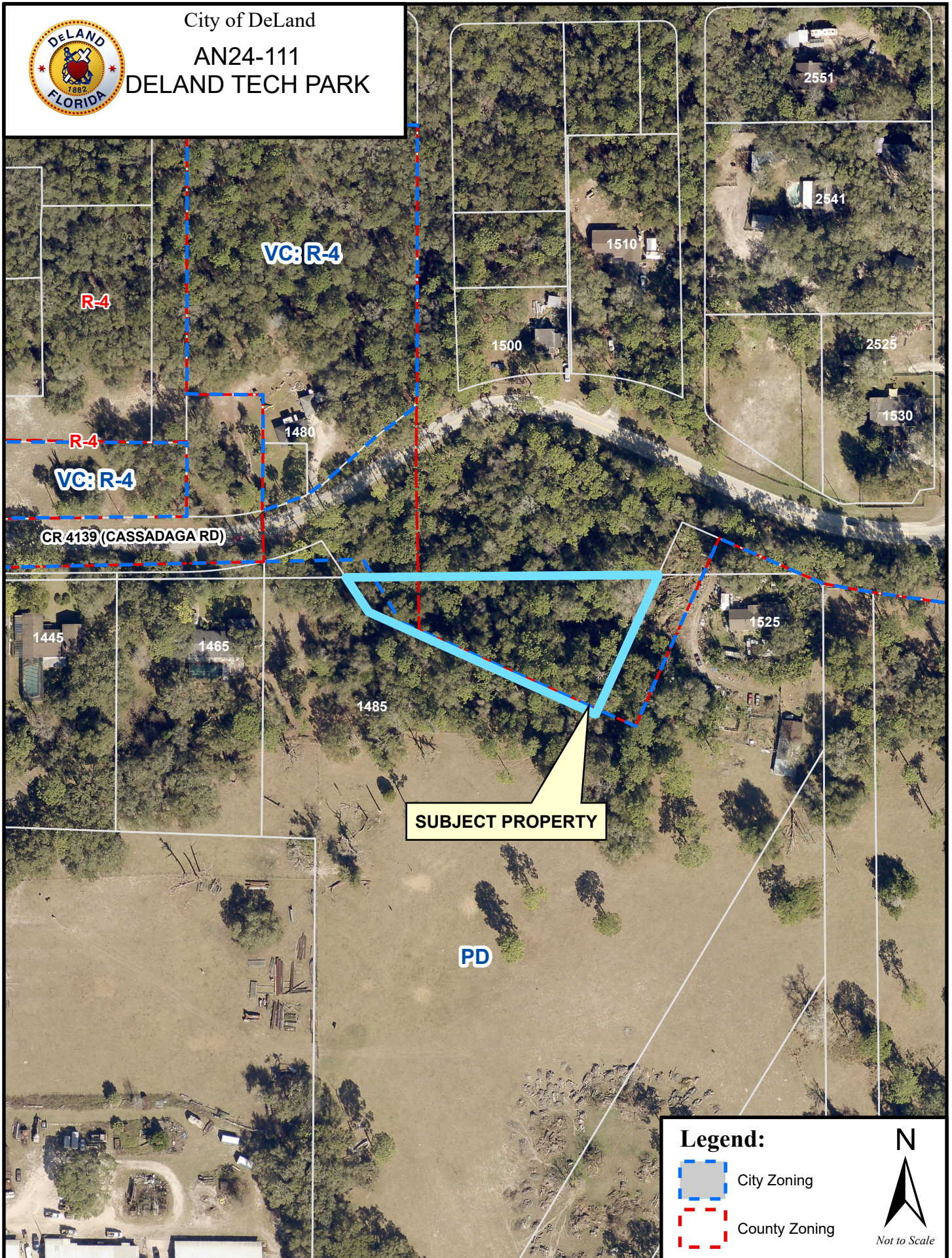


City of DeLand
AN24-111
DELAND TECH PARK





City of DeLand
AN24-111
DELAND TECH PARK



Legend:

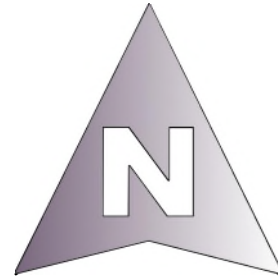
-  City Zoning
-  County Zoning



N 89°54'31" E 1314.37'

POINT OF COMMENCEMENT

N.E. CORNER OF CANOPY TERRACE (M.B. 63, PGS. 139-143)
& N.W. CORNER OF GOVERNMENT LOT 3, SECTION 6-18-31



CANOPY TERRACE
(M.B. 63, PGS. 139-143)

E. LINE OF CANOPY TERRACE SUBDIVISION (S 00°14'44" E, PLAT)

S 00°14'47" E 1300.54'
(W. LINE OF GOVERNMENT LOT 3)

(E. LINE OF GOVERNMENT LOT 3)

CASSADAGA RD. R/W
(AS DESCRIBED IN
O.R.B. 3779, PG. 3818)

(N. LINE OF SOUTH 1/2 OF GOVERNMENT LOT 3)

C/L OF CASSADAGA ROAD
(COUNTY ROAD 4139)

N 89°31'01" E

100.00'

PC

P.O.B.

"POND PARCEL"

94.44'

N 89°31'01" E 414.52'

LANDS DEEDED TO
THE COUNTY OF VOLUSIA
IN O.R.B. 5243, PG. 4423

EASTERLY PROJECTION
OF THE SOUTH R/W LINE
(AS DESCRIBED IN
O.R.B. 3779, PG. 3818)

S 89°31'01" W 707.66'

N 33°27'08" W
(N 33°38'05" W, deed)

55.02'

330.00'

N 65°45'10" W
(N 65°56'05" W, deed)

202.81'
(S 24°14'52" W, deed)
(S 24°02'55" W, deed)

REVISED:

LEGEND & ABBREVIATIONS (UNLESS OTHERWISE NOTED)

C/L = CENTERLINE
L = ARC LENGTH
O.R.B. = OFFICIAL RECORDS BOOK
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT

R = RADIUS
RNG. = RANGE
R/W = RIGHT OF WAY
Δ = CENTRAL ANGLE
RNG. = SECTION
TWP. = TOWNSHIP
T = TANGENT

**CASSADAGA ROAD (C.R. 4139)
PARCEL TRANSFER (PORTION OF POND PARCEL) TO
LONGLEAF FOUR, LLC.**

SKETCH OF DESCRIPTION ONLY / NOT A BOUNDARY SURVEY
SECTION 6, TWP. 18 SOUTH, RNG. 31 EAST, VOLUSIA COUNTY, FLORIDA



COUNTY OF VOLUSIA
PUBLIC WORKS DEPARTMENT
CONSTRUCTION ENGINEERING
SURVEY DIVISION
123 W. INDIANA AVE. DELAND, FL 32720
PHONE 1-386-736-5967 FAX 1-386-822-5736

	NAME	DATE	PLOT DATE:	DRAWING #
CADD	MM	1/24	1/16/24	2542
SURVEY DATE	N/A	N/A	SCALE:	
CHECKED	EAB	1/24	1" = 200'	SHEET #
PROJECT #	LEGAL		FIELD BOOK	
			N/A	1 OF 2

LEGAL DESCRIPTION (POND PARCEL TO LONGLEAF FOUR, LLC):

A PORTION OF THE SOUTH ½ OF GOVERNMENT LOT 3, SECTION 6, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE CANOPY TERRACE SUBDIVISION AS RECORDED IN MAP BOOK 63, PAGES 139 THROUGH 143 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF AFORESAID GOVERNMENT LOT 3; THENCE RUN S 00°14'47" E (S 00°14'44" E, PLAT), ALONG THE EAST LINE OF SAID CANOPY TERRACE SUBDIVISION AND THE WEST LINE OF SAID GOVERNMENT LOT), A DISTANCE OF 1300.54 FEET (1300.63', PLAT) TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 3779, PAGE 3818 OF THE AFORESAID PUBLIC RECORDS; THENCE CONTINUE, S 00°14'47" E, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 100.00 FEET TO ITS INTERSECTION SOUTH RIGHT-OF-WAY LINE OF SAID CASSADAGA ROAD; THENCE, DEPARTING THE WEST LINE OF SAID GOVERNMENT LOT 3, RUN N 89°31'01" E, ALONG THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 3779, PAGE 3818, A DISTANCE OF 707.66 FEET TO ITS INTERSECTION WITH THE WESTERLY BOUNDARY LINE OF THOSE LANDS DEEDED TO THE COUNTY OF VOLUSIA IN OFFICIAL RECORDS BOOK 5243, PAGE 4423 OF THE AFORESAID PUBLIC RECORDS AND THE POINT OF BEGINNING: THENCE CONTINUE N 89°31'01" E, A DISTANCE OF 414.52 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF THOSE AFORESAID LANDS DEEDED TO COUNTY OF VOLUSIA IN OFFICIAL RECORDS BOOK 5243, PAGE 4423; THENCE, DEPARTING THE SAID EASTERLY EXTENSION, RUN ALONG THE BOUNDARY OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5243, PAGE 4423 THE FOLLOWING THREE (3) COURSES, S 24°14'52" W (S 24°02'55" W, DEED), A DISTANCE OF 202.81 FEET; THENCE N 65°45'10" W (N 65°56'05" W, DEED), A DISTANCE OF 330.00 FEET; THENCE N 33°27'08" W, (N 33°38'05" W, DEED), A DISTANCE OF 55.02 FEET TO ITS INTERSECTION WITH THE AFORESAID EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AND THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PARCEL CONTAINS 43,031 SQUARE FEET MORE OR LESS.

SKETCH OF DESCRIPTION NOTES:

1. SKETCH OF DESCRIPTION ONLY.
2. BEARINGS SHOWN HEREON ARE BASED UPON THE WEST LINE OF GOVERNMENT LOT 3, SECTION 6, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA AS BEING S 00°14'47" E (ASSUMED).
3. DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
4. THE BOUNDARY INFORMATION SHOWN HEREON WAS ESTABLISHED USING THE INFORMATION FROM THE FOLLOWING.
 - A. O.R.B. 5243, PG. 4423 (REFERENCE TO O.R.B. 130, PG. 435) (VOLUSIA COUNTY PARCEL)
 - B. O.R.B. 3192, PG. 1149. (OWNERSHIP DEED), O.R.B. 7959, PG. 3833. (OWNERSHIP DEED), O.R.B. 8493, PG. 1088 . (OWNERSHIP DEED), AND O.R.B. 3779, PG. 3818 (R/W DEED)
 - C. FLORIDA DEPARTMENT OF TRANSPORTATION R/W MAP SECTION 79110 (F.P. NO. 408463 1).
 - D. FLORIDA DEPARTMENT OF TRANSPORTATION R/W MAP SECTION 7716-4018 .
 - E. VOLUSIA COUNTY R/W MAP FOR THE PROPOSED "I-4 FRONTAGE ROAD" (COUNTY PROJECT #4738).

REVISED:

LEGEND & ABBREVIATIONS (UNLESS OTHERWISE NOTED)

C/L = CENTERLINE
L = ARC LENGTH
O.R.B = OFFICIAL RECORDS BOOK
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
P.O.B. = POINT OF BEGINNING
P.O.C.=POINT OF COMMENCEMENT

R = RADIUS
RNG. = RANGE
R/W = RIGHT OF WAY
Δ = CENTRAL ANGLE
RNG. = SECTION
TWP. = TOWNSHIP
T = TANGENT

CASSADAGA ROAD (C.R. 4139)
PARCEL TRANSFER (PORTION OF POND PARCEL) TO
LONGLEAF FOUR, LLC.

SKETCH OF DESCRIPTION ONLY / NOT A BOUNDARY SURVEY
SECTION 6, TWP. 18 SOUTH, RNG. 31 EAST, VOLUSIA COUNTY, FLORIDA



COUNTY OF VOLUSIA
PUBLIC WORKS DEPARTMENT
CONSTRUCTION ENGINEERING
SURVEY DIVISION
123 W. INDIANA AVE. DELAND, FL. 32720
PHONE 1-386-736-5967 FAX 1-386-822-5736

	NAME	DATE	PLOT DATE:	DRAWING #
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SURVEY DATE	N/A	N/A	SCALE:	
CHECKED	EAB	1/24	N/A	SHEET #
PROJECT #	LEGAL		FIELD BOOK	
			N/A	2 OF 2



Volusia County Property Appraiser
123 W. Indiana Ave., Rm. 102
DeLand, FL. 32720
Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 8025456
LONGLEAF FOUR LLC

Parcel ID: 810600000072
CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	8025456
Parcel ID:	810600000072
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0072
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	CASSADAGA RD, DELAND 32724
Property Use:	0000 - VACANT RES
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No

**PLANNING DEPARTMENT STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD**

June 12, 2024

A. APPLICATION NO.: SMLU24-112

APPLICANT: Mark Watts, CobbCole

REQUEST: To amend the land use designation from Volusia County Urban Low Intensity (ULI) to City of DeLand Commerce (COM)

B. SITE FACTORS:

Location: Cassadaga Rd., west of I-4 and east of Dr. Martin Luther King Jr. Bltwy.
Parcel ID: 810600000072
Parcel Size: ± 0.987 acres
Land Use: VC: ULI
Existing Use: Vacant

	SURROUNDING USE:
North:	VC: ULI
South:	COM
East:	COM
West:	COM

C. REQUESTED ACTION & HISTORY:

A request is being made for the future land use designation to be amended for a parcel located on Cassadaga Rd., west of Interstate-4. The request is to change the future land use designation from Volusia County Urban Low Intensity (VC: ULI) to City of DeLand Commerce (COM). The parcel is wooded and undeveloped. The applicant intends on combining the 0.987 acres with the existing 143.24-acre development known as the Tech Park Planned Development. *Concurrent applications to annex and rezone the property (AN24-111) (Z24-081) were also submitted.*

D. CHRONOLOGY OF PAST EVENTS:

The request to amend the future land use designation consists of ± 0.987 acres of property owned by Longleaf Four, LLC. The subject property is adjacent to the Southwest Activity Center (SWAC) and shall comply with the policies identified within the Local Plan as Commerce (COM). The SWAC has trip allowances based on the uses and the district (Commerce/West Central/Community). According to the Local Plan, the maximum average daily trips in the Commerce district is 13,700; the West Central district allows for average daily trips of up to 19,600; and for the Community district, the maximum allowable average daily trips per day is 4,700 trips. This trip allowance was incorporated in the PD agreement that was approved by City Commission on October 3, 2022. With the incorporation of the 0.987-acre parcel, those trips are not being exceeded with the approval of the land use amendment.

E. ALTERNATIVES & ANALYSIS:

The purpose of this section is to analyze the reasonableness of the applicant's request for an amendment of the land use designation for the subject property. This analysis will include a description of the current and future land uses of the site and the surrounding area, potential impacts on the transportation system, and any significant adverse environmental impacts.

1. Availability of Public Facilities (water, sewer, solid waste, drainage, traffic, recreation, and schools if residential):

- a.* The subject property is within the city's service area for both water and sewer and availability has been confirmed.
- b.* A Traffic Impact Analysis was reviewed with the application submittal and meet the standards set forth in the SWAC Local Plan and the DeLand Tech Park PD.
- c.* The change in designation will not generate a new demand for recreational facilities.
- d.* Volusia County already provides a sanitary landfill for the disposal of solid waste. The landfill has adequate capacity at this time.
- e.* The City can provide an adequate LOS of Fire/Rescue & Police service.

2. Compatibility with Land Use and Other Elements: The Future Land Use element requires that the subject property be consistent with surrounding development. Per the City of DeLand SWAC Local Plan, the intent of the Commerce (COM) land use designation is to, "provide for a mix of office and light industrial uses". The uses may include Industrial/Business Park, Office/Office Park ancillary supportive commercial uses.

The subject property is being incorporated into the Southwest Activity Center with the Commerce land use designation. The Commerce designation is one of three land uses permitted within the SWAC. The adjacent parcels are compatible with the Commerce designation, as they are also part of the SWAC, with land use designations being a mixture of Commerce, West Center and Community.

3. Future Land Use Map: The proposed change in the land use designation to Commerce (COM) will be shown on the revised Future Land Use Map.

4. Location of Lakes, Floodplains, and Wetlands: The property does not appear to contain bodies of water or wetlands.

5. Analysis of Natural Resources:

- a.* *Soil types:* Astatula Fine Sand, 8-17% slope
- b.* *Presence of Endangered Species:* None known of at this time.

6. Existing and Future Impact upon Infrastructure Capacity:

- a.* *Water* – obtained from City – availability confirmed
- b.* *Sewer* – obtained from City – availability confirmed
- c.* *Drainage* –Stormwater capture for future development will be addressed on-site and will be reviewed with the site plan application.
- d.* *Solid Waste* – Solid waste services are available for the property.
- f.* *Fire/Rescue Service* – The City can provide an adequate LOS of Fire/Rescue service.
- g.* *Police Service* - The City can provide an adequate LOS of Police protection.

7. Impact upon Recreation and Open Space: No need for new recreational facilities is anticipated as recreational facilities are not needed for commercial property.

8. New Public Facilities Needed to Serve Land Use: No need for new public facilities is anticipated as services such as water/sewer and public safety are already in place for the property to connect to.

9. Impact Upon Existing Deficiencies: As identified in the City's Comprehensive Plan, drainage is the only existing deficiency within the City. Any future development on this site will be required to manage its own stormwater mitigation and minimize any off-site stormwater impacts that the development may create.

10. **Impact upon Ability of the City to Fund Capital Improvements:** The development should not create an additional impact upon the City's ability to fund the projects listed in the adopted Five-Year Capital Improvement Program as this is not a publicly-funded project.
 11. **Impact upon Adopted Five-Year Schedule in Capital Improvements Element:** The proposed land use amendment will not require revision to the City's adopted Five-Year Capital Improvement Program as this is not a publicly-funded project.
 12. **Compatibility with Existing Zoning Classification:** The existing zoning classification may be amended upon approval of the land use amendment to the DeLand Tech Park PD which is compatible with both the Southwest Activity Center's Local Plan and the Commerce land use designation. The zoning request is being reviewed concurrent to the land use amendment.
 13. **Will the proposed land use change impact schools?** The proposed amendment is to Commerce (COM) which does not allow for residential uses.
 14. **How does this proposal fit with the guidelines developed for DeLand 2050 and the City's Strategic Plan?**
 - a. *Located in the Urban Core/Activity Center Overlay (Category 2) – “emphasizes an intensive mix of uses that are compatible with and include residential. These centers will become the major commercial areas”.* The site is located west of Interstate-4 and east of Dr. Martin Luther King Jr. Bltwy and adjacent to other industrial uses to the south, east and west that are designated in the Local Plan as being Commerce (COM) or West Center (WCD). The COM and WCD designations allow uses such as light industrial, office or commercial uses. To the north is a 140-lot single-family residential subdivision known as Canopy Terrace which, according to the Local Plan, has a land use designation of Community (CMN), allowing for a mixture of residential and neighborhood retail uses.
 - b. *DeLand 2050 Land Use Guidelines: “...Concentrate development at the core of the city or at transit-oriented sites and corridors. The urban core is the key area to focus development, maintaining a strong job base and taking advantage of existing infrastructure. Locating higher intensity along select corridors or major centers will encourage transit and lessen traffic congestion.”*– the subject property is within the Southwest Activity Center which has “the ultimate goal of developing a key employment area for the City of DeLand and the rest of southwest Volusia County”. The 0.987-acre parcel will be added into the Tech Park Planned Development which supports the uses outlined in the Local Plan, such as light industrial uses and retail/commercial uses.
- F. **CONCLUSION:** The facility analysis presented in the above sections suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational LOS. The proposed land use designation, COM (Commerce), is consistent with the surrounding area, and is not expected to create any land use incompatibilities.
- G. **STAFF RECOMMENDATION:** Staff recommends approval of the proposed amendment of the subject property's future land use designation from VC: ULI (Volusia County Urban Low Intensity), to City of DeLand's COM (Commerce) land use.

H. VGMC INFRASTRUCTURE IMPACT ASSESSMENT:

In accordance with standard practice from the Florida Department of Economic Opportunity (DEO) and other review agencies, an impact comparison analysis of the proposed amendment has been completed based upon the theoretical maximum development potential under the currently adopted future land use designation versus the proposed designation.

The following seven public facilities and services were examined: (Table 4)

1. Schools (population)
2. Transportation
3. Sanitary Sewer
4. Potable Water
5. Recreation
6. Solid Waste
7. Stormwater Drainage

Impact Analysis Table 4 (Theoretical Max.)

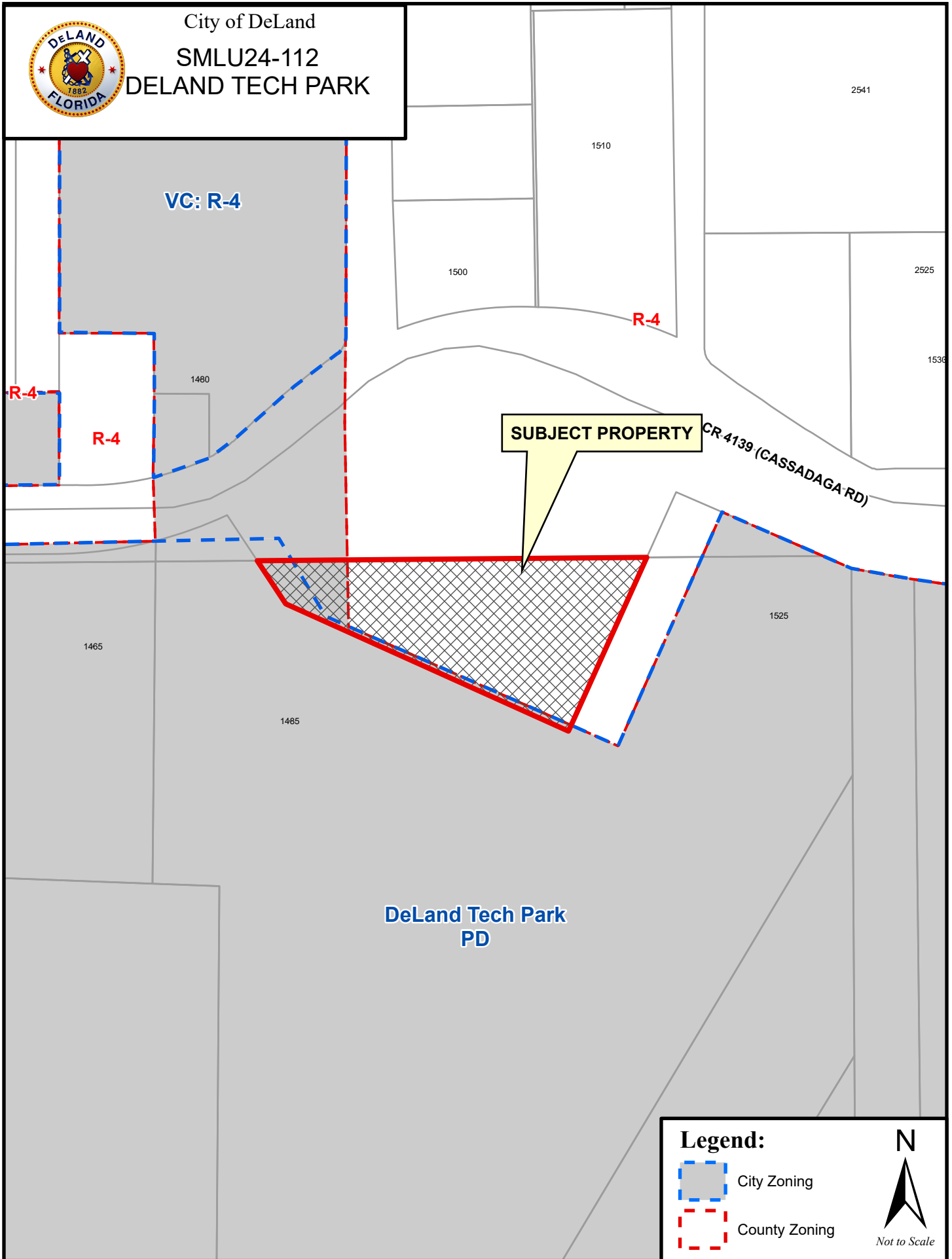
Development Variable	EXISTING Future Land Use	PROPOSED Future Land Use	Net Change
	<i>Theoretical Maximums</i>		
Permitted Density/Intensity	0.50 F.A.R.	60% impervious	N/A
Dwelling Units	4	N/A	-4
Non-residential Sq. Ft.	21,500 sq. ft.	25,800 sq. ft.	+4,300
1. Population	10	N/A	-10
2. Average Daily Trips	Residential: 203 ADT Industrial: N/A	Residential: N/A Industrial: 105 ADT	-203 +105
3. Sanitary Sewer (gallons/day)	Residential: 1,600 Industrial (other): N/A	Residential: N/A Industrial (other): 2,580	-1,600 +2,580
4. Potable Water (gallons/day)	Residential: 800 Industrial (other): N/A	Residential: N/A Industrial (other): 1,000	-800 +1,000
5. Solid Waste (pounds/day)	Residential: 13 lbs. Industrial (other): N/A	Residential: N/A Industrial (other): 83 lbs.	-13 lbs. +80 lbs.
6. Stormwater Drainage	N/A	N/A	N/A
7. Recreation/Open Space	0.3	N/A	N/A

Notes:

1. Population: 2.44 persons per household (per 2020 Census)
2. Transportation: ITE Trip Generation Manual, 11th Edition: *Single-Family Residential (210)*: 9.43 ADT/Dwelling Unit
General Light Industrial (110): 4.87 ADT/1,000 sq. ft.
3. Sanitary Sewer: 200 GPD per Equivalent Residential Unit; 0.10 GPD per sq. ft. commercial/other use
4. Potable Water: 300 GPD per Equivalent Residential Unit; 0.10 GPD per sq. ft. commercial/other use
5. Solid Waste: 3.21 pounds per person per day; 10 lbs. per 1,000 sq. ft. non-residential development per day
6. Stormwater Drainage: LOS Standard 25-yr, 24-hr event. Drainage system to be designed to meet the req. of the LDC during subdivision or site plan review.
7. Rec. & Open Space: 7 acres/1,000 persons (0.007 acres/person)



City of DeLand
SMLU24-112
DELAND TECH PARK



Legend:



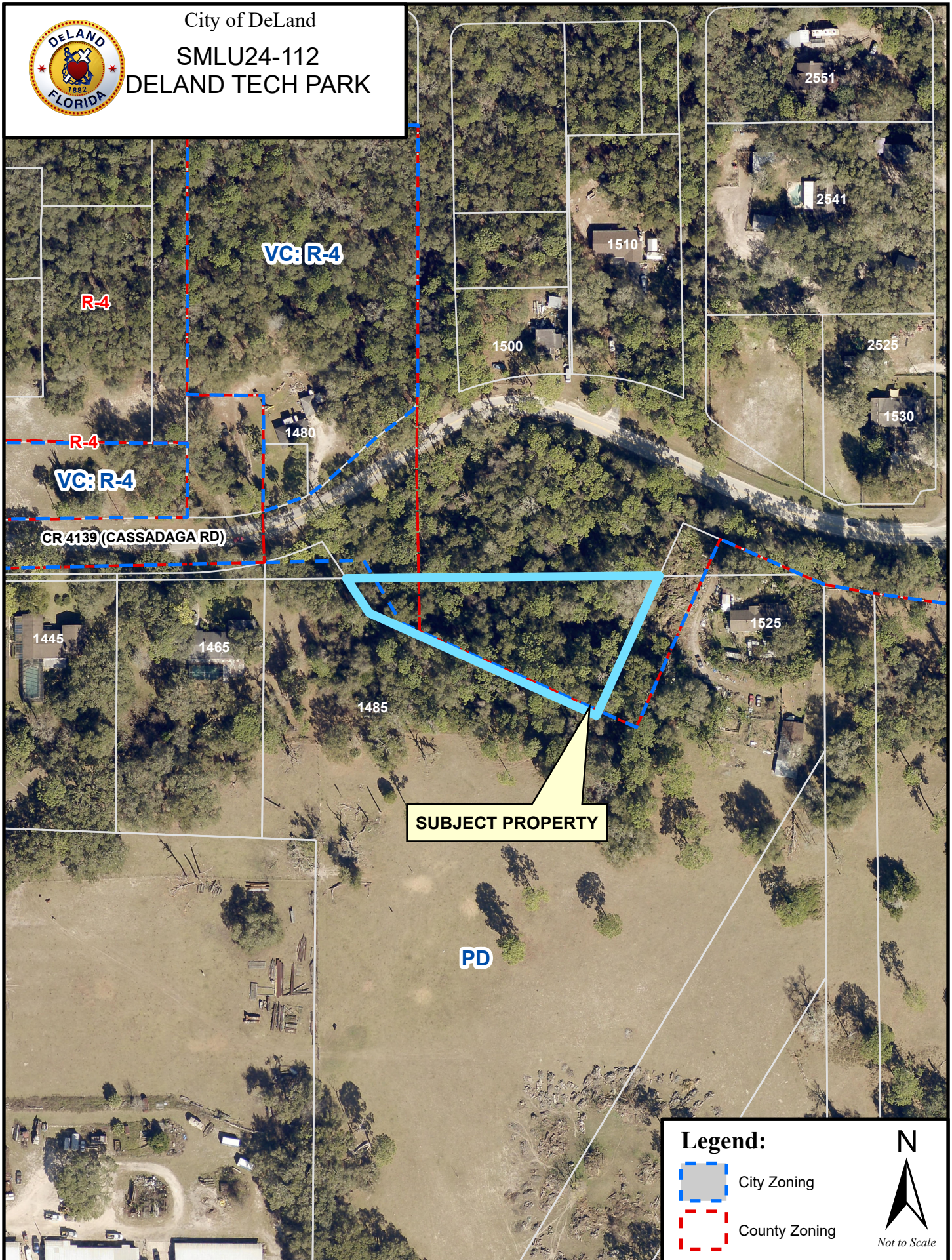
City Zoning

County Zoning





City of DeLand
SMLU24-112
DELAND TECH PARK



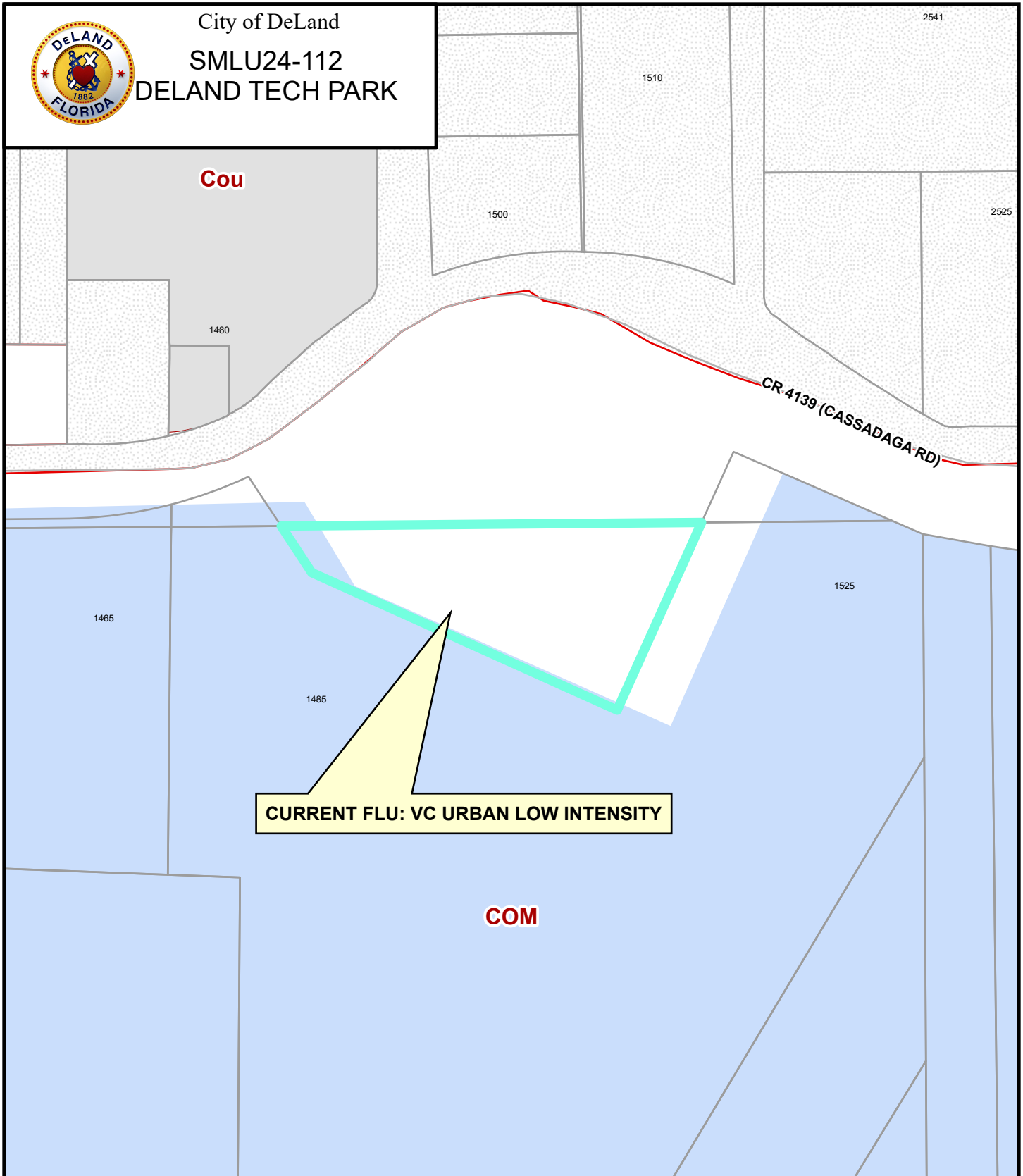
Legend:

-  City Zoning
-  County Zoning





City of DeLand
SMLU24-112
DELAND TECH PARK



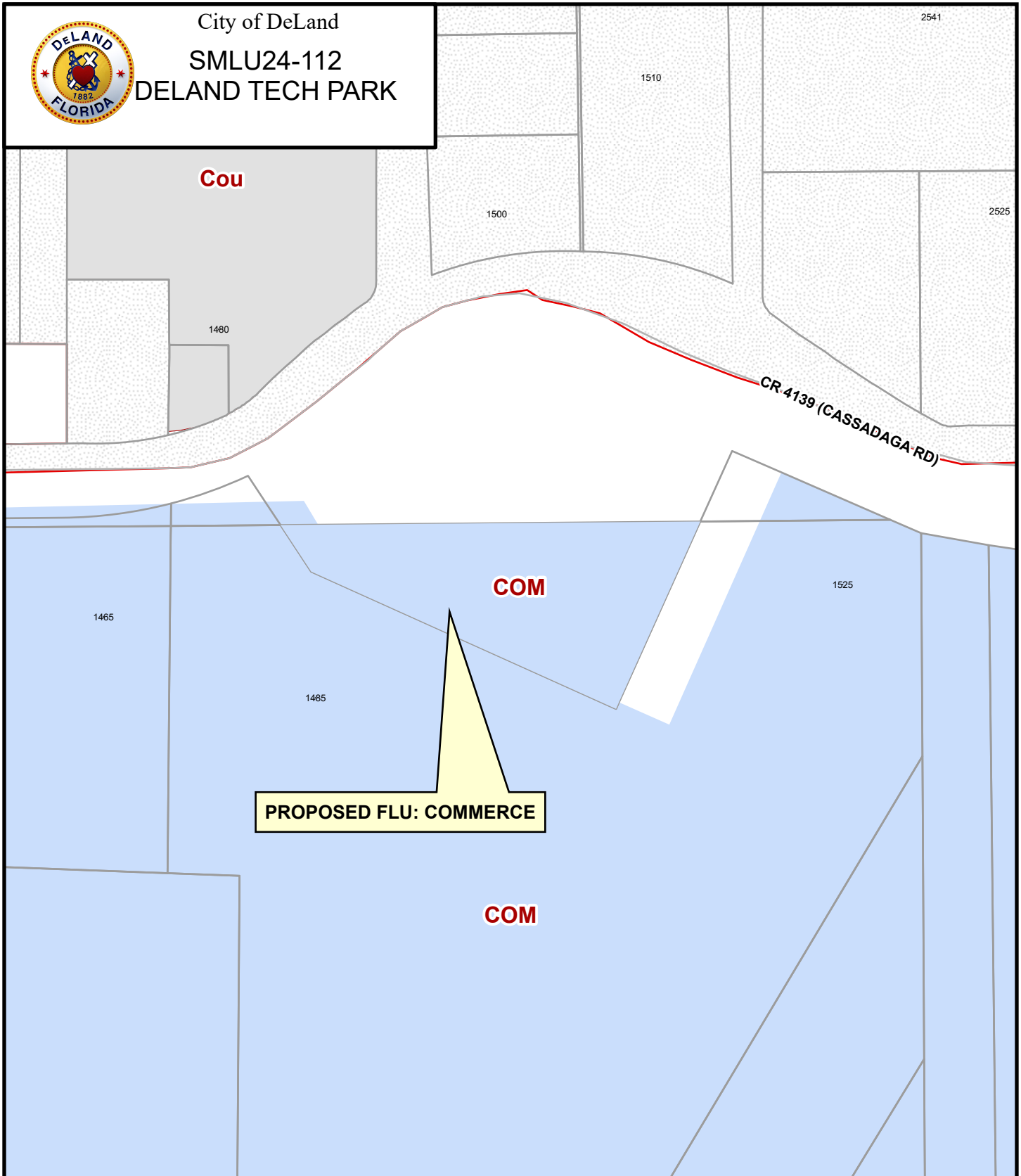
DeLand Future Land Use:

Agricultural Conservation	Educational	Downtown Commercial	New Community Development
Urban Low Intensity	Mixed Office - Residential	Redevelopment	Community
Low Density Residential	Mixed Commercial	Gateway	Commerce
Medium Density Residential	Business Retail	Rail Spur	West Central District
High Density Residential	Highway Commercial	Industrial	County





City of DeLand
SMLU24-112
DELAND TECH PARK



DeLand Future Land Use:

Agricultural Conservation	Educational	Downtown Commercial	New Community Development
Urban Low Intensity	Mixed Office - Residential	Redevelopment	Community
Low Density Residential	Mixed Commercial	Gateway	Commerce
Medium Density Residential	Business Retail	Rail Spur	West Central District
High Density Residential	Highway Commercial	Industrial	County



**PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD**

June 12, 2024

APPLICATION NO.: Z24-081

APPLICANT: Mark Watts, CobbCole

REQUEST: Amend the existing zoning designation from Volusia County's R-4 (Urban Single-Family) and DeLand Tech Park Planned Development to First Amendment to DeLand Tech Park Planned Development

APPLICABLE REGULATIONS:

Article IV	OVERLAY AND FLOATING ZONES
	Sec. 33-32 – Planned Development District.
Article XII	ADMINISTRATION AND ENFORCEMENT
	Sec. 33-135 – Procedure for text amendments & rezoning.

A. SITE FACTORS:

Location:	Northwest quadrant of SR 472 and Interstate 4
Parcel Size:	± 144.23 acres total
Land Use:	Southwest Activity Center (Commerce District/West Central District)
Existing Zoning:	Volusia County R-4, Tech Park Planned Development
Existing Use:	Mostly undeveloped

	SURROUNDING USE:	SURROUNDING ZONING:
North:	VC: ULI; SWAC Community	Kirk DeLand PD (Canopy Terrace); R-4
South:	Orange City	Orange City
East:	VC: ULI	VC: RR
West:	VC: Unincorporated	VC: Unincorporated

B. ANALYSIS:

The proposed development will consist of ± 144.23 acres of vacant, wooded land, located at the northwest quadrant of SR 472 and Interstate 4. The property appears to be mostly wooded and lies outside of the 100-year floodplain and is clear of any wetlands. The applicant is requesting to amend the Planned Development Agreement for the DeLand Tech Park Planned Development, which was approved by the City Commission on October 3, 2022. The purpose of the amendment is to incorporate additional property into the existing Planned Development and to update the expiration date of the Planned Development.

The subject property lies within the Southwest Activity Center (SWAC) and shall comply with the policies identified within the Local Plan as “Commerce” and “West Central”. According to the vision of the SWAC, the ultimate goal is to develop a key employment area for the City of DeLand and the rest of southwest Volusia County. As described in the original Planned Development, the applicant seeks to develop the eastern side of the subject property (Parcel 1) as industrial space and the western side of the property (Parcels 2 and 3) as commercial/neighborhood retail.

Parcel 1 of DeLand Tech Park is 91.13 acres in size and will consist of 1.5 million square feet of industrial space. Parcel 2 is 38.29 acres in size and will consist of 130,000 square feet of commercial/neighborhood retail space. And Parcel 3 is 14.81 acres in size and will consist of 110,000 square feet of commercial, neighborhood retail, gas station/convenience store uses.

None of the development standards from the original DeLand Tech Park Planned Development agreement are being changed and the developer will need to follow the requirements that were previously outlined in the original Planned Development Agreement.

Section 33-135 of the Land Development Regulations provides the following criteria, which the City Commission shall utilize in reviewing a rezoning request:

1. Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?

The proposed zoning classification of Planned Development is consistent with the Comprehensive Land Use Plan and the existing Commerce/West Central District Future Land Use Designations.

2. Will the proposed rezoning have an impact upon the environment or natural resources?

The site is heavily wooded and the proposed development would reduce this tree coverage significantly. However, the Planned Development Agreement and associated plan ensures that tree preservation areas, buffering and other tree requirements meet the minimum standards of the Land Development Regulations. The proposed development should not have any other negative impacts on environmental or natural resources on the site or the surrounding area. The developer will be required to conduct an environmental study of the property prior to site plan approval.

3. Will the proposed rezoning have an impact upon the economy of the affected area?

The subject site is currently vacant. The proposed rezoning would allow for development of commercial and industrial uses, which would lead to additional jobs and tax revenue for the City.

4. Will the proposed rezoning have an impact upon governmental services?

Governmental services such as potable water, sewer, code enforcement, police, and fire are available for the subject property.

The Southwest Activity Center (SWAC) has trip allowances based on the uses and the district (Commerce/West Central/Community). According to the SWAC plan, the maximum allowable trips for the Commerce district is 13,700 average daily trips; for the West Central District the allowable trips totals to 19,600 average daily trips; and for the Community district, the maximum allowable average daily trips per day is 4,700 trips.

In a Trip Comparison Memo provided by the applicant dated May 27, 2022, the three land use categories for the SWAC are compared. In this memo, trip data for upcoming projects within the SWAC are compared with the maximum trip threshold for the entirety of the SWAC, if fully developed. The comparison includes not only the DeLand Tech Park Planned Development, but it also includes data from the proposed DeLand CTC development, Canopy Terrace and a trip projection for the Advent Health parcel. The provided trip comparison demonstrates how the proposed DeLand Tech Park Planned Development will not cause the maximum number of trips allotted in the SWAC plan to be exceeded.,

The applicant also submitted a Traffic Impact Analysis dated July 2023 which was reviewed by staff. The additional 0.987 acres being added as part of this amendment to DeLand Tech Park is not anticipated to have any affect on the original study.

5. Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?

There have not been any changes in the area surrounding DeLand Tech Park since its original approval in 2022.

6. Was there a mistake in the original classification?

There was no mistake in the original classification.

7. Will the proposed rezoning have any effect upon the use or value of the affected area?

The proposed project will be developed for industrial, neighborhood commercial and retail uses, all of which will positively contribute to the jobs in the area. The proposed rezoning will not have an effect on the use or negatively affect the value of the area, as the proposed development is in line with the City's long-range plans.

Additionally, the development will provide a road connecting the north end of the development to the south end, lessening congestion on nearby thoroughfares.

8. Will the proposed rezoning have an impact upon public health, safety and welfare?

Impacts upon public health, safety and welfare will generally be positive impacts, as the development will reduce traffic congestion from roads by providing alternate routes for drivers. The approval of the amendment should have no additional impacts, as the property being added into the Planned Development totals less than one acre.

C. CONCLUSION:

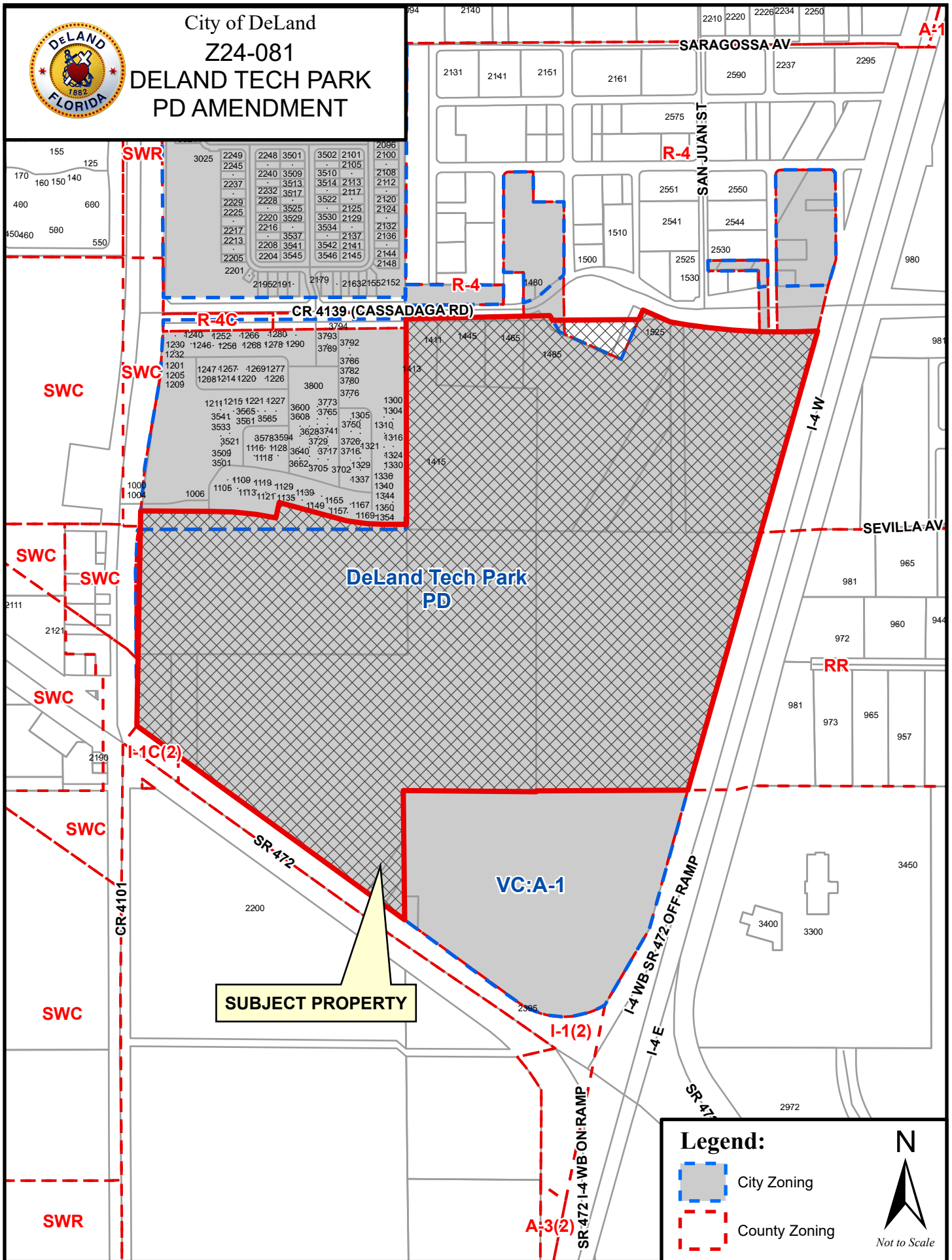
The original Southwest Activity Center (SWAC) designation was designed for high intensity uses including office, commercial, industrial and recreational uses. With this application, the applicant is proposing a rezoning from Volusia County's R-4 to the First Amendment to DeLand Tech Park Planned Development in order to develop the subject property, to include the additional 0.987 acres.

D. STAFF RECOMMENDATION:

Staff recommends that the Planning Board forward to the requested amendment to City Commission recommending approval for the rezoning request.

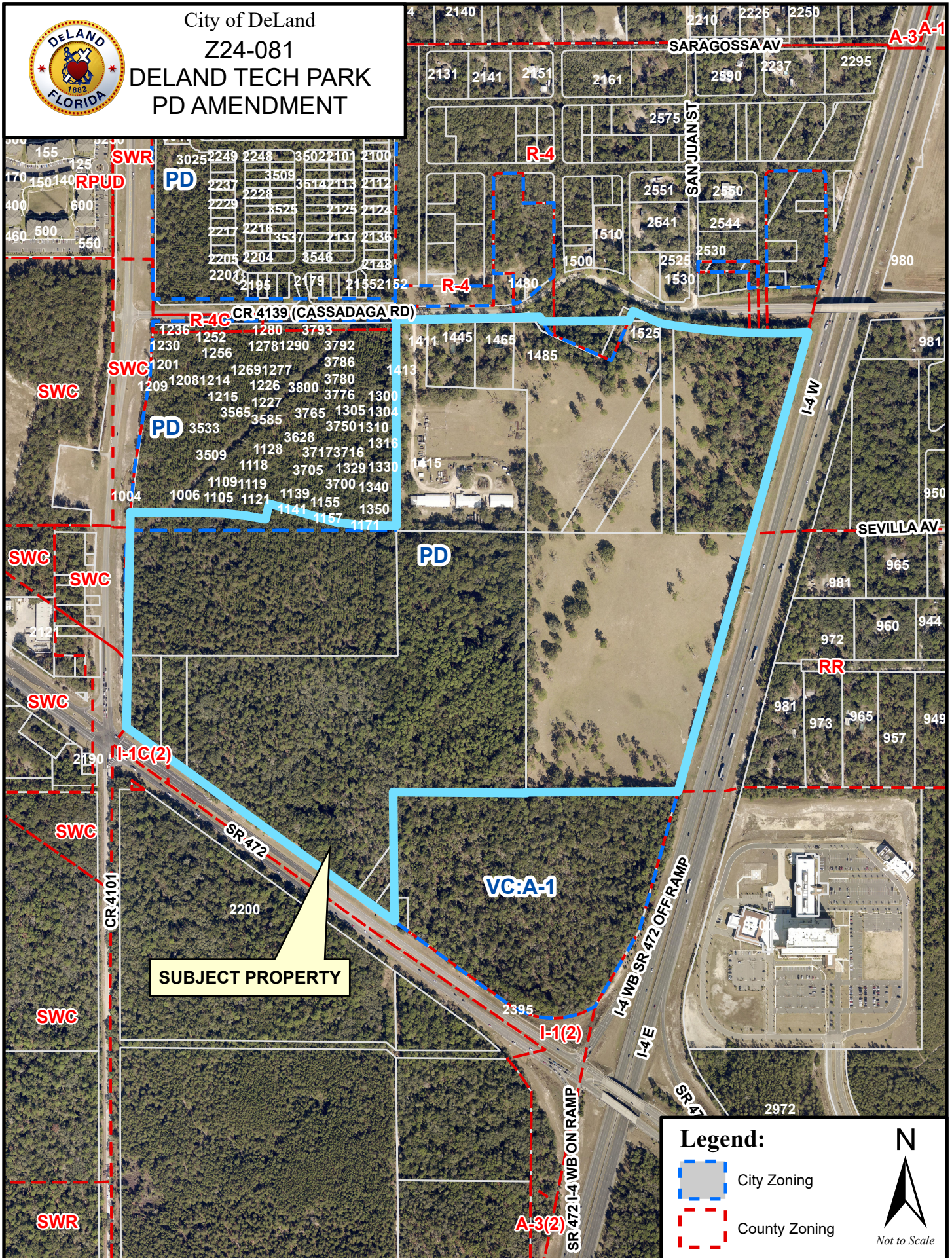


City of DeLand
Z24-081
DELAND TECH PARK
PD AMENDMENT





City of DeLand
Z24-081
DELAND TECH PARK
PD AMENDMENT



FIRST AMENDMENT TO DELAND TECH PARK
PLANNED DEVELOPMENT AGREEMENT

This First Amendment to the Planned Development Agreement (the "First Amendment") is made this ____ day of _____, 2024, between the **CITY OF DELAND**, a Florida municipal corporation (hereafter, the "City"), whose mailing address is 120 S. Florida Avenue, DeLand, FL 32720, and **LONGLEAF FOUR, LLC**, a limited liability company, whose mailing address is 320 N. Meridian St., Ste 700, Indianapolis, IN 46204 (hereafter, "Applicant").

WHEREAS, the City and Applicant previously entered into that certain Planned Development Agreement (the "PD Agreement") dated on or about **Month XX, 2024**, and recorded in Official Records Book **XXXX, Page XXXX** of the Public Records of Volusia County, Florida in connection with the rezoning of +143.24 acres known as the "DeLand Tech Park PD"; and

WHEREAS, the Applicant wishes to amend the DeLand Tech Park PD to incorporate an additional + 3.73 acres of property, more specifically described in Exhibit "A-1", and to revise the reverter provision; and

WHEREAS, the application to amend the DeLand Tech Park PD was duly and properly filed with the City on **March XX, 2024**, and the application was reviewed by the City's Community Development Department and determined to be consistent with the City's Comprehensive Plan; and

WHEREAS, public hearings on this First Amendment to the DeLand Tech Park Planned Development Agreement were held by the City of DeLand's Planning Board on **Month XX, XXXX**, and the City Commission on **Month XX, XXXX**, and **Month XX, XXXX**, after due public notice was provided in accordance with the City's Land Development Regulations Ordinance No. 2013-11, as amended.

WHEREAS, the owners of the properties: Longleaf Four, LLC, Stonekirk Ventures, LLC, J. Scott Kirk, and W.L. Kirk, Jr., are in agreement with the provisions of this Amendment.

NOW THEREFORE, the City and Applicant acknowledge and agree that the DeLand Tech Park PD is hereby amended to reflect the following changes, revisions and amendments to the DeLand Tech Park Planned Development Agreement and amended Planned Development Plan:

1. Exhibit A-1 is added to the Development Agreement as an addendum to Exhibit A – Legal Description to incorporate the additional 3.73 acres of property into the PD.

See attached Exhibit “A-1”

2. Exhibit B is amended to replace the existing Planned Development Plan of the Development Agreement to incorporate additional acreage.

See attached Exhibit “B”

3. Paragraph L – Reverter Provision is amended to replace the paragraph in its entirety with the Expiration condition as follows (changes shown in ~~striketrough~~/underline format):

~~L. Reverter Provision: The City Commission may rezone any portion of the project which has not secured a final development order on or before 7 years from the effective date of this ordinance as may be necessary or appropriate to protect adjoining properties or the public health, safety and welfare, unless the City Commission, for good cause shown, shall extend the time period indicated in this paragraph.~~

L. Expiration: The terms of this Development Agreement shall be vested upon issuance of a final plat development order for the development issued within five (5) years from the effective date of the ordinance which adopts the Planned Development Plan unless the City Commission, for good cause shown, extends the time period indicated in this paragraph. If not vested by said

date, the Planned Development Plan shall expire and will be of no further force or effect and no development shall occur on the subject property until it is rezoned. The City Commission may rezone the subject property as may be necessary or appropriate to protect adjoining properties or the public health, safety and welfare if the Planned Development Plan expires.

IN WITNESS WHEREOF, the City and the Applicant have caused this First Amendment to the DeLand Tech Park Planned Development Agreement to be duly executed by their authorized representatives as of the last date entered below.

(Signatures on Following Pages)

ATTEST:

City Commission of DeLand Florida

Michael Pleus
City Manager

Christopher M. Cloudman
Mayor

STATE OF FLORIDA

CITY OF DELAND

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____ (mo/yr), by Michael Pleus and Christopher M. Cloudman, as City Manager and Mayor, City of DeLand, respectively, on behalf of the City of DeLand, and who are personally known to me.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

Commission No.: _____

My Commission Expires: _____

WITNESSES

LONGLEAF FOUR, LLC

Print Name

Sign Name

Print Name

Sign Name

By: _____

Print: Harry F McNaught

Title: Manager

Date: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 2024, by Harry F. McNaught, as Manager of **LONGLEAF FOUR, LLC**, who is personally known to me or has produced _____ as identification.

Seal

Notary Public

Type or Print Name: _____

Commission No. _____

My Commission Expires: _____

WITNESSES

STONEKIRK VENTURES, LLC

Print Name

Sign Name

Print Name

Sign Name

By: _____

Print: _____

Title: _____

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization this ____ day of _____, 2024, by _____, as
_____ for and on behalf of **STONEKIRK VENTURES, LLC**, who is personally
known to me or has produced _____ as identification.

Seal

Notary Public

Type or Print Name: _____

Commission No. _____

My Commission Expires: _____

WITNESSES

W. L. Kirk Jr. Trustees and J. Scott Kirk

Print Name

Sign Name

Print Name

Sign Name

By: _____

Print: _____

Title: _____

Date: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 2024, by _____, as _____, who is personally known to me or has produced _____ as identification.

Seal

Notary Public

Type or Print Name: _____

Commission No. _____

My Commission Expires: _____

WITNESSES

W. L. Kirk, Jr.

Print Name

Sign Name

Print Name

Sign Name

By: _____

Print: _____

Title: _____

Date: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization this ____ day of _____, 2024, by _____, as
_____, who is personally known to me or has produced _____
as identification.

Seal

Notary Public

Type or Print Name: _____

Commission No. _____

My Commission Expires: _____

Attachment A-1
Addendum to Legal Description

EXHIBIT A

LEGAL DESCRIPTION (POND PARCEL TO LONGLEAF FOUR, LLC):

A PORTION OF THE SOUTH 1/4 OF GOVERNMENT LOT 3, SECTION 6, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE CANOPY TERRACE SUBDIVISION AS RECORDED IN MAP BOOK 63, PAGES 139 THROUGH 143 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF AFORESAID GOVERNMENT LOT 3; THENCE RUN S 00°14'47" E (S 00°14'44" E, PLAT), ALONG THE EAST LINE OF SAID CANOPY TERRACE SUBDIVISION AND THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 1300.54 FEET (1300.63' PLAT) TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 3779, PAGE 3818 OF THE AFORESAID PUBLIC RECORDS; THENCE CONTINUE, S 00°14'47" E, ALONG THE WEST LINE OF SAID GOVERNMENT LOT 3, A DISTANCE OF 100.00 FEET TO ITS INTERSECTION SOUTH RIGHT-OF-WAY LINE OF SAID CASSADAGA ROAD; THENCE, DEPARTING THE WEST LINE OF SAID GOVERNMENT LOT 3, RUN N 89°31'01" E, ALONG THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 3779, PAGE 3818, A DISTANCE OF 707.66 FEET TO ITS INTERSECTION WITH THE WESTERLY BOUNDARY LINE OF THOSE LANDS DEEDED TO THE COUNTY OF VOLUSIA IN OFFICIAL RECORDS BOOK 5243, PAGE 4423 OF THE AFORESAID PUBLIC RECORDS AND THE POINT OF BEGINNING; THENCE CONTINUE N 89°31'01" E, A DISTANCE OF 414.52 FEET TO A POINT ON THE EASTERLY BOUNDARY LINE OF THOSE AFORESAID LANDS DEEDED TO COUNTY OF VOLUSIA IN OFFICIAL RECORDS BOOK 5243, PAGE 4423; THENCE, DEPARTING THE SAID EASTERLY EXTENSION, RUN ALONG THE BOUNDARY OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5243, PAGE 4423 THE FOLLOWING THREE (3) COURSES, S 24°14'52" W (S 24°02'55" W, DEED), A DISTANCE OF 202.81 FEET; THENCE N 65°45'10" W (N 65°56'05" W, DEED), A DISTANCE OF 330.00 FEET; THENCE N 33°27'08" W, (N 33°38'05" W, DEED), A DISTANCE OF 55.02 FEET TO ITS INTERSECTION WITH THE AFORESAID EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF CASSADAGA ROAD AND THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PARCEL CONTAINS 43,031 SQUARE FEET MORE OR LESS.

SKETCH OF DESCRIPTION NOTES:

1. SKETCH OF DESCRIPTION ONLY.
2. BEARINGS SHOWN HEREON ARE BASED UPON THE WEST LINE OF GOVERNMENT LOT 3, SECTION 6, TOWNSHIP 18 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA AS BEING S 00°14'47" E (ASSUMED).
3. DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
4. THE BOUNDARY INFORMATION SHOWN HEREON WAS ESTABLISHED USING THE INFORMATION FROM THE FOLLOWING.
 - A. O.R.B. 5243, PG. 4423 (REFERENCE TO O.R.B. 130, PG. 435) (VOLUSIA COUNTY PARCEL)
 - B. O.R.B. 3192, PG. 1149. (OWNERSHIP DEED), O.R.B. 7959, PG. 3833. (OWNERSHIP DEED), O.R.B. 8493, PG. 1088. (OWNERSHIP DEED), AND O.R.B. 3779, PG. 3818 (R/W DEED)
 - C. FLORIDA DEPARTMENT OF TRANSPORTATION R/W MAP SECTION 79110 (F.P. NO. 408463 1).
 - D. FLORIDA DEPARTMENT OF TRANSPORTATION R/W MAP SECTION 7716-4018.
 - E. VOLUSIA COUNTY R/W MAP FOR THE PROPOSED "I-4 FRONTAGE ROAD" (COUNTY PROJECT #4738).

That portion of the South 1/2 of the East 1/2 of Government Lot 3, Section 6, Township 18 South, Range 31 East, Volusia County, Florida, lying within 75 feet of the centerline of the Interstate 4 frontage Road as shown on the Volusia County Right of Way Maps, Project No.4 738-1, being more particularly described as follows:

Commencing at the Southwest Corner of Government Lot 4, Section 6, Township 18 South, Range 31 East, Volusia County, Florida, being a 4" x 4" Concrete Monument stamped "VOL. CO. N/W GOV. LOT 5"; run thence South 89° 42' 30" East, along the South line of said Government Lot 4, and the South Line of aforesaid Government Lot 3, a distance of 2336.77 feet to a point on the Centerline of the Interstate 4 Frontage Road at Station 122+68.96, and the POINT OF BEGINNING; thence North 89° 42' 30" West, along said South Line of Government Lot 3, a distance of 86.25 to a point on the Westerly Right of Way line of the Interstate 4 Frontage Road; thence North 29° 52' 47" East, along said Right of Way line, a distance of 967.86 feet to a point on the East Line of aforesaid Government Lot 3; thence South 00° 16' 04" East, along said East line, a distance of 149.33 feet to a point on the aforesaid centerline at Station 130+65.10; thence continue South 00° 16' 04" East, along said East line, a distance of 149.33 feet to a point on the Easterly Right of Way line of the Interstate 4 Frontage Road; thence South 29° 52' 47" West, along said Right of Way line, a distance of 624.42 feet to a point on the South line of aforesaid Government Lot 3; thence North 89° 42' 30" West, along said South line, a distance of 86.25 feet to the POINT OF BEGINNING;

The Property Appraiser's Parcel Identification Number of the Property is: 8106-00-00-0071

Exhibit B
Amended PD Plan

SITE DATA

Project Size	144,223 AC
Wetland Acreage	0
Federal Land Use	Commerce (West Activity Center), West Central District (West Activity Center)
Existing Zoning	VC-1.1, VC-A-1, VC-A-1c, VC-H-1c, VC-R-4
Proposed Zoning	(PUD) Planned Unit Development

Adjacent Future Land Use	North	South	East	West
	Interstate 405 West Central Express (I-405)	Coastal AFD (Orange City)	Urban Low Intensity (Urban Medium Intensity Corridor)	SR-92 Commerce (County)
Adjacent Zoning	North VCR-4 (Urban Single-Family Residential)	South VCR-1 (Light Industrial)	East PDR-R (Rural Single-Family Residential)	West VCR-2 (VCR-2)

Max Impervious Surface Ratio Permitted: 60% (Commercial and Mixed-use), 70% (Industrial)

DEVELOPMENT PROGRAM

Parcel ID	Land Use	Gross Area	Development Program
1	Residential	11.13 AC	1,240,000 sf
2	Commercial Retail	30.23 AC	130,000 sf
3	Commercial - Invest Center/Neighborhood Retail/ Gas Station with Convenience Store	14.81 AC	110,000 sf
TOTAL		56.17 AC	1,740,000 sf

Permitted Uses: Permitted uses shall be those described in the West Central District and Commerce District regulations in the City of DeLand Comprehensive Plan and listed in the PD Agreement.

Prüfung:

OPEN SPACE		
LAND USE		ADDER AGE PROVIDED
Commercial/Industrial Use		9.81 AC
Industrial		10.30 AC

*15% of the property shall be dedicated to the tree preservation.

NON-RESIDENTIAL DEVELOPMENT STANDARDS

Retail/Restaurant		
Max Lot Coverage	60%	
Max Building Height	50'	
Minimum Setbacks	Front 20'	
	Side 10'	(2) When abutting residential zoned properties
	Back 10'	(2) When abutting residential zoned properties

Industrial

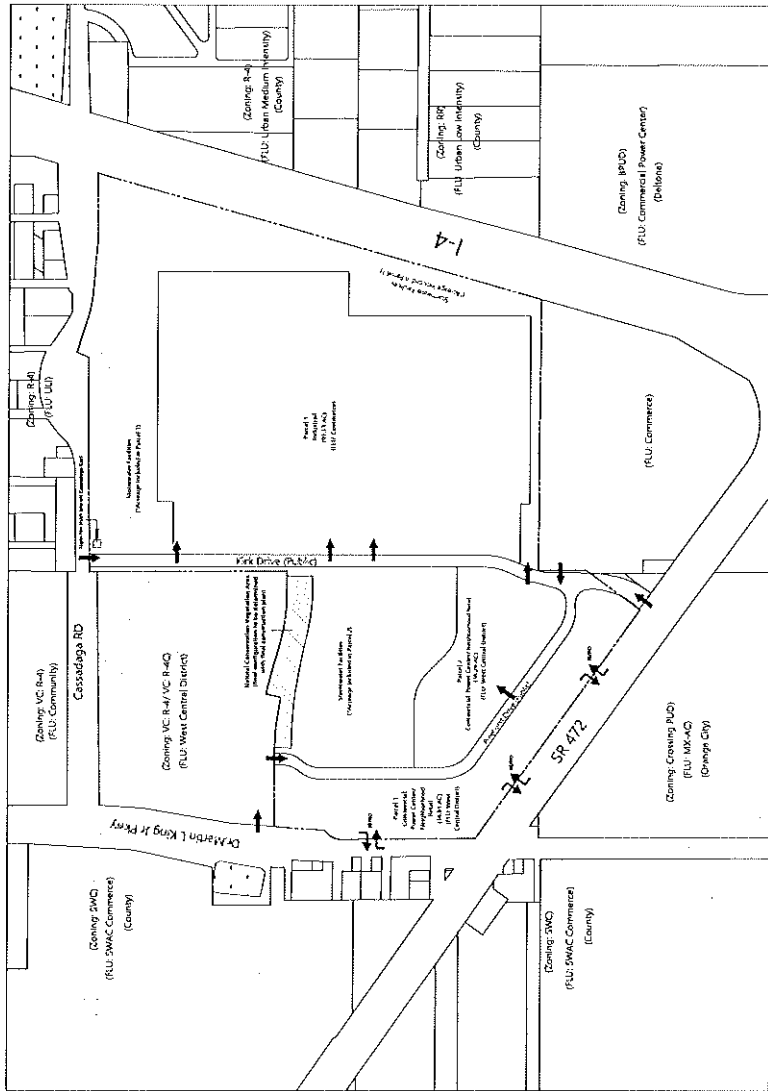
Max Lot Coverage	70%
Max Building Height	6'
Minimum Setbacks	35'
Front	10'
Side	10'
Rear	5'
Min. "Where Shading Allowed"	5'

PARKING:	PARKING: RATIO (SPACES/F) 1 space/1,000 square feet of net floor area for the first 20,000 square feet of net floor area; 1 space/2,000 square feet for the second 20,000 square feet; 1 space/4,000 square feet for floor area in excess of 40,000 square feet.	SPACE PROVIDED
Industrial	3 spaces/200 square feet of net floor area and 1 space/lottery area/lottery area	345
Commercial	3 spaces/200 square feet of net floor area and 1 space/lottery area/lottery area	405

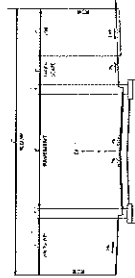
Computations per section 33-91.01(c)(3).

DEVELOPMENT NOTES

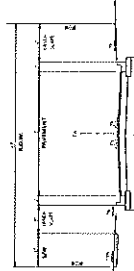
- As examples are subject to change with both engineering and final plan review and approval.
- The City of Oakland LDC does not have 33-17; additional buffer and sign requirements apply to developments within and/or along the city boundary as shown on the map(s) of Chapter 20.
- The City of Oakland LDC does not have 33-01; parking on grass and sidewalk is prohibited. Urban areas shall be paved with asphalt or concrete. The minimum parking spaces per lot shall be determined by the City's engineer. Private areas shall be excluded in the site's proposed circulation.
- Urban otherwise prohibited in the list of primary, conditional or special-use zones for each zoning district. Outdoor display of equipment, materials, merchandise, or personal property is permitted in compliance with section 23A-7.06.
- Stormwater management street shall be provided for each phase of development.



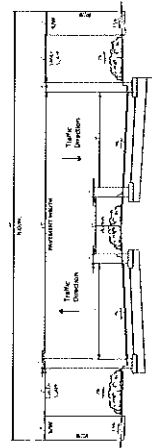
4. Low Impact Development (LID) techniques shall be implemented to reduce stormwater runoff. LID options are the following:
 - a. Rain Garden: Vegetated depressions (also referred to as bioretention cells) that collect runoff and facilitate its infiltration into the ground. Plants of rain gardens, or bioretention cells, may vary based on the development area.
 - b. Flow Stop: Barriers of dense vegetation planted immediately downstream of a runoff feature designed to filter runoff, before it reaches a receiving water body.
 - c. Grassed Swale: Channel flows with vegetation of grasses and shrubs designed to reduce runoff volume.
 - d. Green Roofs: Rainwater is stored in the soil, and plants absorb water, reducing runoff volume.
 - e. Vegetated with Plants tolerant to Heat, drought, and periodic inundation used to reduce the volume of runoff discharged to a receiving water body.
 - f. Stormwater Storage: Temporary storage of runoff in a detention pond or other structure to allow runoff to infiltrate into the ground or to be released at a later time.
 - g. Stormwater Detention/Retention: Structures filled with porous media, such as sand or aggregate that collect runoff from roof downspouts or paved areas.
 - h. Subsurface Detention/Retention: Structures filled with porous media, concrete, or aggregate that allow for runoff to infiltrate into porous media and be released at a later time.
 - i. Permeable Pavement: Permeable paving stones, concrete, or aggregate that allow for infiltration into porous media.
 - j. Infiltration Basins, Trenches: Vegetative basins or dry ponds designed to receive runoff and infiltrate it into the ground.
 - k. Stormwater Detention/Retention: Structures designed to store runoff through detention ponds. Non berms are generally underlain structures and located above ground. Stormwater detention basins are generally bermed structures. These elements may be connected to the building's plumbing or irrigation systems, or otherwise used to reuse water that is collected.
7. No funds permitted to burn area on Casapueblo Road.



Pinhurst Drive Typical Road Section From Kirk Dr. to E/W Connector to MLK Beltway



Kirk Drive Typical Road Section - North of Pinehurst Dr. to Cassadaga Rd.



Kirk Drive Typical Road Section - South of Pinehurst Dr. to SR 472

Deland Tech Park PD

City of Deland, Florida

[illegible]

Vertical Datum NAVD 1988

LAND USE PLAN

64054.00



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568691

Parcel ID: 810600000110

LONGLEAF FOUR LLC

1465 CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	2568691
Parcel ID:	810600000110
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0110
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	1465 CASSADAGA RD, DELAND 32724
Property Use:	0100 - SINGLE FAMILY
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser
123 W. Indiana Ave., Rm. 102
DeLand, FL. 32720
Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568682

Parcel ID: 810600000100

LONGLEAF FOUR LLC

1445 CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	2568682
Parcel ID:	810600000100
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0100
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 NORTH MERIDIAN ST STE 700 INDIANAPOLIS IN 46204
Physical Address:	1445 CASSADAGA RD, DELAND 32724
Property Use:	0100 - SINGLE FAMILY
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser
123 W. Indiana Ave., Rm. 102
DeLand, FL. 32720
Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 5040704

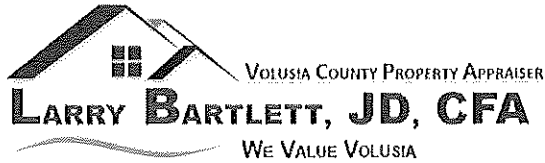
Parcel ID: 810600000070

LONGLEAF FOUR LLC

1485 CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	5040704
Parcel ID:	810600000070
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0070
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	1485 CASSADAGA RD, DELAND 32724
Property Use:	0100 - SINGLE FAMILY
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2570512

Parcel ID: 810604000170

LONGLEAF FOUR LLC

SR 472, DELAND, FL

Parcel Summary

Alternate Key:	2570512
Parcel ID:	810604000170
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	04 - 00 - 0170
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	SR 472, DELAND 32724
Property Use:	4000 - VACANT INDUS
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	7534
Subdivision Name:	YOURLANDO FARM & GROVES
Homestead Property:	No



Volusia County Property Appraiser
123 W. Indiana Ave., Rm. 102
DeLand, FL. 32720
Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568721

Parcel ID: 810600000122

LONGLEAF FOUR LLC

SR 472, DELAND, FL

Parcel Summary

Alternate Key:	2568721
Parcel ID:	810600000122
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0122
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	SR 472, DELAND 32724
Property Use:	4000 - VACANT INDUS
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	7534
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568674

Parcel ID: 810600000090

LONGLEAF FOUR LLC

1411 CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	2568674
Parcel ID:	810600000090
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0090
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	1411 CASSADAGA RD, DELAND 32724
Property Use:	0000 - VACANT RES
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser
123 W. Indiana Ave., Rm. 102
DeLand, FL. 32720
Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 6507261
LONGLEAF FOUR LLC

Parcel ID: 810600000071
, DELAND, FL

Parcel Summary

Alternate Key:	6507261
Parcel ID:	810600000071
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0071
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	, DELAND 32724
Property Use:	8000 - VACANT GOVERNMENTAL
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 8025456

Parcel ID: 810600000072

LONGLEAF FOUR LLC

CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	8025456
Parcel ID:	810600000072
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0072
Owner(s):	LONGLEAF FOUR LLC - FS - Fee Simple - 100%
Mailing Address On File:	320 N MERIDIAN ST STE 700 INDIANAPOLIS IN 46204 1744
Physical Address:	CASSADAGA RD, DELAND 32724
Property Use:	8000 - VACANT GOVERNMENTAL
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568658

KIRK W L JR

Parcel ID: 810600000060

CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	2568658
Parcel ID:	810600000060
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0060
Owner(s):	KIRK W L JR - TE - Tenancy in the Entirety - 100% KIRK NANCY C - TE - Tenancy in the Entirety - 100%
Mailing Address On File:	PO BOX 1873 ORLANDO FL 32802 1873
Physical Address:	CASSADAGA RD, DELAND 32724
Property Use:	6300 - GRAZING CLASS IV
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	7534
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 4835741

KIRK W L JR

Parcel ID: 810600000091

CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	4835741
Parcel ID:	810600000091
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0091
Owner(s):	KIRK W L JR - TE - Tenancy in the Entirety - 100% KIRK NANCY C - TE - Tenancy in the Entirety - 100%
Mailing Address On File:	PO BOX 1873 ORLANDO FL 32802 1873
Physical Address:	CASSADAGA RD, DELAND 32724
Property Use:	6100 - GRAZING CLASS II
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	7534
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 2568712

KIRK SCOTT

Parcel ID: 810600000121

SR 472, DELAND, FL

Parcel Summary

Alternate Key:	2568712
Parcel ID:	810600000121
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0121
Owner(s):	KIRK SCOTT - TIC - Tenancy in Common - 50% STONEKIRK VENTURES LLC - TIC - Tenancy in Common - 50%
Mailing Address On File:	PO BOX 1873 ORLANDO FL 32802 1873
Physical Address:	SR 472, DELAND 32724
Property Use:	5500 - TIMBERLAND IDX 80-89
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	7534
Subdivision Name:	
Homestead Property:	No



Volusia County Property Appraiser

123 W. Indiana Ave., Rm. 102

DeLand, FL. 32720

Phone: (386) 736-5901 Web: vcpa.vcgov.org

AltKey: 6080054

STONEKIRK VENTURES LLC

Parcel ID: 810600000124

CASSADAGA RD, DELAND, FL

Parcel Summary

Alternate Key:	6080054
Parcel ID:	810600000124
Township-Range-Section:	18 - 31 - 06
Subdivision-Block-Lot:	00 - 00 - 0124
Owner(s):	STONEKIRK VENTURES LLC - TIC - Tenancy in Common - 50% J SCOTT KIRK - TIC - Tenancy in Common - 50%
Mailing Address On File:	450 NORTHWIND RD MAITLAND FL 32751
Physical Address:	CASSADAGA RD, DELAND 32724
Property Use:	5500 - TIMBERLAND IDX 80-89
Tax District:	012-DELAND
2023 Final Millage Rate:	18.7526
Neighborhood:	5045
Subdivision Name:	
Homestead Property:	No

CITY OF DELAND
Request for Commission Action
June 12, 2024

SUBJECT: Applicant Name: City of DeLand
Project Location: City-wide
Project Description: Update to the City's 2050 Vision Plan
Project Planner: Carol Kuhn

DEPARTMENT: Planning

PREPARED BY: Carol Kuhn, Planning Director

ATTACHMENTS: 2050 Vision - Final (Draft) (ada), DeLand, FL_ Engagement Results - Distinctly DeLand 2024

APPROVED BY: Vivian Ford, Admin. Coordinator, June 7, 2024

SUMMARY/HIGHLIGHT:

The Planning Division is proposing an update to the 2050 Vision Plan. This update includes priorities from the newly-adopted City Commission Strategic Plan, revises the land use, transportation, and resource and conservation maps, and includes information obtained during the community outreach and citizen survey.

The outreach efforts included three separate engagement activities - one with the DeLand High School, School of Government, one with Stetson University students, and one with community members at a community open house. The engagement activity included building out potential north, south, east, and west nodes using urban design principles and form-based code practices. Planning staff also attended the City's Shamrocks and Shenanigans event on March 15, 2024 to encourage citizen participation in the Distinctly DeLand community survey. This 10 question survey focused on housing choices, historic preservation, shopping and community activities, proposed revisions to the Land Use Map, traffic and transportation, and the addition of 4 nodes to align with the City Commission's direction to adopt a nodal strategy. Staff will include a summary of the 310 survey responses in the 2050 Vision update.

A community Open House was held on May 16, 2024. During which citizens were able to review the proposed update to the 2050 Vision Plan as well as review the proposed revisions to the City's Comprehensive Plan.

Other proposed revisions include adding policies and goals to encourage a grid pattern in new developments; require multi-modal transportation, trail connections, and complete streets; encourage a variety of housing types, require low impact development standards, develop passive recreation areas, develop infill and redevelopment standards, and encourage adaptive reuse of existing building stock.

Following Planning Board, staff will take the updated 2050 Vision Plan to the City Commission for review and adoption. This update to the 2050 Vision Plan will help guide the concurrent update to the City's Comprehensive Plan.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

The purpose of the 2050 Vision Update is to incorporate many of the newly-adopted policies and guidelines from the Strategic Plan.

SUSTAINABILITY:

The 2050 Vision Plan update will include numerous sustainability and smart growth principles.

FISCAL IMPACT:

None. This update is being conducted in-house with existing staff.

RECOMMENDATION:

No formal action is required. Discussion only.

BACKGROUND/DISCUSSION:

A limited update to the 2050 Vision Plan was completed in early 2023. This update included findings from the 2019 public engagement. Updates to the maps and sustainable planning principles were not updated.

2050 Vision Update



Distinctly DeLand



Prepared By:
City of DeLand Planning
Division

2024

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Logo Credit: MainStreet DeLand Association



01

INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

Distinctly DeLand

2050 Vision Update

VISION STATEMENT

The City of DeLand is a thriving, vibrant community with an award-winning downtown that values its historical, cultural, and natural resources. Utilizing Smart Growth Principles, the City will encourage both development and redevelopment in the Urban Core, establish mixed-use centers and nodes, support alternative modes of transportation, promote commercial and industrial development opportunities in and around the DeLand Municipal Airport, enhance recreational opportunities, and encourage a variety of housing choices, while remaining a sustainable community with a small-town feel.

ACKNOWLEDGEMENT

A special *thank you* to all the residents who attended our meetings and participated in the Online survey

DeLand City Commission

Chris Cloudman, Mayor
Charles Paiva, Vice-Mayor
Jessica Davis
Kevin Reid
Daniel Reed

DeLand Planning Board

Jeremy Owens, Chairperson
Harper Hill, Vice-Chairperson
Troy Baumgartner
Nora Lewis
Don Liska
Albert Neumann
Henry Thiry

Stetson University Presidential Fellows

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Emily Kunkel, Planner II
Sam Nelson, Planner I
Kristian Logan, Community Development Coordinator
Vivian Ford, Administrative Coordinator



01

INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

Why a vision plan?

A Vision Plan is a guide that sets clear goals and strategies for future growth and serves as the foundation for the Comprehensive Plan and the Land Development Regulations. The City's Strategic Plan fine-tunes the vision plan goals to achieve the community's vision. Many of the community-driven strategies will be incorporated into the Comprehensive Plan to ensure the vision can be achieved by 2050.

Since the City provides water and wastewater services to areas outside the City limits, within the DeLand Utility Service Area (USA), the Vision Plan also provides guidance to growth in this unincorporated area of Volusia County.

One of goals of the Strategic Plan is to "square off" the City's boundaries through annexation of existing enclaves. These enclave annexations, along with developer-initiated annexations will alter the City's municipal boundary. As development and redevelopment occurs, the Vision Plan should be reevaluated every 2-3 years in order to remain relevant and meaningful.

The first Vision Plan was adopted on November 21, 2011. At that time, the population of DeLand was around 27,000 and DeLand had not been "discovered". Through an extensive series of community workshops and public outreach efforts which included both City and County residents, the first Vision Plan provided a roadmap for growth.

DeLand has since been "discovered" and per the 2020 Census, has a population of 37,351. The Smart Growth principles that formed the basis of the initial 2050 Vision Plan in 2021, served the City well.

Understanding that the Vision Plan is a living document, the City initiated an extensive outreach program in 2019 aimed at updating the Vision Plan. However, these efforts were halted by the COVID-19 Global Pandemic. The update was re-started in 2023 and the themes from this multi-year update include:

- Continue the 2050 Vision with smart growth principles as the foundation.
- Focus growth in the developed areas and in the urban core of the City. These areas may be suitable for higher-intensity development.
- Encourage preservation of the areas outside of the urban core for environmental protection, open space, and recreation or to maintain existing land use patterns, with the exception of transit-oriented development (TOD) near the Amtrak/SunRail train station.
- Recognize the need for alternative modes of transportation to support the commuter and visitor use of the SunRail station.
- Create and preserve a sense of place through urban design standards, in particular for downtown and city gateway corridors.



01

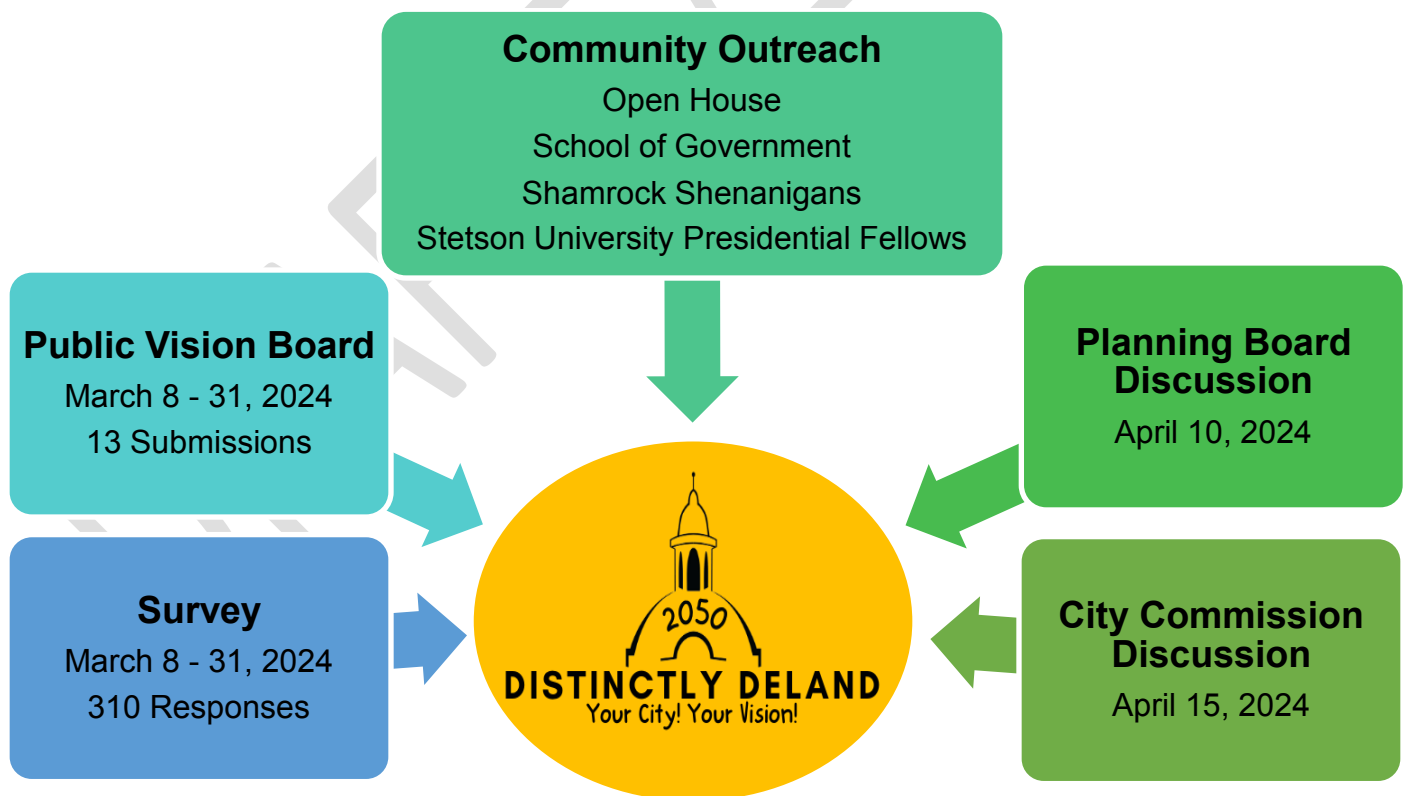
INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

This 2024 Vision Plan update includes:

- Revisions & updates to the maps;
- Strategies to develop five (5) nodes - East, West, South, North, & Downtown;
- Demographic information;
- Addition of Economic Development and Placemaking goals and strategies;
- Expand the housing goals to include missing-middle housing options;
- Charts and graphs and;
- Streamline and simplify the language to provide a more user-friendly document.

*The previous 2050 Vision & updates are available in the appendix section of this document.





01

INTRODUCTION AND OVERVIEW

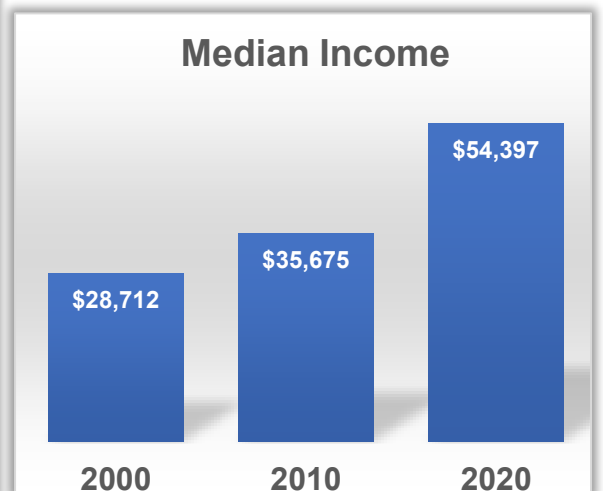
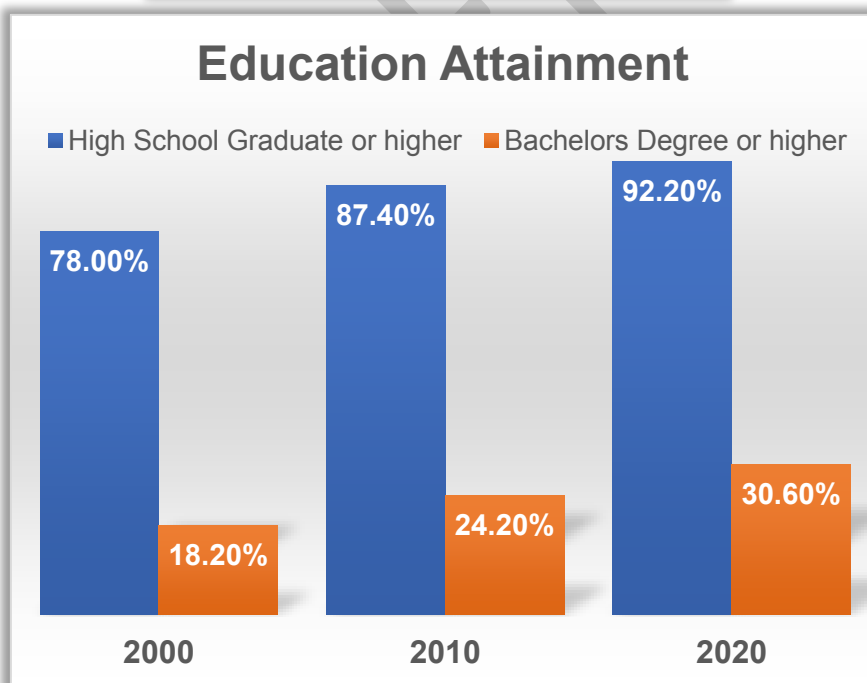
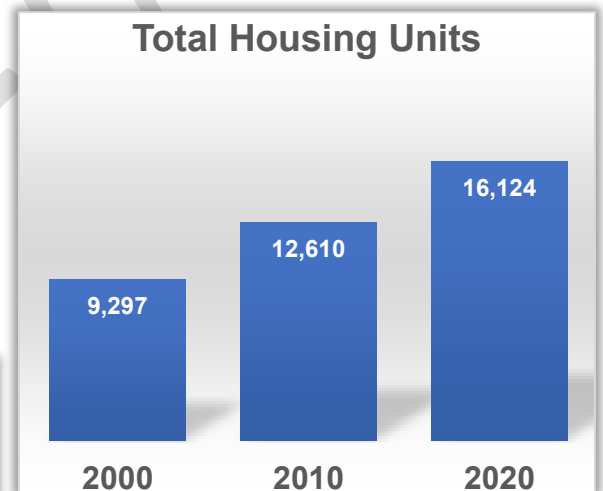
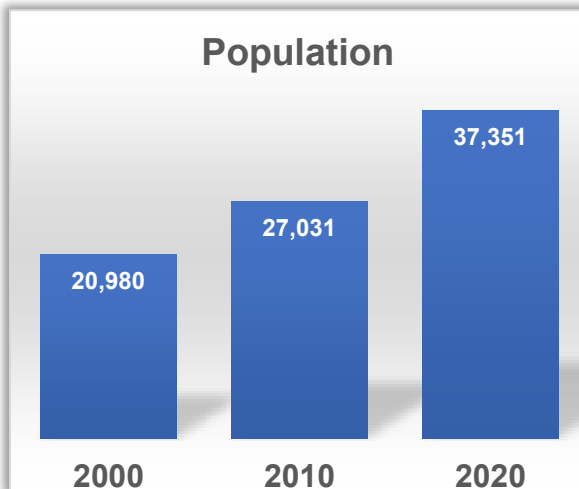
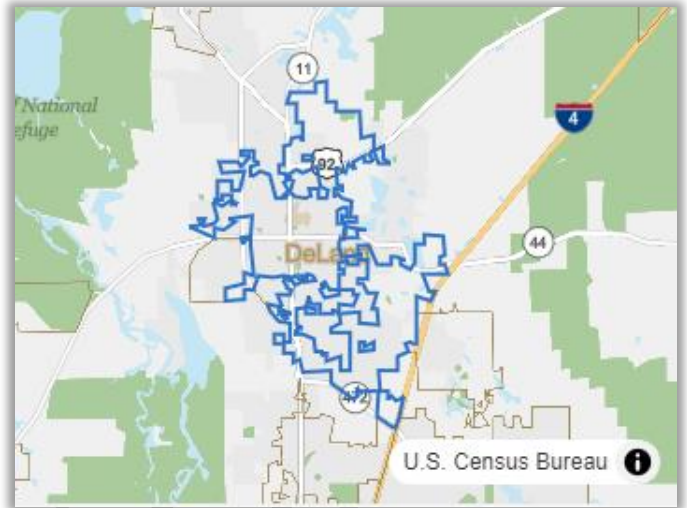
Photo Credit: The Canovas Photography

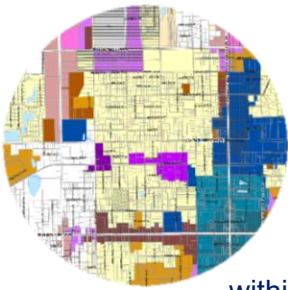
Where are we now?

To provide a snapshot of DeLand's growth, demographic, housing and economic conditions are provided below.

From 2000 to 2020, DeLand's population grew by 16,371 and the number of housing units increased by 6,827 units and the median income increased by \$25,685.

Data Sources: 2000 Decennial Census, 2010 Decennial Census, 2010: ACS 5-Year Estimates, 2020 Decennial Census & 2020: ACS 5-Year Estimates





DeLand 2050 Land Use

The 2050 Vision Land Use map includes two different areas. One area identifies land within the City's municipal boundary, and the second area identifies outside the City's boundary within the Utility Service area boundary.

To guide land use decisions, updates to the Land Development Regulations should:

- Include Smart Growth Principles and create predictable, flexible regulations with clear criteria, performance standards, and options for creative solutions.
- Develop a plan for enclave annexations to "square off" the City's boundaries.
- Add standards to encourage new developments to include complete streets and create walkable communities.
- Explore opportunities to "right-size" parking requirements in the core downtown and suburban areas.
- Encourage connectivity throughout new developments and prioritize connectivity to adjacent neighborhoods, trails, and parks.
- Encourage a grid pattern to reduce traffic impacts; cul-de-sacs should be discouraged.
- Provide options for missing middle housing, small lot, and executive housing.
- Include hybrid and form-based code language and performance standards for various areas throughout the City.
- Expand recreation opportunities (public & private) and encourage new development to preserve natural areas and open spaces through clustered development.

DeLand 2050 Land Use Map

The DeLand 2050 Land Use Map contains four broad categories that provide for different densities and types of development. There are also five overlays that indicate certain areas for specific types of mixed-use development with specific functions. The categories cover large expanses and will ultimately be broken down into subarea or neighborhood plans that display specific uses and reflect the intent of the specific category or overlay.

To guide growth in the City, the DeLand 2050 Land Use Map has been updated to include:

- The Utility Service Area (USA) boundary (2022)
- Additional areas that have been identified as *Public Conservation Lands*
- Expansion of the *Traditional City Center Special District*, to incorporate the main core downtown area
- Additional *Activity Centers* located throughout the City
- Creation of a combined *Activity Center/Employment Center*
- Addition and deletion of *Mixed-Use/Redevelopment Areas* throughout the City



02

LAND USE

DeLand 2050 Map Categories:

Category 1 (Yellow) – Retains the existing zoning in place, and may allow increases in density if a project conforms to specific criteria.

Such criteria may include: appropriate location, retain over 30% open space, protection of existing uses, availability of existing infrastructure (without expansion or extensions), no irrigation allowed, contributes to sustainability, and increases economic opportunities (not residential).

Category 2 (Orange) – Urban core area where the majority of the new growth will take place.

This boundary corresponds to the boundary of the Greater DeLand Area (GDA). Since the 1970's, the GDA was slated to be served with urban services. This category also includes the southeast area to I-4, which encompasses Victoria Park.

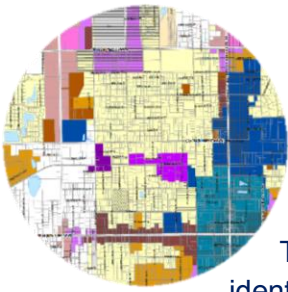
Category 3 (Pink) – Transit Oriented Development (TOD)/Redevelopment areas have been placed along several roadways and the area between the commuter rail station and downtown.

A TOD is an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, over time.

Category 4 (Green) – Public Conservation Land designates areas that are currently under public ownership in conservation easements.

Potential Commuter Rail & Rail Spur (Blue dotted line) - The new SunRail station at the DeLand Amtrak station will create opportunities for new transit-oriented development and possible mixed-use redevelopment around the existing rail spur and adjacent areas. These will most likely be mixed-use developments with commercial, employment, office, and residential uses.

DeLand Utility Service Area (Brown boundary) - The geographic area where the City of DeLand is the water, sewer, reclaimed water provider. This area is also the potential annexation boundary through Covenant to Support Annexation.



DeLand 2050 Map Overlays

There are five (5) overlays and one (1) special district, denoted on the following map. These identify a general area rather than a site-specific location.

Overlay 1 – Employment Center (*Blue Circle*)

Emphasizes business or industrial uses, rather than residential. Criteria should be developed to protect business development and restrict incompatible residential uses.

Overlay 2 – Activity Center (*Red Circle*)

Emphasizes an intensive mix of uses that are compatible with and include residential. These centers will become the major commercial areas.

Overlay 3 – Employment/Activity Center (*Purple Circle*)

Emphasizes a mix of characteristics from both the Activity and Employment Centers, allowing for a variety of uses including residential, commercial, employment, and office. Criteria and performance standards should be developed to ensure that these areas develop in a cohesive development pattern with an emphasis on compatibility, walkability, and connectivity.

Overlay 4 – Mixed-Use/Redevelopment Areas (*Red Asterisk*)

Identifies small mixed-use areas that will primarily provide daily goods and services for nearby residents. Although a symbol has been used, the designation on the maps are examples of locations and are only intended to show that these centers could be placed at many locations where the community would want to establish a neighborhood center. The asterisk is only intended to identify the general area that will be studied to determine whether or not a neighborhood center should be located in the vicinity.

Overlay 5 – Special District (*Purple shaded area*)

Placed on areas that have unique characteristics where the City would like to encourage the current use and allow for expansion of compatible uses. Examples of these Special Districts are the area around Stetson University, an artists' village, and rural clusters. Each one of these districts will have unique issues, so one set of regulations will not be appropriate. Special districts will be individually named and specific regulations will be developed to help maintain the uniqueness of that particular district. Each special district will be planned separately.

Traditional City Center Special District (*Teal Square*)

This area represents the downtown and the surrounding support areas and is expected to grow and transform as the downtown expands. Policies, standards, and criteria will be developed to allow new growth and development while protecting the existing character of the downtown. Infill and redevelopment standards along with a subarea plan should be developed to ensure this area grows to support the existing MainStreet DeLand businesses.

DeLand 2050

Guiding DeLand to Sustainability



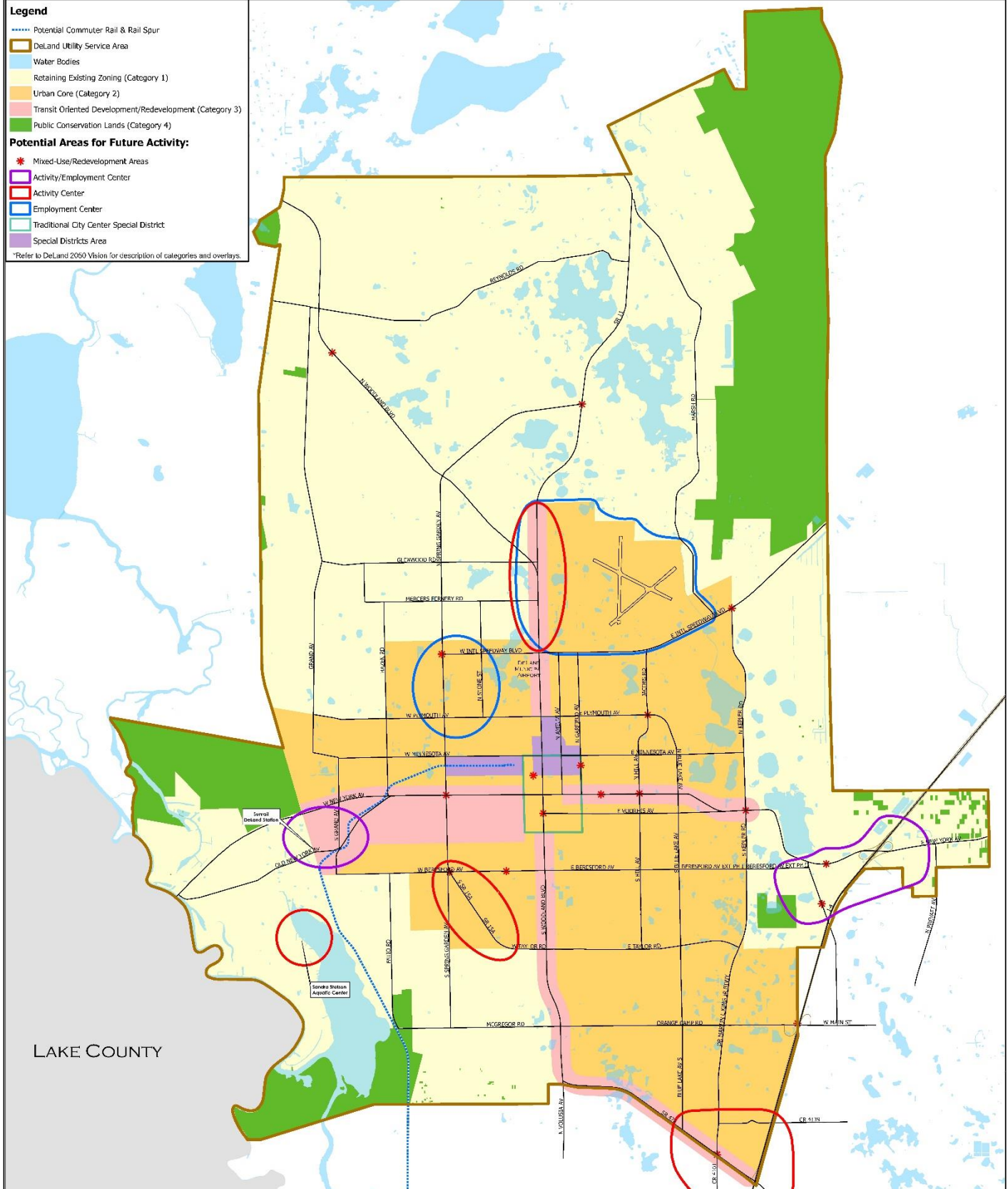
Legend

- Potential Commuter Rail & Rail Spur
- DeLand Utility Service Area
- Water Bodies
- Retaining Existing Zoning (Category 1)
- Urban Core (Category 2)
- Transit Oriented Development/Redevelopment (Category 3)
- Public Conservation Lands (Category 4)

Potential Areas for Future Activity:

- ★ Mixed-Use/Redevelopment Areas
- Activity/Employment Center
- Activity Center
- Employment Center
- Traditional City Center Special District
- Special Districts Area

*Refer to DeLand 2050 Vision for description of categories and overlays.



2050 Land Use Map





Environmental Resources

A second map illustrates areas that contain environmentally-sensitive lands and special habitats. Any new development in these areas will be reviewed to ensure that protection of the natural resources will be addressed. The lands identified on the environmental resources map contain features that are already protected by regulations that should remain in place and possibly be expanded to provide additional criteria for development adjacent to these areas for added protection.

Some properties on this map are used for agricultural purposes, however, not all areas under agricultural production are included. The map is intended to show that agricultural uses are included and encouraged to remain as part of the City's vision, especially in the outlying areas. As plans are developed in areas identified on the environmental resources map, policies will be developed to address how the resources will be protected.

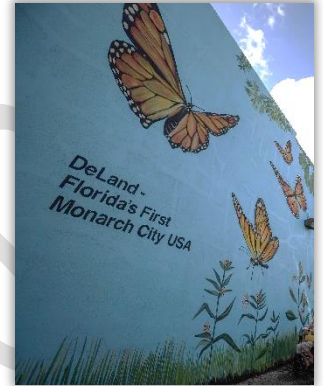
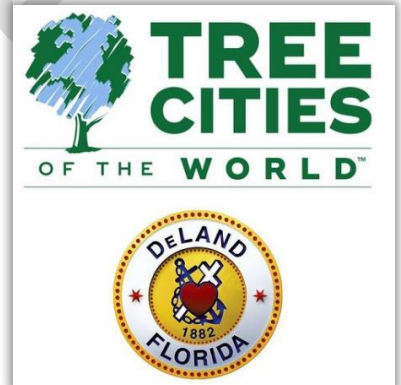


Photo Credit: The Daytona Beach News Journal

The following environmental vision statements provide guidance for future Comprehensive Plan policies and new Land Development Regulations:

- Protect the natural environment through sustainable development practices.
- Maintain "Tree Cities of the World" and "Monarch City USA" designations.
- Establish strategies to meet the Race to Zero campaign goals by 2030.
- Encourage sustainable building practices at the DeLand Municipal Airport and throughout the City.
- Encourage new developments to connect to parks, trails, wildlife corridors to enhance existing trails (Heritage Trail, River to Sea, and the Charles Paiva Greenway)
- Revise the City's stormwater regulations to include low-impact design standards, enhanced water quality performance measures, and updated criteria.



Generalized Environmental Resources Map

Minor updates were made to the map capturing:

- The new DeLand Utility Service Boundary
- Additional areas that have been identified as conservation land or possible conservation/sensitive lands

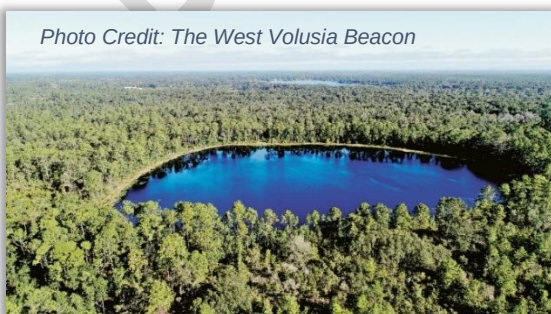


Photo Credit: The West Volusia Beacon

Lake Moore, City acquired 128 Acres of property for preservation



04 TRANSPORTATION

Transportation Plan

Several modes of transportation are needed throughout the City in order to meet the needs of the City residents. Although automobile usage will continue as a primary means of transportation, the 2050 Vision focuses on multi-modal transportation and complete streets. In order to meet the growing transportation demands, the following concepts are encouraged:

- Continue to work with Volusia County to create TOD standards and create a subarea plan for development around the SunRail station.
- Encourage a grid pattern to distribute traffic impacts and encourage connectivity; cul-de-sacs should be avoided
- Encourage density and infill development to support the Intermodal Transportation Facility
- Continue to work with River to Sea TPO and actively pursue grant opportunities for trail and road improvement projects.
- Explore opportunities to utilize and promote VoRide, Votran's on-demand mobility service.
- Encourage multi-modal trail connections to downtown and surrounding neighborhoods and employment centers and the SunRail station.
- Encourage a variety of housing types, businesses, and employment opportunities around the SunRail station.
- Develop a city-wide, multi-modal transportation plan.

Photo Credit: WKMG ClickOrlando



Photo Credit: Borrelli + Partners

Transportation Plan Map

Minor updates were made to the transportation map since the previous 2050 Vision capturing:

- The new DeLand Utility Service Boundary
- Votran's reduced fixed-route, resulting from their new on-demand mobility service, Vo-Ride
- The newly developed DeLand SunRail station, located at the Amtrak station
- Removal of previous "possible new roads" that have since been developed
- Additional trails that have been developed



Header Photo & Photo above Credit: Florida Department of Transportation

Legend

- County Boundary
- DeLand Utility Service Area
- Water Bodies
- College/University Campus
- Other Incorporated Areas
- DeLand City Limits

Development Types:

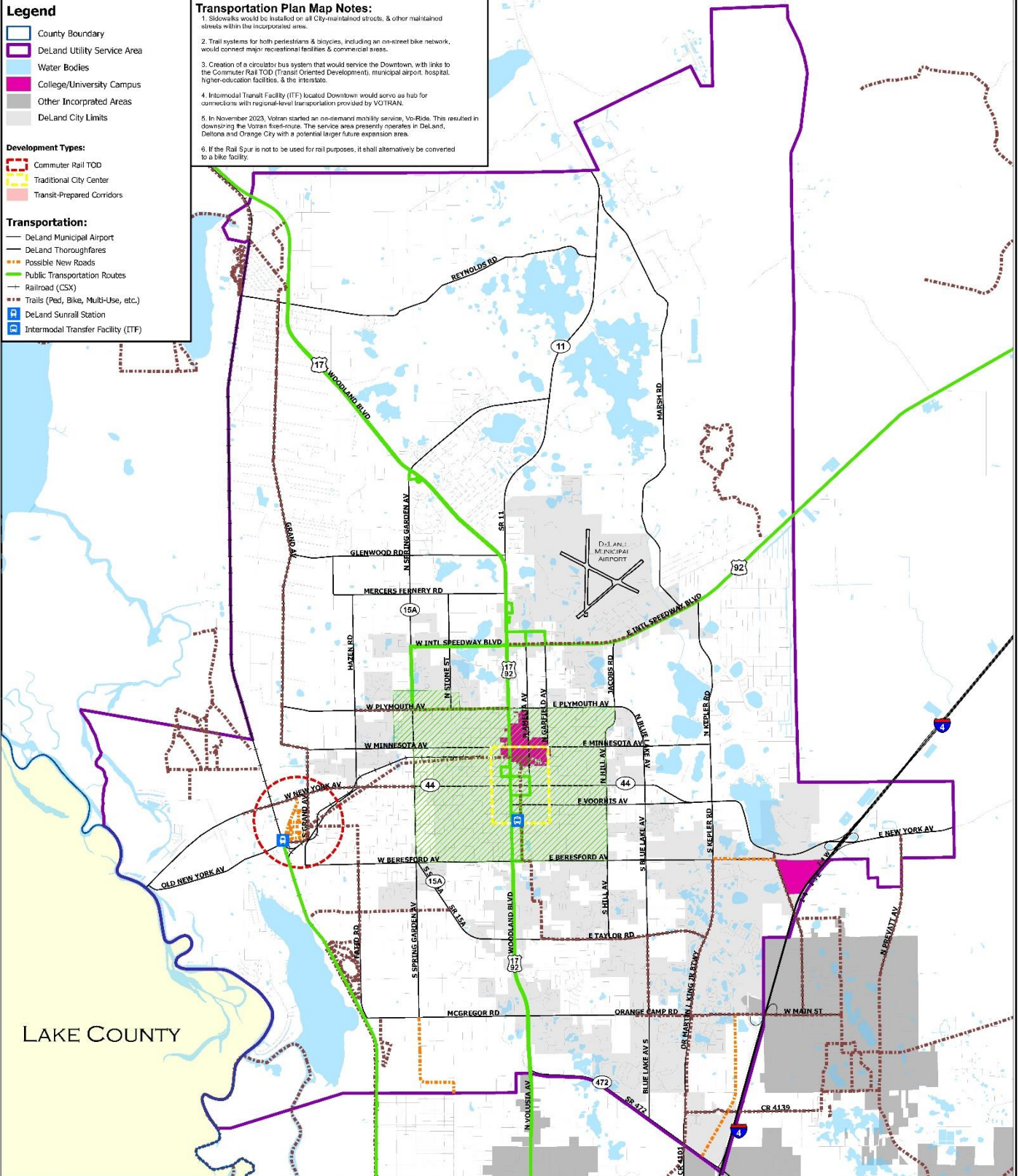
- Commuter Rail TOD
- Traditional City Center
- Transit-Prepared Corridors

Transportation:

- DeLand Municipal Airport
- DeLand Thoroughfares
- Possible New Roads
- Public Transportation Routes
- Railroad (CSX)
- Trails (Ped, Bike, Multi-Use, etc.)
- DeLand Sunrail Station
- Intermodal Transfer Facility (ITF)

Transportation Plan Map Notes:

1. Sidewalks would be installed on all City-maintained streets, & other maintained streets within the incorporated area.
2. Trail systems for both pedestrians & bicycles, including an on-street bike network, would connect major recreational facilities & commercial areas.
3. Creation of a circulator bus system that would service the Downtown, with links to the Commuter Rail TOD (Transit Oriented Development), municipal airport, hospital, higher-education facilities, & the interstate.
4. Intermodal Transit Facility (ITF) located Downtown would serve as a hub for connections with regional-level transportation provided by VOITRAN.
5. In November 2023, Voltran started an on-demand mobility service, Vo-Ride. This resulted in downsizing the Voltran fixed-route. The service area presently operates in DeLand, Deltona and Orange City with a potential larger future expansion area.
6. If the Rail Spur is not to be used for rail purposes, it shall alternatively be converted to a bike facility.



This map is a conceptual representation of the City's vision for the future. It is not a guarantee of any specific project or program. The City of DeLand, in providing this map, does not intend to create any legal obligation or liability. Prepared by: City of DeLand Planning Dept. May 2024

2050 Transportation Plan Map





05

HOUSING

Photo Credits: Houseplans.pro

Nationwide house and lot sizes have decreased, to accommodate the increased need for affordable housing options. These small format housing types will allow for water and resource conservation, preservation of open space, wildlife corridors, and provide opportunities for enhanced drainage and stormwater systems. The City will update the Land Development Regulations to include options for missing-middle housing, reduced lot sizes and small format housing.

Understanding the trend to provide a variety of housing types and include a full suite of housing options, the City will:

- Place a greater emphasis on building “types”, focusing on “missing middle” housing options such as duplexes, townhomes, small-sized apartment buildings, and live-work units in the City’s Urban Core.
- Provide standards in the Land Development Regulations to allow for a variety of housing types ranging from small-lot or small-format housing to larger, executive housing.
- Explore opportunities to promote the development of additional affordable housing options.
- Encourage cluster developments allowing for increased open space, tree protection, and wildlife corridors.
- Provide infill and redevelopment standards to encourage increased density in the Urban Core.
- Explore opportunities to “right-size” parking requirements for residential and commercial developments in the City’s Urban Core.



Photo Credit: Sustainable Connections



Photo Credit: Google Maps



06

PLACEMAKING

Placemaking refers to the process of building communities around meaningful places, reinventing public spaces as the heart of the community, and making great places that are memorable and vibrant. Throughout the 2050 Vision Update, one thing was clear – the vision for DeLand is to maintain the small-town feel. This feeling can be achieved through several placemaking strategies including:

- Enhancing neighborhood identity features and amenities to help create a sense of place.
- Strengthening open space connections to existing, surrounding residential and commercial developments.
- Exploring opportunities for new public spaces and plazas.
- Encouraging active commercial areas by allowing buildings to be built closer to the public sidewalk, provided the building entrances have additional windows and parking is located to the rear.
- Increasing opportunities for people to gather and mingle by allowing plazas and other similar areas to contribute to open space requirements.

To create these distinct areas around the City, the 2023 Strategic Plan encourages adopting a Nodal Strategy. With this 2050 Vision Plan Update, five (5) primary nodes are proposed. These nodes are distinct areas that each have their own sense of place. The North, South, East, and West nodes would complement the Downtown Node. These nodes will have their own subarea plans to ensure a sense-of-place is created in each.

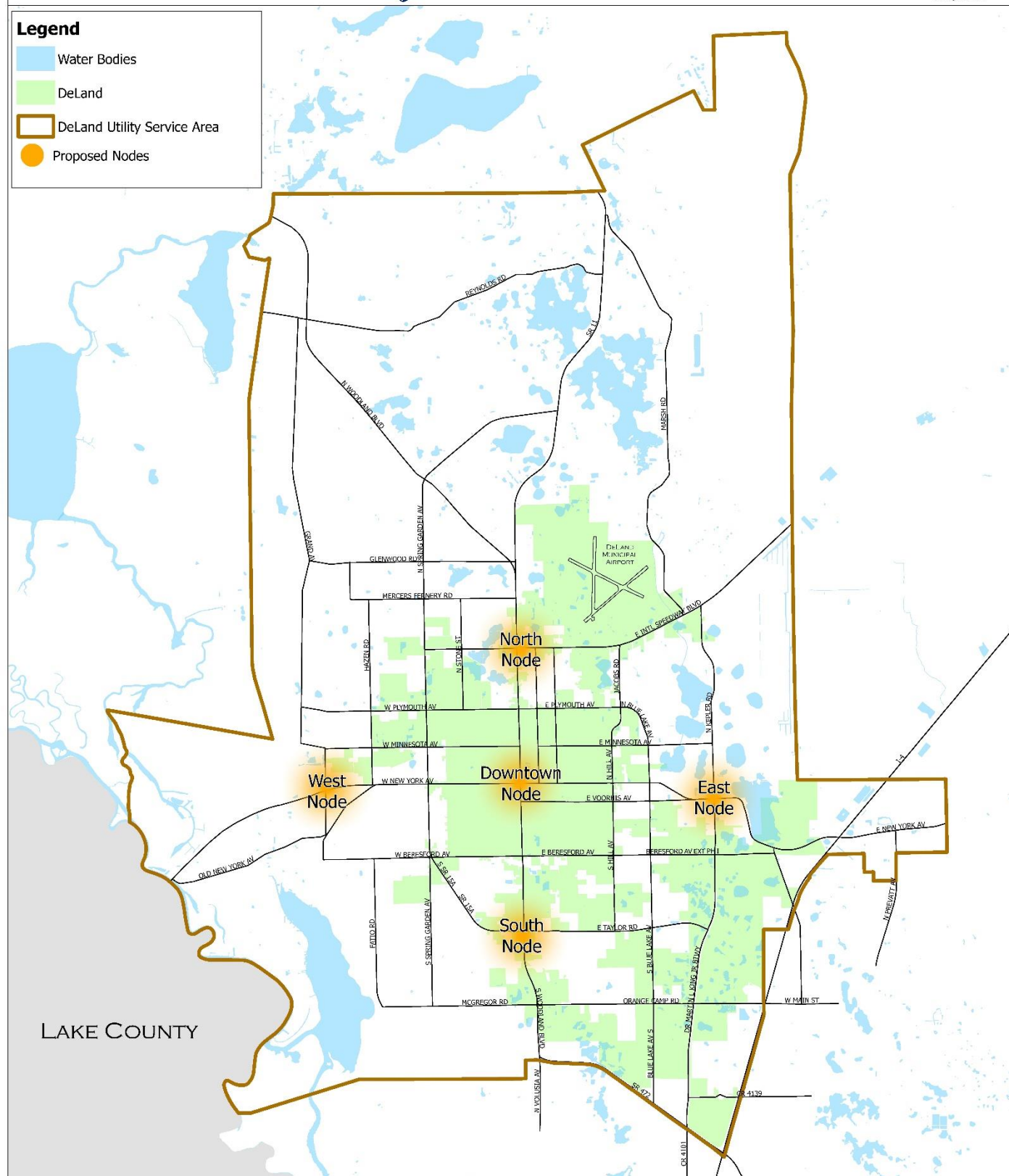
Proposed Node Areas Map

A new map was created based on discussions with the City Commission, Planning Board, and the community regarding future growth and redevelopment in different areas of the City. The development of five nodes, allows for each node to expand on its own existing character and identity.

- **Downtown Node** – This is the MainStreet DeLand and downtown commercial area along with the surrounding support district. Development will enhance and complement Main Street businesses and preserve the sense of place and small-town feel.
- **South Node** – This is an established area with future redevelopment opportunities and for future service and highway commercial uses that support DeLand, surrounding Cities, and unincorporated areas of Volusia County.
- **East Node** – A unique development area that has experienced recent growth. This area has environmentally sensitive lands and future development should preserve and complement these lands.
- **West Node** – An up-and-coming development area, with a focus on transit-oriented and mixed-use development to support the newly developed SunRail station. Existing and future development should expand and enhance the public transportation system and provide access to multi-modal trails.
- **North Node** – A rapidly changing area with infill and redevelopment possibilities with easy access to the DeLand Airport and servicing a large area of rural unincorporated areas of Volusia County.

DISTINCTLY DELAWARE
Your City. Your Future.

 Water Bodies
 DeLand
 DeLand Utility Service Area
 Proposed Nodes



1:30,000

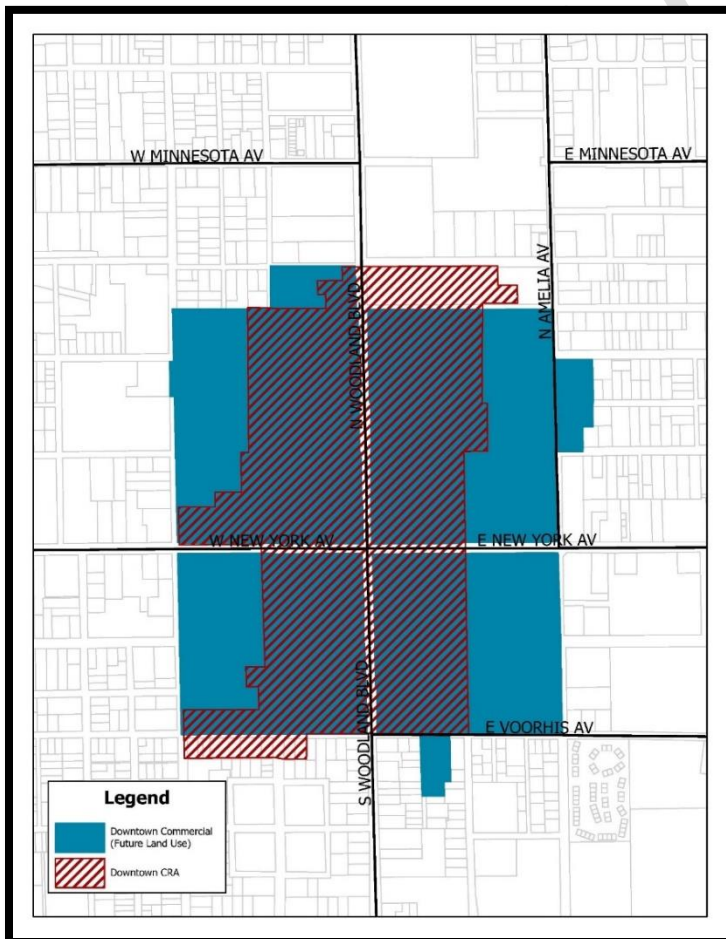
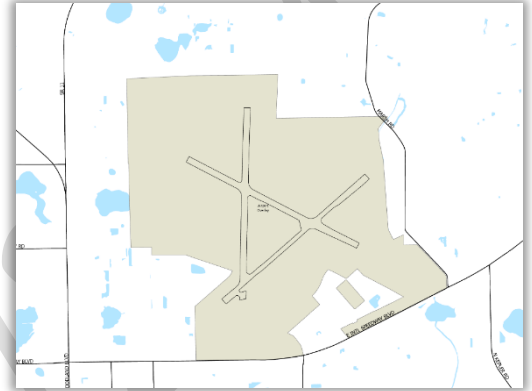
Nodes are depicted as general areas, not to scale or geographical area



07 ECONOMIC DEVELOPMENT & MUNICIPAL AIRPORT

City of DeLand area is part of a large interconnected metropolitan region, these regional influences impact how DeLand will grow. Continuing to lead, interact and remain involved in the region is crucial as the City approaches 2050. Understanding this, the City will:

- Update the Airport Overlay district to include standards for enhanced entryways, guidelines for cohesive signage and branding, and criteria for airport perimeter landscaping and tree preservation areas rather than on-lot tree preservation, and cohesive signage and branding.
- Support opportunities to locate convenience-related commercial uses close to residential areas (*depicted by the Mixed-Use Redevelopment Areas on the 2050 Land Use Map - Page 10*)
- Support plans and programs to assist existing business expansion as well as new business development.
- Continue to work with the MainStreet DeLand Association, Team Volusia, DeLand Area Chamber of Commerce, Volusia County Government, and other strategic partners regarding regional development and incentive opportunities.
- Continue to reinvest in underserved areas as outlined in the City's two opportunity zones.
- Explore areas for redevelopment and update the Land Development Regulations to include infill & redevelopment standards.





08

DEFINITIONS

Photo Credit: Stetson University

Complete streets – A major road corridor that includes separate bicycle and pedestrian ways; safely and efficiently accommodates transit users, bicyclists, pedestrians, and motorists; and provides easy access to adjacent land uses.

Cluster Development - In general, house sites on smaller parcels of land, while the additional land that would have been allocated to individual lots is converted to common shared open space for the subdivision residents. Typically, road frontage, lot size, setbacks, and other traditional subdivision regulations are redefined to permit the developer to preserve ecologically sensitive areas, historical sites, or other unique characteristics of the land being subdivided.

Distinctive Neighborhoods - Communities or neighborhoods with a strong sense of place, that build on their unique history, identity and assets to foster community pride, and increase social interaction

Greater DeLand Area (GDA) – Created in 1973 by the State legislature and defined as the area for future annexations and the provision of water and sewer by the City.

Hybrid Based Codes - An adaptation to the use-based regulations with a newer, form-based approach. This approach balances these two types of development standards while uniquely focusing on a more predictable, outcome-based application process.

Joint Planning Agreements (JPA) – A written agreement or understanding between two local governments designated to facilitate planned growth for the region and community.

Land Development Regulations - Standards and principals adopted by the City of DeLand for the regulation of land development, and uses that implement the policies of the Comprehensive Plan and 2050 Vision Plan.

Low Impact Development Practices - Land planning, design, and construction practices that conserve and protect natural resource systems and reduce runoff and pollutants.

Missing-Middle - A type of housing that offers a variety of housing options, from small apartments to detached single-family homes, which are compatible in scale and form with detached single-family homes.

Multi-Modal Transportation District – An area that includes multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled.

Nodal Strategy (Nodes) - Central or connecting points in a neighborhood that have a mix of residential, commercial, industrial and institutional uses and buildings.

Race-to-Zero - A friendly competition between municipalities to showcase methods for leading the way to carbon neutrality. The Florida Race to Zero is part of a global Race to Zero campaign to rally leadership and support from businesses, governments, and investors for a healthy, resilient and decarbonized economy.



08

DEFINITIONS

Smart Growth Principals - Planning, regulatory, and development practices and techniques founded upon and promoting the following principles: (1) using land resources more efficiently through compact building forms, infill development, and moderation in street and parking standards in order to lessen land consumption and preserve natural resources; (2) supporting the location of stores, offices, residences, schools, recreational spaces, and other public facilities within walking distance of each other in compact neighborhoods that are designed to provide alternative opportunities for earlier movement and interaction; (3) providing a variety of housing choices so that the young and old, single persons and families, and those of varying economic ability may find places to live; (4) supporting walking, cycling, and transit as attractive alternatives to driving, providing alternative routes that disperse, rather than concentrate, traffic congestion; and lowering traffic speeds in neighborhoods; (5) connecting infrastructure and development decisions to minimize future costs by creating neighborhoods where more people use existing services and facilities, and by integrating development and land use with transit routes and stations; and (6) improving the development review process and development standards so that developers are encouraged to apply the principles stated above.

SunRail – Central Florida's name for the commuter rail network which, as of June of 2024, has a connection to the DeLand Station.

Sustainable Development Practice - Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend and meets the current needs without compromising future generations.

Transit-Oriented Development (TOD) - Is a type of development that is either located around mass transit centers or along corridors that are developed at a density and intensity that makes it feasible to be served by public transportation. A TOD helps create compact, walkable communities that provide a quality of life without complete dependence on a car for mobility within the DeLand area.

Utility Service Area – Area served by City of DeLand's water and sanitary sewer services through a joint planning agreement with Volusia County.

Walkable – Refers to an area that encourages walking by providing safe and convenient routes to a variety of uses.



Photo Credit: The Canovas Photography

A. Distinctly DeLand 2050 (2024 Update)

1. Community Outreach/Public engagement (Photos from community outreach events and materials)
2. Survey Questions
3. Vision Board Results
4. City Commission & Planning Board workshops
5. Resolution from City Commission

B. DeLand 2050 (2011 Update)

C. DeLand 2050 (2023 Update)



Engagement Results. Created: April 1, 2024

Distinctly DeLand 2050 Vision Survey

March 8, 2024 to March 31, 2024
310 Participants *

Part of [Distinctly DeLand - 2050 Vision Update](#)

About you

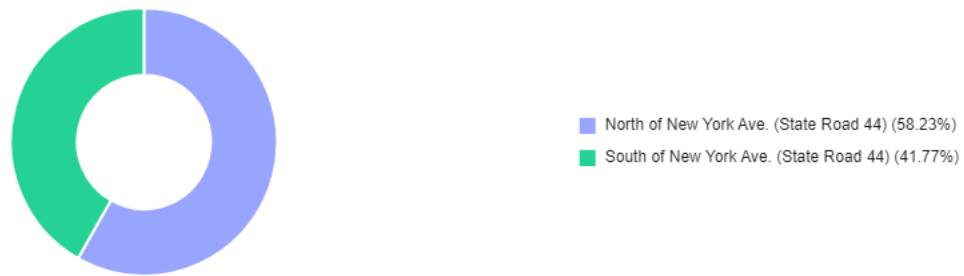
Do you live in the City of DeLand?



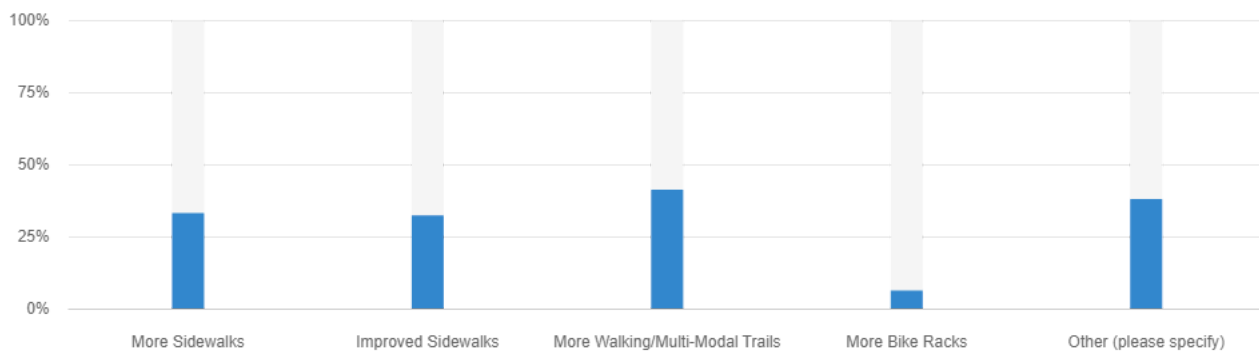
How often do you walk/bike to businesses/services in the City?



Where do you live in the City of DeLand?

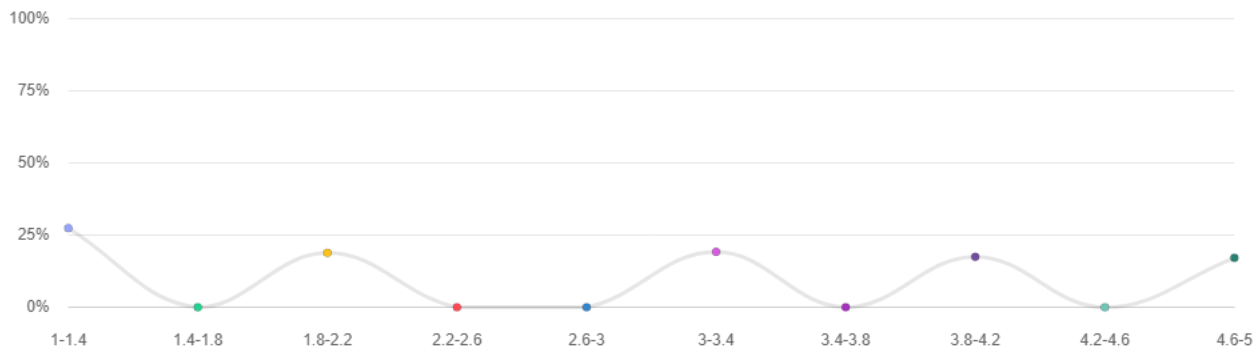


What would make you more likely to walk/bike to businesses or services in the City?

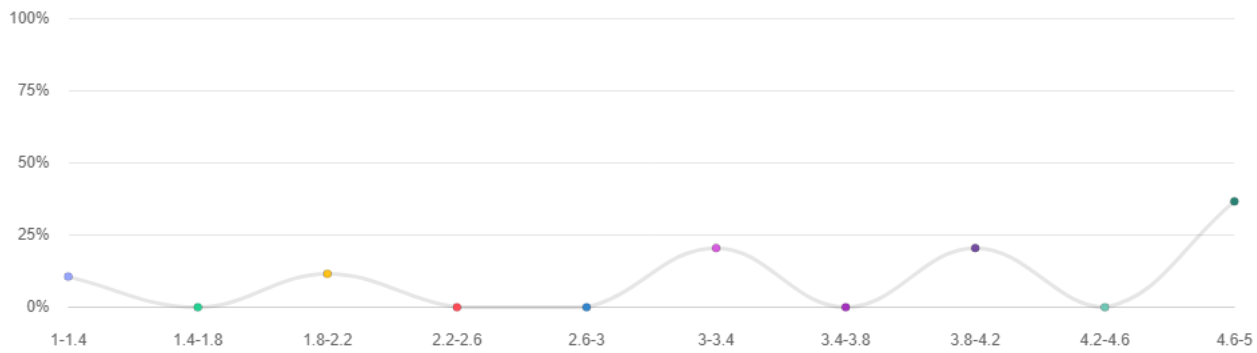


On a scale of 1-5, how would you rank the following on their importance to you. Where 1 is LEAST important and 5 is VERY important.

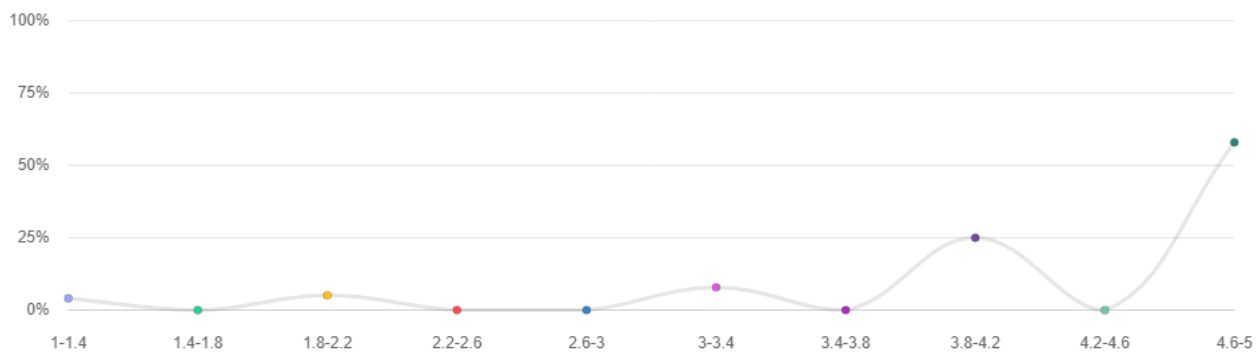
Bike Lanes



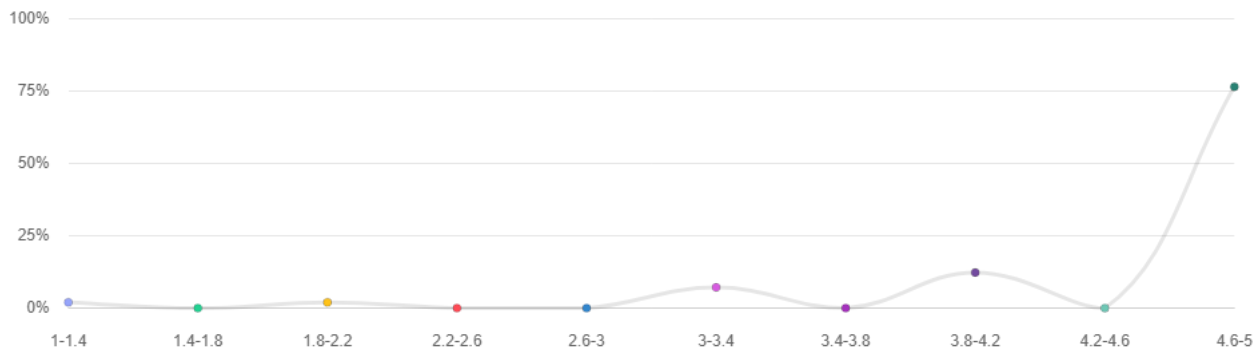
Employment Opportunities



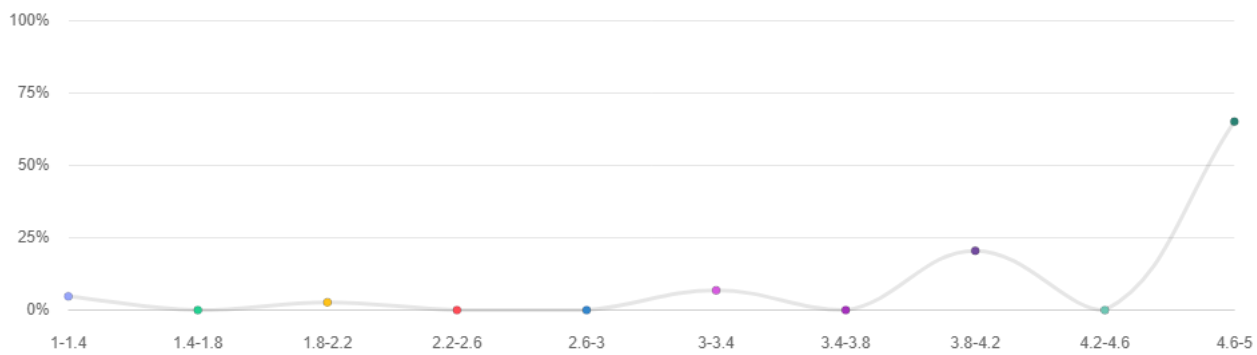
Historic Preservation



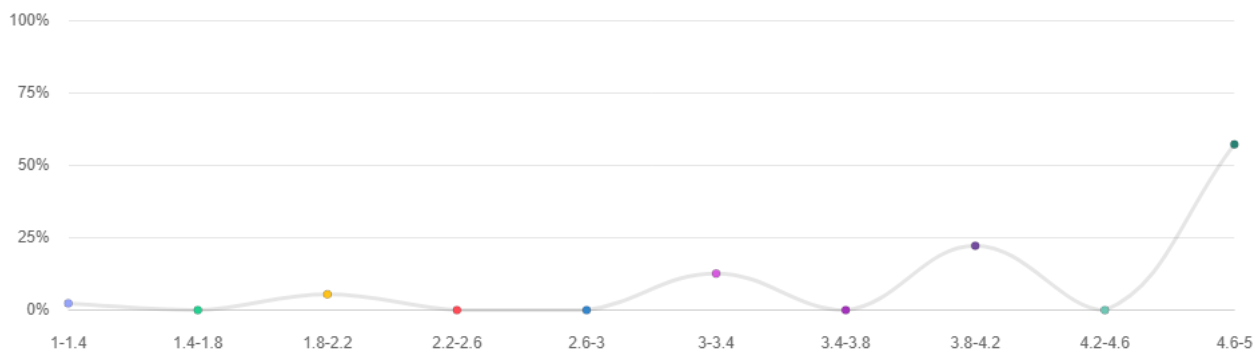
Open Space/Tree Preservation/Environmental Protection



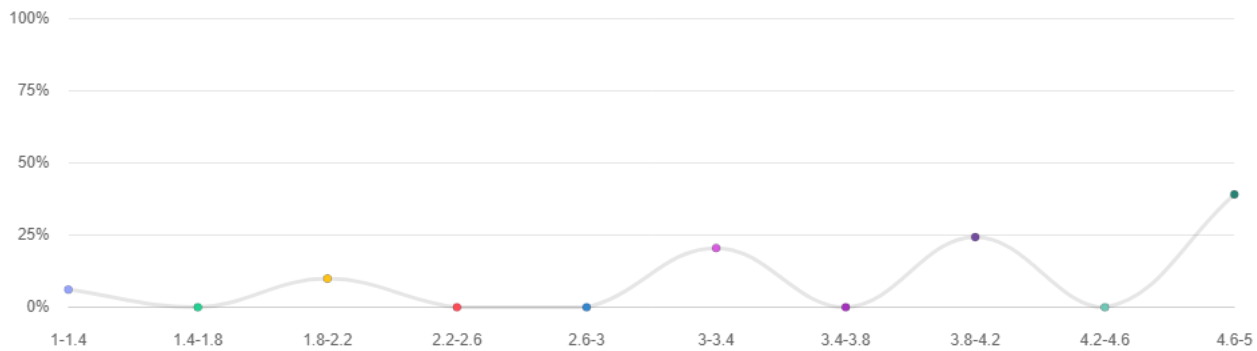
Public Services (e.g., schools, streets, police, fire)



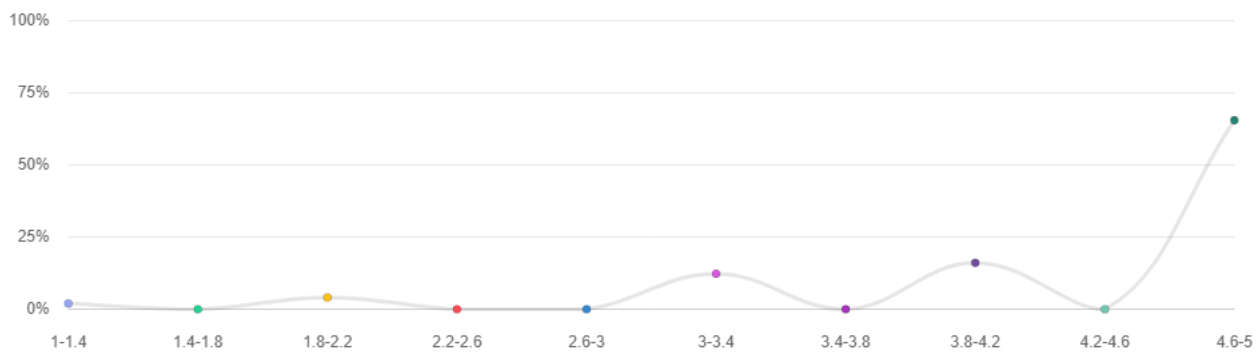
Recreation and Parks



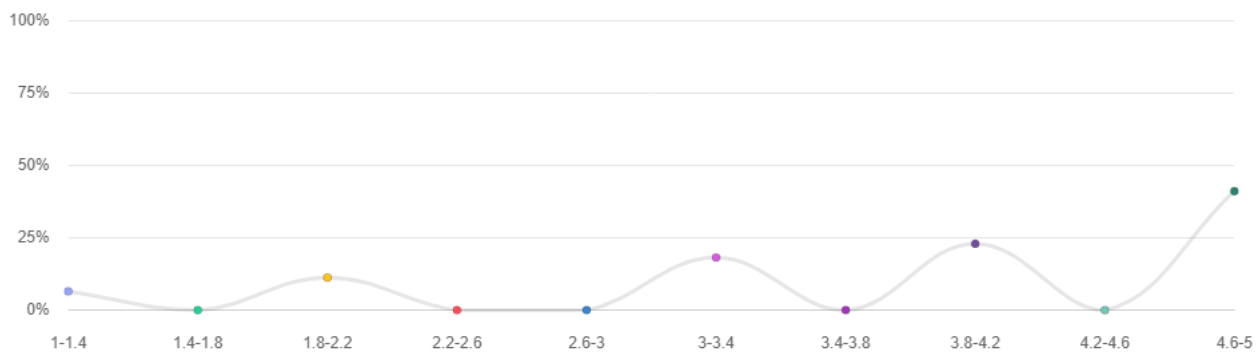
Sidewalks



Traffic



Trails (e.g., walking and multi-modal)



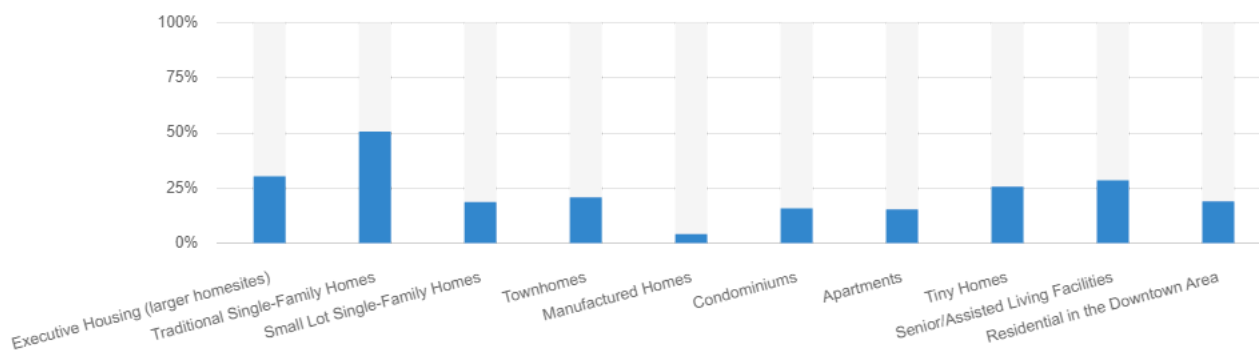
Please answer the following questions regarding shopping.

For each category indicate where you primarily shop (in DeLand, Outside of DeLand, Online, or Not Applicable (N/A))

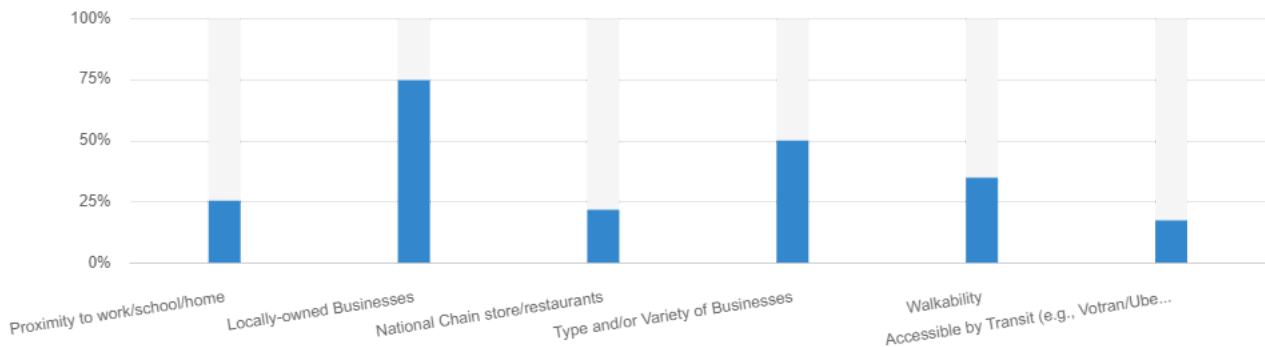


Future Development in the City of DeLand

What type(s) of housing do you think should be added to the City of DeLand over the next 10 years? (Select all that apply)

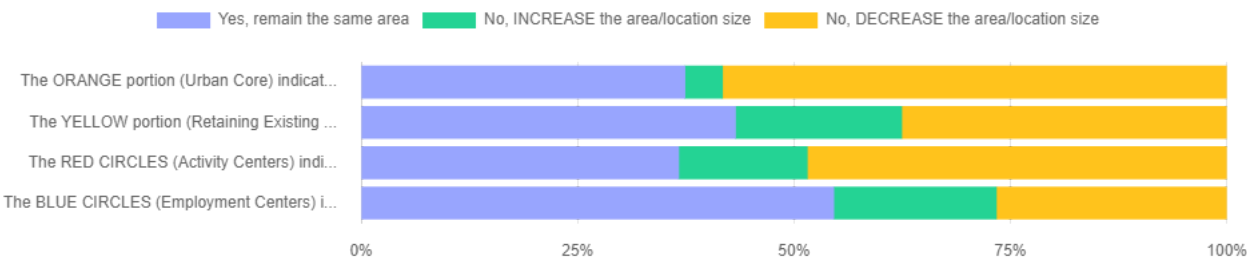


What aspect of Commercial Development is most appealing to you? (Select all that apply)



As part of the 2050 Vision update, the City is also proposing revisions to the 2050 Vision Land Use Map.

For each category, indicate if you believe the areas should remain the same, increase, or decrease in size.



The newly-adopted City of DeLand Strategic Plan (2023-2035) includes recommendations for pursuing a Nodal Strategy* (as defined below) in key areas of the City.

Do you agree or disagree that 4 additional nodes (North, South, East, & West) would be beneficial to the existing and future City Residents?



* Note: Results contained in this report represent a subset of submissions. Duplicate submissions have been excluded.



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City of DeLand Comprehensive Plan



2024



Table of Contents, Introduction & Chapter 1 Future Land Use Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Table of Contents

Update the table of contents to reflect the two (2) new proposed chapters – Economic Development and Placemaking.

Introduction

- Update to reflect the new 2050 Vision Plan and reference the two (2) new elements – Economic Development and Placemaking.
- Update references and dates for the newly-adopted 2023 Strategic Plan.
- Update all dates, as applicable.

Future Land Use – Chapter 1

- Add the newly-adopted Transitional Residential Development (TRD) Land Use Designation.
- Update Land Use Designation Table (fl6.1) to include Transitional Residential Development Land Use designation.
- Reference grid pattern for coordination between Chapter 1 & Chapter 2 – Transportation (fl.1.4).
- Revise references to Volusia County TPO to River to Sea TPO.
- Add population projections for 10- and 20- year horizon. Population numbers will be provided by the University of Florida Bureau of Economic Business Research (BEBR).
- Update the Future Land Use Map to include Transitional Residential Development designation, add the label and color to the legend.
- Update the Future Land Use Map to reflect current conditions (all Small Land Use Amendments to the FLU Map).



Chapter 2

Transportation Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current and projected transportation priorities within the City of DeLand and to reflect consistency with the transportation plans of the Florida Department of Transportation and other relevant jurisdictions. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction to provide an overview of the element.
- Update references from Volusia County TPO to River to Sea TPO throughout chapter.
- Update language to ensure consistency of City and other jurisdiction plans (Policy t1.1.1).
- Create a policy to prioritize transportation impact mitigation by developers (Policy t2.1.6).
- Include guidelines from the River to Sea TPO (t3.2).
- Update policy to reflect adopted concurrency program (Policy t3.1.2).
- Update to reflect road segments currently projected to operate as deficient before 2045 (Policy t3.2.1).
- Add reference to the urban core area's grid roadway network to recognize connectivity and multiple travel route options that provide motorists alternative routes around congested roads and signalized intersections (Policy t3.2.1).
- Update references and participation in the upcoming 2050 Long Range Transportation Plan. Based on the 2050 Transportation Plan, the city will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access (Policy t3.2.1).
- Provide clarity on when a Transportation Impact Analysis (TIA) is required (for projects that are projected to generate 100 or more net peak-hour or 1,000 or more net new daily trips) (Policy t3.3.2).
- Remove outdated roadway capacity information and add level-of-service table for City roads (Policy t3.2.1).
- Add language to encourage exploration of opportunities regarding the new SunRail station (Policy t7.1.7).



Chapter 3

Housing Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Revisions are proposed to ensure consistency with State requirements and to align with current conditions within the City of DeLand. Some of the goals will be expanded to include additional policies that support the City's future housing goals. Information will be reviewed for accuracy and updated accordingly.

- Add an introduction.
- Update this policy to provide incentives for the development of low-and moderate-income housing (Policy h1.1.2).
- Include coordination with Volusia County when pursuing state and federal funding (Policy h1.2.1).
- Remove the provision that the City will give assistance to private HOAs. HOAs are not given assistance from the City as they are a private association (Policy h1.2.3).
- Move Policy h1.4.5 to Policy h1.3.4 to an appropriate section (Policy h1.4.5 and Policy h1.3.4).
- Remove the use of density bonuses to streamline development in this policy (Policy h1.7.4).
- Clarify the policy regarding community residential homes is in reference to Chapter 419 of the Florida Statutes (Policy h1.7.7).
- Add an entirely new objective to support infill and redevelopment for “missing middle” housing (Objective h1.10).
- Add a policy to study the current Land Development Regulations to address the housing needs of the “missing middle” (Policy h1.10.1).
- Add a policy to allow for a variety of housing types and sizes (Policy h1.10.2).
- Updates throughout are proposed to clarify the information and to correct grammatical errors.



Chapter 4

Public Services Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current and projected Level of Service Standards (LOS) and priorities within the City of DeLand five-year Capital Improvement Plan (CIP). Other revisions will be made to outdated references and to correct grammatical errors.

- Add of an Introduction
- Update language throughout the Element to ensure appropriate terminologies are being used (Policy 2.1.1, Policy sm2.1.1, Policy ww3.1.2).
- Revise outdated Objectives and policies throughout the Element (Objective ww2.1, Objective ww2.2, Objective ww3.1, Policy ww3.2.2, Policy 3.2.2, Objective sw1.2, sw1.2.1, sw1.2.2, Objective sm1.2, Goal pw-1, Policy pw2.1.1).
- Remove LOS from Public Services Element and added it to the Capital Improvement Element for consistency (Policy ps1.1.1).
- Update policy to match state standards (Policy ps1.1.4).
- Correct grammatical and spelling errors (Policy ps1.1.7, ww3.1.2, pw3.1, ow3.1.1, pw3.1.2, Policy ps1.1.6).
- Change Policy to be consistent with updated SJWMD requirements (Policy sm2.2.1, sm2.2.3).
- Update Objective and Policy to reflect current water supply project (Objective pw3.2. Policy pw3.2.1, Policy pw3.2.3).



Chapter 6

Conservation Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current codes and standards and include new criteria for stormwater facilities within the City of DeLand. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction to present the purpose of the element.
- Update criteria for drainage and stormwater facilities to be designed for a 100-year 24-hour duration storm (Policy c1.2.1: a).
- Add language encouraging the provision of reclaimed water to all parts of the city over time to aid in the conservation of water as a natural resource (Policy c1.2.4: c).
- Update language to address alignment with the Florida Building Codes' efforts to require the use of fixtures that conserve potable water (Policy c1.2.7: b).
- Update references to "Water Star" to reflect use of the Florida-Friendly Landscaping program (Policy c1.9.6).
- Update the language regarding reducing the demand for irrigation to include Florida-Friendly principles and avoid runoff of fertilizers and pesticides (Policy c1.2.7: d).
- Add language to address sites that may have contained hazardous substances and eliminate their potential to impact the water supply (Policy c1.2.12:).
- Update the language to bring the city's regulations in line with county and state regulations (Objective c1.3:).
- Revise the minimum site size requirements for submittal of an environmental report to reflect the City's Land Development Code requirements (from 10 acres to 5 acres) and add language to allow staff to request a report for smaller sites that may contain environmentally sensitive areas (Policy c1.7.3).
- Add language regarding the for the City to transition to 100% renewable energy by 2075 (Objective c1.9:).
- Update the language regarding the city's current Florida Green Local Government Designation to encourage maintaining the current level and seeking to improve to a higher level (Policy c1.9.1).
- Update language to ensure the city conducts energy audits on all city facilities and upgrade the facilities wherever possible (Policy c1.9.3:).
- Update the language to encourage education on and the use of energy efficient resources and practices throughout the city and to encourage partnerships with other organizations (Policy 1.9.5:).



Chapter 7

Recreation & Open Space Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Revisions are proposed for this element to ensure consistency with State requirements and to align with current conditions within the City of DeLand. The City has a heavier focus on walking and bicycle trails and coordinating connectivity of the trails with the County. Information will also be reviewed for accuracy and updated accordingly.

- Move the table of past amendments into a separate Appendix section.
- Add an Introduction.
- Update language throughout the Element to ensure appropriate terminologies are being used (Objective r1.2; Policy r1.2.1.; Policy r1.2.2).
- Update policy to expand senior citizen facilities (Policy r1.2.3).
- Add the development of new parks as part of this objective (Objective r1.3).
- Alter verbiage of this policy to be more specific on how to utilize vacant property (Policy r1.3.2).
- Remove verbiage on this policy, as the City does not contact property owners regarding land donation requests (Policy r1.3.3).
- Include in this update previously removed policy to be captured during this update cycle (Policy r1.3.4).
- Update this policy to include all facilities (Policy r1.4.1).
- Revise this objective to focus on bicycle and walking trail connections and removed language regarding boardwalks and nature trails (Objective r1.7).
- Update this policy to require new development to provide public access to trails to allow for future connectivity (Policy r1.7.1).
- Add this policy to align with the Greenway Report-Pedestrian Master Plan (Policy r1.7.2).
- Add this policy to coordinate sidewalk extensions and connectivity with the County (Policy r1.7.3).
- Update chapter to clarify information and to correct grammatical errors.



Chapter 8

Intergovernmental Coordination Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Minor updates are proposed to this element to ensure consistency with State requirements and other local jurisdictions. The scope of some policies will be expanded and language pertaining to historic preservation will be added.

- Create an introduction to provide an overview of the chapter.
- Create a conflict resolution process consistent with the process of local municipalities as required by State statute (Policy i1.3.3-i1.3.5).
- Update existing policies to expand scope and incorporate additional coordination areas. (Policy i1.5.1, i1.5.4).
- Update language to reflect mechanisms that have been adopted (i3.1).
- Add language to promote historic preservation (i2.1.5).



Chapter 9

Capital Improvement Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect the City's current level of service (LOS) standards and will be revised for consistency with the City's 5-Year Capital Improvement Plan. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction.
- Update references to 5-year Capital Improvement Plan 2023/24 – 2027/28.
- Correct various grammatical and spelling errors throughout chapter.
- Update Level of Service (LOS) standards, reformat to a chart for ease of use and add Public Services LOS to the Element (Policy ci1.2.6).
- Adjust time frames to complete improvement deficiencies (Policy ci1.3).



Chapter 10

Public School Facilities Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Minor changes are proposed for this element to ensure consistency of verbiage and clarity of formatting. Updates will be made to public school information and language will be added to reinforce the City's commitment to stormwater management.

- Add an introduction to provide background.
- Reformat zoning information into a table format for greater clarity and easy comparison (Policy s1.2.1).
- Add language referencing stormwater management (Policy s1.2.3).
- Update to reflect correct state program and terminology; the reference to Florida safe ways to school program will be revised to "Safe Routes to School (SRTS) program (Policy s1.3.4).
- Remove the Level of Service (LOS) table, as the table has become outdated (horizon dates of 2011, 2013, and 2014). Since the Volusia County school board maintains a separate LOS document, a reference to this document will be added (Policy s2.1.3:).
- Remove reference to service area map no longer in use (Policy s2.2.3).
- Add policy to commit to maintaining consistent Level-of-Service standards with the Volusia County School Board. (Policy s2.2.7)
- Add updated maps of the DeLand area schools (Appendix).



CITY OF DELAND

COMPREHENSIVE PLAN

~~2020~~
2024

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Appendix – A
Monitoring & Evaluation

*The City of DeLand does not have a Coastal Management Element. Elements are listed in order as presented under Rule 9J-5.

Note: Page numbers above may change at time of adoption to reflect editing.

COMPREHENSIVE PLAN AMENDMENT CYCLES

<u>Amendment Cycle</u>	<u>Date Adopted</u>
1. 93-1, Ord. 93-32	Sept. 20, 1993
2. 94-1, Ord. 94-13	August 15, 1994
3. 95-1, Ord. 95-15	June 19, 1995
4. 95-2, Ord. 95-27	October 2, 1995
5. 96-1, Ord. 96-11	June 17, 1996
6. 98-1 (originally 97-1), Ord. 98-07	March 16, 1998
7. 98-2 (EAR 1998), Ord. 98-06	September 9, 1998
8. 99-1, Ord. 99-30	October 18, 1999
9. 00-1, Ord. 00-07	March 20, 2000
10. 00-3, Ord. 00-27 (cycle 00-2 withdrawn)	December 18, 2000
11. 01-1, Ord. 01-08	April 2, 2001
12. 02-1, Ord. 02-08	July 15, 2002
13. 03-1, Ord. 03-04	July 21, 2003
14. 04-1,	Not adopted
15. 04-2, Ord. 04-47	December 20, 2004
16. 05-1, Ord. 05-25	June 6, 2005
17. 05-2, Ord. 05-74	December 19, 2005
18. 06-1, Ord. 06-26	July 26, 2006
19. PSFE, Ord. 08-04	January 23, 2008
20. CIE, Ord. 08-45	November 17, 2008
21. WSP, Ord. 09-07	February 16, 2009
22. 09-1, Ord. 09-23	June 15, 2009
23. 09-2 (EAR 2009), Ord. 09-37	November 16, 2009
24. 10-2, Ord. 10-20	September 20, 2010
25. 13-1, Ord. 13-13	October 21, 2013
26. 14-2, Ord. 14-18	October 20, 2014

LIST OF ACRONYMS AND TERMS

The following is a list of acronyms that can be found in the City of DeLand's Comprehensive Plan.

<u>ADA</u>	<u>Americans with Disabilities Act</u>
<u>AADT</u>	<u>Annual Average Daily Traffic</u>
BEBR	Bureau of Economic and Business Research
CBD	Central Business District
CDMT	Concurrency Data Management Tool (Volusia County)
<u>CDBG</u>	<u>Community Development Block Grant</u>
CFASPP	Continuing Florida Aviation System Planning Process
CFRPM	Central Florida Regional Planning Model
CIE	Capital Improvement Element
CIP	Capital Improvement Program
<u>CLG</u>	<u>Certified Local Government</u>
<u>CRA</u>	<u>Community Redevelopment Agency</u>
<u>CUP</u>	<u>Consumptive Use Permit</u>
DEO	Florida Department of Economic Opportunity
<u>DRI</u>	<u>Development of Regional Impact</u>
<u>DU/A</u>	<u>Dwelling Units per Acre</u>
EAR	Evaluation and Appraisal Report
<u>ECFRPC</u>	<u>East Central Florida Regional Planning Commission</u>
<u>ERU</u>	<u>Equivalent Residential Units</u>
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
<u>FAR</u>	<u>Floor Area Ratio</u>
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
<u>FGFWFC</u>	<u>Florida Fish and Wildlife Conservation Commission</u>
FIHS	Florida Intrastate Highway System
FTA	Federal Transit Administration
<u>GCPD</u>	<u>Gallons per Capita per day</u>
GHG	Greenhouse Gases
HB	House Bill
ITF	Intermodal Transportation Facility
LDR	Land Development Regulations
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
<u>LWGC</u>	<u>Lake Winnimissett Gateway Corridor</u>
L RTP	Long Range Transportation Plan
<u>MGD</u>	<u>Million Gallons per Day</u>
MMTD	Multimodal Transportation District

<u>MSL</u>	<u>Mean Sea Level</u>
<u>NCC</u>	<u>Neighborhood Convenience Center</u>
<u>NCD</u>	<u>New Community Development</u>
<u>ND</u>	<u>Neighborhood Development</u>
<u>PD</u>	<u>Planned Development</u>
SIS	Strategic Intermodal System
SJRWMD	Saint Johns River Water Management District
<u>SRTS</u>	<u>Safe Routes to School</u>
<u>SSMP</u>	<u>Site Mitigation and Management Plan</u>
SOV	Single Occupant Vehicle
SR	State Road
STA	Special Transportation Area
SWAC	Southwest Activity Center
TAZ	Traffic Analysis Zone
TCC	Volusia County MTO Technical Coordinating Committee
TCEA	Transportation Concurrency Exception Area
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TIA	Transportation Impact Analysis
TIP	Transportation Improvement Program
TMS	Transportation Management Strategy
TOA	Tindale-Oliver & Associates
TOI	Transit Orientation Index
TPO	Transportation Planning Organization
<u>TRD</u>	<u>Transitional Residential Development</u>
TRIP	Transportation Regional Incentive Program
TSD	Technical Support Document for the Transportation Element
<u>USFWS</u>	<u>U.S. Fish and Wildlife Service</u>
<u>VC</u>	<u>Volusia County</u>
VCOG	Volusia Council of Governments
VGMC	Volusia Growth Management Commission
<u>VOTRAN</u>	<u>Volusia County Public Transportation System</u>
VMT	Vehicle Miles of Travel

INTRODUCTION

The State legislature requires all local governments to adopt Comprehensive Land Use Plans. Growth has continued to stress the ability of local and state governments to provide basic facilities and services to adequately support the needs of its citizens. Growth related problems: crowded schools, traffic congestion, disappearing open space, water shortages, and water use restrictions have become all too common. The Comprehensive Plan is the document to help local governments cope with the problems created by growth. The overall goals of the Comprehensive Plan are to insure that future development is directed in a harmonious pattern with existing development and the natural systems. It is intended to provide guidelines for orderly future development in accordance with the provision of adequate community facilities and services compatible with the surroundings.

Since the 1990 adoption of the Comprehensive Plan, the City has updated the Plan ~~twice~~ three times through the Evaluation and Appraisal process; ~~once in 1998, and more recently in 2007, and 2024.~~ The intent of the updates is to take into account changes to state law and to reflect changing conditions within the community. The intent is that the Plan would stay relevant by efficiently addressing contemporary growth challenges in a fiscally responsible manner.

The 2024 Evaluation and Appraisal includes population projections for

Components of the Plan

The Comprehensive Plan contains nine elements that make up the required portions of the Plan; Future Land Use, Transportation, Housing, Public Services (with sub-elements Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge), Conservation, Recreation and Open Space, Capital Improvements, Intergovernmental Coordination, and Public School Facilities. Within each element, the existing conditions were inventoried and analyzed, standards were established to determine if there are any existing deficiencies and to project future needs.

For each element, goals, objectives and policies were created to direct each element and provide for the implementation of this direction. The specific goals, objectives, and policies contained in each

element will serve as the policy guidelines for elected and appointed officials. In addition to the Goals, Objectives and Policies, a Future Land Use Map must be included in the Comprehensive Plan to help guide actions of the City which affect the use of land. The time frame of the City of DeLand Comprehensive Plan is from 2010 to 2020, which represents the traditional time frame for which the City has used in the previous land use plans.

New Guideline

~~The City has initiated becoming a sustainable city as called for in its adopted Strategic Plan. Many of the City's recently-adopted 2023 Strategic Plan policies have been included as part of the 2024 Comprehensive Plan update. The 2024 update also includes 10- and 20- year population projections for compliance with 2023 legislative changes. The Comprehensive Plan update also continues the policies included in the newly-adopted 2050 Vision Plan. The 2050 Vision Plan update includes: a adopting a nodal strategy for specific areas within the City, encouraging missing-middle housing, preserving the grid pattern, promoting commercial and industrial development opportunities in and around the DeLand Municipal Airport, and developing placemaking strategies. Two new chapters have been added to the Comprehensive Plan – Economic Development(Chapter 12) and Placemaking (Chapter 13).As part of this effort, the City has made changes to the Comprehensive Plan that addressed mixed use development and other Smart Growth principles. Some of the changes~~
The majority of the changes are only a reorganization of existing objectives and polices as well as updating programs and projects. while others are new policies that were added to specifically address greenhouse gas reduction. Future amendments to the Comprehensive Plan will continue to further the City's efforts to achieve sustainability.

Population Projection:

The City contracted with the University of Florida Bureau of Economic Business Research for the 10 and 20 year population projects. The City's current population is _____ and in 10 years, the population will grow to _____. By the year 2044, the City's population is expected to be _____.

CHAPTER 1

FUTURE LAND USE ELEMENT

Future Land Use Categories and Goals, Objectives, and Policies

FUTURE LAND USE DESIGNATIONS

Introduction:

The overall goals of the Future Land Use element are to ensure that future development is directed in a harmonious pattern with existing development and the natural systems. It is intended to provide guidelines for orderly future development in accordance with the provision of adequate community facilities and services compatible with the surroundings. The Future Land Use Map and Future Land Use Designations provide a vehicle by which the goals can be implemented.

Vision Plan:

In ~~November, 2011~~ July 2024, the **DeLand 2050 Vision Plan** was approved by the City Commission to be used as a guide when amending the Comprehensive Plan in relation to land use and transportation decisions. All amendments subsequent to this date will be prepared and reviewed with the vision in mind to insure that the City continues with pursuing the principles described in the document.

The following definitions provide a useful aid to understanding the land use designations:

Gross Residential Density - Gross residential density is computed by dividing the total land area (gross acre) of the tract to be developed by the total number of dwelling units. The area upon which the computation is based includes public lands and institutional uses located on the site; but does not include natural water bodies, high water elevations, and conservation areas. The densities provided in this document are based on computations of gross residential density. This provides the residential developer with incentives to reduce overall site and housing costs, as well as provide more innovative design that is possible under net density development.

Net Residential Density - Net residential density is based upon the parcel area that is devoted solely to residential and attendant uses. This variable is computed by dividing the area by the total number of units on the parcel,

and is utilized on a site-specific situation.

Cluster Development - Cluster development may be defined as development in which structures are arranged in closely related groups. Rather than spreading housing uniformly over an entire tract, a cluster development builds at higher densities in certain areas and preserves natural features in others. Structures are placed on suitable terrain and installation costs for infrastructure are lower. Clustering is based on the concept of density transfer.

Non-Residential Density - This variable is a measure of land use intensity, which is computed by multiplying the floor area ratio (FAR) allowed by the total gross area of the nonresidential parcel.

Floor Area Ratio (FAR) - A measure of land use intensity computed by dividing the gross floor area of a building by the gross area of the nonresidential parcel.

Gross Square Foot (GSF) - The total number of square footage under roof.

Gross Leasable Square Feet (GLSF) - The total number of square feet that can be leased (usually the gross square footage, less maintenance and service areas, which amounts to approximately 90 percent of GSF).

The following pages provide a description of each land use designation. In addition, the general type of development that would be allowed within each category is provided, along with a discussion of policy guidelines.

AGRICULTURAL CONSERVATION DESIGNATION

Description: This designation allows for one (1) single-family detached dwelling unit or less per two (2) gross acres (0.5 du/ac). Other uses such as conservation and agriculture are permitted in this designation. Typically, development under the agricultural conservation designation is limited due to environmental constraints, or lack of public facilities.

General Type

of Development:

- o Single Family Detached
- o Pasture Land
- o Farms/Ferries
- o General Agriculture
- o Conservation

Policy

Guidelines: The area covered by agricultural conservation shall be considered rural in nature, and uses permitted should require rural services. The existing rural character and compatible agriculture and conservation use shall be encouraged and protected. Single-family use at rural development standards should be allowed. Agricultural use, which will not adversely affect the surrounding residential area or land value, shall be permitted as per the right-to-farm rule.

URBAN LOW INTENSITY (ULI) DESIGNATION

Description: Areas for suburban density residential dwelling units with a range of 0.2 to 4 dwelling units per acre. In reviewing rezoning requests, the specific density will depend on locational factors, in particular, compatibility with adjacent uses and availability of public facilities. However, lot sizes larger than one acre may be allowed if there are similar lot sizes existing in the vicinity. This category will allow existing agricultural zoning and uses to continue.

General Type

of Development:

- o Single Family Residential, attached or detached
- o Cluster
- o Zero lot line
- o Office
- o Neighborhood Convenience

Policy Guidelines: This category may also allow neighborhood convenience uses and individual office buildings as transitional uses that meet the Comprehensive Plan's location criteria. Commercial intensity shall be limited in a manner that is compatible with the allowable residential density; with a greater intensity permitted at intersections of heavily-used roadways.

In order to be considered compatible, the commercial development should reflect comparable traffic generation; similar traffic patterns; building scale; landscaping and open space; and buffers. Due to the nature of some of the commercial uses, additional landscaping and visual screening shall be provided through the PD process, when adjacent to low density residential, in order to preserve the character of the neighborhood. High-intensive commercial use shall be reserved to areas designated for Business Retail or Highway Commercial.

Neighborhood Convenience Center (NCC):

- o Located along collectors, with preference given to locations at the intersections of collectors with arterials.
- o New convenience centers shall not be located internally within existing single-family developments unless part of a Planned Development (PD).
- o Uses do not encourage urban sprawl.
- o Designed to serve the needs of the immediate neighborhood.
- o Building size, sufficient setbacks, landscaping and buffers to maximize visual compatibility.

The general characteristics for a NCC are represented by the following standards:

- o Typical site area: 2 acres (max. 5 acres)
- o Gross Leasable Area: up to 10,000 sq. ft. (no one use to exceed 5,000 sq. ft.)
- o Intensity: 0.18 FAR
- o Sample uses: Convenience goods and services, offices, and specialty stores

Mixed-use developments consisting of residential and low-intensity commercial may be permitted through the PD process. Overall residential density for the development is not to exceed the specified range for this land use designation. Non-residential building square footages for the development may not exceed the amounts allowed for NCC's. However, total Gross Leasable Area may be increased to 7,840 square feet per acre. Total development size is not to exceed 5 acres in area.

TRANSITIONAL RESIDENTIAL DEVELOPMENT (TRD) DESIGNATION

Description: The Transitional Residential Development (TRD) Designation is intended for areas with lower density residential development, with a maximum gross density of up to 2.0 dwelling units per acre. The TRD designation is intended to provide a transition between existing low density residential and agricultural uses within the unincorporated county and low-density suburban residential uses within the city.

In some circumstances, the maximum density may be increased, provided specific performance-based criteria can be met. Higher density residential uses such as townhomes, cluster development, or 2, 3, and 4 family residential units may be considered on a case-by-case basis, and if developed through a cluster development pattern with the preservation of additional open space. In reviewing rezoning requests, the specific density will depend on the locational factors, including compatibility with adjacent uses and availability of public facilities. This category will allow existing agriculture zoning and uses to continue.

General Type
of Development:

- o Single-Family Residential
- o Cluster Development
- o 2, 3, and 4 Family Development

Policy Guidelines: The TRD Designation is intended to provide a larger-lot development options to allow for a gradual transition between existing agricultural and large-lot development areas within the unincorporated areas of the County and the perimeter of the City boundaries. This designation will allow another option for lower density residential within the City, encourage a more clustered development pattern to preserve a greater amount of open space and natural area and minimize disruption to existing natural habitat.

General: All development within the TRD Designation shall provide the following:

- a) Low-impact stormwater design
- b) Minimum 15% Tree Protection Area

Density Bonus: Development within the TRD Designation area may increase the maximum density of 2.0 dwelling unity per acre by up to 25% (2.5 dwelling units per acre), provided all of the following criteria are met:

- a) Internal trail and bike lanes with connections to adjacent trails and natural areas are constructed throughout the development area.
- b) Sidewalks and bike lanes provided throughout the development area.
- c) The project is located within a mile of an arterial, interstate, or the SunRail station.
- d) At least three enhanced on-site amenities such as a recreation center,

pool, clubhouse, fitness center, dog park, etc. are constructed to serve the residents.

Cluster Development: In order to preserve the open character of adjacent rural areas, lots may be clustered. In addition to the density bonus for providing amenities, trails, and access to existing transit, cluster developments may be granted an additional density bonus, provided:

a) All Density Bonus requirements (above) are met

b) Additional minimum preserved open space areas are preserved (table below)

<u>Preserved Open Space</u>	<u>Density Bonus</u>	<u>Maximum Density (du/ac)</u>
50%	20%	3 du/ac
60%	30%	3.25 du/ac

LOW DENSITY RESIDENTIAL DESIGNATION

Description:

Low Density residential land use is typified by detached single-family dwelling units and both agricultural and conservation land uses. A maximum density of 5.8 dwelling units per gross acre shall be permitted.

General Type

of Development:

or

- o Conventional, on-site built single-family dwelling units, attached
detached
- o Single-family factory-built units
- o Manufactured housing units, as defined by the Florida
Manufactured Building Act
- o Townhomes
- o Elementary Schools

Policy

Guidelines:

This density of development should be located in areas where more intense residential densities would cause environmental problems or would be incompatible with surrounding uses. Agricultural activities shall be located on the outskirts of the City where surrounding land uses are compatible with agricultural activities. Cluster housing may be permitted to provide common open space recreation and conservation areas. Gross density on cluster development shall be consistent with the maximum densities allowed in this land use designation. Pedestrian and bicycle facilities are encouraged in this land use. Residential development should have convenient access to recreation, shopping areas, schools and other public amenities. Internal roadways shall be designed to discourage through access and service only residents wherever it is not in conflict with the road network pattern reflected in the Transportation Element.

Recreational facilities as accessory to residential uses, such as pools, tennis courts and golf courses may be allowed upon receiving approval as

a Planned Development.

MEDIUM DENSITY RESIDENTIAL DESIGNATION

Description: Medium Density residential designation allows detached and attached moderate density housing types. Maximum density for this land use category shall be 12 dwelling units per gross acre.

General Type

of Development:

- o Single-family, attached or detached
- o Patio homes
- o Townhomes
- o Duplexes
- o Multifamily units
- o Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- o Elementary and middle schools
- o Mixed-use developments

Policy

Guidelines: This land use should serve as a transitional area between nonresidential or high-density residential and low-density residential land uses. Medium density subdivision shall be encouraged to provide recreation and open space through the clustering of dwelling units. Adequate safe access should be provided from either a collector level or arterial level roadway to minimize the impact to local streets to the extent that the access does not adversely affect roadway operations. On-site amenities such as, but not limited to, recreational facilities, open space, and pedestrian walkways shall be required, as per guidelines established in the Land Development Regulations. Zoning districts will further delineate between low-medium and medium density use.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities

and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, and commercial retail and services, may be permitted in this land use designation through the PD process. Non-residential uses shall be located within the same building(s) as the residential. Non-residential intensity shall be determined based on a trip exchange rate for residential density, as specified in the equivalency matrix under Policy ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 12 dwelling units per acre.

HIGH DENSITY RESIDENTIAL DESIGNATION

Description: The High-Density residential designation allows attached multi-unit residential development, with a maximum density up to 16 dwelling units per gross acre.

General Type

of Development:

- o Boarding houses
- o Condominiums
- o Townhouses
- o Apartment complexes
- o Community Residential Homes, multi-family
- o Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- o Middle and high schools
- o Mixed-use developments

Policy

Guidelines: This land use shall act as a buffer between lower density uses and nonresidential uses. High-density residential development should be located in proximity to major transportation facilities and utility trunk lines. In addition, it is desirable that high-density residential areas have safe and convenient pedestrian access to adjacent recreational and shopping facilities. Thus, high-density residential development shall be encouraged along arterial roads and in close proximity to large activity centers, such as the downtown and regional shopping areas. Such locations offer proximity to employment and minimize sprawl. Safe and adequate access to multifamily developments should be provided via major collectors and/or arterials, or transit, to minimize impact on local roadways to the extent that the access does not adversely impact roadway operation. On-site amenities including, but not limited to, recreational facilities, open space, and pedestrian walkways shall be required, as per guidelines established in the Land Development Regulations.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, and neighborhood-level commercial retail and services, may be permitted in this land use designation through the PD process. Non-residential uses should be located within the same building(s) as the residential, however may be located in a separate building if part of a larger (greater than 2 acres) development project. Non-residential intensity shall be determined based on a trip exchange rate for residential density, as specified in the equivalency matrix under Policy f2.3.4. Overall residential density for the development is not to exceed 16 dwelling units per acre.

MIXED OFFICE/RESIDENTIAL DESIGNATION

Description: The intent of this designation is to promote a mix of residential, office, and personal service uses. Primarily, this designation is assigned to existing areas of residential and office use adjacent to commercial area.

General Type

of Development:

- o Residential
- o Professional/general office
- o Medical/dental offices and clinics
- o Professional services
- o Institutional uses

Policy

Guidelines: Mixed-use districts shall service existing and proposed residential and office land use areas. Large mixed-use projects of a local nature should be encouraged, as should cross access, shared access, and shared parking facilities. Developments shall be required to have land use buffers, landscape buffers, and open space areas to minimize visual impacts where the designation is adjacent to noncommercial uses. Maximum building coverage is limited to 60% of the site. The maximum residential density shall be 5.8 du/a. The maximum nonresidential intensity of use shall be limited to 10,000 sq. ft. of building per acre. Convenient pedestrian access and bikeway facilities shall be encouraged within this designation. Mixed office residential designation developments shall require land use buffering and open space areas to minimize the visual impacts when located adjacent to existing residential areas.

MIXED COMMERCIAL DESIGNATION

Description:

The City of DeLand has several areas which are characterized by a mixture of primarily single family residential, office, and retail/service land uses. Although there is a tendency for the residences to convert to nonresidential land uses (office, service, and retail), residential land uses are compatible with the nonresidential land uses and comprise a significant portion of the land uses. Residential land uses include single family, and multiple family, having densities not exceeding 10 DU/A.

The retail, office, and service land uses vary greatly in both size and impact. Although some of the nonresidential land uses may serve a broad market area, most provide retail and related goods and services to local markets. Maximum coverage of impervious surface shall not exceed 60%.

General Type

of Development:

- o Residential development, both single family and multiple family
- o Conversion of residential structures into office, service and/or retail uses
- o Office complexes
- o High schools
- o Neighborhood Convenience - goods which are needed immediately and often, and which are purchased where it is most convenient to the shopper. Generally characteristics include: 3,000 - 5,000 square feet; access to adjacent residential area.
- o Neighborhood Shopping Center - a neighborhood shopping center is compatible with all types of residential development, recreation, and open space use. The following description presents the general characteristics of neighborhood shopping centers.
 - Small Neighborhood Shopping Center. Major tenants include a variety or outlet store with a personal service

or convenience store serving as the anchor. The travel time is up to three minutes, since the radius of the market is approximately .5 mile and the gross leasable area is 5,000 to 30,000 square feet on .5 to 3 acres. The number of stores range from 2 to 5.

- Typical Neighborhood Shopping Centers. A supermarket or drug store serves as a major tenant with other stores serving convenience goods and personal service needs.

Policy

Guidelines:

Neighborhood convenience centers shall be located so as to be easily accessible to both automobiles and to the pedestrians who live within the immediate area. They will be compatible with the character of the surrounding area, without disruption to said areas, and discourage strip-commercial developments.

Neighborhood commercial areas are frequently located in older areas of the city and may be comprised of a mixture of both residential and nonresidential land uses. Functionally, they tend to serve adjacent residential areas or varying sizes. Although some retail, service, or office land uses may serve a regional or subregional market area, land uses with this designation tend to have a relatively small market area. Such developments shall be located along, and have their access from, collectors or arterial roadways, or local streets immediately adjacent to arterials or collectors.

New neighborhood commercial developments shall be clustered to promote shared facilities and access. Local commercial uses, located adjacent to residential uses, shall utilize significant buffering and landscaping to minimize negative impacts.

Residential land uses may either be freestanding or share structures with nonresidential land uses. Conversion of residences to office, retail, or service land uses is common. When residential and nonresidential land uses share the same structure, the residential land use usually occupies the upper floor(s) or the rear of the first floor.

BUSINESS RETAIL DESIGNATION

Description: This category accommodates the full range of sales and service activities. These uses may occur in self-contained centers, campus parks, or along arterial highways. This category would be designated in areas that would not be utilized for mixed-use, but rather for strictly business uses.

General Type

of Development:

- o Retail Sales and Services
- o Office
- o Restaurant
- o Shopping Centers
- o Hotel/motel

Policy

Guidelines: In reviewing zoning requests or site plans, the specific intensity and range of uses and design will depend on locational factors, in particular compatibility with adjacent uses; availability of highway capacity; and ease of access and availability of other public services and facilities. Uses should be located to protect adjacent residential use from such impacts as noise and traffic.

Commercial development in newly-developing areas is designated in nodes at major thoroughfare intersections. Primarily, new development should be designed to utilize the shopping center concept and not designed to encourage strip-style commercial development.

The general characteristics for development are represented by the following standards:

- o FAR - 0.25
- o Impervious surface – 70% max.

HIGHWAY COMMERCIAL DESIGNATION

Description:

This land use designation includes office uses, service-oriented and commercial establishments which provide retail and related goods and services to local/sub-regional and regional markets. These types of centers include neighborhood convenience, neighborhood, community, and regional shopping centers. Maximum coverage of impervious surface is limited to 70% of the site. Although residential land uses may be included in this designation, such developments shall be limited to multiple family and manufactured housing developments. Single-family residential land uses are incompatible with this designation.

General Type

of Development:

- o Multifamily residential development up to 16 DU/A
- o Office complexes
- o High schools
- o Neighborhood Convenience - goods which are needed immediately and often, and which are purchased where it is most convenient to the shopper. General characteristics include: 3,000 to 5,000 square feet; access to adjacent residential areas via sidewalk; and location may be part of existing multifamily structure.
- o Neighborhood Shopping Centers - a neighborhood shopping center is compatible with all types of residential development, recreation, and open space uses. The following descriptions present the general characteristics of small and typical neighborhood shopping centers.
 - Small Neighborhood Shopping Center. Major tenants include a variety or outlet store with a personal service or convenience store serving as an anchor. The travel time is up to three minutes, since the radius of the market area is approximately up to .5 mile and the gross

leasable area is 5,000 to 30,000 square feet on 1/2 to 3 acres. The number of stores range from 2 to 5.

- Typical Neighborhood Shopping Center. A supermarket or drug store serves as a major tenant with other stores serving convenience goods and personal service for the day-to-day living needs.
- o Community Shopping Center - the major tenant is a supermarket or junior department store, a major variety store, or a discount operation. Compatible land uses include banking, professional office, recreation, and in some instances, multifamily, where appropriate. Travel time to the center may be up to 20 minutes, with a market area of 3 to 5 miles. The average size is 100,000 to 300,000 square feet on 10 or more acres. The number of stores ranges from 15 to 40, or more.
- o Regional Shopping Center - the major tenant includes one or more major department stores of at least 100,000 square feet, providing items such as general merchandise, furniture, and home furnishings. Compatible land uses include multifamily dwellings, office, motels/hotels, recreation, and vegetative buffer strips. The travel time to the center can be up to 30 minutes, with a market area of 8 miles or more. The average size ranges from 30 to 50 acres, with 300,000 to 1,000,000 square feet or more. The number of stores can range up to 80.

Policy

Guidelines:

The areas designated as Downtown Commercial and the Mixed Commercial tend to be located in the central portion and/or older developed areas of the city. Whereas, areas designated as Highway Commercial tend to be located in the outlying or newly developed areas of the city. They serve a variety of residential, office and commercial needs and are oriented toward land uses which have regional or sub-regional market areas.

Large offices should be located in the proximity of intersections or major thoroughfares, while smaller offices should locate along arterials and collectors. Office parks should be encouraged to include correlating uses such as supply stores, banks, restaurants, and compatible business uses. Landscape buffers and open space shall be required.

Neighborhood convenience centers shall be located within easy walking distance of residents in the trade area, and where they will be compatible with the character of the surrounding area without disruption of said areas. Neighborhood shopping centers shall be located at the intersection of thoroughfares or along major thoroughfares. Adequate depth shall be provided to permit development to set back from the thoroughfares and discourage strip commercial developments. New commercial developments shall be clustered to promote shared facilities and access. Local commercial uses, located adjacent to residential uses shall utilize significant buffering and landscaping to minimize negative impacts.

Community shopping centers and regional shopping centers are typically located at the intersection of, or in close proximity to, two or more major arterials. They serve a market area of the City of DeLand and West Volusia County. Intensified development is encouraged in this area to promote clustering and discourage linear development along collector and arterial level roadways. Concentrating and clustering of such developments permits a more energy- and cost-effective delivery of services. Ingress and egress shall be properly designed to avoid undue traffic hazards or congestion, and adequate transportation facility capacity should be provided. Landscape buffering and open space area are required regardless of adjacent use.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities

and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, commercial retail and services, and some light-industrial may be permitted in this land use designation through the PD process. Overall residential density for the development is not to exceed 16 dwelling units per acre.

DOWNTOWN COMMERCIAL DESIGNATION

Description:

The Downtown designation is a generalized land use plan, which promotes the desirable development patterns outlined in the Downtown DeLand Redevelopment Plan (2005) and the Public Space and Parking Needs Analysis (2008). A map of the Downtown Designation is attached as a part of the Future Land Use Map. The principal land use characteristics include retail and office, the historic sector of Downtown, government complexes, and residential.

General Type

of Development:

- o Central Business District (CBD) - principal commercial/retail area, restaurants, office, and free standing multifamily residential and multifamily residential above the first floor of nonresidential land uses up to 20 DU/A, residential units on the first floor of nonresidential land uses as an accessory use, but no single family residential. Includes the historic downtown sector.
- o Government Complex - institutional and office, for City and County services.
- o Mixed use of commercial and office, high-density residential, and public spaces (parks).

Policy

Guidelines:

Land uses shall be mixed whenever possible to provide diversity. Major categories should include institutional/governmental office, commercial and retail, cultural, and residential. New developments shall be coordinated, even among separate developers, in order to develop a site/structure unity. In general, retail commercial uses shall be encouraged on the ground floors that front on to streets. Offices and residential should be encouraged to locate above the active ground floor. Uses on the boundary of the downtown district shall be compatible with adjacent uses, and shall be developed in a manner which complements each other. Other plans and principles regarding circulation, public services, and open

space/landscape of the Downtown Development Plan shall be utilized as policy guidelines for the downtown.

In an effort to increase density in the Downtown, residential density within the DeLand Downtown boundary shall be calculated based on gross acreage for the entire district and not on an individual property basis. Total number of dwelling units within said district shall not exceed a total of 2,777 units, which is the amount permitted under the 2008 City of DeLand Comprehensive Plan land use designations.

Non-residential growth within the Downtown shall be regulated in phases, and maximum intensity shall be calculated for the district as a whole, not on an individual property basis. The first phase of growth shall be limited to the amount of non-residential intensity currently permitted under the 2008 City of DeLand Comprehensive Plan Land use designations: 6,204,065 square feet.

INDUSTRIAL/WAREHOUSE DESIGNATION

Description: The Industrial/Warehouse land use designation shall be assigned to specific areas in which the City proposes to accommodate and promote wholesale distribution, storage, light manufacturing, and retail and service land uses. Maximum coverage of impervious surface shall not exceed 70%.

General Type

of Development:

- o Research and development
- o Manufacturing
- o Electronics manufacturing
- o Office/showroom/warehouse facilities.
- o Warehousing.
- o Retail commercial and service land uses which serve the industrial, warehousing and wholesale land uses, or which are not compatible with other commercial land use designations.

Policy

Guidelines: The uses allowed in this land use category shall be limited to, but not necessarily include, the following: industrial uses; research and development; wholesale and distribution; business and repair services; warehousing and storage; transportation, communication and utility facilities; retail sales of home improvement goods, tools, machinery, and the like; trade and industrial schools; flea markets; recreational vehicle parks; outdoor recreational uses; temporary amusements and events; governmental offices and facilities; contractors trade offices; offices and banks which primarily serve the other uses permitted in this designation; retail and services which are accessory to the above uses; and retail and services which are not compatible with other land use designations. Retail and service land uses will be limited to a maximum of 30% of the total acreage of the Industrial/Warehouse land use designation.

Traffic from these uses shall not be directed through residential areas. Certain incompatible land uses are not to be located adjacent to existing or proposed industrial areas. Industrial sites shall be located within reasonable commuting distance of residential areas. Industrial sites shall be easily accessible to the form of transportation most efficient for its product type, including major collectors and arterials, rail, and airports. Operations shall not produce noxious effects or hazardous wastes. Distribution and warehouse are to be located on arterials and have fast and easy access to transportation facilities. Extensive landscape buffering sufficient to mitigate nuisance and hazards is required between uses permitted in the industrial/warehouse designation and uses permitted in other land use designations, and where such land uses abut residential land uses; or collector or arterial roadways. Within the industrial/warehouse designation, minimal landscape buffering shall be required. Expansions of existing industrial use should be stringently evaluated for impacts upon the surrounding land use.

RAIL SPUR COMMERCIAL DESIGNATION

Description:

The Rail Spur designation is designed specifically for the existing warehouse commercial area contained within the predominately historic northwest residential area of the City of DeLand. Developments within this designation must be cognizant of the close proximity to the existing residential development.

General Type

of Development:

- o Research and development
- o Warehousing
- o Contractors and trade shops
- o Wholesale activities
- o Bulk storage
- o Showroom commercial
- o Retail (accessory only)
- o Services (limited)
- o Offices
- o Light manufacturing (limited)
- o Mixed-use developments

Policy

Guidelines:

The Rail Spur Commercial Land Use Designation is unique in that it involves an area of existing warehouse commercial uses, which is totally surrounded by a residential development. Within this land use designation, primary concern focuses on the ability of businesses to continue to operate, while minimizing their impact upon adjacent residential development. Original zoning districts did not adequately address the uniqueness of this area. Therefore, a new zoning district was created which specifically addresses the types of uses permitted within the land use designation; noise buffering; visual screening and aesthetics; restrictions regarding heavy truck traffic; and other factors. Maximum impervious coverage is limited to 60% of the area of the site. Light

manufacturing shall be limited to uses which are appropriate to the district in terms of location, environmental considerations, and other factors.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of offices, light-industrial, accessory retail and commercial services, and some residential may be permitted in this land use designation through the PD process. Residential density shall be determined based on a trip exchange rate for non-residential intensity, as specified in the equivalency matrix under Policy ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 10 dwelling units per acre. Maximum impervious coverage is limited to 80% for the mixed-use area only.

REDEVELOPMENT DESIGNATION

Description:

The Redevelopment land use designation is designed to promote infill development, the reuse of existing commercial developments, and the redevelopment of declining, existing commercially-designated areas within the central portion of the City, but outside of the Downtown Commercial District. Vacant or declining shopping centers and commercial areas along US 17/92, SR 44, and SR 15A are primary areas in which the Redevelopment land use designation shall be used. Maximum coverage of impervious surface shall not exceed 75%.

General Type

of Development:

The Redevelopment land use designation may include office, medical, commercial, services, recreational, residential, completely contained warehouse (no outside storage), distribution center, and light industrial (assembly) land uses which are determined to have a low impact upon the environment and are compatible with other permitted land uses. Multiple-family residential developments may not exceed 16 dwelling units per acre.

Policy

Guidelines:

Because the City's major thoroughfares function as the primary points of entry in to the City, development activities within the Redevelopment land use designation shall require landscape buffers along roadways.

When located adjacent to residential land uses, landscaping buffers will be required to ensure that the nonresidential land uses do not adversely impact upon the adjacent residential use.

ACTIVITY CENTER DESIGNATION

Description:

The Activity Center designation is designed for high-intensity, design-unified areas in which development may contain a variety of land uses, including office, commercial, recreational, industrial, and housing. Residential land uses, including both single-family and multiple-family dwellings, may not exceed 16 dwelling units per acre and shall be oriented toward meeting the housing needs of the employees of the nonresidential land uses within the activity center. Design, aesthetics, and environmental protection and enhancement are emphasized as part of the development. Because access and mobility are important factors to activity centers, they are located adjacent to interstate interchanges, rail lines, and airports. Total maximum coverage of impervious surfaces for the entire development project shall not exceed 70%.

Policy

Guidelines:

Activity centers do not necessarily develop on their own, rather, they are generally the product of a cooperative effort between the public and private sectors. The concentration of land uses provides the opportunity for the efficient provision of public facilities and infrastructure at required levels of service. By concentrating land uses within an activity center, the need to provide buffers between the activity center and incompatible land uses is minimized.

All projects shall be developed as Planned Developments (PD) consistent with the Comprehensive Plan in order to coordinate proposed developments with the Southwest Activity Center Areawide Development of Regional Impact (DRI) ~~DRI~~ and the Southwest Activity Center Plan or the Lake Winnemissett Gateway Corridor Plan.

Activity Centers generally should contain limited amounts of retail-type commercial development. The area closest to the interstate is a high-visibility area that should be designed in a manner that utilizes the

interchange to its best advantage. More extensive retail commercial uses may be permitted if these uses are consistent with the City's economic development strategies.

Activity Centers may be designed to serve many different property owners, but should function in such a manner as to share facilities and services. Coordination among the various projects provides better efficiency of governmental services and reduces redundancy. One of the more important aspects of the Activity Center is the manner in which traffic patterns are designed. Service or frontage roads, shared or limited access, shared parking and interconnecting parking areas should all be considered in the general planning of these Centers and included during the actual site plan stage. If designed properly, these Centers can provide a high-quality development that emphasizes pleasant, convenient, and satisfying work conditions along with amenities, such as recreational areas, conference facilities, business-oriented lodging facilities, restaurants, retail and services, day care, health care, and a location convenient to residential areas.

The one location currently identified on the Future Land Use Map does not preclude the proposal of Activity Centers in other locations. If proposals for the development of Activity Centers in locations other than those shown on the Future Land Use Map meet the appropriate concepts and policies of the Comprehensive Plan, amendments may be initiated.

The description of the Southwest Activity Center and its Goals, Objectives and Policies are contained in the Local Plan section at the end of this element.

NEW COMMUNITY DEVELOPMENT DESIGNATION

Description:

The New Community Development (NCD) designation will facilitate the integration of a number of different land uses, including office, commercial, recreational, governmental and housing components. The majority of the development shall be residential and will include housing units of various densities and types, including but not limited to, single-family, multi-family and townhouse homes. New Community Development will, for the most part, be self-contained and be developed from large land holdings under the guidance and administration of a unified ownership. New Community Developments will be characterized as mixed-use, master-planned communities that present a balanced array of land uses and recreational amenities, planned in such a way that they integrate the natural environment with the surrounding improvements. Design, aesthetics, and environmental protection and enhancement are to be emphasized as part of the New Community Development. Over the life of the New Community Development it will, at a minimum, provide the appropriate level of service and supporting infrastructure as prescribed by the City's Comprehensive Plan and Land Development Regulations.

New Community Developments will typically be planned and initiated by the private sector, where one or more property owners have created a large enough land mass within the City. These areas will merit planning review on a larger and more comprehensive scale. A minimum of 800 acres and qualification as a Development of Regional Impact (DRI) under Chapter 380 F.S. is required for application of this land use designation. All New Community Development applications will incorporate a development phasing schedule consistent with the requirements of Chapter 380 F.S. is A land use amendment for this New Community Development may require a determination of whether or not additional amendments are necessary to other Comprehensive Plan Elements.

Because of the concentration of various land uses and the integration of

environmental concerns as a priority of New Community Development, the City will engage in a collaborative planning process with the developer, in order to holistically address varying community needs in a flexible, yet systematic manner. The goal is to encourage innovative land use techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices. As such, the city will encourage new and innovative design and land planning efforts to facilitate this vision.

Any application for designation as a New Community Development shall reflect the use of planning practices which ensure neighborhoods and communities contain a mixture of land uses that fully promote various means of internal transportation (such as pedestrian trails and sidewalks, bicycle paths and bikeways); offer various development options; provide housing opportunities that are reflective of the community at large; protect and enhance sensitive environmental areas; and are responsive to the historic traditions of DeLand.

LAND USES PERMITTED

Land uses permitted within New Community Development are:

- a. Residential Single-Family (low and medium density)
- b. Residential Multi-Family (high density)
- c. Village Center (commercial, retail, office, institutional, recreation, and residential)
- d. Workplace (High Tech Industrial; commercial uses that are subordinate to and support a workplace environment; hotel and office together with appropriate supporting uses including, but not limited to, office support facilities, restaurants, day care, and uses similar to and compatible with the permitted uses.)
- e. Institutional (schools, governmental, etc.)
- f. Recreation (public and private; passive and active)
- g. Ecological Preservation and Enhancement

Set forth below are a series of standards and guidelines to be applied in the design of a New Community Development:

Commercial uses in both the Village Center and the Workplace shall not include “big box” retail development, generally characterized as regional malls, power centers, or stand alone retail facilities that exceed 25,000 square feet of air conditioned space. Commercial uses (as defined in s9J-5.003(23) Fla. Adm. Code) in the Workplace, except for hotel, office, high tech and light industrial manufacturing and wholesale distribution, that exceed 25,000 square feet of stand-alone space, shall be reviewed by the Volusia County Growth Management Commission (VGMC) to determine if the proposed use will adversely affect or impact an adjacent jurisdiction, as defined in Article II, s90-31, Code of Ordinances, Volusia County, Florida. If, after review, the VGMC determines that an adverse impact on an adjacent jurisdiction is probable, the City of DeLand will process an application for plan amendment consistency certification through the VGMC, prior to final development approval for the contemplated project by the City of DeLand. In no event will the cumulative retail and support commercial uses within the Workplace exceed ten (10%) percent of the overall square footage approved for the Workplace within the NCD Master Plan.

Development will be permitted within New Community Development districts consistent with the land use designation set forth above. It is the intent of the City to maximize the attributes of size resulting from large-scale planned communities and within these districts allow the development of a mix of land uses and densities that support a variety of lifestyles and needs.

Nonresidential uses, exclusive of those that are designated for the Workplace, shall not exceed those reasonably necessary to support the contemplated residential development. Allowable development in areas

designed for New Community Development shall be as set forth in a DRI Development Order, but in no case shall exceed the following:

- a. Residential density shall not exceed 2.5 du/gross acre within the development, nor be less than 1.25 du/gross acre within the development.
- b. Workplace development shall not exceed 540 square feet/gross acre within the development, nor be less than 270 square feet/gross acre within the development.
- c. Hotel development shall not exceed .25 hotel rooms/gross acre within the development and may be any lesser amount deemed appropriate.
- d. Village Center/Commercial development shall not exceed 80 square feet/gross acre within the development, nor be less than 40 square feet/gross acre within the development.

For this purpose, gross acre shall mean all acres described in and subjected to Development Order issued pursuant to the Application for Development Approval (ADA).

Where road improvements required by the adoption of the NCD designation are not provided for in the Development Order contemplated by this designation, then the City of DeLand can make appropriate amendments in its Comprehensive Land Use Plan to either or both of their Transportation and Capital Improvement Elements, to incorporate the road improvements not provided for in the Development Order aforesaid. Alternatively, where the road improvements are provided for in the aforesaid Development Order, but are outside the jurisdiction of the City of DeLand, Interlocal Agreements with the affected jurisdiction shall be required and identify the source of capital and the timing of construction for those specific road improvements so that the road improvements are provided prior to development in the affected area of the NCD. The City of DeLand shall submit the Interlocal Agreement to this Commission for

compliance with the above requirements prior to permitting development in the affected land use category.

GUIDELINE 1.

Streets within the New Community Development shall be designed to integrate the needs of the automobile with the needs of transit, walking, biking, and livable neighborhoods into a design that promotes an efficient vehicular circulation system. This integration will provide a complete, well-connected street system; the ability to expand the street system as the community grows; and detail street designs that make them usable for all types of travel. As a general proposition, streets shall be relatively narrow, shaded by trees and interconnected both internally and externally to disperse traffic efficiently and shall allow on street parking. The arrangement and design of streets shall promote a pleasant, pedestrian and bicycle friendly environment with an emphasis on convenient access to surrounding neighborhoods and community amenities. New Community Development road standards shall not apply to county or state owned or maintained roads.

GUIDELINE 2.

The Village Center is intended to be both a pedestrian-oriented gathering place and a place from which services essential to the maintenance of “community” are provided. Within this area a mix of uses are to be encouraged and may include, but are not limited to, retail shops, services, restaurants, civic uses, office and residential uses focused around a main street that allow and promote an active street life and positive pedestrian experience. The size of any Village Center and the diversity of uses within the same will be a function of the size of the development as a whole, but as a general proposition, a Village Center should be targeted to include a series of complete blocks and interconnected streets that create a walkable environment. The location of the Village Center shall be as set forth in the approved DRI Master Plan. As a guideline to insure a diversity of uses within the Village Center, planning should contemplate,

but will not require, that the following mix and distributions of uses be considered:

USE	MINIMUM	MAXIMUM
Residential	25%	40%
Office	10%	25%
Commercial Retail and Services	20%	50%
Overall Business	30%	60%
Public and Civic	10%	No Maximum
Public Parks and Open Space	5%	No Maximum

The incorporation of these uses within a Village Center is not intended to, and will not preclude, public/civil facilities and public parks within the Village Center.

In addition to the foregoing, Village Center within NCD designated development should encourage development of a neighborhood grocery store to serve residents within NCD development. As a guide to determine the appropriate size of a target neighborhood grocery store, a standard of 10 square feet per household within NCD should be used. To further facilitate planning flexibility and to allow NCD to be responsive to changing market conditions, particularly as it relates to the need for additional retail or office space within a Village Center, NCD shall be encouraged to incorporate in the Development Order contemplated by this designation, a transportation equivalency matrix that allows the exchange of trips and concurrent modification of uses after the development is underway.

GUIDELINE 3.

Residential neighborhoods should include a variety of dwelling types to provide opportunities for different age and income groups within an integrated and diverse community. Efforts should be made to integrate a

variety of dwelling types so as to avoid rigid segregation of dwelling types by price point within the community.

GUIDELINE 4.

Institutional uses (i.e. churches, meeting halls, libraries, schools and other public buildings) shall be allowed in all sections of the community, and are not specifically restricted to the Village Center or areas devoted to workplace functions. The ultimate placement of these facilities will be site-specific in each instance and will be determined by a variety of constraints, including access to major arterial and secondary roads, and appropriate design guidelines.

GUIDELINE 5.

Open Space within areas designated as New Community Development will not be less than thirty-five (35%) percent of the land within the development and shall be identified on an approved DRI Master Plan. Open Space shall include activity and resource-based areas within New Community Development. Activity based areas may include walkways, bikeways, trails, picnic areas, playgrounds, tot-lots, sports parks (roller hockey, baseball, tennis, swimming, soccer facilities and the like) and golf courses. Resource based areas may include squares, rounds, lakes (including lakes used for detention or retention of surface water) and areas set aside for ecological preservation, enhancement or conservation. Areas set aside for ecological preservation, enhancement or conservation may be accessed by walkways, trails and bikeways where such access is consistent with the maintenance of the ecological resource and its habitat values. The Site Mitigation and Management Plan, described in Guideline 8 below, will establish guidance and protocols with respect to such access, its location, duration and operation, and further determine what percentage of the Open Space area within the areas designated as such in New Community Development, will be activity based or resource based. While no specific percentages of either activity or resource based Open Space are specified here, areas designated as New Community Development will

meet the conservation requirements of F.S. 380 as New Community Development seeks to preserve, enhance and conserve significant on-site ecological resources. Open Space areas in the community shall, to the greatest extent feasible, be internally and externally connected so that free and unencumbered movement from one section of the community to another is encouraged. Where continuous open space connections between community elements are not possible, then bicycle and pedestrian paths shall be used to connect major elements of the open space network. Golf courses may be included in the mix of community recreational offerings and may be either public, semi-private or private.

GUIDELINE 6.

Open space areas shall, to the fullest extent practicable, be located within the community so that they compliment the living experience of the residents in and around the community. The goal is to create an environmental network and ethic that effectively integrate the natural environment with the built environment. To the extent practicable, open space or buffers should be employed at the perimeter of areas designated as New Community Development to shield or buffer neighborhoods that are outside the boundaries of the areas designated as New Community Development particularly where those abutting neighborhoods are a different land use (i.e. residential adjacent to commercial).

GUIDELINE 7.

If specific urban design standards and land use designations are not adopted as part of a Planned Development (PD) district (See City of DeLand Land Development Regulations (LDR's) s33.01-33.151, hereinafter LDR's) to guide development of the lands designated NCD, then the City's existing site design and development standards as set forth in the City's LDR's shall control development within the areas designated as New Community Development. The PD zoning designation shall be adopted prior to commencement of development and shall include guidelines that reflect intended land uses and open space principles that

are consistent with the Guideline set forth here. The PD zoning and the corresponding Development Plan Report shall set forth the capacity for development inside the areas designated as NCD on a site specific basis and in conformity with the limitations described herein. In addition to the maximum base amount of any specific land use category described herein and in the Development Plan Report, development capacity may be altered but may not exceed that which is set forth herein.

GUIDELINE 8.

Resource protection standards are to be provided for in any NCD by the preparation and adoption of a “Site Mitigation and Management Plan” (SMMP); the purpose of which will be to ensure the imposition of a set of site management protocols designed to ensure the long term maintenance of the ecology of the site and its effective integration into the built environment. The SMMP shall address among other matters that may be site specific, the following matters: (1) trees and tree removal, (2) wetlands, (3) habitat of protected species, (4) flood hazard management, (5) performance standards for development, (6) potable water and wellfield protection, (6) erosion control, and (7) post-development land management protocols to include water conservation and landscape standards incorporating drought tolerant and native vegetation. This list is intended to be illustrative, but to the extent any are applicable, is to be addressed.

In appropriate circumstances, deviations from established LDR’s affecting these same areas will be allowed; it being the intention of the City to encourage creative planning and land use management techniques consistent with effective control and administration of the natural environment during and after the development process has concluded. However, in all events the SMMP shall conform to the Minimum Standard for Environmental Protection as set forth in F.S. 380. To the extent a Federal and/or State agency requires permits to impact any ecological

resource within a NCD District (i.e. the St.Johns River Water Management District pursuant to Chapter 403 F.S. and the implementing regulation and rules of the District found at 40C-4001 and s40C-42.011 et. Seq. Fla. Adm. Code and/or the U.S. Army Corps of Engineers pursuant to U.S.C. s1344 et.seq. and 16 U.S.C. ss1536 and 1539 et.seq), the City will defer to the requirements of the same, but the City will reserve the right to review such regulatory outcomes and determine whether or not such outcomes are substantially consistent with Guidelines enumerated here. The SMMP shall be approved by the City in conjunction with the PD zoning request.

GUIDELINE 9.

If, after applying the student demand/student availability criteria used by the Volusia County School Board (School Board), it is determined that there is a school availability shortfall which is caused by or attributable to the NCD development, then the NCD shall provide for a school site(s) within the boundaries of the NCD consistent with the school site and location criteria determined by the School Board. The location of each proposed school site shall be included in the master plan of the NCD upon submission for ADA review, unless other arrangements have been agreed upon in separate negotiations between the School Board and the developer. Additionally, each school site should attempt to co-locate with park facilities and other public open space, as well as civic facilities. Notwithstanding the foregoing, the NCD will not be required to have any specific number of school sites absent concurrence with the School Board. The application of these criteria is intended to create guidelines for consideration of the placement of a school site or sites within a NCD. Where existing or planned school facilities will satisfy the public need for school space and such facilities are outside the boundaries of NCD, then school sites may not be required within NCD.

GUIDELINE 10.

An application for a comprehensive plan consistency certification shall be

processed through the VGMC where there is a proposed change in the land use designation, conversion to another land use designation or a Substantial Deviation as defined by Section 380.06(19) F.S., occurs within ¼ mile of the boundary of the adjacent jurisdiction and/or the proposed change would allow densities greater than twenty five (25%) percent of those approved in the adjacent jurisdiction, as the term is defined in Article II, s90-31, Code of Volusia County, Florida.

EDUCATIONAL DESIGNATION

Description: The Educational land use designation applies to all public and private schools. This designation also applies to higher education institutions within the greater DeLand area.

General Type

of Development:

- o Elementary schools
- o Middle schools
- o High schools
- o Colleges
- o Technical schools
- o Residential
- o Religious Institutions

Policy

Guidelines: Educational land uses which serve the local population should be located convenient to that population. Educational land uses shall be located in areas where the adjacent land use is compatible with the type of school proposed and where there is no adverse impact on the safety of the student or quality of education. Impervious surface shall be limited to 50% of the site. Land use development directly related to the function of the educational use shall be permitted within this designation, i.e. classrooms, recreational, administrative, residential, etc.

Areas adjacent to or within 500' of existing schools may be administratively amended to the Educational land use designation upon receiving approval for E-1 zoning.

INSTITUTIONAL DESIGNATION (OVERLAY)

Description: The Institutional land use designation shall not exist as a separate and distinct land use designation. Rather, it is designated as an overlay land use designation and is compatible with all other land use categories. Institutional land uses include publicly owned lands or lands that are open to public access for public utilities, safety, health, or other uses.

General Type

of Development:

- o Govt. buildings including city, county, state, and federal
- o Libraries
- o Museums
- o Hospitals
- o Fire/Police
- o Public Utilities

Policy

Guidelines: These institutional designations shall be located as needed throughout the study area. Compatibility with surrounding uses, particularly building mass, height, and architectural style is mandatory. Institutional land uses should be grouped in close association with one another and be located in easy access areas. The location of these uses should support the Growth Management Plan. Support facilities should be allowed adjacent to institutional uses if other policies are not violated. Maximum coverage of impervious surface is limited to 70% of the site (outside of the Downtown Commercial area.)

RECREATIONAL DESIGNATION (OVERLAY)

Description:

The Recreational designation consists as an overlay land use designation and pertains to the City's park system, such as community and neighborhood parks; and private recreational facilities, such as golf courses, golf communities, and country clubs. This designation is located throughout the city, with emphasis placed on residential areas.

General Type

of Development:

- o Regional parks
- o Community parks, both passive and active
- o Urban district parks
- o Neighborhood parks
- o Playgrounds and tot lots
- o Special Facilities
- o Golf Courses/Golf Course Communities
- o Country Clubs, with or without golf courses and other accessory recreational land uses

Policy

Guidelines:

Open space and recreational areas shall be utilized to buffer or separate incompatible land uses. The City shall utilize recreation and open space uses to protect valuable environmental functions such as recharge and water storage areas. Where practical, bike paths and pedestrian walkways that provide interconnecting links to adjacent educational, institutional, and residential uses shall be provided as part of future design or improvements. Neighborhood and community parks shall be located on local or collector level roads; however, with proper buffering and screening, they may be located along arterials.

New residential development shall support its proportional share of the demand for facilities and open space through dedication of land, fees-in-lieu-of, or area coverage standards. Public parks and open space shall be

protected from conversion to incompatible uses. All policies in the Recreation and Open Space Element of the Comprehensive Plan shall be adhered to. The following is a description of proposed types of City Parks:

- a. Regional parks = 100 or more acres
- b. Community parks = 3 to 20 acres
- c. Urban district parks = 20 to 100 acres
- d. Playgrounds and tot lots = 2 acres; and
- e. Special Facilities such as historic sites, bike paths, and the like.

When golf courses, country clubs, and golf course communities abut surrounding residential areas or other land uses incompatible with the recreational intent of this land use designation, there shall be adequate landscape buffers to minimize the impact upon the surrounding land uses.

HISTORICAL DESIGNATION (OVERLAY)

Description: The Historical land use designation is an overlay land use designation and is intended to identify the City's historically significant resources.

General Type
of Development:

- o Residential structures
- o Commercial structures
- o Institutional structures
- o Architectural features
- o Archeological sites

Policy

Guidelines: Historical structures, significant architectural features, and archaeological sites throughout the City shall be identified. Compatibility of surrounding uses is mandatory. Where possible, historical land uses should be grouped into districts.

MULTIMODAL SUPPORTIVE AND MIXED-USE DESIGNATION (OVERLAY)

Description: The Multimodal Supportive and Mixed-Use land use overlays are intended to identify areas within the City that are targeted for multimodal supportive development, either within the Downtown (Traditional City Center) and along major corridors to/from the Downtown, or mixed-used activity centers, as identified ~~during the DeLand~~ in the 2050 process Vision Plan. Multimodal supportive development leans heavily on the principles of mixed-use development, allowing people to live, work, and recreate within the same general geographic area, which includes design principles that facilitate the use of alternative modes of transportation. These two overlay areas are designed to work in tandem and connect key areas within the city to each other and the downtown core through a multimodal network.

General Type

of Development:

- o Multi-family residential structures (i.e., free standing multifamily residential and multifamily residential above the first floor of nonresidential land uses)
- o Commercial/Retail
- o Recreational
- o Special Facilities (e.g., cultural, arts, educational centers)
- o Mixed use of commercial and office, higher density residential
- o Pocket development (single family detached with shared parking and greenspace)

The overlay districts serve as opt-in, incentive-based districts that overlay, but do not supersede, existing zoning or future land use designations. Upon complying with either the Multimodal Supportive or Mixed-Use Overlay purpose and design principles, residential density may be increased up to 50% of the underlying land use designation.

Policy

Guidelines:

The Multimodal Supportive and Mixed-Use Overlays have been designated to accomplish the following:

- Place people in closer proximity to where they live, work, and recreate.
- Create a safe, convenient, interconnected, and aesthetically pleasing pedestrian and bicycling environment with access to transit.
- Create a balance of appropriate densities and intensities, diversity of uses, and design to complement transit and bicycle/pedestrian friendly mobility options within targeted core areas and corridors.
- Create a defined core with distinctive sense of place to attract people.
- Encourage infill and redevelopment to reduce vehicles miles of travel and maximize the use of existing public facilities.

The purpose of these overlays is to identify geographic areas within the city where specific types of mixed-use and multimodal supportive development will be encouraged through the use of development incentives. A property owner/developer within the overlay may choose to develop under the Mixed-Use or Multimodal Supportive Overlay option or their existing, underlying future land use and zoning. An incentive-based program to define and encourage multimodal supportive and mixed-use development within these Overlay areas is a key component of the overlay.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. With the right design and appropriate land use mix, this type of development also facilitates the use of alternative modes of transportation, permits increases in density where City utilities and services are already available; and allows for a smart use of land resources. Multimodal Supportive development extends beyond the concept of mixed-use development to include design principles that complement and encourage the use of alternative modes of transportation.

This includes:

- Providing an appropriate mix of land uses that encourages people to live, work, and recreate within a smaller geographic area.
- Designing buildings oriented towards and built close to the street line to improve building access and reduce walking distances.
- Providing pedestrian, bicyclist, and transit user amenities (i.e., sidewalks, bicycle racks, bus shelters, lighting, street trees, canopies, etc.) to improve the user environment and encourage the use of alternative modes.
- Providing pedestrian-scale design components (i.e., mix of uses within close proximity, interconnected and traffic-calmed streets, walkways, landscaped buffers, etc.).

COMMUNITY HEALTH DESIGNATION (OVERLAY)

Description:

The City of DeLand has a distinct concentration of medical oriented services located in the area surrounding the DeLand Hospital. The Community Health land use designation is an overlay land use designation and is intended to identify the City's significant medical resources by:

- Protecting and enhancing DeLand's hospital services;
- Allowing for the concentration of medical facilities and related uses in a campus like setting to enable the provision of a wide range of medical services; and
- Creating a centralized location comprised of the land around the DeLand Hospital for the promotion of medical sciences and healthcare. General description of the boundary is south of International Speedway Boulevard (US 92), east of Boundary Avenue and east from a line cast directly north from the intersection of Boundary Avenue and Plymouth Avenue to US 92, north of West Oakdale Street and west of Adelle Ave.

The standards and procedures of this district are intended to promote flexibility of design and to permit planned diversification and integration of uses and structures, while at the same time reserving to the city commission the absolute authority to establish limitations and regulations for the development deemed necessary to protect the public health, safety and welfare. In so doing, the overlay district is designed to:

- a. Support the hospital and medical complex that has developed in this district.
- b. Promote a focused and more efficient and economic uses of land.
- c. Encourage compatible and harmonious development of contiguous lands.
- d. Encourage uses of land, which reduce transportation needs and which conserve energy and natural resources.
- e. Lower development and building costs by permitting smaller

networks of utilities and streets and the use of more economical building types and shared facilities.

- f. Permit the combining and coordinating of architectural styles, building forms, and building relationships.

General Type
of Development:

- o *Medical and health care uses:*
 - Primary medical uses including hospitals, outpatient clinics, continuing/long-term care services, hospice services, laboratories, medical research facilities, urgent or emergency medical services, offices of doctors, physical therapists, dentists and other health care providers.
 - Secondary medical uses including medical support facilities and similar uses, including but not limited to administrative offices, social service providers, including counseling centers, fitness and rehabilitation centers including sports medicine and training facilities, health care related retail (i.e., pharmacy, medical supplies, medical apparel and equipment, miscellaneous retail trade including gift stores, bookstores, newsstands, florist, jewelry, video sales/rentals, and other retail ancillary to and located within a medical services facility), cafeterias, food and laundry and services located within, dependent on and directly related to a medical services facility.
 - Medical support uses including short-term residential uses dependent upon or directly related to medical care, convalescent care facilities, skilled nursing facilities, group homes for the disabled and overnight

accommodations, child and adult care services, including respite care, educational and meeting facilities and staff sleeping quarters.

o *Support uses.*

- General office
- Fitness centers
- Limited Retail
- Restaurants without drive-throughs
- Residential dwelling units; standard single; multi family or pocket neighborhoods
- Hotel with or without meeting facilities

Policy

Guidelines:

Property within this district may develop under the existing zoning classification regulations and future land use designation as they existed at the time the overlay is so designated, without regard to the policies associated with this overlay.

If however, the property owner wishes to utilize the increases in density or floor area ratio criteria of this Community Health Overlay, then any new development shall also be subject to the Community Health Overlay policies herein. Developing pursuant to this Overlay constitutes a waiver of the ability to develop under the current Future Land Use designation or the existing zoning classifications as of November 1, 2013.

Development for commercial/non-residential should follow the description below:

Buildings shall be located in a manner which promotes shared accessibility for both pedestrians and vehicles accessing more than one service within the overlay and parking and walkways shall connect in a

manner promoting contiguous movement within the overlay. Green spaces and recreational areas not interior to specific structures or to individual pocket developments shall be situated in a manner allowing easy access for employees, residents and clients and shall be coordinated by a streetscape master landscape plan.

Buildings shall be street fronting and executed in a manner which screens parking, creates shared courtyards and common green space to promote pedestrian use and access. Buildings shall utilize design features that provide natural lighting and encourage energy efficiency. Amenities may be shared by more than one structure and shall be interconnected structure to structure by planned ADD accessible pathways to provide sufficient area to create viable amenities delivering maximum opportunity for use parking, food service, green space and outdoor fitness.

Transportation management program will be required to include interconnection of parking and access between developments. Alternative modes of transportation will be encouraged.

The general characteristics for development are represented by the following standards:

- Minimum lot size – The minimum size of a proposed development shall be six acres, of which five acres shall be primary medical, secondary medical that included support uses and/or medical support uses. No development of general support and/or conditional uses may occur until 30 percent of the development has been completed utilizing primary, secondary and medical support medical uses.
- Primary use(s) – up to 80%
- FAR - 0.3 (hotel FAR – 1.0)
- Impervious surface – 70% max.

- Residential density 12 du/ac

Development for residential should follow the description below:

New residential development shall be in the form of Pocket Neighborhoods that provide small, 800 to 1,200-square foot, clustered housing units within the overlay may be proposed as part of a development scheme. These pocket neighborhoods will be within walking distance of, and integrated within, the medical services campus and shall consist of no less than six but no greater than eight family residences, an associated common utility building and minimum 400 square foot, no vehicle access common green space per acre on to which the residences front.

o *Internal compatibility.*

All land uses within the proposed development shall be compatible with other proposed uses. Factors demonstrating internal compatibility include:

- Street and landscaping,
- Creational and common areas,
- Topography, physical environment, natural features focal points and vistas,
- Traffic and pedestrian circulation patterns including treatment of pedestrian ways,
- Variety in building setback lines, building separation, buffering, grouping, sizes and architectural style(s) and materials,
- Separation and buffering of parking areas and sections of parking areas,
- Variety and design of dwelling types, forms of ownership, and
- Privacy, safety, preservation, protection or welfare of proposed uses.

o *External compatibility.*

All proposed land uses shall be compatible with existing and planned uses of properties surrounding the proposed development and shall:

- Consider all factors determined to demonstrate internal compatibility particularly in conjunction to abutting properties,
- Uses proposed at the development perimeter,
- Type, number and location of surrounding uses,
- The Comprehensive Plan's stated goals and objectives and zoning regulations for the surrounding properties, and
- Privacy, safety, preservation, protection or welfare of existing surrounding uses.

GOALS, OBJECTIVES AND POLICIES

The following section presents the goals, objectives, and policies for the City of DeLand Future Land Use Element. The final goals, objectives, and policies were adopted by both the steering committee and the City Commission, based upon input received during public hearings and will serve as policy guidelines for local and county land use decisions. In addition, specific goals, objectives, and policies contained in other elements will also serve as policy guidelines for elected and appointed officials.

For informational purposes, a goal is a generalized statement of a desired end toward which objectives, and policies are directed. Objectives are statements, more specific in nature, which further define the city's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

The final set of goals, objectives, and policies adopted by the steering committee and by the City Commission for the final plan reflect the diversity of the City of DeLand. These policies endorse sound planning principles which preserve the integrity of residential neighborhoods, while maintaining a healthy mix of commercial and office use. Again, the following goals, objectives, and policies present a framework for the Future Land Use Element. Each element of the comprehensive plan contains specific goals, objectives, and policies regarding the respective subject area.

GOAL f-1: Maintain and encourage a high quality living environment for DeLand by promoting quality residential land use in the City for all income ranges, in appropriate locations.

OBJECTIVE:

f1.1 Protect and maintain the quality of existing neighborhoods, for all income ranges, through effective land use methods.

POLICIES:

- fl.1.1 The City shall continue to support the residential use of land found in existing low-and medium-density residential areas while encouraging the mix of uses where specifically allowed, such as in the Urban Low Intensity, Medium Density Residential, High Density Residential, Rail Spur, Highway Commercial, Mixed Office/Residential, Mixed Commercial, New Community Development, and Activity Center designations.
- fl.1.2 Provide economic, social, and public work support services to existing neighborhoods. CDBG funds, CRA funds, and funding from other agencies and private entities may be used toward this purpose, in addition to City support. Resources may be used to revitalize neighborhoods; increase home ownership; and support social services such as self-improvement or rehabilitation programs, community centers, and outside agencies working for the betterment of the community.
- fl.1.3 Protect existing neighborhoods from incompatible land uses and densities by making land use decisions consistent with the Comprehensive Plan and Future Land Use Map.
- fl.1.4 Discourage through-traffic on residential (local) streets by concentrating development to, in order of precedence, major and minor arterials, and major collectors.
- fl.1.5 The City shall maintain a Historic Overlay Zoning District in existing historic residential neighborhoods.

OBJECTIVE:

- fl.2 Promote quality new residential development and housing for all income ranges through the development of Neighborhood or Subarea Plans.

POLICIES:

- f1.2.1 New residential development shall be concurrent with adopted levels of service for support services, such as utility supply and facilities; police; fire; schools; parks and open space; and transportation facilities.
- f1.2.2 Use the neighborhood concept to structure new residential development and promote the use of transit, along with access to non-residential, neighborhood-level uses, for all income ranges.
- f1.2.3 Encourage small apartment complexes of medium density near areas of commercial development and employment areas, such as adjacent to Downtown and other local commercial areas.
- f1.2.4 Encourage the locating of high density residential land uses in areas adjacent to employment and commercial centers, with adequate and existing city services (e.g. roads, water, sewer, transit).
- f1.2.5 Allow the conversion of large single-family homes, adjacent to the Downtown area, into multiple-unit dwellings, where permitted by zoning and with respect to historical preservation of the home and/or neighborhood.
- f1.2.6 The City shall promote and encourage redevelopment of substandard or deteriorating housing through its code enforcement program.
- f1.2.7 Notwithstanding previous sections of this Element, College Arms Tower at 101 N. Amelia Ave., and Hugh Ash Manor at 740 N. Woodland Blvd., for purposes of density, shall be considered conforming uses. Any redevelopment of the existing facilities shall not result in an increase in the number of dwelling units. Any development on property adjacent to or contiguous with the existing structure shall comply with the densities of use established in the Future Land Use Designations section.

OBJECTIVE:

- f1.3 The City of DeLand shall encourage activities which reduce the number of substandard housing units by aiding in the redevelopment and revitalization of declining and blighted neighborhoods.

POLICIES:

- f1.3.1 The City shall assure continued code compliance of the existing housing stock.
- f1.3.2 The City shall continue to participate in Volusia County's Community Development Block Grant program for funds to rehabilitate and revitalize declining neighborhoods.
- f1.3.3 The City shall conduct all condemnation and demolition proceedings in as efficient a time as possible.

OBJECTIVE:

- f1.4 Encouraging infill and redevelopment of older neighborhoods helps the community as a whole grow in ways that are economically sound, environmentally responsible, and supportive of community livability. The City will create special districts to help accomplish the revitalization of these older neighborhoods. The intent of the district is to make efficient use of existing public infrastructure, enhance the tax base, and enliven older neighborhoods.

Selected areas for this district will have the potential to create a mix of land uses, provide cultural amenities and promote pedestrian facilities which when functioning together can enhance a sense of community.

POLICIES:

- f1.4.1 The special district will be called a Neighborhood Redevelopment District,

which is an area that contains a mixture of uses but is predominately residential in nature. This district is designed to promote infill development, the redevelopment or rehabilitation of existing residential and commercial buildings, and the development of undeveloped or underdeveloped property. New development in the district shall be compatible with the existing character of the neighborhood. In order to be considered compatible, the new development should reflect similar traffic patterns, traffic generation, building scale, landscaping, open space, and buffers.

- f1.4.2 A neighborhood to be considered a Neighborhood Redevelopment District should contain, or have the ability to incorporate during redevelopment, the following factors: a compact mix of residential housing types; commercial, office, and civic land uses; community design that fosters pedestrian and bicycle activity; improved public safety; environmental protection; long-term investment; efficient use of infrastructure; and efficient provision of public services. However, areas should be predominately residential in nature. The district may be placed on areas that contain blighted conditions such as high crime rates, abandoned buildings, littered lots, or dilapidated housing.
- f1.4.3 Alternative modes of transportation should be made available inside the special district. This may be accomplished by providing facilities for bicycles and pedestrians, and by encouraging the use of mass transit. Size of the district should be such that the majority of the uses are within easy walking distance of one another. (Approximately 2,000 feet can be walked within 10 minutes.)
- f1.4.4 Neighborhood Redevelopment District will have access to existing or programmed infrastructure, which will minimize demand for the provision of new infrastructure.
- f1.4.5 Open space and recreational opportunities will be provided to enhance the

livability of the neighborhood.

f1.4.6 The City of DeLand shall use smart growth techniques in its revitalization efforts to accommodate growth in ways that are economically sound, environmentally responsible and supportive of community livability. The following smart growth components should be used when reviewing projects inside a Neighborhood Redevelopment District:

- Mixing of land uses
- Encouraging infill development and redevelopment
- Conservation of open space
- Providing transportation options to reduce usage of automobiles
- Providing housing opportunities in a range of income levels
- Use of high-quality design techniques

f1.4.7 Investigate the possibility of developing land development regulations consistent with the Neighborhood Redevelopment District. Any new rezoning inside a designated Neighborhood Redevelopment District must be consistent with the policies under Objective f1.4. The Neighborhood Redevelopment District overlay shall be placed on the Zoning Map for neighborhoods that meet the criteria of Policy f1.4.2.

f1.4.8 Inside a Neighborhood Redevelopment District, where a single ownership of land or unified project encompasses two or more future land use designations, the physical arrangement of land uses on the property may be modified, however, the intensity of use or density of the proposed project shall be consistent with those which are currently allocated to the property by the adopted Future Land Use Map. This district makes available the opportunity for the mixing and/or grouping of uses that are currently designated on the Future Land Use Map.

f1.4.9 The City will encourage redevelopment, or new development, under the Neighborhood Redevelopment District by instituting such incentives as

increased density for residential projects.

OBJECTIVE:

f1.5 Maintain a consistency between the City's Comprehensive Land Use Plan and the Land Development Regulations.

POLICIES:

f1.5.1 The Planning Department, in coordination with other City staff, will revise, as required, the Land Development Regulations which are to be consistent with the City's Comprehensive Land Use Plan.

OBJECTIVE:

f1.6 Adopt zoning classifications which are compatible with the adopted land use designations.

POLICIES:

f1.6.1 The following shows the adopted land use designations and the zoning classifications which are compatible with each land use designation:

LAND USE DESIGNATION	ZONING CLASSIFICATIONS
Agricultural/Conservation*	R-R, R-R1, PD
Urban Low Intensity	PD
<u>Transitional Residential</u> <u>Development</u>	<u>PD</u>
Low Density Residential	R-R, R-R1, R-1A, R-1AA, R-1B, E1, PD
Medium Density Residential	R-1, R-2, R-M, R-8, R-12, E1, PD
High Density Residential	R-16, E1, PD
Mixed Office/Residential	P-1, PD
Mixed Commercial	P-1, C-1, C-2**, E1, PD

Business Retail	BR, PD
Highway Commercial	C-2, E1, PD
Downtown Commercial	C-2A, PD
Industrial/Warehouse	C-4, M-1, PD
Rail Spur Commercial	C-3, PD
Redevelopment	C-2AC, PD
Activity Center	PD
New Community Development	PD
Educational	All zones, PD
<u>Transitional Residential Designation</u>	<u>PD</u>
Recreational (Overlay)	All zones
Institutional (Overlay)	All zones
Historical (Overlay)	All zones
Multimodal Supportive (Overlay)	All zones, PD
Mixed-Use (Overlay)	All zones, PD
Community Health (Overlay)	All zones, PD

* Density not to exceed 0.5 du/ac

** C-2 is only allowed if zoned C-2 prior to (adoption of this ordinance) or its County equivalent.

f1.6.2 The Planning Department shall be responsible for determining the consistency between zoning districts and the Comprehensive Plan.

GOAL f-2: Employ the principles of smart growth through land use regulation; prohibiting haphazard development in outlying areas, while concentrating urban growth towards the center of the City and adjacent major corridors, as identified in the Multimodal Supportive Overlay and in appropriate mixed-use activity centers identified in the Mixed-Use Overlay.

OBJECTIVE:

f2.1 Designate more intense land uses in areas where city services already exist or where it will be financially feasible to provide the necessary services.

POLICIES:

f2.1.1 The City will review all site plans for efficient, planned, orderly growth with consideration given to the following criteria:

- a) Use of a variety of building and site designs, subdivision patterns, housing types, and construction techniques that lower construction costs while maintaining community compatibility.
- b) Accessibility to parks and recreational facilities, schools, and public transportation facilities, if feasible.
- c) Ensure that promotion of quality housing for all income ranges is considered.

OBJECTIVE:

f2.2 Encourage the location of schools proximate to urban residential areas, to the extent feasible; and promote the use of elementary schools as focal points for neighborhoods.

POLICIES:

f2.2.1 The City shall permit public schools in the following land use categories:

- Elementary Schools shall be permitted in Educational, Low Density Residential and Medium Density Residential.
- Middle Schools shall be permitted in Educational, Medium Density Residential and High Density Residential.
- High Schools shall be permitted in Educational, High Density Residential, Mixed Commercial, and Highway Commercial.

f2.2.2 The City will work with the School Board to collocate public facilities,

such as parks, libraries, and community centers, with existing or planned public schools, to the extent feasible.

OBJECTIVE:

f2.3 The Multimodal Supportive and Mixed-Use land use overlays are intended to identify areas within the City that are targeted for multimodal supportive development, either within the Downtown (Traditional City Center) and along major corridors to/from the Downtown, or mixed-used activity centers, ~~as identified during~~ in the ~~DeLand~~ 2050 Vision Plan ~~process~~. Multimodal supportive development leans heavily on the principles of mixed-use development, allowing people to live, work, and recreate within the same general geographic area, which includes design principles that facilitate the use of alternative modes of transportation. These two overlay areas are designed to work in tandem and connect key areas within the city to each other and the downtown core through a multimodal network.

The City will develop an incentive-based program to encourage development that supports mobility and contains a mix of uses, thereby reducing vehicle miles traveled to services.

POLICIES:

f2.3.1 Mixed-use projects and multimodal supportive development shall be the preferred style of development, thus allowing for a concentration of resources and City services. Said developments are encouraged include a combination of housing types; and commercial retail and services to serve the needs of residents both within and around the development.

f2.3.2 Definitions for “multimodal supportive” and “mixed-use” development will be incorporated within the LDRs as part of the incentive-based program designed to encourage these types of development within the

established overlays. The overlay districts serve as opt-in, incentive-based districts that overlay, but do not supersede, existing zoning or future land use designations.

f2.3.3

In applicable land use categories, mixed-use developments may be considered if it complies with the following criteria:

- a) Is located on a major roadway, as identified under the Transportation Element,
- b) Provides pedestrian connection to adjacent land uses,
- c) Provides a buffer to adjacent residential uses, and
- d) Incorporates the principles and design standards of a Traditional Neighborhood Development.

or

Is located within the Multimodal supportive or Mixed-Use Overlays

- e) Located on a major roadway, as identified under the Transportation Element,

f2.3.4

In mixed-use developments, where permitted, land use intensities may be exchanged for amounts currently allowed under its land use designation, based on the following equivalency matrix:

	Single-Family (Unit)	Multi-Family (Unit)	Office (1,000 SF)	Commercial (Spec. Ret.) (1,000 SF)	Commercial (Shop. Ctr.) (1,000 SF)
1 Single-Family Unit		1.206	3.593	1.004	0.508
1 Multi-Family Unit	0.829		2.980	0.832	0.422
1,000 sq. ft. Office	0.278	0.336		0.279	0.142
1,000 sq. ft. Commercial (Specialty Retail)	0.996	1.201	3.580		0.507
1,000 sq. ft. Commercial (Shopping Center)	1.967	2.371	7.067	1.974	

Land Use exchange based on net external PM peak hour – peak direction (entering) project traffic. The trip rates used in this matrix are derived from the approved Victoria Park DRI Trip Generation, with the exception of Commercial (Shopping Center) which is based on standard rates in ITE Trip Generation, 6th Ed.

- f2.3.5 Developments designated as mixed-use and meeting the qualifications of f2.3.3 may increase impervious areas up to a maximum of 70% of the total area, regardless of the amount permitted by its current future land use.
- f2.3.6 Explore possible flexible development standards for affordable housing if mixed-use developments are located on areas served by transit.
- f2.3.7 ~~Investigate possible methods to allow for the development of accessory dwelling units in existing residential neighborhoods inside urban service lines~~
- f2.3.8 Implement a density bonus program of 50% to incentivize residential uses as part of commercial/office buildings on commercial corridors within the Multimodal Supportive Overlay. Residential density incentive should be provided for development that enhances connectivity, use of multiple modes, and safety along designated corridors.
-

OBJECTIVE:

- f2.4 The City will discourage the proliferation of urban sprawl, such as leapfrog or scattered development; ribbon or strip commercial/development; or large expanses of predominantly low-intensity, low-density, or single-use development.

POLICIES:

- f2.4.1 All plan amendments shall be evaluated against Chapter 163 F.S., to determine whether the amendment discourages urban sprawl.
- f2.4.2 Mixed-use projects shall be the preferred style of development, thus allowing for a concentration of resources and City services. Said developments are encouraged to include a combination of housing types; and commercial retail and services to serve the needs of residents both

within and around the development.

- f2.4.3 The City will continue to control infrastructure extension to areas within the designated urban service area.

OBJECTIVE:

- f2.5 The City shall encourage the development of infill sites, as defined by the U.S. Green Building Council.

POLICIES:

- f2.5.1 Encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized, and/or defunct properties within the Traditional City Center or Multimodal Supportive Overlay.
- f2.5.2 Encourage the reuse of existing architecturally-noteworthy buildings on previously-developed sites.

GOAL f-3: Provide adequate protection between incompatible land uses.

OBJECTIVE:

- f3.1 Continue to implement methods to safeguard residential neighborhoods from incompatible land uses and densities.

POLICIES:

- f3.1.1 Allow for mixed- use development within residential districts, with deference given to maintaining the overall residential-nature of the neighborhood through proper design.

~~The City will require adequate setbacks, screening, and landscaping~~

~~between incompatible land uses, through the implementation of development and subdivision regulations.~~

- f3.1.2 The City shall require adequate open space (conservation areas and/or parks) for all new residential development at a rate provided for in Policy ci1.2.6 of the Capital Improvements Element.

OBJECTIVE:

- f3.2 The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible land uses.

POLICIES:

- f3.2.1 The City shall continue to monitor development in and around the DeLand Municipal Airport to prevent incompatible land uses within the Airport Hazard Area.
- f3.2.2 ‘Airport hazards’ and ‘airport hazard area’ shall each be defined in the Land Development Regulations and in accordance with §333.01 F.S.
- f3.2.3 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- f3.2.4 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.
- f3.2.5 The City shall establish a local permitting and appeal process, respectively, and in accordance with §§333.03(1)(c) and 333.07 F.S., for the construction or alteration of obstructions (as defined in §333.01 F.S.)

within the Airport Hazard Area.

f3.2.6 The City may remove, at the owner's expense, non-conforming obstructions that have been abandoned or have deteriorated (as described in §333.07(1)(b) F.S.) or deny a permit to rehabilitate the structure beyond what is currently permitted under the airport protection zoning regulations.

f3.2.7 The City will explore options to reduce landscape and tree protection standards in and around the DeLand Municipal Airport to minimize wildlife hazards.

GOAL f-4: Enhance the economic vitality of the Downtown and promote its role as a major commercial and residential center in West Volusia County.

OBJECTIVE:

f4.1 Encourage residential, commercial, and office infill development within the Downtown.

POLICIES:

f4.1.1 Provide adequate city service and amenities in the Downtown (such as parking, streetscaping, and parks) to encourage private investment.

f4.1.2 Implement development review incentives for development in the Multimodal Supportive and Mixed-Use Overlays, including the Downtown, in order to achieve the desired mix of uses and type of development.

f4.1.3 In order to support the economic stability of existing businesses in the Downtown, the City will continue to strive for commercial vitality by mitigating blighting influences, such as traffic congestion, vacant buildings, or overall disrepair; and by promoting alternative modes of

transportation and sufficient parking for the downtown area.

f4.1.4 Residential density within the DeLand Downtown boundary, now designated as Downtown Commercial, shall be calculated based on gross acreage for the entire district and not on an individual property basis. Total number of dwelling units within said district shall not exceed a total of 2,777 units, which is the amount permitted under the ~~2008~~ 2024 City of DeLand Comprehensive Plan land use designations.

f4.1.5 Non-residential growth within the expanded DeLand Downtown boundary shall be regulated in phases, and maximum intensity shall be calculated for the district as a whole, not on an individual property basis. The first phase of growth shall be limited to the amount of non-residential intensity currently permitted under the ~~2008~~ 2024 City of DeLand Comprehensive Plan land use designations: 6,204,065 square feet.

OBJECTIVE:

f4.2 Promote the rehabilitation and adaptive reuse of historic buildings within the Downtown area.

POLICIES:

f4.2.1 The City shall encourage the renovation and/or conversion of historic buildings to promote mixed use commercial, office and residential facilities within and around the Downtown area by working with owners in the approval process and assisting them in obtaining possible funding from State and Federal sources.

f4.2.2 The City shall continue to encourage the redevelopment of existing, underutilized commercial parcels and infill development of commercial areas through a historic preservation ordinance, which permits discretion on the part of the City regarding enforcement of building standards for

historic structures.

- f4.2.3 Implement measures and strive to achieve the goals and objectives that are recommended in the Update for the Downtown DeLand Redevelopment Plan (2005) and the Public Space and Parking Needs Analysis (2008).

GOAL f-5: Encourage commercial land use outside of the Downtown to the extent that it will not replace the Downtown's role as a destination and primary center of commerce.

OBJECTIVE:

- f5.1 Encourage the development of small centers of commercial activity outside of the Downtown that provide neighborhood services.

POLICIES:

- f5.1.1 The City shall designate adequate acreage for neighborhood-level commercial development on the Future Land Use Map.
- f5.1.2 Mixed Commercial Land Use designations should be regarded as areas which provide local retail and/or office to surrounding residential areas.
- f5.1.3 In order to divert commercial growth pressures from neighborhoods, the City shall designate areas for commercial activity at the neighborhood, local and regional level.

OBJECTIVE:

- f5.2 Allow the development of commercial land use to the extent that the general economy of the Downtown is not adversely affected, that strip commercial is discouraged, and that public facilities are not adversely impacted as designated on the Future Land Use Map.

POLICIES:

- f5.2.1 The City will establish on the Future Land Use Map the following commercial land use designations:
- Mixed Office Residential
 - Mixed Commercial
 - Business Retail
 - Highway Commercial
 - Industrial/Warehouse
 - Activity Center
 - Redevelopment
 - Downtown Commercial
- f5.2.2 Major shopping centers shall be considered a land use in the Highway Commercial Land Use designation. These uses are typically located in the proximity of the intersection of major arterials.
- f5.2.3 The City will encourage coordinated/shared parking facilities and frontage roads whenever feasible for large scale commercial developments. Individual commercial projects shall provide interconnection through adjacent parking lots.
- f5.2.4 The City shall protect the function and visual image of its major thoroughfares by prohibiting excessive strip development through the use of zoning, subdivision, land development codes, and minimum driveway spacing and devise methods to improve the aesthetics of these thoroughfares. Improving aesthetics along the City's major thoroughfares is an important economic development tool that promotes revitalization as well as creating an overall positive image of the City that will help attract and maintain business.
- f5.2.5 The intent of the Redevelopment land use designation is to promote the rehabilitation of declining commercial developments and areas by

allowing a mixture of commercial, light industrial, and residential land uses. Within the City's Redevelopment land use designation, the mix of land uses shall not exceed the following percentages:

Commercial - no maximum

Industrial - 40%

Residential - 70%

f5.2.6 The City will develop buffer regulations based on dissimilarity of adjacent land uses. The buffer regulations will combine both width of buffer and intensity of planting to achieve adequate screening and separation in order to mitigate nuisances and hazards to the degree to ensure compatibility.

f5.2.7 In addition to the Redevelopment land use designation, several other multi-use land use designations permit a mixture of land uses. The maximum percentage of the secondary type of land use and the density and intensity of each type of land use designation is presented below.

- o Mixed Commercial:
 - Commercial uses: .75 FAR;
 - Secondary use: Residential: up to 60%, 10 DU/A
- o Highway Commercial:
 - Commercial uses: 1 FAR;
 - Secondary use: Residential uses: up to 20%, 16 DU/A
- o Downtown Commercial:
 - Commercial uses: 5 FAR; maximum intensity shall be calculated based on limits set in Policy f4.1.6;
 - Secondary use: Residential uses: shall not exceed limits set in Policy f4.1.5.
- o Mixed Office Residential:
 - Commercial uses: Maximum 10,000 square feet/acre;

- Secondary use: Residential uses: up to 30%, 5.8 DU/A
- o Industrial:
 - Industrial uses: 1 FAR;
 - Secondary use: Commercial uses: up to 30%, .75 FAR

GOAL f-6: Promote the expansion of industry in the City of DeLand to the extent that its impacts do not adversely affect the general population, and to ensure that it is an economic asset to the community.

OBJECTIVE:

f6.1 Designate appropriate land use for industry to locate, where such uses do not conflict with adjacent uses.

POLICIES:

f6.1.1 Allow an industrial element in developments centered around principal transport facilities, such as the airport, major interchanges, or rail lines.

f6.1.2 Allow only those industries that will not adversely harm the environment of the city.

f6.1.3 Access to industrial areas should be prohibited whenever possible from local or collector streets of any residential neighborhood.

f6.1.4 The industrial areas shall be developed along minor or major arterials whenever possible.

f6.1.5 When located adjacent to residential areas, industrial uses shall utilize proper landscaping and site design to buffer between inconsistent land

uses.

- f6.1.6 The City shall monitor industrial growth for traffic and sewer and water consumption and control the development of industry to the extent that city's roads, sewers, and water systems are not overburdened.

OBJECTIVE:

- f6.2 Promote the development of the industrial park adjacent to the airport as specified in the 2014 City of DeLand Airport Master Plan.

POLICIES:

- f6.2.1 The City will support the development outlined in the 2014 City of DeLand Airport Master Plan.
- f6.2.2 The City shall identify and utilize appropriate federal, state, and county programs designed to assist local governments in industrial recruitment and development.

GOAL f-7: Require new growth to bear a proportionate fair-share of public facilities and services as necessitated by the development, in order to achieve and maintain adopted Level of Service standards and other measurable objective standards.

OBJECTIVE:

- f7.1 Require various impact studies of new developments to assess the impact on public services and to determine appropriate measures to be required of the developer in terms of infrastructure construction.

POLICIES:

f7.1.1 The City will work to modify its development review process in a manner that incentivizes targeted development within the Mixed-Use, Multimodal Supportive and Community Health Overlay.

GOAL f-8: The City of DeLand recognizes the need for a community to be a sustainable one. Initiatives must be taken in order to ensure an adequate quality-of-life for future generations and to protect existing environmentally-sensitive and significant lands from harmful development. Therefore, the City shall encourage the use of recognized “green” development practices and established smart-growth techniques, such as: walkable-communities, transit-supportive development, mixed-use developments, and creative site and building design.

OBJECTIVE:

f8.1 As walkable-communities promote healthier and active lifestyles through the built environment, and improve the environment through reduced dependency on the automobile; the City shall encourage the development and preservation of neighborhoods and commercial centers, corridors, and activity centers that promote the use of alternative modes of transportation in lieu of personal automobile-based travel.

POLICIES:

f8.1.1 The City shall promote community walkability through land-use planning:

- a) Direct retail, commercial, and office uses to existing populated areas;
- b) Encourage pedestrian-only connections and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling;
- c) Encourage the placement of neighborhood parks and recreational centers within walking distance (less than ¼ mile) of concentrations of residential areas, including pedestrian walkways and bicycle paths that encourage

non-motorized travel;

- d) New development should be designed as such to make alternative modes of transportation a viable choice for residents;
- e) An incentive-based development review process to encourage the timing, mix, and location of infill and redevelopment.

f8.1.2 The City shall increase community walkability through progressive site design:

- a) Design streetscapes that provide buffers between moving traffic and pedestrians to increase pedestrian comfort;
- b) Encourage the locating of buildings towards the street, with the primary entrances as pedestrian entrances;
- c) Discourage the placement of parking lots between buildings and the street;
- c) Develop flexible parking strategies in neighborhood activity centers where alternative modes of transportation are available.

f8.1.3 The City shall look into ways to increase pedestrian mobility by:

- a) Establishing a minimum pedestrian and bicycle connectivity standard;
- b) Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths;
- c) For existing areas that do not meet established connectivity standards, prioritize the physical development of pedestrian connectors and encourage interconnectivity between developments.

f8.1.4 The City shall endeavor to use the ~~Volusia County~~ River to Sea TPO's Transit Development Design Guidelines as a model for transit-supportive development

OBJECTIVE:

f8.2 The City recognizes that Greenhouse Gas (GHG) emissions have been shown to cause damaging effects to both the Earth's climate and temperatures, and a decrease in air quality. The City shall seek measures through which GHG's can be reduced and heat gain limited.

POLICIES:

f8.2.1 The City shall seek to reduce GHG's through less vehicle miles traveled by encouraging residential designs that foster road network connectivity between developments and between subdivisions; and by discouraging configurations that do not, such as ~~euls-de-sae~~ cul-de-sacs.

f8.2.2 Mixed-use projects will be encouraged as a way to reduce vehicle miles traveled through the siting of both residential and supportive services within close proximity; for shorter travel distances and for pedestrian and bicycle accessibility by residents of the project and the surrounding neighborhood.

f8.2.3 The City shall study the possibility of establishing standards that provide for pervious pavement alternatives to help regulate stormwater and decrease heat gain from pavement and other hard surfaces associated with infrastructure.

f8.2.4 The City shall mitigate hardscape heat gain by discouraging more pavement and/or parking than necessary or required by Code.

f8.2.5 The City shall continue to encourage locally-produced food products as a way to reduce vehicle miles traveled in the distribution and in the purchase of such products by providing opportunities for the sale of such goods,

such as farmers' markets; and in regulations that preserve productive, quality agricultural lands.

OBJECTIVE:

f8.3 As the U.S. Green Building Council's LEED for Neighborhood Development (ND) Rating System encompasses the principles of smart growth, new urbanism, and green building, the City shall promote LEED-ND certification for new and redeveloped neighborhoods.

POLICIES:

f8.3.1 The City shall support, where appropriate, the principles embodied in the LEED-ND Rating System for use in neighborhood development, including, but not limited to:

- a) "Smart" location
- b) Connectivity
- c) Infill development and Redevelopment
- d) Neighborhood pattern
- e) Open space conservation
- f) Green Infrastructure
- g) Mixed-use

f8.3.2 The City will assist developers in obtaining information on how to become LEED-ND certified.

f8.3.3 The City shall develop programs that provide recognition to those developments that obtain a LEED-ND certification.

GOAL f-9: Protect environmentally-sensitive areas and natural resources adjacent to and within the city limits of DeLand from development.

OBJECTIVE:

f9.1 The City recognizes the sustainability of a community rests on the ability to protect lands of an environmentally-sensitive nature; and to preserve existing open-spaces for wildlife habitat and quality agricultural acreage for future generations. The City shall utilize land use regulations as one means to provide protection to these sensitive lands.

POLICIES:

f9.1.1 Agricultural/Conservation and Recreational shall be considered appropriate future land use designations for environmentally-sensitive lands.

f9.1.2 As of date of adoption of this Comprehensive Plan, as amended, property annexed into the City limits classified, at the time of annexation, by the following Volusia County land use classifications; except as provided for below; shall retain its County land use classification and shall not be reclassified with a City designation:

- a) Conservation
- b) Environmental Systems Corridor
- c) Forestry Resource
- d) Agricultural Resource

Due to proximity to the DeLand Municipal Airport, lands lying within the bounds of Section 27, Township 16 S, Range 30 E shall be exempt from this policy.

f9.1.3 The City shall explore the feasibility of conservation subdivisions as a means to permit the clustering development while encouraging the preservation of environmentally-sensitive lands and open space.

f9.1.4 The City shall explore means by which limited agricultural activities may be permitted in residential areas without an agricultural designation; such

as community gardens and personal agricultural operations; through revisions to the Land Development Regulations and other such Codes.

- f9.1.5 Municipal and County wells shall be permitted in any land use category. Wellhead Protection Areas, as shown on the Future Land Use Map Series, shall be protected from adverse development by prohibiting all operations that use, handle, produce or store hazardous substances within 200' of all wellheads.

OBJECTIVE:

- f9.2 The City will encourage the use of measures and practices that move to protect our natural resources.

POLICIES:

- f9.2.1 City will encourage creative planning techniques and site design to provide greater flexibility in protecting environmentally-sensitive lands.
- f9.2.2 City will continue to encourage the clustering of development to protect environmentally-sensitive areas and create useable open space.
- f9.2.3 Areas set aside as conservation and open space within developments shall be linked to similar areas on adjacent properties, where possible, so as to provide a connectivity between said lands to improve their effectiveness.
- f9.2.4 As there is a need to protect our region's water resources from inefficient and wasteful use and from damaging practices, the City shall seek to promote the standards set forth in the Volusia County Water-wise Ordinance, and by the University of Florida/IFAS Extension's Florida-Friendly Landscaping™ Program; for use by both developers and private homeowners. Florida-friendly landscapes use native vegetation that require low-levels of irrigation and fertilization, and encourage

environmentally-sustainable practices.

- f9.2.5 The City will attempt to remove obstacles to the use of xeriscaping and other low-water landscaping.

OBJECTIVE:

- f9.3 Require developers to assess environmental conditions of the project area prior to development of site plans through environmental studies.

POLICIES:

- f9.3.1 The city will require a tree survey and other environmental studies for property it deems as environmentally sensitive; and for developers to provide a mitigation plan for said lands, such as establishing protected areas or replacement of trees removed.

GOAL f-10: Maintain DeLand's historical identity by identifying, evaluation and protecting the historical resources associated with the city's heritage.

OBJECTIVE:

- f10.1 The City of DeLand will continue to develop and maintain an inventory (~~DeLand Historic Properties Survey, 1989~~) of the cultural and historical resources within the city limits.

POLICIES:

- f10.1.1 Buildings and structures ~~constructed prior to 1940~~ that apply to be placed on the Local Register will be inventoried. ~~A Florida Master Site File Form will be completed for each site and submitted to the Florida Department of State, Division of Historic Resources.~~ A copy of the Florida Master Site File form(s) and application for listing on the Local

Register will be kept on file with the City of DeLand and submitted to the Florida Department of State, Division of Historical Resources.

f10.1.2 When a known historic resource, as identified by ~~the~~ Volusia County's historic resource inventory, National Register by the Florida Department of State, Division of Historical Resources ~~Cultural Resource Survey (1990-92)~~ or the Florida Master Site Files, of the unincorporated areas of the county is annexed into the City of DeLand, the City will be responsible for including the site and or structure as a part of the city's historical resource inventory.

f10.1.3 Update the initial inventory, as needed, when new resources are discovered and note major changes to resources previously identified.

OBJECTIVE:

f10.2 Those resources identified in the DeLand Historic Properties Survey or the Local Register will be evaluated for historic and/or architectural, and/or archaeological significance and receive the appropriate recognition for the designated significance.

POLICIES:

f10.2.1 Any owner of historic resources identified as being eligible for listing on the National Register of Historic Places will be encouraged to apply for nomination.

f10.2.2 The Historic Preservation Board shall be responsible for recommending designation as historic any local districts, buildings, structures, or sites, based on an adopted set of criteria for administering the regulations outlined in the Historic Preservation Ordinance; implementing Community Design Standards applicable to historic resources; and for promoting historic preservation in DeLand.

f10.2.3 The City of DeLand will make available to the public information on local history and historic preservation incentives and opportunities that are available from local, statewide and federal sources.

f10.2.4 The boundaries of any new local historic districts, including historic corridors or National Register historic districts, will be identified on the Historic Resource Overlay of the Future Land Use Map as they are designated.

OBJECTIVE:

f10.3: The City of DeLand shall maintain ~~a~~the Historic Preservation Ordinance to facilitate protection of DeLand's Historic Resources.

POLICIES:

f10.3.1 ~~The ordinance shall establish~~ Evaluate and update criteria for designating local historic districts and local landmarks.

f10.3.2 ~~The ordinance shall r~~Require a Certificate of Appropriateness to regulate alterations to the exterior or demolition of any designated significant historic property and any new construction in a designated historic district.

f10.3.3 ~~The ordinance shall~~ Continue code enforcement efforts to minimize demolition by neglect. ~~provide for procedure of enforcement.~~

f10.3.4 ~~The ordinance shall be written in a~~ Continue to uphold the United States Secretary of the Interior Standards for Historic Preservation. ~~manner that meets the requirements for certification by the United States Department of the Interior. (Procedures for ordinance are outlined in Section 2124 of the Federal Income Tax Code).~~

f10.3.5 The City will continue to maintain its Certified Local Government (CLG) designation.

OBJECTIVE:

f10.4 The City of DeLand shall review regulations, codes, plans, ordinances and the development approval process and make modifications as necessary to promote the preservation of designated historic resources as long as the health, safety and welfare of the public and the property's occupant(s) is not adversely affected. Programs and incentives will be implemented to promote the protection of designated historic resources.

POLICIES:

f10.4.1 The City will create, as part of the zoning code, historical overlay zones with regulations that will preserve the integrity and appearance of DeLand's historic areas and neighborhoods.

f10.4.2 The City of DeLand shall provide exemption status for designated buildings from the Building Code, pursuant to Chapter 11 of the Florida Building Code: Existing Building.

f10.4.3 The City of DeLand shall designate Woodland Boulevard from Plymouth Avenue to Beresford Avenue; and New York Avenue from SR 15A to Blue Lake Avenue; as a historical corridor overlay zone. Regulations will be created that require architectural standards, building height, setback(s) and site layout to be compatible with the ~~pre-1940~~ historic buildings that exist along these corridors.

f10.4.4 The historic portion of the City's downtown is recognized as one of the features that make the City unique. To clearly identify the historic section of downtown it has been designated with the Historical overlay on the Future Land Use map. This designation provides the historic section

protection from incompatible development.

OBJECTIVE:

f10.5 The City shall be committed to the preservation and improvement of city-owned historic resources.

POLICIES:

f10.5.1 All city-owned properties deemed eligible for listing will be nominated to the National Register of Historic Places.

f10.5.2 The City of DeLand will make every effort to follow *the Secretary of the Interior's Standards for Historic Rehabilitation* when renovating any city-owned historic properties.

f10.5.3 The City will develop and maintain interpretive exhibits and information for city-owned historic properties.

GOAL f-11: Implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent; alternative dispute resolution.

OBJECTIVE:

f11.1 The City will continue to uphold the public's right to participate in the Comprehensive Plan amendment process.

POLICIES:

f11.1.1 The City will continue to encourage citizen involvement in all facets of the planning process and provide opportunities for participation through the notification of official actions and public hearings; holding of public workshops; the release of information; and through other methods.

GOAL f-12: Objectives and policies regarding specific development.

Note: All policies on old Delfa property describing allowable and prohibited uses were deleted.

LOCAL PLANS

1. SOUTHWEST ACTIVITY CENTER PLAN

THE VISION FOR THE SOUTHWEST ACTIVITY CENTER

For many years, Volusia County has lagged behind the Orlando metropolitan area in terms of economic development. There is a severe imbalance in the East Central Florida region's economic activity. Orange County clearly is the dominant employment and income attractor and generator in the region while the surrounding counties have a negative outflow of employment and income. In recent years, Seminole County has emerged as the focal point for new economic activity north of Orlando. Due in part to the availability of affordable housing, the southwestern portion of Volusia County has historically been viewed as a "bedroom community" serving the Orange/Seminole County market. In order to reverse this trend, the southwestern part of Volusia County needs to become an active partner in the north Orlando suburban market. Strong business and civic leadership must be demonstrated soon or the modest opportunities for the future may be lost. The creation of the Southwest Activity Center (SWAC) is envisioned to be one of the most significant steps necessary for Volusia County to compete and link up with Orange and Seminole Counties by becoming an economic focal point of West Volusia.

The vision is that the Activity Center will become one of the major centers or places of synergy in the urban network of Central Florida. The Southwest Activity Center will become one of the principle employment centers in Volusia County, especially generating well paying jobs in the office and industrial oriented sectors of the economy for residents of Volusia County, in particular, West Volusia. The Southwest Activity Center will provide the residents and consumers of West Volusia with a greater array of comparison and shopping goods choices by having these additional retail opportunities in the County. The Activity Center's development will be controlled by the policies contained in this Local Plan to avoid the negative impacts of unplanned piecemeal development. The time has come for southwest Volusia County to implement its plan for its share of the north Orlando suburban market and to develop the I-4/SR 472 intersection as a focal point for the urbanization of southwest Volusia.

LAND USE GUIDELINES

In the City's efforts to promote the Southwest Activity Center, guidance is needed in pursuing appropriate economic growth and to maintain a focus on the ultimate goal of developing a key employment area for the City of DeLand and the rest of southwest Volusia County. The following land use guidelines for non-residential uses will be utilized throughout the planning and implementation process of bringing the Southwest Activity Center to fruition.

1. Office Space Guideline

Develop part of the Southwest Activity Center in a manner so that it will be considered a major competitor along the I-4 Corridor, north of the City of Orlando, with existing and other proposed office centers along this corridor.

2. Light Industrial/"Flex Space" Guideline

Develop the Southwest Activity Center in a manner that contributes to the creation of quality light industrial space for Southwest Volusia which can compete with the Lake Mary/Heathrow area and other areas in north Orange County and Seminole County for this land use product.

3. Warehousing/Distribution Guideline

To use the Southwest Activity Center's proximity to both Interstate Four (I-4) and Interstate Ninety-Five (I-95) as a major asset to become one of the principal centers for warehousing/distribution activities without adversely impacting the proposed office and commercial developments.

4. Retail Commercial Use Guidelines

- (a) To facilitate the development of a major regional-scale facility(s) which can offer the residents a wide variety of "comparison" or "shopper goods" which can reduce the need for West Volusia consumers to travel outside Volusia County to obtain such goods, and to enjoy such shopping experiences.
- (b) To facilitate the development of neighborhood-scale retail facilities which will supply the residential areas within the activity center, and residents/households within an approximate three mile radius from the activity

center, with convenience goods and services which are typically required to support households/families on a weekly or frequent basis.

5. Hotels/Motels/Lodging Services Guideline

To develop an adequate range of lodging facilities and services to support the business travel functions related to the office and industrial segments of the SW Activity Center.

6. Ancillary and Support Uses Guideline

Encourage the necessary retail, service, institutional, and other uses necessary to support large-scale office and industrial markets envisioned for this activity center.

DESCRIPTIONS OF SWAC FUTURE LAND USE DESIGNATIONS

The Southwest Activity Center is comprised of three development program districts (Commerce, Community, and West Center) which are shown on the SWAC Plan map. The three distinct districts are defined as a mix of the land uses that are allowed in each of the districts.

The description for each land use is provided below. This is followed by associated land use development yield targets that are permitted in each district. The trips estimated to be generated from each district are to be capped at the rate of the original adopted Local Plan as illustrated in the Policy section.

Each of the districts shown on the Southwest Activity Center Plan map (Figure 1-7) and their relationship to the Comprehensive Plan's Future Land Use Element are presented below. All of the following land uses require the provision of urban facilities and services as set forth in the Comprehensive Plan.

A. Non-Residential

- (i) Light Industrial/Business Park - The purpose and intent of this specialized use is to provide areas for multi-uses dependent upon industrial development. These parks may contain a variety of uses including, but not limited to, warehouse/distribution, light-manufacturing and assembly, research and development, flex space, industrial and business headquarter__offices, general/professional office, back offices, supporting ancillary uses, wholesale/retail showrooms, and incubator spaces for emerging companies.

- (ii) Office/Office Park - The intent of this use is to provide areas for corporate headquarters, general/professional use, and supporting ancillary uses. Mixed office/retail uses are encouraged for areas where either use is permitted.
- (iii) Commercial: Power Center - It is intended that this use accommodate the super community shopping center. The power center is generally larger than the traditional community shopping center with a typical range of 200,000 to 700,000 square feet. The center generally has from 2 to 5 primary anchor stores, usually discount and specialty super stores, however a project may contain a single store. Retail space is dominated by the large anchors less amount set aside for small and local stores.
- (iv) Commercial: Neighborhood Retail - The intent of this use is to provide areas for neighborhood and convenience shopping including, but not limited to, supermarkets, drugstores, clothing, convenience stores and other retail. The modern neighborhood shopping centers typically range in size from 50,000 to 200,000 square feet. This category also includes the convenience center, either a stand alone or in combination with a small strip center up to 10,000 sq. ft.
- (v) Commercial: Activity Center Support/Ancillary Uses - The intent of this use is to provide ancillary commercial retail uses including restaurant and related support center uses including financial/banking, print/ship stores, recreational facilities, health clubs, day care centers, and hotel/hotel conference centers, provided in out-parcels or commercial park style groups.
- (vi) Public/Semi-public - Purpose and intent, including permissible uses, are identical to that described by the Future Land Use Element. Specific locations have not been identified on the Future Land Use Map. Small scale uses such as fire stations, parks, transit stops and lift stations will be permitted in each category.

Due to the intensities of the anticipated uses within the Activity Center and other long-range transportation efforts along I-4, there may be a need for a transportation

center to serve several modes of transportation.

B. Residential

Purpose of this use is to provide an immediate locational opportunity for housing related to employment, pedestrian linkage, and trip capture within the SWAC. The two types of residential land uses are: single-family (max. density of 4 du/ac) and multi-family (max. density of 16 du/ac).

C. Districts

The following are the districts that are displayed on Figure 1-7 and the land uses permitted in each district with the amount of yield per acre for the entire district:

- (i) West Center - The intent of this district is to provide a mix of commercial uses, primarily office and retail, with ancillary support commercial. Specific uses allowed:

Office/Office Park

Commercial: Power Center/ Neighborhood Retail

Commercial: Activity Center Support/Ancillary Uses

Public/Semi-public

Non-residential/Residential Mix

Target Building Program Entitlement Yield (Cumulative Per Acre):

Commercial/Retail	5,440 sq. ft.
Office	3,925 sq. ft.
Hotel	1 unit
Multi-family	10 dwelling units

- (ii) Commerce – The intent of this district is to provide a mix of office and light industrial, with ancillary support uses. Specific uses allowed:

Industrial/Business Park

Office/Office Park

Commercial: Activity Center Support/Ancillary Uses

Public/Semi-public

Target Building Program Entitlement Yield (Cumulative Per Acre):

Commercial/Retail	706 sq. ft.
Office	6,800 sq. ft.
Light Industrial	6,900 sq. ft.
Hotel	1 unit

- (iii) Community - The intent of this district is to provide for a mix of housing opportunities, with neighborhood retail commercial uses allowed to support the residential. Specific uses allowed:

Residential – Single-family and Multi-family

Commercial: Neighborhood Retail

Public/Semi-public

Target Building Program Entitlement Yield (Cumulative Per Acre):

Multi-family	10 dwelling units
Single-family	4 dwelling units
Retail	400 sq. ft.

- (iv) Development through the PD process.

Due to the need for flexibility, especially in the beginning stages, rezoning will occur through the Planned Development (PD) process. This will allow the blending of land uses contained on the property in question. The overall land use distribution for the property may not be exceeded but may be distributed differently than designated on the Future land Use map.

GOAL, OBJECTIVES, AND POLICIES FOR SOUTHWEST ACTIVITY CENTER

Development within the Southwest Activity Center shall be consistent with the goals, objectives, and policies enumerated below. These goals, objectives, and policies shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive Plan and/or other City land development regulations. Rather, it is the purpose of these goals, objectives, and policies to supplement, not substitute or supersede, the Comprehensive Plan and other land development regulations.

GOAL f-13 sw: Achieve an integrated and well-planned mixture of urban land uses within the Southwest Activity Center that encourages the creation of an employment center.

OBJECTIVE:

f13.1 sw Provide adequate and appropriate areas resulting in a mixture of urban land uses to reduce adverse impacts on adjacent jurisdictions.

POLICIES:

f13.1.1 sw The Future Land Use Map for the Southwest Activity Center is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property within the Activity Center . Build-out of the Activity Center properties may extend beyond the planning horizon of this Comprehensive Plan.

f13.1.2 sw All development within the Southwest Activity Center shall be consistent with, future land use designations depicted by the corresponding Future Land Use Map, the description of the land use designation(s), and all other appropriate sections of the Comprehensive Plan and land development regulations.

f13.1.3 sw The conceptual alignments of the proposed internal roads for the SWAC have not been depicted within the Future Land Use Map exhibit other than the major connector on SR 472. All new roadways for development shall be coordinated to the extent possible when reviewing development

proposals for the Activity Center to ensure interconnectivity between properties.

f13.1.4 sw Future development of lands within the Activity Center shall require rezoning to a Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate locational criteria and policies specified by the Local Plan.

f13.1.5 sw Mixed-use office and retail development shall be encouraged for appropriate locations in the SWAC through development of incentives in the specific land development regulations and other appropriate mechanisms.

f13.1.6 sw Existing uses within the boundary of the SWAC may continue, but any new development or expansion of existing uses shall be consistent with the Future Land Uses for the SWAC.

f13.1.7 sw Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the Activity Center.

f13.1.8 sw The Southwest Activity Center is providing a key portion of the retail market for West Volusia; therefore, retail type commercial shall be located at appropriate locations consistent with commercial locational guidelines provided in the Comprehensive Plan.

f13.1.9 sw Hotel accommodations should be in close proximity and have easy access to the office and industrial segments of the Southwest Activity Center.

f13.1.10 sw Encourage innovation in the design of power centers by including support uses such as food courts, amusement arcades, limited exhibit vendor areas and related uses.

f13.1.11 sw In order to facilitate both the regional commercial/retail and other retail activity, as well as the safe and efficient movement of auto traffic from one center/store to another, require the use of common access arrangements during the development review process for the activity center.

OBJECTIVE:

f13.2 sw Individual developments within the Activity Center shall be designed to provide visual compatibility and functional continuity with other adjacent developments within the Activity Center.

POLICIES:

f13.2.1 sw New development (includes redevelopment) may, at a minimum, be required to:

- provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;
- required shared access and use shared parking, and loading facilities, as practical in an effort to reduce impervious surfaces and multiple access points on the thoroughfare and internal road system within the SWAC;
- require interconnected vehicular, transit, and non-vehicular movement throughout the Activity Center;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service roads, and

- use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the Activity Center be aesthetically identical. However, the City may adopt land development regulations for the SWAC that include the items listed above which will be applicable to development within Activity Centers.

f13.2.2 sw All uses within the Activity Center abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.

f13.2.3 sw Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive to the scale of a residential neighborhood. The design of non-residential uses should take into account adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.

f13.2.4 sw Encourage mixed use development such as during the development review process, whenever practical, to encourage complementary uses as part of office and "flex space" buildings as a business and worker amenity.

f13.2.5 sw Encourage the creation of high value or prestige sites in the interior of large projects with commonly used development techniques to create focal points that the development can be centered around such features as plazas, parks, gardens, courtyards, recreation facilities or other open space areas.

OBJECTIVE:

f13.3 sw Promote development within the Activity Center which protects and enhances the natural and built environment.

POLICIES:

- f13.3.1 sw The clustering of activities and structures shall be encouraged so as to promote open space areas.
- f13.3.2 sw Developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network should be linked to similar systems on the same property or adjacent properties, including parcels outside of the Activity Center.
- f13.3.3 sw Specific boundaries for wetlands and wildlife habitat will be determined by field evaluations agreed upon by the City, landowner, and other agencies.
- f13.3.4 sw Where feasible, listed species and their habitat will remain undisturbed. If listed species and their habitat are unavoidably impacted by development mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A combination of the above mentioned mitigation approaches shall also be considered. All mitigation proposals shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and to afford long term sustainability for listed species populations.
- f13.3.5 sw Open space areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of the activity center concept. Open space may also be utilized in protecting areas for habitat preservation or mitigation. The open space areas may allow the following or similar uses: public places, retention, landscaping or tree protection, passive recreation, or habitat protection. If the open space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes and restrict future usage in these areas.

f13.3.6 sw All mitigation activities for listed species shall include a management plan intended to ensure the long term vitality of listed species populations.

f13.3.7 sw All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include the utilization of plants indigenous to the subject physiographic area of Volusia County, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance of native vegetation stands.

OBJECTIVE:

f13.4 sw Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals, and creating development design standards.

POLICIES:

f13.4.1 sw The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 472 corridor. Development shall be designed to protect land critical for future interchange, roadway, and intersection improvements.

f13.4.2 sw The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories. A public use is not necessarily required to meet the minimum acreage required by the Future Land Use category provided that said use contains sufficient land area to serve the intended purpose.

f13.4.3 sw The Florida Fish and Wildlife Commission, the U.S. Fish and Wildlife

Service, or other appropriate agencies shall be notified of any land development proposal within the SWAC that may impact listed species or associated habitat.

OBJECTIVE:

f13.5 sw Promote development which enhances the economic base of the City of DeLand and Volusia County.

POLICIES:

f13.5.1 sw The City of DeLand shall attract and promote development within the Activity Center in a manner that is consistent with the Southwest Activity Center vision statement.

f13.5.2 sw DeLand shall explore various funding alternatives for the construction of required infrastructure. Examples of these financial mechanisms may include, but may not be limited to, Special Assessment Districts, Economic Development Administration Grants, and Tax Increment Financing Programs.

f13.5.3 sw When evaluating proposed Planned Developments, preference shall be given to those uses which are considered to provide high value-added industries. Preference may be in the form of administrative rezoning, reduction in fees, administrative processing of permits, installation of utilities, or financial incentives.

OBJECTIVE:

f13.6 sw Provide for the correction/mitigation of projected roadway level of service deficiencies.

POLICIES:

f13.6.1 sw	In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary transportation improvements for the area's thoroughfares and roadways are completed or appropriately mitigated.						
f13.6.2 sw	If the concept for the I-4 frontage road is promoted as a means to mitigate transportation congestion, the City will cooperate with the County in determining a proposed alignment and funding for such roadway						
f13.6.3 sw	Development shall be monitored and transportation impacts assessed as required by the transportation impact analysis guidelines of the River to Sea Transportation Planning Organization.						
f13.6.3.4 sw	Trip generation rates based on the original adopted Local Plan Districts will be the maximum permitted per District without a plan amendment. The maximum trips per district are as follows: <table> <tr> <td>West Center</td><td>19,600</td></tr> <tr> <td>Commerce</td><td>13,700</td></tr> <tr> <td>Community</td><td>4,700</td></tr> </table>	West Center	19,600	Commerce	13,700	Community	4,700
West Center	19,600						
Commerce	13,700						
Community	4,700						

OBJECTIVE:

f13.7 sw:	Promote development and programs which are designed to alleviate traffic congestion.
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POLICIES:

f13.7.1 sw	The City of DeLand shall, in cooperation with the appropriate agencies, seek to promote mass transit service to the Activity Center.
f13.7.2 sw	Mixed use buildings and projects shall be encouraged within a development in order to provide internal trip capture.

- f13.7.3 sw The City of DeLand shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a traffic reduction ordinance, requiring a transportation management agreement as a condition of project approval, the formation of traffic management associations, and the establishment of a transportation concurrency management area.
- f13.7.4 sw Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.
- f13.7.5 sw Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.
- f13.7.6 sw The City of DeLand shall work with FDOT and Volusia County to identify appropriate sites and establish an area inside the Activity Center for a multi-modal transportation facility such as a high occupancy vehicle facility that may be developed along I-4 and/or to serve other regional mass transit uses.
- f13.7.7 sw Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate walking, bicycling or the use of local but not thoroughfare roads for auto trips from home to work to dining.
- f13.7.8 sw Encourage convenient pedestrian and local road access from lodging facilities to restaurants.

2. LAKE WINNEMISSETT GATEWAY CORRIDOR PLAN

THE VISION FOR THE LAKE WINNEMISSETT GATEWAY CORRIDOR

The vision is that the Activity Center will become a major gateway into the City of DeLand. The Lake Winnemissett Gateway Corridor (LWGC) will provide the residents and consumers of West Volusia with a greater array of comparison and shopping goods choices by having these additional retail opportunities in the County along with providing for employment opportunities. The development will be controlled by development agreements drafted through the PD process.

DESCRIPTIONS OF LWGC FUTURE LAND USE DESIGNATIONS

The Lake Winnemissett Gateway Corridor contains a development program that establishes a gateway into the City of DeLand by providing for a mix of land uses. The description of the suggested land uses is provided below.

All of the following land uses require the provision of urban facilities and services as set forth in the Comprehensive Plan.

A. Non-Residential

- (i) Business Park - The purpose and intent of this specialized use is to provide for multi-uses which supports industrial activity as it develops on the east side of the I-4 interchange. The gateway may contain a variety of uses including, but not limited to, research and development, flex space, and business headquarter offices, general/professional office, back offices, supporting ancillary uses, wholesale/retail showrooms, and incubator spaces for emerging companies. Distribution centers, fulfillment centers, truck stops, travel centers or other uses that generate or attract high-volume of truck traffic shall not be permitted in the Gateway Corridor.
- (ii) Office/Office Park - The intent of this use is to provide areas for corporate headquarters, general/professional use, and supporting ancillary uses. Mixed office/retail uses are also encouraged.
- (iii) Commercial: Neighborhood and Interchange Retail - The intent of this use is to

provide areas for neighborhood and convenience shopping including, but not limited to, supermarkets, neighborhood drugstores, and convenience stores. This category also includes the uses associated with the traveling public along Interstate-4 (I-4).

- (v) Commercial: Support/Ancillary Uses - The intent of this use is to provide ancillary commercial retail uses including restaurant and related support center uses including financial/banking, recreational facilities, health clubs, day care centers, and hotel/hotel conference centers, primarily for the traveling public as well as office and industrial uses.
- (vi) Public/Semi-public - Purpose and intent is to provide recreational, institutional and educational uses to serve both the gateway and the greater DeLand areas.

B. Residential

Purpose of this use is to provide an opportunity for housing related to employment, pedestrian linkage, and trip capture within the LWGC. The type of residential land uses range between single-family and multi-family (max. density of 16 du/ac). Residential uses may also be included in mixed use projects.

C. District

Gateway - The intent of this district is to provide a mix of Residential and Non-Residential uses as described above. Specific uses allowed are as follows:

Office/Office Park

Commercial: Neighborhood and Interchange Retail

Commercial: Support/Ancillary Uses

Business Park

Public/Semi-public

Residential /Non-residential Mix

Low Density Residential

Medium Density Residential

GOAL, OBJECTIVES, AND POLICIES FOR LAKE WINNEMISSETT GATEWAY CORRIDOR

Development within the Lake Winnemissett Gateway Corridor shall be consistent with the goals, objectives, and policies enumerated below. These goals, objectives, and policies shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive Plan and/or other City land development regulations. Rather, it is the purpose of these goals, objectives, and policies to supplement, not substitute or supersede, the Comprehensive Plan and other land development regulations.

GOAL f-14 w: Achieve an integrated and well-planned mixture of urban land uses within the Lake Winnemissett Gateway Corridor that encourages the creation of a gateway into the City.

OBJECTIVE:

f14.1 w Provide adequate and appropriate areas resulting in a mixture of urban land uses.

POLICIES:

f14.1.1 w The Future Land Use Map for the Lake Winnemissett Gateway Corridor is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property. Not all lands within the LWGC study area are being assigned an LWGC land use designation with the initiation of this Local Plan. Land without an LWGC future land use designation may develop in accordance with the land use designation assigned to it in compliance with the City's Comprehensive Plan and Land Development Regulations.

f14.1.2 w All development within the Lake Winnemissett Gateway Corridor shall be consistent with the description of the land use designation assigned to it and with all other appropriate sections of the Comprehensive Plan and

land development regulations.

- f14.1.3 w Development of lands with the Gateway land use designation shall require rezoning to Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate location criteria and policies specified by the Comprehensive Plan and any specific LWGC land development regulations.
- f14.1.4 w Existing zoning designations and land use designations within the boundary of the LWGC may continue, but any new rezoning or future land use amendment application shall be consistent with the Future Land Uses for the LWGC.
- f14.1.5 w Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the gateway corridor.
- f14.1.6 w Hotel accommodations should be in close proximity to and have easy access to the interchange of I-4 and SR 44.
- f14.1.7 w Encourage unified design of new development that enhances the area as a mixed-use gateway into the City of DeLand.
- f14.1.8w In order to facilitate both the retail and office activity, as well as the safe and efficient movement of traffic from one use to another, require the use of common access arrangements during the development review process for the activity center.
- f 14.1.9w A full range of educational facilities such as public and private schools, universities, colleges, community colleges, or other post secondary educational facilities, or research facilities, including environmental education are permitted throughout the Gateway district.

OBJECTIVE:

f14.2 w Individual developments within the gateway shall be designed to provide visual compatibility and functional continuity within the gateway.

POLICIES:

f14.2.1 w New development with a Gateway future land use designation (includes redevelopment) may, at a minimum, be required to:

- provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;
- required shared access and shared parking, and loading facilities, as practical in an effort to reduce impervious surfaces and multiple access points on the thoroughfare system;
- require interconnected vehicular, transit, and non-vehicular movement as-appropriate;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service roads, and
- use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the gateway be aesthetically identical. However, the Community Design Standards in the land development regulations of the City shall be used to ensure compatibility.

- f14.2.2 w All uses within the gateway corridor abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.
- f14.2.3 w Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive with the scale of a residential neighborhood. The design of non-residential uses should take into account adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.
- f14.2.4 w Encourage mixed use development during the development review process, whenever practical, to encourage complementary uses as part of office and "flex space" buildings as a business and worker amenity.
- f14.2.5 w The City of DeLand shall encourage development near the interchange in a manner that is consistent with creating an attractive gateway into the City.
-

OBJECTIVE:

- f14.3 w Promote development within the gateway which protects and enhances the natural and built environment.

POLICIES:

- f14.3.1 w The clustering of activities and structures shall be encouraged so as to promote open space areas.
- f14.3.2 w Developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network should be linked to similar systems on the same property or adjacent properties, including parcels outside of the gateway.

- f14.3.3 w Protect original clusters of historic trees as designated in Twelve Oaks, ~~and~~ Royal Oaks, Summit Place, and Gateway East PD's and any other historic trees located in the LWGC.
- f14.3.4 w If listed species and their habitat are unavoidably impacted by development, mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A combination of the above mentioned mitigation approaches shall also be considered. All mitigation proposals shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and to afford long term sustainability for listed species populations.
- f14.3.5 w Open space areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of the LWGC concept. Open space may also be utilized in protecting areas for habitat preservation or mitigation. The open space areas may allow the following or similar uses: public places, retention, landscaping or tree protection, passive_recreation, or habitat protection. If the open space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes and restrict future usage in these areas.
- f14.3.6 w All mitigation activities for listed species shall include a management plan intended to ensure the long-term vitality of listed species populations.
- f14.3.7 w The protection of Lake Winnemissett as a valuable asset shall be accomplished through wetland protection, wetland buffers, and stormwater runoff filtration.
- f14.3.8 w All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include

the utilization of plants indigenous to the subject physiographic area of Volusia County, Florida-friendly landscape, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance of native vegetation stands.

OBJECTIVE:

f14.4 w Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals.

POLICIES:

f14.4.1 w The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 44 corridor. Development shall be designed to protect land critical for future roadway and intersection improvements.

f14.4.2 w The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories.

f14.4.3 w The City shall coordinate with County, State and Federal agencies to ensure the property owners provide the proper management of listed species occurring within the LWGC.

f14.4.4 w In the event that the School District reports that there is not adequate school capacity to serve a proposed increase in residential density then the City shall not approve the rezoning unless and until such time as the School District can issue a finding that adequate school capacity will exist.

f14.4.5 w In order to ensure fiscal neutrality and to issue a finding that adequate school capacity will exist the School Board reserves the right to condition

a finding of adequate school capacity on the Developer's ability to ensure that adequate school capacity can be timely planned and constructed to serve the anticipated students. The School District will require terms and conditions for such an agreement. The Developer's commitment to fund adequate school capacity will be set forth in a development agreement between the developer and the School District.

f14.4.6 w In order to delay the school capacity determination until a residential development is proposed in the new Local Plan, Lake Winnemissett Gateway Corridor; the plan is limited to only 480 multi-family dwelling units, unless the Local Plan is amended and a school capacity agreement is approved between the School Board and the developer.

OBJECTIVE:

f14.5 w Provide for the correction/mitigation of projected roadway level of service deficiencies.

POLICIES:

f14.5.1 w In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary_transportation improvements for the thoroughfares/roadways identified in the original Traffic Impact Analysis for the combined PD's of Twelve Oaks and Royal Oaks (as amended) are re-evaluated to determine appropriate mitigation. The specific segments that need to be re-evaluated are:

Kepler/MLK from US 92 to SR-472

Beresford from Blue Lake to SR-44 (extension)

US 92 from Woodland to Kepler

SR-44 from Voorhis to I-4

Summit from SR-44 to I-4

Blue Lake from Plymouth to SR-44

f14.6.2 w Once the total number of new, external, daily trips being generated from all new development with a Gateway land use designation exceeds 1,000 trips, an updated TIA per the River to Sea TPO Guidelines for a Transportation Impact Analysis must be prepared and submitted to the City for the entire LWGC. After completion of the updated TIA, the Comprehensive Plan will be reviewed to determine if an amendment is appropriate to incorporate the results.

f14.6.3 w Development shall be monitored and transportation impacts addressed through individual Planned Developments consistent with the LWGC Plan policies.

f14.6.4 w Below are the maximum, estimated trips that may be generated by lands with a Gateway land use designation as derived from the non-residential component of the initial Royal Oaks PD and Twelve Oaks PD Traffic Analysis prepared by Traffic Planning and Design (1992). These maximum estimated trips shall serve as a cap for development for lands designated as Gateway until an updated TIA has been prepared and approved. Development shall not be permitted to exceed the following trip cap until and unless an updated TIA has been reviewed and approved by Volusia County, City of DeLand, and FDOT.

Total Trips - 51,075

f14.6.5 w Beresford Avenue is to be extended from Blue Lake Avenue to SR 44 to reduce the amount of traffic on SR 44. The final alignment is to be determined through a cooperative agreement between the River to Sea Transportation Planning Organization, City of DeLand, Volusia County and FDOT.

f14.3.6.6 w The Construction of Beresford Avenue is critical to the proper maintenance of traffic in the LWGC area. Until construction of the

Beresford Avenue extension has commenced, traffic impacts from the LWGC shall not exceed 25,537 gross external daily trips. This requirement shall be revisited and potentially updated with the submission of the required Traffic Impact Analysis for the entire LWGC as specified in Policy f14.6.2 w.

OBJECTIVE:

f14.7 w Promote development and programs which are designed to alleviate traffic congestion.

POLICIES:

f14.7.1 w The LWGC shall be developed consistent with the Mixed-use Overlay of the Multi-modal Transportation Plan contained in the Transportation Element.

f14.7.2 w Mixed use buildings and projects shall be encouraged within a development in order to promote internal trip capture.

f14.7.3 w Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles, if the size/intensity of the proposed development warrants such considerations, or provide pedestrian connections to the local road network.

f14.7.4 w Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.

f14.7.5 w Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate walking, bicycling or the use of

local but not thoroughfare roads for auto trips from home to work to dining.

f14.7.6 w Encourage convenient pedestrian and local road access from lodging facilities to restaurants.

f14.7.7 w Residential development adjacent to a school site will ensure public access, including vehicular, bicycle and pedestrian traffic, will be integrated between the school and the residential community.

FUTURE LAND USE MAP

The Future Land Use Map is actually made up of a series of maps. The individual maps that make up the map series are as follows:

1. Future Land Use Map
2. Historic District and Buildings
3. Potable Water Wells and Wellhead Protection Areas
4. Water Bodies and Wetlands
5. Soil Limitations
6. Floodplain
7. Southwest Activity Center (Local Plan)
8. Lake Winnemissett Gateway Corridor (Local Plan)

The official City of Deland Future Land Use Map, at a scale of 1-inch equals 1,000 feet, is located in the Planning Department, 120 South Florida Avenue, DeLand, Florida 32720. The official map shall be used to interpret or assist in the interpretations of the Comprehensive Plan. The official Future Land Use Map is incorporated in this Ordinance by reference.

The official Future Land Use Map is not a zoning map. Within each category on the Future Land Use Map, numerous land uses, zoning districts, and housing types may occur. The official Future Land Use Map may be interpreted only as provided in the Comprehensive Plan text. That text provides necessary definitions and standards for allowable land uses, densities or intensities of use for each map category. That text must be consulted in its entirety in interpreting any one map category and no provision shall be used in isolation from the remainder.

Nothing on the official Future Land Use Map shall guarantee the achievement of development potential under any future land use category shown on any property. The right to develop property for a particular density or intensity is not provided by this map. Such right can only be obtained through the issuance of applicable development orders.

CHAPTER 2

TRANSPORTATION ELEMENT

Goals, Objectives, and Policies

INTRODUCTION

The following section presents the Goals, Objectives, and Policies for the City of DeLand Transportation Element.

For informational purposes, a goal is a generalized statement of a desired end state toward which objectives and policies are directed. Objectives are statements, more specific in nature, which further define the City's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

Two separate documents have been prepared to support this Transportation Element. The first, entitled *City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element*, dated April 7, 2009, provides the detailed review and analysis of the existing and future transportation system in the City of DeLand that supports the Goals, Objectives, and Policies of the Transportation Element. This Technical Support Document also provides the analysis and map series requirements included under Section 163.3177, Florida Statutes.

The second, entitled *The City of DeLand Multimodal Transportation Plan Strategies Technical Memorandum*, January 2012, was prepared to support the development of an integrated land use and transportation policy framework that seeks to incentivize a sustainable development pattern and provide multimodal transportation options for residents, employees, and visitors.

GOALS, OBJECTIVES, AND POLICIES

GOAL t-1: Develop an integrated multimodal transportation system that meets or exceeds the City's existing and future transportation needs through the next 10 and 20 years respectively.

OBJECTIVE:

t1.1 DeLand shall implement programs to provide a safe, convenient, and energy

efficient multimodal transportation system.

POLICIES:

- t1.1.1 Develop and continuously update a Citywide five-year multimodal transportation capital improvements plan that prioritizes needed transportation improvements as part of an overall 10 and 20-year multimodal transportation funding strategy, consistent with the River to Sea Transportation Planning Organization's 5-year Transportation Improvement Plan (TIP).
- t1.1.2 DeLand has adopted the road classification of Volusia County which uses the Federal Functional Classification criteria to functionally classify all roads.
- t1.1.3 Coordinate and cooperate with the Florida Department of Transportation (FDOT) to control access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to optimize the State thoroughfare system capacity.
- t1.1.4 The *City of DeLand Multimodal Plan* (January 2012) to provides strategic guidance for multimodal planning within the City of DeLand. Multimodal transportation strategies within this Plan should be reviewed on an annual basis and incorporated into projects within the City's Five-Year Capital Improvements Program (CIP), as appropriate.
- t1.1.5 Work with the appropriate governmental agencies on an annual basis to prepare engineering and feasibility studies for all projects identified in the Five-Year CIP and Ten-Year Capital Funding Strategy.
- t1.1.6 Prioritize improvements which will directly benefit City residents and businesses.
- t1.1.7 Protect the use of the Strategic Intermodal System (SIS) for regional and intrastate travel by participating in the development of strategies that facilitate travel on

alternatives to the SIS and emerging SIS to protect its interregional and intrastate travel.

- t1.1.8 Establish an access management plan that controls the connections and access points of driveways to roads on the City's thoroughfare system.
- t1.1.9 ~~Require, through~~ Review the City's Land Development Regulations (LDR) and ~~require, that new~~ residential development include an interconnected system of collector streets in their development plans that considers access and compatibility to adjacent parcels and stub streets that connect to adjacent undeveloped parcels.
- t1.1.10 Require, through the City's LDRs, that new subdivisions be designed so that all individual lots have access to the internal street system and peripheral lots adjacent to the thoroughfare system will be buffered to prevent vehicular access.
- t1.1.11 Maintain and update land use regulations that promote the safe and efficient movement of pedestrians and bicyclists within all new development proposals.
- t1.1.12 Continue to coordinate and participate with Volusia County and ~~the Volusia County~~ River to Sea Transportation Planning Organization (TPO) planning process regarding ~~in~~ the implementation of the DeLand area bicycle and pedestrian systems plan.
- t1.1.13 Participate and work with the ~~Volusia County~~ River to Sea TPO and VOTRAN, Volusia County's Public Transportation System, to develop numerical indicators against which the achievement of the multimodal transportation goals of the community can be measured, such as: volume to capacity ratios on bus routes, modal split, annual transit trips per capita, and automobile occupancy rate.

OBJECTIVE:

- t1.2 Continue to coordinate local transportation system plans with the plans and programs of the ~~Volusia County~~ River to Sea TPO, the 2025 Florida Transportation Plan, and the Florida Department of Transportation's (FDOT)'s Adopted 5-year Work Program.

POLICIES:

- t1.2.1 Coordinate transportation planning efforts with appropriate municipalities, the County, the ~~Volusia County~~ River to Sea TPO, and the State.
- t1.2.2 Coordinate the development and maintenance of the City's transportation system with the FDOT, the ~~Volusia County~~ River to Sea TPO, and Volusia County to facilitate a coordinated system of arterials, collectors, local streets, public transportation, and bicycle/pedestrian network.
- t1.2.3 Maintain representation on the ~~Volusia County~~ River to Sea TPO Board and Technical Coordinating Committee (TCC).
- t1.2.4 Coordinate with Volusia County regarding the designation of truck delivery routes resulting from the County's ~~ongoing~~ completed Freight Movement and Goods Study.

GOAL t-2: Seek funding to implement the capital and operating costs associated with the City Multimodal Transportation Plan.

OBJECTIVE:

- t2.1 DeLand shall establish an implementation program for the provision and maintenance of planned multimodal transportation projects by ensuring the needs are financed in an effective, efficient, and equitable manner.

POLICIES:

- t2.1.1 Provide for the timely maintenance and repair of deteriorating multimodal transportation facilities by encouraging adequate financing at all jurisdictional levels.
- t2.1.2 Work with County and State officials, ~~to obtain funds for~~ right-of-way and/or funds for right-of-way acquisition and multimodal transportation improvements.
- t2.1.3 Work with developers as well as County and State officials in identifying capital transportation improvements that will address existing and future deficiencies on the City of DeLand multimodal transportation network.
- t2.1.4 Initiate and participate in discussions with Volusia County and other municipalities to develop an appropriate countywide funding sources (e.g., local option gas tax, local option sales tax, multimodal fee, grants, and other sources) to support the capital and operating costs of multimodal infrastructure.
- t2.1.5 ~~By 2015, initiate a program~~ Review programs to appropriate a portion of the local option gas tax to be determined by the City Commission during the annual budget review to fund multimodal transportation capital projects for the purpose of improving local traffic movements, promoting economic development, providing alternative means of transportation (e.g., transit, bicycle, and pedestrian facilities), safety measures (such signalized intersections and vehicular impediments), or to provide matching funds for a related state, federal, or private grant.
- t2.1.6 Ensure the transportation impact of new development is mitigated.

GOAL t-3: Achieve desired integration of land use and multimodal transportation options through the creation of an incentive-based program that encourages mixed-use and multimodal supportive development in the designated overlay areas.

OBJECTIVE:

- t3.1: Create variations in the Development Review Process that incentivize desired development types within the Mixed-Use and Multimodal Supportive Overlays.

POLICIES:

- t3.1.1 ~~Identify, by July 2014, traffic volume thresholds within the Mixed-Use and Multimodal Supportive Overlays where conforming development that is projected to generate fewer net new trips than the threshold will be pre-approved for transportation impacts. Conforming development projected to generate greater net new trips than the identified threshold will be required to conduct a Congestion Safety Analysis. The purpose of a Congestion Safety Analysis is to address safety and intersection congestion issues in the surrounding area, as well as emphasizing the use of alternative modes to alleviate identified issues.~~
- t3.1.2 ~~Until such time that Policy t3.1.1 is implemented, maintain a concurrency program for proposed development anticipated to exceed 1,000 daily trips and requiring a Transportation Impact Analysis (TIA). The TIA is to be conducted using the methodology approved by the Volusia County TPO. The impact analysis is to assess available capacity for functionally classified roads within the designated impact area. Maintain the City's concurrency management program by monitoring development's transportation impacts on the City's thoroughfare roadway system. All development and Planned Development (PD) applications shall require a Transportation Impact Analysis (TIA) and mitigation, if deemed required by the River to Sea TPO TIA Guidelines.~~
- t3.1.3 ~~By July 2014, the~~ The City shall evaluate its transportation concurrency process and procedures to determine appropriate changes to implement the City's Mixed-Use and Multimodal Supportive Overlays and address multimodal traffic impacts within the city limits, ~~concurrent with the implementation of Policy t3.1.1.~~

- t3.1.4 Re-evaluate, at least every five years, the LOS on state, county, and city road segments of within the City of DeLand road network where the AADT is currently, or projected to meet or, exceed 90-percent of maximum capacity, based on data within the Volusia County Traffic Engineering Division's Annual Average Daily Traffic (AADT) spreadsheet. ~~the 2010 LOS analysis provided in the City's Multimodal Transportation Plan.~~ This reevaluation also should assess any development review thresholds in place within the Mixed-Use and Multimodal Supportive Overlays, as well as assist the City in monitoring and refining land use and multimodal travel strategies.

OBJECTIVE:

- t3.2 For development that is subject to a TIA, DeLand will ~~establish~~ use Level of Service (LOS) standards reflected in Volusia County's AADT spreadsheet and consistent with the River to Sea TPO's TIA Guidelines. ~~That are maintainable through the cost affordable five year CIPs of the FDOT, the Volusia County TPO, Volusia County, and the City.~~ DeLand will coordinate with FDOT on SIS facilities and with Volusia County on county facilities.

POLICIES:

- t3.2.1 Upon adoption of this Element, the minimum peak hour LOS standards for the City of DeLand road network, unless otherwise noted, are:

Facility Type	Level of Service Standard
SIS Facilities (Freeway):	D (C)
Non-SIS State Facilities:	E <u>D</u>
Arterials:	E
Collectors:	E

Per the 2045 River to Sea TPO Long Range Transportation Plan, within and adjacent to the City, ~~t~~The following road segments are projected to operate as

deficient before or by 2020~~2045~~; based on the adopted Level of Service Standards at the time the 2010 LOS analysis was completed for the City of Deland Multimodal Transportation Plan.

- ~~US 17/92: SR 44 to Plymouth Ave.~~
- ~~SR 44: Hill Ave. to Summit Ave.~~
- US 17/92: SR 11 to US 92 (FDOT)
- US 17/92: Plymouth Ave to Wisconsin Ave (FDOT)
- US 17/92: Euclid Ave to Beresford Ave (FDOT)
- US 17/92: Taylor Road to SR 472 (FDOT)
- SR 44: Summit Ave to Garfield Ave (FDOT)
- SR 44: SR 15A to Lake County (FDOT)
- SR 15A: US 92 to S. Taylor Road (FDOT)
- SR 15A: Adelle Ave to Clara Ave (FDOT)
- Orange Camp Road: Blue Lake Ave to Martin Luther King Jr. Blvd (VC)
- Martin Luther King Jr. Blvd: Beresford Ave to Taylor Road (VC)
- Martin Luther King Jr. Blvd: Orange Camp Road to SR 472 (VC)
- Beresford Ave: Blue Lake Ave to Hill Ave (VC)
- Beresford Ave: Martin Luther King Jr. Blvd to Summit Ave (VC)
- Blue Lake Ave (Beresford Ave to Elizabeth Road (VC)
- Hazen Ave: Plymouth Ave to Minnesota Ave (VC)
- Amelia Ave: Minnesota Ave to Ohio Ave (DeLand)
- Marsh Road: US 92 to Carter Rd (VC)
- Florida Ave: Minnesota Ave to Wisconsin Ave (DeLand)

The City recognizes funding, policy, or physical constraints prohibit a reasonable expectation for expansion of some ~~these~~ facilities and that limited congestion is anticipated as growth occurs. The City also recognizes the value of the urban core area's grid roadway network that guarantees connectivity and multiple travel

route option that provide motorists alternative routes around congested roads and signalized intersections. Since expansion of these facilities is not anticipated, a LOS standard is provided that allows for maximum traffic volumes that would reasonably equate to two hours of traffic congestion. This LOS standard, referred to as a Duration of Congestion Standard, is based on the expectation that when the Average Annual Daily Traffic (AADT) of the facility exceeds the available Service Capacity at the adopted LOS standard by 20 percent (producing a daily volume to capacity, or v/c ratio of 1.2), up to two hours of daily total traffic congestion is anticipated to occur. The City will participate in the upcoming 2050 Long Range Transportation Plan. Based on the analysis and results, the City will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access.

Facility	Facility Capacity⁽¹⁾	Level of Service Standard (Capacity x 1.2)	For Reference: 2013 AADT⁽²⁾	For Reference: 2020 AADT⁽³⁾
US 17/92: SR 44 to Plymouth Ave.	15,960	19,150	16,400	17,900
SR 44: Hill Ave. to Blue Lake Ave.	16,500	19,800	13,600	14,500
SR 44: Blue Lake Ave. to Kepler Rd.	17,330	20,800	16,700	17,900
SR 44: Kepler Rd. to Summit Rd.	16,500	19,800	16,700	17,900

(1) — FDOT Generalized Service Capacity (based on LOS D)

(2),(3): FDOT Level of Service Spreadsheet (April 2013)

t3.2.2 ~~By July 2014,~~Following the adoption of the River to Sea TPO's 2050 Long Range Transportation Plan, the City of DeLand will adopt transit, pedestrian, and bicycle quality of service standards, guidelines, or minimum requirements within the Mixed-Use and Multimodal Supportive Overlays.

t3.2.3 The City shall coordinate with Volusia County, VOTRAN, and the ~~Volusia County~~ River to Sea TPO concerning all multimodal transportation projects planned to be designed or constructed in the cost-feasible five-year plans of these

agencies.

OBJECTIVE:

- t3.3 Develop a Development Review Process to ~~determine~~ document if traffic from a proposed specific development projects is projected to generate more than 100 peak-hour or 1,000 net new daily trips, which triggers the need for a Transportation Impact Analysis. ~~meets the adopted minimum LOS standard.~~

POLICIES:

- t3.3.1 Produce, ~~on an annual basis,~~ an updated Transportation Management System Report, ~~which shall be the basis for transportation reviews under Policy 3.1.2 until the next annual report is completed.~~ That monitors roadway level of service in the City.
- t3.3.2 Require a transportation impact analysis (TIA) ~~to be conducted using the methodology approved by the Volusia County MPO's TCC~~ for all development projects within the city that are projected to generate 100 or more net peak-hour or more than 1,000 or more net new daily trips. All TIA's must be completed following the latest version of the River to Seat TPO TIA Guidelines. Per these guidelines, the Planning Director has the authority to request a TIA or specific traffic study for any proposed development that presents a specific transportation or traffic safety concern.
- t3.3.3 For the purpose of determining impacts to the transportation system when development is subject to a TIA, DeLand shall include all capacity related transportation network system improvements which are scheduled to be in place or under actual construction in the City's Five-Year CIP not more than three years after the issuance of the Certificate of Occupancy. The City's Five-Year CIP may recognize and include transportation projects included in FDOT's Five Year Work Program or the five years of the applicable, adopted Volusia County CIP in

the inventory of existing facilities and shall consider the planned capacity as existing, per Rule 9J-5-0055 (3)(c)(2), FAC.

- t3.3.4 As determined by a TIA, require developers to either provide proportionate fair-share funds, calculated in accordance with the City's adopted Proportionate Fair-Share Ordinance, or construct needed multimodal transportation improvements directly related to their projects with emphasis given to user-based financing.
- t3.3.5 Work with Volusia County and other jurisdictions, as necessary, regarding the coordination of ~~proportional~~ proportionate fair-share payments for impacts from developments in adjacent jurisdictions.

GOAL t-4: Achieve desired design standards for roadways within the City.

OBJECTIVE:

- t4.1 Incorporate policies into the Comprehensive Plan that ensure compatible roadway design standards and protect future rights-of-way needed for transportation improvements from future building encroachments.

POLICIES:

- t4.1.1 Roadway design standards, at a minimum, should be in accordance with design standards compatible with FDOT design standards as established by the City Engineer.
- t4.1.2 Review and implement, where feasible "complete streets" standards in the LDRs that are designed to make streets more connected, walkable, and safe. The feasibility of a "complete streets" program should be reviewed in conjunction with the development of standards and definitions for the Multimodal Supportive and Mixed-Use Overlays.

- t4.1.3 Where possible, limit direct access from residential parcels to arterial streets.
- t4.1.4 Require all developer-constructed roadway improvements to meet the established minimum design standards.
- t4.1.5 On arterial and collector roadways, Implement operational and intersection improvements, e.g. curb cut reductions, turn laneage, cross access agreements, striping, signage, and continuous turn lanes, to ensure smooth traffic flow through congestion points and to maximize existing system capacity.
- t4.1.6 Emphasize coordinated and synchronized signalization improvements to promote efficient traffic flow.
- t4.1.7 Implement measures to protect the lives and safety of pedestrians and motorists by designing and upgrading systems to reduce conflicts and hazardous conditions.
- t4.1.8 Develop and periodically review measures for the acquisition, preservation, and protection of existing and future transportation rights-of-way and corridors in this Element.
- t4.1.9 Develop and periodically review land development regulations designed to protect existing rights-of-way necessary for the transportation network system.

GOAL t-5: Integrate transportation and land use planning efforts.

OBJECTIVE:

- t5.1 Continue to coordinate the transportation system with the Future Land Use Element to ensure compatibility between land uses and the thoroughfare system

necessary to support it.

POLICIES:

- t5.1.1 Emphasize the residential characteristics of neighborhoods through the utilization of transportation planning and context sensitive design techniques as included in the City's LDRs.

- t5.1.2 Evaluate and implement techniques that, to the extent possible, minimize commercial and industrial traffic within residential neighborhoods while also allowing for internal connectivity to prevent unnecessary trips from impacting arterial and collector roads.

- t5.1.3 Utilize land use, zoning, and subdivision regulations to evaluate the location and design of all new roadway network facilities.

- t5.1.4 At the time of development review, the City shall use FDOT's standards to determine the location of driveways along state highways.

- t5.1.5 Encourage and incentivize land use densities and arrangements for proposed developments ~~which support~~ that result in demonstrated reduced travel demand, internal capture, shorter trip lengths, and balanced trip demand through transit-oriented and neo-traditional development design concepts. Monitor development trends and traffic service levels to ensure that development does not precede the provision of transportation facilities.

- t5.1.6 In addition to its functional and LOS classifications, the existing and ~~proposed~~ future year design of the City's multimodal transportation network's capacity and availability system shall be considered in the evaluation of proposed land use changes to determine the impacts that a land use change would have on the operation of the transportation network.

- t5.1.7 Encourage local planning efforts that emphasize the reduction of vehicle miles of travel and greenhouse gas emissions and promote energy efficient land use patterns.
- t5.1.8 Maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets; however, ensure internal access and connectivity are not severed, which would result in unnecessary impacts to arterial and collector roads.
- t5.1.9 Continue to implement Smart Growth tools and principles.~~The City of DeLand, as a member of the Volusia Council of Governments (VCOG), is committed to the use of acceptable smart growth tools and supports VCOG in its development of a Countywide Smart Growth Plan.~~
- ~~t5.1.10 The City shall adhere to applicable Volusia Growth Management Commission conditions regarding traffic (per Resolution 93-04) related to LU-92-09-08 and LU-94-01-01 (Delfa Development Property).~~
- t5.1.11 Coordinate with Volusia County ~~regarding the countywide Thoroughfare Plan~~ to ensure adequate rights-of-way are available for future ~~transportation needs~~county thoroughfare roadways.

GOAL t-6: Develop an integrated multimodal transportation system within and to the established downtown area.

OBJECTIVE:

- t6.1 Improve the traffic and pedestrian circulation system in the downtown, as well as provide adequate parking.

POLICIES:

- t6.1.1 Provide appropriate traffic control devices which are integrated with design of the downtown and which will improve traffic accessibility and internal circulation.
- t6.1.2 Continue to provide adequate parking for downtown development by reserving core parking for short-term (less than two hours) parking and provide for commuter (day-long) parking on the perimeter of the downtown, as well as coordinate with VOTRAN in the review of the feasibility of providing satellite parking facilities with shuttle service to the downtown area, as necessary.
- t6.1.3 Provide for persons with disabilities in the design of all future parking and circulation system elements consistent with all applicable state and federal laws.
- t6.1.4 Update the 2007 Downtown Parking Study, and eEstablish and periodically review measures for ensuring that the downtown parking supply continues to be adequate,~~based on the results of the 2007 Downtown Parking Study.~~
- t6.1.5 Develop and implement a transportation system that can be modified as needed to meet new or changing demands for transportation service as they arise.
- t6.1.6 Explore the development of a Private Parking Space Incentive Program to encourage development that supports multimodal transportation options and discourages reliance on travel by single-occupant vehicle within the downtown area.

GOAL t-7: Encourage alternative modes of transportation to single occupant vehicles that reduce vehicle miles of travel and establish energy efficient land use standards.

OBJECTIVE:

- t7.1 Promote increased opportunities for public transportation, bicycle, and pedestrian

circulation systems through the Goals and Strategies established in the City's Multimodal Transportation Plan.

POLICIES:

- t7.1.1 Implement the City's Multimodal Transportation Plan in coordination with the ~~Volusia County~~ River to Sea TPO's Bicycle and Pedestrian Plan, with priority placed on constructing bicycle and pedestrian paths connecting educational, recreation, and other major facilities.
- t7.1.2 Require sidewalks in new developments and promote the construction of sidewalks in existing areas where sidewalks presently do not exist, with priority given to linking neighborhoods to schools and community shopping facilities.
- t7.1.3 Provide for proper maintenance of existing and future sidewalks in accordance with the City's Multimodal Transportation Plan and that future sidewalks, either built in conjunction with roadway projects or stand-alone sidewalk projects, are connected with schools, parks, key business areas, community centers, and downtown within residential neighborhoods.
- t7.1.4 Encourage transportation demand management strategies, such as ridesharing, flexible working hours, and transportation system management strategies, such as signal optimization and cost-effective intersection improvements. For businesses or industrial operations that participate in ridesharing and staggered work-hour programs, required parking space numbers and sizes shall reflect those programs and create disincentives for single-occupancy automobile usage.
- t7.1.5 Encourage public and private efforts to continue utilization of VOTRAN's rideshare program for DeLand residents that commute to either Daytona Beach or Orlando.
- t7.1.6 Utilize land use, zoning, subdivision regulations, and other applicable regulations

to coordinate the location and design of all new bicycle and pedestrian facilities.

- t7.1.7 Explore opportunities to encourage SunRail ridership for the newly-constructed SunRail Station. ~~Continue to support the construction of the commuter rail approved by the Volusia County Council on July 31, 2007.~~
- t7.1.8 Coordinate with FDOT, VOTRAN, and Volusia County to conduct a study that determines the most feasible method and route for connecting downtown DeLand and the SunRail station.
- t7.1.9 Coordinate with FDOT to establish measures for the acquisition and preservation of future public transportation right-of-way and exclusive public transportation corridors, as appropriate, related to the regional commuter rail system in Volusia County.
- t7.1.10 ~~Periodically~~ Evaluate the need for a downtown circulator trolley to alleviate travel on congested roads through the downtown area.

OBJECTIVE:

- t7.2 DeLand shall coordinate with and assist the ~~Volusia County~~ River To Sea TPO, VOTRAN, and the FDOT to provide efficient public transportation infrastructure support and services based upon existing and proposed major trip generators and attractors, safe and convenient public transportation terminals, land uses, passenger amenities, and accommodation of the special needs of the transportation disadvantaged.

POLICIES:

- t7.2.1 DeLand shall coordinate with the ~~Volusia County~~ River to Sea TPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.

- t7.2.2 Continue to promote the DeLand Intermodal Transportation Facility as a key facility for providing connections to local public transportation service, trolley service, a satellite parking facility, a destination for the DeLand bikeway system, as well as providing other services to the community.

OBJECTIVE:

- t7.3 DeLand shall establish long-term goals to enhance the presence and interconnectivity of bicycle, pedestrian, and transit networks throughout the City.
- t7.3.1 Establish the following long-term multimodal transportation performance measure regarding pedestrian facilities: Achieve, by 2035, an interconnected sidewalk system that provides continuous coverage of sidewalk facilities on 100% of arterial and collector roadways determined appropriate for inclusion in the sidewalk network. For sidewalk needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.
- t7.3.2 Establish the following long-term multimodal transportation performance measure regarding bicycle facilities: Achieve, by 2035, an interconnected bicycle network that provides continuous bicycle facility coverage on 100% of arterial roadways or parallel routes. For bicycle facility needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.
- t7.3.3 Establish the following long-term multimodal transportation performance measure regarding transit facilities: Achieve, by 2035, covered transit shelters at 20 percent of bus stops along transit routes in the city and ADA accessible stops with benches at 100 percent of bus stops along transit routes in the city. The City shall coordinate with Volusia County and VOTRAN to accomplish these projects.
- t7.3.4 Establish the following long-term multimodal transportation performance

measure regarding transit facilities: Achieve, by 2035, increased service frequency on transit routes in the city, targeting 15-30 minute headways on 100% of transit routes, with higher frequencies during peak commuting hours. The City shall coordinate with Volusia County and VOTRAN to accomplish these improvements.

~~GOAL t-8:~~ Establish Objectives and Policies which address specific conditions resulting from individual Future Land Use Map amendments.

~~OBJECTIVE:~~

~~t8.1~~ Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 93-04 (LU 92-09-08 and LU 94-01-01 –Delfa Development Property).

~~POLICIES:~~

~~t8.1.1~~ Prior to commencement of development described in Phases 2 and 3 of the development addressed in LU 92-09-08, identified in VGMC Case 93-20(LU 92-09-08), the City shall submit a monitoring/modeling program for the Royal Oaks and Twelve Oaks Planned Developments. This study shall be developed jointly by the City of DeLand, Volusia County and the Volusia Growth Management Commission. If the parties cannot agree as to the methodology of the monitoring/modeling study, the Commission shall be final arbiter.

~~t8.1.2~~ Regarding the monitoring/modeling study referred to in 8.1.1 above, the following thresholds shall be used as the basis to determine when the monitoring/modeling is required:

TABLE A
Phasing Threshold

End of Phase	Daily External Trips Per Phase	Cumulative Daily External Trips
1	6,894	6,894
2	14,560	21,454
3	20,074	41,528

OBJECTIVE:

~~t8.2 Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 09 XX (LU 09 1 Miller Property).~~

POLICIES:

~~t8.2.1 Limit the combined daily net external trips for parcels 7005-00-00-0162 and 7005-00-00-164 to 1,826 vehicles per day, which represents the maximum trip generation potential for these same parcels under the County's existing future land use category. This trip cap shall be eliminated when one of the following has occurred that results in an acceptable LOS for US 17/92:~~

~~(1) FDOT's emerging Strategic Intermodal System designation is moved from U.S. 17/92 to S.R. 15A at which time the LOS standard for S.R. 15A shall be "C" based on Policy 3.1.1 and the LOS standard for U.S. 17/92 shall be based on Policy 3.1.8.~~

~~and/or;~~

~~(2) the City adopts/establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management Area within which U.S. 17/92 from Euclid Avenue to Plymouth Avenue is included.~~

OBJECTIVE:

~~t8.3 Establish policies which address the Volusia Growth Management Commission conditions regarding traffic, per Resolution 09 XX (LU 07 55 DeLand Crossing).~~

POLICIES:

~~t8.3.1 The City shall limit the combined daily net external trips for parcels 7005-03-00-0060 to 3,378 vehicles per day, which represents the maximum trip generation potential for this parcel under the County's existing future land use category.~~

~~t8.3.2 If the City adopts or establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management Area the trip cap may be eliminated through an amendment to the Comprehensive Plan that illustrates an acceptable LOS can be maintained.~~

GOAL t-9: Provide the public with safe, efficient, and adequate aviation facilities that are compatible with the surrounding land uses.

OBJECTIVE:

t9.1 Provide aviation facilities that are expanded in a manner consistent with the adopted goals, objectives, and policies of the Future Land Use, Conservation, and Transportation Elements of the City's Comprehensive Plan.

POLICIES:

t9.1.1 Require, before approval of any proposed development order for the expansion and operation of any airport, that a review of relevant sections of the Comprehensive Plan, including the Future Land Use, Conservation, and Transportation Elements, will be performed for conformance.

- t9.1.2 Ensure that expanded aviation facilities operate in a manner which does not result in above-average noise and vibration impacts for a facility of equivalent size, operational, and locational characteristics.
- t9.1.3 Minimize the adverse structural and non-structural impacts to adjacent environmentally sensitive land, resources, or land uses caused by the expansion of the DeLand Airport.
- t9.1.4 Ensure that natural resources are protected and conserved within existing and future aviation facilities consistent with the Conservation Element.
-

OBJECTIVE:

- t9.2: Establish and maintain a surface transportation system which services the DeLand Airport in conformance with the traffic circulation system.

POLICIES:

- t9.2.1 Coordinate with the ~~Volusia County~~ River to Sea TPO and FDOT to seek ways to integrate the various modes of transportation, including aviation, transit, and private automobiles.
- t9.2.2 Require the provision of concurrent roadway improvements to the roadway system serving the DeLand Airport so as to meet or exceed adopted roadway LOS standards contained in this Element.
-

OBJECTIVE:

- t9.3 Coordinate expansion of existing airports with the airport facilities' provider; the continuing Florida aviation-system-planning process; the ~~Volusia County~~ River to Sea TPO's Transportation Improvement Program; FDOT's Five-Year Work

Program; the budgets of the Federal Aviation Administration; and the plans of the U.S. Army Corps of Engineers and other military services as appropriate.

POLICIES:

- t9.3.1 Require that all capital improvements associated with the expansion of aviation facilities in the City be consistent with the Volusia County TPO's transportation plan, FDOT's work program, the City's Capital Improvements Element, and other agency budgets.
 - t9.3.2 Periodically review and update the City of DeLand Airport Master Plan to ensure consistency between applicable City, County, and State plans.
-

OBJECTIVE:

- t9.4 The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible land uses.

POLICIES:

- t9.4.1 Continue to monitor development in and around the DeLand Municipal Airport to protect from encroachment by incompatible land uses (e.g., excessive structure height, high-density development, or noise-sensitive uses) within the Airport Hazard Area.
- t9.4.2 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- t9.4.3 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.

FUTURE TRANSPORTATION MAP SERIES

The following maps make up the Future Transportation map series:

Map 2-1: Roadway Functional Classification

Map 2-2: Number of Lanes and Road Type

Map 2-3: Volusia County Level of Service (2020)*

Map 2-4: Evacuation Routes

Map 2-5: ~~Public Transportation System~~ Parking Facilities Downtown

~~Map 2-6: Intermodal Facilities~~

*new LOS map adopted

CHAPTER 3

HOUSING ELEMENT

Goals, Objectives, and Policies

TABLE OF AMENDMENTS – HOUSING ELEMENT

~~EAR-Based Amendments~~ ~~Adopted by Ordinance No. 2009-37~~ ~~November 16, 2009~~

~~Updated Goals, objectives and policies as directed for EAR-based amendments~~

~~CYCLE 01-1~~ ~~Adopted by Ordinance No. 01-08~~ ~~April 2, 2001~~

~~Deleted Support Section from Comprehensive Plan.~~

~~CYCLE 98-2~~ ~~(DCA designation: 98-2ER)~~ ~~Adopted by Ordinance No. 98-06~~ ~~September 9, 1998~~

~~Added text regarding revisions in Chapter 163 concerning housing data~~

~~Replaced text relating to Table 1 due to replacement of table~~

~~Replaced tables 1, 2-4, 6, 8-10, 12, 13-16 with tables from the Affordable Housing Needs Assessment (AHNA), 1995 and updated supporting text.~~

~~Replaced Table 1A; added table to list in table of contents~~

~~Deleted Tables 5 & 7 and descriptive text~~

~~Revised text to reflect specified renter and owner occupied units~~

~~Updated Table 12A~~

~~Updated list of programs and types of group homes in DeLand~~

~~Revised text regarding Public Housing~~

~~Revised figure for units subsidized through Section 8~~

~~Revised text regarding housing need by income~~

~~Inserted Table 14A & 14B~~

~~Inserted Section D under II, and Tables 16 & 17, to address affordable housing needs~~

Revised Objective 1.8

Deleted “1990 Census data”; inserted “Affordable Housing Needs Assessment” under Policy 1.8.1

Renumbered all tables to account for deletions

Reformatted entire element due to switch in software

~~CYCLE 98-1 (originally CYCLE 97-1)~~
~~Adopted by Ordinance No. 98-07~~
~~March 16, 1998~~

Objective 1.1: Added reference to the Affordable Housing Needs Assessment (AHNA); deleted date

Reworded Objective 1.2 and revised the date

Objective 1.4-1.5: deleted dates

Deleted Objective 1.6 and subsequent policies; renumbered objectives accordingly

Objective 1.7: Deleted date; Deleted “a minimum of 200 additional lower income units are targeted for the 5 year period ending in 1995” and “during the 5 year period”; Added “continue to”

Objective 1.8: Added reference to the AHNA

Objective 1.9: Deleted date; added “and continually monitor.”

Objective 1.10: Added “consistent with Chapter 419, F.S.”

Objective 1.11: Revised date; Added reference to appropriate data sources

HOUSING ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

The purpose of the Housing Element is to ensure the provision of adequate, affordable and safe housing for the existing and future residents. The goals, objectives and policies support the quality of life and diverse community make-up for what makes the City of DeLand.

GOAL h-1: Ensure that a range of safe, sanitary, energy efficient and affordable housing is available to all the residents of the City of DeLand.

Objective h1.1: Periodically review Census housing data for the City of DeLand, projections from the Affordable Housing Needs Assessment and other appropriate data sources to help determine the eCity's housing needs and if the Housing Element accurately reflects the City's supply of affordable housing units.

Policy h1.1.1: Based upon the results of reviewing the housing data in the Affordable Housing Needs Assessment, revise the existing Housing Element to accurately reflect and address the City's affordable housing situation.

Policy h1.1.2: Seek options and alternatives to be made available to private developers that will serve as incentives for the provision of low- and moderate-income-housing (i.e., ~~density bonuses for low and moderate income units/set asides within new developments, reduce minimum unit size etc.~~).

Policy h1.1.3: Review local ordinances and practices to determine if streamlining the permitting process within the City for the development of housing will

lower initial housing 'front-end' costs as well as costs borne by the applicants thereby make all housing available at lower costs.

Policy h1.1.4: Based upon demonstrated need, as shown in the Affordable Housing Needs Assessment, develop a comprehensive program including redevelopment of existing housing and new housing development, to increase the amount of affordable housing within the City. This program shall identify such practices -as streamlining the City's permitting process, waiving development application fees, implementing density bonuses, implementing unit/set asides, donating excess City land to private and nonprofit housing providers, promulgating less restrictive development standards, amending development regulations as necessary and other similar measures to achieve this goal.

Objective h1.2: Continually seek the elimination of all substandard housing within the eCity and reduce the number of substandard dwelling units within the City of DeLand in order to remain at or below the state average. Include the use of green building construction technology to make new structures more energy efficient.

Policy h1.2.1: Work with the County to Ppursue all available state and federal funding sources allocated towards low_ and moderate_ income housing rehabilitation and utilize Energy Star Standards to increase energy efficiency.

Policy h1.2.2: Continue to monitor any identifiable concentrations of substandard dwellings within the City and target those structures that are currently inhabited and in dire need of repair to ensure the safety of its residents. Code enforcement shall maintain up-to-date information in its database of

structures with safety issues in order to help identify and prioritize where available funds should be used.

~~Policy h1.2.3: Provide assistance in the development of homeowner associations to encourage pride of "place" and/or ownership.~~

Policy h1.2.34: The City of DeLand will continue to use the Florida Building Code as the primary guide in establishing standards for the quality of housing.

Policy h1.2.45: Continue to utilize the City of DeLand Magistrate to enforce the Florida Building Code and eliminate substandard housing.

Policy h1.2.56: All housing, except as exempted by the City's historic preservation ordinance, shall meet the minimum standards established by the Florida Building Code.

Policy h1.2.67: DeLand shall conduct all condemnation and demolition proceedings in a timely manner.

Objective h1.3: Ensure safe environments in all residential neighborhoods in the City.

Policy h1.3.1: Promote the expansion of the 'Neighborhood Watch' program throughout the City.

Policy h1.3.2: Based on availability of funding for capital improvements encourage the establishment of special assessment districts, and other such mechanisms, to fund specified capital improvements (i.e. lighting, etc.) and to identify trends and programs that will serve as a ~~deterrents~~deterrent to neighborhood crime.

Policy h1.3.3: Continually coordinate with the Police Department on successful means to deter street crime and implement those measures as needed.

Policy h1.3.4: Provide programs through the Police Department to educate citizens about ways to lessen the occurrence of crime.

Objective h1.4: Protect established neighborhoods and historic structures and districts within the City.

Policy h1.4.1: Utilize the DeLand Historic ~~DeLand~~ Preservation Board to disseminate information to residents both in and out of the historic district who may be interested in historic structure rehabilitation and/or placement on the National Register of Historic Places.

Policy h1.4.2: Maintain the list of historic structures within the City to ensure compliance with historic preservation measures when reviewing development proposals.

Policy h1.4.3: Promote the rehabilitation and adaptive reuse of historic homes through property tax credit inducements and the use of the historic tax exemption. Include the use of green building construction technology to make the structures more energy efficient.

Policy h1.4.4: Study the current land development regulations relating to the care and maintenance of neighborhoods within DeLand.

~~Policy h1.4.5: Provide programs through the police department to educate citizens about ways to lessen the occurrence of crime.~~

Objective h1.5: Ensure the inclusion of affordable housing units for senior citizens in City housing programs and initiatives.

Policy h1.5.1: Using projections of need for additional affordable housing for seniors as addressed in the housing needs assessment, promote the development of senior citizen multifamily housing (rental and/or ownership) through a joint effort of the City and the Volusia County Housing Finance Authority.

Policy h1.5.2: Using projections of need for additional affordable housing for seniors provide incentives for the development of affordable senior citizen housing.

Objective h1.6: The City of DeLand shall engage in activities which reduce the number of substandard housing units by aiding in the redevelopment and revitalization of neighborhoods identified as declining in property values or where a proliferation of substandard units is shown.

Policy h1.6.1: The City shall assure continued code compliance of the existing housing stock.

Policy h1.6.2: The City shall continue to monitor the housing stock for substandard properties and take actions necessary to bring the properties into compliance with current building codes including the use of green building construction technology to make the structures more energy efficient.

Policy h1.6.3: The City shall continue to participate in Volusia County's Community Development Block Grant program for funds to rehabilitate and revitalize declining neighborhoods. Utilize green building construction technology to help reduce greenhouse gas emissions.

Policy h1.6.4: The City shall conduct all condemnation and demolition proceedings in a timely manner.

Objective h1.7: The City shall periodically review its regulations and continue to identify and implement measures which facilitate the provision of additional decent, safe, and sanitary affordable housing in the community to address the unmet housing needs of the lower-income segment of the population. This objective shall be measured by the additional number of lower-income units provided and by the degree to which the following policies are implemented.

Policy h1.7.1: In order to improve the coordination of the delivery of affordable housing by private and nonprofit providers, the City shall periodically review its inventory of surplus property and consider its donation for low and moderate income housing sites, schedule the expenditure of CDBG (Community Development Block Grant) funds for infrastructure improvements in areas in which housing is planned, and disseminate information about the Home Ownership Bond Program to both potential buyers and developers.

Policy h1.7.2: The City shall periodically review the regulatory and permitting process and will improve it as deemed necessary.

Policy h1.7.3: The City shall review and update its standards addressing the quality of housing and the stabilization of neighborhoods and implement construction and rehabilitation measures to make the homes energy efficient.

- Policy h1.7.4: The City shall investigate and evaluate streamlining of permitting processes, ~~unit/set asides, density bonuses~~ and other such mechanisms for the provision of lower-income housing to determine which, if any, should be used by the City. The Land Development Regulations shall be revised to incorporate any such mechanisms determined to be appropriate and periodic reviews shall be performed to determine progress.
- Policy h1.7.5: The City shall ensure that sufficient Medium and High-Density Residential property is designated on the Future Land Use Map throughout the ~~city~~City to accommodate the need for very low, ~~low and moderate income~~ low- and moderate-income housing identified upon review and analysis of the Affordable Housing Needs Assessment. Such housing shall be distributed so that there is no new concentration of low-income housing in a single area and there are reasonable transitions between different income levels.
- Policy h1.7.6: The City shall expend a portion of the City's allocation of Community Development Block Grant Funds to pave streets, improve drainage, and make other infrastructure improvements which will encourage the construction of new affordable housing units by the private sector and the rehabilitation of existing housing units, within the Southeast and Southwest quadrants of the City.
- Policy h1.7.7: Consistent with Chapter 419 of the Florida Statutes, the City will maintain and implement land development regulations to allow community residential homes for six or fewer residents and foster homes as as-of-right uses in zones where single family uses are allowed, and to allow community residential homes for 7 to 14 residents as as-of-right use in zones where multi-family uses are allowed--provided that regulations also

normally applicable to other single and, multi-family homes in those zones are satisfied.

Objective h1.8: Provide housing relocation when necessary.

Policy h1.8.1: All residents displaced as a result of government activity, other than enforcement activities, shall be provided relocation assistance when appropriate or as required by law.

Objective h1.9: Utilize land use patterns that create compact housing development and encourage less use of the automobile and more walkable communities.

Policy h1.9.1: The ~~city~~City will develop regulations to encourage new development in the core of the ~~city~~City including infill housing.

Objective h1.10: Balance varying housing types and sizes in appropriate locations to meet the increasing needs of the “missing middle” and create an environment that is supportive of infill development.

Policy h1.10.1: The City will review the current land development regulations to evaluate the City’s residential housing stock and residential land uses and identify key “missing” housing types.

Policy h1.10.2 Allow for a variety of housing types and lot sizes to increase the availability of affordable housing options.

CHAPTER 4

PUBLIC SERVICES

Sub Elements:

Wastewater

Solid Waste

Stormwater Management

Potable Water

Ground Water Aquifer

Goals, Objectives, & Policies

Appendix:

A. Water Supply Plan (attached separately)

TABLE OF AMENDMENTS – PUBLIC SERVICES ELEMENT

CYCLE WSP
Adopted by Ordinance No. 2009-07
Date: February 16, 2009

Amended all sub-elements for consistency with Water Supply Plan

CYCLE 99-1
Adopted by Ordinance No. 99-30
Date: October 18, 1999

Deleted Support Section from Public Service Sub-Elements.

Introduction

The purpose of the Public Services Element (PSE) to ensure that the adopted Level-of-Service (LOS) Standards in the Capital Improvement Element (CIE) are achieved and maintained for infrastructure improvements. The improvements are identified in the Water Supply, Water Facility, and Stormwater Master Plans. It further provides for the need, location, and efficient use of public facilities as part of the five-year Capital Improvement Plan (CIP).

PUBLIC SERVICES ELEMENT

GOALS AND OBJECTIVES

GOAL ps-1: Public facilities shall be provided in a manner which protects the City's investment in existing facilities.

Objective ps1.1: The City will implement procedures to ensure adequate facility capacity is available or will be available concurrent with the impact of development in accordance with the adopted levels of service as shown in the following policy.

Policy ps1.1.1: ~~The following level of service standards are hereby adopted and shall be used as the basis for determining the availability of facility capacity and the demand generated by the development:~~ Continue to maintain the adopted minimum standards for Level of Service as established in the Capital Improvements Element.

<u>Facility/ Service Area</u>	<u>Level of Service Standard</u>
Sanitary Sewer Facilities	Average Sewage Generation Rate
All Residences	114 gallons per capita per day
Commercial CBD	2,500 gallons per day per acre
Commercial Outlying	2,000 gallons per day per acre
Commercial Airport	1,500 gallons per day per acre
Solid Waste Facilities	Average Unit Contribution Rate

City-wide	8.6 pounds per capita per day
Drainage Facilities	Design Storm Event
City-wide	25 year frequency, 24 hour duration
Potable Water Facilities	Average Water Consumption Rate
City-wide	114 gallons per capita per day
Reclaimed Water Facilities	356 gallons per equivalent developable
City-wide	unit per day.

~~In order to ensure that these levels of service standards are sustained, methodologies for determining available capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.~~

Policy ps1.1.2: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facility.

Policy ps1.1.3: Within the City's utility service areas, all new nonresidential developments, 5,000 square feet or larger, and all new residential developments, of 20 or more units, must connect to the City of DeLand potable water, wastewater and where available, reclaimed water services.

Policy ps1.1.4: Within the City's utility service areas, at such time as individual wells and/or septic systems fail, if such properties are located within ~~250'~~ 200' of a water or wastewater line, they must connect to the City's water or wastewater lines if reasonably available.

Policy ps1.1.5: The City shall require decisions concerning potable, wastewater and reclaimed water system needs, plan the location and timing of improvements to be consistent with land use and conservation resource policies and within the City's Water Facilities Work Plan and Water Supply Plan (refer to Appendix

1) as required by the Comprehensive Plan and within the St Johns River Water Management District's (SJRWMD) Regional Water Supply Plan.

Policy ps1.1.6: The City shall participate in the development of updates to the SJRWMD Water Supply Assessment and District Water Supply Plan and in other water supply development related initiatives facilitated by SJRWMD, and the City will update the City's Water Supply Plan within eighteen months of an update of the SJRWMD District's Water Supply Plan (refer to Appendix 1, City of DeLand Water Supply Plan, Section 1).

Policy ps1.1.7: The City shall account for and meet the projected water supply needs of the areas of unincorporated Volusia County located within the boundary of the City's utility service area in accordance with the *Utility Service Agreement between Volusia County, Florida and the City of DeLand*, the City's Saint Johns River Water Mmanagement District Consumptive Use Permit and the City's Water Supply Plan.

Policy ps1.1.8: The City shall coordinate with the Saint Johns River Water Management District, regional planning agencies, Volusia County and adjoining municipal governments in the support of legislation enacting requirements to implement water conservation measures. The City will adopt such measures within the timeframe designated by the Florida Legislature.

WASTEWATER SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL ww-1: Provide a level of wastewater and reclaimed wastewater reuse treatment that meets the established public access effluent limitations established by the Florida Department of Environmental Protection. (~~Changes per EAR-2009~~)

Objective ww1.1: Remove biological oxygen demand and suspended solids biologically through plant operation and maintenance.

Policy ww1.1.1: Develop and implement procedures to achieve the effluent limitation established for reuse.

Policy ww1.1.2: As necessary, utilize chemical additives to assure the public access discharge standard is met.

Policy ww1.1.3: On a monthly basis, monitor effluent quality and make monthly reports to the state.

Policy ww1.1.4: The City shall continue to operate its wastewater treatment facility in a manner acceptable to the Department of Environmental Protection, in regard to environmentally sound methods of treatment and disposal of wastewater.

Policy ww1.1.5: The City shall continue to require that individual wastewater treatment systems be located, constructed and operated so that they do not adversely affect public health or water resources.

Policy ww1.1.6: The City will continue to operate and maintain its water, wastewater and reclaimed wastewater reuse systems in a manner to obtain optimum operating levels and facility longevity so as to maximize the use, effectiveness and efficiency of the facilities.

GOAL ww-2: Reduce the quantity of wastewater discharged to the St. Johns River.

Objective ww2.1: Maintain ~~70%~~ current beneficial reclamation of effluent ~~and increase the percentage of effluent recovered to 90% by 2012. Manage any residual effluent in a manner which provides recharge to the underlying aquifer systems.~~

Policy ww2.1.1: Except during periods of high rainfall amounts, cease discharging wastewater into the St. Johns River.

Policy ww2.1.2: Amend the existing development regulations to require the installation of wastewater reuse and potentially storage, pumping and/or augmentation facilities within new subdivisions or developments. Require the extension of wastewater reuse lines to developments within 1 mile of existing reuse lines.

Policy ww2.1.3: Participate with developers to extend wastewater reuse mains from the City's wastewater treatment plant to serve new development within portions of the City identified for reuse.

Objective ww2.2: Develop a reclaimed water augmentation program which will allow the City to utilize surface water from the St. Johns River to supplement available effluent. Utilization of up to ~~2~~ MGD of surface water has been identified as a target by SJRWMD and City staff. Improve reuse conveyance capacity from ~~1.0 3.80~~ MGD to ~~2.5 5.68~~ MGD by ~~2012-2035~~.

Policy ww2.2.1: Continue to develop the reclaimed water distribution system with a focus on developer owner/operated systems that include storage for peak flow attenuation.

GOAL ww-3: Ensure that the City's wastewater collection system will have sufficient capacity to transmit peak flows to the wastewater treatment plant.

Objective ww3.1: Update the City's "Utility Master Plan" every five years and update the City's Water Supply Plan accordingly. ~~Construct the Westside force main from the Wiley M. Nash WWTP to the Brandywine WWTP by 2012.~~ Complete construction of the Wiley M. Nash Reclaimed Water Reclamation Facility. Proposed improvement include process upgrades to meet advanced wastewater treatment (AWT) effluent with limits of 5-5-3-1 for Biological Oxygen Demand-Total Suspended Solids (BOD-TTS), Total Nitrogen (TN) and Total Phosphorus (TP).

Policy ww3.1.1: Continue to require development to install wastewater collection mains and adequately sized facilities to serve their development and support continued growth in adjacent areas in accordance with the Utility Plan.

Policy ww3.1.2: As delineated in the City's Comprehensive Land Use Plan, the City will conduct long range planning for the purpose of supplying wastewater services for the geographic area known as the DeLand Utility Service Area.

Objective ww3.2: With the exception of the creation of interconnections with other utility providers, the City will limit the extension of utility lines beyond the City's utility service area.

Policy ww3.2.1: Continue to implement the City's existing development regulations requiring the development to bear the expense of extending utility lines to serve the wastewater needs of the subject property.

Policy ww3.2.2: The City will upsize lines in conformance with the ~~Year 2010~~ collection system model contained within the Utility Master Plan, as amended.

Policy ww3.2.2: The City will upsize lines in conformance with the ~~Year 2012~~ collection system model contained within the Utility Master Plan, as amended.

Policy ww3.2.3: The City shall maintain a 5 year schedule of capital improvements required to maintain the existing the wastewater system, provide wastewater service to serve existing development to reduce the amount of effluent which is going into the aquifer, correct deficiencies with existing systems, and provide service to new development.

Policy ww3.2.4: The City shall prohibit the use of septic tanks in areas that are determined to be unsuitable for the use of septic tanks. Connection to City wastewater lines shall be required in these areas.

SOLID WASTE SUB-ELEMENT
GOALS AND OBJECTIVES

GOAL sw-1: The City of DeLand will provide solid waste services to meet existing and projected demand identified in the comprehensive plan.

Objective sw1.1: Ensure a mechanism is in place to provide for the collection of solid waste generated within the City.

Policy sw1.1.1: Enforce the City's contract with the solid waste service provider to ensure that the collection of solid waste is performed in a timely and efficient manner.

Policy sw1.1.2: At the expiration of the existing contract, take necessary steps to ensure a contract is renegotiated with the existing solid waste service provider or a contract is signed with a new franchisee to provide solid waste collection services to solid waste generators within its corporate boundaries. ~~(Changes per EAR 2009)~~

Policy sw1.1.3: Enforce the City's existing regulations concerning illegal dumping and littering.

Objective sw1.2: ~~By 2010,~~ In accordance with Volusia County regulations, reduce the solid waste stream going to landfill facilities as required ~~by an additional 25%~~ to reach an overall goal of 60% reduction since 1989.

Policy sw1.2.1: ~~Implement~~ Improve the recycling pilot program for newspaper, glass and aluminum within the downtown business district.

- Policy sw1.2.2: Continue to ~~C~~oordinate with Volusia County for the maintenance of the citywide recycling program for the newspaper, glass and aluminum cans.
- Policy sw1.2.3: Make available educational materials to the public regarding recycling, and the benefits derived by the public of recycling programs.
- Policy sw1.2.4: Provide household recycling bins to residences to encourage and facilitate participation in the residential recycling program.
- Objective sw1.3: Provide for the disposal of hazardous wastes.
- Policy sw1.3.1: Participate in the County's hazardous waste management program.
- Policy sw1.3.2: Make available educational materials for the proper disposal of waste oil.
- Policy sw1.3.3: Provide educational materials to the concerning common household hazardous waste materials and their proper disposal.

STORMWATER MANAGEMENT SUB-ELEMENT
GOALS AND OBJECTIVES

GOAL sm-1: The City of DeLand will provide drainage facilities and services to meet existing and projected stormwater requirements identified in this plan.

Objective sm1.1: To evaluate the performance of existing stormwater systems and to prioritize and provide recommendations for upgrades, the City's Engineering Department shall periodically update the City's Stormwater Master Plan.

Policy sm1.1.1: Projects shall be entered into the City's five year CIP in accordance with the findings of the most recent update to the Stormwater Master Plan.

Policy sm1.1.2: The City of DeLand Engineering Department shall review the annual schedule of construction to ensure design service levels for facilities are acquired and maintained.

Policy sm1.1.4: All required federal and state permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

Policy sm1.1.5: Drainage basin engineering studies shall conform to the stormwater engineering procedures and guidelines used for analysis of basins in the City of DeLand Stormwater Master Plan.

Policy sm1.1.6: The annual summaries of stormwater facilities capacities and demand information prepared by the City Staff shall be used to evaluate the need for

the timing and location of projects to extend or increase the capacity of existing facilities.

Policy sm1.1.7: The City shall continue to use a portion of revenues derived from the Stormwater Utility to provide long-term maintenance of drainage facilities.

Objective sm1.2: ~~By 2020, a minimum of 85% of~~ Ensure the stormwater drainage projects, listed as existing deficiencies in the ~~2004~~ most current Stormwater Master Plan, ~~will be corrected~~ are included in the Capital Improvement Plan (CIP).

Policy sm1.2.1: On an annual basis, the CIP will be revised to reflect those projects which have been completed and to include previously unfunded projects implementation.

GOAL sm-2: Adequate stormwater drainage will be provided to afford reasonable protection from flooding and to prevent degradation of quality of receiving waters.

Objective sm2.1: The stormwater drainage regulations contained in the City Land Development Code will provide for protection of natural drainage features and ensure that future development utilizes stormwater management systems compatible with the City of DeLand Master Drainage Study. The City of DeLand will implement regulations to require adequate facility capacity be designed and constructed during review of plans for improvements to existing development or construction of new development.

- Policy sm2.1.1: The City of DeLand Public Works Department will prepare amendments to the stormwater drainage provisions of the Land Development Code to ensure that:
- a. Erosion and sediment controls are used during construction and integrated into development if necessary; and
 - b. Periodic inspection and maintenance of on-site systems is ensured as a condition of system permit renewal.
- Policy sm2.1.2: The Public Works Department will ensure that major drainage systems are inspected and receive required maintenance on at least an annual basis.
- Policy sm2.1.3: Concurrent with the detailed design of the stormwater facilities' improvements that are outlined in Table 1, the 100-year floodplain analysis will be calculated and mapped for those improved drainage basins.
- Policy sm2.1.4: In accordance with the City's stormwater management ordinance and Master Drainage Study, the City shall continue to encourage the use of non-structural methods of stormwater management.
- Objective sm2.2: The City shall enact regulations to continue to conserve and protect the quality of current and projected future water sources and surface water runoff and continue to coordinate water supply and quality issues with state, regional, and county governments.
- Policy sm2.2.1: The Land Development regulations shall incorporate the following performance standards in order to protect the quality of the City's water resources:

a. Surface water management systems shall be designed and constructed to meet the ~~following~~ standards of the City of DeLand, St John's Water Management District and the State of Florida. ~~Limit the allowable stormwater peak discharge detained from a site to be developed or altered to the predevelopment or pre-alteration peak discharge for twenty five years, twenty four hour duration storm.~~

b. A vegetated and functional littoral zone shall be established as part of the surface water management system of stormwater detention ponds ~~landlocked lakes~~ occurring on all property. ~~Design of stormwater management systems shall include skimmers and other mechanical straining devices.~~ Stormwater management systems shall be designed to remove sediments, oil, grease floating debris, and other pollutants. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design, and management plan for the wetland/littoral zone that will be developed as part of these systems.

c. All new development shall be required to retain or detain sufficient runoff volume so that the peak discharge hydrograph of the development does not exceed the predevelopment hydrograph.

cd. Stormwater facilities for all new development shall be designed and constructed so that properties located downstream from the subject property shall not be adversely affected by peak stormwater discharge or volume of the development.

Policy sm2.2.2: The City establishes the Department of Environmental Protection Rule 62-302, F.A.C. as the water quality standards for all stormwater facilities that discharge inside the City's jurisdiction.

Policy sm2.2.3: As required, revise the performance standards in the land development regulations regarding stormwater runoff to comply with the results of the ~~study of the~~ effect of stormwater runoff on the quality and quantity of the groundwater aquifer.

GOAL sm-3: Use stormwater capture to enhance groundwater recharge and, where possible, to provide irrigation for existing and/or proposed vegetation through active or passive means or a combination of active and passive means.

Objective sm3.1 Recommend the use of stormwater as a means of providing fully and/or augmenting on-site irrigation.

Objective sm3.2 Recommend the retention and/or, where appropriate and favorable for the existing community of flora and fauna, enhancement of naturally occurring drainage patterns to preserve the natural water budget of on-site conservation areas.

POTABLE WATER SUB-ELEMENT
GOALS AND OBJECTIVES

GOAL pw-1: Produce a safe potable water supply with sufficient quantity for human consumption throughout the service area, based upon ~~114~~255 gallons per capita per day (GCPD).

Objective pw1.1: The City will monitor water quality to assure compliance with maximum contaminant levels.

Policy pw1.1.1: Every three years, the City will complete a full test of the water supply for the parameters identified in the Appendix, and in compliance with Florida Department of Environmental Protection standards.

Measure: Test results showing the quality of the City's potable water supply.

Objective pw1.2: The City shall maintain compliance with the goals relating to taste and odor, as established by the American Water Works Association.

Policy pw1.2.1: Utilization of treatment methods, such as aeration, storage, chlorine, and stabilization feed, to meet the water quality control standards.

GOAL pw-2: Produce an adequate quantity of potable water in the most cost effective manner.

Objective pw2.1: The City will plan and implement the expansion of the water supply to provide for peak day consumption.

Policy pw2.1.1: The City will construct new wells in accordance with its most recently approved Consumptive Use permit (CUP), ~~Raw water reproduction capacity should equal 20 MGD by 2010.~~

- Objective pw2.2: The City will maintain ground storage capacity equal to or greater than 50% of the average daily flow.
- Measure: Completed storage facilities with a total capacity ~~equaling~~ to or greater than 50% of the average daily flow.
- Objective pw2.3: The City will reinforce the water distribution system primary feeder lines to maintain 5 feet per second as a maximum design pipeline velocity during peak daily flow.
- Policy pw2.3.1: Every five years or as need SJWMD will update the, ~~the City will update its~~ Regional Water Supply Plan, and The Utility Master Plan which will may include a computerized hydraulic-model of the distribution system be updated every 5 years or as required.
- Measure: The number of feet of primary distribution mains with theoretical flow velocity greater than 5 feet per second.
- Policy pw2.3.2: The City ~~will~~ has established a schedule and, ~~per the schedule~~, test all fire hydrants within the City and hydrants in the county utilizing city water annually.
- Measure: The number of fire hydrants tested on an annual basis.
- Policy pw2.3.3: The City will continue to operate and maintain its water and wastewater system in a manner to obtain optimum operating levels and facility longevity so as to maximize the use, effectiveness and efficiency of the facilities.

- Objective pw2.4: ~~Every five years,~~ Monitor and track flows and update demand projections as needed. ~~†The~~ City's Utility Master Plan' and Water Supply Plan will be updated to include annual water demand projections, when required. These projections will be utilized to evaluate the City's ability to meet the established LOS.
- Policy pw2.4.1: The City's "Utility Master Plan" will be updated every five years or as needed.
- Policy pw2.4.2: The City will maintain a valid Consumptive Use Permit (CUP) and satisfy the CUP's conditions of issuance.
- Objective pw2.5: New developments within the utility service area shall extend water service to their site. In the event interconnection with another utility is necessary to serve the proposed development and/or interconnection undertaken by the City which will facilitate the provision of water to the proposed development occurs concurrently, the developer will bear the burden of the cost of the portion or the whole of the interconnection as associated with their site.
- Policy pw2.5.1: Continue to require that development bear the expense of extending utilities to serve the potable water needs of the subject property.
- Policy pw2.5.2: The City will participate in the cost to upsize water mains in conformance with the Year 2025 distribution system model.
- Policy pw2.5.3: The City will maintain a 5 year schedule of capital improvements required to maintain the existing potable water system, provide potable water service to

specified unserved areas. Correct deficiencies with existing systems, and provide adequate fire protection.

Policy pw2.5.4: As delineated in the City's Comprehensive Land Use Plan, the City shall conduct long range planning for the purpose of supplying potable water for the geographic area known as the DeLand Service Area.

Policy pw2.5.5: Where available, the City shall require the extension of reclaimed wastewater reuse lines to serve new and existing developments.

Policy pw2.5.6: The City shall continue to require connection of all development to the centralized wastewater treatment facility when access to such a facility is available.

Policy pw2.5.7: The City shall strive to maintain pressure in its water system to provide-fire flow to all areas in the city at flow rates compatible with occupancy classification, at pressures greater than 20 psi.

GOAL pw-3: Develop alternative water supply sources.

Objective pw3.1: The City will pursue implementation of the alternative water supply project known as “DeLand St Johns River Water Augmentation Project” which appears in the SJRWMD’s Water Supply Plan.

Policy pw3.1.1: The City shall acquire property and complete engineering design of the DeLand St. Johns River Water Augmentation Project.

Policy pw3.1.2 The City shall coordinate with the SJRWMD for the execution of the DeLand St. Johns River Water Augmentation Project upon determination the allocated surface water withdrawal has passed legal and regulatory tests.

- Measure: Implement water withdrawal for augmentation.
- Objective pw3.2: The City will participate in development of the alternative water supply projects known as ~~Yankee Lake and Coquina Coast~~ Deep Creek/Leffler which appear, or ~~is~~^{are} anticipated to appear in the SJRWMD Water Supply Plan.
- Policy pw3.2.1: The City shall participate in the development and determination of financial and technical feasibility of the ~~Yankee Lake and Coquina Coast~~ Deep Creek/Leffler projects until such time as one of the projects is identified by the State as an acceptable alternative water supply source, or until such time as an alternative to these projects is identified and adopted by the State. Funding for the phases of the design and implementation of the selected project shall be added to the appropriate year(s) appearing in the City's CIP.
- Policy pw3.2.2: The City shall coordinate with the SJRWMD for the development of the ~~Yankee Lake or Coquina Coast~~ Deep Creek/Leffler project upon determination the selected project, or project alternative, has successfully passed legal and regulatory tests.
- Policy pw3.2.3: The City shall reserve funds for, and subsequently purchase capacity rights to participate in the selected alternative water supply project.
- Measure: Complete the design and implementation of the selected alternative water supply project(s).

AQUIFER RECHARGE SUB-ELEMENT
GOALS AND OBJECTIVES

GOAL gw-1: Retain the Floridian aquifer and surface water as the primary sources for the City's potable water supply. Alternative water sources will be implemented to augment these water sources.

Objective gw1.1: Implement the City's existing development regulations to control the type and density of development to protect the quality and quantity of the water within the aquifer.

Policy gw1.1.1: Enforce existing subdivision and zoning regulations to restrict the type and intensity of development to reduce the amount of impervious surface and the diversion of stormwater from recharge locations.

Objective gw1.2: Maintain regulations that will protect the City's minimum potable water standards.

Policy gw1.2.1: Acquire land around existing and future well sites to serve as buffers between such wells and adjacent development.

Policy gw1.2.2: Continue to test the ground water on an annual basis and, review the test results to ascertain any changes in water quality in the surficial and artesian aquifers.

Policy gw1.2.3: Restrict industrial plants which use hazardous materials from locating in prime recharge areas.

Policy gw1.2.4: Restrict underground fuel storage tanks from within the cone of influence of the City's potable water wells.

- Measure: An annual comprehensive analysis will be made of the priority pollutants and results will be compared with the data from the previous year.
- Policy gw1.2.5: Employ conservative well spacing and withdrawal rates to avoid the potential for salt water intrusion.
- Measure: Conduct the wellfield monitoring plan in accordance with the CUP requirements. The monitoring plan evaluates the effects of the groundwater withdrawals on the aquifer system.
- Policy gw1.2.6: The City shall prohibit the use of septic tanks in areas that are determined to be unsuitable for the use of septic tanks.
- Objective 1.3: Enhance aquifer recharge by expanding the reclaimed water distribution system and utilize surface water to augment reclaimed water supplies.
- Measure: Monitor the potentiometric surface of pumping wells and terminate operation when the surface reaches elevation 5 M.S.L. (mean sea level).
- Policy gw1.3.1: Require new developments to install reclaimed water distribution systems. Developments with greater than 100 units should provide on-site storage and pumping facilities to reduce peak demands and promote aquifer recharge. Developers have the option of contributing to a dedicated fund for reuse system expansion. The contribution amount shall be calculated at the time of application.
- Policy gw1.3.2: Construct recharge basins to accept excess effluent and treated surface water. The recharge basins should be sited in areas conducive to aquifer recharge.

APPENDIX A
WATER SUPPLY PLAN

Adopted: February 16, 2009

Approved by DCA: April 8, 2009

(Attached separately)

CHAPTER 6

CONSERVATION ELEMENT

Goals, Objectives, and Policies

TABLE OF AMENDMENTS – CONSERVATION ELEMENT

~~CYCLE 09-2 EAR~~

~~Adopted by Ordinance No. 09-37~~

~~Date: November 16, 2009~~

~~Updated Goals, objectives and policies as directed for EAR based amendments~~

~~CYCLE WSP~~

~~Adopted by Ordinance No. 2009-07~~

~~Date: February 16, 2009~~

~~Addressed consistency with Water Supply Plan~~

~~Goal 1—added water supplies~~

~~Obj. 1.2—added SJRWMD and local governments for coordination~~

~~Policy 1.2.1—protecting groundwater~~

~~Policy 1.2.4—subdivisions to use conservation and reclaimed water~~

~~Policy 1.2.5—added measuring stormwater contribution~~

~~Policy 1.2.7—promoting conservation~~

~~CYCLE 01-1~~

~~Adopted by Ordinance No. 2001-08~~

~~Date: April 2, 2001~~

~~Deleted Support Section from Conservation Element.~~

~~CYCLE 99-D1~~

~~Adopted by Ordinance No. 99-1~~

~~Date: May 17, 1999~~

~~Policy 1.4.1—revised to allow for limited development in wetlands.~~

~~Policy 1.4.2—defined Transition Zones as 25 feet.~~

~~Policy 1.4.3—new policy allows mitigation for development in wetlands.~~

~~Policy 1.4.4—defined no net loss of wetlands.~~

~~Policy 1.4.6—development adjacent to wetlands.~~

~~Policy 1.4.7—directing incompatible land uses away from wetlands.~~

~~CYCLE 98-2~~

~~Adopted by Ordinance No. 98-06~~

~~Date: September 9, 1998~~

~~Replaced Dept. of Environmental Regulations and Dept. of Natural Resources
——with Department of Environmental Protection~~

~~Replaced Map 1~~

~~Added text concerning the creation of the Volusia Water Alliance~~

~~Revised text concerning lakes within the city~~

~~Added text concerning City's participation in FEMA Flood Insurance Program~~

~~Added text concerning an updated floodplain map~~

~~Inserted updated floodplain map~~

~~Added text regarding annexed property containing wetlands~~

~~Inserted updated wetlands map~~

~~Inserted updated topography map~~

~~Revised text concerning sinkholes~~

~~Inserted text stating the city will update the soil limitations map~~

~~Updated sinkholes map~~

~~Inserted text stating the city is in process of updating vegetation map~~

~~Inserted text concerning Cypress Swamp~~

~~Changed 1989 to 1995~~

~~Revised text concerning updated floodplain map~~

~~Revised text concerning protection of wetlands~~

~~Added text concerning the City's water quality program~~

~~Added text concerning wellhead protection~~

~~Added policy 1.2.12 concerning wellhead protection zones~~
~~Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands~~
~~Policy 1.10.1: deleted “By Nov. 1991 the City of DeLand shall participate”~~
~~_____ and added “work”~~
~~Fixed numeric error in Objective 1.14.~~
~~Deleted objective 1.9—policy 13.4 as duplicative; text appeared twice~~
~~Reformatted entire element due to a switch in software~~

~~**CYCLE 97-1**~~

~~**Adopted by Ordinance No. 98-07**~~

~~**March 16, 1998**~~

~~Objective 1.1: revised date~~
~~Objective 1.2-1.6 and 1.12: deleted date and indicated implementation~~
~~Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly~~
~~Objective 1.10-1.11: deleted date~~

~~**CYCLE 95-2**~~

~~**Adopted by Ordinance No. 95-27**~~

~~**October 2, 1995**~~

~~Objective 1.14: Adding references to Painter's Pond_____~~
~~Policy 1.14.1: Adding references to Painter's Pond_____~~
~~Policy 1.14.2: Adding references to Painter's Pond~~

CONSERVATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

Understanding that the City of DeLand is part of a global system and that actions taken by the City contribute to the surrounding environment, the Conservation Element provides the framework for the preservation, protection, and enhancement of the City of DeLand's natural resources. The Conservation Element identifies specific resources in the City that need to be protected as well as monitored through time to ensure these protections continue over time.

GOAL c-1: *Conservation:* Conserve, protect, and appropriately manage and restore the City's natural resources in order to enhance the quality of natural systems, including the following:

- a) Air
- b) Landlocked Lakes and Associated Floodplains
- c) Wetlands
- d) Flora and Fauna
- e) Surficial and Floridan Aquifers
- f) Surface and Groundwater Supplies
- g) Reduction of green house gas emissions

Objective c1.1: *Protect Air Quality.* The City shall coordinate with Volusia County and utilize the Volusia County air quality clearing house information to ensure development meets or exceeds the minimum air quality standards established by the Florida Department of Environmental (FDEP) and shall participate in regulatory programs to prevent and/or minimize known nonpoint sources of air pollution.

Policy c1.1.1: *Cooperate with FDEP Air Quality Monitoring Activities.* The City of DeLand shall cooperate with FDEP in the monitoring of air quality and in the

placement of air monitoring devices in the City of DeLand if such activity is deemed necessary by FDEP.

Policy c1.1.2: *Air Pollution and Land Use Regulations.* The City shall continue to protect against the degradation of air quality by applying land use controls which promote compatibility with existing land uses and natural systems and by enforcing nuisance abatement regulations governing emission of smoke and particulate matter. In addition, site plan review standards shall include consideration of prevailing wind directions, pollution abatement factors and the reduction of green house gas emissions in the site plan review process.

Objective c1.2: *Ensure Water Quality and Quantity.* The City shall continue to conserve and protect the quality of current and projected future water sources and surface water runoff and continue to coordinate water supply and quality issues with state, Saint Johns River Water Management District, regional, county and pertinent local governments.

Policy c1.2.1: *Surface Water Management and Land Use.* The City shall protect groundwater from point and non-point sources by assisting the State and SJRWMD in managing water quality by preventing the discharge of poor quality stormwater into public water bodies. Land development projects shall incorporate the following performance standards in order to protect the quality of the City's water resources:

a. Surface water management systems shall be designed and constructed to meet the following standards:

- ◆ Limit the allowable stormwater peak discharge detained from a site to be developed or altered to the predevelopment or pre-alteration

peak discharge for the 100-year/24 hour~~twenty-five years, twenty-four hour~~ duration storm.

◆ In addition, the City's land development regulations governing surface water management shall include the following considerations:

◆ Incorporate a floodplain management standard that requires that no net reduction occur in flood storage for any development within the impacted area. The intent is to allow some development to occur in floodplains but only where drainage improvements are constructed which provide compensatory storage in order to alleviate flood problems within the impacted area. However, no development shall be allowed within the flood hazard area. (floodway).

The stormwater management ordinance shall include mandatory retention and/or detention of stormwater discharge from developed or altered sites that in the City Engineer's discretion are volumetrically sensitive. Stormwater facilities shall be designed for the 100-year/24-hour duration storm. Furthermore, the ordinance shall incorporate applicable St. Johns River Water Management District stormwater management criteria.

◆ Implement the use of low impact development (LID) standards for new development.

b. A vegetated and functional littoral zone shall be established as part of the surface water management system of landlocked lakes occurring on all property. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management

plan for the wetland/littoral zone that will be developed as part of these systems.

The plan should:

i. Include typical cross sections of the surface water management system showing the average water elevation and the -3-foot contour (i.e., below average elevation);

ii. Specify how vegetation is to be established within this zone, including the extent, method, type and timing of any planting to be provided; and

iii. Provide a description of any management procedures to be followed in order to assure the continued viability and health of the littoral zone. The littoral zone as established should consist entirely of native vegetation and should be maintained permanently as part of the water management system. As a minimum, 10 square feet of vegetated littoral zone per linear foot of lake shoreline should be established as part of the surface water management system.

c. Class III Waters (i.e., water bodies which currently support recreation and foster maintenance of fish and aquatic wildlife). All lakes within or adjacent to the City of DeLand are Class III waters. These waters shall be protected by incorporating the following provisions into the City's land development regulations:

i. Dredging activities shall be limited to FDEP approved dredging.

ii. Ensure good water quality by coordinating with the FDEP and the St. Johns River Water Management District in monitoring the quality of stormwater runoff and all discharge. The City shall notify the appropriate

agency with jurisdiction as potential issues or problems are identified by the City.

iii. Limit the use of Class III waters to water-dependent activities that are not contrary to the public interest and satisfy a community need.

iv. Limit modification of aquatic grassbeds (grassbeds) only to those cases involving overriding public interest.

v. Where modification of grassbeds is permitted the City shall assure that:

(a) A determination of overriding public interest has been demonstrated by the applicant prior to modification of grassbeds.

(b) Project runoff, including nitrogen, phosphorous, and other nutrients, shall be controlled to prevent an increase in water turbidity, decrease in fish or aquatic wildlife propagation, or other degradation of water quality.

(c) Projects damaging grassbeds during construction shall incorporate mitigative techniques which re-establish conditions favorable to natural regeneration of the grassbeds.

(d) Special attention shall be given to stipulations cited in (a) through (c) above during the development review process. The City shall coordinate closely with state and federal agencies during the permitting processes to insure ~~that~~ the intent of these policies is carried out. Public interest is that which benefits either the majority of the citizens of the City or a significant minority of the citizens of the City.

Policy c1.2.2: *Areawide Documentation and Monitoring of Stormwater Issues.* The City shall coordinate with the East Central Florida Regional Planning Council, the Saint Johns River Water Management District and the Department of Environmental Protection (FDEP) in matters regarding documentation of:

- o stormwater management practices;
- o stormwater construction and maintenance costs; and
- o monitoring of selected stormwater management facilities.

Finally, the City shall coordinate with the East Central Florida Regional Planning Council (ECFRPC), FDEP the St. Johns River Water Management District and other entities as directed in a unified state program directed at educating the general public on the known nonpoint source pollution problems and available stormwater management practices to abate nonpoint source impacts on water quality.

Policy c1.2.3: *Regulate Agricultural Activities to Preserve Water Quality.* Land development regulations shall include stipulations requiring that agricultural activities shall:

a. Not be conducted adjacent to existing waterways and surface water ~~m~~Management activities shall comply with all applicable policies of the FDEP, St. Johns River Water Management District, and other agencies having appropriate jurisdiction as well as state laws;

b. Maintain natural drainage patterns;

c. Promote the use of surface water supplies and reclaimed ("graywater") for irrigation purposes;

d. Prohibit the expansion of agricultural activities into wetland areas;
and

e. Use best management principles and practices in order to reduce pesticide and fertilizer runoff, prevent soil erosion, and preserve water quality.

Policy c1.2.4: *Regulate Wastewater Treatment Discharge to Preserve Water Quality.* Land development regulations shall incorporate the following performance standards in order to protect water quality:

a. All new residential subdivisions as well as multiple family and nonresidential development within the City of DeLand which are served by existing or planned future expansions to the City of DeLand wastewater collection and disposal system shall be required to connect to the public wastewater system.

b. In areas where developments cannot be connected to the public sewer, private wastewater disposal systems are acceptable as interim measures providing such facilities are approved by the City Utilities Director's office. Notwithstanding all private wastewater disposal systems shall be designed to facilitate mandatory hookups to the public wastewater system when the public system becomes available.

c. The City of DeLand shall promote water conservation through implementation of reclaimed water distribution to new subdivisions. All new residential subdivisions within the City's reclaimed water service area shall include lines for reclaimed water. The City will look for opportunities to expand reclaimed water to all areas of the City. All developments with more than 100 eru's shall provide storage and pumping facilities for peak flow attenuation and reclaimed water augmentation.

Policy c1.2.5: *Protect Floridan and Surficial Aquifer Recharge Areas.* The City's land development regulations shall include ~~of DeLand shall incorporate~~ performance standards ~~into the City's land development regulations~~ that require retention of open space for all development in order to preserve the quality and quantity of groundwater resources within the surficial and deep aquifers.

The City shall develop quantifiable methods of determining City stormwater catchment and infiltration as a method of recharge, and shall promote and maintain stormwater catchment systems in a manner which favors recharge to the maximum extent possible.

The City shall also analyze the feasibility of alternative land management practices such as transfer of development rights that may direct high-density development away from high recharge areas.

Consistent with East Central Florida Regional Planning Council and Saint Johns River Water Management District policy, development activities within recharge areas shall be regulated to avoid reduction in the volume of recharge. Such development activity shall not be permitted to increase the total volume of post development runoff or reduce the quality of ground water below applicable state standards. Since nearly all of the City's potable water supply is drawn from the Floridan Aquifer, the City shall coordinate with Volusia County and other appropriate entities to assure that measures to safeguard wellfields are instituted.

Policy c1.2.6: *Deep Aquifer Water Conservation.* In order to protect the quality and quantity of the Floridan aquifer, the City shall:

a. Coordinate with the St. Johns River Water Management District and other applicable regulatory agencies in identifying free flowing deep aquifer wells and in requiring corrective measures, including capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer.

b. Coordinate with Volusia County to institute a county-wide, comprehensive wellfield and aquifer recharge area protection program.

c. Analyze stormwater management improvements with consideration to the protection of groundwater recharge quality and quantity.

Policy c1.2.7: *Conservation of Potable Water Supply.* To conserve potable water supply and to achieve a reduction in the current rates of water consumption, the land development regulations shall incorporate the following performance standards:

a. Potable water irrigation meters will not be approved for new construction. Reclaimed water lines shall be installed in subdivisions within the City's reclaimed water service area.

b. Encourage adherence to installation of water saving plumbing fixtures compliant with the State Water Conservation Act (Section 553.14, F.S.) in all new construction or renovations. Also, the City of DeLand shall conserve water supply through use of a leak detection program designed to curtail wasteful loss of potable water resources.

c. Encourage application for the City's Water Star program whereby home and property owners may seek reimbursement of a percent of water and

sewer impact fees through the installation of water efficient appliances and technologies.

d. To reduce demand for irrigation water (which in turn often places greater demand upon potable water sources), new development shall employ and/or preserve native vegetation and/or use drought-resistant plants for landscaping to the greatest practicable extent. New development shall utilize Florida-Friendly Landscaping principles, Florida-Friendly landscape materials, minimize the use of potable water for irrigation, avoid runoff of excess fertilizers and pesticides, and provide habitat for wildlife. ~~Native or drought resistant plants include, but are not limited to, those in the Florida Native Plant Society's Native Plants for Landscaping in Florida, or comparable guidelines prepared by the Florida Department of Agriculture and Consumer Services, the Florida Game and Freshwater Fish Commission, the Florida Department of Environmental Protection, the East Central Florida Regional Planning Council, or the St. Johns River Water Management District.~~

e. The City shall promote the installation and establishment of drought resistant and native plants selected to fit the naturally occurring or altered character of the proposed planting location which, once established, eliminates the need for formal irrigation and provides habitat for existing Florida native flora and fauna.

f. The City shall promote the use of stormwater management in a manner which facilitates the use of stormwater for irrigation to existing and proposed plants and landscaping through the application or minimal grading and/or naturally occurring topography, passive catchment and/or engineered catchment and constructed conveyance.

g. To encourage water conservation, the City shall apply a block rate structure when assessing water bills whereby the fee per gallon of water consumed increases incrementally with the increase in the volume of water used.

Policy c1.2.8: *Emergency Conservation of Water Sources.* The City shall coordinate with the St. Johns River Water Management District (SJRWMD) in implementing emergency water conservation measures based on the SJRWMD plans for management of the region's water resources.

Policy c1.2.9: Dredge and fill within lakes shall be prohibited, with the exception of elevated docks and walkways. Buffers shall be established adjacent to surface waters, including wetlands, the landward extent of which shall be based on scientific evaluation of site-specific conditions, including the nature of the existing soils, vegetation, topography, hydrology, water quality, wildlife, and the resource protection status of the receiving waters. Buffer zones shall consist of intact natural communities or planted native vegetation comprised of canopy, shrub and understory layers.

Policy c1.2.10: *Groundwater Contamination Introduced Through Sinkhole Passages.* To protect groundwater quality from potential contamination introduced through sinkhole passages that provide rapid downward percolation to the shallow aquifer, and to protect property and life from potential damage or threat resulting from a sink collapse, the City of DeLand shall notify ~~the~~ and the SJRWMD of any new sink developments or signs of potential activity occurring within or adjacent to the City's jurisdictional area, and shall take appropriate action to amend land use regulations to include performance criteria which regulates development activities on sites adjacent to sinkholes.

Policy c1.2.11: The City shall maintain standards to regulate direct stormwater discharge into surface waters and primary sinkholes in karst terrain, through the use of percolation ponds and other appropriate methods.

Policy c1.2.12: The City will inventory properties that have potential historic issues with hazardous substances to determine if they may pose potential impacts to the current water supply and evaluate the potential flooding hazards which could lead to contamination of surrounding properties and infiltration into aquifer or other water systems.

Objective c1.3: *Maintenance of Floodplain.* The City shall update the ~~implement its Land Development Regulations that include a~~ Floodplain Protection Standards contained in the Land Development Regulations for consistency with Volusia County's, SJWMD's, and the State of Florida's floodplain standards. ~~Ordinance that incorporates standards that comply with Volusia County's floodplain protection standards.~~

Policy c1.3.1: *Enforce Policies to Maintain Floodplain.* Consistent with ECFRPC floodplain policy, the City shall incorporate flood plain protection measures sufficient to protect and preserve the value and function of floodplains from encroachment by development. Land development regulations shall provide that flood control measures for new development minimize fill within the floodplain area defined within the City's ~~proposed~~ Floodplain Protection Ordinance. Where no alternative to fill exists, compensatory storage for such fill should be provided through excavation of a volume of uplands equivalent to the loss of storage within the defined floodplain caused by the placement of fill.

Policy c1.3.2: Work with FEMA to assist in the review and evaluation of the limits of the 100_ year floodplain within the corporate limits of the City.

Objective c1.4: *Protect and Preserve Wetlands.* The City's ~~shall maintain~~ land development regulations ~~that~~ shall include performance criteria designed to protect and preserve wetlands from physical and hydrologic alterations.

Policy c1.4.1: *Wetland Development Restrictions.* Wetlands (i.e., wetlands shall include hydric soils and wetland species identified by the FDEP pursuant to Rule 62-340 F.A.C.) shall be protected from physical or hydrologic alterations in order to maintain natural functions. The following uses may be allowed in wetlands: approved passive recreations, open space, restricted accessway, bird sanctuary, natural stormwater retention/detention, natural preserve, or other similar land uses approved by the City pursuant to land development regulations designed to carry out the intent of the Comprehensive Plan. Where one or more of the criteria outlined below are met, other land uses, with consequent adverse impacts to wetlands, may be allowed with mitigation as specified in Policy 1.4.3 provided that the impacts are unavoidable. Impacts shall be considered unavoidable when no technically feasible and economically viable on-site alternative to the proposed activity exists that would reduce or eliminate the impacts (including changes in use, reduction in intensity, or revision of the project layout). Unavoidable impacts may be allowed under any one of the following conditions:

a) overriding public interest, i.e., the proposed activity is essential to protection of the public health, safety or welfare, and no alternative site exists that is less environmentally sensitive; or

b) substantially degraded wetlands, i.e., the area has been degraded to the point that it no longer performs wetland functions, as determined by the City of DeLand and St. Johns River Water Management District; or

c) net long-term benefit to the overall site wetland functions, i.e., mitigation for wetland functions to be adversely affected by the proposed activity would replace those same or similar functions in a manner that provides substantially greater long-term ecological value, as agreed by the City of DeLand and St. Johns Water River Management District.

Policy c1.4.2: The wetland preservation ordinance shall address the following issues:

a) Criteria and stipulations for protecting wetlands and managing the development review criteria;

b) Protection of wetlands and fragile transition areas (i.e., Transition Zone, also referred to as buffer areas shall be defined as the area separating wetland and upland areas and in which development activities may be regulated to protect wetlands.) The Transition Zone is an area having a direct ground water or surface water influence and provides a buffer between wetlands and development or other land alteration activities. The purpose of the Transition Zone is to ensure the continuing function of respective wetland communities. The boundary of Transition Zones adjacent to specific wetland areas shall be established by field investigation and shall be a minimum of 25 feet.

c) Compensatory mitigation where proposed upland development presents a potential hazard to wetland functions; and

d) Acknowledge the City of DeLand's right to require dedication of a conservation easement to preserve wetland functions and provide for exceptions where the subject land area no longer retains the characteristics, functions, and value of a wetland.

- Policy c1.4.3: If it is determined by the City that wetland alteration is unavoidable, mitigation proposals shall be considered, which should include restoration of existing degraded or converted wetlands, or creation of new wetland habitat. Such mitigation activities shall replace like or similar habitat and function and shall not result in a net loss of wetland functions and values. Preservation of upland habitat may be considered in certain instances if deemed appropriate, but shall not result in a net loss of wetlands functions and values. In no case shall mitigation activities degrade critical habitat.
- Policy c1.4.4: As a result of development, there shall be no net loss of wetlands functions or values, nor shall wetlands functions and values be degraded.
- Policy c1.4.5: Any wetland modification shall maintain, ~~at least partially,~~ stands of old mature forest vegetation, if currently existing.
- Policy c1.4.6: Degradation of wetlands by adjacent development shall be avoided through the use of techniques such as setbacks for structures and septic tanks, limited site clearing and stormwater management.
- Policy c1.4.7: Future land uses incompatible with the protection and conservation of wetlands should be directed away from wetlands in a manner which minimizes the potential for adverse impacts to wetland function and values.
- Policy c1.4.8: Non-intrusive bicycle and pedestrian pathways and boardwalks are permitted, where appropriate, in wetland buffers for passive-recreation use only.

Objective c1.5: *Combat Soil Erosion.* The City's ~~shall implement amended~~ land development regulations ~~which shall~~ include performance standards and criteria designed to reduce the incidence of soil erosion caused by land clearing, breaches in

stabilized lake shorelines, and lands having exposed soil without vegetative cover. The City shall require the sodding and seeding of cleared landscapes and/or the use of other engineering controls found acceptable by the City to prevent erosion.

Policy c1.5.1: *Implementing Erosion Control.* Land development regulations shall require that appropriate measures be taken during land clearing and building operations to assure that exposed, destabilized or otherwise altered soil is expeditiously covered with an acceptable erosion control material. These provisions shall be applicable to the act of subdividing and installation of related improvements as well as during the development review process including the period during which improvements are being undertaken. The tree protection and erosion control measures shall be applicable to all clearing and grading activities and shall include specifications for managing vegetation and re-vegetation.

Objective c1.6: *Preventing Potential Adverse Impacts of Future Mining and Excavation Activities.* The City shall implement amended land development regulations which include performance criteria designed to regulate mining activities within the City of DeLand since the City's natural systems could potentially receive irretrievable losses from the impacts of unregulated mining operations.

Policy c1.6.1: *Regulation of Mining Activities.* Land development regulations shall restrict mining activities based on the irretrievable losses that such intense activities may potentially impose on the City's ecosystem. Land development regulations shall require that all mining and resource extraction including but not limited to, sand and peat excavation shall be conducted according to an excavation and reclamation plan approved by the City. Soil borings and soil surveys will be required to demonstrate compliance with this measure. Because of the high potential for surface and groundwater contamination

associated with mining and extraction activities, a horizontal impervious layer (possibly including a portion of the extracted resource) shall, ~~if feasible,~~ be left undisturbed and unpenetrated beneath all excavated areas. The amount and location of the impervious layer to remain intact, if any, will be determined by soil surveys prior to excavation. The land development regulations shall provide procedures for managing preparation and review of the excavation and reclamation plan.

Policy c1.6.2: *Reclamation Activities.* The City shall require that mining sites, including borrow pits, located within adjacent unincorporated Volusia County undergo reclamation as a condition of voluntary annexation. The procedures and specifications for achieving such reclamation shall be incorporated in the land development regulations.

Objective c1.7: Minimize impacts on ecological communities which will adversely alter their natural functions.

Policy c1.7.1: The City shall maintain criteria and standards for an environmental assessment for wetlands, tree protection, surface and stormwater management, land clearing, protection of environmentally sensitive lands and critical habitat, and protection of endangered species.

Policy c1.7.2: The City shall coordinate with applicable governmental entities to protect environmentally sensitive lands which cross governmental jurisdictional boundaries.

Policy c1.7.3: For all sites of ~~larger than~~ five (5) ~~ten (10)~~ acres or more, a professional environmental survey/assessment shall be conducted as part of the development review process. Sites less than five (5) acres may be required to

provide an environmental survey/assessment on a case-by-case basis if determined to have environmentally sensitive elements. The survey shall include the following:

- a. The size and distribution of native vegetative communities;
- b. Wildlife populations, including state and federally listed endangered and threatened plant and animal species and species of special concern;
- c. The identification of all wildlife corridors and the feasibility of maintaining such corridors;
- d. Prepare an on-site protection and management plan; and
- e. In the event that the post-development habitat is not ecologically viable, an off-site protection and management plan shall be prepared.

Policy c1.7.4: The City shall require implementation of conservation measures, such as clustering of dwellings and/or the preservation of contiguous open space in order to preserve environmentally sensitive lands. Environmentally sensitive lands are defined as areas suitable for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as protection of water quality, wildlife management, protection of vegetative communities or protection of wildlife habitats.

Policy c1.7.5: Where appropriate, existing expanses of natural vegetation communities shall be shown on site plans and incorporated into landscaping buffers and open spaces. Open space and/or other conservation lands or areas may not be located on or within individual residential parcels.

Objective c1.8: *Protect ~~Native Vegetation~~ Wildlife Habitat.* The City shall protect habitats of wildlife species occurring in the DeLand area, especially those which are threatened, endangered, or of special concern, to maintain and enhance, where necessary, existing species population numbers and distribution.

Policy c1.8.1: Development plans shall incorporate an on-site management plan for the preservation of habitat for species listed as endangered, threatened or of special concern, where predevelopment habitat is determined to be ecologically viable based on the survey required by Policy c1.7.3. An off-site management plan for such species shall be required where post-development habitat is determined not to be ecologically viable, and where relocation and/or off-site management is determined to be acceptable an acceptable alternative by the governing regulatory agency, based upon the survey required by Policy 1.7.3.

Policy c1.8.2: Establish development review standards for projects which impact critical habitats, which shall be determined by the City and appropriate federal (USFWS) and state (FGFWFC, FDEP, ECFRPC) agencies, based upon the surveys which are required in Policy 1.7.3. These review standards shall address at a minimum:

- a. The proper siting of development structures and infrastructure, including clustering of dwelling units away from critical habitats;
- b. Management plans that protect endangered wildlife that utilize critical habitats;
- c. Mitigation plans for critical habitat which may be lost or altered; and

d. Restriction of the use of critical habitats to those which are found to be compatible with the requirements of wildlife species which are threatened, endangered or of special concern.

Policy c1.8.3: Where feasible, the City shall protect critical habitat through the use of conservation easements or developer contributions to a fund established for the purpose of purchasing land classified as habitat for species listed as endangered, threatened or of special concern. The City may either purchase habitat independently or jointly with Volusia County and/or other local governments.

Policy c1.8.4: The City will protect from destruction, revision and/or alteration the +/-1.28 acres of recreated and restored Live Oak - Palm Hammock vegetation at Painter's Pond Park.

Objective c1.9: The City shall commit to leading the community by demonstrating sustainable stewardship by reducing City operating costs; providing a healthy work environment for City staff and visitors; protecting, conserving and enhancing the City's resources and establishing community standards of sustainable living and practices. The City shall take necessary steps to meet the goal to transition to 100% renewable energy by 2075.

Policy c1.9.1: In order to demonstrate a measurable standard in the conservation of natural resources and minimization of the City's carbon footprint and waste profile, the City shall maintain its Gold Florida Green Local Government Designation as prescribed by the Florida Green Building Coalition, Inc. and work towards obtaining Platinum status. ~~Florida Green Local Government Designation as prescribed by the Florida Green Building Coalition, Inc.~~

- Policy c1.9.2: The City shall design, construct and operate City facilities to minimize environmental impacts by incorporating the use of resource and energy efficient materials, renewable resources, alternative energy sources, water conservation, waste reduction, recycling and pollution prevention practices
- Policy c1.9.3: In order to achieve energy efficiency and to reduce green house gas emissions, the City shall ~~complete energy audits~~ review energy audits on all City facilities annually. on all City facilities by 2012. The City shall subsequently implement recommended upgrades and improvements to the extent possible
- Policy c1.9.4: The City shall appoint and maintain a Sustainability Green Team comprised of ~~residents, stakeholders and~~ City staff to recommend policies, guidelines, goals and strategies to promote sustainability throughout public and private facilities and properties within the City of DeLand.
- Policy c1.9.5: The City shall ~~educate employees and the public in~~ continue ongoing education activities to promote the use of resource and energy efficient materials, renewable resources, alternative energy sources, water conservation, waste reduction, pollution prevention and green house gas emission reduction practices. ~~The City shall hold an annual public event to promote associated conservation practices and to educate the public in their implementation. The City shall provide educational materials at public events and explore opportunities to promote and partner with organizations that focus on sustainability.~~
- Policy c1.9.6: In order to provide guidance and technical assistance to the residents of DeLand, the City shall seek training and certification of select employees in the application process for and implementation of ~~Florida Water Star~~ Florida-Friendly Landscaping™ Program and Florida Green Building Collation, Inc. standards for green building principles and certification.

TABLE OF AMENDMENTS - CONSERVATION ELEMENT

CYCLE 09-2 EAR

Adopted by Ordinance No. 09-37

Date: November 16, 2009

Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE WSP

Adopted by Ordinance No. 2009-07

Date: February 16, 2009

Addressed consistency with Water Supply Plan

Goal 1 – added water supplies

Obj. 1.2 – added SJRWMD and local governments for coordination

Policy 1.2.1 – protecting groundwater

Policy 1.2.4 – subdivisions to use conservation and reclaimed water

Policy 1.2.5 – added measuring stormwater contribution

Policy 1.2.7 – promoting conservation

CYCLE 01-1

Adopted by Ordinance No. 2001-08

Date: April 2, 2001

Deleted Support Section from Conservation Element.

CYCLE 99-D1

Adopted by Ordinance No. 99-1

Date: May 17, 1999

Policy 1.4.1 – revised to allow for limited development in wetlands.

Policy 1.4.2 – defined Transition Zones as 25 feet.

Policy 1.4.3 – new policy allows mitigation for development in wetlands.

Policy 1.4.4 – defined no net loss of wetlands.

Policy 1.4.6 – development adjacent to wetlands.

Policy 1.4.7 – directing incompatible land uses away from wetlands.

CYCLE 98-2

Adopted by Ordinance No. 98-06

Date: September 9, 1998

Replaced Dept. of Environmental Regulations and Dept. of Natural Resources
with Department of Environmental Protection

Replaced Map 1

Added text concerning the creation of the Volusia Water Alliance

Revised text concerning lakes within the city

Added text concerning City's participation in FEMA Flood Insurance Program

Added text concerning an updated floodplain map

Inserted updated floodplain map

Added text regarding annexed property containing wetlands

Inserted updated wetlands map

Inserted updated topography map

Revised text concerning sinkholes

Inserted text stating the city will update the soil limitations map

Updated sinkholes map

Inserted text stating the city is in process of updating vegetation map

Inserted text concerning Cypress Swamp

Changed 1989 to 1995

Revised text concerning updated floodplain map

Revised text concerning protection of wetlands

Added text concerning the City's water quality program

Added text concerning wellhead protection

Added policy 1.2.12 concerning wellhead protection zones
Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands
Policy 1.10.1: deleted “By Nov. 1991 the City of DeLand shall participate”
and added “work”
Fixed numeric error in Objective 1.14.
Deleted objective 1.9 - policy 13.4 as duplicative; text appeared twice
Reformatted entire element due to a switch in software

CYCLE 97-1

Adopted by Ordinance No. 98-07

March 16, 1998

Objective 1.1: revised date
Objective 1.2-1.6 and 1.12: deleted date and indicated implementation
Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly
Objective 1.10-1.11: deleted date

CYCLE 95-2

Adopted by Ordinance No. 95-27

October 2, 1995

Objective 1.14: Adding references to Painter's Pond

Policy 1.14.1: Adding references to Painter's Pond

Policy 1.14.2: Adding references to Painter's Pond

CHAPTER 7

RECREATION AND OPEN SPACE ELEMENT

Goals, Objectives, and Policies

TABLE OF AMENDMENTS — RECREATION AND OPEN SPACE ELEMENT

**~~EAR Based Amendments~~
~~Adopted by Ordinance No. 2009-37~~
~~November 16, 2009~~**

~~Updated Goals, Objectives and Policies as directed for EAR-based amendments~~

**~~CYCLE 01-1~~
~~Adopted by Ordinance No. 01-08~~
~~April 2, 2001~~**

~~Deleted Support Section from the adopted Comprehensive Plan~~

~~Policy 1.1.1: Updated text regarding the Level of Service~~

~~Objective 1.7: Updated text~~

RECREATION AND OPEN SPACE ELEMENT

GOALS OBJECTIVES AND POLICIES

Introduction

The purpose of the Recreation and Open Space Element is to provide and maintain a recreation and open space system that will meet the present and future needs of the citizens of DeLand, provide recreational opportunities and protect, enhance and improve the natural environment within the City. The objectives and policies provide a framework to achieve this goal.

GOAL r-1: Ensure adequate recreation facilities and open space for all residents to enjoy, including senior citizens, young adults, children, handicapped and visiting population, in an efficient and cost effective manner.

Objective r1.1: Develop a network of park and recreation facilities that provide a broad spectrum of "active" and "resource" based facilities.

Policy r1.1.1: Continue to maintain the adopted minimum standard for level of service as established in the Capital Improvements Element.

Policy r1.1.2: Develop neighborhood park and recreation assessments for those areas lacking in neighborhood facilities.

Policy r1.1.3: ~~Ensure to broaden and u~~Upgrade the functions of existing facilities, to the greatest extent possible, in order to accommodate differing preferences and age groups.

- Policy r1.1.4: Continue the ~~proper~~ maintenance of existing park and recreation facilities by allocating adequate operating funds to the Parks and Recreation Department.
- Policy r1.1.5: Collect non-resident user fees at selected existing park and recreation facilities where a joint-use contract is not in effect.
- Policy r1.1.6: Require new private development to include recreation sites within their overall master development plans, or require a monetary contribution in lieu of sites. The option of requiring public recreation development or cash payment by the developers shall be with the City of DeLand. Utilize park and recreation impact fees collected for new development in the creation of facilities.
- Policy r1.1.7: Provide for park sites large enough to accommodate a broad spectrum of facilities. Except in rare cases, new park sites should be no less than five (5) acres.
- Policy r1.1.8: Require the allocation of public recreation facilities, or open spaces, with the construction of all new public facilities developed within the City of DeLand.
- Policy r1.1.9: Continue the consideration and preservation of historical sites and facilities that have been recognized as a valuable asset to the City of DeLand as a source of recreation and as a tangible link to our heritage.
-
- Objective r1.2: Provide adequate recreation facilities for ~~the~~ persons with disabilities ~~handicapped~~ and senior citizens of the City of DeLand.

Policy r1.2.1: Continue the existing policy of ~~altering~~ improving recreation sites which do not currently have ~~handicapped~~ access points and/or public facilities to accommodate persons with disabilities.

Policy r1.2.2: Require all new recreation facilities to be accessible to the handicapped or as barrier free as possible.

Policy r1.2.3: ~~The City shall study ways and means to expand its Senior Citizen Facilities and work with other public and private groups at this facility. Explore opportunities to expand Senior Citizen Facilities.~~

Objective r1.3: ~~Protect~~ Preserve existing City-owned open spaces ~~from development~~ and ~~utilize~~ explore options for passive recreation and development of new parks.

Policy r1.3.1: The City shall ~~adopt new~~ update regulations specifically outlining open space standards for new development, protection of native vegetation and new open space after initial development, and the use of open space as buffering for all new development.

Policy r1.3.2: ~~Institute a program~~ Explore options to acquire ~~any~~ available vacant property; for the creation of new parks and recreation centers. ~~using any options available, as resource based passive recreation.~~

Policy r1.3.3: Identify vacant land suitable for inclusion into a City-wide open space system by preparing a City of DeLand Open Space and Recreation Master Plan.

~~Contact current owners and inform them of the tax advantages of land donation.~~

~~Policy r1.3.4: The land development regulations will include a definition of open space.~~

Objective r1.4: Coordinate efforts with all levels of government, quasi-public agencies and the private sector to provide recreational opportunities while exploring and utilizing creative mechanisms for funding acquisition and development of park and recreation facilities.

Policy r1.4.1: ~~Develop~~ Maintain a formal joint use agreements with the Volusia County School Board for the ~~continued use of existing schoolyard and indoor facilities and development of new facilities and periodically update the agreements as needed~~ City Facilities.

Policy r1.4.2: Develop formal joint use agreements with county and state agencies for the continued use of their property for park and recreation facilities.

Policy r1.4.3: Maintain contact with state and federal agencies regarding recreation development grant monies.

Policy r1.4.4: Design a mechanism for accepting and utilizing private donations for park and recreation facilities.

Objective r1.5: Assure the continued maintenance of existing park and recreation facilities, and implement the necessary changes to increase the level of safety for the user.

Policy r1.5.1: Prepare a study of existing safety features at each park location (i.e. lighting, fencing, signage, etc.) which will recommend additional procedures of features necessary to decrease the chance for injuries sustained at park or recreational sites.

Policy r1.5.2: Institute user fees at selected sites and utilize the funds to increase the level of maintenance at City recreation sites.

Objective r1.6: Provide facilities for the efficient administration of organized programs.

Policy r1.6.1: Provide community or activity centers to meet the needs of the surrounding community based on yearly evaluation of program requests.

Policy r1.6.2: Plan for specialized facilities large enough to accommodate league and tournament play.

Objective r1.7: Coordinate with Volusia County to connect bicycling and walking trails.
~~Maintain Painter's Pond Park as an outdoor recreation and educational facility which can be enjoyed by all individuals, including a boardwalk and nature trails which connect the restored Oak Palm Hammock vegetation areas with other activity areas.~~

Policy r1.7.1: Coordinate with new development to provide barrier-free public access to bicycling and walking trails to allow for future connectivity. ~~Develop on-site educational programs, including the City's recreation and restoration of the natural Oak Palm Hammock vegetation areas at Painter's Pond Park.~~

Policy r1.7.2 Review and update the City of DeLand Greenway Report-Bicycle and Pedestrian Master Plan to create a strategy for trail connectivity within the city.

Policy r1.7.3 Work with the County to connect and extend sidewalks and trails throughout the city and surrounding area.

CHAPTER 8

INTERGOVERNMENTAL COORDINATION ELEMENT

Goals, Objectives, and Policies

TABLE OF AMENDMENTS – INTERGOVERNMENTAL COORDINATION ELEMENT

**~~EAR Based Amendments~~
~~Adopted by Ordinance No. 2009-37~~
~~November 16, 2009~~**

~~Updated Goals, objectives and policies as directed for EAR based amendments~~

**~~CYCLE PSFE~~
~~Adopted by Ordinance No. 2008-04~~
~~January 23, 2008~~**

~~Added Goal 2 and policies consistent with PSFE.~~

**~~CYCLE 01-1~~
~~Adopted by Ordinance No. 01-08~~
~~April 2, 2001~~**

~~Deleted Support Section from Comprehensive Plan.~~

**~~CYCLE 99-1~~
~~Adopted by Ordinance No. 99-30~~
~~October 18, 1999~~**

~~Updated text regarding the urban reserve area~~

~~Revised policy 1.1.1~~

~~Revised policy 1.1.2~~

INTERGOVERNMENTAL COORDINATION GOALS, OBJECTIVES, AND POLICIES

INTRODUCTION

The purpose of the Intergovernmental Coordination Element is to coordinate the City of DeLand Comprehensive Plan with the comprehensive plans of adjacent local governments and regional and state agencies. This Element also strives to determine and respond to the needs for coordination mechanisms between the City of DeLand and adjacent local governments and regional and state agencies. The Intergovernmental Coordination Element establishes a goal, objectives and policies aimed at meeting the requirements to coordinate planning activities with adjacent local governments. It sets forth both policies and implementation strategies developed to attain the intergovernmental coordination goal and objectives. This Intergovernmental Coordination Element has been developed to meet the requirements of Section 163.3177(6)(h), Florida Statutes, which establishes the minimum requirements for the content of the Intergovernmental Coordination Element.

GOAL i-1: Foster and encourage intergovernmental coordination between the City of DeLand and federal, state, and other local governmental jurisdictions.

OBJECTIVE:

- i1.1 Develop and implement interlocal agreements and other mechanisms to rectify problem areas between the City and other local governments, as identified in the comprehensive land use plan.

POLICIES:

- i1.1.1 Utilize the existing Joint City County Coordinating Committee to review City of DeLand and Volusia County land use designations within the City's Annexation Area of the Utility Service Agreement and make recommendations regarding future development within this area.
- i1.1.2 Participate with adjacent jurisdictions, when necessary, to develop and implement Joint Planning Agreements (JPA's) to further the Smart Growth initiative.

OBJECTIVE:

- i1.2 Implement interlocal agreements that will ensure that the City meets its minimum level of service (LOS) standards, as identified in the comprehensive land use plan.

POLICIES:

- i1.2.1 Develop and implement an interlocal agreement with Volusia County Schools permitting the City to utilize certain school facilities as park sites, for a period no less than 5 years.
- i1.2.2 Develop an interlocal agreement with surrounding governmental jurisdictions for the purpose of ensuring concurrency for developments which have impact that cross government jurisdictional boundaries.
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OBJECTIVE:

- i1.3 Implement and maintain coordination with adjacent governmental jurisdictions for the purpose of ensuring consistency in the updating and development of comprehensive plan amendments.

POLICIES:

- i1.3.1 Maintain communication with the Volusia Growth Management Commission for the purpose of ensuring their goal of consistency of proposed comprehensive plan amendments between adjacent municipalities.
- i1.3.2 Maintain discussions with Volusia County and other adjacent jurisdictions, as required, to eliminate to the greatest extent possible, incompatible land use categories, category definitions, and other problem areas through the use of JPA's.
- i1.3.3 The City shall address land use conflicts and inter-jurisdictional incompatibilities by notifying the involved adjacent municipalities or Volusia County of the conflicts as well as the significance or magnitude of the conflicts.

i1.3.4 The City shall mitigate land use conflicts. The mitigation procedures may consist of a jointly adopted future land use plan for the bordering land uses, or at a minimum, and if appropriate, the buffering of the incompatible land uses. The City shall oppose requests for changes in land use that are inconsistent with the adopted City Comprehensive Plan.

il.3.5 If and when conflicts of purpose among jurisdictions cannot be resolved locally, seek mediation assistance from the East Central Florida Regional Planning Council (ECFRPC) and/or VGMC.

OBJECTIVE:

i1.4 The City shall continue to coordinate its planning efforts with the St. Johns River Water Management District and other agencies as necessary to ensure compatibility between the Regional Water Supply Plan and the City's water supply plan.

POLICIES:

i1.4.1 The City shall exchange planning information on a regular basis with the St. Johns River Water Management District and other agencies as necessary.

i1.4.2 The City shall review plans of the St. Johns River Water Management District and other agencies as necessary to ensure conformance with those plans.

i1.4.3 The City shall update its Water Supply Work Plan as required by Chapter 163.3177(6)(c) Florida Statutes.

~~Implement the City's Water Supply Work Plan. The Work Plan addresses current and projected water needs for 10 years in consideration of the appropriate Saint Johns River Water Management District Water Supply Plan.~~

OBJECTIVE:

- i1.5: The City shall cooperate with any state, regional or local entity having operational and maintenance responsibility for public facilities with DeLand in establishing level of service standards for those facilities. The measurement of this Objective is the degree to which the following policies are implemented.

POLICIES:

- i1.5.1 The City shall assist Volusia County and the Florida Department of Transportation (FDOT) in establishing, maintaining and updating of LOS standards for roadways, water, wastewater, solid waste and drainage. Assistance shall include regular meetings, provision of traffic data, population projections and funding information on an annual basis or as requested. Assistance may also include participation in any regional or countywide efforts. The City shall coordinate with the County, Deltona, Lake Helen, and Orange City in the ongoing development, monitoring and implementation of mobility strategies.

~~The City shall cooperate with the Florida Department of Transportation and Volusia County in establishing level of service standards for State and County highways within the City. Furthermore, the City shall work toward greater communication with FDOT, Volusia County and other agencies as necessary in relation to transportation and growth management issues.~~

- i1.5.2 The City shall continue to coordinate any proposed or requested annexations with Volusia County.
- i1.5.3 The City shall discuss the level of service issues with the following entities: Volusia County (for solid waste and traffic circulation), East Central Florida Regional Planning Council for planning assistance), and FDOT (for traffic circulation).

i1.5.4 Assist Volusia County and FDOT concerning the transportation system and means for future funding. Assistance shall include attendance at meetings, participation in county funding discussions for roadway budgeting and collection of traffic data for pending developments to ensure that system enhancements are consistent and compatible with the land use.

i1.5.5 When conflicts occur between the City of DeLand and other governmental entities regarding the level of service for a specific facility, the City of DeLand shall meet with the parties involved and seek to resolve the issues utilizing the comprehensive plan amendment process.

OBJECTIVE:

i1.6 The City shall cooperate with adjacent utility providers to conserve water, provide emergency water service to customers, enhance aquifer recharge and expand utilization of reclaimed water.

POLICIES:

i1.6.1 Potable water interconnects shall be maintained and monitored for regular or intermittent use as determined to be in the best interest of the City.

i1.6.2 Develop a plan for interconnecting reclaimed water distribution systems. Reclaimed water interconnects may be utilized to expand the use of non-potable water for irrigation and implement aquifer recharge enhancement programs.

i1.6.3 The City shall take the Saint Johns River Water Management District's, District Water Supply Plan (DWSP) and/or subsequent DSWPs issued by the District, and associated technical publications and guidance documents into consideration when planning and implementing current and future water use, alternative water supply

initiatives and other related issues and projects in order to meet future water supply needs.

GOAL i-2: Provide for coordination and cooperation with other governmental units and agencies which may be affected by the Future Land Use Map and the respective goals, objectives and policies.

OBJECTIVE:

i2.1 Promote coordinated comprehensive land use and planning decision making between the City of DeLand and adjacent local governments.

POLICIES:

i2.1.1 The City shall ensure compatibility between the Future Land Use Map and those of adjacent jurisdictions.

i2.1.2 The Future Land Use Map and all significant amendments thereto shall be forwarded to adjacent jurisdictions, the Volusia County Growth Management Commission (VGMC), and other applicable agencies for review and comment prior to adoption.

i2.1.3 The City shall maintain a policy of open communication and technical information exchange regarding land use changes between staff and staff of adjacent jurisdictions.

i2.1.4 The City shall enter into an interlocal agreement with Volusia County to develop a set of joint airport zoning regulations applicable to lands underlying airport surfaces, in accordance with §333.03(1)(b) F.S.

i2.1.5 The City shall coordinate with the State, Volusia County and adjacent municipalities to promote the preservation of historic resources.

GOAL i-3: Establish and maintain a cooperative relationship between the City and School District to provide an effective joint planning process including procedures to coordinate land use planning with the development of school facilities consistent with the PSF Element.

OBJECTIVE:

i3.1 Establish and maintain a cooperative relationship between the School Board and the City to provide an effective joint planning process as required by the interlocal agreement.

~~*Intergovernmental coordination.* The City shall establish coordination mechanisms with the School Board to achieve a collaborative effort to identify school needs, provide for schools facilities and implement school concurrency using consistent supporting data and analysis.~~

POLICIES:

i3.1.1 In cooperation with the School Board, the City shall adopt and implement the interlocal agreement as required by Section 1013.33 F.S., which includes procedures for:

- o Coordinating and sharing information
- o Educational and ancillary siting procedures
- o Comprehensive plans and plan amendment review
- o Site design and development plan review
- o Joint development of schools, parks and other uses
- o School concurrency implementation
- o Implementation and amendments
- o Resolution of disputes

i3.1.2 In accordance with the schedule established in the interlocal agreement, the City shall appoint a representative to meet with School Board and other local government representatives to review data and annually approve a projection of the amount, type,

and distribution of population growth and student enrollment. Data shall include but not be limited to:

- o Capital budgets for each jurisdiction
- o School Board five-year facilities work program
- o School Board educational plant survey (every fifth year)
- o Volusia County five-year road improvement program
- o Anticipated new development, infill development and redevelopment
- o Student enrollment and school utilization including portable classroom assignments

i3.1.3 The City shall provide the School Board with a copy of each ~~planning~~ Planning board Board and Council/Commission agenda.

i3.1.4 The City and the School Board shall coordinate the acquisition and development of sites for future educational and ancillary facilities in accordance with the process established in the interlocal agreement.

~~i3.1.5 The City shall adopt regulations necessary to implement school concurrency and Section 206 of the Volusia County Charter no later than February 1, 2008.~~

i3.1.65 The City shall provide notice to adjacent jurisdictions as required by the Volusia County Interlocal Agreement for School Planning when school capacity in the adjacent jurisdiction is anticipated to be applied to meet concurrency requirements for proposed residential development.

i3.1.76 The City shall regularly monitor and evaluate the implementation of the Public School Facilities Element to assure compliance with the provisions of the comprehensive plan and the interlocal agreement, to assure the use of best practices in the joint planning of school facilities, and to provide for the continuing coordination of school planning.

OBJECTIVE:

- i3.2 Monitoring and Evaluation. The City of DeLand shall monitor and periodically evaluate the actions taken with regard to meeting the goals established for the development of school facilities.

POLICIES:

- i3.2.1 In accordance with the interlocal agreement but no less than once per year, a report shall be submitted to the DeLand Planning Board and the School Board reporting on the implementation actions and coordinated planning efforts for planning and developing school facilities including joint development opportunities. If the School Board or DeLand Planning Board finds that implementation of the plan or interlocal agreement is not occurring, the School Board or DeLand Planning Board shall make recommendations to the City Commission of steps necessary to achieve successful implementation.
- i3.2.2 For each comprehensive plan amendment reviewed by the Volusia Growth Management Commission (VGMC), the City shall identify in the VGMC application support materials how anticipated impacts of the proposed amendment to school facilities are addressed.
- i3.2.3 The City shall appoint a citizen to serve as a member of the oversight committee created by the adopted Interlocal Agreement and shall appoint a staff member to serve on the technical committee created by the adopted Interlocal Agreement.

CHAPTER 9

CAPITAL IMPROVEMENT ELEMENT

Goals, Objectives, and Policies

Introduction

The purpose of the Capital Improvements Element (CIE) and the Five-Year Schedule of Capital Improvements (Schedule) is to identify the capital improvements needed to implement the Comprehensive Plan and ensure that the adopted Level-of-Service (LOS) Standards are achieved and maintained for concurrency-related facilities. As mandated by Chapter 163, Florida Statutes, it describes the new facilities and financing needed to correct existing deficiencies, accommodate new growth, and maintain existing facilities. It further provides for consideration of the need, location, and efficient use of public facilities in support of the Dynamic Master Plan.

GOALS, OBJECTIVES, AND POLICIES

GOAL ci-1: The City shall undertake actions necessary to adequately provide needed public facilities to all residents within its jurisdiction in a manner which protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly compact urban growth.

Objective ci1.1: User charges and impact fees shall be the major revenue source for financing the construction, operation and maintenance of water and sewer systems.

Policy ci1.1.1: The Water and Sewer system will be financed and accounted for in an Enterprise Fund so that the costs of providing these services to the general public shall be recovered primarily through user fees. Stormwater drainage may be totally or partially financed by user charges, impact fees, grants, matching funds and/or developer contributed proportionate fair share and may be accounted for in either enterprise or special funds.

Policy ci1.1.2: Revenues derived from water connection fees and sewer installation fees shall be used to cover the costs of the specific connection or installation.

Policy ci1.1.3: Revenues derived from user fees shall be greater than the costs of collecting the fee.

Policy ci1.1.4: Rates for services provided shall be reevaluated at least once every five years to insure acceptable revenue levels are being maintained.

Objective ci1.2: Development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy ci1.2.1.a: Future development shall bear their fair share of the cost to provide public facilities and services as a result of their development as necessary to achieve and maintain the adopted level of service standards and other measurable

objective standards. Impact fees shall be initiated and maintained for as many public facilities and services as deemed appropriate by the City of Deland.

Policy ci1.2.1.b: Water and sewer impact fees shall be used exclusively to fund the expansion and improvements of the city's water and sewer system.

Policy ci1.2.2: Where land is required to extend the public facilities needed to serve proposed development, the developer may provide the property required, or upon approval by the City, may provide equivalent payment in lieu of providing land.

Policy ci1.2.3: Impact fees shall be used to fund capital improvements resulting from new development and shall not fund existing deficiencies.

Policy ci1.2.4: Mechanisms for credits and refunds shall be provided in each impact fee ordinance. Impact fee ordinances shall be revised so that credits shall be granted when other additional revenue sources become available, excluding one-time grants from other governmental agencies to support capital facilities.

Policy ci1.2.5: The city shall adopt an ordinance to control the timing and location of development by conditioning development approval upon a showing that sufficient facilities are present or will be provided in order to maintain LOS standards.

Policy ci1.2.6: The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

Sanitary Sewer Facilities

- ~~— All residences — 114 gals per capita per day~~
- ~~— Commercial Central Business District — 2,500 gals per day per acre.~~
- ~~— Commercial Outlying — 2,000 gals per day per acre~~
- ~~— Commercial Airport — 1,500 gals per day per acre~~

Reclaimed Water Facilities

- All single family homes 356 gal per day per eru
- Minimum Distribution main size 6" diameter
- On-site Storage and pumping for all developments greater than 100 eru

Solid Waste Facilities

- City wide 8.6 pounds per capita per day

Drainage Facilities

- City wide 25 year frequency, 24 hour duration

Potable Water Facilities

- City wide 114 gals per capita per day

Recreation Parkland

- Parks 4.6 acres per 1,000 residents

Roadways within the city with the exception of US 17/92 from SR 44 to Plymouth Avenue and SR 44 from Hill Avenue to Summit Road:

SIS Facilities (Freeway): LOS D-(C)

Non-SIS State Facilities: LOS E

Arterials: LOS E

Collectors: LOS E

Roadways within the city that are constrained and projected to operate as deficient before or by 2020, and where capacity is not anticipated shall operate at the following LOS standard:

Facility	Level of Service Standard (Capacity x 1.2)
US 17/92: SR 44 to Plymouth Ave	19,150
SR 44: Hill Ave to Blue Lake Ave	19,800
SR 44: Blue Lake Ave to Kepler Road	20,800
SR 44: Kepler Road to Summit Rd	19,800

Police Protection

One full time equivalent field officer per 355 residents

Fire/Rescue Service

FIRE/RESCUE LOS STANDARDS

Maximum Distance between Fire Hydrant:

Residential — 500', with a maximum of 250' from any residential lot.
Nonresidential — 300'

Minimum Fire Flow Requirements:

Formula — $\text{Volume of Building} / 100 \times \text{Construction Class Multiplier} \times$
Hazardous Multiplier — GPM

Volume of Building / 100 =

Construction Class Multiplier

Type I and II Noncombustible — 1

Type III, IV and V Limited Combustible — 1.25

Type VI Combustible — 1.5 x

Hazardous Designation

Non-Hazardous — 1

Hazardous — x

Fire Flow — Gallons per Minute (GPM) =

Definitions, per the Standard Building Code, 1991 Edition with latest revisions:

1. Construction Class

- a. Type I and II Noncombustible — Construction in which the structural members including exterior walls, interior bearing walls, columns, floors and roofs are of noncombustible materials and are protected so as to have fire resistance not less than that specified for structural elements as specified in Table 600.
- b. Type III Limited Combustible — Construction in which fire resistance is attained by the sizes of heavy timber members being not less than indicated in this section or by providing fire resistance of not less than 1 hour where materials other than wood of heavy timber sizes are used.
- c. Type IV Limited Combustible — Construction in which the structural members including exterior walls, interior bearing walls, columns, floors and roofs are noncombustible materials.
- d. Type V Limited Combustible — Construction in which the exterior bearing and non-bearing walls are of noncombustible materials and have fire resistance not less than specified in Table 600 and floors, roofs, and interior framing are wholly or partly wood or other approved materials and have fire resistance not less than specified in Table 600.
- e. Type VI Combustible — Construction in which the exterior bearing and non-bearing walls and partitions, floors, and roofs and their supports are wholly or partly of wood or other approved materials.

2. ~~Hazardous Designation~~

a. ~~Hazardous – Any land use or occupant which meets the criteria of H1, H2, H3 and/or H4, per Section 408, Hazardous Occupancy, of the Standard Building Code, 1991 Edition with latest revisions.~~

b. ~~Non-Hazardous – All other land uses or occupants.~~

<u>State Facility/ Comprehensive Plan Element</u>	<u>Level of Service Standards</u>	
<u>Roads/ Transportation</u>	<u>Facility Type:</u>	<u>Level of Service Standard</u>
	<u>SIS Facilities (Freeway):</u>	<u>D (C)</u>
	<u>Non SIS Facilities:</u>	<u>D</u>
	<u>Arterials:</u>	<u>E</u>
	<u>Collectors:</u>	<u>E</u>
<u>Potable Water Facilities</u>	<u>255 per ERU per capita of 102</u>	
<u>Sanitary Sewer Facilities</u>	<u>225 GPD/ERU per capita of 90 flow rate</u>	
<u>Solid Waste/Solid Waste</u>	<u>Maintain disposal capacity of 8.6 pounds per capita per day</u>	
<u>Drainage Facilities</u>	<u>Stormwater Management Systems shall be designed for a 100-year/24-hour storm event.</u>	
<u>Reclaim Water Facilities</u>	<u>500 gpd/ERU (If number of ERU's were known) or 1,000 gal/acre On-site Storage and pumping for all developments greater than 100 eru</u>	
<u>Parks & Recreation</u>	<u>4.6 parkland acres per 1,000 residents</u>	

Objective ci1.3: The city shall rely on the broadest revenue bases as possible for the funding of capital facilities. The city will correct, and/or identify and resolve deficiencies; and by 2020 2030 shall resolve existing deficiencies and plan for the resolution of emerging deficiencies resulting from growth or deterioration over time.

- Policy ci1.3.1: If approved by referendum, the city shall use revenues such as the one cent optional sales tax to finance capital improvements that do not have either dedicated revenue sources for capital needs or may have revenue deficiencies to adequately finance capital needs.
- Policy ci1.3.2: Develop a balanced approach for the use of tax increment district funds for both capital improvement and redevelopment projects identified in the CRA plan that eliminate blighting influences and ensure adequate levels of service; and for promoting the area for community and regional events, as well as “every day” activities to keep the downtown district viable.
- Objective ci1.4: Debt shall be managed in a prudent and efficient manner.
- Policy ci1.4.1: Facilities financed by enterprise funds (water, sewer, stormwater) shall have their debt repaid by revenues derived from providing those services.
- Policy ci1.4.2: The city shall consider general obligation bonds for major capital facilities and shall not use GO bonds for enterprise fund facilities.
- Policy ci1.4.3: Facilities for non-enterprise funds may be financed by non-referendum debt such as, but not limited to, bank notes or capital leases if such borrowing is the only financing technique available that will enable the city to provide capacity sufficient to meet standards for level of service concurrent with new development.
- Policy ci1.4.4: The term of any debt issue shall not exceed the expected life of the capital improvement to be financed.

- Policy ci1.4.5: Vehicles and equipment shall not be financed by long term debt issues but from current revenues, grants, lease/purchase or other short term financing. The term of financing of equipment may not exceed the expected life of the equipment.
- Policy ci1.4.6: In accordance with the city's charter borrowing from local institutions for capital expenditures shall not exceed one-half (.05) percent of the assessed value of taxable property in the city according to the last assessment roll preceding the loan.
- Policy ci1.4.7: In accordance with the city's charter general obligation bonds may be issued in an amount not to exceed twenty percent of the total nonexempt assessed valuation in the city.
- Objective ci1.5: Costs of non-enterprise type services and use of recreation facilities will be recovered annually.
- Policy ci1.5.1: Annually a determination will be made on amount of revenue to be derived from direct fees for services.
- Policy ci1.5.2: Fees will be reviewed every five years to insure adequate fees are in place for reimbursement by nonresidents for use of city facilities.
- Policy ci1.5.3: A study will be undertaken to determine what services are being performed that do not have an appropriate reimbursement fee such as fire inspection.
- Policy ci1.5.4: Revenues derived from user fees shall be greater than the costs of collecting the fee.

- Policy ci1.5.5: Rates for services provided shall be reevaluated at least once every two years to insure acceptable revenue levels are being maintained.
- Objective ci1.6: Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn-out or obsolete facilities as revenues are available.
- Policy ci1.6.1: A five year Capital Improvement Program shall be prepared each year and adopted by the City Commission. The CIP will be adopted at the same time as the city's annual budgets.
- Policy ci1.6.2: Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:
- a) Whether the project meets criteria for capital consideration in value and useful life as determined by the City Commission according to a project's urgency;
 - b) Whether the project is needed to protect public health and safety, to fulfill the city's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
 - c) whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development, or enhances non-vehicular mobility or connectivity; and
 - d) Whether the project represents a logical extension of facilities and services within a designated urban service area.
- Policy ci1.6.3: A Capital Improvement Program will be adopted for each fiscal year.

- Policy ci1.6.4: The Capital Improvement Program will be amended during the fiscal year should project priorities and modifications due to revenue shortfalls and/or natural or other disaster dictate.
- Objective ci1.7: The City will manage its fiscal resources to ensure funding for the operation of the city is not disrupted.
- Policy ci1.7.1: The City will maintain in the General Fund an operating reserve equivalent to two month's operating needs.
- Policy ci1.7.2: Enterprise fund surpluses, unless indicated otherwise, shall be used for major capital expenditures, repairs and/or one time expenditures.
- Policy ci1.7.3: A working capital reserve for the Water & Sewer Fund shall be maintained in an amount equal to three month's operating needs.
- Policy ci1.7.4: Efforts shall be made to secure grants or private funds whenever available to finance capital improvements.

GOAL ci-2: The City shall maintain clear and understandable policies that define concurrency and a management system that assists the public in ascertaining whether specific development projects meet the concurrency criteria.

- Objective ci2.1: The City shall maintain a concurrency management system to insure that public facilities, supplies and services needed to support development are available concurrent with the impacts of such developments. Specific definitions and criteria shall be established in a Concurrency Management Ordinance, Land Development Regulations or other implementing ordinance. Prior to the approval of a building permit or its functional equivalent, the City shall

determine whether adequate services to serve new development will be available no later than the issuance by the City of a Certificate of Occupancy or its functional equivalent.

Policy ci2.1.1: The following facilities ("necessary facilities and services") and supplies shall be subject to the concurrency determination:

- * parks and recreation
- * roads (in thoroughfare system)
- * storm drainage
- * potable water
- * wastewater treatment /sanitary sewer /
reclaimed wastewater reuse
- * solid waste
- ~~* fire/rescue facilities~~
- ~~* police facilities.~~

Policy ci2.1.2: The City Commission may, at its discretion and subject to public hearings and plan amendments during the planning period, add compliance with the agencies' policies governing the following facilities to the concurrency determination:

- * public schools

Policy ci2.1.3: Prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development, the City shall ensure that the following standards will be met for potable water, sanitary sewer, reclaimed wastewater reuse solid waste, storm drainage, ~~police and fire/rescue~~:

- (a) The necessary facilities and services are in place at the time a development permit is issued; or
- (b) A development permit is issued subject to the condition that the necessary facilities and service will be in place when the impacts of the development occur; or
- (c) The necessary facilities are under construction at the time a development permit is issued; or
- (d) The necessary facilities and services are guaranteed in an enforceable development agreement or development order to insure that the necessary facilities and services will be in place when the impacts of the development occur.

Policy ci2.1.4: For parks and recreation and roads, the concurrency requirements can be satisfied by ensuring that the following alternative standards will be met in lieu of those set forth in Policy 2.1.3 above:

- (a) At the time the development permit is issued, the necessary facilities and services are the subject of a binding, executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
- (b) The necessary facilities and services are guaranteed in an enforceable development agreement or development order which requires the commencement of the actual construction of the facilities

or the provision of services within one year of the issuance of the applicable development permit.

Policy ci2.1.5: For roads included in the Five Year Schedule of Capital Improvements, the concurrency requirement can be satisfied by ensuring that the following alternative standards will be met in lieu of those set forth in Policies 2.1.3 and 2.1.4 above:

(a) The City shall update the Capital Improvements Element and Five-Year Schedule of Capital Improvements on an annual basis to ensure that the listed capital improvements are financially feasible. The City may rely upon transportation projects included in the first three years of the applicable adopted Florida Department of Transportation Five Year Work Program to determine concurrency.

(b) The Five Year Schedule of Capital Improvements shall include both the necessary facilities to maintain the adopted level of service standards to serve a proposed new development and the necessary facilities required to eliminate existing deficiencies which are a priority to be eliminated during the relevant five year period.

(c) The City shall not rely upon any public facilities included in a Five Year Schedule of Capital Improvements which are required to serve a proposed new development unless there are sufficient, currently available revenue sources to fund the required public facility.

(d) The Five Year Schedule of Capital Improvements for roads must include the estimated date of commencement of actual construction and the estimated date of project completion.

(e) The City shall not rely on the Five Year Schedule of Capital Improvements unless the actual construction of roads is scheduled to commence in or before the third year of the five year schedule.

(f) The City shall not eliminate, defer or delay the construction of any road which is needed to maintain the adopted level of service standard and which is listed in the Five Year Schedule of Capital Improvements, except by a plan amendment.

(g) The City shall maintain Land Development Regulations to ensure the necessary public facilities and services will be available to accommodate the impacts of development. (Changes per EAR Amend. 2009)

(h) The City shall develop, in conjunction with other local governments within Volusia County, a permit tracking system. This system shall require that each jurisdiction provide, on an annual basis, information on development/building activity to ensure adherence to the adopted level of service standards and the schedule of capital improvements.

(i) The Five Year Schedule of Capital Improvements shall clearly identify which public facilities and services will be provided by the City, Volusia County or FDOT and shall identify the source of public funds committed to complete the scheduled improvement.

Policy ci2.1.6: In determining whether the necessary public facilities and services will be available concurrent with the impacts of development, the City may approve developments in stages or phases. Specific conditions for permitting each phase to proceed shall be included in an enforceable development agreement or development order to ensure that necessary public facilities and services will be

in place when the impacts of the development occur in accordance with Policies 2.1.3, 2.1.4 or 2.1.5, as applicable.

Policy ci2.1.7: The determination that sufficient capacity is available shall be valid concurrent with the development order.

Policy ci2.1.8: Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility, the City shall do one of the following:

(a) contract with the applicant for the full cost of the facility, including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share, or

(b) obtain one or more of the following assurances for the applicant's pro rate share:

(1) cash escrow,

(2) irrevocable letter of credit,

(3) prepayment of impact fees, or

(4) prepayment of capacity/connection charges or

(c) Amend this Comprehensive Plan to modify the adopted level of service standard so as to reduce the required facility to equal the applicant's needs.

Policy ci2.1.9: Pursuant to Policies 2.1.7 and 2.1.8, no further determination of capacity for the subject property shall be required before the expiration of the applicable vesting period described in Policy 2.1.7 above, except that any change in the density, intensity or land use which requires additional public facilities or capacity shall be subject to review and approval or denial by the City.

Policy ci2.1.10: An applicant for development may elect to request approval of a preliminary development order, including rezoning, without a determination of capacity provided that any such order is issued subject to requirements in the applicable land development regulation or specific conditions in the preliminary development order that:

(a) Final development orders for the subject property shall be subject to a determination of capacity; and

(b) No rights to obtain final development orders nor any other rights to develop the subject property have been granted or implied by the City's approval of the preliminary development order.

Policy ci2.1.11: The City shall not limit or modify the rights of any person to complete any development that has been authorized as a development of regional impact pursuant to Chapter 380 of the Florida Statutes or who has been issued a final development order before the adoption of an ordinance establishing the City's concurrency management program, so long as development has commenced and is continuing in good faith. For the purpose of this provision, a development shall be deemed vested if the developer has secured building permits for a significant portion of the applicable phase of the development and is continuously undertaking the work.

Objective ci2.2: The City shall adopt criteria as to the timing for the availability of capital improvements by facility type.

Policy ci2.2.1: Potable water, solid waste, wastewater, reclaimed wastewater reuse, transportation, parks and recreational facilities, stormwater capacity, fire/rescue

~~facilities, and police facilities,~~ either existing or to be provided, shall be reserved and implemented for a proposed development prior to the issuance of a certificate of occupancy for the applicable phase of development or the recording of a final subdivision plat.

Policy ci2.2.2: A schedule of public facilities and their availability shall be established at the issuance of the building permit for each proposed private development. Land clearing, site preparation and construction for each private development shall be programmed with facilities scheduled to ensure that the concurrency requirements are met. Where public or private facility availability is delayed, the City may impose delay requirements on any permits it has issued so that public facilities and services will be available concurrent with the impacts of new development.

Policy ci2.2.3: For State or County roadways designated by Volusia County as either backlogged or constrained, the City will coordinate with Volusia County when reviewing potential impacts from proposed developments.

Objective ci2.3: The City shall maintain provisions how and when capacity/concurrency determination will take place in the development review process.

Policy ci2.3.1: Detailed capacity/concurrency review and determination shall be made by the City's Technical Review Committee for the following development orders:

- (a) Site plans for residential and non-residential projects,
- (b) Preliminary plats for residential projects,
- (c) Planned Developments, and
- (d) Developments of Regional Impact.

Policy ci2.3.2: No building permits shall be issued to construct, reconstruct or alter any building or structure, including signs, no use of an existing building shall be changed until a site plan for the property has been reviewed and approved for

concurrency and other applicable requirements of law including this Comprehensive Plan.

New developments shall identify the adopted Level of Service standard for each public facility. New Development Orders and permits shall be issued only if they meet the approved LOS standards.

Policy ci2.3.3: Any proposed rezoning which would result in an increase in the densities or intensities of development, shall be tested for facility capacity and concurrency at the time of rezoning unless the applicant requests rezoning without a determination of capacity in accordance with Policy 2.1.10.

Objective ci2.4: The City shall allocate the necessary resources to manage the policies related to concurrency and achieve Goal II of this Capital Improvements Element.

Policy ci2.4.1: The City shall maintain a system to identify the concurrency status of the various classes of vested properties and the public shall have access to such system at a nominal fee.

Policy ci2.4.2: The City shall evaluate its organizational structure every 5 years in order to determine the most appropriate organizational arrangement to monitor and manage facility capacity, service levels and concurrency.

Policy ci2.4.3: The City's Land Development Regulations shall contain a section on Concurrency Management which shall include or identify the following:

- (a) How level of service standards established in this element will be measured for development review;
- (b) Definition of a final development order;
- (c) Development orders subject to concurrency;

- (d) Properties to be vested under the definition of a final development order;
- (e) Which City agencies perform the concurrency evaluation; and
- (f) Process of appeals.

Policy ci2.4.4: The City shall monitor the cumulative effect of all approved development orders and development permits on the capacity of public facilities as part of its annual monitoring and evaluation requirements. The city shall prepare and present to the city commission and the public a report on the public facilities and level of service inventory for concurrency management. This report shall include the degree of any facility deficiencies and a summary of the impacts the deficiency(s) will have on the approval of future development orders. The city shall then recommend a schedule of improvements necessary to prevent a deferral or moratorium on the issuance of development orders.

Policy ci2.4.5: The five year program of scheduled capital improvements shall be reviewed and updated annually by the City. This annual review and update shall be integrated into the City's annual budget process, complete with time table and deadlines for specific tasks, just as in the City's operating budget process.

- (a) Specific projects submitted by City Departments shall be reviewed based on the criteria set forth in Objective 1.6 and its related subpolicies;
- (b) Specific projects needed to meet the concurrency and level of service requirements of this element as a result of specific development agreements or orders shall be integrated into this annual update of the five year program of scheduled capital improvements;

(c) Capital Improvements necessary for water supply concurrency will be identified and included in the annual update to the Capital Improvement Plan (CIP).

(d) A companion but subsequent document to the City's annual budget document shall be produced each year containing the five year program of scheduled capital improvements, including individual projects, summary tables, updated five year revenue projections, service levels and operating cost impacts.

CAPITAL IMPROVEMENTS ELEMENT APPENDIX

CAPITAL IMPROVEMENT PROGRAM

Note: CIP has been adopted and is considered a support document.

CHAPTER 10

PUBLIC SCHOOL FACILITIES ELEMENT

Goals, Objectives, and Policies

PUBLIC SCHOOL FACILITIES ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL s-1: Collaborate and coordinate with the School Board of Volusia County to provide and maintain a public education system which meets the needs of Volusia County's current and future population.

Objective s1.1: *Coordination and consistency.* The City of DeLand shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency between local government comprehensive plans and public school facilities and programs.

Policy s1.1.1: Pursuant to the procedures and requirements of the adopted interlocal agreement, the City shall coordinate with the School Board on growth and development trends, general population and student projections to ensure that the plans of the School Board and City are based on consistent data.

Policy s1.1.2: The City shall provide the representative of the School Board with copies of all Technical Review Committee, Planning Board and City Committee meeting agendas and staff reports.

Policy s1.1.3: The City shall meet at least annually with representatives from the School District and other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.

Objective s1.2: *School facility siting and availability.* The City shall coordinate with the School Board on the planning and siting of new public schools and ancillary facilities to ensure school facilities are coordinated with necessary services

and infrastructure and are compatible and consistent with the comprehensive plan.

Policy s1.2.1: The City shall coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan. Schools shall be permitted in future land use classifications except for industrial land use classifications and environmentally restricted land use classifications listed below:

<u>SCHOOLS</u>	<u>Educational</u>	<u>Low Density Resid.</u>	<u>Med Density Resid.</u>	<u>High Density Resid.</u>	<u>Urban Low Intensity</u>	<u>Mixed Commercial</u>	<u>Highway Commercial</u>
<u>Elementary</u>	<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>		
<u>Middle</u>	<u>X</u>		<u>X</u>	<u>X</u>	<u>X</u>		
<u>High</u>	<u>X</u>			<u>X</u>		<u>X</u>	<u>X</u>

~~Elementary schools shall be permitted in Educational, Low Density Residential, Urban Low Intensity and Medium Density Residential.~~

~~Middle Schools shall be permitted in Educational, Medium Density Residential, Urban Low Intensity and High Density Residential.~~

~~High Schools shall be permitted in Educational, High Density Residential, Mixed Commercial, and Highway Commercial.~~

Policy s1.2.2: Coordination of the location, acquisition, phasing and development of future school sites and ancillary facilities shall be accomplished through the procedures adopted in the interlocal agreement.

Policy s1.2.3: The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school. If required infrastructure is not in place to serve the proposed school, the parties shall enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required

improvements. Each party shall cooperate to ensure off-site stormwater impacts are minimized.

Policy s1.2.4: The City shall encourage the School Board to land bank sites for future use as school facilities. The City shall coordinate with the School Board on the acquisition and use of land banked sites in the same manner as established for other sites in order to ensure adequate infrastructure is planned and constructed in advance of school construction.

Policy s1.2.5: The City shall protect schools and land banked school sites from the adverse impact of incompatible land uses by providing the School District with the opportunity to participate in the review process for all proposed development adjacent to schools.

Policy s1.2.6: In developing capital improvements plans and programs for public services, the City shall consider required infrastructure to service existing and proposed schools and any land banked school sites.

Objective s1.3: *Enhance community design.* The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities in order to serve as community focal points and ~~are to be~~ are to be compatible with surrounding land uses.

Policy s1.3.1: The City shall coordinate with the School Board on opportunities for the expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

Policy s1.3.2: The City shall collaborate with the School Board on the siting of public facilities such as parks, libraries, and community centers near existing or planned public schools, to the extent feasible. The City in conjunction with

the School Board shall determine the need for the above named facilities through established population projection procedures and notification of the appropriate agencies that oversee parks and libraries as well as the general public.

Policy s1.3.3: The City shall look for opportunities to co-locate and share the use of public facilities when preparing updates to the comprehensive plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities. Co-located facilities shall be governed by a written agreement between the School Board and the City specifying operating procedures and maintenance and operating responsibilities.

Policy s1.3.4: The City shall reduce hazardous walking conditions consistent with Florida's ~~safe ways to school~~ Safe Routes to School (SRTS) program. In conjunction with the School Board, the City shall implement the following strategies:

1. New developments adjacent to schools shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned schools and shall connect to the neighborhood's pedestrian network.
2. New development and redevelopment within two miles of a school shall be required to provide sidewalks within or adjacent to the property for the corridor that directly serves the school or qualifies as an acceptable designated walk or bicycle route to the school.
3. In order to ensure continuous pedestrian access to public schools, the City shall consider infill sidewalk and bicycle projects connecting networks serving schools as part of the annual capital budget process. Priority shall be given to hazardous walking conditions pursuant to Section 1006.23, Florida Statutes.

4. The City shall coordinate with the ~~Metropolitan~~ Transportation Planning Organization to maximize the funding from the Florida Department of Transportation and other sources that may be devoted to improving pedestrian networks serving public schools.

Policy s1.3.5: The City and School Board shall coordinate with Volusia County Emergency Services on efforts to build new school facilities, and facility rehabilitation and expansion, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

Objective s1.4: *Coordinate comprehensive plan amendments and development orders with school capacity.* Manage the timing of new development to coordinate with adequate school capacity as determined by the Volusia County School District.

Policy s1.4.1: The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments and other land use decisions including but not limited to developments of regional impact. School Board review shall follow the policies and procedures set forth in the interlocal agreement.

Policy s1.4.2: Amendments to the future land use map shall be coordinated with the School Board and the Public School Facilities Planning Maps.

Policy s1.4.3: Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the

applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

GOAL s-2: IMPLEMENT PUBLIC SCHOOL CONCURRENCY

The City shall assure the future availability of public school facilities to serve new development consistent with the adopted level of service standards. This goal will be accomplished recognizing the School District's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools and the City's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the public school system. The City shall operate and maintain in a timely and efficient manner adequate public facilities for both existing and future populations consistent with the available financial resources.

Objective s2.1: *Level of service standards.* The City through coordinated planning with the School District and implementation of its concurrency management system shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard within the period covered by the five-year schedule of capital improvements. These standards and the concurrency management system shall be consistent with the interlocal agreement approved by the School Board and the local governments in Volusia County.

Policy s2.1.1: The level of service standards for schools shall be applied consistently by all the local governments in Volusia County and by the School Board district-wide to all schools of the same type.

Policy s2.1.2: Consistent with the interlocal agreement, the uniform, district-wide level-of-service standards are set as presented in the CIE.

Policy s2.1.3: The updated level of service standard for schools that is provided at the bi-annual Technical Coordinating Committee meeting shall be the standard that is used to determine the capacity of schools that is required for the City of DeLand.

~~The following schools shall achieve the designated level of service no later than the identified date.~~

School	DATE
Orange City Elementary	July 1, 2012
Horizon Elementary	July 1, 2012
Freedom Elementary	July 1, 2012
Osceola Elementary	July 1, 2014
Ortona Elementary	July 1, 2014
Ormond Beach Elementary	July 1, 2014
Southwestern Middle	July 1, 2013
New Smyrna Beach Middle	July 1, 2012

~~Source: Volusia County Interlocal Agreement~~

~~(Note: This policy is intended to designate backlogged LOS for those schools that exceed the desired levels during the first five year capital improvements program.)~~

Policy s2.1.4: The City and School Board recognize and agree that short-term changes in enrollment unrelated to new development approvals can and do occur, and that students enrolling in their assigned school will be accepted consistent with the School District's constitutional obligations regardless of the utilization levels at the assigned school.

Policy s2.1.5: If there is a consensus to amend any level of service, the amendment shall be accomplished by execution of an amendment to the interlocal agreement by all parties and the adoption of amendments to each local government's comprehensive plan. The amended level of service shall not be effective until all plan amendments are effective and the amended interlocal agreement is fully executed. No level of service standard shall be amended without

showing that the amended level of service standard is financially feasible and can be achieved and maintained within the five years of the capital facilities plan.

Objective s2.2: *School concurrency service areas.* The City shall establish School Concurrency Service Areas as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standard. Maps of the School Concurrency Service Areas are adopted in the Volusia County Interlocal Agreement for Public School Facilities Planning.

Policy s2.2.1: The concurrency service area for elementary schools shall be the elementary school attendance boundary as represented on the map series “Public School Facilities Element Elementary School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy s2.2.2: The concurrency service area for middle schools shall be the middle school attendance boundary as represented on the map series “Public School Facilities Element Middle School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

~~Policy s2.2.3: The concurrency service area for K-8 schools shall be the attendance boundary as represented on the map series “Public School Facilities Element K-8 Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference. (Note: no K-8 schools have been established at this time.)~~

Policy s2.2.43: The concurrency service area for high schools shall be as represented on the map series “Public School Facilities Element High School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy s2.2.54: The concurrency service area for special use schools shall be district wide.

Policy s2.2.65: Attendance zone changes are not intended to be Comprehensive Plan amendments.

Policy s2.2.76: Amendments to the School Concurrency Service Areas shall be completed according to the procedures specified in the Volusia County Interlocal Agreement for School Facilities Planning. Amendments to concurrency service areas shall consider the following criteria:

1. Adopted level of service standards shall not exceed the level of service standard within the initial five-year planning period
2. The utilization of school capacity is maximized to the greatest extent possible taking into account transportation costs, court approved desegregation plans, proximity to schools, ethnic and socio-economic diversity, subdivisions and neighborhoods, demographic changes, future land development patterns, crossing guard availability and other relevant factors.

Policy s2.2.7: The City of DeLand shall meet with the Volusia County School Board and other local jurisdictions to discuss and review transportation planning, and to ensure consistent LOS standards at the bi-annual ~~monthly~~ meeting of the Technical Coordinating Committee. The School Board shall provide updated LOS standards bi-annually during these meetings.

Objective s2.3: *Process for school concurrency implementation.* In coordination with the School Board the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level of service standards for public schools.

Policy s2.3.1: School concurrency applies to residential development not otherwise exempt as specified by Policy 2.3.3.

Policy s2.3.2: Development orders may be issued for residential development where:

1. Adequate school capacity, as determined by the School Board, exists or will be under construction for each level of school in the affected concurrency service area within three years after the issuance of the development order allowing the residential development.
2. Adequate school facilities, as determined by the School Board, are available within an adjacent concurrency service area subject to the limitations of Policy 2.3.7. Where capacity from an adjacent concurrency service area or areas is utilized, the impacts of development shall be shifted to that area. If capacity exists in more than one concurrency service area or school within a concurrency service area, the School District shall determine where the impacts of development shall be allocated based on the School District policies for student assignment.
3. The developer executes a legally binding commitment with the School Board and City to provide mitigation proportionate to the

demand for public school facilities to be created by the actual development of the property as provided by Objective 2.4 and its supporting policies.

Policy s2.3.3: The following residential development shall be considered exempt from the school concurrency requirements:

1. Single family lots of record existing as such at the time School Concurrency implementing ordinance is adopted which otherwise would be entitled to build, shall be exempt from School Concurrency requirements.
2. Any residential development or any other development with a residential component that received approval of a Final Development Order or Functional Equivalent prior to the implementation date of school concurrency or is otherwise vested prior to the implementation date of school concurrency is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency.
3. Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.
4. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy by a resident under the age of fifty-five. Such deed restrictions must be recorded and be irrevocable for a period of at least thirty years.

5. Group quarters that do not generate students including residential facilities such as jails, prisons, hospitals, bed and breakfast, hotels and motels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

Policy s2.3.4: The creation of subdivisions and/or single family lots equal to or less than three units shall be reported to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.

Policy s2.3.5: The City shall adopt a school concurrency ordinance which establishes the application procedures and process for evaluating school capacity and making concurrency determinations consistent with the provisions of the interlocal agreement.

Policy s2.3.6: The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school within the affected concurrency service area consistent with the adopted level of service. The School Board may issue a certificate of school concurrency if sufficient capacity exists for the proposed development or the School Board may set forth conditions required to satisfy the requirements of school concurrency including proportionate share mitigation.

Policy s2.3.7: If the adopted level of service standard cannot be met within a particular concurrency service area as applied to an application for development order and if the needed capacity is available in one or more contiguous service areas or school attendance zones, then this capacity shall be applied to the

concurrency evaluation of the application for development approval subject to the following limitations:

1. Areas established for diversity at schools shall not be considered contiguous.
2. Concurrency service areas or school attendance zones generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students beyond the abutting school attendance zone or requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.
3. Concurrency service areas or school attendance zones shall not be considered contiguous when the concurrency service areas or school attendance zones are separated by a natural or man-made barrier such as a river, water body, or interstate highway that requires indirect transport of students through a third concurrency service area or school attendance zone.
4. When capacity in an adjacent concurrency service area or school attendance zone is allocated to a development application, assignment of the students to the school with available capacity may be accomplished by applying any of the techniques used to establish school attendance zones including modification of existing attendance zone boundaries or creation of island zones.
5. Student transportation not in conformance with the conditions established in items 1 through 4 above shall be permitted to allow student assignments based on specific educational programming options; to comply with State and Federal mandatory transfer

opportunities; or for other transfer opportunities that School Board shall deem appropriate for the specific circumstances of an individual student.

Policy s2.3.8: If the adopted level of service cannot be met within a particular concurrency service area the School Board may apply one or more of the following techniques to maximize use of available capacity and provide for adequate numbers of student stations to meet current and future demand:

1. Construct new school facilities
2. Construct additions to current facilities
3. Adjust program assignments to schools with available capacity
4. Modify attendance boundaries to assign students to schools with available capacity
5. Eliminate variances to overcrowded facilities that are not otherwise restricted by State or Federal requirements.

Objective s2.4: *Proportionate share mitigation.* The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible work program.

Policy s2.4.1: In the event that sufficient school capacity is not available in the affected concurrency service area, the developer shall have the option to propose proportionate share mitigation to address the impacts of the proposed development.

Policy s2.4.2: Mitigation shall be directed toward a permanent capacity improvement identified in the School Board's financially feasible work program, which

satisfies the demands created by the proposed development consistent with the adopted level of service standards.

Policy s2.4.3: Mitigation shall be directed to projects on the School Board's financially feasible work program that the School Board agrees will satisfy the demand created by the proposed development approval and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant which shall be executed prior to the City issuance of the subdivision or site plan approval. If the School Board agrees to the mitigation, the School Board shall commit in the agreement to placing the improvement required for mitigation in its work plan.

Policy s2.4.4: The applicant's total proportionate share obligation shall be based on multiplying the number of needed student stations generated from the proposed project times the School Board's current cost per student station plus land cost for each type of school. The applicant's proportionate share mitigation obligation shall be credited toward any impact fee or exaction fee imposed by local ordinance for the same need on a dollar for dollar basis. (For example, if the proportionate share mitigation provides only for land, the credit is applied only against that portion of the impact fee or other exaction devoted to land costs.)

Policy s2.4.5: The student generation rates used to determine the impact of a particular development shall be the student generation rates adopted in the most recent school impact fee study.

Policy s2.4.6: The cost per student station shall be the most recent actual costs per student station, and capitalization costs if applicable, paid by the School Board for the equivalent school facility.

Policy s2.4.7: Mitigation options must consider the School Board's educational delivery methods and requirements and the State Requirements for Educational Facilities and may include, but not be limited to, the following:

1. Donation of buildings for use as a primary or alternative learning facility
2. Renovation of existing buildings for use as learning facilities
3. Funding dedicated to, or construction of permanent student stations or core capacity
4. For schools contained in the School Board's adopted five-year capital facilities work program, upon agreement with the School Board, the applicant may build the school in advance of the time set forth in the five-year work program
5. Dedication of a school site as approved by the School Board
6. Up front lump sum payment of school impact fees
7. Up front payment of interest and other costs of borrowing
8. Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements that bring service to school site
9. Payment of transportation costs associated with the movement of students as a result of overcapacity school
10. Funding assistance with acquisition of school site

11. Phasing of construction or delay of construction in order to timely plan for the availability of school capacity,

12. Establishment of an educational facilities benefit district

13. Establishment of educational facilities mitigation banks

Objective s2.5: *Capital facilities planning.* The City shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for schools.

Policy s2.5.1: In accordance with the adopted interlocal agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

Policy s2.5.2: The City shall ensure that future development pays a proportionate share of the costs of capital facilities capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.

Policy s2.5.3: By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the Volusia County School District five year work program approved in September of each year as part of the School District budget including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

~~Future Conditions Map Series~~

~~Map 1: Planned Public School Facilities and Ancillary Plants Fiscal Year 2007/08 to Fiscal Year 2011/12. West Volusia~~

~~Map 2: 2011-2025 Long Range Planned Public School Facilities by School Planning Areas~~

CHAPTER 11

Property Rights Element

Goal, Objective, and Policy

The following section presents the ~~Goal, Objective and Policy~~ Goals, Objectives and Policies for the City of DeLand Property Rights Element that complies with Florida Statute 163.3177 (6) (i) 1.

GOALS, OBJECTIVES AND POLICIES

- Goal pr1: The City of DeLand shall make local ~~planning and development~~ decisions with respect for private property rights and with respect for people's rights to participate in decisions that affect their lives and property.
- Objective pr1: The City of DeLand shall respect judicially acknowledged and constitutionally protected private property rights.
- Policy pr1.1: The City of DeLand shall consider in its decision-making the right of a property owner to physically possess and control his, her or its interests in the property including, but not limited to, rights arising from easements, leases, or mineral rights.
- Policy pr1.2: The City of DeLand shall consider in its decision-making the right of a property owner to use, maintain, develop and improve his, her or its property for personal use or for the use of any other person, subject to state law and local ordinances.
- Policy pr1.3: The City of DeLand shall consider in its decision-making the right of the property owner to privacy and to exclude others from their property to protect the owner's possessions and property.
- Policy pr1.4: The City of DeLand shall consider in its decision-making the right of a property owner to dispose of his, her or its property through sale or gift.

- Policy pr1.5: The City of DeLand shall adhere to the rule of law in making land use decisions whether legislative, administrative or quasi-judicial.
- Policy pr1.6: The City's land development regulations shall provide for applicable processes, procedures and standards to implement this Objective.
- Objective pr2: People have the right to participate in local ~~planning and development~~ decisions that affect their lives and property. The City of DeLand's decision-making processes and procedures shall be transparent so that all people may reasonably participate in decisions that affect their lives and property.
- Policy pr2.1: The City of DeLand recognizes that local ~~planning and development~~ decisions affect complex systems and have impacts that occur beyond the site of development. Any affected person may participate, as is consistent with controlling law, in and be a party to a hearing on a land use decision. Likewise, the general public which may not have true legal standing under controlling law, shall have the right to participate as is established under Florida law.
- Policy pr2.2: The City of DeLand recognizes that it should make local ~~planning and development~~ decisions in response to true and accurate information. The City of DeLand shall, in accordance with controlling law, provide affected persons an opportunity to be heard, to present and rebut evidence and to be informed of all information on which the City bases its decision all as is required under Florida law.
- Policy pr2.3: The City of DeLand recognizes that a person cannot participate in local decisions about which they are unaware. The City shall provide notice as required by controlling law and shall adhere to a policy of open meetings and freedom to review and copy public records which are bedrock principles of Florida law.

Policy pr2.4: The City's land development regulations shall provide for applicable processes, procedures and standards to implement this Objective.

CHAPTER 12
ECONOMIC DEVELOPMENT
ELEMENT

Goals, Objectives, and Policies

ECONOMIC DEVELOPMENT ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

The City of DeLand Economic Development Element provides strategies to maintain and enhance the City's existing businesses and industries and explore future economic opportunities by establishing goals, objectives, and policies that support the growth of a healthy economy.

GOAL econ1: Retain and recruit quality jobs and actively seek to attract new businesses and expand existing businesses.

Objective econ1.1: Build relationships with businesses to identify opportunities for expansion and assist with locating sites and/or facilities for expansion.

Policy econ1.1.1: Explore options for grants, pilot programs, and other funding at the county, regional, state and federal level, for businesses looking to locate within City limits.

Policy econ1.1.2: Work with Team Volusia, Volusia County Economic Development, DeLand Chamber of Commerce, and other agencies to promote the DeLand Airport and other properties to bring diverse industries.

GOAL econ2: Increase the development, redevelopment, and reuse potential of properties and buildings by providing information, incentives, and programs to potential businesses.

Objective econ2.1: Review depreciating and underutilized commercial and residential property for revitalization and redevelopment.

Policy econ2.1.1: In cooperation with Volusia County, encourage and enhance Spring Hill redevelopment through the Spring Hill Community Redevelopment Agency and incentives found in the existing opportunity zones.

Policy econ2.1.2: Develop a subarea plan for the downtown node, as identified in the 2050 Vision Plan, to enhance and support commercial development in downtown DeLand.

Policy econ2.1.3: Update the City's Land Development Regulations to include infill, redevelopment, and adaptive reuse standards to encourage development of existing or underutilized sites within the downtown core, gateways and redevelopment areas.

Policy econ2.1.4: Identify infrastructure improvements needed to support existing and new development and incorporate infrastructure priorities into the City's capital improvement program.

Objective econ2.2: Encourage business development in and around the City of DeLand Municipal Airport and the northwest industrial base.

Policy econ2.2.1: Update the City's Land Development Regulations to include creative options and solutions to adjust, reallocate, and reduce required plant material in and around the Airport. Options should also include the creation of a preferred tree species and planting list to mitigate wildlife hazards in and around the airport.

Policy econ2.2.2: Create an enhanced and distinct perimeter landscape, entryway, and airport branding plan.

CHAPTER 13

PLACEMAKING
ELEMENT

Goals, Objectives, and Policies

PLACEMAKING ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

Placemaking refers to the process of building communities around meaningful places, reinventing public spaces as the heart of the community, and making great places that are memorable and vibrant.

GOAL place1: Utilize Placemaking principles to develop identifiable places that foster a sense of place and build community.

Objective place1.1: Develop subarea plans for each of the nodes identified in the City's 2050 Vision Plan.

Policy place1.1.1: Subarea plans should reflect existing development patterns and established characteristics of the area.

Policy place1.1.2: Each of the nodes should allow a range of housing choices, inclusion of office and retail uses, promote bicycle and pedestrian activity, and emphasize community green spaces.

Objective place1.2: Encourage developments to maintain or expand the grid or modified grid street pattern to create better connectivity and more efficient use of infrastructure.

Policy place1.2.1: Explore options for creating a connectivity index that will rate future subdivisions, mixed-use, and residential development based upon factors that improve vehicular and pedestrian connectivity.

Objective place1.3: Enhance existing public spaces and places primarily in the downtown and historic districts and explore the feasibility/desirability of the addition of interactive items such as splash parks, fountains, large scale game boards, and other non -traditional amenities in the downtown district.

Policy place1.3.1: Strategically place outdoor seating and lighting in a manner that minimizes environmental impacts, encourages social interaction, and increases the comfort and safety of a place.

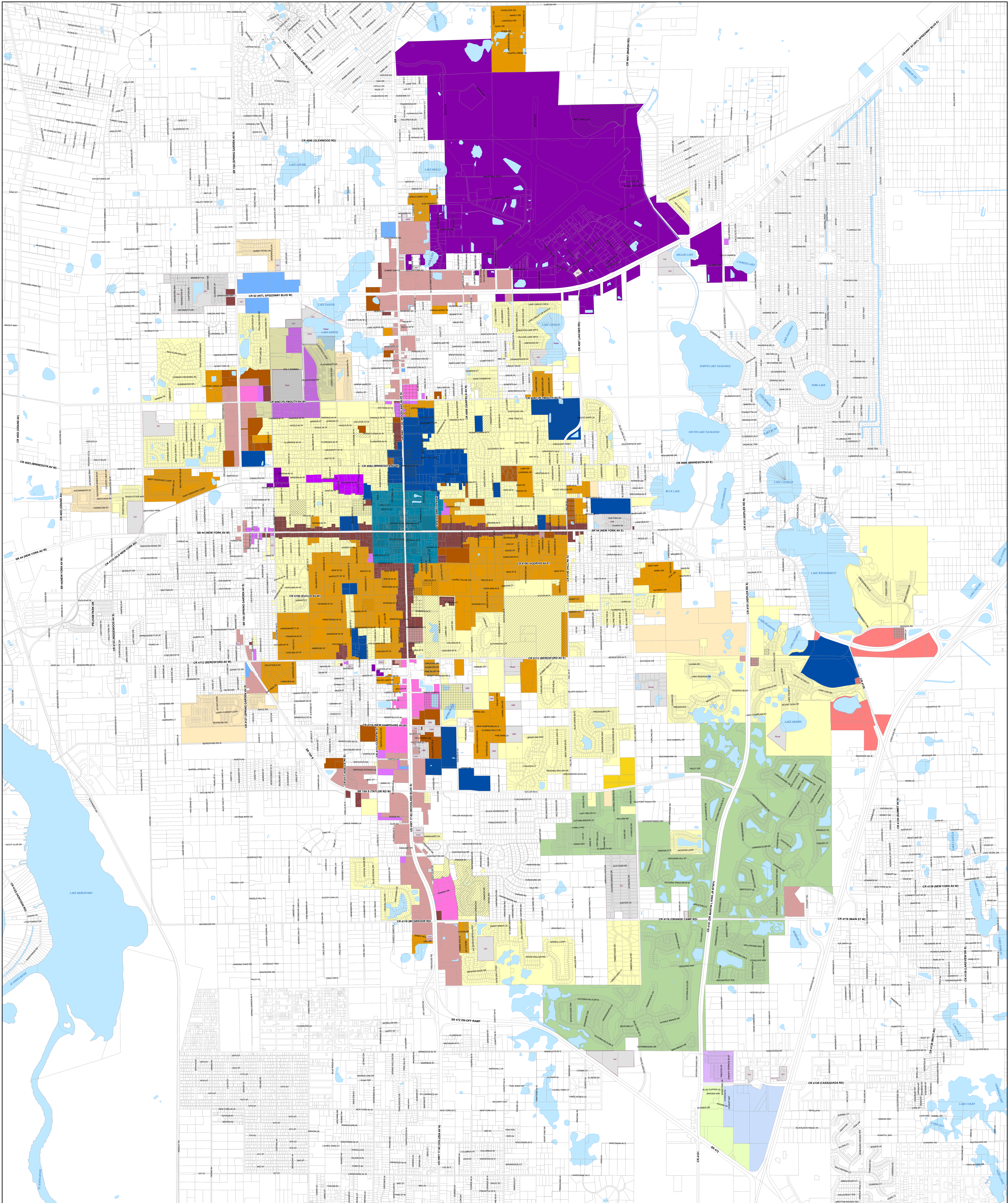
Policy place1.3.2: Explore options for hardscape areas and plazas to be used to meet landscaping, open space, and tree projection requirements in the downtown area.

Policy place1.3.3: Explore options for food truck events in coordination with other special events, especially in areas that lack food options.

Policy place1.3.4: Encourage public and private developers to integrate public art into new developments.

City of DeLand

Future Land Use Map



Sources: City of DeLand Planning Dept.
County of Volusia GIS

This map is a graphic representation and is not intended to be used for any engineering or surveying purposes. The City of DeLand is not liable for any decisions made on the basis of this map or on the information contained within the map.

Legend

- Streets**

Water

Parcels

Future Land Use (DEFAULT)

FLU Name:

Agricultural Conservation

Urban Low Intensity

Low Density Residential

Medium Density Residential

High Density Residential

Mixed Office - Residential

Mixed Commercial

Business Retail

Highway Commercial

Gateway

Downtown Commercial

Redevelopment

Rail Spur

Industrial

Educational

New Community Development

Community

Commerce

West Central District

Future Land Use Overlays:

Transitional Residential Development

County

Community Health Overlay

Historic Overlay

Historical Corridor Overlay

Institutional Overlay

Recreational Overlay

Digital version of this map has not been adopted by the City Commission and may contain errors. Please verify land uses with the City of Duluth Planning Department.



1:12,000
Scale: 1:12,000
Print size: 42" x 58"

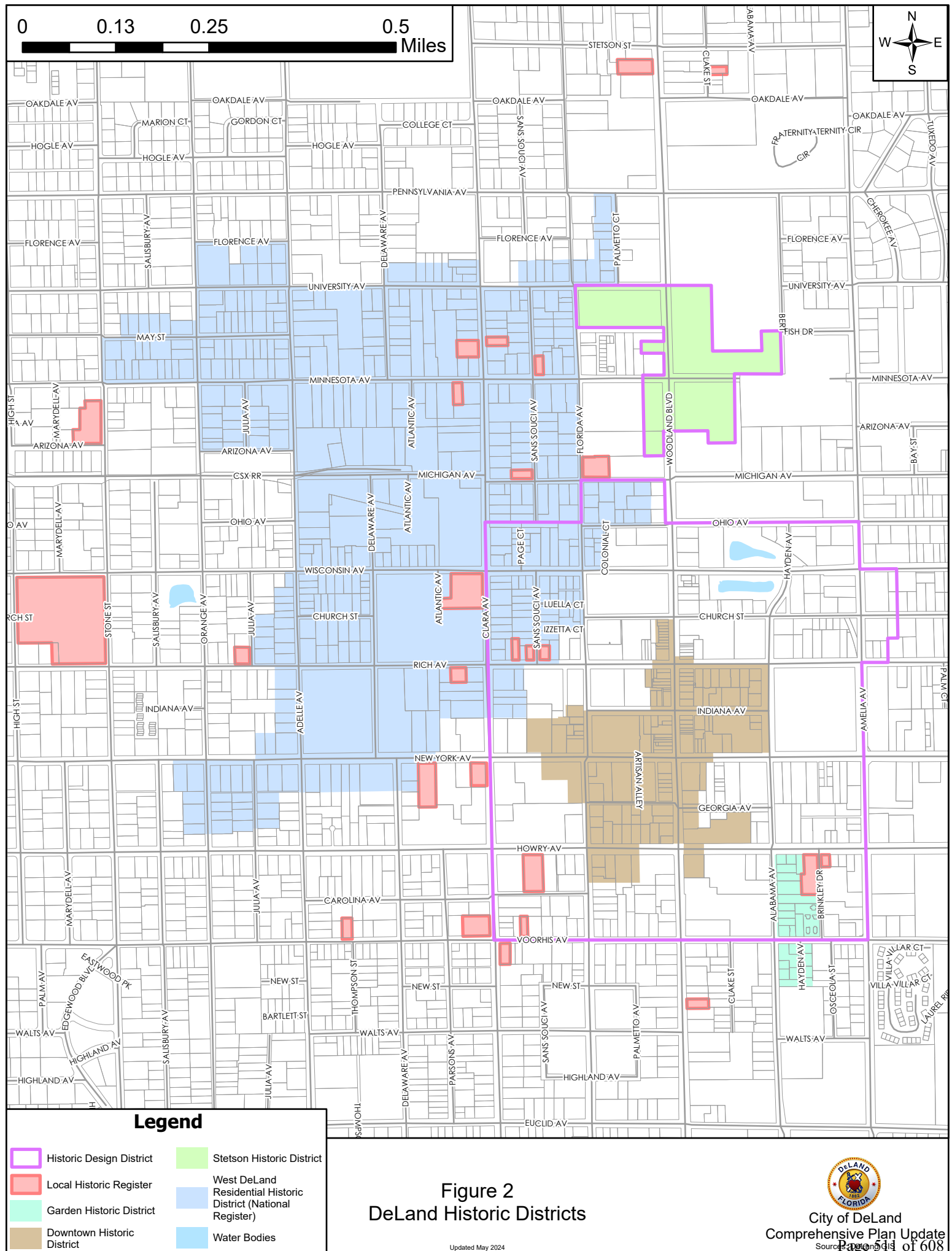
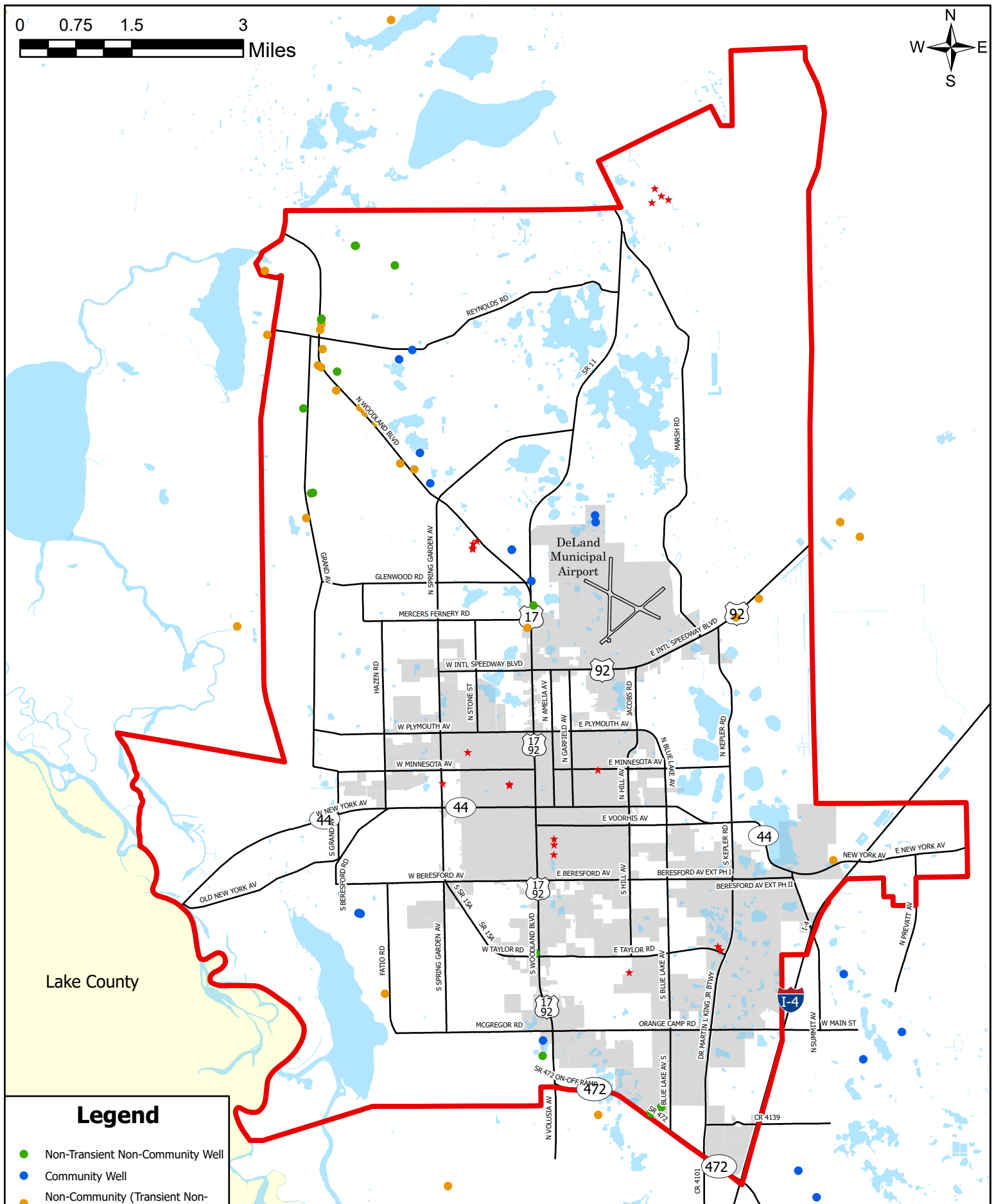
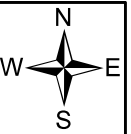
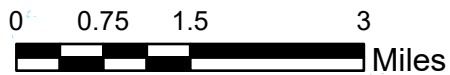


Figure 2
DeLand Historic Districts



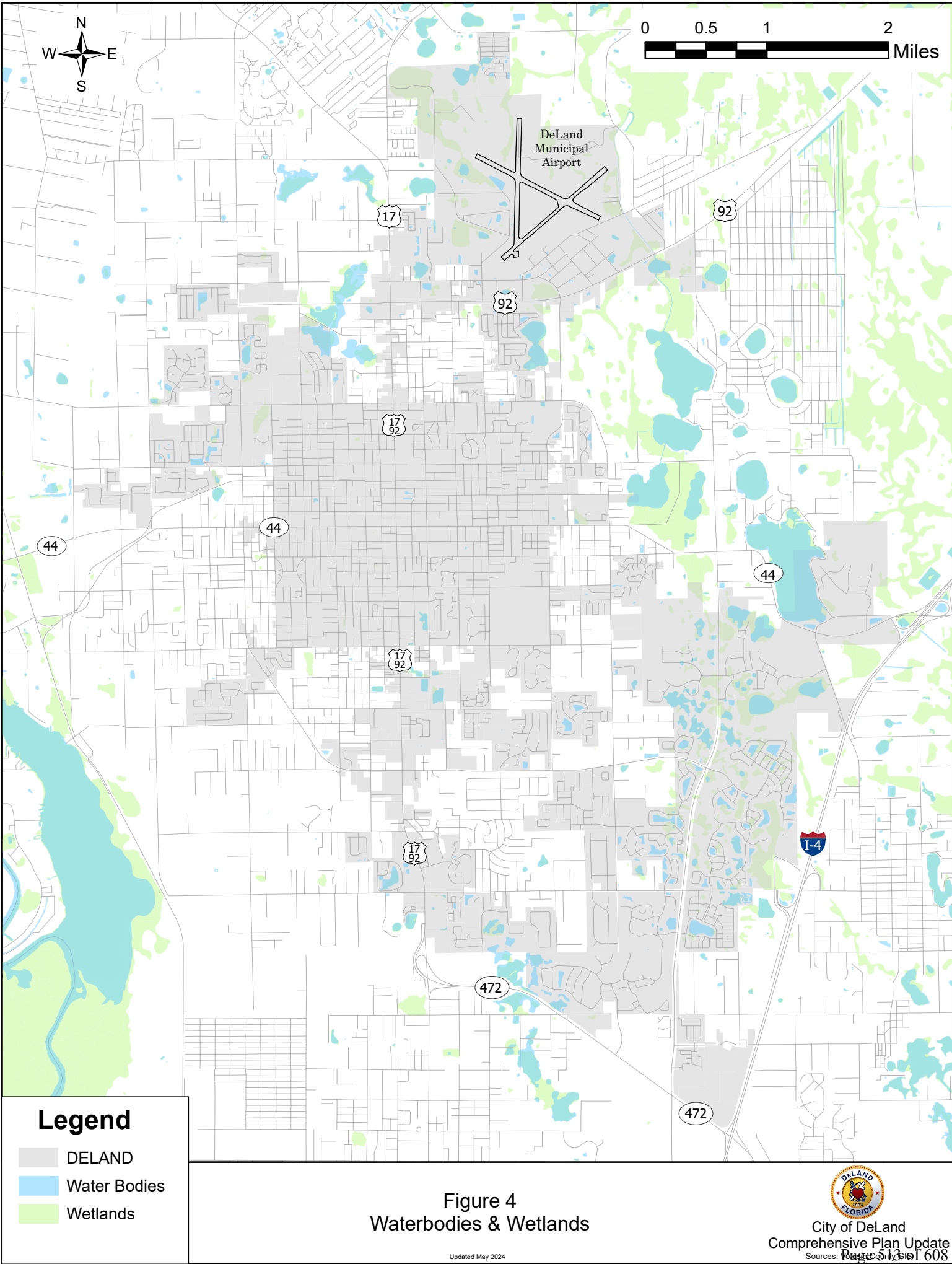
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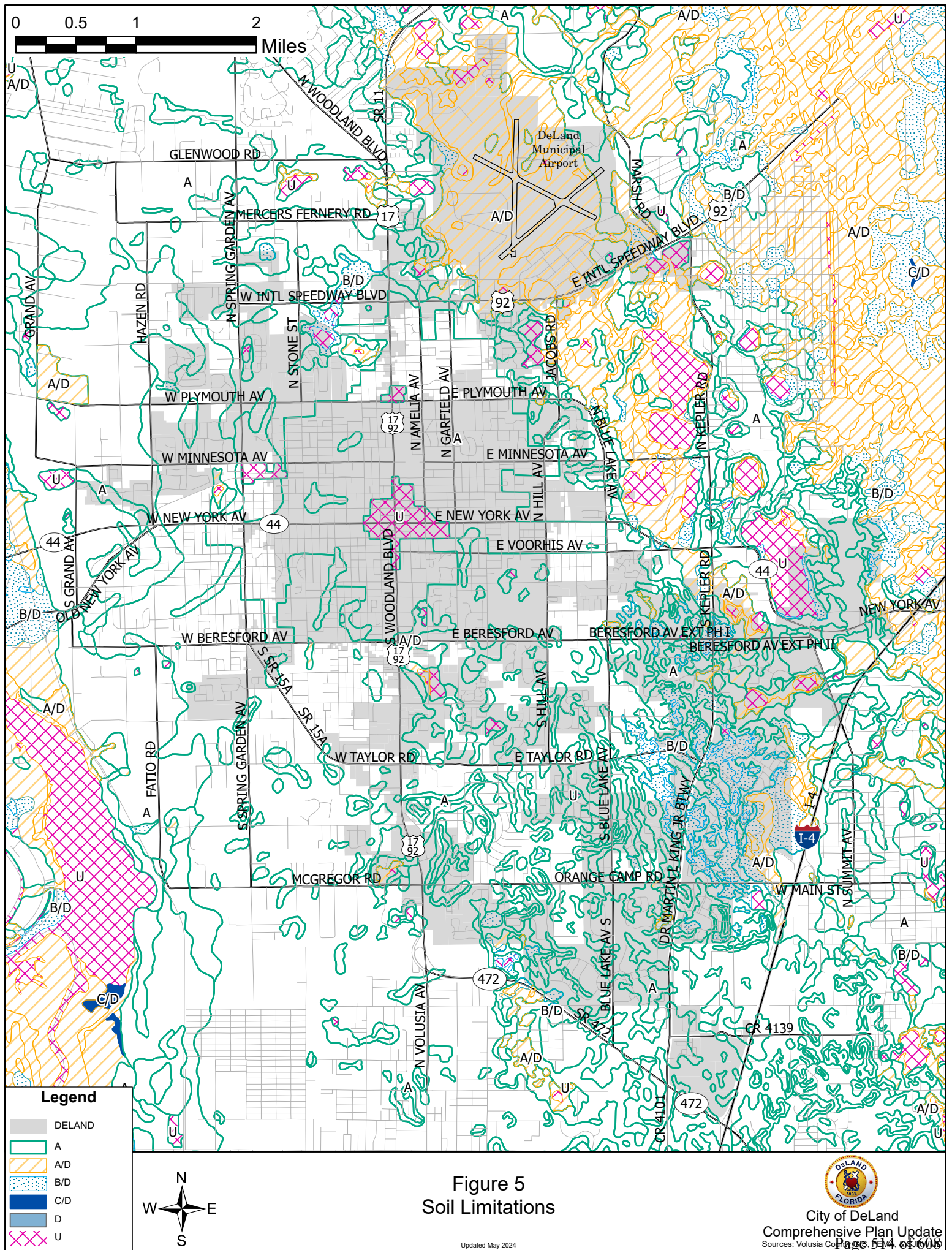
- Non-Transient Non-Community Well
- Community Well
- Non-Community (Transient Non-Community) Well
- ★ City Owned Well
- Water Bodies
- Lake County
- DELAND

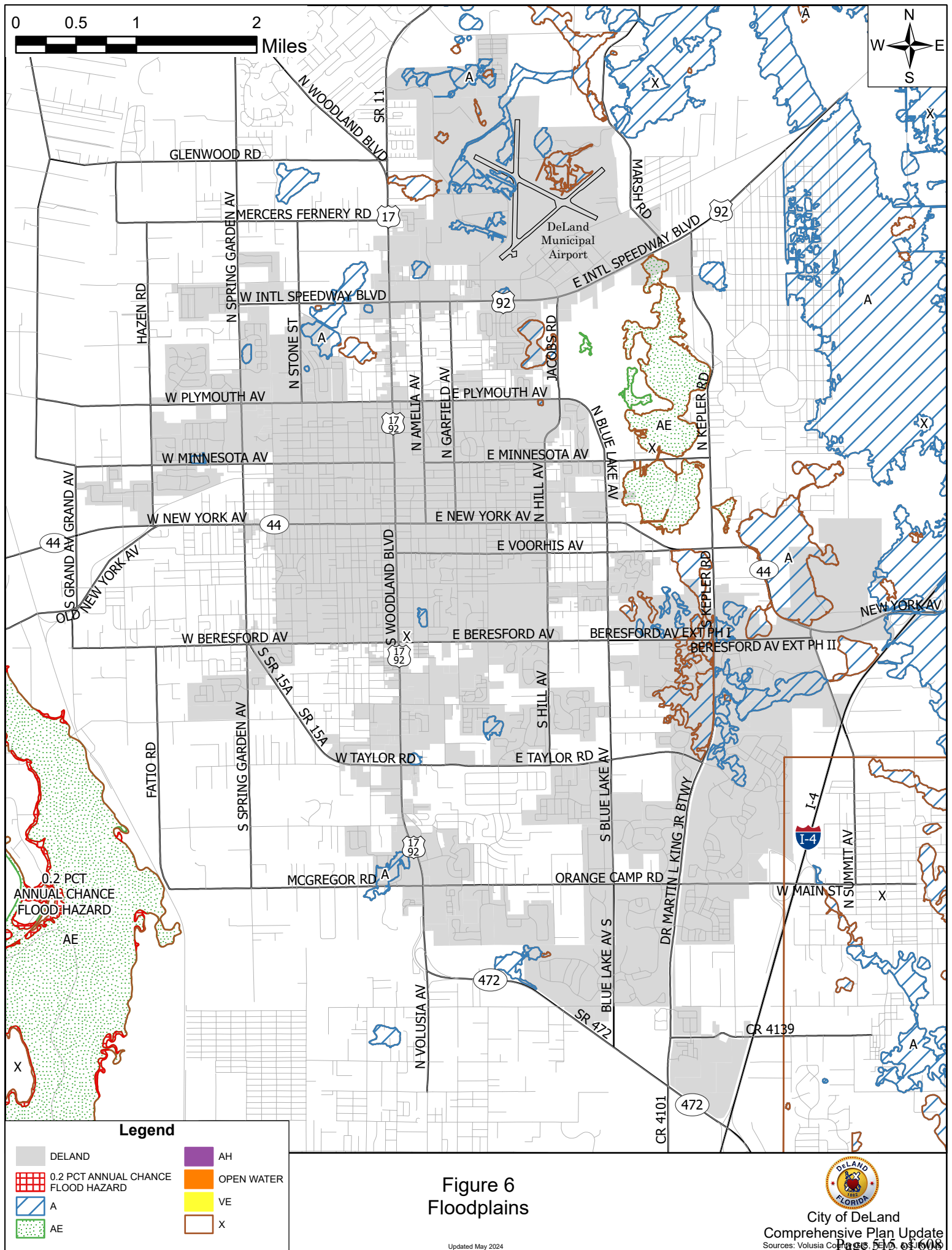
Figure 3
Potable Water Wells

Updated May 2024









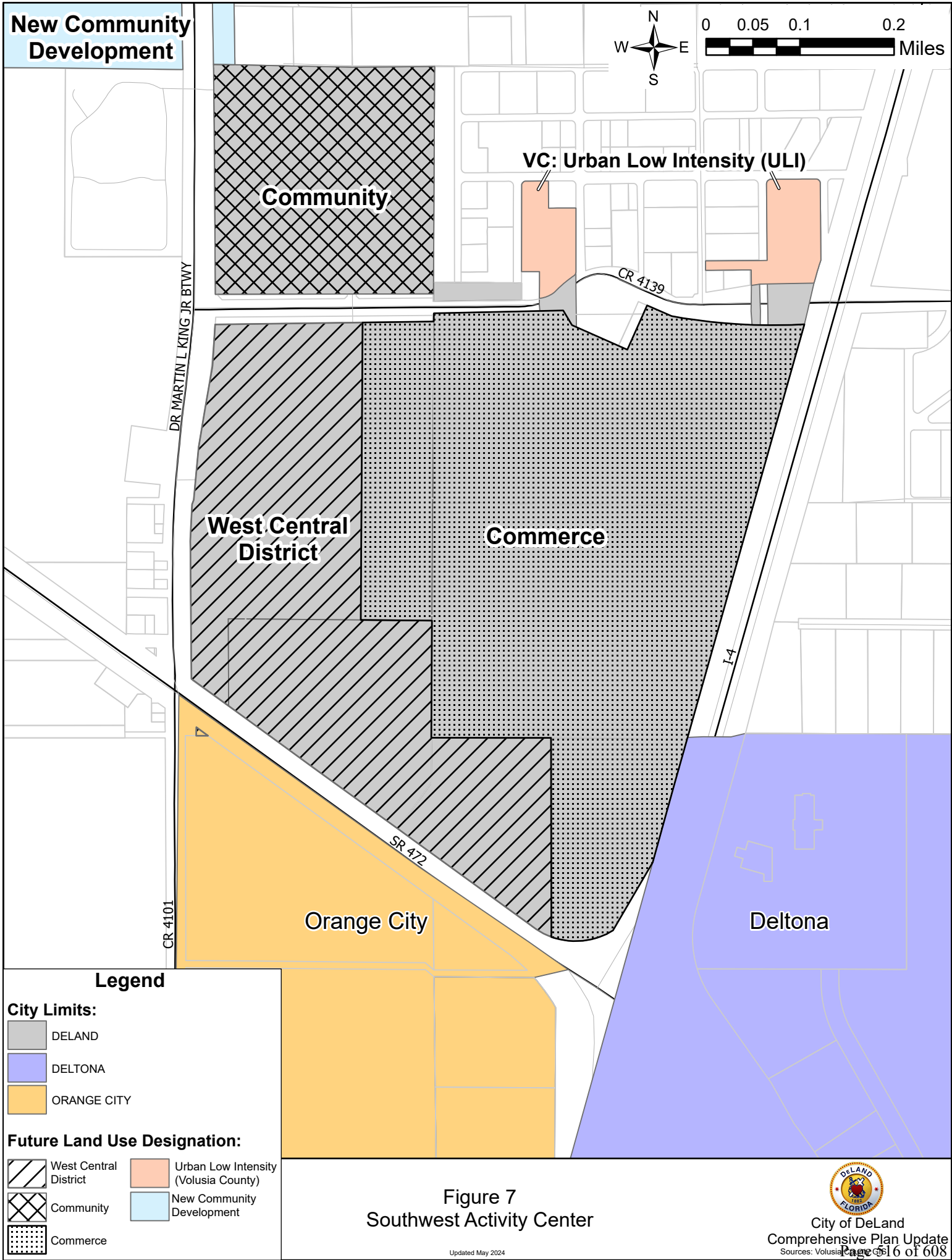
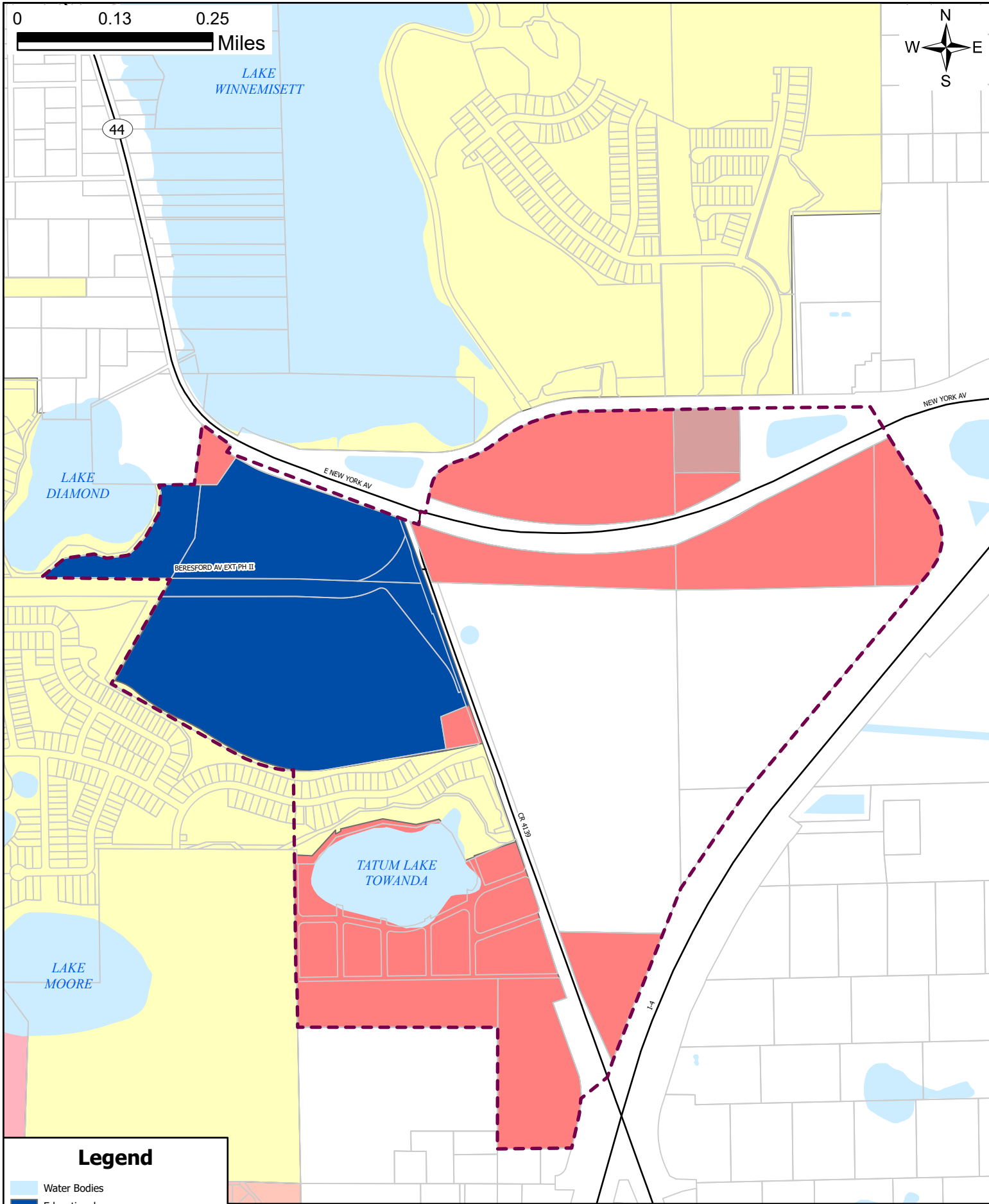


Figure 7
Southwest Activity Center

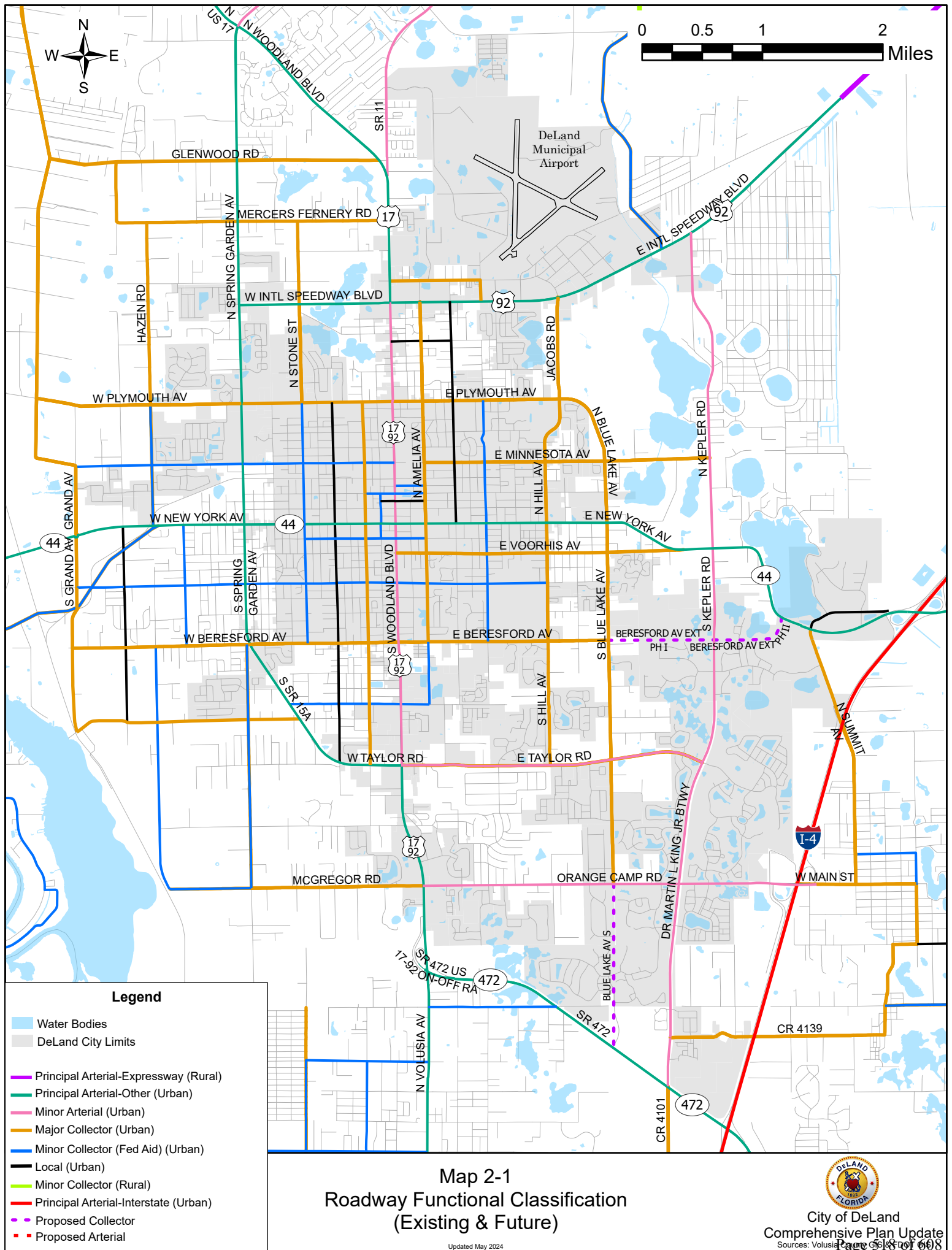
Updated May 2024

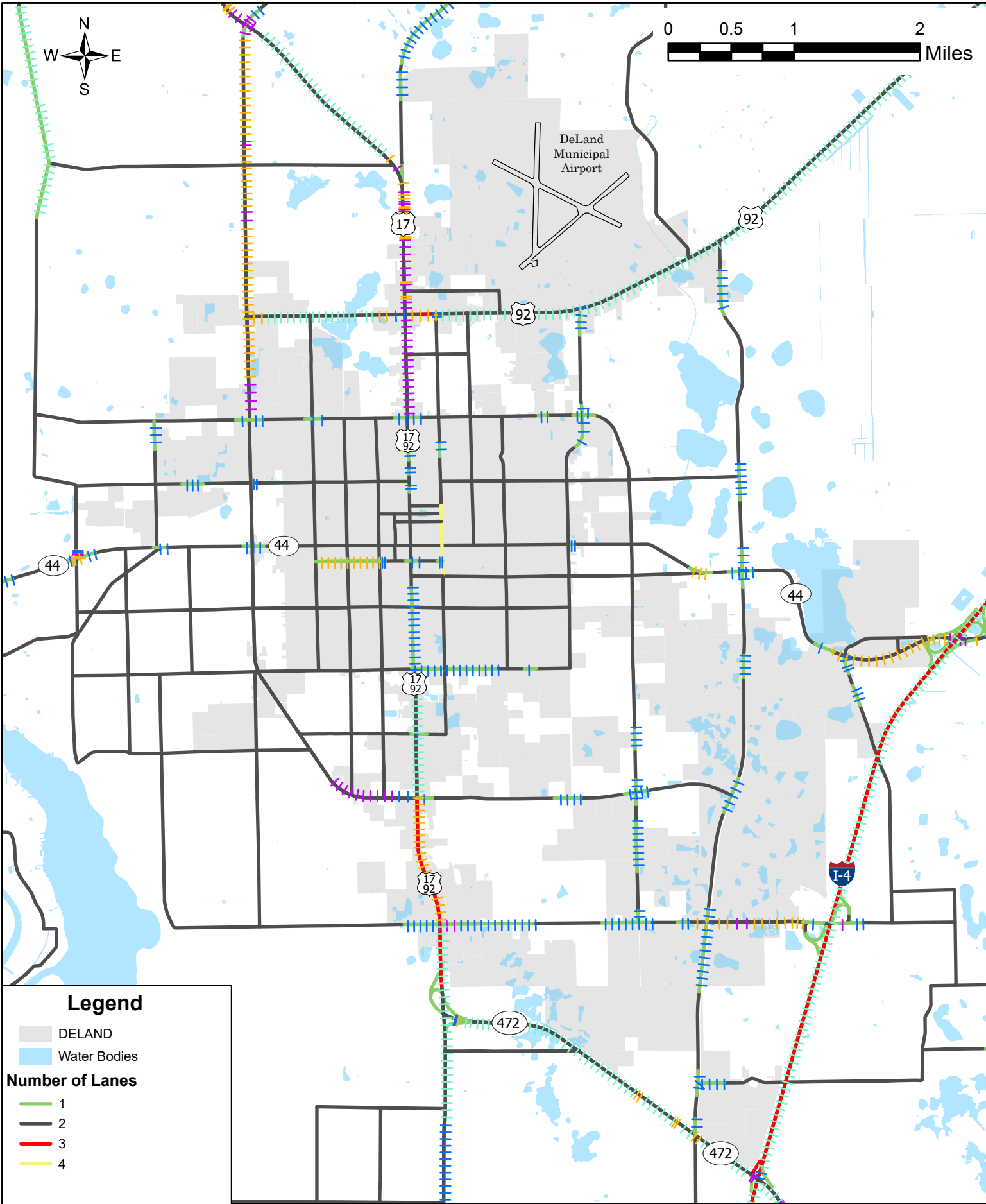




Legend

- Water Bodies
- Educational
- Gateway
- Highway Commercial
- Low Density Residential (LDR)
- Lake Winnemissett Gateway Corridor (LWGC) Plan

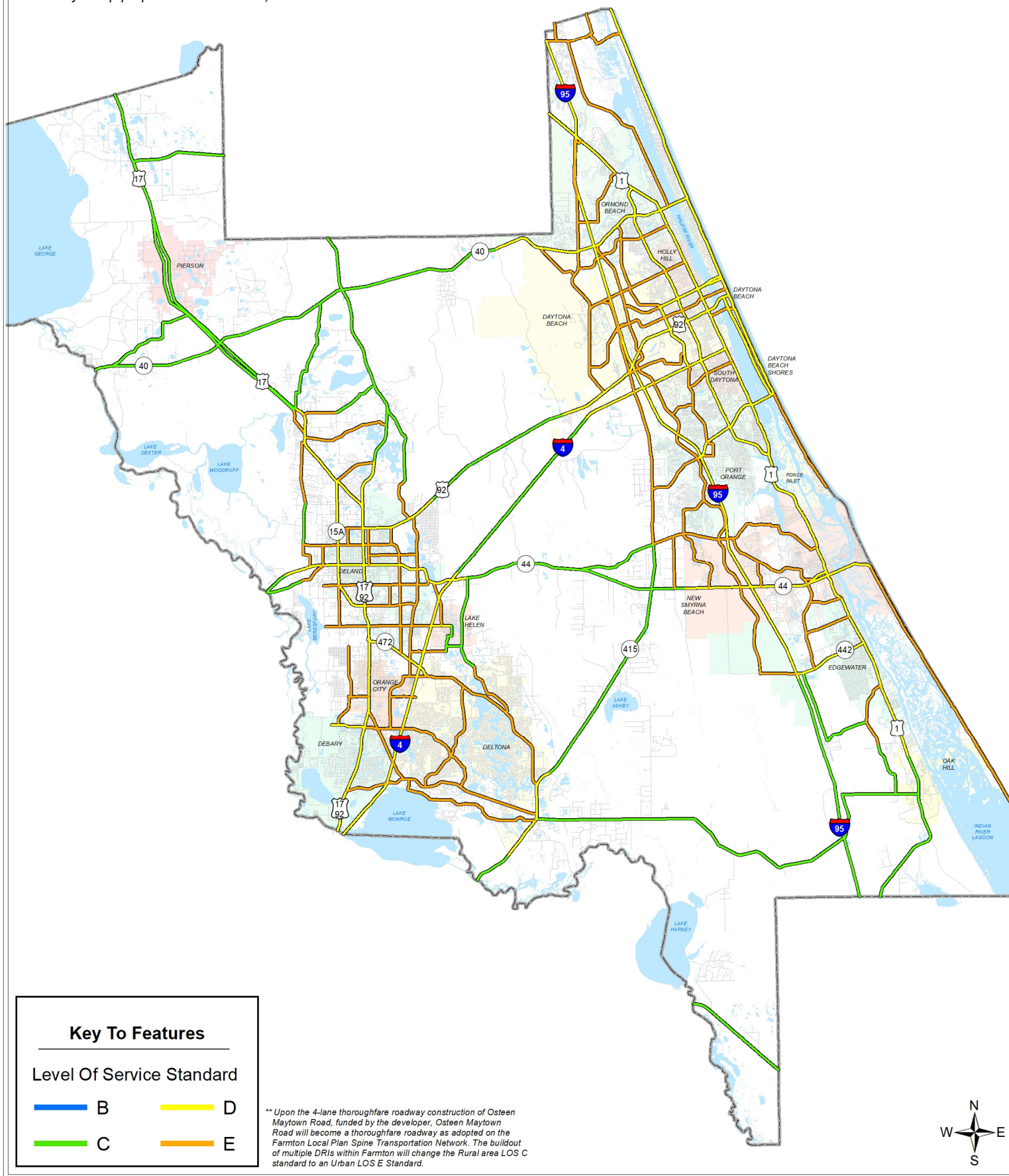


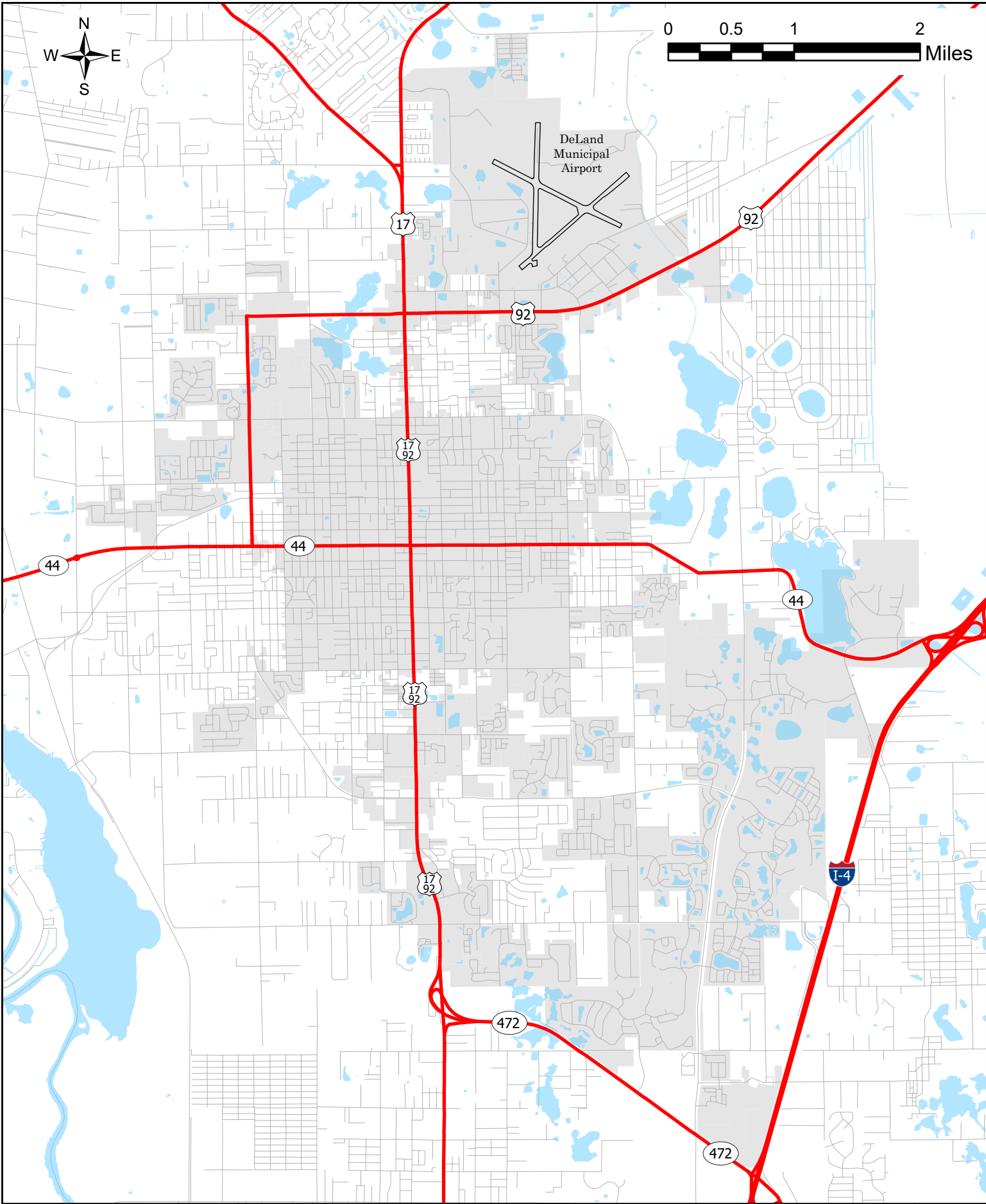


Map 2-2
Number of Lanes and Road Type

Figure 2-3 (Final with Adoption) Roadway Level of Service Standard 2035 Map Volusia County, Florida

(Consistent with Figure 2-1 Thoroughfare
Roadways Map proposed amendments)





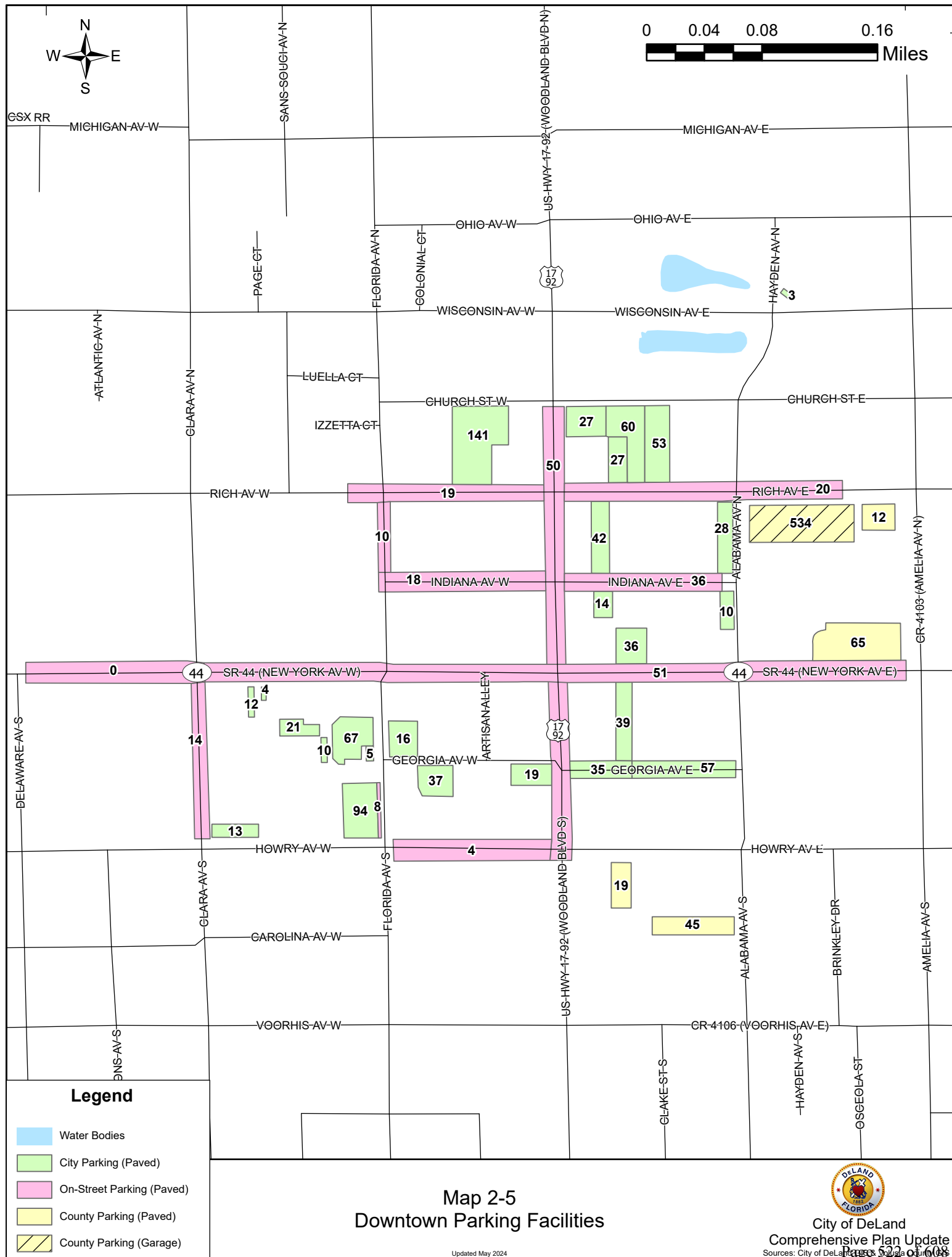
Legend

-  DELAND
-  Water Bodies
-  Evacuation Routes

Map 2-4
Designated Hurricane
Evacuation Routes

Updated May 2024





MONITORING AND EVALUATION REQUIREMENTS

At least every seven (7) years, pursuant to Rule Chapter 73C-49, Florida Administrative Code, the City will determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated. The City will notify the state land planning agency by letter of this determination. If the City determines amendments to the comprehensive plan are necessary, the City will prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination.

PUBLIC PARTICIPATION

For the 2024 Evaluation and Appraisal, the City gathered feedback from the community. The Planning Division obtained feedback and comments from the general public through the ongoing Community Outreach efforts – both online and in person at a Community Open House. The online efforts included a 10 question survey, with over 310 participants. Questions focused on missing middle-housing, multi-modal transportation options, variety of housing types, economic development, and nodal strategies, along with proposed changes to the City’s 2050 Vision Plan Land Use Map.

A total of 16 citizens attended the Community Open House and the local news picked up the story. The proposed revision included a number of “clean-up” items, updates to projects, and timelines and completion deadlines. Internal meetings and on-going discussions with city department heads were conducted to ensure proposed revisions aligned with various master plans, project, and programs needed to maintain the City’s level of service.

In addition, the DeLand City Commission and Planning Board conducted workshops on both the 2050 Vision and the Comprehensive Plan update. The City Commission will review and make determinations on all proposed Comprehensive Plan amendments. The City Commission is the final decision-making authority for the implementation and amendment to the Comprehensive Plan.

The DeLand Planning Board, the designated Local Planning Agency, will have the responsibility of holding the initial public hearings on all amendments to the Comprehensive Plan and Future Land Use Map. All proposed Comprehensive Plan amendments will be heard by this Board. In addition to hearing amendments, the Planning Board will be responsible for reviewing and making recommendations for future revisions to the Land Development Regulations (LDR) to support the Comprehensive Plan.

Moving forward, the Planning Division will take a lead role in facilitating the implementation of the Comprehensive Plan: by recommending LDR amendments, aligning plans, initiatives, programs, organizations, capital improvement programs, and development review with the plan’s goals, objectives and policies.

REPORTING

The City has several data reports which will be updated regularly. This updated data will be provided to the appropriate public bodies and will be made available to the general public.

The following reports will be prepared and updated annually unless noted otherwise:

- a) Annual Population Growth and Development Report
- b) Existing land use acreage
- d) Wastewater treated - actual and projected
- f) Five-Year CIP
- h) Revenues and expenditures - actual and projected
- i) Annual budget
- j) Water Quality Reports through NPDES Monitoring
- l) Annexation Report

MEASURABLE OBJECTIVES AND CONTINUOUS MONITORING

Based on the public participation process described previously, the City will review the implementation of the goals, objectives, and policies on an annual basis. This will allow the City to periodically evaluate its progress toward meeting community needs and desires. It is important for the City to review the goals, objectives, and policies to make any necessary adjustments to either the Comprehensive Plan or the implementation process.

Amendments to the Comprehensive Plan will be discussed and conducted in the appropriate public forum, and amendments will focus on how to make the Comprehensive Plan a better document. The City will avoid amending the Plan to suit specific projects or cases, but rather to maintain consistency with the City's long-term vision, address future compatibility issues, and/or changes in federal, state or local regulations.

To ensure continuous monitoring, the City will link the goals, objectives and policies of the Comprehensive Plan to the annual budget, CIP, LDR's, 2050 Vision Plan, Strategic Plan and other City plans. By requiring this linkage, the Comprehensive Plan will be institutionalized into the City's decision-making process.

The Comprehensive Plan is not a static document and must be routinely evaluated and updated to align with changes in population, community sentiment, and economic challenges. With an annual review process established, the City will be able to determine whether its goals, objectives and policies are being accomplished and how to better meet the needs of the community.



CITY OF DELAND

COMPREHENSIVE PLAN

2008

APPENDIX - A

MONITORING & EVALUATION

MONITORING AND EVALUATION OF COMPREHENSIVE LAND USE PLAN

Periodically, as required by Section 9J-5.005 (7), FAC, the City of DeLand is required to monitor and evaluate its comprehensive plan document. At least once every five years, the City must undertake a major updating of the comprehensive plan document. This section outlines the procedures which the City will use to monitor, evaluating the information, and updating the information, data, map series, tables, and other related materials. The result of this review process, the updated information, will serve as the basis by which the City will review the goals, objectives, and policies contained within the comprehensive plan document.

Annual Review: Although the plan must be reviewed and undergo a major revision every 3 to 5 years, the City will conduct interim reviews on an annual basis. The annual review will be directed by the Capital Improvements Coordinating Committee, comprised of the City Manager, the Finance Director, the Public Service Director, and the Planning Director. The purpose of the annual review will be to ascertain and report the degree of progress which the City has made in attaining the goals, objectives, and policies which it has set for itself in the approved comprehensive land use plan document. The results of the annual reviews will be presented to the City Commission at a public meeting. Based upon the materials presented, the City Commission will direct staff to take any actions deemed

appropriate to implement the provisions of the City's comprehensive land use document.

In order to determine the degree to which the City is attaining the goals, objectives and policies of the approved comprehensive land use document, the review will include the following considerations, and will include an examination of these considerations in order to determine their continued appropriateness:

1. any corrections, updates and modifications concerning costs; revenues sources, acceptance of facilities pursuant to dedications which are consistent with element; or the date of construction of any facility enumerated in the element;
2. the Capital Improvement Element's consistency with the other elements and its support of the Future Land Use Element;
3. the city's ability to provide public facilities and services within the urban service area in order to determine any need for boundary modification or adjustment;
4. the prior assignment of existing public facility deficiencies;
5. the city's progress in meeting those needs determined to be existing deficiencies;

6. the criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
 7. the city's effectiveness in maintaining the adopted LOS standards;
 8. the effectiveness of impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate;
 9. the ratio of outstanding indebtedness to the property tax base;
 10. efforts made to secure grants or private funds, whenever available, to finance the provisions of capital improvements;
-
11. the transfer of any unexpended capital account balances;
 12. the criteria used to evaluate proposed plan amendments and request for new development or redevelopment; and
 13. capital improvements needed for the latter part of the planning period, for inclusion in the 5 year schedule of improvements.

Major Review: As prescribed by state law, periodically, the City of DeLand will undertake a major review and revision of the comprehensive land use plan. The annual reviews will serv

as the foundation for the development of the Evaluation and Appraisal Report (EAR) for the existing land use plan. The EAR is an assessment of the degree to which the City has been able to implement the provisions of the adopted comp plan. The EAR will consider the same set of criteria as the Annual Report.

Citizen Participation: Citizen participation was an essential aspect of the planning process which developed the City's existing comprehensive land use document. In order to ensure that such public participation continues, the City of DeLand shall develop a variety of mechanisms to obtain and integrate public input into the overall comp plan development process. These mechanisms shall include, but not be limited to, the following:

1. The City of DeLand Planning Board and/or the City Commission, either individually or jointly, shall schedule and hold hearings and workshops for the purpose of providing information on specific portions of the comp planning process or document and receiving input from those in attendance.
2. Ensure that the public is informed of the workshops or hearings through the use of newspaper notices, public service announcements, or other means.
3. Per City requirements, ensure that real property owners are notified of official actions that may affect the use of their property.

4. The Planning Board, the City Commission, and the planning staff shall accept written comments from citizens or special interest groups concerning any aspect of the plan. Based upon the dates of hearings, the City shall determine periods of time when written comments will be accepted. Such comments will be presented to the Planning Board and/or the City Commission.
5. The planning staff will make copies of the plan available to the public. Copies of the plan shall be available for sale at the City Hall. Reference copies of the plan shall be placed in the local branch of the Volusia County Library, the Stetson Library, and the West Volusia Campus of Daytona Beach Community College.

CONSISTENCY OF THE LOCAL GOVERNMENT COMPREHENSIVE PLAN WITH STATE COMPREHENSIVE PLAN

Pursuant to Rule 9J-5.021, Florida Administrative Code, this section of the City of DeLand Comprehensive Land Use Plan Document presents a listing of the State Comprehensive Plan (Chapter 187.201, Florida Statutes) goals and policies which are addressed in the City of DeLand Comprehensive Land Use Plan. During the process of updating its Comprehensive Plan, the City of DeLand has determined that the other goals and policies which are not included in the list are not relevant to the scope of the comprehensive plan.

HOUSING

- (a) Goal - The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

Housing Element Goal 3.I

(b) Policies -

1. Eliminate public policies which result in housing discrimination, and develop policies which encourage housing opportunities for all Florida's citizens.

Housing Element: Policy 1.1.5

2. Diminish the use of institutions to house persons by promoting deinstitutionalization to the maximum extent possible.

Housing Element: Policy 1.5.1, 1.5.2

3. Increase the supply of safe, affordable, and sanitary housing for low-income and moderate-income persons and elderly persons by alleviating housing shortages, re-cycling older houses and redeveloping residential neighborhoods, identifying housing needs, providing incentives to the private sector to build affordable housing, encouraging public-private partnerships to maximize the creation of affordable housing, and encouraging research into low-cost housing construction techniques, considering life-cycle operating costs.

Housing Element: Policy 1.1.1, 1.1.3, 1.1.4, 1.2.1, 1.2.2, 1.2.3, 1.3.1, 1.3.2, 1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6

4. Reduce the cost of housing construction by eliminating unnecessary regulatory practices which add to the cost of housing.

Housing Element: Policy 1.1.2

WATER RESOURCES

- (a) Goal - Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable

and beneficial and shall maintain the functions of actual systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

Infrastructure Element: Wastewater Goal I, Goal II, Goal III, Potable Water Goal I, Goal II, Aquifer Recharge Goal I, Drainage Goal I, Goal II; Conservation Element Goal I.

(b) Policies -

1. Ensure the safety and quality of drinking water supplies and promote the development of reverse osmosis and desalinization technologies for developing water supplies.

Drainage Policy 2.1.3, 3.1.1, 3.1.2, 3.1.3, Potable
~~Water Policy 1.1.1, 1.2.1~~

2. Identify and protect the functions of water recharge areas and provide incentives for their conservation.

Aquifer Recharge Policy 1.1.1, 1.2.1, 1.2.2, 1.2.3,
1.2.4, 1.2.5, 1.3.1

3. Encourage the development of local and regional water supplies within water management districts instead of transporting surface water across district boundaries.

4. Protect and use natural water systems in lieu of structural alternatives and restore modified systems.

5. Ensure that new development is compatible with existing local and regional water supplies.

Future Land Use Policy 1.2.4, 6.1.2, 6.1.7, 7.1.3, 7.1.4

6. Establish minimum seasonal flows and levels for surface watercourses with primary consideration given to the protection of natural resources, especially marine, estuarine, and aquatic ecosystems.

7. Discourage the channelization, diversion, or damming of natural riverine systems.

Conservation Element Policy 1.3.1

8. Encourage the development of a strict floodplain management program by state and local governments designed to preserve hydrologically significant wetlands and other natural floodplain features.

Conservation Element Policy 1.3.1, 1.4.1, Drainage Policy 3.1.3

9. Protect aquifers from depletion and contamination through appropriate regulatory programs and through incentives.

Solid Waste Policy 1.3.1, 1.3.2, 1.3.3, Aquifer Recharge Policy 1.1.1, 1.2.3, 1.2.4, 1.2.5, 1.3.1, Conservation Element Policy 1.2.1, 1.2.2, 1.2.3

1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.10

10. Protect surface and groundwater quality and quantity in the state.

Conservation Element Policy 1.2.9, 1.4.1

11. Promote water conservation as an integral part of water management programs as well as the use and reuse of water of the lowest acceptable quality for the purposes intended.

Conservation Element Policy 1.2.6, 1.2.7, 1.2.8;
Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2

12. Eliminate the discharge of inadequately treated wastewater and stormwater runoff into the waters of the state.

Wastewater policy 2.1.1; Conservation Element Policy 1.2.4

12. Identify and develop alternative methods of wastewater treatment, disposal, and reuse of wastewater to reduce degradation of water resources.

Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2; Conservation Element Policy 1.2.4

14. Reserve from use that water necessary to support essential nonwithdrawal demands, including navigation, recreation, and the protection of fish and wildlife.

NATURAL SYSTEMS AND RECREATIONAL LANDS

- (a) Goal - Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

Conservation Element Goal I; Recreation and Open Space Goal I

(b) Policies -

1. Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.

Recreation Policy 1.3.1; Conservation Element Policy 1.4.1, 1.7.1, 1.8.1

-
2. Acquire, retain, manage, and inventory public lands to provide recreation, conservation, and related public benefits.

Recreation and Open Space Element Policy 1.3.1

3. Prohibit the destruction of endangered species and protect their habitats.

Conservation Element Policy 1.7.1, 1.8.1, 1.9.1

4. Establish an integrated regulatory program to assure the survival of endangered and threatened species

within the state.

Conservation Element Policy 1.7.1, 1.8.1, 1.9.1

5. Promote the use of agricultural practices which are compatible with the protection of wildlife and natural systems.

Conservation Element Policy 1.2.3

6. Encourage multiple use of forest resources, where appropriate, to provide for timber production, recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
7. Protect and restore the ecological functions of wetlands sites to ensure their long-term environmental, economic, and recreational value.

Conservation Element Policy 1.4.1

8. Promote restoration of the Everglades system and of the hydrological and ecological functions of degraded or substantially disrupted surface waters.
9. Develop and implement a comprehensive planning, management, and acquisition program to ensure the integrity of Florida's river systems.
10. Emphasize the acquisition and maintenance of ecologically intact systems in all land and water planning, management, and regulation.

11. Expand state and local efforts to provide recreational opportunities to urban areas, including the development of activity-based parks.

Recreation and Open Space Policy 1.1.3, 1.2.2, 1.2.3

12. Protect and expand park systems throughout the state.

Recreation and Open Space Policy 1.1.2, 1.1.3, 1.1.7

13. Encourage the use of public and private financial and other resources for the development of recreational opportunities at the state and local level.

Recreation and Open Space Policy 1.1.6, 1.4.1, 1.4.5

AIR QUALITY

-
- (a) ~~Goal~~ - Florida shall comply with all national air quality standards by 1987, and by 1992 meet standards which are more stringent than 1985 state standards.

Conservation Element Goal I

- (b) Policies -

1. Improve air quality and maintain the improved level to safeguard human health and prevent damage to the natural environment.

Conservation Element Policy 1.1.1, 1.1.2, 1.1.3

2. Ensure that developments and transportation systems

are consistent with the maintenance of optimum air quality.

Conservation Element Policy 1.1.3

3. Reduce sulfur dioxide and nitrogen oxide emissions and mitigate their effects on the natural and human environment.

Conservation Element Policy 1.1.3

4. Encourage the use of alternative energy resources that do not degrade air quality.
5. Ensure at a minimum, that power plant fuel conversion does not result in higher levels of air pollution.

ENERGY

-
- (a) Goal - Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors, while at the same time promoting an increased use of renewable energy resources.

Traffic Circulation Element Goal III, Goal IV, Goal VII

- (b) Policies -

1. Continue to reduce per capita energy consumption.
2. Encourage and provide incentives for consumer and producer energy conservation and establish acceptable energy performance standards for buildings and energy

consuming items.

3. Improve the efficiency of traffic flow on existing roads.
4. Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.

Traffic Circulation Element Policy 3.1.6, 4.1.1, 4.1.4, 4.1.5, 4.1.6, 7.1.1, 7.1.2, 7.1.4, 7.1.5, 7.1.6, 7.1.7

5. Reduce the need for new power plants by encouraging end-use efficiency, reducing peak demand, and using cost-effective alternatives.
6. Increase the efficient use of energy in design and operation of buildings, public utility systems, and other infrastructure and related equipment.

HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE

- (a) Goal - All solid wastes, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

Infrastructure Element Wastewater Goal I, II, Solid Waste Goal I; Conservation Element Goal I.

(b) Policies -

1. By 1995, reduce the volume of nonhazardous solid waste disposed of in landfills to 55 percent of the 1985 volume.

Solid Waste Policy 1.2.1, 1.2.2, 1.2.3, 1.2.4, 1.2.5

2. Encourage and expedite the development of environmentally safe hazardous waste treatment, storage and disposal facilities.

Solid Waste Policy 1.3.1, 1.3.2, 1.3.3

3. Identify and clean up hazardous waste sites.
4. Enforce and strengthen regulation of the generation, storage, treatment, disposal, and transportation of hazardous waste.

Solid Waste Policy 1.3.1

5. Establish a system for identifying the location, type, and quantity of hazardous materials.

Solid Waste Policy 1.3.1

6. Require all hazardous waste generators to properly manage their own wastes.

Solid Waste Policy 1.3.1, 1.3.3

7. Encourage the research, development, and implementation of recycling, resource recovery, energy recovery

and other methods of using garbage, trash, sewage, slime, sludge, hazardous waste, and other waste.

Solid Waste Policy 1.2.5

8. Encourage coordination of intergovernmental and interstate waste management efforts.

Solid Waste Policy 1.2.2, 1.3.1

9. Identify, develop, and encourage environmentally sound wastewater treatment and disposal methods.

Wastewater Policy 1.1.1, 1.1.2, 2.1.1, 2.1.2, 2.1.3, 2.2.1, 2.2.2, Conservation Policy 1.2.4

10. Develop a permanent system for households, small business, and other low-volume generators of hazardous waste to safely dispose of these materials in a convenient manner.

Solid Waste Policy 1.3.1

11. Encourage strict enforcement of hazardous waste laws and swift prosecution of violators.

Solid Waste Policy 1.3.1

MINING

- (a) Goal - Florida shall protect its air, land, and water resources from the adverse effects of resource extraction and ensure that the disturbed areas are reclaimed or restored

to beneficial use as soon as reasonably possible.

Conservation Element Goal I

(b) Policies -

1. Develop a comprehensive approach to the regulation of resource extraction.

Conservation Element Policy 1.6.1, 1.6.2

2. Require mining operations to provide evidence of financial responsibility to ensure the reclamation of mined lands.

3. Require that disturbed areas, except those selected to be recycled by nature, be recycled to productive and beneficial use within a period determined by the state to be reasonable and practical.

-
4. ~~Require state reclamation standards to be simple and well-coordinated and to be consistent with the protection of the public interest and conservation of natural resources.~~

5. Prohibit resource extraction which will result in an adverse effect on environmentally sensitive areas of the state which cannot be restored.

Conservation Element Policy 1.6.1

6. Minimize the effects of resource extraction upon ground and surface waters.

to beneficial use as soon as reasonably possible.

Conservation Element Goal I

(b) Policies -

1. Develop a comprehensive approach to the regulation of resource extraction.

Conservation Element Policy 1.6.1, 1.6.2

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Conservation Element Policy 1.6.1

6. Minimize the effects of resource extraction upon ground and surface waters.

3. Encourage acquisition of lands by state or local government in cases where regulation will severely limit practical use of real property.

LAND USE

- (a) Goal - In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Future Land Use Element Goal I, II, III, VII

- (b) Policies -

1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

Future Land Use Policy 1.2.1, 1.2.4, 2.1.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4

2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development and fish and wildlife habitats.

3. Enhance the liveability and character of urban areas

through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Future Land Use Policy 1.2.3, 1.2.5, 2.1.1, 3.1.3, 3.1.5

4. Develop a system of intergovernmental negotiation for siting locally unpopular public and private land uses which considers the area of population served, the impact on land development patterns or important natural resources, and the cost-effectiveness of service delivery.
 5. Encourage and assist local governments in establishing comprehensive impact-review procedures to evaluate the effects of significant development activities in their jurisdictions.
-
6. Consider in land use planning and regulation, the impact of land use on water quality and quantity; the availability of land, water, and other natural resources to meet demands; and the potential for flooding.

Future Land Use Policy 7.1.3, 7.1.4; Wastewater Policy 1.1.1., 1.1.1, 3.2.1; Drainage Policy 1.1.1; Potable Water Policy 2.5.1

DOWNTOWN REVITALIZATION

(a) Goal - In recognition of the importance of Florida's developing and redeveloping downtowns to the state's ability to use existing infrastructure and to accommodate growth in an orderly, efficient, and environmentally acceptable manner, Florida shall encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas.

(b) Policies -

Future Land Use Goal IV

1. Provide incentives to encourage private sector investment in the preservation and enhancement of downtown areas.

Future Land Use Policy 4.1.3

2. Assist local governments in the planning, financing, and implementation of development efforts aimed at revitalizing distressed downtown areas.

Future Land Use Policy 4.1.4

3. Promote state programs and investments which encourage redevelopment of downtown areas.

Housing Element Policy 1.2.1

PUBLIC FACILITIES

- (a) Goal - Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

Future Land Use Goal I, Wastewater Goal II, Capital Improvements Goal I

(b) Policies -

1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

Future Land Use Policy 1.2.4

2. Promote rehabilitation and reuse of existing facilities, structures, and buildings as an alternative to new construction.

Future Land Use Policy 1.2.5, 1.2.7; Housing Policy 1.4.3

3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

Capital Improvements Policy 1.2.1, 1.2.2, 1.2.4

4. Create a partnership among state government, local governments, and the private sector which would identify and build needed public facilities and allocate

the costs of such facilities among the partners in proportion to the benefits accruing to each of them.

5. Encourage local government financial self-sufficiency in providing public facilities.

Capital Improvements Policy 1.1.1, 1.1.2

6. Identify and implement innovative but fiscally sound and cost-effective techniques for financing public facilities.

Capital Improvements Policy 1.2.3

7. Encourage the development, use and coordination of capital improvement plans by all levels of government.
 8. Take into consideration, in the assessed value of property, increased property values directly related to infrastructure expenditures by government.
-

9. Identify and use stable revenue sources which are also responsive to growth for financing public facilities.

Capital Improvement Policy 1.1.1, 1.1.2, 1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7, 1.5.1, 1.5.3, 1.5.4

10. Encourage development of graywater systems to extend existing sewerage capacity.

Wastewater Policy 2.1.2, 2.1.3

CULTURAL AND HISTORICAL RESOURCES

- (a) Goal - By 1995, Florida shall increase access to its historical and cultural resources and programs and encourage the development of cultural programs of national excellence.

Future Land Use Element Goal X

(b) Policies -

1. Promote and provide assess throughout the state to performing arts, visual arts, and historic preservation and appreciation programs at a level commensurate with the state's economic development.
 2. Develop a strategy for the construction of arts facilities based on an assessment which ranks regional and statewide capabilities and needs.
-
3. Ensure the identification, evaluations, and protection of archaeological folk heritage and historic resources properties of the state's diverse ethnic population.

Future Land Use 10.2.1, 10.2.3

4. Stimulate increased private-sector participation and support for historical and cultural programs.

Future Land Use Policy 10.6.2

5. Encourage the rehabilitation and sensitive, adaptive use of historic properties through technical

assistance and economic incentive programs.

6. Ensure that historic resources are taken into consideration in the planning of all capital programs and projects at all levels of government and that such programs and projects are carried out in a manner which recognizes the preservation of historic resources.

Future Land Use Policy 10.3.1, 10.3.4, 10.4.1

TRANSPORTATION

- (a) Goal -- Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

Traffic Circulation Element Goal I, II, III, IV, V, VI, VII

(b) Policies --

1. By 1995, establish a high-speed rail system that links the Tampa Bay area, Orlando, and Miami.
2. Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.
3. Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Traffic Circulation Policy 1.1.1, 1.1.2, 1.1.3,
1.1.4, 1.1.5,

4. Allow flexibility in state and local participation in funding or public transit projects and encourage construction and use of toll facilities in order to meet transportation needs.
5. Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.
6. Promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

Traffic Circulation Policy 2.1.1

7. Develop a revenue base for transportation which is consistent with the goals and policies of this plan.

Traffic Circulation Policy 2.1.4, 2.1.5,

8. Encourage the construction and utilization of a public transit system, including, but not limited to, high-speed rail system, in lieu of the expansion of the highway system, where appropriate.

Traffic Circulation Policy 7.1.4

9. Ensure that the transportation system provided

Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

10. Promote ride sharing by public and private sector employees.

Traffic Circulation Policy 7.1.5, 7.1.6

11. Emphasize state transportation investments in major travel corridors and direct state transportation investment to contribute to efficient urban development.

Traffic Circulation Policy 1.1.5, 2.1.2

12. Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.

13. Coordinate transportation improvements with state, local and regional plans.

Traffic Circulation Policy 2.1.1, 2.1.2

14. Acquire advanced rights-of-way for transportation projects in designated transportation corridors consistent with state, regional, and local plans.

Traffic Circulation Policy 2.1.2

15. Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

Traffic Circulation 7.1.7

GOVERNMENTAL EFFICIENCY

- (a) Goal - Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

Intergovernmental Coordination Element Goal I; Capital Improvement Goal I

- (b) Policies -

1. Encourage greater cooperation between, among, and ~~within all levels of Florida government~~ through the use of appropriate interlocal agreements and mutual participation for mutual benefit.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.1, 1.2.2, 1.2.3; Conservation Policy 1.2.7, 1.2.8

2. Allow the creation of independent special taxing districts which have uniform general law standards and procedures and do not overburden other governments and their taxpayers while preventing the proliferation of independent special taxing districts which do not meet these standards.

3. Encourage the use of municipal services taxing units and other dependent special districts to provide needed infrastructure where the fiscal capacity exists to support such an approach.
4. Eliminate regulatory activities that are not tied to specific public and natural resource protection needs.
5. Eliminate needless duplication of, and promote cooperation in, government activities between among, and within state, regional, county, city and other governmental units.

Intergovernmental Policy 1.1.1

6. Ensure, wherever possible, that the geographic boundaries of water management districts, regional planning councils, and substate districts of the executive departments shall be coterminous for related state or agency programs and functions and promote interagency agreements in order to reduce the number of districts and councils with jurisdiction in any one county.

Intergovernmental Policy 1.1.1

7. Encourage and provide for the restructuring of city and county political jurisdictions with the goals of grater efficiency and high-quality and more equitable and responsive public service programs.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.3, 1.3.2

8. Replace multiple, small scale, economically inefficient local public facilities with regional facilities where they are proven to be more economical, particularly in terms of energy efficiency, and yet can retain the quality of service expected by the public.

Intergovernmental Policy 1.1.1, Wastewater Policy 3.2.4, Potable Water Policy 2.5.4

9. Encourage greater efficiency and economy at all levels of government through adoption and implementation of effective records-management, information management, and evaluation procedures.
10. Throughout government, establish citizen management efficiency groups and internal management groups to make recommendations for greater operating efficiencies and improved management practices.
11. Encourage governments to seek outside contracting on a competitive basis, when cost effective and appropriate.
12. Discourage undue expansion of state government and make every effort to streamline state government in a cost-effective manner.
13. Encourage joint venture solutions to mutual problems between levels of government and private enterprise.

THE ECONOMY

(b) Policies -

1. Maintain as one of the state's primary economic assets, the environment, including clean air and water, beaches, forests, historic landmarks, and agricultural and natural resources.

Conservation Policy 1.1.1, 1.1.2, 1.1.3, 1.2.1, 1.2.2, 1.2.3

AGRICULTURE

- (a) Goal - Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

Conservation Element Goal I;

(b) Policies -

1. Encourage conservation, wastewater recycling, and other appropriate measures to assure adequate water resources to meet agricultural and other beneficial needs.

Conservation Policy 1.2.1, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8; Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2

TOURISM

- (b) Policies - Promote awareness of historic places and cultural and historical activities.

Future Land Use Policy 10.7.3

PLAN IMPLEMENTATION

- (a) Goal - Systematic planning capabilities shall be integrated into all levels of government in Florida, with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.

Capital Improvement Goal I .

- (b) Policies -

1. Establish effective monitoring, incentive, and enforcement capabilities to see that the requirements established by regulatory programs are met.

Wastewater Policy 1.1.3, Drainage Policy 2.1.2, 2.1.5
Potable Water 1.1.1

2. Ensure the development of comprehensive regional policy plans and local plans that implement and accurately reflect state goals and policies and that address problems, issues, and conditions, that are of particular concern in a region.

Reflected throughout entire document.

3. Encourage the continual cooperation among communities which have a unique natural area, irrespective of political boundaries, to bring the private and public sectors together for establishing an orderly, environmentally, and economically sound plan for future needs and growth.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.1, 1.2.3



APPENDIX - B

EAR CYCLE AMENDMENTS

COMPREHENSIVE PLAN EAR AMENDMENT CYCLES

<u>Amendment Cycle</u>	<u>Ordinance</u>	<u>Date Adopted</u>
93-1	Ord. 93-32	September 20, 1993
94-1	Ord. 94-13	August 15, 1994
95-1	Ord. 95-15	June 19, 1995
95-2	Ord. 95-27	October 2, 1995
96-1	Ord. 96-11	June 17, 1996
98-1 (originally 97-1)	Ord. 98-07	March 16, 1998
98-2 (EAR 1998)	Ord. 98-06	September 9, 1998
99-1	Ord. 99-30	October 18, 1999
00-1	Ord. 00-07	March 20, 2000
00-3 (cycle 00-2 withdrawn)	Ord. 00-27	December 18, 2000
01-1	Ord. 01-08	April 2, 2001
02-1	Ord. 02-08	July 15, 2002
03-1	Ord. 03-04	July 21, 2003
04-1		Not adopted
04-2	Ord. 04-47	December 20, 2004
05-1	Ord. 05-25	June 6, 2005
05-2	Ord. 05-74	December 19, 2005
06-1	Ord. 06-26, 06-28, 06-31, 06-34, 06-37, 06-39, 06-41, 06-44, 06-46, 06-48, 06-51	July 26, 2006
PSFE	Ord. 08-04	January 23, 2008
CIE	Ord. 08-45	November 17, 2008
WSP	Ord. 09-07	February 16, 2009
09-1	Ord. 09-23	June 15, 2009
09-2 (EAR 2009) (Readopted under 10-1)	Ord. 09-37 (Readopted under Ord. 10-07)	November 16, 2009 (Readopted March 1, 2010)
10-2	Ord. 10-18, 10-20	September 20, 2010
13-1	Ord. 13-13	October 21, 2013
13-2ESR	Ord. 13-15	November 18, 2013
14-2	Ord. 14-18 & 14-19	October 20, 2014
21-1ESR	Ord. 21-39	November 15, 2021
24-1		

CHAPTER 1

FUTURE LAND USE ELEMENT

CYCLE 24-1

- Add the newly-adopted Transitional Residential Development (TRD) Land Use Designation.
- Update Land Use Designation Table (fl6.1) to include Transitional Residential Development Land Use designation.
- Reference grid pattern for coordination between Chapter 1 & Chapter 2 – Transportation (fl.1.4).
- Revise references to Volusia County TPO to River to Sea TPO.
- Add population projections for 10- and 20- year horizon. Population numbers will be provided by the University of Florida Bureau of Economic Business Research (BEBR).
- Update the Future Land Use Map to include Transitional Residential Development designation, add the label and color to the legend.
- Update the Future Land Use Map to reflect current conditions (all Small Land Use Amendments to the FLU Map).

CYCLE 14-2 - Adopted by Ordinance No. 2014-18 & 2014-19 - October 20, 2014

- Revised language in the Activity Center Designation to incorporate Lake Winnemissett Gateway Corridor Plan.
- Added the Lake Winnemissett Gateway Corridor Plan to Local Plans.
- Added Goal, Objectives, and Policies for Lake Winnemissett Gateway Corridor.
- Amended Future Land Use Map to add Lake Winnemissett Gateway Corridor.
- Removed Objective fl2.1 and policies fl2.1.1 to fl2.1.8.
- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-14-22; Change of Land Use for +/- 131.54 acres located in the newly designated Lake Winnemissett Gateway Corridor on the west side of I-4 & SR 44 interchange to Activity Center-Gateway, includes map of land use prior to adoption.

CYCLE 13-2ESR - Adopted by Ordinance No. 2013-15 – November 18, 2013

- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-13-27; Change of Land Use for the property located at the NE corner of Woodland Blvd, and Orange Camp Rd., +/- 32.86 acres to Redevelopment and +/- 3.94 acres to Low Density Residential

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised language in the Future Land Use Designation to include the DeLand 2050 Vision and update state/federal statutes
- Revised Mixed Use Designation (Overlay) to include Multimodal Supportive
- Added Community Health Designation Overlay
- Revised Goal f-2 to include concentrating urban growth in adjacent major corridors as identified in the Multimodal Supportive Overlay and in appropriate missed-use activity centers identified in the Mixed-Use Overlay
- Revised Objective f2.3 to include Multimodal Supportive and Mixed-Use land use overlay, and require the city to develop an incentive-based program to encourage development that supports mobility and contains a mix of uses
- Revised Policy f2.3.1 to include multimodal supportive development

- Added new f2.3.2 to require “Definitions for "multimodal supportive" and "mixed-use" development will be incorporated within the LDRs as part of the incentive-based program designed to encourage these types of development within the established overlays. The overlay districts serve as opt-in, incentive-based districts that overlay but do not supersede existing zoning or future land use designations.”
- Renumber old Policy f2.3.2 to Policy f2.3.3
- Renumber Policy f2.3.3 to Policy f2.3.4
- Renumber Policy f2.3.5 to Policy f2.3.6
- Renumber Policy f2.3.6 to Policy f2.3.7
- Revised language of old Policy f2.3.2(a-d)
- Revised language of old Policy f.23.2(e) to state “Is located within the Multimodal supportive or Mixed-Use Overlays.”
- Added Policy f2.3.8 – “Implement a density bonus program of 50% to incentivize residential uses as part of commercial/office buildings on commercial corridors within the Multimodal Supportive Overlay. Residential density incentive should be provided for development that enhances connectivity, use of multiple modes and safety along designated corridors.”
- Revised Policy f2.4.1 to have all plan amendments be evaluated against Chapter 163 F.S.
- Revised Policy f2.5.1 to encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized, and/or defunct properties within the Traditional City Center or Multi modal Multimodal Supportive Overlay, not the urban core
- Revised Policy f4.1.2 to implement development review incentives for development in the Multimodal Supportive and Mixed-Use Overlays, including the Downtown
- Removed Policy f4.1.4
- Renumber old Policy f4.1.5 to Policy f4.1.4
- Renumber old Policy f4.1.6 to Policy f4.1.5
- Removed Policy f4.1.7
- Revised Policy f7.1.1 to modify the development review process in a manner that incentives targeted development within the Mixed-Use, Multimodal Supportive and Community Health Overlay.
- Revised language in Goal f-8 to say transits-supportive development, instead of transit-oriented development
- Revised Objective f8.1 language to incorporate corridors and activity centers
- Added Policy f8.1.1 - “An incentive-based development review process to encourage the timing, mix, and location of infill and redevelopment.”
- Added Policy f8.1.4 – “The City shall endeavor to use the Volusia County MPTO's Transit Development Design Guidelines as a model for transit-supportive development.”
- Removed Objective f8.2 and all its policies (f8.2.1 – f8.2.4)
- Renumber Objective f8.3 to Objective f8.2 and all its policies (f8.3.1 – 8.3.3)
- Revised Goal f-11 to “implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent: alternative dispute resolution Florida Administrative Code Section 9J 5.001, Public Participation.”
- Revised Policy f11.1.1 language that removed 9J-5.004, Public Participation.
- Amended Future Land Use Map to add Community Health overlay.

- Add new Policy f2.3.4 – “Developments designated as mixed-use and meeting the qualifications of f2.3.2 may increase impervious areas up to a maximum of 70% of the total area, regardless of the amount permitted by its current future land use.
- Renumber old Policy f2.3.4 to Policy f2.3.5.
- Renumber old Policy f2.3.5 to Policy f2.3.6.
- Renumber old Policy f2.4.2 to Policy f2.4.1.
- Revised Policy f1.4.3 language to replace alternate with alternative
- Revised Policy f1.4.7 language to state “investigate the possibility of developing land development regulations consistent with the Neighborhood Redevelopment District. Any new rezoning inside a designated Neighborhood Redevelopment District must be consistent with the policies under Objective f1 .4. The Neighborhood Redevelopment District overlay be placed on the zoning map for neighborhoods that meet the criteria of Policy f1 .4.2.”
- Revised Policy f1.4.8 to removed land uses permitted in this district.
- Added Objective f8.4 and Policies f8.4.1 – f8.4.3
- Revised Objective f9.1 to correct a to an.
- Revised Policy f9.1.1 to replace recreation to recreational.
- Added new Policy f9.1.3 and Policy f9.1.4
- Renumber old Policy f9.1.3 to f9.1.5.
- Revised Objective f10.1 language to add DeLand Historic Properties Survey, 1989.
- Revised Policy f10.1.1 language to state “Buildings and structures constructed prior to 1940 that apply to be placed on the Local Register will be inventoried. A Florida Master Site File Form will be completed for each site and submitted to the Florida Department of State, Division of Historic Resources. A copy of the form and application for listing on the Local Register will be kept on file with the City of DeLand.”
- Revised Policy f10.2.2 language to remove see Policy 10.3.1 and add implementing Community Design Standards applicable to historic resources
- Revised Policy f10.2.4 language to remove and locations of other historically significant properties and add including historic corridors or.
- Revised Policy f10.3.5 to state “The City will continue to maintain its Certified Local Government (CLG) designation.”
- Added Policy f10.4.4.
- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - LU-10-13; Change the land use designation of property located approximately 150' east of Amelia Avenue on the south side of Michigan Avenue, from City's Low Density Residential Future Land Use designation to City's High Density Residential Future Land Use Designation.

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 09-1 - Adopted by Ordinance No. 2009-23 – June 15, 2009

- Amend the Future Land Use Map to change the land use designation of property located on West International Speedway Boulevard, approximately 300 feet east of State Road 15A, from Volusia County's Urban Low Intensity Future land use designation to City's Business Retail land use designation

CYCLE 06-1 - Adopted by Ordinance No. 2006-26 – July 26, 2006

- Addition of Land Use categories – Urban Low Intensity (ULI) and Business Retail (BR)
- Addition of Policy 8.1.9 and 8.1.10
- Amendments to the Future Land Use Map to change land use designations of the properties listed;

- o LU-06-01; The applicant, James Morris, is requesting a Change of Land Use for +/- 2.39 acres located at the southwest corner of Beresford Ave. and SR 15A, from Commercial (Volusia County) to Highway Commercial
- o LU-06-02: The applicant, William Reynolds, is requesting a Change of Land Use for +/- 9.14 acres located at the northwest corner of Woodland Blvd. and Violetwood Rd., from Commercial (Volusia County) to Highway Commercial
- o LU-06-03: The applicant, Volusia Groves & Cattle Company, Inc., is requesting a Change of Land Use for +/- 113 acres located 2500' northeast of the intersection of Taylor Rd. & Martin Luther King Blvd., from Rural & Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-04: The applicant, Tony Cipparone, is requesting a Change of Land Use for +/- 114.9 acres located south of Orange Camp Rd., west of Waller Rd., from ULI & Rural (Volusia County) to Low Density Residential
- o LU-06-05: The applicant, William Marotte, is requesting a Change of Land Use for +/- 17.1 acres located at 1740, 1710, and 1746 West Minnesota Ave., from Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-06: The applicant, Richard Vincik, is requesting a Change of Land Use for +/- 7.42 acres located at 1480 South Adelle Ave., from Urban Medium Intensity (Volusia County) to High Density Residential
- o LU-06-07; The applicant, David Brown, is requesting a Change of Land Use for +/- 86.90 acres located at the northeast corner of south Spring Garden Ave. and Gayle Dr., from Urban Low (Volusia County) to Low Density Residential
- o LU-06-08; The applicant, Paul Bouldin, is requesting a Change of Land Use for +/- 40 acres located west of South Spring Garden Ave. and North of West Beresford Ave., from Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-10; The applicant, Alex Ford, is requesting a Change of Land Use for +/- 23.259 acres located at the northeast corner of SR 15A and CR 92, from Urban Low Intensity (Volusia County) to Commercial
- o LU-06-11; The applicant, Carl Cahill, is requesting a Change of Land Use for +/- 38.5 acres located at 1120 N. Stone St., from ULI & Commercial (Volusia County) to Low Density Residential

CYCLE 05-1 - Adopted by Ordinance No. 2005-25 – June 6, 2005

- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-05-01: The applicant, Miller Legg and Associates, requests that the subject property's existing Urban Low Intensity, ULI, (43 acres) and Urban Medium Intensity, UMI, (41 acres) future land use designations be amended to the City's Low Density Residential future land use designation.
 - o LU-05-02: The applicant, James Werner, requests that the subject property's existing Volusia County Urban Low Intensity (ULI) future land use designation be amended to the City's Low Density Residential future land use designation (17.5 acres).
 - o LU-05-04: The applicant, Sandspur Housing Partners, Inc, requests that the subject property's existing Urban Low Intensity (ULI), .5 acres, future land use designation be amended to the City's Medium Density Residential future land use designation

CYCLE 04-2 - Adopted by Ordinance No. 2004-47 - December 20, 2004

- Revised language in the Activity Center Designation Policy Guidelines
- Southwest Activity Center Plan was added to the Activity Center Designation
- Southwest Activity Center was added to the Future Land Use Map

CYCLE 02-1 - Adopted by Ordinance No. 2002-08 - July 15, 2002

- Support section – added information on neighborhood redevelopment areas
- Comprehensive Plan – Goals, Objectives, and Policies
- Added policies 1.3.6 through 1.3.16 on smart growth and Neighborhood Redevelopment District
- Policy 5.2.2 – expanded policy to address all major intersections
- Policy 5.2.7 – clarification as to how mix of uses is provided

CYCLE 00-3 - Adopted by Ordinance No. 2000-27 - December 18, 2000

- Deleted Support section from adopted Comprehensive Plan
- Revised Future Land Use Map section by adding list of maps.

CYCLE 00-1 - Adopted by Ordinance No. 2000-07 - March 20, 2000

- Added residential to Downtown Commercial
- Added medical, enclosed warehousing, and distribution centers
- Policy 1.4.1 – modified when C-2 can be applied to the Mixed Commercial category
- Policy 4.1.4 – added promoting parking for the downtown area
- Policy 5.2.4 – added encouraging aesthetics for major roads
- Policy 5.3.1 – revised to protect environmentally sensitive areas by Clustering

CYCLE 99-1 - Adopted by Ordinance No. 99-30 - October 18, 1999

- Updated acreage
- Updated Table 1 and corresponding text
- Updated employment figures
- Deleted text regarding transportation land use
- Updated Figure 1
- Updated soils information
- Updated wetlands information
- Inserted text regarding wellhead protection areas
- Updated Figure 3
- Inserted Figure 3.5
- Updated historic resources
- Inserted Figure 4(c)
- Updated Table 2
- Updated Table 3 and corresponding text
- Deleted text pertaining to population projections
- Updated Table 4
- Revised population projections methodology
- Updated Table 5
- Updated Table 6
- Deleted text regarding employment characteristics for study area
- Updated residential acreage needs
- Updated Table 10
- Updated Table 11
- Updated Table 12
- Updated industrial acreage needs
- Updated Table 13
- Deleted Table 14

- Updated educational acreage needs
- Updated public facilities availability
- Updated historic resources limitations
- Updated general description of future land use map
- Updated Table 15
- Updated Table 16
- Revised policies of Low Density Residential designation
- Inserted public schools into future land use categories
- Revised policy 1.2.2
- Deleted date in policy 1.3.2
- Deleted date in policy 5.2.1
- Inserted policy 5.2.7 regarding mixed use categories
- Inserted objective 5.3 regarding urban sprawl
- Inserted policies 8.1.6 & 8.1.7 regarding school siting
- Inserted policy 9.1.4 regarding wellhead protection

CYCLE 98-1 (DCA designation: 98-1ER) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objectives 1.1-1.2: deleted dates
- Objective 1.4: Deleted “development”; added “use”
- Objectives 2.1, 3.1, 4.1, 4.2, 5.1, 6.1: deleted dates
- Policy 5.2.2: Deleted Mixed and added Highway
- Deleted date Objective 6.2; reworded to reflect updated Master Plan
- Revised date Policy 6.2.1 to be consistent with changes in Objective 6.2 Deleted Objective 6.3 and subsequent policies; renumbered objectives
- Objectives 7.1, 7.2, 8.1: deleted date
- Deleted Objective 10.1; renumbered objectives accordingly
- Deleted date Objective 10.3
- Deleted date Objective 10.4; deleted “adopt” and added “maintain”
- Deleted Objective 10.5; renumbered objectives accordingly
- Objectives 10.6, 10.8, 11.1: deleted dates
- Reworded Objective 12.1 to delete "By 1990, approve by resolution" and insert “The City will implement”

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Policy 1.2.9: Added policy regarding vested density for College Arms Tower, 101 N. Amelia Ave. and Hugh Ash Manor, 740 N. Woodland Blvd.

CYCLE 95-2 - Adopted by Ordinance No. 95-27- October 2, 1995

- Policy 13.2.6: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Industrial Uses
- Policy 13.2.7: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Habitat Management
- Policy 13.2.8: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Landscape Buffers

CYCLE 95-1 - Adopted by Ordinance No. 95-15 - June 19, 1995

- Text changes: deleted last two sentences to end of page of the first paragraph under Historic Resources
- Replaced Figure 4; Revised to show designation Downtown Local Historic District
- Added Figure 4(a) Stetson University Local Historic District

- Added Figure 4(b) West DeLand National Register District
- Revised Figure 4.1 to add 812 N. Woodland Blvd.

CYCLE 94-1 - Adopted by Ordinance No. 9-13 - August 15, 1994

- Table of Contents revised as needed
- Deleted Policy 5.2.6; intent of Activity Center
- Renumbered Policy 5.2.7 to 5.2.6
- Revised Objective 13.1; to include amendment LU-94-01-01
- Revised Policy 13.1.1; land use densities and intensities
- Added Objective 13.2; additional development regulations for LU-94-01-01 and LU-92-09-08
- Added Policy 13.2.1; addresses land uses for Twelve Oaks
- Added Policy 13.2.2; addresses compatibility of land uses within Industrial Warehouse land
- Added Policy 13.2.3; prohibits storage of raw materials
- Added Policy 13.2.4; lists specific activities within the Industrial Warehouse land uses
- Added Policy 13.2.5; sets permitted land uses within Highway Commercial designated areas of Royal and Twelve Oaks

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents - revised to reflect new page numbers
- High Density Residential Designation - revised maximum density from 20 to 16 DU/A
- Highway Commercial Designation - revised maximum density from 20 to 16 DU/A
- Mixed Commercial Designation - revised maximum density from 12 to 10 DU/A
- Recreational Designation - added private recreation facilities to "General Types of Development" and "Policy Guidelines"
- Mixed Office Residential Designation - revised maximum density from 8 to 5.8 DU/A
- Activity Center Designation added
- Redevelopment Designation added
- Goals, Objectives and Policies section, renumbered pages due to the addition of text/pages
- Policy 1.4.1, compatibility chart - revised to add R-1A under the Low Density Residential, add C-2A and delete C-2 from Downtown classification
- Policy 5.2.5; added the intent of the Redevelopment designation and set maximum acreage of land use mix
- Policy 5.2.6: added the intent of the Activity Center designation and set maximum acreage of land use mix
- Policy 5.2.7: added policy for compatibility of buffers in the Redevelopment and Activity Center designations
- Goal XIII: added goal to set densities and intensities for LU-92-09-08 (Delfa Development property)
- Objective 13.1: specifies a date to set densities and intensities for LU-92-09-08
- Policy 13.1.1; sets densities and intensities for LU-92-09-08

CHAPTER 2 TRANSPORTATION ELEMENT

CYCLE 24-1

- Add an introduction to provide an overview of the element.
- Update references from Volusia County TPO to River to Sea TPO throughout chapter.
- Update language to ensure consistency of City and other jurisdiction plans (Policy t1.1.1).
- Create a policy to prioritize transportation impact mitigation by developers (Policy t2.1.6).
- Include guidelines from the River to Sea TPO (t3.2).
- Update policy to reflect adopted concurrency program (Policy t3.1.2).
- Update to reflect road segments currently projected to operate as deficient before 2045 (Policy t3.2.1).
- Add reference to the urban core area's grid roadway network to recognize connectivity and multiple travel route options that provide motorists alternative routes around congested roads and signalized intersections (Policy t3.2.1).
- Update references and participation in the upcoming 2050 Long Range Transportation Plan. Based on the 2050 Transportation Plan, the city will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access (Policy t3.2.1).
- Provide clarity on when a Transportation Impact Analysis (TIA) is required (for projects that are projected to generate 100 or more net peak-hour or 1,000 or more net new daily trips) (Policy t3.3.2).
- Remove outdated roadway capacity information and add level-of-service table for City roads (Policy t3.2.1).
- Add language to encourage exploration of opportunities regarding the new SunRail station (Policy t7.1.7).

CYCLE 14-2 - Adopted by Ordinance No. 2014-18 & 2014-19 - October 20, 2014

- Removed Objective t8.1 and policies t8.1.1 and t8.1.2 related to Twelve Oaks and Royal Oaks.

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised Introduction to include language on support documents (City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element and The City of DeLand Multimodal Transportation Plan Strategies Technical Memorandum)
- Revised Goal t-1 state the next 10 years, to through 2020
- Revise Policy t1.1.1 to incorporate an overall 10-year multimodal transportation funding strategy
- Revise Policy t1.1.4 to “the City of DeLand Multimodal Plan (January 20012) to provides strategic guidance. for multimodal planning within the City of DeLand. Multimodal transportation strategies within this Plan may be should be reviewed on an annual basis and incorporated into projects within the City's Five-Year Capital Improvements Program (CIP), as appropriate.”
- Revised t1.1.9 language to remove which to that considers
- Revised t1.1.12 language - replaced Metropolitan with Transportation
- Revised t1.1.13 language - replaced mobility with multimodal transportation
- Revised Objective t1.2 language from MPO to TPO
- Revised Policy t1.2.1 language from MPO to TPO
- Revised Policy t1.2.2 language from MPO to TPO and incorporated bicycle/pedestrian network
- Revised Policy t1.2.3 language from MPO to TPO
- Revised Goal t-2 language – removed aggressively and replaced transportation plan with multimodal transportation plan
- Revised Objective t2.1 language - replaced roadways with multimodal transportation projects
- Revised Policy t2.1.1 language to add multimodal transportation

- Revised Policy t2.1.3 language - replaced road network with multimodal transportation network
- Revised Policy t2.1.4 language – work with Volusia County and other municipalities to develop funding sources to support multimodal infrastructure
- Revise Policy t2.1.5 to initiate a program by 2015 to appropriate a portion of local option gas tax to fund multimodal transportation capital projects.
- Revised Goal t-3 language to incorporate the desire of integration of land use and multimodal transportation options through incentive-based programs that encourage mixed use and multimodal supportive development in the designated overlay areas.
- Create new Objective t3.1 – “Create variations in the Development Review Process that incentivize desired development types within the Mixed-Use and Multimodal Supportive Overlays.”
- Create new Policy t3.1.1 – “Identify, by July 2014, traffic volume thresholds within the Mixed-Use and Multimodal Supportive Overlays where conforming development that is projected to generate fewer net new trips than the threshold will be pre-approved for transportation impacts. Conforming development projected to generate greater net new trips than the identified threshold will be required to conduct a Congestion Safety Analysis. The purpose of a Congestion Safety Analysis is to address safety and intersection congestion issues in the surrounding area. as well as emphasizing the use of alternative modes to alleviate identified issues.”
- Create new Policy t3.1.2 – “Until such time that Policy t3.1.1 is implemented, maintain a concurrency program for proposed development anticipated to exceed 1,000 daily trips and requiring a Transportation Impact Analysis (TIA). The TIA is to be conducted using the methodology approved by the Volusia County TPO-. The impact analysis is to assess available capacity for functionally classified roads within the designated impact area.”
- Create new Policy t3.1.3 – “By July 2014, the City shall evaluate its transportation concurrence process and procedures to determine appropriate changes to implement the City's Mixed-Use and Multimodal Supportive Overlays and address multimodal traffic impacts within the city limits, concurrent with the implementation of Policy t3.1.1.”
- Create new Policy t3.1.3 – “Reevaluate at least every five years, the LOS on road segments of the City of DeLand road network where the AADT is currently, or projected to, exceed 90-percent of maximum capacity based on the 2010 LOS analysis provided in the City's Multimodal Transportation Plan. This reevaluation also should assess any development review thresholds in place within the Mixed-Use and Multimodal Supportive Overlays, as well as assist the City in monitoring and refining land use and multimodal travel strategies.”
- Renumber old Objective t3.1 to Objective t3.2 and renumbered old Policy t3.1.1 to t3.2.1
- Revised old Objective t3.1 language that address development that is subject to a TIA and to add “DeLand will coordinate with FDOT on SIS facilities and with Volusia County on county facilities.”
- Revised old Policy t3.1.1 - Replaced Sate Maintained with the City of DeLand road Network unless other wised noted. Added table that shows facility type and level of service standard and added language from 2010 Level of Service analysis that was complete for the City of DeLand Multimodal Transportation Plan
- Added Policy t3.2.2 to require the city adopt transit, pedestrian, and bicycle quality of service standards within the Mixed-Use and Multimodal Supportive Overlays by July 2014.
- Added Policy t3.2.3 to have the city coordinate with Volusia County, VOTRAN and the Volusia County TPO concerning all multimodal transportation.
- Removed Table showing the Minimum Level of Service Standards for the State Highway system, Statewide Roadways on the Strategic Intermodal System (SIS), Roadways on the Florida Intrastate Highway System (FIRS) and Roadway Facilities.
- Removed Policy t3.1.2 through t3.1.14
- Renumbered Objective t3.2 to Objective t3.3 and all its policies

- Revised old Objective t3.2 language – removed Concurrency Management System to Development Review Process. Added projected to generate more than 1,000 new daily trips and replaced criteria with standard.
- Revised old Policy t3.2.1 language – removed concurrency with transportation and removed concurrency determinations with transportation reviews under Policy 3.1.2.
- Revised old t3.2.2 language to require transportation impact analysis that is conducted using the methodology approved by the Volusia County MPO's TCC for all development projects with the city that are project to generate more than 1,000 net new trips.
- Removed old Policy t3.2.3
- Renumbered old Policy t3.2.4 to Policy t3.3.3 and revised the language to remove concurrency and add impacts to transportation system when development is subject to a TIA.
- Renumbered old Policy t3.2.5 to Policy t3.3.4 and revised the language to add as determine by a TIA and replace road way with multimodal transportation.
- Renumbered old Policy t3.2.6 to Policy t3.3.5
- Revised Policy t4.1.2 language – replaced smart with complete and added language on feasibility of “complete streets” program that are review in conjunction with the development of standards and definitions for the Mixed-Use and. Multimodal Supportive Overlays.
- Removed Policy t5.1.11
- Renumbered Policy t5.12 to Policy t5.1.11 and replaced examine by 2012 the need for with coordinate with Volusia County regarding the county wide and removed corridor preservation with thoroughfare.
- Removed Policy t6.1.3
- Renumbered Policy t6.1.4 to Policy t6.1.3
- Renumbered Policy t6.1.5 to Policy t6.1.4
- Renumbered Policy t6.1.6 to Policy t6.1.5
- Added Policy t6.1.6 to explore the development of a private parking space incentive program.
- Revised Objective t7.1 language to add through the Goals and Strategies established in the City's Multimodal Transportation Plan.
- Revised Policy t7.1.1 language – Replaced Master with Multimodal Transportation and MPO with TPO.
- Revised Policy t7.1.1 language – Replaced Master with Multimodal Transportation.
- Added new Policy t7.1.8 – that will coordinate with FDOT, VOLTRAN and Volusia county to study the most feasible method and route for connecting downtown with the SunRail station.
- Renumbered old Policy t7.1.8 to Policy t7.1.9
- Renumbered old Policy t7.1.9 to Policy t7.1.10
- Removed both Policy t7.2.3
- Added Objective t7.3 establishing long-term goals to enhance the presence and interconnectivity of bicycle, pedestrian and transit networks throughout the City.
- Added Policy t7.3.1 through t7.3.4, all address different ways to establish long term multimodal transportation performance measure regarding pedestrian facilities.
- Amending the Level of Service map (2-3).

CYCLE 10-2 - Adopted by Ordinance No. 2010-20 – September 20, 2010

- Revised Policy t2.1.4 language to state “Investigate new funding mechanisms, for both capital and operating costs associated with the City's Transportation Plan, to include sales tax, tax increment financing, and other innovative methods. This will include reexamining, by 2011, implementation of a mobility fee (i.e., multi-modal impact fee) that charges for the capacity of existing multi-modal infrastructure consumed by growth.”
- Revised Policy t3.1.4 language to state “Reevaluate, prior to July 1, 2011, the LOS on road segments of the entire City of DeLand road network where the AADT is currently. or projected to, exceed 80-percent

of maximum capacity, based on the 2009 LOS analysis. This reevaluation will be completed to better reflect current conditions, as well as to assist the City in developing transportation strategies to support and fund mobility, including alternative modes of transportation. within the City of DeLand. Upon completion of this updated LOS analysis, the City will update the Transportation Element to identify mechanisms for addressing existing and future LOS deficiencies as determined by the analysis.”

- Revised Policy t3.1.11 language to state “Work cooperatively with FDOT and Volusia County to e develop transportation strategies to support and fund mobility, including alternative modes of transportation., consistent with the requirements of Section 163.3180(4)(b)4 and the designation of the City of DeLand, as a Transportation Concurrency Exception Area, to be adopted in a time period to comply with any State mandated dates.”

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 05-2 - Adopted by Ordinance No. 2005-74 – December 19, 2005

- Revised the Transportation Map

CYCLE 00-3 - Adopted by Ordinance No. 2000-27 - December 18, 2000

- Entire text of support document was updated using 1997 data and the 1999 model validation report prepared by Ghyabi Lassiter and Associates, Inc.
- Goals, Objectives, and Policies were also updated to meet the requirements of the Transportation Element.

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objectives 1.1, 2.1, 3.2, 4.1: deleted date
- Objective 5.1: Deleted “upon adoption of this element”
- Objective 6.1, 7.1: deleted date

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Policy 8.1.4 Revised to allow for 1,200 trips per day Delfa Development Property

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Policy 8.1.4 Revised to allow for 1,200 trips per day Delfa Development Property

CYCLE 95-1 - Adopted by Ordinance No. 95-15 - June 19, 1995

- Replace Tables 1-5-A
- Replace Table 12
- Replace Exhibit A

CYCLE 94-1 - Adopted by Ordinance No. 9-13 - August 15, 1994

- Added Goal VIII; related to Delfa Development Property
- Added Objective 8.1; establishing policies to address VGMC conditions regarding traffic
- Added Policy 8.1.1; requires a monitoring/modeling program prior to Phase 2 and 3 of Royal/Twelve Oaks
- Added Policy 8.1.2; establishing thresholds for 8.1.1
- Added Policy 8.1.3; identifies candidate roadways for 8.1.1
- Added Policy 8.1.4; requiring assessments and impacts for phasing
- Added Policy 8.1.5; roadway LOS and concurrency
- Added Policy 8.1.6; requiring mitigation of impacts
- Added Policy 8.1.7; determining arbiter

- Added Policy 8.1.8; relating to Policy 8.1.1 through 8.1.7 not effecting Comp Plan LOS

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents revised as needed
- Added section entitled Additional Traffic Modeling relating to LU-92-09-08 (Delfa Development property)
- Revised Figure 9, 1990 - 1995, Future Traffic Circulation Map (new Figure 9A and 9B) to reflect the expanded area and new roadway network associated with LU-92-09-08.
- Revised Figure 10, 1996 - 2010, Future Traffic Circulation (new Figure 10A and 10B) to reflect the expanded area and new roadway network associated with LU-92-09-08.
- Revised Policy 3.1.1 by adding an acceptable LOS standard for Interstate Highway of B.
- Added Policy 3.1.11 regarding coordination with agencies to designate I-4, from SR 44 to SR 472, and I-4 east of SR 44 as being constrained/backlogged
- Added Policy 3.1.12 permitting development which will impact I-4, from SR 44 to SR 472, and on I-4 east of SR 44 as long as the traffic from the development does not degrade the level of service in excess of 5% of the 1993 ADT.
- Revised the second sentence of Policy 3.2.3: striking "acceptable to the City." and replacing it with "based upon professionally accepted standards."
- Appendix A, incorporating the STA for the CBD and outlying business areas along SR 44
- Appendix B, incorporating the traffic analysis for LU-92-09-08, and revised Page B-5: revised Table #1 to show the adopted LOS standards for I-4, north and south of SR 44, as B rather than C.

CHAPTER 3 HOUSING ELEMENT

CYCLE 24-1

- Add an introduction.
- Update this policy to provide incentives for the development of low-and moderate-income housing (Policy h1.1.2).
- Include coordination with Volusia County when pursuing state and federal funding (Policy h1.2.1).
- Remove the provision that the City will give assistance to private HOAs. HOAs are not given assistance from the city as they are a private association (Policy h1.2.3).
- Move Policy h1.4.5 to Policy h1.3.4 to an appropriate section (Policy h1.4.5 and Policy h1.3.4).
- Remove the use of density bonuses to streamline development in this policy (Policy h1.7.4).
- Clarify the policy regarding community residential homes is in reference to Chapter 419 of the Florida Statutes (Policy h1.7.7).
- Add an entirely new objective to support infill and redevelopment for “missing middle” housing (Objective h1.10).
- Add a policy to study the current land development regulations to address the housing needs of the “missing middle” (Policy h1.10.1).
- Add a policy to allow for a variety of housing types and sizes (Policy h1.10.2).
- Updates throughout are proposed to clarify the information and to correct grammatical errors.

CYCLE 09-2 EAR - Adopted by Ordinance No. 09-37 - November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from Comprehensive Plan.

CYCLE 98-2 (DCA designation: 98-2ER) - Adopted by Ordinance No. 98-06 - September 9, 1998

- Added text regarding revisions in Chapter 163 concerning housing data
- Replaced text relating to Table 1 due to replacement of table
- Replaced tables 1, 2-4, 6, 8-10, 12, 13-16 with tables from the Affordable Housing Needs Assessment (AHNA), 1995 and updated supporting text.
- Replaced Table 1A; added table to list in table of contents
- Deleted Tables 5 & 7 and descriptive text
- Revised text to reflect specified renter and owner occupied units
- Updated Table 12A
- Updated list of programs and types of group homes in DeLand
- Revised text regarding Public Housing
- Revised figure for units subsidized through Section 8
- Revised text regarding housing need by income
- Inserted Table 14A & 14B
- Inserted Section D under II, and Tables 16 & 17, to address affordable housing needs
- Revised Objective 1.8
- Deleted “1990 Census data”; inserted “Affordable Housing Needs Assessment” under Policy 1.8.1
- Renumbered all tables to account for deletions
- Reformatted entire element due to switch in software

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objective 1.1: Added reference to the Affordable Housing Needs Assessment (AHNA); deleted date
- Reworded Objective 1.2 and revised the date
- Objective 1.4-1.5: deleted dates
- Deleted Objective 1.6 and subsequent policies; renumbered objectives accordingly
- Objective 1.7: Deleted date; Deleted “a minimum of 200 additional lower income units are targeted for the 5 year period ending in 1995” and “during the 5 year period”; Added “continue to”
- Objective 1.8: Added reference to the AHNA
- Objective 1.9: Deleted date; added” and continually monitor.”
- Objective 1.10: Added “consistent with Chapter 419, F.S.”
- Objective 1.11: Revised date; Added reference to appropriate data sources

CHAPTER 4

PUBLIC SERVICES

CYCLE 24-1

- Add of an Introduction
- Update language throughout the Element to ensure appropriate terminologies are being used (Policy 2.1.1, Policy sm2.1.1, Policy ww3.1.2).
- Revise outdated Objectives and policies throughout the Element (Objective ww2.1, Objective ww2.2, Objective ww3.1, Policy ww3.2.2, Policy 3.2.2, Objective sw1.2, sw1.2.1, sw1.2.2, Objective sm1.2, Goal pw-1, Policy pw2.1.1).
- Remove LOS from Public Services Element and added it to the Capital Improvement Element for consistency (Policy ps1.1.1).
- Update policy to match state standards (Policy ps1.1.4).
- Correct grammatical and spelling errors (Policy ps1.1.7, ww3.1.2, pw3.1, ow3.1.1, pw3.1.2, Policy ps1.1.6).
- Change Policy to be consistent with updated SJWMD requirements (Policy sm2.2.1, sm2.2.3).
- Update Objective and Policy to reflect current water supply project (Objective pw3.2, Policy pw3.2.1, Policy pw3.2.3).

CYCLE WSP -Adopted by Ordinance No. 2009-07 - February 16, 2009

- Amended all sub-elements for consistency with Water Supply Plan

CYCLE 99-1 - Adopted by Ordinance No. 99-30 - October 18, 1999

- Deleted Support Section from Public Service Sub-Elements.

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Policy 1.2.9: Revised to include reference to Painter's Pond

CHAPTER 6

CONSERVATION ELEMENT

CYCLE 24-1

- Add an introduction to present the purpose of the element.
- Update criteria for drainage and stormwater facilities to be designed for a 100-year 24-hour duration storm (Policy c1.2.1: a).
- Add language encouraging the provision of reclaimed water to all parts of the city over time to aid in the conservation of water as a natural resource (Policy c1.2.4: c).
- Update language to address alignment with the Florida Building Codes' efforts to require the use of fixtures that conserve potable water (Policy c1.2.7: b).
- Update references to "Water Star" to reflect use of the Florida-Friendly Landscaping program (Policy c1.9.6).
- Update the language regarding reducing the demand for irrigation to include Florida-Friendly principles and avoid runoff of fertilizers and pesticides (Policy c1.2.7: d).
- Add language to address sites that may have contained hazardous substances and eliminate their potential to impact the water supply (Policy c1.2.12:).
- Update the language to bring the city's regulations in line with county and state regulations (Objective c1.3:).
- Revise the minimum site size requirements for submittal of an environmental report to reflect the City's Land Development Code requirements (from 10 acres to 5 acres) and add language to allow staff to request a report for smaller sites that may contain environmentally sensitive areas (Policy c1.7.3).
- Add language regarding the for the City to transition to 100% renewable energy by 2075 (Objective c1.9:).
- Update the language regarding the city's current Florida Green Local Government Designation to encourage maintaining the current level and seeking to improve to a higher level (Policy c1.9.1).
- Update language to ensure the city conducts energy audits on all city facilities and upgrade the facilities wherever possible (Policy c1.9.3:).
- Update the language to encourage education on and the use of energy efficient resources and practices throughout the city and to encourage partnerships with other organizations (Policy 1.9.5:).

CYCLE 10-2 - Adopted by Ordinance No. 2010-20 – September 20, 2010

- Added Policy c1.4.8

CYCLE 09-2 EAR - Adopted by Ordinance No. 09-37 - Date: November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE WSP - Adopted by Ordinance No. 2009-07 - Date: February 16, 2009

- Addressed consistency with Water Supply Plan
- Goal 1 – added water supplies
- Obj. 1.2 – added SJRWMD and local governments for coordination
- Policy 1.2.1 – protecting groundwater
- Policy 1.2.4 – subdivisions to use conservation and reclaimed water
- Policy 1.2.5 – added measuring stormwater contribution
- Policy 1.2.7 – promoting conservation

CYCLE 01-1 -Adopted by Ordinance No. 2001-08 - Date: April 2, 2001

- Deleted Support Section from Conservation Element.

CYCLE 99-D1 -Adopted by Ordinance No. 99-1 - Date: May 17, 1999

- Policy 1.4.1 – revised to allow for limited development in wetlands.
- Policy 1.4.2 – defined Transition Zones as 25 feet.
- Policy 1.4.3 – new policy allows mitigation for development in wetlands.
- Policy 1.4.4 – defined no net loss of wetlands.
- Policy 1.4.6 – development adjacent to wetlands.
- Policy 1.4.7 – directing incompatible land uses away from wetlands.

CYCLE 98-2 -Adopted by Ordinance No. 98-06 -Date: September 9, 1998

- Replaced Dept. of Environmental Regulations and Dept. of Natural Resources with Department of Environmental Protection
- Replaced Map 1
- Added text concerning the creation of the Volusia Water Alliance
- Revised text concerning lakes within the city
- Added text concerning City’s participation in FEMA Flood Insurance Program
- Added text concerning an updated floodplain map
- Inserted updated floodplain map
- Added text regarding annexed property containing wetlands
- Inserted updated wetlands map
- Inserted updated topography map
- Revised text concerning sinkholes
- Inserted text stating the city will update the soil limitations map
- Updated sinkholes map
- Inserted text stating the city is in process of updating vegetation map
- Inserted text concerning Cypress Swamp
- Changed 1989 to 1995
- Revised text concerning updated floodplain map
- Revised text concerning protection of wetlands
- Added text concerning the City’s water quality program
- Added text concerning wellhead protection
- Added policy 1.2.12 concerning wellhead protection zones
- Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands
- Policy 1.10.1: deleted “By Nov. 1991 the City of DeLand shall participate” and added “work”
- Fixed numeric error in Objective 1.14.
- Deleted objective 1.9 - policy 13.4 as duplicative; text appeared twice
- Reformatted entire element due to a switch in software

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objective 1.1: revised date
- Objective 1.2-1.6 and 1.12: deleted date and indicated implementation
- Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly
- Objective 1.10-1.11: deleted date

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Objective 1.14: Adding references to Painter's Pond
- Policy 1.14.1: Adding references to Painter's Pond
- Policy 1.14.2: Adding references to Painter's Pond

CHAPTER 7

RECREATION AND OPEN SPACE ELEMENT

CYCLE 24-1

- Move the table of past amendments into a separate Appendix section.
- Add an Introduction.
- Update language throughout the Element to ensure appropriate terminologies are being used (Objective r1.2; Policy r1.2.1.; Policy r1.2.2).
- Update policy to expand senior citizen facilities (Policy r1.2.3).
- Add the development of new parks as part of this objective (Objective r1.3).
- Alter verbiage of this policy to be more specific on how to utilize vacant property (Policy r1.3.2).
- Remove verbiage on this policy, as the City does not contact property owners regarding land donation requests (Policy r1.3.3).
- Include in this update previously removed policy to be captured during this update cycle (Policy r1.3.4).
- Update this policy to include all facilities (Policy r1.4.1).
- Revise this objective to focus on bicycle and walking trail connections and removed language regarding boardwalks and nature trails (Objective r1.7).
- Update this policy to require new development to provide public access to trails to allow for future connectivity (Policy r1.7.1).
- Add this policy to align with the Greenway Report-Pedestrian Master Plan (Policy r1.7.2).
- Add this policy to coordinate sidewalk extensions and connectivity with the County (Policy r1.7.3).
- Update chapter to clarify information and to correct grammatical errors.

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from the adopted Comprehensive Plan
- Policy 1.1.1: Updated text regarding the Level of Service
- Objective 1.7: Updated text

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Objective 1.7: Adding References to Painter's Pond
- Policy 1.7.1: Adding References to Painter's Pond
- Policy 1.7.2: Adding References to Painter's Pond
- Policy 1.7.3: Adding References to Painter's Pond

CHAPTER 8

INTERGOVERNMENTAL COORDINATION ELEMENT

CYCLE 24-1

- Create an introduction to provide an overview of the chapter.
- Create a conflict resolution process consistent with the process of local municipalities as required by State statute (Policy i1.3.3-i1.3.5).
- Update existing policies to expand scope and incorporate additional coordination areas. (Policy i1.5.1, i1.5.4).
- Update language to reflect mechanisms that have been adopted (i3.1).
- Add language to promote historic preservation (i2.1.5).

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Added Goal 2 and policies consistent with PSFE.

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from Comprehensive Plan.

CYCLE 99-1 - Adopted by Ordinance No. 99-30 -October 18, 1999

- Updated text regarding the urban reserve area
- Revised policy 1.1.1
- Revised policy 1.1.2

CHAPTER 9

CAPITAL IMPROVEMENT ELEMENT

CYCLE 24-1

- Add an introduction.
- Update references to 5-year Capital Improvement Plan 2023/24 – 2027/28.
- Correct various grammatical and spelling errors throughout chapter.
- Update Level of Service (LOS) standards, reformat to a chart for ease of use and add Public Services LOS to the Element (Policy ci1.2.6).
- Adjust time frames to complete improvement deficiencies (Policy ci1.3).

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised sentence to say “Roadways within the city with the exception of US 17/92 from SR 44 to Plymouth Avenue and SR 44 from Hill Avenue to Summit Road. Then created table addressing LOS for SIS Facilities (Freeway), Non-SIS State Facilities, Arterials, and Collectors.
- Added sentence “Roadways within the city that are constrained and projected to operate as deficient before or by 2020, and where capacity is not anticipated shall operate at the following LOS standard”, then created table showing facility and level of service standard (capacity x 1.2).
- Removed information on Urban Arterial Roads LOS
- Removed information on Urban Collector Roads LOS
- Removed information on Local Roads LOS
- Removed sentence “Roadways within the city which are constrained or backlogged” and the information that went along with this sentence.
- Revised Policy ci1.6.2 language to add or enhances non-vehicular mobility or connectivity.
- Revise Policy ci2.1.8(b) language to add for the applicant’s pro rate share.
- Added Policy ci2.2.3 – “For State or County roadways designated by Volusia County as either backlogged or constrained, the City will coordinate with Volusia County when reviewing potential impacts from proposed development.”
- Removed Objective ci2.3 and all its policies (ci2.3.1 – ci2.3.5)

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE CIE - Adopted by Ordinance No. 2008-45 – November 17, 2008

- Revising the Capital Improvements Element by repealing the 2007/2008 Capital Improvements Program (CIP) and replacing in its stead the new 2008/2009 CIP

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Added Goal 3 with associated objectives and policies, Includes: Capital Improvement Program 2007/08 to 2012/13

CYCLE 05-2 - Adopted by Ordinance No. 2005-74 – December 19, 2005

- Revised Policy 1.2.6- Recreation Parkland – Parks – 4.6 acres per 1,000 residents

CYCLE 02-1 - Adopted by Ordinance No. 2002-08 - July 15, 2002

- Revised policy 2.1.7. to reflect concurrency runs with development order.
- Revised policy 2.3.1. to clarify how concurrency is determined for backlogged or constrained roads.
- Revised policy 2.2.3. to describe concurrency for County roads.

- Delete policy 2.5.1.
- Delete policy 2.5.2.
- Delete policy 2.5.5. (old #)
- Revised policy 2.5.4. to eliminate reference to reserved capacity
- Revised policy 2.5.5. to describe city's monitoring program

CYCLE 00-1 - Adopted by Ordinance No. 2000-07 - March 20, 2000

- Insert new policy 1.2.1.a that requires new development to pay their fair share
- Adopt Capital Improvements Program, 2000 thru 2005.

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Replace Tables 1 - 5-A
- Policy 1.2.8: Clarifying roadways as "urban" arterial and collectors
- Replace Table 12
- Replace Exhibit A

CYCLE 94-2 - Adopted by Ordinance No. 94-39 - November 21, 1994

- Revised Policy 1.2.8: Fire/Rescue Service, Fire/Rescue LOS Standards (Policy 1.2.9 and 1.2.10 were deleted)

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents revised as needed
- Revised tables for schedule of improvements
- Revised Table 5A - to incorporate all relevant projects related to LU-92-09-08 (#161, #167, #172, #175, #176, and #177 and "###" notation)
- Policy 1.2.8, revised the section entitled "Roadways within the city neither constrained or backlogged" to show "Interstate Highway - LOS B ADT & peak hour" and the section entitled "Roadways within the city which are constrained or backlogged" was revised by adding: "I-4 from SR 44 to SR 472 - traffic volumes shall not exceed 5% above 1993 ADT" and I-4 east of SR 44 - traffic volumes shall not exceed 5% above 1993 ADT
- Table 12 - Schedule of Improvements was revised to incorporate the revisions of Table 5A.
- Renumbered pages for location maps

CHAPTER 10

PUBLIC SCHOOL FACILITIES ELEMENT

CYCLE 24-1

- Add an introduction to provide background.
- Reformat zoning information into a table format for greater clarity and easy comparison (Policy s1.2.1).
- Add language referencing stormwater management (Policy s1.2.3).
- Update to reflect correct state program and terminology; the reference to Florida safe ways to school program will be revised to “Safe Routes to School (SRTS) program (Policy s1.3.4).
- Remove the Level of Service (LOS) table, as the table has become outdated (horizon dates of 2011, 2013, and 2014). Since the Volusia County school board maintains a separate LOS document, a reference to this document will be added (Policy s2.1.3:).
- Remove reference to service area map no longer in use (Policy s2.2.3).
- Added policy to commit to maintaining consistent Level-of-Service standards with the Volusia County School Board. (Policy s2.2.7)
- Add updated maps of the DeLand area schools (Appendix).

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Revised language in Objective 1.1. from local government to city of DeLand
- Revised language in Policy 1.1.1. from local government to City
- Renumbered Policy 1.1.3 to Policy 1.1.2 and require the city to provide the representative of the School Board with copies of all Technical Review Committee, Planning Board and City Committee meeting agendas and staff reports
- Added a new Policy 1.1.3 – “The City shall meet at least annually with representatives from the School District and other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.”
- Revised language in Objective 1.2 from local government to City
- Revised Policy 1.2.1. to add list of restricted land use classifications and changed local government to City
- Revised language in Policy 1.2.3 from local government to City and if required infrastructure is not in place to serve the proposed school, if deemed necessary, the parties may shall enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required improvements.
- Revised language in Policy 1.2.4 from local government to City
- Revised language in Policy 1.2.5 from local government to City
- Revised language in Policy 1.2.6 from local government to City
- Revised language in Objective 1.3 from local government to City
- Revised language in Policy 1.3.1 from local government to City
- Revised language in Policy 1.3.2 from local government to City
- Revised language in Policy 1.3.3 from local government to City
- Revised language in Policy 1.3.4 from local government to City
- Revised language in Policy 1.3.5 from local government to City
- Revised language in Policy 1.4.1 from local government to City
- Revised language in Policy 1.4.3 from local government to City

- Revised language in Goal 2 from local government to City
- Revised language in Objective 2.1 from local government to City
- Amended Policy 2.1.2 to require the interlocal agreement, the uniform, district-wide level-of-service standards set as presented in the CIE.
- Amended Policy 2.1.3 dates for the designated level of service
- Removed Policy 2.1.4
- Renumbered Policy 2.1.5 to Policy 2.1.4
- Renumbered Policy 2.1.6 to Policy 2.1.5
- Revised language in Objective 2.2 from local government to City
- Removed Policy 2.2.6
- Added new Policy 2.26 – “Attendance zone changes are not intended to be Comprehensive Plan amendments.”
- Revised language in Objective 2.3 from local government to City
- Revised language in Policy 2.3.2(3) from local government to City
- Revised Policy 2.3.3(2) - “Any residential development or any other development with a residential component that received approval of a Final Development Order or Functional Equivalent prior to the implementation date of school concurrency or is otherwise vested prior to the implementation date of school concurrency is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency”
- Revised Policy 2.3.3(3) – “Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.”
- Revised Policy 2.3.4 to require the creation of subdivisions and/or single family lots equal to or less than three units shall be reported to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.
- Revised language in Policy 2.3.5 from By February 1, 2008 the (local government) to The City
- Removed refer to graphic examples from Policy 2.3.7
- Revised language in Objective 2.4 from local government to City
- Revised language in Policy 2.4.3 from local government to City
- Revised Policy 2.4.7(8) - Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements that bring service to school site
- Revised language in Objective 2.5 from local government to City
- Revised language in Policy 2.5.1 from local government to City
- Revised language in Policy 2.5.2 from local government to City
- Removed Policy 2.5.3
- Amended Alternate Policy 2.5.3 – removed the word alternate and changed local government to City
- Added Map 1: Planned Public School Facilities and Ancillary Plants Fiscal Year 2007/08 to Fiscal Year 2011/12. West Volusia
- Map 2: 2011-2025 Long Range Planned Public School Facilities by School Planning Areas

CHAPTER 11

PROPERTY RIGHTS ELEMENT

CYCLE 21-1ESR - Adopted by Ordinance No. 2021-39 – November 15, 2021

- Comprehensive Plan Amendment to Create Chapter 11 – Property Rights

CHAPTER 12
ECONOMIC DEVELOPMENT ELEMENT

CYCLE 24-1

- Created Element.

CHAPTER 13

PLACEMAKING ELEMENT

CYCLE 24-1

- Created Element.

From: [Chris Graham](#)
Mail received time: Tue, 14 May 2024 16:30:01
Sent: Tue, 14 May 2024 16:30:01
To: [Carol Kuhn](#)
Subject: FW: Comments for the record, public meeting on 5/16 at City Hall
Importance: Normal
Sensitivity: None
Archived: Friday, June 7, 2024 2:00:29 PM

Chris Graham, APR, MBA
Community Information Manager
City of DeLand
grahamc@deland.org
Office: 386-626-7117
Cell: 386-872-0821

-----Original Message-----

From: Joan Carter <jmdcarte@gmail.com>
Sent: Tuesday, May 14, 2024 9:37 AM
To: Chris Graham <grahamc@deland.org>
Subject: Comments for the record, public meeting on 5/16 at City Hall

Mr. Graham:

I will be unable to attend the meeting on Thursday evening. I am on the Board of the Barberville Settlement. Our meeting conflicts with the City's call for comments.

I have lived in DeLand since 1965. My four children all went through DeLand schools and graduated to go on to colleges and universities elsewhere.

My comments:

Rein in the extent of cookie-cutter single-family developments. Encourage architectural merit. Do not approve snout houses.

Require interconnection among developments to avoid limited entrance cut-de-sac roadways within developments.

Whenever possible continue the basic city roadway grid to extend through new developments.

Do not ghetto-ize low income housing. Encourage mixed income multi-family housing. This can be done by mixing unit sizes and adding subtle amenities (terraces, balconies, sizes) that result in higher rents.

For all multi-unit developments require designs that have architectural merit. My concern has been that what has been proposed looks like decades old designs for extended stay hotels.

Make every parking area a reason for installing a proportionate amount of tree cover or shaded space (could be a solar panel array)

Stand up to Volusia Co. when they are approached to approve developments with non-conforming project proposals. Leverage is via extension of City water/sewer to such projects. The City can push back with capacity concerns / higher rates.

Require all developments to include sidewalks on each side of the street, placed so that cars won't park on them or across them. 2- sides so people don't have to cross the street to use them. No parking so people actually can walk on the sidewalk vs. around cars.

Trees, trees, trees, green spaces, lot lines for shrubs, trees, green spaces.

Encourage service alleys to get cars behind houses. Frankly I don't understand why this form is not more common.

Make every plan for a much hotter climate..Our temperatures today are similar to those in south Florida 25 years ago.

Joan Carter, 122 West Michigan Ave., DeLand

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Verification: This message sent from grahamc@deland.org

CAPITAL IMPROVEMENT PROGRAM

How the Program Works

The Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Florida Statutes) requires that local governments prepare a comprehensive plan which will guide public capital investments, other public fiscal policies, operating policies of the City of DeLand government, and the future use of land in the unincorporated portions of the City. The City's comprehensive plan may be amended up to twice a year, and must be evaluated and updated every five years. One of the required elements of the comprehensive plan is the Capital Improvements Element.

The City of DeLand's Capital Improvement Plan (CIP) is a planning, budgetary, and prioritizing tool which, as a part of the Capital Improvements Element, reflects the City's infrastructure needs for a five-year time frame. The CIP is updated on an annual basis. Amendments to the CIP may be made prior to the next annual CIP review period with approval of the City Commissioners. The current fiscal year funding for the approved CIP is incorporated in the proposed budget and adopted at the public hearings held in September of each year. The Capital and Grants Special Revenue Funds were created in FY2008-2009 to improve readability for users. This separate fund will be utilized for all capital projects within the General Government, Community Development, Public Safety, Public Works, and Parks & Recreation divisions.

Capital Projects are major fixed assets or infrastructure with long term value, such as buildings, roads, bridges and parks. A capital improvement is defined as any purchase of equipment or any construction project having a value of \$5,000 or more, excluding repairs, and a minimum life of three years or more. Proposed CIP project requests may originate from City departments, Commissioners, and/or citizens.

Funds budgeted for specific projects remain allocated until the project is completed. Additionally, project budgets are reviewed and, if needed, funding may be adjusted. Capital project costs include all expenditures related to land acquisition, planning, design, construction, project management, legal expenses, and mitigation of damages.

Projects may be funded by current revenues or by debt financing, depending upon the availability of funds, the nature of the project, and the policies of the City Commission. In balancing the five years of the CIP, projections of revenues from existing sources are compared to requested capital projects. If there are adequate revenues to fund all the requested projects, the program is balanced. If not, projects must either be revised to reduce costs, postponed to a future time period, or eliminated from the program. Alternative financing, such as long-term debt, may be proposed in order to provide sufficient revenues to fund requested capital projects. There may be bona fide reasons why a project is needed or desired in the immediate future, but it may be deferred because resources are not realistically available.

The overall CIP, with its five-year time frame, gives a fair indication of the foreseeable infrastructure needs of the City of DeLand.

Relationship Between the Operating and Capital Budgets

The Operating budget includes expenses that are generally of a recurring nature and are appropriated for one year only. It provides for all City services, but does not result in major physical assets for the City. Year to year, changes in the Operating budget are expected to be fairly stable, and represent incremental changes in the cost of doing business, in the size of the City and in the types and levels of service that are provided. Resources for the Operating budget generally come from taxes, user fees, and intergovernmental payments that usually recur from year to year.

The Capital budget includes one-time costs for projects that may last several years. The projects result in major physical assets for the City. Resources for the Capital budget generally come from bond issues, impact fees, grants and taxes.

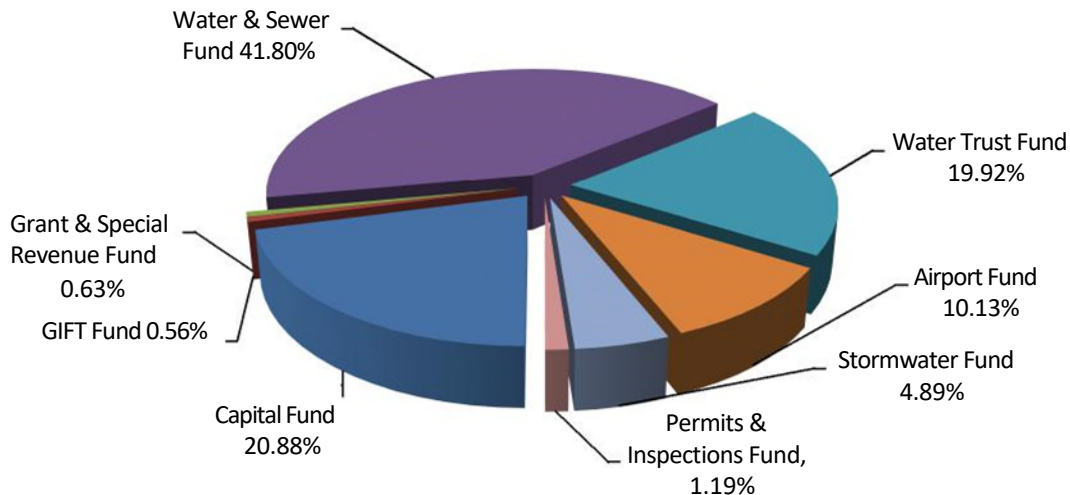
However, the Operating and Capital budgets are closely linked. The most obvious link is the Operating budget assumes the cost of maintaining and operating new facilities built under the Capital budget. Operational needs often drive the Capital budget, i.e. airport expansion, roads, water and sewer mains, parks, which are necessitated by population growth and the City's role in providing these basic services to its citizens.

Current Year Capital

Following is a listing of the current year Capital Program which totals \$13,409,133 for all funds.

	Budget	% of Total Capital Budget	% of Total Annual Budget
Capital Fund	\$ 2,799,833	20.88%	2.69%
GIFT Fund	75,287	0.56%	0.07%
Grant & Special Revenue Fund	85,024	0.63%	0.08%
Water & Sewer Fund	5,605,201	41.80%	5.38%
Water Trust Fund	2,670,850	19.92%	2.57%
Airport Fund	1,358,196	10.13%	1.31%
Stormwater Fund	655,304	4.89%	0.63%
Permits & Inspections Fund	159,438	1.19%	0.15%
Total	\$ 13,409,133	100.00%	12.90%

Current Year Capital



Current Year Capital Detail

Division	Description	Amount
0106 - Administrative Services	Christmas Tree Replacement	6,500
0110 - Information Technology	VXRail GPU Update	26,380
0110 - Information Technology	Replacement of Unity 450 and 300	157,200
0110 - Information Technology	Upgrade Current VMWare Host	36,000
0110 - Information Technology	Remote Access Software - FIPS 140-2 Certified to meet CJIS	24,000
0110 - Information Technology	Network Monitoring and Performance Management	19,000
0110 - Information Technology	Internet to Spec Martin, FS 82 and Airport	36,000
0110 - Information Technology	Clerk - Fijitsu FI-7700 Scanner	12,000
General Government Total		\$ 317,080
1222 - Fire	ALS Zoll Monitor	47,315
1222 - Fire	Fire Station 83 Addition	500,000
1222 - Fire	EMS - Special Event Golf Cart - ALS Ready	25,000
1222 - Fire	Command Vehicle - Radio-Light Package	83,000

Division	Description	Amount
1226 - Police	LEFTA Product Suite	9,650
1226 - Police	Leads Online/Cell Hawk	9,260
1226 - Police	UDE Upgrade on in Car Cameras	6,825
1226 - Police	Chevy Tahoe for Patrol (1 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (2 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (3 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (4 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (5 of 5)	77,720
1226 - Police	Falcon License Plate Reader Cameras	19,400
1226 - Police	CID Chevy Malibu or comparable sedan	37,943
1226 - Police	Drones	31,175
1226 - Police	Axon In-Car Camera (Year 1 of 10)	101,465
1226 - Police	Police Car for New Officer	75,287
Public Safety Total		\$ 1,334,920
1302 - Streets	202 Ford F150 Super Cab (replacement)	50,516
1302 - Streets	2023 Ford F150 Super Cab	50,516
1302 - Streets	ROW ADA Improvements	73,024
1303 - Trees	Freightliner Business Class M2 106 (Grapple Boom self-loader)	254,625
1304 - Urban Beautification	New Shed for Downtown Events	16,623
1306 - Vehicle Maintenance	New Pneumatic Tire Lift (replacing Scissor Lift)	55,294
Public Works Total		\$ 500,598
1401 - Parks & Rec Admin	Modernize Elevator at Bill Dreggors Park Admin Building	81,218
1403 - Parks	Replace Ice Machine at Spec Martin	5,940
1403 - Parks	Replace 2013 Zero Turn Mower - 150-MOW-002	11,723
1403 - Parks	Replacement Roof Coating at Boy Scout Hut	12,825
1403 - Parks	Replace HVAC system - Lemon Room - Bill Dreggors Park	13,550
1403 - Parks	Sand Pro to maintain clay areas of ball fields	35,490
1403 - Parks	Replace Wackpacker/Roller - 143-WR-001	35,980
1403 - Parks	Replace 2004 Ford Truck 1430025	43,094
1403 - Parks	Replace 2006 Ford Truck 1430028	47,819
1407 - Activity Center	Replace Maintenance Box Truck 1430054	58,118
1406 - DeLand House	Replace exterior fence at DeLand House	25,889
1407 - Activity Center	Replace Sanborn Projectors	14,000
1407 - Activity Center	Floor Scrubber - Sanborn Center	14,900
1408 - Stadium	Install Mini Split A/C Unit - Ticket Booth - Spec Martin Stadium	8,871
1408 - Stadium	Foundation Improvements at Spec Martin	150,000
1410 - Chisholm Center	Replace Old Scoreboard and add 2nd Scoreboard	12,000
1410 - Chisholm Center	Replace HVAC system - Chisholm Center Gym	139,546
1410 - Chisholm Center	Audio/Visual at Chisholm	21,000
1412 - Conrad/Melching	Modernize Elevator at Melching Field	75,583
Parks & Recreation Total		\$ 807,546
FY 23-24 General Fund Capital (Funds 170, 190 & 300) Total		\$ 2,960,144

Division	Description	Amount
4203 - Water Production	WTP 4 Well #6 Replacement	81,000
4203 - Water Production	WTP #2 High Service Pump Replacement	276,120
4203 - Water Production	WTP #1,2, & 3 PLC Upgrades	38,400
4203 - Water Production	WTP #2 Transfer Pump Replacements	265,860
4203 - Water Production	F250 Pick Up Truck / Utility Bed	85,000
4203 - Water Production	Water Plant Security Camera Replacement	39,374
4203 - Water Production	WTP #3 Well Pump Fencing Replacement	11,200
4203 - Water Production	WTP #1 Well #5 Pump House Fencing Replacement	22,884
4203 - Water Production	WTP #9 GST Fencing Replacement	18,572
4204 - Water Distribution	2024 Water Main Improvements Construction	2,320,850

Division	Description	Amount
4204 - Water Distribution	Hydraulic 6 Inch Pump & Trailer	67,172
4204 - Water Distribution	Downtown Water Main Phase I Construction	586,560
4204 - Water Distribution	2025 Water Main Improvements Design	350,000
4204 - Water Distribution	Vehicle Replacement #61	85,000
4204 - Water Distribution	Vehicle Replacement #97	85,000
4205 - Wastewater Distribution	Sludge Press #1 Onsite Rehab	237,444
4205 - Wastewater Distribution	Lab/Conference Room A/C Unit	7,500
4205 - Wastewater Distribution	Alum Chemical Pump Replacement	48,360
4205 - Wastewater Distribution	Reclaim Pump House AC Unit Replacement	12,960
4205 - Wastewater Distribution	DO Sensor	28,520
4205 - Wastewater Distribution	Gator Maintenance Vehicle	12,365
4206 - Utilities Maintenance	LS #79 Rehabilitation Project	2,350,000
4206 - Utilities Maintenance	LS #1 Replacement & Panel Box	94,872
4206 - Utilities Maintenance	LS #12 Replacement and Panel Box	81,790
4206 - Utilities Maintenance	LS #20 Replacement and Panel Box	83,432
4206 - Utilities Maintenance	LS #79 Stand By Generator and Transfer Switch	85,452
4206 - Utilities Maintenance	Standby Generator for Lift Station #34 - South Hill Ave	55,000
4206 - Utilities Maintenance	LS #80 Replacement and Panel Box	83,974
4206 - Utilities Maintenance	Hydraulic Hose Replacement	11,786
4206 - Utilities Maintenance	Commercial Riding Lawn Mower	10,085
4206 - Utilities Maintenance	Ground Penetrating Radar Unit - 2 Units	42,118
4206 - Utilities Maintenance	Tandem Axle HD Equipment Trailer	8,100
4206 - Utilities Maintenance	Trimble GPS Device	20,344
4206 - Utilities Maintenance	Vivax Metrotech Locators - 2 or 3 units	23,572
4206 - Utilities Maintenance	New Transit Connect Locator Van	47,500
4208 - Facilities Maintenance	Facility Shop A/C Unit Replacement (2)	18,063
4208 - Facilities Maintenance	Electric Scissor Lift Replacement	25,342
4208 - Facilities Maintenance	New Enclosed Storage Building	17,711
4208 - Facilities Maintenance	Vehicle Replacement #108 Ford Ranger	70,916
4208 - Facilities Maintenance	Vehicle Replacement #110 Ford Escape	34,505
4209 - Customer Service	Letter Opener	10,000
4210 - Wastewater Collection	Sewer Line Rehabilitation	200,000
4210 - Wastewater Collection	Manhole Rehabilitation	85,000
4210 - Wastewater Collection	Hoist System	18,283
4210 - Wastewater Collection	Vehicle Replacement #282	85,000
4210 - Wastewater Collection	Root Cutters	16,440
4210 - Wastewater Collection	Collection Camera System	16,625
FY 23-24 Water and Sewer Fund Capital Total		\$ 8,276,051
4300 - Airport	Update Master Plan and Airport Layout Plan	600,000
4300 - Airport	Replacement Schulte Batwing	47,396
4300 - Airport	Design Electrical Upgrades for T-Hangars A, B, & C	15,800
4300 - Airport	Design South Central Apron Rehab	120,000
4300 - Airport	Design Runway 5/23 Rehab	350,000
4300 - Airport	T-Hangars Gutters	125,000
4300 - Airport	Design Taxiway E Lighting	100,000
FY 23-24 Airport Fund Capital Total		\$ 1,358,196

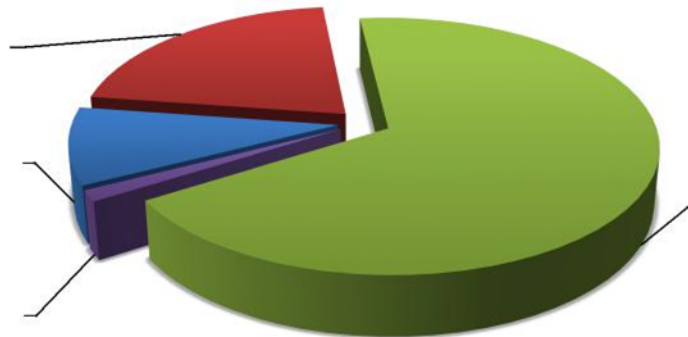
Division	Description	Amount
4500 - Stormwater	Replacement of Painters Pond Generator	101,925
4500 - Stormwater	Forest head 60" HF Mulcher	32,589
4500 - Stormwater	New Manual Intake Gate for Earl Brown Stormwater Pump Station	54,063
4500 - Stormwater	Pemberton Aquatic Bucket	8,714
4500 - Stormwater	Envirosight Verisight Pro + Push Camera, 200'	14,713
4500 - Stormwater	Replace 450-INT-534 with new 16' Trailer	9,150
4500 - Stormwater	Miscellaneous citywide pipe lining replacement	300,000
4500 - Stormwater	Miscellaneous Stormwater Improvements (Neighborhood)	100,000
4500 - Stormwater	Miscellaneous Stormwater Improvements (Pond)	25,000
4500 - Stormwater	Replace 450-TL-003 Enclosed Trailer	9,150
FY 23-24 Stormwater Fund Capital Total		\$ 655,304
4800 - Permits & Inspections	Building Official Truck 1	53,146
4800 - Permits & Inspections	Building Official Truck 2	53,146
4800 - Permits & Inspections	Building Official Truck 3	53,146
FY 23-24 Permits & Inspections Fund Capital Total		\$ 159,438
FY 23-24 All Funds Capital Total		\$ 13,409,133

Five Year Capital Improvement Plan

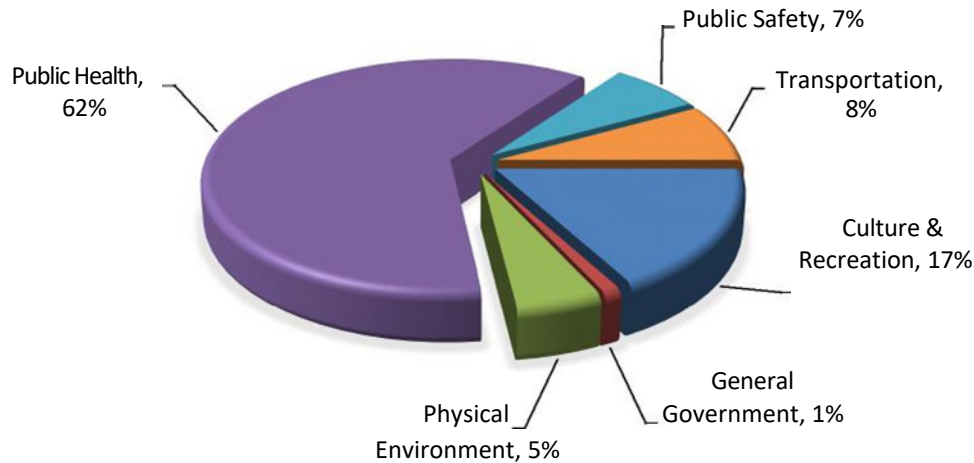
Following is a recap of total capital by fund by year:

	2023-24	2024-25	2025-26	2026-27	2027-28	Total
Capital Fund	2,799,833	5,826,850	23,498,062	6,271,435	5,882,578	44,278,758
GIFT Fund	75,287	-	-	-	-	75,287
Grant & Special Revenue Fund	85,024	-	-	-	-	85,024
Water & Sewer Fund	5,605,201	29,807,680	16,142,220	32,418,100	16,192,141	100,165,342
Water Trust Fund	2,670,850	2,300,000	2,000,000	2,438,900	-	9,409,750
Wastewater Trust Fund	-	243,800	-	733,800	1,316,800	2,294,400
Airport Fund	1,358,196	5,011,300	4,500,000	1,697,935	1,310,000	13,877,431
Stormwater Fund	655,304	6,051,250	1,040,795	570,000	453,000	8,770,349
Permits & Inspection Fund	159,438	-	-	-	-	159,438
Total	\$ 13,409,133	\$ 49,240,880	\$ 47,181,077	\$ 44,130,170	\$ 25,154,519	\$ 179,115,779

2023-24 through 2027-28 CIP by Category



2023-24 through 2027-28 CIP by Function



Capital purchases are funded by various revenues some of which have restricted uses.

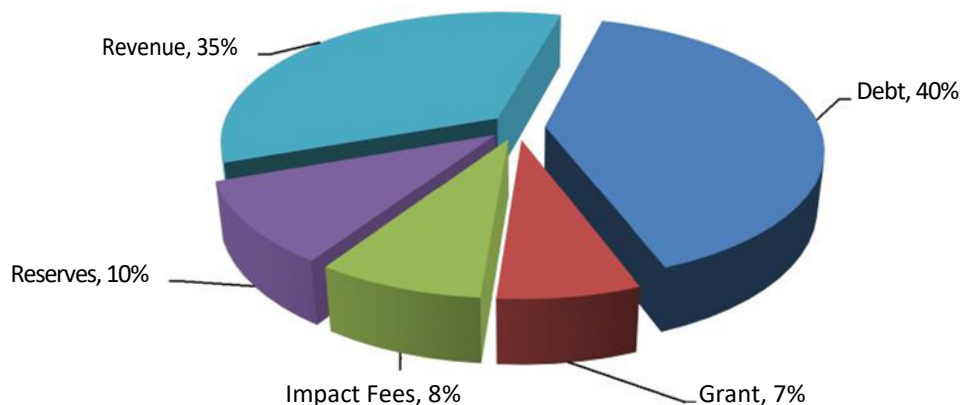
Government Impact Fees – The City collects revenue from Police Impact Fees, Fire Impact Fees, Parks and Recreation Impact Fees, and General Government building Impact Fees. This source of revenue can only be used for the purpose of new acquisitions of land, facilities, or equipment necessary as a result of growth.

Water and Sewer Impact Fees – This source of revenue can only be used for the purpose of expanding the primary system facilities of the water and wastewater system including but not limited to wells, well pumps, treatment plants, force mains, and effluent disposal facilities.

Grants – This source of revenue will come from various federal and state agencies.

	General Fund	GIFT Fund	Grants & Special Revenue Fund	Water & Sewer Fund	Airport Fund	Stormwater Fund	Permits & Inspections Fund	5 Year Total
Debt	26,000,000	-	-	40,541,000	-	5,281,250	-	71,822,250
Grant	-	-	85,024	-	12,391,948	-	-	12,476,972
Impact Fees	-	75,287	-	14,460,350	-	-	-	14,535,637
Reserves	18,278,758	-	-	-	-	-	-	18,278,758
Revenue	-	-	-	56,868,142	1,485,483	3,489,099	159,438	62,002,162
Unfunded	-	-	-	-	-	-	-	-
Total	\$44,278,758	\$75,287	\$ 85,024	\$111,869,492	\$13,877,431	\$8,770,349	\$159,438	\$179,115,779

2023-24 through 2027-28 CIP by Funding Source



CAPITAL DETAIL

Technology Projects

Location	Various City locations		
Description	Includes purchase of new or upgrades of existing computer equipment, software, wireless technology, etc.		
Project List (requested year order)			
	Year Description		
	2024	Upgrade In Car Cameras	6,825
	2024	Leads Online/Cell Hawk	9,260
	2024	Lefta Product Suite	9,650
	2024	Fujitsu 7700 Scanner	12,000
	2024	Network Monitoring and Performance	19,000
	2024	Audio/Visual to Chisholm Center	21,000
	2024	Remote Access Software	24,000
	2024	VXRail GPU Update	26,380
	2024	Update Network Disk space (Upgrade current VMWare host to match production	36,000
	2024	Internet to Spec Martin, FS82 and Airport	36,000
	2024	Update Network Disk space (Replacement of Unity 450 and 300)	157,200
	2025	Large Display for Tactical Conference Room	12,000
	2025	Engineering Large Format Printer2019	35,000
	2025	City WIFI 2019 (29 access points)	35,000
	2025	Upgrade SANS	195,500
	2026	Replace Document Imaging Scanner	15,000
	2026	Upgrade MS SQL server Operating System	50,000
	2026	Upgrade MS Office	150,000
	2026	Virtual Desktop Server- VX rail	250,000
	2026	Network Printers	306,000
	2027	Upgrade Email Archiver 201	810,000
	2027	Upgrade Firewall	50,000
	2028	Sign Shop Printer	75,500
	General Government Total		\$ 1,541,315
	2025	Replace Sound System at Spec Martin Stadium	150,000
	2025	Replace Video Board at Spec Martin Stadium	800,000
	Culture & Recreation Total		\$ 950,000
Total Technology Projects		\$ 2,491,315	
Justification	To take advantage of the rapid advancements in computer and wireless technology to the benefit of staff and the community		
Funding Source	Technology Funding Source		
	Reserves	\$ 2,491,315	
	Total	\$ 2,491,315	
Estimated Operating Costs/Savings	Estimate an additional \$75,000 for new software licenses and annual maintenance fees.		
Anticipated Revenue Increase	N/A		

Facility Projects

Location	Various City locations		
Description	Includes construction of renovation of existing facilities, park structures, etc.		
Project List (requested year order)	Year	Description	Amount
	2024-2025	Replace Christmas Tree - City Hall	13,000
	2024	Replace the carpet with carpet squares - City Hall	150,000
	General Government Total		\$ 163,000
	2024	Fire Station 83 Addition	500,000
	2025	Replace exterior pavers	9,000
	2025	Sallyport flooring	20,000
	2025	Replace HVAC chiller valves	29,649
	2026-2027	Fire Station Additions	6,000,000
	2028	Replace carpet at Police Station	90,000
	2028	K-9 training field	350,000
	Public Safety Total		\$ 6,998,649
	2024	Replacement Roof Coating at Boy Scout Hut	12,825
	2024	Replace HVAC system - Lemon Room - Bill Dreggors Park	13,550
	2024	Install Mini Split A/C Unit - Ticket Booth - Spec Martin Stadium	8,871
	2024	Foundation Improvements at Spec Martin	150,000
	2024	Replace HVAC system - Chisholm Center Gym	139,546
	2025	Replace Flooring at Freedom Playground	200,000
	2025	Pickleball/Tennis Court Renovations	1,500,000
	2025	Paint Sanborn Center Interior	20,000
	2025	Paint Sanborn Center Exterior	50,000
	2025	Paint Spec Martin Stadium Exterior	75,000
	2026	Replace All Office Desks, Chairs and Accessories at Stone Street Offices	50,000
	2026	Renovate Little League Operations Tower	75,000
	2026	Sperling Sports Complex Baseball Field Renovations	100,000
	2026	Renovate Operations Tower at Sperling Sports Complex	350,000
	2026	Replace Field Lighting at Sperling Sports Complex Adult Baseball Field	400,000
	2026	Construction of Recreation Center Complex	20,000,000
	2027	Renovate Boy Scout Hut	35,000
	2027	Renovate Softball Fields #1, #2, & #3 At Sperling Sports Complex	200,000
	2027	Replace/renovate Candlelight Oaks Playground & Basketball Court	250,000
	2027	Renovate Three Little League Fields at Chipper Jones Complex	1,000,000
	2027	Seat Replacement at Spec Martin Stadium Suites	150,000
	2028	Replace Tre Thomas Park Playground	500,000
	2028	Replace Field Lights at Spec Martin Stadium	500,000
	Culture & Recreation Total		\$ 25,779,792
	2024	New Shed for Downtown Events	16,623
	Physical Environment Total		\$ 16,623
	2024	New Enclosed Storage Building	17,711
	Public Health Total		\$ 17,711
	2024	T-Hangars Gutters	125,000
	2024	Design Electrical Upgrades for T-Hangars A, B, & C	15,800
	2028	Design replacement hangar	310,000
	Airport Total		\$ 450,800
	2025	City Hall Stormwater Pump Station	4,000,000
	2025	Public Works Building Improvement	150,000
	Stormwater Total		\$ 4,150,000
	Total Facility Projects		\$ 37,576,575
Project List (requested year order)			

Justification	To ensure that workspace needs and work safety requirements are met. To ensure that existing facilities are rehabilitated and replaced as needed to maintain the amenities citizens expect. Deferred maintenance can result in closed facilities, liability claims, or additional maintenance costs. Terminal and T-Hangars are planned to ensure the Airport can meet growth demands.														
Funding Source	Facility Funding Source <table> <tr> <td>Airport Fund Revenue</td><td>\$ 127,800</td></tr> <tr> <td>Grant</td><td>\$ 323,000</td></tr> <tr> <td>Reserves</td><td>\$ 6,958,064</td></tr> <tr> <td>Water & Sewer Revenue</td><td>\$ 17,711</td></tr> <tr> <td>Stormwater Fund Revenue</td><td>\$ 150,000</td></tr> <tr> <td>Debt</td><td>\$ 30,000,000</td></tr> <tr> <td>Total</td><td>\$ 37,576,575</td></tr> </table>	Airport Fund Revenue	\$ 127,800	Grant	\$ 323,000	Reserves	\$ 6,958,064	Water & Sewer Revenue	\$ 17,711	Stormwater Fund Revenue	\$ 150,000	Debt	\$ 30,000,000	Total	\$ 37,576,575
Airport Fund Revenue	\$ 127,800														
Grant	\$ 323,000														
Reserves	\$ 6,958,064														
Water & Sewer Revenue	\$ 17,711														
Stormwater Fund Revenue	\$ 150,000														
Debt	\$ 30,000,000														
Total	\$ 37,576,575														
Estimated Operating Costs/Savings	- Estimate \$400,000 per year for Recreation Fields employees, maintenance/repair and utility taxes. - Estimate \$20,000 per year in new Fire Station addition operating and maintenance costs - Estimate \$15,000 per year for t-hangar maintenance/repair and electric/water usage costs.														
Anticipated Revenue Increase	Possible additional revenue from new t-hangars depending on number of rented units and the rent charged for each. Current t-hangars' monthly rent ranges from \$240 to \$335. Some revenues will come from concessions to offset at the new recreation fields.														

Equipment

Location	Various divisions		
Description	Includes acquisition and replacement of equipment		
Project List (requested year order)	Year	Description	Amount
	2024	New Pneumatic Tire Lift (replacing Scissor Lift)	55,294
	General Government Total		\$ 55,294
	2024	EMS - Special Event Golf Cart - ALS Ready	25,000
	2024-2025	ALS Zoll Monitor	97,315
	2024-2028	Fire Staff/Command Vehicles	163,000
	2026	Reserve Ladder Refurbishment	250,000
	2027	Fire Engine Refurbishment	250,000
	2024	Falcon License Plate Reader Cameras	19,400
	2024	Drones	31,175
	2024	CID Chevy Malibu or comparable sedan	37,943
	2024	Chevy Tahoe for Patrol (1 of 5)	77,720
	2024	Chevy Tahoe for Patrol (2 of 5)	77,720
	2024	Chevy Tahoe for Patrol (3 of 5)	77,720
	2024	Chevy Tahoe for Patrol (4 of 5)	77,720
	2024	Chevy Tahoe for Patrol (5 of 5)	77,720
	2024	Axon In-Car Camera (Years 1-5 of 10)	507,325
	2025	Replace Police vehicle 1 of 8	85,492
	2025	Replace Police vehicle 2 of 8	85,492
	2025	Replace Police vehicle 3 of 8	85,492
	2025	Replace Police vehicle 4 of 8	85,492
	2025	Replace Police vehicle 5 of 8	85,492
	2025	Replace Police vehicle 6 of 8	85,492

	Year	Description	Amount
Project List (requested year order)	2025	Replace Police vehicle 7 of 8	85,492
	2025	Replace Police vehicle 8 of 8	85,492
	2026	RECON simulator screen	29,095
	2026	Replace Police vehicle 1 of 8	50,178
	2026	Replace Police vehicle 2 of 8	50,178
	2026	Replace Police vehicle 3 of 8	94,041
	2026	Replace Police vehicle 4 of 8	94,041
	2026	Replace Police vehicle 5 of 8	94,041
	2026	Replace Police vehicle 6 of 8	94,041
	2026	Replace Police vehicle 7 of 8	94,041
	2026	Replace Police vehicle 8 of 8	94,041
	2027	Replace Police staff vehicle 1 of 2	57,705
	2027	Replace Police staff vehicle 2 of 2	57,705
	2027	Replace Police vehicle 1 of 8	103,445
	2027	Replace Police vehicle 2 of 8	103,445
	2027	Replace Police vehicle 3 of 8	103,445
	2027	Replace Police vehicle 4 of 8	103,445
	2027	Replace Police vehicle 5 of 8	103,445
	2027	Replace Police vehicle 6 of 8	103,445
	2027	Replace Police vehicle 7 of 8	103,445
	2027	Replace Police vehicle 8 of 8	103,445
	2028	Replace Police vehicle 1 of 10	66,361
	2028	Replace Police vehicle 2 of 10	66,361
	2028	Replace Police vehicle 3 of 10	66,361
	2028	Replace Police vehicle 4 of 10	113,790
	2028	Replace Police vehicle 5 of 10	113,790
	2028	Replace Police vehicle 6 of 10	113,790
	2028	Replace Police vehicle 7 of 10	113,790
	2028	Replace Police vehicle 8 of 10	113,790
	2028	Replace Police vehicle 9 of 10	113,790
	2028	Replace Police vehicle 10 of 10	113,790
	2024	New Police Car for new Officer	75,287
	Public Safety Total		\$ 5,161,261
	2024	202 Ford F150 Super Cab (replacement)	50,516
	2024	2023 Ford F150 Super Cab	50,516
	2025	#132-INM-523 2018 60" Kubota	17,000
	2025	132-TRA-002(#112 -2008 -Kubota tractor-L3400D)	25,000
	2025	#124 - 2009 STERLING Acterra -4 wheel drive	105,000
	2026	#132-inm-524 (2017 54" Kubota)	15,000
	2026	#133A - F150- 2014 -	30,000
	2026	#138 - Double drum roller	30,000
	2026	120A - 2016 Chevy Van inmates	38,000
	2027	132PTSSTRIP - 2016 - Linelazer paint stripper	35,000
	2024	Freightliner Business Class M2 106 (Grapple Boom self-loader)	254,625
	2025	#133-MOW-28- ZTURN (NURSERY)	15,000
	2025	#142A - Tree Foreman (K Dennis) 2013 F150 - (10,629)	35,000
	2026	#144A - Aerial Lift Truck, replaces 1998 F800, 133-4167-Large one	200,000
	2027	#159 - 2013 Ford F150	35,000
	2025	#186 - 2015 Electric Scrubber - Tomcat	35,000
	2025	#180A - F350 - flat bed- 2014	35,000
	2025	#182B - F150 - Tony Collier Tk - 2014	35,000
	2026	#187 - 2007 sidewalk scrubber-red	25,000
	2027	Powerwasher- (2023)	25,000
	2027	#188 (1340188-2015)-Mini Sweeper-replace	150,000
	Transportation Total		\$ 1,240,657

Project List
(requested
year order)

Year	Description	Amount
2024	Modernize Elevator at Bill Dreggors Park Admin Building	81,218
2024	Replace Ice Machine at Spec Martin	5,940
2024	Replace 2013 Zero Turn Mower - 150-MOW-002	11,723
2024	Sand Pro to maintain clay areas of ball fields	35,490
2024	Replace Wackpacker/Roller - 143-WR-001	35,980
2024	Replace 2004 Ford Truck 1430025	43,094
2024	Replace 2006 Ford Truck 1430028	47,819
2024	Replace Maintenance Box Truck 1430054	58,118
2025	Replace 2006 Toro Scooter #72; 143-HAU-005	14,000
2025	Replace 2006 Toro Scooter #74; 150-HAU-001	14,000
2025	Replace 2007 Toro Electric Scooter 143-HAU-002 (was #75), 143-5184	14,000
2025	Replace Verticutter Serial #817; 143-VC-001	14,000
2025	Replace 2011 Toro Gas Scooter #76, 143-5339	14,000
2025	Replace 2019 Kubota 60" Mower 143-MOWC	15,000
2025	Replace 2019 Kubota 54" Zero Turn Mower, 143-MOWS	15,000
2025	Replace 2019 Kubota 54" Zero Turn Mower, 143-MOWR	15,000
2025	Replace 2019 Kubota 60" Zero Turn Mower 143-MOWQ	15,000
2025	Replace Rota Dairon	15,000
2025	Replace 1993 Ford Tractor, 143-TRA-004 (was #10)	30,000
2025	Replace 2012 Ford F-150 Crew Cab Pickup #40A, 143-5422	45,000
2025	Replace 2003 Ford Van #44, 143-4938	50,000
2025	Replace 2015 Nissan Titan Truck #23, 143-5564	50,000
2025	Replace 2007 Toro Reelmaster Mower, 143-MOW-004	65,000
2025	Replace 2011 Toro Reel Mower #13, 143-5338	75,000
2026	Replace 2012 Toro Workman Scooter #65, 143-5470 143-HAU-003	15,000
2026	Replace 2004 John Deere Tractor #15,	40,000
2026	Replace 2009 Ford 250 Truck 1430021	50,600
2027	Replace 2005 John Deere Tractor #143--TRA-003	30,000
2027	Replace 2013 Chevrolet Captiva #57, 143-5483	37,000
2027	Replace 2018 Nissan Pathfinder #38C, 143-5737	45,000
2027	Replace 2020 Jacobsen Reel Mower TR330, 143-MOW-64	75,000
2024	Replace exterior fence at DeLand House	25,889
2024	Replace Sanborn Projectors	14,000
2025	Floor Scrubber - Sanborn Center	14,900
2025	Replace Chairs at Wayne Sanborn Center	45,000
2024	Replace All or Part of Kitchen Equipment at Wayne Sanborn Center	175,000
2024	Replace Old Scoreboard and add 2nd Scoreboard	12,000
2024	Modernize Elevator at Melching Field	75,583
2025	Replace 2006 Toro Top Dresser 143-CTOP1	26,800
2028	Replace Herbicide/Pesticide Sprayer 143-SPRY-003	50,000
Culture & Recreation Total		\$ 1,511,154
2024	Lab/Conference Room A/C Unit	7,500
2024	Tandem Axle HD Equipment Trailer	8,100
2024	Letter Opener	10,000
2024	Commercial Riding Lawn Mower	10,085
2024	WTP #3 Well Pump Fencing Replacement	11,200
2024	Hydraulic Hose Replacement	11,786
2024	Gator Maintenance Vehicle	12,365
2024	Reclaim Pump House AC Unit Replacement	12,960
2024	Root Cutters	16,440
2024	Collection Camera System	16,625
2024	Facility Shop A/C Unit Replacement (2)	18,063
2024	Hoist System	18,283
2024	WTP #9 GST Fencing Replacement	18,572
2024	Trimble GPS Device	20,344

Project List
(requested
year order)

Year	Description	Amount
2024	WTP #1 Well #5 Pump House Fencing Replacement	22,884
2024	Vivax Metrotech Locators - 2 or 3 units	23,572
2024	Electric Scissor Lift Replacement	25,342
2024	DO Sensor	28,520
2024	Vehicle Replacement #110 Ford Escape	34,505
2024	WTP #1,2, & 3 PLC Upgrades	38,400
2024	Water Plant Security Camera Replacement	39,374
2024	Ground Penetrating Radar Unit - 2 Units	42,118
2024	New Transit Connect Locator Van	47,500
2024	Alum Chemical Pump Replacement	48,360
PH	Standby Generator for Lift Station #34 - South Hill Ave	55,000
2024	4204 Hydraulic 6 Inch Pump & Trailer	67,172
2024	Vehicle Replacement #108 Ford Ranger	70,916
2024	WTP 4 Well #6 Replacement	81,000
2024	LS #12 Replacement and Panel Box	81,790
2024	LS #20 Replacement and Panel Box	83,432
2024	LS #80 Replacement and Panel Box	83,974
2024	F250 Pick Up Truck / Utility Bed	85,000
2024	Vehicle Replacement #61	85,000
2024	Vehicle Replacement #97	85,000
2024	Vehicle Replacement #282	85,000
2024	LS #79 Stand By Generator and Transfer Switch	85,452
2024	LS #1 Replacement & Panel Box	94,872
2024	4205 Sludge Press #1 Onsite Rehab	237,444
2024	WTP #2 Transfer Pump Replacements	265,860
2024	WTP #2 High Service Pump Replacement	276,120
2024	LS #79 Rehabilitation Project	2,350,000
2025	Vehicle, replace 2015 Ford Transit 206-284	47,500
2025	Vehicle, replace 2014 F250 4x4 206-277	50,700
2025	LS #80 Generator and Transfer Switch	60,060
2025	WP#9 Aerator replacement	61,400
2025	Replace vehicle, 2014 Ford F350, 204-278	61,800
2025	WP#10 VFD Conversion on Pumps	71,100
2025	LS #86 Replacement and Panel Box	77,000
2025	LS #85 Replacement and Panel Box	79,240
2025	LS #82 Replacement and Panel Box	79,940
2025	LS #84 Replacement and Panel Box	82,180
2025	Replace vehicle, 2011 Ford F250, 204-5364; 204-89	85,000
2025	Replace vehicle, 2014 Ford F250, 206-280	85,000
2025	L/S#78 replacement & panel box	88,360
2025	Replace vehicle, 2003 Cat Excavator/Loader, 204-4984; 204-63	140,000
2026	Vehicle Replacement #286	42,900
2026	Replace Vehicle, 2013 F150, #274, 206-5480	61,600
2026	#105A- (2017 T350 Cargo Van)	65,000
2026	LS #53 Standby Generator and Transfer Switch	66,000
2026	Vehicle Replacement #283	67,500
2026	LS #84 Generator and Transfer Switch	75,040
2026	LS #87 Replacement and Panel Box	79,520
2026	LS #83 Replacement and Panel Box	81,200
2026	LS #28 Replacement and Panel Box	84,980
2026	Vehicle Replacement #297	85,000
2026	Replace vehicle, 2016 Ford F250, 204-288	87,000
2026	Replace vehicle, 2016 Ford F250, 204-289	87,000
2026	LS #90 Replacement and Panel Box	91,560
2026	LS #26 Replacement and Panel Box	99,120

	Year Description		Amount
	Year	Description	
Project List (requested year order)	2027	Vehicle Replacement #300	65,000
	2027	LS #55 Generator and Transfer Switch	76,860
	2027	Replacement Vehicle, 2017 Ford F250, 204-295	89,000
	2027	LS #29 Replacement and Panel Box	89,320
	2027	LS #68 Replacement and Panel Box	89,320
	2027	LS #33 Replacement and Panel Box	91,420
	2027	LS #53 Replacement and Panel Box	91,420
	2027	LS #56 Replacement and Panel Box	104,660
	2027	#111 2016 F550 Altec Telescopic Aerial Device	150,000
	2027	208-LIFT-002 - 2015 big genie lift	150,000
	2028	#105A-2017 Ford Transit Utility Cargo Van T-350	45,000
	2028	Replace vehicle, 2019 Ford F150, 4203-5813; 4203-213	60,000
	2028	LS #19 Generator and Transfer Switch	81,760
	2028	Replacement Vehicle, 2020 Ford F250, 204-299	91,000
	2028	LS #19 Replacement and Panel Box	97,160
	2028	LS #41 Replacement and Panel Box	97,160
	2028	LS #91 Replacement and Panel Box	97,160
	2028	Vehicle Replacement #205	100,000
	2028	LS #54 Replacement and Panel Box	103,880
	2028	LS #88 Replacement and Panel Box	144,900
	Public Health Total		\$ 8,773,650
	2024	New Schulte Batwing	47,396
	Airport Total		\$ 47,396
	2024	Replacement of Painters Pond Generator	101,925
	2024	Forest head 60" HF Mulcher	32,589
	2024	New Manual Intake Gate for Earl Brown Stormwater Pump Station	54,063
	2024	Pemberton Aquatic Bucket	8,714
	2024	Envirosight Verisight Pro + Push Camera, 200'	14,713
	2024	Replace 450-INT-534 with new 16' Trailer	9,150
	2024	Replace 450-TL-003 Enclosed Trailer	9,150
	2026	#148-2014 Turf Maker 325 (hydro seeder)	20,000
	2027	#108A - 2016 hydro excavator-ring power	200,000
	2028	#123A - 2006 Chevy Van Inmate Squad 1	25,000
	2028	#167A-1 Ton pick up dump truck, replaces 2001 Dodge Ram 3500 dump truck	40,000
	2028	#INM525 - 2018 KUBOTA 60"	18,000
	Stormwater Total		\$ 533,304
	2024	Building Official Truck 1	53,146
	2024	Building Official Truck 2	53,146
	2024	Building Official Truck 3	53,146
	Permits & Inspections Total		\$ 159,438
	Total Equipment Projects		\$ 17,482,154
Justification	To ensure that equipment used by crews is in good working order and not obsolete.		
Funding Source	Equipment Funding Source		
	Water & Sewer Fund Revenue	\$8,773,650	
	Airport Revenue	\$ 47,396	
	Stormwater Fund Revenue	\$533,304	
	Grants	\$ 12,000	
	Impact Fees	\$ 75,287	
	Permits & Inspections Revenue	\$159,438	
	Reserves	\$ 7,881,079	
	Total	\$ 17,482,154	

Estimated Operating Costs/Savings	Minimal savings as a result of newer, fuel efficient vehicles/equipment; replacement avoids possibility of costly repair. - Possible savings from the ability to purchase fuel in larger bulk quantities with replacement of existing fuel tanks with larger tanks. - New generators annual preventative maintenance (PM) averages \$1,000 plus cost of fuel to keep tanks full. Usually top off tanks once a year. Gallons needed varies depending on emergency use during the year (i.e. hurricanes, power outages).
Anticipated Revenue Increase	N/A

Other Improvement Projects

Location	Various City locations		
Description	Includes projects not classified otherwise		
Project List (requested year order)	Year	Description	Amount
	2025	Develop Lake Moore Property	500,000
	2025	Develop Vacant Field Space at Sperling Sports Complex	300,000
	Culture & Recreation Total		\$
	2025	WP#12 Northeast Well Field Design	1,000,000
	2025	WP #10 Construction	10,240,000
	2026-2028	Deep Creek/Leffler Test Well Project	11,368,800
	2026	Central City Well OC-2	628,500
	2026	WP#12 Northeast Well Field Construction	4,120,000
	2027	WP#12 Plant Improvements (Storage Tank & Pump House)	3,647,000
	2027	WP#12 Reynolds Road Transmission Main	3,647,000
	2028	Farnton Water Supply Project	548,700
	2024	2025 Water Main Improvements Design	350,000
	2024-2028	Downtown Water Main Phase I Construction	1,586,560
	2024	2024 Water Main Improvements Construction	2,320,850
	2025	Downtown Water Improvements Design Phase 2	100,000
	2025	2026 Water Main Improvements Design	366,600
	2025	2025 Water Main Improvements Construction	2,300,000
	2026	2027 Water Main Improvements Design	375,100
	2026	Downtown Water Improvements Construct Phase 2	600,000
	2026	Hazen Road/Greens Dairy WM	1,070,000
	2026	WP#10 DSI Project (B)	1,427,800
	2026	2026 Water Main Improvements Construction	2,000,000
	2027	Downtown Water Improvements Design Phase 3	100,000
	2027	2028 Water Main Improvements Design	438,900
	2027	EVWS DSI Project - C	1,126,700
	2027	Hazen Road/Mercer Fernery	1,137,400
	2027	WP#10 DSI Project (C)	1,631,300
	2027	2027 Water Main Improvements Construction	2,000,000
	2028	2029 Water Main Improvements Design	449,500
	2028	Downtown Water Improvements Construct Phase 3	600,000
	2028	WP#10 DSI Project (D)	797,800
	2028	EVWS DSI Project (A) 16" WM	1,316,300
	2028	2028 Water Main Improvements Construction	2,000,000
	2028	Daytona Park Estates Ph#1	2,977,321
	2025	Reclaim Water Expansion Design Phase #7	243,800
	2025	Blue Lake Reclaim Loop	753,900

	Year Description		Amount
	Year	Description	Amount
Project List (requested year order)	2025	Reclaim Water Expansion Construction Phase #6	\$948,000
	2026	Reclaim Water Expansion Design Phase #8	\$259,800
	2026	Reclaim Water Expansion Construction Phase #7	\$717,300
	2026	Minnesota Ave Reclaim Loop	\$1,287,900
	2027	Reclaim Water Expansion Design Phase #9	\$321,500
	2027	Reclaim Water Expansion Construction Phase #8	\$733,800
	2027	LA-1 Land application site	\$1,342,600
	2028	Reclaim Water Expansion Design Phase #10	\$312,700
	2028	Reclaim Water Expansion Construction Phase #9	\$1,316,800
	2024-2028	Manhole Rehabilitation	\$425,000
	2024-2028	Sewer Line Rehabilitation	\$1,000,000
	2025	Lonleaf Plantation LP-1 Collection System Design	\$419,000
	2025-2027	Spring Hill Phase #4 Sewer Construction	\$11,420,800
	2025	Downtown Lift Station & FM Construction	\$2,590,700
	2025	East Regional Force Main Sewer Part B Construction	\$10,035,200
	2026	Country Club Estates Sewer Retrofit Design	\$535,800
	2026	Lonleaf Plantation LP-1 Collection System Construct	\$2,737,800
	2027	Country Club Estates Sewer Retrofit	\$3,403,600
	Public Health Total		\$ 103,078,131
	2026	Construction of New Sidewalks	100,000
	2023	ADA Improvements	73,024
	Transportation Total		\$ 173,024
	2026	Bronze decorative statue	48,300
	Public Safety Total		\$ 48,300
	2024	Design rehabilitation of runway 5/23	350,000
	2024	Update Master Plan and ALP	600,000
	2024	Design south central apron rehab	120,000
	2024	Design Taxiway E Lighting	100,000
	2025	Maintenance Shop Paving	131,300
	2025	Design Taxiway B and C Rehab	300,000
	2025	Wildlife Fencing	1,390,000
	2025	Construct rehabilitate runway 5-23	3,190,000
	2026	Construct rehabilitate taxiway "B"	2,250,000
	2026	Construct rehabilitate taxiway "C"	2,250,000
	2027	Construct Fuel Farm	1,417,935
	2027	Design Taxiway Connector to Runway 5	280,000
	2028	Wetland Mitigation	1,000,000
	Airport Total		\$ 13,379,235
	2024-2028	Miscellaneous citywide pipe lining replacement	1,300,000
	2024-2028	Miscellaneous Stormwater Improvements (Neighborhood)	500,000
	2024-2028	Miscellaneous Stormwater Improvements (Pond)	105,000
	2025	Earl Brown Pond and Improvement Project	1,000,000
	2025	Wisconsin Ave Stormwater Improvements	281,250
	2025	Walts Ave Pond	75,000
	2025	New Hampshire Ave & S Garfield Ave Drainage & Pond Improvements	175,000
	2026	University Ave Drainage Improvements	475,795
	2026	Bent Oaks Pond Improvements	100,000
	2026	Crystal Cove Pump Station Improvement	75,000
	Stormwater Total		\$ 4,087,045
	Total Other Improvements Projects		\$ 121,565,735
Justification	- Rehabilitation of Airport runways and taxiways to ensure safety of aircraft utilizing facility. - Extend reclaim water expansion, Spring Hill collection system and Wastewater Treatment Plant to reduce the potable water consumption in northern service areas.		

Funding Source	Other Improvements Funding Source		
	Water & Sewer Fund Revenue		\$ 48,076,781
	Airport Fund Revenue	\$1,310,287	
	Stormwater Fund Revenue	\$2,805,795	
		Grant	\$ 12,141,972
		Debt	\$ 41,822,250
	Impact Fees	\$14,460,350	
		Reserves	\$ 948,300
	Total	\$ 121,565,735	
Estimated Operating Costs/Savings	- Water projects will have minimal maintenance; some reduction in pipe breaks; meter replacement may reduce water loss; possible offset of potable water demand could greatly reduce alternative water project costs. - Storm drainage improvements reduce likelihood of flood damage claims.		
Anticipated Revenue Increase	N/A		

PROPOSED TRANSPORTATION PROJECTS GREATER DELAND AREA

The City does not construct new arterial roadways, but coordinates with both Volusia County and FDOT to insure that proposed development does not adversely impact LOS. The following list of projects from other agencies will provide assistance in managing congestion in the DeLand area.

Projects listed in the latest River to Sea TPO Transportation Improvement Program 2045 - Volusia County

FUNDED

Projects	Limits (To - From)	Cost (\$millions)*	Timing	General Location
Beresford Ave - extend road	Blue Lake Ave to SR 44	\$15.80	2026 to 2030	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	US 92 to SR 44	\$16.50	2031 to 2035	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	SR 44 to Beresford Ave Extension	\$4.60	2031 to 2035	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Beresford Ave Extension to Taylor Rd	\$6.20	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Taylor Rd to Orange Camp Rd	\$6.20	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Orange Camp Rd to SR 472	\$10.50	2041 to 2045	DeLand

Projects listed in the latest River to Sea TPO Transportation Improvement Program 2045 - Volusia County

UNFUNDED

Projects	Limits (To - From)	Cost (\$millions)*	General Location
Blue Lake Avenue Extn - New 2 LN	Blue Lake Ave (in Victoria Park) to Orange Camp Rd	\$8.0	DeLand
Orange Camp Rd - widening to 4 lanes	US 17/92/Woodland Blvd to W Volusia Bltwy/MLK	\$19.1	DeLand
Plymouth Ave - adding bi-directional turn lane	SR 15A to US 17/92	\$9.2	DeLand

TIP Bicycle, Pedestrian & Enhancement Projects

Projects	Revenue Source	PDV Total
Amelia Ave from Voorhis Ave to Ohio Ave	FEDERAL/STATE	\$ 2,149,612

MONITORING AND EVALUATION

The role of monitoring and evaluation is vital to the effectiveness of any Comprehensive Plan and particularly for the Capital Improvements Element. As part of the annual budgeting process, the City evaluates the status of all scheduled capital improvements and the overall status of public facilities in relation to current and projected demand. This evaluation ensures that revisions to the budget, work programs, the Capital Improvements Program and this Comprehensive Plan may be made as necessary to provide facilities in a timely and financially feasible manner, consistent with adopted level-of-service standards. In addition, the issuance of development orders and development permits is monitored continuously to ensure consistency with this Plan.

The City's annual review includes the following considerations, which are also evaluated each year to determine their continued applicability:

1. Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility listed in this Element,
2. The Capital Improvement Element's consistency with the other Elements and its support of the Future Land Use Element.
3. The City's ability to provide public facilities and services within the Urban Service Area in order to determine any need for boundary modification or adjustment.
4. The priority assignment of existing public facility deficiencies.
5. The City's progress in meeting those needs that are determined to be existing deficiencies.
6. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority.
7. The City's effectiveness in maintaining the adopted LOS standards.
8. The City's effectiveness in reviewing the impacts of plans and programs of state agencies and water management districts that provide public facilities within the City's jurisdiction.
9. The effectiveness of impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate.
10. The impacts of special districts and any regional facility and service provision upon the City's ability to maintain its adopted LOS standards.
11. The ratio of outstanding indebtedness to the property tax base.
12. Efforts made to secure grant or private funds, whenever available to finance the provision of capital improvements.
13. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment.
14. Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.