# CITY OF DELAND
## REGULAR MEETING OF THE CITY COMMISSION
## OCTOBER 7, 2024 AT 7:00 PM
## CITY HALL, COMMISSION CHAMBERS
## 120 SOUTH FLORIDA AVENUE

## AGENDA

**CALL TO ORDER**

**INVOCATION-Pastor Mark Schrade, City Sanctuary**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**PRESENTATIONS**

1. Hometown Hero's Banner Presentation.
2. City of DeLand Super Star Student's of the Month.
3. Resolution No. 2024-75, Honoring the Retirement of Lieutenant Paul Proctor.
4. Proclamation, Fire Prevention Week.
5. Police Recognition Promotional Changes: Lieutenant Jean Casseus, Corporal Stephanie Nelson.
6. Employee Years of Service Awards.

**CONSENT AGENDA**

1. Resolution Approving Surplus of Glock Firearm for Lieutenant Paul Proctor Upon His Retirement.

   It is recommended that the City Commission adopt the Resolution declaring the referenced Glock firearm as surplus and present it to Lieutenant Paul Proctor for his years of service to the City of DeLand.

2. Resolution Amending Lead Service Line SRF Loan.

   Substitute resolution for SRF loan for lead line inventory program.

3. Resolution Approving Procurement of Pistol-Mounted Red Dot Sights Using "Special Law Enforcement Trust Fund."

   Procurement of pistol-mounted red dot sights and holsters using funds derived from the “Special Law Enforcement Trust Fund."

4. Consideration re Award of Request for Proposal 24-04, Impact Fee Study.

   Award of RFP 24-04 Impact Fee Study to Raftelis Financial Consultants, Inc.

5. Consideration re Task Order Assignment, Lift Station #1 Re-Design, Permitting and Bidding Assistance Services.

   Staff recommends that the City Commission approve the subject task order with Mead & Hunt to provide design, permitting, and bidding services for the Lift Station #1 Re-design Project.

6. Consideration re Utility Service Agreement for Taylor Ridge Subdivision.

   Staff recommends that the City Commission approve the Utility Service Agreement for Taylor Ridge Homes residential subdivision project.

7. Consideration re Approval of Lease Agreement for the City Health Clinic, Located at 750 West Plymouth Avenue with AAE Management, LLLP.

   Lease for the new City Clinic location.

8. Consideration re Acceptance of License for Landscaping Improvements in Right-of-Way Canopy Terrace Homeowner's Association, Inc.

   License for Landscaping Improvements in Right-of-Way Canopy Terrace Homeowner's Association, Inc.

9. Consideration re Subordination, Non-Disturbance, Attornment and Estoppel Agreement, Prospect Real Estate DeLand, LLC.

   Subordination, Non-Disturbance, Attornment and Estoppel Agreement, Prospect Real Estate DeLand, LLC.

**PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT**

**OLD BUSINESS**

1. Second Reading of Ordinance No. 2024-38, Changing the Zoning of ±9.51 Acres of Property from Volusia County Transitional Agriculture (A-3) to City of DeLand Single-Family Dwelling (R-1A) Located at 1338 West Plymouth Avenue.

   Change of zoning for +/- 9.51 acres from Volusia County A-3 (Transitional Agricultural) to City of DeLand R-1A (Single-Family Dwelling).

2. Second Reading of Ordinance No. 2024-39, Amending the Comprehensive Plan.

   The Planning Division has proposed numerous updates and revisions to the City's Comprehensive Plan. This update includes priorities from the Commission's newly adopted Strategic Plan, revises and updates each of the existing chapters, adds two new chapters - one for Economic Development and one for Placemaking, and updates the maps. Since first reading on July 1, 2024, planning staff made revisions in response to the Florida Department of Commerce review comments and also updated the references to the newly-named Volusia-Flagler TPO.

3. Resolution Approving Towns at Summit Preliminary Plat, Located at I-4 and North Summit Avenue (County Road 4139)(Cont'd from 08-05-24).

   Request for City Commission approval of a Preliminary Plat for a 300-lot townhome subdivision, open space areas, stormwater tracts, and tree protection areas.

**NEW BUSINESS**

1. First Reading of Ordinance Changing the Zoning of ±9.02 Acres of Property, Located at 1600 Orange Camp Rd., to Repeal And Replace The Existing I-4 Automall Planned Development With The Orange Camp Deland Planned Development "Orange Camp DeLand PD."

   Request to rezone the City of DeLand portion of the I-4 Auto Mall PD to the Orange Camp Road PD.

2. Continuation of the First Reading of an Ordinance Amending the DeLand Cloisters Planned Development to: add a 1.0-acre lot to the Planned Development; Remove the 55+ Age Restriction; and add uses.(DeLand Cloisters)

   Continuance of the First Reading of the Ordinance scheduled for October 7, 2024 amending the Cloisters PD, Located at 400 East Howry Avenue. The applicant has requested that this item be continued to the November 18, 2024 City Commission meeting.

3. Continuation of First Reading of Ordinance Changing the Land use Designation for Approximately ±0.2 Acres of Property, Located at 400 East Howry Avenue from Medium Density Residential to High Density Residential.(DeLand Cloisters)

   Continuance of the First Reading of the Ordinance scheduled for October 7, 2024 amending the Cloisters PD, Located at 400 East Howry Avenue. The applicant has requested that this item be continued to the November 18, 2024 City Commission meeting.

**CITY MANAGER REPORT**

**CITY ATTORNEY REPORT**

**CITY CLERK REPORT**

**CITY COMMISSION**

**ADJOURNMENT**

The DeLand City Commission holds its regular meetings on the first and third Mondays of each month at 7:00 p.m. in the DeLand City Commission Chambers, 120 South Florida Avenue, DeLand. Notice of special meetings, workshops, changes in dates, times or locations are provided by separate Public Notices, which are posted at City Hall and on the City's web site.

The City of DeLand may take action on any matter during this meeting, including items that are not set forth within this agenda.

Public participation is encouraged on any matter on the agenda. If you desire to be recognized by the Mayor, please fill out a Speaker's Card and present it to the City Clerk.

Minutes of the DeLand City Commission meetings are not transcribed verbatim. If any person decides to appeal a decision made by the City Commission with respect to any matter considered at a public meeting or hearing,

he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made by a court reporter, at the person's own expense.

In accordance with the American Disabilities Act, persons needing a special accommodation in order to participate in the proceedings should notify the City Clerk's Office at least 48 hours in advance of the meeting: 626-7132.

Assisted Listening System receivers are available for the hearing impaired, and can be obtained from the City Clerk.

If you wish to obtain information regarding the City Commission's Agenda, please call the City Clerk's Office: 626-7132.

We respectfully request that all pagers and cell phones be turned OFF during City Commission meetings.

Electronic Information! City Commission agendas and short form minutes are now available on the City's web page: www.deland.org.

CITY MANAGER'S OFFICE
MEMORANDUM

TO: Julia Hewitt, Deputy City Clerk

FROM: Teri Byrnes, Executive Assistant to the City Manager

DATE: October 3, 2024

SUBJECT: City of DeLand Super Star Student of the Month – October

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For the October 7, 2024 agenda, the City of DeLand Super Star Student of the Month recognizes:

**Blue Lake Elementary:** Adam Colbert

**Chisholm Community Center After School Program:** McKenna Golden

**Citrus Grove Elementary:** Jelena Maslic

**DeLand High School:** Elyse Wilgers

**DeLand Middle School:** Yanisia Donjuan Villa

**DeLand PAL:** Sarah Lorenzo

**DeLand Police Cadet:** Grace Farley

**DeLand Preparatory Academy:** Hernan Avellaneda

**Freedom Elementary:** Oliver Esler

**George Marks Elementary:** Honey Patel

**Southwestern Middle School:** Zoe King

**St. Barnabas:** No submission

**St. Peter's Catholic School:** No submission

**Starke Elementary:** Tyjiir Jackson

**Stetson Baptist:** Lindsey McNabb

**TOP Academy:** No submission

**Woodward Avenue:** Avery Ingle

# The CITY OF DELAND

**Volusia County, Florida**

## RESOLUTION NO. 2024 - 75

**A RESOLUTION OF APPRECIATION AND RECOGNITION BY THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, TO LIEUTENANT PAUL PROCTOR UPON HIS RETIREMENT AFTER THIRTY-NINE YEARS OF SERVICE TO THE CITY OF DELAND; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS,** Police Lieutenant Paul Proctor has dedicated his career to the safety and protection of our community and to the DeLand Police Department. He has been loyal to his fellow officers and the community throughout his career; and

**WHEREAS,** Lieutenant Paul Proctor was hired as a Police Officer by the City of DeLand on February 11, 1985. He was transferred to the position of Investigator on October 1, 1991. During his career he was promoted three times. First to the rank of Corporal on June 13, 1992, second to the rank of Sergeant on February 14, 1998 and again to the rank of Lieutenant on October 1, 2000. He retired from the City of DeLand on March 1, 2018 and continued to work for the police department as a part-time Reserve Officer in the Training Division; and

**WHEREAS,** in 1997, then Corporal Paul Proctor, was the team leader for a Special Response Team Competition and their team finished 17th out of 64 entries in the Special SWAT Association competition. In addition, Cpl. Proctor won first place in the Safariland handgun shooting competition and third place in the Glock Manufacturing individual handgun competition.; and

**WHEREAS,** he was an instructor in the first Citizens Police Academy in 2001. He had the distinct honor of attending the FBI National Academy in 2002. During his career Lieutenant Proctor earned numerous letters of appreciation and commendations. He was nominated for the DeLand Jaycees Officer of the Year Award in 1992 after completing a four-year assignment as a drug investigator that resulted in the arrest of nine defendants. In addition, he was nominated for the DeLand American Legion Post 6, Officer of the Year in 1998 for his leadership of the DeLand Entry Team; and

**WHEREAS,** Lieutenant Paul Proctor was instrumental in the design of two state of the art training facilities: the DeLand PD Firearms Range and the Tactical Training Facility which is used by our officers and outside agency Deputies and Officers to master critical shooting skills keeping both officers and community members safe; and

**WHEREAS,** Lieutenant Paul Proctor in his capacity as a Reserve firearms and range instructor conducted outstanding firearms and use of force training for DeLand police officers ensuring officers were highly trained and competent with the use of their duty weapons; and

**WHEREAS,** Lieutenant Proctor, after thirty-nine years of service to this community, will retire as a sworn Police Lieutenant. His dedication and commitment to the City of DeLand and to the DeLand Police Department has earned the respect, admiration, and high regard of his superiors and his fellow officers, as well as that of the citizens of this community; and

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** That the City Commission of the City of DeLand does hereby honor Lieutenant Paul Proctor for his thirty-nine years of service to the City of DeLand and the DeLand Police Department for the duty, honor, courage, integrity, caring, respect, and loyalty he has devoted to the community.

**Section 2.** This resolution shall be spread upon the minutes of the City Commission of the City of DeLand as part of the permanent memento of the City's thanks and appreciation to Lieutenant Paul Proctor.

**Section 3.** This Resolution shall become effective immediately upon its adoption.

**PASSED AND DULY ADOPTED** this 7th day of October 2024.

_____
Christopher M. Cloudman
Mayor - Commissioner

Attest:

_____
Julie A. Hennessy, City Clerk - Auditor

**The CITY OF DELAND**

**Volusia County, Florida**

# *Proclamation*

***Whereas,*** *since 1922, the National Fire Protection Association has sponsored the public observance of Fire Prevention Week making it the longest-running public health observance in the United States of America; and*

***Whereas,*** *the DeLand Fire Department, in partnership with the National Fire Protection Association, is steadfastly committed to ensuring the safety and security of all those residing in and visiting DeLand, Florida; and*

***Whereas,*** *Fire Prevention Week is observed each year during the week of October 9th in commemoration of the Great Chicago Fire which began on October 8, 1871 and caused devastating damage. This horrific conflagration killed more than 250 people, left 100,000 homeless, destroyed more than 17,400 structures, and burned more than 2,000 acres of land; and*

***Whereas,*** *the 2024 Fire Prevention Week theme; "Smoke alarms: Make them work for you!" effectively serves to remind us that we need to take personal steps to increase our safety from fire; and*

***Whereas,*** *statistics indicate the vast majority of citizens are at risk of structure fire in their homes. In 2016, more than 2,700 citizens across our country lost their lives due to residential fires and Fire Departments across the United States responded to 352,000 home fires; and*

***Whereas,*** *during Fire Prevention Week, children, adults, and educators learn to stay safe in case of a fire and Firefighters provide lifesaving public outreach in an effort to drastically decrease casualties caused by fire.*

***Now, therefore,*** *I, Christopher M. Cloudman, Mayor of the City of DeLand, do hereby proclaim, October 6 - 12, 2024 as:*

## *"Fire Prevention Week"*

*in the City of DeLand and urge all citizens to remember "Smoke alarms: Make them work for you!" Pay attention to fire prevention."*

***Done and proclaimed*** *this 7th day of October 2024.*

*Attest:* *Christopher M. Cloudman, Mayor*

*Julie A. Hennessy, City Clerk - Auditor*

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Employee Years of Service Awards.

**DEPARTMENT:** Human Resources

**PREPARED BY**: Mark Hayward, HR Director

**ATTACHMENTS:**

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

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**SUMMARY/HIGHLIGHT:**

The City of DeLand is fortunate to have so many dedicated employees who have served the DeLand community for many years. To honor these outstanding employees, the City Commission presents them with a plaque.

**25 Years of Service**
Paris Hayden, Senior, Parks and Recreation Department

**10 Years of Service**
Timothy E. Hunt, Utilities Department

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

N/A

**SUSTAINABILITY:**

N/A

**FISCAL IMPACT:**

None

**RECOMMENDATION:**

It is recommended the City Commission p resent the service awards.

**BACKGROUND/DISCUSSION:**

N/A

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Resolution Approving Surplus of Glock Firearm for Lieutenant Paul Proctor Upon His Retirement.

**DEPARTMENT:** Police

**PREPARED BY**: Jason Umberger, Police Chief

**ATTACHMENTS:** Glock Resolution- Paul Proctor

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

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**SUMMARY/HIGHLIGHT:**

The DeLand Police Department requests the following firearm be declared as surplus: One Glock Model 17, Gen 5, 9mm. This firearm will be presented to Lt. Paul Proctor upon his retirement as a token of appreciation in honor of his thirty-nine years of service to the City of DeLand.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value Government/Maintaining a Safe Community.

**SUSTAINABILITY:**

Safety and Security.

**FISCAL IMPACT:**

The cost of this item at the time of purchase was $500.50.

**RECOMMENDATION:**

It is recommended that the City Commission adopt the Resolution declaring the referenced Glock firearm as surplus and present it to Lt. Paul Proctor for his years of service to the City of DeLand.

**BACKGROUND/DISCUSSION:**

N/A

**RESOLUTION NO. 2024 -**

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, DECLARING ONE GLOCK FIREARM TO BE SURPLUS; AUTHORIZING RETIREMENT OF THE FIREARM; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, The City of DeLand owns a Glock, Model 17, Gen 5, 9mm gun bearing serial number BTWS826; and

**WHEREAS**, the City Commission of the City of DeLand wishes to retire this weapon; and

**WHEREAS**, the City Commission of the City of DeLand wishes to present this weapon as a token of appreciation to Lieutenant Paul Proctor for his years of service to the DeLand Police Department.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA AS FOLLOWS:**

**Section 1.** The Glock, Model 17, Gen 5, 9mm gun bearing serial number BTWS826, is hereby declared surplus and retired.

**Section 2.** The Glock, Model 17, Gen 5, 9mm gun bearing serial number BTWS826, is hereby presented to Lieutenant Paul Proctor as a token of appreciation for his years of service to the DeLand Police Department.

**Section 3.** This Resolution shall take effect immediately upon its adoption.

**PASSED AND DULY ADOPTED** this 7th day of October 2024.

_____
Christopher M. Cloudman
Mayor-Commissioner

**ATTEST:**

_____
Julie A. Hennessy
City Clerk – Auditor

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Resolution Amending Lead Service Line SRF Loan.

**DEPARTMENT:** Legal

**PREPARED BY**: Darren Elkind, City Attorney

**ATTACHMENTS:** Resolution, 2024-24 Lead Pipe SRF Loan Resolution

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

At its March 18, 2024, meeting, the City Commission adopted a resolution for an SRF loan for the lead service line inventory program. The City is changing the repayment methodology but not the amount that will be repaid. This requires a new resolution to replace the prior resolution adopted on March 18, but it does not affect in any way the amount of the loan.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High value government.

**SUSTAINABILITY:**

Removing lead service lines from the City's utility system.

**FISCAL IMPACT:**

None, as this is just a replacement resolution. However, the loan amount is $1,380,000 of which the City will be required to repay the sum of $703,000.

**RECOMMENDATION:**

Approve the attached resolution.

**BACKGROUND/DISCUSSION:**

Based upon conversations with the FDEP and the finance department, it was determined that it was more convenient to set the loan up on a repayment plan under which we can repay the entire loan amount at once.

# RESOLUTION NO. 2024-

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION STATE REVOLVING FUND LOAN PROGRAM; MAKING FINDINGS; AUTHORIZING THE LOAN APPLICATION RELATED TO LEAD SERVICE LINE PLANNING AND DESIGN; AUTHORIZING EXECUTION OF A LOAN AGREEMENT; DESIGNATING AUTHORIZED REPRESENTATIVES FOR SIGNING THE APPLICATION AND EXECUTING THE LOAN AGREEMENT; PLEDING WATER AND SEWER REVENUES FOR LOAN REPAYMENT; PROVIDING ASSURANCES; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** Florida Statutes provide for loans to local government agencies to finance the planning, design and construction of water facilities; and

**WHEREAS,** the Florida Administrative Code requires the formal authorization by the City Commission to apply for loans, to designate an authorized representative; to provide assurances of compliance with loan program requirements; and to enter into a loan agreement; and

**WHEREAS,** the State Revolving Fund loan priority list designates *Project Number LS641130* as eligible for available funding; and

**WHEREAS,** the *City of DeLand,* Florida, intends to enter into a loan agreement with the Department of Environmental Protection under the State Revolving Fund for financing the planning and design phases of the project, such loan being in the amount of $1,380,000.00 with the City being required to repay a 51% share of such loan in the amount of $703,800.00; and

**WHEREAS,** the City Commission of the City of DeLand wishes to apply for a State Revolving Loan for the planning and design of the *Lead Line Replacement Program* and designate an authorized representative to sign the application and execute the Loan Agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, AS FOLLOWS:**

**Section 1.** The foregoing recitals are incorporated herein by reference and made a part hereof.

**Section 2.** The City of DeLand, Florida, is authorized to apply for a loan to finance the Project.

**Section 3.** The *City Manager* is hereby designated as the authorized representative to provide the assurances and commitments that will be required by the loan application.

**Section 4.** The *Mayor* is hereby designated as the authorized representative to apply for and execute the loan agreement which will become a binding obligation in accordance with its terms when signed by both parties. The *City Manager* is authorized to represent the City in carrying out the City's responsibilities under the loan agreement. The *City Manager* is authorized to delegate responsibility to appropriate City staff to carry out technical, financial, and administrative activities associated with the loan agreement.

**Section 5.** The revenues pledged for the repayment of the loan are net water and sewer system revenues.

**Section 6.** The legal authority for borrowing moneys to plan, design and construct this project is Section 166.lll, Florida Statutes.

**Section 7.** Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

**Section 8**. If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect or any other section or part of this Resolution .

**Section 9.** This Resolution shall take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** this 7th day of October, 2024.

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Christopher M. Cloudman
Mayor-Commissioner

**ATTEST:**

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Julie A. Hennessy, City Clerk – Auditor

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind, City Attorney

# RESOLUTION NO. 2024-24

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION STATE REVOLVING FUND LOAN PROGRAM; MAKING FINDINGS; AUTHORIZING THE LOAN APPLICATION RELATED TO LEAD SERVICE LINE PLANNING AND DESIGN; AUTHORIZING EXECUTION OF A LOAN AGREEMENT; DESIGNATING AUTHORIZED REPRESENTATIVES FOR SIGNING THE APPLICATION AND EXECUTING THE LOAN AGREEMENT; SETTING RESERVES FOR LOAN REPAYMENT; PROVIDING ASSURANCES; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** Florida Statutes provide for loans to local government agencies to finance the planning, design and construction of water facilities; and

**WHEREAS,** the Florida Administrative Code requires the formal authorization by the City Commission to apply for loans, to designate an authorized representative; to provide assurances of compliance with loan program requirements; and to enter into a loan agreement; and

**WHEREAS,** the State Revolving Fund loan priority list designates *Project Number LS6411* as eligible for available funding; and

**WHEREAS,** the *City of DeLand,* Florida, intends to enter into a loan agreement with the Department of Environmental Protection under the State Revolving Fund for financing the planning and design phases of the project; and

**WHEREAS,** the City Commission of the City of DeLand wishes to apply for a State Revolving Loan for the planning and design of the *Lead Line Replacement Program* and designate an authorized representative to sign the application and execute the Loan Agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, AS FOLLOWS:**

**Section 1.** The foregoing recitals are incorporated herein by reference and made a part hereof.

**Section 2.** The City of DeLand, Florida, is authorized to apply for a loan to finance the Project.

**Section 3.** The *City Manager* is hereby designated as the authorized representative to provide the assurances and commitments that will be required.

**Section 4.** The *Mayor* is hereby designated as the authorized representative to apply for and execute the loan agreement which will become a binding obligation in accordance with its terms when signed by both parties. The *City Manager* is authorized to represent the City in carrying out the City's responsibilities under the loan agreement. The *City Manager* is authorized to delegate responsibility to appropriate City staff to carry out technical, financial, and administrative activities associated with the loan agreement.

**Section 5.** The City Commission hereby restricts financial position in the City's utility enterprise fund in the amount of $703,800.00 for repayment of its 51% share of the SRF loan in the amount of $1,380,000.00.

**Section 6.** The legal authority for borrowing moneys to plan, design and construct this project is Section 166.lll, Florida Statutes.

**Section 7.** Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

**Section 8**. If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect or any other section or part of this Resolution .

**Section 9.** This Resolution shall take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** this 18th day of March, 2024.

Christopher M. Cloudman
Mayor-Commissioner

DELAND ATTEST

Julie A. Hennessy, City Clerk – Auditor

**APPROVED AS TO FORM AND LEGALITY:**

Darren J. Elkind, City Attorney

# CITY OF DELAND
# Request for Commission Action
# October 7, 2024

**SUBJECT:** Resolution Approving Procurement of Pistol-Mounted Red Dot Sights Using "Special Law Enforcement Trust Fund."

**DEPARTMENT:** Police

**PREPARED BY**: Jason Umberger, Police Chief

**ATTACHMENTS:** Resolution, Bully Arms Quote $48,720

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

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**SUMMARY/HIGHLIGHT:**

The use of pistol-mounted red dot sights will be used by officers of the Police Department in carrying out their sworn law enforcement duties. First and foremost, the use of pistol-mounted red dot sights will provide for the increased safety of law enforcement officers in the field due to the innovative settings and LED capabilities not available to the naked eye. The use of red dot sights allows for a greater field of view and increased accuracy; and the use of red dot sights is an efficient tool that corrects diminished eyesight and provides instant feedback for self-diagnosis. The City of DeLand Police Department will benefit from utilizing the Holosun pistol-mounted red dot sights which provides super LED with up to 50,000 hours of battery life, shake awake technology, and settings compatible with night vision devices.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value Government.

**SUSTAINABILITY:**

Safety and Security.

**FISCAL IMPACT:**

The proposed procurement of pistol-mounted red dot sights and holsters is an eligible use of non-ad valorem revenues under the provisions of Section 932.7055(5)(c), *Florida Statutes*, which pertains to the administration of the Confiscated Trust Fund. Thus, the procurement is a sound use of a funding source which has no impact upon the taxpayers of the City. The total of this purchase is $48,720. Available funds exist in Confiscated Trust Fund reserves to fund this purchase and will be included in a future budget amendment to be presented to the City Commission for approval.

**RECOMMENDATION:**

The staff recommends that the City Commission approve the Resolution which authorizes the procurement of pistol-mounted red dot sights and holsters using funds derived from the “Special Law Enforcement Trust Fund."

**BACKGROUND/DISCUSSION:**

The HOLOSUN HE509T X2 Reflex Pistol Sight is a hard-used, nitrogen-purged enclosed LED sight designed

for handgun applications. The HE509T-RD X2features a grade 5 titanium housing, Holosun’s Super LED with up to 50k hour battery life, Multi-Reticle System, Solar Failsafe, and Shake Awake technology. The X2 version adds improved glass clarity, Lock Mode, and a full Multi-Reticle System providing 2MOA dots only, 32MOA Circle only, or a Circle-Dot combination. HE509T-RD X2 includes an adapter plate for compatibility with rmr-style footprints. HE509T-RD X2 features 12 intensity settings, two of which are compatible with night vision devices.

Since 2013, Holosun has been committed to creating innovative optic and laser/IR technologies for a broad range of shooting and hunting needs. Today, Holosun is at the forefront of developing new features including innovations such as up to a 100,000 hr battery life, Solar Fail-Safe technology, the signature multi-reticle system (MRS), and much more. Holosun is the industry leader in bringing feature-rich, high-quality products at a price that won't leave you stranded for ammo money.

**RESOLUTION NO. 2024-**

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, RELATING TO A PURCHASE BY THE CITY AND APPROVING THE EXPENDITURE FROM THE SPECIAL LAW ENFORCEMENT TRUST FUND FOR THE PURCHASE OF PISTOL-MOUNTED RED DOT SIGHTS WHICH EXPENDITURE IS NOT A NORMAL OPERATING EXPENSE OF THE CITY OF DELAND POLICE DEPARTMENT; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR AUTHORIZATION FOR THE PROCUREMENT AND EXPENDITURE; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the use of pistol-mounted red dot sights will be used by officers of the Police Department in carrying out their sworn law enforcement duties; and

**WHEREAS,** the use of red dot sights allows for a greater field of view and increased accuracy; and

**WHEREAS,** the use of red dot sights is an efficient tool that corrects for diminished eyesight and provides instant feedback for self-diagnosis; and

**WHEREAS,** the pistol-mounted red dot sights are manufactured by Holosun, an industry leader committed in innovative laser technology; and

**WHEREAS,** the City of DeLand Police Department will benefit from utilizing the Holosun pistol-mounted red dot sights which provides super LED with up to 50,000 hours battery life, shake awake technology, and settings compatible with night vision devices; and

**WHEREAS,** in addition, and first and foremost, the use of pistol-mounted red dot sights will provide for the increased safety of law enforcement officers in the field due to the innovative settings and LED capabilities not available to the naked eye; and

**WHEREAS,** Section 932.7055, *Florida Statutes*, *the Florida Contraband and Forfeiture Act*, authorizes the expenditure of law enforcement trust funds for this purpose and the funds are available in the Special Law Enforcement Trust Fund account for the City of DeLand Police Department which use is not a normal operating expense of the City of DeLand Police Department; and

**WHEREAS,** the City of DeLand desires to use public funds in the most prudent and beneficial manner; and

**WHEREAS,** the Chief of Police of the City of DeLand Police Department has recommended adoption of this resolution and determined that the proposed expenditure complies

with the *Florida Contraband Forfeiture Act*, and all applicable laws, rules, regulations and guidelines governing the expenditure of funds deposited in the Special Law Enforcement Trust Fund; and

**WHEREAS,** the City finds the expenditure is in the public interest; and

**WHEREAS,** the City Commission of the City of DeLand hereby determines that the adoption of this Resolution is in the best interests of the health, safety and welfare of the citizens of the City of DeLand

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1. Legislative Findings and Intent.**

(a). The City Commission of the City of DeLand hereby adopts and incorporates into this Resolution the recitals (whereas clauses) to this Resolution.

(b). The City Commission of the City of DeLand hereby determines that the adoption of this Resolution and taking the actions set forth herein would be in the public interest and serve a public purpose.

(c). The City of DeLand has complied with all requirements and procedures of Florida law in processing and adopting this Resolution.

**Section 2. Procurement of Red Dot Sights; Special Law Enforcement Trust Fund.**

The City Commission hereby approves the expenditure from the Special Law Enforcement Trust Fund in the amount of $48,720.00 for the purchase of pistol-mounted red dot sights and related equipment as identified in the invoice attached hereto.

**Section 3. Implementing administrative actions.**

The City Manager, City Clerk and City Attorney are hereby generally authorized to take any and all actions necessary and appropriate to implement the provisions of this Resolution to include, but not be limited to, the approval and execution of procurement documents relating to the procurement of pistol-mounted red dot sights.

**Section 4. Savings.**

All prior actions of the City Commission relating to City procurement and purchasing matters, and any and all related activities, as well as the activities of the City of DeLand's Police Department are hereby ratified and affirmed.

**Section 5. Conflicts.**

All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed.

**Section 6. Severability.**

If any section, sentence, phrase, word, or portion of this Resolution is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

**Section 7. Effective Date.**

This Resolution shall become effective immediately upon adoption.

**PASSED AND DULY ADOPTED** this 7th day of October, 2024.

_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

_____
Julie A. Hennessy, MMC
City Clerk - Auditor

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

# ESTIMATE

**Bully Arms**
1525 Old Daytona Cir
Deland, FL 32724

Info@Bullyarms.com
+1 (386) 747-5519
https://Bullyarms.com

**Bill to**

Deland Police Department
219 W Howry Ave
Deland, FL 32720
United States

**Ship to**

Deland Police Department
219 W Howry Ave
Deland, FL 32720
United States

**Shipping info**

Ship via: Delivery

**Estimate details**

Estimate no.: 1003
Estimate date: 08/23/2024

| # | Date | Product or service | Description | SKU | Qty | Rate | Amount |
|---|---|---|---|---|---|---|---|
| 1. | | **HOLOSUN HE509T X2 Reflex Pistol Sight** | | HE509T-RD X2 | 76 | $391.00 | $29,716.00 |
| 2. | | **C&H PLATE FOR GLK MOS TO HOLO 509T** | | CPGL-509T-ST | 76 | $60.00 | $4,560.00 |
| 3. | | **6360RDS - ALS®/SLS Mid-Ride, Duty Rated Level III Retention™ Holster** | | 6360RDS-832-61 / 1331689 | 76 | $159.00 | $12,084.00 |
| 4. | | **7378RDS – 7TS™ ALS® Concealment Paddle & Belt Loop Combo Holster** | | 7378RDS-8325-411 / 1324108 | 20 | $118.00 | $2,360.00 |

**Total** **$48,720.00**

**Accepted date**

**Accepted by**

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Award of Request for Proposal 24-04, Impact Fee Study.

**DEPARTMENT:** Finance

**PREPARED BY**: Daniel Stauffer, Finance Director

**ATTACHMENTS:** RFP 24-04 Evaluation Sheet, Raftelis Proposal, DTA Proposal

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

---

**SUMMARY/HIGHLIGHT:**

The FY 2024-2025 budget includes funding for an impact fee study for the city's general government, police, fire and parks & recreation impact fees.

On June 24, 2024, staff released a request for proposals (RFP) 24-04 to solicit a firm to assist the City with review and update of those aforementioned impact fees. Two firms successfully submitted proposals. An evaluation committee that consisted of Mike Grebosz, Assistant City Manager, Brandi Weaver, Customer Services Manager, and Dan Stauffer, Finance Director, reviewed and ranked the proposals.

The evaluation committee reviewed and ranked the proposals according to the following criteria: project approach (30 points), qualifications and experience (30 points) and price/cost proposal (40 points). The total maximum possible points that could be awarded was 100 points.

The evaluation committee ranked Raftelis Financial Consultants, Inc. as the top firm with a score of 90 out of 100. David Tausig & Associates, Inc. was ranked second with a score of 85 out of 100.

Overall, the evaluation committee thought, although Raftelis Financial Consultants, Inc. was $13,875 more than David Tausig & Associates, Inc., that Raftelis Financial Consultants, Inc. displayed the most experience with the types of impact fees the City is looking to update, along with having many similar Florida clients. The evaluation committee recommends that the City Commission award the RFP to Raftelis Financial Consultants, Inc.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value Government & Preparing for the Future.

**SUSTAINABILITY:**

N/A

**FISCAL IMPACT:**

This item has a fiscal impact of $66,200. There is $55,000 budgeted in the Government Impact Fee Trust (GIFT) Fund for this expense. The additional funding of $11,200 will come from reserves of the GIFT Fund and be included in a future budget amendment presented to the City Commission for approval.

**RECOMMENDATION:**

Staff recommends the City Commission award RFP 24-04 to Raftelis Financial Consultants, Inc. for the Study and Update of Municipal Impact Fees.

**BACKGROUND/DISCUSSION:**

The City's municipal impact fees were last updated on January 1, 2020. The City's last municipal impact fee update was prepared by Duncan and Associates, however, they declined to submit a proposal this year. Attached to this item is the proposal from Raftelis Financial Consultants, Inc. which provides the background and experience of the firm. Tony Hairston would serve as the Project Director. Mr. Hairston and his firm have successfully provided fee studies for the City in the past.

Once the municipal impact fee study is completed, a workshop will be scheduled to review the results with the City Commission. Feedback from the City Commission will then be incorporated into the final report and brought back to the City Commission at a regular meeting with any resulting ordinance or resolution changes necessary to implement the recommendations in the study. Staff would expect the report to be ready for a workshop in the Spring of 2025 and a final implementation date of October 1, 2025.

**Impact Fee Study**

**RFP-24-04**

**SELECTION COMMITTEE SCORING AND OVERALL RANKING OF SUBMITTALS**

Evaluator's Name: Dan Stanford Mike Grebasz Brandt Weaver Date: 9/3/24

Evaluator's Signature:

| | Project Approach | Qualifications & Experience | Price/Cost Proposal | | |
|---|---|---|---|---|---|
| Points Possible: | 30 | 30 | 40 | 100 | |
| ▼Consultant/Company▼ | | | | TOTAL POINTS | RANK |
| David Taussig & Associates, Inc. | 30 | 15 | 40 | 85 | 2 |
| Raftelis Financial Consultants, Inc. | 30 | 30 | 30 | 90 | 1 |

RAFTELIS

# City of DeLand

## Impact Fee Study

**RFP-24-04 / JULY 17, 2024**



## TAB 1. LETTER OF INTRODUCTION AND EXECUTIVE SUMMARY

July 17, 2024
Corey McMillen, Purchasing Coordinator
City of DeLand, 120 South Florida Avenue, DeLand, FL 32720

**Subject: Proposal for Impact Fee Study (RFP-24-04)**

Dear Corey McMillen:

Raftelis is pleased to provide this submittal in response to the City of DeLand's (City) Request for Proposals (RFP) for evaluating and updating impact fees charged to new development including parks and recreation, general government, police, and fire services. We are committed to providing the City with the highest quality service and expertise on this important project. We will provide the City with a comprehensive consulting team with impact fee, financial, and planning experience. Members of our project team have led many similar studies over the past several years, as detailed in our list of project references.

Raftelis has one of the largest consulting practices in the nation solely focused on the financial and management aspects of municipalities. Raftelis has more than 180 consultants located throughout the United States, and our capabilities include non-utility and utility impact fees, data services, stormwater utility implementation, organizational assessments, and strategic planning for municipalities. The consultants in our local Florida office have completed and implemented over 40 successful municipal impact fee studies. I will be the Project Director for this engagement and will be responsible for overall project accountability. I have over 20 years of financial consulting experience, including experience with a variety of impact fee issues, and will be assisted by staff that also have extensive experience with impact fees. Our Project Manager will be Joe Williams, who has over 12 years of experience in various municipal finance engagements, including numerous impact fee projects. Together, we collaboratively assist stakeholders and government leaders to make wise fiscal choices based on best practices for impact fees, infrastructure funding, and growth management.

The project team identified has many years of experience working together on similar projects and working directly with the City on utility financial consulting engagements. Each of these projects have resulted in timely and adopted results, which is enabled by strong communication and coordination with staff as well as implementation of our refined project approach and project management strategies. These similar approaches and strategies will be used for this municipal impact fee project to achieve a familiar positive outcome.

We appreciate this opportunity to submit our proposal on this important project. If you have any questions about our proposal, please do not hesitate to contact us using the following contact information:

Sincerely,

**Tony Hairston,** *Vice President*
P: 407.960.1811 / E: ahairston@raftelis.com
F: 407.628.2610

**Joe Williams,** *Senior Manager*
P: 407.960.1806 / E: jwilliams@raftelis.com
F: 407.628.2610

TAB 2. TABLE OF CONTENTS

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DEI@RAFTELIS

## Diversity and inclusion are an integral part of Raftelis' core values.

We are committed to doing our part to fight prejudice, racism, and discrimination by becoming more informed, disengaging with business partners that do not share this commitment, and encouraging our employees to use their skills to work toward a more just society that has no barriers to opportunity.

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REGISTERED MUNICIPAL ADVISOR

## Raftelis is registered with the U.S. Securities and Exchange Commission (SEC) and the Municipal Securities Rulemaking Board (MSRB) as a Municipal Advisor.

Registration as a Municipal Advisor is a requirement under the Dodd-Frank Wall Street Reform and Consumer Protection Act. All firms that provide financial forecasts that include assumptions about the size, timing, and terms for possible future debt issues, as well as debt issuance support services for specific proposed bond issues, including bond feasibility studies and coverage forecasts, must be registered with the SEC and MSRB to legally provide financial opinions and advice. Raftelis' registration as a Municipal Advisor means our clients can be confident that Raftelis is fully qualified and capable of providing financial advice related to all aspects of financial planning in compliance with the applicable regulations of the SEC and the MSRB.

TAB 3. QUALIFICATIONS AND EXPERIENCE

# Qualifications and Experience

## HELPING LOCAL GOVERNMENTS AND UTILITIES THRIVE

Local government and utility leaders partner with Raftelis to transform their organizations by enhancing performance, planning for the future, identifying top talent, improving their financial condition, and telling their story. We've helped more than 700 organizations in the last year alone.

## Firm Information

**Firm Background and History:** Raftelis is a subchapter S-Corporation incorporated in the state of North Carolina on April 23, 2004. The predecessor to Raftelis, Raftelis Environmental Consulting Group, Inc., was established on May 10, 1993 by George A. Raftelis to provide financial and management consulting services of the highest quality to public-sector clients. In 1999, the firm's name was changed to Raftelis Financial Consulting, PA. Following the sale of a portion of the firm to a group of employees on April 22, 2004, the firm's name changed to Raftelis Financial Consultants, Inc., which remains the firm's legal name. We currently do business as Raftelis.

**Number of Years in Business:** 31 years

**Firm Size:** 211 employees, including 185 consultants

**Range of Activities:** Please refer to page 5 for a list of all services Raftelis provides.

**Firm Stability:** Raftelis is financially stable and has the resources to provide the requested services to the City in a satisfactory manner. Raftelis has experienced steady growth throughout our 31 years of successfully providing consulting services to hundreds of public agencies across the country. During our 31-year history, we have produced a consistent annual revenue stream and positive net income every year. Upon request, we would be willing to provide information regarding our tax filings from our accountant, Dixon Hughes Goodman, or regarding our financial activity and current financial position from our bank, First Citizens Bank, if requested. We would ask that all financial information provided be kept confidential.

---

### We believe that Raftelis is the *right fit* for this project. We provide several key factors that will benefit the City and help to make this project a success.

**RESOURCES & EXPERTISE: This project will require the resources necessary to effectively staff the project and the skillsets to complete all of the required components.** With more than 180 consultants, Raftelis has the largest water-industry financial and management consulting practice in the nation, including many of the industry's leading rate consultants and experts in key related areas, like stakeholder engagement and data analytics. Our depth of resources will allow us to provide the City with the technical expertise necessary to meet your objectives.

**DEFENSIBLE RECOMMENDATIONS: When your elected officials and customers are considering the validity of recommended changes, they want to be confident that they were developed by experts using the latest industry standard methodology.** Our staff are involved in shaping industry standards by chairing committees within the American Water Works Association (AWWA) and the Water Environment Federation (WEF) and co-authoring many industry-standard books regarding utility finance and rate setting. Being so actively involved in the industry will allow us to keep the City informed of emerging trends and issues and to be confident that our recommendations are insightful and founded on sound industry principles. In addition, with Raftelis' registration as

a Municipal Advisor, you can be confident that we are fully qualified and capable of providing financial advice related to all aspects of utility financial planning in compliance with federal regulations.

**HISTORY OF SIMILAR SUCCESSES: An extensive track record of past similar work will help to avoid potential pitfalls on this project and provide the know-how to bring it across the finish line.** Raftelis staff has assisted 1,700+ local governments and utilities throughout the U.S. with financial and rate consulting services with wide-ranging needs and objectives. Our extensive experience will allow us to provide innovative and insightful recommendations to the City and will provide validation for our proposed methodology ensuring that industry best practices are incorporated.

**USER-FRIENDLY MODELING: A modeling tool that your staff can use for scenario analysis and financial planning now and into the future will be key for the City going forward.** Raftelis has developed some of the most sophisticated yet user-friendly financial/rate models available in the industry. Our models are tools that allow us to examine different policy options and cost allocations and their financial/customer impacts in real time. We offer model options including Microsoft Excel-based and web-based tools that are developed with the expectation that they will be used by the client as a financial planning tool long after the project is complete.

**FEES THAT ARE ADOPTED: For the study to be a success, rates must be successfully approved and implemented. Even the most comprehensive impact fee study is of little use if the recommendations are not approved and implemented.** Raftelis has assisted numerous agencies with getting proposed impact fees successfully adopted. We focus on effectively communicating with elected officials about the financial consequences and rationale behind recommendations to ensure stakeholder buy-in and successful rate adoption.



# RANGE OF ACTIVITIES



**FINANCE: Meet your goals while maintaining a financially sustainable organization**

- Rate, charge, and fee studies
- Financial and capital planning
- Cost of service and cost allocation
- Customer assistance programs
- Affordability analysis
- Utility valuation
- Budget development
- Financial condition assessments
- Debt issuance support
- Economic feasibility and analysis



**COMMUNICATION: Communicate strategically to build an informed, supportive community**

- Strategic communication planning
- Public involvement and community outreach
- Public meeting facilitation
- Graphic design and marketing materials
- Media and spokesperson training
- Risk and crisis communication
- Social media strategy
- Visual facilitation
- Virtual engagement



**STRATEGIC PLANNING/FACILITATION: Set the direction for the future of your organization and community**

- Organization, department, and community-based strategic planning
- Goal setting with elected officials
- Effective governance
- Management team building retreat/facilitation



**ORGANIZATION: Plan for long-term sustainability and operate with maximum efficiency**

- Organizational and operational assessments
- Stormwater utility development and implementation support
- Performance measurement
- Staffing analysis
- Organizational climate and culture
- Asset management and operations
- Regional collaboration and service sharing
- Process improvement



**TECHNOLOGY: Use your data and technology to improve experience and gain valuable insights**

- Billing, permitting, and customer information audits
- Business process development
- Data management, analytics, and visualization
- Performance measurement and dashboarding
- Software solutions
- Website development
- Information technology assessments and strategic planning
- Customer management assessments and optimization
- CIS selection and implementation
- AMR/AMI feasibility studies
- Mobile workforce management
- Meter data management
- CMMS selection and implementation
- GIS optimization services
- Fleet management systems



**EXECUTIVE SERVICES: Identify top talent to lead local governments and utilities: provide executive coaching and facilitate executive performance evaluations**




# How we stack up

## OUR TEAM INCLUDES

**180+** consultants focused on finance/management/communication/technology for the public sector

**2** chairs & **16** members of AWWA and WEF utility finance and management committees and subcommittees

## RAFTELIS HAS PROVIDED ASSISTANCE FOR

**1,700+** public agencies and utilities

that serve more than **25%** of the U.S. population

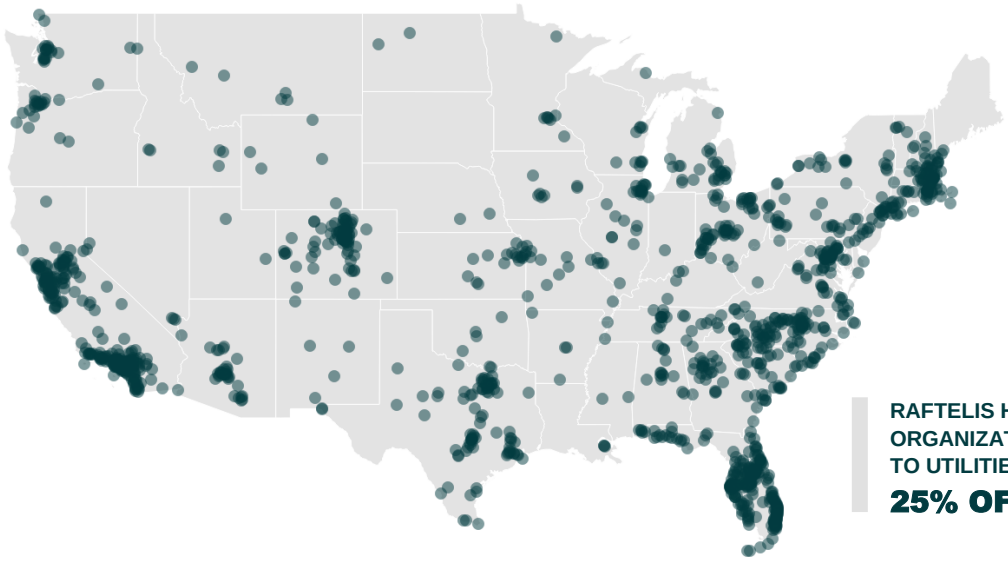
including the agencies serving **41** of the nation's 50 largest cities

in the past year alone, we worked on **1,300+** projects for **700+** agencies in **47** states

# References

## RAFTELIS HAS THE MOST EXPERIENCED UTILITY FINANCIAL AND MANAGEMENT CONSULTING PRACTICE IN THE NATION.

Our staff has assisted more than 1,700 local government agencies and utilities across the U.S., including some of the largest and most complex agencies in the nation. In the past year alone, Raftelis worked on more than 1,300 financial, organizational, and/or technology consulting projects for over 700 agencies in 47 states, the District of Columbia, and Canada. Below, we have provided descriptions of projects that we have worked on that are similar in scope to the City's project. We have included references for each of these clients and urge you to contact them to better understand our capabilities and the quality of service that we provide.



RAFTELIS HAS PROVIDED FINANCIAL/ ORGANIZATIONAL/TECHNOLOGY ASSISTANCE TO UTILITIES SERVING MORE THAN

**25% OF THE U.S. POPULATION.**

---

### City of Port Orange FL

**Reference:** John McKinney, CGFO FRA-RA, Assistant City Manager Internal Services Finance Director
1000 City Center Circle, Port Orange, FL 32129 / P: 386.506.5503 / E: jmckinney@port-orange.org

The City of Port Orange (City) hired Raftelis in 2022 to perform a comprehensive financial update for the City's enterprise funds and impact fees, including services of water and wastewater as well as police, fire, transportation, and parks and recreation. Prior to this study, the City did not charge impact fees for police services. The transportation impact fees were calculated by a subconsultant. Using a functional population approach, whereby the demands for service from different types of development can be derived, Raftelis developed a fee schedule for the City that met their needs and addressed several types of development that were expected in the future. The City is still working through the adoption process of the fees, but they are anticipated to be enacted in the near future.

## City of Lake Alfred FL

**Reference:** Ryan Leavengood, City Manager
155 East Pomelo Street, Lake Alfred, FL 33850 / P: 863.291.5270 / E: rleavengood@mylakealfred.com

The City of Lake Alfred (City) retained Raftelis 2022 to update the impact fees based on recent and local costs, as well as significant constraints and alternative water needs pursuant to local growth and water availability. Raftelis initially established the City's impact fees in 2018 including the public safety (police and fire services), parks and recreation, public facilities / general government, water, and wastewater impact fees. The City is anticipating significant growth and desired an update to the impact fees to reflect the current costs of providing service along with the ability to reflect the current level of service provided to existing development. In order to maintain a high quality of service, the City has identified future projects and investments necessary to accommodate new growth, which have been reflected in the impact fee calculations. Several alternatives were reviewed for assessing impact fees to growth including a more nuanced approach with an expanded number of land uses versus the simpler approach to administer per square foot of development approach. These fees were successfully presented to and adopted by the City Commission.

## City of New Smyrna Beach FL

**Reference:** Natalia Eckroth, CPA, CGFO, Chief Financial Officer at Daytona Beach (formerly at NSB)
301 South Ridgewood Ave, Daytona Beach, FL 32114 / P: 386.671.8063 / E: eckrothnatalia@codb.us

The City of New Smyrna Beach (City) retained Raftelis in 2021 to update the police, fire, and parks and recreation impact fees to reflect the current costs of providing the necessary infrastructure and to meet the demands of growth. The City has unique characteristics in that it is historical a coastal community and is transitioning more towards inland development of annexed areas. The City has a high transient population with significant Airbnb and similar short-term rental situations that are creating increased demands on the City's services, with minor redevelopment activity. This was addressed through the fee calculations as well as updating the cost recovery to match future needs.

## City of Auburndale FL

**Reference:** Chris Reeder, Finance Director
P.O. Box 5710, Lakeland, FL 33807 / P: 863.968.5133 / E: creeder@auburndalefl.com

The City of Auburndale (City) engaged Raftelis to develop a multi-year water and wastewater rate plan to fund the City's utility operations and fund capital improvements. This study had a particular focus on developing a sustainable rate plan and identifying key financial indicators for utility management and revenue bond marketing purposes. A comprehensive financial and rate model was developed to assist in key decision making and capital planning. Raftelis also developed a financial feasibility report to be included in the Series 2016 Revenue Bonds Official Statement and participated in a rating agency call to communicate the City's funding strategy. After developing several scenarios, a multi-year rate plan was recommended and ultimately adopted by the City Commission. The rate plan emphasized the goal of achieving certain financial targets including minimum debt service coverage ratios, utility reserves, and guidelines on utility transfers to the general fund.

## City of Sanford FL

**Reference:** Cynthia Lindsay, Finance Director
300 North Park Avenue, Sanford, FL 32771 / P: 407.688.5026 / E: cynthia.lindsay@sanfordfl.gov

Raftelis updated the City of Sanford's (City) police and fire impact fees in order to represent current costs and to develop fees by various non-residential land uses. The Raftelis project manager has over a decade experience managing projects for the City of Sanford. These projects have included numerous impact fee, utility rate and revenue sufficiency studies. Impact fee studies have included water and sewer impact fees and municipal impact fees. The original police, fire, and recreation impact fee study involved the coordination of five City departments plus the City Manager's office in order to complete the data and policy review. A kick-off meeting was held to collaborate with the various department leaders and staff involved with the project. At the kick-off meeting, certain assignments and project goals were established including the City's commitment to meeting the level of service targets for police, fire, and recreation services. During the review of capital improvements plan the growth-related allocations of planned projects were determined including the City's planned construction of a public safety building in order to meet the growing needs of police and fire services by the community. Detailed fixed asset records including equipment and facilities were reviewed to determine existing versus growth related allocations and existing service levels. Various open space and recreation land uses were reviewed to determine actual versus planned level of services, with adjustments to account for investments needed to meet existing service level deficiencies. The various municipal impact fee recommendations were summarized in a report submitted to the City and presented to the City Commission. The recommended fees were adopted by the Commission in 2008 and updated in 2010. These fees were updated in 2014.

## FLORIDA EXPERIENCE

The Raftelis team has extensive experience serving Florida public-sector agencies. This matrix shows some of the Florida public-sector entities/utilities that the Raftelis team has served.

| | Rate Studies & Pricing | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Water | Wastewater | Stormwater | Irrigation Water | Raw Water | Reuse Water | Solid Waste | Wholesale Rates | Enterprise Consolidation | Financial Planning | Impact Fees | Management Consulting | Valuation | Litigation Support | Management Accounting | Contracts/Ordinances | Debt Issuance Assistance |
| City of Alachua | | | | | | ● | | | | | | | | | | | |
| City of Apopka | ● | ● | ● | | | | | | | | ● | ● | | | | | ● |
| City of Arcadia | ● | ● | | | | | ● | | | | | | | | | | ● |
| City of Auburndale | ● | ● | | | | | | | | ● | ● | | | | | ● | ● |
| Babcock Ranch Community Independent Special District (BRCISD) | ● | ● | | | | | ● | | | | | | | | | | ● |
| City of Boca Raton | ● | ● | | | | | | | | | | ● | | | | | |
| Bonita Springs Utilities | ● | ● | | ● | | | | | | ● | ● | | | | | | |
| City of Cape Canaveral | | ● | | | | | | | ● | | | | | | | ● | |
| Charlotte County | ● | ● | | | | | ● | ● | | | | | | | | | |
| City of Clermont | ● | ● | ● | | | | ● | | | ● | ● | | ● | | | | ● |
| Collier County | ● | ● | ● | ● | ● | ● | ● | ● | | ● | ● | | | | | ● | ● |
| City of DeLand | ● | ● | | ● | | ● | | | | ● | ● | | | | | ● | |
| City of Davie | ● | ● | | | | | | | | ● | ● | | | | | | ● |
| Destin Water Users | ● | ● | | ● | | | | ● | | ● | ● | ● | | | | ● | |
| City of Edgewater | ● | ● | | | | | ● | | | ● | | | | | | | |
| City of Eustis | ● | ● | ● | ● | | ● | | | | ● | ● | ● | | | | ● | |
| Florida Keys Aqueduct Authority | ● | ● | | ● | | ● | | ● | | ● | ● | ● | | | | | ● |
| Town of Fort Myers Beach | ● | | | | | | | | | ● | | | | | | ● | |
| City of Fort Walton Beach | ● | ● | | ● | | | | ● | | ● | ● | | | | | ● | ● |
| City of Groveland | ● | ● | | ● | | ● | | | | ● | ● | | | | | | ● |
| Hernando County | ● | ● | | | | | ● | | | ● | | | | | | | |
| Hillsborough County | ● | ● | ● | ● | ● | ● | ● | ● | | ● | ● | | ● | | | ● | ● |
| Indian River County | ● | ● | | ● | | ● | | ● | | | ● | | | | | ● | |
| Village of Islamorada | | ● | | | | ● | | ● | | ● | | ● | | | | ● | ● |
| Town of Jupiter | ● | | ● | | | | | | | ● | ● | | | | ● | | |
| Town of Key Biscayne | | | ● | | | | | | | | | | | | | | |
| Town of Lauderdale-by-the-Sea | ● | ● | ● | ● | | | | ● | | ● | | | | | | ● | |
| City of Lake Alfred | ● | ● | ● | ● | | | | | | ● | ● | | | | | ● | |
| City of Largo | | ● | ● | | | ● | | ● | | ● | ● | | | | | ● | |
| City of Lake Wales | ● | ● | | ● | | | | | | ● | | | | | | | |
| Lee County | ● | ● | ● | ● | ● | ● | ● | ● | | ● | ● | | ● | ● | | ● | ● |
| Manatee County | ● | ● | | | | | ● | | | ● | | | | | | | |
| City of Marathon | | ● | ● | | | ● | | | ● | ● | ● | | | | | | ● |
| City of Margate | ● | ● | ● | | | | | | | ● | ● | | | | | | ● |
| Martin County | ● | ● | | | | ● | ● | ● | | ● | ● | ● | ● | ● | | ● | ● |
| City of Mascotte | | ● | | | | | | ● | | ● | ● | | | | | ● | |

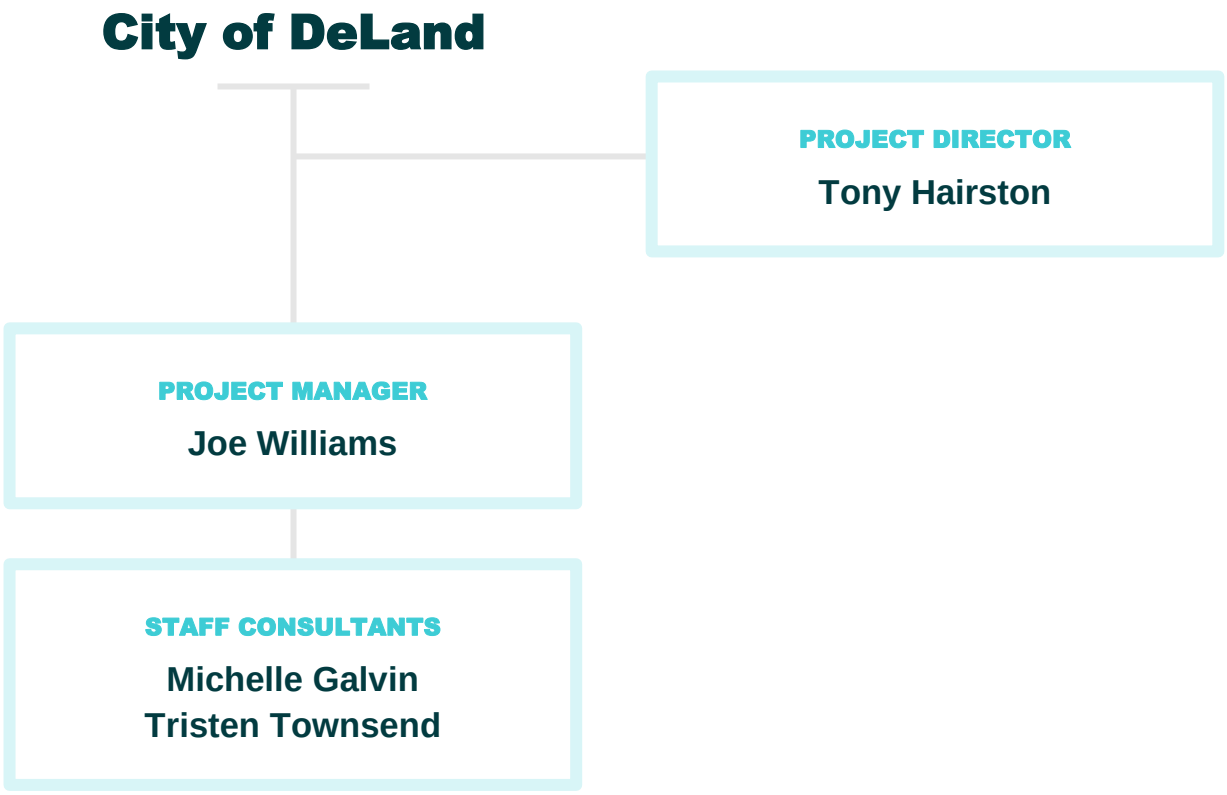
| | Rate Studies & Pricing | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Water | Wastewater | Stormwater | Irrigation Water | Raw Water | Reuse Water | Solid Waste | Wholesale Rates | Enterprise Consolidation | Financial Planning | Impact Fees | Management Consulting | Valuation | Litigation Support | Management Accounting | Contracts/Ordinances | Debt Issuance Assistance |
| City of Melbourne | ● | ● | | | | | | ● | | | ● | | | | | ● | ● |
| City of Miami Beach | ● | ● | ● | | | | | ● | | ● | | | | | | | ● |
| City of Miramar | ● | ● | ● | | | | | | | ● | | ● | | | | ● | ● |
| Town of Oakland | ● | ● | | | | | | ● | | ● | ● | ● | | | | ● | ● |
| City of Oakland Park | ● | ● | | | | | ● | ● | | | | ● | | | | | ● |
| City of Ocala | ● | ● | ● | ● | | | | ● | | ● | ● | ● | ● | ● | | ● | |
| City of Oldsmar | ● | ● | ● | ● | | ● | | ● | | ● | ● | ● | | | | | |
| City of Orlando | | ● | ● | | | | | | | ● | | | | | | | |
| City of Oviedo | ● | ● | | ● | | ● | | | | ● | ● | ● | ● | | | ● | ● |
| Town of Palm Beach | | | | | | | | ● | | ● | | | ● | | | | |
| Village of Palm Springs | ● | ● | ● | | | | | | | | | | | | | ● | |
| City of Panama City | ● | ● | | | | | ● | | | ● | | | | | | | |
| Pinellas County | ● | ● | | ● | | ● | ● | ● | | ● | | ● | | | | | |
| City of Plant City | ● | ● | ● | ● | | ● | ● | | | ● | ● | | | | | | ● |
| City of Pompano Beach | ● | ● | | | | ● | | ● | | ● | ● | ● | | | | ● | |
| City of Port St. Lucie | ● | ● | ● | ● | | | | ● | | ● | ● | ● | ● | ● | | ● | ● |
| St. Johns County | ● | ● | | ● | ● | ● | | ● | | ● | ● | | ● | | | ● | ● |
| City of Sanford | ● | ● | ● | ● | | ● | | | | ● | ● | ● | | | | ● | ● |
| Sarasota County | ● | ● | | | | | ● | | | ● | | | | | | | ● |
| South Walton Utility Co., Inc. | ● | ● | | ● | | | | | | ● | ● | ● | | | | | |
| City of Stuart | ● | ● | ● | | | | ● | | | | | ● | | | | | ● |
| City of Sunrise | ● | ● | | | | ● | | ● | | ● | | | | ● | ● | | ● |
| Village of Tequesta | ● | | ● | | | | | | | ● | | ● | | ● | | ● | ● |
| Tohopekaliga Water Authority | ● | ● | | ● | | ● | | ● | | ● | ● | | | ● | | | ● |
| City of Tampa | ● | ● | ● | ● | | ● | ● | ● | | ● | ● | | ● | | | ● | ● |
| City of Tavares | ● | ● | | ● | | ● | | | ● | ● | ● | | | | | ● | ● |
| Volusia County | ● | ● | ● | ● | | ● | | ● | | ● | ● | ● | ● | | | ● | |
| Village of Wellington | ● | ● | | | | | ● | | | ● | | | | | | ● | ● |
| City of West Palm Beach | ● | ● | ● | | ● | | ● | ● | | ● | ● | ● | ● | | | ● | ● |
| City of Wilton Manors | ● | ● | ● | | | | | | | ● | ● | | | | | | |
| City of Winter Haven | ● | ● | ● | ● | | ● | | ● | ● | ● | ● | ● | ● | | | ● | ● |
| City of Zephyrhills | ● | ● | | | | | | | | ● | ● | | | | | ● | ● |

# Staff Experience

## WE HAVE DEVELOPED A TEAM OF CONSULTANTS WHO SPECIALIZE IN THE SPECIFIC ELEMENTS THAT WILL BE CRITICAL TO THE SUCCESS OF THE CITY'S PROJECT.

Our team includes senior-level professionals to provide experienced project leadership with support from talented consultant staff. This close-knit group has frequently collaborated on similar successful projects, providing the City with confidence in our capabilities.

Here, we have included an organizational chart showing the structure of our project team. In Appendix A, we have included resumes for each of our team members as well as a description of their role on the project.



TAB 4. PROJECT APPROACH

# Project Understanding

The City is seeking a comprehensive update to its municipal impact fees including Parks and Recreation, General Government, Police, and Fire Protection to ensure proper recovery and allocation of expansion-related costs for each service from growth. Growth is generally derived from new development and redevelopment of existing structures. With multiple new home developments underway in the City, now is a good time to review future needs for the services provided and the capital costs that will be incurred to provide them. Through this exercise the City will be able to establish the appropriate level of service for each area and the cost for each unit of new development to maintain this level of service as the City continues to grow.

As summarized in this paragraph, impact fees have unique restrictions and must not be mingled with general revenues, such as sales and property taxes. Impact fees are one-time payments for specific public infrastructure that benefits new development. In contrast to project-level improvements, impact fees fund growth-related infra- structure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). Impact fees proportionately allocated infrastructure costs to all types of new development. There are three general methods for calculating development impact fees. The choice of the best method depends primarily on the timing of infrastructure construction (past, concurrent, future) and service characteristics of the facility type being addressed. Each method can be used simultaneously for different cost components. Regardless of the methodology, a consideration of "credits" is integral to the development of a legally defensible impact fee study. In addition, impact fee revenues must be used to fund the type of infrastructure which the fee was collected, while providing a timely and substantial benefit to new development.

Raftelis will help the City impose impact fees to cover the growth- share of infrastructure costs, thus reducing the funding burden on existing taxpayers. Raftelis has a unique offering the City can lever- age for success with the ability to provide local, national, and former municipal employee knowledge and perspective for this project. Additionally, Raftelis recently successfully completed a utility rate study that included customer demand projections and capital funding elements for the City. Importantly, during this project Raftelis engaged with the City Commission during several workshops and public hearings to explain findings, conclusions, and recommendations.

## Impact Fee Criteria

To the extent new population growth and associated development imposes identifiable capital costs to municipal services, those costs should be recovered from the residents or system users responsible for the costs rather than the existing population base. Generally, this practice has been labeled as "growth paying its own way."

Florida Statute and Florida case law identifies certain conditions for a valid impact fee imposed by municipalities. Generally, these conditions involve the following issues:

1. The impact fee must meet the "dual rational nexus" test. First, impact fees are valid when a reasonable connection or rationale exists between the anticipated need for additional capital facilities and the growth in population. Second, impact fees are valid when a reasonable association, or rational nexus, exists between the expenditure of the impact fee proceeds and the benefits accruing to new development from those proceeds.
2. The system of fees and charges should be set up so that there is not an intentional windfall to existing users.
3. The impact fee should, to the extent practical, only cover the capital cost of construction and related costs thereto (engineering, legal, financing, administrative, etc.) for capital expansions or other capital

requirements that are required solely due to growth. Therefore, expenses due to upgrading a facility serving existing customers (e.g., replacement of a capital asset) or an increase in the level of service should be borne by all users of the facility. Likewise, increased expenses due to operation and maintenance of that facility should be borne by all users of the facility.

4. Impact fee revenue should be set aside in a separate account, and separate accounting must be made for those funds to ensure that they are used only for the lawful purposes described above.

Based on the criteria above, impact fees should: 1) include only the estimated capital cost of facilities necessary to serve anticipated new development; 2) reflect only an allocated portion of costs associated with improvements of existing capital assets of the City; and 3) should not include any costs of operation and maintenance of any facilities, including those facilities financed in part with impact fees.

Florida Statutes provide for additional criteria in the design of impact fees. Section 163.31801 of the Florida Statutes further provides that an impact fee adopted by ordinance of a county or municipality or by resolution of a special district must, at a minimum:

1. Require that the calculation of the impact fee be based on the most recent and localized data
2. Provide for accounting and reporting of impact fee revenues and expenditures in a separate accounting fund
3. Limit administrative charges for the collection of impact fees to actual costs
4. Require that collection of the fee cannot occur before the issuance of a building permit
5. Require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing an increase in impact fees

Additionally, the Florida Impact Fee Act requires that audits of financial statements of local governmental entities and district school boards that are performed by a certified public accountant pursuant to Florida Statute 218.39, submitted to the Auditor General, must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section.

# Project Approach

Our project approach has been honed through years of experience to lead quickly and efficiently to the final results. We follow industry standard methodology applied specifically to the City's unique characteristics to ensure fair and equitable impact fees that are defensible and meet the needs of the City. Our approach is characterized by the following elements:

- Regular communication and the development of strong working relationships with staff
- Consistent and competent project management to control budget and schedule
- Development of a detailed level of service analysis and the plan to ensure it is maintained and funded by growth
- Effective presentations to policy makers and the public to ensure successful implementation
- Our approach has proven to be very effective in controlling costs and schedule.

We believe that the City's impact fees should be consistent with management's goals, the existing capital planning process, financial information systems and operating data, and the project goals, objectives, and criteria outlined previously in this section. The critical nature of the consultant's role will require a project team capable of coordinating with City staff to resolve questions related to impact fee issues, such as:

- Capital funding plans

- Level of service requirements
- Service categories and attributes
- Rate structures by customer class

Our approach to providing the proposed consulting services will place a major emphasis on the coordination elements of the study process. The key to successfully completing the scope of services and meeting the project deadlines is to start with a well-conceived project plan with clearly delineated tasks and deliverables, properly manage the resources necessary to complete the study, and effectively coordinate our team's activities with the City.

In the proposed impact fee study work plan, we have made allowances for meetings with City staff throughout the study to develop and review study assumptions and results. The work plan also includes attendance at public meetings to present the study results to the City Commission.

Experience has taught us to perform impact fee studies in a series of phases. We have found this approach to be very successful in meeting the needs of our clients. We believe a phased approach to the work plan will enhance the coordination efforts of our project team and City staff for the following reasons:

1. A phased approach allows City staff to get involved in the fundamental planning assumptions and analysis at various points throughout the study and to continuously monitor the study progress, which is critical to the timely completion of the rate study project.
2. It allows City staff to provide more effective input to the study process with respect to strategic decisions and to affirm that the study is on course and consistent with the City's policies, goals, and objectives, thus ensuring a successful project.
3. It allows City staff members to fully understand and review the individual study components and promotes a more effective public information program.
4. It results in a cost-effective project as each phase builds on the results of the prior phase.

Our approach also includes project management and quality control steps to ensure that study results are reasonable, achieved cost effectively, and are on schedule. A detailed rate study schedule will be developed in conjunction with City staff. The schedule will be reviewed by our Project Manager, Joe Williams, on an ongoing basis and updated, as required, to keep track of study progress. Scheduling problems, corrective measures and adjustments, as necessary, will be coordinated with City staff as they occur. Additionally, a detailed cost estimate by study task will be prepared for each specific project phase and task. The cost estimate will be used to track actual project costs and will be reviewed monthly to ensure project cost control.

## Task 1: Project Kick-off Meeting and Data Acquisition

The initial task will include preparation of a data request to identify the information to be provided by the City. This task will also include a project kick off meeting to discuss project goals and objectives, data concerns, impact fee methods, administrative issues, and project schedule.

## Task 2: Review of Population and Level of Service

This task includes an evaluation of the current service area demographics as well as a forecast of the service area needs. We will review of the population projections and other service area demographics as contained in such documents as: any comprehensive plans; Metropolitan Planning Organizations, Volusia County population forecasts, Florida Statistical Abstract; and other available data sources. The purpose of this task is to identify the future service area demands for each service and to estimate the capital requirements (level of service relationship) required for the fair share cost apportionment of such costs to future growth. Other sources will be reviewed

including the Institute of Transportation Engineers (ITE) trip generation manual to review functional population projections should a multi-land use approach be warranted, and any available recent and localized call data.

This task also includes a review and update to level of service criteria for each impact fee. Typical level of service analysis is identified in terms of service levels per population. Any existing deficiencies will be identified with appropriate adjustments to apportionment of capital improvement costs to growth (identified in next task). This task also includes consideration of level of service dynamics and interaction with population growth. Starting with basic population and job data for DeLand, Raftelis

will use commuting patterns and time spent at residential and nonresidential locations to evaluate the proportionate impact of development types upon government services. If police and fire calls for service data are not available by type of development, this functional population methodology may be used to proportionately allocate capital costs to residential and nonresidential development.

## Task 3: Parks and Recreation, General Government, Police, and Fire Protection Impact Fee Analysis

Raftelis will review the City's recreation standards, open space requirements, and associated facilities as set forth in any comprehensive plans and other available data. The police, fire protection, and general government impact fees will be developed recognizing the cost to equip new firefighters and equip new officers (if appropriate) and associated administrative support facilities and equating such costs on an equivalent residential unit (e.g., single-family residential) basis as the standard unit of measurement. In addition to this background information, this task will consider the following:

- Identification of a single- or multi-tier residential recreation impact fee methodology (recreation impact fees apply to residential properties only)
- Review of and recommended changes to the current police, fire protection and general government impact fee application methodology (land use, residential/commercial/industrial, etc.)
- Analysis of equipment/vehicle costs, existing facility costs, and incremental costs to provide service to future service area needs or build- out population
- Design parks and recreation, general government, police, and fire protection impact fee unit cost
- Identification of appropriate impact fee credits
- Develop parks and recreation, general government, police, and fire protection impact fee schedule
- Impact fee comparisons
- Meeting with City staff to review preliminary results

As mentioned above, Raftelis will provide impact fee com- parisons with comparable communities, which will be identified in collaboration with City staff. In addition to consideration of absolute dollar amounts, impact fees can be evaluated as a percentage of the sales price for new residential units. Although the median home values generally focus on existing units, it will illustrate a variation in housing prices/valuation across Volusia County and similar nearby communities outside the County.

### MEETING IN THIS TASK:

- One (1) on-site meeting with staff, combined with Task 2

## Task 4: Impact Fee Report and Presentation

A draft impact fee study report will be prepared for staff review. The draft report will include a description of the existing assets and planned

future investment for each of the impact fee components. The assumptions utilized in the analysis will be documented in the report. The draft report will be provided to staff in electronic format for staff review and comment. After receiving comments, a final report will be prepared in electronic format and up to eight bound copies will be delivered at the request of the City. In addition, this task includes a presentation to the Commission. A PowerPoint presentation will be prepared in order to facilitate the presentation to the City Commission. Subtasks are listed as follows:

- 4.1: Draft rate study report
- 4.2: Final rate study report
- 4.3: Preparation of presentation materials
- 4.4: Presentation to City Commission

### MEETINGS IN THIS TASK:

- One (1) on-site meeting with staff to review draft report and project findings
- Two (2) presentations to Commission (workshop and/or public hearing)

## Task 5: Ordinance Review and Development

Raftelis will support the City's legal representatives with review and adjustments to the impact fee ordinance(s) based on the impact fee report and other City policy directives. This task assumes the City attorney will draft the impact fee ordinance with Raftelis providing recommendations and review.

**We have included a sample fee study report in Appendix B.**

# Study Completion Timeline

Raftelis will complete the scope of services within the timeframe shown in the schedule below. The proposed schedule assumes a notice-to-proceed by the beginning of September 2024 and that Raftelis will receive the needed data in a timely manner and be able to schedule meetings as necessary. Project completion is estimated for February 2025.

Our scope of work assumes we complete the project according to the schedule provided below. If the City elects to extend the project completion schedule beyond the initial schedule, we will work with the City to identify any necessary revisions to the project budget.

| | 2024 | | | | 2025 | |
|---|---|---|---|---|---|---|
| **TASKS** | **SEP** | **OCT** | **NOV** | **DEC** | **JAN** | **FEB** |
| **1. Project Kick-off Meeting and Data Acquisition** | ● | | | | | |
| **2. Review of Population and Level of Service** | | ● | | | | |
| **3. Parks and Recreation, General Government, Police and Fire Protection Impact Fee Analysis** | | | ● | ● | ● | |
| **4. Impact Fee Report and Presentation** | | | | | | ● ● |
| **5. Ordinance Review and Development** | | | | | | |

● *In-person Meetings*
● *Web Meetings*
● *Deliverables*

TAB 5. PRICE FORM

# Price Form

The following table provides a breakdown of our proposed fee for this project. This table includes the estimated level of effort required for completing each task and the hourly billing rates for our project team members. Expenses include costs associated with travel and meals.

Our scope of work includes the number of in-person and/or virtual meetings shown in the table below. Should the City require additional meetings and/or presentations to stakeholders, these can be arranged upon request at an added cost, which will be determined based on the scope and content of the meeting and/or presentation requested.

| Tasks | Web Meetings | In-person Meetings | Hours | | | | | Total Fees & Expenses |
|---|---|---|---|---|---|---|---|---|
| | | | TH | JW | MG | TT | Total | |
| **1. Project Kick-off Meeting and Data Acquisition** | | 1 | 0 | 8 | 8 | 2 | 18 | **$4,933** |
| **2. Review of Population and Level of Service** | 1 | | 2 | 12 | 20 | 30 | 64 | **$15,560** |
| **3. Parks and Recreation, General Government, Police and Fire Protection Impact Fee Analysis** | 2 | 1 | 4 | 16 | 40 | 60 | 120 | **$28,734** |
| **4. Impact Fee Report and Presentation** | | 1 | 2 | 16 | 20 | 20 | 58 | **$14,813** |
| **5. Ordinance Review and Development** | | | 0 | 4 | 4 | 0 | 8 | **$2,160** |
| **Total Meetings / Hours** | **3** | **3** | **8** | **56** | **92** | **112** | **268** | |
| **Hourly Billing Rate** | | | **$360** | **$320** | **$220** | **$220** | | |
| **Total Professional Fees** | | | **$2,880** | **$17,920** | **$20,240** | **$24,640** | **$65,680** | |
| | | | | | | | **Total Fees** | **$65,680** |
| | | | | | | | **Total Expenses** | **$520** |
| | | | | | | | **Total Fees & Expenses** | **$66,200** |

*TH - Tony Hairston*
*JW - Joe Williams*
*MG - Michelle Galvin*
*TT - Tristen Townsend*

## TAB 6. REQUIRED PROPOSAL FORMS

| | | |
|---|---|---|
| **SUBMIT TO:**<br>CITY OF DELAND<br>FINANCE DEPT., 2ND FLOOR<br>PURCHASING COORDINATOR<br>120 SOUTH FLORIDA AVENUE<br>DELAND, FLORIDA 32720 | **REQUEST FOR PROPOSAL** | |
| **CONTACT:**<br>**Corey McMillen**<br>mcmillenc@deland.org<br>purchasing@deland.org | | |
| **PHONE:**<br>**386-626-7078** | **RFP-24-04** | *SUBMITTALS RECEIVED AFTER SPECIFIED DATE AND TIME WILL NOT BE CONSIDERED* |
| **RFP TITLE: Impact Fee Study** | | **SUBMITTAL DEADLINE:**<br>**July 17, 2024 @ 2:00 P.M.** |
| **PRE-PROPOSAL CONFERENCE DATE, TIME AND LOCATION: N/A** | | **PROPOSAL BOND REQUIRED: N/A** |
| **RESPONDENT NAME:**<br>Raftelis Financial Consultants, Inc. | | **FEDERAL ID # OR SOCIAL SECURITY #:**<br>20-1054069 |
| **MAILING ADDRESS:**<br>341 N. Maitland Avenue, Suite 300 | | **TELEPHONE #:**<br>407.628.2600 |
| **CITY – STATE – ZIP:**<br>Maitland, FL 32751 | | **FAX #:**<br>407.628.2610 |
| **X** Tony Hairston<br>*AUTHORIZED SIGNATURE* | | **EMAIL:**<br>ahairston@raftelis.com |
| Printed Name<br>Tony Hairston | | Title<br>Vice President<br>Date<br>July 17, 2024 |

By my signature I certify that this offer is made without prior understanding, agreement, or connection with any corporation, firm, business entity, or person submitting an offer for the same materials, supplies, equipment, or service(s), and is in all respects fair and without collusion or fraud. I further agree that if the offer is accepted, the offeror will convey, sell, assign, or transfer to the City of DeLand all right, title, and interest in and to all causes of action it may now or hereafter acquire under the Antitrust laws of the United States and the State of Florida for price fixing relating to the particular commodity(s) or services(s) purchased or acquired by the City of DeLand. At the City's discretion, such assignment shall be made and become effective at the time the City tenders final payment to the vendor.

**THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR RESPONSE**

### GENERAL CONDITIONS AND INSTRUCTIONS

******PLEASE READ CAREFULLY******

1. **SUBMISSION OF OFFERS:** All offers shall be submitted in a sealed envelope or package. The invitation numbers, title, and opening date shall be clearly displayed on the outside of the sealed envelope or package. The delivery of responses to the receptionist located on the 2nd floor of City Hall prior to the specified date and time is solely and strictly the responsibility of the offeror. Any submittal received after the specified date and time will not be considered.

   Responses shall be submitted on forms provided by the City. Additional information may be attached to the submittal. Facsimile submissions are NOT acceptable. No offer may be modified after acceptance. No offer may be withdrawn after opening for a period of sixty (60) days unless otherwise specified.

2. **EXECUTION OF OFFER:** Offer shall contain a manual signature in the space(s) provided of a representative authorized to legally bind the offeror to the provisions therein. All spaces requesting information from the offeror shall be completed. Responses shall be typed or printed in ink. Use of erasable ink or pencil is not permitted. Any correction made by the offeror to any entry must be initialed.

**IMPACT FEE STUDY**
**RFP-24-04**
**ACKNOWLEDGMENT OF TERMS, CONDITIONS, AND ADDENDA**

**PROMPT PAYMENT DISCOUNT**

The City of Deland shall remit payment in accordance with the Florida Prompt Payment Act, Florida Statutes section 218.70. Contractors may offer cash discounts for prompt payment but they will not be considered in determination of award. If a bidder offers a discount, it is understood that the discount time will be from the date of satisfactory delivery, at the place of acceptance, and receipt of correct invoice, at the office specified, whichever occurs last.

* If Prompt Payment Discount is offered please state discount and terms:

N/A

ADDENDUM ACKNOWLEDGMENT:

Add. No. 1 Dated July 2, 2024 / Add. No. _____ Dated _____

Add. No. _____ Dated _____ / Add. No. _____ Dated _____

I hereby acknowledge that I have read, understand, and agree to all terms, conditions, insurance, scope of work, specifications and pricing for Proposal # RFP-24-04 / Impact Fee Study.

VENDOR NAME Raftelis Financial Consultants, Inc.

ADDRESS 341 N. Maitland Avenue, Suite 300, Maitland, FL 32751

AUTHORIZED

SIGNATURE Tony Hairston

PRINTED

SIGNATURE Tony Hairston DATE July 17, 2024

TELEPHONE# 407.960.1811 FAX # 407.628.2610

EMAIL: ahairston@raftelis.com

**Finance Department**
120 S. Florida Ave.
2nd Floor
DeLand, FL 32720

**RFP-24-04**
**Impact Fee Study**
**July 2, 2024**
**Addendum #1**

## TO ALL PROSPECTIVE CONTRACTORS

This is an Addendum to and shall be considered as part of the original Bid/Proposal package for the above-mentioned Bid/Proposal. Contractors are requested to acknowledge receipt of this Addendum with their Submission.

## CLARIFICATION TO QUESTIONS ASKED RECEIVED:

1. Q: Will resumes included as an appendix count towards the section page limit?
   A: No, they will not count towards page count.
2. Q: Tab 4: Project Approach requires us to include a sample fee study report. Due to the potential length of our fee study report, may we include this as an appendix? If so, will it count towards the section page limit?
   A: Yes, it may be included as an appendix and will not count toward page count.
3. Q: Is there a price form the City would like us to use to provide our total price?
   A: No, please submit price proposal in Tab 5.

Please note that the proposal opening date and time remains July 17, 2024 @ 2:00 P.M.
All other terms and conditions remain unchanged.

Sincerely,

Corey McMillen, CPPB
Purchasing Coordinator

Addendum I Acknowledged
Tony Hairston, Vice President
Tony Hairston

**END OF ADDENDUM #1**

## REFERENCE FORM

List a minimum of three (3) / maximum five (5) customers for the services specified in the solicitation in the spaces provided.

**Note:** A contact person shall be someone who has personal knowledge of the Contractor's performance for the specific requirement listed. Contact person must have been informed that they are being used as a reference and that the County may be calling them. Do no list persons who will be unable to answer specific questions regarding the requirements.

Ref #1. Customer/Client: City of Port Orange, FL
Date of Services: 2022
Description of Services: Utility and Municipal Impact Fee Study
Street Address: 1000 City Center Circle
City, State, ZIP Code: Port Orange, FL 32129
Telephone #: 386.506.5503 Fax #: N/A
Contact Person: John McKinney, Assistant City Manager Internal Services Finance Dir. Email: jmckinney@port-orange.org

Ref #2. Customer/Client: City of Lake Alfred, FL
Date of Services: 2022
Description of Services: Utility and Municipal Impact Fee Study
Street Address: 155 East Pomelo Street
City, State, ZIP Code: Lake Alfred, FL 33850
Telephone #: 863.291.5270 Fax #: N/A
Contact Person: Ryan Leavengood, City Manager Email: rleavengood@mylakealfred.com

Ref #3. Customer/Client: City of New Smyrna Beach, FL
Date of Services: 2021
Description of Services: Municipal Impact Fee Study
Street Address: 301 South Ridgewood Avenue
City, State, ZIP Code: Daytona Beach, FL 32114
Telephone #: 386.671.8063 Fax #: N/A
Contact Person: Natalia Eckroth, CPA, CGFO, CFO at Daytona Beach (formerly at NSB) Email: eckrothnatalia@codb.us

Ref #4. Customer/Client: City of Auburndale, FL
Date of Services: 2022
Description of Services: Municipal Impact Fee Study
Street Address: PO Box 5710
City, State, ZIP Code: Lakeland, FL 33807
Telephone #: 863.968.5133 Fax #: N/A
Contact Person: Chris Reeder, Finance Director Email: creeder@auburndalefl.com

Ref #5. Customer/Client: City of Sanford, FL
Date of Services: 2021
Description of Services: Municipal Impact Fee Study
Street Address: 300 North Park Avenue
City, State, ZIP Code: Sanford, FL 32771
Telephone #: 407.688.5026 Fax #: N/A
Contact Person: Cynthia Lindsay, Finance Director Email: cynthia.lindsay@sanfordfl.gov

CONTRACTOR NAME Raftelis Financial Consultants, Inc.
ADDRESS 341 N. Maitland Avenue, Suite 300, Maitland, FL 32751
PRINTED SIGNATURE Tony Hairston
AUTHORIZED SIGNATURE Tony Hairston
TELEPHONE # 407.960.1811 FAX# 407.628.2610 DATE July 17, 2024
EMAIL: ahairston@raftelis.com

## CONTRACTOR AFFIDAVIT REGARDING SCRUTINIZED COMPANY LIST

Awarded Contractor shall certify that it and its subcontractors are not on the Scrutinized Companies that Boycott Israel List. Pursuant to Section 287.135, F.S. If the Contract is for more than $1,000,000 the Contractor further certifies that it and its subcontractors are also not on the Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria as identified in Section 287.135, F.S.

For Contracts of any amount, if the City determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the City shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the City's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the City may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met. For Contracts $1,000,000 and greater, if the City determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies with Activities in the Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, the City shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the City's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the City may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

STATE OF North Carolina

CITY OF Charlotte

BEFORE ME, the undersigned authority, personally appeared Jon P Davis, who, being by me first duly sworn, made the following statement:

1. The Business address of Raftelis Financial Consultants, Inc. (name of bidder or Contractor) is 341 N. Maitland Avenue, Suite 300, Maitland, FL 32751

2. My relationship to Raftelis Financial Consultants, Inc. (name of bidder or Contractor) is Exec Vice President (relationship such as sole proprietor, partner, president, vice president).

3. I understand that "Boycott of Israel" has the same meaning as defined in §215.4725, Florida Statutes, and means refusing to deal, terminating business activities, or taking other actions to limit commercial relations with Israel, or persons or entities doing business in Israel or in Israeli-controlled territories, in a discriminatory manner. A statement by a

company that it is participating in a boycott of Israel, or that it has initiated a boycott in response to a request for a boycott of Israel or in compliance with, or in furtherance of, calls for a boycott of Israel, may be considered by the State Board of Administration to be evidence that a company is participating in a boycott of Israel. The term does not include restrictive trade practices or boycotts fostered or imposed by foreign countries against Israel.

4. I understand that "business operations" means, for purposes specifically related to Cuba or Syria, engaging in commerce in any form in Cuba or Syria, including, but not limited to, acquiring, developing, maintaining, owning, selling, possessing, leasing, or operating equipment, facilities, personnel, products, services, personal property, real property, military equipment, or any other apparatus of business or commerce.
5. Raftelis Financial Consultants, Inc. (name of the bidder or Contractor) is not on the Scrutinized Companies that Boycott Israel List, created pursuant to s. 215.4725, Florida Statutes, or is engaged in a boycott of Israel.
6. Raftelis Financial Consultants, Inc. (name of the bidder or Contractor) is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to s. 215.473, Florida Statutes.
7. Raftelis Financial Consultants, Inc. (name of the bidder or Contractor) is not engaged in business operations in Cuba or Syria.

Signature

Sworn to and subscribed before me in the state and City first mentioned above on the 16th day of July, 20 24.

Notary Public

My commission expires:
May 2, 2026

(AFFIX SEAL / STAMP)

ANNE G BRYANT
NOTARY
PUBLIC
MECKLENBURG COUNTY, NC

Form **W-9**
(Rev. March 2024)
Department of the Treasury
Internal Revenue Service

# Request for Taxpayer Identification Number and Certification

Go to *www.irs.gov/FormW9* for instructions and the latest information.

**Give form to the requester. Do not send to the IRS.**

**Before you begin.** For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See *Specific Instructions* on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)

Raftelis Financial Consultants, Inc.

2 Business name/disregarded entity name, if different from above.

Raftelis

3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor ☐ C corporation ☑ S corporation ☐ Partnership ☐ Trust/estate

☐ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . .

**Note:** Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner.

☐ Other (see instructions)

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any)

*(Applies to accounts maintained outside the United States.)*

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

5 Address (number, street, and apt. or suite no.). See instructions.

227 W. Trade Street, Suite 1400

Requester's name and address (optional)

6 City, state, and ZIP code

Charlotte, NC 28202

7 List account number(s) here (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

**Social security number**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | – | | | – | | | | |

**or**

**Employer identification number**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2 | 0 | – | 1 | 0 | 5 | 4 | 0 | 6 | 9 |

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

**Sign Here** Signature of U.S. person Christine McIntyre Date 5/8/24

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

### What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

### Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

## PUBLIC ENTITY CRIME FORM

**Section 287.133(3)(a), Florida Statutes, on Public Entity Crimes:**

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid/quote/proposal on a contract to provide goods or services to a public entity, may not submit a bid/quote/proposal on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids/quotes/proposals on leases of rental property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

Acknowledged: Tony Hairston Date: July 17, 2024

CONFLICT OF INTEREST AFFIDAVIT

By the signature below, the firm (employees, officers and/or agents) certifies, and hereby discloses, that, to the best of their knowledge and belief, all relevant facts concerning past, present, or currently planned interest or activity (financial, contractual, organizational, or otherwise) which relates to the proposed work; and bear on whether the firm (employees, officers and/or agents) has a possible conflict have been fully disclosed.

Additionally, the firm (employees, officers and/or agents) agrees to immediately notify in writing the Finance Director, or designee, if any actual or potential conflict of interest arises during the contract and/or project duration.

Raftelis Financial Consultants, Inc.
Company

341 N. Maitland Avenue, Suite 300
Address

Authorized Signature

Maitland, FL 32751
City, State, Zip Code

Jon P Davis
Printed Name & Title

407.628.2600
Telephone No.

jdavis@raftelis.com
Email

407.628.2610
Fax No.

State of North Carolina )
City of Charlotte )

SUBSCRIBED AND SWORN to before me this 16th day of July ,2024 by Jon Davis , who is personally known to me to be the Exec Vice President for the Firm, OR who produced the following identification: _____

ANNE G BRYANT NOTARY PUBLIC MECKLENBURG COUNTY, NC

Notary Public Anne G. Bryant

My Commission Expires: May 2, 2026

**NON-COLLUSION AFFIDAVIT**

State of North Carolina )

City of Charlotte )

Jon P Davis being first duly sworn, deposes and says that:

(1) He/she is the officer, (Owner, Partner, Officer, Representative or Agent) of Raftelis Financial Consultants, Inc., the Contractor that has submitted the attached Proposal;

(2) He/she is fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such Proposal;

(3) Such Proposal is genuine and is not a collusive or sham Proposal;

(4) Neither the said Contractor nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Contractor, firm, or person to submit a collusive or sham Proposal in connection with the Work for which the attached Proposal has been submitted; or to refrain from bidding in connection with such Work; or have in any manner, directly or indirectly, sought by agreement or collusion, or communication, or conference with any Contractor, firm, or person to fix the price or prices in the attached Proposal or of any other Contractor, or to fix any overhead, profit, or cost elements of the Proposal price or the Proposal price of any other Contractor, or to secure trough any collusion, conspiracy, connivance, or unlawful agreement any advantage against (Recipient), or any person interested in the proposed Work;

(5) The price or prices quoted in the attached Proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance, or unlawful agreement on the part of the Contractor or any other of its agents, representatives, owners, employees or parties in interest, including this affiant.

By: _____
Signature of Individual

Jon P Davis
Printed Name of Individual

Exec Vice President
Title of Individual

Signed, sealed and delivered in the presence of:

_____ Witness

_____ Witness

State of North Carolina

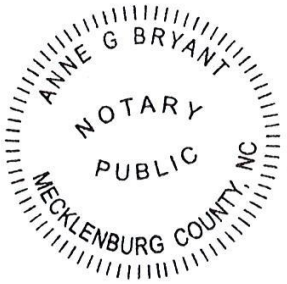
County of Mecklenburg

The foregoing instrument was acknowledged before me this 16th day of July, 2024 by Jon Davis, who is personally known to me or who has produced personally known as identification and who did (did not) take an oath.

WITNESS my hand and official seal.

Anne G. Bryant
NOTARY PUBLIC

Anne G. Bryant
(Name of Notary Public: Print, Stamp, or Type as Commissioned)



## CITY OF DeLAND
## CONFIRMATION OF DRUG-FREE WORKPLACE FORM

In accordance with Section 287.087, Florida Statutes, "[w]henever two or more bids are equal with respect to price, quality, and service which are received by any political subdivision for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

(1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

(2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

(3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection one (1).

(4) In the statement specified in subsection one (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

(5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

(6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section."

As the person authorized to sign the statement, I certify that this firm complies with the above requirements and the Florida Statutes Section 287.087. This form is in conjunction with The City of DeLand's General Conditions, Drug-Free Workplace.

| | |
|---|---|
| Raftelis Financial Consultants, Inc. | Impact Fee Study RFP-24-04 |
| Business Name | Bid Number and Name |
| Tony Hairston | July 17, 2024 |
| Authorized Representative's Signature | Date |
| Tony Hairston | Vice President |
| Name | Position |



**Please see our Drug Free Workplace policy on the following page.*

Raftelis makes a good faith effort to continuously maintain a drug-free workplace. However, our policy does not require the following two items included in the Drug-Free Workplace form. We have included the Raftelis Drug-Free Workplace Policy here to provide further detail on our policy.

> *(4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nob o contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than S days after such conviction.*
>
> *(5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.*

# DRUG-FREE WORKPLACE POLICY

Raftelis is committed to providing a safe work environment for all employees and others having business with the firm. Therefore, employees are strictly prohibited from using, possessing, buying, selling, distributing, manufacturing, dispensing, or being under the influence of alcohol, illegal drugs, legal drugs without a prescription, and misuse of legal and over-the counter drugs.

The preceding prohibitions apply to all employees:
- While on Raftelis' premises, whether on or off duty, including in personal vehicles
- Whenever operating a Raftelis-owned or leased vehicle, whether on or off Raftelis' premises
- While engaged in Raftelis' business, whether on or off Raftelis' premises.

All alcohol, illegal drugs, and legal drugs unlawfully used or prescribed, including marijuana, as well as any drug paraphernalia, discovered by Raftelis on Raftelis' premises may be permanently confiscated and turned over to law enforcement authorities

## Definitions

### Illegal Drugs

"Illegal Drug" means any drug (1) which is not legally obtainable or (2) which is legally obtainable but has not been legally obtained. The term includes prescribed drugs not legally obtained and prescribed drugs not being used for prescribed purposes. It also includes, but is not limited to, marijuana, cocaine, opiates (e.g., morphine and codeine), amphetamines, and phencyclidine.

### Controlled Substances/Legally Prescribed Drugs

"Legal Drug" includes prescribed drugs and over-the-counter drugs that have been legally obtained and are being used for the purpose for which they were prescribed or manufactured. The legal use of prescribed drugs is permitted on the job only if it does not impair an employee's ability to perform the essential functions of the job effectively and in a manner that does not endanger other individuals in the workplace.

## Use of Legally Prescribed Drugs

The lawful use of prescription drugs may not impair an employee's ability to perform the essential functions of the job effectively and in a safe manner that does not endanger the employee or other individuals. The same applies to the use or abuse of over-the-counter medications. All employees who know or reasonably suspect that their use of such medications will impair, or may impair, their ability to fully and safely perform their essential job functions including, but not limited to the safe and effective operation of vehicles, are obligated to inform their Office Lead or Practice Lead, who in turn are required to notify the Director of Human Resources. If appropriate, Raftelis will implement remedial measures and/or reasonable

accommodations to eliminate or reduce risks to the employee or others. To facilitate the implementation of remedial measures and/or reasonable accommodations, employees may be required to provide further information regarding the medications in issue, including descriptions of all medications used and evidence that the medications are lawfully prescribed. In any case in which Raftelis believes that an employee's use of medications creates an unreasonable risk to the employee or others, Raftelis may temporarily re-assign the employee, modify the employee's job duties, or take other action to eliminate or reduce the risk. In the event the employee is sent home, the employee will not be allowed to drive.

All employees who know or reasonably suspect that another employee is in violation of this policy have an obligation to immediately report the alleged violation to the employee's Office Lead or Practice Lead immediately or, in the Office Lead's or Practice Lead's absence, to the Director of Human Resources. Failure to do so could result in corrective action for the non-reporting employee.

Raftelis reserves the right to search personal belongings and work areas to determine if alcohol or drugs are present on Raftelis' property. Refusal to submit to a search can result in removal from the property and disciplinary action up to and including termination.

Employees who violate the Drug-Free Workplace Policy will be subject to corrective action, including termination.

If this Drug-Free Workplace policy is inconsistent in any way with applicable state or local laws, Raftelis will afford its employees those rights granted by applicable law(s).

Limited exception: Raftelis employees on occasion will have an opportunity to have a drink with their colleagues, while entertaining clients, while attending networking events, etc. Raftelis expects employees to act appropriately and responsibly, and if needed, employees who have consumed alcohol should use a rideshare service at Raftelis' expense to get home after such event.

## Drug and Alcohol Testing

If Raftelis elects to perform drug testing on employees, it will abide by all applicable state and local laws, including notice provisions.

EXCEPTIONS

# Exceptions

We request that the City consider making the following modifications, shown in red below, to the Professional Services Agreement and the Indemnification and Insurance Requirements. Please contact us if you have any questions or concerns about these modifications.

---

**15. SILENCE OF SPECIFICATIONS**: The apparent silence of these specifications or any supplemental specifications as to details or the omission from same of any detailed description concerning any point, shall be regarded as meaning that only the best commercial practices, as of the time and at the location the services are provided, are to prevail and that only materials of first quality and correct type, size, and design are to be used. All workmanship shall be first quality. All interpretations of specifications shall be made upon the basis of this statement.

**20. PATENTS, COPYRIGHT, AND ROYALTIES:** The supplier/provider, without exception, shall indemnify and save harmless the City of DeLand, its officers~~, agents~~ and employees, from liability ~~of any nature or kind~~, including cost and expenses ~~for or on account of~~, from any copyrighted, registered, patented, or unpatented invention, process, or article manufactured or used in the provision of goods and/or services, including use by the City of DeLand. If the supplier/provider uses any design, device, or materials covered by letters, patent, copyright, or registration, it is mutually agreed and understood without exception that the quoted price shall include all royalties or costs arising from the use of such design, device, or materials in any way involved.

~~**35. OTHER AGENCIES:** All Respondents awarded Contracts from this solicitation may, upon mutual agreement, permit any municipality or other governmental agency to participate in the Contract under the same prices, terms, and conditions. It is understood that at no time will any city or municipality or other agency be obligated for placing an order for any other city, municipality, or agency, nor will any city, municipality, or agency be obligated for any bills incurred by any other city, municipality, or agency. Further it is understood that each agency will issue its own purchase order to the awarded Respondent(s).~~

**INDEMNIFICATION AND INSURANCE REQUIREMENTS**

**INDEMNIFICATION**

The City shall be held harmless against all claims for bodily injury, sickness, disease, death, personal injury, damage to property ~~or loss of use of any property or assets resulting therefrom,~~ resulting from the performance of the products or from the services for which the City is contracting hereunder, provided and to the extent such is caused in whole or in part by any negligent act or omission of the Contractor, or any subcontractor or any of their agents or employees, ~~or arises from a job-related injury~~ in the performance of services hereunder.

The Contractor agrees to indemnify and defend the City ~~and pay the cost of the City's legal defenses~~, including fees of attorneys ~~as may be selected by the City, for all claims described~~, to the extent of Contractor's indemnity obligations in the foregoing hold harmless clause herein. Such ~~payment on behalf of the City~~ indemnification shall be in addition to any and all other legal remedies available to the City and shall not be considered to be the City's exclusive remedy.

It is agreed by the parties hereto that specific consideration has been received by the Contractor under this Contract for this hold harmless/indemnification provision.

APPENDIX A: RESUMES

# Appendix A: Resumes

# Tony Hairston

## PROJECT DIRECTOR
**Vice President**



### Specialties
- Utility cost-of-service & rate structure studies
- Bond feasibility reports
- Impact fee studies
- Alternative water supply planning
- Long range financial planning & feasibility studies
- Cost analysis & cost allocation

### Professional History
- Raftelis: Vice President (2018-present); Senior Manager (2015-2018); Manager (2012-2014)
- Public Resources Management Group (PRMG): (1998-2012)
- Federal Reserve Bank of Richmond, VA: Bank Analyst (1995-1998)

### Education
- Master of Science in Economics - Florida State University (1995)
- Bachelor of Science in Economics - Florida State University (1993)

### Certifications
- Series 50 Municipal Advisor Representative

### Professional Memberships
- AWWA: Founding Chair of Florida Section Rates & Finance Committee
- Florida Government Finance Officers Association
- Florida Stormwater Association

## ROLE

Tony will be responsible for overall project accountability and will be available to provide quality assurance and control, industry perspective, and insights into the project.

## PROFILE

Tony currently serves as Vice President in Raftelis' Maitland, FL Office. He has 22 years of experience implementing financial, management, and data solutions for utility and other municipal clients. He has both managed and provided technical analysis on a variety of complex financial and management projects including comprehensive utility rate studies, impact fees, bond feasibility reports, and assisting numerous municipalities and utilities in addressing their rate-setting and financial planning goals. He has assisted governmental clients with projects including the creation and planning of several new wastewater utilities to protect the near shore water quality of the Florida aKeys. Tony has presented papers at the WateReuse Foundation, Florida and Alabama/Mississippi AWWA conferences, and regional conferences such as the Tampa Bay Water Shortage Management workshop. Tony also co-authored a chapter entitled, "Projecting Customer Demand," for the Fourth Edition of the industry guidebook, *Water and Wastewater Finance and Pricing: The Changing Landscape.*

## KEY PROJECT EXPERIENCE

### City of Sanford (FL): Utility Rate Study, Loan Assistance, Stormwater Rate Study, Utility Impact Fee Analysis, Police-fire-recreation Impact Fee Analysis

Tony has led numerous rate studies to assist the City of Sanford (City) in meeting several regulatory and economic challenges. Many utility capital improvement initiatives were mandated to the City over the past several years at a time when the City was enduring severe economic hardship. Tony managed a detailed utility financial forecast in order to evaluate numerous capital improvement initiatives and sensitivity analyses regarding future conditions. A special emphasis was placed on rate phasing and avoiding large one-time rate adjustments. The financial forecast was used by City staff in budget planning and resource allocation. The financial forecast also provided the basis for several ad hoc analyses as needed by the City. Tony presented numerous forecasts and rate recommendations to the City Commission and such recommendations have been adopted by the City. He also conducted a stormwater rate analysis for the City with an emphasis on capital planning under the existing utility billing structure.

### City of Goodyear (AZ): Impact Fee Study

From 2017 to 2018, Tony lead a specialized team to update the City of Goodyear's (City) development impact fees. The project includes impact fees for water, wastewater, police, fire, recreation, and streets. Pursuant to ARS Sec. 9-463.05 Raftelis developed a land use assumption plan, infrastructure improvements plan, and impact fee study. The

City's infrastructure requirements have been increasing due to growth, resulting in fee increases. Tony worked closely with City management and the development community to review the infrastructure projects and how those projects related to growth and ultimately the proposed impact fees. After several work sessions with the City Council and the development community, the plan and fees were adopted by the City in late 2018.

### Florida Keys Aqueduct Authority (FL): Bond Feasibility Report, Service Area Expansion, System Development Charges, Miscellaneous Charges, Reclaimed Water Rate Study, Utility Policy, Water Rate Study, Sewer Rate Study

Tony served as project manager for numerous water and wastewater rate projects for the Florida Keys Aqueduct Authority (FKAA) since 1999. Various projects have included the bond feasibility report for the Series 2019 Water Revenue Bonds ($45,010,000), Series 2007 Water Revenue Bonds ($53,975,000) and Series 2006 Water Revenue Bonds ($49,700,000). Feasibility reports for various wastewater program initiatives, development of wastewater rates in five (5) separate wastewater service areas and the eventual consolidation of wastewater rates. Tony provided public outreach to future customers in each of these service areas and presented rates to the FKAA Board for adoption. Tony conducted a comprehensive water rate and impact fee study for the Aqueduct and provided periodic updates of the water financial forecast and capital financing plan. Tony also developed initial reclaimed water rates and financial policy for the FKAA's initial reclaimed water program in the Big Coppitt service area.

### Volusia County (FL): Utility Rate Studies, Service Area Evaluations

Tony has been the project manager or lead consultant on numerous engagements with Volusia County (County). In 2016 Raftelis is providing an alternative water supply cost allocation analysis to the County and three nearby municipal utilities. In 2010, Tony managed a utility rate study including a five-year financial forecast and design of potable water, wastewater, and reclaimed water rates. The County was enduring several years of stagnate growth while addressing several regulatory challenges such as alternate water supply planning and effluent disposal quality and capacity. The financial forecast element was focused on capital finance planning including the purchase of a strategic land area for the purpose of developing alternative water sources. The rate design efforts included the adjustment of base water rates to increase revenue stability, adjustments to water conservation rates including non-residential customers, wastewater rate adjustments, and reclaimed water rate alignment with potable water incentives. The proposed rates were presented to the County Council during a public workshop and again at a public hearing for adoption by resolution. Other projects provided to the County have included service area evaluations, impact fee studies, developer fee analysis, and ongoing capital finance planning.

### Tampa Bay Water (FL): Financial Planning Study

Project experience with Tampa Bay Water includes future water supply financial planning, reclaimed water resources pricing, and Member Government outreach services. A customized interactive financial forecast and rate model for the Tampa Bay Water Member Government Reclaimed Committee was created and presented to the Committee for future water supply planning. The project included careful review of forecast assumptions with Member Government representatives and Tampa Bay Water management and featured an analysis of the City of Tampa's proposed TAP project, Hillsborough County's SHARP project, along with other traditional water supply options. The report was finalized in July 2018 and adopted by the Member Government Reclaimed Water Committee.

### Pinellas County (FL): Utility Business Case and Rate Sustainability Study

Tony has served as project manager for a Utility Business Case and Rate Sustainability study for the Pinellas County (County) potable water, wastewater, and reuse water utility. This project is a comprehensive analysis that combines business planning with rate sustainability analysis. The rate sustainability analysis included a review of all potable water, wastewater, and reuse water rates. A pricing objectives workshop was conducted with key stakeholders in order to prioritize the rate structure pricing objectives. After a review of all monthly rates with the

County, potable water and wastewater rate structures that included base charges by meter size, potable water conservation rates, and modifications to multi-family base charges were all designed and validated by the County steering committee. Relevant bill impact and comparisons were reviewed in order to gain an understanding of impacts to customers.

The business plan involved the review of various business processes and impact analysis on a number of potential process changes including conversion from bi-monthly billing to monthly billing and implementation of AMI metering infrastructure. The steering committee included staff from all utility functions including budget, operations, maintenance, field services, revenue collection, customer service representatives and management. Through a series of workshops with the County, a business case was developed that included both the financial and organization and customer service impacts to each initiative. The results of both the rate sustainability and business case were reviewed and validated by the County steering committee. Final results are scheduled for completion and presentation to the Board of County Commission in early 2015.

### Emerald Coast Utilities Authority (Pensacola, FL): Series 2015 - Bond Feasibility Study

Emerald Coast Utilities Authority (ECUA) has identified over $233 million of water/wastewater capital improvements to be implemented in order to be consent order and maintain its utility infrastructure. Raftelis developed an interactive utility financial model to support ECUA's bond and provide a decision support tool for ECUA staff. The financial model provided a five year forecast, interactive dashboard, and capital funding/bond analysis features in order for ECUA to evaluate various alternative funding scenarios. Raftelis collaborated with ECUA staff to develop a strategy of bond sizing placements to complete critical capital improvements while maintaining a strong financial position. Raftelis also develop a financial feasibility report for inclusion in ECUA's official statement for the proposed Utility System Refunding Revenue Bonds, Series 2015 and provided support to ECUA's team of financial advisors.

### Village of Islamorada (FL): Wastewater Rate Study, Procurement and Alternative Project Delivery Evaluation

The Village of Islamorada (Village), located in the Florida Keys, is implementing a $115 million central wastewater program by 2015 in order to comply with State of Florida mandates regarding near shore water quality. The wastewater project involves the retrofit of essentially its entire incorporated area, which is currently served by septic tanks and package plants. Tony has served as project manager with regard to ongoing financial planning and wastewater rate policy for the Village. Originally, the financial model included a 10-year forecast based on the Village's planned method of delivery using the traditional design-bid-build procurement process. However, in 2010 the Village began to explore the design-build-operate (DBO) procurement process as an expedited and more cost effective approach to complete this project. The Village has also maintained two options for treatment services, including onsite wastewater treatment facilities or wholesale treatment services from a nearby special utility district. The financial forecast has evolved to include the DBO procurement method and include the two treatment options, along with additional funding and other options. The financial forecast has been used by the Village for securing $20 million in grant funds, $46 million in low-interest loans, and additional line of credit funding. In addition to financial forecasting and rate policy consulting, Tony participated as a selection committee member with regard to the qualifications and selection process of the DBO procurement. Tony led the committee member efforts regarding evaluation of the various pricing proposals submitted by qualified DBO entities, and presented the results which were accepted by the Village Council. Tony is currently conducting a wastewater rate study for the Village and continues to manage ongoing utility rate and financial consulting services for the Village.

### City of Marathon (FL): Wastewater and Stormwater Rate Study, Financial Forecast and Financial Policy Development

The City of Marathon (City) is one of several jurisdictions located in the Florida Keys that has been mandated by the State of Florida to provide central wastewater service to its residents. The City also implemented extensive stormwater infrastructure improvements concurrent to the wastewater project. Tony initially provided public outreach and financial and rate planning support to the City beginning in 2006. As the program became more developed, Tony led a financial forecast study to provide the City with a planning tool for future policy decisions and loan procurement. In 2008, Tony managed a financial feasibility study/report which was used by the City and its financial advisor to secure $30 million of bank-qualified financing and over $80 million of SRF loan financing for the stormwater and wastewater project. Later in 2008, Tony led the City's initial rate study including public outreach and presentation to the City Council. The proposed rates and stormwater assessments were adopted and implemented by the City. Tony continues to manage ongoing utility rate and financial consulting services to the City of Marathon.

### Key Largo Wastewater Treatment District (FL): Wastewater Rate Study

Tony has served as project manager for the initial wastewater rate and rate policy development for the Key Largo Wastewater Treatment District (District). The Key Largo Wastewater Treatment District was created by the Florida legislature in June 2002 for the purpose of constructing wastewater treatment systems in the Upper Florida Keys. In 2005, the District was nearing completion of construction in two areas and needed to establish utility rates for these areas and future wastewater service areas where additional construction was planned. Tony led a study of the District's near and long-term revenue requirements with respect to serving these areas. Because the initial wastewater service area was relatively small, a careful analysis of potable water consumption patterns was conducted in order to reasonably forecast future wastewater billings. Initial rates were developed for the first service areas, and these rates were tested and revised in order to provide a consistent rate policy and structure as new areas were added and economies of scale were anticipated. The initial rates and financial forecast were presented to the District Board and adopted as proposed in 2005. Updates to the wastewater financial forecast were provided in 2007 and 2009 which showed that the initial rate development remained valid. The 2009 update was utilized by the District to secure $30 million in a bank qualified loan to finalize its capital funding efforts.

### City of Boca Raton (FL): Utility Rate Study, Sewer Availability Policy

Tony managed several projects including a utility revenue sufficiency analysis and a utility rate study for the City of Boca Raton (City). The rate study was completed at the time of decreasing water demand and uncertain economic conditions while significant capital improvements were being completed by the City. Rates were proposed and adopted by the City Council based on recommendations from the rate study and subsequent presentations by Tony. Other studies completed for the City include electric pass-through costs analysis and wastewater availability charge analysis.

### City of Oviedo (FL): Utility Acquisition Analysis, Bond Feasibility Report, Utility Rate Study, Reclaimed Water Rate Analysis, Impact Fee Analysis

Tony has managed several projects for the City of Oviedo (City) including an acquisition analysis of the Alafaya Utilities wastewater system (Utilities), financial feasibility report for the Series 2010A and 2010B Bonds ($35,900,000), and ongoing financial forecasts for the City's utility system. The acquisition analysis included a review of historical Utilities' operations and several meetings with the owner's representatives and City representatives. The acquisition analysis considered the historical net revenue stream and reflected certain adjustments for operations under City ownership including a combination of benefits from management synergies as well as lost revenue due to property and franchise fee collections. The City negotiated a successful agreement for the purchase of the Utilities system and has integrated the system into the City's operations. Tony also led utility rate studies that included new reclaimed water service to existing City potable water customers. A financial and

demand model was created in order to assist the City in anticipating potable water demand reductions in response to increasing reclaimed water availability. Rate structures were recommended to the City in order to mitigate the impact of the expected loss of potable water revenue on the City's financial condition.

### Sewerage and Water Board of New Orleans (LA): Financial Consulting

Tony served as project manager for Sewerage and Water Board of New Orleans (SWBNO) projects since 2018 including: bond debt service Qualified Independent Consultant opinion letters, bond rating presentations, financial forecasts and management of water audits. To complete these projects, Tony managed a specialized Raftelis team and coordinated with SWBNO financing team including the financial advisor, bond counsel, and management. Tony recently assisted SWBNO in credit rating agency presentations and water audit presentations to the SWBNO Finance and Audit Committee.

### Brunswick Glynn Joint Water and Sewer Commission (GA): Rate Study

The Brunswick Glynn Joint Water and Sewer Commission (BGJWS) has a unique service area with a combination of a low-income small urban service area, a growing suburban service area, and a seasonal wealthy coastal resort service area. Tony managed a rate study that involved increasing the BGJWSC revenue stability while maintaining affordable utility bills at low usage levels. A comprehensive five-year financial forecast model, cost of service, and rate structure analysis was developed for BGJWSC. Several rate options were presented to management and ultimately to the BJWSC Commission. After several requests for additional information, the Commission ultimately adopted and has successfully implemented the proposed rates.

### City of Auburn (AL): Water and wastewater rate and access fee studies, drought rates, and solid waste rate review

Tony served as project manager on several projects with the City of Auburn (City) and the Water Works Board of the City of Auburn (AWWB). He assisted the AWWB with its drought rate policies in 2008 and 2011 in response to severe drought conditions affecting the AWWB water supplies. Tony led a review of historical water usage patterns and recommended a phased approach for the implementation of drought rates corresponding to changing drought conditions. He also conducted comprehensive water and wastewater rate and access fee studies on behalf of the AWWB and the City. In 2011, Tony conducted a review of the City's solid waste residential collection rates and assisted the City in a multi-year phase of rates to better align revenues with costs while mitigating customer impacts. All studies required several public workshops and meetings with the City Council and AWWB Board and recommendations were subsequently adopted by the applicable governing bodies. Most recently in 2014 both the water and sewer rate studies were updated. In particular the water rates were reviewed for sufficiency to meet the financing requirements of a reconstruction of major water supply facilities along with rate structure options for Board consideration. The 2014 study also included a review and recommended changes to the fire protection charges to better reflect costs and ease the administration of this service by simplifying the fee structure.

### Alabaster Water Board (AL): Water Rate Study and Miscellaneous Charge Review

Tony has managed Raftelis' projects with the Alabaster Water Board. Raftelis was initially engaged by Alabaster Water Board in 2013 to review revenue sufficiency and debt service coverage associated with a recent revenue bond issue. Following this engagement, in 2014 Raftelis was retained to conduct a rate study including a review and comparison of various miscellaneous utility fees with other nearby service providers. Raftelis worked with Alabaster Water Board staff to review the actual cost of providing various services, and approaches to future service charges balancing cost and customer service. In addition to miscellaneous charges, Raftelis developed a six year financial forecast that included capital funding and water sales scenario analysis based on recent trends and possible future outcomes. Raftelis staff reviewed the financial model and various scenarios during several onsite and web based work sessions. In addition, certain rate structure options were reviewed including options to increase fixed revenue

recovery. These options were presented to the Board in September 2014 and the option to increase base charge recovery was adopted by the Board in October 2014.

### Daphne Utilities (AL): Utility Cost-of-service and Financial Forecast

Tony managed a water and wastewater rate study for Daphne Utilities (DU). DU wanted to conduct a rate study in order to ensure a cost justified rate schedule that could be communicated to its customer base and ensure adequate and appropriate cost recovery. The rate study included several components such as: 1) Pricing Objectives Workshop: Raftelis held a kick-off meeting with utilities staff and the Board chairman to review the existing rate structure and identify the key pricing objectives of Daphne Utilities. The session included the identification of cost based rates, affordability, and revenue stability as the most important pricing objectives that the new rate structure should achieve. ; 2) Cost-of-Service model and Rate Design Model: Raftelis developed a Cost-of-Service model for the water and wastewater systems, which included an allocation of administrative activities to the natural gas activities. Based on the Cost-of-Service model and the pricing objectives parameters, Raftelis developed a rate design model that included various features including the input of various minimum gallons to be included in the monthly base charge. Other parameters included readiness-to-serve factors by meter size, billing charge components, and outside surcharges. 3) Bill Impacts and Comparisons: Based on a thorough analysis of the water and wastewater billing statistics, Raftelis was able to identify usage levels of various customer classes and indicate the potential change in monthly bills that would occur under any proposed rate structure. Also the existing and proposed bills were compared to other utility providers; and 4) Presentation: Tony presented the study to the Board in May 2015 and the Board accepted the recommendations. Implementation is scheduled for October 2015.

### City of Tuscaloosa (AL): Water and Sewer Impact Fee Study and Impact Fee Feasibility

This City of Tuscaloosa (City) has been experiencing rapid growth related to increasing enrolment at the University of Alabama and other factors. The City reports that this growth is placing a direct burden on City infrastructure engaged Raftelis to conduct an impact fee study in order to determine a defensible methodology and calculation of impact fees in order to recover the proportionate share of costs that growth imposes on City infrastructure. The identified infrastructure includes water, sewer, stormwater, streets/roads, police, and fire services.
Tony is managing the first phase of this project which includes analysis and recommendations for water and wastewater impact fees and a feasibility analysis related to other potential impact fees. The completion of this first phase is scheduled for Fall 2015 with additional phases to be completed in 2016.

## PROJECT LIST

- City of Alachua (FL) - Reclaimed water rate analysis
- Alabaster Water Board (AL) - Water rate study and miscellaneous charge review
- City of Alabaster (AL) - Sewer rate study
- City of Auburn (AL) - Water and wastewater rate and access fee studies, drought rates, and solid waste rate review
- City of Auburndale (FL) - Water and wastewater financial feasibility report
- City of Boca Raton (FL) - Utility rate study, sewer availability policy
- Charlotte County Utilities (FL) - Comprehensive utility financial forecasts, impact fees and wholesale water cost dispute resolution
- Daphne Utilities (AL) - Utility cost-of-service and financial forecast
- Destin Water Users (FL) - Rate study, financial planning, resource planning
- Emerald Coast Utilities Authority - ECUA (FL) Series 2015 - Bond feasibility study
- Enterprise Community Development District (FL) - Cost-of-service rate study, wholesale cost pass-through analysis
- City of Eustis (FL) - Utility rate studies, business planning, impact fee studies, stormwater utility rate analysis

- Fairfax County (VA) - Wastewater financial forecasting and sufficiency studies
- Florida Keys Aqueduct Authority (FL) - Bond feasibility report, service area expansion, system development charges, miscellaneous charges, reclaimed water rate study, utility policy, water rate study, sewer rate study
- City of Fort Myers Beach (FL) - Water rate study
- City of Groveland (FL) - Utility rate studies, financial forecasts, utility and municipal impact fee studies
- City of Hallandale Beach (FL) - Utility impact fee study, alternative water supply planning
- Indian River County (FL) - AMI Feasibility and business case analysis
- Village of Islamorada (FL) - Wastewater rate study, procurement and alternative project delivery evaluation
- Key Largo Wastewater Treatment District (FL) - Wastewater rate study
- City of Lake Alfred (FL) - Water and wastewater rate study
- City of Lake Wales (FL) - Utility revenue sufficiency analysis and financial model
- City of Largo (FL) - Wastewater financial forecast and rate study, wholesale rate analysis
- City of Marathon (FL) - Wastewater and stormwater rate study, financial forecast and financial policy development
- City of Marco Island (FL) - Water and wastewater rate design
- City of Margate (FL) - Wastewater rate study, impact fee study, alternative water supply planning, stormwater rate study
- City of Marianna (FL) - Utility rate study
- City of Mascotte (FL) - Wastewater rate study; impact fee study
- Town of Montverde (FL) - Water impact fee and rate revenue sufficiency studies
- City of Minneola (FL) - Police, fire, and recreation impact fee study
- City of Mt. Dora (FL) - Impact fee study, utility rate study
- Town of Oakland (FL) - Water rate study, impact fees (water, wastewater, police, roads, parks, administrative); SRF loan business plan
- City of Ocala (FL) - Utility rate studies; revenue sufficiency analysis; water and wastewater impact fees
- City of Oldsmar (FL) - Water resource planning, utility rate study, impact fee study, stormwater study
- City of Oviedo (FL) - Utility acquisition analysis, bond feasibility report, utility rate study, reclaimed water rate analysis, impact fee analysis
- Pinellas County (FL) - Utility business case and rate sustainability study
- City of Plant City (FL) - Water and wastewater rate study, solid waste rate study, stormwater rate study, impact fee study, financial forecasting
- City of Prichard (AL) - Water works and sewer board of city of Prichard - utility revenue sufficiency study
- City of Sanford (FL) - Utility rate study, loan assistance, stormwater rate study, utility impact fee analysis, police-fire-recreation impact fee analysis
- South Island Public Service District (Hilton Head, SC) – Utility rate study
- South Walton Utilities (FL) - Water resource planning, wholesale rate analysis, utility rate studies
- St. John River Water Management District (FL) - Alternative water supply analysis and impact on utilities
- City of Titusville (FL) - Water resource planning
- City of Treasure Island (FL) - Wastewater rate study, cost pass-thru analysis
- City of Tuscaloosa (AL) - Water and sewer impact fee study and impact fee feasibility
- Volusia County (FL) - Utility rate studies, service area evaluations
- City of West Melbourne (FL) - Utility rate study
- West Volusia Water Suppliers (FL) - Alternative water cost allocation for cities of Deland, Deltona, Orange City and Volusia county utilities
- City of Wilton Manors (FL) - Utility rate study
- City of Winter Springs (FL) - Fire impact fee study

## PRESENTATIONS

- "RevPlan for Rural Systems," WaterPro Annual Rural Water Conference, 2019
- "Rate Structures and Financial Planning," Alabama Water and Wastewater Institute Annual Conference, 2015
- "Capital Finance Planning and Communication" Alabama/Mississippi AWWA, 2015
- "Funding Central Wastewater Retrofits in the Florida Keys" Caribbean Water Works Association, 2015
- "Practical Approaches to Finance Infrastructure Projects in the Current Market," Florida Section AWWA Fall Conference, 2012
- "Right Sizing the Fixed Component in Your Rate Structure," Alabama/Mississippi Section AWWA Conference, 2012
- "Valuing Reclaimed Water," WateReuse Foundation Annual Conference, 2010
- "Implementing Water Conservation into Rate Structure," Florida Section AWWA Fall Conference, 2009
- "Drought Surcharge Rates," Presentation to Tampa Bay Water Regional Water Shortage Management Workshop, 2009
- "Utility Impacts/Reaction/Response to Current Economic Factors," Presentation to Florida Section AWWA, 2009

# Joe Williams

## PROJECT MANAGER

**Senior Manager**



### ROLE

Joe will manage the day-to-day aspects of the project ensuring it is within budget, on schedule, and effectively meets the City's objectives. He will also lead the consulting staff in conducting analyses and preparing deliverables for the project. Joe will serve as the City's main point of contact for the project.

### PROFILE

Joe currently serves as a Senior Manager in Raftelis' Maitland, FL office. He has over 11 years of experience in financial, management, and rate consulting for utility and other municipal clients. His expertise lies in the areas of developing utility rate studies, impact fees, bond feasibility reports, building fees, miscellaneous fees, and other related financial solutions based on technical analysis and unique needs of each client. He has worked with staff, leadership, and governing bodies for municipal utilities to find solutions to financial and managerial issues that can arise in providing sustainable and effective service delivery.

**Specialties**

- Utility cost-of-service & rate structure studies
- Bond feasibility reports
- Long-range financial planning & feasibility studies
- Impact fee studies (utility & municipal)

**Professional History**

- Raftelis: Senior Manager (2023-present); Manager (2020-2022); Senior Consultant (2018-2019); Consultant (2015-2017); Associate Consultant (2013-2014); Analyst (2012)

**Education**

- Master of Business Administration - University of Central Florida (2018)
- Bachelor of Science in Business Administration (Financing & Accounting) - University of Central Florida (2012)

### KEY PROJECT EXPERIENCE

**City of Lake Alfred (FL): Water, Wastewater, and Stormwater Rate Study, Impact/Connection Fee Study**

Joe has been led several projects for the City of Lake Alfred (City) since 2016 including a water, wastewater, and stormwater rate study, an impact fee/connection fee study in 2018 including water, wastewater, police, fire, parks, and general government capital charges. Each of these studies were completed in a timely fashion with all recommendations being adopted by City Council. The rate study identified the ability to move away from having minimum gallons included for the monthly water bill and away from a fixed monthly sewer charge for all residential connections. Instead, a base and usage charge structure was implemented that allows for encouraging water conservation in times of significant growth in the City, and throughout Polk County, that is putting unprecedented demands on the water resources available. In light of these challenges, Raftelis is currently engaged with the City to update the water and wastewater rate study, as well as all of the impact and connection fees, to identify the appropriate solutions for the City to manage this time of growth and capital investment. Additionally, Raftelis is updating the City's building fee schedule for plan review and inspection fees related to enforcing the Florida Building Code.

**City of Auburndale (FL): Revenue Sufficiency Study**

Raftelis has been engaged with the City of Auburndale (City) for many years working on utility rates and impact fees. In 2021 a comprehensive utility rate study, including capital funding and rate design adjustments, as well as an update to the utility capital connection charges was completed. Based on current industry trends and input from staff, certain adjustments were made to the rate structure and the application basis of the impact fees to represent a more fair and equitable revenue generation system for the utility. Each of the recommendations were implemented and adopted by the City Commission.

### City of Winter Haven (FL): Utility Rate Study, Fire Assessment Study, Municipal Impact Fee Study

Raftelis has been engaged by the City of Winter Haven (City) for many years to assist with a variety of projects including utility rate and capital charge studies to developing potential Fire Assessments within the City at targeted revenue levels. Joe led the effort throughout 2021 and 2022 on updating the City's capital connection charges and rate study that included development and update of the City's rate structure, industrial wastewater rates related to strength factors and related surcharges, and large user arrangements. The project team worked closely with City staff to develop solutions that would meet the utility's needs as well as provide a just and equitable set of rates and charges for all new and existing customers. Raftelis is currently engaged to assist with updating the City's municipal impact fees for Police, Fire, and Parks and Recreation services.

### City of Port St. Lucie (FL): Water, Sewer, and Reclaimed Water Rate Study and Water and Sewer Impact Fee Update

Raftelis has been working with the City of Port St. Lucie (City) since 2011. Recently, several major studies have been completed to ensure the water and sewer utilities are funding a high level of renewal and replacement costs associated with their low pressure sewer system and grinder pumps. In 2015, a comprehensive five-year water and sewer rate study was completed which identified a program to fully fund the capital needs, maintain adequate reserve funds, and provide strong debt service coverage with modest rate adjustments of 1.5% per year. Additionally, it was identified there were opportunities to adjust the overall revenue recovery between the water and sewer rate structures. Also in 2015, a water and sewer impact fee study was completed to bring these fees into alignment with the current high growth environment the utility is in. In 2019, Raftelis was tasked with updating the water and sewer financial forecast to factor in a significant increase in capital requirements due to expansion needs and additional renewal and replacement requirements. Through strong growth and management of the utility's financials, Port St. Lucie is able to maintain rate adjustments around annual inflationary levels.

### St. Johns County (FL): UCF Study

Raftelis has been engaged with the St. Johns County (County) Utilities Department for many years and has completed studies ranging from water and wastewater capital connection fee studies for the Main and Ponte Vedra systems, bond feasibilities, rate studies, system consolidation studies, and other similar financial efforts. Recently, Raftelis completed an update of the water and wastewater capital connection fees to represent the current cost of providing utility capacity for new development. This study reviewed the level of service (LOS) provided to growth and identified credits to account for other funding sources in light of the rapid growth occurring in the County. Raftelis is currently engaged with the County to provide a bond feasibility study, that will obtain funding for new wastewater plants to accommodate the demands from growth as well as regulatory requirements, and a miscellaneous fee study that is intended to assess fee levels and update to reflect the full cost to the County of providing these services (i.e., meter tap and installation charges, service fees, and other related miscellaneous charges).

### Florida Keys Aqueduct Authority (FL): System Development Charge Study, Miscellaneous Charge Review, and Water and Wastewater Revenue Sufficiency

Joe has been involved with several projects for the Florida Keys Aqueduct Authority (FKAA) since 2013 including a system development charge study, a comprehensive review of existing miscellaneous charges, and a water and wastewater sufficiency analysis for a greatly expanded wastewater customer base. In 2019 Raftelis was engaged to complete a bond feasibility analysis for issuance of bonds to fund $50 million of projects, while maintaining a strong credit rating through strong reserve, coverage, and cash flow projects. FKAA is using short term loans in conjunction with WIFIA loans to maximize the cash flow and affordability of the borrowing.

### Pinellas County Utilities (FL): Rate Sustainability and Business Case

Joe is assisting with development of the long-term revenue sufficiency and sustainability forecast. This includes rate design for the water and sewer systems that targets enhanced revenue stability, strong equity amongst various customer classes, and continuity between the systems. He is also assisting with incorporating scenarios developed in the business case into the revenue sufficiency forecast.

### City of Marathon (FL): Wastewater and Stormwater Financial Forecast

Raftelis is currently engaged with the City of Marathon (City) to provide a financial forecast for the wastewater and stormwater utilities. Joe assisted with the model development, which includes highly detailed budget projections due to operating contracts and evolving customer characteristics in addition to revenue generation, reserve balances, capital improvement funding. He also played in integral role in the development of the council presentation materials and the combined system revenue sufficiency report.

### City of Tavares (FL): Bond Feasibility and General Consulting Services and Water, Wastewater, Reclaimed Water and Stormwater Revenue Sufficiency Study

Raftelis has been engaged with the City of Tavares (City) for multiple studies and continuing service contracts. Joe has been assembling, reviewing, and compiling key data required for an ongoing feasibility review to fund stormwater facilities. This has involved modeling the financial impact various funding alternatives will have on cost recovery through rates, fees, and charges. He has also assisted with the research and data acquisition for rate and impact fee comparisons of surrounding utilities which are used in presentations and study reports.

### Volusia County (FL): SE Service Area Valuation, Water and Wastewater Rate Study

Raftelis has assisted Volusia County (County) with various studies since 2012. Joe played a key role in data collection, modeling, and meetings with key staff for a net present value calculation of the potential sale of a service area within the County. Raftelis was also retained by the County to determine the feasibility of acquiring a wastewater system within the County in order to provide better and higher quality service to the customers.

## PROJECT LIST

- Alabaster Water Board (AL) – Water rate study
- Auburn Water Works Board (AL) – Water rate study and miscellaneous charge review
- City of Auburn (AL) – Sewer rate study
- City of Alachua (FL) – Reclaimed water study
- City of Atwater (CA) – Water rate study
- City of Auburndale (FL) – Revenue sufficiency study
- City of Bartow (FL) – Fire fees
- Bonita Springs Utilities (FL) – Water and wastewater rate study
- Brunswick-Glynn County JWSC (GA) - Water and wastewater rate design and financial forecast
- Cassatt Water Company (SC) – Water rate study
- Charlotte County (FL) – Dispute resolutions
- City of Clarksville (TN) – Water and wastewater financial planning
- City of Clearwater (FL) – Utility customer service efficiency review
- Emerald Coast Utilities Authority (FL) – Water and wastewater bond feasibility
- Florida Keys Aqueduct Authority (FL) – System development charge study, miscellaneous charge review, and water and wastewater revenue sufficiency
- City of Fort Walton Beach (FL) – Water, wastewater and stormwater rate study
- City of Goodyear (AZ) – Water, wastewater, police, fire, recreation, and streets development impact fee study
- Indian River County (FL) – AMR/AMI feasibility study

- City of Groveland (FL) – Utility rate study
- Village of Islamorada (FL) – Wastewater update
- City of Marathon (FL) – Wastewater and stormwater financial forecast
- City of Margate (FL) – Development of a utility financial model
- Town of Oakland (FL) – Water rate study, wastewater rate development, municipal impact fee study, and utility impact fees
- City of Phoenix (AZ) – Biannual development impact fee audit
- Pinellas County Utilities (FL) – Rate sustainability and business case
- City of Port St. Lucie (FL) – Water, sewer, and reclaimed water rate study and water and sewer impact fee update
- City of Sanford (FL) – Municipal impact fee study
- St. Johns County (FL) – UCF study
- Town of Sullivan's Island (SC) – Water and wastewater rate study
- City of Tavares (FL) – Bond feasibility and general consulting services and water, wastewater, reclaimed water and stormwater revenue sufficiency study
- Volusia County (FL) – SE service area valuation, water and wastewater rate study
- City of Winnipeg – Cost-of-service analysis
- City of Winter Springs (FL) – Municipal impact fee study

# Michelle Galvin

## STAFF CONSULTANT

**Consultant**



**Specialties**
- Municipal impact fee development
- Utility financial and rate analyses
- Rate modeling
- Functional Population
- Data collection and analysis

**Professional** History
- Raftelis: Consultant (2022-present); Associate Consultant (2019-2021); Intern (2018-2019)

**Education**
- Bachelor of Science in Statistics - University of Central Florida (2019)

## ROLE

Michelle will work at the direction of Joe in conducting analyses and preparing deliverables for the project.

## PROFILE

With a background in statistical analysis and surveying, Michelle joined Raftelis as an intern in 2018, and later became a Consultant upon graduating from the University of Central Florida in May 2019. Her primary expertise includes municipal impact fee development, utility financial and rate analyses, functional population, and customer billing statistics.

## KEY PROJECT EXPERIENCE

### City of Auburndale (FL): Water and Wastewater Revenue Sufficiency Study, Water and Wastewater Connection Fees Study

Michelle served as an associate consultant for the City of Auburndale (City) on a project to provide a water and wastewater revenue sufficiency study and update existing water and wastewater connection fees. She developed a model that forecasted rate revenues, operating expenses, capital projects, wholesale purchases, and debt to project revenue requirements and assisted in providing rate recommendations.

### City of Lake Wales (FL): Water and Wastewater Connection Fees Study and Municipal Impact Fees Study

Michelle served as an associate consultant for the City of Lake Wales (City) on a project to calculate water and wastewater connection fees and municipal impact fees. She developed a functional population model to calculate impact fee equivalencies based on land uses. She developed a model to calculate municipal impact fees for police, fire, parks and recreation, and library in addition to water and wastewater connection fees.

### City of DeFuniak Springs (FL): Police and Fire Impact Fees Study

Michelle served as an associate consultant for the City of DeFuniak Springs (City) to calculate police and fire services impact fees. She developed a functional population model to calculate impact fee equivalencies based on land uses.

### Town of Dundee (FL): Water and Wastewater Connection Fees and Impact Fees Study

Michelle served as an associate consultant for the Town of Dundee (Town) on a project to calculate water and wastewater connection fees and municipal impact fees. She developed a functional population model to calculate impact fee equivalencies based on land uses. She developed a model to calculate impact fees for fire, parks and recreation, library, water, and wastewater.

### City of Dunnellon (FL): Police and Parks Impact Fees Study

Michelle served as an associate consultant on a project with the City of Dunnellon (City). She developed a financial model to determine appropriate development impact fees for the City's Police and Parks departments.

### Bonita Springs Utilities, Inc. (FL): Water and Wastewater Miscellaneous Study

Michelle served as a consultant for Bonita Springs Utilities Inc. (Utility) to review existing water and wastewater miscellaneous charges and provide recommendations for additional fees. She developed an interactive model and interviewed staff to calculate and recommend fees for the Utility.

### City of Cape Canaveral (FL): Wastewater Revenue Sufficiency Study

Michelle served as a consultant for the City of Cape Canaveral to perform a wastewater revenue sufficiency analysis for the City. She developed a model that forecasted revenue sufficiency, fiscal requirements, CIP funding, and identified necessary rate adjustments for the City's wastewater system.

### Town of Wilton Manors (FL): Water, Wastewater, and Stormwater Revenue Sufficiency Study, Municipal Impact Fees and Utility Connection Fees Study

Michelle served as an associate consultant on a project with the Town of Wilton Manors (Town) to provide a water, wastewater, and stormwater revenue sufficiency study. Michelle analyzed customer statistics, wholesale agreements, and capital improvement programs to forecast a ten-year projection of the Town's utility operations. She also developed a model to calculate municipal impact fees and utility connection fees.

### City of Tavares (FL): Water and Wastewater Revenue Sufficiency Study

Michelle served as an associate consultant on a project with the City of Tavares (City) to provide a water and wastewater revenue sufficiency study. Michelle analyzed customer statistics, debt agreements, and capital improvement programs to forecast a projection of the City's utility operations.

### City of Ormond Beach (FL): Municipal Impact Fees and Utility Connection Study

Michelle served as an associate consultant on a project with the City of Ormond Beach (City) to calculate municipal impact fees and utility connection charges. She developed a functional population model to calculate impact fee equivalencies based on land uses. She used the model to calculate police, fire, and parks and recreation impact fees along with water and wastewater connection charges.

### St. Johns County (FL): Water and Wastewater Rate Study

Michelle served as an associate consultant on a project with St. Johns County (County) to provide water and wastewater financial consulting services. She has created a comprehensive financial model to analyze rates, revenues, debt service, debt service coverage, and reserves over a 10-year forecast period. Michelle has also assisted with a cost-of-service study. This project includes analyzing the existing and projected cost basis of utility operations and evaluating the appropriateness of its existing water and wastewater rate structures.

### City of Lake Clarke Shores (FL): Water and Wastewater Rate Study

Michelle served as an associate consultant on a project with the City of Lake Clarke Shores (City). She developed a financial model to provide water and wastewater consulting services. She modeled several water and wastewater wholesale agreements to calculate costs to the City.

### Wakulla County (FL): Wastewater Revenue Sufficiency Study, Wastewater Connection Fees Study

Michelle served as an associate consultant on several projects with Wakulla County (County). She has created a wastewater revenue sufficiency model to forecast twenty years of County utility operations. She has also worked on a wastewater connection fee study which she analyzed current wastewater treatment facilities, wastewater assets, and planned system improvements to come up with a connection fee for the County. She also assisted with an analysis of the County's existing wastewater miscellaneous fees.

### Tampa Bay Water (FL): Reclaimed Water Pricing Project

Michelle served as an associate consultant on a project for Tampa Bay Water. She has assisted on a project to develop a uniform way of allocating credits to member governments for reclaimed water capital projects that benefits Tampa Bay Water. She has also helped with interviews with all member governments.

### City of Frostproof (FL): Water and Wastewater Rate Study

Michelle served as an associate consultant for the City of Frostproof (City). She analyzed customer billing statistics to assisted with rate design and created a model to forecast the City's financials over a ten-year period.

### City of Fort Walton Beach (FL): Utility Financial Consultant Services

Michelle served as an associate consultant on a project with the City of Fort Walton Beach (City) to provide water, wastewater, stormwater, and sanitation financial consulting services. She has created a comprehensive financial model to analyze rates, revenues, debt service, debt service coverage, and reserves over a five-year period.

### Regional Utilities, Florida Community Services Corporation of Walton County (FL): Water and Wastewater Revenue Sufficiency Study

Michelle served as an associate consultant on a project with Regional Utilities (Utility) to provide a water and wastewater revenue sufficiency study. The project involved an analysis of operating revenue requirements, existing fixed capital assets, customer growth, and future capital improvement projects. Michelle also assisted with a rate design study which includes analyzing and evaluating alternate rate structures for the Utility that remains revenue neutral.

### City of Riviera Beach (FL): Water and Wastewater Revenue Sufficiency Study

Michelle served as an associate consultant on a project with the City of Riviera Beach to provide a water and wastewater revenue sufficiency study. The project involved an analysis of operating revenue requirements, existing fixed capital assets, customer growth, and future capital improvement projects.

### City of St. Cloud (FL): Water and Wastewater Revenue Sufficiency Study

Michelle served as an associate consultant on a project with the City of St. Cloud to provide a water and wastewater revenue sufficiency study. The project involved an analysis of operating revenue requirements, existing fixed capital assets, customer growth, and future capital improvement projects.

### *2022, 2020, 2018 Florida Water and Wastewater Surveys*

Michelle assisted with contacting and following up with utilities all across Florida. She assembled the surveyed data with included over 200 utilities and provided analyses, charts, and tables for the survey publications.

# Tristen Townsend

## STAFF CONSULTANT

**Consultant**



### Specialties

- Water, wastewater, and stormwater rates and fees
- Impact fee development (utility & municipal)
- Financial modeling and forecasting
- Data analysis and visualization

### Professional History

- Raftelis: Consultant (2024-present); Associate Consultant (2022-2023)
- Florida Department of Health – Hillsborough County: Environmental Specialist II (2021-2022)
- North Carolina Department of Environmental Quality: Student Consultant (2019-2020)
- DC Water: Performance Intern (2019)
- Nicholas School of the Environment – Research Assistant (2018-2019)
- City of Lakeland Water Utilities – Intern (2018)

### Education

- Master of Environmental Management in Water Resources Management – Nicholas School of the Environment, Duke University (2020)
- Bachelor of Science in Environmental Science – University of Florida (2017)
- Bachelor of Arts in Mathematics – University of Florida (2017)

### ROLE

Tristen will work at the direction of Joe in conducting analyses and preparing deliverables for the project.

### PROFILE

While at Raftelis, Tristen has worked on projects involving water, wastewater, and stormwater enterprise systems, municipal impact fee development, and building fees. These projects have focused on the evaluation of financial position and involved developing revenue and expense projections, analyzing customer data, and developing client specific financial models. Tristen earned her master's degree from Duke University in Environmental Management and has bachelor's degrees in Environmental Science and Mathematics from the University of Florida. During graduate school, she served as a student consultant for the North Carolina Department of Environmental Quality and interned at DC Water.

### KEY PROJECT EXPERIENCE

**City of Port Orange (FL): Municipal Impact Fee Study**

Tristen served as the lead analyst on a project with the City of Port Orange (City). The City hired Raftelis to perform a financial update for the City's impact fees, including services of water and wastewater as well as police, fire, transportation, and parks and recreation. Prior to this study, the City did not charge impact fees for police services. Tristen developed a functional population model to calculate impact fee equivalencies based on different types of expected future development and utilized this in the calculation of police, fire, and parks and recreation impact fees.

**City of Bartow (FL): General Fund Sustainability Study, Municipal Impact Fee Study**

Tristen served as the lead analyst for a general fund sustainability study and municipal impact fees study with the City of Bartow (City). She supported the development of a 10-year revenue sufficiency model to assess the financial sustainability of the City's general fund. Tristen worked with City staff to review data and assumptions and created a financial forecast which included detailed budget projections and capital improvement funding and explored numerous scenarios to assess sensitivity to growth and cost increases. Tristen is also currently serving as the lead analyst for a municipal impact fee study with the City, in which she developed a functional population model to calculate impact fee equivalencies based on different types of expected future development and utilized this in the development and calculation of police, fire, parks and recreation, and public facilities impact fees.

**City of Kissimmee (FL): Municipal Impact Fee Study**

Tristen served as the lead analyst on a project with the City of Kissimmee (City) to calculate municipal impact fees. Prior to this study, the City did not charge impact fees for police or fire services. Tristen developed a functional

population model to calculate impact fee equivalencies based on different types of expected future development and utilized this in the calculation of police, fire, and parks and recreation impact fees.

### City of Denison (TX): Transportation Impact Fee Study

The City of Denison (City) retained Raftelis to establish new impact fees for water, wastewater, and transportation facilities in an effort to provide adequate funding for the City's infrastructure investments required to accommodate growth and provide the appropriate level of service. Tristen was the lead analyst for development of the transportation impact fees and helped create a 10-year model with detailed forecasts supporting demand requirements, as well as the capacity provided by the future investments to serve this new development. The Texas state statute identifies several constraints and limitations on calculating impact fees, which were navigated by the project team to provide the necessary road improvements.

### City of Dania Beach (FL): Stormwater Rate Study

Tristen served as the lead analyst for a stormwater rate study with the City of Dania Beach (City). She developed a 10-year revenue sufficiency to assess the financial sustainability of the stormwater enterprise fund. Tristen worked with City staff to review data and assumptions and created a financial forecast which included detailed budget projections, capital improvement funding, projection of revenue generation. To help address ongoing concerns related to equitable fee implementation, she performed detailed review and analysis of the City's customer data to assess potential rate structure changes. Tristen assisted with preparation of presentation materials and co-presented study findings and recommendations at a City Commission meeting.

### City of Dunedin (FL): Stormwater Rate Study, Marina Rate Study

Tristen served as the lead analyst for a stormwater rate study and a marina rate study for the City of Dunedin (City). For the stormwater rate study, she assisted with development of a 10-year dynamic model to inform fiscally sustainable rates, which included detailed budget projections, capital improvement funding, and projection of revenue generation and reserve balances. She also supported the preparation of detailed presentation materials for meetings with the Finance Commission, Stormwater Advisory Committee, and City Commission. For the marina rate study, Tristen helped develop a 10-year revenue sufficiency to assess the financial sustainability of the marina enterprise fund. Tristen worked with City staff to review data and assumptions and created a financial forecast which included detailed budget projections, capital improvement funding, projection of revenue generation, and a pay-go cash target. She supported rate design analysis for the marina based on common methodologies in the industry and used Qualtrics to perform a benchmarking survey of marinas in the local region to inform operations. Tristen helped create detailed presentations for the Marina Advisory Committee, Finance Committee, and City Commission and presented study findings and recommendations at a City Commission workshop.

### City of Fort Walton Beach (FL): Sanitation Revenue Sufficiency Study

Tristen served as the lead analyst to provide a financial forecast for the City of Fort Walton Beach's sanitation enterprise fund. She assisted with model development, which included updating highly detailed budget projections, capital improvement funding, and projection of revenue generation and reserve balances, as well as an analysis to better align pass-through costs for tipping fees with individual cost components within the existing fee structure.

### City of Marathon (FL): Wastewater Rate Study

Tristen served as the lead analyst to provide a financial forecast for the wastewater and stormwater utilities with the City of Marathon (City). Tristen assisted with the model development, which included highly detailed budget projections due to operating contracts and evolving customer characteristics in addition to revenue generation, reserve balances, capital improvement funding.

### City of Ocoee (FL): Water and Wastewater Rate Study

Tristen served as the lead analyst to provide a financial forecast for the City of Ocoee's water and wastewater utilities. She assisted with the model development, which included updating highly detailed budget projections, capital improvement funding, and projection of revenue generation and reserve balances.

### City of Bunnell (FL): Water and Wastewater Rate Study

Tristen served as the lead analyst to provide a financial forecast for the City of Bunnell's water and wastewater utilities. She assisted with the model development, which included updating highly detailed budget projections, capital improvement funding, and projection of revenue generation and reserve balances.

## PROJECT LIST (*ONGOING)

- City of Bartow (FL) – General fund study; municipal impact fee study*
- City of Bunnell (FL) – Water and wastewater rate study
- City of Casselberry (FL) – Building fee study*
- City of Dania Beach (FL) – Stormwater rate study*
- City of Denison (TX) – Transportation impact fee study
- City of Dunedin (FL) – Marina rate study; Stormwater rate study*
- City of Eustis (FL) – Water, wastewater, and reclaimed water rate study*
- City of Flagler Beach (FL) – Water and wastewater rate study
- Florida Keys Aqueduct Authority (FKAA) (FL) – Navy water rate contract study
- City of Fort Walton Beach (FL) – Solid waste rate study
- Hillsborough County (FL) – Stormwater rate study*
- Town of Jupiter Island/South Martin Regional Utility (FL) – Water rate price index study
- Key Largo Wastewater Treatment District (FL) – Wastewater rate study
- City of Kissimmee (FL) – Municipal impact fee study
- City of Marathon (FL) – Building fee study; Wastewater rate study
- City of Ocoee (FL) – Water, wastewater, and reclaimed water rate study
- City of Pompano Beach (FL) – Undergrounding fee-in-lieu study
- City of Port Orange (FL) – Municipal impact fee study
- Regional Utilities (FL) – Bond feasibility study*
- South Walton Utility Company, Inc. (FL) – Water and wastewater rate study*
- City of St. Cloud (FL) – Stormwater rate study; Building fee study*
- St. Lucie County (FL) – Water and wastewater rate study*
- City of Tampa (FL) – Building fee study*
- Village of Wellington (FL) – Building fee study
- City of Winter Haven (FL) – Municipal impact fee study*; Building fee study*

## RELEVANT PROFESSIONAL EXPERIENCE

### Florida Department of Health – Hillsborough County: Environmental Specialist II (2021-2022)

The Florida Department of Health – Hillsborough County is the primacy agency for implementation of the Safe Drinking Water Act in Hillsborough County. Tristen worked as an Environmental Specialist II in the Safe Drinking Water Program. She was responsible for performing sanitary surveys, complaint investigations, and compliance inspections for public water systems and identifying corrective actions to ensure system compliance. Tristen evaluated applications for well sitings and plant modification permit clearances and oversaw the Consumer Confidence Report (CCR) program, reviewing CCRs for accuracy, providing guidance for mandated reports, and tracking system compliance. Her work also included creating and maintaining internal databases used for advanced merge letters, public notices, inspection forms by Safe Drinking Water staff.

### North Carolina Department of Environmental Quality: Student Consultant (2019-2020)

The North Carolina Department of Environmental Quality is responsible for developing water quality standards, rules, and management strategies. Tristen was on a team of students tasked with analyzing ambient water quality monitoring data to provide recommendations for nutrient criteria and harmful algal bloom management strategies for lakes and reservoirs in North Carolina. Her work included the development of hierarchical models and multivariate analysis to assess temporal trends and identify relationships between phytoplankton communities and water quality parameters.

### DC Water: Performance Intern (2019)

DC Water is a drinking water and wastewater utility serving over 700,000 residents and 21 million annual visitors in the District of Columbia. Tristen worked under the Director of Sustainability and Watershed Management. Her primary role was synthesizing data to inform development of an enterprise-wide sustainability strategy. Tristen's work included performing discourse and freelisting analyses to identify shared sustainability priorities among staff. She also drafted abstracts, papers, and presentations for scientific and management conferences related to water affordability, integrated planning, and sustainability.

### Nicholas School of the Environment: Research Assistant (2018-2019)

Tristen was a research assistant at the Nicholas Institute of Environmental Policy through the Nicholas School of the Environment. She performed literature reviews of existing water infrastructure finance mechanisms and complied relevant case studies of water systems to assess how various system characteristics may allow for more innovative finance mechanisms to be used.

### City of Lakeland Water Utilities: Intern (2018)

City of Lakeland Water Utilities is a municipal water and sewer utility serving the residents of Lakeland, Florida. Tristen worked at a constructed wetland treatment park called Se7en Wetlands which provides tertiary treatment for all the City's wastewater. She designed multiple interpretive signs for the park to educate visitors about the local watershed, how treatment wetlands improve water quality, and native plant and animal species. Additionally, Tristen assisted with developing a new volunteer program by writing volunteer job descriptions, as well as creating educational outreach materials for students.

## PRESENTATIONS

- "How Sustainability and ESG Intersect and Differ", WEF/AWWA Utility Management Conference, 2023 (Co-presenter)

## PUBLICATIONS

- "Sustainability at DC Water: Concept Development, Input, and Reporting", WEF/AWWA Utility Management Conference, 2020 (Co-Author)
- "Water Challenges in Smart Cities", Dentons Global Smart Cities & Communities Think Tank, 2019 (Co-Author)

# Appendix B: Sample Fee Study Report

City of

# Lake Alfred

## 2022 Municipal Impact Fee Study

December 2, 2022 – Final Report

RAFTELIS

December 2, 2022

Ryan Leavengood
City Manager
City of Lake Alfred
120 E. Pomelo Street
Lake Alfred, FL 33850

**Subject: 2022 Municipal Impact Fee Study**

Enclosed is the 2022 municipal impact fee report for your use and reference. The report herein includes an executive summary followed by technical sections regarding the calculation of each of the updated impact fees and additional background information. If you should have any questions, please do not hesitate to contact me. We appreciate the opportunity to work with you and the City on this important project.

Respectfully Submitted,

**Raftelis Financial Consultants, Inc.**



**Joe Williams**
*Manager*



**Michelle Galvin**
*Consultant*

341 N. Maitland Ave, Suite 300
Maitland, FL 32751
www.raftelis.com

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# Executive Summary

## Introduction

The City of Lake Alfred (City) has retained Raftelis Financial Consultants, Inc. (Raftelis) to review and update the City's police, fire, recreation, and general government impact fees. Impact fees are important sources of revenue for municipalities to fund infrastructure investments related to serving growth. The impact fee calculations are based on the costs to provide infrastructure to address needs related to growth based on data specific to each service and related to the City's characteristics. The calculated impact fees set forth in this study reflect Florida case law, Florida Statutes, and generally acceptable impact fee methodologies, where applicable.

The City is expected to experience a significant amount of growth and development. With the population anticipated to more than double over the next ten years, it is important that the City establish appropriate impact fees to be able to maintain a high level of service in the various services offered. With growth helping fund the infrastructure related to the services provided, it will allow the City to expand and keep up with growth.

The report herein outlines the methodologies, assumptions, and considerations in the development of each impact fee calculation. The following tables summarize the City's existing residential municipal impact fees compared to the fully calculated impact fees based on the analysis in this report:

**Table ES 1: Existing and Calculated Residential Impact Fees**

| Description | Existing | Calculated Fee | Difference | % Difference |
|---|---|---|---|---|
| Police | $274.34 | $884.00 | $609.66 | 222.2% |
| Fire | 248.42 | 955.00 | 706.58 | 284.4% |
| Parks and Recreation | 1,597.41 | 4,035.00 | 2,437.59 | 152.6% |
| Public Facilities | 295.94 | 1,435.00 | 1,139.06 | 384.9% |
| Total | $2,416.11 | $7,309.00 | $4,892.89 | 202.5% |

**Table ES 2: Proposed Police Impact Fees**

| Description | Amount |
|---|---|
| Residential | $884.00 |
| Non-Residential | |
| Industrial/Warehousing | $194.00 |
| Hotel | $363.00 |
| Institutional | $556.00 |
| Office Building | $451.00 |
| Retail | $1,101.00 |

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### Table ES 3: Proposed Fire Impact Fees

| Description | Amount |
|---|---|
| Residential | $955.00 |
| Non-Residential | |
| Industrial/Warehousing | $210.00 |
| Hotel | $392.00 |
| Institutional | $601.00 |
| Office Building | $487.00 |
| Retail | $1,190.00 |

### Table ES 4: Proposed Parks & Recreation Impact Fees

| Description | Amount |
|---|---|
| Residential | $4,035.00 |

### Table ES 5: Proposed Public Facilities Impact Fees

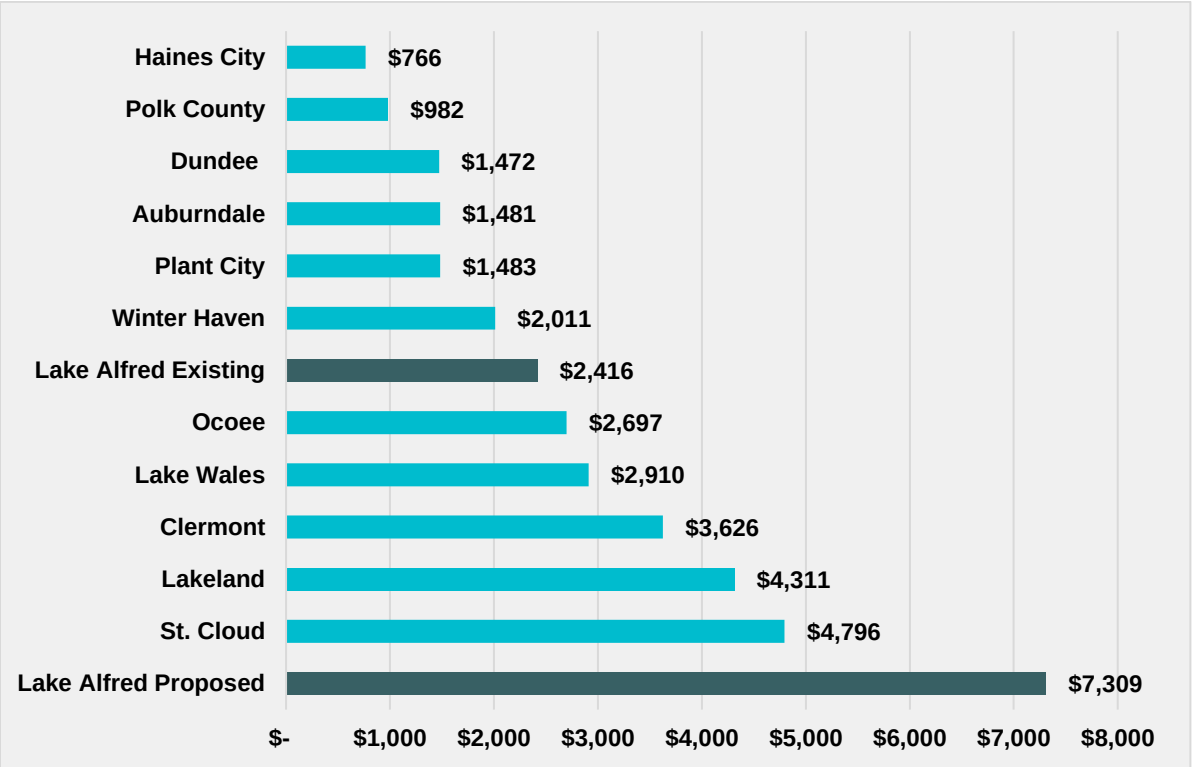
| Description | Amount |
|---|---|
| Residential | $1,435.00 |
| Non-Residential | |
| Industrial/Warehousing | $315.00 |
| Hotel | $589.00 |
| Institutional | $903.00 |
| Office Building | $732.00 |
| Retail | $1,787.00 |

In light of the recent updates to the Florida Impact Fee Act (F.S. 163.31801 section (6)) that provides limitations on increasing impact fees, outside of extraordinary circumstances, the above tables demonstrate the fee levels that are recommended for adoption by the City. The extraordinary circumstances include recent large inflationary cost increases and plus additional capital improvements based on an expected unprecedented level of population growth for the City. Additionally, the City recently approved an updated Capital Improvement Plan (CIP) and Facilities Plan that identifies major investments in new facilities that will be required to serve growth associated with increased densities and people that will place significantly more demand on the City's services for Police, Fire, Parks & Recreation, and Public Facilities. These significant and extraordinary capital needs justify having the fully calculated fees implemented. Additional tables and discussion, including of extraordinary circumstances as applicable are provided in each section of this report. Below is a brief description and justification for each fee:

- Police – with significant increases in staffing anticipated, the Police Department will require additional building space to house officers and support staff. This is anticipated to be provided through a large scale improvement alongside the general government (Public Facilities) space needs within the next 10-years.
- Fire – due to growth occurring further North in the City's boundaries, response times are anticipated to be stressed unless a new fire station is provided in closer proximity. There are plans to build an additional fire station in the norther part of the City.
- Parks & Recreation – Following the guidelines of recent parks master plan documents, plus additional improvements desired by the City and residents to accommodate future demands there are major park & recreation improvements planned.
- Public Facilities – Along with the Police Department, the existing public building space is going to be strained in the near term to accommodate increased staffing requirements. These additional staff and the necessary building space will be realized due to growth in the community. A new City Hall complex is planned to provide the additional building space and meet the needs of existing and future residents.

A comparison of the City's existing and fully calculated fees with other municipalities are shown below for informational purposes:

**Figure 1: Single Family Municipal Impact Fee Comparison**




Note: Not all municipalities shown have equivalent public facilities impact fees.

As shown above, the City's calculated fees based on the most recent data are comparable to impact fees charged by other nearby municipalities.

The City currently charges non-residential development a flat fee per square foot for both police and fire. This report discusses the proposal of six land-use categories.

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# Observations and Recommendations

The following is a summary of the observations and recommendations developed by Raftelis during our investigation, analyses, and preparation of this report:

1. The imposition of impact fees must satisfy the rational nexus requirements as determined by case law. The impact fees must be reasonably related to the capital cost of providing capital facilities/equipment needed to accommodate needs attributable to new growth. The impact fees collected must be used by the City to address the capital costs related to serving new development. Based on the information made available by the City, the proposed impact fees are designed to meet these precedents and the requirements set forth in Florida Statutes Section 163.31801.

2. The fees developed within this report reflect recovery of identified costs and the City has discretion to phase-in or otherwise adopt less than the fully calculated fees, subject to meeting all provisions of F.S. 163.31801. However, the adoption of fees less than the fully calculated rates should be applied to all land uses equally to maintain the calculations herein in correct proportion. Adopting less than the calculated rates would increase the reliance on general fund and other revenue sources to meet the demands of growth.

3. Should the City move forward with adopting the fees as proposed, with new land uses, and fee amounts that will exceed the 50% increase limitations outlined in F.S. 163.31801, all requirements of the Statute should be met including holding two publicly noticed workshops dedicated to discussing the extraordinary needs.

4. In compliance with Florida Statutes the City should continue to collect and maintain revenue collected from each type of municipal impact fee in designated sub-accounts and use such fees on those facilities designated for each purpose.

5. The City should re-evaluate its municipal impact fees no later than 2027 to maintain compliance with state statutes and since statutes now limit impact fee increases to no more than every four years.

6. The City should provide 90 days notice prior to the implementation of increased fees levels pursuant to the requirements outlined in F.S. 163.31801.

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# Section 1 – Introduction

## Introduction

The City of Lake Alfred (the "City") is located in Polk County, to the east of Lakeland, and has a total area of approximately 13.7 square miles. The City provides a full range of municipal services, including police services, fire services, recreation activities, and general public facilities. According to the University of Florida, Bureau of Economic & Business Research (BEBR), the City's population is estimated at 6,568 as of 2021. After reviewing permit information for 2022 provided by the City, it was determined that the City has experienced an average of 13.5 new residential permits per month. Using this information, it is estimated that the City experienced a growth of 162 residential units in 2021. Multiplying the unit growth of 162 times the persons per household factor of 2.78, the 2022 population is estimated at 7,018. Based on discussions with City staff and assumptions from the 2022 Utility Rate Study, the City is expecting a significant amount of growth from 2023 through 2032 (Forecast Period). For purposes of this report, it is estimated that the population will be 16,757 by 2032, representing an average growth rate of 9.1% compounded annually.

## Impact Fee Background

Impact fees are one-time charges established as a means to recover in whole or in part, the costs associated with infrastructure and capital equipment needed to accommodate the demands anticipated to be generated by new development. Such capital costs generally include the construction of facilities together with necessary land costs. However, recent changes to Florida Statutes governing impact fees require a minimum of five (5) year service life and therefore the impact fee calculations herein include only assets that meet this minimum. Historically, impact fees in Florida were a result of home rule powers with the requirements associated with the development, administration, accounting and expenditure governed by case law. However, in 2006, Section 163.31801 was added to the Florida Statutes, which placed specific requirements and limitations on that home rule authority. This statute has been amended several times since its initial adoption, including significant additional provisions in 2021 such as limiting the percentage increase for a change in impact fees. Appendix A at the end of the report includes the full Florida impact fee statute.

Although the statute provides specific impact fee criteria, certain precedents established by case law also constitute the legal requirements associated with impact fees. Case law precedent for impact fees in Florida was originally set in the landmark Florida Supreme Court decision, Contractors and Builders Association of Pinellas County vs. City of Dunedin, Florida. In the ruling, the court identified certain conditions as necessarily present in order to have a valid impact fee. In general, the court decision addressed the following:

1. The impact fee should be reasonably equitable to all parties; that is, the amount of the fee must bear a relationship to the amount of services requested;

2. The system of fees and charges should be set up so that there is not an intentional windfall to existing users;

3. The impact fee should, to the extent practical, only cover the capital cost of construction and related costs thereto (engineering, legal, financing, administrative, etc.) for increases in or expansions of capacity or capital requirements that are required solely due to growth. Therefore, expenses due to normal renewal and replacement of a facility (e.g., replacement of a capital asset) should be borne by all users of the facility or municipality. Similarly, increased expenses due to operation and maintenance of that facility should be borne by all users of the facility; and

4. The local government must adopt a revenue-producing ordinance that explicitly sets forth restrictions on revenues (uses thereof) that the imposition of the impact fee generates. Therefore, the funds collected from

the impact fees should be retained in a separate account, and separate accounting must be made for those funds to ensure that they are used only for the lawful purposes described.

Based on the criteria provided above, the impact fees herein will: 1) include local current costs of improvements associated with the capacities needed to serve new growth; 2) not reflect costs of improvements associated with the renewal and replacement (R&R) of existing capital assets or deficiencies in level of service attributed to existing development; and 3) not include any costs of operation and maintenance of the capital improvements and equipment.

This section provides only a general background regarding impact fees. Certain circumstances and issues regarding the interpretation of specific statutes or case law should be addressed by qualified legal counsel.

## Summary of Report

In addition to Section 1, this report has been subdivided into five other sections. The following is a brief discussion of the remaining sections included in this report.

Section 2 – Service Area and Functional Population. This section of the report provides a general discussion of the residential and non-residential land use characteristics, and development of functional population estimates for both existing and future development.

Section 3 – Police Services Impact Fee. This section includes the calculation of the proposed impact fee for the capital requirements associated with providing police services, the methodology for the proposed fees, assumptions utilized in the design of the fees, and other factors associated with the fee determination.

Section 4 – Fire/Rescue Impact Fee. This section discusses the calculation of the proposed impact fee for the capital requirements associated with providing fire/rescue services, the methodology for the proposed fees, assumptions utilized in the design of the fees, and other factors associated with the fee determination.

Section 5 – Parks and Recreation Impact Fee. This section discusses the development of the proposed impact fee for the capital requirements associated with providing parks and recreation facilities, the methodology for the proposed fees, assumptions and other factors associated with the fee determination. Parks and recreation impact fees apply only to residential development.

Section 6 – Public Facilities Impact Fee. This section includes a discussion of the proposed impact fee for the capital requirements associated with providing general public facilities services, the methodology for the proposed fee, and other factors associated with the fee determination.

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# Section 2 – Service Area and Functional Population

## General

This section provides a general discussion of the current service area, population, and functional population factors.

## Population and Development Forecast

As mentioned in Section 1, using 2021 BEBR population estimates and 2022 permitting data, the 2022 population is estimated to be 7,018. The City has been experiencing an elevated amount of growth over the past several years and is projected to more than double in population by 2032 resulting in a growth rate of 9.1 percent compounded annually.

Property data was obtained from the Polk County Property Appraiser, which provides details on the number of parcels, units, and square feet by land-use within City limits. In total, the data indicated there are 2,360 residential dwelling units (including single family, multi-family, and mobile homes) developed in the City along with 972,445 square feet (SF) of non-residential building space. As discussed above, an additional 162 residential units are estimated to give a total of 2,522 residential dwelling units in 2022. Based on the 2,522 residential dwelling units and the 2022 population estimate of 7,018, there are on average 2.78 persons per residential dwelling unit.

## Functional Population Parameters

A goal of the impact fee study is to assign the costs associated with each service provided to new development or re-development requiring an increased level of services on an equivalent unit basis. Two primary methods of allocating costs include 1) actual service calls based on historical records; and 2) population figures weighted and adjusted for time spent at various land uses based on traffic and other data. This study uses a method that allocates costs using population figures weighted and adjusted for time spent at various land uses based on traffic and other data and is commonly referred to as "functional population". The functional population analysis typically relies on trip data obtained through survey sources. Trip data is readily available from sources such as the Institute of Transportation Engineers (ITE) and is widely accepted for the purpose of identifying functional population by land use. This study uses the 11th Edition ITE trip generation manual. The trip data is applied to each land use along with other demographic data to establish a functional population by land use. Functional population measures the number of persons at a particular location measured over a 24-hour period. For example, for single family residential, a typical functional population would reflect a person at home 100 hours per week (e.g. 10-14 hours per day during weekdays and 20 -30 hours during the weekend). Based on 168 hours per week, this equates to 60% occupancy or 0.6 functional population per resident. Applying this factor to the average household size throughout the City of 2.78 persons equates to a 1.67 functional population per residential unit. Table 1 summarizes the existing residential functional population based on these criteria:

**Table 1: Residential Functional Population**

| Housing Type | 2022 Population [1] | 2022 Households [2] | Average Household Size | Occupancy Factor [3] | Functional Population/ Unit | 2022 Functional Population |
|---|---|---|---|---|---|---|
| | | *(a)* | *(b)* | *(c)* | *(b) x (c) = (d)* | *(a) x (d)* |
| Residential | 7,018 | 2,522 | 2.78 | 60.00% | 1.67 | 4,212 |

[1] Population data estimated using the 2021 BEBR population estimates and data from the 2022 Building Fee Study.
[2] Households obtained from property data obtained from Polk County Property Appraiser in March 2022 and data from the 2022 Building Fee Study.
[3] Amount assumes 100 hours spent at home out of a 168-hour week.

For non-residential land uses, the functional population is determined through the process of applying the following attributes to each land use, typically measured per 1,000 square feet (i.e., per unit): 1) trips per unit and employees staffed per unit; 2) trip end adjustment; 3) hours worked by employees; 4) occupants per trip; 5) number of visitors, visitor hours, and visitor hours per week. Trip and employee data are primarily obtained from the ITE manual (11th Edition, 2021), and visitors and other data is obtained from sources including the 2017 National Household Travel Survey (U.S. Department of Transportation). Table 2 summarizes this process below:

**Table 2: Non-Residential Functional Population**

| Land Use | Bldg. SF | 2022 Functional Population |
|---|---|---|
| Industrial/Warehousing | 473,923 | 205 |
| Hotel | 2,768 | 7 |
| Institutional | 182,871 | 226 |
| Office Building | 53,538 | 54 |
| Retail | 259,345 | 635 |
| Total | 972,445 | 1,127 |

Since impact fees are designed to recover the proportionate cost of new facilities attributed to growth, it is necessary to identify the existing and future development. Based on planned development data provided by City staff, there are approximately 6,464 residential dwelling units identified for construction in the coming years. Based on past development trends and a conservative outlook, as well as aligning these assumptions with the 2022 Utility Rate Study and the 2022 Building Fee Study, it is expected that the City will experience growth of around 350 residential units per year. This results in a total 10-year growth of 3,500 units by 2032. Compared to the existing 2,522 residential units, the City is expected to grow to 6,022 residential units by 2032 representing a growth of approximately 138.8% over the 10-year Forecast Period, or 12.3% annually. For forecasting purposes and appropriate allocation of certain major infrastructure improvements, it is assumed an additional 3,500 new residential units will be constructed between 2033 and 2042 (the 2nd 10-year period). The table below summarizes the expected residential growth in the City by year 2032, which will serve as the primary basis for cost allocations, future functional population, and impact fee levels.

**Table 3: Residential Functional Population Growth**

| Housing Type | 2022 Functional Population | Functional Population/Unit | 2032 Households | 2032 Functional Population |
|---|---|---|---|---|
| Residential | 4,212 | 1.67 | 6,022 | 10,057 |

As shown below, the 2022 non-residential functional population is 1,127 and is forecast to grow by 1,661 to 2,788 by 2032. The projected 2032 building square feet amount is based on applying the existing ratio of non-residential to residential square feet of 0.272 to the estimated residential square feet over the Forecast Period.

**Table 4: Non-Residential Functional Population Growth**

| Year | Building Square Feet | Functional Population |
|---|---|---|
| 2022 | 972,445 | 1,127 |
| 2032 | 2,405,581 | 2,788 |

The following summarizes the existing and projected functional population:

### Table 5: Summary of Functional Population

| Land Use | 2022 Functional Population | 2032 Functional Population | Percent in 2032 |
|---|---|---|---|
| Residential | 4,212 | 10,057 | 78.3% |
| Non-Residential | 1,127 | 2,788 | 21.7% |
| Total | 5,339 | 12,845 | 100.0% |

The functional population assumptions used from ITE are representative of national averages. In order to localize the functional population estimates, the data is weighted using the 2019 Inflow/Outflow Report from the US Census that is specific to the City. The Census Inflow/Outflow Analysis report shows how many residents work inside and outside of the city daily, as well as how many non-residents work inside the city. While the data lags slightly in updates, it is representative of the traffic patterns and is a reliable source for the purposes of this cost apportionment.

According to the Inflow/Outflow Report, there are 2,627 residents from the City in the work force. Of those, 75 work within the City and the other 2,552 work outside of the City. Using the 2019 population of 6,199, it can be assumed that 3,572 residents are not working. It is assumed that a resident not working would spend 20 hours at home and that residents working would spend 14 hours at home. This would give a total of 108,218 residential hours (hours spent at home).

### Table 6: Functional Population Weighting Residential Hours

| Description | Population | Hours Spent at Home | Residential Hours |
|---|---|---|---|
| | *(a)* | *(b)* | *(c) = (a) x (b)* |
| 2019 Population [1] | 6,199 | | |
| | | | |
| **Residential** | | | |
| Residents Not Working [2] | 3,572 | 20.0 | 71,440 |
| Residential Work Force | | | |
| Works Inside City [3] | 75 | 14.0 | 1,050 |
| Works Outside City [3] | 2,552 | 14.0 | 35,728 |
| Total Residential Hours | | | 108,218 |
| Residential Share of Person Hours | | | 80.9% |
| | | | |
| **Non-Residential** | | | |
| Residents Not Working [2] | 3,572 | 4.00 | 14,288 |
| Jobs Located in City | | | |
| Residents Working in City [3] | 75 | 10.00 | 750 |
| Non-resident Workers (inflow commuters) [3] | 1,045 | 10.00 | 10,450 |
| Total Non-Resident Hours | | | 25,488 |
| Non-Residential Share of Person Hours | | | 19.1% |
| | | | |
| Total Daily Hours Within the City | | | 133,706 |

[1] Population estimate based on BEBR.
[2] Amount derived from subtracting the Residential Work Force from the 2019 Population
[3] Amount comes from US Census 2019 Inflow/Outflow Count of All Jobs Report

As shown on the table above, Residential Hours account for 80.9% (108,218 / 133,706) of total daily hours spent within the City and Non-residential accounts for 19.1% (25,488 / 133,706). These percentages are used to allocate the capital costs for police, fire, and public facilities impact fee calculations.

Below is a list of the non-residential land uses:

- Industrial/Manufacturing
- Hotel
- Institutional
- Office Building
- Retail

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# Section 3 – Police Impact Fee

## Introduction

The City maintains a Police Department (Police Department) to provide law enforcement services and ensure the safety and well-being of the community and residents of the City of Lake Alfred. The Police Department currently staffs 14 sworn officers and 5 civilian support positions to serve the City's existing population of 7,018. The Police Department currently shares a facility with the Fire Department, which is right next door to the City's administrative staff and across the street from City Hall. With significant potential growth on the near-term horizon, the Police Department will require infrastructure and capital investments in order to maintain the appropriate staffing ratios, office space needs, and to provide the vehicles necessary to new offices.

## Existing Impact Fees

The City currently charges Police Impact Fees for new development within the City limits based on the classification of development of either residential or non-residential. The following table illustrates the fees charged by type of development:

**Table 7: Existing Police Impact Fees**

| Description | Impact Unit | Police Impact Fee |
|---|---|---|
| Residential | Dwelling Unit | $274.34 |
| Non-Residential | Square Foot | $0.19 |

These fees and the associated methodology were last updated by a report from October 2018. Growth has not increased significantly since that time, but as previously discussed, new development is anticipated to ramp up over the next few years. The increased development will have significant impacts on the overall staffing and operations of the police department. This report uses the same methodology for both residential and non-residential development with the addition of various non-residential land uses presented in Section 2.

## Existing Resources and Level of Service

The City currently staffs 14 sworn officers along with necessary support personnel. The staffing is as follows:

**Table 8: Current Police Staffing**

| Position | Staffing |
|---|---|
| Chief | 1.00 |
| Lieutenant | 1.00 |
| Sergeant | 1.00 |
| Officer II | 4.00 |
| Officer II | 3.00 |
| Officer (SRO) | 4.00 |
| Records Supervisor | 1.00 |
| Comm. Operator | 4.00 |
| Total | 19.00 |

The City's Police Department currently consists of 19 full time equivalent positions. With 13 full time police personnel, after excluding the police chief and civilian staff, the current level of staffing achieves a Level of Service (LOS) of 1.85 officers per 1,000 population within the City's limits based on the 2022 population of 7,018. Additionally, since the impact fee methodology is based on functional population, the calculated LOS is 2.43 officers per 1,000 functional population based on the existing 5,339 functional population. While the police staffing uses a much more complex methodology based on demand, types of calls, large events and gatherings, growth expectations, area densities, types of developments, etc., the LOS is used for impact fee purposes to identify equitable allocations

of the capital assets between existing and future development. The calculated impact fee will be designed to maintain the 2.43 officers per 1,000 functional population ratio. Therefore, an additional 18.28 officers would be added over the next ten years. The table below illustrates the total need for police officers and the LOS achieved.

**Table 9: Existing and Projected Sworn Officers**

| | | Projected Through 2032 | |
|---|---|---|---|
| Description | Existing | Additional | Total |
| Officers | 13.00 | 18.28 | 31.28 |
| Functional Population | 5,339 | 7,506 | 12,845 |
| LOS Achieved (Personnel per 1,000 FP) | 2.43 | 2.43 | 2.43 |

# Incremental Costs

Costs related to growth in the police force typically include a combination of equipping new officers with vehicles and providing the necessary facilities such as office space in police stations. Since eligible impact fees costs are limited to capital items, certain costs are excluded from the impact fee analysis including other initial investments required such as field equipment and protective gear, outside of what is necessary to fully equip a police car, as well as ongoing operating and maintenance costs (salaries and benefits, etc.). Items included in the impact fee calculation have a minimum of a five-year life and are not replaced frequently.

The City must provide vehicles for existing and new officers. The City's fixed asset listing as of September 31, 2021, indicates that there are 16 vehicles in service for the 14 sworn officers, including the police chief. It is common practice for police departments to have spare vehicles since those vehicles are so necessary to perform the protection services they provide. After excluding the police chief and the respective vehicle, the vehicles per officer ratio is 1.15, which includes those spare vehicles. This ratio will be used to determine the amount of future vehicles needed as additional officers are added to maintain the spare vehicle ratio. The value of the new fully equipped vehicles of $45,000 is based on recent vehicle purchases from the asset data as of April 2021. The replacement cost of the existing vehicles is $550,700. The cost of providing vehicles to new officers is identified on the following table.

**Table 10: Cost of Vehicles for New Officers**

| Description | Amount |
|---|---|
| New Sworn Officers | 18.28 |
| Vehicles per Officer | 1.15 |
| Total Vehicles Needed | 21.00 |
| Cost per Vehicle | $45,000 |
| Total Vehicle Costs for New Officers | $945,000 |

As shown above, the total cost of additional vehicles over the next ten years is estimated at $945,000.

**Table 11: Total Vehicle Costs**

| Description | Amount |
|---|---|
| Existing Vehicles | $550,700 |
| Additional Vehicles | 945,000 |
| Total Vehicle Costs | $1,495,700 |

In addition to vehicles, the Police Department is responsible for providing adequate building space to house the officers and support staff. The Police Department currently shares the City's 8,000 square foot Public Safety Building with the Fire Department. The City has plans to build a new City Hall Complex with space for a new police station after a significant amount of growth has occurred around 2032. With this planned complex, the current value of the Police Department's portion of the Public Safety Building has been excluded from the impact fee calculation. The total cost of the future police station, after accounting for cost escalation, is estimated at $7,919,100. This station will

be available to serve growth beyond the forecasted period of ten years, so a portion of the total cost of the new station is allocated to be funded by future growth beyond 2032. The portion of the new station included in the total police capital costs is $4,751,460, or 60%. This allocation was determined based on the existing population of 7,018, growth of 9,739 persons through 2032, and then an additional growth of 9,739 persons through 2042 resulting in a total population of 26,496 in 2042. The projected population in 2032 (7,018 persons plus 9,739 persons, or 16,757 total) represents 63% of the total expected population in 2042, which was rounded to 60% for the purpose of this report. In order to house additional officers before this project is completed, the City has plans to acquire a property near the existing station. The intention is to eventually resell this property once the complete City Hall Complex is built, so the costs to purchase and improve this facility are not included in the police capital costs. However, it is appropriate for the City to use impact fees to help fund the purchase and improvement of this facility as it is necessitated by the expected growth over the Forecast Period. The City also has plans to build a new evidence building for a total cost of $573,000.

Below is a summary of the costs used to calculate the police impact fee.

**Table 12: Total Police Capital Costs**

| Description | Amount |
|---|---|
| Existing Vehicles | $550,700 |
| Future Vehicles | 945,000 |
| Existing Facilities | 0 |
| Future Facilities | 5,087,520 |
| Total Capital Costs | $6,583,220 |

# Impact Fee Development

In order to develop the impact fees, it is necessary to calculate the cost per functional unit. First, the total capital costs are allocated between residential and non-residential using the functional population weighted estimates in Section 2 (Table 6).

**Table 13: Allocated Police Capital Costs**

| Description | Total Capital Costs | % Residential | % Non-residential | Residential Capital Costs | Non-residential Capital Costs |
|---|---|---|---|---|---|
| Capital Costs | $6,583,220 | 80.94% | 19.06% | $5,328,300 | $1,254,920 |

The allocated capital costs are divided by the functional population as identified in Section 2 to get a fee functional population. Then, the residential amounts are translated back into a fee per dwelling unit.

**Table 14: Residential Police Fee Calculation**

| Description | Residential | Non-residential [1] |
|---|---|---|
| Capital Costs | $5,328,300 | $1,254,920 |
| 2032 Functional Population | 10,057 | 2,788 |
| Fee per Functional Population [1] | $529.81 | $292.35 |
| | | |
| Residential FP per Unit | 1.67 | |
| Calculated Residential Impact Fee per Unit | $884.78 | |
| Residential Impact Fee per Unit | $884.00 | |

[1] Non-residential fee per functional population is the basis for the non-residential fee as shown on Table 15.

In additional to the residential impact fees, a select number of non-residential land uses were identified in Section 2 with functional population factors. By applying these factors to the calculated police impact fee, the rate per unit of development for each land use is developed and provided on the table below.

**Table 15: Non-Residential Police Impact Fees**

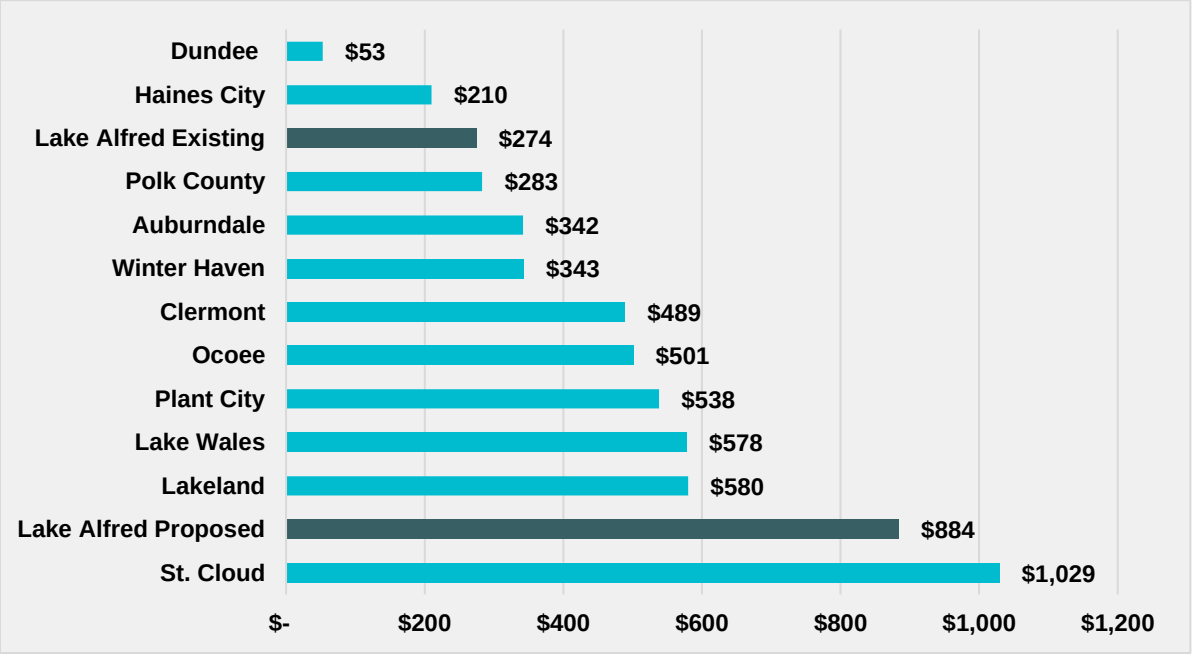
| Land Use | Impact Unit | FP Factor | Impact Fee |
|---|---|---|---|
| Industrial/Warehousing | 1,000 Sq Ft | 0.43 | $194.00 |
| Hotel | Rooms | 0.81 | $363.00 |
| Institutional | 1,000 Sq Ft | 1.24 | $556.00 |
| Office Building | 1,000 Sq Ft | 1.00 | $451.00 |
| Retail | 1,000 Sq Ft | 2.45 | $1,101.00 |

To meet the City's needs in terms of providing the necessary police related capital improvements, including building a new police station and expanding/upgrading existing facilities as required by growth, the City should increase the fees to the maximum calculated amount as demonstrated on the tables above. As discussed in the Executive Summary, there are several factors causing an extraordinary circumstance for the City including recent large inflationary cost increases plus additional capital improvements based on a significant increase in population growth. Under the existing police impact fees new development would pay around $1,232,500 and under the proposed/calculated impact fees growth would pay around $3,840,200. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately $2,607,700 resulting in a funding shortfall to provide necessary improvements related to new growth.

# Police Impact Fee Comparisons

The following figure compares the City's existing and calculated police impact fees for residential land uses with those imposed in other nearby communities.

**Figure 2: Police Impact Fee Comparison per Single Family Residential Unit**



# Section 4 – Fire Impact Fee

## Introduction

The City's fire department is responsible for responding to all fire and medical emergencies within the City and its surrounding areas. Currently, the fire department is comprised of 7 total employees.

The City's fire department is guided by standards published by the National Fire Protection Association (NFPA) in assessing its level of service needs. The fire department's primary intent is to maintain staffing levels to be able to respond to service calls within a specified time period to all developed areas within the City limits.

As the residential and commercial development within the City increases, the potential demand for fire safety services may also increase causing a need for additional fire personnel, equipment, and vehicles. This section provides an analysis for the City's consideration regarding the design of a fire impact fee based on the costs to meet demands from growth.

## Existing Impact Fees

The City currently charges fire impact fees for new development within the City limits based on the classification of development of either residential or non-residential. The following table illustrates the fees charged:

**Table 16: Existing Fire Impact Fees**

| Description | Impact Unit | Police Impact Fee |
|---|---|---|
| Residential | Dwelling Unit | $248.42 |
| Non-Residential | Square Foot | $0.16 |

These fees and the associated methodology were last updated by a report from October 2018. Since that time, growth has not increased significantly, but as previously discussed, new development is anticipated to ramp up over the next few years. This increased development will have significant impacts on the overall staffing and operations of the Fire Department. This report uses the same methodology for both residential and non-residential development with the addition of various non-residential land uses presented in Section 2.

## Existing Resources and Level of Service

The City's current operations for fire protection are based out of a single fire station in the downtown area adjacent to the City's administrative offices and in a shared building with the police department.

## Incremental Costs

Costs related to the growth in the fire department typically include a combination of providing the necessary capital equipment including fire trucks, as fully equipped and ready to be put into service, and facilities. Since eligible impact fees costs are limited to capital items, certain costs are excluded from the impact fee analysis. The excluded costs are items such as uniforms, radios, and helmets. Items included in the impact fee calculation have a minimum of a five-year life. Since the City has plans to replace the existing fire trucks, the existing value of these assets are not included in the impact fee calculation.

As discussed in Section 3, the fire department shares the 8,000 square foot Public Safety Complex with the City's Police Department. The City has plans to build a new fire station in the north for a total value of $7,733,500. This new station has capacity to serve growth beyond the forecasted period of ten years, so a portion of the new station included in the total fire capital costs is $4,640,100, or 60%. This allocation was determined based on the existing population of 7,019, growth of 9,741 persons through 2032, and then an additional growth of 9,741 persons through 2042 resulting in a total population of 26,501. The projected population in 2032 (7,018 persons plus 9,739 persons,

or 16,757 total) represents 63% of the total expected population in 2042, which was rounded to 60% for the purpose of this report.

The fire department has plans to replace three currently in use fire trucks and purchase two additional fire trucks, including necessary equipment to fully outfit these trucks to be put into service, for the new north station. The total costs for the additional fire trucks are shown on the table below:

**Table 17: Future Fire Trucks**

| Description | Amount |
|---|---|
| Replacement Fire Engine | $550,000 |
| Replace Brush Truck | 170,600 |
| Replacement Rescue Truck | 54,700 |
| 2 New Fire Trucks for North Station | 1,583,820 |
| Total | $2,359,120 |

The table below summarizes all of the costs included in the impact fee calculation.

**Table 18: Total Fire Capital Equipment Costs**

| Description | Amount |
|---|---|
| Existing Vehicles | $0 |
| Existing Facilities | 113,612 |
| Future Vehicles | 2,359,120 |
| North Station | 4,640,100 |
| Total Capital Costs | $7,112,832 |

# Impact Fee Development

In order to develop the impact fees, it is necessary to calculate the cost per functional unit. First, the total capital costs are allocated between residential and non-residential using the functional population weighted estimates in Section 2 (Table 6).

**Table 19: Allocated Fire Capital Costs**

| Description | Total Capital Costs | % Residential | % Non-residential | Residential Capital Costs | Non-residential Capital Costs |
|---|---|---|---|---|---|
| Capital Costs | $7,112,832 | 80.94% | 19.06% | $5,756,900 | $1,355,932 |

The allocated capital costs are divided by the functional population to get a fee per functional population. Then, these amounts are translated back into a cost per dwelling unit for residential purposes using the functional population factor of 1.67 per dwelling unit as identified in Section 2.

**Table 20: Residential Fee Calculation**

| Description | Residential | Non-residential [1] |
|---|---|---|
| Capital Costs | $5,756,900 | $1,355,932 |
| 2032 Functional Population | 10,057 | 2,788 |
| Fee per Functional Population [1] | $572.43 | $486.35 |
| Residential FP per Unit | 1.67 | |
| Calculated Residential Impact Fee per Unit | $955.95 | |
| Residential Impact Fee per Unit | $955.00 | |

[1] Non-residential Fee per Functional Population is the basis for the Non-residential fee as shown on Table 21.

We recommend the City implement a slightly rounded impact fee of $955.00 for residential units based on the analysis discussed above. The existing fire impact fee per residential dwelling unit is $248.42. The recommended residential fee of $955.00 represents a $706.58 increase or 284.0%.

In addition to the residential impact fee, a select number of non-residential land uses were identified in Section 2 with functional population factors. By applying these factors to the calculated fire impact fee, the rate per unit of development for each land use is developed and provided on the table below.

**Table 21: Non-Residential Fire Impact Fees**

| Land Use | Impact Unit | FP Factor | Impact Fee |
|---|---|---|---|
| Industrial/Warehousing | 1,000 Sq Ft | 0.43 | $210.00 |
| Hotel | Rooms | 0.81 | $392.00 |
| Institutional | 1,000 Sq Ft | 1.24 | $601.00 |
| Office Building | 1,000 Sq Ft | 1.00 | $487.00 |
| Retail | 1,000 Sq Ft | 2.45 | $1,190.00 |

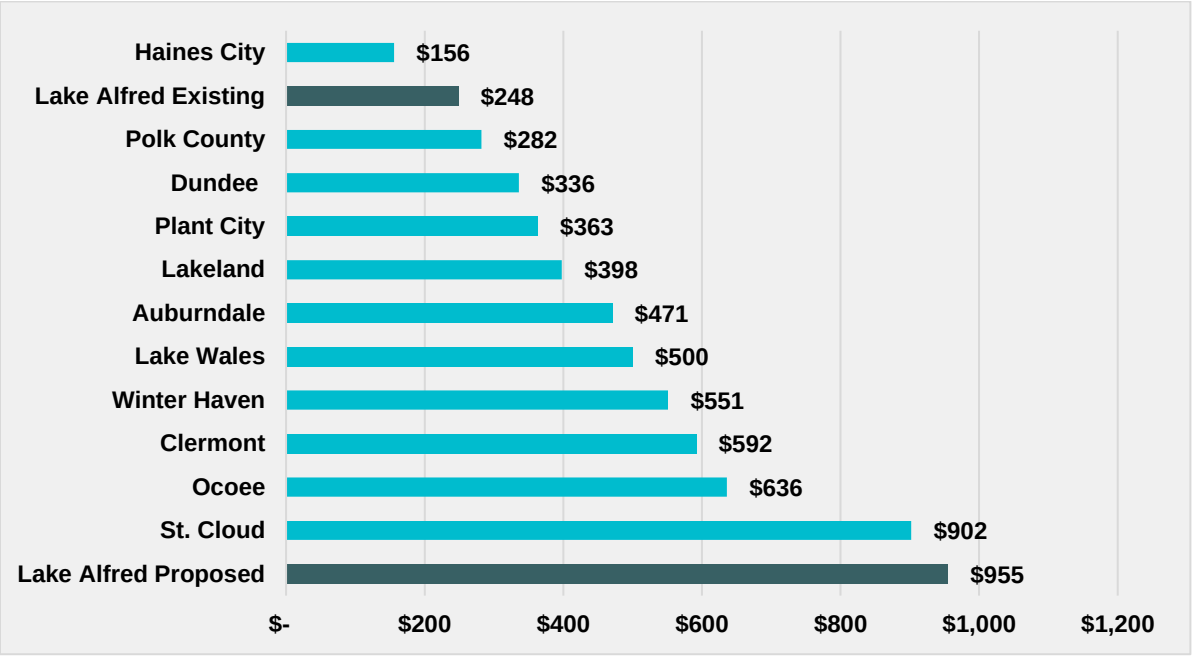
To meet the City's needs in terms of providing the necessary fire related capital improvements, including building a new fire station and expanding/upgrading existing facilities as required by growth, the City should increase the fees to the maximum calculated amount as demonstrated on the tables above. As discussed in the Executive Summary, there are several factors causing an extraordinary circumstance for the City including recent large inflationary cost increases plus additional capital improvements based on a significant increase in population growth. Under the existing fire impact fees new development would pay around $1,098,900 and under the proposed/calculated impact fees growth would pay around $4,149,200. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately $3,050,300, resulting in a funding shortfall to provide necessary improvements related to new growth.

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# Fire Impact Fee Comparisons

The following figure compares the City's existing and calculated fire impact fees for residential land uses with those imposed in other nearby communities.

**Figure 3: Fire Impact Fee Comparison per Single Family Residential Unit**




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# Section 5 – Parks and Recreation Impact Fee

## Introduction

The City owns and maintains parks and recreation facilities for the use and benefit of its residents and visitors. As the City grows, additional facilities along with improvements to existing recreation amenities are necessary. This section provides an analysis for the City's updated parks and recreation impact fee based on the costs to meet demands from growth. This section relies on growth in residential population/development only.

## Existing Impact Fees

The City currently charges a parks and recreation impact fee to be used for the expansion of parks and recreation related services that may be necessitated by growth. This fee is charged to all residential land uses. The following table provides the existing parks and recreation impact fees charged to new residential development:

**Table 22: Existing Parks and Recreation Impact Fees**

| Description | Fee |
|---|---|
| Residential | $1,597.41 |

## Existing Recreational Facilities

City staff provided a parks inventory that indicates that the City currently has 15 existing parks and recreation facilities encompassing approximately 161.81 acres as summarized on Table 23. These parks are eligible for funding from impact fees due to demands from growth resulting in the need for expansion. The amenities provided throughout this network include playgrounds, boat ramps, tennis courts, baseball fields, basketball courts, football fields, and a library. Each of the parks and facilities will also be available for use by future residents.

**Table 23: Existing Parks**

| Description | Acres |
|---|---|
| Central Park | 7.60 |
| City Hall Tennis Courts | 3.20 |
| Echo Terrace Community Park | 0.70 |
| Echo Terrace Dock | 0.15 |
| Gardner House | 1.42 |
| Frank C. Gardner Park & Veteran's Memorial | 2.30 |
| Highlands Community Center | 1.10 |
| Lake Alfred Public Library | 0.90 |
| Lake Echo Boat Ramp | 0.14 |
| Lake Haines Boat Ramp | 0.50 |
| Lake Rochelle Park & Boat Ramp | 1.80 |
| Lake Swoope Park | 6.40 |
| Lion's Park & Boat Ramp | 18.80 |
| Mackay Gardens & Lakeside Preserve | 112.00 |
| Twin Lakes Park & Lake Swoope Boat Ramp | 4.80 |
| Total | 161.81 |

Level of service (LOS) for parks and recreational services is typically measured in terms of recreational acreage available per 1,000 population. This figure indicates whether the City has a sufficient amount of recreational acreage to serve its current residents. With a current population of 7,018, the LOS provided to existing residents is 23.06 acres of park and recreational lands per 1,000 residents, based on the 161.81 acres. The projected increase in City population from 7,018 to 16,757 by 2032 will reduce the LOS to 9.66 acres per 1,000 population.

Using original costs less depreciation, the City has invested $1.90 million into the existing parks and recreation facilities. The City's investment in these facilities is largely anticipated to serve the increased population over the next 10-years and is included as a capital recoupment cost for impact fee determination.

## Growth-Related Capital Improvements

The City has provided a Capital Improvement Plan (CIP) that identifies a range of projects including expansion, upgrade, and replacement of park land and facilities. This CIP has been reviewed with staff and updated based on the most current information available. All projects associated with replacement or refurbishment of existing facilities have been excluded from the impact fee calculations to maintain a conservative approach. All of the parks CIP projects are designed to serve growth beyond the forecasted period of ten years, so a portion of each of these projects are included in the park's capital costs for a total of $22,402,200, or 60%. This allocation was determined based on the existing population of 7,019, growth of 9,741 persons through 2032, and then an additional growth of 9,741 persons through 2042 resulting in a total population of 26,501. The projected population in 2032 (7,019 persons plus 9,741 persons, or 16,760 total) represents 63.2% of the total population expected in 2042, which was rounded to 60% for the purpose of this report. The table below shows the CIP projects eligible for impact fee calculations and the portion included in the total capital costs.

**Table 24: Parks and Recreation Capital Projects**

| Description | Total Project Cost | % Allocated to Existing and 10-Yr Growth | Adjusted Amount |
|---|---|---|---|
| Central Park Phase 2 | $468,300 | 60.0% | $280,980 |
| Central Park Phase 3 | 833,600 | 60.0% | 500,160 |
| Central Park Concession | 1,172,700 | 60.0% | 703,620 |
| P&R Master Plan (Central) | 1,290,500 | 60.0% | 774,300 |
| P&R Master Plan (Rochelle) | 271,900 | 60.0% | 163,140 |
| P&R Master Plan (Mackay) | 891,300 | 60.0% | 534,780 |
| Lions Park | | | |
| Phase 1 | 2,458,400 | 60.0% | 1,475,040 |
| Phase 2 | 3,866,800 | 60.0% | 2,320,080 |
| Community Center | 7,919,100 | 60.0% | 4,751,460 |
| Mackay | | | |
| Phase 1 | 318,300 | 60.0% | 190,980 |
| Phase 2 | 573,000 | 60.0% | 343,800 |
| Phase 3 | 1,229,200 | 60.0% | 737,520 |
| Growers Acquisition | 1,061,000 | 60.0% | 636,600 |
| Library Expansion | 1,800,600 | 60.0% | 1,080,360 |
| Land Purchase 20+ acres | 2,458,400 | 60.0% | 1,475,040 |
| North Complex | 13,198,500 | 60.0% | 7,919,100 |
| Total | $37,780,900 | | $22,402,200 |

# Calculated Parks and Recreation Impact Fees

As mentioned previously, approximately $1.90 million has been invested into the existing park facilities and an additional $22.40 million is planned to be invested over the next several years. Since both existing and future investments in the parks department benefit both existing and future residents, the total amount invested is divided by the 2032 projected population of 16,757. The table below provides the parks and recreation impact fee calculation:

**Table 25: Parks and Recreation Impact Fee Calculation**

| Description | Amount |
|---|---|
| Existing Investment | $1,898,000 |
| Planned Investment | 22,402,200 |
| Total Capital Costs | $24,300,200 |
| 2032 Population | 16,757 |
| Fee per Person | $1,450.15 |
| | |
| Persons per Unit | 2.78 |
| Calculated Residential Impact Fee per Unit | $4,035.36 |
| Residential Impact Fee per Unit | $4,035.00 |

We recommend the City implement a slightly rounded impact fee of $4,035.00 per residential unit based on the analysis discussed above. The existing parks and recreation impact fee per residential dwelling unit is $1,597.41. The proposed impact fee of $4,035.00 represents a $2,437.59 increase from the existing fee level or 152.6%.

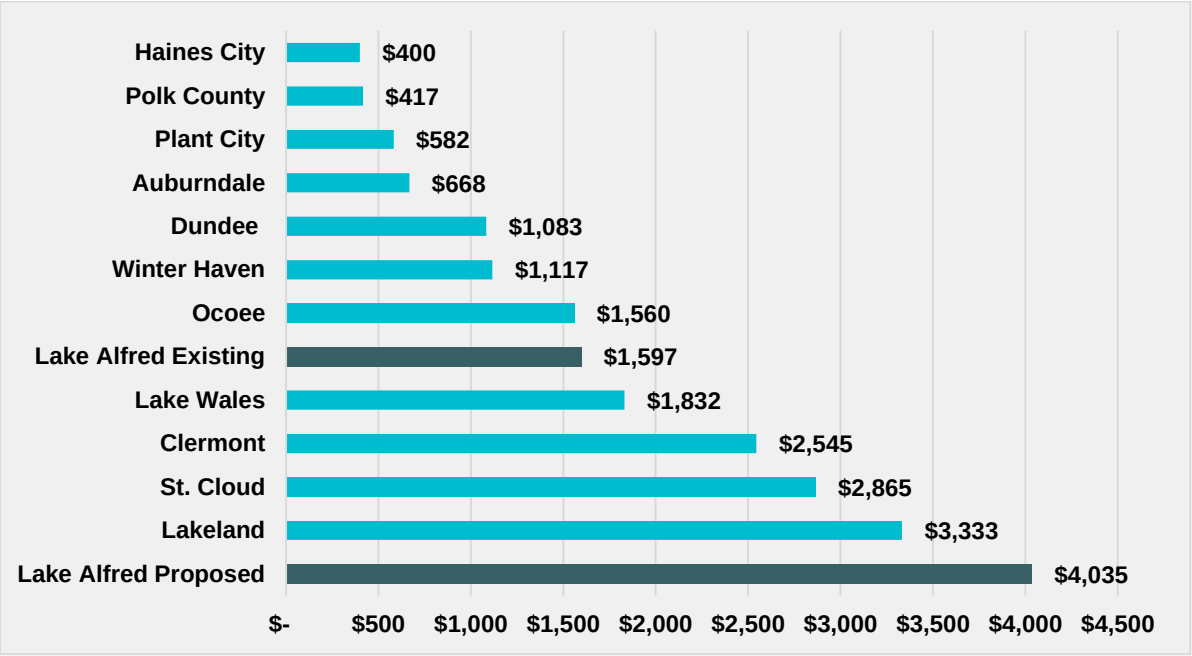
To meet the City's needs in terms of providing the necessary recreation related capital improvements, including purchasing additional land for parks and expanding/upgrading existing facilities as required by growth, the City should increase the fees to the maximum calculated amount as demonstrated on the tables above. As discussed in the Executive Summary, there are several factors causing an extraordinary circumstance for the City including recent large inflationary cost increases plus additional capital improvements based on a significant increase in population growth. Under the existing parks and recreation impact fees new development would pay around $5,590,900 and under the proposed/calculated impact fees growth would pay around $14,122,500. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately $8,531,600, resulting in a funding shortfall to provide necessary improvements related to new growth.

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# Parks and Recreation Impact Fee Comparisons

The figure below provides the comparison to other local municipalities.

**Figure 4: Parks and Recreational Impact Fee Comparison per Residential Unit**




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# Section 6 – Public Facilities Impact Fee

## Introduction

This section provides the development and design of the public facilities impact fees. These impact fees support the funding and expansion of administrative buildings and other facilities for the City's administrative and public works functions necessitated by growth.

## Existing Impact Fees

The City currently charges a public facilities fee for new development within the City limits based on the classification of development: residential or non-residential. The following table illustrates the fees charged by type of development:

**Table 26: Existing Public Facilities Impact Fees**

| Description | Impact Unit | Police Impact Fee |
|---|---|---|
| Residential | Dwelling Unit | $295.94 |
| Non-Residential | Square Foot | $0.20 |

## Incremental Costs

The City has plans to replace the existing City Hall and administration buildings with a new 15,000 square foot facility, as well as build a new separate public works building. The total cost of the new City Hall complex is estimated at $12,173,600, including land costs. The new public works facility, including land, is estimated at $5,067,200. These facilities will be available to accommodate growth past 2032, so a portion of the costs are allocated to future residential growth. As discussed in Section 3, this allocation was determined based on the existing population of 7,018, growth of 9,739 persons through 2032, and additional growth of 9,739 persons through 2042 resulting in a total population of 26,496 in 2042. The projected population in 2032 (7,018 persons plus 9,739 persons, or 16,757 total) represents 62.6% of the total expected population in 2042, which was rounded to 60% for the purpose of this report. The total costs allocated for existing and short-term growth and includable in the impact fee study is $10,680,000 for the various improvements identified to support the Public Facilities.

**Table 27: Public Facilities Capital Projects**

| Description | Total Project Cost | % Allocated to Existing and 10-Yr Growth | Adjusted Amount |
|---|---|---|---|
| City Hall New Complex (FY 2032) | $12,173,600 | 60.0% | $7,304,000 |
| Public Works Facility Upgrade (FY 2025) | 560,100 | 60.0% | 336,000 |
| Land Purchase 10+ Acres (FY 2028) | 1,200,400 | 60.0% | 720,000 |
| Public Works Facility (FY 2031) | 3,866,800 | 60.0% | 2,320,000 |
| Total | $17,800,900 | | $10,680,000 |

## Calculated Public Facilities Impact Fees

Similarly to police and fire, the capital costs are allocated between residential and non-residential by using the functional population weighted factors from Section 2 Table 6. The table below shows the allocation between residential and non-residential.

### Table 28: Allocated Public Facilities Capital Costs

| Description | Total Capital Costs | % Residential | % Non-residential | Residential Capital Costs | Non-residential Capital Costs |
|---|---|---|---|---|---|
| Capital Costs | $10,680,000 | 80.94% | 19.06% | $8,644,102 | $2,035,898 |

The allocated capital costs are divided by the functional population to get a fee per functional population. Then, these amounts are translated back into a cost per dwelling unit for residential purposes using the functional population factor identified in Section 2.

### Table 29: Public Facilities Residential Fee Calculation

| Description | Residential | Non-residential [1] |
|---|---|---|
| Capital Costs | $8,644,102 | $2,035,898 |
| 2032 Functional Population | 10,057 | 2,788 |
| Fee per Functional Population [1] | $859.51 | $730.24 |
| | | |
| Residential FP per Unit | 1.67 | |
| Calculated Residential Impact Fee per Unit | $1,435.38 | |
| Residential Impact Fee per Unit | $1,435.00 | |

[1] Non-residential Fee per Functional Population is the basis for the Non-residential fee as shown on Table 30.

It is recommended that the City implement the slightly rounded impact fee of $1,435.00 for residential units based on the analysis discussed above. This represents an increase of $1,139.06 from the existing fee of $295.94 or 384.9%.

In addition to the residential impact fees, a select number of non-residential land uses were identified in Section 2 with functional population factors. By applying these functional population factors to the public facilities fee per functional population amount, the rate per unit of development for each land use is calculated and provided on the table below.

### Table 30: Non-Residential Public Facilities Impact Fees

| Description | Impact Unit | FP Factor | Impact Fee |
|---|---|---|---|
| Industrial/Warehousing | 1,000 Sq Ft | 0.43 | $315.00 |
| Hotel | Rooms | 0.81 | $589.00 |
| Institutional | 1,000 Sq Ft | 1.24 | $903.00 |
| Office Building | 1,000 Sq Ft | 1.00 | $732.00 |
| Retail | 1,000 Sq Ft | 2.45 | $1,787.00 |

To meet the City's needs in terms of providing the necessary public facilities related capital improvements, including purchasing additional land for public buildings and expanding/upgrading existing facilities as required by growth, the City should increase the fees to the maximum calculated amount as demonstrated on the tables above. As discussed in the Executive Summary, there are several factors causing an extraordinary circumstance for the City including recent large inflationary cost increases and plus additional capital improvements based on a significant increase in population growth. Under the existing public facilities impact fees, new development would pay around $1,322,400 and under the proposed/calculated impact fees growth would pay around $6,234,000. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately $4,911,600 resulting in a funding shortfall to provide necessary improvements related to new growth.

**City of Lake Alfred**
**2022 Impact Fee Study**
**Exhibit 1: Capital Improvement Program & Capital Facilities Plan**

| Description | Total | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **General Gov. / Finance / Community Development** | | | | | | | | | | | | |
| Replacement Vehicles | $74,300 | $0 | $74,300 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Accounting & Permit Software | 212,200 | 0 | 212,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Hall Building Dept Exp. | 546,900 | 0 | 0 | 546,900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bank Purchase | 1,697,600 | 0 | 1,697,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Hall New Complex | 12,173,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,173,600 |
| Subtotal | $14,704,600 | $0 | $1,984,100 | $546,900 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $12,173,600 |
| **Police Department** | | | | | | | | | | | | |
| Replacement Patrol Vehicle | $385,700 | $50,000 | $53,100 | $54,700 | $112,000 | $57,300 | $58,600 | $0 | $0 | $0 | $0 | $0 |
| Evidence Building | 560,100 | 0 | 0 | 0 | 560,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Hall PD Portion | 7,919,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,919,100 |
| Subtotal | $8,864,900 | $50,000 | $53,100 | $54,700 | $672,100 | $57,300 | $58,600 | $0 | $0 | $0 | $0 | $7,919,100 |
| **Fire Department** | | | | | | | | | | | | |
| Replacement Fire Engine | $831,200 | $50,000 | $53,100 | $54,700 | $616,100 | $57,300 | $0 | $0 | $0 | $0 | $0 | $0 |
| Replace Brush Truck | 170,600 | 0 | 0 | 0 | 56,000 | 114,600 | 0 | 0 | 0 | 0 | 0 | 0 |
| Replacement Rescue Truck | 54,700 | 0 | 0 | 54,700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Station | 7,733,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,733,500 | 0 |
| New Apparatus x 2 | 2,639,700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,639,700 |
| Subtotal | $11,429,700 | $50,000 | $53,100 | $109,400 | $672,100 | $171,900 | $0 | $0 | $0 | $0 | $7,733,500 | $2,639,700 |
| **Community Redevelopment Agency** | | | | | | | | | | | | |
| Downtown Streetscaping | $171,900 | $0 | $0 | $0 | $56,000 | $57,300 | $58,600 | $0 | $0 | $0 | $0 | $0 |
| Central Park Phase 2 | 468,300 | 150,000 | 318,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Central Park Phase 3 | 833,600 | 0 | 0 | 273,500 | 560,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Central Park Concession | 1,172,700 | 0 | 0 | 0 | 0 | 286,500 | 586,100 | 300,100 | 0 | 0 | 0 | 0 |
| Retail Development Consultant | 82,400 | 40,000 | 42,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Façade Grant | 609,300 | 50,000 | 106,100 | 109,400 | 112,000 | 114,600 | 117,200 | 0 | 0 | 0 | 0 | 0 |
| Subtotal | $3,338,200 | $240,000 | $466,800 | $382,900 | $728,100 | $458,400 | $761,900 | $300,100 | $0 | $0 | $0 | $0 |
| **Parks and Recreation** | | | | | | | | | | | | |
| Assigned Reserves | $223,700 | $0 | $53,100 | $54,700 | $0 | $57,300 | $58,600 | $0 | $0 | $0 | $0 | $0 |
| P&R Master Plan (Central) | 1,290,500 | 0 | 424,400 | 0 | 280,000 | 0 | 586,100 | 0 | 0 | 0 | 0 | 0 |
| P&R Master Plan (Rochelle) | 271,900 | 0 | 53,100 | 218,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P&R Master Plan (Mackay) | 891,300 | 0 | 318,300 | 0 | 0 | 573,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turf Sprayer | 34,400 | 0 | 0 | 0 | 0 | 34,400 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reel Mower | 70,300 | 0 | 0 | 0 | 0 | 0 | 70,300 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Replacement | 115,500 | 0 | 37,100 | 38,300 | 0 | 40,100 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lions Park | | | | | | | | | | | | |
| Phase 1 | 2,458,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,458,400 | 0 | 0 | 0 |
| Phase 2 | 3,866,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,866,800 | 0 |
| Community Center | 7,919,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,919,100 |
| Mackay | | | | | | | | | | | | |
| Phase 1 | 318,300 | 0 | 318,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 | 573,000 | 0 | 0 | 0 | 0 | 573,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 | 1,229,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,229,200 | 0 | 0 | 0 |
| Growers Acquisition | 1,061,000 | 0 | 1,061,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Library Expansion | 1,800,600 | 0 | 0 | 0 | 0 | 0 | 0 | 1,800,600 | 0 | 0 | 0 | 0 |
| Land Purchase 20+ acres | 2,458,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,458,400 | 0 | 0 | 0 |
| North Complex | 13,198,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,198,500 |
| Subtotal | $37,780,900 | $0 | $2,265,300 | $311,800 | $280,000 | $1,277,800 | $715,000 | $1,800,600 | $6,146,000 | $0 | $3,866,800 | $21,117,600 |

**City of Lake Alfred**
**2022 Impact Fee Study**
**Exhibit 1: Capital Improvement Program & Capital Facilities Plan**

| Description | Total | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Public Works** | | | | | | | | | | | | |
| Replacement Service Vehicles | $78,400 | $0 | $0 | $38,300 | $0 | $40,100 | $0 | $0 | $0 | $0 | $0 | $0 |
| New Service Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PW Barn Upgrade/Reno | 560,100 | 0 | 0 | 0 | 560,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lightning Loader Replacement | 191,400 | 0 | 0 | 191,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Garbage Truck Replacement | 308,000 | 0 | 0 | 0 | 308,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Sanitation Vehicles | 343,800 | 0 | 0 | 0 | 0 | 343,800 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sidewalk Projects | 279,700 | 0 | 53,100 | 54,700 | 56,000 | 57,300 | 58,600 | 0 | 0 | 0 | 0 | 0 |
| Complete Streets Projects | 1,146,200 | 0 | 0 | 0 | 560,100 | 0 | 586,100 | 0 | 0 | 0 | 0 | 0 |
| Transportation Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Street Resurfacing | 1,052,300 | 0 | 233,400 | 131,300 | 268,800 | 137,500 | 281,300 | 0 | 0 | 0 | 0 | 0 |
| Public Works Facility Upgrade | 560,100 | 0 | 0 | 0 | 560,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Garbage Truck FY 2026 | 343,800 | 0 | 0 | 0 | 0 | 343,800 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land Purchase 10+ Acres | 1,200,400 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,400 | 0 | 0 | 0 | 0 |
| New Garbage Truck FY 2030 | 377,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377,600 | 0 | 0 |
| PW Facility | 3,866,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,866,800 | 0 |
| Subtotal | $10,308,600 | $0 | $286,500 | $415,700 | $2,313,100 | $922,500 | $926,000 | $1,200,400 | $0 | $377,600 | $3,866,800 | $0 |
| Grand Total | $145,573,000 | $2,370,000 | $12,589,000 | $9,478,700 | $4,771,800 | $4,142,700 | $2,531,800 | $33,611,100 | $6,514,800 | $1,007,000 | $15,467,100 | $53,089,000 |

Select Year: 2021 Go

# The 2021 Florida Statutes

Title XI
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163
INTERGOVERNMENTAL PROGRAMS

View Entire Chapter

**163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.**—

(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on the most recent and localized data.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential

construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

**History.**—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63.

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PROPOSAL

# IMPACT FEE STUDY

July 17, 2024

RFP-24-04




CITY OF DELAND

SUBMITTED BY:

Kuda Wekwete
Managing Director

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Tampa, FL 33607
(800) 969-4382
Kuda@FinanceDTA.com

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2202 N. West Shore Blvd., Suite 200
Tampa, FL 33607

# CITY OF DELAND

# RFP-24-04

# IMPACT FEE STUDY

PROPOSAL SUBMISSION DEADLINE:

JULY 17, 2024, AT 2:00 P.M.

**Prepared for:**

**City of DeLand**

Finance Department, 2nd Floor

120 South Florida Avenue

DeLand, FL 32720

Attention: Corey McMillen, Purchasing Coordinator

www.FinanceDTA.com

2202 N. West Shore Blvd., Suite 200
Tampa, FL 33607

Mr. Corey McMillen
Purchasing Coordinator
City of DeLand
Finance Department, 2nd Floor
120 South Florida Avenue
DeLand, FL 32720
E-mail: McMillenC@DeLand.org

July 12, 2024

**RE: Request for Proposals ("RFP") 24-04 for an Impact Fee Study**

Dear Mr. McMillen:

DTA is pleased to submit this proposal to the City of DeLand (the "City"). It is our understanding the City is seeking a qualified consultant to conduct an Impact Fee Study and update the City's Municipal Impact Fees. DTA shall prepare an Impact Fee Report that recommends an economically and legally supportable set of impact fees to offset the growth related to general government, parks and recreation, police, and fire. All work to be completed will satisfy the requirements of Florida Statutes 163.31801 (the "Florida Impact Fees Act"). The Florida Impact Fees Act-compliant Development Impact Fee ("DIF") Nexus Study ("Fee Study") would recommend the appropriate fee justification methodology and fee levels to support specific types of City-selected capital facilities needed to serve new growth.

DTA completed a DIF study for the City of Riviera Beach, Florida (Palm Beach County), and applied the knowledge and practice of the recent impact fee legislation signed by the Governor's Office [House Bill ("HB") 337]. This DIF assignment also included law enforcement and fire rescue impact fees. In addition, DTA was engaged by Hillsborough County to review and recommend impact fee options for the Countywide library services system. Most recently, DTA was hired by the City of Delray Beach, Florida (Palm Beach County), to develop, review, and implement a DIF study, which shall provide the basis and rational support for the DIF schedule. **In addition, DTA is a member of the Florida Sheriff's Association and is committed to backing the State's Sheriffs and letting them know we're on the side of public safety for law enforcement and fire rescue.**




As described in greater detail in the attached proposal, DTA is a public finance consulting firm with offices in Irvine, San Jose, San Francisco, and Riverside, California, as well as Dallas and Houston, Texas, Raleigh, North Carolina, and Tampa, Florida. Since its establishment in 1985, DTA has completed consulting assignments for more than 3,000 clients in 22 states. During this period, the firm has been involved in the formation of more than 2,000 public finance districts, with total bond authorizations exceeding $75 billion. Our financing programs have utilized a variety of public financing mechanisms, such as Special Assessment Areas ("SAAs"), Public Improvement Districts ("PIDs"), Assessment Districts ("ADs"), Community Facilities Districts ("CFDs"), Certificates of Participation, Tax Allocation Bonds, Sewer and Water Revenue Bonds, Marks-Roos Bond Pools, Landscaping and Lighting Districts ("LLDs"), Integrated Financing Districts, and various types of fee programs. **Notably, DTA is licensed and registered with the U.S. Securities and Exchange Commission ("SEC") and Municipal Securities Rulemaking Board ("MSRB") as a Municipal Advisor (No. 867-01160) and follows all the fiduciary requirements associated with this designation.**

www.FinanceDTA.com

2202 N. West Shore Blvd., Suite 200
Tampa, FL 33607

Each of DTA's DIF studies includes a cost-benefit analysis and the determination of nexus between the facilities financed and financing mechanism. DTA has prepared approximately 500 fee justification studies to date for a variety of public improvements, including transportation, water, sewer and flood control facilities, fire protection districts, fire and police stations, **parks, libraries, schools, and other types of infrastructure.** DTA is also currently involved in impact fee engagements in Arizona, Arkansas, New Mexico, North Carolina, South Carolina, and **Florida**.

DTA has assembled a project team for the City with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of DTA's Tampa office located at 2202 N. West Shore Blvd., Suite 200, Tampa, FL 33607**. David Taussig, Chairman/Managing Director, would be the Principal-in-Charge and have the City's primary account responsibility. I, Kuda Wekwete, a Managing Director at DTA, and Richard Ruiz, a Manager at DTA, will serve jointly as the Project Managers and be assisted by Steve Runk, P.E., Vice President of Engineering Services at DTA, and Hector Perez, a Senior Manager at DTA, in addition to other support staff. Brief resumes for each of our team members are included in Tab 1 of this proposal. All personnel will be available full-time (100%) for the duration of the project.

DTA's client contact and interaction continue beyond the basic deliverables. DTA is a customer and community-centric firm committed to excellence, quality products, and an open and interactive communication environment. We employ these practices in the workplace, in cities, counties, and towns, and with the many clients that we have served for 39 years. **DTA realizes that every client, like every person, is a distinct entity best understood and served in a direct and collaborative manner**.

DTA serves clients in small towns, medium-sized cities, and larger municipalities. Our service philosophy is three-pronged: we strive to know our customers, understand the communities we're privileged to serve, and always provide the best care, advice, and products. At DTA, we also understand that every project is different, and every outcome is special to our team. Our values of accountability, integrity, and excellence underlie all work performed.

If you have questions regarding this proposal, please contact me by phone at (800) 969 4DTA x204 or by e-mail at Kuda@FinanceDTA.com. Thank you for the opportunity to work with the City on this engagement.

Best Regards,



Kuda Wekwete
Managing Director
Phone: (800) 969-4DTA x204
Fax: (949) 480-0034
Kuda@FinanceDTA.com

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# 1 QUALIFICATIONS AND EXPERIENCE

DTA is pleased to submit this proposal to the City of DeLand (the "City"). It is our understanding the City is seeking a qualified consultant to conduct an Impact Fee Study and update the City's Municipal Impact Fees. DTA shall prepare an Impact Fee Report that recommends an economically and legally supportable set of impact fees to offset the growth related to general government, parks and recreation, police, and fire. All work to be completed will satisfy the requirements of Florida Statutes 163.31801 (the "Florida Impact Fees Act"). The Florida Impact Fees Act-compliant Fee Study would recommend the appropriate fee justification methodology and fee levels to support specific types of City-selected capital facilities needed to serve new growth.

## A Firm Overview

DTA is a public finance and urban economics consulting firm specializing in infrastructure and public services finance. Our firm, which provides public finance consulting services to both public and private sector clients, has offices in Irvine, San Francisco, San Jose, and Riverside, California, as well as Dallas and Houston, Texas, Raleigh, North Carolina, and Tampa, Florida. Additional information on DTA is available on our website (www.FinanceDTA.com).

DTA, a corporation, was incorporated in the State of California on May 15, 1986, and has been providing public finance consulting services for over 38 years. The corporation has two officers, specifically David Taussig, Chairman/Managing Director, and Cecily Burke, Secretary, both of whom are authorized to bind the firm. DTA does not hold controlling or financial interests in any other organization and is not owned or controlled by another person or organization. DTA's management personnel consists of four principals identified as David Taussig, Chairman/Managing Director, Kelly Wright, Chief Executive Officer, Andrea Roess, Managing Director, and Kuda Wekwete, Managing Director.

DTA is a privately-owned company and not a subsidiary of a "parent company." In addition, DTA does not hold controlling interest in any other organization and has not been associated with any mergers, acquisitions, or sales of the firm within the last 10 years, nor in its lifetime. DTA has never filed for bankruptcy in its 39 years in business. Notably, the firm is not debarred, suspended, or otherwise declared ineligible to contract with any Federal, state, or local public agency. DTA's Data Universal Number System ("DUNS") number is 197812571.

DTA has assembled a project team for the City with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of the Tampa office**. David Taussig, Chairman/Managing Director, would be the Principal-in-Charge and have the City's primary account responsibility. He would be assisted by Kuda Wekwete, a Managing Director at DTA, Richard Ruiz, a Manager at DTA, Steve Runk, P.E., Vice President of Engineering Services at DTA, and Hector Perez, a Senior Manager at DTA, in addition to other support staff.

Since its formation in 1985, DTA has assisted over 3,000 public and private sector clients in meeting their infrastructure and public services goals. DTA's consulting services include the following:

- **Public infrastructure and public services financing strategies;**
- Public-private partnerships;
- Assessment engineering and special tax consulting;
- Annual administration of ADs, CFDs, SAAs, and PIDs;
- Fiscal and economic impact analyses;
- **DIF studies and user fee studies;**
- Water and wastewater rate studies; and
- Tax Increment Financing ("TIF") in Florida, New Mexico, Nevada, North Carolina, South Carolina, Texas, and other states.

DTA has also **planned and implemented Public Facilities Financing Plans ("PFFPs")** that have ranged from the quantitative analysis of a single financing mechanism for an individual facility to the preparation of a comprehensive financing plan covering multiple facilities and public services through a series of financing mechanisms. Our financial analyses provide public officials, landowners, and other interested parties with the level of information needed to make fully informed decisions regarding land use, infrastructure, and public services financing issues. DTA staff has extensive experience working with various stakeholder groups, including public agency legislative bodies, public agency municipal staff, residents, local chapters of the Building Industry Association ("BIA"), local Chambers of Commerce, and other interested parties.

DTA has provided public finance consulting services to virtually every major city and county in the State of California and completed consulting assignments for more than 3,000 clients in 22 states, including Florida, North Carolina, South Carolina, and the Southeast. DTA has also provided public finance consulting services for over 325 fire protection districts, school districts, and water districts.

Perhaps DTA's most outstanding qualification is the dedication and loyalty of our senior employees, many of whom have worked at DTA for 15 years or more and are available should any unique situations arise.

## B DIF-Specific Experience

DTA has been performing public facilities fee consulting services for over 37 years, since 1987. We have extensive experience preparing DIF studies that have withstood legal scrutiny to the extent that none of our prior studies have been subject to any type of litigation. Notably, DTA has prepared approximately 500 fee justification studies to date for a variety of public improvements, including transportation, water, sewer and flood control facilities, fire protection districts, fire and police stations, parks, libraries, school facilities, and other types of infrastructure.

A partial list of the municipal clients whom we have completed impact fee studies for in California in recent years is provided below. **DTA is also currently involved in impact fee engagements in Arizona, Arkansas, New Mexico, North Carolina, South Carolina, and Florida, including the City of Delray Beach, City of Riviera Beach, Hillsborough County, and Jefferson County.**

- City of Anaheim;
- City of Blythe;
- City of Brawley;
- City of Calexico;
- City of Campbell;
- City of Cathedral City;
- City of Chino;
- City of Chino Hills;
- City of Desert Hot Springs;
- City of Escalon;
- City of Firebaugh;
- City of Fontana;
- City of Fowler;
- City of Glendale;
- City of Hesperia;
- City of Ione;
- City of Kingsburg;
- City of Lakeview;
- City of Live Oak;
- City of Los Banos;
- City of Napa;
- City of Palo Alto;
- City of Pasadena;
- City of Paso Robles;
- City of Perris;
- City of Red Bluff;
- City of Redlands;
- City of Reedley;
- City of San Francisco;
- City of San Luis Obispo;
- City of Santa Ana;
- City of Soledad;
- City of South San Francisco;
- City of Tustin;
- City of Victorville;
- County of Colusa;
- County of Fresno;
- County of Kings;
- County of Riverside;
- County of San Bernardino;
- County of San Francisco;
- County of San Luis Obispo;
- County of Santa Barbara;
- County of Santa Clara Fire Department;
- County of Shasta;
- County of South Santa Clara Fire District;
- County of Yuba;
- Town of Loomis;
- Town of Mammoth Lakes;
- Beaumont Cherry Valley Recreation and Parks District;
- Denair Community Services District;
- El Dorado Hills Community Services District;
- El Dorado County Fire District;
- El Dorado Hills Fire Department;
- Jurupa Area Recreation and Park District;
- San Gorgonio Memorial Hospital;
- San Gorgonio Pass Water Agency; and
- South Yuba Transportation Improvement Authority.

## C References

DTA has provided public finance consulting services to virtually every major city and county in the State of California and prepared Impact and Finance Reports for municipalities in the States of Arizona, New Mexico, Texas, and Florida. **Notably, the firm has completed consulting assignments for more than 3,000 clients in 22 states, including Arizona, Arkansas, New Mexico, North Carolina, South Carolina, and Florida**.

Listed below are four (4) references for DTA's recent work involving public finance consulting services for cities and counties nationwide. DTA has a long history of delivering projects on a timely basis and adhering to agreements. We encourage you to contact our references to learn firsthand how well DTA staff meets the needs of our clients.

### *C.i Pickens County*

**Table 1: Reference Information**

| | |
|---|---|
| **Location** | Pickens County, SC |
| **Client Contact** | Trad Julian |
| **Title** | Planning Supervisor |
| **Address** | 222 McDaniel Avenue, Suite B-10, Pickens, SC 29671 |
| **Phone Number** | (864) 898-5989 |
| **E-mail Address** | TradJ@Co.Pickens.SC.US |
| **Date of Service** | July 2023-Ongoing |

In 2023, DTA was hired as a consultant by Pickens County, South Carolina, to provide a comprehensive study for the assessment and development of a County DIF program. The County does not currently have a DIF program and wanted DTA to determine the feasibility of implementing one. The purpose of the study was to evaluate and recommend appropriate fee justification methodologies and new fees with a legally supportable analysis based on current and projected demographics. The fees reviewed and recommended in this study included County Administration, Fire, Emergency Medical Services ("EMS"), Emergency Management, Roads and Bridges, Solid Waste, Library, Parks, and Sheriff's Department. A particular challenge in this fee study was that the County is in a region of the Country in which both the local government and developer communities are not very receptive to DIF programs. The final assessment included a potential DIF schedule that would be legally defensible and, therefore, in accordance with all South Caroline State Codes and Municipal Ordinances.

### *C.ii Tampa-Hillsborough County Public Library*

**Table 2: Reference Information**

| | |
|---|---|
| **Location** | Hillsborough County, FL |
| **Contact Name** | Andrew Breidenbaugh, Director of Library Services |
| **Address** | 102 East 7th Avenue Tampa, Florida 33602 |
| **Telephone Number** | (813) 273-3652 |
| **E-mail Address** | LibraryBoard@HillsboroughCounty.org |
| **Date of Service** | September 2021-Ongoing |

DTA was hired as a consultant to work on the Tampa-Hillsborough Public Library ("Library") revenue impact study and fiscal model. DTA has identified, analyzed, modeled, and presented the impacts associated with revenue sources and the possibility of a Library impact fee schedule pursuant to the Florida Impact Fees Act. In addition, DTA has reviewed Florida's 2021 impact fee legislation, HB 337, to provide and recommend best outcomes and practices for the Tampa-Hillsborough County Public Library Services Department. To determine these updated costs, DTA conducted a review of Library comparable data, local and State demographics, budgets, Comprehensive Plans, Capital Improvements Plans, strategic goals, and any additional expansion of services to the Library services.

### *C.iii City of Riviera Beach*

**Table 3: Reference Information**

| | |
|---|---|
| **Location** | City of Riviera Beach, FL |
| **Contact Name** | Randy Sherman, Director of Finance and Administrative Services |
| **Address** | 600 W. Blue Heron Blvd., Riviera Beach, FL 33404 |
| **E-mail Address** | RSherman@RivieraBeach.org |
| **Phone Number** | (561) 845-4045 |
| **Date of Service** | April 2021-Ongoing |

DTA updated the City of Riviera Beach impact fee schedule for parks, recreation, police, fire, library, and transportation services pursuant to the Florida Impact Fees Act. In addition, DTA reviewed Florida's 2021 impact fee legislation, HB 337, to provide and recommend best outcomes and practices for the City. To determine these updated costs, DTA conducted a detailed review of the City's budgets, Comprehensive Plans, Capital Improvements Plans, Facilities Master Plans, strategic goals, and any additional expansion of services to the community.

### *C.iv City of Palo Alto*

**Table 4: Reference Information**

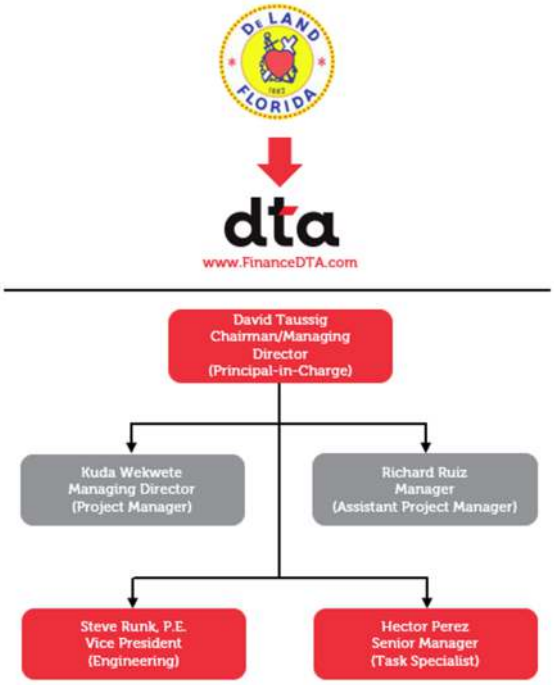
| | |
|---|---|
| **Location** | City of Palo Alto, CA |
| **Contact Name** | Lindsay Wong, Management Analyst |
| **Address** | 1305 Middlefield Road, Palo Alto, CA 94301 |
| **E-mail Address** | Lindsay.Wong@CityofPaloAlto.org |
| **Telephone Number** | (650) 463-4954 |
| **Date of Service** | April 2020-Ongoing |

DTA updated the City of Palo Alto's Public Safety and General Government DIFs in 2012 and is currently preparing a Park, Community Center, and Library DIF justification study for the City intended to update their existing AB 1600 Park, Community Center, and Library Impact Fees. The purpose of the study is to evaluate existing City AB 1600 fees and recommend appropriate fee justification methodologies and new fee levels with a legally supportable analysis based on current and projected demographics. DTA is providing professional and technical assistance to the City in preparing a comprehensive review of the City's AB 1600 Park Impact Fees. This includes recommending an update to the City's Municipal Code pertaining to both Quimby Fees and AB 1600 Park Impact Fees, compiling parkland valuations, evaluating City-selected park, community center, and library capital facilities, and comparing the City's fee levels to that of neighboring communities in the Bay Area. DTA is also assisting in presenting the fee study to the Finance Committee, Parks and Recreation Commission, and City Council and ultimately bringing fee update recommendations before the City Council.

## D Key Staff Qualifications

DTA has assigned personnel to this project who bring experience and technical expertise to each unique element of study. Our team organization is illustrated below. Project roles of our key team members are described below and followed by professional resumes. All personnel will be available full-time (100%) for the duration of the project. **DTA does not anticipate employing subconsultants for any portion of this engagement**.

**Figure 1: Team Organization Chart**




DTA has assembled a project team for the City with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of DTA's Tampa office**. David Taussig, Chairman/Managing Director, would be the Principal-in-Charge and have the City's primary account responsibility. He would be assisted by Kuda Wekwete, a Managing Director at DTA, Richard Ruiz, a Manager at DTA, Steve Runk, P.E., Vice President of Engineering Services at DTA, and Hector Perez, a Senior Manager at DTA, in addition to other support staff.

Kuda Wekwete, a Managing Director at DTA, will serve as the Project Manager for the DTA team and be the City's primary point of contact throughout this engagement. Mr. Wekwete will manage the work of DTA's project team, including leading data collection efforts, directing the development of our technical model, providing senior-level analysis, reviewing progress and work products with City staff and stakeholders, presenting study findings at project meetings, and finalizing study documentation. He would be assisted in these tasks by Richard Ruiz, Hector Perez, and other support staff.

Mr. Runk will provide engineering expertise, assist in the selection of facilities to be included on the facilities needs list, prepare and/or review facilities cost estimates, and contribute to the apportionment analysis of specific facilities to be included in the fee program.

Key personnel will be available to the extent proposed, or designated by the City, for the duration of the project and no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the City. In addition, DTA is not behind schedule or past the completion date for any active projects and has a long history of delivering projects on a timely basis and adhering to agreements.

DTA has an enviable reputation for producing high-quality work in a quick and efficient manner to correspond with even the most aggressive project schedule. DTA's clients also receive high levels of personal attention from senior staff, with a Managing Director, Senior Vice President, or Vice President always available to meet with public agency staff and other groups.

## D.1 DTA Team Resumes

**David Taussig**
Chairman/Managing Director | David@FinanceDTA.com
Project Role – Principal-in-Charge



Mr. Taussig has over 45 years of experience in the fields of real estate finance and urban economics. His areas of expertise include municipal finance programs for infrastructure and public facilities development, fiscal and redevelopment impact analyses, and land development project feasibility studies **across many states and cities, including the States of Arizona, California, Florida, Tennessee, and South Carolina**.

Mr. Taussig has an extensive background in computerized financial analyses. Since founding DTA in 1985, Mr. Taussig has developed several state-of-the-art analytical methods and modeling approaches, in addition to directing the formation of over 1,000 public financing districts and subsequent sale of tax-exempt municipal bonds. These districts have funded public infrastructure and services for many types of residential and non-residential development and included several hundred master-planned communities built throughout California and in several other western states. Mr. Taussig's work has involved both the preparation and implementation of financing plans and his public sector clients have included virtually every major urban county and city within California and hundreds of special districts. He has provided similar consulting services to many of the largest land development firms in the State of California. The financing programs implemented by Mr. Taussig have ranged from land-secured CFDs to redevelopment tax increment programs and lease revenue-based Certificates of Participation. He is also responsible for DTA's successful efforts related to funding opportunities under various tax credit programs.

Mr. Taussig has over 45 years of experience in the fields of real estate finance, urban economics, and rural economics.

**Mr. Taussig has also overseen the preparation of numerous feasibility and impact studies involving computerized analyses of project cash flows and/or impacts on public agencies and landowners. He has assumed project management responsibilities for several dozen Assembly Bill ("AB") 1600 DIF justification studies, including recent studies prepared on behalf of the Cities**

**of Blythe, Coachella, Colton, Desert Hot Springs, Fontana, Live Oak, Paso Robles, Perris, Red Bluff, San Luis Obispo, Torrance, and Tustin and the Counties of Colusa, Riverside, and Santa Barbara.** He has also handled the preparation of over 100 fiscal impact studies utilized by public agencies to determine the impact of new development or annexations on a municipality.

Mr. Taussig was previously employed for 6 years by Mission Viejo Company ("MVC") where, as the Manager of Housing and Community Development, he was involved in the planning and financing of two planned communities encompassing over 50,000 homes. Mr. Taussig handled a substantial portion of MVC's mortgage and infrastructure financing during that period. He also worked for 5 years in the public sector as the Administrator of a Federal housing and community development program and as a Land Use Planner. Mr. Taussig's educational background includes a master's degree in city planning from the University of California at Berkeley and B.A. in economics from Cornell University. He received full certification from the American Institute of Certified Planners in 1982.

Mr. Taussig and the firm are a registered Municipal Advisor with the SEC/MSRB. He holds a Series 54 license as a Principal Municipal Advisor and Series 50 license as a Municipal Advisor under regulations promulgated by the SEC and MSRB. Even after 45 years of experience in the industry, to this day, he continues to seek innovative answers to the industry's biggest questions and contributes to the development of public finance and development-related legislation. In addition, he is an active member of the Urban Land Institute's ("ULI's") National Council for Public-Private Partnerships ("NCPPP") and advocates and facilitates the formation of public-private partnerships at Federal, state, and local levels.

**Kuda Wekwete**
Managing Director | Kuda@FinanceDTA.com
Project Role – Project Manager



Since joining DTA in 2005, Mr. Wekwete has been involved in all aspects of the formation and implementation of special districts to fund infrastructure and services, as well as the sale of over $300 million in CFD bonds, **across many states and cities, including the States of Florida, Texas, and South Carolina**. His work has involved the preparation of tax spreads and overlapping debt analyses for the formation and/or sale of bonds for over 175 special districts established throughout California. In this role, Mr. Wekwete has prepared Rates and Methods of Apportionment ("RMAs"), CFD and Engineer's Reports, and documents required for the formation of CFDs, sale of property, and annual levying of special taxes. He has also been responsible for preparing PFFPs involving CFDs and other public finance mechanisms.

Mr. Wekwete has been actively involved in the preparation of dozens of fee studies, especially in the area of transportation infrastructure costing, and apportionment of these costs over various land use types based on benefit criteria.

In addition, Mr. Wekwete has been actively involved in the preparation of dozens of fee studies, especially in the area of transportation infrastructure costing, and apportionment of these costs over various land use types based on benefit criteria. His engineering background has enabled him to assist DTA's Vice President of Engineering Services in applying a variety of apportionment methodologies to the development of fee studies and establishment of Benefit ADs for public sector clients.

**Mr. Wekwete's recent work on DIF studies has included engagements for the Cities of Colton, Desert Hot Springs, Fontana, Paso Robles, Perris, and Torrance and the Counties of Riverside, San Bernardino, San Luis Obispo, and Santa Barbara, among others.**

Mr. Wekwete also has experience in the preparation of Fiscal Impact Reports ("FIRs"), tax increment analyses, and PFFPs and has performed due diligence services and developed disclosure documentation for land purchasers, public agencies, and lenders.

Mr. Wekwete received his B.S. and M.S. in operations research and industrial engineering from Cornell University and Columbia University, respectively. He also holds a Series 50 license as a registered Municipal Advisor with the SEC/MSRB under rules promulgated following the Dodd-Frank Act in 2010.

**Richard Ruiz, Jr.**
Manager | Richard@FinanceDTA.com
Project Role – Assistant Project Manager



Mr. Ruiz has a background in econometrics and industrial organization. Since joining DTA, he has been involved in the formation and administration of numerous CFDs, ADs, and LLDs throughout California and several other states, including Florida, North Carolina, Texas, and Utah. His responsibilities related to these projects have included the development of tax spread proforma analyses and preparation of overlapping debt analyses. In addition, while at DTA, he has participated in a variety of projects, including fiscal and economic impact studies for cities and counties throughout California, school district rezoning projects, city/county annexation projects, user fee calculations, and living wage analyses.

Mr. Ruiz also has extensive experience working on the preparation of DIF justification studies for cities and counties in California and numerous other states, **including Arizona, Arkansas, Florida, and South Carolina**. His responsibilities during the impact fee justification and apportionment analysis process for each respective project include the preparation of capital improvement and public facilities needs lists, data collection, the development and modification of the DIF Report model, the production of a written report, and interactions with city, county, and district staff and key stakeholders. **Mr. Ruiz' recent work on DIF studies in California has included engagements for the Cities of Chino Hills, Colton, Coronado, Cypress, Daly City, Desert Hot Springs, Fontana, Fowler, Inglewood, Ione, Manteca, Mammoth Lakes, Norco, Palo Alto, Perris, San Jose, Soledad, Torrance, Upland, Victorville, and Yucaipa and the Counties of San Luis Obispo and Santa Barbara, among others, in addition to the El Dorado Hills Fire Department**. East coast projects include Pickens County, South Carolina, City of Fayetteville, Arkansas, City and County of El Paso, Texas, City of Riviera Beach, Florida, and Hillsborough, County, Florida.

> Mr. Ruiz has extensive experience working on the preparation of DIF justification studies from coast to coast, which allows him to support clients in implementing best practices.

Prior to joining DTA, Mr. Ruiz spent 14 years with an energy economics consulting firm that focused on economic and market research studies, mergers and acquisitions analyses, market entry research strategies, and economic due diligence projects for companies seeking equity funding. He has a

degree in economics from California State University at Long Beach with a concentration in public finance. Notably, Mr. Ruiz is a member of the American Water Works Association ("AWWA") and has the experience and work history of understanding and applying the best practices of AWWA and Water Environment Federation ("WEF") in rate studies. He is also a Professional Member with the Institute of Transportation Engineers ("ITE").

**Steve Runk, P.E.**
Vice President, Engineering Services | Steve@FinanceDTA.com
Project Role – Engineer (State License Number C23473 – California Registered Civil Engineer)



Mr. Runk has over 45 years of experience in the design and construction management of major civil engineering projects, including roadways, bridges, sewer and water improvements, and flood control facilities, grading for public works projects, and construction of commercial and industrial buildings. Mr. Runk's specific responsibilities have included design, quality control, specifications, estimates, construction bid packages, construction coordination and management, cost analyses and cost control, scheduling, manpower forecasting, staffing, and marketing. He has also assisted public agencies and developers in the procurement of funding from the California Department of Transportation ("Caltrans") and other Federal and state agencies. Mr. Runk has provided engineering services to municipalities **across many states and cities, including the States of Arizona, Arkansas, Florida, New Mexico, and South Carolina.**

Mr. Runk has a proven track record of meeting schedules and adhering to budgets. Since joining DTA in 2000, he has worked with local agencies to resolve community issues and negotiate scope changes with contractors to ensure the timely and satisfactory completion of construction projects. He has also acted as the Project Manager for the establishment of ADs and preparation of numerous AB 1600 DIF justification studies. Mr. Runk specializes in preparing assessment apportionment formulas and fee studies for roads, storm drains, and water and wastewater facilities. **He has been involved in preparing needs lists and apportioning facilities costs for many of DTA's AB 1600 studies, including those in the Cities of Anaheim, Brawley, Coachella, Chino Hills, Hesperia, Paso Robles, San Luis Obispo, Tustin, and Victorville, as well as the County of San Bernardino and a number of water districts, including the San Gorgonio Pass Water Agency. He was also closely involved in DTA's previous work as the AB 1600 consultant for the County of Riverside.**

Mr. Runk specializes in preparing assessment apportionment formulas and fee studies for roads, storm drains, and water and wastewater facilities.

Prior to joining DTA, Mr. Runk, as the Senior Construction Manager for Holmes & Narver, Inc., successfully completed the construction of the SR-41 Freeway in Fresno County, which was the County's first Measure "C" sales tax-funded freeway. Prior to this project, Mr. Runk successfully completed the construction of the SR-71 Freeway in Chino/Chino Hills, California. This $98 million project was the first Measure "M" sales tax-funded project for the San Bernardino Associated Governments ("SANBAG"). Mr. Runk's responsibilities on both projects included contract management, quality control, public relations, cash flow analyses, project closeout, and compliance with Federal and State funding requirements.

Previously, Mr. Runk held positions with various public and private engineering entities in which he delivered projects requiring a wide variety of engineering expertise. He holds a B.S. in engineering from the University of California at Los Angeles and an M.S. in civil engineering from California State University at Long Beach. Mr. Runk is a registered Civil Engineer in the State of California.

**Hector Perez**
Senior Manager | Hector@FinanceDTA.com
Project Role – Task Specialist



Hector Perez has significant senior management experience in municipal government, health care, resource development, and the private and public sectors. For instance, he has experience with assessing and resolving community development issues, such as capital projects, water/wastewater capacity, sports complexes, traffic impacts, and neighborhood expansions. Mr. Perez has directed strategic planning and financial management responsibilities, budgeting strategy for facilities, technology, and capital expenditures for medium to larger organizations, including public agencies with operating budgets of $400 million and 3,000 employees. He has supervised construction projects that have included architects, construction companies, space planners, scheduling consultants, and engineers while providing day-to-day budget direction and management.

Mr. Perez has extensive experience working with municipal government staff members and departments (including countywide operations), volunteers, community activists, regulatory agencies, and elected officials.

Mr. Perez also has extensive experience working with municipal government staff members and departments (including countywide parks and recreation operations), volunteers, community activists, regulatory agencies, elected officials, and law enforcement. He has worked with numerous law enforcement offices to achieve staffing levels, inventory modernization, and neighborhood coverage throughout a comprehensive budget. In addition, Mr. Perez worked for a large county in Florida supporting the administration and commissioners with growth management issues, such as roadway expansion, building permits, and related DIFs. **He is responsible for projects in Florida, North Carolina, Texas, South Carolina, and the Southeast consisting of impact fees, PIDs, Special Assessment Districts, and their administration for developers and cities/counties**.

Mr. Perez has a bachelor's degree from Florida State University and a graduate certificate in non-profit management and innovation from the Sykes Graduate Business School at the University of Tampa. In addition, he completed the Certified Financial Planning Course Program at North Carolina State University. Notably, Mr. Perez is a member of AWWA and has the experience and work history of understanding and applying the best practices of AWWA and WEF in rate studies.

# 2 PROJECT APPROACH

All work to be completed will satisfy the requirements of Florida Statutes 163.31801 (the "Florida Impact Fees Act"). Notably, DTA has a comprehensive understanding of this legislation and has utilized it to establish nexus in fee studies for Hillsborough County and the City of Riviera Beach. In 2022, DTA updated the City of Rivera Beach's DIF study. The purpose of the study was to evaluate the existing fee levels and recommend appropriate fee justification methodologies and new fee levels with a legally supportable analysis based on current and projected demographics. The fees reviewed and updated included Fire and Rescue, Police, Public Buildings, Library, Parks, and Roads. Of specific concern to the City was the introduction of a new piece of legislation (HB 337) which was passed in June of 2021 and implemented retroactively to January 1, 2021. This new law placed limits on increases to impact fees and provided specific limitations on the amount by which a local government may increase its impact fees.

These limitations include the following:

- Impact fees may only be increased once every 4 years;
- Impact fees may be increased by no more than 50%;
- Increases between 25% and 50% must be phased-in over 4 years in four equal installments; and
- Increases less than 25% must be phased-in over 2 years in two equal installments.

The law also changed the current Florida Impact Fees Act by imposing a narrower definition of how impact fees are defined. In addition, HB 337 requires the Chief Financial Officer of the City to attest annually by affidavit that, to the best of his/her knowledge, all impact fees were collected and expended in compliance with the spending period provision in the local ordinance or resolution and that impact fee funds were used only to acquire, construct, or improve specific infrastructure needs. DTA was able to successfully work with the City Attorney to make sure that the DIFs generated in the study were in compliance with HB 337. **The updated fee study was presented to the City Council and approved unanimously in December 2022**. Please refer to **Appendix A** for a copy of the DIF Study prepared for the City.

## A Project Management Services

DTA's client contact and interaction continue beyond the basic deliverables. DTA is a customer and community-centric firm committed to excellence, quality products, and an open and interactive communication environment. We employ these practices in the workplace, in cities, counties, and towns, and with the many clients that we have served for 39 years. **DTA realizes that every client, like every person, is a distinct entity best understood and served in a direct and collaborative manner**.

DTA serves clients in small towns, medium-sized cities, and larger municipalities. Our service philosophy is three-pronged: we strive to know our customers, understand the communities we're privileged to serve, and always provide the best care, advice, and products. At DTA, we also understand that every project is different, and every outcome is special to our team. Our values of accountability, integrity, and excellence underlie all work performed.

DTA has assembled an experienced and capable team with expertise in each unique element of study requested by the City. As such, a key objective for this project will be to complete all tasks of the project within the agreed-upon budget and schedule. Time and time again, DTA has proven its ability to adhere to contract agreements and understand the importance of good project management. A number of key strategies employed for all of DTA's clients are listed below:

- Reviewing prior studies and effectively managing data requests and data gathering/consolidation;
- Ensuring key stakeholder input is received prior to writing any reports, so work need not be duplicated;
- Leveraging technology to request and track information from various sources and stakeholders;
- Setting up standing conference calls (i.e., weekly, bi-weekly), in addition to scheduled meetings with City staff in order to stay on track with tasks and deliverables and discuss critical project elements; and
- Preparing internal report drafts for City staff review and discussion on conference call(s).

DTA utilizes the software application BQE CORE to track project expenditures. This program is always available to DTA's employees and provides detailed project information ranging from the execution of the contract to completion of the project. To manage this contract effectively in terms of team performance, schedule compliance, and budget adherence, Mr. Wekwete, DTA's Primary Project Manager, will utilize these tools:

- Bi-weekly assignment checklists throughout the life of the contract to ensure each task remains on schedule by utilizing proper staffing assignments.
- Consistent communication with City staff via e-mail, telephone, and in-person meetings, as needed.
- Weekly budget review to ensure no budget overruns occur. DTA's customized accounting system will enable us to track the expenditures to date each week and ensure budget compliance.
- Regular meetings with City staff to discuss progress and any issues and receive guidance.

At DTA, all our multidisciplinary team members come from diverse backgrounds, and we put people first. We pride ourselves on developing strong relationships with our clients and working closely with them to understand the big picture and goals they want to achieve as a result of our engagement, as well as how DTA's work may impact other initiatives both now and in the future. We understand that public finance is about ensuring that communities can thrive by assessing what the best solution is for the community as a whole and what will help the community reach and sustain infrastructure growth goals.

DTA brings a practical perspective combined with real-world experience in working with municipalities, which gives us the ability to understand and communicate with all stakeholders throughout the process. Regarding our engagement approach, we will work closely with City leadership to engage with property owners, business owners, and community leaders to understand any issues or pressure points, as well as what is envisioned for the future.

Finally, DTA will provide independent and objective work products. Our firm regularly reviews legal opinions, regulations, and statutes that impact or modify public finance-related case law. Thus, DTA is committed to providing deliverables that reflect the most current developments in public finance and real property law.

## B Project Approach

DTA would provide all-inclusive professional and technical support to the City in developing a conceptual project scope and reviewing any existing City DIF studies related to General Plans, Specific Plans, and the Capital Improvements Plan, in addition to preparing a comprehensive review of required impact fee levels documented in the formal Nexus Study prepared under the Florida Impact Fees Act and HB 337. Having been subjected to legal and developer scrutiny, DTA has developed a streamlined approach and methodology that establishes a rational and substantial nexus between new development and the need for public facilities.

DTA's Final Report shall not address whether any current or proposed DIFs are valid under the U.S. Constitution's Fifth Amendment Takings Clause. On April 12, 2024, in *Sheetz v. County of El Dorado* (2024), the U.S. Supreme Court held that its decisions in *Nollan v. California Coastal Comm'n* (1987) 483 U.S. 825 and *Dolan v. City of Tigard* (1994) 512 U.S. 374 apply to legislatively imposed conditions on land-use permits. That said, the Supreme Court left it to the California appellate court on remand to address the validity of the traffic impact fee at issue in the case and determine how to apply *Nollan/Dolan* in this context. DTA cannot predict how courts will resolve such issues in the future and is providing no services or guarantees of any kind concerning the validity of any impact fees under the U.S. Constitution's Fifth Amendment Takings Clause.

In determining a reasonable nexus for each specific type of public facility, DTA will utilize one or more of the methodologies discussed below depending upon the data and other information available from the City and its current infrastructure policies. All the fee methodologies employ the concept of an Equivalent Dwelling Unit ("EDU") to allocate benefit among various land use classes. EDUs are a means of quantifying different land uses in terms of their equivalence to a residential dwelling unit, where equivalence is measured in terms of potential infrastructure use or benefit from each type of public facility. For many types of facilities, EDUs are calculated based on the number of residents or employees generated by each land use class. For other facilities, different measures, such as the number of service calls, quantity of trip miles, or amount of storm water run-off, more accurately represent the benefit provided to each land use class. Transportation facilities typically demand EDU calculations predicated on a per unit or per trip basis. The three types of fee methodologies used by DTA to establish EDUs for a public facility within a typical Florida Impact Fees Act-compliant study are based on either an existing Infrastructure Plan, a predetermined capacity amount, or a generic standard.

**Plan-Based Fees**: The first method of apportioning fees is based on a "Plan," such as a Master Plan of Facilities, that identifies a finite set of improvements. These Facilities Plans generally identify a finite set of facilities needed by the public agency and are developed according to assessments of facilities needs prepared by staff and/or outside consultants and adopted by the public agency's legislative body. With this plan-based approach, specific costs can be projected and assigned to all land uses planned in the future, often with a specific time period in mind that reflects new development projections. In preparing an impact fee analysis, facilities costs can be allocated in

proportion to the amount of demand caused by each type of future development. It works well when it is difficult to measure the actual service needed by a land use type or where capacity cannot be directly related to demand. These plan-based fees are typically per unit assessments. This type of plan-based approach is generally preferable to the two other approaches to cost allocation listed below, but it does require the existence of a Facilities Plan, which is not always available.

**Capacity-Based Fees:** A second method of fee assessment is based on the "capacity" of a service or system, such as a water tank or a sewer plant. This kind of fee is not dependent on a particular Land Use Plan (i.e., amount or intensity), but rather it is based on a rate or cost per unit of capacity that can be applied to any type of development as long as the system has adequate capacity. This type of fee is useful when the costs of the facility or system are unknown at the outset, but it requires that the amount of capacity used by a particular land use type be measurable or estimable. Capacity-based impact fees are assessed based on the demand rate per unit.

**Standard-Based Fees:** A third method of assessing fees is based on "standards" where costs are based on units of demand. This method establishes a generic unit cost for capacity, which is then applied to each land use per unit of demand. Parks are an excellent example of this type of fee structure. For example, a municipality may find that it currently provides five acres of parkland per thousand residents, which it may then require for all new residential development. Thus, this standard is not based on cost but rather on a standard of service. This methodology provides several advantages, including not needing to know the cost of a specific facility, identifying how much capacity or service is provided by the current system, or having to commit to a specific size of facility.

In preparing its analysis, DTA will apply one or more of these three methodologies to each facility type to generate applicable fee levels. However, the results of our quantitative analysis will be tempered by real-world factors to be at least considered by the City prior to the adoption of revised fee levels.

## C Proposed Scope of Services

Work products stemming from the work plan described in this section will include a memorandum ("memo") detailing the findings and methodologies of the growth analysis, a memo summarizing the fee methodology options, and the Draft and Final Reports.

### Task 1 – Development of Project Strategy and Kickoff Meeting

DTA staff will meet with City staff in a virtual project kickoff meeting to finalize the details of the project, deliverables, timetables, and tasks, discuss the fee methodologies and best practices, identify needed information (i.e., reports, project/needs lists, stakeholder groups, data, etc.), prepare the final schedule, discuss the public process, and resolve other concerns, as appropriate.

### Task 2 – Develop Population and Dwelling Unit Projections

DTA will compile and document existing and future population, planning, and development estimates for the City. The projections resulting from this task will ultimately calculate fee levels. At this stage, DTA will evaluate City resources, influences, all factors affecting the existing Fee Study, and pertinent impact fee(s) as outlined by the City (including Parks and Recreation, General Government, Police, and Fire Protection Impact Fees). This task comprises four subtasks.

2A **Population Projections**: DTA will gather existing information on present and future

population for the City from various sources, including staff, the General Plan, existing Master Plans, the Capital Improvements Plan, the U.S. Census, the Florida Department of Transportation, University of Florida Bureau of Economic and Business Research, the Florida Department of Financial Services, and from other data sources, as needed.

2B **Conduct Entitlement Research and Projections**: DTA will coordinate with City staff to determine existing and future residential and non-residential development within the City over the planning horizon. To complete this subtask, DTA will review the General Plan/Capital Improvements Plan and related plans to determine expected development land use patterns in the City, assess City records to identify existing entitlements for dwelling units and commercial/industrial development, and project the number of new dwelling units and commercial/industrial development based on existing entitlements and population projections for the next 20 years, or such other target year as selected by City staff.

2C **Review Current City Fee Structure**: DTA shall review and summarize the City's current development fee structures, City policies and procedures, and other regulatory requirements affecting potential fee structures and revenue program requirements.

2D **Review Prior City Fee Justification Studies**: DTA shall review the approach and methodology utilized in prior City fee justification studies so they can be evaluated in light of the City's current needs.

**Task 3 – Review Facility/Capital Needs and Levels of Service**

This task entails the review of the facilities and capital needs required to serve new development in the study area projected in Task 2. DTA will use existing City materials (and any relevant reports) as base documents and focus our effort on updating this information.

For any fee program to be comprehensive in its scope, it is necessary to complete a thorough identification and review of all the facilities that will be impacted by additional growth, including those already discussed in the General Plan or Capital Improvements Plan. This task will require close coordination with all appropriate City departments.

3A **Survey/Interview City Staff**: DTA shall survey/interview City staff to review projected facilities in the City, along with major equipment needs, the timing at which improvements will be needed, and any physical data that would assist in developing the costs estimated below in Subtask 3C. Based upon the results of the surveys and interviews, DTA will verify and, if appropriate, expand the list of new facilities found in the General Plan or Capital Improvements Plan to be included within the fee program for the City.

3B **Facilities List**: Based on the information collected in Subtask 3A, DTA shall prepare a facilities needs list that details the new facilities and equipment to serve new development in the City.

3C **Review Cost Estimates**: DTA's engineering and technical staff will, as necessary, consult with City department heads and/or engineering staff or equivalent to ascertain and understand in-house cost data for existing and projected facilities and equipment, review and/or refine existing cost data, examine major sources of revenue to fund the construction of new public facilities, and provide a proportional estimate between projected costs for new facilities and estimated revenue from mitigation fees and other sources.

**Task 4 – Growth Analysis**

DTA will analyze current and anticipated growth forecasts and the CIPs for the City. We shall provide a determination as to whether the current and anticipated future growth of the City is proportionately funding the additional infrastructure needed to accommodate it with existing revenue sources. The analysis shall include detailed explanations of the findings and methodologies used to make the determination.

**Deliverable**: Memo Detailing the Findings and Methodologies of the Growth Analysis

**Task 5 – Develop Methodology for Calculating New Fee Amounts**

This task entails developing the methodology used to establish the fee amount for each fee component to the extent appropriate. There are two critical issues that must be considered in developing a fee program. The fee program must generate revenues in a timely manner and the methodology must meet the nexus or benefit requirements of the Florida Impact Fees Act and HB 337. It is critical that any fee established be legally defensible.

DTA's Fee Study methodology must meet the nexus or benefit requirements of the Florida Impact Fees Act, which requires that there be a nexus between the fees imposed, use of the fees, and development projects on which the fees are imposed. Furthermore, there must be a relationship between the amount of the fee and cost of the improvements. Implicit in these requirements is a stipulation that a public agency cannot impose a fee to cure existing deficiencies in public facilities or improve public facilities beyond what is required based on the specific impacts of new development. The benefit methodology established in this task will be documented in the Final Report.

DTA will recommend a Fee Expenditure Plan to ensure that projects can be fully funded and implemented within any required time limits for expenditures of such funds and possible flexibility to allow collected fees to be used to provide the City with a match for grant applications. Finally, the memo will include recommendations for methodology and next steps. Upon review and discussion by City staff, a methodology will be selected.

**Deliverable:** Memo Summarizing the Fee Methodology Options

**Task 6 – Determine Fee Levels**

This task entails calculating the fee amounts based upon the dwelling unit and commercial/industrial development projections completed in Task 2, facilities needs and costs determined in Task 3, and methodology selected in Task 5.

6A **Calculate Recommended Fee Amounts***:* DTA shall calculate fees for the City by inputting the data compiled under the preceding tasks and computing each fee to be levied. This work will be done in a spreadsheet format that can be updated annually. **DTA will also evaluate this data in comparison to surrounding and comparable cities so as to arrive at comparable and acceptable fee levels.**

6B **Document Fee Derivation***:* DTA shall document the methodology utilized for the fee calculation model that can be understood by the City and public. DTA shall prepare written statements documenting the validity of the methodology for deriving each of the fees for

the City. These statements will be made to meet the requirements of the Florida Impact Fees Act, including HB 337, and documented in the Final Report discussed below.

**Task 7 – Prepare Draft and Final Reports**

This task entails the preparation of the Draft and Final Reports for consideration by the City Commission and City staff.

7A Based on the work completed in Tasks 1-5, DTA will prepare the Draft Report for review and consideration by City staff. The Draft Report will be prepared under the standards of the Florida Impact Fees Act (including HB 337) and is expected to include an executive summary, population projections, a facilities and improvements list, areas of benefit (if applicable), fee calculations, recommended fee levels, and the suggested process for keeping fees current. The report shall also contain full fee schedule tables showing input data and interim calculation results, as well as abbreviated fee schedule tables.

7B **Prepare Final Report**: Based on the incorporation of City staff comments on the Draft Report, DTA will prepare the Final Report for presentation to the City Commission and City staff.

**Deliverables**: Draft and Final Reports

**Task 8 – Outline Tasks Required for the Implementation and Administration of the Fee Program**

DTA will prepare a list of tasks required of the City once they have adopted their new fee program. These tasks include the determination of actual fee levels if the City decides not to impose the maximum fee levels allowed under the Fee Study, the implementation of the fee credit program, and other issues the City may face when carrying out the fee program. In addition, DTA shall prepare a Draft Ordinance to adopt the fee program, subject to review and approval by the City 's legal counsel.

**Deliverable**: Draft Ordinance

**Task 9 – Attend Up to Three (3) In-Person Meetings, Plus Regular Virtual Meetings for Bi-Weekly Updates**

This task entails attendance at a total of three (3) in-person meetings/workshops with City staff, focus groups, stakeholders, and the City Commission to present information regarding the status of the impact fee program update, draft study, and Final Report to obtain input, in addition to a virtual kickoff meeting. DTA will also be prepared to lead meetings and workshops with selected groups to gain better project understanding, gauge community sentiment, and determine the key objectives. During these meetings, DTA will consider community and stakeholder input. For this purpose, DTA will develop handouts for these meetings that summarize the findings and analysis from the Public Review Draft. DTA staff shall also schedule standing conference calls (i.e., weekly or bi-weekly) with City staff to stay on track with tasks and deliverables, to the extent allowable under the proposed maximum budget.

## D Project Timeline

DTA's typical schedule of tasks for a DIF program/Fee Study is outlined below. Given the City's desired project timeline, this timeline of events can and will be completed within the proposed time frame according to the City's specifications. **Notably, the firm shall provide ongoing communication, education, and outreach throughout the duration of the project. DTA is able to begin work with minimal notice.**

**Table 5: Proposed Schedule**

| Task | Description | Weeks 1 to 5 | Weeks 6 to 9 | Weeks 10 to 13 | Weeks 14 to 18 | Weeks 19 to 22 | Weeks 23 to 25 | Week 26 |
|---|---|---|---|---|---|---|---|---|
| 1 | Development of Project Strategy and Kickoff Meeting | | | | | | | |
| 2 | Develop Population and Demographic Projections | | | | | | | |
| 3 | Review Facility/Capital Needs and Levels of Service | | | | | | | |
| 4 | Growth Analysis | | | | | | | |
| 5 | Develop Methodology for Calculating New Fee Amounts | | | | | | | |
| 6 | Determine Fee Levels and Generate Cash Flow Analysis | | | | | | | |
| 7 | Prepare Draft and Final Reports | | | | | | | |
| 8 | Outline Tasks Required for the Implementation and Administration of the Fee Program, Including the Preparation of a Draft Ordinance | | | | | | | |
| 9 | Attend Three (3) In-Person Meetings and Virtual Meetings, Plus Regular Virtual Meetings for Bi-Weekly Updates | | | | | | | |
| Ongoing | Communication, Education, and Outreach of Project | | | | | | | |

## 3 PRICE FORM

Fees for services shall be charged on an hourly basis according to the rates set forth in the **fee schedule** below, with invoices being submitted to the City monthly. The estimated fee for services is not to exceed **$52,325** for the Fee Study, including out-of-pocket expenses. Further work at that point would require additional fees. Fees for services shall be charged according to the professional services fee schedule identified in Table 6.

**Table 6: DTA's Fee Schedule**

| Labor Category | Labor Rate |
|---|---|
| President/Managing Director | $300/Hour |
| Senior Vice President | $275/Hour |
| Vice President | $250/Hour |
| Senior Manager | $210/Hour |
| Manager | $200/Hour |
| Senior Associate | $190/Hour |
| Associate III | $175/Hour |
| Associate II | $165/Hour |
| Associate I | $150/Hour |
| Research Associate II | $140/Hour |
| Research Associate I | $125/Hour |

Additional meetings [more than the three (3) in-person meetings specified in the Scope of Services, plus a virtual kickoff meeting] shall be billed on a time and materials basis. **DTA staff shall also schedule standing conference calls (i.e., weekly or bi-weekly) with City staff to stay on track with tasks and deliverables, to the extent allowable under the proposed maximum budget**.

Out-of-pocket and administrative expenses are included in the maximum budget and shall be equal to 3% of DTA's billings for labor, plus travel expenses and any outside vendor payments. All hourly rates for services apply through June 30, 2025, and are subject to a cost-of-living increase. On or about the first two weeks of each month during which consulting services are rendered hereunder, DTA shall present to the City an invoice covering the current consulting services performed and reimbursable expenses incurred pursuant to this Notice of Authorization. Invoices shall be paid by the City within 30 days of the date of each invoice. A 1.2% charge may be imposed monthly against accounts that are not paid within 45 days of the date of each invoice. The prevailing party in any legal action brought by one party against the other and arising out of this Consultant Agreement shall be entitled, in addition to any other rights and remedies it may have, to reimbursement for its expenses, including court costs and reasonable attorneys' fees.

## A Information to be Provided by the City

DTA requests that the following information be provided by the City at no charge and in a timely manner such that the project does not extend beyond 6 months from the date of authorization to proceed:

- Identification of offsetting revenue sources to fully understand financing options;
- The City's General Plan, any Specific/Master Plans, Development Agreements, and data regarding existing entitlements;
- To the extent available, detailed description of the proposed public facilities, including the facility name and number of square feet, acres, etc. (as applicable for each type of facility);
- Inventory of completed facilities within the City, including type, size, and location of facility;
- Cost estimates for proposed facilities (DTA anticipates that the City's cost data and estimates will be reviewed by DTA staff and discussed with City staff);
- Existing City Fee Ordinances and/or Resolutions, as applicable, and administrative decisions related to permitting, building, and the development community; and
- Identification of any committed revenue sources pledged to fund proposed facilities.

## B Disclaimer

While DTA has a fiduciary responsibility as a licensed Municipal Advisor, DTA is not, unless otherwise stipulated, acting as the City's Municipal Advisor. The services discussed herein do not constitute any financial advice or fall under the category of municipal advisory services as defined by the SEC.

## C Limitations

The labor costs in the table above include attendance at a total of three (3) in-person meetings with City staff, stakeholders, and the City Commission. Attendance at more than three (3) in-person meetings, detailed written responses to resolve disputes, or the preparation of more than one set of major revisions to the Draft Report will be classified as additional work and may require further billing at the hourly rates identified in Table 6 if the maximum fee levels have been exceeded.

Other examples of additional work shall include:

- Additional analyses based on revised assumptions requested by the City, including possible changes in the facilities needs list, infrastructure costs, population projections, and related data once the preparation of the Draft Report has been initiated, in addition to adjustments to assumptions once the Draft Report has been approved;
- Negotiations with stakeholders once the Final Report has been prepared;
- Time expended related to obtaining data assigned to the City under "Information to be Provided by the City," to be provided upon a Notice of Authorization to Proceed;
- Actual implementation of the fee program;
- Any work related to litigation or any claim or liability arising out of or incident to the April 12, 2024, U.S. Supreme Court decision in *Sheetz vs. County of El Dorado* asking the California courts to reevaluate impact fees adopted under the California Mitigation Act to

ensure they do not violate the U.S. Constitution's Fifth Amendment Takings Clause, including but not limited to expert witness services; and

- Reproduction of more than five bound copies of the Final Report.

The maximum fees listed above assume the review and implementation of the fee program with a schedule between the initiation of services and public outreach that is within the proposed time frame according to the City's specifications.

# 4 REQUIRED PROPOSAL FORMS

The following forms have been fully filled out and signed by a person with authority to bind the firm and are enclosed hereto in **Appendix B**:

- Signed Request for Proposals;
- Acknowledgement of Terms, Conditions, and Addenda;
- Reference Form;
- Contractor Affidavit Regarding Scrutinized Company List;
- W-9 Form;
- Public Entity Crimes Form;
- Conflicts of Interest Affidavit;
- Non-Collusion Affidavit; and
- Drug-Free Workplace Form.

# APPENDIX A

City of DeLand, FL
Request for Proposals
RFP-24-04
Impact Fee Study



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## CITY OF RIVIERA BEACH

Report Date March 14, 2022

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# CITY OF RIVIERA BEACH

# DEVELOPMENT IMPACT FEE JUSTIFICATION STUDY

**Prepared for:**

**City of Riviera Beach**

600 W. Blue Heron Blvd.

Riviera Beach, FL 33404

**MGT Consultants of America**

4320 West Kennedy Boulevard

Tampa, FL 33609

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# I EXECUTIVE SUMMARY

In order to adequately plan for new development and identify the public facilities and costs associated with mitigating the direct and cumulative impacts of new development, MGT Consultants and DTA were retained by the City of Riviera Beach (the "City") to update the existing Development Impact Fee ("DIF" or "Impact Fee") program by preparing a new fee justification study (the "Fee Study"). The previous DIF Study was completed in July of 2004 with the current fees based on the findings of that Study. The City then established these fees under Ordinance 2977. In addition, amendments to that ordinance regarding fees for police and roads were adopted in 2005. The Fee amounts to be determined by this Study will finance fire and rescue, police, public buildings, libraries, parks, and roads at levels identified by the various City departments as being necessary to meet the needs of new development through 2040. The purpose of this Fee Study will be to establish a nexus between the anticipated development and Future Facilities for the City through 2040, and to ensure that all new development within the City is required to pay its "fair share" of the Future Facilities. The Impact Fees generated in this Fee Study are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The DIF amounts to be determined will be at levels identified as being necessary to meet the needs of new development through 2040.

## A Organization of the Fee Study

This Fee Study will be presented in the following seven sections:

- Section I contains an Executive Summary and provides a brief introduction to the Fee Study and includes an overview of the proposed fees.
- Section II is an Introduction that includes a brief description of City surroundings and background information on development fee financing.
- Section III provides an overview of the legal requirements for implementing and imposing the development impact fee amounts identified in the Fee Study and satisfies the nexus requirements for each facility included as part of this Fee Study. Included is a discussion of the findings requirements necessary to be satisfied when establishing, increasing, or imposing a fee as a condition of new development.
- Section IV includes a discussion of land use characteristics and demand variables of projected new development such as the number of housing units and the number of non-residential building square feet, assuming current growth trends in residential and non-residential development projected through 2040.
- Section V contains the description of the methodology used to determine the Impact Fees for Future Facilities and presents the fees for each of the land use types.
- Section VI presents the calculation of the Development Impact Fees for each land use.

- Section VII presents a summary of the Development Impact Fees.

This Fee Study also includes an appendix section presenting the calculations and other relevant material used to determine the findings presented in this Fee Study, as noted below:

- **Appendix A** includes the calculations used to determine the various Development Impact Fee levels.
- **Appendix B** includes the Calculated Maximum Impact Fees and the Assigned Development Impact Fee Schedule per Statute.
- **Appendix C** includes the Facilities Inventory and Needs List used to determine the various Development Impact Fee levels.

## B Development Impact Fee Summary

Per the results of this Study, the total fee amounts required to finance new development's share of Future Facilities are identified in **Table ES-1** below. Fees presented in this Fee Study reflect the maximum fee levels that may be imposed on new development. Residential fees are listed as per unit and non-residential fees are per 1,000 square feet. (The only exceptions are Racquet Club fees which are per court and Service Station fees are per Fueling Station) Based on the findings in this Fee Study, the following recommendations are presented.

- The City should establish the following proposed Development Impact Fees to allocate the costs of providing infrastructure facilities to new development.
- The City should comply with the recently passed Florida Impact fee legislation (HB 337) which places certain limits on increases to impact fees and provides specific limitations on the amount by which a local government may increase its impact fees. The limitations operate retroactively to January 1, 2021, and are as follows:
  - Impact fees may only be increased once every four years;
  - Impact fees may be increased by no more than 50%;
  - Increases between 25% and 50% must be phased-in over four years in four equal installments; and
  - Increases less than 25% must be phased-in over two years in two equal installments.
- The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for either an annual inflationary adjustment based upon the Engineering News-Record ("ENR") Construction Cost Index and/or an annual adjustment based upon current Florida law.

Table ES-1: Development Impact Fee Summary (New Proposed Fees)

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| **Single Family Residential (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $1,129.35 | $3,157.80 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $1,350.23 | $3,756.50 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $1,550.57 | $4,394.97 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $1,771.06 | $5,089.39 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $1,948.88 | $5,642.09 |
| **Multi-Family Residential (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $501.93 | $2,530.38 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $600.10 | $3,006.37 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $689.14 | $3,533.55 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $787.14 | $4,105.47 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $866.17 | $4,559.38 |
| **Mobile Home (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $524.75 | $2,553.20 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $627.38 | $3,033.65 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $720.47 | $3,564.87 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $822.92 | $4,141.25 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $905.54 | $4,598.75 |
| | | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | | |
| Hotel / Motel | $395.87 | $84.56 | $46.26 | - | $537.15 | $340.64 | $1,404.47 |
| Drive in Bank | $325.46 | $89.27 | $238.56 | - | - | $5,748.20 | $6,401.48 |
| Mini-Warehouse | $325.46 | $14.01 | $12.81 | - | - | $911.89 | $1,264.17 |
| Movie Theater | $325.46 | $89.27 | $275.33 | - | - | $65.19 | $755.23 |

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Racquet Club (Per Court) | $325.46 | $89.27 | $205.79 | - | - | $1,623.32 | $2,243.82 |
| Church / Synagogue | $325.46 | $89.27 | $49.04 | - | - | $366.58 | $830.33 |
| Day Care Center | $325.46 | $89.27 | $238.56 | - | - | $2,226.11 | $2,879.39 |
| Quality Restaurant | $395.87 | $89.27 | $275.33 | - | - | $3,063.70 | $3,824.15 |
| High Turnover Sit Down Restaurant | $395.87 | $89.27 | $275.33 | - | - | $4,438.89 | $5,199.35 |
| New Car Sales | $395.87 | $89.27 | $133.10 | - | - | $1,427.06 | $2,045.29 |
| | | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | | |
| ≤10,000 | $277.64 | $78.08 | $105.87 | - | - | $1,849.50 | $2,311.08 |
| 10,01 - 49.999 | $277.64 | $78.08 | $105.87 | - | - | $1,261.50 | $1,723.08 |
| 50000 | $277.64 | $78.08 | $105.87 | - | - | $1,261.50 | $1,723.08 |
| 50,001 - 74,999 | $277.64 | $78.08 | $116.06 | - | - | $1,261.50 | $1,733.27 |
| 75,000 - 99,999 | $279.14 | $79.58 | $116.06 | - | - | $1,149.00 | $1,623.77 |
| 100,000 - 149,999 | $277.64 | $78.08 | $144.72 | - | - | $1,093.50 | $1,593.93 |
| 150,000 - 199,999 | $277.64 | $78.08 | $141.02 | - | - | $981.00 | $1,477.73 |
| 200,000 - 399,999 | $277.64 | $78.08 | $139.17 | - | - | $924.00 | $1,418.88 |
| 400,000 - 499,999 | $277.64 | $78.08 | $139.17 | - | - | $784.50 | $1,279.38 |
| 500,000 - 599,999 | $277.64 | $78.08 | $139.17 | - | - | $756.00 | $1,250.88 |
| 600,000 - 699,999 | $277.64 | $78.08 | $139.17 | - | - | $700.50 | $1,195.38 |
| 700,000 - 799,999 | $277.64 | $78.08 | $139.17 | - | - | $700.50 | $1,195.38 |
| 800,000 and over | $277.64 | $78.08 | $139.17 | - | - | $672.00 | $1,166.88 |
| | | | | | | | |
| Medical Offices | $277.50 | $78.08 | $224.94 | - | - | $1,909.51 | $2,490.02 |
| Hospitals | $277.50 | $78.08 | $192.95 | - | - | $926.03 | $1,474.55 |
| Nursing Homes | $277.50 | $78.08 | $23.93 | - | - | $199.62 | $579.12 |

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | | |
| General Warehouse | $207.99 | $18.48 | $36.41 | - | - | $561.00 | $823.88 |
| Warehousing | $68.73 | $14.75 | $28.82 | - | - | $393.00 | $505.29 |
| | | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | | |
| ≤10,000 | $337.70 | $89.27 | $271.59 | - | - | $3,982.37 | $4,680.92 |
| 10,01 - 49.999 | $337.70 | $89.27 | $271.59 | - | - | $3,982.37 | $4,680.92 |
| 50,000 | $337.70 | $89.27 | $271.59 | - | - | $2,280.06 | $2,978.61 |
| 50,001 - 69,999 | $337.70 | $89.27 | $271.59 | - | - | $2,280.06 | $2,978.61 |
| 70,000 - 99,999 | $337.70 | $89.27 | $264.72 | - | - | $1,991.19 | $2,682.87 |
| 100,000 - 199,999 | $337.70 | $89.27 | $262.07 | - | - | $1,808.91 | $2,497.94 |
| 200,000 | $337.70 | $89.27 | $275.33 | - | - | $1,474.47 | $2,176.76 |
| 300,000 | $337.70 | $89.27 | $275.33 | - | - | $1,322.30 | $2,024.59 |
| 400,000 | $337.70 | $89.27 | $275.33 | - | - | $1,231.17 | $1,933.45 |
| 500,000 | $337.70 | $89.27 | $275.33 | - | - | $1,185.60 | $1,887.88 |
| 600,000 | $337.70 | $89.27 | $275.33 | - | - | $1,140.03 | $1,842.31 |
| 800,000 | $337.70 | $89.27 | $275.33 | - | - | $1,094.46 | $1,796.75 |
| 1,000,000 | $337.70 | $89.27 | $275.33 | - | - | $1,079.00 | $1,781.28 |
| 1,200,000 | $337.70 | $89.27 | $275.33 | - | - | $1,064.35 | $1,766.64 |
| Pharmacy with Drive Thru | $337.70 | $89.27 | $266.69 | - | - | $1,292.20 | $1,985.84 |
| Fast Food Restaurant | $337.70 | $89.27 | $275.33 | - | - | $6,353.57 | $7,055.85 |
| Service Station per Fueling Station | $337.70 | $89.27 | $68.21 | - | - | $1,565.61 | $2,060.77 |
| Convenience Retail | $337.70 | $89.27 | $275.33 | - | - | $6,870.28 | $7,572.57 |

# II INTRODUCTION

Incorporated in 1922, the City of Riviera Beach ("the City") is located along the Atlantic shores of southeast Florida in Palm Beach County. Due to the location of its eastern boundary, it is the easternmost municipality in the Miami metropolitan area. The City is located in the southeast portion of the state and covers approximately 9.8 square miles and is home to a population of over 36,000 people. The eastern part of the City includes most of Singer Island, a peninsula on the Atlantic coast of Palm Beach County, Florida, which is separated from the mainland portion of the City by Lake Worth Lagoon.

In order to adequately plan for new development and identify the public facilities and costs associated with mitigating the direct and cumulative impacts of new development, MGT Consultants and DTA were retained by City of Riviera Beach (the "City") to update the existing Development Impact Fee ("DIF" or "Impact Fee") program by preparing a new fee justification study (the "Fee Study"). The previous DIF Study was completed in July of 2004 with the current fees based on the findings of that Study. The City then established these fees under Ordinance 2977. In addition, amendments to that ordinance regarding fees for police and roads were adopted in 2005. The Fee amounts to be determined by this Study will finance fire and rescue, police, public buildings, libraries, parks, and roads at levels identified by the various City departments as being necessary to meet the needs of new development through 2040. The purpose of this Fee Study will be to establish a nexus between the anticipated development and Future Facilities for the City through 2040, and to ensure that all new development within the City is required to pay its "fair share" of the Future Facilities.

The Impact Fees generated in this Fee Study are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The DIF amounts to be determined will be at levels identified as being necessary to meet the needs of new development through 2040.

Fees are calculated to fund the cost of facilities needed to meet the needs of new development. The steps followed in the Fee Study include:

1. **Demographic Assumptions**: Identify future growth that represents the increased demand for Future Facilities;
2. **Facility Needs and Costs**: Identify current facilities inventory to determine Level of Services (LOS) requirements and determine the Future Facilities required to support new development and the costs of such facilities;
3. **Cost Allocation**: Allocate costs per equivalent dwelling unit or equivalent benefit unit; and
4. **Fee Schedule**: Calculate the Development Impact Fee amount per residential unit and per thousand square feet for non-residential development.

# III LEGAL REQUIREMENTS TO JUSTIFY DEVELOPMENT IMPACT FEES

## A Legal Standards Overview and History

The levy of impact fees is one authorized method of financing the public facilities necessary to mitigate the impacts of new development. They are one-time fees paid by all new development to help pay for the infrastructure needed by that new development. Fees are typically paid by developers, builders, or other property owners that are seeking to develop property. In this manner, developers, and property owners pay their "fair share" of needed capital facilities. An impact fee may be levied for each type of capital improvement required for new development, with the payment of the fee typically occurring prior to the beginning of construction of a dwelling unit or non-residential building. Fees are often levied at final map recordation, upon the issuance of a Certificate of Occupancy, or more commonly, at building permit issuance.

In Florida, in order for an impact fee to be a constitutional fee and not an unconstitutional tax, the fee must meet a dual rational nexus test, in that the local government must demonstrate the impact fee is proportional and reasonably connected to, or has a rational nexus with: (a) the need for additional capital facilities and the increased impact generated by new residential or commercial construction; and (b) the expenditures of the funds collected and the benefits accruing to new residential or nonresidential construction.

Since the 1980s, legal requirements related to impact fees in Florida have been primarily established through case law rather than state statute. Impact fees needed to comply with the "dual rational nexus" test which required that they are supported by a study demonstrating that the fees are proportionate in amount to the need created by the new development paying the fee; and that the funds are spent using an established and recognized procedure that directs a proportionate benefit to new development, which is typically accomplished through establishment of benefit districts (if needed and appropriate) and a list of capacity-adding projects included in the City's Capital Improvement Plan, Capital Improvement Element ("CIE"), Annual or Multi-Year Report, or another Planning Document/Master Plan.

In 2005, realizing the need for a more formal and comprehensive fee justification process, the Florida Legislature created the Florida Impact Fee Review Task Force ("Task Force") to study the issue. The 15-member Task Force was charged with surveying the current use of impact fees, reviewing current impact fee case law, and making recommendations as to whether statutory direction was necessary with respect to specific impact fee topics. Despite the effort to codify the implementation of impact fees, the Task Force eventually voted against recommending statutory guidance regarding the legal burden of proof for impact fee ordinance challenges. However, in 2006, the Legislature reexamined the issue and enacted s. 163.31801, F.S., the Florida Impact Fee Act to provide requirements and procedures to be followed by a county, municipality, or special district when it adopts an impact fee.

In use throughout the state, the Florida Impact Fee Act has been amended several times over the years; in 2009, 2011, 2019, and 2020 and currently states that an impact fee adopted by ordinance of a county or municipality or by resolution of a special district must, at a minimum, satisfy the following conditions:

1. The calculation of the impact fee must be based on the most recent and localized data.
2. The local government must provide for accounting and reporting of impact fee collections and expenditures. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity must account for the revenues and expenditures of such impact fee in a separate accounting fund.
3. Administrative charges for the collection of impact fees must be limited to actual costs.
4. The local government must provide notice not less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A county or municipality is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing a new or increased impact fee.
5. Collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.
6. The impact fee must be proportional and reasonably connected to, or have a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.
7. The impact fee must be proportional and reasonably connected to, or have a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.
8. The local government must specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.
9. Revenues generated by the impact fee may not be used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

As noted, the dual rational nexus test requires the local government ordinance or resolution imposing the impact fee to earmark the funds collected for acquiring the new capital facilities necessary to benefit the new development.

## B Exceptions and Credits

The legislature recognized the need to provide for affordable housing, therefore the Florida Impact Fee Act allows a county, municipality, or special district to provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it does not have to use any revenues to offset the impact.

In addition, in any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h) 2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government. (Notably, the Florida Impact Fee Act does not apply to water and sewer connection fees).

Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and receives benefits from the improvement or contribution that generated the credits.

Finally, besides the items that must be reported in the annual financial reports under s. 218.32, a county, municipality, or special district must report the following data on all impact fees charged: (a) the specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools; (b) the impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage; (c) the amount assessed for each purpose and for each type of dwelling; (d) the total impact fees charged by type of dwelling; and (e) each exception and waiver provided for construction or development of housing that is affordable.

The City of Riviera Beach will issue an Impact Fee credit if a new structure is built on vacant property that was previously occupied by a structure. The credit may be used to pay impact fees for new development on the same parcel. The credits are not fungible. For example, road impact fee credits may only be applied against new road impact fee assessments and so on. Once the credits are exhausted, impact fees must be paid in cash. In addition, the credit assumes the previously existing structures have been demolished or will be demolished prior to the issuance of the Certificate of Occupancy for the new development.

## C Recent Developments

Using impact fees is still a subject of debate in the state and there are interests on both sides of the fee issue, including municipalities and developers, debating on how the fees are to be implemented. In June of 2021, the legislature passed, and the Governor signed into law the Impact Fee Act (HB 337) that limits the extent to which local governments may increase impact fees imposed on builders and developers. Impact fees help pay for infrastructure needed to support a proposed development. For each infrastructure category, impact fee rates vary based on the type of development. The bill defines "infrastructure impact fees" as levies to pay the "related construction costs required to bring the public facility into service" and stipulates fees can be used only for "emergency medical, fire and law enforcement public facilities," as well as "infrastructure."

The new law places certain limits on increases to impact fees and provides specific limitations on the amount by which a local government may increase its impact fees. The limitations operate retroactively to January 1, 2021, and are as follows:

- Impact fees may only be increased once every four years;
- Impact fees may be increased by no more than 50%;
- Increases between 25% and 50% must be phased-in over four years in four equal installments; and
- Increases less than 25% must be phased-in over two years in two equal installments.

The bill also changes current impact fee law:

- Defines the terms "infrastructure"[1] and "public facilities,"[2] used throughout the impact fee statutes, to specify that impact fees may be utilized only for fixed capital expenditures or fixed capital outlays for major capital improvements;
- Prohibits a local government from increasing an impact fee retroactively for a previous or current fiscal or calendar year; and
- Requires special districts, in addition to local governments to issue dollar-for-dollar impact fee credits for impacts on the same public facilities in exchange for

[1] Per HB 337, "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defines in s.1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s.191.009 (4).

[2] Per HB 337, "Public Facilities" has the same meaning as in s.163.3164 and includes emergency medical, fire, and law enforcement facilities.

other required contributions received (i.e., proportionate share agreement or other exactions.)

Under the HB 337, local governments can exceed the impact-fee limits but to do so, would require a study showing "extraordinary circumstances requiring the additional increase." Also, the city or county would have to hold at least two workshops and approve the increases by at least a two-thirds vote.

The bill also provides an exception to these four specific requirements if a local government, school district, or special district increases an impact fee rate by first establishing the need for the increase pursuant to the rational nexus test. A local government or special district implementing this exception must use a study expressly demonstrating the extraordinary circumstances requiring the need to exceed the phase-in limitations, which study must be completed no earlier than 12 months before the adoption of the increase. In addition, the jurisdiction must hold at least two publicly noticed workshops on the extraordinary circumstances justifying the increase and must approve the increase by not less than a two-thirds majority vote of the governing body

Finally, the bill requires the chief financial officer of a local government, school district, or special district to attest annually by affidavit that, to the best of his or her knowledge, all impact fees were collected and expended in compliance with the spending period provision in the local ordinance or resolution, and that impact fee funds were used only to acquire, construct, or improve specific infrastructure needs.

# IV DEMOGRAPHICS

To determine the facilities needed to serve new development and establish fee amounts to fund such facilities, the City has provided MGT Consultants and DTA with material containing information of future residential information and land use development within the City through 2040. For the purpose of this Fee Study, DTA categorized developable residential land uses as single family, multi-family, and mobile home residences. Developable non-residential land uses within the City's commercial and industrial zones are categorized as general commercial retail, office, industrial, medical, and non-residential and are summarized in detail in the following section.

DTA relied on the following sources to estimate the number of housing units and non-residential building square feet to be built within the City: the 2010 Riviera Beach Comprehensive Plan, the 2021 Riviera Beach Parks and Recreation Master Plan, the Bureau of Economic Business Research: Research Projections of Florida Population by County, and Claritas Demographics and Land Uses Services. Additionally, DTA relied on the CoStar Real Estate Manager Software Platform ("CoStar") to estimate the existing non-residential development within the City.

Future residents and employees are expected to create additional demand for facilities that existing development facilities cannot adequately service. In order to accommodate new development in an orderly manner, while maintaining the current quality of life in the City, the facilities on the City's current Facilities Inventory and Needs List (Section V) need to be constructed.

For those facilities that are needed to mitigate demand from new development, facility costs have been allocated to only new development. In those instances when it has been determined that the new facilities will serve both existing and new development, facility costs have been allocated based on proportionate benefit [see the Equivalent Dwelling Unit ("EDU") and Equivalent Benefit Unit ("EBU") discussion in Section V].

In addition, DTA has determined that utilizing a Persons Served population, comprised of all residents and 50% of employees is common practice in quantifying the impact of a new development in a given service area and this metric will be used in both residential and non-residential employee population and calculations throughout this report.

**Table 1** presented below provides a summary of the land uses covered in this fee study. As indicated, the study will provide Development Impact Fees for eight (8) specific land use categories; single family, multi-family, mobile homes, general commercial retail, office, industrial, medical, and non-residential. Each of these land use categories will be expanded further by square footage and land use sub-categories and discussed in detail later in the Study. The table provided below is meant to provide an example of typical land uses found in each category and is not intended to be a comprehensive list of all the City's potential land uses.

## A Existing Residential Land Uses

Demographic data provided by the Claritas, LLC, a leading information, measurement, and data analytics company, was used to estimate the existing number of housing units and population in the City. These figures are generally confirmed by the Bureau of Economic Business Research: Research Projections of Florida Population by County, and the U.S. Census Bureau.

**Table 1: Summary of Land Use Categories**

| Land Use | Definition |
|---|---|
| **Single-Family Residential** | Includes single family detached homes <800 SF - ≥ 3600 SF |
| **Multi-Family Residential** | Includes buildings with attached residential units including apartments, town homes, condominiums, and all other non-Mobile home units not classified as Detached Dwelling residential unit that may be subject to this fee in accordance with state law. |
| **Mobile Homes** | Includes Mobile Home Dwellings |
| **General Commercial Retail** | Includes, but is not limited to, buildings used as the following:<br>▪ Size ≤ 50,000 SF -≥1,200,000 SF;<br>▪ Pharmacy with Drive Thru;<br>▪ Fast Food Restaurant;<br>▪ Service Station<br>▪ Convenience Retail. |
| **Office** | Includes, but is not limited to, office buildings used as the following:<br>▪ Size ≤ 50,000 SF -≥ 800,000 SF; |
| **Industrial** | Includes, but is not limited to, industrial buildings used as the following:<br>▪ General Industrial;<br>▪ Warehousing; |
| **Medical** | ▪ Medical Offices,<br>▪ Hospitals, and;<br>▪ Nursing Homes. |
| **Non-Residential** | Includes, but is not limited to, buildings used as the following:<br>▪ Hotel / Motel, Drive-in Bank, Mini-Warehouse, Movie Theater;<br>▪ Church / Synagogue, Day Care Center, Quality Restaurant, and;<br>▪ High Turnover Sit Down Restaurant, New Car Sales |

Notably, DTA attempted to utilize metrics (e.g., average household size, square footage, etc.) that standardized existing demographics with DTA's projections.

The persons per unit figures presented were determined by DTA to apply to single family residences, multi-family residences, and mobile homes. According to the information provided by the City and Claritas, LLC there are currently 19,955 existing single-family residents, 15,701 multi-family residents, and 1,141 mobile home residents residing in 9,712 single family units, 8,487 multi-family units, and 585 mobile homes respectively, within the City.

Using the demographic information attained from the City's General Plan Housing Element, Claritas, LLC, and other sources such as the US Census Bureau, DTA has assigned a City resident-per-unit factor of 2.05 for single family residential units, 1.85 for multi-family residential units and 1.95 for mobile homes. Combined, the current City population is comprised of 36,797 current residents living in 18,784 single-family, multi-family, and mobile homes. It's important to note that the current residential vacancy rate in the City is approximately 24.0%. **Table 2** below summarizes the existing demographics for the residential land uses.

**Table 2: Estimated Existing Residential Development**

| Residential Land Use | Existing Residents | Existing Housing Units |
|---|---|---|
| Single Family | 19,955 | 9,712 |
| Multi-Family | 15,701 | 8,487 |
| Mobile Homes | 1,141 | 585 |
| **Total** | **36,797** | **18,784** |

## B Existing Non-Residential Land Uses

According to information provided by CoStar, a leading real estate database, information, and analytics software platform, there are also approximately 12.7 million total square feet of existing non-residential development in the City; including approximately 741,385 square feet of existing general commercial retail development, 527,019 square feet of existing office space, 10.1 million square feet of industrial development, 178,342 square feet of medical space, and 1.0 million square feet of other non-residential development.

In order to calculate how many employees that the City has in these categories, DTA utilized an employee's-per-thousand-square-foot factor ("EPSF") of 2.26 for the general commercial retail sector, 3.0 for the office sector, 1.00 for the industrial sector, 2.65 for the medical sector and 2.26 for the non-residential sector. For example, for industrial land uses, DTA calculated an EPSF of 1.00, i.e., on average there are 1.00 employees per thousand square feet of industrial development.

These numbers are estimates determined by DTA based on the employee's-per-thousand-square-foot factors published in the U.S. Energy Information

Administration's "Commercial Buildings Energy Consumption Survey" ("CBECS") released in December of 2016.

As indicated, the 12.7 million square feet of existing non-residential development is based on information provided by both the City and DTA's research using CoStar, Claritas LLC, and other data sources. Using these figures and standard employment generation rates for commercial, office, industrial, medical, and non-residential square footage, DTA has estimated the potential employee capacity for non-residential development available in the City.

These calculations resulted in 1,675 existing general commercial retail employees, 1,581 office employees, 10,155 existing industrial employees, 473 medical employees, and 2,386 existing non-residential employees within the city. Note that the actual total employee figures for non-residential development will likely vary somewhat from DTA estimates because of vacancies, property utilizations, etc. However, for purposes of the fee calculation, the City is interested in the total number of employees that could be generated by the identified square footage for a particular land use. The same logic is applied to future non-residential space and associated employee estimates.

For many of the facilities considered in this Fee Study, EDUs will be used to allocate benefits among fee categories. EDU calculations are based on the number of residents and employees ("Persons Served") generated by each land use class (EDUs are covered in more detail in the following sections). Based on years of performing a variety of fiscal and economic impact studies and with experience in a variety of both public and private sectors, DTA has determined that utilizing a service population, or Persons Served population, comprised of all residents and 50% of employees is common fiscal practice in quantifying the impact of a new development in each service area.

**Table 3: Estimated Existing Non-Residential Development**

| Non-Residential Land Use | Existing Employees | Persons Served | Existing Building Square Feet |
|---|---|---|---|
| General Commercial Retail | 1,675 | 837 | 741,385 |
| Office | 1,581 | 791 | 527,019 |
| Industrial | 10,155 | 5,077 | 10,154,885 |
| Medical | 473 | 236 | 178,342 |
| Non-Residential | 2,386 | 1,193 | 1,055,793 |
| **Total** | **16,269** | **8,134** | **12,657,424** |

## C Future Residential Land Uses (2040)

According to the 2040 population projections from the Riviera Beach Parks and Recreation Master Plan dated 2021, and generally supported by residential build-out numbers provided by Claritas LLC., the City is expected to grow by 3,180 residential units by the end of the build-out period. Maintaining the City resident-per-unit factor of 2.05 for single family residences, 1.85 for multi-family residences, and 1.95 for mobile homes, these totals project that 2,147 single family housing units, 907 multi-family housing units, and 126 mobile homes will be built in the City through 2040, the time horizon utilized for this Fee Study. **Table 4** presented below summarizes the projected number of housing units for residential land uses over the build-out period.

**Table 4: Future Residential Development**

| Residential Land Use | Future Residents | Future Housing Units |
|---|---|---|
| Single Family | 4,411 | 2,147 |
| Multi-Family | 1,678 | 907 |
| **Mobile Homes** | 246 | 126 |
| **Total** | **6,335** | **3,180** |

## D Future Non-Residential Land Uses (2040)

In terms of future non-residential property, the City expects the development of approximately 2.6 million square feet over the build-out period. This includes 154,289 feet of general commercial retail, 109,677 square feet of office, 2.1 million square feet of industrial, 37,115 square feet of medical, and 219,720 square feet of non-residential development.

To generate the 2040 non-residential build-out square footage totals presented in this Fee Study, DTA used a normalized growth rate of 1.0% for each of the non-residential sectors.

**Table 5: Future Non-Residential Development**

| Non-Residential Land Use | Future Employees | Persons Served | Future Building Square Feet |
|---|---|---|---|
| General Commercial Retail | 349 | 174 | 154,289 |
| Office | 329 | 165 | 109,677 |
| Industrial | 2,113 | 1,057 | 2,113,322 |
| Medical | 98 | 49 | 37,115 |
| Non-Residential | 497 | 248 | 219,720 |
| **Total** | **3,386** | **1,693** | **2,634,123** |

In addition, as indicated above, using the same methodology presented in the previous section, and to determine the number of employees in each of these categories, DTA has maintained the same EPSF factor each of the non-residential land uses over the build-out

period. Through 2040, these calculations result in 349 future general commercial retail employees, 329 future office employees 2,113 future industrial employees, 98 medical employees and 497 future non-residential employees within the City.

# V METHODOLOGY USED TO CALCULATE FEES

There are many methods or ways of calculating fees, but they are all based on determining the cost of needed improvements and assigning those costs equitably to various types of development. In determining a reasonable nexus for each specific type of public facility, DTA utilized the two methodologies described below, depending upon the data and information available from the City and its current infrastructure policies.

## A Standards-Based Fee Methodology

The methodology used to establish the Development Impact Fees outlined in this Study for Fire and Rescue, Police, Public Buildings, Library, and Park facilities are based on "standards," where costs are based on existing Level of Service (LOS.) This Standards-Based Methodology establishes a generic unit cost for capacity which is then applied to each land use per the existing LOS. The LOS is based on the existing number of applicable units, such as square feet of building space or acres of land or per resident for each facility. This standard is not based on cost but rather on a standard of service. The Standards-Based Methodology ensures that City facilities are appropriately developed and sized so that future residents and employees do not cause a reduced LOS by unduly burdening the infrastructure system, thus leading to decay and deterioration. This methodology provides several advantages, including not needing to know the cost of a specific facility, how much capacity or service is provided by the current system, or having to commit to a specific size of the facility.

## B Plan-Based Fee Methodology

The methodology used to establish the Development Impact Fees outlined in this Study for Roads is based on a "plan," such as a Master Plan of Facilities, Capital Improvement Plan, or General Plan, which identifies a finite set of improvements to be implemented. These Facility Plans generally identify a finite set of facilities needed by the public agency and are developed according to assessments of facilities needs prepared by staff and/or outside consultants and adopted by the public agency's legislative body. Using this plan-based approach, specific costs can be projected and assigned to all land uses planned, often with a specific time period in mind that reflects new development projections. By using population, units, and residential and non-residential square footage numbers, it is possible to assign a cost allocation percentage for both new and existing development. In preparing an impact fee analysis, facilities costs attributed to future development can then be allocated to each land use class in proportion to the demand caused by each type of development.

In this Fee Study, the Standards-based LOS methodology is used to generate fees for fire and rescue, police, public buildings, library and parks and the Plan-based methodology is used to generate the road fees. This is summarized in **Table 6** below.

Table 6: City Methodology (by Fee Category Type)

| Fee Category | Service Factor | Sources of Apportioning Costs | Units of Measure |
|---|---|---|---|
| Fire and Rescue | Standards-Based Fee | Existing Infrastructure | Persons Served |
| Police | Standards-Based Fee | Existing Infrastructure | Persons Served |
| Public Buildings | Standards-Based Fee | Existing Infrastructure | Persons Served |
| Library | Standards-Based Fee | Existing Infrastructure | Persons Served |
| Parks | Standards-Based Fee | Existing Infrastructure | Persons Served |
| Roads | Plan-Based Fee | Existing Infrastructure Plan | Trips Generated |

## C Equivalent Dwelling Units (EDUs) and Equivalent Benefit Units (EBUs)

The methodologies employed in this report uses EDUs and EBUs to ensure that an equitable portion of the total facilities costs are allocated to future growth, based on the proportion of need generated by that growth. EDUs and EBUs are a means of quantifying different land uses in terms of their equivalence to a residential dwelling unit, where equivalence is measured in terms of potential infrastructure use or benefit for each type of public facility. Specifically, EDUs are generated in the demographic portion of this Fee Study and are used to generate the land use calculations for Fire and Rescue, Police, Public Buildings, Library, and Parks. Once calculated, EDUs are then used to further break out the maximum allowable fee categories by unit, specific square footage and category subsets.

Table 7: City Equivalent Dwelling Units

| Facility Type | Existing EDUs (PM PHTs for Roads) | Projected EDUs (PM PHTs for Roads) | Total |
|---|---|---|---|
| **Fire and Rescue** | 25,827 | 4,731 | 30,558 |
| **Police** | 25,827 | 4,731 | 30,558 |
| **Public Buildings** | 25,827 | 4,731 | 30,558 |
| **Library [1]** | 17,909 | 3,083 | 20,992 |
| **Parks [2]** | 18,920 | 3,688 | 22,608 |
| **Roads [3]** | 25,437 | 5,042 | 30,479 |

[1] Library excludes non-residential development.
[2] Parks (with the exception of hotels /motels) exclude non-residential development.
[3] Road's use EBUs and trip rates and not persons served.

Notably, Road fees for which the service factor is based on trip ends and use EBUs to allocate costs to future growth and to generate fees. As indicated earlier in this section, the methodology used in this category is Plan-based and not the LOS approach used in the other categories. The factor utilized to determine the EBUs for each of the eight (8) land types is per PM Peak Hour Trips ("PHTs"). PHTs for each land use category are based on the Institute of Transportation Engineers (ITE) Publication, Trip Generation, 10th Edition. The

PM peak hour was utilized because transportation analyses are based on congestion, which is largely a result of more people trying to use the transportation system during the busiest hours, and it is usually the period for which road improvements were designed.

The following sections present the reasonable relationship of benefit, impact, and proportionality tests for each fee element (i.e., Fire and Rescue facilities, Police facilities, Public Buildings facilities, Library facilities, Parks facilities, and Road facilities) and the analysis undertaken to apportion costs for each type of facility. More detailed fee calculation worksheets for each type of facility are included in **Appendix A**.

# VI CALCULATION OF FEES

## A Fire and Rescue

The Fire and Rescue facilities category includes those facilities required within the City to maintain adequate fire and rescue protection services. The purpose of this updated section is to address the fire protection demands citywide, including areas that are currently experiencing (or are planned for) growth, and/or are areas that exceed the desired response emergency services response times. Particular focus will be on the identification of Fire Department Facilities, including training facilities, fire apparatus, vehicles, and fire equipment due to development in all areas of the City.

**Table 8: Fire and Rescue Facilities Element**

| Identify Purpose of Fee | Fire and Rescue Facilities |
|---|---|
| **Identify Use of Fee** | Construction of new Fire Department Facilities, fire training facilities, land acquisition and vehicle and equipment acquisition and replacement. |
| **Demonstrate How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project on Which the Fee is Imposed** | New residential and non-residential development will generate additional residents and employees who will require additional service calls increasing the need for trained fire protection personnel. Equipment and vehicles used to provide these services will have to be purchased or replaced and facilities will need to be constructed to meet this increased demand. Thus, a reasonable relationship exists between the need for fire services facilities and the impact of residential and non-residential development. The Fire and Rescue Services Facility fees collected from new development will be used exclusively for fire protection purposes. |

**Table 9** below identifies the current inventory for Fire and Rescue facilities. Notably, all Furniture, Fixtures, and Equipment have been consolidated into one (1) integrated unit that includes all department equipment, such as furniture modules and other equipment, to simplify the representation of the data.

**Table 9: Fire and Rescue Facilities Inventory as of 2021**

| Facility | Quantity |
|---|---|
| Buildings (Square Feet) | 63,013 |
| Land (Acres) | 92.07 |
| Vehicles (Number of Vehicles) | 31 |
| Furniture, Fixtures, and Equipment (One Integrated Unit) | 1 |

### *A.1 Calculation Methodology*

The Fire and Rescue fee was calculated using a Standards-Based Methodology. For future development to receive the same LOS as exists today, the City will need to acquire or construct additional Fire and Rescue facilities and equipment. As indicated on page 16, the City's Persons Served (Future residents 6,335 + Future employees 3,386 / 2) grows by 8,028, or 18%, over the next 19 years, the City will need to acquire or construct additional infrastructure in order to continue to maintain the existing level of service. The current LOS is calculated by dividing the total inventory of a facility type, as noted above, by the existing number of Persons Served within the City. As indicated below, the existing level of service for every 1,000 persons served is 1,402 square feet of building space, 2.049 acres of land, 0.690 number of vehicles, and 0.026 units of Equipment. (This same LOS methodology is used in five of the following six sections in this Study). This applies to building, land, vehicles, and integrated equipment and is presented below in **Table 10**.

**Table 10: Fire and Rescue Facilities Current LOS as of 2021**

| Facility Type | Facility Units per 1,000 Persons Served |
|---|---|
| Buildings (Square Feet) | 1,402 |
| Land (Acres) | 2.049 |
| Vehicles (Number of Vehicles) | 0.690 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | **0.026** |

The facility units generated in the table above are used to determine future Fire and Rescue Facility Units (buildings, land, vehicles, and equipment) funded by new development in 2040. This is presented below in **Table 11** with the mathematics behind the calculations presented in detail in **Appendix A**.

**Table 11: Fire and Rescue Future Facilities in 2040**

| Facility Type | Number of Facility Units Funded by New Development |
|---|---|
| Buildings (Square Feet) | 11,259 |
| Land (Acres) | 16.450 |
| Vehicles (Number of Vehicles) | 5.539 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | **0.211** |

Notably, construction costs are dependent on the real estate market at the time of development. Location, demand for land, encumbrances, comparable acquisitions, and construction costs are a few of the many variables that play into appraisals and negotiations. Each facility will have its own location and improvement

requirements. However, DTA was able to determine general cost estimates, on a per square foot basis, for Fire and Rescue facilities, based on historical and current data provided by the City and other reliable sources. These cost estimates were then applied to the future facility units. Please see **Table 12** below for additional detail regarding the costs for Fire and Rescue facilities.

To provide an accurate LOS calculation for each fee category, an accurate per acre land acquisition cost was needed and generated, DTA identified general cost assumptions for new land acquisition based on comparable data for the region.

To determine a fair and accurate land acquisition cost, DTA utilized the CoStar Property Software Platform and created a comparable land inventory of 16 available properties ranging from 0.5 acre to 20.0 acres in the City of Riviera Beach. Each of the properties in the inventory were sold between 2015 and 2020 and an average of their sales price was determined. Based on this inventory and with feedback from the City, DTA utilized an average of $480,786 per acre as an estimated cost of land acquisition. (This per acre land acquisition cost will be used in each of the following five (5) LOS fee categories covered in this Study).

**Table 12: Fire and Rescue Total Facilities Costs in 2040**

| Facility Type | Facility Units Funded by New Development | Cost Per Unit | Total Facilities Costs for Future Development | Cost per EDU |
|---|---|---|---|---|
| Buildings (Square Feet) | 11,259 | $586 | $6,599,513 | $1,395 |
| Land (Acres) | 16.450 | $480,786 | $7,909,155 | $1,672 |
| Vehicles (Number) | 5.539 | $236,820 | $1,311,693 | $277 |
| Equipment (Integrated Unit) | 0.211 | $3,115,712 | $658,405 | $139 |
| | | **Total** | **$16,478,766** | $3,483 |

*Note: Some figures may not sum due to rounding.

### *A.2 Fee Amounts*

Once the total future facility cost has been determined, the maximum calculated fee for each land use category is generated. This is done by dividing the total future facility cost by the projected Fire and Rescue EDUs to come up with a per EDU rate, which totals $3,483 per EDU. (The mathematics behind this calculation is presented in detail in **Appendix A**). Since a Single-Family unit equals one (1) EDU, this land use type will pay the $3,483 fee amount in its entirety. As shown below in **Table 13**, a Multi-Family unit, which equals 0.90 EDUs, will be responsible for approximately 90% of the per unit EDU fee amount. Therefore, the Maximum calculated fee for this land use type equals $3,136. The same methodology applies to both mobile homes and non-residential land use types.

Table 13: Fire and Rescue Facilities Fee Summary per Land Use Category

| Land Use Category Type | EDUs per Unit/1,000 Non-Res. SF | Maximum Calculated Fee per Unit/per 1,000 Non-Res. SF. | Number of Units/1,000 Non-Res. SF | Costs Financed by Fees |
|---|---|---|---|---|
| Single Family | 1.00 | $3,483 | 2,147 | $7,477,088 |
| Multi-Family | 0.90 | $3,136 | 907 | $2,844,622 |
| Mobile Homes | 0.95 | $3,306 | 126 | $417,442 |
| Gen. Com. Retail | 1.10 | $3,829 | 154 | $590,841 |
| Office | 1.46 | $5,086 | 110 | $557,774 |
| Industrial | 0.49 | $1,695 | 2,113 | $3,582,494 |
| Medical | 1.29 | $4,492 | 37 | $166,729 |
| Non-Residential | 1.10 | $3,831 | 220 | $841,778 |
| | | | Total | **$16,478,766** |

*Note: Some figures may not sum due to rounding.

To maintain consistency with the current fee schedule structure, the maximum calculated fees generated for each land use category presented above are further broken out by square footage and land use sub-categories. The fee per unit or per square foot for each of these sub-categories is calculated using the EBU approach discussed in Section V. Please see **Table 14** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Fire and Rescue facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places specific limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, and to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to throughout this Study as the Assigned Fees Per Statute)

**Table 14** below presents the current fee schedule, the maximum calculated fees, the assigned fees per statute and the fees to be imposed for each land use covered in this Study. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, as they are in this case, the assigned fees per statute will be adopted by the City. The fees to be imposed on new development are presented in the shaded column on the right and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case the maximum calculated fees have been adjusted to reflect the assigned fees per HB 337 statute level in each land use type.

Table 14: Comprehensive Fire and Rescue Facilities Fee Schedule

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $259.99 | $1,957.16 | $389.99 | $389.99 |
| 801 – 1399 | $305.58 | $2,300.25 | $458.37 | $458.37 |
| 1,400 - 1,999 | $359.18 | $2,703.60 | $538.77 | $538.77 |
| 2,000 – 3599 | $417.53 | $3,142.82 | $626.30 | $626.30 |
| 3,600 and over | $462.72 | $3,483.12 | $694.08 | $694.08 |
| **Multi-Family Residential** | | | | |
| ≤ 800 SF | $259.99 | $1,762.18 | $389.99 | $389.99 |
| 801 – 1399 | $305.58 | $2,071.09 | $458.37 | $458.37 |
| 1,400 - 1,999 | $359.18 | $2,434.25 | $538.77 | $538.77 |
| 2,000 – 3599 | $417.53 | $2,829.71 | $626.30 | $626.30 |
| 3,600 and over | $462.72 | $3,136.11 | $694.08 | $694.08 |
| **Mobile Home** | | | | |
| ≤ 800 SF | $259.99 | $1,857.43 | $389.99 | $389.99 |
| 801 - 1399 | $305.58 | $2,183.04 | $458.37 | $458.37 |
| 1,400 - 1,999 | $359.18 | $2,565.83 | $538.77 | $538.77 |
| 2,000 - 3599 | $417.53 | $2,982.67 | $626.30 | $626.30 |
| 3,600 and over | $462.72 | $3,305.63 | $694.08 | $694.08 |
| | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | |
| Hotel/Motel | $263.91 | $3,831.14 | $395.87 | $395.87 |
| Drive in Bank | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Mini-Warehouse | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Movie Theater | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Racquet Club (Per Court) | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Church/Synagogue | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Day Care Center | $216.97 | $3,149.58 | $325.46 | $325.46 |
| Quality Restaurant | $263.91 | $3,831.14 | $395.87 | $395.87 |
| High Turnover Sit Down Restaurant | $263.91 | $3,831.14 | $395.87 | $395.87 |
| New Car Sales | $263.91 | $3,831.14 | $395.87 | $395.87 |
| | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 10,01 - 49.99 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 50000 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 50,001 - 74,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 75,000 - 99,999 | $186.09 | $5,085.59 | $279.14 | $279.14 |
| 100,000 - 149,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 150,000 - 199,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 200,000 - 399,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| 400,000 - 499,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 500,000 - 599,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 600,000 - 699,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 700,000 - 799,999 | $185.09 | $5,085.59 | $277.64 | $277.64 |
| 800,000 and over | $185.09 | $5,085.59 | $277.64 | $277.64 |
| | | | | |
| Medical Offices | $185.00 | $4,492.27 | $277.50 | $277.50 |
| Hospitals | $185.00 | $4,492.27 | $277.50 | $277.50 |
| Nursing Homes | $185.00 | $4,492.27 | $277.50 | $277.50 |
| | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | |
| General Warehouse | $138.66 | $1,695.20 | $207.99 | $207.99 |
| Warehousing | $45.82 | $560.09 | $68.73 | $68.73 |
| | | | | |
| **General Comm. Retail (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 10,01 - 49.999 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 50,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 50,001 - 69,999 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 70,000 - 99,999 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 100,000 - 199,999 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 200,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 300,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 400,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 500,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 600,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 800,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 1,000,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| 1,200,000 | $225.13 | $3,829.45 | $337.70 | $337.70 |
| Pharmacy with Drive Thru | $225.13 | $3,829.45 | $337.70 | $337.70 |
| Fast Food Restaurant | $225.13 | $3,829.45 | $337.70 | $337.70 |
| Service Station per Fueling Station | $225.13 | $3,829.45 | $337.70 | $337.70 |
| Convenience Retail | $225.13 | $3,829.45 | $277.64 | $337.70 |

[1] If the calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City.

The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for an annual adjustment based upon current Florida law. (The mandatory four-year phase-in assigned fee schedule is presented in detail in **Appendix B** at the end of this report.)

## B Police

The Police element includes those facilities used by the City Police Department to maintain police services. The fees collected from new development will be used exclusively for Police Department purposes. All new development within the City contributes to the direct and cumulative impacts of development on Police Department facilities and creates the need for new facilities to accommodate growth. The facilities, equipment, and vehicles used to provide these services will have to be purchased or replaced to meet this increased demand. Thus, a reasonable relationship exists between the need for Police Facilities and impact of residential and non-residential development.

**Table 15: Police Facilities Element**

| Identify Purpose of Fee | Police Facilities |
|---|---|
| **Identify Use of Fee** | The build-out and improvement of existing facilities along with Vehicle and Equipment replacement. |
| **Demonstrate How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project on Which the Fee is Imposed** | New residential and non-residential development will generate additional residents and employees who will require additional service calls increasing the need for trained Police Department personnel. Equipment and vehicles used to provide these services will have to be purchased or replaced to meet this increased demand. Thus, a reasonable relationship exists between the need for Police Department facilities and the impact of residential and non-residential development. The Police Department. Facility fees collected from new development will be used exclusively for Police Department purposes. |

**Table 16** below identifies the current inventory for Police facilities. Notably, all Furniture, Fixtures, and Equipment have been consolidated into one (1) integrated unit that includes all department equipment, such as furniture modules and other equipment, to simplify the representation of the data.

**Table 16: Police Facilities Inventory as of 2021**

| Facility | Quantity |
|---|---|
| Buildings (Square Feet) | 19,474 |
| Land (Acres) | 4.03 |
| Vehicles (Number of Vehicles) | 202 |
| Furniture, Fixtures, and Equipment (One Integrated Unit) | 1 |

### *B.1 Calculation Methodology*

The Police fee was calculated using a Standards-Based Methodology. For future development to receive the same LOS as exists today, the City will need to acquire or construct additional Police facilities and equipment. Assuming the City's Planned

growth over the next 19 years, the City will need to acquire or construct additional infrastructure in order to continue to maintain the existing LOS. The current LOS is calculated by dividing the total inventory of a facility type, as noted above, by the existing number of Persons Served within the City. As indicated below, the existing level of service for every 1,000 persons served is 433 square feet of building space. The same LOS methodology applies to land, vehicles and integrated equipment and is presented below in **Table 17**.

**Table 17: Police Facilities Current LOS as of 2020**

| Facility Type | Facility Units per 1,000 Persons Served |
|---|---|
| Buildings (Square Feet) | 433 |
| Land (Acres) | 0.090 |
| Vehicles (Number of Vehicles) | 4.496 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.026 |

The facility units generated in the table above are used to determine future Police Facility Units (buildings, land, vehicles, and equipment) funded by new development in 2040. This is presented below in **Table 18**. The mathematics behind these calculations are presented in detail in **Appendix A**.

**Table 18: Police Future Facilities in 2040**

| Facility Type | Number of Facility Units Funded by New Development |
|---|---|
| Buildings (Square Feet) | 3,479 |
| Land (Acres) | 0.720 |
| Vehicles (Number of Vehicles) | 36.091 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.211 |

Notably, construction costs are dependent on the real estate market at the time of development. Location, demand for land, encumbrances, comparable acquisitions, and construction costs are a few of the many variables that play into appraisals and negotiations. Each facility will have its own location and improvement requirements. However, DTA determined general cost estimates, on a per square foot basis, for Police facilities, based on historical and current data available. These cost estimates were then applied to the future facility units. Please see **Table 19** on the following page for additional detail regarding the costs for Police facilities.

Table 19: Police Total Facilities Costs in 2040

| Facility Type | Facility Units Funded by New Development | Cost Per Unit | Total Facility Cost for Future Development | Cost per EDU |
|---|---|---|---|---|
| Buildings (Square Feet) | 3,479 | $469 | $1,630,284 | $345 |
| Land (Acres) | 0.72 | $480,786 | $346,186 | $73 |
| Vehicles (Number) | 36.09 | $40,496 | $1,461,548 | $309 |
| Equipment (Integrated Unit) | 0.21 | $3,534,921 | $746,992 | $158 |
| | | **Total** | **$4,185,010** | **$885** |

*Note: Some figures may not sum due to rounding.

### *B.2 Fee Amounts*

Once the total future facility cost has been determined, the maximum calculated fee for each land use category can be generated. This is done by dividing the total future facility cost by the projected Police EDUs to come up with a per EDU rate, which equals $885 per EDU. (The mathematics behind this calculation is presented in detail in **Appendix A**).

Since a Single-Family unit equals one (1) EDU, this land use type will pay the $885 fee amount in its entirety. As illustrated below in **Table 20**, a Multi-Family unit, which equals 0.90 EDUs, will be responsible for approximately 90% of the per unit EDU fee amount. Therefore, the maximum calculated fee for this land use type equals $796. This same methodology applies to mobile homes and the non-residential land use types.

Table 20: Police Facilities Costs Financed by Fees Summary per Land Use Category

| Land Use Type | EDUs per Unit/1,000 Non-Res. SF | Maximum Calculated Fee per Unit/per 1,000 Non-Res. SF. | Number of Units/1,000 Non-Res. SF | Costs Financed by Fees |
|---|---|---|---|---|
| Single Family | 1.00 | $885 | 2,147 | $1,898,909 |
| Multi-Family | 0.90 | $796 | 907 | $722,431 |
| Mobile Homes | 0.95 | $840 | 126 | $106,015 |
| Gen. Com. Retail | 1.10 | $973 | 154 | $150,052 |
| Office | 1.46 | $1,292 | 110 | $141,654 |
| Industrial | 0.49 | $431 | 2,113 | $909,824 |
| Medical | 1.29 | $1,141 | 37 | $42,343 |
| Non-Residential | 1.10 | $973 | 220 | $213,781 |
| | | | **Total** | **$4,185,010** |

*Note: Some figures may not sum due to rounding.

In addition, to maintain consistency with the current fee schedule structure, the maximum allowable fees generated for each land use category presented above is further broken out by square footage and land use sub-categories. The fee per unit or per square foot for each of these sub-categories is calculated using the EBU approach discussed in Section V. Please see **Table 21** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Police facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places certain limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to as the Assigned Fees Per Statute).

**Table 21** below presents the current fee schedule, the maximum calculated fees, the assigned fees per statute and the fees to be imposed for each land uses covered in this Study. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees per statute will be adopted by the City. The fees to be imposed on new development are presented in the shaded column on the right and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case the maximum calculated fees have been adjusted to reflect the assigned fees per statute level in each land use type.

**Table 21: Comprehensive Police Facilities Fee Schedule**

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $46.79 | $298.33 | $70.19 | $70.19 |
| 801 – 1399 | $69.78 | $444.91 | $104.67 | $104.67 |
| 1400 - 1,999 | $92.76 | $591.42 | $139.14 | $139.14 |
| 2,000 - 3599 | $115.75 | $738.00 | $173.63 | $173.63 |
| 3,600 and over | $138.74 | $884.59 | $208.11 | $208.11 |
| **Multi-Family Residential** | | | | |
| ≤ 800 SF | $46.79 | $268.61 | $70.19 | $70.19 |
| 801 – 1399 | $69.78 | $400.58 | $104.67 | $104.67 |
| 1,400 - 1,999 | $92.76 | $532.50 | $139.14 | $139.14 |
| 2,000 - 3599 | $115.75 | $664.48 | $173.63 | $173.63 |
| 3,600 and over | $138.74 | $796.46 | $208.11 | $208.11 |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Mobile Homes** | | | | |
| ≤ 800 SF | $46.79 | $283.12 | $70.19 | $70.19 |
| 801 – 1399 | $69.78 | $422.24 | $104.67 | $104.67 |
| 1,400 - 1,999 | $92.76 | $561.29 | $139.14 | $139.14 |
| 2,000 - 3599 | $115.75 | $700.40 | $173.63 | $173.63 |
| 3,600 and over | $138.74 | $839.51 | $208.11 | $208.11 |
| | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | |
| Hotel/Motel | $56.37 | $921.60 | $84.56 | $84.56 |
| Drive in Bank | $59.51 | $972.97 | $89.27 | $89.27 |
| Mini-Warehouse | $9.34 | $152.66 | $14.01 | $14.01 |
| Movie Theater | $59.51 | $972.97 | $89.27 | $89.27 |
| Racquet Club (Per Court) | $59.51 | $972.97 | $89.27 | $89.27 |
| Church/Synagogue | $59.51 | $972.97 | $89.27 | $89.27 |
| Day Care Center | $59.51 | $972.97 | $89.27 | $89.27 |
| Quality Restaurant | $59.51 | $972.97 | $89.27 | $89.27 |
| High Turnover Sit Down Restaurant | $59.51 | $972.97 | $89.27 | $89.27 |
| New Car Sales | $59.51 | $972.97 | $89.27 | $89.27 |
| | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 10,01 - 49.99 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 50,000 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 50,001 - 74,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 75,000 - 99,999 | $53.05 | $1,291.55 | $79.58 | $79.58 |
| 100,000 - 149,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 150,000 - 199,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 200,000 - 399,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 400,000 - 499,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 500,000 - 599,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 600,000 - 699,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 700,000 - 799,999 | $52.05 | $1,291.55 | $78.08 | $78.08 |
| 800,000 and over | $52.05 | $1,291.55 | $78.08 | $78.08 |
| | | | | |
| Medical Offices | $52.05 | $1,140.87 | $78.08 | $78.08 |
| Hospitals | $52.05 | $1,140.87 | $78.08 | $78.08 |
| Nursing Homes | $52.05 | $1,140.87 | $78.08 | $78.08 |
| | | | | |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | |
| General Warehouse | $12.32 | $430.52 | $18.48 | $18.48 |
| Warehousing | $9.83 | $340.93 | $14.75 | $14.75 |
| | | | | |
| **General Comm. Retail (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 10,01 - 49.999 | $59.51 | $972.54 | $89.27 | $89.27 |
| 50,000 – 50,999 | $59.51 | $972.54 | $89.27 | $89.27 |
| 60,000 - 69,999 | $59.51 | $972.54 | $89.27 | $89.27 |
| 70,000 - 99,999 | $59.51 | $972.54 | $89.27 | $89.27 |
| 100,000 - 199,999 | $59.51 | $972.54 | $89.27 | $89.27 |
| 200,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 300,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 400,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 500,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 600,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 800,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 1,000,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| 1,200,000 | $59.51 | $972.54 | $89.27 | $89.27 |
| Pharmacy with Drive Thru | $59.51 | $972.54 | $89.27 | $89.27 |
| Fast Food Restaurant | $59.51 | $972.54 | $89.27 | $89.27 |
| Service Station per Fueling Station | $59.51 | $972.54 | $89.27 | $89.27 |
| Convenience Retail | $59.51 | $972.54 | $89.27 | $89.27 |

[1] If the calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City.

The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for an annual adjustment based upon current Florida law. (The mandatory four-year phase-in assigned fee schedule is presented in detail in **Appendix B** at the end of this report.)

## C Public Buildings

The Public element includes the facilities necessary to provide basic governmental services and public facilities maintenance services, exclusive of public safety, throughout the City. Notably, all Furniture, Fixtures, and Equipment have been consolidated into an integrated unit that includes all department equipment, such as furniture modules and other equipment, to simplify the representation of the data. The proposed DIF discussed in this section, if adopted, would be imposed, collected, and spent on the acquisition of land, construction of new public buildings, and expansion of existing City facilities to accommodate new growth.

**Table 22: Public Buildings Facilities Element**

| Identify Purpose of Fee | Public Building |
|---|---|
| **Identify Use of Fee** | Acquisition of facilities used to provide Public Building services in the City. |
| **Demonstrate How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project on Which the Fee is Imposed** | New residential and non-residential development in the City will generate additional residents and employees who will increase the demand for services in the City, including public works and general government functions. Population and growth have a direct impact on the need for government services and facilities, thus a reasonable relationship exists between new development and government facilities, which will have to be acquired to meet the increased demand. Fees collected from new development will be used exclusively for Public Building Service Facilities. |

**Table 23** below identifies the current inventory for Public Buildings facilities. Notably, all Furniture, Fixtures, and Equipment have been consolidated into one (1) integrated unit that includes all department equipment, such as furniture modules and other equipment, to simplify the representation of the data.

**Table 23: Public Buildings Facilities Inventory as of 2021**

| Facility | Quantity |
|---|---|
| Buildings (Square Feet) | 123,754 |
| Land (Acres) | 14.0 |
| Vehicles (Number of Vehicles) | 192.0 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 1.0 |

### *C.1 Calculation Methodology*

The Public Buildings fee was calculated using a Standards-Based Methodology. For future development to receive the same LOS as exists today, the City will need to

acquire or construct additional Public Buildings facilities and equipment. Assuming the City's 18.0% Persons Served growth generally over the next 19 years, the City will need to acquire or construct additional infrastructure in order to continue to maintain the existing LOS. The current LOS is calculated by dividing the total inventory of a facility type, as noted above, by the existing number of Persons Served within the City. As indicated below, the existing level of service for every 1,000 persons served is 2,754 square feet of building space. The same LOS methodology applies to land, vehicles and integrated equipment and is presented below in **Table 24**.

**Table 24: Public Buildings Facilities Current LOS as of 2020**

| Facility Type | Facility Units per 1,000 Persons Served |
|---|---|
| Buildings (Square Feet) | 2,754 |
| Land (Acres) | 0.312 |
| Vehicles (Number of Vehicles) | 4.273 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.026 |

The facility units generated in the table above are used to determine future Public Buildings Facility Units funded by new development in 2040. This is presented below in **Table 25**. The mathematics behind these calculations are presented in detail in **Appendix A**.

**Table 25: Public Buildings Future Facilities in 2040**

| Facility Type | Number of Facility Units Funded by New Development |
|---|---|
| Buildings (Square Feet) | 22,111 |
| Land (Acres) | 2.501 |
| Vehicles (Number of Vehicles) | 34.305 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.211 |

Notably, construction costs are dependent on the real estate market at the time of development. Location, demand for land, encumbrances, comparable acquisitions, and construction costs are a few of the many variables that play into appraisals and negotiations. Each facility will have its own location and improvement requirements However, DTA was able to determine general cost estimates, on a per square foot basis, for Public Buildings facilities, based on historical and current data available. These cost estimates were then applied to the future facility units. Please see **Table 26** on the following page for additional detail regarding the costs for Public Buildings facilities.

Table 26: Public Buildings Total Facilities Costs in 2040

| Facility Type | Facility Units Funded by New Development | Cost Per Unit | Total Facilities Costs for Future Development | Cost Per EDU |
|---|---|---|---|---|
| Buildings (Square Feet) | 22,111 | $398 | $8,800,251 | $1,860 |
| Land (Acres) | 2.501 | $480,786 | $1,202,631 | $254 |
| Vehicles (Number) | 34.305 | $28,268 | $969,724 | $205 |
| Equipment (Integrated Unit) | 0.211 | $28,000,000 | $5,916,898 | $1,251 |
| | | **Total** | **$16,889,504** | **$3,570** |

*Note: Some figures may not sum due to rounding.

### *C.2 Fee Amounts*

Once the total future facility cost has been determined, the maximum calculated fee for each land use category can be generated. This is done by dividing the total future facility cost by the projected Public Buildings EDUs to come up with a per EDU rate, which equals $3,570 per EDU. (The mathematics behind this calculation is presented in detail in **Appendix A**). Since a Single-Family unit equals one (1) EDU, this land use type will pay the $3,570 fee amount in its entirety. As shown below in **Table 27**, a Multi-Family unit, which equals 0.90 EDUs, will be responsible for approximately 90% of the per unit EDU fee amount. Therefore, the fee for this land use type equals $3,214. This same methodology applies to mobile homes and non-residential land use types.

Table 27: Public Buildings Facilities Costs Financed by Fee Summary per Land Use Category

| Land Use Type | EDUs per Unit/1,000 Non-Res. SF | Maximum Calculated Fee per Unit/per 1,000 Non-Res. SF. | Number of Units/1,000 Non-Res. SF | Costs Financed by Fees |
|---|---|---|---|---|
| Single Family | 1.00 | $3,570 | 2,147 | $7,663,456 |
| Multi-Family | 0.90 | $3,214 | 907 | $2,915,525 |
| Mobile Homes | 0.95 | $3,388 | 126 | $427,847 |
| Gen. Com. Retail | 1.10 | $3,925 | 154 | $605,568 |
| Office | 1.46 | $5,212 | 110 | $571,676 |
| Industrial | 0.49 | $1,737 | 2,113 | $3,671,788 |
| Medical | 1.29 | $4,604 | 37 | $170,884 |
| Non-Residential | 1.10 | $3,927 | 220 | $862,760 |
| | | | **Total** | **$16,889,504** |

*Note: Some figures may not sum due to rounding.

In addition, to maintain consistent with the current fee schedule structure, the maximum calculated fees generated for each land use category presented above are further broken out by square footage and land use sub-categories. The fee per unit or per square foot for each of these sub-categories is calculated using EBU approach discussed in Section VI. Please see **Table 28** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Public Buildings facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places certain limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to as the Assigned Fees Per Statute)

**Table 28** below presents the current fee schedule, the maximum calculated fees, the assigned fees per statute and the fees to be imposed for each land uses covered in this Study. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City. The fees to be imposed on new development are presented in the shaded column and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case the maximum calculated fees have been adjusted to reflect the assigned fee level per statute in each land use type.

**Table 28: Comprehensive Public Buildings Facilities Fee Schedule**

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $86.53 | $2,006.80 | $129.80 | $129.80 |
| 801 – 1399 | $101.67 | $2,357.92 | $152.51 | $152.51 |
| 1400 - 1,999 | $119.47 | $2,770.74 | $179.21 | $179.21 |
| 2,000 – 3599 | $138.85 | $3,220.20 | $208.28 | $208.28 |
| 3,600 and over | $153.93 | $3,569.93 | $230.90 | $230.90 |
| **Multi-Family Residential** | | | | |
| ≤ 800 SF | $86.53 | $1,806.87 | $129.80 | $129.80 |
| 801 – 1399 | $101.67 | $2,123.02 | $152.51 | $152.51 |
| 1,400 - 1,999 | $119.47 | $2,494.70 | $179.21 | $179.21 |
| 2,000 – 3599 | $138.85 | $2,899.39 | $208.28 | $208.28 |
| 3,600 and over | $153.93 | $3,214.28 | $230.90 | $230.90 |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Mobile Home** | | | | |
| ≤ 800 SF | $86.53 | $1,904.54 | $129.80 | $129.80 |
| 801 – 1399 | $101.67 | $2,237.77 | $152.51 | $152.51 |
| 1,400 - 1,999 | $119.47 | $2,629.55 | $179.21 | $179.21 |
| 2,000 – 3599 | $138.85 | $3,056.11 | $208.28 | $208.28 |
| 3,600 and over | $153.93 | $3,388.02 | $230.90 | $230.90 |
| | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | |
| Hotel/Motel | $30.84 | $659.75 | $46.26 | $46.26 |
| Drive in Bank | $159.04 | $3,402.30 | $238.56 | $238.56 |
| Mini-Warehouse | $8.54 | $182.69 | $12.81 | $12.81 |
| Movie Theater | $183.55 | $2,934.87 | $275.33 | $275.33 |
| Racquet Club (Per Court) | $137.19 | $2,934.87 | $205.79 | $205.79 |
| Church/Synagogue | $32.69 | $699.33 | $49.04 | $49.04 |
| Day Care Center | $159.04 | $3,402.30 | $238.56 | $238.56 |
| Quality Restaurant | $183.55 | $3,926.63 | $275.33 | $275.33 |
| High Turnover Sit Down Restaurant | $183.55 | $3,926.63 | $275.33 | $275.33 |
| New Car Sales | $88.73 | $1,898.18 | $133.10 | $133.10 |
| | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $70.58 | $3,813.09 | $105.87 | $105.87 |
| 10,01 - 49.99 | $70.58 | $3,813.09 | $105.87 | $105.87 |
| 50,000 | $77.37 | $3,813.09 | $116.06 | $116.06 |
| 50,001 - 74,999 | $77.37 | $4,179.92 | $116.06 | $116.06 |
| 75,000 - 99,999 | $96.48 | $4,179.92 | $144.72 | $144.72 |
| 100,000 - 149,999 | $94.01 | $5,212.34 | $141.02 | $141.02 |
| 150,000 - 199,999 | $92.78 | $5,078.90 | $139.17 | $139.17 |
| 200,000 - 399,999 | $92.78 | $5,012.45 | $139.17 | $139.17 |
| 400,000 - 499,999 | $92.78 | $5,012.45 | $139.17 | $139.17 |
| 500,000 - 599,999 | $92.78 | $5,012.45 | $139.17 | $139.17 |
| 600,000 - 699,999 | $92.78 | $5,012.45 | $139.17 | $139.17 |
| 700,000 - 799,999 | $92.78 | $5,012.45 | $139.17 | $139.17 |
| 800,000 and above | $92.78 | $5,012.45 | $139.17 | $139.17 |
| | | | | |
| Medical Offices | $149.96 | $4,604.24 | $224.94 | $224.94 |
| Hospitals | $128.63 | $3,949.34 | $192.95 | $192.95 |
| Nursing Homes | $15.95 | $489.71 | $23.93 | $23.93 |
| | | | | |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | |
| General Warehouse | $24.27 | $1,737.45 | $36.41 | $36.41 |
| Warehousing | $19.21 | $1,375.21 | $28.82 | $28.82 |
| | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $181.06 | $3,871.65 | $271.59 | $271.59 |
| 10,01 - 49.999 | $181.06 | $3,871.65 | $271.59 | $271.59 |
| 50,000 | $181.06 | $3,871.65 | $271.59 | $271.59 |
| 50,001 - 69,999 | $181.06 | $3,871.65 | $271.59 | $271.59 |
| 70,000 - 99,999 | $176.48 | $3,773.72 | $264.72 | $264.72 |
| 100,000 - 199,999 | $174.71 | $3,735.87 | $262.07 | $262.07 |
| 200,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 300,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 400,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 500,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 600,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 800,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 1,000,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| 1,200,000 | $183.55 | $3,924.90 | $275.33 | $275.33 |
| Pharmacy with Drive Thru | $177.79 | $3,801.73 | $266.69 | $266.69 |
| Fast Food Restaurant | $183.55 | $3,924.90 | $275.33 | $275.33 |
| Service Station per Fueling Station | $45.47 | $972.30 | $68.21 | $68.21 |
| Convenience Retail | $183.55 | $3,924.90 | $275.33 | $275.33 |

[1] If the calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City.

The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for an annual adjustment based upon current Florida law. (The mandatory four-year phase-in assigned fee schedule is presented in detail in **Appendix B** at the end of this report).

## D Library

The Library Facilities category will serve residents and the City by promoting literacy and learning, as well as an improved quality of life for both residents and visitors. This is to support the City's goal of maintaining and improving the City's Library facilities. Building Development fees collected from new development will be used for the acquisition of books and materials, required replacement and remodeling, and capital improvements with a useful life exceeding five (5) years.

Table 29: Library Facilities Element

| Identify Purpose of Fee | Library Facilities |
|---|---|
| **Identify Use of Fee** | Expanding and remodeling of existing library facilities, including the acquisition of books, equipment and materials for these facilities. |
| **Demonstrate How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project on Which the Fee is Imposed** | New residential development will generate additional residents who will become library patrons that will demand increased library services, remodeling of the library, and addition of a study center and branch library. Fees collected from new development will be used for the acquisition of books and materials, required replacement and remodeling and capital improvements with a useful life exceeding five (5) years. |

**Table 30** below identifies the current inventory for Library facilities. Notably, all Furniture, Fixtures, and Equipment have been consolidated into one (1) integrated unit that includes all department equipment, such as furniture modules and other equipment, to simplify the representation of the data.

Table 30: Library Facilities Inventory as of 2021

| Facility | Quantity |
|---|---|
| Buildings (Square Feet) | 30,000 |
| Land (Acres) | 4.0 |
| Vehicles (Number of Vehicles) | 1.0 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 1.0 |

### *D.1 Calculation Methodology*

The Library fee was calculated using a Standards-Based Methodology. For future development to receive the same LOS as exists today, the City will need to acquire or construct additional Library facilities and equipment. Assuming the City's Residential growth of 17.0%, (as opposed to the persons served growth of 18.0%) over the next 19 years, the City will need to acquire or construct additional infrastructure. The current LOS is calculated by dividing the total inventory of a facility type, as noted above, by the existing number of residents served within the City. As indicated below, the existing level of service for every 1,000 residents is 815 square feet of

library building space. The same LOS methodology applies to land, vehicles and integrated equipment and is presented below in **Table 31**.

**Table 31: Library Facilities Current LOS as of 2020**

| Facility Type | Facility Units per 1,000 Persons Served |
|---|---|
| Buildings (Square Feet) | 815 |
| Land (Acres) | 0.109 |
| Vehicles (Number of Vehicles) | 0.027 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.027 |

The facility units generated in the table above are used to determine future Library Facility Units (buildings, land, acres, and equipment) funded by new development in 2040. This is presented below in **Table 32**. The mathematics behind these calculations are presented in detail in Appendix A.

**Table 32: Library Future Facilities in 2040**

| Facility Type | Number of Facility Units Funded by New Development |
|---|---|
| Buildings (Square Feet) | 5,165 |
| Land (Acres) | 0.689 |
| Vehicles (Number of Vehicles) | 0.172 |
| Furniture, Fixtures, and Equipment (Integrated Unit) | 0.172 |

Notably, construction costs are dependent on the real estate market at the time of development. Location, demand for land, encumbrances, comparable acquisitions, and construction costs are a few of the many variables that play into appraisals and negotiations. Each facility will have its own location and improvement requirements. However, DTA was able to determine general cost estimates, on a per square foot basis, for Library facilities, based on historical and current data available. These cost estimates were then applied to the future facility units. Please see **Table 33** on the following page for additional detail regarding the costs for Library facilities.

Table 33: Library Total Facilities Costs in 2040

| Facility Type | Facility Units Funded by New Development | Cost Per Unit | Total Facility Cost for Future Development | Cost per EDU |
|---|---|---|---|---|
| Buildings (Square Feet) | 5,165 | $431 | $2,226,061 | $722 |
| Land (Acres) | 0.69 | $480,786 | $331,093 | $107 |
| Vehicles (Number) | 0.17 | $42,000 | $7,231 | $2 |
| Equipment (Integrated Unit) | 0.17 | $2,958,995 | $509,428 | $165 |
| | | Total | $3,073,813 | $997 |

*Note: Some figures may not sum due to rounding.

### *D.2 Fee Amounts*

Once the total future facility cost has been determined, the maximum calculated fee for each land use category can be generated. This is done by dividing the total future facility cost by the projected Library EDUs to come up with a per EDU rate, which equals $997 per EDU. (The mathematics behind this calculation is presented in detail in **Appendix A)**.

Since a Single-Family unit equals one (1) EDU, this land use type will pay the $997 fee amount in its entirety. As shown in **Table 34** below, a multi-family unit, which equals 0.90 EDUs, will be responsible for approximately 90% of the per unit EDU fee amount. Therefore, the maximum calculated fee for this land use type equals $898 while the mobile home fee is $946 per unit. Unlike the previous sections covered in this Study, the Library section applies only to residential development and excludes non-residential development.

Table 34: Library Facilities Costs Financed by Fee Summary per Land Use Category

| Land Use Type | EDUs per Unit/1,000 Non-Res. SF | Maximum Calculated Fee per Unit/per 1,000 Non-Res. SF. | Number of Units/1,000 Non-Res. SF | Costs Financed by Fees |
|---|---|---|---|---|
| Single Family | 1.00 | $997 | 2,147 | $2,140,129 |
| Multi-Family | 0.90 | $898 | 907 | $814,202 |
| Mobile Homes | 0.95 | $946 | 126 | $119,482 |
| | | | Total | $3,073,813 |

*Note: Some figures may not sum due to rounding.

To maintain consistency with the current fees schedule structure, the maximum calculated fees generated for each land use category presented above are further broken out by square footage and land use sub-categories. The fee per unit or per square foot for each of these sub-categories is calculated using the EBU approach

discussed in Section V. Please see **Table 35** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Library facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places certain limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, and to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to as the Assigned fees per Statute).

**Table 35** below presents the current fee schedule, the maximum calculated fees, the assigned fees per statute, and the fees to be imposed for each land use covered in this section. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees per statute will be adopted by the City. The fees to be imposed on new development are presented in the shaded column on the right and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case the maximum calculated fees have been adjusted to reflect the assigned fees per statute in each land use type.

**Table 35: Comprehensive Library Facilities Fee Schedule**

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $155.49 | $560.17 | $233.24 | $233.24 |
| 801 – 1399 | $182.75 | $658.38 | $274.13 | $274.13 |
| 1,400 - 1,999 | $214.81 | $773.88 | $322.22 | $322.22 |
| 2,000 – 3599 | $249.71 | $899.61 | $374.57 | $374.57 |
| 3,600 and over | $276.73 | $996.95 | $415.10 | $415.10 |
| **Multi-Family Per Residential** | | | | |
| ≤ 800 SF | $155.49 | $504.36 | $233.24 | $233.24 |
| 801 – 1399 | $182.75 | $592.81 | $274.13 | $274.13 |
| 1,400 - 1,999 | $214.81 | $696.79 | $322.22 | $322.22 |
| 2,000 – 3599 | $249.71 | $809.98 | $374.57 | $374.57 |
| 3,600 and over | $276.73 | $897.63 | $415.10 | $415.10 |
| **Mobile Homes** | | | | |
| ≤ 800 SF | $155.49 | $531.63 | $233.24 | $233.24 |
| 801 – 1399 | $182.75 | $624.85 | $274.13 | $274.13 |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fees to be Imposed [1] |
|---|---|---|---|---|
| 1,400 - 1,999 | $214.81 | $734.45 | $322.22 | $322.22 |
| 2,000 – 3599 | $249.71 | $853.76 | $374.57 | $374.57 |
| 3,600 and over | $276.73 | $946.15 | $415.10 | $415.10 |

[1] If the calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City.

The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for an annual adjustment based upon current Florida law. (The mandatory four-year phase-in assigned fee schedule is presented in detail in **Appendix B** as the end of this report).

## E Park Facilities

The Park Development element will serve the City's Neighborhood and Community Parks by providing facilities for recreation while enhancing the community's appeal and quality of life. The type of facilities described in this section are illustrated in **Table 36** and include Neighborhood Parks and Community Parks. The Fee Study includes a component for the development of new park and recreation facilities to serve new residential development for the City through 2040. Covered in this fee section are new parks, park improvements, land acquisition, and park renovation.

In addition to improving the overall quality of life for residents, excellent park and recreation programs are important for the well-being of a city's residential and non-residential community. Not only do parks make the community more attractive to residents and potential residents (and providing a stronger market base for local businesses), but parks can also directly influence a city's ability to enhance its fiscal base by attracting commercial and industrial development.

**Table 36: Park Facilities Element**

| Identify Purpose of Fee | Park Facilities |
|---|---|
| **Identify Use of Fee** | To design, acquire, install, and construct Park facilities. |
| **Demonstrate How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project on Which the Fee is Imposed** | New development will generate additional residents and employees who will increase the demand for active and passive Park facilities within the City. Land will have to be purchased and improved to meet this increased demand; thus, a reasonable relationship exists between the need for Park and Open Space facilities and the impact of development. Fees collected from new development will be used exclusively for Park facilities. |

**Table 37** below identifies the City's current inventory for Park facilities by type and total size in acres.

**Table 37: Park Facilities Inventory as of 2021**

| Facility | Quantity (Acres) |
|---|---|
| Neighborhood Parks | 11.70 |
| Community Parks | 57.28 |
| **Total** | 68.98 |

### *E.1 Calculation Methodology*

The Park facilities fee was calculated with a Standards-Based Methodology, which utilizes a facility "standard" established for future development, against which facilities costs are determined based on "units of demand" or a "level of service" from a development. This standard is not based on the cost of a specific existing or future

facility, but rather on the cost of providing 1.84 acres of Park facilities per 1,000 residents and per persons served for Hotel / Motel development, which is the current level of service for the City as determined by DTA. To meet the standard of service required over the build-out period, the City will need to develop new park land and open space. Therefore 100% of the costs of land acquisition and development will be allocated exclusively to new residential development. **Table 38** below summarizes the existing Park facilities located within the City that meet the current standard of 1.84 acres of park and recreational facilities per 1,000 residents and Hotel / Motel persons served.

**Table 38: City of Riviera Beach Existing Level of Service**

| Facility Type | Existing Acres | Facility Units per 1,000 Residents / Persons Served |
|---|---|---|
| Neighborhood Parks | 11.70 | 0.31 |
| Community Parks | 57.28 | 1.53 |
| **Total** | **68.98** | **1.84** |

### *E.2 Land Acquisition and Park Development Costs*

Notably, land acquisition costs are dependent on the real estate market at the time of acquisition. Location, demand for land, encumbrances, comparable acquisitions, and construction costs are a few of the many variables that play into appraisals and negotiations. Each Park has its own location and improvement requirements. DTA was able to identify general cost assumptions for new park development based on comparable data for the region.

To determine a fair and accurate land acquisition cost, DTA utilized the CoStar Property Software Platform and created a comparable land inventory of 16 available properties ranging from 0.5 acres to 20.0 acres in the City of Riviera Beach. Each of the properties in the inventory were sold between 2015 and 2020 and an average of their sales price was determined. Based on this inventory and with feedback from the City, DTA used the average of $480,786 per acre as an estimated cost of land acquisition.

In addition to the costs of land acquisition, the Park Development costs of $442,869 per acre was determined by generating an inventory of current building, contents, equipment, miscellaneous property, and vehicles and determining a per acre total. (An inventory listing the subject properties and costs is presented at the end of the Study in **Appendix C**.) Using both the level of service and cost assumptions, DTA calculated a total of $14,094,953 for park development costs. As illustrated below in **Table 39**, to maintain a LOS of 1.84 acres of Park facilities per 1,000 residents and per persons served for Hotel / Motel development, 15.26 acres of Parks must be developed in the City.

Table 39: Cost Assumptions for New Park Development

| Facility Type | Facility Units (Acres) Funded by Future Development | Land Acquisition Cost Per Acre | Park Development Cost Per Acre | Total Facilities Costs | Costs per EDU |
|---|---|---|---|---|---|
| Neighborhood Parks | 2.59 | $480,786 | $442,869 | $2,390,707 | $648 |
| Community Parks | 12.67 | $480,786 | $442,869 | $11,704,246 | $3,173 |
| **Total** | **15.26** | | | **$14,094,953** | **$3,821** |

*Note: Some figures may not sum due to rounding.

### *E.3 Park Fee Amounts*

Once the total future facility costs have been determined, the maximum calculated fee for each fee category can be generated. This is done by dividing the total future facility cost by the projected Citywide EDUs to determine a per EDU rate, which equals $3,821 per EDU.

Since a Single-Family unit equals one (1) EDU, this land use type will pay the $3,821 fee amount in its entirety. As shown below in **Table 40**, a multi-family unit, which equals 0.90 EDUs, will be responsible for approximately 90% of the per unit EDU fee amount. Therefore, the maximum calculated fee for this land use type totals $3,441 and so on for the other two land uses. In addition to residential development, this fee is also applicable to Hotels and Motels.

Table 40: Park Facilities Fee Summary per Land Use Category

| Land Use Type | EDUs per Unit | Fee per Unit/1,000 Sq. Ft. | Total Costs Financed by Fees | Total Number of EDUs |
|---|---|---|---|---|
| Single Family | 1.00 | $3,821 | $8,203,245 | 2,147 |
| Multi-Family | 0.90 | $3,441 | $3,120,885 | 817 |
| Mobile Homes | 0.95 | $3,627 | $457,983 | 120 |
| Hotel/Motel (per 1,000 Sq. Ft.) | 1.00 | $3,821 | $2,312,840 | 605 |
| | | **Total** | **$14,094,953** | **3,688** |

*Note: Some figures may not sum due to rounding.

To maintain consistency with the current fee schedule structure, the maximum calculated fees generated for each land use category presented above are further broken out by square footage and land use sub-categories. The fee per unit or per square foot for each of these sub-categories is calculated using the EBU approach discussed in Section VI. Please see **Table 41** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Park facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places certain limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, and to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to as the Assigned Fees per Statute).

**Table 41: Park Facilities Fee Summary**

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statute (HB 337) | Fee to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $803.50 | $2,147 | $1,205.25 | $1,205.25 |
| 801 – 1399 | $944.40 | $2,524 | $1,416.60 | $1,416.60 |
| 1,400 - 1,999 | $1,110.05 | $2,966 | $1,665.08 | $1,665.08 |
| 2,000 – 3599 | $1,290.38 | $3,448 | $1,935.57 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,821 | $2,145.03 | $2,145.03 |
| **Multi-Family Residential** | | | | |
| ≤ 800 SF | $803.50 | $1,933 | $1,205.25 | $1,205.25 |
| 801 – 1399 | $944.40 | $2,272 | $1,416.60 | $1,416.60 |
| 1,400 - 1,999 | $1,110.05 | $2,671 | $1,665.08 | $1,665.08 |
| 2,000 – 3599 | $1,290.38 | $3,105 | $1,935.57 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,441 | $2,145.03 | $2,145.03 |
| **Mobile Homes** | | | | |
| ≤ 800 SF | $803.50 | $2,038 | $1,205.25 | $1,205.25 |
| 801 – 1399 | $944.40 | $2,395 | $1,416.60 | $1,416.60 |
| 1,400 - 1,999 | $1,110.05 | $2,815 | $1,665.08 | $1,665.08 |
| 2,000 – 3599 | $1,290.38 | $3,273 | $1,935.57 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,627 | $2,145.03 | $2,145.03 |
| | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | |
| Hotel/Motel | $358.10 | $3,821 | $537 | $537 |

[1] If the calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be adopted by the City.

**Table 41** above presents the current fee schedule, the maximum calculated fees, the assigned fees per statute and the fees to be imposed for each land use covered in this section. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, as they are in this case, then the assigned fees will be

adopted by the City. The fees to be imposed on new development are presented in the shaded column and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case the maximum calculated fees have been adjusted to reflect the assigned fees per statute in each land use type.

The cost estimates for Future Facilities used in this section are in 2021 dollars. DTA further recommends that, after adoption, the above impact fees should be reviewed each year and include a provision for an annual adjustment based upon current Florida law. (The mandatory four-year phase-in assigned fee schedule is presented in detail in **Appendix B** as the end of this report).

## F Roads

The City's goal is to improve the streets on a prioritized list over an approximately 20-year period. Improvements for each street will focus on the pavement, pavement underlay, lighting, drainage, and pedestrian safety. Per the City, some roads with only light neighborhood traffic may only require milling and resurfacing, while heavier traffic may require full reconstruction. This additional infrastructure support is necessary to provide safe and efficient vehicular access throughout the City. The proposed DIF is to help meet the Road demand of new development through 2040. The City identified the need for the Roads infrastructure and equipment, as shown below in **Table 42**.

The DIF will provide a source of revenue to the City to allow for the acquisition, installation, and construction of needed Road facilities, which in turn will both preserve the quality of life in the City and protect the health, safety, and welfare of the existing and future residents and employees. In contrast to the Level of Service (LOS) methodology used in the previous sections, Road Fees will be calculated using the Plan-based approach discussed in Section V.

**Table 42: Roads Facilities Nexus Requirement**

| Identify the Purpose of the Fee | Road Facilities |
|---|---|
| **Identify of the use of the fee.** | Various roadway improvements including, but not limited to, pavement, pavement underlay, lighting, drainage, and pedestrian safety. |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, use of the fee, and type of development project on which the fee is imposed.** | New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic within the City limits. Streets will have to be improved or extended to meet the increased demand and to efficiently direct increased traffic flow. Thus, there is a relationship between new development and the need for new traffic facilities. Fees collected from new development will be used exclusively for traffic facilities on the Needs List. |

Identification of the facilities to be financed is a critical component of any development impact fee program. In the broadest sense, the purpose of impact fees is to protect the public health, safety, and general welfare by providing for adequate public facilities. The City has provided DTA with the list of Future Facilities to be included in the Fee Study (the "Needs List"). For the purposes of the City's DIF program, the Needs List is intended to be the official public document identifying the facilities eligible to be financed, in whole or in part, through the levy of a DIF on new development within the City. The Needs List is organized by facility element (or type) and includes cost information, as outlined in **Table 43** below.

Table 43: Description of Needs List Cost Sections

| Column Title | Contents | Source |
|---|---|---|
| Total Cost for Facility | The total estimated facility cost, including engineering, design, construction, land acquisition, and equipment (as applicable). | City |
| Offsetting Revenues to New and Existing Development | Share of total offsetting revenues allocated to new and existing development. | City |
| Net Cost to City | The difference between the total cost and the offsetting revenues (column 1 plus column 2). | Calculated by DTA |
| Percent of Cost Allocated to New Development | Net cost allocated to new development based on new development's share of facilities. | Calculated by DTA and the City |
| Net Cost Allocated to New Development | The net cost to the City multiplied by the percentage cost allocated to new development. | Calculated by DTA |
| Policy Background or Objective | Identifies the policy source or rationale for facility need. | City General Plan |

The facilities included on the Needs List (presented in **Appendix C**) are provided by the City and reflect either the City's goals of maintaining and improving a specific area, or they are part of a more formal policy document, such as a General Plan, Capital Improvement Plan, etc. Specific estimated facility costs are provided by the City and used as a basis for determining the allocation of revenues between new and existing development. DTA surveyed City staff and consultants on the required road facilities needed to serve new development as a starting point for its fee calculations.

Notably, the cost estimates included in the Needs List reflect the current costs of each of the Future Facilities stated in 2021 dollars. However, the fees determined in this Fee Study will be collected between 2021 and 2040, as future development actually occurs. Without an annual cost inflation escalator, the DIFs could only be updated in the future through the adoption of a new fee study, which is not expected to occur in the near future. As such, DTA recommends that a cost escalator be applied to the fees calculated as needed and/or in compliance with Florida law herein to ensure that they incorporate anticipated construction cost increases.

**Table 44** below outlines the proposed facilities and respective costs along with any offsetting revenues. A list of roads is presented by the City is included in **Appendix C** at the end of this Study. The facility costs presented below are based on estimates provided by the City.

Table 44: Roads Facilities Costs

| Roads Services Facilities | Facility Cost |
|---|---|
| Roadway Improvements – Phased in over 20 years. 80 miles of Roads at $1,000,000 per mile for reconstruction. Estimate 75% completed in 20 years. | $60,000,000 |
| **Roads Facilities Subtotal** | $60,000,000 |
| Offsetting Revenue [1] | **$0.00** |
| **Total** | **$60,000,000** |

[1] Per the City, there is no existing balance in the Road DIF Fund.

Roads Impact Fees were calculated for each of the eight (8) land use categories based on the number of PM Peak Hour Trips (PHTs) generated by each land use. Total PHTs were calculated by applying these trips rates to the various dwelling unit counts and non-residential square feet identified in the demographics section of this Fee Study. As discussed in Section V, the Institute of Transportation Engineers (ITE) uses PM peak hours to define daily trip generation per dwelling unit (for residential units) and daily trip generation per 1,000 building square feet of each category of non-residential development.

All proposed Road facilities were sized to meet the needs of both existing and future residents and employees. Therefore, the costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EBUs. As illustrated below in **Table 45**, 83.46% of the costs will be allocated to existing development and 16.54% of the costs will be allocated to new development. Based on this allocation between new and existing development, $9,925,488 of the $60,000,000 in Road facilities costs would be funded by the Impact Fee imposed on new development. The remaining $50,074,512 must be funded through other sources to be determined by the City.

Table 45: Roads Facilities Cost Allocation Summary

| Development Type | Peak Hour Trips (EBUs) | Percentage Allocated | Facility Cost Allocation |
|---|---|---|---|
| Existing Development | 25,437 | 83.46% | $50,074,512 |
| New Development | 5,042 | 16.54% | $9,925,488 |
| **Total** | 30,479 | 100.00% | $60,000,000 |

To calculate the Impact Fees, DTA first determined the number of PHTs expected through 2040 based on the expected residential and non-residential growth in in the City. The analysis estimates that a maximum of 5,042 additional PHTs would be generated by the land use growth, as detailed in **Table 46** below.

Table 46: Number of Trip Calculations

| Land Use Type | Projected Development (Units) | Projected Development (Square Feet) | PHT Generation Rate [1] | Total PHTs (EBUs) |
|---|---|---|---|---|
| Single-Family | 2,147 | | 0.99 | 2,125 |
| Multi-Family | 907 | | 0.44 | 399 |
| Mobile Homes | 126 | | 0.46 | 58 |
| General Commercial Retail | | 154,289 | 3.49 | 538 |
| Office | | 109,677 | 1.42 | 155 |
| Industrial | | 2,113,322 | 0.52 | 1,088 |
| Medical | | 37,115 | 0.97 | 36 |
| Non-Residential | | 219,720 | 2.92 | 642 |
| | | | **Total** | **5,042** |

*Note: 1. Projected PHTs per unit for residential and per 1,000 Square Feet for non-residential.

### *F.1 Fee Calculation*

**Table 47** presented below summarizes the cost per PHT, which is generated by dividing the cost to new development of $9,925,488 by the number of PHTs that will be generated by new development (5,042). When accounting for the 5,042 planned PHTs in the City, the cost per PHT totals $1,969 as shown in the table below. The cost per PHT ($1,969) was then applied to the various land uses and their respective PHT trip generation rates to determine the proposed DIF fees.

Table 47: Cost per Trip Estimate

| Proposed Facilities Costs | Total |
|---|---|
| Cost Allocated to New Development | $9,925,488 |
| Total PHTs Added by New Development | 5,042 |
| **DIF Cost Per PHT** | **$1,969** |

Expected revenue from new development was also calculated, ensuring that collected fees match the calculated cost responsibility of new development. For example, the maximum allowable fee for a single-family residence is calculated as follows: PHT rate [0.99] x costs per PHT [$1,969] = proposed Impact Fee per unit $1,949. Multi-family Impact Fees are calculated by multiplying the PHT rate [0.44] by the cost per PHT [$1,969], resulting in a proposed Impact Fee per unit of $866.

The fees for each of the other land use categories are calculated in the same manner, as outlined below in **Table 48**. The single family, multi-family, and mobile home residential fees are calculated per housing unit and the non-residential fees are calculated per 1,000 square feet.

Table 48: Roads Facilities Fee Calculations per Land Use Category

| Land Use Type | PHT Generation Rate | Costs Per PHT | Maximum Allowable Impact Fees |
|---|---|---|---|
| Single-Family | 0.99 | $1,969 | $1,949 |
| Multi-Family | 0.44 | $1,969 | $866 |
| Mobile Homes | 0.46 | $1,969 | $906 |
| General Commercial Retail | 3.49 | $1,969 | $6,870 |
| Office | 1.42 | $1,969 | $2,786 |
| Industrial | 0.52 | $1,969 | $1,014 |
| Medical | 0.97 | $1,969 | $1,910 |
| Non-Residential | 2.92 | $1,969 | $5,748 |

### *F.2 Summary of Proposed fees*

The total fee amounts to finance new development's share of the costs of facilities in the Needs Lists are summarized in **Table 49** below. It must be noted that the projects listed in the Needs List that will be funded by the proposed DIF are not intended to fully offset the projected Roads' effects of development, as developers will also undertake separate measures, such as traffic demand management programs, and localized mitigation measures, to help offset the traffic effects of new development. The proposed DIF will not fully cover the cost of the capital projects and additional funding must be identified to implement many of the projects and programs identified herein, with a substantial share of that funding generated by existing residents, businesses, and/or roads system users.

To maintain consistency with the current fee schedule structure, the maximum calculated fees generated for each land use category presented above are further broken out by square footage and land use sub-categories. The fee per unit or per 1,000 square feet for each of these sub-categories is calculated using the EBU approach discussed in Section V. Please see **Table 49** below for the maximum calculated fee amounts generated for each land use. Additional details regarding the analysis related to Road facilities are included in **Appendix A** of this Fee Study.

As stated in Section III of this Study, recently passed legislation (HB 337) places certain limits on increases to impact fees and provides certain limitations on the amount by which a local government may increase its impact fees. Specifically, HB 337 states that the new fees adopted by the City may only be increased once every four (4) years and by no more than 50%. Where necessary, to comply with this legislation, DTA has adjusted the maximum calculated fees to reflect the 50% increase allowed under the new law. (The calculated fees reflecting the 50% increase limit will be referred to as the Assigned fees per Statute)

**Table 49** below presents the current fee schedule, the maximum calculated fees, the assigned fees per statute, and the fees to be imposed for each land use covered in

this Study. Importantly, if the maximum calculated fees are greater that the assigned fees per statute, then the assigned fees per statute will be adopted by the City.

The fees to be imposed on new development are presented in the shaded column and are the maximum fees allowed by law and must be phased-in over a four-year (4) period in four (4) equal installments. In this case, where necessary the maximum calculated fees have been adjusted to the assigned fees per statute in each land use type. It is important to note that any fee increases of less than 25% must be phased-in over two (2) years in two (2) equal installments.

In contrast to the fees generated in the previous sections, the Fees to be Imposed on new development in this section are made up of both maximum calculated fees and assigned fees per statute. As indicated below in **Table 49**, *single family residential, multi-family residential, mobile homes, non-residential, medical offices, hospitals, nursing homes, and general commercial retail are to be charged the maximum calculated fees, while general office and industrial development are to be charged the assigned fees per statute.*

**Table 49: Proposed Roads Impact Fees**

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| ≤ 800 SF | $952.68 | $1,129.35 | $1,429.02 | $1,129.35 |
| 801 - 1399 | $1,139.00 | $1,350.23 | $1,708.50 | $1,350.23 |
| 1,400 - 1,999 | $1,308.00 | $1,550.57 | $1,962.00 | $1,550.57 |
| 2,000 - 3599 | $1,494.00 | $1,771.06 | $2,241.00 | $1,771.06 |
| 3,600 and over | $1,644.00 | $1,948.88 | $2,466.00 | $1,948.88 |
| **Multi-Family Residential** | | | | |
| ≤ 800 SF | $952.68 | $501.93 | $1,429.02 | $501.93 |
| 801 - 1399 | $1,139.00 | $600.10 | $1,708.50 | $600.10 |
| 1,400 - 1,999 | $1,308.00 | $689.14 | $1,962.00 | $689.14 |
| 2,000 - 3599 | $1,494.00 | $787.14 | $2,241.00 | $787.14 |
| 3,600 and over | $1,644.00 | $866.17 | $2,466.00 | $866.17 |
| **Mobile Home** | | | | |
| ≤ 800 SF | $952.68 | $524.75 | $1,429.02 | $524.75 |
| 801 - 1399 | $1,139.00 | $627.38 | $1,708.50 | $627.38 |
| 1,400 - 1,999 | $1,308.00 | $720.47 | $1,962.00 | $720.47 |
| 2,000 - 3599 | $1,494.00 | $822.92 | $2,241.00 | $822.92 |
| 3,600 and over | $1,644.00 | $905.54 | $2,466.00 | $905.54 |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute | Fees to be Imposed [1] |
|---|---|---|---|---|
| | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | |
| Hotel/Motel | $486.00 | $340.64 | $729.00 | $340.64 |
| Drive in Bank | $8,201.00 | $5,748.20 | $12,301.50 | $5,748.20 |
| Mini-Warehouse | $1,301.00 | $911.89 | $1,951.50 | $911.89 |
| Movie Theater | $93.00 | $65.19 | $139.50 | $65.19 |
| Racquet Club (per court) | $2,316.00 | $1,623.32 | $3,474.00 | $1,623.32 |
| Church/Synagogue | $523.00 | $366.58 | $784.50 | $366.58 |
| Day Care Center | $3,176.00 | $2,226.11 | $4,764.00 | $2,226.11 |
| Quality Restaurant | $4,371.00 | $3,063.70 | $6,556.50 | $3,063.70 |
| High Turnover Sit Down Restaurant | $6,333.00 | $4,438.89 | $9,499.50 | $4,438.89 |
| New Car Sales | $2,036.00 | $1,427.06 | $3,054.00 | $1,427.06 |
| | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $1,233.00 | $2,785.52 | $1,849.50 | $1,849.50 |
| 10,01 - 49.99 | $841.00 | $1,899.93 | $1,261.50 | $1,261.50 |
| 50000 | $841.00 | $1,899.93 | $1,261.50 | $1,261.50 |
| 50,001 - 74,999 | $841.00 | $1,899.93 | $1,261.50 | $1,261.50 |
| 75,000 - 99,999 | $766.00 | $1,730.50 | $1,149.00 | $1,149.00 |
| 100,000 - 149,999 | $729.00 | $1,646.91 | $1,093.50 | $1,093.50 |
| 150,000 - 199,999 | $654.00 | $1,477.48 | $981.00 | $981.00 |
| 200,000 - 399,999 | $616.00 | $1,391.63 | $924.00 | $924.00 |
| 400,000 - 499,999 | $523.00 | $1,181.53 | $784.50 | $784.50 |
| 500,000 - 599,999 | $504.00 | $1,138.60 | $756.00 | $756.00 |
| 600,000 - 699,999 | $467.00 | $1,055.02 | $700.50 | $700.50 |
| 700,000 - 799,999 | $467.00 | $1,055.02 | $700.50 | $700.50 |
| 800,000 and over | $448.00 | $1,012.09 | $672.00 | $672.00 |
| | | | | |
| Medical Offices | $1,961.00 | $1,909.51 | $2,941.50 | $1,909.51 |
| Hospitals | $951.00 | $926.03 | $1,426.50 | $926.03 |
| Nursing Homes | $205.00 | $199.62 | $307.50 | $199.62 |
| | | | | |

| Land Use Type and Unit | Current Fee Schedule | Maximum Calculated Fees | Assigned Fees per Statute | Fees to be Imposed [1] |
|---|---|---|---|---|
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | |
| General Warehouse | $374.00 | $1,013.81 | $561.00 | $561.00 |
| Warehousing | $262.00 | $710.21 | $393.00 | $393.00 |
| | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | |
| ≤10,000 | $4,894.00 | $3,982.37 | $7,341.00 | $3,982.37 |
| 10,01 - 49.999 | $4,894.00 | $3,982.37 | $7,341.00 | $3,982.37 |
| 50,000 | $2,802.00 | $2,280.06 | $4,203.00 | $2,280.06 |
| 50,001-69,999 | $2,802.00 | $2,280.06 | $4,203.00 | $2,280.06 |
| 70,000-99,999 | $2,447.00 | $1,991.19 | $3,670.50 | $1,991.19 |
| 100,000-199,999 | $2,223.00 | $1,808.91 | $3,334.50 | $1,808.91 |
| 200,000 | $1,812.00 | $1,474.47 | $2,718.00 | $1,474.47 |
| 300,000 | $1,625.00 | $1,322.30 | $2,437.50 | $1,322.30 |
| 400,000 | $1,513.00 | $1,231.17 | $2,269.50 | $1,231.17 |
| 500,000 | $1,457.00 | $1,185.60 | $2,185.50 | $1,185.60 |
| 600,000 | $1,401.00 | $1,140.03 | $2,101.50 | $1,140.03 |
| 800,000 | $1,345.00 | $1,094.46 | $2,017.50 | $1,094.46 |
| 1,000,000 | $1,326.00 | $1,079.00 | $1,989.00 | $1,079.00 |
| 1,200,000 | $1,308.00 | $1,064.35 | $1,962.00 | $1,064.35 |
| Pharmacy with Drive Thru | $1,588.00 | $1,292.20 | $2,382.00 | $1,292.20 |
| Fast Food Restaurant | $7,808.00 | $6,353.57 | $11,712.00 | $6,353.57 |
| Service Station per Fueling Station | $1,924.00 | $1,565.61 | $2,886.00 | $1,565.61 |
| Convenience Retail | $8,443.00 | $6,870.28 | $12,664.50 | $6,870.28 |

The cost estimates for Future Facilities used in this section are in 2021 dollars. Specifically, DTA recommends that, after adoption, the fee should be reviewed each year and adjusted by the Engineering News-Record ("ENR") Cost Index Calculation Methodology and/or compliance with current Florida law.

# VII SUMMARY OF FEES

The total proposed fee amounts to finance new development's share of the costs of new facilities are summarized below.

**Table 50: Development Impact Fee Summary**

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| **Single Family Residential (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $1,129.35 | $3,157.80 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $1,350.23 | $3,756.50 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $1,550.57 | $4,394.97 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $1,771.06 | $5,089.39 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $1,948.88 | $5,642.09 |
| **Multi-Family Residential (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $501.93 | $2,530.38 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $600.10 | $3,006.37 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $689.14 | $3,533.55 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $787.14 | $4,105.47 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $866.17 | $4,559.38 |
| **Mobile Home (Per Unit)** | | | | | | | |
| ≤ 800 SF | $389.99 | $70.19 | $129.80 | $233.24 | $1,205.25 | $524.75 | $2,553.20 |
| 801 - 1399 | $458.37 | $104.67 | $152.51 | $274.13 | $1,416.60 | $627.38 | $3,033.65 |
| 1400 - 1,999 | $538.77 | $139.14 | $179.21 | $322.22 | $1,665.08 | $720.47 | $3,564.87 |
| 2,000 - 3599 | $626.30 | $173.63 | $208.28 | $374.57 | $1,935.57 | $822.92 | $4,141.25 |
| 3,600 and over | $694.08 | $208.11 | $230.90 | $415.10 | $2,145.03 | $905.54 | $4,598.75 |
| | | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | | |
| Hotel / Motel | $395.87 | $84.56 | $46.26 | - | $537.15 | $340.64 | $1,404.47 |
| Drive in Bank | $325.46 | $89.27 | $238.56 | - | - | $5,748.20 | $6,401.48 |

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| Mini-Warehouse | $325.46 | $14.01 | $12.81 | - | - | $911.89 | $1,264.17 |
| Movie Theater | $325.46 | $89.27 | $275.33 | - | - | $65.19 | $755.23 |
| Racquet Club (Per Court) | $325.46 | $89.27 | $205.79 | - | - | $1,623.32 | $2,243.82 |
| Church / Synagogue | $325.46 | $89.27 | $49.04 | - | - | $366.58 | $830.33 |
| Day Care Center | $325.46 | $89.27 | $238.56 | - | - | $2,226.11 | $2,879.39 |
| Quality Restaurant | $395.87 | $89.27 | $275.33 | - | - | $3,063.70 | $3,824.15 |
| High Turnover Sit Down Restaurant | $395.87 | $89.27 | $275.33 | - | - | $4,438.89 | $5,199.35 |
| New Car Sales | $395.87 | $89.27 | $133.10 | - | - | $1,427.06 | $2,045.29 |
| | | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | | |
| ≤10,000 | $277.64 | $78.08 | $105.87 | - | - | $1,849.50 | $2,311.08 |
| 10,01 - 49.99 | $277.64 | $78.08 | $105.87 | - | - | $1,261.50 | $1,723.08 |
| 50000 | $277.64 | $78.08 | $105.87 | - | - | $1,261.50 | $1,723.08 |
| 50,001 - 74,999 | $277.64 | $78.08 | $116.06 | - | - | $1,261.50 | $1,733.27 |
| 75,000 - 99,999 | $279.14 | $79.58 | $116.06 | - | - | $1,149.00 | $1,623.77 |
| 100,000 - 149,999 | $277.64 | $78.08 | $144.72 | - | - | $1,093.50 | $1,593.93 |
| 150,000 - 199,999 | $277.64 | $78.08 | $141.02 | - | - | $981.00 | $1,477.73 |
| 200,000 - 399,999 | $277.64 | $78.08 | $139.17 | - | - | $924.00 | $1,418.88 |
| 400,000 - 499,999 | $277.64 | $78.08 | $139.17 | - | - | $784.50 | $1,279.38 |
| 500,000 - 599,999 | $277.64 | $78.08 | $139.17 | - | - | $756.00 | $1,250.88 |
| 600,000 - 699,999 | $277.64 | $78.08 | $139.17 | - | - | $700.50 | $1,195.38 |
| 700,000 - 799,999 | $277.64 | $78.08 | $139.17 | - | - | $700.50 | $1,195.38 |
| 800,000 and over | $277.64 | $78.08 | $139.17 | - | - | $672.00 | $1,166.88 |
| | | | | | | | |
| Medical Offices | $277.50 | $78.08 | $224.94 | - | - | $1,909.51 | $2,490.02 |
| Hospitals | $277.50 | $78.08 | $192.95 | - | - | $926.03 | $1,474.55 |

| Land Use Category | Fire & Rescue | Police | Public Buildings | Library | Parks | Roads | Total |
|---|---|---|---|---|---|---|---|
| Nursing Homes | $277.50 | $78.08 | $23.93 | - | - | $199.62 | $579.12 |
| | | | | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | | |
| General Warehouse | $207.99 | $18.48 | $36.41 | - | - | $561.00 | $823.88 |
| Warehousing | $68.73 | $14.75 | $28.82 | - | - | $393.00 | $505.29 |
| | | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | | |
| ≤10,000 | $337.70 | $89.27 | $271.59 | - | - | $3,982.37 | $4,680.92 |
| 10,01 - 49.999 | $337.70 | $89.27 | $271.59 | - | - | $3,982.37 | $4,680.92 |
| 50,000 | $337.70 | $89.27 | $271.59 | - | - | $2,280.06 | $2,978.61 |
| 50,001 - 69,999 | $337.70 | $89.27 | $271.59 | - | - | $2,280.06 | $2,978.61 |
| 70,000 - 99,999 | $337.70 | $89.27 | $264.72 | - | - | $1,991.19 | $2,682.87 |
| 100,000 - 199,999 | $337.70 | $89.27 | $262.07 | - | - | $1,808.91 | $2,497.94 |
| 200,000 | $337.70 | $89.27 | $275.33 | - | - | $1,474.47 | $2,176.76 |
| 300,000 | $337.70 | $89.27 | $275.33 | - | - | $1,322.30 | $2,024.59 |
| 400,000 | $337.70 | $89.27 | $275.33 | - | - | $1,231.17 | $1,933.45 |
| 500,000 | $337.70 | $89.27 | $275.33 | - | - | $1,185.60 | $1,887.88 |
| 600,000 | $337.70 | $89.27 | $275.33 | - | - | $1,140.03 | $1,842.31 |
| 800,000 | $337.70 | $89.27 | $275.33 | - | - | $1,094.46 | $1,796.75 |
| 1,000,000 | $337.70 | $89.27 | $275.33 | - | - | $1,079.00 | $1,781.28 |
| 1,200,000 | $337.70 | $89.27 | $275.33 | - | - | $1,064.35 | $1,766.64 |
| Pharmacy with Drive Thru | $337.70 | $89.27 | $266.69 | - | - | $1,292.20 | $1,985.84 |
| Fast Food Restaurant | $337.70 | $89.27 | $275.33 | - | - | $6,353.57 | $7,055.85 |
| Service Station per Fueling Station | $337.70 | $89.27 | $68.21 | - | - | $1,565.61 | $2,060.77 |
| Convenience Retail | $337.70 | $89.27 | $275.33 | - | - | $6,870.28 | $7,572.57 |

# APPENDIX A

City of Riviera Beach
Development Impact Fee Justification Study

## FEE DERIVATION WORKSHEETS

**APPENDIX A-1**
**CITY OF RIVIERA BEACH, FLORIDA**
**FIRE & RESCUE FACILITIES FEE CALCULATION**

## I. Inventory of Fire & Rescue Facilities

| Facility | Facility Units | Quantity |
|---|---|---|
| Buildings | Square Feet | 63,013 |
| Land | Acres | 92.07 |
| Vehicles | Vehicle | 31.0 |
| Equipment | Integrated Unit | 1.0 |

## II. Existing Fire & Rescue Facilities EDU Calculation

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 19,955 | 9,712 | 2.05 | 1.00 | 9,712 |
| Multi-Family | 15,701 | 8,487 | 1.85 | 0.90 | 7,641 |
| Mobile Homes | 1,141 | 585 | 1.95 | 0.95 | 555 |
| **Subtotal Residential** | **36,797** | **18,784** | **NA** | **NA** | **17,909** |
| | | | | | |
| General Commercial Retail (per 1,000 sf) | 837 | 741,385 | 2.26 | 1.10 | 815 |
| Office (per 1,000 SF) | 791 | 527,019 | 3.00 | 1.46 | 769 |
| Industrial (per 1,000 SF) | 5,077 | 10,154,885 | 1.00 | 0.49 | 4,942 |
| Medical (per 1,000 SF) | 236 | 178,342 | 2.65 | 1.29 | 230 |
| Non-Residential (per 1,000) | 1,193 | 1,055,793 | 2.26 | 1.10 | 1,161 |
| **Subtotal Non-Residential** | **8,135** | **12,657,424** | | | **7,918** |
| **Total** | **44,932** | | **NA** | **NA** | **25,827** |

## III. Existing Facility Standard

| Facility Type [3] | Facility Units | Quantity | Facility Units per 1,000 Persons Served |
|---|---|---|---|
| Buildings | Square Feet | 63,013 | 1402 |
| Land | Acres | 92.07 | 2.049 |
| Vehicles | Vehicle | 31 | 0.690 |
| Equipment | Integrated Unit | 1 | 0.026 |

## IV. Future Fire & Rescue Facilities EDU Calculation

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 4,411 | 2,147 | 2.05 | 1.00 | 2,147 |
| Multi-Family | 1,678 | 907 | 1.85 | 0.90 | 817 |
| Mobile Homes | 246 | 126 | 1.95 | 0.95 | 120 |
| **Subtotal Residential** | **6,335** | **3,180** | **NA** | **NA** | **3,083** |
| | | | | | |
| General Commercial Retail (per 1,000 sf) | 174 | 154,289 | 2.26 | 1.10 | 170 |
| Office (per 1,000 SF) | 165 | 109,677 | 3.00 | 1.46 | 160 |
| Industrial (per 1,000 SF) | 1,057 | 2,113,322 | 1.00 | 0.49 | 1,029 |
| Medical (per 1,000 SF) | 49 | 37,115 | 2.65 | 1.29 | 48 |
| Non-Residential (per 1,000) | 248 | 219,720 | 2.26 | 1.10 | 242 |
| Subtotal Non-Residential | **1,693** | **2,414,403** | **NA** | **NA** | **1,648** |
| **Total** | **8,028** | | **NA** | **NA** | **4,731** |

## V. Future Facility Standard

| Facility Type | Facility Units | Facility Units per 1,000 Persons Served | Facilities Units Funded by New Development |
|---|---|---|---|
| Buildings | Square Feet | 1402 | 11,259 |
| Land | Acres | 2.049 | 16.450 |
| Vehicles | Vehicle | 0.690 | 5.539 |
| Equipment | Integrated Unit | 0.026 | 0.211 |

## VI. General Fire & Rescue Summary Cost Data

| Facility Type | Facility Units | Facility Units Funded by Future Development | Cost Per Unit | Total Facility Cost for Future Development | Cost per EDU |
|---|---|---|---|---|---|
| Buildings | Square Feet | 11,259 | $586 | $6,599,513 | $1,395 |
| Land | Acres | 16.450 | $480,786 | $7,909,155 | $1,672 |
| Vehicles | Vehicle | 5.539 | $236,820 | $1,311,693 | $277 |
| Equipment | Integrated Unit | 0.211 | $3,115,712 | $658,405 | $139 |
| **Total** | | | | **$16,478,766** | **$3,483** |

| Land Use | Calculated Fees |
|---|---|
| Single Family | $3,483 |
| Multi-Family | $3,136 |
| Mobile Homes | $3,306 |
| General Commercial Retail | $3,829 |
| Office | $5,086 |
| Industrial | $1,695 |
| Medical | $4,492 |
| Non-Residential | $3,831 |

**APPENDIX A-2**
**CITY OF RIVIERA BEACH, FLORIDA**
**POLICE FACILITIES FEE CALCULATION**

**I. Inventory of Existing General Government Facilities**

| Facility | Facility Units | Quantity |
|---|---|---|
| Buildings | Square Feet | 19,474 |
| Land | Acres | 4.0 |
| Vehicles | Vehicle | 202.0 |
| Equipment | Integrated Unit | 1.0 |

**II. Existing General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 19,955 | 9,712 | 2.05 | 1.00 | 9,712 |
| Multi-Family | 15,701 | 8,487 | 1.85 | 0.90 | 7,641 |
| Mobile Homes | 1,141 | 585 | 1.95 | 0.95 | 555 |
| ***Subtotal Residential*** | **36,797** | **18,784** | **NA** | **NA** | **17,909** |
| General Commercial Retail (per 1,000 sf) | 837 | 741,385 | 2.26 | 1.10 | 815 |
| Office (per 1,000 SF) | 791 | 527,019 | 3.00 | 1.46 | 769 |
| Industrial (per 1,000 SF) | 5,077 | 10,154,885 | 1.00 | 0.49 | 4,942 |
| Medical (per 1,000 SF) | 236 | 178,342 | 2.65 | 1.29 | 230 |
| Non-Residential (per 1,000) | 1,193 | 1,055,793 | 2.26 | 1.10 | 1,161 |
| **Subtotal Non-Residential** | **8,135** | **12,657,424** | | | **7,918** |
| **Total** | **44,932** | | **NA** | **NA** | **25,827** |

**III. Existing Facility Standard**

| Facility Type **[3]** | Facility Units | Quantity | Facility Units per 1,000 Persons Served |
|---|---|---|---|
| Buildings | Square Feet | 19,474 | 433 |
| Land | Acres | 4.03 | 0.090 |
| Vehicles | Vehicle | 202 | 4.496 |
| Equipment | Integrated Unit | 1 | 0.026 |

**IV. Future General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served **[1]** | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 4,411 | 2,147 | 2.05 | 1.00 | 2,147 |
| Multi-Family | 1,678 | 907 | 1.85 | 0.90 | 817 |
| Mobile Homes | 246 | 126 | 1.95 | 0.95 | 120 |
| ***Subtotal Residential*** | ***6,335*** | ***3,180*** | ***NA*** | ***NA*** | **3,083** |
| General Commercial Retail (per 1,000 sf) | 174 | 154,289 | 2.26 | 1.10 | 170 |
| Office (per 1,000 SF) | 165 | 109,677 | 3.00 | 1.46 | 160 |
| Industrial (per 1,000 SF) | 1,057 | 2,113,322 | 1.00 | 0.49 | 1,029 |
| Medical (per 1,000 SF) | 49 | 37,115 | 2.65 | 1.29 | 48 |
| Non-Residential (per 1,000) | 248 | 219,720 | 2.26 | 1.10 | 242 |
| *Subtotal Non-Residential* | ***1,693*** | ***2,414,403*** | *NA* | *NA* | *1,648* |
| **Total** | **8,028** | | **NA** | **NA** | **4,731** |

**V. Future Facility Standard**

| Facility Type | Facility Units | Facility Units per 1,000 Persons Served | Facilities Units Funded by New Development |
|---|---|---|---|
| Buildings | Square Feet | 433 | 3,479 |
| Land | Acres | 0.090 | 0.720 |
| Vehicles | Vehicle | 4.496 | 36.091 |
| Equipment | Integrated Unit | 0.026 | 0.211 |

**VI. General Government Summary Cost Data**

| Facility Type | Facility Units | Facility Units Funded by Future Development | Cost Per Unit | Total Facility Cost for Future Development | Cost per EDU |
|---|---|---|---|---|---|
| Buildings | Square Feet | 3,479 | $469 | $1,630,284 | $345 |
| Land | Acres | 0.720 | $480,786 | $346,186 | $73 |
| Vehicles | Vehicle | 36.091 | $40,496 | $1,461,548 | $309 |
| Equipment | Integrated Unit | 0.211 | $3,534,921 | $746,992 | $158 |
| **Total** | | | | **$4,185,010** | **$885** |

| Land Use | Calculated Fees |
|---|---|
| Single Family | $885 |
| Multi-Family | $796 |
| Mobile Homes | $840 |
| General Commercial Retail | $973 |
| Office | $1,292 |
| Industrial | $431 |
| Medical | $1,141 |
| Non-Residential | $973 |

APPENDIX A-3
CITY OF RIVIERA BEACH, FLORIDA
PUBLIC BUILDINGS FACILITIES FEE CALCULATION

**I. Inventory of Existing General Government Facilities**

| Facility | Facility Units | Quantity |
|---|---|---|
| Buildings | Square Feet | 123,754 |
| Land | Acres | 14 |
| Vehicles | Vehicle | 192 |
| Equipment | Integrated Unit | 1 |

**II. Existing General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 19,955 | 9,712 | 2.05 | 1.00 | 9,712 |
| Multi-Family | 15,701 | 8,487 | 1.85 | 0.90 | 7,641 |
| Mobile Homes | 1,141 | 585 | 1.95 | 0.95 | 555 |
| ***Subtotal Residential*** | **36,797** | **18,784** | **NA** | **NA** | **17,909** |
| General Commercial Retail (per 1,000 sf) | 837 | 741,385 | 2.26 | 1.10 | 815 |
| Office (per 1,000 SF) | 791 | 527,019 | 3.00 | 1.46 | 769 |
| Industrial (per 1,000 SF) | 5,077 | 10,154,885 | 1.00 | 0.49 | 4,942 |
| Medical (per 1,000 SF) | 236 | 178,342 | 2.65 | 1.29 | 230 |
| *Non-Residential (per 1,000)* | 1,193 | 1,055,793 | 2.26 | 1.10 | 1,161 |
| ***Subtotal Residential*** | **8,135** | **12,657,424** | | | ***7,918*** |
| **Total** | **44,932** | | **NA** | **NA** | **25,827** |

**III. Existing Facility Standard**

| Facility Type [3] | Facility Units | Quantity | Facility Units per 1,000 Persons Served |
|---|---|---|---|
| Buildings | Square Feet | 123,754 | 2754 |
| Land | Acres | 14 | 0.312 |
| Vehicles | Vehicle | 192 | 4.273 |
| Equipment | Integrated Unit | 1 | 0.026 |

**IV. Future General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 4,411 | 2,147 | 2.05 | 1.00 | 2,147 |
| Multi-Family | 1,678 | 907 | 1.85 | 0.90 | 817 |
| Mobile Homes | 246 | 126 | 1.95 | 0.95 | 120 |
| ***Subtotal Residential*** | **6,335** | **3,180** | **NA** | **NA** | **3,083** |
| General Commercial Retail (per 1,000 sf) | 174 | 154,289 | 2.26 | 1.10 | 170 |
| Office (per 1,000 SF) | 165 | 109,677 | 3.00 | 1.46 | 160 |
| Industrial (per 1,000 SF) | 1,057 | 2,113,322 | 1.00 | 0.49 | 1,029 |
| Medical (per 1,000 SF) | 49 | 37,115 | 2.65 | 1.29 | 48 |
| Non-Residential (per 1,000) | 248 | 219,720 | 2.26 | 1.10 | 242 |
| **Subtotal Non-Residential** | **1,693** | **2,414,403** | NA | NA | 1,648 |
| **Total** | **8,028** | | **NA** | **NA** | **4,731** |

**V. Future Facility Standard**

| Facility Type | Facility Units | Facility Units per 1,000 Persons Served | Facilities Units Funded by New Development |
|---|---|---|---|
| Buildings | Square Feet | 2754 | 22,111 |
| Land | Acres | 0.312 | 2.501 |
| Vehicles | Vehicle | 4.273 | 34.305 |
| Equipment | Integrated Unit | 0.026 | 0.211 |

**VI. General Government Summary Cost Data**

| Facility Type | Facility Units | Facility Units Funded by Future Development | Cost Per Unit | Total Facility Cost for Future Development | Cost per EDU |
|---|---|---|---|---|---|
| Buildings | Square Feet | 22,111 | $398 | $8,800,251 | $1,860 |
| Land | Acres | 2.501 | $480,786 | $1,202,631 | $254 |
| Vehicles | Vehicle | 34.305 | $28,268 | $969,724 | $205 |
| Equipment | Integrated Unit | 0.211 | $28,000,000 | $5,916,898 | $1,251 |
| **Total** | | | | **$16,889,504** | **$3,570** |

| Land Use | Calculated Fees |
|---|---|
| Single Family | $3,570 |
| Multi-Family | $3,214 |
| Mobile Homes | $3,388 |
| General Commercial Retail | $3,925 |
| Office | $5,212 |
| Industrial | $1,737 |
| Medical | $4,604 |
| Non-Residential | $3,927 |

APPENDIX A-4
CITY OF RIVIERA BEACH, FLORIDA
LIBRARY FACILITIES FEE CALCULATION

**I. Inventory of Existing General Government Facilities**

| Facility | Facility Units | Quantity |
|---|---|---|
| Buildings | Square Feet | 30,000 |
| Land | Acres | 4.0 |
| Vehicles | Vehicle | 1.0 |
| Equipment | Integrated Unit | 1.0 |

**II. Existing General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 19,955 | 9,712 | 2.05 | 1.00 | 9,712 |
| Multi-Family | 15,701 | 8,487 | 1.85 | 0.90 | 7,641 |
| Mobile Homes | 1,141 | 585 | 1.95 | 0.95 | 555 |
| **Subtotal Residential** | **36,797** | **18,784** | **NA** | **NA** | **17,909** |
| **Subtotal Non-Residenti** | **0** | **0** | | | **0** |
| **Total** | **36,797** | | **NA** | **NA** | **17,909** |

**III. Existing Facility Standard**

| Facility Type [3] | Facility Units | Quantity | Facility Units per 1,000 Persons Served |
|---|---|---|---|
| Buildings | Square Feet | 30,000 | 815 |
| Land | Acres | 4 | 0.109 |
| Vehicles | Vehicle | 1 | 0.027 |
| Equipment | Integrated Unit | 1 | 0.027 |

**IV. Future General Government Facilities EDU Calculation**

| Land Use Type | Number of Persons Served] | Number of Units/ Non-Res 1,000 SF | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 4,411 | 2,147 | 2.05 | 1.00 | 2,147 |
| Multi-Family | 1,678 | 907 | 1.85 | 0.90 | 817 |
| Mobile Homes | 246 | 126 | 1.95 | 0.95 | 120 |
| **Subtotal Residential** | **6,335** | **3,180** | **NA** | **NA** | **3,083** |
| **Subtotal Non-Residential** | **0** | **0** | NA | NA | 0 |
| **Total** | **6,335** | | **NA** | **NA** | **3,083** |

**V. Future Facility Standard**

| Facility Type | Facility Units | Facility Units per 1,000 Persons Served | Facilities Units Funded by New Development |
|---|---|---|---|
| Buildings | Square Feet | 815 | 5,165 |
| Land | Acres | 0.109 | 0.689 |
| Vehicles | Vehicle | 0.027 | 0.172 |
| Equipment | Integrated Unit | 0.027 | 0.172 |

**VI. General Government Summary Cost Data**

| Facility Type | Facility Units | Facility Units Funded by Future Development | Cost Per Unit | Total Facility Cost for ture Development | Cost per EDU |
|---|---|---|---|---|---|
| Buildings | Square Feet | 5,165 | $431 | $2,226,061 | $722 |
| Land | Acres | 0.689 | $480,786 | $331,093 | $107 |
| Vehicles | Vehicle | 0.172 | $42,000 | $7,231 | $2 |
| Equipment | Integrated Unit | 0.172 | $2,958,995 | $509,428 | $165 |
| **Total** | | | | **$3,073,813** | **$997** |

| Land Use | Fees |
|---|---|
| Single Family | $997 |
| Multi-Family | $898 |
| Mobile Homes | $946 |
| General Commercial Retail | - |
| Office | - |
| Industrial | - |
| Medical | - |
| Non-Residential | - |

**APPENDIX A-5**
**CITY OF RIVIERA BEACH**
**PARK FACILITIES FEE CALCULATION**

**I. Inventory of Existing Park Facilities**

| Facility | Facility Units | Quantity |
|---|---|---|
| Neighborhood Parks | Acres | 11.70 |
| Community Parks | Acres | 57.28 |
| Open Space | Acres | 0.00 |
| Special Recreation Facilities | Acres | 0.00 |
| **Total** | | **68.98** |

**II. Existing Park Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 19,955 | 9,712 | 2.05 | 1.00 | 9,712 |
| Multi-Family | 15,701 | 8,487 | 1.85 | 0.90 | 7,641 |
| Mobile Homes | 1,141 | 585 | 1.95 | 0.95 | 555 |
| Hotel Motel | 607 | 1,011 | 1.20 | 1.00 | 1,011 |
| **Total** | **37,404** | **19,795** | **NA** | **NA** | **18,920** |

**III. Existing Facility Standard**

| Facility Type | Facility Units | Quantity | Facility Units per 1,000 Persons Served |
|---|---|---|---|
| Neighborhood Parks | Acres | 11.70 | 0.31 |
| Community Parks | Acres | 57.28 | 1.53 |
| Open Space | Acres | 0.00 | 0.00 |
| Special Recreation Facilities | Acres | 0.00 | 0.00 |
| **Total** | | **68.98** | **1.84** |

**IV. Future Park Facilities EDU Calculation**

| Land Use Type | Number of Persons Served | Number of Units | Residents per Unit/ Persons Served per 1,000 Non-Res. SF | EDUs per Unit/ per 1,000 Non-Res SF | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 4,411 | 2,147 | 2.05 | 1.00 | 2,147 |
| Multi-Family | 1,678 | 907 | 1.85 | 0.90 | 817 |
| Mobile Homes | 246 | 126 | 1.95 | 0.95 | 120 |
| Hotel Motel | 1,939 | 605 | 1.20 | 1.00 | 605 |
| **Total** | **8,275** | **3,785** | **NA** | **NA** | **3,688** |

**V. Future Facility Standard**

| Facility Type [3] | Facility Units | Facility Units 1,000 Persons Served | Facilities Units Funded by Future Development |
|---|---|---|---|
| Neighborhood Parks | Acres | 0.31 | 2.59 |
| Community Parks | Acres | 1.53 | 12.67 |
| Open Space | Acres | 0.00 | 0.00 |
| Special Recreation Facilities | Acres | 0.00 | 0.00 |
| **Total** | | **1.84** | **15.26** |

**VI. Park Summary Cost Data**

| Facility Type [4] | Facility Units | Facility Units Funded Future Development | Land Acquisition per Acre | Acres Being Developed | Park Development per Acre | Total Facility Cost for New Development | Cost per EDU |
|---|---|---|---|---|---|---|---|
| Neighborhood Parks | Acres | 2.59 | $480,786 | 2.59 | $442,869 | $2,390,707 | $648 |
| Community Parks | Acres | 12.67 | $480,786 | 12.67 | $442,869 | $11,704,246 | $3,173 |
| Open Space | Acres | 0.00 | $0 | 0.00 | $0 | $0 | $0 |
| Special Recreation Facilities | Acres | 0.00 | $0 | 0.00 | $0 | $0 | $0 |
| **Total** | | **15.26** | | **15.26** | | **$14,094,953** | **$3,821** |

**VII. Total Costs Financed by Fees**

| Facility Type | Number of Units | EDUs per Unit | Total Facility Costs for New Development |
|---|---|---|---|
| Single Family | 2,147 | 1.00 | $8,203,245 |
| Multi-Family | 907 | 0.90 | $3,120,885 |
| Mobile Homes | 126 | 0.95 | $457,983 |
| Hotel Motel | 605 | 1.00 | $2,312,840 |
| | | **Total** | **$14,094,953** |

| Land Use | Fees |
|---|---|
| Single Family | $3,821 |
| Multi-Family | $3,441 |
| Mobile Homes | $3,627 |
| Hotel Motel | $3,821 |

APPENDIX A-6
CITY OF RIVIERA BEACH, FLORIDA
ROADS FEE CALCULATION

I. Existing EDU Calculation

| Land Use Type | Trip Generation Rate per Unit/ per 1,000 Non-Res. S.F. | Number of Existing Units | Existing Non-Residential S.F. | Peak Hour Trips EBUs (Per Unit/1,000 SF) |
|---|---|---|---|---|
| Single-Family | 0.99 | 9,712 | | 9,615 |
| Multi-Family | 0.44 | 8,487 | | 3,734 |
| Mobile Homes | 0.46 | 585 | | 269 |
| General Commercial Retail | 3.49 | | 741,385 | 2,587 |
| Office | 1.42 | | 527,019 | 746 |
| Industrial | 0.52 | | 10,154,885 | 5,230 |
| Medical | 0.97 | | 178,342 | 173 |
| Non-Residential | 2.92 | | 1,055,793 | 3,083 |
| **Total** | | | | **25,437** |

II. Future EDU Calculation

| Land Use Type | Trip Generation Rate per Unit/ per 1,000 Non-Res. S.F. | Number of Projected Units | Projected Non-Residential S.F. | Peak Hour Trips EBUs (Per Unit/1,000 SF) |
|---|---|---|---|---|
| Single-Family | 0.99 | 2,147 | | 2,125 |
| Multi-Family | 0.44 | 907 | | 399 |
| Mobile Homes | 0.46 | 126 | | 58 |
| General Commercial Retail | 3.49 | | 154,289 | 538 |
| Office | 1.42 | | 109,677 | 155 |
| Industrial | 0.52 | | 2,113,322 | 1,088 |
| Medical | 0.97 | | 37,115 | 36 |
| Non-Residential | 2.92 | | 219,720 | 642 |
| **Total** | | | | **5,042** |

III. Proposed Facilities Cost

| Facility | Facility Cost |
|---|---|
| **Transportation Facilities Cost** | **$60,000,000** |
| **Offsetting Revenues** | **$0** |
| **Total Facilities Cost** | **$60,000,000** |

IV. Allocation of Facilities to Existing and New Development (based on Daily Trips)

| Development | Peak Hour Trips (EBUs) | Percentage of Cost Allocated | Facility Cost |
|---|---|---|---|
| Existing Development | 25,437 | 83.46% | $50,074,512 |
| New Development | 5,042 | 16.54% | $9,925,488 |
| **Total Facilities Cost** | 30,479 | 100.00% | **$60,000,000** |

V. Allocation of Facilities to New Development (based on New EDUs)

| Facility | Projected Daily Trips ew Development | Facility Cost Allocated to | Facilities Cost Per Daily Trip |
|---|---|---|---|
| Transportation Facilities Cost | 5,042 | $9,925,488 | $1,969 |
| **Total Facilities Cost per Daily Trip** | **5,042** | | **$1,969** |

VI. Transportation Impact Fees and Cost Financed by Fees per Unit/per 1,000 Non-Res. S.F.

| Land Use Type | Generation Rate per Unit/ per 1,000 Non-Res. S.F. | Fee per Unit | Fees per 1,000 Non-Res. S.F. | Cost Financed by Impact Fees |
|---|---|---|---|---|
| Single-Family | 0.99 | $1,949 | | $4,183,586 |
| Multi-Family | 0.44 | $866 | | $785,661 |
| Mobile Homes | 0.46 | $906 | | $114,353 |
| General Commercial Retail | 3.49 | | $6,870 | $1,060,008 |
| Office | 1.42 | | $2,786 | $305,508 |
| Industrial | 0.52 | | $1,014 | $2,142,507 |
| Medical | 0.97 | | $1,910 | $70,870 |
| Non-Residential | 2.92 | | $5,748 | $1,262,995 |
| **Initial Allocation to New Development** | | | | **$9,925,488** |
| Total Allocated to Existing Development | | | | $50,074,512 |
| **Total Facilities Costs** | | | | **$60,000,000** |

| Land Use Category | Fees |
|---|---|
| Single-Family | **$1,949** |
| Multi-Family | **$866** |
| Mobile Homes | **$906** |
| General Commercial Retail | **$6,870** |
| Office | **$2,786** |
| Industrial | **$1,014** |
| Medical | **$1,910** |
| Non-Residential | **$5,748** |

# APPENDIX B

City of Riviera Beach
Development Impact Fee Justification Study

## CALCULATED MAXIMUM/ASSIGNED FEE SCHEDULE

APPENDIX B-1
CITY OF RIVIERA BEACH, FLORIDA
FIRE & RESCUE FACILITIES MAXIMUM ASSIGNED FEE

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $259.99 | $1,957.16 | $292.49 | $324.99 | $357.49 | $389.99 |
| 801 - 1399 | $305.58 | $2,300.25 | $343.78 | $381.98 | $420.17 | $458.37 |
| 1400 - 1,999 | $359.18 | $2,703.60 | $404.08 | $448.98 | $493.87 | $538.77 |
| 2,000 - 3599 | $417.53 | $3,142.82 | $469.72 | $521.91 | $574.10 | $626.30 |
| 3,600 and over | $462.72 | $3,483.12 | $520.56 | $578.40 | $636.24 | $694.08 |
| **Multi-Family Residence** | | | | | | |
| ≤ 800 SF | $259.99 | $1,762.18 | $292.49 | $324.99 | $357.49 | $389.99 |
| 801 - 1399 | $305.58 | $2,071.09 | $343.78 | $381.98 | $420.17 | $458.37 |
| 1400 - 1,999 | $359.18 | $2,434.25 | $404.08 | $448.98 | $493.87 | $538.77 |
| 2,000 - 3599 | $417.53 | $2,829.71 | $469.72 | $521.91 | $574.10 | $626.30 |
| 3,600 and over | $462.72 | $3,136.11 | $520.56 | $578.40 | $636.24 | $694.08 |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $259.99 | $1,857.43 | $292.49 | $324.99 | $357.49 | $389.99 |
| 801 - 1399 | $305.58 | $2,183.04 | $343.78 | $381.98 | $420.17 | $458.37 |
| 1400 - 1,999 | $359.18 | $2,565.83 | $404.08 | $448.98 | $493.87 | $538.77 |
| 2,000 - 3599 | $417.53 | $2,982.67 | $469.72 | $521.91 | $574.10 | $626.30 |
| 3,600 and over | $462.72 | $3,305.63 | $520.56 | $578.40 | $636.24 | $694.08 |
| | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | |
| Hotel / Motel | $263.91 | $3,831.14 | $296.90 | $329.89 | $362.88 | $395.87 |
| Drive in Bank | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Mini-Warehouse | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Movie Theater | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Racquet Club | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Church / Synagogue | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Day Care Center | $216.97 | $3,149.58 | $244.09 | $271.21 | $298.33 | $325.46 |
| Quality Restaurant | $263.91 | $3,831.14 | $296.90 | $329.89 | $362.88 | $395.87 |
| High Turnover Sit Down Restauran | $263.91 | $3,831.14 | $296.90 | $329.89 | $362.88 | $395.87 |
| New Car Sales | $263.91 | $3,831.14 | $296.90 | $329.89 | $362.88 | $395.87 |
| | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 10,01 - 49.99 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 50000 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 50,001 - 74,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 75,000 - 99,999 | $186.09 | $5,085.59 | $209.35 | $232.61 | $255.87 | $279.14 |
| 100,000 - 149,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 150,000 - 199,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 200,000 - 399,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 400,000 - 499,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 500,000 - 599,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 600,000 - 699,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 700,000 - 799,999 | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| 800,000 and over | $185.09 | $5,085.59 | $208.23 | $231.36 | $254.50 | $277.64 |
| | | | | | | |
| Medical Offices | $185.00 | $4,492.27 | $208.13 | $231.25 | $254.38 | $277.50 |
| Hospitals | $185.00 | $4,492.27 | $208.13 | $231.25 | $254.38 | $277.50 |
| Nursing Homes | $185.00 | $4,492.27 | $208.13 | $231.25 | $254.38 | $277.50 |
| | | | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | |
| General Warehouse | $138.66 | $1,695.20 | $155.99 | $173.33 | $190.66 | $207.99 |
| Warehousing | $45.82 | $560.09 | $51.55 | $57.28 | $63.00 | $68.73 |
| | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 10,01 - 49.999 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 50,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 50,001 - 69,999 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 70,000 - 99,999 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 100,000 - 199,999 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 200,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 300,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 400,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 500,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 600,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 800,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 1,000,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| 1,200,000 | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| Pharmacy with Drive Thru | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| Fast Food Restaurant | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| Service Station per Fueling Station | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |
| Convience Retail | $225.13 | $3,829.45 | $253.27 | $281.41 | $309.55 | $337.70 |

APPENDIX B-2
CITY OF RIVIERA BEACH, FLORIDA
POLICE FACILITIES CALCULATED MAXIMUM ASSIGNED FEE

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $46.79 | $298.33 | $52.64 | $58.49 | $64.34 | $70.19 |
| 801 - 1399 | $69.78 | $444.91 | $78.50 | $87.23 | $95.95 | $104.67 |
| 1400 - 1,999 | $92.76 | $591.42 | $104.36 | $115.95 | $127.55 | $139.14 |
| 2,000 - 3599 | $115.75 | $738.00 | $130.22 | $144.69 | $159.16 | $173.63 |
| 3,600 and over | $138.74 | $884.59 | $156.08 | $173.43 | $190.77 | $208.11 |
| **Multi-Family Per Dwelling** | | | | | | |
| ≤ 800 SF | $46.79 | $268.61 | $52.64 | $58.49 | $64.34 | $70.19 |
| 801 - 1399 | $69.78 | $400.58 | $78.50 | $87.23 | $95.95 | $104.67 |
| 1400 - 1,999 | $92.76 | $532.50 | $104.36 | $115.95 | $127.55 | $139.14 |
| 2,000 - 3599 | $115.75 | $664.48 | $130.22 | $144.69 | $159.16 | $173.63 |
| 3,600 and over | $138.74 | $796.46 | $156.08 | $173.43 | $190.77 | $208.11 |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $46.79 | $283.12 | $52.64 | $58.49 | $64.34 | $70.19 |
| 801 - 1399 | $69.78 | $422.24 | $78.50 | $87.23 | $95.95 | $104.67 |
| 1400 - 1,999 | $92.76 | $561.29 | $104.36 | $115.95 | $127.55 | $139.14 |
| 2,000 - 3599 | $115.75 | $700.40 | $130.22 | $144.69 | $159.16 | $173.63 |
| 3,600 and over | $138.74 | $839.51 | $156.08 | $173.43 | $190.77 | $208.11 |
| | | | | | | |
| | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | |
| Hotel / Motel | $56.37 | $921.60 | $63.42 | $70.46 | $77.51 | $84.56 |
| Drive in Bank | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| Mini-Warehouse | $9.34 | $152.66 | $10.51 | $11.68 | $12.84 | $14.01 |
| Movie Theater | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| Racquet Club | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| Church / Synagogue | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| Day Care Center | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| Quality Restaurant | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| High Turnover Sit Down Restaurant | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| New Car Sales | $59.51 | $972.97 | $66.95 | $74.39 | $81.83 | $89.27 |
| | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 10,01 - 49.99 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 50000 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 50,001 - 74,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 75,000 - 99,999 | $53.05 | $1,291.55 | $59.68 | $66.31 | $72.94 | $79.58 |
| 100,000 - 149,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 150,000 - 199,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 200,000 - 399,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 400,000 - 499,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 500,000 - 599,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 600,000 - 699,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 700,000 - 799,999 | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| 800,000 and over | $52.05 | $1,291.55 | $58.56 | $65.06 | $71.57 | $78.08 |
| | | | | | | |
| Medical Offices | $52.05 | $1,140.87 | $58.56 | $65.06 | $71.57 | $78.08 |
| Hospitals | $52.05 | $1,140.87 | $58.56 | $65.06 | $71.57 | $78.08 |
| Nursing Homes | $52.05 | $1,140.87 | $58.56 | $65.06 | $71.57 | $78.08 |
| | | | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | |
| General Warehouse | $12.32 | $430.52 | $13.86 | $15.40 | $16.94 | $18.48 |
| Warehousing | $9.83 | $340.93 | $11.06 | $12.29 | $13.52 | $14.75 |
| | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 10,01 - 49.999 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 50,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 50,001 - 69,999 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 70,000 - 99,999 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 100,000 - 199,999 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 200,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 300,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 400,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 500,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 600,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 800,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 1,000,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| 1,200,000 | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| Pharmacy with Drive Thru | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| Fast Food Restaurant | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| Service Station per Fueling Station | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |
| Convenience Retail | $59.51 | $972.54 | $66.95 | $74.39 | $81.83 | $89.27 |

APPENDIX B-3
CITY OF RIVIERA BEACH, FLORIDA
PUBLIC BUILDINGS FACILITIES CALCULATED MAXIUM ASSIGNED FEE

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $86.53 | $2,006.80 | $97.35 | $108.16 | $118.98 | $129.80 |
| 801 - 1399 | $101.67 | $2,357.92 | $114.38 | $127.09 | $139.80 | $152.51 |
| 1400 - 1,999 | $119.47 | $2,770.74 | $134.40 | $149.34 | $164.27 | $179.21 |
| 2,000 - 3599 | $138.85 | $3,220.20 | $156.21 | $173.56 | $190.92 | $208.28 |
| 3,600 and over | $153.93 | $3,569.93 | $173.17 | $192.41 | $211.65 | $230.90 |
| **Multi-Family Per Dwelling** | | | | | | |
| ≤ 800 SF | $86.53 | $1,806.87 | $97.35 | $108.16 | $118.98 | $129.80 |
| 801 - 1399 | $101.67 | $2,123.02 | $114.38 | $127.09 | $139.80 | $152.51 |
| 1400 - 1,999 | $119.47 | $2,494.70 | $134.40 | $149.34 | $164.27 | $179.21 |
| 2,000 - 3599 | $138.85 | $2,899.39 | $156.21 | $173.56 | $190.92 | $208.28 |
| 3,600 and over | $153.93 | $3,214.28 | $173.17 | $192.41 | $211.65 | $230.90 |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $86.53 | $1,904.54 | $97.35 | $108.16 | $118.98 | $129.80 |
| 801 - 1399 | $101.67 | $2,237.77 | $114.38 | $127.09 | $139.80 | $152.51 |
| 1400 - 1,999 | $119.47 | $2,629.55 | $134.40 | $149.34 | $164.27 | $179.21 |
| 2,000 - 3599 | $138.85 | $3,056.11 | $156.21 | $173.56 | $190.92 | $208.28 |
| 3,600 and over | $153.93 | $3,388.02 | $173.17 | $192.41 | $211.65 | $230.90 |
| | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | |
| Hotel / Motel | $30.84 | $659.75 | $34.70 | $38.55 | $42.41 | $46.26 |
| Drive in Bank | $159.04 | $3,402.30 | $178.92 | $198.80 | $218.68 | $238.56 |
| Mini-Warehouse | $8.54 | $182.69 | $9.61 | $10.68 | $11.74 | $12.81 |
| Movie Theater | $183.55 | $2,934.87 | $206.49 | $229.44 | $252.38 | $275.33 |
| Racquet Club | $137.19 | $2,934.87 | $154.34 | $171.49 | $188.64 | $205.79 |
| Church / Synagogue | $32.69 | $699.33 | $36.78 | $40.86 | $44.95 | $49.04 |
| Day Care Center | $159.04 | $3,402.30 | $178.92 | $198.80 | $218.68 | $238.56 |
| Quality Restaurant | $183.55 | $3,926.63 | $206.49 | $229.44 | $252.38 | $275.33 |
| High Turnover Sit Down Restaurant | $183.55 | $3,926.63 | $206.49 | $229.44 | $252.38 | $275.33 |
| New Car Sales | $88.73 | $1,898.18 | $99.82 | $110.91 | $122.00 | $133.10 |
| | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $70.58 | $3,813.09 | $79.40 | $88.23 | $97.05 | $105.87 |
| 10,01 - 49.99 | $70.58 | $3,813.09 | $79.40 | $88.23 | $97.05 | $105.87 |
| 50000 | $70.58 | $3,813.09 | $79.40 | $88.23 | $97.05 | $105.87 |
| 50,001 - 74,999 | $77.37 | $4,179.92 | $87.04 | $96.71 | $106.38 | $116.06 |
| 75,000 - 99,999 | $77.37 | $4,179.92 | $87.04 | $96.71 | $106.38 | $116.06 |
| 100,000 - 149,999 | $96.48 | $5,212.34 | $108.54 | $120.60 | $132.66 | $144.72 |
| 150,000 - 199,999 | $94.01 | $5,078.90 | $105.76 | $117.51 | $129.26 | $141.02 |
| 200,000 - 399,999 | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |
| 400,000 - 499,999 | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 500,000 - 599,999 | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |
| 600,000 - 699,999 | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |
| 700,000 - 799,999 | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |
| 800,000 and over | $92.78 | $5,012.45 | $104.38 | $115.98 | $127.57 | $139.17 |
| | | | | | | |
| Medical Offices | $149.96 | $4,604.24 | $168.71 | $187.45 | $206.20 | $224.94 |
| Hospitals | $128.63 | $3,949.34 | $144.71 | $160.79 | $176.87 | $192.95 |
| Nursing Homes | $15.95 | $489.71 | $17.94 | $19.94 | $21.93 | $23.93 |
| | | | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | |
| General Warehouse | $24.27 | $1,737.45 | $27.30 | $30.34 | $33.37 | $36.41 |
| Warehousing | $19.21 | $1,375.21 | $21.61 | $24.01 | $26.41 | $28.82 |
| | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $181.06 | $3,871.65 | $203.69 | $226.33 | $248.96 | $271.59 |
| 10,01 - 49.999 | $181.06 | $3,871.65 | $203.69 | $226.33 | $248.96 | $271.59 |
| 50,000 | $181.06 | $3,871.65 | $203.69 | $226.33 | $248.96 | $271.59 |
| 50,001 - 69,999 | $181.06 | $3,871.65 | $203.69 | $226.33 | $248.96 | $271.59 |
| 70,000 - 99,999 | $176.48 | $3,773.72 | $198.54 | $220.60 | $242.66 | $264.72 |
| 100,000 - 199,999 | $174.71 | $3,735.87 | $196.55 | $218.39 | $240.23 | $262.07 |
| 200,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 300,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 400,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 500,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 600,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 800,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 1,000,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| 1,200,000 | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| Pharmacy with Drive Thru | $177.79 | $3,801.73 | $200.01 | $222.24 | $244.46 | $266.69 |
| Fast Food Restaurant | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |
| Service Station per Fueling Station | $45.47 | $972.30 | $51.15 | $56.84 | $62.52 | $68.21 |
| Convenience Retail | $183.55 | $3,924.90 | $206.49 | $229.44 | $252.38 | $275.33 |

APPENDIX B-4
CITY OF RIVIERA BEACH, FLORIDA
LIBRARY FACILITIES CALCULATED MAXIMUM ASSIGNED FEE

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $155.49 | $560.17 | $174.93 | $194.36 | $213.80 | $233.24 |
| 801 - 1399 | $182.75 | $658.38 | $205.59 | $228.44 | $251.28 | $274.13 |
| 1400 - 1,999 | $214.81 | $773.88 | $241.66 | $268.51 | $295.36 | $322.22 |
| 2,000 - 3599 | $249.71 | $899.61 | $280.92 | $312.14 | $343.35 | $374.57 |
| 3,600 and over | $276.73 | $996.95 | $311.32 | $345.91 | $380.50 | $415.10 |
| **Multi-Family Per Dwelling** | | | | | | |
| ≤ 800 SF | $155.49 | $504.37 | $174.93 | $194.36 | $213.80 | $233.24 |
| 801 - 1399 | $182.75 | $592.79 | $205.59 | $228.44 | $251.28 | $274.13 |
| 1400 - 1,999 | $214.81 | $696.78 | $241.66 | $268.51 | $295.36 | $322.22 |
| 2,000 - 3599 | $249.71 | $809.99 | $280.92 | $312.14 | $343.35 | $374.57 |
| 3,600 and over | $276.73 | $897.63 | $311.32 | $345.91 | $380.50 | $415.10 |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $155.49 | $531.63 | $174.93 | $194.36 | $213.80 | $233.24 |
| 801 - 1399 | $182.75 | $624.85 | $205.59 | $228.44 | $251.28 | $274.13 |
| 1400 - 1,999 | $214.81 | $734.45 | $241.66 | $268.51 | $295.36 | $322.22 |
| 2,000 - 3599 | $249.71 | $853.76 | $280.92 | $312.14 | $343.35 | $374.57 |
| 3,600 and over | $276.73 | $946.15 | $311.32 | $345.91 | $380.50 | $415.10 |

APPENDIX B-5
CITY OF RIVIERA BEACH
PARK FACILITIES CALCULATED MAXIMUM ASSIGNED FEE

| Land Use Type and Unit | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $803.50 | $2,147 | $903.94 | $1,004.38 | $1,104.81 | $1,205.25 |
| 801 - 1399 | $944.40 | $2,524 | $1,062.45 | $1,180.50 | $1,298.55 | $1,416.60 |
| 1400 - 1,999 | $1,110.05 | $2,966 | $1,248.81 | $1,387.56 | $1,526.32 | $1,665.08 |
| 2,000 - 3599 | $1,290.38 | $3,448 | $1,451.68 | $1,612.98 | $1,774.27 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,821 | $1,608.77 | $1,787.53 | $1,966.28 | $2,145.03 |
| **Multi-Family Per Dwelling** | | | | | | |
| ≤ 800 SF | $803.50 | $1,933 | $903.94 | $1,004.38 | $1,104.81 | $1,205.25 |
| 801 - 1399 | $944.40 | $2,272 | $1,062.45 | $1,180.50 | $1,298.55 | $1,416.60 |
| 1400 - 1,999 | $1,110.05 | $2,671 | $1,248.81 | $1,387.56 | $1,526.32 | $1,665.08 |
| 2,000 - 3599 | $1,290.38 | $3,105 | $1,451.68 | $1,612.98 | $1,774.27 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,441 | $1,608.77 | $1,787.53 | $1,966.28 | $2,145.03 |
| | | | | | | |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $803.50 | $2,038 | $903.94 | $1,004.38 | $1,104.81 | $1,205.25 |
| 801 - 1399 | $944.40 | $2,395 | $1,062.45 | $1,180.50 | $1,298.55 | $1,416.60 |
| 1400 - 1,999 | $1,110.05 | $2,815 | $1,248.81 | $1,387.56 | $1,526.32 | $1,665.08 |
| 2,000 - 3599 | $1,290.38 | $3,273 | $1,451.68 | $1,612.98 | $1,774.27 | $1,935.57 |
| 3,600 and over | $1,430.02 | $3,627 | $1,608.77 | $1,787.53 | $1,966.28 | $2,145.03 |
| | | | | | | |
| | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | |
| Hotel / Motel | $358.10 | $3,821 | $402.86 | $447.63 | $492.39 | $537.15 |

APPENDIX B-6
CITY OF RIVIERA BEACH, FLORIDA
ROADS FEE CALCULATED MAXIMUM ASSIGNED FEE

| | Current Fees | Maximum Calculated Fees | Assigned Fees per Statue | | | |
|---|---|---|---|---|---|---|
| | | | 2022 | 2023 | 2024 | 2025 |
| **Single Family Residence** | | | | | | |
| ≤ 800 SF | $952.68 | $1,129.35 | $1,071.77 | $1,190.85 | $1,309.94 | $1,429.02 |
| 801 - 1399 | $1,139.00 | $1,350.23 | $1,281.38 | $1,423.75 | $1,566.13 | $1,708.50 |
| 1400 - 1,999 | $1,308.00 | $1,550.57 | $1,471.50 | $1,635.00 | $1,798.50 | $1,962.00 |
| 2,000 - 3599 | $1,494.00 | $1,771.06 | $1,680.75 | $1,867.50 | $2,054.25 | $2,241.00 |
| 3,600 and over | $1,644.00 | $1,948.88 | $1,849.50 | $2,055.00 | $2,260.50 | $2,466.00 |
| **Multi Family Residence** | | | | | | |
| ≤ 800 SF | $952.68 | $501.93 | $1,071.77 | $1,190.85 | $1,309.94 | $1,429.02 |
| 801 - 1399 | $1,139.00 | $600.10 | $1,281.38 | $1,423.75 | $1,566.13 | $1,708.50 |
| 1400 - 1,999 | $1,308.00 | $689.14 | $1,471.50 | $1,635.00 | $1,798.50 | $1,962.00 |
| 2,000 - 3599 | $1,494.00 | $787.14 | $1,680.75 | $1,867.50 | $2,054.25 | $2,241.00 |
| 3,600 and over | $1,644.00 | $866.17 | $1,849.50 | $2,055.00 | $2,260.50 | $2,466.00 |
| **Mobile Home** | | | | | | |
| ≤ 800 SF | $952.68 | $524.75 | $1,071.77 | $1,190.85 | $1,309.94 | $1,429.02 |
| 801 - 1399 | $1,139.00 | $627.38 | $1,281.38 | $1,423.75 | $1,566.13 | $1,708.50 |
| 1400 - 1,999 | $1,308.00 | $720.47 | $1,471.50 | $1,635.00 | $1,798.50 | $1,962.00 |
| 2,000 - 3599 | $1,494.00 | $822.92 | $1,680.75 | $1,867.50 | $2,054.25 | $2,241.00 |
| 3,600 and over | $1,644.00 | $905.54 | $1,849.50 | $2,055.00 | $2,260.50 | $2,466.00 |
| | | | | | | |
| **Non-Residential (Per 1,000 Sq. Ft.)** | | | | | | |
| Hotel / Motel | $486.00 | $340.64 | $546.75 | $607.50 | $668.25 | $729.00 |
| Drive in Bank | $8,201.00 | $5,748.20 | $9,226.13 | $10,251.25 | $11,276.38 | $12,301.50 |
| Mini-Warehouse | $1,301.00 | $911.89 | $1,463.63 | $1,626.25 | $1,788.88 | $1,951.50 |
| Movie Theater | $93.00 | $65.19 | $104.63 | $116.25 | $127.88 | $139.50 |
| Racquet Club | $2,316.00 | $1,623.32 | $2,605.50 | $2,895.00 | $3,184.50 | $3,474.00 |
| Church / Synagogue | $523.00 | $366.58 | $588.38 | $653.75 | $719.13 | $784.50 |
| Day Care Center | $3,176.00 | $2,226.11 | $3,573.00 | $3,970.00 | $4,367.00 | $4,764.00 |
| Quality Restaurant | $4,371.00 | $3,063.70 | $4,917.38 | $5,463.75 | $6,010.13 | $6,556.50 |
| High Turnover Sit Down Restaurant | $6,333.00 | $4,438.89 | $7,124.63 | $7,916.25 | $8,707.88 | $9,499.50 |
| New Car Sales | $2,036.00 | $1,427.06 | $2,290.50 | $2,545.00 | $2,799.50 | $3,054.00 |
| | | | | | | |
| **Office (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $1,233.00 | $2,785.52 | $1,387.13 | $1,541.25 | $1,695.38 | $1,849.50 |
| 10,01 - 49.99 | $841.00 | $1,899.93 | $946.13 | $1,051.25 | $1,156.38 | $1,261.50 |
| 50000 | $841.00 | $1,899.93 | $946.13 | $1,051.25 | $1,156.38 | $1,261.50 |
| 50,001 - 74,999 | $841.00 | $1,899.93 | $946.13 | $1,051.25 | $1,156.38 | $1,261.50 |
| 75,000 - 99,999 | $766.00 | $1,730.50 | $861.75 | $957.50 | $1,053.25 | $1,149.00 |
| 100,000 - 149,999 | $729.00 | $1,646.91 | $820.13 | $911.25 | $1,002.38 | $1,093.50 |
| 150,000 - 199,999 | $654.00 | $1,477.48 | $735.75 | $817.50 | $899.25 | $981.00 |
| 200,000 - 399,999 | $616.00 | $1,391.63 | $693.00 | $770.00 | $847.00 | $924.00 |
| 400,000 - 499,999 | $523.00 | $1,181.53 | $588.38 | $653.75 | $719.13 | $784.50 |
| 500,000 - 599,999 | $504.00 | $1,138.60 | $567.00 | $630.00 | $693.00 | $756.00 |
| 600,000 - 699,999 | $467.00 | $1,055.02 | $525.38 | $583.75 | $642.13 | $700.50 |
| 700,000 - 799,999 | $467.00 | $1,055.02 | $525.38 | $583.75 | $642.13 | $700.50 |
| 800,000 and over | $448.00 | $1,012.09 | $504.00 | $560.00 | $616.00 | $672.00 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Medical Offices | $1,961.00 | $1,909.51 | $2,206.13 | $2,451.25 | $2,696.38 | $2,941.50 |
| Hospitals | $951.00 | $926.03 | $1,069.88 | $1,188.75 | $1,307.63 | $1,426.50 |
| Nursing Homes | $205.00 | $199.62 | $230.63 | $256.25 | $281.88 | $307.50 |
| | | | | | | |
| **Industrial Buildings (Per 1,000 Sq. Ft.)** | | | | | | |
| General Warehouse | $374.00 | $1,013.81 | $420.75 | $467.50 | $514.25 | $561.00 |
| Warehousing | $262.00 | $710.21 | $294.75 | $327.50 | $360.25 | $393.00 |
| | | | | | | |
| **General Commercial Retail (Per 1,000 Sq. Ft.)** | | | | | | |
| ≤10,000 | $4,894.00 | $3,982.37 | $5,505.75 | $6,117.50 | $6,729.25 | $7,341.00 |
| 10,01 - 49.999 | $4,894.00 | $3,982.37 | $5,505.75 | $6,117.50 | $6,729.25 | $7,341.00 |
| 50,000 | $2,802.00 | $2,280.06 | $3,152.25 | $3,502.50 | $3,852.75 | $4,203.00 |
| 50,001 - 69,999 | $2,802.00 | $2,280.06 | $3,152.25 | $3,502.50 | $3,852.75 | $4,203.00 |
| 70,000 - 99,999 | $2,447.00 | $1,991.19 | $2,752.88 | $3,058.75 | $3,364.63 | $3,670.50 |
| 100,000 - 199,999 | $2,223.00 | $1,808.91 | $2,500.88 | $2,778.75 | $3,056.63 | $3,334.50 |
| 200,000 | $1,812.00 | $1,474.47 | $2,038.50 | $2,265.00 | $2,491.50 | $2,718.00 |
| 300,000 | $1,625.00 | $1,322.30 | $1,828.13 | $2,031.25 | $2,234.38 | $2,437.50 |
| 400,000 | $1,513.00 | $1,231.17 | $1,702.13 | $1,891.25 | $2,080.38 | $2,269.50 |
| 500,000 | $1,457.00 | $1,185.60 | $1,639.13 | $1,821.25 | $2,003.38 | $2,185.50 |
| 600,000 | $1,401.00 | $1,140.03 | $1,576.13 | $1,751.25 | $1,926.38 | $2,101.50 |
| 800,000 | $1,345.00 | $1,094.46 | $1,513.13 | $1,681.25 | $1,849.38 | $2,017.50 |
| 1,000,000 | $1,326.00 | $1,079.00 | $1,491.75 | $1,657.50 | $1,823.25 | $1,989.00 |
| 1,200,000 | $1,308.00 | $1,064.35 | $1,471.50 | $1,635.00 | $1,798.50 | $1,962.00 |
| Pharmacy with Drive Thru | $1,588.00 | $1,292.20 | $1,786.50 | $1,985.00 | $2,183.50 | $2,382.00 |
| Fast Food Restaurant | $7,808.00 | $6,353.57 | $8,784.00 | $9,760.00 | $10,736.00 | $11,712.00 |
| Service Station per Fueling Station | $1,924.00 | $1,565.61 | $2,164.50 | $2,405.00 | $2,645.50 | $2,886.00 |
| Convenience Retail | $8,443.00 | $6,870.28 | $9,498.38 | $10,553.75 | $11,609.13 | $12,664.50 |

# APPENDIX C

City of Riviera Beach
Development Impact Fee Justification Study



# INVENTORY AND NEEDS LIST

# APPENDIX C-1
## Riviera Beach
## FIRE AND RESCUE INVENTORY

| Buildings/Land | Facility Size | Unit | Est. Cost | Total Value |
|---|---|---|---|---|
| **Buildings** | | | | |
| Rivera Beach Fire Station 88 - 1481 W15th St. | 27,329 | sq. ft. | $559 | $15,276,911 |
| Rivera Beach Fire Station 86 - 5010 N. Ocean Dr. | 4,048 | sq. ft. | $646 | $2,615,008 |
| Riviera Beach Fire Station 87 - 600 W Blue Heron | 24,502 | sq. ft. | $602 | $14,750,204 |
| Rivera Beach Fire Station 89 - 7501.n Military Trail | 7,134 | sq. ft. | $602 | $4,294,668 |
| **Subtotal:** | **63,013** | **sq. ft.** | | **$36,936,791** |
| **Land** | | | | |
| Rivera Beach Fire Station 88 - 1481 W15th St. | 9.3685 | acres | $480,786 | $4,504,242 |
| Rivera Beach Fire Station 86 - 5010 N. Ocean Dr. | 1.4927 | acres | $480,786 | $717,669 |
| Riviera Beach Fire Station 87 - 600 W Blue Heron | 12.0 | acres | $480,786 | $5,779,959 |
| Rivera Beach Fire Station 89 - 7501.n Military Trail | 69.2 | acres | $480,786 | $33,264,849 |
| **Subtotal:** | **92.07** | **acres** | | **$44,266,719** |

| Equipment | |
|---|---|
| EMS Equipment | $625,450 |
| Fire Equipment | $334,681 |
| Station Outfitting | $856,095 |
| Protective equipment | $545,776 |
| Radios | $492,300 |
| IT Equipment | $106,800 |
| Fire Hoses | $135,659 |
| Ladders, axes, other equipment | $18,951 |
| | **$3,115,712** |

| Vehicles | Number | |
|---|---|---|
| FORD ESCAPE | 1 | $24,583 |
| FORD ESCAPE | 1 | $19,152 |
| FORD ESCAPE | 1 | $18,247 |
| FORD EXPLORER 4X2 | 1 | $30,645 |
| FORD EXPLORER 4X2 | 1 | $30,645 |
| FORD EXPLORER 4X2 | 1 | $30,645 |
| FORD EXPLORER | 1 | $30,645 |
| FORD F-250 4X4 SUPERCAB | 1 | $34,886 |
| FORD F-150 4X4 | 1 | $34,647 |
| CHEVROLET TAHOE | 1 | $53,000 |
| FORD F-150 4X4 | 1 | $33,000 |
| CHEVY TAHOE | 1 | $38,560 |
| CHEVY SUBURBAN | 1 | $56,546 |
| Chevy 3500 Extended Wheel Base | 1 | $24,500 |
| JOHN DEERE 62Oi GATOR | 1 | $18,000 |
| JOHN DEERE GATOR XUV | 1 | $20,000 |
| FORD F - 250 4X4 | 1 | $29,500 |
| HORTON AMBULANCE | 1 | $282,103 |
| HORTON AMBULANCE | 1 | $380,000 |
| HORTON AMBULANCE | 1 | $350,000 |
| HORTON AMBULANCE | 1 | $350,000 |
| HORTON AMBULANCE | 1 | $282,103 |
| HORTON AMBULANCE | 1 | $380,000 |
| SUTPHEN CUSTOM PUMPER | 1 | $750,000 |
| SUTPHEN SP70 AERIAL PLATFORM | 1 | $1,200,000 |
| SUTPHEN CUSTOM PUMPER | 1 | $750,000 |
| PIERCE FIRE ENGINE | 1 | $300,000 |
| PIERCE FIRE ENGINE | 1 | $40,000 |
| PIERCE QUINT FIRE TRUCK | 1 | $250,000 |
| SUTPHEN CUSTOM PUMPER | 1 | $750,000 |
| SUTPHEN CUSTOM PUMPER | 1 | $750,000 |
| **Total** | **31** | **$7,341,407** |

**APPENDIX C-2**
**Riviera Beach**
**POLICE INVENTORY**

| Buildings/Land | | Inventory | Unit | Est. Cost | Total Value |
|---|---|---|---|---|---|
| **Buildings** | | | | | |
| Police Headquarters | | 19,474 | sq. ft. | $468.55 | $9,124,533 |
| | **Total** | **19,474** | **sq. ft.** | | **$9,124,533** |

| Land | | Inventory | Unit | Est. Cost | Total Value |
|---|---|---|---|---|---|
| Police Headquarters | | 4.03 | acres | $480,786 | $1,937,567 |
| | **Total** | **4.03** | **acres** | | **$1,937,567** |

| Equipment | |
|---|---|
| FF & E Furniture | $272,000 |
| FF & E Tech | $3,072,600 |
| FF & E Mis. | $94,421 |
| Firearms | $95,900 |
| **Total** | **$3,534,921** |

**Vehicles**

| Make | Units | Model | Cost |
|---|---|---|---|
| FORD | 1 | TAURUS | $11,400 |
| FORD | 1 | TAURUS | $11,900 |
| FORD | 1 | TAURUS | $11,900 |
| FORD | 1 | TAURUS | $11,900 |
| FORD | 1 | CROWN VIC | $15,900 |
| FORD | 1 | CROWN VIC | $15,900 |
| FORD | 1 | CROWN VIC | $15,900 |
| FORD | 1 | CROWN VIC | $15,900 |
| FORD | 1 | E250 | $18,800 |
| FORD | 1 | F150 XL | $25,000 |
| CHEVY | 1 | TAHOE | $29,600 |
| CHEVY | 1 | TAHOE | $29,600 |
| CHEVY | 1 | TAHOE | $29,600 |
| CHEVY | 1 | TAHOE | $29,600 |
| CHEVY | 1 | TAHOE | $29,600 |
| CHEVY | 1 | TAHOE | $29,600 |
| FORD | 1 | EXPLORER | $25,350 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | IMPALA | $23,900 |
| CHEVY | 1 | IMPALA | $23,900 |
| CHEVY | 1 | IMPALA | $23,900 |
| CHEVY | 1 | IMPALA | $23,900 |
| CHEVY | 1 | IMPALA | $23,900 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |

| | | | |
|---|---|---|---|
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| CHEVY | 1 | TAHOE | $34,300 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| FORD | 1 | EXPLORER | $27,800 |
| CHEVY | 1 | IMPALA | $23,900 |
| FORD | 1 | EXPLORER | $30,500 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| CHEVY | 1 | TAHOE | $42,770 |
| FORD | 1 | EXPLORER | $30,500 |
| FORD | 1 | EXPLORER | $30,500 |
| FORD | 1 | EXPLORER | $30,500 |
| FORD | 1 | F150 XL | $38,100 |
| FORD | 1 | TRANSIT | $33,430 |
| FORD | 1 | F150 XL | $41,800 |
| FORD | 1 | F150 XL | $41,800 |
| FORD | 1 | F150 XL | $41,800 |
| FORD | 1 | F150 XL | $41,800 |
| CHEVY | 1 | TAHOE | $46,390 |
| FORD | 1 | TRANSIT | $33,430 |
| FORD | 1 | TRANSIT | $33,430 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| CHEVY | 1 | TAHOE | $46,390 |
| FORD | 1 | TRANSIT | $35,100 |
| FORD | 1 | TRANSIT | $38,900 |
| FORD | 1 | TRANSIT | $38,900 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |

| | | | |
|---|---|---|---|
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $55,000 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
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| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| CHEVY | 1 | TAHOE | $56,500 |
| FORD | 1 | ESCAPE | $25,000 |
| FORD | 1 | ESCAPE | $25,000 |
| CHEVY | 1 | TAHOE | $56,500 |
| FORD | 1 | ESCAPE | $25,000 |
| FORD | 1 | EXPEDITION | $11,800 |
| FORD | 1 | TRANSIT | $42,000 |
| CHEVY | 1 | TRAVERSE | $45,350 |
| FORD | 1 | F250 XL | $61,250 |
| FORD | 1 | F150 XL | $47,500 |
| FORD | 1 | F150 XL | $47,500 |
| FORD | 1 | FUSION | $34,500 |
| FORD | 1 | FUSION | $34,500 |
| FORD | 1 | FUSION | $34,500 |
| DODGE | 1 | CHARGER | $50,000 |
| DODGE | 1 | CHARGER | $50,000 |
| HONDA | 1 | ONEER 700 DELU | $30,000 |
| HONDA | 1 | ONEER 700 DELU | $30,000 |
| DODGE | 1 | CHARGER | $50,000 |
| DODGE | 1 | CHARGER | $50,000 |
| DODGE | 1 | CHARGER | $50,000 |
| FORD | 1 | TRANSIT | $48,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | EXPLORER | $54,000 |
| CHEVY | 1 | IMPALA | $14,500 |
| DODGE | 1 | CHARGER | $20,000 |
| FORD | 1 | EXPLORER | $54,000 |
| FORD | 1 | CROWN VIC | $12,000 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |
| GMC | 1 | SIERRA | $54,500 |

| | | | |
|---|---|---|---|
| FORD | 1 | EXPLORER | $56,000 |
| FORD | 1 | EXPLORER | $56,000 |
| FORD | 1 | EXPLORER | $56,000 |
| FORD | 1 | EXPLORER | $56,000 |
| FORD | 1 | EXPLORER | $56,000 |
| DODGE | 1 | CHARGER | $54,000 |
| DODGE | 1 | CHARGER | $54,000 |
| FORD | 1 | F-250 | $17,590 |
| FORD | 1 | CROWN VIC | $15,700 |
| FORD | 1 | Expedition | $14,000 |
| FORD | 1 | EXPLORER | $13,400 |
| FORD | 1 | CROWN VIC | $13,000 |
| FORD | 1 | CROWN VIC | $13,000 |
| FORD | 1 | E350 | $15,000 |
| FORD | 1 | CROWN VIC | $14,200 |
| FORD | 1 | CROWN VIC | $14,200 |
| FORD | 1 | CROWN VIC | $14,200 |
| FORD | 1 | CROWN VIC | $14,200 |
| FORD | 1 | CROWN VIC | $15,400 |
| FORD | 1 | CROWN VIC | $15,400 |
| FORD | 1 | CROWN VIC | $15,400 |
| FORD | 1 | CROWN VIC | $15,400 |
| CONTENDER | 1 | BOAT | $80,000 |
| FORD | 1 | F150 XL | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| BLAZING TECHNOLOGIES | 1 | LPR TRAILER | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| | 1 | LPR TRAILER | $12,000 |
| MPH INDUSTRIES | 1 | LPR TRAILER | $12,000 |
| ROADKING | 1 | MOTORCYCLE | $40,000 |
| ROADKING | 1 | MOTORCYCLE | $40,000 |
| ROADKING | 1 | MOTORCYCLE | $40,000 |
| WINNEBAGO | 1 | COMMAND BUS | $200,000 |
| DODGE | 1 | STRATUS | $11,000 |
| CAIMAN MRAP | 1 | BAE SYSTEMS | $400,000 |
| | 1 | TR1 TRAILER | $7,500 |
| | **202** | | **$8,180,130** |

# APPENDIX C-3
## Riviera Beach
## PUBLIC BUILDINGS INVENTORY

| Buildings/Land | Inventory | Unit | Est. Cost per SF | Total Value |
|---|---|---|---|---|
| **Buildings** | | | | |
| City Hall | 13,984 | sq. ft. | $398 | $5,565,632 |
| Public Safety and Publie Works Complex | 72,832 | sq. ft. | $398 | $28,987,136 |
| Mis Properties | 36,938 | sq. ft. | $398 | $14,701,324 |
| **Subtotal:** | **123,754** | **sq. ft.** | | **$49,254,092** |

| Land | | | | Total Value |
|---|---|---|---|---|
| City Hall | 4.0 | acres | $480,786 | $1,923,143 |
| Public Safety and Publie Works Complex | 4.0 | acres | $480,786 | $1,923,143 |
| Mis Properties | 6.0 | acres | $480,786 | $2,884,715 |
| **Subtotal:** | **14.0** | **acres** | | **$6,731,001** |

| Equipment | |
|---|---|
| Equipment | 28,000,000 |
| **Total** | **28,000,000** |

| Vehicles | | | |
|---|---|---|---|
| 2017 Ford Transit | 1 | - | $25,380 |
| 2016 FORD ESCAPE | 1 | - | $14,500 |
| 2016 FORD ESCAPE | 1 | - | $14,500 |
| 2015 FORD FUSION | 1 | - | $13,000 |
| 2015 FORD EXPLORER | 1 | - | $20,500 |
| 2018 FORD F-150 | 1 | - | $34,700 |
| 2019 FORD F-150 | 1 | - | $40,065 |
| 2020 FORD F-150 | 1 | - | $53,200 |
| 2021 FORD F-150 | 1 | - | $55,800 |
| 2015 FORD ESCAPE | 1 | - | $12,945 |
| 2015 FORD F-150 | 1 | - | $27,984 |
| 2016 FORD FUSION | 1 | - | $14,780 |
| 2018 FORD F-150 | 1 | - | $34,700 |
| 2018 FORD EXPLORER | 1 | - | $30,512 |
| 2019 FORD EXPLORER | 1 | - | $33,865 |
| 2019 FORD EXPLORER | 1 | - | $33,865 |
| 2017 FORD ESCAPE | 1 | - | $16,753 |
| 2017 FORD EXPLORER | 1 | - | $29,033 |
| 2017 FORD TRANSIT CONNECT | 1 | - | $17,730 |
| 2017 FORD TRANSIT CONNECT | 1 | - | $17,730 |
| 2020 FORD F-150 | 1 | - | $53,200 |
| 2020 FORD F-150 | 1 | - | $53,200 |
| 2020 FORD F-150 | 1 | - | $53,200 |
| 2017 FORD F-150 | 1 | - | $34,130 |
| 2015 FORD F-150 | 1 | - | $27,984 |
| 2018 FORD EXPLORER | 1 | - | $30,512 |
| 2008 FORD FOCUS | 1 | - | $2,800 |
| 2015 FORD ESCAPE | 1 | - | $12,950 |
| 2017 FORD TRANSIT CONNECT | 1 | - | $17,730 |
| 2017 FORD EXPLORER | 1 | | $29,033 |
| 2019 FORD TRANSIT CONNECT | 1 | | $21,900 |
| 2017 FORD F-250 | 1 | | $36,257 |
| 2016 FORD EXPLORER | 1 | | $25,500 |
| 2019 FORD ESCAPE | 1 | | $21,850 |
| 2020 N/A ATS | 1 | | $5,000 |
| 2016 FORD EXPLORER | 1 | | $25,500 |
| 2018 FORD EXPLORER | 1 | | $30,512 |
| 2020 FORD EXPLORER | 1 | | $40,450 |

| | | |
|---|---|---|
| 2020 FORD F-150 | 1 | $53,200 |
| 2021 FORD EXPLORER | 1 | $43,000 |
| 2015 DODGE RAM 5500 | 1 | $46,000 |
| 2015 FORD F-150 | 1 | $27,984 |
| 2015 FORD F-150 | 1 | $27,984 |
| 2018 CIRCLE XK-028 | 1 | $15,000 |
| 2019 FORD F350 CREW CAB | 1 | $35,000 |
| 2020 N/A LAWNMOVER | 1 | $2,500 |
| 2016 JOHN DEERE 180G EXCAVATOR | 1 | $185,000 |
| 2016 LARK TANDEM AXLE TRAILER - VT716TA | 1 | $6,800 |
| 2016 JOHN DEERE 6145M TIGER BOOM MOW | 1 | $65,000 |
| 2017 EAGER BEAVER TILT TRAILER - LFO | 1 | $12,000 |
| 2018 FREIGHTLINER VAC TRUCK | 1 | $39,000 |
| 2018 FORD F-250 | 1 | $32,000 |
| 2018 BIG TEXAS 12' UTILITY DUMP TRAILER | 1 | $4,500 |
| 2018 ALL AMERICAN ALL AMERICAN TRALER ( | 1 | $12,000 |
| 2019 JOHN DEERE TRACTOR | 1 | $20,000 |
| 2019 JOHN DEERE 544L WHEEL LOADER | 1 | $150,000 |
| 2019 FORD F250 4X4 | 1 | $34,886 |
| 2020 BIG TEX 16TL-20 | 1 | $8,500 |
| 2020 YAMAHA YFM45KDXLR 4 WHEELER | 1 | $7,500 |
| 2020 YAMAHA YFM45KDXLR 4 WHEELER | 1 | $7,500 |
| 2020 GLOBAL R4 REGENERATIVE AIR SWEEPE | 1 | $95,000 |
| 2020 FORD F250 4X4 | 1 | $32,000 |
| 2019 JOHN DEERE 5055E | 1 | $41,000 |
| 2017 N/A LAWNMOVER | 1 | $3,500 |
| 2006 SCAG TURF TIGER - SMT 52-A | 1 | $2,750 |
| 2015 SCHWARZE FREIGHTLINER SWEEPER - A | 1 | $75,000 |
| 2013 FORD E450 SD CUTAWAY | 1 | $17,000 |
| 1999 JOHN DEERE EXCAVATOR | 1 | $11,000 |
| 2005 JOHN DEERE BOOM ARM MOWER - 661! | 1 | $25,000 |
| 2006 JOHN DEERE BULLDOZIER - 450J | 1 | $45,000 |
| 2006 HUSTLER RIDING LAWNMOWER | 1 | $3,500 |
| 2006 LESCO SPRAYER | 1 | $2,500 |
| 2008 STERLING DUMP TRUCK | 1 | $53,000 |
| 2014 FORD F-250 | 1 | $26,370 |
| 2014 FORD F-250 | 1 | $26,370 |
| 2014 LARK UNITED TRAILER | 1 | $5,000 |
| 2015 FORD F450 | 1 | $30,270 |
| 2015 WANCO WECO15LTR | 1 | $15,000 |
| 2015 FORD F250 | 1 | $30,270 |
| 2015 FORD F-250 | 1 | $30,270 |
| 2015 BIG TEXAS 12' UTILITY DUMP TRAILER | 1 | $5,000 |
| 2016 FREIGHTLINER M2 112 | 1 | $42,000 |
| 2015 BLAST-OFF TRAILER/PRESSURE WASHER | 1 | $4,000 |
| 2013 ANDERSON LOWBED TRAILER | 1 | $7,000 |
| 2016 JOHN DEERE COMBO LOADER 410L | 1 | $72,500 |
| 2017 FREIGHTLINER TRASH TRUCK - M2106 | 1 | $120,000 |
| 2016 SCAG SVR36A | 1 | $5,000 |
| 2016 SCAG TIGER CAT II STCH52V 25CV EFI | 1 | $10,000 |
| 2016 SCAG TIGER CAT II STCH52V 25CV EFI | 1 | $10,000 |
| 2016 JOHN DEERE GATOR XUV | 1 | $12,000 |
| 2017 FORD F350 CREW CAB | 1 | $38,415 |
| 2017 FORD F-250 | 1 | $48,815 |
| 2018 JOHN DEERE FRONT END LOADER 444K | 1 | $70,000 |
| 2018 FORD F-250 4X4 SUPERCAB | 1 | $50,000 |
| 2018 BIG TEXAS 12' UTILITY DUMP TRAILER | 1 | $15,000 |
| 2018 ALL AMERICAN ALL AMERICAN TRAILER | 1 | $12,000 |
| 2019 FORD F250 4X4 | 1 | $49,000 |
| 2019 JLG T350 TOWABLE LIFT | 1 | $27,000 |
| 2019 FORD F350 CREW CAB | 1 | $55,000 |
| 2019 FORD F350 CREW CAB | 1 | $55,000 |
| 2019 FORD F350 CREW CAB | 1 | $55,000 |

| | | |
|---|---|---|
| 2019 FORD F350 CREW CAB | 1 | $55,000 |
| 2019 YAMAHA YFM45KDXLR 4 WHEELER | 1 | $7,500 |
| 2020 JLG T350 TOWABLE LIFT | 1 | $25,000 |
| 2020 WELLS CARGO RF85X162 | 1 | $10,000 |
| 2020 WELLS CARGO RF85X162 | 1 | $10,000 |
| 2017 N/A LAWNMOVER | 1 | $2,500 |
| 2008 HORTON HAULER 60XT - TRAILER | 1 | $8,500 |
| 2009 HORTON HAULER TRAILER | 1 | $8,500 |
| 2012 LARK TRAILER | 1 | $4,500 |
| 2012 LARK TRAILER | 1 | $4,500 |
| 2014 LARK TRAILER | 1 | $5,000 |
| 2006 CASE BOBCAT | 1 | $20,000 |
| 2010 FREIGHTLINER DUMP TRUCK | 1 | $18,000 |
| 2009 JOHN DEERE 62Oi GATOR | 1 | $8,500 |
| 2009 NEW HOLLAND 8035.05 | 1 | $50,000 |
| 2003 LEBOY ROLLER ROLLER | 1 | $4,500 |
| 2015 FORD F-250 | 1 | $45,000 |
| 2016 FORD FUSION | 1 | $14,780 |
| 2016 FORD FUSION | 1 | $14,780 |
| 2016 CATAPILAR FORKLIFT - GP20CN5 | 1 | $18,000 |
| 2017 FORD EXPLORER 4X2 | 1 | $29,500 |
| 2018 FORD CREW CAB | 1 | $34,700 |
| 2019 FORD ESCAPE | 1 | $21,850 |
| 2020 FORD F-250 4X4 SUPERCAB | 1 | $45,000 |
| 2020 FORD F-250 4X4 SUPERCAB | 1 | $45,000 |
| 2021 FORD EXPLORER | 1 | $45,800 |
| 2020 FORD F-250 4X4 SUPERCAB | 1 | $45,000 |
| 2008 FORD F-250 | 1 | $15,000 |
| 2015 FORD EXPLORER | 1 | $20,500 |
| 2016 WACKER LIGHT TOWER | 1 | $10,000 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 4X4 | 1 | $38,000 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 4X4 | 1 | $38,000 |
| 2014 FORD EXPLORER | 1 | $17,790 |
| 2007 CASE 325 SKID STEER LOADER B | 1 | $23,000 |
| 2018 FREIGHTLINER VAC TRUCK | 1 | $39,000 |
| 2020 BIG TEX 16TL-20 | 1 | $12,000 |
| 2020 VER-MAC ST-4825 ARROW BOARD | 1 | $11,000 |
| 2001 JOHN DEERE GENERATOR | 1 | $15,000 |
| 2001 JOHN DEERE GENERATOR | 1 | $15,000 |
| 2012 FORD VAN E-SERIES | 1 | $15,900 |
| 2004 FORD E-450 | 1 | $11,000 |
| 2013 JOHN DEERE EXCAVATOR - 17D | 1 | $19,000 |
| 2012 FORD F-550 | 1 | $30,000 |
| 2001 THOMPSON THOMPSON 8" PUMP | 1 | $2,500 |
| 2006 KAISER AIR COMPRESSOR | 1 | $2,600 |
| 2015 KAESER TRAILER - AIR COMPRESSOR - M | 1 | $12,000 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 | 1 | $34,700 |
| 2018 FORD F-150 4X4 | 1 | $37,000 |
| 2018 FORD TRANSIT CONNECT | 1 | $17,730 |
| 2018 FORD CREW CAB | 1 | $57,790 |
| 2019 FORD CREW CAB | 1 | $57,790 |
| 2019 FORD F-550 | 1 | $65,000 |
| 2002 N/A LAWNMOVER | 1 | $1,500 |
| 2010 FORD FUSION | 1 | $4,800 |
| 2009 FORD EXPLORER | 1 | $6,500 |
| 2012 FORD FUSION HYBRID | 1 | $6,000 |
| 2011 FORD F-250 | 1 | $18,100 |
| 2010 FREIGHTLINER VAC TRUCK | 1 | $110,000 |

| | | |
|---|---|---|
| 2009 FORD F-250 | 1 | $13,000 |
| 2010 FORD F-250 | 1 | $11,000 |
| 2010 JOHN DEERE 410TJ BACKHOE LOADER | 1 | $50,000 |
| 2006 LARK TRAILER | 1 | $1,500 |
| 1989 JONES TRAILER | 1 | $1,000 |
| 2006 WACKER LIGHT TOWER | 1 | $5,500 |
| 2001 TEX TRAILER | 1 | $8,500 |
| 2015 MGS TRAILER - MGS (XYLEM) N32-9898 | 1 | $4,000 |
| 2015 SCAG V-RIDE | 1 | $7,500 |
| 2016 GOODWIN TRASH PUMP/TRAILER | 1 | $5,400 |
| 2016 HORTON CARGO TRAILER | 1 | $4,500 |
| 2018 FORD F-250 SUPER DUTY | 1 | $48,770 |
| 2018 SPARTAN CARGO TRAILER | 1 | $6,500 |
| 2020 JOHN DEERE 644K | 1 | $220,000 |
| 2017 N/A LAWNMOVER | 1 | $3,500 |
| 2017 N/A LAWNMOVER | 1 | $3,500 |
| 2000 HOOP HOOP/TRAILER | 1 | $2,500 |
| 2011 FORD E-250 VAN | 1 | $11,000 |
| 2013 FORD F-150 4X4 | 1 | $24,000 |
| 2013 FORD F-250 | 1 | $22,000 |
| 2014 FORD F-250 | 1 | $26,370 |
| 2014 FORD F-250 | 1 | $26,370 |
| 1986 MYERS TRAILER JET | 1 | $10,000 |
| 2018 BIG TEX 14LX DUMP TRAILER | 1 | $12,000 |
| 2018 FORD F250 | 1 | $40,000 |
| 2016 FORD FOCUS | 1 | $11,790 |
| 2019 FORD TRANSIT | 1 | $38,500 |
| 2019 FORD TRANSIT | 1 | $38,500 |
| **Total** | **192** | **$5,427,444** |

# APPENDIX C-4
# Riviera Beach
# LIBRARY INVENTORY

| Buildings | Inventory | Unit | Cost per Sq Ft. | Total Value |
|---|---|---|---|---|
| Library - 600 Blue Heron Blvd. | 30,000 | sq. ft. | $431 | **$12,930,000** |

| Land | | | | Total Value |
|---|---|---|---|---|
| Library - 600 Blue Heron Blvd. | 4.0 | acres | $480,786 | **$1,923,143** |

| Equipment Description | Number | Unit cost | Total |
|---|---|---|---|
| **Books (volumes)** | 70,257 | $35.00 | $2,458,995 |
| **Equipment: computers, furniture, r** | Aggregate | - | $500,000 |
| | | **Total** | **$2,958,995** |

| Vehicles | Number | Unit cost | |
|---|---|---|---|
| 2017 FORD EXPLORER | 1 | $42,000 | **$42,000** |

# APPENDIX C-5
# Riviera Beach
# PARKS

| Land | Acres | Cost per Acre | Land Cost |
|---|---|---|---|
| **Neighborhood Parks** | | | |
| Ben Flint Park | 1.50 | $480,786 | $721,178.71 |
| Congress Lake Park | 0.20 | $480,786 | $96,157.16 |
| Cunningham Park | 3.80 | $480,786 | $1,826,986.07 |
| George Street Park | 0.50 | $480,786 | $240,392.90 |
| Goodmark Park | 1.00 | $480,786 | $480,785.81 |
| Jerry Schultz Park | 1.00 | $480,786 | $480,785.81 |
| Lone Pine Park | 2.40 | $480,786 | $1,153,885.94 |
| Monroe Heights Park | 1.00 | $480,786 | $480,785.81 |
| Timber Pine Park | 0.30 | $480,786 | $144,235.74 |
| **Subtotal - Neighborhood Parks** | **11.70** | | **$5,625,194** |
| | | | |
| **Community Parks** | | | |
| Barracuda Bay Aquatic Complex | 4.88 | $480,786 | $2,346,235 |
| Bicentenial Park | 4.70 | $480,786 | $2,259,693 |
| Lindsey Dav is Sr. CC | 0.82 | $480,786 | $394,244 |
| Richard and Annie Brooks CC | 0.20 | $480,786 | $96,157 |
| Dan " Tate" Calloway Recreation Complex | 17.66 | $480,786 | $8,490,677 |
| Wells Recreation Center | 21.70 | $480,786 | $10,433,052 |
| Municipal Beach | 7.32 | $480,786 | $3,519,352 |
| **Subtotal - Community Parks** | **57.28** | | **$27,539,411** |
| | | | |
| **Total Acres** | **68.98** | | **$33,164,605** |

| Building and Contents<br>Neighborhood Parks | Description | Address | Building Value | Content Value |
|---|---|---|---|---|
| DAN "TATE" CALLOWAY RECREATION CO | AMPHITHEAT | 1420 WEST 10TH S | $22,000 | $0 |
| DAN "TATE" CALLOWAY RECREATION CO | GYMNASIUM | 1420 WEST 10TH S | $2,122,000 | $125,000 |
| DAN "TATE" CALLOWAY RECREATION CO | FARRINGTON | 1420 WEST 10TH S | $158,000 | $3,000 |
| DAN "TATE" CALLOWAY RECREATION CO | POOL BUILDI | 1420 WEST 10TH S | $245,000 | $5,000 |
| DAN "TATE" CALLOWAY RECREATION CO | TENNIS COUR | 1420 WEST 10TH S | - | - |
| Brooks Center | | | $1,200,000 | |
| LINDSEY DAVID COMMUNITY CENTER | COMMUNITY CENTER | 1550 WEST 28TH S | $995,000 | $55,000 |
| LINDSEY DAVID COMMUNITY CENTER | YOUTH CENTER | 1550 WEST 28TH S | $461,000 | $29,000 |
| CONGRESS LAKE PARK | PAVILON | `` | $17,000 | - |
| GEORGE STREET PARK | PAVILON | 5TH STREET AND A | $21,000 | - |
| MONROE HEIGHTS PARK | PAVILON | 25TH STREET AND | $24,000 | - |
| LONE PINE ESTATES PARK | LONE PINE ESTATES PARK | 250 CANTERBURY I | - | $200,000 |
| JERRY SCHULTZ PARK | JERRY SCHULTZ PARK | `` | $50,000 | - |
| Wells Recreation Center | | | $2,100,000 | |
| Wells Recreation Center Equipment | | | | $706,000 |
| Barracuda Bay Aquatic Complex | | | $10,000,000 | |
| Ben Flint Park | | | $50,000 | |
| Bicentenial | Event Center | | $4,978,000 | |
| | Event Center Contents | | | 322000 |
| | Restroom Building | | | 179000 |
| | Operations Office | | | 355000 |
| | Consession Restroom | | | $482,000 |
| | Pavilion | | | $623,000 |
| | Water Park | | | $65,000 |
| Cunningham Park | | | $2,000,000 | $214,000 |

| | | | |
|---|---|---|---|
| Goodmark Park | | | $100,000 |
| Municipal Beach | Building | $750,000 | |
| | Restroom | | $200,000 |
| | Restroom | | $200,000 |
| | 6 Pavillions | | $100,000 |
| Timber Pine Park | | | $100,000 |
| | | **$25,193,000** | **$4,063,000** |

APPENDIX C-6
Riveria Beach
ROADS

| | Total Cost for Facility | Off-setting Revenues | Net Cost to City | Percent of Cost Allocated to New Development | Cost Allocated to New Development | Policy Background or Objective |
|---|---|---|---|---|---|---|
| **A. Roads** | | | | | | |
| Roadway Improvements - Phased in over 20 years<br>80 miles of roads at $1,000,000 per mile for reconstruction<br>Estimated 75% completed over 20 years | $60,000,000 | $0 | $60,000,000 | 16.54% | $9,925,488 | Per City Plan |
| ***Offsetting Revenues*** | | | | | | |
| **TOTAL TRAFFIC FACILITIES** | **$60,000,000** | **$0** | **$60,000,000** | **16.54%** | **$9,925,488** | |



www.FinanceDTA.com

2202 N. WEST SHORE BLVD., SUITE 200
TAMPA, FL 33607
PHONE: (800) 969-4DTA

Public Finance
Public-Private Partnerships
Development Economics
Clean Energy Bonds

# APPENDIX B

City of DeLand, FL
Request for Proposals
RFP-24-04
Impact Fee Study

## REQUIRED FORMS

- Signed Request for Proposals
- Acknowledgement of Terms, Conditions, and Addenda
- Reference Form
- Contractor Affidavit Regarding Scrutinized Company List
- W-9 Form
- Public Entity Crimes Form
- Conflicts of Interest Affidavit
- Non-Collusion Affidavit
- Drug-Free Workplace Form

| | | |
|---|---|---|
| **SUBMIT TO:**<br>CITY OF DELAND<br>FINANCE DEPT., 2ND FLOOR<br>PURCHASING COORDINATOR<br>120 SOUTH FLORIDA AVENUE<br>DELAND, FLORIDA 32720 | **REQUEST FOR PROPOSAL** | |
| **CONTACT:**<br>**Corey McMillen**<br>mcmillenc@deland.org<br>purchasing@deland.org | | |
| **PHONE:**<br>**386-626-7078** | **RFP-24-04** | *SUBMITTALS RECEIVED AFTER SPECIFIED DATE AND TIME WILL NOT BE CONSIDERED* |
| **RFP TITLE: Impact Fee Study** | | **SUBMITTAL DEADLINE:**<br>**July 17, 2024 @ 2:00 P.M.** |
| **PRE-PROPOSAL CONFERENCE DATE, TIME AND LOCATION: N/A** | | **PROPOSAL BOND REQUIRED: N/A** |
| **RESPONDENT NAME:**<br>DTA | | **FEDERAL ID # OR SOCIAL SECURITY #:**<br>33-0171945 |
| **MAILING ADDRESS:**<br>18201 Von Karman Avenue, Suite 220 | | **TELEPHONE #:**<br>(800) 969-4DTA |
| **CITY – STATE – ZIP:**<br>Irvine, CA 92612 | | **FAX #:**<br>(949) 480-0034 |
| **X** <br>*AUTHORIZED SIGNATURE* | | **EMAIL:**<br>ClientServices@FinanceDTA.com |
| Printed Name<br>Kelly Wright | | Title<br>Chief Executive Officer |
| | | Date<br>July 11 2024 |

By my signature I certify that this offer is made without prior understanding, agreement, or connection with any corporation, firm, business entity, or person submitting an offer for the same materials, supplies, equipment, or service(s), and is in all respects fair and without collusion or fraud. I further agree that if the offer is accepted, the offeror will convey, sell, assign, or transfer to the City of DeLand all right, title, and interest in and to all causes of action it may now or hereafter acquire under the Antitrust laws of the United States and the State of Florida for price fixing relating to the particular commodity(s) or services(s) purchased or acquired by the City of DeLand. At the City's discretion, such assignment shall be made and become effective at the time the City tenders final payment to the vendor.

**THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR RESPONSE**

## GENERAL CONDITIONS AND INSTRUCTIONS

******PLEASE READ CAREFULLY******

1. **SUBMISSION OF OFFERS:** All offers shall be submitted in a sealed envelope or package. The invitation numbers, title, and opening date shall be clearly displayed on the outside of the sealed envelope or package. The delivery of responses to the receptionist located on the 2nd floor of City Hall prior to the specified date and time is solely and strictly the responsibility of the offeror. Any submittal received after the specified date and time will not be considered.

   Responses shall be submitted on forms provided by the City. Additional information may be attached to the submittal. Facsimile submissions are NOT acceptable. No offer may be modified after acceptance. No offer may be withdrawn after opening for a period of sixty (60) days unless otherwise specified.

2. **EXECUTION OF OFFER:** Offer shall contain a manual signature in the space(s) provided of a representative authorized to legally bind the offeror to the provisions therein. All spaces requesting information from the offeror shall be completed. Responses shall be typed or printed in ink. Use of erasable ink or pencil is not permitted. Any correction made by the offeror to any entry must be initialed.

**IMPACT FEE STUDY**
**RFP-24-04**
**ACKNOWLEDGMENT OF TERMS, CONDITIONS, AND ADDENDA**

## PROMPT PAYMENT DISCOUNT

The City of Deland shall remit payment in accordance with the Florida Prompt Payment Act, Florida Statutes section 218.70. Contractors may offer cash discounts for prompt payment but they will not be considered in determination of award. If a bidder offers a discount, it is understood that the discount time will be from the date of satisfactory delivery, at the place of acceptance, and receipt of correct invoice, at the office specified, whichever occurs last.

* If Prompt Payment Discount is offered please state discount and terms:

N/A

ADDENDUM ACKNOWLEDGMENT:

Add. No. 1 Dated July 2, 2024 / Add. No. _____ Dated _____

Add. No. _____ Dated _____ / Add. No. _____ Dated _____

I hereby acknowledge that I have read, understand, and agree to all terms, conditions, insurance, scope of work, specifications and pricing for Proposal # RFP-24-04 / Impact Fee Study.

VENDOR NAME DTA

ADDRESS 2202 N. West Shore Blvd., Suite 200, Tampa FL 33607

AUTHORIZED

SIGNATURE [signature]

PRINTED

SIGNATURE Kelly Wright DATE July 10, 2024

TELEPHONE# (800) 969-4DTA FAX # (949) 480-0034

EMAIL: Kelly@FinanceDTA.com

## REFERENCE FORM

List a minimum of three (3) / maximum five (5) customers for the services specified in the solicitation in the spaces provided.

**Note:** A contact person shall be someone who has personal knowledge of the Contractor's performance for the specific requirement listed. Contact person must have been informed that they are being used as a reference and that the County may be calling them. Do no list persons who will be unable to answer specific questions regarding the requirements.

Ref #1. Customer/Client: Pickens County
Date of Services: July 2023-Ongoing
Description of Services: Comprehensive Study for the Development of a County DIF Program
Street Address: 222 McDaniel Avenue, Suite B-10
City, State, ZIP Code: Pickens, SC 29671
Telephone #: (864) 898-5989 Fax #: N/A
Contact Person: Trad Julian Email: TradJ@Co.Pickens.SC.US

Ref #2. Customer/Client: Tampa-Hillsborough County Public Library
Date of Services: September 2021-Ongoing
Description of Services: Revenue Impact Fee Study and Fiscal Model
Street Address: 102 East 7th Avenue
City, State, ZIP Code: Tampa, FL 33602
Telephone #: (813) 273-3652 Fax #: N/A
Contact Person: Andrew Breidenbaugh Email: LibraryBoard@HillsboroughCounty.org

Ref #3. Customer/Client: City of Riviera Beach
Date of Services: April 2021-Ongoing
Description of Services: Impact Fee Schedule Update
Street Address: 600 W. Blue Heron Blvd.
City, State, ZIP Code: Riviera Beach, FL 33404
Telephone #: (561) 845-4045 Fax #: N/A
Contact Person: Randy Sherman Email: RSherman@RivieraBeach.org

Ref #4. Customer/Client: City of Palo Alto
Date of Services: April 2020-June 2022
Description of Services: DIF Study and Supplement to the DIF Study
Street Address: 250 Hamilton Avenue
City, State, ZIP Code: Palo Alto, CA 94301
Telephone #: (650) 463-4908 Fax #: N/A
Contact Person: Kristen O'Kane Email: Kristen.O'Kane@CityofPaloAlto.org

Ref #5. Customer/Client:
Date of Services:
Description of Services:
Street Address:
City, State, ZIP Code:
Telephone #: Fax #:
Contact Person: Email:

CONTRACTOR NAME DTA
ADDRESS 2202 N. West Shore Blvd., Suite 200, Tampa FL 33607
PRINTED SIGNATURE Kelly Wright
AUTHORIZED SIGNATURE
TELEPHONE # (800) 969-4DTA FAX# (949) 480-0034 DATE July 10, 2024
EMAIL: Kelly@FinanceDTA.com

## CONTRACTOR AFFIDAVIT REGARDING SCRUTINIZED COMPANY LIST

Awarded Contractor shall certify that it and its subcontractors are not on the Scrutinized Companies that Boycott Israel List. Pursuant to Section 287.135, F.S. If the Contract is for more than $1,000,000 the Contractor further certifies that it and its subcontractors are also not on the Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria as identified in Section 287.135, F.S.

For Contracts of any amount, if the City determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the City shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the City's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the City may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met. For Contracts $1,000,000 and greater, if the City determines the Contractor submitted a false certification under Section 287.135(5) of the Florida Statutes, or if the Contractor has been placed on the Scrutinized Companies with Activities in the Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, the City shall either terminate the Contract after it has given the Contractor notice and an opportunity to demonstrate the City's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or on a case-by-case basis the City may choose to maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

STATE OF FLORIDA

CITY OF _____

BEFORE ME, the undersigned authority, personally appeared

Kelly Wright, who, being by me first duly sworn, made the following statement:

1. The Business address of DTA (name of bidder or Contractor) is 2202 N. West Shore Blvd., Suite 200, Tampa FL 33607.

2. My relationship to DTA (name of bidder or Contractor) is Chief Executive Officer (relationship such as sole proprietor, partner, president, vice president).

3. I understand that "Boycott of Israel" has the same meaning as defined in §215.4725, Florida Statutes, and means refusing to deal, terminating business activities, or taking other actions to limit commercial relations with Israel, or persons or entities doing business in Israel or in Israeli-controlled territories, in a discriminatory manner. A statement by a

company that it is participating in a boycott of Israel, or that it has initiated a boycott in response to a request for a boycott of Israel or in compliance with, or in furtherance of, calls for a boycott of Israel, may be considered by the State Board of Administration to be evidence that a company is participating in a boycott of Israel. The term does not include restrictive trade practices or boycotts fostered or imposed by foreign countries against Israel.

4. I understand that "business operations" means, for purposes specifically related to Cuba or Syria, engaging in commerce in any form in Cuba or Syria, including, but not limited to, acquiring, developing, maintaining, owning, selling, possessing, leasing, or operating equipment, facilities, personnel, products, services, personal property, real property, military equipment, or any other apparatus of business or commerce.

5. DTA (name of the bidder or Contractor) is not on the Scrutinized Companies that Boycott Israel List, created pursuant to s. 215.4725, Florida Statutes, or is engaged in a boycott of Israel.

6. DTA (name of the bidder or Contractor) is not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to s. 215.473, Florida Statutes.

7. DTA (name of the bidder or Contractor) is not engaged in business operations in Cuba or Syria.

Signature

Sworn to and subscribed before me in the state and City first mentioned above on the _____ day of _____, 20____.

(AFFIX SEAL or STAMP)

_____
Notary Public

My commission expires:

See Attached



Not
Co
My Corr

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of ORANGE

Subscribed and sworn to (or affirmed) before me on this 10TH day of JULY, 20 24, by KELLY WRIGHT,
proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

EDNA P. GARRETT
Notary Public - California
Orange County
Commission # 2363276
My Comm. Expires Jun 29, 2025

(Seal)

Signature

DNA P. GARRETT
y Public - California
Orange County
mission # 2363276
. Expires Jun 29, 2025

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

# Request for Taxpayer Identification Number and Certification

▶ **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

**Give Form to the requester. Do not send to the IRS.**

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
David Taussig and Associates, Inc.

2 Business name/disregarded entity name, if different from above
DTA

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☑ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

**Note:** Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

*(Applies to accounts maintained outside the U.S.)*

5 Address (number, street, and apt. or suite no.) See instructions.
18201 Von Karman Avenue, Suite 220

Requester's name and address (optional)

6 City, state, and ZIP code
Irvine, CA 92612

7 List account number(s) here (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

**Social security number**
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | – | | | – | | | | |

**or**

**Employer identification number**
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3 | 3 | – | 0 | 1 | 7 | 1 | 9 | 4 | 5 |

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

**Sign Here** **Signature of U.S. person ▶** [signature] **Date ▶ 01/30/2024**

# General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See* What is backup withholding, *later.*

## PUBLIC ENTITY CRIME FORM

**Section 287.133(3)(a), Florida Statutes, on Public Entity Crimes:**

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid/quote/proposal on a contract to provide goods or services to a public entity, may not submit a bid/quote/proposal on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids/quotes/proposals on leases of rental property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

Acknowledged: _____ Date: July 10, 2024

CONFLICT OF INTEREST AFFIDAVIT

By the signature below, the firm (employees, officers and/or agents) certifies, and hereby discloses, that, to the best of their knowledge and belief, all relevant facts concerning past, present, or currently planned interest or activity (financial, contractual, organizational, or otherwise) which relates to the proposed work; and bear on whether the firm (employees, officers and/or agents) has a possible conflict have been fully disclosed.

Additionally, the firm (employees, officers and/or agents) agrees to immediately notify in writing the Finance Director, or designee, if any actual or potential conflict of interest arises during the contract and/or project duration.

DTA
Company

2202 N. West Shore Blvd., Suite 200
Address

Authorized Signature

Tampa, FL 33607
City, State, Zip Code

Kelly Wright, Chief Executive Officer
Printed Name & Title

(800) 969-4DTA
Telephone No.

Kelly@FinanceDTA.com
Email

(949) 480-0034
Fax No.

State of _____ )
City of _____)

SUBSCRIBED AND SWORN to before me this ____ day of _____, 2022, by

_____, who is personally known to me to be the

_____ for the Firm, OR who produced the following

identification: _____

Notary Public

See Attached

My Commission Expires: _____



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of ORANGE

Subscribed and sworn to (or affirmed) before me on this 10TH day of JULY, 20 24, by KELLY WRIGHT,

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

EDNA P. GARRETT
Notary Public - California
Orange County
Commission # 2363276
My Comm. Expires Jun 29, 2025

(Seal)

Signature

EDNA P. GARRETT
ıry Public - California
Orange County
ımmission # 2363276
m. Expires Jun 29, 2025

## NON-COLLUSION AFFIDAVIT

State of _____)

City of_____)

Kelly Wright
_____ being first duly sworn, deposes and says that:

(1) He/she is the Chief Executive Officer, (Owner, Partner, Officer, Representative or Agent) of DTA, the Contractor that has submitted the attached Proposal;

(2) He/she is fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such Proposal;

(3) Such Proposal is genuine and is not a collusive or sham Proposal;

(4) Neither the said Contractor nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Contractor, firm, or person to submit a collusive or sham Proposal in connection with the Work for which the attached Proposal has been submitted; or to refrain from bidding in connection with such Work; or have in any manner, directly or indirectly, sought by agreement or collusion, or communication, or conference with any Contractor, firm, or person to fix the price or prices in the attached Proposal or of any other Contractor, or to fix any overhead, profit, or cost elements of the Proposal price or the Proposal price of any other Contractor, or to secure trough any collusion, conspiracy, connivance, or unlawful agreement any advantage against (Recipient), or any person interested in the proposed Work;

(5) The price or prices quoted in the attached Proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance, or unlawful agreement on the part of the Contractor or any other of its agents, representatives, owners, employees or parties in interest, including this affiant.

By:_____
Signature of Individual

Kelly Wright
Printed Name of Individual

Chief Executive Officer
Title of Individual

Signed, sealed and delivered in the presence of:

_____
Witness

_____
Witness

State of _____

County of _____

The foregoing instrument was acknowledged before me this _____ day of _____, 2022 by _____, who is personally known to me or who has produced _____ as identification and who did (did not) take an oath.

WITNESS my hand and official seal.

See Attached

_____
NOTARY PUBLIC

_____
(Name of Notary Public: Print, Stamp, or Type as Commissioned)



# ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of ORANGE )

On July 10, 2024 before me, EDNA GARRETT, NOTARY PUBLIC
(insert name and title of the officer)

personally appeared KELLY WRIGHT,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

EDNA P. GARRETT
Notary Public - California
Orange County
Commission # 2363276
My Comm. Expires Jun 29, 2025

Signature _____ **(Seal)**

EDNA P. GARRETT
ary Public - California
Orange County
mmission # 2363276
m. Expires Jun 29, 2025

## CITY OF DeLAND
## CONFIRMATION OF DRUG-FREE WORKPLACE FORM

In accordance with Section 287.087, Florida Statutes, "[w]henever two or more bids are equal with respect to price, quality, and service which are received by any political subdivision for the procurement of commodities or contractual services, a bid received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

(1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

(2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

(3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection one (1).

(4) In the statement specified in subsection one (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

(5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

(6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section."

As the person authorized to sign the statement, I certify that this firm complies with the above requirements and the Florida Statutes Section 287.087. This form is in conjunction with The City of DeLand's General Conditions, Drug-Free Workplace.

| | |
|---|---|
| DTA | RFP-24-04, Impact Fee Study |
| Business Name | Bid Number and Name |
| Authorized Representative's Signature | July 10, 2024 |
| | Date |
| Kelly Wright | Chief Executive Officer |
| Name | Position |




www.FinanceDTA.com

2202 N. WEST SHORE BLVD., SUITE 200
TAMPA, FL 33607
PHONE: (800) 969-4DTA

Public Finance
Public-Private Partnerships
Development Economics
Clean Energy Bonds

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Task Order Assignment, Lift Station #1 Re-Design, Permitting and Bidding Assistance Services.

**DEPARTMENT:** Utilities

**PREPARED BY**: Jim Ailes, Deputy Public Serv. Director/Utilities Director

**ATTACHMENTS:** Task Order Proposal

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

---

**SUMMARY/HIGHLIGHT:**

In the proposed 24/25 fiscal year budget, the City Commission was presented a project for a redesign of Lift Station #1 located on Wisconsin Avenue between the ponds at Painters Pond. This project would allow for the relocation of the station from inside the building to outside so that the wet well and pumps could be enlarged to service the downtown and Stetson University area.

The scope of this project would only be for the design, permitting, and bidding services for this project. The subject task order, if approved, will provide these services. The old site will be demolished to allow for better access to the station for servicing and cleaning, as needed. In addition, the elevation of the lift station will be raised to accommodate for the roadway flooding that occurs after a major rain event. This task assignment does not include funds for the construction of the lift station or the associated CEI (construction, engineering, and inspections) services, which will be proposed later in the fiscal year once bidding has occurred.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value Government.

**SUSTAINABILITY:**

Facilities & Infrastructure.

**FISCAL IMPACT:**

This proposed task order, if approved, will result in an obligation of $176,095.00 per the attached scope. Funds in the amount of $1,795,314.00 were set aside for this project in the 24/25 fiscal year. The remaining balance of funds will be available in the Utility Enterprise Account to cover the future construction of the lift stations as well as associed CEI (construction, engineering, and inspection) services expense.

**RECOMMENDATION:**

Staff recommends that the City Commission approve the subject task order with Mead & Hunt to provide design, permitting, and bidding services for the Lift Station #1 Redesign Project.

**BACKGROUND/DISCUSSION:**

This project would address the  increase in growth in the DeLand downtown area and elevate a lift station that has survived numerous flooding events from storm water issues in the past.

Docusign Envelope ID: 82ABE765-AF99-4333-8265-B54D926AC299

Mead & Hunt

September 10, 2024

James V. Ailes
Deputy Public Services/ Utilities Director
City of DeLand
1101 S. Amelia Avenue
DeLand, FL 32724

Email: Ailesj@deland.org

**Subject: DeLand Lift Station No-1, Design, Permitting and Bidding Assistance**
**Scope of Services and Fee Estimate**

Dear Jim,

Mead & Hunt, Inc. (MEAD & HUNT) is pleased to submit this proposal to provide design and bidding services for the above-referenced project. The design scope of this project involves the replacement of existing lift station No.1 for the City of DeLand. This includes a new circular wetwell, duplex sewage pumps, piping, electrical equipment, permanent emergency standby diesel bypass pump, generator, future odor control pad, retaining wall, new access drive, demo of existing pump station, and associated site fencing and landscaping.

The scope and fee estimate included herein describes proposed survey, geotech, planning, design, permitting and bidding assistance tasks to be completed. It defines deliverables, schedules, and estimated fees for each project phase. This scope does not include contract administration, inspection, or related construction services. It is intended that this work will be authorized under a separate task assignment upon completion of project bidding and prior to contract award.

Thank you for this opportunity to continue to be of service. If you have additional questions, or require further assistance, please do not hesitate to call.

Sincerely,
MEAD & HUNT, Inc.

DocuSigned by:
Brad Blais
B6B0AEFC3EB34AC...
Brad T. Blais, P.E.
Vice President/Client Manager

Signed by:
Cassandra Cissell
0FB5793688FF4D5...
Cassandra “Casey” Cissell, P.E.
Project Manager

DAK/CMC:mg

Docusign Envelope ID: 82ABE765-AF99-4333-8265-B54D926AC299



**CITY OF DELAND**
**SCOPE OF SERVICES**
**FOR**
**DELAND LIFT STATION No.1**
**DESIGN, PERMITTING AND BIDDING ASSISTANCE**

The Task Order is in conformance with the Agreement for Consulting Services dated November 20, 2023, between the City of DeLand (OWNER) and Mead & Hunt, Inc. (MEAD & HUNT) and is referred to herein as the Contract.

**GENERAL**
This project involves planning, geotech, survey, design, permitting and bidding assistance for the proposed DeLand Lift Station No.1. The project consists of the following elements:

- Setting a new wetwell with retaining wall
- Duplex lift station (either submersible or Smith and Loveless)
- Valve box
- Modify underground piping
- New electrical and I&C equipment
- Permanent skid mounted emergency standby diesel bypass pump
- Generator
- Future Odor Control Unit Slab
- New access drive
- Demo existing lift station structure
- Associated site fencing and landscaping

**SCOPE OF SERVICES**
After receipt of authorization to proceed, MEAD & HUNT will provide the following services:

**PHASE 1 – PROJECT MANAGEMENT**

Project Coordination
MEAD & HUNT'S Project Manager (PM) will monitor and manage the project budget, schedule, and scope throughout the estimated nine (9) month project duration. The PM will manage the development of project work and subconsultant efforts.

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**Project Kick-Off Meeting**

MEAD & HUNT will coordinate and conduct in-person project kick-off meeting with the project team and OWNER staff to review project goals, scope of work, team member roles, lines of communication, project schedule and administrative processes. Following the meeting, MEAD & HUNT will prepare a written summary of the project meeting and distribute it to the attendees.

**Quality Assurance / Quality Control**

MEAD & HUNT will implement, and the PM will monitor, a quality assurance and control process, which includes independent technical review of project technical work products before their submission to the OWNER.

**Deliverables – Project Management**

- Kick-Off Meeting Agenda and Summary

## PHASE 2 – DATA COLLECTION AND SITE RECONNAISSANCE

Utility Coordination

MEAD & HUNT will coordinate with existing utilities along the project route by submission of 60% electronic construction drawings to all utility companies identified by the Sunshine 811 Design Ticket and request markups of existing facilities and resolution of any estimated conflicts with the proposed improvements. MEAD & HUNT will discuss the potential conflicts with the utility company representatives to coordinate the relocation needs as needed. MEAD & HUNT will add information to the construction drawings based on the received utility markups and planned relocations.

**Site Reconnaissance**

MEAD & HUNT will conduct necessary site visits to verify existing conditions and collect photographic and other data collection needed for the design.

## PHASE 3 – PRELIMINARY DESIGN

**Preliminary Design Report**

MEAD & HUNT will prepare a draft Preliminary Design Report (PDR). The PDR will include the following: project understanding and goals, design alternatives, pump & wetwell sizing, generator sizing, site layout, planning level engineer's opinion of probable construction cost (EOPCC), and confirmation of project permitting requirements.

A draft PDR will be submitted to the OWNER for review and comment. It is assumed the OWNER will conduct their review in a two (2) week period. At the end of the OWNER's review period, MEAD & HUNT will schedule and attend a draft PDR review meeting.

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**Deliverables – Preliminary Design**

- Draft Preliminary Design Report (electronic PDF format)
- Preliminary Design Review Meeting Summary (electronic PDF format)
- Final Preliminary Design Report (electronic PDF format)

## PHASE 4 – PROJECT DESIGN

**Task 1 – 60% Design Development**

Based on the OWNER'S Preliminary design phase review comments, MEAD & HUNT will prepare 60% design level drawings and specifications. The OWNER's standard front-end contract documents will be used and coordinated with MEAD & HUNT's technical specifications.

The 60% submittal package will be submitted to the OWNER for review and comment. The submittal will include the items shown in the deliverable section below. It is assumed the OWNER will conduct their review in a two (2) week period. At the end of the OWNER's review period, MEAD & HUNT will schedule and attend a 60% design review meeting to review the OWNER's comments on the design drawings and specifications.

**Deliverables – 60% Design**

- 60% Design Drawings (electronic PDF format)
- 60% Specifications (electronic PDF format)
- 60% EOPCC (electronic PDF format)
- 60% Design Review Meeting Summary (electronic PDF format)

**Task 2 – 90% Design Development**

Based on the OWNER's 60% review comments received, MEAD & HUNT will prepare revised design drawings and specifications to 90% design level completion. MEAD & HUNT will prepare an updated EOPCC based upon the 90% submittal documents.

The 90% submittal package will be prepared and submitted to the OWNER and permitting agencies for review and comment. The submittal will include the items shown in the deliverable section below. It is assumed the OWNER will conduct their review in a two (2) week period. At the end of the OWNER's review period, MEAD & HUNT will schedule and attend a 90% design review meeting to review the OWNER's comments on the design drawings and specifications.

**Deliverables – 90% Design**

- 90% Design Drawings (electronic PDF format)
- 90% Specifications (electronic PDF format)
- 90% EOPCC (electronic PDF format)
- 90% Design Review Meeting Summary (electronic PDF format)

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**Task 3 – 100% Design Development**

Based on the OWNER's 90% review comments received, MEAD & HUNT will prepare revised design drawings and specifications to 100% completion. MEAD & HUNT will prepare an updated EOPCC based upon the 100% submittal documents.

The 100% submittal package will be submitted to the OWNER for review and comment. The submittal will include the items shown in the deliverable section below.

**Deliverables – 100% Design**

- 100% Design Drawings (electronic PDF format)
- 100% Specifications (electronic PDF format)
- 100% EOPCC (electronic PDF format)

## PHASE 5 – PERMITTING ASSISTANCE

MEAD & HUNT shall prepare and submit permit applications for the project as detailed below. All permit fees will be paid by MEAD & HUNT. Certifications of Completion (COC) with respective permitting agencies are not included in this phase.

**FDEP Wastewater Collection System Permit**

MEAD & HUNT will prepare and submit the permit application in accordance with the permit requirements. Permit applications will be submitted after the 90% design has been reviewed and accepted by the OWNER.

MEAD & HUNT will respond to up to one (1) Request for Additional Information (RAI) as part of the permit application process.

**Deliverables – Permitting**

- Final FDEP Wastewater Collection System Permit application

## PHASE 6 – BIDDING ASSISTANCE SERVICES

The OWNER will be responsible for the overall solicitation for construction bids process, including any legal review of the bidding and contract documents (Division 0) and verifying compliance with OWNER purchasing and contract policies (Division 0 and 1). The OWNER will also be responsible for request for bid advertisements, distribution of bidding documents, pre-bid meeting, and bid opening. MEAD & HUNT will provide the following:

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**Bidding and Contract Documents**

MEAD & HUNT will utilize OWNER supplied templates, bid number and dates (advertisement, pre-bid, bidder question deadline and bid opening) to prepare draft bidding and contract documents as Divisions 0 and 1 of the Project Manual and submit such to the OWNER's finance/purchasing/clerk for review. Upon receipt of the OWNER's review comments, MEAD & HUNT will prepare final bidding and contract documents and assemble the entire Project Manual and submit the Project Manual and Construction Drawings (denoted as bid set) in electronic format to the OWNER's finance/purchasing/clerk staff. The OWNER will be responsible for distributing bidding documents to interested parties.

**Pre-Bid Meeting**

MEAD & HUNT will attend an in-person pre-bid meeting and present the project scope/intent; construction contract duration; design and permitting highlights and any special/supplemental conditions specific to the project.

**Addenda**

MEAD & HUNT will respond to potential bidders' questions during the bid period. MEAD & HUNT will prepare suggested responses and provide the OWNER with a draft addendum for review. This scope of services assumes one (1) addendum will be completed. The OWNER shall be responsible for distribution of addenda.

**Bid Opening**

MEAD & HUNT will attend the bid opening at the OWNER's facility. The OWNER will be responsible for receiving, opening, and recording the bids.

**Bid Review and Recommendation of Award**

Upon receipt of copies of the received bid documents from the OWNER, MEAD & HUNT will review the bids for completeness and conformance with technical requirements. MEAD & HUNT will evaluate the low bidder(s) submitted qualifications information and contact provided references to inquire about bidders' experience. MEAD & HUNT will prepare a tabulation of received bid prices, including unit prices, if applicable, and verify extended values and total. MEAD & HUNT will also review submitted pricing for imbalances and other disparities. Based on that review, MEAD & HUNT will submit to the OWNER the bid tabulation and a recommendation of award.

**Deliverables – Bidding Services**

- Bid Set Plans and Specifications
- Addenda to bid documents
- Bid Tabulation
- Recommendation of award

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## PHASE 7 – SUBCONSULTANTS AND REIMBURSABLES

Items under this phase include out-of-pocket direct job expenses such as subconsultants, reproductions, postage, etc. It is assumed permit application fees will be paid by MEAD & HUNT and are included in this phase. Items included in this phase will be billed at actual cost plus 10%.

Geotechnical – Soil borings and geotechnical evaluation will be performed by Bechtol Engineering & Testing.

Land Surveying – Certified design survey will be performed by Southeastern Surveying and Mapping Corporation (SSMC).

## EXCLUSIONS

This scope of services excludes all items not specifically described herein, including but not limited to:

- Easement Acquisition
- Construction Phase Services
- Special Studies
- Subsurface Utility Exploration
- Laboratory Services
- Value Engineering
- Redesign per Owner or Contractor
- Investigations
- Funding Assistance
- Environmental
- Professional Services Acquisition Assistance
- Completed Project Assessment
- Zoning Modifications

## SCHEDULE

Mead & Hunt estimates the work included in this task order will be completed in accordance with the following schedule:

| Phase/Task | Duration to Complete | Starting upon |
|---|---|---|
| *Phase 1 – Project Management* | *270 days* | *Receipt of Notice to Proceed* |
| *Phase 2 – Preliminary Design* | *60 days* | *External Kickoff* |
| *Phase 3 – Project Design* | *180 days* | *Receipt of Survey* |
| *Phase 4 – Permitting* | *60 days* | *Client approval of 90% Design* |
| *Phase 5 – Bidding Services* | *30 days* | *Client approval of Bid Documents* |

The above timeframes *do not* include Client and agency review time.

## COMPENSATION

The not-to-exceed cost for this Scope of Services is described below:

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| Phase/Task | Fee/Cost | Basis |
|---|---|---|
| *Phase 1 – Project Management* | *$10,112* | *Lump Sum* |
| *Phase 2 – Data Collection and Site Reconnaissance* | *$4,401* | *Lump Sum* |
| *Phase 3 – Preliminary Design* | *$24,361* | *Lump Sum* |
| *Phase 4 – Project Design* | *$100,050* | *Lump Sum* |
| *Phase 5 – Permitting* | *$6,970* | *Lump Sum* |
| *Phase 6 – Bidding Services* | *$10,951* | *Lump Sum* |
| *Subtotal* | *$156,845* | |
| *Phase 7 – Subconsultants/Reimbursables* | *$19,250* | *Actual Cost + 10%* |
| ***TOTAL*** | ***$176,095*** | |

**AUTHORIZATION:**

The scope of services and compensation stated in this proposal are valid for a period of thirty (30) days from date of submission. If authorization to proceed is not received during this period, this proposal may be withdrawn or modified by MEAD & HUNT.

| | | | |
|---|---|---|---|
| Accepted by: | CITY OF DELAND | Approved by: | MEAD & HUNT, INC. |
| By: | | By: | DocuSigned by: Brad Blais B6B0AEFC3EB34AC... |
| Name: | | Name: | Brad T. Blais, PE |
| Title: | | Title: | Vice President/Client Manager |
| *The above person is authorized to sign for Client and bind the Client to the terms hereof.* | | | |
| Date: | | Date | September 10, 2024 |

PURSUANT TO FLORIDA STATUTE SECTION 558.0035, AN INDIVIDUAL EMPLOYEE OR AGENT OF MEAD & HUNT INC. MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

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**IF THE CONTRACTOR (MEAD & HUNT, INC.) HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S (MEAD & HUNT, INC.'s) DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT (PROPOSAL), CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 120 SOUTH FLORIDA AVENUE, DELAND, FL 32720, City Clerk, Julie A. Hennessy, MMC (386) 626-7130, Hennessy@deland.org.**

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Utility Service Agreement for Taylor Ridge Subdivision.

**DEPARTMENT:** Utilities

**PREPARED BY**: Jim Ailes, Deputy Public Serv. Director/Utilities Director

**ATTACHMENTS:** Taylor Ridge USA 2024 (partially signed)

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

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**SUMMARY/HIGHLIGHT:**

The Taylor Ridge residential subdivision project will be located at the northwest intersection of Blue Lake Avenue and Taylor Road in DeLand. The proposed residential project will provide approximately sixty-five residential homes when completed. The attached Utility Service Agreement contains the usual terms and conditions required by the city for utility service. No reimbursement for oversizing of offsite utilities is provided.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value Government

**SUSTAINABILITY:**

Infrastructure

**FISCAL IMPACT:**

At buildout, the city will receive water and sewer impact fees and ongoing utility revenue from the residential subdivision project once constructed.

**RECOMMENDATION:**

Staff recommends that the City Commission approve the attached Utility Service Agreement for Taylor Ridge residential subdivision project.

**BACKGROUND/DISCUSSION:**

N/A

**UTILITY SERVICE AGREEMENT**
**FOR**
**TAYLOR RIDGE**

**THIS AGREEMENT** is entered into this ____ day of _____, 2024, between the City of DeLand (City) and, TLC Blue Lake, LLC (Developer) regarding utility service for the, Taylor Ridge project. In consideration of the mutual covenants and conditions in this Agreement, and subject to any necessary approval by any other governmental agency having jurisdiction, the parties agree as follows:

**Section 1. City to furnish service.** Upon the terms and conditions in this Agreement, and in accordance with the City's rules and regulations, the City shall provide and shall have the exclusive right to furnish potable water, domestic sewer and reuse irrigation services to the real property located on the North West corner of East Taylor Road and South Blue Lake Ave at 1298 S. Blue Lake Ave Deland, FL and described as:

TAX PARCEL NUMBERS
702200000090

22-17-30 NE 1/4 OF SE 1/4 OF SE 1/4 EXC E 25 FT ON S/L & E 30 FT ON N/L PER OR 7662 PG 4201 PER OR 7707 PG 4683 PER OR 8276 PG 0935 PER OR 8361 PG 4650

702200000191

27-17-30 S 1/2 OF SE 1/4 OF SE 1/4 AKA CARROLL & MARSHALL SUB N OF TAYLOR RD MB 9 PG 22 PER OR 7662 PG 4201 PER OR 7707 PG 4683 PER OR 8361 PG 4650

**Section 2. Service conditioned on construction and acceptance of systems.** No water, wastewater or reuse service shall be provided to any part of the property, and no connections to such systems shall be allowed, until the Developer has installed system facilities and improvements in accordance with approved plans and specifications and the City has accepted the conveyance of the systems in writing. The Developer shall apply in writing to the City Engineer for acceptance of the systems. Upon acceptance of the systems, all construction guarantees in favor of the City shall be released.

**Section 3. Installation of improvements.** The Developer shall install, at its own initial cost and expense (including engineering costs), all lines, pipes, manholes, lift stations, generators, RTU, machinery and other facilities which may be required on and off Developer's property to provide the buildings and occupants with water, wastewater or reuse service and to connect the property to existing City facilities and systems. Upon completion, all off-site and onsite utility improvements shall be conveyed and dedicated to the City. The improvements to be constructed by the Developer off the Developer's property (off-site improvements) shall include:

- One water main wet tap connection with a 12" X 12" X 8" Stainless Steel tapping sleeve, one 8" Gate Valve, and approximately 10 LF +/- of 8" PVC Pipe.
- One water main wet tap connection with a 12" X 12" X 12" Stainless Steel tapping sleeve, directional drill approximately 200 LF +/- of 16" HDPE Pipe connecting to 12" water line, two 12" Gate Valve, and approximately 10 LF +/- of 12" PVC Pipe.
- Two reclaim main wet tap connections with an 8" X 8" X 6" Stainless Steel tapping sleeves, two 6" Gate Valves, and approximately 25 LF +/- of 6" PVC Pipe.

- One force main wet tap connection with a 16" X 16" X 6" Stainless Steel tapping sleeve, one 6" Gate Valve, and approximately 30 LF +/- of 6" PVC Pipe.
- All connections to City facilities shall be made at Developer's expense. All water and reclaim meters 2" and smaller will be installed by the City at the Developer's expense.
- Any other installations required in accordance with the plans and specifications for the subject development or which are otherwise required in accordance with sound utility engineering practices.

**Section 4. Approval of design and plans.** The design and construction of all facilities to be transferred to and owned and operated by the City shall be subject to prior approval by the City Engineer. The Developer's engineer shall incorporate all applicable standards and specifications of the City into the Developer's engineering design, plans and specifications. The City shall provide assistance to the Developer's engineers as to design and construction requirements and must approve all construction plans and specifications in writing prior to any construction being commenced. The Developer shall obtain all necessary state, county and local permits required for construction, acceptance and operation of the improvements.

**Section 5. Access to construction; approval of work and materials.** The City may inspect the construction to ensure compliance with the approved plans and specifications and shall retain the power of final approval of work and materials.

**Section 6. Testing during and after construction.** The Developer's engineer shall properly supervise construction and shall certify to the City Engineer that the systems are installed in accordance with the approved design plans and specifications. The Developer shall conduct at its own expense whatever tests are deemed by the City Engineer to be necessary and reasonable to ensure that the systems are being constructed in accordance with the approved engineering plans and specifications.

**Section 7. Conveyance of easements and improvements.** The Developer shall at its expense grant to the City adequate transferable easements for water, sewer and reuse lines, for access to lift stations and water stations and related appurtenances as may be deemed necessary by the City.

**Section 8. Evidence of conveyance of facilities.** By this Agreement Developer hereby transfers to the City the title to the water, wastewater and reuse systems, facilities and improvements to be installed pursuant to this Agreement, effective without further action upon the completion and acceptance by the City of the installation of those systems. As further evidence of this transfer of title, the Developer shall provide to the City a copy of the recorded plat, if any; a bill of sale for the facilities; written easements; deeds to the land on which lift stations, water stations or similar facilities are located; and other evidences of conveyance required by the City.

**Section 9. Additional documents to be provided before acceptance of facilities.** In addition to the documents of title listed in the previous paragraph, the Developer shall provide to the City the following documents prior to acceptance of the facilities: As-built drawings of utility improvements, (one hard copy signed and sealed, one PDF and one AUTOCAD delivered on a USB drive) furnished one week prior to final inspection; an accounting of the actual costs (schedule of values) for on-site and off-site construction; letters of acceptance from the appropriate regulatory agency for the systems; certification by the design engineer that the system was constructed as designed; and right-of-way use permits and other permits and licenses obtained from applicable government agencies.

**Section 10. Uninterrupted supply not guaranteed.** The City does not guarantee an uninterrupted supply of water or reuse at any particular pressure, nor does it assume any duty or obligation to

furnish water for extinguishing fires. The City reserves the right to shut off the water in its mains temporarily for necessary purposes. The City shall not be responsible for any damage caused by low pressure, interruption of service or variations in water quality or content.

**Section 11. Connections subject to rates and fees.** All connections to the water, wastewater and reuse systems shall be subject to the continuing operating rules and regulations of the City including, without limitation, the periodic payment of water, wastewater and reuse charges and fees as provided in the City's rate schedule, and payment of all deposits, meter charges and other fees, rates and charges, including development fees. The rates charged by the City for water, sewer, or reuse service shall be in accordance with its rate schedule, which shall be subject to change from time to time.

**Section 12. Reimbursement for oversizing of off-site improvements.** This Section Not Used

**Section 13. Surcharge for non-domestic waste.** The terms wastewater or sanitary sewage used in this agreement are meant to include only human waste, including liquids and solid matter carried from plumbing fixtures normally carried off by drains and sewers, and, except where specifically excluded, bath and toilet wastes, laundry wastes, kitchen wastes and other similar wastes. This service agreement, and any charges contained in this agreement, is based on normal domestic sewage, defined herein as containing not more than two hundred (200) parts per million biochemical oxygen demand or two hundred (200) parts per million suspended solids. Whenever water which contains more than these amounts is to be admitted to the sewers the City and all other pollution control agencies must specifically agree to the connection and an additional charge shall be imposed in accordance with City regulations.

**Section 14. Developer to obtain permits.** The Developer shall obtain all governmental approvals, licenses and permits necessary for the design, routing, construction, connection and use of the water, wastewater and reuse systems to be installed under this agreement. The City shall render assistance to the Developer in obtaining these approvals, licenses and permits.

**Section 15. Service of other properties.** The City reserves the right to service other properties through the facilities conveyed by the Developer, and nothing in this Agreement shall be deemed to prohibit or prevent the City from extending its water, wastewater or reuse facilities to any other area.

**Section 16. Default by Developer.** The Developer's failure to carry out any provision in this agreement shall relieve the City from its obligation to provide water, wastewater or reuse service to the property.

**Section 17. Covenant to support annexation.** This Section Not Used.

**Section 18. Entire Agreement; amendment.** It is expressly agreed and understood that this is the entire Agreement between the Developer and the City, and that there are no other written or verbal agreements applicable to the subject of this Agreement between the Developer and the City. This Agreement may be amended and modified from time to time by written agreement of the parties.

**Section 19. Miscellaneous.**

A. Successors. This Agreement shall be binding on the parties hereto, their heirs, administrators, executors, successors in interest and assigns.

B. Binding Nature and Covenants Running with the Land. The provisions of this Agreement shall be binding upon the parties hereto, and upon all successors in interest in the subject real property. And further, the provisions of this Agreement shall constitute covenants running with the land applicable to all of the subject real property comprising the Project.

C. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original but all of which together shall constitute one and the same instrument. The delivery by email copy of an executed copy of this Agreement shall be deemed valid as if an original signature was delivered.

D. Governing Law; Venue. This Agreement shall be construed and interpreted according to the laws of the State of Florida, and all duly adopted ordinances, regulations, and policies of the City now in effect and those hereinafter adopted. The location for settlement of any and all claims, controversies, or disputes, arising out of or relating to any part of this Agreement, or any breach hereof, shall be Volusia County, Florida.

E. Severability. If any word, phrase, sentence, paragraph or other portion of this Agreement is finally determined by a court of competent jurisdiction to be void or unenforceable then such word, phrase, sentence, paragraph or other portion shall be severed from this Agreement and the balance shall remain in full force and effect to the greatest extent permitted by law.

F. Effective Date. The effective date of this agreement shall be the date that it is last executed by a party as set forth below.

TLC Blue Lake, LLC

Name: Andrew Orose
Title: Authorized Representative

ATTEST:

Name:
Secretary

Witness Andres Arvelo

Witness Ton Tran

CITY OF DELAND

Christopher M. Cloudman
Mayor

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

Witness

Witness

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024 by Christopher M. Cloudman, Mayor-Commissioner of the City of DeLand, Florida who is ☐ personally known to me or ☐ who has produced, _____ as identification

Notary Public - State of Florida

Name:
My Commission expires:

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of September, 2024 by Andrew Orose, the Authorized Rep. of TLC Blue Lake, LLC who is ☑ personally known to me or ☐ who has produced, _____ as identification.

Notary Public - State of Florida

Name: Sylviaidenis Soto
My Commission expires: 11/22/2025

Notary Public State of Florida
Sylviaidenis Soto
My Commission
HH 201196
Exp.11/22/2025

## DEVELOPMENT TEAM:

### DEVELOPER

*HANOVER LAND COMPANY*
*605 COMMONWEALTH AVENUE*
*ORLANDO, FLORIDA 32803*
*ATTN: ANDRES ARVELO PE*
*PHONE: (407) 625 4747*

### ENGINEER

*KELLY, COLLINS & GENTRY, INC.*
*1700 NORTH ORANGE AVENUE,*
*SUITE 400*
*ORLANDO, FLORIDA 32804*
*ATTN: SEAN FORTIER PE*
*PHONE: (407) 898-7858*
*FAX: (407) 898-1488*

### GEOTECHNICAL ENGINEER

*GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC.*
*919 LAKE BALDWIN LANE,*
*ORLANDO, FL 32814*
*ATTN: CRAIG BALLOCK PE*
*PHONE: (407) 898-1818*

### SURVEYOR

*ON POINT SURVEYING, INC.*
*P.O. BOX 770931*
*WINTER GARDEN, FL 34777*
*ATTN: DAN GENTRY*
*PHONE (321) 239-4868*

### LANDSCAPE ARCHITECT

*BONNET DESIGN GROUP, LLC*
*400 SOUTH ORANGE AVE.,*
*SUITE 201*
*MAITLAND, FL 32751*
*ATTN: BRETT LARUE*
*PHONE: (407) 622-1588 (EXT. 7)*

## UTILITIES:

### WATER / SEWER / REUSE

*CITY OF DELAND*
*1101 SOUTH AMELIA AVENUE,*
*DELAND, FLORIDA 32724*
*ATTN: JIM AILES*
*PHONE: (386) 626-7250*

### ELECTRIC TRANSMISSION DUKE ENERGY

*4306 E. CR 62, BLDF F*
*WILDWOOD, FL 34785*
*ATTN: CHRIS PADILLA*
*PHONE (352) 661-4532*

### ELECTRIC DISTRIBUTION DUKE ENERGY

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Approval of Lease Agreement for the City Health Clinic, Located at 750 West Plymouth Avenue with AAE Management, LLLP.

**DEPARTMENT:** Human Resources

**PREPARED BY**: Mark Hayward, HR Director

**ATTACHMENTS:** City Clinic lease October 2024 CM needs to sign

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

In February 2024, the City was notified by Advent Health that the City lease of Suite 103 at Victoria Medical Park would not be renewed. During the past six months, City staff have been searching for a medical type building which would meet the City Clinic needs. A suitable location has been located at 750 West Plymouth Ave here in DeLand. Both City staff and My Health Onsite (who run the clinic) senior leadership have walked the footprint and found this location to be suitable for our new clinic location.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value government.

**SUSTAINABILITY:**

N/A

**FISCAL IMPACT:**

The FY 24/25 Budget includes $60,000 for rent, moving costs, and modifications that need to be made to make the location suitable for the clinic.

**RECOMMENDATION:**

Staff recommends the City Commission approve the new lease and authorize the City Manager to sign it.

**BACKGROUND/DISCUSSION:**

The new location for the City Clinic will be larger and provide more medical services for the work force. Access to the hospital and FHC pharmacy is a short drive to other medical services. The lease is set for a five year with two automatic 30 month renewals. The monthly costs will be $4200 per month, which includes all utilities. There will be a 3% rental increase per year.

**LEASE AGREEMENT**

**Between**

**AAE Management, LLLP**
as Landlord

**and**

**City of DeLand, Florida**
as Tenant

## BASIC LEASE INFORMATION

| | |
|---|---|
| Lease Date: | September 1, 2024 |
| Tenant:<br>Tenant's Address: | City of DeLand, Florida<br><br>City of DeLand<br>Attn: City Manager<br>120 S. Florida Avenue<br>DeLand, FL 32720 |
| Tenant Contact: | Kieu Moses<br>Email: (mosesk@deland.org) |
| Landlord: | AAE Management, LLLP |
| Landlord's Address: | AAE Management, LLLP<br>2477 Alaqua Drive<br>Longwood, FL 32779 |
| Landlord Contact: | Molsey Edwards;<br>Telephone: (407) 782-4188 |
| Premises: | Designated medical office space as shown on **Exhibit A** located at 750 W. Plymouth Ave, Suite B, DeLand, FL 32720. The Premises consists of 1,950 rentable square feet. The Building consists of 3,994 square feet. |
| Term: | Lease shall commence on October 1, 2024 (the "Commencement Date") The Primary Term shall end on September 30, 2029 (the last day of the sixtieth (60th) full month). Unless the Tenant gives the Landlord written notice 90 days prior to the expiration of the Primary Term or the expiration of the first renewal term that Tenant elects not to renew the Lease, the Term will automatically renew for two (2) thirty (30) month terms. |
| Base Rent: | The Base Rent equals a total monthly amount of FOUR THOUSAND TWO HUNDRED AND 00/100 ($4,200.00) DOLLARS and any sales or use tax which may be imposed upon rents. Tenant shall provide a sales tax exemption certificate to Landlord but if for any reason sales taxes become payable, Tenant shall be responsible to pay to Landlord all properly levied sales taxes.Base rent includes utilities, common area maintenance, insurance and taxes, and is net of janitorial services and alarm systems. Rent commences on the first (1st) day of the Primary Term. |
| Date: | If the Rent Commencement Date is other than the first (1st) day of the month, then Tenant's first rent payment shall be due and payable on the |

first (1st) day of the first (1st) full month of the Primary Term which said payment shall include the prorated number of days Tenant occupies the Premises plus the rent for the first (1st) full month of the Primary Term.

| | |
|---|---|
| Percentage increase in Base Rent: | Notwithstanding anything contained herein to the contrary, the Base Rent shall be increased on the twelfth month after the Commencement Date and every twelve (12) months thereafter by three (3%) of the then current Base Rent. |
| Security Deposit: | $5,000.00 |
| Tenant's Proportionate Share | 48% which is the percentage obtained by dividing (i) the 1,950 square feet in the Premises by (ii) the 3,994 total square feet in the Building (which Landlord represents has been determined in accordance with the method set forth in Paragraph 1 of this Lease) |

The foregoing Basic Lease Information is incorporated into and made a part of the Lease identified above. If any conflict exists between any Basic Lease Information and any provisions contained elsewhere in the Lease, then the Basic Lease Information shall control.

**LANDLORD:**

**AAE Management, LLLP**

By: _____
Name: SAMUEL M. EDWARDS
Title: Partner

**TENANT:**

**City of DeLand**

By: _____
Name: Michael P. Pleus
Title: City Manager

## LEASE AGREEMENT

THIS LEASE AGREEMENT (the "Lease"), made and entered into by **AAE MANAGEMENT, LLLP** ("Landlord"), and **the CITY OF DELAND, FLORIDA** ("Tenant").

**1. PREMISES AND TERM.** In consideration of the mutual obligations of Landlord and Tenant set forth herein, Landlord leases to Tenant, and Tenant hereby leases from Landlord, the Premises, together with a proportionate interest in the Building and the Land, together with all rights, privileges, easements, appurtenances, and amenities belonging to or in any way pertaining to the Premises, to have and to hold, subject to the terms, covenants and conditions in this Lease.

A. Primary Term and Renewals. The primary term of this Lease (the "Primary Term") shall commence on the "Commencement Date" which shall be on October 1, 2024. The Primary Term shall end on September 30, 2029 (the last day of the sixtieth (60th) full month). Unless the Tenant gives the Landlord written notice 90 days prior to the expiration of the Primary Term or the expiration of the first renewal term that Tenant elects not to renew the Lease, the Term will automatically renew for two (2) thirty (30) month terms (each a "Renewal Term").

B. This section is intentionally omitted.

C. Tenant Improvements. Tenant shall be allowed to construct the improvements for the Premises ("the "Tenant Improvements") which Tenant deems necessary for its use of the Premises as a medical office. All such Tenant Improvements shall be performed in a good and workmanlike manner and shall comply with all applicable laws including the American with Disabilities Act and all related federal and state statutes. Tenant represents and warrants that it has, at its sole expense, secured all necessary permits and approvals in connection with the Tenant Improvements. It is expressly agreed that Tenant shall be responsible for all costs of the Tenant Improvements.

D. This section is intentionally omitted.

E. Lease Binding Upon Execution. Notwithstanding the fact that the Tenant's obligation to pay rent does not commence until the Rent Commencement Date, this Lease shall nevertheless be binding upon the parties in accordance with its terms when executed by Landlord and Tenant. The Rent Commencement Date shall be the Commencement Date set forth above.

F. Surrender and Termination. At the termination of the lease by lapse of time or otherwise, Tenant shall surrender the Premises in as clean and good condition and repair as when Tenant took possession, excepting (i) ordinary wear and tear, (ii) casualty and condemnation, and (iii) Landlord's repair and maintenance under this Lease. If Landlord is required to restore the Premises to such condition due to a breach by Tenant, then Tenant shall pay the reasonable out-of-pocket cost thereof to Landlord upon demand. Tenant shall not remove any fixtures or improvements that have become an integral part of the Premises without Landlord's prior written consent. For the sake of clarity, x-ray machines and other diagnostic equipment are not deemed to be fixtures. Tenant shall repair any damage to the Premises caused by removal of any property by or for Tenant. All of such removal and restoration required of Tenant under this Lease shall be accomplished at Tenant's expense on or before the expiration or earlier termination of this Lease.

## 2. BASE RENT AND SECURITY DEPOSIT

A. Base Rent. Tenant shall pay to Landlord base rent equaling a total monthly amount of FOUR THOUSAND TWO HUNDRED AND 00/100 ($4,200.00) DOLLARS, which includes utilities, common area maintenance, insurance and taxes, and is net of janitorial services and alarm systems. ("Base Rent") for the Premises during the term of this Lease, payable in advance on the first day of every month without notice, demand, offset or deduction, except as otherwise provided herein; provided, however, that in the event the term shall commence on a date other than the first day of a month, then the monthly installment for the first month of the term shall be pro-rated accordingly and such pro-rated installment for the first month shall be payable with and in addition to the monthly installment due on the first day of the full month following commencement of the term (the date the first monthly installment of Base Rent is due) whether the term shall have commenced on a date other than the first day of a month or not. If Base Rent has not been paid by the 10th of the month in which it is due, 5% of the monthly payment will be assessed as a late charge.

B. This section intentionally omitted.

C. Security Deposit. Upon execution and delivery of this Lease, Tenant shall pay to Landlord $5,000.00 as security deposit for Tenant's faithful performance of this Lease (the "Security Deposit"). Landlord shall not be required to place the Security Deposit in escrow or pay interest on it. Landlord is not obligated to apply the Security Deposit to rents or other charges in arrears; however, Landlord may so apply the Security Deposit at its sole discretion. Landlord shall have the right to apply the Security Deposit toward late rent charges due, cleaning the Premises, cleaning or replacement of floor coverings, painting and other repairs necessary, as determined by Landlord, to prepare the Premises for re-letting. If not applied toward payment of arrearage, damages or any other amount due to Landlord from Tenant pursuant to this Lease, the Security Deposit shall be returned to Tenant within thirty (30) days after expiration of Lease term, after Tenant has vacated the Premises and delivered possession to the Landlord in good and tenantable condition, as determined by Landlord. The Security Deposit is not made in payment of rent. If the Security Deposit, or any portion thereof, is appropriated and applied by Landlord for the payment of overdue rent or other sums due and payable to Landlord by Tenant, then Tenant shall, upon written demand by Landlord, remit to Landlord a sufficient amount in cash to restore the Security Deposit to the original sum deposited, and Tenant's failure to do so within five (5) days after receipt of such demand shall constitute a default under this Lease.

## 3. TAXES.

A. Landlord agrees to pay all real property taxes and special assessments (collectively referred to herein as "Taxes") that accrue against the Premises, and/or the Land and/or improvements of which the Premises are a part (including the Building).

B. Tenant is a governmental entity which is exempt from taxation with respect to this lease. However, to the extent that any taxes are properly levied by a taxing authority against the Tenant, then Tenant shall be liable for all taxes levied or assessed against any personal property or fixtures placed in the Premises by or for Tenant. If any such taxes are levied or assessed against Landlord or Landlord's property and (i) Landlord pays the same or (ii) the assessed value of Landlord's property is increased by inclusion of such personal property and fixtures and Landlord

pays the increased taxes, then, upon demand Tenant shall pay to Landlord such taxes.

**4. LANDLORD'S REPAIRS AND MAINTENANCE.** Tenant understands and agrees that Landlord's maintenance, repair and replacement obligations are limited to those expressly set forth in this Paragraph 4 and in Paragraph 10 herein. Landlord, at its own cost and expense, shall provide adequate common area security and be responsible only for repair and replacement of the roof, foundation, the structural and the exterior walls of the Building and all other structural elements of the Building (including the Premises), common areas of the Building and/or serving the Building (e.g., parking facilities), grounds, walkways, windows, and the Building Systems, all of which shall be maintained in a good, neat, clean sanitary and operable condition, reasonable wear and tear excluded. For purposes of this Lease, the term "Building Systems" shall mean any plant, machinery, transformer, duct work, cable, wires and other equipment, facilities and systems designed to supply heat, ventilation, air-conditioning and humidity or any other services or utilities, or comprising or serving as a component or portion of the electrical, gas, plumbing, sprinkler, communication, alarm, security, or fire/life/safety systems or equipment, for the Building or the Premises, excluding, however, any equipment, computer, electronic, cabling or other systems associated with Tenant's specific design and use of the Premises. Tenant shall immediately give Landlord written notice of defect or need for repairs after which Landlord shall have reasonable opportunity to repair same or cure such defect (not to exceed 60 days). Landlord shall manage and operate the Building and facilities serving the Building in a first-class manner.

Tenant shall have access to qualified maintenance personnel who shall be available to service the Building and the Premises as needed. In the event that such personnel are requested to attend to maintenance issues that are the responsibility of Landlord hereunder, there shall be no charge to Tenant.

**5. TENANT'S REPAIRS AND MAINTENANCE.** Tenant, at its own cost and expense, shall (i) maintain all non-structural, interior parts of the usable Premises it occupies in good, neat, clean sanitary and operable condition, and (ii) promptly make all necessary repairs and replacements to the usable Premises in a good and workmanlike manner, excepting, however, from the foregoing obligations under clauses (i) and (ii) the following: (a) ordinary wear and tear; (b) casualty and condemnation; and (c) Landlord's repair and maintenance under this Lease. In addition to the foregoing, Tenant shall, at its sole expense, repair any damage to the Premises or the Building caused by the negligent or intentional acts or omissions of Tenant or Tenant's employees, agents or invitees, or caused by Tenant's default hereunder, subject, however, to Paragraph 10. In addition, Tenant shall be responsible for any maintenance or repairs related to plumbing systems that the Tenant, Tenant's employees, agents or invitees cause by negligent use or actions.

**6. ALTERATIONS**. Tenant shall not make any alterations, additions or improvements to the Premises without the prior written consent of Landlord which consent shall not be unreasonably withheld or conditioned and shall be granted or denied within ten (10) business days of notification; provided, however, notwithstanding the foregoing, Tenant shall be entitled to make Cosmetic Alterations (as defined below) without Landlord's prior consent. As used herein, "Cosmetic Alterations" mean and refer to any alterations, additions or improvements to the Premises which will not: (a) affect the Building Systems or the structure of the Building; or (b) cost in excess of Thirty Thousand Dollars ($30,000.00); or (c) require a building permit or similar governmental approval to undertake. Tenant, at its own cost and expense, may erect such

shelves, machinery and trade fixtures as it desires provided that: (i) such items do not alter the basic character of the Premises or the Building and/or improvements of which the Premises are a part; (ii) such items do not overload or damage the Premises, the Building or such improvements; (iii) such items may be removed without injury to the Premises; and (iv) the construction, erection or installation thereof complies with all applicable governmental laws, ordinances, and regulations. All alterations, additions, improvements and partitions erected by Tenant shall be and remain the property of Tenant during the Term of this Lease. Tenant shall not be required to restore the Premises following construction of the initial Tenant Improvements or any subsequent alterations, including, but not limited to cabling. All alterations, installations, removals and restoration shall be performed in a good and workmanlike manner so as not to damage or alter the primary structure or structural qualities of the Building and other improvements situated on the Premises or of which the Premises are a part. Tenant shall have the right to install a roof-mounted antenna(s) and/or satellite dish(s) with Landlord's reasonable approval and supervision. Tenant shall conform to all applicable laws and ordinances with regard to use, installation and maintenance of the device requested by Tenant. Tenant will be responsible for any damage and repair due to such installation or use. Landlord shall provide this roof space at no charge or expense to Tenant during the entire Lease Term and extension periods.

**7. SIGNS.** Any exterior signage for the Tenant that is attached to the building shall meet any and all local sign codes and ordinances and Tenant shall be solely responsible for any expense related to the creation, installation and maintenance of any exterior signage on the building or property. Tenant may install one exterior sign outside of their premises subject to city approval. Any signage, decorations, advertising media, blinds, draperies, window treatments, bars, and security installations Tenant desires for the Premises shall be subject to Landlord's prior written approval, such approval not to be unreasonably withheld. Tenant shall repair, paint, and/or replace the Building facia surface to which its signs are attached upon vacation of the Premises, or the removal or alteration of its signage, all at Tenant's sole cost and expense. Tenant shall not (i) make any changes to the exterior of the Premises, (ii) install any exterior lights, decorations, balloons, flags, pennants, banners or painting, or (iii) erect or install any signs, windows or door lettering, placards, decorations or advertising media of any type which can be viewed from the exterior of the Premises or which can be viewed inside the common area of the building, without Landlord's prior written consent. All signs, decorations, advertising media, blinds, draperies and other window treatment or bars or other security installations visible from outside the Premises shall conform in all respects to the criteria established by Landlord and to the requirements of all covenants, conditions and restrictions applicable to the Premises and the Building.

**8. UTILITIES.** Utilities are included in the Base Rent. However, Tenant shall be responsible for services to the Premises such as: telephone, internet and cable television. Should Tenant choose or desire to have a 3rd party janitorial service for the Premises, janitorial services may be arranged by Tenant through a third-party janitorial service reasonably acceptable by Landlord. Tenant will be responsible for the cleaning of the Premises (the leased office space) but shall not clean any other part of the Building. Any such service provider, contractor or employee permitted by Landlord shall be at Tenant's sole responsibility and expense. Management personnel will be available from 8:00
a.m. to 5:00 p.m. on weekdays excluding public holidays, and on a 24-hour basis for emergency calls.

**9. INSURANCE**

A. Landlord shall maintain insurance covering the Building of which the Premises are

a part in an amount not less than the "replacement cost" thereof insuring against the perils and costs of Fire, Lightning, Extended Coverage, Vandalism and Malicious Mischief and such other insurance as Landlord shall deem necessary.

Tenant is a governmental entity which participates in governmental insurance trust and shall at all times comply with all Florida Laws relating thereto. Tenant shall maintain general liability insurance coverage during the Primary Term and any Renewal Term. Certificates of insurance, or other evidence of compliance with Florida law related to insurance shall be delivered to Landlord by Tenant upon the Commencement Date.

**10. FIRE AND CASUALTY DAMAGE.**

A. If the Building of which the Premises are a part should be totally destroyed, or if they should be so damaged thereby that, in Landlord's reasonable opinion (which opinion shall be communicated to Tenant in writing within thirty days following such damage), rebuilding or repairs cannot be completed within ninety (90) days after the first date of such damage, this Lease shall terminate upon notice of either party to the other and the rent shall be abated during the unexpired portion of this Lease effective the date of such damage; provided, however, Landlord shall only be permitted to terminate this Lease if Landlord is also terminating the leases of all other similarly situated tenants in the Building.

B. Notwithstanding Sections 10(A) of this Lease, if 30 percent or more of the useable space of the Premises is damaged or destroyed for any reason, then Tenant may terminate this Lease by providing written notice of termination to Landlord and the rent shall be abated during the unexpired portion of this Lease effective the date of such damage. If Tenant elects not to terminate the Lease, then Landlord shall restore the Premises to not less than the level of Building standard finishes then existing in the Premises and rent shall be abated by the percent that the damaged usable space of the Premises bears to the total usable space of the Premises until the Premises is restored to the condition prior to the damage.

C. In the event of any termination of this Lease pursuant to the provisions of this Paragraph 10, Tenant shall have not less than sixty (60) days to vacate the Premises.

D. Landlord and Tenant hereby waive and release each other (but only to the extent of the insurance coverage required to be maintained by the respective parties hereunder) of and from any and all rights of recovery, claim, action or cause of action, against each other, their agents, officers and employees, for any liability, loss or damage that may occur to the Premises, improvements or the Building of which the Premises are a part, or personal property (building contents) within the Building and/or Premises as the result of any fire or other casualty required to be insured against under this Lease. Each party to this Lease agrees immediately after execution of this Lease to give each insurance company, which has issued to it policies of fire and extended coverage insurance, written notice of the terms of the mutual waivers contained in this subparagraph and to have the insurance policies properly endorsed to reflect such waivers.

**11. LIABILITY AND INDEMNIFICATION. EXCEPT FOR ANY CLAIMS, RIGHTS OF RECOVERY AND CAUSES OF ACTION THAT TENANT HAS RELEASED, LANDLORD SHALL INDEMNIFY, PROTECT, HOLD HARMLESS AND DEFEND TENANT, ITS AGENTS, EMPLOYEES, CONTRACTORS, PARTNERS, DIRECTORS,**

**OFFICERS AND ANY AFFILIATES OF THE ABOVE-MENTIONED PARTIES (COLLECTIVELY, THE "TENANT AFFILIATES") AGAINST ANY AND ALL OBLIGATIONS, SUITS, LOSSES, JUDGMENTS, ACTIONS, DAMAGES, CLAIMS OR LIABILITY (INCLUDING, WITHOUT LIMITATION, ALL COSTS, ATTORNEYS' FEES, AND EXPENSES INCURRED IN CONNECTION THEREWITH,) FOR ANY INJURY OR DAMAGE TO ANY TO PERSON OR PROPERTY IN, ON OR ABOUT THE PREMISES OR ANY PART THEREOF AND/OR THE BUILDING OF WHICH THE PREMISES ARE A PART, WHEN SUCH INJURY OR DAMAGE SHALL BE CAUSED BY OR ARISING FROM (I) THE ACT, NEGLECT, FAULT, OR OMISSION OF ANY DUTY WITH RESPECT TO THE SAME BY LANDLORD, ITS AGENTS, SERVANTS AND EMPLOYEES (EXCEPT TO THE EXTENT THE INDEMNIFIED LOSS IS CAUSED WHOLLY OR IN PART BY TENANT'S NEGLIGENCE OR INTENTIONAL ACTS, IN WHICH EVENT THIS INDEMNITY SHALL NOT APPLY TO THE ALLOCABLE SHARE OF SUCH LOSS RESULTING FROM TENANT'S NEGLIGENCE OR INTENTIONAL ACTS), OR (II) A BREACH, VIOLATION OR NON-PERFORMANCE OF ANY TERM, PROVISION, COVENANT OR AGREEMENT OF LANDLORD HEREUNDER, OR A BREACH OR VIOLATION BY LANDLORD OF ANY COURT ORDER OR ANY LAW, REGULATION OR ORDINANCE OF ANY FEDERAL, STATE OR LOCAL AUTHORITY. IF ANY CLAIM IS MADE AGAINST TENANT OR TENANT'S AFFILIATES IN CONNECTION WITH SUITS, LOSSES, JUDGMENTS, ACTIONS, DAMAGES, CLAIMS OR LIABILITIES ALLEGEDLY CAUSED BY ANY ACT, NEGLECT, FAULT, OR OMISSION OF LANDLORD OR ITS AGENTS, SERVANTS AND EMPLOYEES, LANDLORD, AT ITS SOLE COST AND EXPENSE, SHALL DEFEND ANY SUCH CLAIM, SUIT OR PROCEEDING BY OR THROUGH ATTORNEYS SATISFACTORY TO TENANT. IN NO EVENT WILL LANDLORD BE REQUIRED TO INDEMNIFY TENANT FOR ANY NEGLIGENT ACTS OF THE TENANT OR ANY OF ITS EMPLOYEES OR AGENTS.**

**EXCEPT FOR ANY CLAIMS, RIGHTS OF RECOVERY AND CAUSES OF ACTION THAT LANDLORD HAS RELEASED, TENANT SHALL INDEMNIFY, PROTECT, HOLD HARMLESS AND DEFEND LANDLORD, ITS AGENTS, EMPLOYEES, CONTRACTORS, PARTNERS, DIRECTORS, OFFICERS AND ANY AFFILIATES OF THE ABOVE-MENTIONED PARTIES (COLLECTIVELY, THE "LANDLORD AFFILIATES") FROM AND AGAINST ANY AND ALL OBLIGATIONS, SUITS, LOSSES. JUDGMENTS, ACTIONS, DAMAGES, CLAIMS OR LIABILITY (INCLUDING, WITHOUT LIMITATION, ALL COSTS, ATTORNEYS' FEES, AND EXPENSES INCURRED IN CONNECTION THEREWITH,) FOR ANY LOSS, INJURY OR DAMAGE (I) TO ANY PERSON OR PROPERTY WHATSOEVER OCCURRING IN, ON OR ABOUT THE PREMISES OR ANY PART THEREOF THE USE OF WHICH TENANT MAY HAVE IN ACCORDANCE WITH THIS LEASE, WHEN SUCH INJURY OR DAMAGE SHALL BE CAUSED BY THE ACT, NEGLECT, FAULT OF, OR OMISSION OF ANY DUTY WITH RESPECT TO THE SAME BY TENANT, ITS AGENTS, SERVANTS, OR EMPLOYEES (II) ARISING FROM THE CONDUCT OF MANAGEMENT OF ANY WORK DONE BY THE TENANT IN OR ABOUT THE PREMISES, OR (III) ARISING FROM A BREACH, VIOLATION OR NON-PERFORMANCE OF ANY TERM, PROVISION, COVENANT OR AGREEMENT OF TENANT HEREUNDER, OR A BREACH OR VIOLATION BY TENANT OF ANY**

**COURT ORDER OR ANY LAW, REGULATION, OR ORDINANCE OF ANY FEDERAL, STATE OR LOCAL AUTHORITY (COLLECTIVELY, THE "LOSSES"). IF ANY CLAIM IS MADE AGAINST LANDLORD OR LANDLORD AFFILIATES IN CONNECTION WITH LOSSES ALLEGEDLY CAUSED BY TENANT, TENANT, AT ITS SOLE COST AND EXPENSE, SHALL DEFEND ANY SUCH CLAIM, SUIT OR PROCEEDING BY OR THROUGH ATTORNEYS SATISFACTORY TO TENANT. THIS CONTRACTUAL INDEMNIFICATION OF LANDLORD BY TENANT IS LIMITED TO THE AMOUNTS SET FORTH IN SECTION 768.28(5)(a), FLORIDA STATUTES, RELATED TO THE LIMITED WAIVER OF SOVEREIGN IMMUNITY.**

**THE PROVISIONS OF THIS PARAGRAPH 11 SHALL SURVIVE THE EXPIRATION OR TERMINATION OF THIS LEASE WITH RESPECT TO ANY CLAIMS OR LIABILITY OCCURRING PRIOR TO SUCH EXPIRATION OR TERMINATION.**

**12. USE.**

A. The Premises shall be used only for a medical clinic and/or general office purposes consistent with the character of a first class office or medical building and/or any other legally permitted use. Outside storage, including without limitation, storage of trucks and other vehicles is prohibited without Landlord's prior written consent.

B. Tenant shall comply with (i) all governmental laws, ordinances and regulations applicable to the use and occupancy of the Premises (provided, however, Tenant shall not have any obligation to (a) address any conditions located outside of the Premises and/or affecting items which are Landlord's responsibility to repair and maintain (e.g., Building Systems and Building structure), or (b) correct any conditions which exist as of the Commencement Date and fail to comply with applicable laws, ordinances and regulations), and promptly shall comply with all governmental orders and directives for the correction, prevention and abatement of nuisances in or upon, or connected with, the Premises, all at Tenant's sole expense, (ii) and all Landlord's reasonable, non-discriminatory rules and regulations as set forth in **Exhibit C**, and all reasonable, non-discriminatory amendments thereto which are not in conflict with the provisions of this Lease (collectively referred to as the "Rules and Regulations"). Tenant shall not permit any objectionable or unpleasant odors, smoke, dust, gas, noise or vibrations to neither emanate from the Premises, nor take any other action that would constitute a nuisance or would disturb, unreasonably interfere with, or endanger Landlord or any other lessees of the Building of which the Premises are a part. **TENANT EXPRESSLY ACKNOWLEDGES THAT SMOKING IS NOT PERMITTED IN THE PREMISES OR WITHIN 25 FEET OF ANY BUILDING ENTRANCE.**

C. It is agreed by the Parties that the one external door to the Building and the one internal door between the Premises and Landlord's space within the Building, as labeled on Exhibit A as "Shared Entrances" may be used by Dr. Samuel Edwards but not by any of Landlord's other officers or employees and shall otherwise be for the sole and exclusive use of Tenant, during the Term and any renewal of the Term.

**13. INSPECTION.** With the exception of access to the Premises designed under Section 12(C), Landlord and Landlord's agents and representatives shall have the right to enter the Premises at any time, under the conditions set forth herein upon prior reasonable notice (not less

than 48 hours unless an emergency), to (i) inspect the Premises, (ii) make such repairs as may be required or permitted pursuant to this Lease, and (iii) show the Premises to prospective purchasers of, or parties who are anticipated to provide financing with respect to, the Building.

Notwithstanding the foregoing, Landlord shall have the right to enter the Premises at any time, without notice to Tenant, in case of an emergency posing a threat to persons or property. Notwithstanding any of Landlord's rights to enter the Premises pursuant to the terms of this Lease, Landlord shall not unreasonably interfere with the conduct of Tenant's business and acknowledges that the nature of Tenant's business involves the use and maintenance of certain confidential medical records and patient information which constitutes "Protected Health Information" under the privacy requirements (the "HIPAA Privacy Standards") of the Health Insurance Portability and Accountability Act of 1996 (HIPAA). Landlord agrees that neither it nor its agents or contractors nor the respective employees of Landlord or such agents or contractors will intentionally access any Protected Health Information maintained by Tenant in the Premises. In the event any such party accesses or views any such Protected Health Information, Landlord agrees that it will immediately notify Tenant and that it will not further disclose or permit the further disclosure of such Protected Health Information. Landlord further agrees that, except in the event of an emergency, neither Landlord nor its agents or contractors nor the respective employees of Landlord, its agents or contractors shall enter any file rooms, storage areas, and any other portion of the Leased Premises identified by Tenant to Landlord in writing as having Protected Health Information (herein the "Prohibited Space") unless accompanied by a representative of Tenant. Landlord agrees that under no circumstance shall Landlord have keys or any other means of access to Prohibited Space. Landlord shall provide reasonable prior notice to Tenant of its need to enter a Prohibited Space so as to afford Tenant the opportunity to make a representative available to accompany Landlord.

## 14. ASSIGNMENT AND SUBLETTING

A. Tenant shall have the right during the Lease Term to assign or sublease all or any portion of the Premises to a related entity or affiliate upon notification to Landlord. Neither the use by, nor the subletting to, any subsidiary, parent or affiliate of Tenant of all or a portion of the Premises shall be deemed an assignment or sublease under the Lease and shall not require Landlord approval. Tenant may assign or sublease its rights under the Lease for all or a portion of its space without Landlord's consent due to any merger or combination at law only if assignee or sublessee has greater or equal net worth after the merger. Any assignment or sublease pursuant to the foregoing shall be referred to herein as a "Permitted Transfer".

In addition, Tenant shall have the right to assign or sublease to unrelated entities. Landlord shall not unreasonably withhold its consent thereto, which consent shall be granted or denied within ten (10) business days. In the event of such an assignment or sublease, the Tenant shall pay to Landlord any excess rent over and above the Rent payments set forth herein, which are collected in connection therewith. Tenant shall remain liable to Landlord for performance under the Lease regardless of such assignment or sublease.

B. Any assignee, sublessee or transferee of Tenant's interest in this Lease (all such assignees, sublessees and transferees being hereinafter referred to as "Transferees"), by accepting any such assignment, sublease or transfer shall be deemed to have assumed Tenant's obligations

hereunder and shall be deemed to have assumed liability to Landlord for all amounts paid to persons other than Landlord by such Transferees, subject to 14(A). If an Event of Default occurs while the Premises or any part thereof are assigned or sublet, then Landlord, in addition to any other remedies herein provided, or provided by law, may collect directly from such Transferee all rents payable to the Tenant and apply such rent against any sums due Landlord hereunder.

**15. PARKING.** Landlord and Tenant agree that the eight (8) parking spaces (which includes one handicapped parking space) located on the west side of the Building, facing the Building front door ("Patient Parking Spaces"), shall be reserved for the sole use of patients and shall not be used by Landlord or Tenant employees at any time. Landlord confirms that other than Patient Parking spaces, all other parking spaces at the Premises are available for use by Tenant and their respective patients and there are no other parking spaces that are considered reserved or off-limits to Tenant.

**16. CONDEMNATION.** If any portion of the Premises are taken for any public or quasi-public use under governmental law, ordinance or regulation, or by right of eminent domain, or by a conveyance in lieu thereof, and the taking prevents or materially interferes with the use of the Premises for the purpose for which they were leased to Tenant, this Lease shall terminate and the rent shall be abated during the unexpired portion of this Lease, effective on the date of such taking.

**17. QUIET ENJOYMENT**. Landlord has the authority to enter into this Lease and so long as Tenant pays all amounts due hereunder and performs all other covenants and agreements herein set forth, Tenant shall peaceably and quietly have, hold and enjoy the Premises for the Term hereof without hindrance subject to the provisions of this Lease.

**18. EVENTS OF DEFAULT**. The following events (herein individually referred to as an "Event of Default") each shall be deemed to be an event of default by Tenant under this Lease, subject to applicable laws:

A. Tenant shall fail to pay any installment of the Base Rent when due, or any other payment or reimbursement to Landlord required herein when due, and such failure shall continue for a period of thirty (30) business days from the date of Landlord's written notice to Tenant of such failure.

B. The Tenant or any guarantor of the Tenant's obligations hereunder shall: (i) become insolvent; (ii) admit in writing its inability to pay its debts; (iii) make a general assignment for the benefit of creditors; (iv) commence any case, proceeding or other action seeking to have an order for relief entered on its behalf as a debtor, except for bona fide disputes with creditors regarding amounts due or owing, or to adjudicate it a bankrupt or insolvent, or seeking reorganization, arrangement, adjustment, liquidation, dissolution or composition of it or its debts under any law relating to bankruptcy, insolvency, reorganization or relief or debtors, or seeking appointment of a receiver, trustee, custodian or other similar official for it or for all or of any substantial part of its property; or (v) take any action to authorize or in contemplation of any of the set forth in this Paragraph.

C. The concurrence of both: (a) Any case proceeding or other action against the Tenant or any guarantor of the obligations hereunder shall be commenced seeking: (i) to have an order for relief entered against it to adjudicate it a bankrupt or insolvent; (ii) reorganization, arrangement, adjustment, liquidation, dissolution or composition of it or its debts under any law relating to

bankruptcy, insolvency, reorganization or relief of debtors; (iii) appointment of a receiver, trustee, custodian or other similar official for it or for all or any substantial part of its property; and (b) such case, proceeding or other action (i) results in the entry of an order for relief against it which is not fully stayed within thirty (30) days after the entry thereof or (ii) shall remain undismissed for a period of sixty (60) days.

D. Tenant shall fail to comply with any term, provision or covenant of this Lease (other than those listed above in this Paragraph 18), and shall not cure such failure within thirty (30) days after written notice thereof to Tenant, provided, however, that if the nature of such default is such that the same cannot reasonably be cured within a thirty (30) day period, Tenant shall not be deemed to be in default if it diligently commences such cure within such period and thereafter diligently proceeds to rectify and cure said default as soon as possible.

E. Tenant, its bankruptcy trustee, or any entity authorized by court order to act on behalf of Tenant, shall reject this Lease under 11 U.S. C. sec. 365(a) or any other provision of Title 11 of the United States Code, or the deemed rejection of this Lease by operation of law under 11 U.S.C. sec. 365(d)(4). Any such rejection of this Lease terminates this Lease, without notice of any kind to Tenant, effective on the later of: (1) the date Tenant vacates the Premises following such rejection; (2) the date the Bankruptcy Court with jurisdiction over Tenant's bankruptcy case enters an order on its docket authorizing Tenant to reject this Lease; or (3) the date this Lease is deemed rejected under 11 U.S.C. sec. 365(d)(4).

**19. REMEDIES.**

A. Upon each occurrence of an Event of Default, Landlord shall have the option to pursue, without any notice or demand, any one or more of the following remedies and/or any other remedies to which Landlord is entitled at law or in equity (provided that Landlord shall be obligated to mitigate damages):

(1) Terminate this Lease, in which event Tenant shall immediately surrender the Premises to Landlord.

(2) If the Event of Default relates to nonpayment of Base Rent or any other monetary sum due hereunder, terminate this Lease, in which event Tenant's default shall be deemed a total and entire breach of Tenant's obligations under this Lease and Tenant immediately shall become liable for damages in an amount equal to the excess of (i) the total rental for the remainder of the Term, discounted at the Prime Rate (hereinafter defined) to the then present value, together with all other expenses incurred by Landlord in connection with Tenant's default, all sums due and the unpaid rental due as of the date of termination, over (ii) the fair market rental value of the Premises for the balance of the Term, discounted at the Prime Rate to the then present value. For the purposes of clause (i) above, the components of monthly rent (other than Base Rent) for the remainder of the Term shall be deemed to be equal to the respective monthly amounts as were due and payable during the month in which the Lease was terminated. It is acknowledged, intended and agreed that the amounts which Landlord is entitled to recover under this Paragraph 19(A)(2) constitute liquidated damages and not a penalty for Tenant's defaults related to nonpayment of rental. Such amounts constitute the parties' best, good faith, and reasonable estimate of the damages which would be suffered by Landlord in the event any such default occurs, the exact amount of such damages being difficult or impractical to calculate.

B. In the event Tenant fails to make any payment due hereunder within thirty (30) days of when payment is due, to help defray the additional cost to Landlord for processing such late payments, Tenant shall pay to Landlord on demand a late charge in an amount equal to five percent (5%) of such payment; and the failure to pay such amount within five business (5) days after demand therefor shall be an additional Event of Default hereunder. The provision for such late charge shall be in addition to all of Landlord's other rights and remedies hereunder or at law and shall not be construed as liquidated damages or as limiting Landlord's remedies in any manner.

C. Exercise by Landlord of any one or more remedies hereunder granted or otherwise available shall not be deemed to be an acceptance of surrender of the Premises by Landlord, whether by agreement or by operation of law, it being understood that such surrender can be affected only by the written agreement of Landlord and Tenant. Tenant and Landlord further agree that forbearance by Landlord to enforce its rights pursuant to this Lease, at law or in equity, shall not be a waiver of Landlord's right to enforce one or more of its rights in connection with that or any subsequent default.

D. The term "Prime Rate" as used herein shall mean the per annum "prime rate" of interest as published, on the date on which this Lease is terminated in accordance with this Paragraph 21, by The Wall Street Journal, Southwest Edition, in its listing of "Money Rates," or if The Wall Street Journal is not published on the date on which this is terminated then the "prime rate" of interest as published in The Wall Street Journal on the most recent date prior to the date on which this Lease is so terminated.

E. If Landlord fails to perform any of its obligations hereunder within thirty (30) days after written notice from Tenant specifying in detail such failure, then Landlord shall be deemed in default under this Lease and Tenant may, except as otherwise specifically provided in this Lease to the contrary, exercise any of its rights provided at law or in equity. Unless and until Landlord fails to so cure any default after such notice, Tenant shall not have any remedy or cause of action by reason thereof; provided, however, none of the provisions of this Paragraph shall limit any right of Tenant to a total or partial abatement of Rent as expressly provided elsewhere in this Lease. All obligations of Landlord hereunder will be construed as covenants, not conditions, and all such obligations will be binding upon Landlord only during the period of its possession of the Premises and not thereafter, subject to the provisions below. The term "Landlord" shall mean only the owner, for the time being of the Premises, and in the event of the transfer by such owner of its interest in the Premises, such owner shall thereupon be released and discharged from all covenants and obligations of the Landlord thereafter accruing and Tenant shall look solely to such transferee for the performance of Landlords obligations hereunder. Notwithstanding any other provision hereof, Landlord shall not have any personal liability hereunder.

F. Notwithstanding anything in this Lease to the contrary, all amounts payable by Tenant to or on behalf of Landlord under this Lease, whether or not expressly denominated as rent, shall constitute rent.

**20. MORTGAGES.** Tenant accepts this Lease subject and subordinate to any mortgages and/or deeds of trust now or at any time hereafter constituting a lien or charge upon the Premises or the improvements situated thereon or the Building of which the Premises are a part (provided that with regard to any future mortgages and deeds of trust, subordination is conditioned upon

Tenant's receipt of a commercially reasonable non-disturbance agreement); provided, however, that if the mortgagee, trustee, or holder of any such mortgage or deed of trust ("Mortgagee") elects to have Tenant's interest in this Lease superior to any such instrument, then by notice to Tenant from such mortgagee, trustee or holder, this Lease shall be deemed superior to such lien, whether this Lease was executed before or after said mortgage or deed of trust. Tenant, at any time hereafter on demand, shall execute any commercially reasonable instruments, releases or other documents that may be required by any mortgagee, trustee or holder for the purpose of subjecting and subordinating this Lease to the lien of any such mortgage or deed of trust provided such documents contain commercially reasonable non- disturbance language. If any future mortgagee or beneficiary under a mortgage or deed of trust hereafter placed upon the Building desires to subordinate its mortgage or deed of trust to this Lease, Tenant agrees that it shall promptly execute such commercially reasonable instruments as may be reasonably required by such mortgagee or beneficiary in order to effect such subordination provided such documents contain commercially reasonable non-disturbance language. In addition, Landlord shall, within thirty (30) days after execution of this Lease, obtain a commercially reasonable non-disturbance agreement from the current holder of a ground lease interest affecting the Building and the current Mortgagee.

**21. HAZARDOUS MATERIALS.** Except for such hazardous materials that are normally used produced or disposed of in a medical office in compliance with Hazardous Materials Laws, Tenant shall never incorporate into, or dispose of, at, in or under the Premises, the Building or the Land any toxic or hazardous materials (as defined hereafter). Tenant further agrees not to use at, place in, or store at the Premises any toxic or hazardous materials, except for those toxic or hazardous materials that are either (a) office supplies or (b) kitchen cleaning materials that are generally considered to be a household cleaner and are purchased in a container not larger than one (1) gallon or (c) such hazardous materials as are normally used, produced or disposed of in a medical office clinic and then only if (i) all such toxic or hazardous materials, supplies and materials are properly labeled and contained, (ii) all such toxic or hazardous materials are stored, handled, transported and disposed of in accordance with all applicable laws, rules and regulations governing toxic or hazardous materials ("Hazardous Materials Laws"), and (iii) if a material safety data sheet is required under applicable laws to accompany the toxic or hazardous materials, supplies or materials, a copy of such current material safety data sheet is provided to Landlord. For purposes of this Lease, "toxic or hazardous materials" shall mean hazardous or toxic chemicals or any materials containing hazardous or toxic chemicals at levels or content which cause such materials to be classified as hazardous or toxic as then prescribed by the highest industry standards or by the then current levels or content as set from time to time by the U.S. Environmental Protection Agency ("EPA") or the U.S. Occupational Safety and Health Administration ("OSHA") or as defined under 29 CFR 1910 or 29 CFR 1925 or other applicable governmental laws, rules or regulations. In the event there is a spill of a toxic or hazardous materials (other than permitted office supplies and kitchen cleaning supplies) at the Premises, the Building or the Land by Tenant or its employees, contractors or agents, Tenant shall notify Landlord of the method, time and procedure for any clean-up and removal of such toxic or hazardous materials; and, Landlord shall have the right to require reasonable changes in such method, time or procedure. In the event there is a spill of a toxic or hazardous material that comes from office supplies in the Premises, Tenant shall notify Landlord if the spill would in any way endanger or pose a threat to Tenant's employees, Building maintenance or custodial personnel, other Building tenants or the general public. In the event of any breach of this provision by Tenant of any contamination of the Premises, the Building or the Land, by Tenant, Tenant shall pay all costs for the removal or abatement or clean-up of any toxic or hazardous materials at the Premises, the Building and the Land. If any lender or governmental agency shall ever require testing during the Term of this Lease to ascertain whether or not there has been any release of hazardous materials by Tenant, then the reasonable costs thereof shall be reimbursed by Tenant to Landlord

within thirty (30) days after demand as additional charges if such requirement applies to the Premises. In addition, Tenant shall execute commercially reasonable affidavits, representations and the like from time to time at Landlord's request concerning Tenant's then actual knowledge and belief (without any duty to investigate) regarding the presence of hazardous substances or materials on the Premises. In all events, Tenant shall indemnify Landlord in the manner elsewhere provided in this Lease from any release of hazardous materials on the Premises occurring while Tenant is in possession (excluding any release due to migration or caused by or arising from the acts or omissions of Landlord or its employees, contractors or agents) or elsewhere if caused by Tenant or persons acting under Tenant. Landlord represents and warrants to Tenant that to Landlord's knowledge the Building is not in violation of any Hazardous Materials Laws. Landlord shall indemnify, defend and hold Tenant harmless in the manner elsewhere provided in this Lease from the presence of any toxic or hazardous materials existing in the Premises prior to the Commencement Date or released in or about the Building by Landlord or its employees, contractors or agents. This Paragraph 21 shall survive the expiration or any termination of this Lease.

**22. RULES OF BUILDING.** Tenant shall comply, and endeavor to cause Tenant's agents, employees, invitees and visitors to comply fully with all reasonable, non-discriminatory requirements of the rules of the Building which may be reasonably made by Landlord, and any reasonable, non-discriminatory amendments or modifications thereto which do not conflict with the terms of this Lease. The Rules and Regulations of Building are attached hereto as **Exhibit C** and made a part of this Lease.

**23. MISCELLANEOUS**

A. Words of any gender used in this Lease shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires. The captions inserted in this Lease are for convenience only and in

no way define, limit or otherwise describe the scope or intent of this Lease, or any provision hereof, or in any way affect the interpretation or this Lease.

B. The terms, provisions and covenants contained in this Lease shall run with the land and shall apply to, inure to the benefit of, and be binding upon, the parties hereto and upon their respective heirs, executors, personal representatives, legal representatives, successors and assigns, except as otherwise herein expressly provided. Landlord shall have the right to transfer and assign, in whole or in part, its rights and obligations in the Building and property that are the subject of this Lease in connection with a conveyance of the Building. Upon any Landlord's conveyance of the Building, and the assignment of its rights under this Lease, to another party ("Successor"), such Landlord shall be released from future obligations hereunder and Tenant shall look solely to such Successor for the performance of Landlords obligations hereunder. . Each party agrees to furnish to the other within ten (10) business days after demand a corporate resolution, proof of due authorization by partners, or other appropriate documentation evidencing the due authorization of such party to enter into this Lease.

C. Neither party shall be held responsible for delays in the performance of its obligations hereunder when caused by material shortages, weather, acts of God, labor disputes or other causes beyond the reasonable control of the party obligated to perform (collectively, the "Force Majeure Delays"); provided, however, in no event shall Force Majeure Delays excuse any party from performing monetary obligations under this Lease.

D. Tenant agrees, from time to time, within thirty (30) days after request by Landlord, to deliver to Landlord or Landlord's designee, an estoppel certificate stating (1) that this Lease is in full force and effect, (2) the date to which rent is paid, (3) that (if true), to Tenant's knowledge, there is no default on the part of Landlord or Tenant under this Lease, (4) that (if true), to Tenant's knowledge, Tenant does not have any right of offset, claims or defenses to the performance of its obligations under this Lease, and (5) such other factual matters pertaining to this Lease as may be reasonably requested by Landlord. Upon request by Tenant, Landlord will provide to Tenant or its designee an estoppel certificate similar in form to the one required of Tenant (modified as needed to take into account it is coming from Landlord).

E. This Lease constitutes the entire understanding and agreement of the Landlord and Tenant with respect to the subject matter of this Lease, and contains all of the covenants and agreements of Landlord and Tenant with respect thereto. Landlord and Tenant each acknowledge that no representations, inducements, promises or agreements, oral or written, have been made by Landlord or Tenant, or anyone acting on behalf of Landlord or Tenant, which are not contained herein, and any prior agreements, promises, negotiations, or representations not expressly set forth in this Lease are of no force or effect. This Lease may not be altered, changed or amended except by an instrument in writing signed by both parties hereto.

F. All obligations of Tenant hereunder not fully performed as of the expiration or earlier termination of the Term of this Lease shall survive the expiration or earlier termination of

the Term hereof, including without limitation, all payment obligations with respect to taxes and insurance and all obligations concerning the condition and repair of the Premises, subject, however, to applicable laws related to Landlord's rights and remedies in the event of an earlier termination of the Term as a result of an Event of Default; provided, however, notwithstanding anything to the contrary in this Lease (including, without limitation, the provisions of this paragraph, other than the indemnification obligations of Tenant under this Lease, the survival period for all such other obligations of Tenant shall not exceed one (1) year. Landlord's obligation to refund any overpayment of rent shall also survive the expiration or earlier termination of the term of this Lease. Any security deposit held by Landlord shall be credited against the amounts due from Tenant under this Paragraph 23F.

G. If any clause or provision of this Lease is illegal, invalid or unenforceable under present or future laws effective during the Term of this Lease, then and in that event, it is the intention of the parties hereto that the remainder of this Lease shall not be affected thereby, and it is also the intention of the parties to this Lease that in lieu of each clause or provision of this Lease that is illegal, invalid or unenforceable, there be added, as a part of this Lease a clause or provision as similar in terms to such illegal, invalid or unenforceable clause or provision as may be possible and be legal, valid and enforceable.

H. Notwithstanding any of Landlord's rights to control, manage and modify the common areas of the Building and Land, Landlord shall not take any such action or permit any such action to be taken that (i) reduces the number of parking spaces available to Tenant and Tenant's employees, customers and invitees, unless approved in advance by written request and acknowledgement by the Tenant (ii) reduces the visibility to the Premises from the adjacent roads or (iii) has a material adverse affect on Tenant's ability to operate its business in the Premises.

I. If and when included within the term "Landlord", as used in this instrument, there is more than one person, firm or corporation, all shall jointly arrange among themselves for their joint execution of a notice specifying some individual at some specific address for the receipt of notices and payments to Landlord. If and when included within the term "Tenant", as used in this instrument, there is more than one person, firm or corporation, all shall jointly arrange among themselves for their joint execution of a notice specifying some individual at some specific address within the continental United States for the receipt of notices and payments to Tenant. All parties included within the terms "Landlord" and "Tenant", respectively, shall be bound by notices given in accordance with the provisions of Paragraph 29 hereof to the same effect as if each had received such notice.

J. Landlord represents and warrants that as of the Commencement Date the Premises and the Building, including the restrooms and other common areas thereof, shall be in substantial compliance with all applicable laws, codes and ordinances, including, without limitation, the Americans with Disabilities Act of 1990.

K. Landlord acknowledges that Tenant is a Florida governmental entity subject to Florida's "Sunshine Laws."

L. To the extent there are conflicting provisions contained within this Lease, the provision which is more favorable to Tenant shall govern and control.

**24. NOTICES.** Each provision of this instrument or of any applicable governmental laws, ordinances, regulations and other requirements with reference to the sending, mailing or delivering of notice or the making of any payment by Landlord to Tenant, or with reference to the sending, mailing or delivering of any notice or the making of any payment by Tenant to Landlord, shall be deemed to be complied with when and if the following steps are taken:

A. All rent and other payments required to be made by Tenant to Landlord hereunder shall he payable to Landlord at the address for Landlord set forth in title Basic Lease Information or at such other address as Landlord may specify from time to time by written notice delivered in accordance herewith. Tenant's obligation to pay rent and any other amounts to Landlord under the terms of this Lease shall not be deemed satisfied until such rent and other amounts have been actually received by Landlord. In addition to Base Rent due hereunder, all sums of money and all payments due Landlord hereunder shall be deemed to be additional rental owed to Landlord.

B. All payments required to be made by Landlord to Tenant hereunder shall be payable to Tenant at the address set forth in the Basic Lease Information, or at such other address within the continental United States as Tenant may specify from time to time by written notice delivered in accordance herewith.

C. Any written notice or document required or permitted to be delivered hereunder shall be deemed to be delivered, whether actually received or not, when deposited (i) in the United States Mail, postage prepaid, Certified or Registered Mail, or (ii) with Federal Express or other reputable overnight courier, addressed to the parties hereto at the respective addresses set out in the Basic Lease Information, or at such other address as they have theretofore specified by written notice delivered in accordance herewith.

**25. REGULATORY MATTERS.**

A. Landlord and Tenant enter into this Lease with the intent of conducting their relationship and implementing the agreements contained herein in full compliance with applicable federal, state and local law, including without limitation, the Medicare/Medicaid Anti- Kickback statute (the "**Anti-Kickback Law**") and Section 1877 of the Social Security Act (the "**Stark Law**"), as amended. Notwithstanding any unanticipated effect of any of the provisions of this Lease, neither party will intentionally conduct itself under the terms of this Lease in a manner that would constitute a violation of the Anti-Kickback Law or the Stark Law. Without limiting the generality of the foregoing, Landlord and Tenant expressly agree that nothing contained in this Lease shall require either party to refer any patients to the other, or to any affiliate or subsidiary of the other.

B. If any legislation, regulation or government policy is passed or adopted, the effect of which would cause either party to be in violation of such laws due to the existence of any provision of this Lease, then Landlord and Tenant agree to negotiate in good faith for a period of ninety (90) days to modify the terms of this Lease to comply with applicable law. Should the parties hereto fail to agree upon modified terms to this Lease within this time, then either Landlord or Tenant may immediately terminate this Lease by giving written notice to the other party.

C. For purposes of this Section of this Lease, "protected health information", or PHI, shall have the meaning defined by the Standards for Privacy of Individually Identifiable Health

Information, 45 C.F.R. Part 160 and Subparts A and E of Part 164 (the "**Privacy Standards**"), as promulgated by the Department of Health and Human Services ("HHS") pursuant to the Administrative Simplification provisions of the Health Insurance Portability and Accountability Act of 1996 ("**HIPAA**"). The parties agree that neither the Landlord nor its contractors, subcontractors or agents shall need access to, nor shall they use or disclose, any PHI of Tenant. However, in the event PHI is disclosed by Tenant or its agents to Landlord, its, contractors, subcontractors or agents, regardless as to whether the disclosure is inadvertent or otherwise, Landlord agrees to take reasonable steps to maintain, and to require its contractors, subcontractors and agents to maintain, the privacy and confidentiality of such PHI. The parties agree that the foregoing does not create, and is not intended to create, a "business associate" relationship between the parties as that term is defined by the Privacy Standards.

*[Signatures on the following page]*

IN WITNESS WHEREOF, Landlord and Tenant have caused this Lease to be executed on the dates set forth below.

EXECUTED BY LANDLORD, this 30th day of September, 2024.

**AAE MANAGEMENT, LLLP**

By: _____
Name: SAMUEL M EDWARDS
Title: Partner

EXECUTED BY TENANT, this ___ day of _____, 2024.

**CITY OF DeLAND**

By: _____
Name: Michael P. Pleus
Title: City Manager

**EXHIBIT LIST**

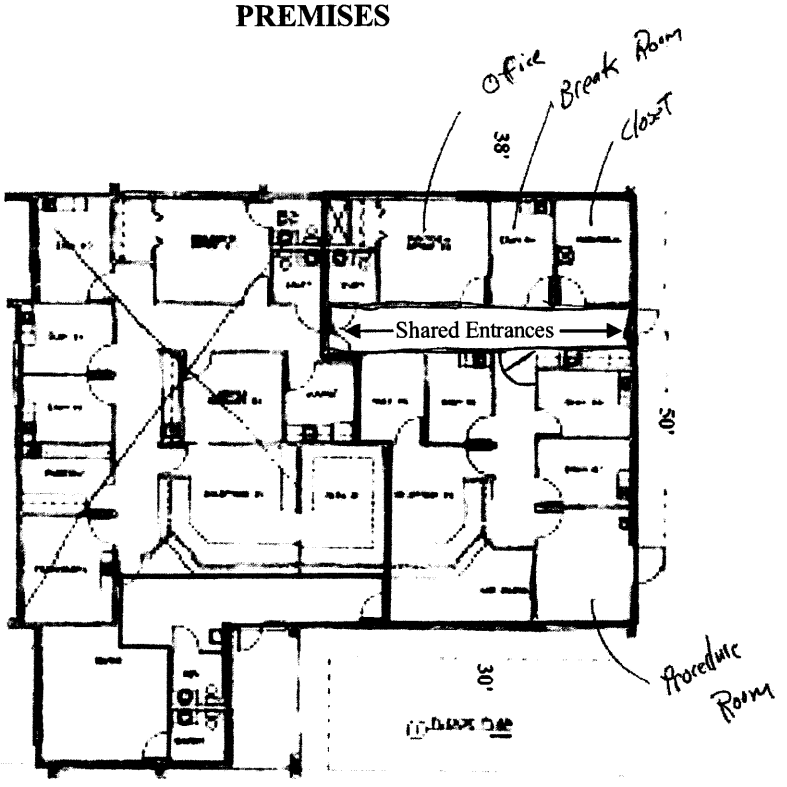
**TO**

**LEASE AGREEMENT**

| | |
|---|---|
| EXHIBIT A | PREMISES |
| EXHIBIT B | INTENTIONALLY OMITTED |
| EXHIBIT C | RULES AND REGULATIONS OF THE BUILDING |
| EXHIBIT D | INTENTIONALLY OMITTED |

**EXHIBIT A**

**PREMISES**



# EXHIBIT B

## INTENTIONALLY OMITTED

# EXHIBIT C

## RULES AND REGULATIONS

I) Tenant agrees that they, their employees, agents. patrons and invitees, except with the written consent of Landlord, will not:

a) Obstruct sidewalks, vestibules, stairways, corridors or halls or use them for any purpose other than ingress and egress to and from Building or Premises.

b) Attach awnings or other projections to the outside of Building.

c) Cover or obstruct windows or doors that admit light, or place bottles, parcels or other articles on windowsills or convectors.

d) Inscribe, exhibit, paint or affix any advertisement, sign, notice or lettering on any part of the inside or outside of Building. except as hereinafter provided.

e) Use water closets. toilet rooms and fixtures, or other water and plumbing apparatus for any purpose other than that for which they were constructed. or throw sweeping, rubbish, rags or other substance therein.

f) Strip, overload, mark, drill or cut into or in any way deface any part of Premises or Building, or lay linoleum or other floor covering other than carpet.

g) Bring into or keep in the Premises or Building, bicycles, vehicles, animals or birds of any kind.

h) Permit the use of any part of Premises as sleeping or lodging rooms or apartments, for manufacturing, storage of merchandise for sale or resale, or for the possession, storage, manufacturing or sale of liquor, narcotics or illegal substances.

i) Bring into or keep on the Premises any flammable, combustible or explosive material, which will increase the danger of fire, make void or voidable any insurance on Building, or result in an increased or extra premium for such insurance.

j) Permit any objectionable odors from cooking or otherwise to emanate from Premises.

k) Make unseemly or disturbing noises, or disturb or interfere with the other occupants of Building by any means or in any way.

l) Throw anything out of doors or windows or down passageways or shafts.

m) Place additional locks or bolts on doors or windows or change existing locks or bolts or the mechanism thereof.

n) Move furniture or equipment into or out of Premises, except at such times as Landlord may from time to time designate, or place and maintain business machines and mechanical equipment in settings insufficient in Landlord's judgment, to absorb or prevent vibration, noise and annoyance.

o) Advertise in any way which in Landlord's opinion tends to impair the reputation of Building or its desirability as an office building.

p) Use hand trucks. except those equipped with rubber tires and side guards.

q) Park anywhere except approved parking spaces and not occupy spaces for specific tenants, clients, agents or handicapped individuals.

2) Tenant agrees that:

a) Signs on interior doors shall be of such order, size, style and color as approved by landlord and shall be installed by Landlord or persons approved by it at such places as shall be designated by Landlord and at the expense of Tenant.

b) Upon the termination of Tenant, the keys are to be returned to Landlord.

c) All replacements of lamps. bulbs and tubes used in lighting fixtures on Premises will be made at the expense of Tenant.

d) It will assist in the prevention of canvassing, soliciting and peddling in Building.

e) Landlord may from time to time rescind any of the Rules and Regulations, and may make such other and further Rules and Regulations as in Landlord's judgment may be necessary or desirable for the safety and care of Premises and Building and for the preservation of good order therein, but Tenant will be bound thereby only after written notice thereof.

Initialed and Approved by Tenant

By:_____
Michael P. Pleus, City Manager

# EXHIBIT D

# INTENTIONALLY OMITTED

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Acceptance of License for Landscaping Improvements in Right-of-Way Canopy Terrace Homeowner's Association, Inc.

**DEPARTMENT:** Legal

**PREPARED BY**: Darren Elkind, City Attorney

**ATTACHMENTS:** License Agreement Canopy Terrace Homeowner's Association, Inc.

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

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**SUMMARY/HIGHLIGHT:**

Canopy Terrace Homeowners Association, Inc., the homeowners' association for, and owner of the common areas within the Canopy Terrace subdivision, has requested authorization from the City to permit street trees and irrigation to be constructed and maintained within the public right-of-way. City staff has no objection to the street trees and irrigation and Canopy Terrace Homeowners Association, Inc., has agreed to maintain, repair and replace all sidewalks within the area. The City Attorney has required execution of a license agreement in order to accomplish such improvements in the licensed area.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

High Value government.

**SUSTAINABILITY:**

N/A

**FISCAL IMPACT:**

No fiscal impact.

**RECOMMENDATION:**

It is recommended that the City Commission approve the attached License Agreement.

**BACKGROUND/DISCUSSION:**

The City would not typically authorize the trees within the right of way due to maintenance issues associated therewith, which includes but is not limited to the need to trim trees as well as the need to replace adjacent sidewalks which are disrupted over time by growing tree roots, etc. The attached license agreement provides that Canopy Terrace Homeowners Association (HOA) has agreed to maintain, repair, and replace all sidewalks within the subdivision at its expense and to trim and maintain all trees in the licensed area.

The license agreement also provides that the HOA will maintain the sidewalks in the subdivision in good condition and if the HOA fails to maintain the sidewalks in a good condition as determined by the City, the HOA shall have 30 days to fix the defective condition. If the defective condition is not fixed by the HOA and the city is forced to do it, then a special assessment may be imposed on all lot owners within the Subdivision to reimburse the City for the cost of maintenance and repairs.

**LICENSE FOR LANDSCAPING IMPROVEMENTS IN RIGHT-OF-WAY**
**CANOPY TERRACE HOMEOWNER'S ASSOCIATION, INC.**

This Agreement is made and entered into by and between the City of DeLand, a Florida municipal corporation ("Grantor") whose address is 120 South Florida Avenue, DeLand, Volusia County, Florida 32720, and the Canopy Terrace Homeowners Association, Inc. ("Grantee"), a Florida not-for-profit corporation whose mailing address is 918 West Main Street, Leesburg, Florida 34748.

**RECITALS**

Whereas, Grantee is a not-for-profit corporation which is the homeowners association for, and owner of the common areas within, the Canopy Terrace subdivision, which subdivision has been created and developed pursuant to a plat which has been approved by the Grantor and which has been recorded in Map Book 63, Page 139, of the public records of Volusia County Florida ("Subdivision"); and

Whereas, Grantee has requested authorization from Grantor to permit street trees and irrigation (collectively the "Improvements") to be constructed and maintained wholly within the Grantor's public right-of-way immediately adjacent to lots or common areas within Canopy Terrace subdivision, (hereinafter referred to as the "Licensed Area"); and

Whereas, Grantor would not typically authorize the trees within the right-of-way due to the maintenance issues associated therewith, which includes but is not limited to the need to trim the trees as well as the need to replace adjacent sidewalks which are disrupted over time by growing tree roots; and

Whereas Grantor has agreed to authorize such use, under the conditions set forth in this Agreement; and

Whereas, Grantee has agreed to maintain, repair and replace all sidewalks within the subdivision at its expense and to trim and otherwise maintain all trees within the Licensed Area.

Now, therefore, in consideration of the payment of One Dollar and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, it is agreed by and between the parties to this Agreement, as follows:

1. Grantor does hereby license and permit Grantee's placement of the Improvements in the Licensed Area. The Improvements shall continue to meet with all applicable zoning regulations, sight distance and traffic safety regulations, and any other applicable governmental regulations.

2. Grantee shall maintain the Improvements and the sidewalks in the Subdivision in good condition, as reasonably determined by Grantor. Should Grantee fail to maintain the sidewalks or Improvements in good condition as reasonably determined by Grantor, Grantor shall provide Grantee with written notice of Grantee's failure to so maintain, and Grantee shall have a period of thirty (30) days from receipt of said notice to cure such defective maintenance condition. If the maintenance deficiency cannot reasonably be cured within thirty days, then the Grantee must commence the cure

within thirty (30) days and thereafter continuously and diligently prosecute the cure to completion. If Grantee fails to cure the deficiency, then Grantor shall be entitled to cure the deficiency and Grantee hereby covenants and agrees to impose a special assessment on all lot owners within the Subdivision to reimburse Grantor for the cost of maintenance and repairs.

3. Grantee acknowledges that Grantee acquires no prescriptive rights or other interest in Grantors' property or the public right-of-way by virtue of the license granted herein.

4. Grantee shall defend, indemnify and hold harmless Grantor from and against any and all liability, losses, damages, claims, demands, expenses, fees, fines, penalties, suits, proceedings, actions and costs of action (including attorney's fees both at the trial and appellate levels), of whatsoever kind or nature arising out of or in any way related to Grantee's use or occupation of the area which is the subject of this Agreement, the Improvements, or any other matter related to this Agreement.

[SIGNATURE PAGES AND NOTARY ACKNOWLEDGEMENT PAGES FOLLOW]

**GRANTOR:**

CITY OF DELAND

By:_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

By:_____
Julie A. Hennessy
City Clerk - Auditor

**APPROVED AS TO FORM AND LEGALITY:**

By:_____
Darren J. Elkind
City Attorney

**GRANTEE:**

Canopy Terrace Homeowners Association, Inc.
a Florida not-for-profit corporation.

By: _____
Print Name: MARY BURNS
Its: PRESIDENT

WITNESSESS:

_____
Print Name: Eric Baker

_____
Print Name: EUGENIA RIOS-DORIA

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 3rd day of September, 2024, by MARY BURNS, as PRESIDENT of **CANOPY TERRACE HOMEOWNERS ASSOCIATION, INC.**, a Florida corporation not for profit, on behalf of the corporation, who is personally known to me or who has produced _____ as identification.

[NOTARY SEAL]

EUGENIA RIOS-DORIA
Notary Public - State of Florida
Commission # HH 334450
My Comm. Expires Nov 21, 2026
Bonded through National Notary Assn.

_____
NOTARY PUBLIC, State of Florida at Large
Print Name: EUGENIA RIOS-DORIA
My commission no.: HH334450
My commission expires: 11/21/2026

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Consideration re Subordination, Non-Disturbance, Attornment and Estoppel Agreement, Prospect Real Estate DeLand, LLC.

**DEPARTMENT:** Legal

**PREPARED BY**: Darren Elkind, City Attorney

**ATTACHMENTS:** SNDA with Exhibits Bank Signature

**APPROVED BY:** Michael Pleus, City Manager, October 2, 2024

---

**SUMMARY/HIGHLIGHT:**

On January 18, 2022, the City Commission approved the assignment and assumption of the Ground Lease Agreement for the property leased by the City to Total Renal Laboratories, Inc., to Prospect Real Estate DeLand, LLC for certain for the properties located at 1991 Industrial Drive and 1993 Industrial Drive.

Prospect Real Estate DeLand, LLC, has entered into financing agreements with ServisFirst Bank, which requires execution of the attached Surbordination, Non-Disturbance, Attornment, and Estoppel Agreement ("Agreement") by the City as the landlord. The Agreement does not limit the City's ability to evict the tenant in the unlikely event that the tenant defaults under the terms of the lease, but it does provide the bank with the opportunity to step into the tenant's place and take over making the lease payments.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

Regional High Value Job Creation.

**SUSTAINABILITY:**

N/A

**FISCAL IMPACT:**

None.

**RECOMMENDATION:**

Approve and execute the attached Subordination, Non-Disturbance, Attornment and Estoppel Agreement

**BACKGROUND/DISCUSSION:**

This is a routine financing arrangement for buildings at the airport which are on land leased on a long-term basis from the City. The signed Agreement will be held in escrow by the City Attorney pending closing.

PREPARED BY AND RETURN TO:
**ROBERT E. MESSICK, ESQ.**

ICARD MERRILL
ATTORNEYS & COUNSELORS

2033 Main Street, Suite 600
Sarasota, Florida 34237
Tel: (941) 366-8100

**SUBORDINATION, NON-DISTURBANCE, ATTORNMENT AND ESTOPPEL AGREEMENT**
**(Leasehold Mortgage)**

THIS SUBORDINATION, NON-DISTURBANCE, ATTORNMENT AND ESTOPPEL AGREEMENT (hereafter referred to as the "Agreement") is made October ____, 2024, by and between THE CITY OF DELAND, a municipal corporation ("Lessor"), and SERVISFIRST BANK, an Alabama banking corporation ("Bank").

**RECITALS:**

A. Lessor has ground leased certain real property situated in Volusia County, Florida, and described on **Exhibit "A"** attached hereto(comprised of three (3) separate pages) and incorporated herein by this reference (the "Initial Leased Property") to PROSPECT REAL ESTATE DELAND, LLC, a Florida limited liability company ("Borrower"), pursuant to a Ground Lease Agreement dated March 17, 1995, as modified by that certain First Amendment to Ground Lease Agreement effectively dated May 5, 1998 and that certain Second Amendment effectively dated May 4, 1998 (the "1995 Ground Lease") as memorialized by that certain Short Form Memorandum of Ground Lease recorded in Book 4140 at Page 1525 and as assigned pursuant to that certain Assignment and Assumption of Ground Lease dated March 31, 2022 recorded in Book 4373, Page 4959, and subsequently assigned to Borrower pursuant to that certain Assignment and Assumption of Ground Lease dated March 31, 2022 recorded in Book 8230, Page 2856, all of the Official Records of Volusia County, Florida.

B. Lessor has also ground leased certain real property situated in Volusia County, Florida, and described on **Exhibit "B"** attached hereto (comprised of two (2) pages) and incorporated herein by this reference (the "Additional Leased Property"; the Initial Leased Property and the Additional Leased Property are collectively referred to herein after as the "Property") to PROSPECT REAL ESTATE DELAND, LLC, a Florida limited liability company ("Borrower"), pursuant to a Ground Lease Agreement dated January 29, 1996, as modified by that certain First Amendment to Ground Lease Agreement. August 6, 1996 and that certain Second Amendment to Ground Lease Agreement May 4, 1998 (the "1996 Ground Lease" and together with the 1995 Ground Lease, (the "Ground Leases") as memorialized by that certain Short Form Memorandum of Ground Lease recorded in Book 4373, Page 4969, as amended in Book 4373, Page 4975, and assigned to Borrower in Book 8230, Page 2856, all of the Official Records of Volusia County, Florida.

C. Bank has extended credit or may hereafter extend credit to Borrower, secured, in whole or in part, by a mortgage encumbering Borrower's interest in the Ground Leases (the "Mortgage").

D. It is a condition of Bank's agreement to extend or continue credit to Borrower secured by the Ground Leases that the security of the Mortgage be and at all times remain a lien or charge on the Ground Leases and that certain rights be granted to the Bank to cure defaults under the Ground Leases.

**NOW, THEREFORE**, for valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. Reliance. Lessor acknowledges that Bank, in extending credit or continuing to extend credit to Borrower secured by the Ground Leases is doing so in material reliance on this Agreement.

(a) Acknowledgments of Lessee. Lessor acknowledges that it has such information with respect to any credit extended by Bank to Borrower, and all loan documents executed in connection therewith, as Lessor deems necessary in order to provide this subordination. Lessor further agrees that Bank is under no obligation or duty to, nor has Bank represented that it has or will, see to the application of the proceeds of any such credit by any person or entity, and any application or use of any such proceeds for purposes other than those for which they were intended shall not defeat this subordination.

(b) Entire Subordination Agreement. This Agreement constitutes the whole and only agreement between the parties hereto with regard to the subordination of the Ground Lease to the lien or charge of the Mortgage; there are no agreements (written or oral) outside or separate from this Agreement with respect to the subject matter hereof; and all prior negotiations with respect thereto, if any, are merged into this Agreement. This Agreement shall supersede and cancel, but only insofar as would affect the priority between the Mortgage and the Ground Leases, any prior agreements as to such subordination, including without limitation those provisions, if any, contained in the Ground Leases which provide for the subordination thereof to the lien of a deed of trust or mortgage affecting all or any portion of the Property.

2. GROUND LEASES. Lessor hereby covenants and agrees that, so long as the Mortgage remains in force and effect:

(a) No Modification, Termination or Cancellation. Lessor shall not consent to any modification, termination or cancellation of the Ground Leases without Bank's prior written consent.

(b) Notice of Default. Lessor shall notify Bank in writing concurrently with any notice given to Lessee of any breach of or default by Lessee under the Ground Leases. Lessor agrees that Bank shall have the right (but not the obligation) to cure any breach or default specified in such notice within the time periods set forth below, and Lessor shall not declare a default of the Ground Leases, as to Bank, if Bank cures such breach or default within thirty (30) days after the expiration of the time period provided in the Ground Leases for the cure thereof by Borrower; provided however, that if such breach or default cannot with diligence be cured by Bank within such thirty (30) day period, the commencement of action by Bank within such thirty (30) day period to remedy the same shall be deemed sufficient so long as Bank pursues such cure with diligence.

3. FORECLOSURE. No foreclosure of the Mortgage shall be deemed to encumber or affect Lessor's title to the Property. In the event of a foreclosure, the Lessor shall be entitled to any proceeds from a foreclosure sale in excess of the amounts owed to the Bank or other secured creditors. Lessor shall be permitted to bid at any such foreclosure sale.

4. NON-DISTURBANCE. In the event of a foreclosure of the Mortgage, or a transfer of the Ground Leases in lieu thereof or in any other manner whereby Bank or such transferee succeeds to the interest of Borrower under the Ground Leases, so long as there shall then exist no breach, default or event of default by the lessee under the Ground Leases, (a) the leasehold interest of the lessee under the Ground Leases shall not be extinguished or terminated by reason of such foreclosure, (b) the Ground Leases shall continue in full force and effect, and (c) Lessor and its successors-in-interest shall recognize and accept such lessee as the lessee under the Ground Leases, subject to the terms and conditions of the Ground Leases. However, following transfer of the interests of Borrower in the Ground Leases, this Agreement shall automatically terminate and be of no further force or effect, except that this Section 4 shall survive such termination.

5. ESTOPPEL. Lessor acknowledges and represents that:

(a) Ground Lease Effective. The Ground Leases have been duly executed and delivered by Lessor and, subject to the terms and conditions thereof, the Ground Leases are in full force and effect, the obligations of the parties thereunder are valid and binding, and there have been no amendments, modifications or additions to the Ground Leases (written or oral), other than those included in the definition of 1995 Ground Lease and 1996 Ground Lease set forth above. The Ground Leases constitute the entire agreement between Lessor and Borrower with respect to the Property.

(b) No Default. As of the date hereof and to the best of Lessor's knowledge, (i) there exists no breach of or default under the Ground Leases, nor any condition, act or event which with the giving of notice or the passage of time, or both, would constitute such a breach or default, and (ii) there are no existing claims, defenses or offsets against rental due or to become due under the terms of the Ground Leases.

6. MISCELLANEOUS.

(a) Remedies Cumulative. All remedies provided herein are cumulative, not exclusive, and shall be in addition to any and all other rights and remedies provided by law and by other agreements between Bank and Borrower, Lessor or any other person or entity.

(b) Notices. All notices, requests and demands which any party is required or may desire to give to any other party under any provision of this Agreement must be in writing delivered to each party at the address set forth below its signature, or to such other address as any party may designate by written notice to all other parties. Each such notice, request and demand shall be deemed given or made as follows: (i) if sent by hand delivery or courier, upon delivery; and (ii) if sent by mail, upon the earlier of the date of receipt or three (3) days after deposit in the U.S. mail, first class and postage prepaid. Notices shall be provided to each party as follows, or as otherwise designated by any party in writing:

City of DeLand
Attn: City Manager
City Hall
120 S. Florida Avenue
DeLand, FL 32720

Servisfirst Bank
Attn: Brent Dykstra, Senior Vice President
4221 W. Boy Scout Blvd., Suite 100
Tampa, FL 33607

(c) Further Assurances. At the request of any party hereto, each other party shall execute, acknowledge and deliver such other documents and/or instruments as may be reasonably required by the requesting party in order to carry out the purpose of this Agreement, provided that no such document or instrument shall modify the rights and obligations of the parties set forth herein.

(d) Successors, Assigns; Governing Law. This Agreement shall be binding upon and inure to the benefit of the heirs, executors, legal representatives, successors, assigns and other transferees of the parties hereto, and shall be governed by and construed in accordance with the laws of the State of Florida.

(e) Conflicts. In the event of any inconsistency between the terms of this Agreement and the Ground Leases, the terms of this Agreement shall control.

(f) Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute and be construed as one and the same instrument.

IN WTINESS WHEREOF, the parties hereto have executed this Agreement as of the date first written above.

CITY OF DELAND

By:_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

_____
Julie A. Hennessy, MMC, City Clerk - Auditor

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind, City Attorney

Address for Notice:
c/o City Manager
120 S. Florida Avenue
DeLand, FL 32720

**BANK**

SERVISFIRST BANK, an Alabama banking corporation

By:_____
Brent C. Dykstra, Executive Vice President

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was sworn to and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 25th day of September, 2024, by Brent C. Dykstra, as Executive Vice President of SERVISFIRST BANK, an Alabama banking corporation, who ☑ is personally known to me or who ☐ has produced _____ as identification.

(SEAL)

YURI PEREIRA
Notary Public - State of Florida
Commission # HH 580602
My Comm. Expires Aug 11, 2028
Bonded through National Notary Assn.

_____
Notary Public
Printed Name: Yuri Pereira
My Commission Expires:_____

**EXHIBIT “A”**

Initial Leased Property

EXHIBIT A

DAVID R. ROBINSON
~~DIALYSYS LABORATORIES, INC.~~

BOUNDARY SURVEY CERTIFIED TO:

That part of the DeLand Municipal Airport lying in Sections 33 and 34, Township 16 South, Range 30 East, Volusia County, Florida, described as follows:

Commencing at a point on the north edge of Runway 8-26 that is S83°53'17"W a distance of 1732.0 feet from the centerline of Runway 18-36, said point being the southwest corner of the Airport lands now leased by Aluma Shield Industries, Inc., run thence S06°06'43"E a distance of 225.0 feet to the south line of Summerhill Drive; thence N83°53'17"E along said south line a distance of 1411.60 feet to the east line of Industrial Drive; thence S01°34'46"W along said east line a distance of 735.21 feet to the Point of Beginning; thence continue S01°34'46"W along said east line a distance of 223.64 feet to the Point of Curvature of a curve concave northwesterly, having a central angle of 08°06'34" and a radius of 530.00 feet; thence run southerly along the arc of said curve a distance of 75.02 feet to the northerly line of Eidson Drive; thence S70°39'52"E along said northerly line a distance of 86.42 feet; thence N01°34'46"E a distance of 99.76 feet; thence S88°25'14"E a distance of 102.99 feet to a point 100 feet west of the centerline of Runway 18-36; thence N01°56'15"E parallel with said centerline a distance of 170.0 feet; thence N88°25'14"W a distance of 104.05 feet; thence N01°34'46"E a distance of 55.0 feet; thence N88°25'14"W a distance of 77.0 feet to the Point of Beginning; said parcel containing 0.959 acres, more or less.

EXHIBIT B

DAVID R. ROBINSON
~~DIALYSYS LABORATORIES, INC.~~

That part of the DeLand Municipal Airport lying in Sections 33 and 34, Township 16 South, Range 30 East, Volusia County, Florida, described as follows:

Commencing at a point on the north edge of Runway 8-26 that is S83°53'17"W a distance of 1732.0 feet from the centerline of Runway 18-36, said point being the southwest corner of the Airport lands now leased by Aluma Shield Industries, Inc., run thence S06°06'43"E a distance of 225.0 feet to the south line of Summerhill Drive; thence N83°53'17"E along said south line a distance of 1411.60 feet to the east line of Industrial Drive; thence S01°34'46"W along said east line a distance of 680.21 feet to the Point of Beginning; thence continue S01°34'46"W along said east line a distance of 55.0 feet; thence S88°25'14"E a distance of 77.0 feet; thence S01°34'46"W a distance of 55.0 feet; thence S88°25'14"E a distance of 104.05 feet to a point 100 feet west of the centerline of Runway 18-36; thence N01°56'15"E parallel with said centerline a distance of 110.0 feet; thence N88°25'14"W a distance of 181.74 feet to the Point of Beginning; said parcel containing 0.361 acres, more or less.

STEINMAN SURVEYING, INC.
professional land surveyors

# EXHIBIT "C"

## LEGAL DESCRIPTION FOR THE CITY OF DeLAND
FEBRUARY 13, 1995
P.C. 95006

DAVID R. ROBINSON
~~DIALYSIS LABS~~ - PARCEL "I":

That part of the DeLand Municipal Airport lying in Sections 33 and 34, Township 16 South, Range 30 East, Volusia County, Florida, described as follows:

Commencing at a point on the north edge of Runway 8-26 that is S83°53'17"W a distance of 1732.0 feet from the centerline of Runway 18-36, said point being the southwest corner of the Airport lands now leased by Aluma Shield Industries, Inc., run thence S06°06'43"E a distance of 225.0 feet to the south line of Summerhill Drive; thence N83°53'17"E along said south line a distance of 1411.50 feet to the east line of Industrial Drive; thence S01°34'46"W along said east line a distance of 958.85 feet to the Point of Curvature of a curve concave northwesterly, having a central angle of 08°06'34" and a radius of 530.00 feet; thence run southerly along the arc of said curve a distance of 75.02 feet to the northerly line of Eidson Drive; thence S70°39'52"E along said northerly line a distance of 86.42 feet to the **Point of Beginning**; thence N01°34'46"E a distance of 99.76 feet; thence S88°25'14"E a distance of 102.99 feet to a point 100 feet west of the centerline of Runway 18-36; thence S01°56'15"W parallel with said centerline a distance of 132.48 feet to the aforesaid northerly line of Eidsen Drive; thence N70°39'52"W along said northerly line a distance of 107.27 feet to the **Point of Beginning**; said parcel containing 0.274 acres, more or less.

POST OFFICE BOX 1598 • ~~000 WEST VOLUSIA AVENUE~~ • DELAND, FLORIDA 32721-1598 • (904) 734-8050

**EXHIBIT “B”**

Additional Leased Property

STEINMAN SURVEYING, INC.
professional land surveyors

LEASE DESCRIPTION PREPARED FOR THE CITY OF DeLAND
EXHIBIT "A" - ROBINSON LEASE
January 29, 1996

That part of the DeLand Municipal Airport lying in Sections 33 and 34, Township 16 South, Range 30 East, Volusia County, Florida, described as follows:

Commencing at a point on the north edge of Runway 8-26 that is S83°53'17"W a distance of 1732.0 feet from the centerline of Runway 18-36, said point being the southwest corner of the Airport lands now leased by Aluma Shield Industries, Inc., run thence S06°06'43"E a distance of 225.0 feet to the south line of Summerhill Drive; thence N83°53'17"E along said south line a distance of 1411.50 feet to the east line of Industrial Drive; thence S01°34'46"W along said east line a distance of 630.21 feet to the **Point of Beginning**; thence continue S01°34'46"W along said east line a distance of 105.0 feet; thence S88°25'14"E a distance of 77.0 feet; thence S01°34'46"W a distance of 55.0 feet; thence S88°25'14"E a distance of 104.05 feet to a point 100 feet west of the centerline of Runway 18-36; thence N01°56'15"E parallel with said centerline a distance of 160.0 feet; thence N88°25'14"W a distance of 182.05 feet to the Point of Beginning; said parcel containing 0.570 acres, more or less.

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STEINMAN SURVEYING, INC.
professional land surveyors

EXHIBIT "B"

LEGAL DESCRIPTION FOR THE CITY OF DeLAND
January 29, 1996
P.C. 95006

David R. Robinson - Stormwater Retention Area

That part of the DeLand Municipal Airport lying in Sections 33 and 34, Township 16 South, Range 30 East, Volusia County, Florida, described as follows:

Commencing at a point on the north edge of Runway 8-26 that is S83°53'17"W a distance of 1732.0 feet from the centerline of Runway 18-36, said point being the southwest corner of the Airport lands now leased by Aluma Shield Industries, Inc., run thence S06°06'43"E a distance of 225.0 feet to the south line of Summerhill Drive; thence N83°53'17"E along said south line a distance of 1411.50 feet to the east line of Industrial Drive; thence S01°34'46"W along said east line a distance of 958.85 feet to the Point of Curvature of a curve concave northwesterly, having a central angle of 08°06'34" and a radius of 530.00 feet; thence run southerly along the arc of said curve a distance of 75.02 feet to the northerly line of Eidson Drive; thence S70°39'52"E along said northerly line a distance of 86.42 feet to the **Point of Beginning**; thence N01°34'46"E a distance of 99.76 feet; thence S88°25'14"E a distance of 102.99 feet to a point 100 feet west of the centerline of Runway 18-36; thence S01°56'15"W parallel with said centerline a distance of 132.48 feet to the aforesaid northerly line of Eidsen Drive; thence N70°39'52"W along said northerly line a distance of 107.27 feet to the **Point of Beginning**; said parcel containing 0.274 acres, more or less.

POST OFFICE BOX 1596 • [redacted] • DELAND, FLORIDA 32721-1596 • (904) 734-8050

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Second Reading of Ordinance No. 2024-38, Changing the Zoning of ±9.51 Acres of Property from Volusia County Transitional Agriculture (A-3) to City of DeLand Single-Family Dwelling (R-1A) Located at 1338 West Plymouth Avenue.

**DEPARTMENT:** Planning

**PREPARED BY**: Carol Kuhn, Planning Director

**ATTACHMENTS:** ORD-2024-38, Z24-129 Legal Description - Exhibit "A", Z24-129 Boundary Survey, Z24-129 Staff Report - Planning Board Trinity United, Z24-129 Trinity UMC - Concept Plan - 06.17.2024, Z24-129 Aerial Map, Z24-129 Zoning Map, Z24-129 Traffic Statement

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

---

**SUMMARY/HIGHLIGHT:**

The applicant is requesting to rezone this 9.51 acre site from Volusia County A-3 (Transitional Agricultural) to City of DeLand R-1A (Single-Family Dwelling). The City of DeLand zoning district, R-1A allows a church use, but requires a special exception and an approved site plan.

The 9.51-acre site is located at 1338 West Plymouth Avenue and abuts undeveloped properties and existing residential dwellings. In September 2005, a request was made for an annexation (AN-05-11) and Future Land Use Amendment, from Volusia County Urban Low Intensity to City Low Density Residential (SMLU-05-06), and rezoning, from Volusia County A-3 to City of DeLand R-1AA (Z-05-15). The annexation (Ord. No. 2006-06) and Future Land Use Amendment (Ord. No. 2006-07) requests were approved by City Commission in February 2006, but the zoning change request (Z-05-15) was withdrawn by the applicant prior to City Commission. As a result, the property has been annexed into the City and has City of DeLand land use (Low Density Residential), but retained the Volusia County zoning (A-3).

Following the February 2006 approval, in July 2006, a rezoning request from Volusia County A-3 to City Planned Development (PD) (Z-06-13) was reviewed, but was continued to the September 2006 Planning Board meeting, and was ultimately withdrawn by the applicant prior to Planning Board review. Therefore, the property still retains the Volusia County zoning (A-3) and City of DeLand land use (Low Density Residential).

The applicant intends to develop the site into a church, which the City of DeLand zoning district, R-1A allows, but requires a special exception for the proposed church use, and approved site plan. On August 19, 2024, the City Commission approved the special exception for the church use and the applicant has a site plan currently in review.

The proposed R-1A zoning designation is consistent with the Low Density Residential future land use and maintains the same general character of the surrounding area. There is also an existing church use across the street of this property.

This item was approved by the Planning Board at their August 14, 2024 meeting, and the City Commission approved on first reading at their August 19, 2024 meeting.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

One of the principles of the Strategic Plan is to institute Smart Growth Principles. Currently, this property is within City limits with City Land Use but Volusia County zoning, so rezoning this property with a City zoning district, will create consistency within our City limits.

**SUSTAINABILITY:**

This proposed project is creating large buffers on all sides of the property, incorporating on-site stormwater management and by not maximizing development of the site to allow for additional parking and recreation to ensure no off-site impacts.

**FISCAL IMPACT:**

The proposed rezoning from an agricultural zoning to a residential zone district is not expected to have a negative impact on the economy of the affected area. Residential zone districts permit a variety of uses, including residential dwellings and institutional uses. At this time, the site is anticipated to be developed as an church (institutional) use which would be tax-exempt.

**RECOMMENDATION:**

It is recommended that the City Commission approve the rezoning of this property from Volusia County A-3 to City of DeLand Single-Family Dwelling (R-1A) on second reading.

**BACKGROUND/DISCUSSION:**

In early 2006, the property was annexed and a Future Land Use Amendment from Volusia County Urban Low Intensity to City Low Density Residential (SMLU-05-06) was approved. However, the rezoning request from Volusia County A-3 to City of DeLand R-1AA (Z-05-15) was withdrawn. The property has been annexed and has City of DeLand land use and Volusia County zoning (A-3). This rezoning request would allow both the land use and the zoning to be City of DeLand standards. The applicant has submitted a Special Exception for a Church which is being reviewed concurrently.

**ORDINANCE NO. 2024 - 38**

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY'S A-3, TRANSITIONAL AGRICULTURE TO CITY OF DELAND'S R-1A, SINGLE-FAMILY DWELLING ON PROPERTY LOCATED AT 1338 WEST PLYMOUTH AVENUE; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; CONDITIONING FINAL DEVELOPMENT ORDERS ON A DETERMINATION OF CAPACITY; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, the property located at 1338 West Plymouth Avenue and more particularly described in the attached Exhibit "A", is currently zoned as A-3, Transitional Agriculture, pursuant to Volusia County's Zoning Ordinances; and

**WHEREAS**, the property currently has a Land Use Designation of Low Density Residential pursuant to the City of DeLand's Land Use Plan; and

**WHEREAS**, a proper and complete application has been received requesting that the zoning be changed to City of DeLand's R-1A, Single-family dwelling; and

**WHEREAS**, the R-1A, Single-family zoning designation is consistent with the Comprehensive Plan of the City of DeLand.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The City Commission has held a public hearing on the application for a change of zoning from Volusia County's A-3, Transitional Agriculture to City of DeLand's R-1A, Single-family dwelling zoning designation, on the following described property:

**See legal description attached hereto as Exhibit "A"**

**Tax Parcel Identification No.: 700700000050, 700700000052, & 700700000051**

**Section 2.** The City Commission hereby finds that the R-1A, Single-family zoning designation is consistent with the property's Low Density Residential future land use designation.

**Section 3.** Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City of DeLand and changes the zoning from Volusia County's A-3, Transitional Agriculture to City of DeLand's R-1A, Single-family zoning designation on the parcel described in Section 1.

**Section 4.** The Planning Director is hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

**Section 5.** No rights to obtain final development orders nor any rights to develop the property have been granted or implied by this Ordinance. Final development orders for the property including, but not limited to building permits and site plan approval shall be subject to a determination of capacity.

**Section 6.** If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

**Section 7.** This Ordinance shall become effective immediately upon its adoption.

**PASSED AND DULY ADOPTED** this 7th day of October, 2024.

_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: August 19, 2024
Adopted on second reading: October 07, 2024

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

# EXHIBIT “A”

LEGAL DESCRIPTION

DESCRIPTION: (PER O.R. BOOK 8222, PG 386)

PARCEL 1

THE S. 1/2 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, IN SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

CONTAINING 221,480 SQUARE FEET OR 5.085 ACRES, MORE OR LESS

PARCEL 2

THE NW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, OF SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

CONTAINING 96,587 SQUARE FEET OR 2.217 ACRES, MORE OR LESS

PARCEL 3

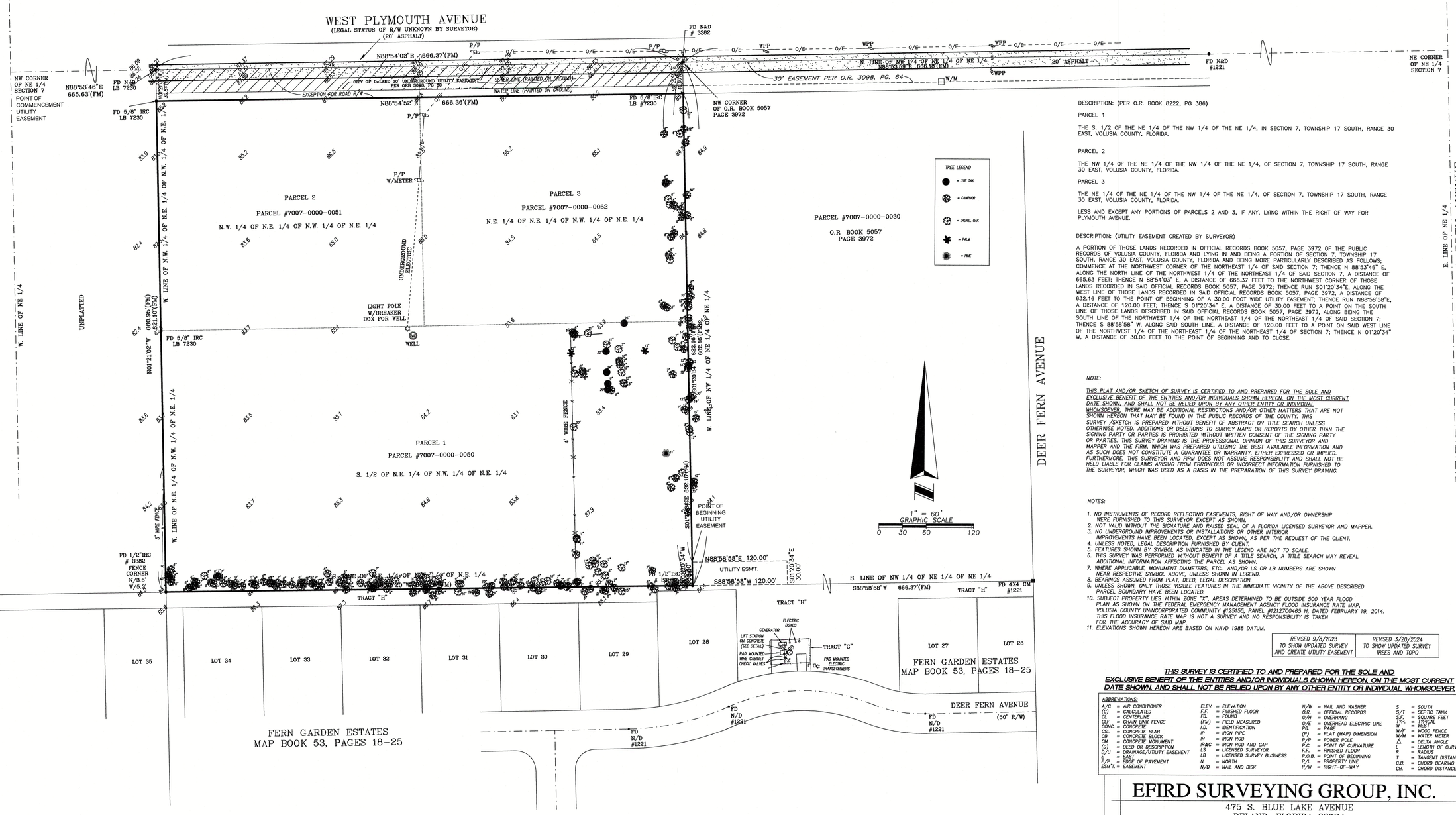
THE NE 1/4 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, OF SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

LESS AND EXCEPT ANY PORTIONS OF PARCELS 2 AND 3, IF ANY, LYING WITHIN THE RIGHT OF WAY FOR PLYMOUTH AVENUE.

CONTAINING 96,136 SQUARE FEET OR 2.207 ACRES, MORE OR LESS

TOGETHER CONTAINING 414,203 SQUARE FEET OR 9.509 ACRES, MORE OR LESS

# SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST
# DeLAND
# VOLUSIA COUNTY, FLORIDA




DESCRIPTION: (PER O.R. BOOK 8222, PG 386)

PARCEL 1

THE S. 1/2 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, IN SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL 2

THE NW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, OF SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL 3

THE NE 1/4 OF THE NE 1/4 OF THE NW 1/4 OF THE NE 1/4, OF SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

LESS AND EXCEPT ANY PORTIONS OF PARCELS 2 AND 3, IF ANY, LYING WITHIN THE RIGHT OF WAY FOR PLYMOUTH AVENUE.

DESCRIPTION: (UTILITY EASEMENT CREATED BY SURVEYOR)

A PORTION OF THOSE LANDS RECORDED IN OFFICIAL RECORDS BOOK 5057, PAGE 3972 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND LYING IN AND BEING A PORTION OF SECTION 7, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 7; THENCE N 88°53'46" E, ALONG THE NORTH LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 7, A DISTANCE OF 665.63 FEET; THENCE N 88°54'03" E, A DISTANCE OF 666.37 FEET TO THE NORTHWEST CORNER OF THOSE LANDS RECORDED IN SAID OFFICIAL RECORDS BOOK 5057, PAGE 3972; THENCE RUN S01°20'34"E, ALONG THE WEST LINE OF THOSE LANDS RECORDED IN SAID OFFICIAL RECORDS BOOK 5057, PAGE 3972, A DISTANCE OF 632.16 FEET TO THE POINT OF BEGINNING OF A 30.00 FOOT WIDE UTILITY EASEMENT; THENCE RUN N88°58'58"E, A DISTANCE OF 120.00 FEET; THENCE S 01°20'34" E, A DISTANCE OF 30.00 FEET TO A POINT ON THE SOUTH LINE OF THOSE LANDS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 5057, PAGE 3972, ALONG BEING THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 7; THENCE S 88°58'58" W, ALONG SAID SOUTH LINE, A DISTANCE OF 120.00 FEET TO A POINT ON SAID WEST LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 7; THENCE N 01°20'34" W, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING AND TO CLOSE.

*NOTE:*

*THIS PLAT AND/OR SKETCH OF SURVEY IS CERTIFIED TO AND PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES AND/OR INDIVIDUALS SHOWN HEREON, ON THE MOST CURRENT DATE SHOWN, AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER. THERE MAY BE ADDITIONAL RESTRICTIONS AND/OR OTHER MATTERS THAT ARE NOT SHOWN HEREON THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY. THIS SURVEY /SKETCH IS PREPARED WITHOUT BENEFIT OF ABSTRACT OR TITLE SEARCH UNLESS OTHERWISE NOTED. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS SURVEY DRAWING IS THE PROFESSIONAL OPINION OF THIS SURVEYOR AND MAPPER AND THE FIRM, WHICH WAS PREPARED UTILIZING THE BEST AVAILABLE INFORMATION AND AS SUCH DOES NOT CONSTITUTE A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED. FURTHERMORE, THIS SURVEYOR AND FIRM DOES NOT ASSUME RESPONSIBILITY AND SHALL NOT BE HELD LIABLE FOR CLAIMS ARISING FROM ERRONEOUS OR INCORRECT INFORMATION FURNISHED TO THE SURVEYOR, WHICH WAS USED AS A BASIS IN THE PREPARATION OF THIS SURVEY DRAWING.*

*NOTES:*

1. *NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT OF WAY AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.*
2. *NOT VALID WITHOUT THE SIGNATURE AND RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.*
3. *NO UNDERGROUND IMPROVEMENTS OR INSTALLATIONS OR OTHER INTERIOR IMPROVEMENTS HAVE BEEN LOCATED, EXCEPT AS SHOWN, AS PER THE REQUEST OF THE CLIENT.*
4. *UNLESS NOTED, LEGAL DESCRIPTION FURNISHED BY CLIENT.*
5. *FEATURES SHOWN BY SYMBOL AS INDICATED IN THE LEGEND ARE NOT TO SCALE.*
6. *THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE SEARCH, A TITLE SEARCH MAY REVEAL ADDITIONAL INFORMATION AFFECTING THE PARCEL AS SHOWN.*
7. *WHERE APPLICABLE, MONUMENT DIAMETERS, ETC., AND/OR LS OR LB NUMBERS ARE SHOWN NEAR RESPECTIVE SYMBOL ABOVE, UNLESS SHOWN IN LEGEND.*
8. *BEARINGS ASSUMED FROM PLAT, DEED, LEGAL DESCRIPTION.*
9. *UNLESS SHOWN, ONLY THOSE VISIBLE FEATURES IN THE IMMEDIATE VICINITY OF THE ABOVE DESCRIBED PARCEL BOUNDARY HAVE BEEN LOCATED.*
10. *SUBJECT PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN AS SHOWN ON THE FEDERAL EMERGENCY MANAGMENT AGENCY FLOOD INSURANCE RATE MAP, VOLUSIA COUNTY UNINCORPORATED COMMUNITY #125155, PANEL #1212C0465 H, DATED FEBRUARY 19, 2014. THIS FLOOD INSURANCE RATE MAP IS NOT A SURVEY AND NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF SAID MAP.*
11. *ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 1988 DATUM.*

| REVISED 9/8/2023 TO SHOW UPDATED SURVEY AND CREATE UTILITY EASEMENT | REVISED 3/20/2024 TO SHOW UPDATED SURVEY TREES AND TOPO |
|---|---|

***THIS SURVEY IS CERTIFIED TO AND PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES AND/OR INDIVIDUALS SHOWN HEREON, ON THE MOST CURRENT DATE SHOWN, AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.***

ABBREVIATIONS:

| | | | | | |
|---|---|---|---|---|---|
| A/C = AIR CONDITIONER | ELEV. = ELEVATION | N/W = NAIL AND WASHER | S = SOUTH | | |
| (C) = CALCULATED | F.F. = FINISHED FLOOR | O.R. = OFFICIAL RECORDS | S/T = SEPTIC TANK | | |
| C.L. = CENTERLINE | FD. = FOUND | O/H = OVERHANG | SQ. = SQUARE FEET | | |
| CLF = CHAIN LINK FENCE | (FM) = FIELD MEASURED | O/E = OVERHEAD ELECTRIC LINE | TYP. = TYPICAL | | |
| CONC. = CONCRETE | I.D. = IDENTIFICATION | PG. = PAGE | W = WEST | | |
| CSL = CONCRETE SLAB | IP = IRON PIPE | (P) = PLAT (MAP) DIMENSION | W/F = WOOD FENCE | | |
| CB = CONCRETE BLOCK | IR = IRON ROD | P/P = POWER POLE | W/M = WATER METER | | |
| CM = CONCRETE MONUMENT | IR&C = IRON ROD AND CAP | P.C. = POINT OF CURVATURE | Δ = DELTA ANGLE | | |
| (D) = DEED OR DESCRIPTION | LS = LICENSED SURVEYOR | P.C.P. = POINT OF COMPOUND CURVATURE | L = LENGTH OF CURVE | | |
| D/U = DRAINAGE/UTILITY EASEMENT | LB = LICENSED SURVEY BUSINESS | P.O.B. = POINT OF BEGINNING | R = RADIUS | | |
| E = EAST | N = NORTH | P.O.C. = POINT OF COMMENCEMENT | T = TANGENT DISTANCE | | |
| E/P = EDGE OF PAVEMENT | N/D = NAIL AND DISK | P.T. = POINT OF TANGENCY | C.B. = CHORD BEARING | | |
| ESM'T. = EASEMENT | | P.L. = PROPERTY LINE | CH. = CHORD DISTANCE | | |
| | | R/W = RIGHT-OF-WAY | | | |


# EFIRD SURVEYING GROUP, INC.

475 S. BLUE LAKE AVENUE
DELAND, FLORIDA 32724
PHONE: (386) 740-4144 FAX: (386) 740-4155
WEBSITE: www.efirdsurveying.com
e-mail: larry@efirdsurveying.com
Certificate Of Authorization Licensed Business Number 7230


Boundary, Topographic & Tree Survey

| Survey Date: | Drawing Number: | Scale: | Drawn By: |
|---|---|---|---|
| 1/14/2022 | 22-0009-B | 1"=60' | JM/BE/JM |

For: BOB KELLOGG & BECKY KELLOGG
TRINITY UNITED METHODIST CHURCH, DELAND, FLORIDA, INC. a/k/a TRINITY UNITED METHODIST CHURCH OF DELAND, INC.
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
LANDIS GRAHAM FRENCH, P.A.
ATTORNEYS' TITLE FUND SERVICES, LLC
xxxx W. PLYMOUTH AVE., DeLAND

I HEREBY CERTIFY THIS SURVEY DRAWING TO BE CORRECT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND COMPLIES IN FORM WITH THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, F.A.C. PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

STATE OF FLORIDA — LARRY R. EFIRD JR. — No. 5823 — PROFESSIONAL SURVEYOR AND MAPPER — 3/20/2024

LARRY R. EFIRD JR.
Professional Surveyor & Mapper No. 5823

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

**August 14, 2024**

**A. APPLICATION NO.**: Z24-129

**PLANNER:** Emily Kunkel

**APPLICANT:** Cody Bogart, PE, *Newkirk Engineering, Inc.*

**REQUEST:** Change of zoning for +/- 9.51 acres from Volusia County A-3 (Transitional Agricultural) to City of DeLand R-1A (Single-Family Dwelling)

**APPLICABLE REGULATIONS:**

Sec. 33-135.02. Rezoning property or changing use categories

**SITE FACTORS:**

**Location:** 1338 West Plymouth Ave.
**Parcel ID:** 700700000050, 700700000051, & 700700000052
**Size:** +/- 9.51 acres
**Existing Zoning:** Volusia County: A-3 (Transitional Agricultural)
**Existing Land Use:** Low Density Residential (LDR)

| | SURROUNDING USE: | SURROUNDING ZONING: |
|---|---|---|
| **North:** | VC: Urban Low Intensity | VC: A-3 |
| **South:** | City: Low Density Residential | City: R-1AA |
| **East:** | VC: Urban Low Intensity | VC: A-3 |
| **West:** | VC: Urban Low Intensity | VC: A-3 |

**B. ANALYSIS:**

The 9.51-acre site is located at 1338 West Plymouth Avenue and abuts undeveloped properties and existing residential dwellings. In September 2005, a request was made for an annexation (AN-05-11) and Future Land Use Amendment, from Volusia County Urban Low Intensity to City Low Density Residential (SMLU-05-06), and rezoning, from Volusia County A-3 to City of DeLand R-1AA (Z-05-15). The annexation (Ord. No. 2006-06) and Future Land Use Amendment (Ord. No. 2006-07) requests were approved by City Commission in February 2006, but the zoning change request (Z-05-15) was withdrawn by the applicant prior to City Commission. As a result, the property has been annexed into the City and has City of DeLand land use (Low Density Residential), but retained the Volusia County zoning (A-3).

Following the February 2006 approval, in July 2006, a rezoning request from Volusia County A-3 to City Planned Development (PD) (Z-06-13) was reviewed, but was continued to the September 2006 Planning Board meeting, and was ultimately withdrawn by the applicant prior to Planning Board review. Therefore, the property still retains the Volusia County zoning (A-3) and City of DeLand land use (Low Density Residential).

The applicant intends to develop the site into a church, which the City of DeLand zoning district, R-1A allows, but will require a special exception for the proposed church use, as well as an approved site plan. All requirements would need to be met at the time of site plan.

## C. LAND DEVELOPMENT REGULATIONS:

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 rezoning is consistent with the Comprehensive Plan with an underlying land use designation of Low Density Residential (LDR) which is characterized by detached single-family dwelling units, and both agricultural and conservation land uses.

The proposed R-1A zoning designation is consistent with the Low Density Residential future land use and maintains the same general character of the surrounding area. There is also an existing church use across the street of this property.

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

The rezoning of this property should not impact any environment or natural resources. It is currently vacant, with minimal trees on the property. Any future development would be analyzed for environmental impacts at the time of the site plan request.

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

The proposed rezoning from an agricultural zoning to a residential zone district is not expected to have a negative impact on the economy of the affected area. Residential zone districts permit a variety of uses, including residential dwellings and institutional uses. At this time the site is anticipated to be developed as an institutional use which would be tax exempt. The applicant is providing adequate buffers and landscaping surrounding the property to mitigate offsite impacts.

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

The proposed rezoning is anticipated to have little to no impact on governmental services, as existing services, such as police and fire, are already available. Utilities and stormwater will be required to be brought into the site at the cost of the applicant, and any impacts will be analyzed at the time of the site plan request.

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

Since the original rezoning application in 2006, there have been no changes to property. The site has remained undeveloped. This site was previously orange groves/farmland and has continued to be vacant, and the surrounding area has remained as rural and existing uses.

**6. Was there a mistake in the original classification?**

Since 2006, the annexed site has been vacant with City of DeLand Land Use Designation (Low Density Residential), and Volusia County zoning (A-3). This rezoning will allow for this site to be consistent with the surrounding zoning districts and land uses.

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

The subject property is located on thoroughfare that includes an existing mix of residential, vacant and commercial uses. The R-1A zoning request is appropriate for its location and is supported by both the underlying land use of Low Density Residential, as well as the City's Future Land Use Map. This property is abutting vacant land and a residential development to the south, across the street is also a church use.

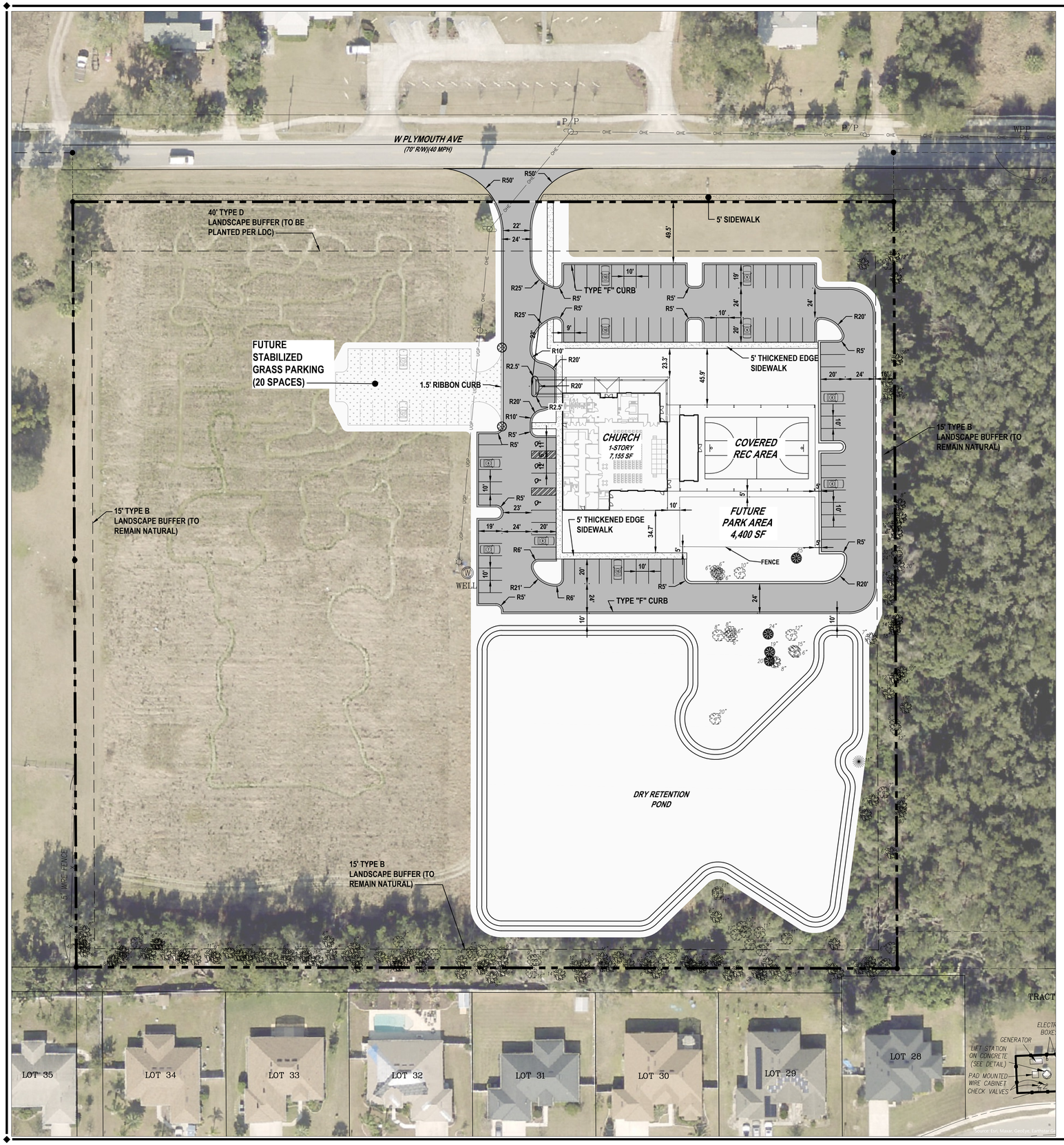
If developed, all applicable development regulations will apply, including the architectural standards stated in Sec. 33-94, Community Design Standards.

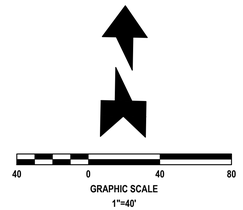
**8. Will the proposed rezoning have an impact upon public health, safety and welfare?**

It is not anticipated that there will be any adverse impacts upon public health, safety, or welfare as a result of this zoning change, and this rezoning would be consistent with the surrounding land uses. Public services are available to serve the site and necessary improvements will be made by the developer.

## D. STAFF RECOMMENDATION:

Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval of zoning change from Volusia County A-3 (Transitional Agricultural) to City of DeLand R-1A (Single-Family Dwelling).




| PROPERTY INFORMATION | |
|---|---|
| EXISTING ZONING | A-3 TRANSITIONAL AGRICULTURE |
| PROPOSED ZONING | R-1A |
| FLOODZONE | X |
| BUILDING USES | CHURCH |

| PERIMETER BUFFER | | | |
|---|---|---|---|
| | MIN. REQ. | | TYPE |
| NORTH (W PLYMOUTH ROAD) | 40 | FEET | D |
| SOUTH | 15 | FEET | B |
| EAST | 15 | FEET | B |
| WEST | 15 | FEET | B |

| LOT SETBACKS | | |
|---|---|---|
| | MIN. REQ. | |
| FRONT (NORTH) | 40 | FEET |
| REAR (SOUTH) | 25 | FEET |
| SIDE (EAST) | 15 | FEET |
| SIDE (WEST) | 15 | FEET |

| SITE REQUIREMENTS | |
|---|---|
| | REQUIRED |
| MAX. BUILDING HEIGHT | 35 FT |
| MAX. IMPERVIOUS SURFACE | 40% |
| MIN. LOT WIDTH | 75 FT |
| MIN. LOT AREA | 8250 SF |
| MIN. TREE PROTECTION | 15% |

| PROPOSED SITE COVERAGE | | | |
|---|---|---|---|
| AREA TYPE | SF | ACRE | % OF SITE |
| BUILDING AREA IMP. * | 17,748 | 0.407 | 4.3% |
| ASPHALT | 45,338 | 1.041 | 10.9% |
| CONCRETE | 2,643 | 0.061 | 0.6% |
| DRY POND | 64,302 | 1.476 | 0.0% |
| GREEN SPACE | 348,474 | 8.000 | 84.1% |
| **TOTAL SITE** | **414,203** | **9.509** | **100.0%** |
| | | | |
| **TOTAL IMPERVIOUS** | **65,729** | **1.509** | **15.9%** |
| **TOTAL OPEN SPACE** | **348,474** | **9.476** | **99.7%** |

| PARKING REQUIREMENTS | | | | |
|---|---|---|---|---|
| BUILDING USE | A. SF | B. SPACES | C. PER SF | D. REQ. SPACES |
| CHURCH ASSEMBLY | 3,011 | 1 | 45 | 67 |
| OFFICE AREA | 2,090 | 1 | 200 | 11 |
| | | | | |
| TOTAL REQUIRED SPACES | | | | 78 |

| SPECIALTY PARKING REQUIREMENTS | |
|---|---|
| | REQ. SPACES |
| ADA SPACES | 4 |
| | |
| | |

| PROVIDED PARKING | | |
|---|---|---|
| | % | PROV. SPACES |
| STANDARD PAVED SPACES | 77.1% | 81 |
| STANDARD GRASS SPACES (INCL. FUTURE) | 19.0% | 20 |
| ADA SPACES | 3.8% | 4 |
| TOTAL PROVIDED SPACES | | 105 |

REVISIONS

| DATE | DESCRIPTION |
|---|---|
| | |
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| | |
| | |
| | |
| | |

1230 North US1, Suite 3
Ormond Beach, Florida 32174
Phone (386) 672-7794
www.Newkirk-Engineering.com
C.A. # 30209
L.C. # 26000584
C 2013
Civil Engineering
Transportation, CEI &
Landscape Architecture
NEWKIRK ENGINEERING INC.

# SITE LAYOUT PLAN
## TRINITY UMC
1338 WEST PLYMOUTH AVENUE
DELAND, FL 32720

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THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY CODY A. BOGART, PE # 94133 ON

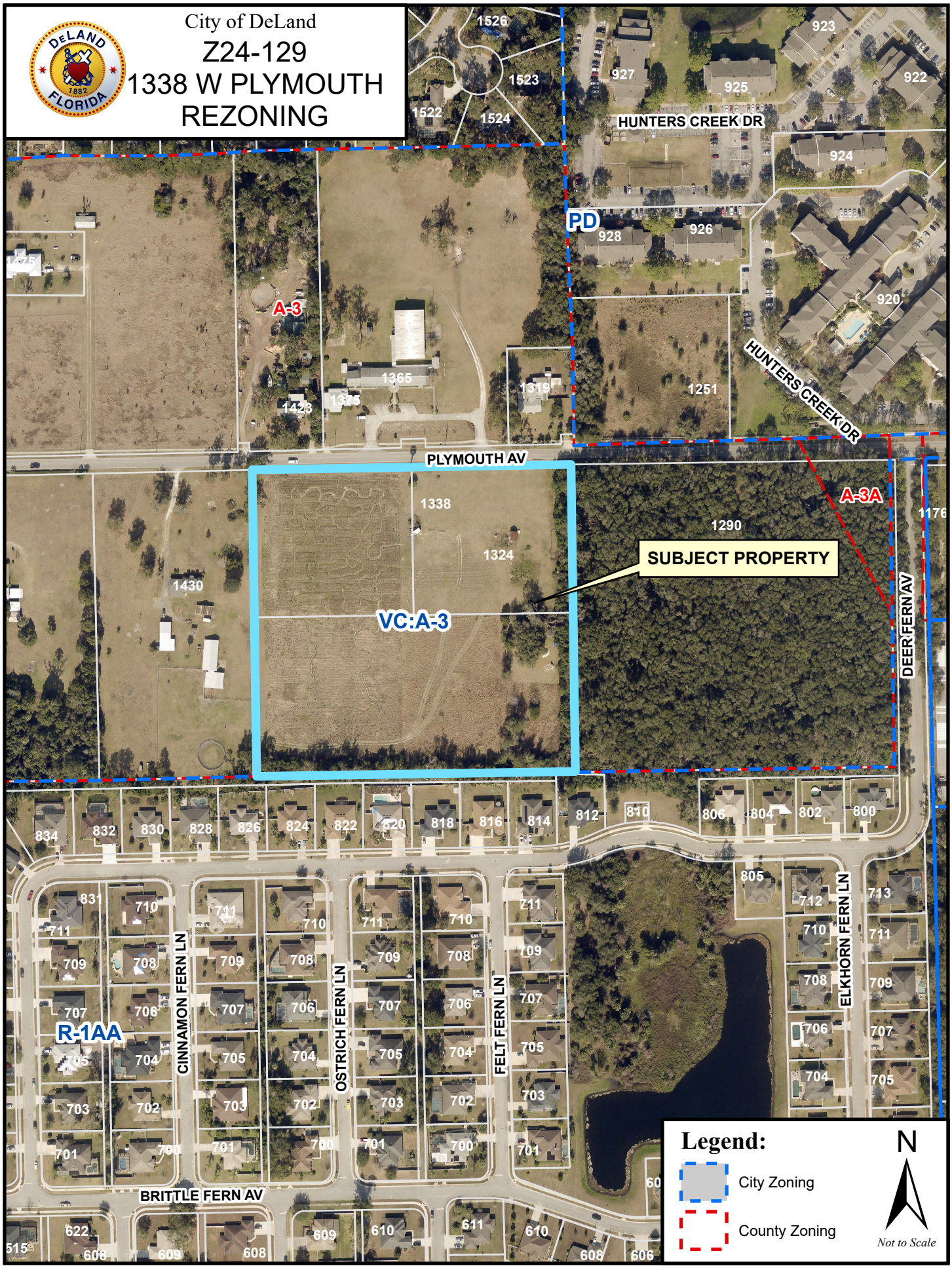
CODY A. BOGART LICENSE No. 94133 STATE OF FLORIDA PROFESSIONAL ENGINEER

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

| | |
|---|---|
| PROJECT No: | 2024-54 |
| DATE: | JUNE 2024 |
| DESIGN BY: | CAB |
| DRAWN BY: | CAB |
| CHECKED BY: | HHN |
| SCALE: | 1"=40' |

DRAWING NUMBER

**EX-A**


City of DeLand
Z24-129
1338 W PLYMOUTH
REZONING
HUNTERS CREEK DR
HUNTERS CREEK DR
PLYMOUTH AV
PD
A-3
A-3A
VC:A-3
SUBJECT PROPERTY
R-1AA
DEER FERN AV
CINNAMON FERN LN
OSTRICH FERN LN
FELT FERN LN
ELKHORN FERN LN
BRITTLE FERN AV
1526
1523
1522
1524
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703
702
701
700
712
713
622
609
608
610
611
606
515
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z24-129
1338 W PLYMOUTH
REZONING
HUNTERS CREEK DR
Hunter's Creek
PD
A-3
HUNTERS CREEK DR
PLYMOUTH AV
A-3A
1338
1324
PROPOSED ZONING: R-1A
VC:A-3
DEER FERN AV
R-1AA
CINNAMON FERN LN
OSTRICH FERN LN
FELT FERN LN
ELKHORN FERN LN
BRITTLE FERN AV
Legend:
City Zoning
County Zoning
N
Not to Scale

NEWKIRK ENGINEERING, INC.
CIVIL ENGINEERING - TRANSPORTATION - CEI - LANDSCAPE ARCHITECTURE
1230 N US HWY 1, SUITE 3, ORMOND BEACH, FLORIDA 32174 386-872-7794

June 17, 2024

**Ms. Deborah Glick**
Planning and Zoning
120 S. Florida Ave
Deland, FL 32720

**RE: Trinity UMC – Trip Generation Memo**
**1338 W Plymouth Ave, Deland, FL**
**Parcel IDs: 70-07-00-00-0050, 70-07-00-00-0051, 70-07-00-00-0052**

Dear Ms. Glick,

Submitted is a traffic trip generation calculation for the above referenced project:

The trip generation calculations for the proposed church development were performed with the 11th Edition of the ITE trip generation calculator. Attached is the ITE trip generation report and input data for church use. The ITE Code used in the chart, **(560) Church,** was used for existing, proposed, and current land use to provide results that consider the highest levels of possible traffic. A maximum 35% building area was used for calculating the maximum trip demand from peak use.

| ZONING | Land Use | Description / ITE Code | UNIT | ITE Vehicle Trip Generation Rates | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DAILY | AM | AM In | AM Out | PM | PM In | PM Out | SAT | SAT PEAK | SUN | SUN PEAK |
| DEL - R-1A | LDR | Low Density Residential (CHURCH 560) | KSF | 7.6 | 0.32 | 62% | 38% | 0.49 | 44% | 56% | 4.9 | 2.7 | 31.46 | 10.36 |
| VC - A-3 | ULI | Urban Low Intensity (CHURCH 560) | KSF | 7.6 | 0.32 | 62% | 38% | 0.49 | 44% | 56% | 4.9 | 2.7 | 31.46 | 10.36 |
| ACTUAL USE | LDR | Urban Low Intensity (CHURCH 560) | KSF | 7.6 | 0.32 | 62% | 38% | 0.49 | 44% | 56% | 4.9 | 2.7 | 31.46 | 10.36 |

| | | Maximum Proposed Zoning | Unit | Total Distribution of Generated Trips | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | (35% MAX building area) | | | | | | | | | | | | |
| | | Description (ITE Code) | | Daily | AM Hour | AM In | AM Out | PM Hour | PM In | PM Out | SAT | SAT PEAK | SUN | SUN PEAK |
| DEL - R-1A | LDR | Low Density Residential (CHURCH 560) | 144.97 | 1102 | 46 | 29 | 18 | 71 | 31 | 40 | 710 | 391 | 4561 | 1502 |
| | | **Total Proposed** | **144.97** | **1102** | **46** | **29** | **18** | **71** | **31** | **40** | **710** | **391** | **4561** | **1502** |

| | | Maximum Existing Use | Unit | Total Distribution of Generated Trips | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | (35% MAX building area) | | | | | | | | | | | | |
| | | Description (ITE Code) | | Daily | AM Hour | AM In | AM Out | PM Hour | PM In | PM Out | SAT | SAT PEAK | SUN | SUN PEAK |
| VC - A-3 | ULI | Urban Low Intensity (CHURCH 560) | 144.97 | 1102 | 46 | 29 | 18 | 71 | 31 | 40 | 710 | 391 | 4561 | 1502 |
| | | **Total Existing** | **144.97** | **1102** | **46** | **29** | **18** | **71** | **31** | **40** | **710** | **391** | **4561** | **1502** |

| | | Proposed Actual Conditions | Unit | Total Distribution of Generated Trips | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | (17.2% building area) | | | | | | | | | | | | |
| | | Description (ITE Code) | | Daily | AM Hour | AM In | AM Out | PM Hour | PM In | PM Out | SAT | SAT PEAK | SUN | SUN PEAK |
| VC - A-3 | LDR | Urban Low Intensity (CHURCH 560) | 7.16 | 54 | 2 | 1 | 1 | 4 | 2 | 2 | 35 | 19 | 225 | 74 |
| | | **Total Actual** | **7.16** | **54** | **2** | **1** | **1** | **4** | **2** | **2** | **35** | **19** | **225** | **74** |

Proposed Max Use (LDR, Church): 1102 daily trips, 46 peak AM, 71 peak PM (weekend provided in table)
Existing Max Use (ULI, Church): 1102 daily trips, 46 peak AM, 71 peak PM (weekend provided in table)
Proposed Actual Use (LDR, Church): 54 daily trips, 2 peak AM, 4 peak PM (weekend provided in table)

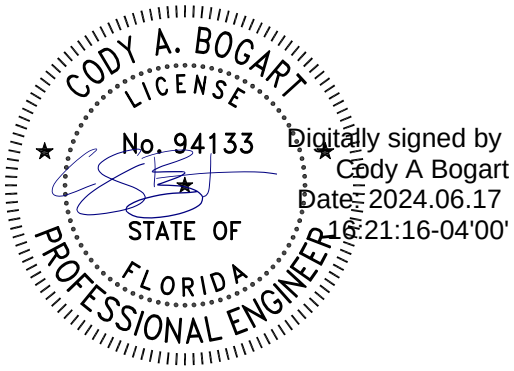
If proposed expansion of building area or change in use amounts to 1,000 daily trips or more, a TIA will be required to be done and submitted to the County.

Based on the 11th generation Trip Generation the current number of daily trips does not exceed the County's or City's threshold requirement of 1000 daily trips and therefore this application does not constitute a full TIA study to be conducted, at this time.

If you have any questions or need additional information, please feel free to call or email me at cody@Newkirk-Engineering.com.

Sincerely,
Cody A. Bogart, PE

***NEWKIRK ENGINEERING, INC.***




This report has been digitally signed and sealed by Cody A. Bogart, PE #94133 on

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.


Name: Cody Bogart,
PE License No: 94133
Address: 1230 North US Highway 1
Suite 3
Ormond Beach, FL 32174

# AM PEAK HOUR GENERATION

## DATA STATISTICS

**Land Use:**
Church (560) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
6

**Avg. 1000 Sq. Ft. GFA:**
40

**Average Rate:**
0.32

**Range of Rates:**
0.08 - 0.94

**Standard Deviation:**
0.24

**Fitted Curve Equation:**
T = 0.37(X) - 1.84

**$R^2$:**
0.81

**Directional Distribution:**
62% entering, 38% exiting

**Calculated Trip Ends:**
Average Rate: 5 (Total), 3 (Entry), 2 (Exit)
Fitted Curve: 4 (Total), 2 (Entry), 2 (Exit)

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 560

LAND USE GROUP: (500-599) Institutional

LAND USE : 560 - Church

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 15.37 Calculate

# PM PEAK HOUR GENERATION

**DATA STATISTICS**

**Land Use:**
Church (560) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
11

**Avg. 1000 Sq. Ft. GFA:**
35

**Average Rate:**
0.49

**Range of Rates:**
0.21 - 2.10

**Standard Deviation:**
0.41

**Fitted Curve Equation:**
T = 0.36(X) + 4.70

**$R^2$:**
0.64

**Directional Distribution:**
44% entering, 56% exiting

**Calculated Trip Ends:**
Average Rate: 8 (Total), 3 (Entry), 5 (Exit)
Fitted Curve: 10 (Total), 5 (Entry), 5 (Exit)

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 560

LAND USE GROUP: (500-599) Institutional

LAND USE : 560 - Church

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GFA

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 15.37 Calculate

# SUNDAY PEAK HOUR GENERATION

## DATA STATISTICS

**Land Use:**
Church (560) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Sunday
Peak Hour of Generator

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
16

**Avg. 1000 Sq. Ft. GFA:**
38

**Average Rate:**
10.36

**Range of Rates:**
3.36 - 51.31

**Standard Deviation:**
7.83

**Fitted Curve Equation:**
T = 7.87(X) + 93.13

**$R^2$:**
0.56

**Directional Distribution:**
48% entering, 52% exiting

**Calculated Trip Ends:**
Average Rate: 159 (Total), 76 (Entry), 83 (Exit)
Fitted Curve: 214 (Total), 103 (Entry), 111 (Exit)

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
560

LAND USE GROUP:
(500-599) Institutional

LAND USE :
560 - Church

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Sunday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
15.37 Calculate

# DAILY TOTAL TRIP GENERATION

## DATA STATISTICS

**Land Use:**
Church (560) Click for Description and Data Plots

**Independent Variable:**
1000 Sq. Ft. GFA

**Time Period:**
Weekday

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
5

**Avg. 1000 Sq. Ft. GFA:**
23

**Average Rate:**
7.60

**Range of Rates:**
4.35 - 13.14

**Standard Deviation:**
3.01

**Fitted Curve Equation:**
T = 5.40(X) + 50.83

**$R^2$:**
0.69

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 117 (Total), 58 (Entry), 59 (Exit)
Fitted Curve: 134 (Total), 67 (Entry), 67 (Exit)

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
560

LAND USE GROUP:
(500-599) Institutional

LAND USE :
560 - Church

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
15.37 Calculate

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Second Reading of Ordinance No. 2024-39, Amending the Comprehensive Plan.

**DEPARTMENT:** Planning

**PREPARED BY**: Carol Kuhn, Planning Director

**ATTACHMENTS:** ORD-2024-39, Exhibit A, Summary of Proposed Changes, TABLCONT EAR 2024, Chapter 1 FLU - EAR 2024, Chapter 2 TRAN - EAR 2024, Chapter 3 Housing - EAR 2024, Chapter 4 PubServ - EAR 2024, Chapter 6 Conservation - EAR 2024, Chapter 7 Rec Open Space - EAR 2024, Chapter 8 Intgovt Coord - EAR 2024, Chapter 9 CIE - EAR 2024, Chapter 10 PSFE - EAR 2024, Chapter 11 Property Rights Element - NO Change, Chapter 12 - Econ Dev Element Draft, Chapter 13 - Placemaking Element Draft, Figure 1 - Future Land Use Map, Figure 2 - DeLand Historic Districts_May 2024 (ada), Figure 3 - Potable Water Wells_May 2024 (ada), Figure 4 - Waterbodies & Wetlands_May 2024 (ada), Figure 5 - Soil Limitations_May 2024 (ada), Figure 6 - Floodplains_May 2024 (ada), Figure 7 - Southwest Activity Center_May 2024 (ada), Figure 8 - LWGC_May 2024 (ada), Map 2-1 Roadway Functional Classification_May 2024 (ada), Map 2-2 Number of Lanes and Road Types_May 2024 (ada), Map 2-3 Volusia County LOS Map_May 2024 (ada), Map 2-4 Hurricane Evac Routes_May 2024 (ada), Map 2-5 Parking Facilities Downtown_May 2024 (ada), Appendix A - MONITORING AND EVALUATION PROCESS, APPENDIX B EAR Cycle Amendments 6-7 draft, REPEAL & REPLACE Appendix A - Monitoring Evaluation , Public Comment - j.carter, CIP 5 Year 2024

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

The Planning Division has proposed numerous updates and revisions to the City's Comprehensive Plan. This update includes priorities from the Commission's newly adopted Strategic Plan, revises and updates each of the existing chapters, adds two new chapters - one for Economic Development and one for Placemaking, and updates the maps.

The last Comprehensive Plan Evaluation and Appraisal proposal was initiated in 2016, but was not completed. The City adopted the Property Rights Element in 2021 and added the Transitional Residential Development Future Land Use Category in 2022. The City did not submit the required 2023 Evaluation and Appraisal proposal or complete the 2023 EAR. In 2023, the State passed legislation specifying that Comprehensive Plans include 10 and 20 year population projections.

Planning staff have completed a full Evaluation and Appraisal for the Comprehensive Plan and contracted with the University of Florida Bureau of Economic Business Research (BEBR) for population projections through 2050. The scope of the project encompasses not only the city's current corporate limits, but also the entire utility service area. The City worked with Volusia County to acquire land use, zoning and development information outside the City limits, but within the City's Utility Service Area Boundary. The broadened analysis will help guide future decisions related to planning, infrastructure, recreation and emergency services from now until 2050. BEBR has provided the required population projections that are incorporated into the update.

Staff included two new Elements - Placemaking and Economic Development. These two new elements align with the City's recently updated Strategic Plan and the adopted 2050 Vision Plan. The overriding principle heard from the residents was: "Preserve the small-town feel" of DeLand. The addition of a Placemaking element provides goals and policies to guide development while maintaining the distinct small-town character of the city. The new Economic Development chapter builds off of the Strategic Plan elements regarding economic development, business retention, and a vibrant downtown. The proposed revisions also encourage a grid pattern in new development to help offset the potential traffic impacts of our continued growth. Staff also updated references to studies, strategies, and projects throughout the Comprehensive Plan.

This update also repeals and replaces the 1993 Evaluation and Monitoring statement found in Appendix A with a modern, more simplified and streamlined version.

Staff conducted a Community Open House on May 16, 2024, and the summaries were placed on the City's website for public review and comment. Summaries of the revisions, redlined text amendments, and updated maps are included.

At their June 12, 2024 meeting, the Planning Board voted to recommend adoption of the update to the Comprehensive Plan.

Following the City Commission first reading on July 1, 2024, the Comprehensive Plan Amendment was transmitted to the Department of Commerce for review and approval. The Department of Commerce submitted an Objections, Recommendations, and Comments Report which identified an objection and recommendations regarding measures that could be taken to address the objection. A copy of this report is attached. The following revisions were made to address the Department of Commerce Comments:

Chapter 1 - Future Land Use Element - Updated references to River to Sea TPO to recognize the new name - Volusia-Flagler TPO.

- Chapter 2 - Transportation Element - Staff clarified the level of service for State Highway System Facilities for both urban and rural areas within the City:

| **Facility Type** | **Level of Service Standard** |
|---|---|
| SIS Facilities (Freeway)~~:~~ | D (C) |
| Non-SIS State Facilities~~:~~ | ~~E~~D |
| SHS Facilities (Urban)~~:~~ | D |
| SHS Facilities (Non-Urban)~~:~~ | C |
| Arterials~~:~~ | E |
| Collectors~~:~~ | E |

And updated all references to the River to Sea TPO to the Volusia-Flagler TPO.

- Chapter 4 - Public Services Element

The following sections were updated:
Objective ww3.1: Update the City's "Utility Master Plan" every five to ten 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). Construction of the Wiley M Nash Water Reclamation Facility Expansion & upgrades project began October 2023, and is expected to be completed by November 2026. To achieve the more stringent TMDL limits, the improvements will take the facility from an advanced secondary

wastewater treatment facility to an advanced wastewater treatment facility. These improvements will bring the capacity from 6 MGD average annual daily flow (AADF), to 8 MGD AADF, with a hydraulic peaking factor of 16 MGD. The new facility is designed to accommodate future growth and expansion.

Policy ww3.1.3: The City will continue to work on the Central Springs/East Coast Regional Water Supply Plan (CSEC RWSP) and will continue interlocal cooperation and coordination to complete this water supply plan.

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. In cases where septic systems are allowed to be installed, the City will only allow aerobic septic systems for all future onsite sewage and disposal systems (OSTDS) within the Volusia Blue Springs, Lake Harney / Middle St. Johns River, and Lower St. Johns Mainstream BMAP areas within the city limits.

Policy ww3.2.5: The City has a number of septic to sewer conversion projects planned for the next 5 to 10 years. The projects within the City limits and within a BMAP include: the Timbers (50 homes), Westminster Woods (57 homes), and a portion of the Spring Hill area which would equate to the elimination of approximately 310 septic systems within the City Limits and a BMAP. Other projects are outside of the City limits, but within a BMAP such as Daytona Park Estates, DeLand Highlands, Longleaf Plantation, and Country Club Estates. Some projects may be exempted due to lot size. The City will explore funding options to convert these sites from septic to sewer in accordance with State Statues.

Policy ww3.2.6: The City shall require that any septic tank system that fails within the city limits must meet this new requirement. Connection to the local utility wastewater system or modification to an aerobic septic system meeting the (OSTDS) is required instead of undertaking any type of repair to the non-complaint system.

Policy ww.3.2.7: The City will explore funding opportunities for septic to sewer conversion projects.

- Chapter 9 Capital Improvements Element

The following revisions were made:
Objective ci1.7: The schedule of capital improvements shall include a list of projects necessary to achieve the pollutant load reductions established in the basin management action plan (BMAP).

Policy ci1.7.1: Future growth within the City's service area is largely projected to be connected to the sewer system. In cases where septic systems are allowed to be installed, the City will only allow aerobic septic systems for all future onsite sewage and disposal systems (OSTDS) within the Volusia Blue Springs, Lake Harney/Middle St. Johns River, and Lower St. Johns Mainstream BMAP areas within the city limits.

Policy ci1.7.2: The City has a number of septic to sewer conversion projects planned for the next 5 to 20 years. Some projects are within the City limits and within a BMAP such as: the Timbers (50 homes), Westminster Woods (57 homes), and a portion of the Spring Hill area which would equate to the elimination of approximately 310 septic systems within the City Limits and a BMAP. Other projects are outside of the City limits, but within a BMAP such as Daytona Park Estates, DeLand Highlands, Longleaf Plantation, and Country Club Estates. Some projects may be exempted due to lot size. The City will explore funding options to convert these sites from septic to sewer in accordance with State Statues.

Policy ci1.7.3: The City will explore funding opportunities for septic to sewer conversion projects.

Following the October 7, 2024 2nd reading at City Commission, all underline and strikethrough text will be updated and the Comprehensive Plan update will be forwarded to the Department of Commerce following the process specified in the report.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

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

**SUSTAINABILITY:**

The Comprehensive Plan update will include additional sustainability goals, policies, and objectives.

**FISCAL IMPACT:**

While staff is conducting the update in-house with existing staff, the population projections were provided by the University of Florida Bureau of Economic Business Research at a cost of $25,900.00. This cost was fully budgeted.

**RECOMMENDATION:**

It is recommended that the City Commission adopt the update to the Comprehensive Plan on second reading and direct staff to finalize the approved revisions and forward the updated Comprehensive Plan to the Florida Department of Commerce.

**BACKGROUND/DISCUSSION:**

The last Comprehensive Plan Evaluation and Appraisal proposal was initiated in 2016, but was not completed. The City adopted the Property Rights Element in 2021 and added the Transitional Residential Development Future Land Use Category in 2022. The City did not submit the required 2023 Evaluation and Appraisal proposal or complete the 2023 EAR. In 2023, the State passed legislation specifying that Comprehensive Plans include 10 and 20 year population projections.

Planning staff have completed a full Evaluation and Appraisal for the Comprehensive Plan and contracted with the University of Florida Bureau of Economic Business Research (BEBR) for population projections through 2050. The scope of the project encompasses not only the city's current corporate limits, but also the entire utility service area. The City worked with Volusia County to acquire land use, zoning and development information outside the City limits, but within the City's Utility Service Area Boundary. The broadened analysis will help guide future decisions related to planning, infrastructure, recreation and emergency services from now until 2050. BEBR has provided the required population projections that are incorporated into the update.

**ORDINANCE NO. 2024 - 39**

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF DELAND BY REVISING THE FOLLOWING ELEMENTS: FUTURE LAND USE, TRANSPORTATION, HOUSING, PUBLIC SERVICES, CONSERVATION, RECREATION AND OPEN SPACE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENT, AND PUBLIC SCHOOL FACILITIES; AND BY ADDING TWO ADDITIONAL ELEMENTS: ECONOMIC DEVELOPMENT AND PLACEMAKING; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, F.S. §163.3161, et seq., creates the Local Government Comprehensive Planning and Land Development Regulation Act (hereinafter the "Act"); and

**WHEREAS**, the Act requires each local government in the State of Florida to prepare and adopt a comprehensive plan; and

**WHEREAS**, the City Commission adopted a comprehensive plan for the future growth and development of the City pursuant to Ordinance No. 90-4, as amended (hereinafter the "Comprehensive Plan"); and

**WHEREAS,** F.S. §163.3191 requires each local government, to include the City of DeLand, to evaluate and appraise its comprehensive plan periodically and the amendments to the City's Comprehensive Plan adopted by this Ordinance are a result of the City's evaluation and appraisal process; and

**WHEREAS**, the City Commission has designated the Planning Board as the "local planning agency" responsible for reviewing proposed Comprehensive Plan amendments; and

**WHEREAS**, the Planning Board held a public hearing after due public notice in accordance with F.S. §163.3164(17) for the purpose of making recommendations concerning the proposed Comprehensive Plan amendments.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The City Commission hereby amends the Comprehensive Plan for the City of DeLand by revising the following elements: Future Land Use, Transportation, Housing, Public Services, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvement, and Public School Facilities, and by adding two additional elements: Economic Development and Placemaking, as described in Exhibit "A" attached hereto, and by reference made a part hereof.

**Section 2**. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

**Section 3**. The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that this amendment is in compliance. If the amendment is timely challenged, or if the state land

planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or development dependent on this amendment may be issued or commence before it has become effective.

**PASSED AND DULY ADOPTED** this 7th day of October, 2024.

_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: July 01, 2024
Adopted on second reading: October 07, 2024

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

# EXHIBIT "A"

TABLE OF CONTENTS

CHAPTER 1 - FUTURE LAND USE ELEMENT
CHAPTER 2 - TRANSPORTATION ELEMENT
CHAPTER 3 – HOUSING ELEMENT
CHAPTER 4 – PUBLIC SERVICES ELEMENT
*Chapter 5 omitted*
CHAPTER 6 - CONSERVATION ELEMENT
CHAPTER 7 – RECREATION AND OPEN SPACE ELEMENT
CHAPTER 8 – INTERGOVERNMENTAL COORDINATION ELEMENT
CHAPTER 9 – CAPITAL IMPROVEMENT ELEMENT
CHAPTER 10 – PUBLIC SCHOOL FACILITIES ELEMENT
CHAPTER 12 – ECONOMIC DEVELOPMENT ELEMENT
CHAPTER 13 – PLACEMAKING ELEMENT

FIGURE 1 – FUTURE LAND USE MAP
FIGURE 2 – DELAND HISTORIC DISTRICTS MAP
FIGURE 3 – POTABLE WATER WELLS MAP
FIGURE 4 – WATERBODIES AND WETLANDS MAP
FIGURE 5 – SOIL LIMITATIONS MAP
FIGURE 6 -FLOODPLAINS MAP
FIGURE 7 – SOUTHWEST ACTIVITY CENTER MAP
FIGURE 8 – LAKE WINNEMISSETT GATEWAY CORRIDOR PLAN MAP

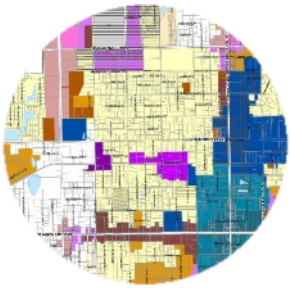
MAP 2-1 – ROADWAY FUNCTIONAL CLASSIFICATION
MAP 2-2 – NUMBER OF LANES AND ROAD TYPE
MAP 2-3 – ROADWAY LEVEL OF SERVICE STANDARD 2035 VOLUSIA COUNTY
MAP 2-4 – DESIGNATED HURRICANE EVACUATION ROUTES
MAP 2-5 – DOWNTOWN PARKING FACILITIES

APPENDIX A – MONITORING AND EVALUATION PROCESS
APPENDIX B – EAR CYCLE AMENDMENTS

# 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 and 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 storm-water 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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~~Updated as of Cycle 14-2~~


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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~~

| ~~Amendment Cycle~~ | ~~Date Adopted~~ |
|---|---|
| ~~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~~ | ~~November16, 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.

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| AADT | Annual Average Daily Traffic |
| BEBR | Bureau of Economic and Business Research |
| CBD | Central Business District |
| CDMT | Concurrency Data Management Tool (Volusia County) |
| CDBG | Community Development Block Grant |
| CFASPP | Continuing Florida Aviation System Planning Process |
| CFRPM | Central Florida Regional Planning Model |
| CIE | Capital Improvement Element |
| CIP | Capital Improvement Program |
| CLG | Certified Local Government |
| CRA | Community Redevelopment Agency |
| CUP | Consumptive Use Permit |
| DEO | Florida Department of Economic Opportunity |
| DRI | Development of Regional Impact |
| DU/A | Dwelling Units per Acre |
| EAR | Evaluation and Appraisal Report |
| ECFRPC | East Central Florida Regional Planning Commission |
| ERU | Equivalent Residential Units |
| FAA | Federal Aviation Administration |
| FAC | Florida Administrative Code |
| FAR | Floor Area Ratio |
| FDEP | Florida Department of Environmental Protection |
| FDOT | Florida Department of Transportation |
| FGFWFC | Florida Fish and Wildlife Conservation Commission |
| FIHS | Florida Intrastate Highway System |
| FTA | Federal Transit Administration |
| GCPD | Gallons per Capita per day |
| 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 |
| LWGC | Lake Winnimissett Gateway Corridor |
| LRTP | Long Range Transportation Plan |
| MGD | Million Gallons per Day |
| MMTD | Multimodal Transportation District |

| | |
|---|---|
| MSL | Mean Sea Level |
| NCC | Neighborhood Convenience Center |
| NCD | New Community Development |
| ND | Neighborhood Development |
| PD | Planned Development |
| SIS | Strategic Intermodal System |
| SJRWMD | Saint Johns River Water Management District |
| SRTS | Safe Routes to School |
| SSMP | Site Mitigation and Management Plan |
| 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 |
| TRD | Transitional Residential Development |
| TRIP | Transportation Regional Incentive Program |
| TSD | Technical Support Document for the Transportation Element |
| USFWS | U.S. Fish and Wildlife Service |
| VC | Volusia County |
| VCOG | Volusia Council of Governments |
| VGMC | Volusia Growth Management Commission |
| VOTRAN | Volusia County Public Transportation System |
| 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

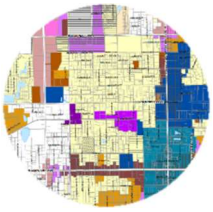
element will serve as the policy guidelines for elected and appointed officials. In addition to the Goals, Objectives and Policies, a Future Land Use Map must be included in the Comprehensive Plan to help guide actions of the City which affect the use of land. The time frame of the City of DeLand Comprehensive 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 _____.



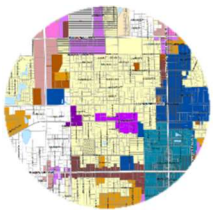
# CHAPTER 1

# FUTURE LAND USE ELEMENT

## Future Land Use Categories

## and

## Goals, Objectives, and Policies



# FUTURE LAND USE DESIGNATIONS

Introduction:

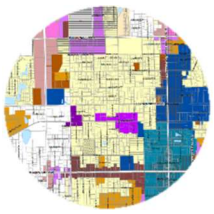
The overall goals of the Future Land Use element are to ~~e~~insure that future development is directed in a harmonious pattern with existing development and the natural systems. It is intended to provide guidelines for orderly future development in accordance with the provision of adequate community facilities and services compatible with the surroundings. 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 ~~e~~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.

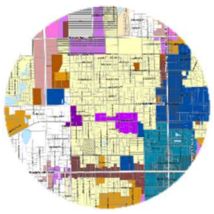
*Non-Residential Density* - This variable is a measure of land use intensity, which is computed by multiplying the floor area ratio (FAR) allowed by the total gross area of the nonresidential parcel.

*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.

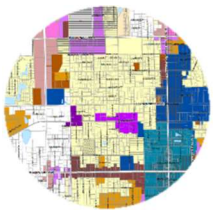
*Gross Square Foot (GSF)* - The total number of square footage under roof.

*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.



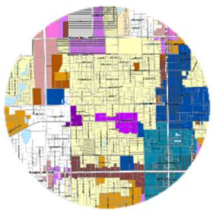
# AGRICULTURAL CONSERVATION DESIGNATION

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:

- Single Family Detached
- Pasture Land
- Farms/Ferneries
- General Agriculture
- 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

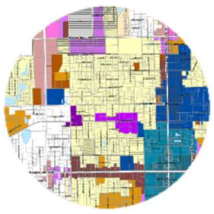
Description: Areas for suburban density residential dwelling units with a range of 0.2 to 4 dwelling units per acre. In reviewing rezoning requests, the specific density will depend on locational factors, in particular, compatibility with adjacent uses and availability of public facilities. However, 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:

- Single Family Residential, attached or detached
- Cluster
- Zero lot line
- Office
- 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.

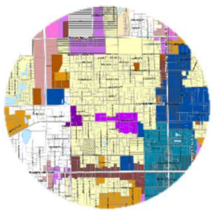
Neighborhood Convenience Center (NCC):

- Located along collectors, with preference given to locations at the intersections of collectors with arterials.
- New convenience centers shall not be located internally within existing single-family developments unless part of a Planned Development (PD).
- Uses do not encourage urban sprawl.
- Designed to serve the needs of the immediate neighborhood.
- Building size, sufficient setbacks, landscaping and buffers to maximize visual compatibility.

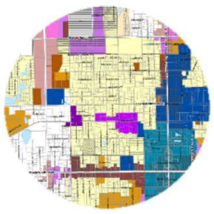
The general characteristics for a NCC are represented by the following standards:

- Typical site area: 2 acres (max. 5 acres)
- Gross Leasable Area: up to 10,000 sq. ft. (no one use to exceed 5,000 sq. ft.)
- Intensity: 0.18 FAR
- 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.

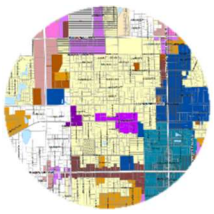
General Type of Development:

- Single-Family Residential
- Cluster Development
- 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:

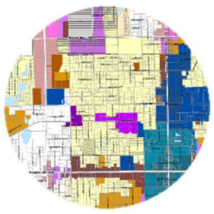


a) Internal trail and bike lanes with connections to adjacent trails and natural areas are constructed throughout the development area.
b) Sidewalks and bike lanes provided throughout the development area.
c) The project is located within a mile of an arterial, interstate, or the SunRail station.
d) 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, trials, 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)

| Preserved Open Space | Density Bonus | Maximum Density (du/ac) |
|---|---|---|
| 50% | 20% | 3 du/ac |
| 60% | 30% | 3.25 du/ac |



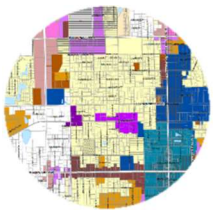
# LOW DENSITY RESIDENTIAL DESIGNATION

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.

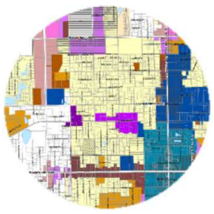
General Type of Development:

- o Conventional, on-site built single-family dwelling units, attached or 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.



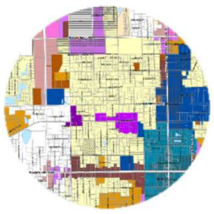
## MEDIUM DENSITY RESIDENTIAL DESIGNATION

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.

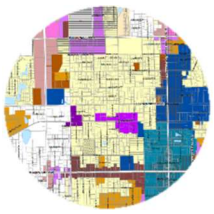
General Type of Development:

- Single-family, attached or detached
- Patio homes
- Townhomes
- Duplexes
- Multifamily units
- Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- Elementary and middle schools
- 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.



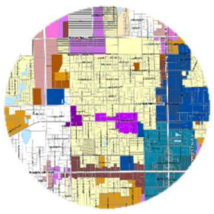
## HIGH DENSITY RESIDENTIAL DESIGNATION

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:

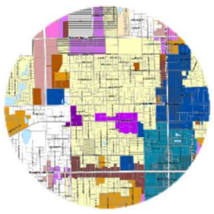
- Boarding houses
- Condominiums
- Townhouses
- Apartment complexes
- Community Residential Homes, multi-family
- Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- Middle and high schools
- Mixed-use developments

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 ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 16 dwelling units per acre.



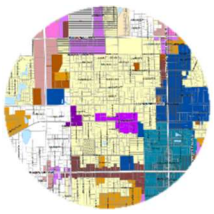
## MIXED OFFICE/RESIDENTIAL DESIGNATION

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.



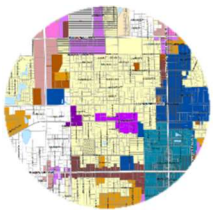
## MIXED COMMERCIAL DESIGNATION

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:

- Residential development, both single family and multiple family
- Conversion of residential structures into office, service and/or retail uses
- Office complexes
- High schools
- 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.
- 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.

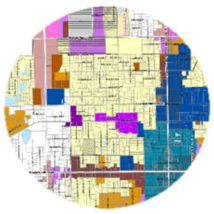


- Small Neighborhood Shopping Center. Major tenants include a variety or outlet store with a personal service or convenience store serving as the anchor. The travel time is up to three minutes, since the radius of the market is approximately .5 mile and the gross leasable area is 5,000 to 30,000 square 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:

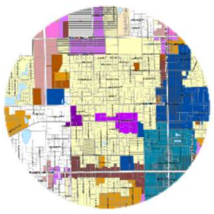
Neighborhood convenience centers shall be located so as to be easily accessible to both automobiles and to the pedestrians who live within the immediate area. They will be compatible with the character of the surrounding area, without disruption to said areas, and discourage strip-commercial developments.

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:

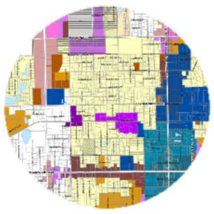
- Retail Sales and Services
- Office
- Restaurant
- Shopping Centers
- Hotel/motel

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:

- FAR - 0.25
- Impervious surface – 70% max.

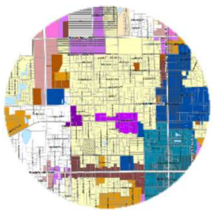


## HIGHWAY COMMERCIAL DESIGNATION

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:

- Multifamily residential development up to 16 DU/A
- Office complexes
- High schools
- 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.
- 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



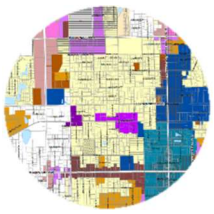
time is up to three minutes, since the radius of the market area is approximately up to .5 mile and the gross leasable area is 5,000 to 30,000 square feet on 1/2 to 3 acres. The number of stores range from 2 to 5.

- 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

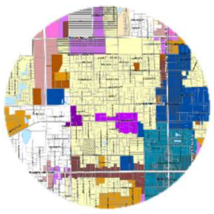


developed areas of the city. Whereas, areas designated as Highway Commercial tend to be located in the outlying or newly developed areas of the city. They serve a variety of residential, office and commercial needs and are oriented toward land uses which have regional or sub-regional market areas.

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.

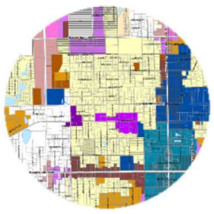
Neighborhood convenience centers shall be located within easy walking distance of residents in the trade area, and where they will be compatible with the character of the surrounding area without disruption of said areas. Neighborhood shopping centers shall be located at the intersection of thoroughfares 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.



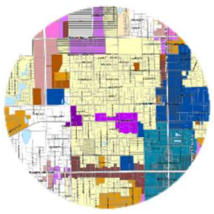
# DOWNTOWN COMMERCIAL DESIGNATION

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:

- 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.
- Government Complex - institutional and office, for City and County services.
- Mixed use of commercial and office, high-density residential, and public spaces (parks).

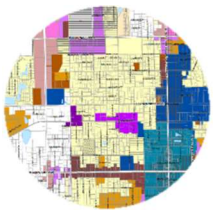
Policy Guidelines: Land uses shall be mixed whenever possible to provide diversity. Major categories should include institutional/governmental office, commercial and retail, cultural, and residential. New developments shall be coordinated, even among separate developers, in order to develop a site/structure 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.



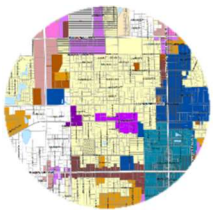
# INDUSTRIAL/WAREHOUSE DESIGNATION

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:

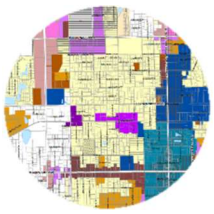
- Research and development
- Manufacturing
- Electronics manufacturing
- Office/showroom/warehouse facilities.
- Warehousing.
- Retail commercial and service land uses which serve the industrial, warehousing and wholesale land uses, or which are not compatible with other commercial land use designations.

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.



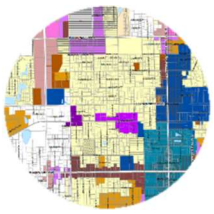
# RAIL SPUR COMMERCIAL DESIGNATION

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:

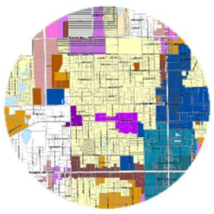
- Research and development
- Warehousing
- Contractors and trade shops
- Wholesale activities
- Bulk storage
- Showroom commercial
- Retail (accessory only)
- Services (limited)
- Offices
- Light manufacturing (limited)
- Mixed-use developments

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.



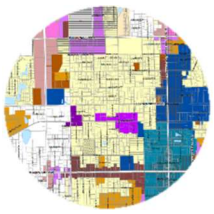
## REDEVELOPMENT DESIGNATION

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.

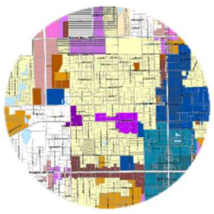


## ACTIVITY CENTER DESIGNATION

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.

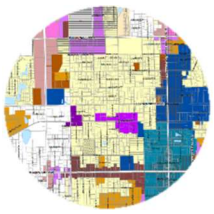


Activity Centers generally should contain limited amounts of retail-type commercial development. The area closest to the interstate is a high-visibility area that should be designed in a manner that utilizes the interchange to its best advantage. More extensive retail commercial uses may be permitted if these uses are consistent with the City's economic development strategies.

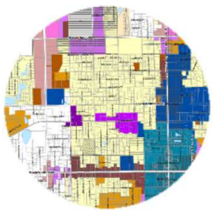
Activity Centers may be designed to serve many different property owners, but should function in such a manner as to share facilities and services. Coordination among the various projects provides better efficiency of governmental services and reduces redundancy. One of the more important aspects of 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



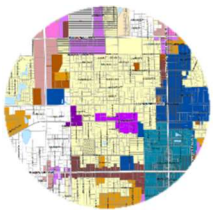
and Policies are contained in the Local Plan section at the end of this element.



## 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.

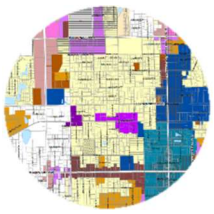
Because of the concentration of various land uses and the integration of environmental concerns as a priority of New Community Development, the City will engage in a collaborative planning process with the developer, in order to holistically address varying community needs in a flexible, yet systematic 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

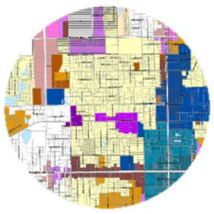


subordinate to and support a workplace environment; hotel and office together with appropriate supporting uses including, but not limited to, office support facilities, restaurants, day care, and uses similar to and compatible with the permitted uses.)

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.

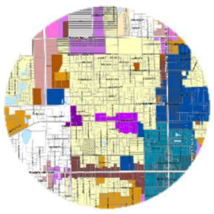


Development will be permitted within New Community Development districts consistent with the land use designation set forth above. It is the intent of the City to maximize the attributes of size resulting from large-scale planned communities and within these districts allow the development of a mix of 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

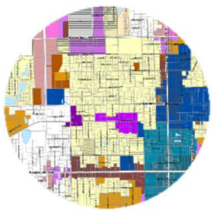


Approval (ADA).

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.

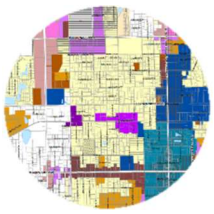
In addition to the foregoing, Village Center within NCD designated development should encourage development of a neighborhood grocery store to serve residents within NCD development. As a guide to determine the appropriate size of a target neighborhood grocery store, a standard of 10 square feet per 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 of 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.**

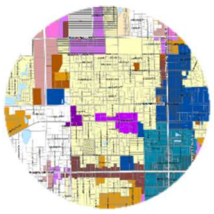
Institutional uses (i.e. churches, meeting halls, libraries, schools and other



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.**

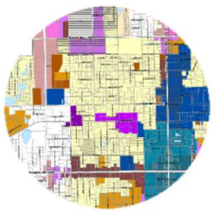
If specific urban design standards and land use designations are not adopted as part of a Planned Development (PD) district (See City of DeLand Land Development Regulations (LDR's) s33.01-33.151, hereinafter LDR's) to guide development of the lands designated NCD, then the City's existing site design 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.

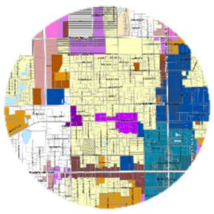
**GUIDELINE 9.**

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 negations 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

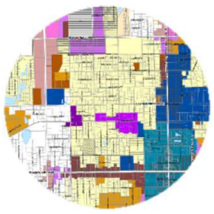
Description: The Educational land use designation applies to all public and private schools. This designation also applies to higher education institutions within the greater DeLand area.

General Type of Development:

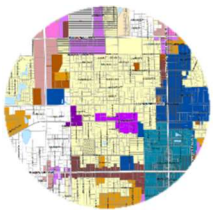
- o Elementary schools
- o Middle schools
- o High schools
- o Colleges
- o Technical schools
- o Residential
- o Religious Institutions

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.



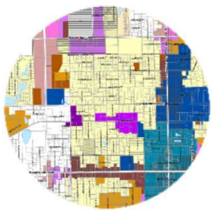
# INSTITUTIONAL DESIGNATION (OVERLAY)

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:

- Govt. buildings including city, county, state, and federal
- Libraries
- Museums
- Hospitals
- Fire/Police
- 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.)



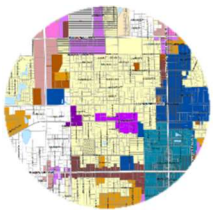
# RECREATIONAL DESIGNATION (OVERLAY)

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:

- Regional parks
- Community parks, both passive and active
- Urban district parks
- Neighborhood parks
- Playgrounds and tot lots
- Special Facilities
- Golf Courses/Golf Course Communities
- Country Clubs, with or without golf courses and other accessory recreational land uses

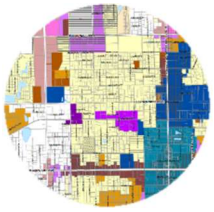
Policy Guidelines: Open space and recreational areas shall be utilized to buffer or separate incompatible land uses. The City shall utilize recreation and open space uses to protect valuable environmental functions such as recharge and water storage areas. Where practical, bike paths and pedestrian walkways 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.



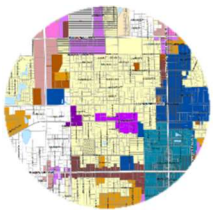
# HISTORICAL DESIGNATION (OVERLAY)

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.



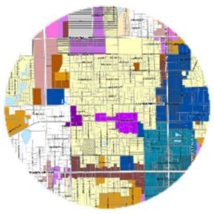
# MULTIMODAL SUPPORTIVE AND MIXED-USE DESIGNATION (OVERLAY)

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:

- Multi-family residential structures (i.e., free standing multifamily residential and multifamily residential above the first floor of nonresidential land uses)
- Commercial/Retail
- Recreational
- Special Facilities (e.g., cultural, arts, educational centers)
- Mixed use of commercial and office, higher density residential
- 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.



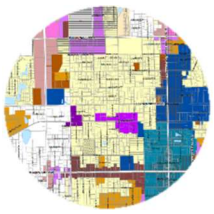
Upon complying with either the Multimodal Supportive or Mixed-Use Overlay purpose and design principles, residential density may be increased up to 50% of the underlying land use designation.

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.



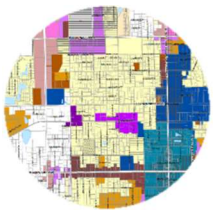
Mixed-use developments give residents the opportunity to live near the places where they work and shop. With the right design and appropriate land use mix, this type of development also facilitates the use of alternative modes of transportation, permits increases in density where City utilities and services 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)

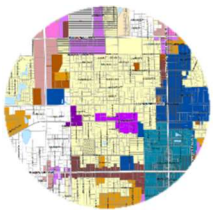
Description:

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.



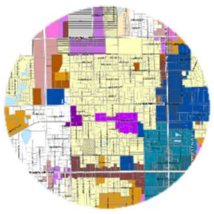
d. Encourage uses of land, which reduce transportation needs and which conserve energy and natural resources.
e. Lower development and building costs by permitting smaller networks of utilities and streets and the use of more economical building types and shared facilities.
f. Permit the combining and 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.

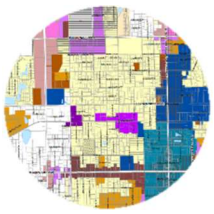
o *Support uses.*

- 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



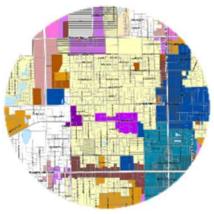
development shall also be subject to the Community Health Overlay policies herein. Developing pursuant to this Overlay constitutes a waiver of the ability to develop under the current Future Land Use designation or the existing zoning classifications as of November 1, 2013.

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.

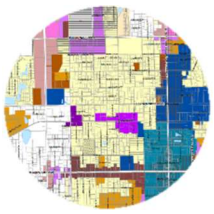
The general characteristics for development are represented by the following standards:

- 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.*



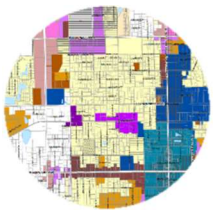
All land uses within the proposed development shall be compatible with other proposed uses. Factors demonstrating internal compatibility include:

- 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.

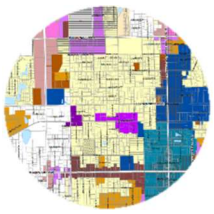
o *External compatibility.*

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.

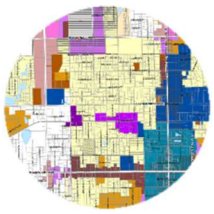
For informational purposes, a goal is a generalized statement of a desired end toward which objectives, and policies are directed. Objectives are statements, more specific in nature, which further define the city's goals. Objectives should be formulated in a way that permits the determination of policies 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:

f1.1.1 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.

f1.1.2 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.

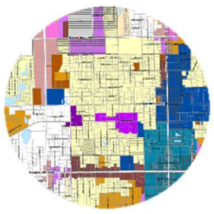
f1.1.3 Protect existing neighborhoods from incompatible land uses and densities by making land use decisions consistent with the Comprehensive Plan and Future Land Use Map.

f1.1.4 Discourage through-traffic on residential (local) streets by concentrating development to, in order of precedence, major and minor arterials, and major collectors.

f1.1.5 The City shall maintain a Historic Overlay Zoning District in existing historic residential neighborhoods.

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OBJECTIVE:



f1.2 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.

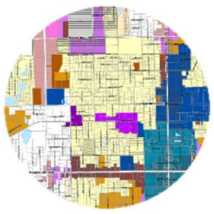
f1.2.3 Encourage small apartment complexes of medium density near areas of commercial development and employment areas, such as adjacent to Downtown and other local commercial areas.

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 Not withstanding 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.

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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.

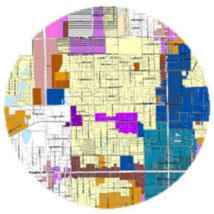
f1.3.3 The City shall conduct all condemnation and demolition proceedings in as efficient a time as possible.

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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



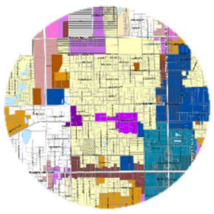
functioning together can enhance a sense of community.

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.

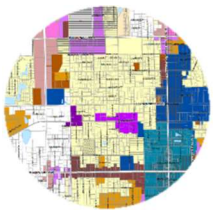
f1.4.5 Open space and recreational opportunities will be provided to enhance the livability of the neighborhood.

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.

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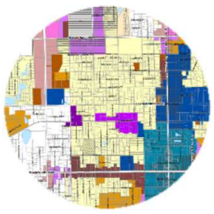
OBJECTIVE:

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:

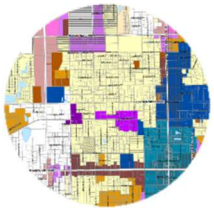
| LAND USE DESIGNATION | ZONING CLASSIFICATIONS |
|---|---|



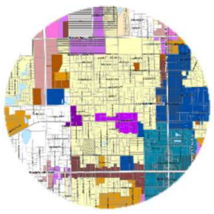
| | |
|---|---|
| Agricultural/Conservation* | R-R, R-R1, PD |
| Urban Low Intensity | PD |
| Transitional Residential Development | PD |
| Low Density Residential | R-R, R-R1, R-1A, R-1AA, R-1B,E1,PD |
| Medium Density Residential | R-1, R-2, R-M, R-8, R-12, E1, PD |
| High Density Residential | R-16, 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 |
| Transitional Residential Designation | PD |
| 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.

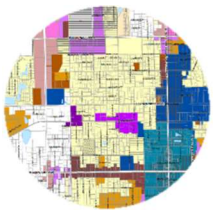
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OBJECTIVE:

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:



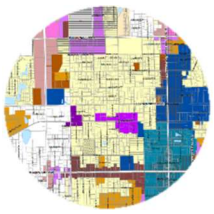
- Elementary Schools shall be permitted in Educational, Low Density Residential and Medium Density Residential.
- Middle Schools shall be permitted in Educational, Medium Density Residential and High Density Residential.
- High Schools shall be permitted in Educational, High Density Residential, Mixed 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.

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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.

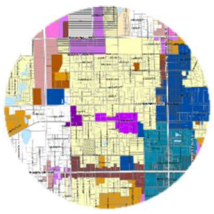
f2.3.2 Definitions for "multimodal supportive" and "mixed-use" development will be incorporated within the LDRs as part of the incentive-based program designed to encourage these types of development within the established overlays. The overlay districts serve as opt-in, incentive-based districts that 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 | |

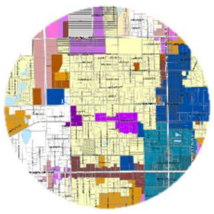
Land Use exchange based on net external PM peak hour – peak direction (entering) project traffic. The trip rates used in this matrix are derived from the approved Victoria Park DRI Trip Generation, with the exception of Commercial (Shopping Center) which is based on standard rates in ITE Trip Generation, 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~~7~~ 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.

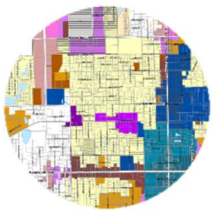
f2.4.3 The City will continue to control infrastructure extension to areas within the designated urban service area.

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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.

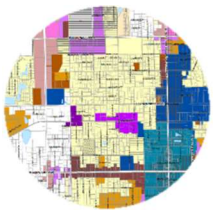
~~f3.1.2~~ ~~The City will require adequate setbacks, screening, and landscaping between incompatible land uses, through the implementation of development and subdivision regulations.~~

f3.1.~~3~~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.

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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.

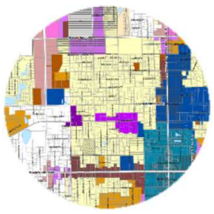
f3.2.2 'Airport hazards' and 'airport hazard area' shall each be defined in the Land Development Regulations and in accordance with §333.01 F.S.

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.

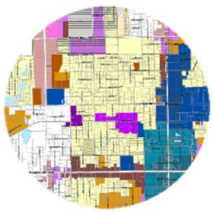
POLICIES:

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.

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OBJECTIVE:

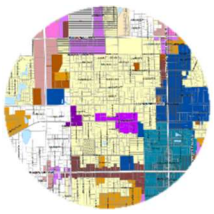
f4.2 Promote the rehabilitation and adaptive reuse of historic buildings within the Downtown area.

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.

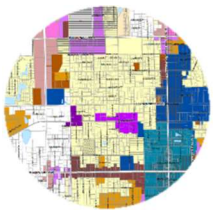
f5.1.2 Mixed Commercial Land Use designations should be regarded as areas which provide local retail and/or office to surrounding residential areas.

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.

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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:

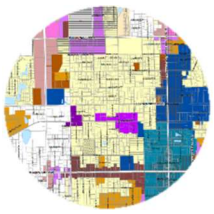
f5.2.1 The City will establish on the Future Land Use Map the following commercial land use designations:

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.

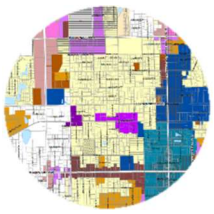
f5.2.5 The intent of the Redevelopment land use designation is to promote the rehabilitation of declining commercial developments and areas by allowing a mixture of commercial, light industrial, and residential land uses. Within the City's Redevelopment land use designation, the mix of land uses shall 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.

- Mixed Commercial:
  - Commercial uses: .75 FAR;
  - Secondary use: Residential: up to 60%, 10 DU/A
- Highway Commercial:
  - Commercial uses: 1 FAR;
  - Secondary use: Residential uses: up to 20%, 16 DU/A
- 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.

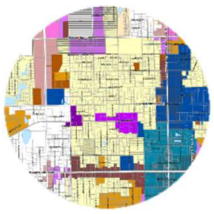
OBJECTIVE:

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.

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OBJECTIVE:

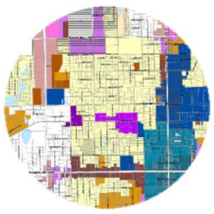
f6.2 Promote the development of the industrial park adjacent to the airport as specified in the 2014 City of DeLand Airport Master Plan.

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.

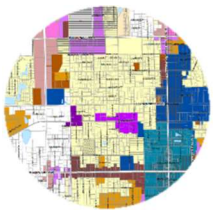
POLICIES:

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~~ Volusia-Flagler TPO~~'s~~ Transit Development Design Guidelines as a model for transit-supportive development

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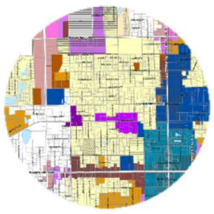
OBJECTIVE:

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 ~~culs-de-sac~~ cul-de-sacs.

f8.2.2 Mixed-use projects will be encouraged as a way to reduce vehicle miles traveled through the situating 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.

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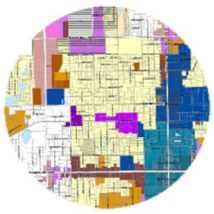
OBJECTIVE:

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.

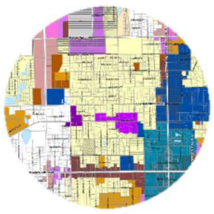
**GOAL f-9:** Protect environmentally-sensitive areas and natural resources adjacent to and within the city limits of DeLand from development.

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:

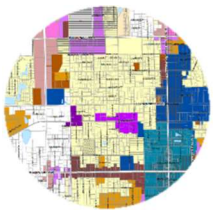
a) Conservation
b) Environmental Systems Corridor
c) Forestry Resource
d) Agricultural Resource

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.

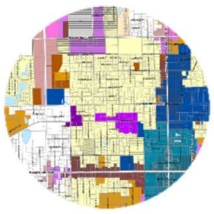
f9.2.4 As there is a need to protect our region's water resources from inefficient and wasteful use and from damaging practices, the City shall seek to promote the standards set forth in the Volusia County Water-wise Ordinance, and by the University of Florida/IFAS Extension's Florida-Friendly Landscaping™ 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.

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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.

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OBJECTIVE:

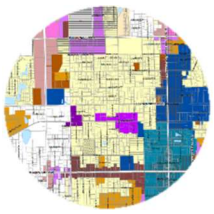
f10.2 Those resources identified in the DeLand Historic Properties Survey or the Local Register will be evaluated for historic and/or architectural, and/or archaeological significance and receive the appropriate recognition for the designated significance.

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.

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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.

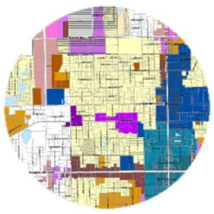
f10.3.2 ~~The ordinance shall r~~Require a Certificate of Appropriateness to regulate alterations to the exterior or demolition of any designated significant historic property and any new construction in a designated historic district.

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.

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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.

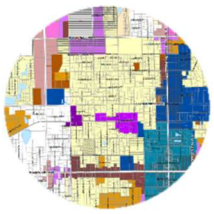
POLICIES:

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.

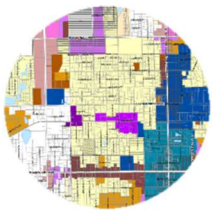
**GOAL f-11**: Implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent; alternative dispute resolution.

OBJECTIVE:

f11.1 The City will continue to uphold the public's right to participate in the Comprehensive Plan amendment process.

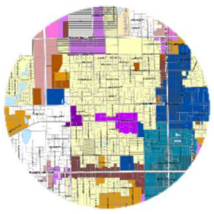
POLICIES:

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.



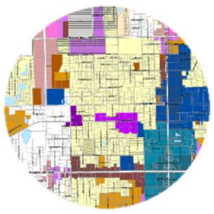
# LOCAL PLANS

## 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**

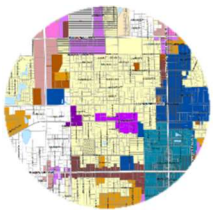
   Develop the Southwest Activity Center in a manner that contributes to the creation of quality light industrial space for Southwest Volusia which can compete with the Lake Mary/Heathrow area and other areas in north Orange County and Seminole County for this land use product.

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**

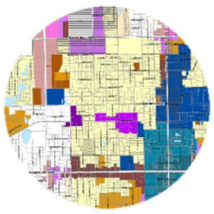
Encourage the necessary retail, service, institutional, and other uses necessary to support large-scale office and industrial markets envisioned for this activity center.

## 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.

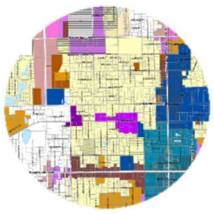
**A. Non-Residential**

(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.

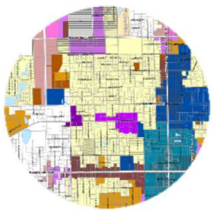
**B. Residential**

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):

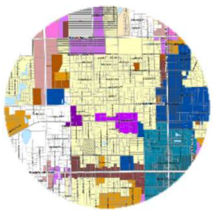
| | |
|---|---|
| Commercial/Retail | 706 sq. ft. |
| Office | 6,800 sq. ft. |
| Light Industrial | 6,900 sq. ft. |
| Hotel | 1 unit |

(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

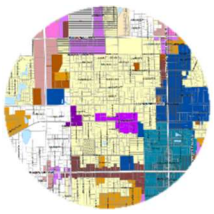


Target Building Program Entitlement Yield (Cumulative Per Acre):

| | |
|---|---|
| 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:

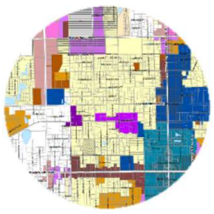
f13.1 sw Provide adequate and appropriate areas resulting in a mixture of urban land uses to reduce adverse impacts on adjacent jurisdictions.

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.

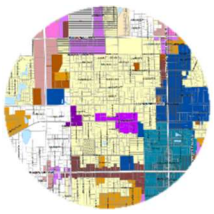
f13.1.4 sw Future development of lands within the Activity Center shall require rezoning to a Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate locational criteria and policies specified 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.

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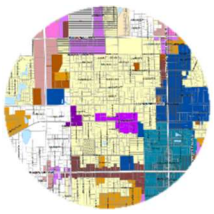
OBJECTIVE:

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;

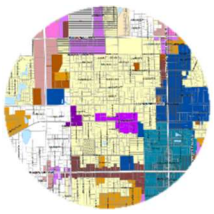
- require interconnected vehicular, transit, and non-vehicular movement throughout the Activity Center;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service 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.

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OBJECTIVE:

f13.3 sw Promote development within the Activity Center which protects and enhances the natural and built environment.

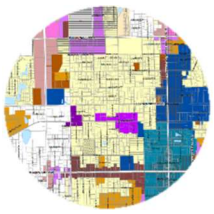
POLICIES:

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.

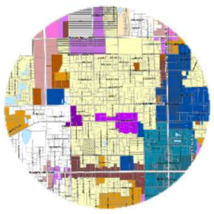
f13.3.6 sw All mitigation activities for listed species shall include a management plan intended to ensure the long term vitality of listed species populations.

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.

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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.

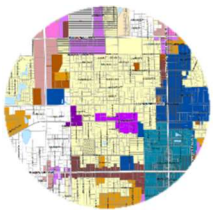
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OBJECTIVE:

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.

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OBJECTIVE:

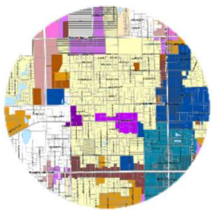
f13.6 sw Provide for the correction/mitigation of projected roadway level of service deficiencies.

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 Volusia-



Flagler 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:

| | |
|---|---|
| West Center | 19,600 |
| Commerce | 13,700 |
| Community | 4,700 |

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OBJECTIVE:

f13.7 sw: Promote development and programs which are designed to alleviate traffic congestion.

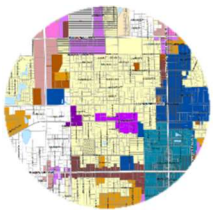
POLICIES:

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



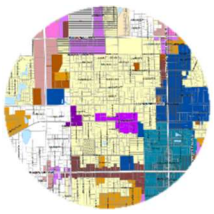
vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.

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

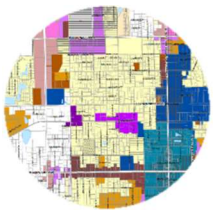
The Lake Winnemissett Gateway Corridor contains a development program that establishes a gateway into the City of DeLand by providing for a mix of land uses. The description of the suggested land uses is provided below.

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**

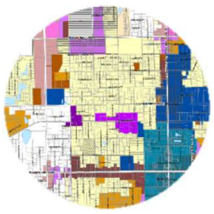
Purpose of this use is to provide an opportunity for housing related to employment, pedestrian linkage, and trip capture within the LWGC. The type of residential land uses range between single-family and multi-family (max. density of 16 du/ac). Residential uses may also be included in mixed use projects.

**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

High Density Residential (Max 16 du/ac)

## GOAL, OBJECTIVES, AND POLICIES FOR LAKE WINNEMISSETT GATEWAY CORRIDOR

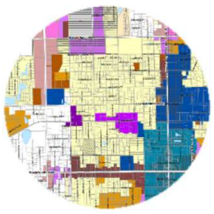
Development within the Lake Winnemissett Gateway Corridor shall be consistent with the goals, objectives, and policies enumerated below. These goals, objectives, and policies shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive 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:



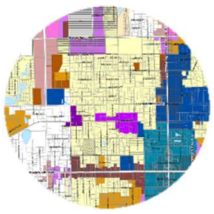
f14.1.1 w The Future Land Use Map for the Lake Winnemissett Gateway Corridor is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property. Not all lands within the LWGC study area are being assigned an LWGC land use designation 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.

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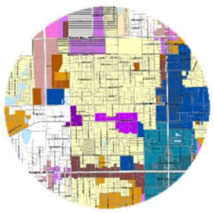
OBJECTIVE:

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



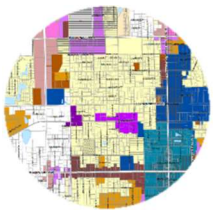
requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;

- 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.

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OBJECTIVE:

f14.3 w Promote development within the gateway which protects and enhances the natural and built environment.

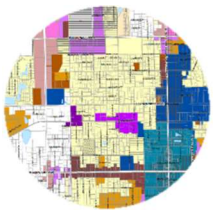
POLICIES:

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



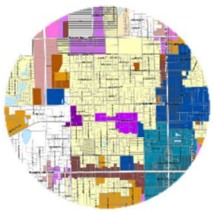
combination of the above mentioned mitigation approaches shall also be considered. All mitigation proposals shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and 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:

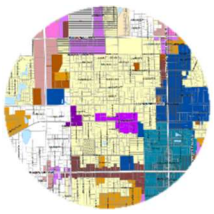
f14.4.1 w The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 44 corridor. Development 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.

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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

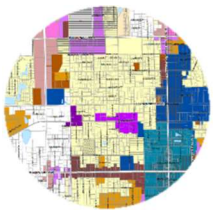
f14.6.2 w Once the total number of new, external, daily trips being generated from all new development with a Gateway land use designation exceeds 1,000 trips, an updated TIA per the Volusia-Flagler TPO Guidelines for a Transportation Impact Analysis must be prepared and submitted to the City for the 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 Volusia-Flagler 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.

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OBJECTIVE:

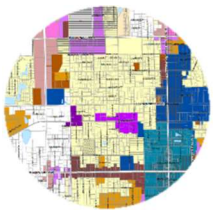
f14.7 w Promote development and programs which are designed to alleviate traffic congestion.

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.

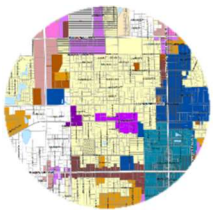


f14.7.4 w Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.

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 Polices 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 Volusia-Flagler 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~~



Volusia-Flagler 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~~ Volusia-Flagler 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.

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OBJECTIVE:

t1.2 Continue to coordinate local transportation system plans with the plans and programs of the ~~Volusia County~~ Volusia-Flagler 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~~ Volusia-Flagler TPO, and the State.

t1.2.2 Coordinate the development and maintenance of the City's transportation system with the FDOT, the ~~Volusia County~~ Volusia-Flagler 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~~ Volusia-Flagler 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 Volusia-Flagler 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.

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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 Volusia-Flagler 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~~ D |
| SHS Facilities (Urban)~~:~~ | D |
| SHS Facilities (Non-Urban)~~:~~ | C |
| Arterials~~:~~ | E |
| Collectors~~:~~ | E |

Per the 2045 Volusia-Flagler TPO Long Range Transportation Plan, within and adjacent to the City, t~~T~~he 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 Volusia-Flagler 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~~ Volusia-Flagler TPO concerning all multimodal transportation projects planned to be designed or constructed in the cost-feasible five-year plans of these agencies.

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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 Volusia-Flagler 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, ~~I~~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 e~~E~~stablish 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~~ Volusia-Flagler 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 e~~Evaluate the need for a downtown circulator trolley to alleviate travel on congested roads through the downtown area.

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OBJECTIVE:

t7.2 DeLand shall coordinate with and assist the ~~Volusia County~~ Volusia-Flagler 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~~ Volusia-Flagler 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.

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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.~~

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~~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~~ Volusia-Flagler 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.

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OBJECTIVE:

t9.3 Coordinate expansion of existing airports with the airport facilities' provider; the continuing Florida aviation-system-planning process; the ~~Volusia County~~ Volusia-Flagler 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.

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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 ~~c~~City'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.

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Objective h1.2: Continually seek the elimination of all substandard housing within the ~~c~~City 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 ~~P~~pursue 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 h1.2.3~~4~~: 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 h1.2.4~~5~~: Continue to utilize the City of DeLand Magistrate to enforce the Florida Building Code and eliminate substandard housing.

Policy h1.2.5~~6~~: All housing, except as exempted by the City's historic preservation ordinance, shall meet the minimum standards established by the Florida Building Code.

Policy h1.2.6~~7~~: 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.

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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.

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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 ELEMENT

**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)l 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.

| ~~Facility/ Service Area~~ | ~~Level of Service Standard~~ |
|---|---|
| ~~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 with ~~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 M~~m~~anagement 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~~ four (4) 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 to ten 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). Construction of the Wiley M Nash Water Reclamation Facility Expansion & upgrades project began October 2023, and is expected to be completed by November 2026. To achieve the more stringent TMDL limits, the improvements will take the facility from an advanced secondary wastewater treatment facility to an advanced wastewater treatment facility. These improvements will bring the capacity from 6 MGD average annual daily flow (AADF), to 8 MGD AADF, with a hydraulic



peaking factor of 16 MGD. The new facility is designed to accommodate future growth and expansion.

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.

Policy ww3.1.3: The City will continue to work on the Central Springs/East Coast Regional Water Supply Plan (CSEC RWSP) and will continue interlocal cooperation and coordination to complete this water supply plan.

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. In cases where septic systems are allowed to be installed, the City will only allow aerobic septic systems for all future onsite sewage and disposal systems (OSTDS) within the Volusia Blue Springs, Lake Harney/Middle St. Johns River, and Lower St. Johns Mainstream BMAP areas within the city limits.

Policy ww3.2.5: The City has a number of septic to sewer conversion projects planned for the next 5 to 10 years. The projects within the City limits and within a BMAP include: the Timbers (50 homes), Westminster Woods (57 homes), and a portion of the Spring Hill area which would equate to the elimination of approximately 310 septic systems within the City Limits and a BMAP. Other projects are outside of the City limits, but within a BMAP such as Daytona Park Estates, DeLand Highlands, Longleaf Plantation, and Country Club Estates. Some projects may be exempted due to lot size. The City will



explore funding options to convert these sites from septic to sewer in accordance with State Statues.

Policy ww3.2.6: The City shall require that any septic tank system that fails within the city limits must meet this new requirement. Connection to the local utility wastewater system or modification to an aerobic septic system meeting the (OSTDS) is required instead of undertaking any type of repair to the non-complaint system.

Policy ww.3.2.7: The City will explore funding opportunities for septic to sewer conversion projects.



## 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~~coordinate 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.



c~~d~~. 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 equal~~ing~~ 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 a needed. ~~t~~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 ~~Del~~Land St. Johns River Water Augmentation Project.

Policy pw3.1.2 The City shall coordinate with the SJRWMD for the execution of the ~~Del~~Land 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 project~~s~~ 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 withdrawls 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~~**

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~~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 Volusian 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.

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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:

- stormwater management practices;
- stormwater construction and maintenance costs; and
- 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.

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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.

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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.

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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.

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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.

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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.

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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 Volusian 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.

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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.

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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.

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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.~~

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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 agreement 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.

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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.

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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.

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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.

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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.~~

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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.

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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:



- Coordinating and sharing information
- Educational and ancillary siting procedures
- Comprehensive plans and plan amendment review
- Site design and development plan review
- Joint development of schools, parks and other uses
- School concurrency implementation
- Implementation and amendments
- 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:

- Capital budgets for each jurisdiction
- School Board five-year facilities work program
- School Board educational plant survey (every fifth year)
- Volusia County five-year road improvement program
- Anticipated new development, infill development and redevelopment
- 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.~~6~~5 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.~~7~~6 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.

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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 Improvement 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 = Volume of Building / 100 x Construction Class Multiplier x 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 timer 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 is which the structural members including exterior walls, interior bearing walls, columns, floors and roofs are noncombustible materials.

d. Type V Limited Combustible = Construction is 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.

| **State Facility/ Comprehensive Plan Element** | **Level of Service Standards** | |
|---|---|---|
| **Roads/ Transportation** | Facility Type: | Level of Service Standard |
| | SIS Facilities (Freeway): | D (C) |
| | Non SIS Facilities: | D |
| | SHS Facilities (Urban): | D |
| | SHS Facilities (Non-Urban): | C |
| | Arterials: | E |
| | Collectors: | E |
| **Potable Water Facilities** | **102 Gallons per capita where there are approximately 2.5 occupants/ERU = 255 GPD/ERU** | |
| **Sanitary Sewer Facilities** | **225 GPD/ERU per capita of 90 flow rate** | |
| **Solid Waste/Solid Waste** | **Maintain disposal capacity of 8.6 pounds per capita per day** | |



| | |
|---|---|
| **Drainage Facilities** | **Stormwater Management Systems shall be designed for a 100-year/24-hour storm event.** |
| **Reclaim Water Facilities** | **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** |
| **Parks & Recreation** | **4.6 parkland acres per 1,000 residents** |

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 schedule of capital improvements shall include a list of projects necessary to achieve the pollutant load reductions established in the basin management action plan (BMAP).

Policy ci1.7.1: Future growth within the City's service area is largely projected to be connected to the sewer system. In cases where septic systems are allowed to be installed, the City will only allow aerobic septic systems for all future onsite sewage and disposal systems (OSTDS) within the Volusia Blue Springs, Lake Harney/Middle St. Johns River, and Lower St. Johns Mainstream BMAP areas within the city limits.

Policy ci1.7.2: The City has a number of septic to sewer conversion projects planned for the next 5 to 20 years. Some projects are within the City limits and within a BMAP such as: the Timbers (50 homes), Westminster Woods (57 homes), and a portion of the Spring Hill area which would equate to the elimination of approximately 310 septic systems within the City Limits and a BMAP. Other projects are outside of the City limits, but within a BMAP such as Daytona Park Estates, DeLand Highlands, Longleaf Plantation, and Country Club Estates. Some projects may be exempted due to lot size. The City will explore funding options to convert these sites from septic to sewer in accordance with State Statues.

Policy cil.7.3: The City will explore funding opportunities for septic to sewer conversion projects.



Objective ci1.~~7~~8: The City will manage its fiscal resources to ensure funding for the operation of the city is not disrupted.

Policy ci1.~~7~~8.1: The City will maintain in the General Fund an operating reserve equivalent to two month's operating needs.

Policy ci1.~~7~~8.2: Enterprise fund surpluses, unless indicated otherwise, shall be used for major capital expenditures, repairs and/or one time expenditures.

Policy ci1.~~7~~8.3: 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~~8.4: 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 ci2.43: The City shall maintain provisions how and when capacity/concurrency determination will take place in the development review process.

Policy ci2.43.1: 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 ci2.43.2: 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 ci2.43.3: 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.~~5~~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.~~5~~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.~~5~~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.~~5~~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.~~5~~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.~~5~~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:

| **SCHOOLS** | **Educational** | **Low Density Resid.** | **Med Density Resid.** | **High Density Resid.** | **Urban Low Intensity** | **Mixed Commercial** | **Highway Commercial** |
|---|---|---|---|---|---|---|---|
| Elementary | X | X | X | | X | | |
| Middle | X | | X | X | X | | |
| High | X | | | X | | X | X |

~~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.

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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 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.

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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.

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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 serried "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 s2.2.4~~3~~: 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 s2.2.5~~4~~: The concurrency service area for special use schools shall be district wide.

Policy s2.2.6~~5~~: Attendance zone changes are not intended to be Comprehensive Plan amendments.



Policy s2.2.~~7~~6: 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.

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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.

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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

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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)

## 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.

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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.

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**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.

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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.

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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.

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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.



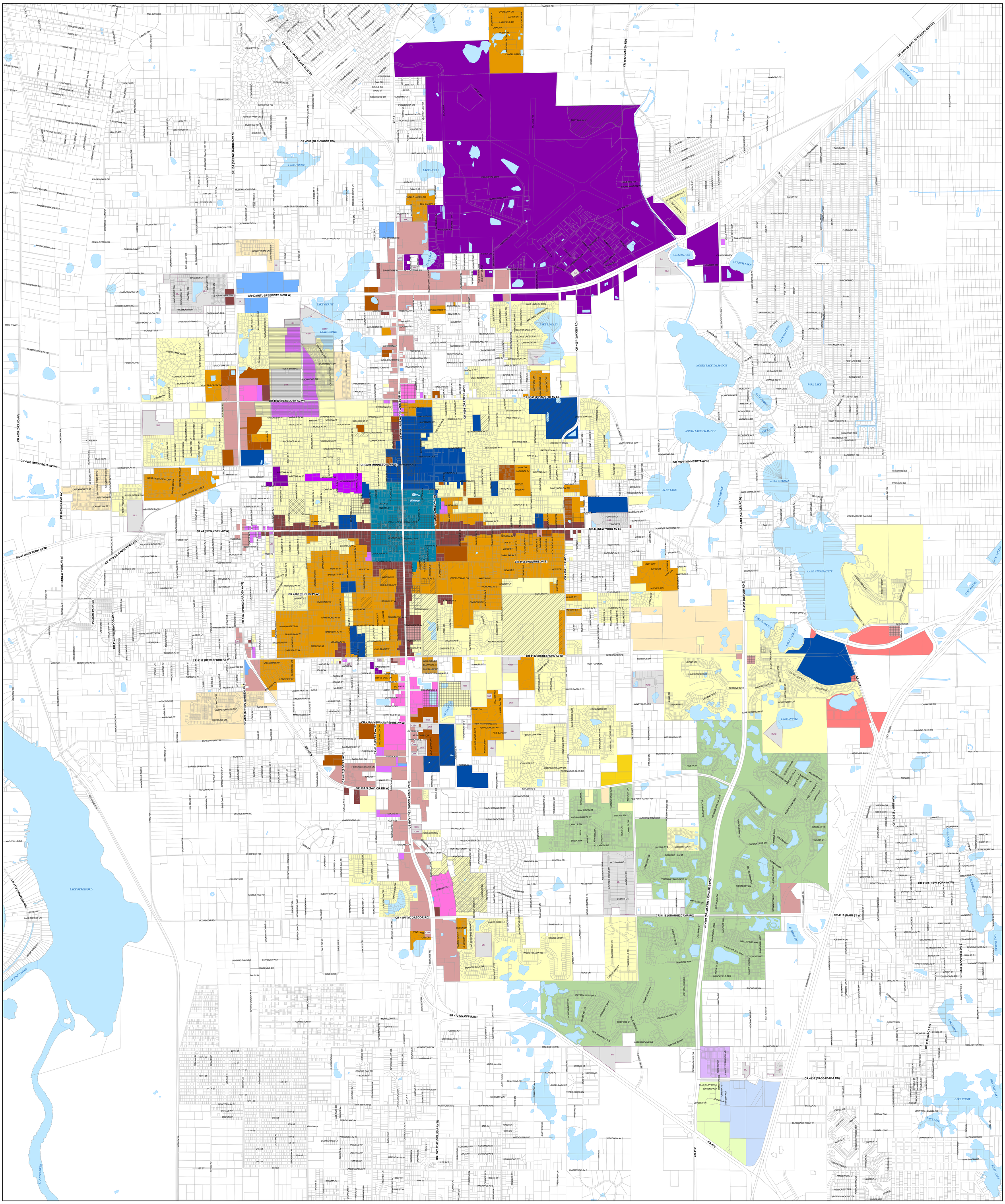
Policy place1.3.2: Explore options for hardscape areas and plazas to be used to meet landscaping, open space, and tree projection requirements in the downtown area.

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.

Current as of:
April 17, 2024

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 DeLand Planning Department.

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1:12,000
Scale: 1:12,000
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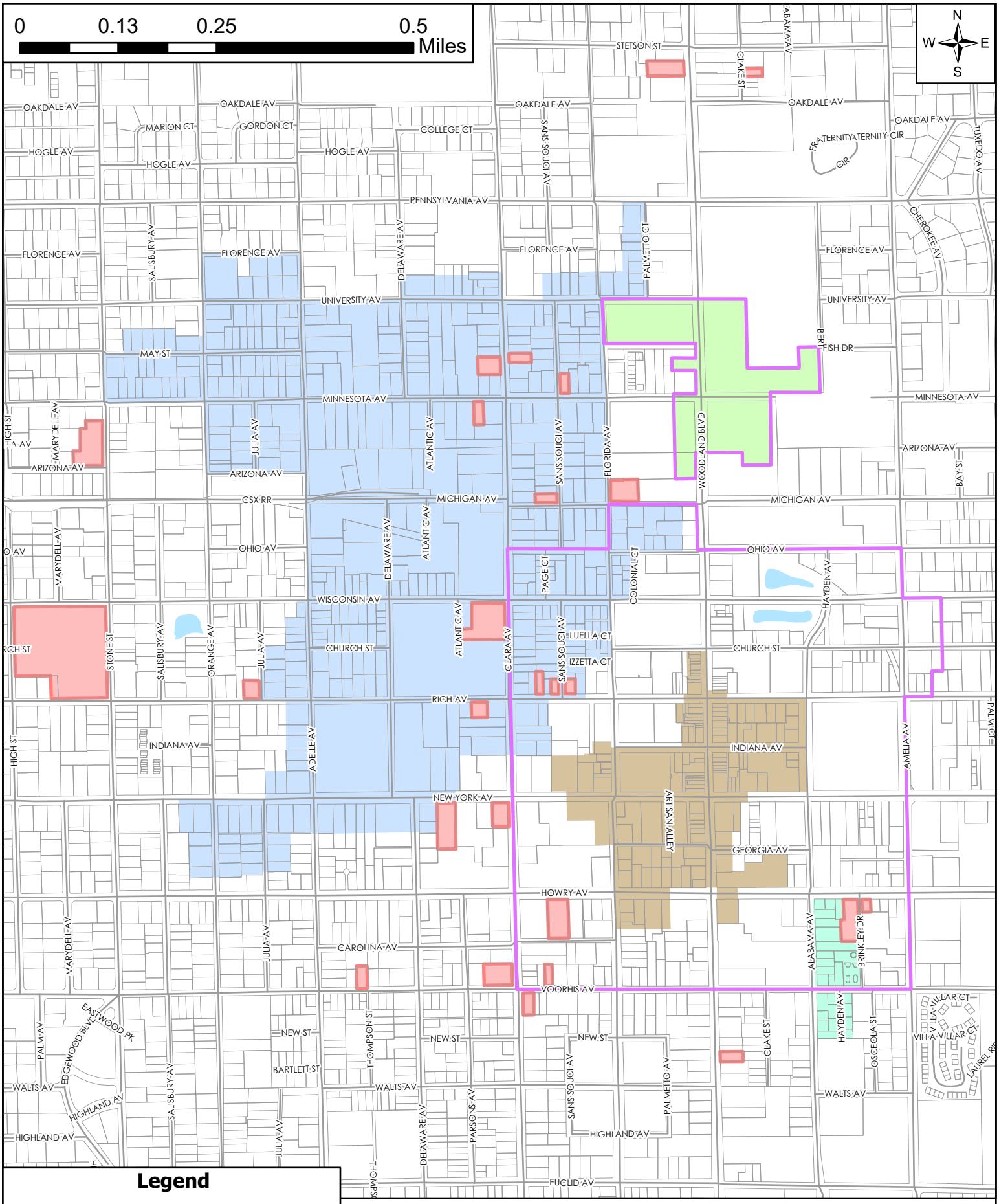



Figure 2
DeLand Historic Districts

Updated May 2024

City of DeLand
Comprehensive Plan Update

Sources: Data Commons

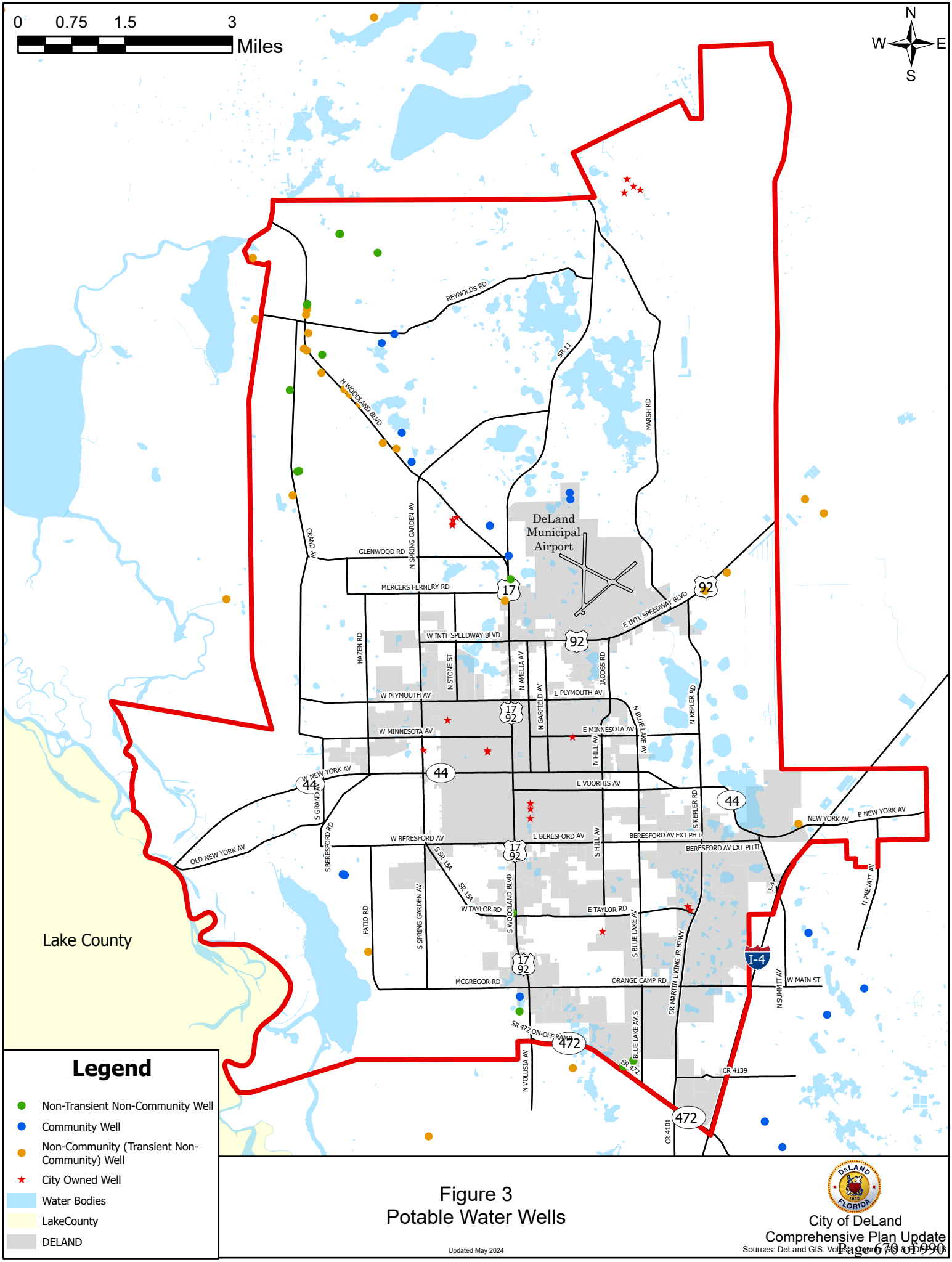



Figure 3
Potable Water Wells

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: DeLand GIS, Volusia County GIS, FDEP GIS

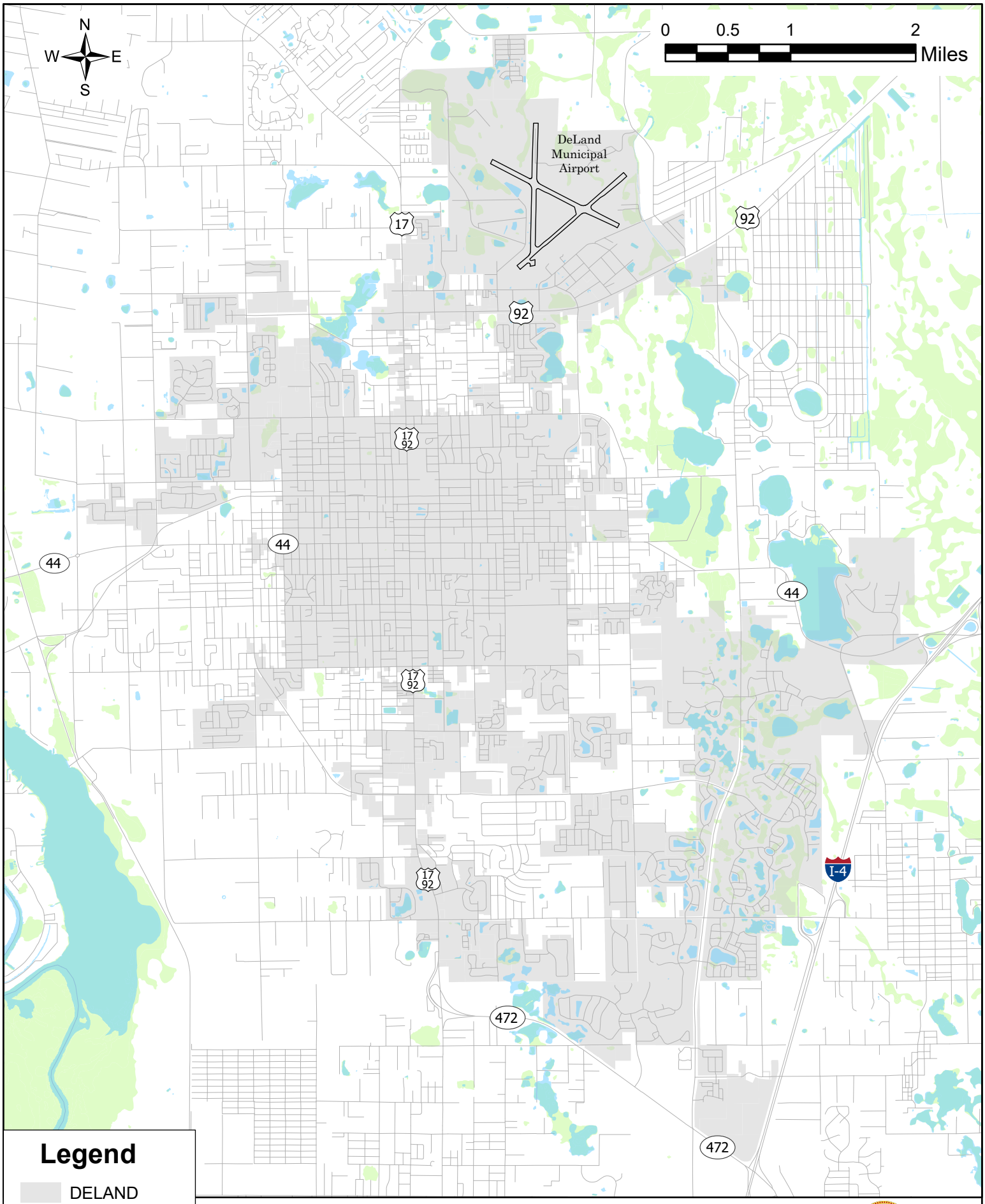
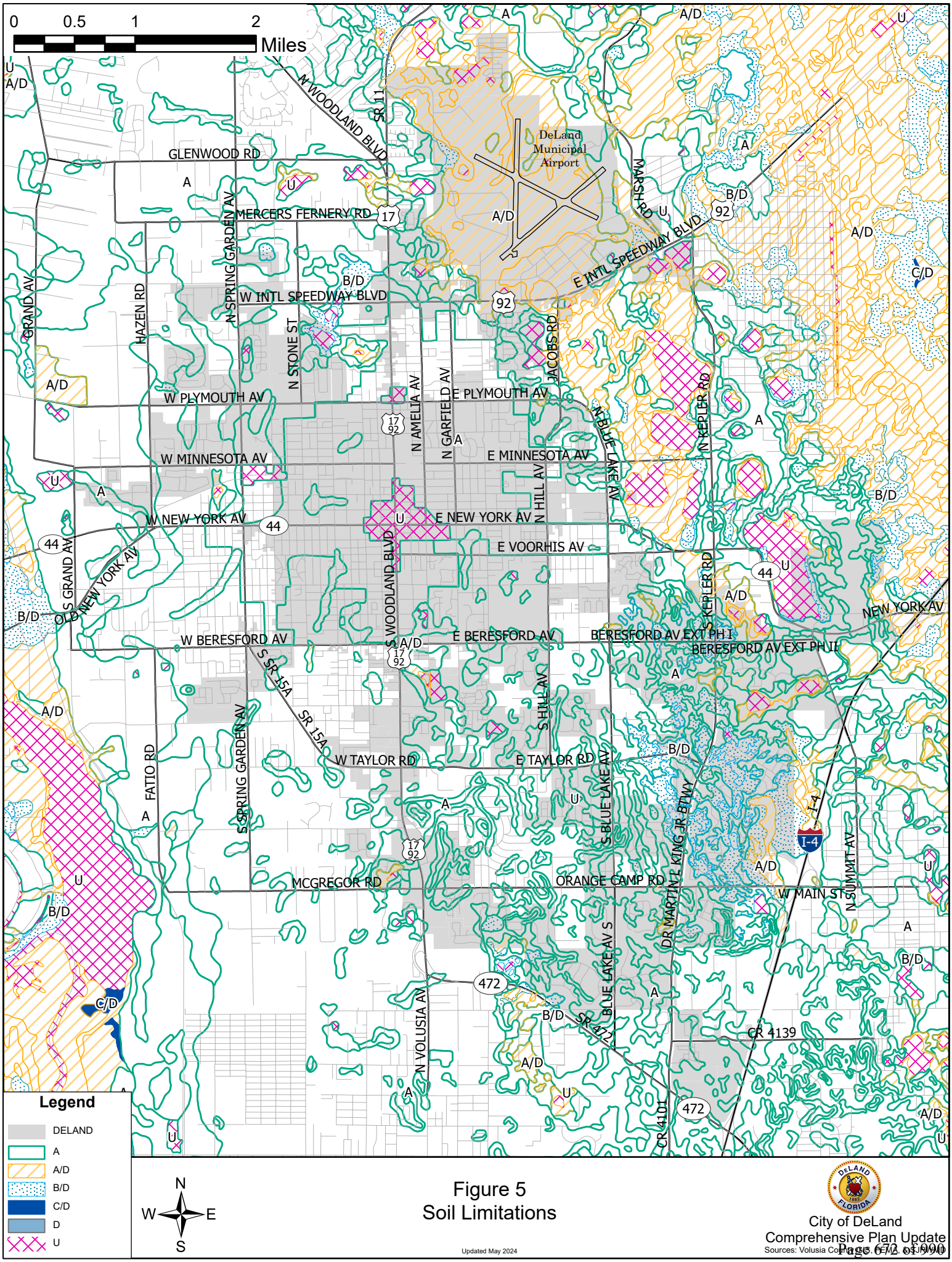



Figure 4
Waterbodies & Wetlands

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: Volusia County GIS


0 0.5 1 2
Miles
DeLand Municipal Airport
N WOODLAND BLVD
SR 11
GLENWOOD RD
MERCERS FERNERY RD
17
N SPRING GARDEN AV
GRAND AV
HAZEN RD
W INTL SPEEDWAY BLVD
92
E INTL SPEEDWAY BLVD
MARSH RD
N STONE ST
N AMELIA AV
N GARFIELD AV
JACOBS RD
N BLUE LAKE AV
N KEPLER RD
W PLYMOUTH AV
E PLYMOUTH AV
17 92
W MINNESOTA AV
E MINNESOTA AV
N HILL AV
W NEW YORK AV
E NEW YORK AV
44
OLD NEW YORK AV
S GRAND AV
S WOODLAND BLVD
E VOORHIS AV
S KEPLER RD
NEW YORK AV
W BERESFORD AV
E BERESFORD AV
BERESFORD AV EXT PH I
BERESFORD AV EXT PH II
S SR 15A
SR 15A
S HILL AV
S SPRING GARDEN AV
FATIO RD
W TAYLOR RD
E TAYLOR RD
S BLUE LAKE AV
DR MARTIN L KING JR BLVD
I-4
MCGREGOR RD
ORANGE CAMP RD
W MAIN ST
N SUMMIT AV
472
N VOLUSIA AV
CR 4139
CR 4101
A
A/D
B/D
C/D
D
U
Legend
DELAND
A
A/D
B/D
C/D
D
U
N
W
E
S
Figure 5
Soil Limitations
Updated May 2024
City of DeLand
Comprehensive Plan Update
Sources: Volusia County, GIS, FEMA, USDA, NWI
Page 672 of 990

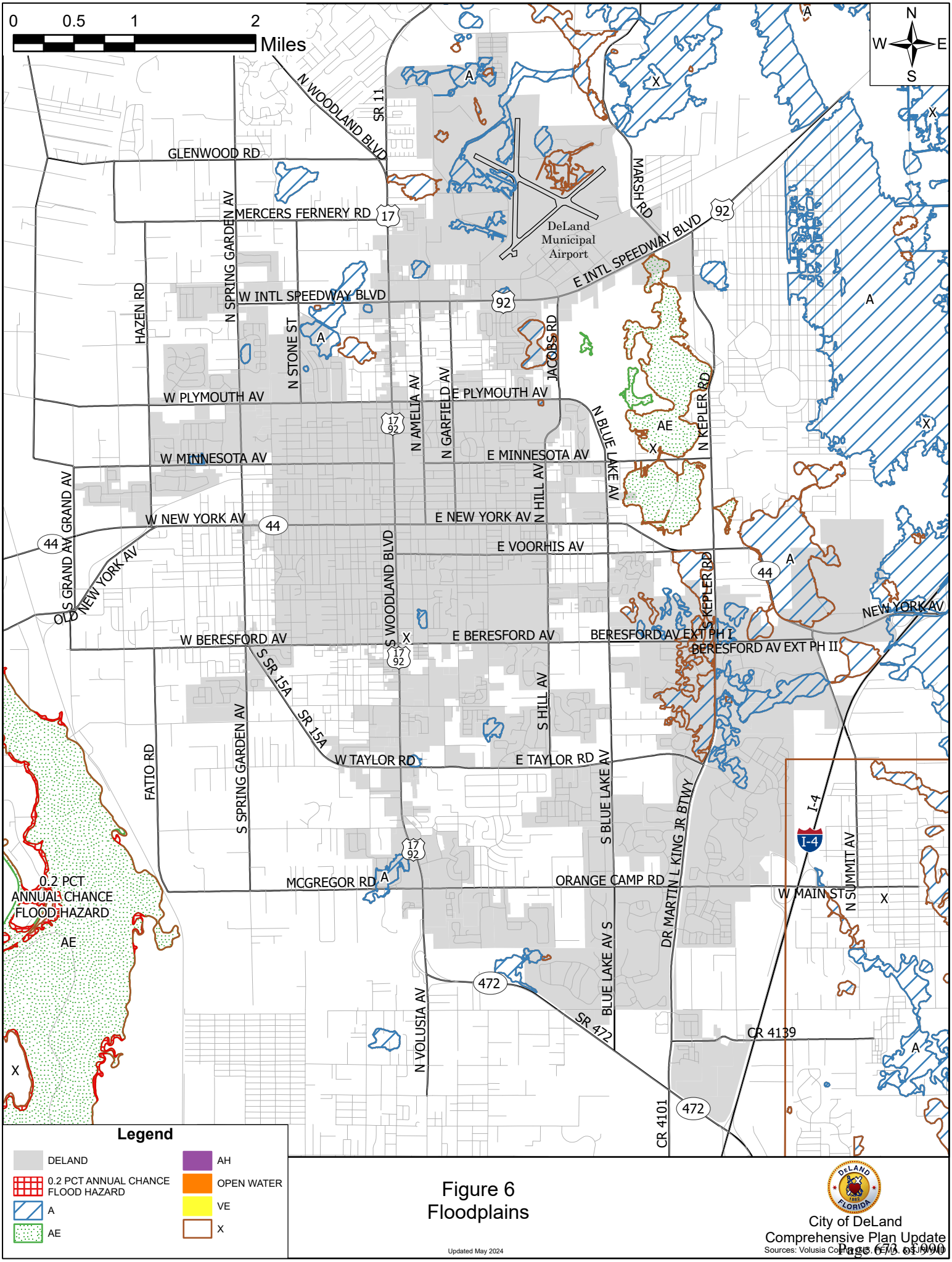



Figure 6
Floodplains

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: Volusia County, FEMA, DeLand

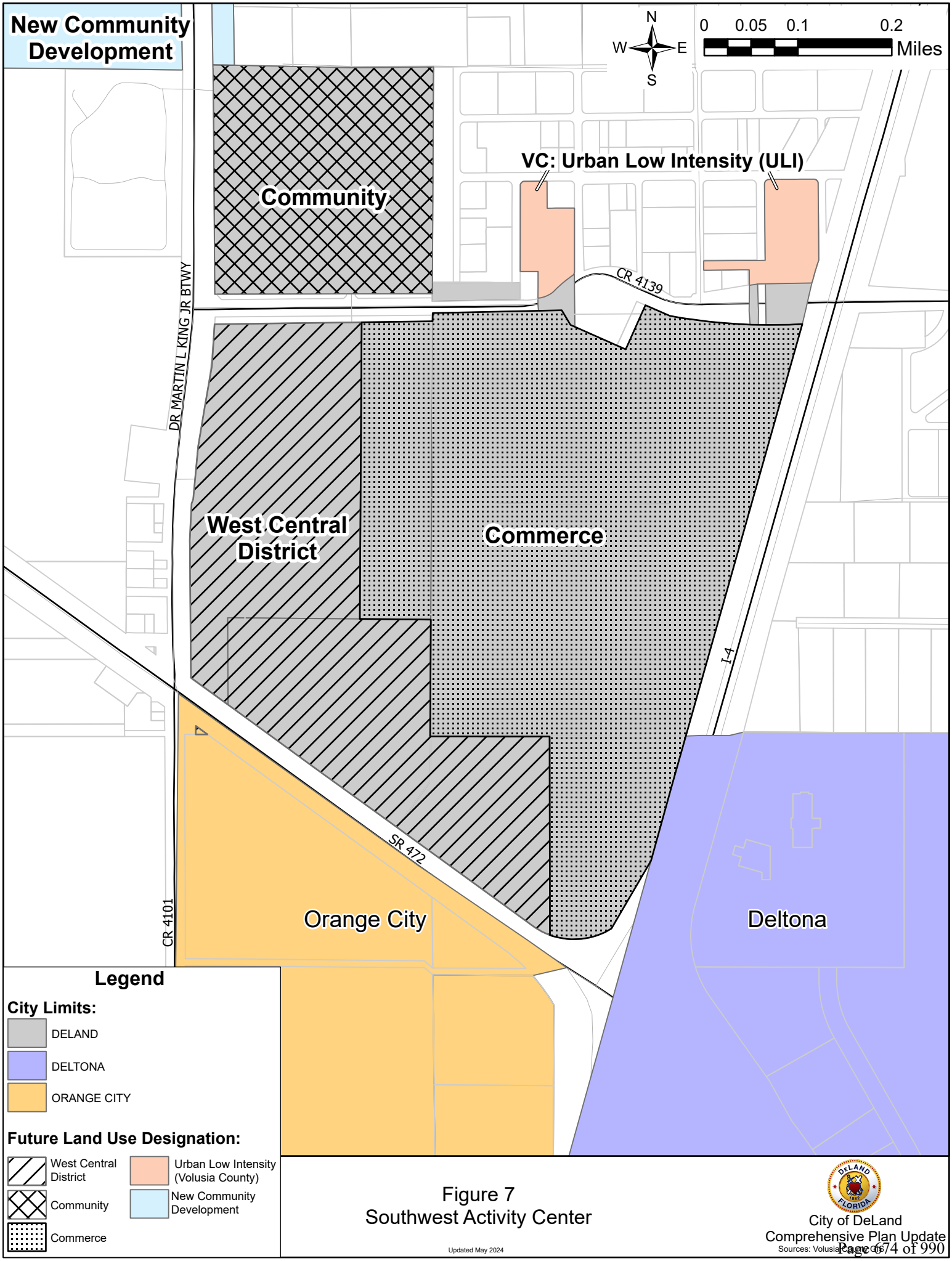



Figure 7
Southwest Activity Center

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: Volusia County

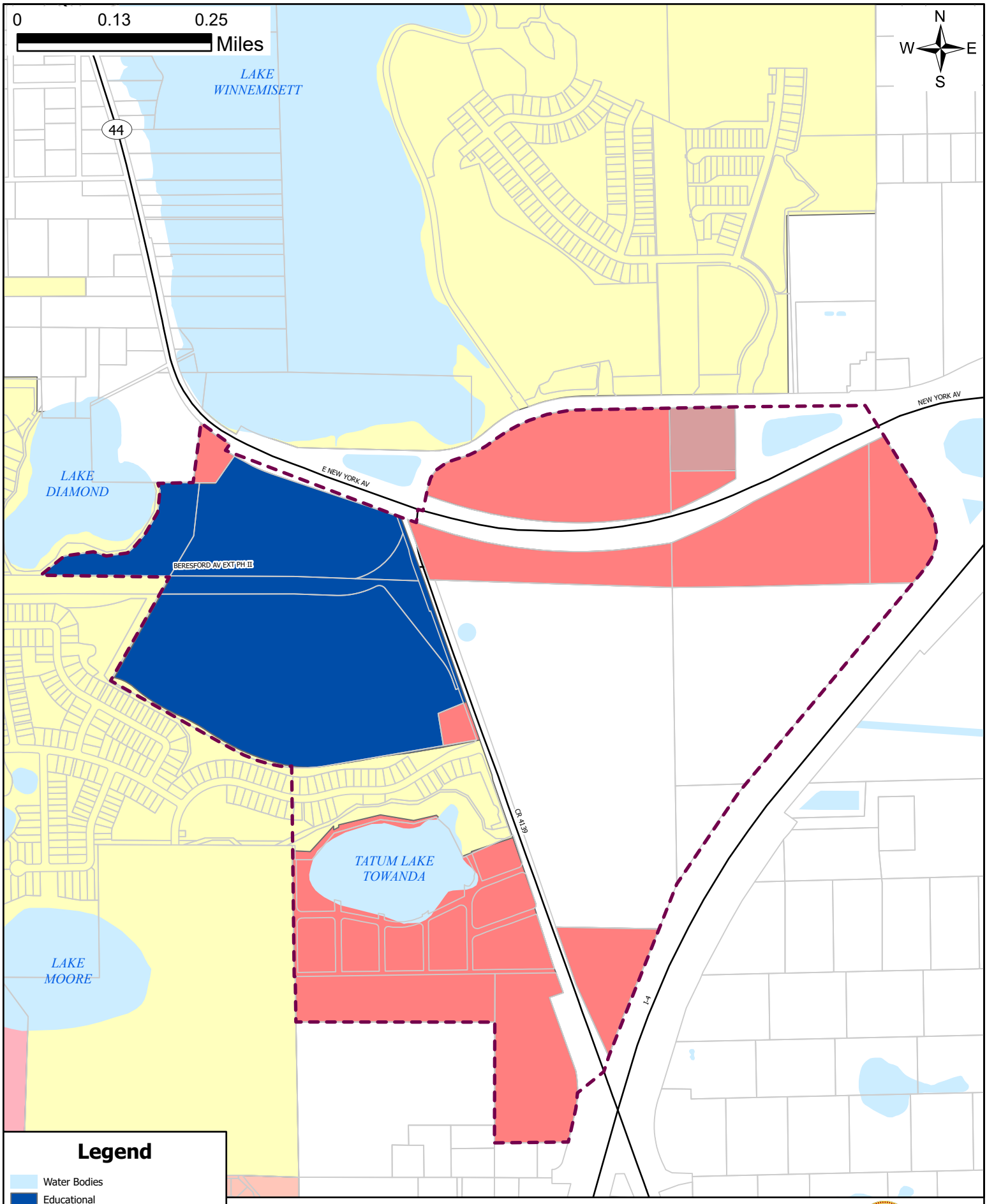
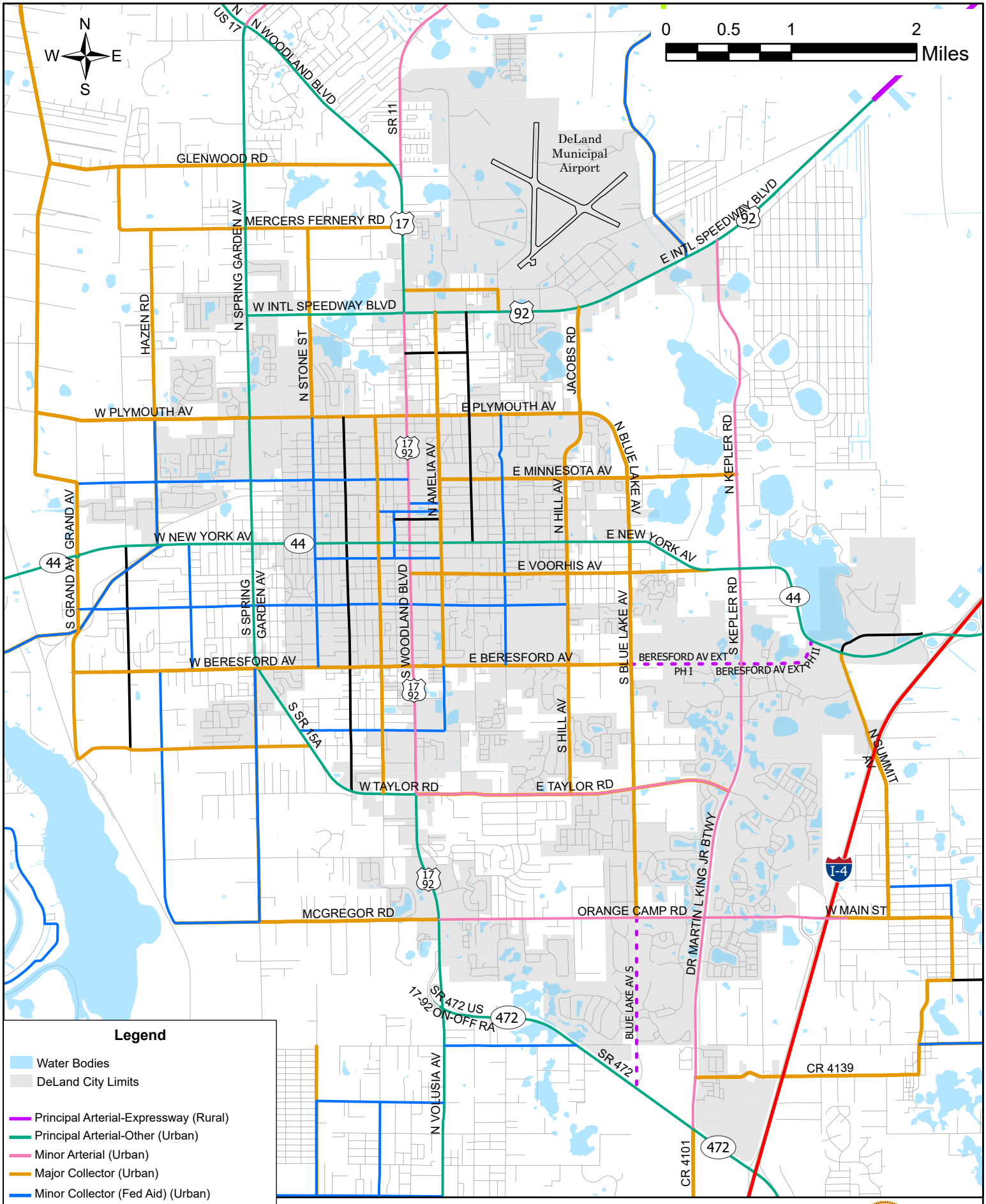



Figure 8
Future Land Use
Lake Winnemissett Gateway Corridor Plan (Local Plan)

Updated May 2024

City of DeLand
Comprehensive Plan Update

Sources: DeLand GIS




**Legend**

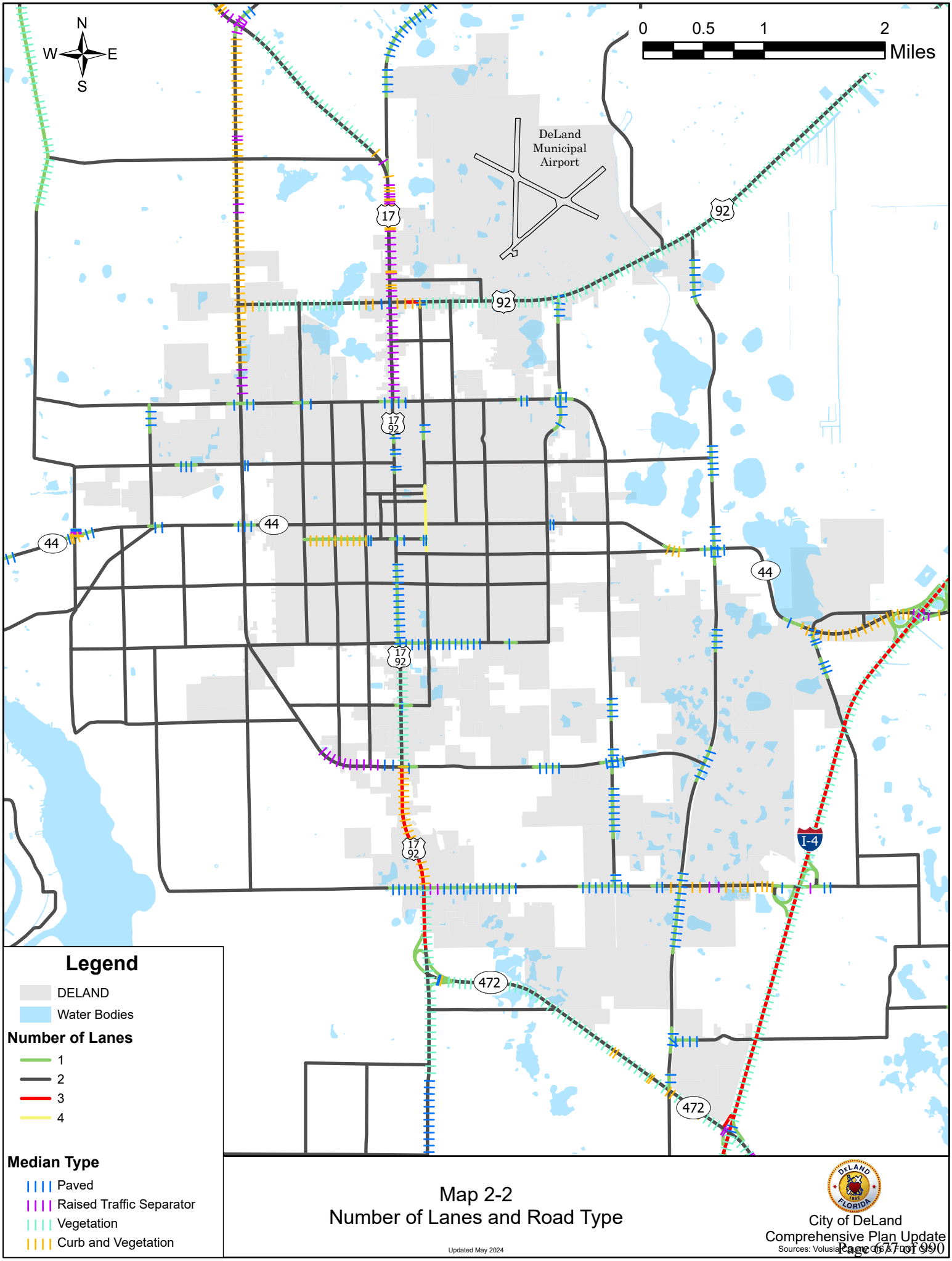
- Water Bodies
- DeLand City Limits
- Principal Arterial-Expressway (Rural)
- Principal Arterial-Other (Urban)
- Minor Arterial (Urban)
- Major Collector (Urban)
- Minor Collector (Fed Aid) (Urban)
- Local (Urban)
- Minor Collector (Rural)
- Principal Arterial-Interstate (Urban)
- Proposed Collector
- Proposed Arterial

# Map 2-1
# Roadway Functional Classification
# (Existing & Future)

Updated May 2024

City of DeLand
Comprehensive Plan Update

Sources: Volusia County, 2023; FDOT



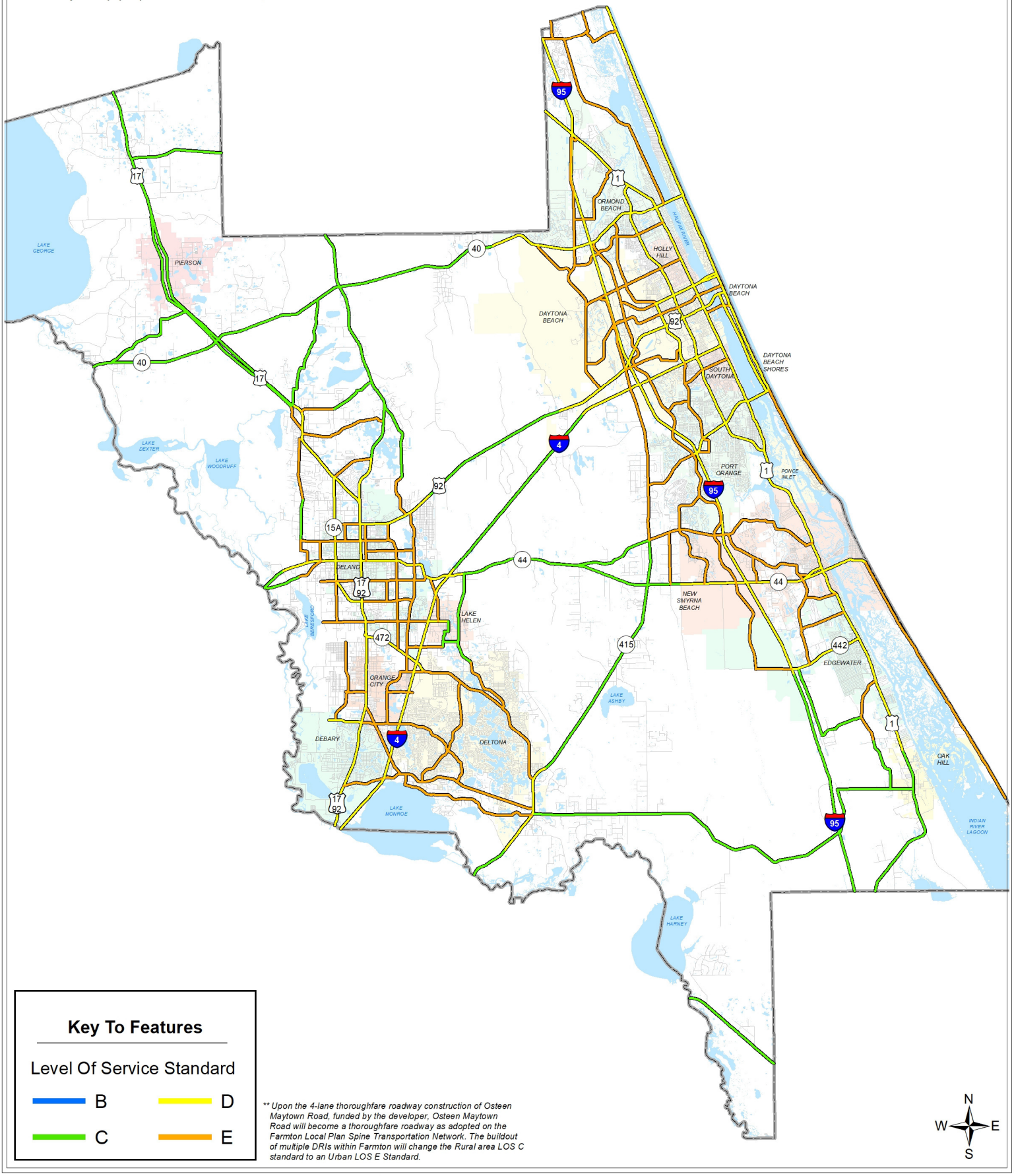

Map 2-2
Number of Lanes and Road Type

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: Volusia County, FDOT

# 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)*




**Key To Features**

Level Of Service Standard

B D

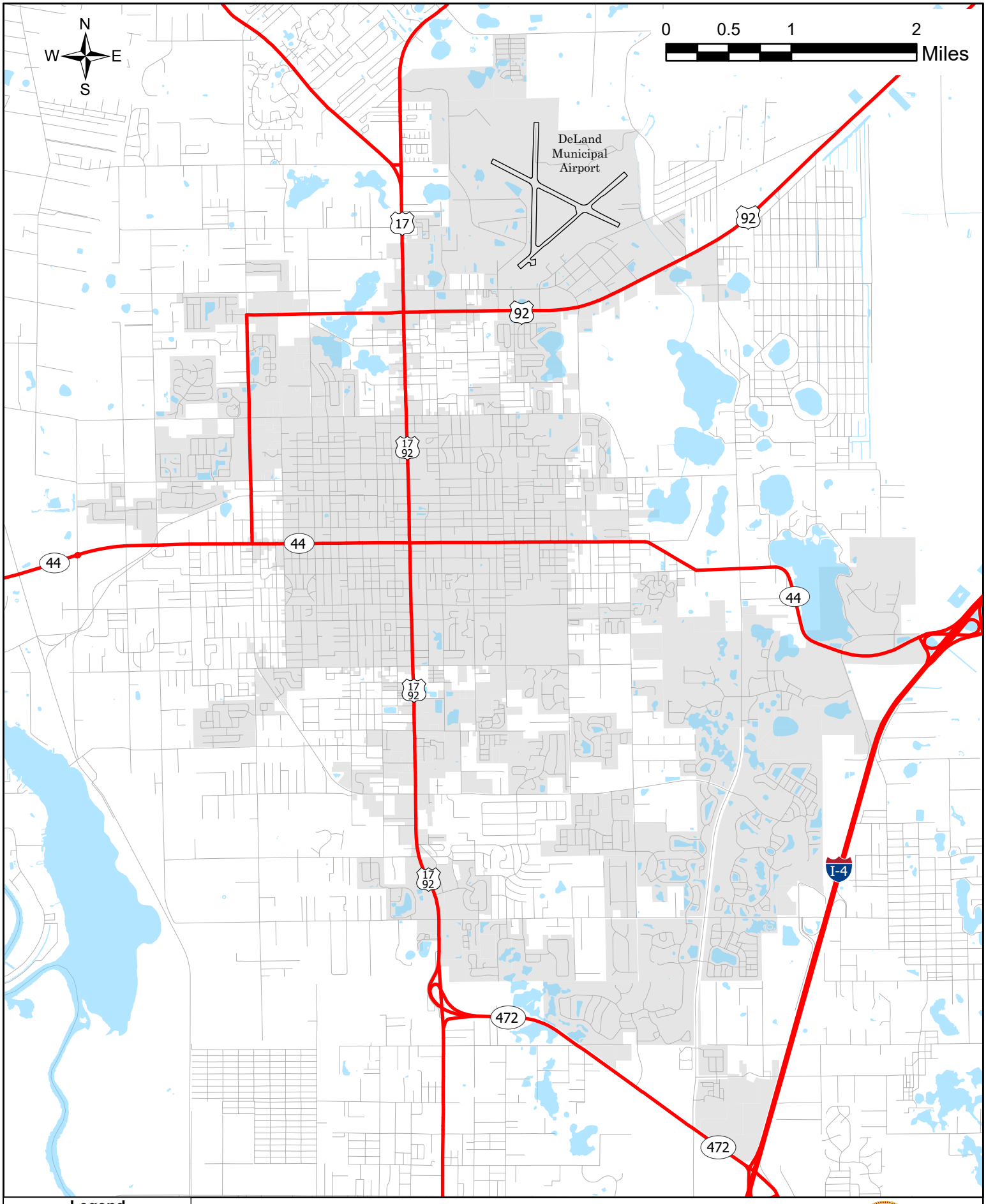
C E

** Upon the 4-lane thoroughfare roadway construction of Osteen Maytown Road, funded by the developer, Osteen Maytown Road will become a thoroughfare roadway as adopted on the Farmton Local Plan Spine Transportation Network. The buildout of multiple DRIs within Farmton will change the Rural area LOS C standard to an Urban LOS E Standard.

N W E S

NOTE: PROPOSED THOROUGHFARES DEPICTED ON THE SUBJECT MAP DO NOT REPRESENT THE ACTUAL ALIGNMENT OR CREATION OF RIGHT- OF - WAYS. ALIGNMENTS WILL BE FORMULATED AND RIGHT - OF - WAYS CHOSEN, CONSISTENT WITH COMPREHENSIVE PLAN POLICIES. TO AFFORD PROTECTION TO NATURAL RESOURCES AND LIMIT IMPACTS TO NATURAL RESOURCES.

Prepared by: County of Volusia Public Works/skm
Date: 1/15/21 Comprehensive Plan Cycle
:\Ongoing\TrafficEng\ComprehensivePlan\Cycle 19-02\




**Legend**

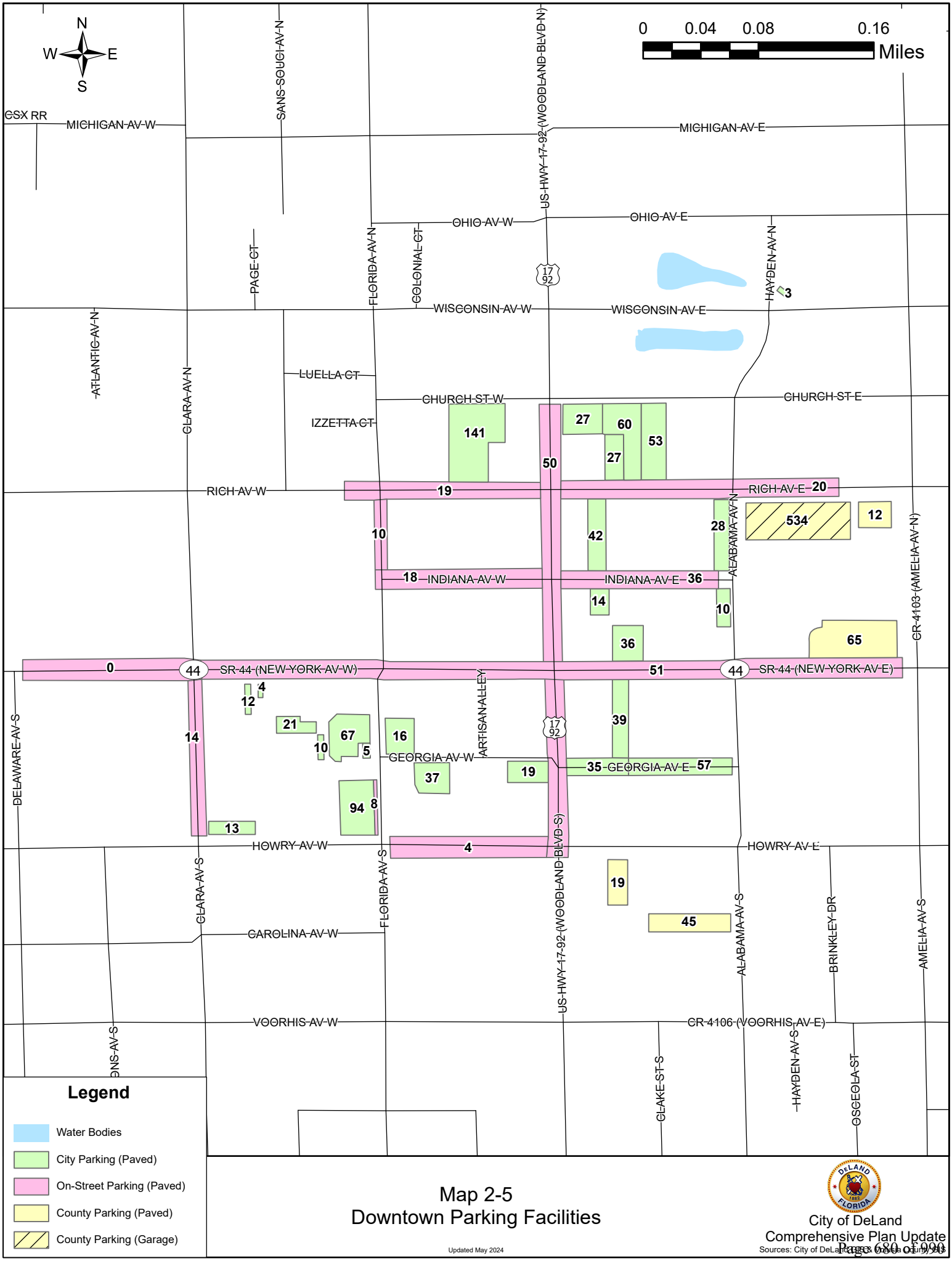
- DELAND
- Water Bodies
- Evacuation Routes

# Map 2-4
# Designated Hurricane Evacuation Routes

Updated May 2024

City of DeLand
Comprehensive Plan Update

Sources: Volusia County GIS




Map 2-5
Downtown Parking Facilities

Updated May 2024

City of DeLand
Comprehensive Plan Update
Sources: City of DeLand, Volusia County, FDOT

## 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 a10 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.




# APPENDIX - B

# EAR CYCLE AMENDMENTS

# COMPREHENSIVE PLAN EAR AMENDMENT CYCLES

| Amendment Cycle | Ordinance | Date Adopted |
|---|---|---|
| 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) | November16, 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 f12.1 and policies f12.1.1 to f12.1.8.
- Amendments to the Future Land Use Map to change land use designations of the properties listed;
    - 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;
    - 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 statues
- 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 incendivities 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.

**CYCLE 10-2 - Adopted by Ordinance No. 2010-18 & 2010-20 – September 20, 2010**

- 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;

- 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
- 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
- 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
- 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
- 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
- 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
- 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
- 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
- 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
- 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;
  - 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.
  - 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).
  - 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 1,00 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 1,00 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.




# 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 deem

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, th City of DeLand will undertake a major review and revision o 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, recycling 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 adequat supply of water for all competing uses deemed reasonabl

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.

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.

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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 assur the survival of endangered and threatened specie

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 system

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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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.

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 allocat

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 ethic 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 publi transit system, including, but not limited to, high-speed rail system, in lieu of the expansion o the highway system, where appropriate.

Traffic Circulation Policy 7.1.4

9. Ensure that the transportation system provid

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 subside increased development in costal 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.

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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 regiona policy plans and local plans that implement and accu rately reflect state goals and policies and tha address problems, issues, and conditions, that are c 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

**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

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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.

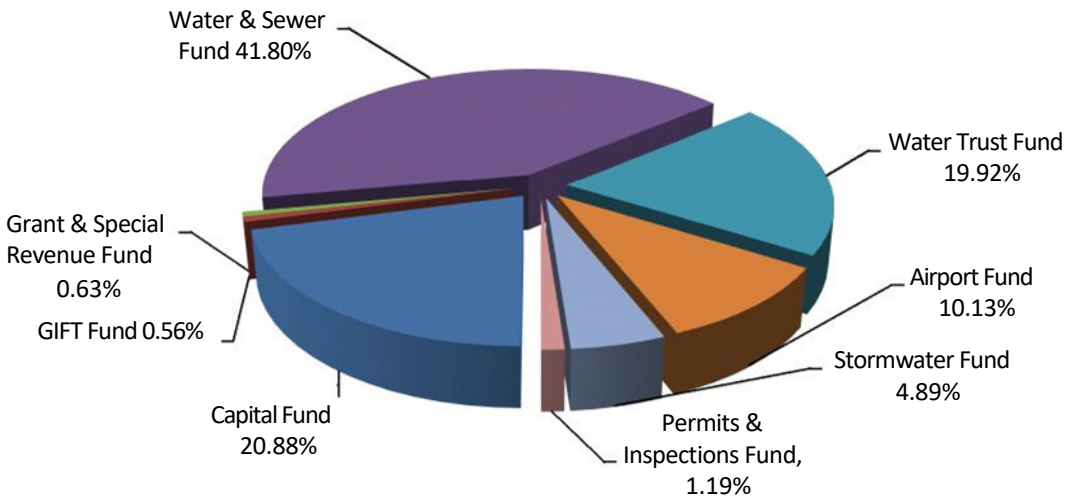
However, the Operating and Capital budgets are closely linked. The most obvious link is the Operating budget assumes the cost of maintaining and operating new facilities built under the Capital budget. Operational needs often drive the Capital budget, i.e. airport expansion, roads, water and sewer mains, 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 - Fijutsu 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 |

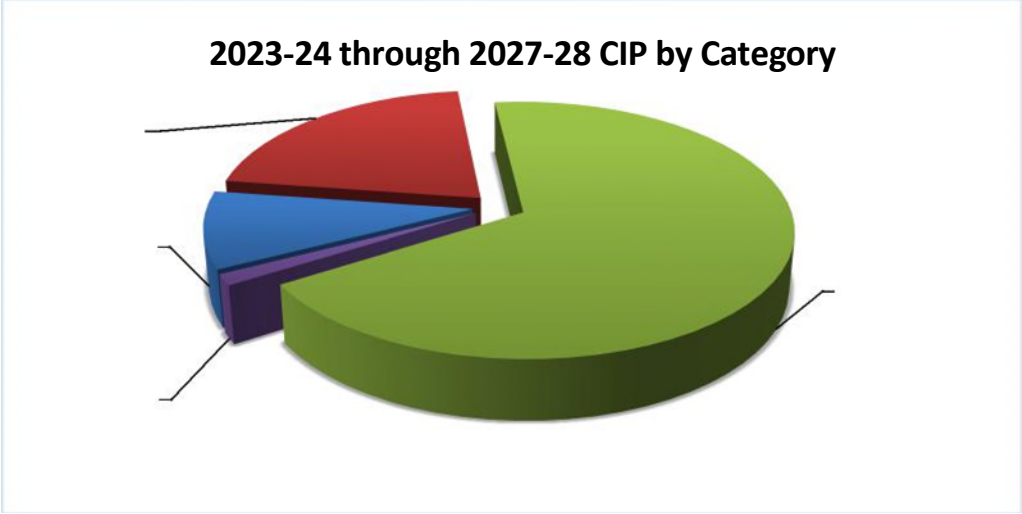
| Division | Description | | Amount |
|---|---|---|---|
| 4204 - Water Distribution | Hydraulic 6 Inch Pump & Trailer | | 67,172 |
| 4204 - Water Distribution | Downtown Water Main Phase I Construction | | 586,560 |
| 4204 - Water Distribution | 2025 Water Main Improvements Design | | 350,000 |
| 4204 - 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** |

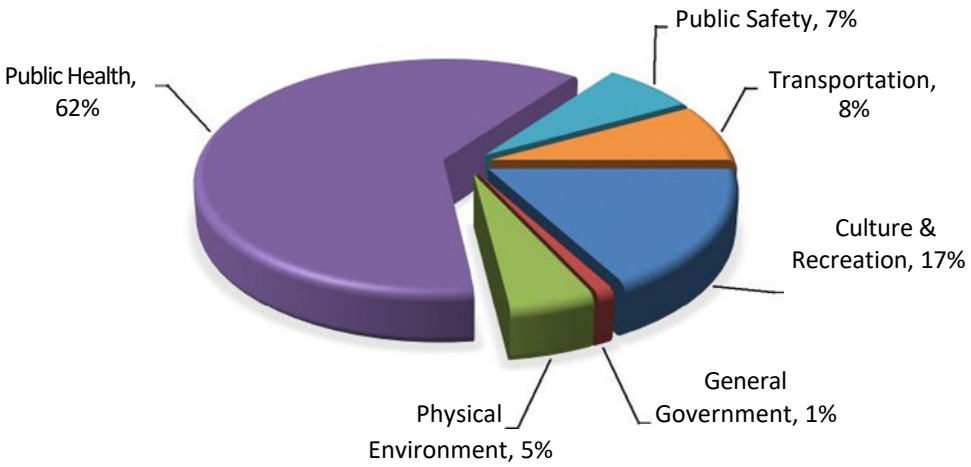
# Five Year Capital Improvement Plan

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 Function




Capital purchases are funded by various revenues some of which have restricted uses.

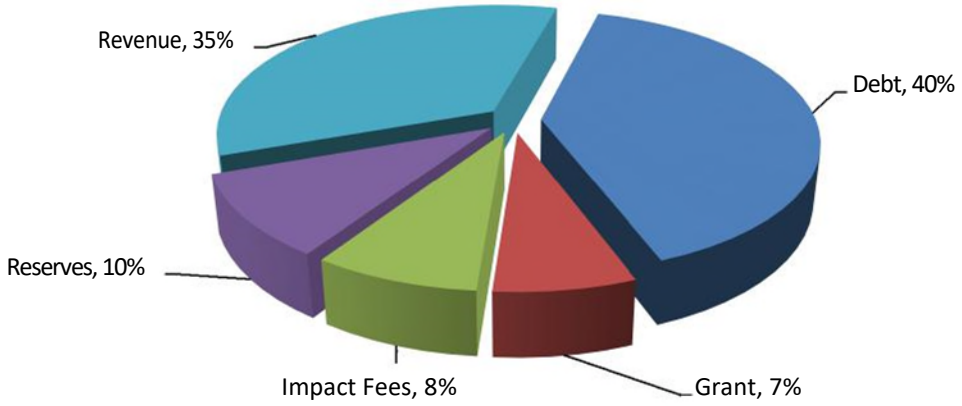
*Government Impact Fees* – The City collects revenue from Police Impact Fees, Fire Impact Fees, Parks and Recreation Impact Fees, and General Government building Impact Fees. This source of revenue can only be used for the purpose of new acquisitions of land, facilities, or equipment necessary as a result 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** |

Project List (requested year order)

| | | | |
|---|---|---|---|
| 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 |

| | |
|---|---|
| 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.<br>• Terminal and T-Hangars are planned to ensure the Airport can meet growth demands. |
| Funding Source | **Facility Funding Source**<br>Airport Fund Revenue $ 127,800<br>Grant $ 323,000<br>Reserves $ 6,958,064<br>Water & Sewer Revenue $ 17,711<br>Stormwater Fund Revenue $ 150,000<br>Debt $ 30,000,000<br>Total $ 37,576,575 |
| Estimated Operating Costs/Savings | • Estimate $400,000 per year for Recreation Fields employees, maintenance/repair and utility taxes.<br>• Estimate $20,000 per year in new Fire Station addition operating and maintenance costs<br>• 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** |

| | 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 |
| Project List (requested year order) | 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 |

| | 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 |
| Project List (requested year order) | 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 |
|---|---|---|---|---|
| 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.<br>• Possible savings from the ability to purchase fuel in larger bulk quantities with replacement of existing fuel tanks with larger tanks.<br>• 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 | Farmton 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 |
|---|---|---|---|
| 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 Drainge & 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.<br>• 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.

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Resolution Approving Towns at Summit Preliminary Plat, Located at I-4 and North Summit Avenue (County Road 4139)(Cont'd from 08-05-24).

**DEPARTMENT:** Planning

**PREPARED BY**: Carol Kuhn, Planning Director

**ATTACHMENTS:** Resolution, PSB23-029 Preliminary Plat, PSB23-029 Colored Elevations, PSB23-029 Dimensional Elevations, PSB23-029 Engineering Plans, PSB23-029 Landscape Plans, PSB23-029 Staff Report - Towns at Summit Preliminary Plat, PSB23-029 Zoning Map , PSB23-029 Aerial Map , School-Concurrency_Summit-Place_DeLand

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

The applicant is requesting approval of a Preliminary Plat for a 300-lot townhome subdivision, open space areas, stormwater tracts, and tree preservation areas. The undeveloped, wooded 59.90-acre site is located southwest of Daytona State College, at the northwest corner of I-4 and N. Summit Avenue (County Road 4139) and includes Tatum Lake. The property is zoned First Amended and Restated Summit Place Planned Development (PD amendment approved by the City Commission on May 20, 2024).

Volusia County School Board approved the school concurrency determination on April 13, 2023. Volusia County approved the TIA on August 2, 2024. St. John's River Water Management District (SJRWMD) permit has been obtained and Florida Department of Environmental Protection (FDEP) applications are under review.

At the April 18, 2024, Technical Review Committee meeting, members recommended the Preliminary Plat be forwarded on to the Planning Board, subject to addressing staff comments.

On June 12, 2024, the Planning Board recommended continuance of the preliminary plat, due to the outstanding staff comments. A special meeting of the Planning Board was held on June 27, 2024, and the Planning Board recommended approval of the preliminary plat.

Since March 9, 2023, staff has requested the applicant to revise the elevations and has provided examples of additional architectural details to reduce the monotonous appearance and the canyon-like feel on this linear site. The applicant has modified their plans since the initial submittal (2/17/2023) to include concrete paver driveways, slightly varied front setbacks, additional color pallets, varied number of units in each building, minor revisions to the front facades, and reoriented some of the buildings to help mitigate the monotonous appearance. While the revised elevations represent an improvement from the initial submittal, which included only one (1) 8-unit model, staff still contends that, due to the linear nature of the site and the large number of individual buildings, the similar architecture of 54 buildings does not fully mitigate the monotonous appearance. In addition to the architectural details, staff has also suggested that street trees be planted along all streets that can be applied toward tree replacement mitigation and which will become the maintenance responsibility of the HOA.

The applicant is proposing three different building models (Farmhouse Inspired, Cape Cod Inspired, & French Provincial Inspired) and has provided a colored key map outlining the details. The site will consist of 54

buildings made up of Farmhouse Inspired: 11 total buildings (8-units), Cape Cod Inspired: 20 total buildings (6-units), & French Provincial Inspired: 22 total buildings (4-unit and 5-units) and a clubhouse. The applicant contends that they have met the land development regulations with the latest September 20, 2024, submittal.

The City's contracted architect has reviewed the plans for consistency with the community design standards and per the approved Planned Development (PD), all architecture must be consistent with community design standards. Although the architecture meets the technical requirements of the Community Design Standards, the standards were written to address projects with only a few individual buildings and were not intended to accommodate a large townhome project with over 50 buildings. The applicant has since revised the architecture to address the monotony of identical structures on a site (LDR Sec. 33-94.04(a)(5).

On August 5, 2024, the City Commission continued this item due to outstanding concerns regarding the monotonous appearance of the proposed structures.

On September 25, 2024, the applicant submitted revised elevations and incorporated staff suggestions of additional street trees, roof-line deviations and additional paint colors to address the City Commission's concerns regarding monotony. Staff has reviewed the plans and finds that the applicant has adequately addressed the outstanding concerns. Staff requests the applicant submit a final architectural package that includes clearly labeled building elevations and color schemes for each model type. The revised elevations and the updated landscape plan are attached to this report.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

One of the principles of the Strategic Plan is to institute Smart Growth Principles. Developing a “missing middle” housing strategy is a key component of Smart Growth because it allows for a range of housing types that can fit into communities. This proposed 300-unit townhome community will allow for additional “missing middle” housing options within the City, with proximity to the State College, interstate, and future City park.

**SUSTAINABILITY:**

This project is implementing low impact design standards, DarkSky lighting, and conservation of Lake Tatum to allow for a more sustainable community.

**FISCAL IMPACT:**

The recording of this plat will allow for the individual lots to be added to the City's ad-valorum tax roll.

**RECOMMENDATION:**

It is recommended that the City Commission approve the Preliminary Plat for the Towns at Summit subdivision with the condition that the applicant submits a final architectural package that includes clearly labeled building elevations and color schemes for each model type.

**BACKGROUND/DISCUSSION:**

The 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.

**RESOLUTION NO. 2024 -**

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, APPROVING THE PRELIMINARY SUBDIVISION PLAT FOR TOWNS AT SUMMIT LOCATED SOUTHWEST OF DAYTONA STATE COLLEGE, ON THE NORTHWEST CORNER OF INTERSTATE 4 AND NORTH SUMMIT AVENUE; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, the applicant, Mark Watts, Esq., of Cobb Cole have submitted a proper and complete application under Chapter 33, Article 13 of the City of DeLand Code of Ordinances (hereinafter the "Code") for approval of a preliminary subdivision plat for Towns at Summit located southwest of Daytona State College, on the northwest corner of Interstate 4 and North Summit Avenue; and

**WHEREAS**, the applicant intends to develop a 300-lot townhome subdivision, open space areas, stormwater tracts, and tree preservation areas; and

**WHEREAS**, on June 27, 2024, the Planning Board recommended approval of the preliminary subdivision plat for Towns at Summit.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The City Commission hereby approves the preliminary subdivision plat for Towns at Summit, located southwest of Daytona State College, on the northwest corner of Interstate 4 and North Summit Avenue.

**Section 2.** If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the remaining portions of this Resolution.

**Section 3.** This Resolution shall become effective immediately upon its adoption.

**PASSED AND DULY ADOPTED** this 7th day of October, 2024.

_____
Christopher M. Cloudman
Mayor-Commissioner

**ATTEST:**

_____
Julie A. Hennessy
City Clerk – Auditor

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

# SUMMIT PLACE



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

## 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 106.54 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.

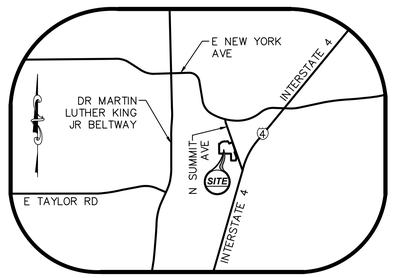
CONTAINING 2,609,383 SQUARE FEET OR 59.903 ACRES, MORE OR LESS.

## SURVEYOR'S NOTES

1. 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.
2. ALL LOT LINES INTERSECTING CURVILINEAR LOT LINES ARE RADIAL UNLESS OTHERWISE NOTED AS NON-RADIAL (NR).
3. 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).
4. THERE IS A 10.00 FOOT WIDE UTILITY EASEMENT ALONG ALL FRONT LOT AND TRACT LINES ADJACENT TO ALL RIGHT OF WAY LINES.
5. 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")
6. TRACT OS-1 THROUGH OS-5 ARE OPEN SPACE TRACTS AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
7. TRACTS SMA-1 AND SMA-2 ARE RETENTION AND OPEN SPACE TRACTS AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
8. 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.
9. 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.
10. TRACTS M-1 AND M-1 ARE MEDIAN AND LANDSCAPE TRACTS, AND SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
11. THE RIGHT-OF-WAY UTILIZATION EASEMENTS (RUE) SHOWN HEREON SHALL BE MAINTAINED BY THE ASSOCIATION.
12. THE TREE PRESERVATION EASEMENTS SHOWN HEREON ARE IN FAVOR OF THE CITY OF DELAND AND SAID EASEMENTS SHALL BE FOR THE PURPOSE OF INGRESS/EGRESS AND INSPECTION OF THESE EASEMENT AREAS.
13. STREET TREES MAY BE PLANTED WITHIN THE RIGHTS OF WAY WITHIN THE PROPERTY AND SAID TREES MAY BE INCLUDED IN MITIGATION CALCULATIONS. HOWEVER, IF ANY SUCH TREES ARE PLANTED, THE ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID TREES. MOREOVER, THE ASSOCIATION SHALL ALSO BE RESPONSIBLE TO REPAIR ANY AND ALL IMPACTS UPON THE RIGHT OF WAY INFRASTRUCTURE CREATED BY THE PRESENCE OF SAID TREES, INCLUDING ANY ROAD OR SIDEWALK FACILITY.

## VICINITY MAP

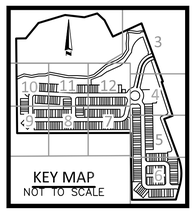
NOT TO SCALE




## 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 |
| PG | = | 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 |
| ▨ | = | TREE PRESERVATION EASEMENT |

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KEY MAP
NOT TO SCALE

## 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.

## 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.

MAP BOOK _____ PAGE _____

## 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:

(1) TRACT LS-1 (LIFT STATION) AND TRACT RW-1 (RIGHT-OF-WAY) TO THE THE CITY OF DELAND AND THE PERPETUAL USE OF THE PUBLIC.

(2) TRACT RW-1 (RIGHT-OF-WAY DEDICATION) TO THE PERPETUAL USE OF THE PUBLIC.

(3) UTILITY EASEMENTS (UE) AND DRAINAGE EASEMENTS (DE) SHOWN HEREON TO THE PERPETUAL USE OF THE PUBLIC.

(4) 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:

_____ DIVISION PRESIDENT
SIGNATURE 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 MY BY MEANS OF [ ] PHYSICAL PRESENCE OR [ ] ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2024, BY _____, AS D.R. HORTON, INC., ADELAWARE 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

_____
NOTARY PUBLIC, STATE OF FLORIDA

_____
PRINTED NAME

STATE OF FLORIDA

MY COMMISSION EXPIRES: _____

COMMISSION #: _____

## CERTIFICATE OF APPROVAL BY CITY SURVEYOR

PURSUANT TO CHAPTER 177, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE REVIEWED THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT THIS CERTIFICATION DOES NOT CONFIRM PHYSICAL LOCATION, FIELD VERIFICATION OF MONUMENTS, MATHEMATICAL CORRECTNESS OF SURVEY DATA, PLAT DIMENSIONS, OR COORDINATE GEOMETRY.

_____ _____
REVIEWING SURVEYOR DATE

_____
PRINT NAME
PROFESSIONAL SURVEYOR & MAPPER NUMBER: _____

## CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THE FOREGOING PLAT AND FIND IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND WAS FILED FOR RECORD ON THIS _____ DAY OF _____, 2024 IN THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

_____ _____
CLERK OF THE CIRCUIT COURT FILE NUMBER
IN AND FOR VOLUSIA COUNTY, FLORIDA

_____
PRINT NAME

# SUMMIT PLACE

SHEET 2 OF 12

MAP BOOK ____ PAGE ____

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

TRACT AP (TREE PROTECTION AREA)
CAPE COD ROAD 52.00' RIGHT-OF-WAY
TRACT AS (STORMWATER RETENTION AREA)
TRACT AV (R.O.W. DEDCIATION)
TRACT AT (TREE PROTECTION AREA)
TRACT AI (STORMWATER RETENTION AREA)
TRACT AO (OPEN SPACE AREA)
TRACT AQ (WETLAND AREA)
LAKEWOOD PARK VILLAGE PHASE 2, PLAT BOOK 64, PAGES 22-27
TRACT AN (TREE PROTECTION AREA)
POINT OF BEGINNING
SOUTHEAST CORNER OF LAKEWOOD PARK PHASE 2, PLAT BOOK 64, PAGES 22-27
TRACT AR (WETLAND BUFFER AREA)
N73°15'46"E 328.99'
S83°18'20"E 228.92'
N73°43'09"E 159.10'
S47°32'08"E 117.55'
S26°56'41"E 216.76'
N65°18'26"E 372.43'
N39°17'47"E 235.21'
TRACT AM (TREE PROTECTION AREA)
TRACT AQ (WETLAND AREA)
WEST RIGHT-OF-WAY LINE OF C.R. 439
W-1 (WETLAND)
OS-1 (OPEN SPACE)
N89°34'48"E 115.05'
C.R. 4139 (NORTH SUMMIT AVENUE) VARIABLE RIGHT-OF-WAY PER RIGHT-OF-WAY MAP SECTIONS 79070-2505 AND 79110
S20°11'51"E 732.35'
EAST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
RW-1 (RIGHT-OF-WAY DEDICATION)
APPROXIMATE WATER'S EDGE OF TATUM LAKE TOWANDA
WEST LINE OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
W-1 (WETLAND)
SHEET 3
SMA-1 (RETENTION/OPEN SPACE)
ROAD A
OS-6 (OPEN SPACE)
SHEET 10
OS-1 (OPEN SPACE)
UB-1 (UPLAND BUFFER)
SHEET 12
LS-1 (LIFT STATION)
M-2 (MEDIAN/ LANDSCAPING)
S70°09'26"W 15.00'
OS-2 (OPEN SPACE)
UNPLATTED
ROAD B
SHEET 11
RW-1 (RIGHT-OF-WAY)
M-1 (MEDIAN/ LANDSCAPING)
AM-1 (AMENITY)
S17°49'18"E 420.88'
SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
NO0°35'13"W 1119.72'
SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
OS-3 (OPEN SPACE)
OS-4 (OPEN SPACE)
ROAD C
SHEET 4
S69°48'09"W 106.54'
WEST LINE OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
SHEET 9
SHEET 8
RW-1 (RIGHT-OF-WAY)
FOUND 6"X6" CONCRETE MONUMENT (TOP BROKEN) (1.71' SE, ON LINE)
S20°11'50"E 496.17'
SHEET 5
OS-1 (OPEN SPACE)
SHEET 7
S89°51'41"W 1342.83'
ROAD D
OS-6 (OPEN SPACE)
OS-2 (OPEN SPACE)
S.R. 400/INTERSTATE 4 300' WIDE PUBLIC RIGHT-OF-WAY FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP 79110-4084631
FOUND 4"X4" CONCRETE MONUMENT "18?4" (PARTIALLY ILLEGIBLE)
FOUND 4"X4" CONCRETE MONUMENT (BROKEN TOP)
PC
FND 6"X6" CM "SRD RW"
ROAD E
OS-1 (OPEN SPACE)
SHEET 6
RW-1 (RIGHT-OF-WAY)
R=522.96'
Δ=35°24'07"
CH=318.01'
CB=S02°27'54"E
L=323.13'
NO0°58'20"W 791.66'
UNPLATTED
EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
ROAD D
FND 6"X6" CM (TOP BROKEN) ALSO 1" IRON PIPE NO IDENTIFICATION (0.41 E, 0.13 N)
FOUND 3/4" IRON PIPE WITH CAP "LS 5611" (0.27' W, 0.12' S)
S15°52'02"W 177.31'
SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
S89°45'13"W 520.33'
OS-8 (OPEN SPACE)
SOUTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
UNPLATTED

KEY MAP
NOT TO SCALE

1" = 150'
GRAPHIC SCALE
0 75' 150' 300'

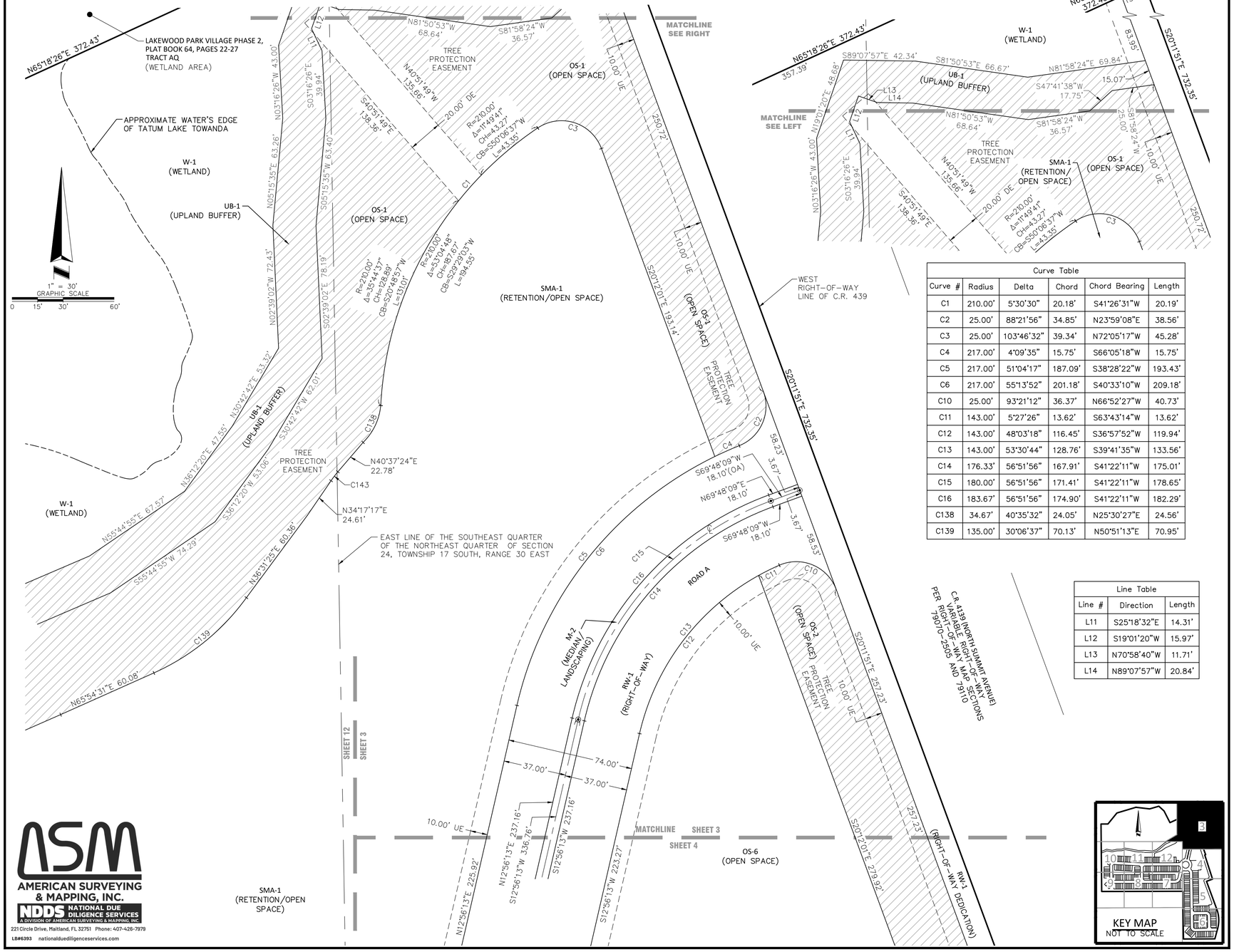

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# SUMMIT PLACE

SHEET 3 OF 12

MAP BOOK PAGE

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




| 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' | 88°21'56" | 34.85' | N23°59'08"E | 38.56' |
| C3 | 25.00' | 103°46'32" | 39.34' | N72°05'17"W | 45.28' |
| C4 | 217.00' | 4°09'35" | 15.75' | S66°05'18"W | 15.75' |
| C5 | 217.00' | 51°04'17" | 187.09' | S38°28'22"W | 193.43' |
| C6 | 217.00' | 55°13'52" | 201.18' | S40°33'10"W | 209.18' |
| C10 | 25.00' | 93°21'12" | 36.37' | N66°52'27"W | 40.73' |
| C11 | 143.00' | 5°27'26" | 13.62' | S63°43'14"W | 13.62' |
| C12 | 143.00' | 48°03'18" | 116.45' | S36°57'52"W | 119.94' |
| C13 | 143.00' | 53°30'44" | 128.76' | S39°41'35"W | 133.56' |
| 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' |
| C138 | 34.67' | 40°35'32" | 24.05' | N25°30'27"E | 24.56' |
| C139 | 135.00' | 30°06'37" | 70.13' | N50°51'13"E | 70.95' |

| 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' |

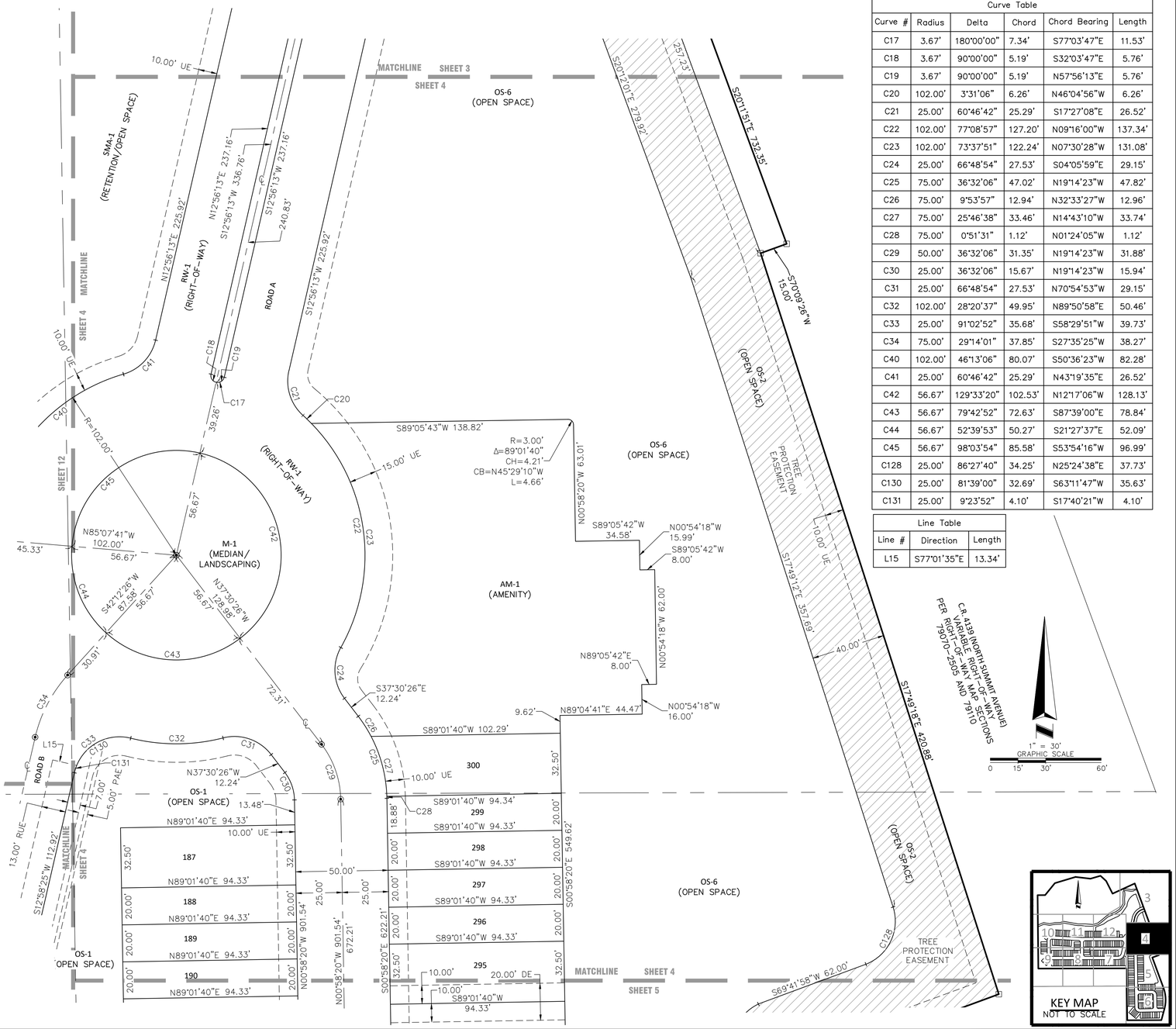

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# SUMMIT PLACE

SHEET 4 OF 12

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




| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve # | Radius | Delta | Chord | Chord Bearing | Length |
| C17 | 3.67' | 180°00'00" | 7.34' | S77°03'47"E | 11.53' |
| C18 | 3.67' | 90°00'00" | 5.19' | S32°03'47"E | 5.76' |
| C19 | 3.67' | 90°00'00" | 5.19' | N57°56'13"E | 5.76' |
| C20 | 102.00' | 3°31'06" | 6.26' | N46°04'56"W | 6.26' |
| C21 | 25.00' | 60°46'42" | 25.29' | S17°27'08"E | 26.52' |
| C22 | 102.00' | 77°08'57" | 127.20' | N09°16'00"W | 137.34' |
| C23 | 102.00' | 73°37'51" | 122.24' | N07°30'28"W | 131.08' |
| C24 | 25.00' | 66°48'54" | 27.53' | S04°05'59"E | 29.15' |
| C25 | 75.00' | 36°32'06" | 47.02' | N19°14'23"W | 47.82' |
| C26 | 75.00' | 9°53'57" | 12.94' | N32°33'27"W | 12.96' |
| C27 | 75.00' | 25°46'38" | 33.46' | N14°43'10"W | 33.74' |
| C28 | 75.00' | 0°51'31" | 1.12' | N01°24'05"W | 1.12' |
| C29 | 50.00' | 36°32'06" | 31.35' | N19°14'23"W | 31.88' |
| C30 | 25.00' | 36°32'06" | 15.67' | N19°14'23"W | 15.94' |
| C31 | 25.00' | 66°48'54" | 27.53' | N70°54'53"W | 29.15' |
| C32 | 102.00' | 28°20'37" | 49.95' | N89°50'58"E | 50.46' |
| C33 | 25.00' | 91°02'52" | 35.68' | S58°29'51"W | 39.73' |
| C34 | 75.00' | 29°14'01" | 37.85' | S27°35'25"W | 38.27' |
| C40 | 102.00' | 46°13'06" | 80.07' | S50°36'23"W | 82.28' |
| C41 | 25.00' | 60°46'42" | 25.29' | N43°19'35"E | 26.52' |
| C42 | 56.67' | 129°33'20" | 102.53' | N12°17'06"W | 128.13' |
| C43 | 56.67' | 79°42'52" | 72.63' | S87°39'00"E | 78.84' |
| C44 | 56.67' | 52°39'53" | 50.27' | S21°27'37"E | 52.09' |
| C45 | 56.67' | 98°03'54" | 85.58' | S53°54'16"W | 96.99' |
| C128 | 25.00' | 86°27'40" | 34.25' | N25°24'38"E | 37.73' |
| C130 | 25.00' | 81°39'00" | 32.69' | S63°11'47"W | 35.63' |
| C131 | 25.00' | 9°23'52" | 4.10' | S17°40'21"W | 4.10' |

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





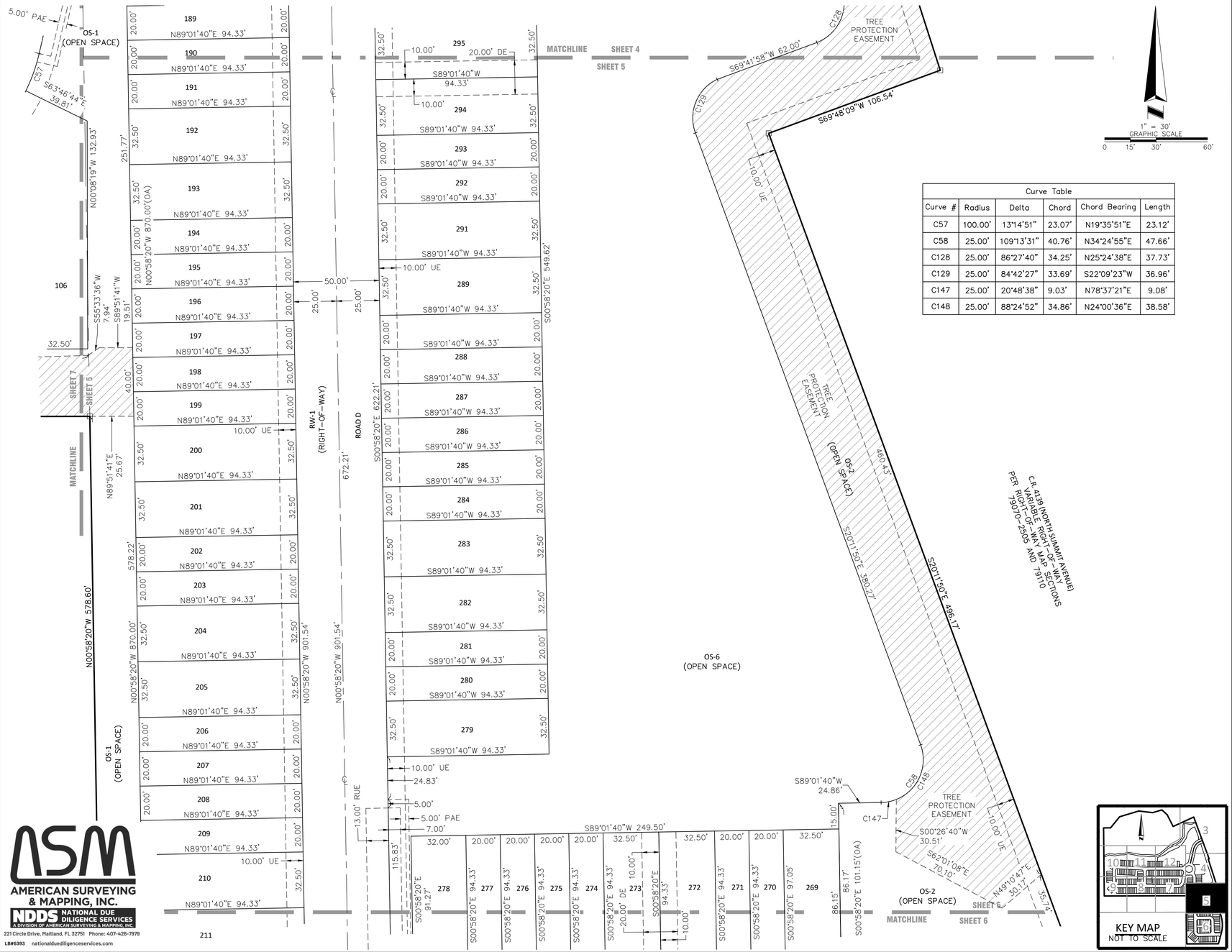
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# SUMMIT PLACE

SHEET 5 OF 12

MAP BOOK ____ PAGE ____

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




| Curve Table | | | | | |
|---|---|---|---|---|---|
| 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' |
| C147 | 25.00' | 20°48'38" | 9.03' | N78°37'21"E | 9.08' |
| C148 | 25.00' | 88°24'52" | 34.86' | N24°00'36"E | 38.58' |





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# SUMMIT PLACE

SHEET 6 OF 12

MAP BOOK ____ PAGE ____

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

| Line Table | | |
|---|---|---|
| Line # | Direction | Length |
| L17 | N45°58'20"W | 1.92' |
| L18 | S45°58'20"E | 1.92' |
| L19 | N44°01'40"E | 3.99' |

1" = 30'
GRAPHIC SCALE
0 15' 30' 60'

KEY MAP
NOT TO SCALE

| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve# | Radius | Delta | Chord | Chord Bearing | Length |
| C59 | 25.00' | 90°00'00" | 35.36' | S45°58'20"E | 39.27' |
| 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°27'56" | 20.18' | N63°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°49'15" | 16.75' | N26°31'56"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°39'40"E | 17.13' |
| C80 | 25.00' | 90°00'00" | 35.36' | S45°58'20"E | 39.27' |
| C81 | 25.00' | 30°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" | 30.96' | N50°46'11"E | 33.39' |
| C84 | 522.96' | 2°54'02" | 26.47' | N13°47'09"E | 26.47' |
| C85 | 25.00' | 106°19'22" | 40.02' | N37°48'39"W | 46.39' |
| C86 | 75.00' | 90°00'00" | 106.07' | S45°58'20"E | 117.81' |
| C87 | 75.00' | 14°05'12" | 18.39' | S08°00'55"E | 18.44' |
| C88 | 75.00' | 16°51'51" | 22.06' | 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' |
| C139 | 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' |
| C144 | 540.25' | 1°11'30" | 11.24' | N11°42'07"E | 11.24' |
| C145 | 522.92' | 24°04'42" | 218.14' | N00°55'59"W | 219.76' |
| C146 | 522.96' | 7°11'36" | 65.61' | N16°34'09"W | 65.66' |
| C149 | 25.00' | 31°19'56" | 13.50' | S16°38'18"E | 13.67' |
| C150 | 25.00' | 7°55'43" | 3.46' | S36°16'07"E | 3.46' |
| C151 | 25.00' | 11°28'42" | 5.00' | S45°58'20"E | 5.01' |
| C152 | 25.00' | 10°34'32" | 4.61' | S56°59'56"E | 4.61' |

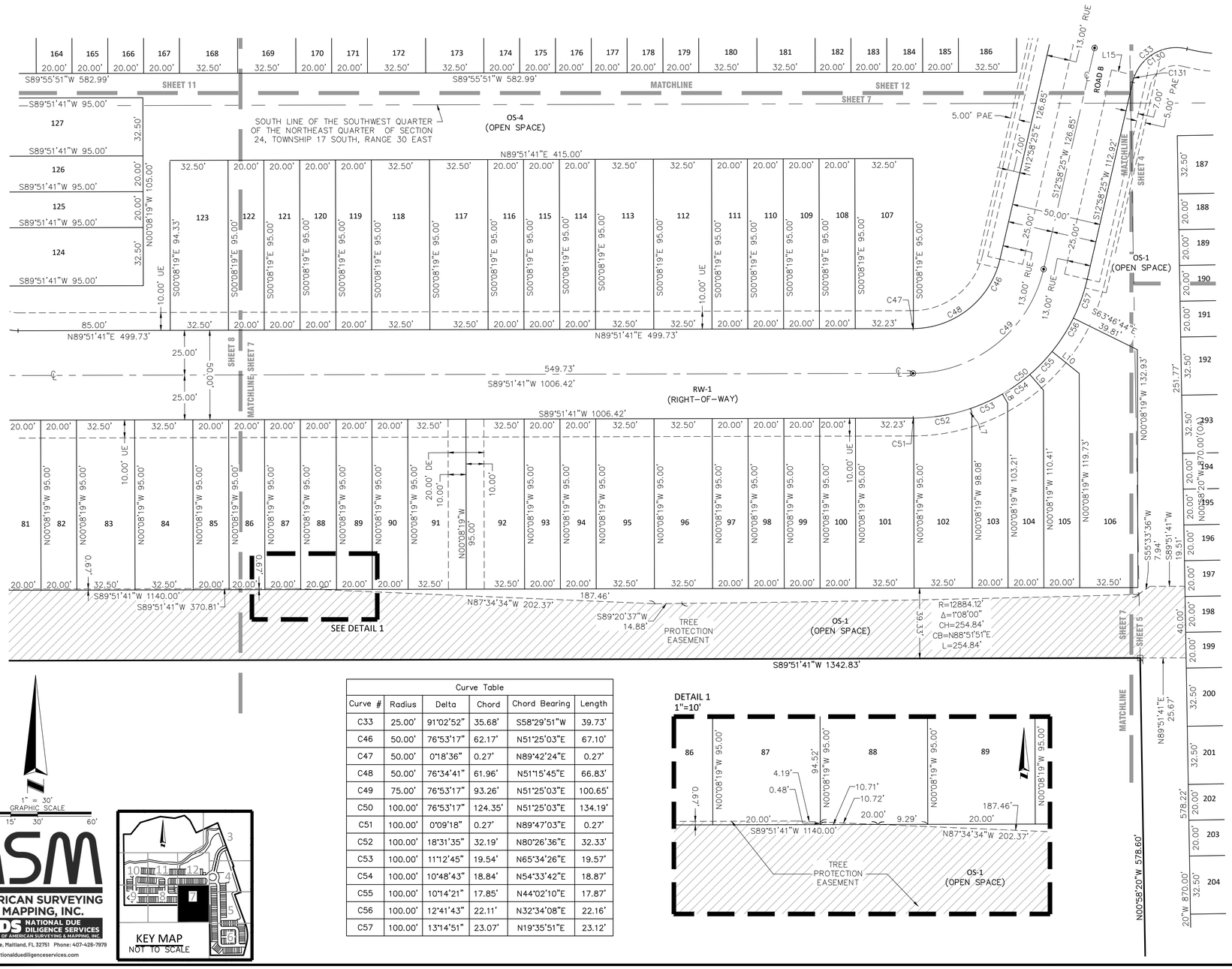

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# SUMMIT PLACE

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



MAP BOOK ____ PAGE ____







| 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' |

1" = 30'
GRAPHIC SCALE
0 15' 30' 60'




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SHEET 8 OF 12

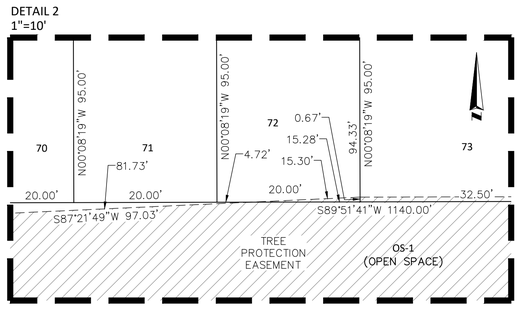
MAP BOOK ____ PAGE ____

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

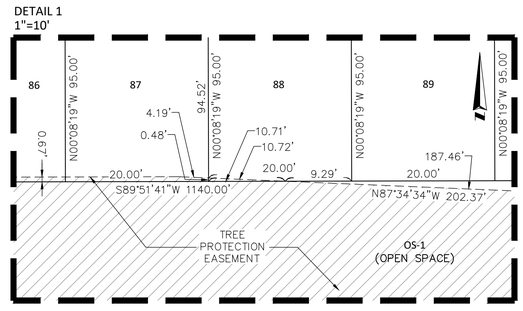


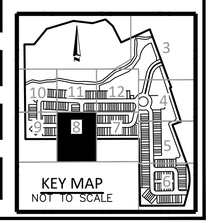

| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve # | Radius | Delta | Chord | Chord Bearing | Length |
| C97 | 25.00' | 90°00'00" | 35.36' | S45°08'19"E | 39.27' |
| C98 | 25.00' | 90°00'00" | 35.36' | N44°51'41"E | 39.27' |

DETAIL 2
1"=10'




DETAIL 1
1"=10'





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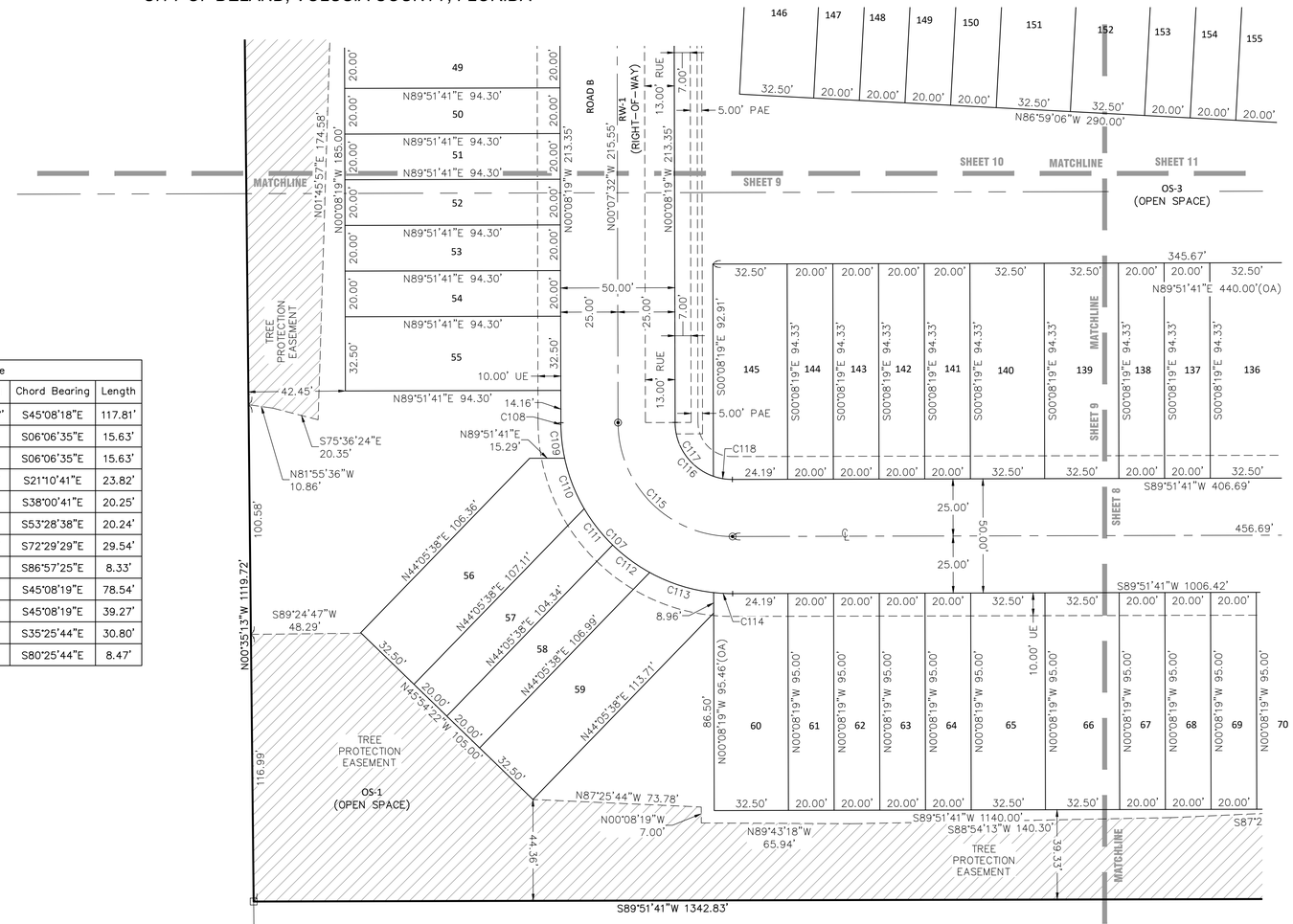
# SUMMIT PLACE

SHEET 9 OF 12

MAP BOOK PAGE

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

| 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' |





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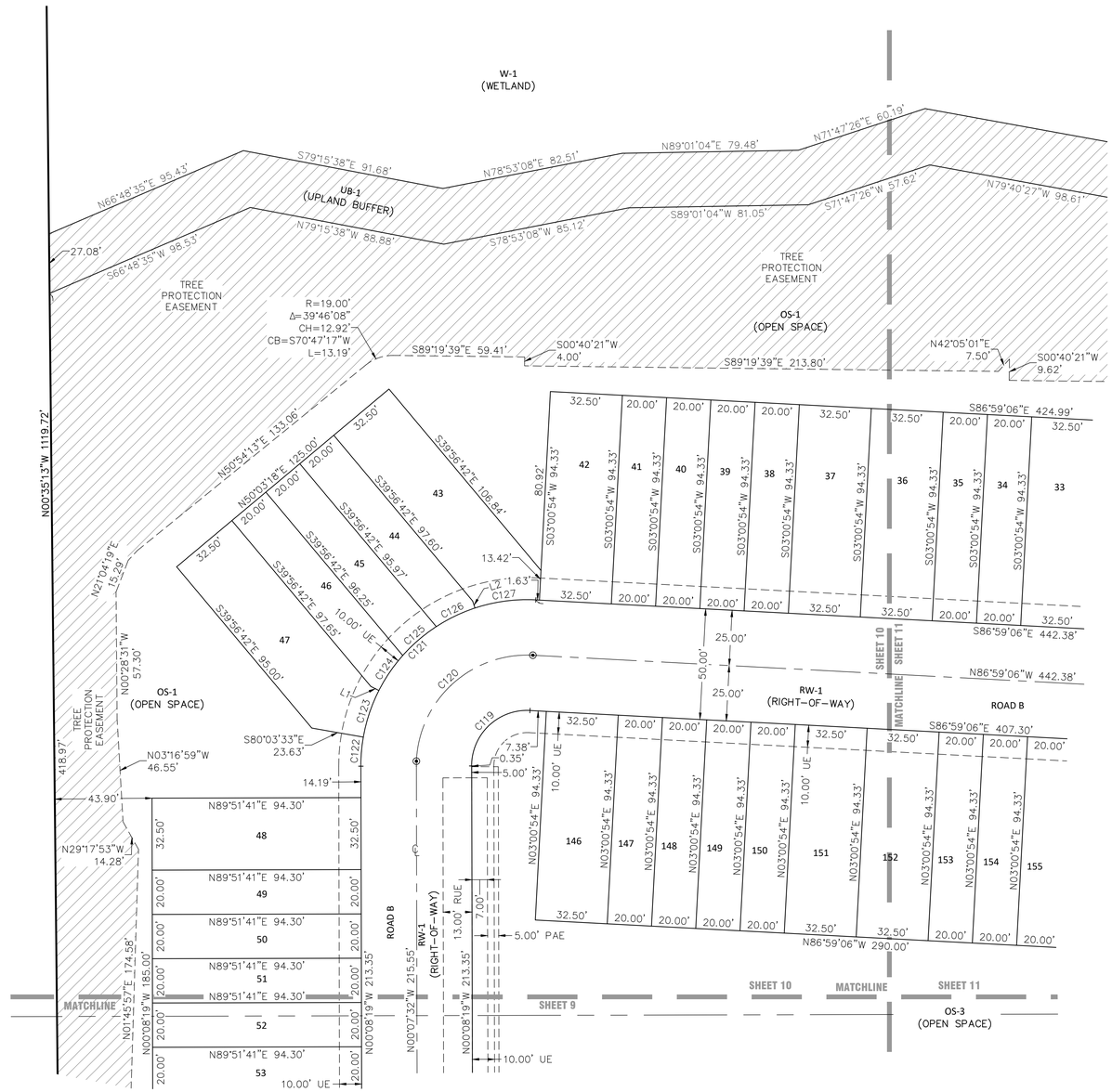
A PARCEL OF LAND LYING WITHIN SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

SHEET 10 OF 12

MAP BOOK ____ PAGE ____

1" = 30'
GRAPHIC SCALE
0 15' 30' 60'

| 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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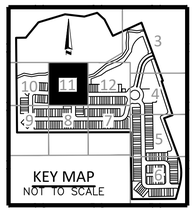
SHEET 11 OF 12

MAP BOOK PAGE

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

| 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' |


| 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' |


1" = 30'
GRAPHIC SCALE
0 15' 30' 60'

W-1 (WETLAND)

N89°01'04"E 79.48'
N71°47'26"E 60.19'
S79°40'27"E 222.74'
N89°08'36"E 105.15'
S85°30'00"E 121.61'
N74°06'17"E 72.42'
N52°02'45"E 87.05'
S89°01'04"W 81.05'
S71°47'26"W 57.62'
N79°40'27"W 98.61'
N76°41'23"W 38.93'
N78°54'00"W 38.81'
N83°06'26"W 42.61'
S89°08'36"W 48.66'
N82°17'49"W 60.49'
N88°18'34"W 84.71'
S87°27'56"W 37.74'
S74°06'18"W 81.79'

TREE PROTECTION EASEMENT
OS-1 (OPEN SPACE)
UB-1 (UPLAND BUFFER)
N42°05'01"E 7.50'
S00°40'21"W 9.62'
S89°19'39"E 213.80'
S89°19'39"E 228.30'
C141
N52°52'51"E 3.79'
C142
N00°08'19"W 40.00'
MATCHLINE
13.16'
209.67'
S83°30'02"E 221.78'
S87°35'58"E 21.63'
S86°59'06"E 424.99'
S86°59'06"E 442.38'
N89°51'41"E 568.86'(OA)
N89°51'41"E 617.97'
626.54'
S89°51'41"W 628.87'
N86°59'06"W 442.38'
S86°59'06"E 407.30'
N86°59'06"W 290.00'
N89°52'49"E 94.11'
S89°55'51"W 582.99'
S89°51'41"W 95.00'
S89°51'41"W 557.99'
SOUTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 17 SOUTH, RANGE 30 EAST

RW-1 (RIGHT-OF-WAY)
ROAD B
ROAD C
SHEET 10
SHEET 11
SHEET 12
SHEET 8
MATCHLINE
OS-3 (OPEN SPACE)
10.00' UE
C99
C100
C101
C102
C103
C104
C105
C106


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# SUMMIT PLACE

SHEET 12 OF 12

MAP BOOK PAGE

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

| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve # | Radius | Delta | Chord | Chord Bearing | Length |
| C141 | 110.00' | 16°10'27" | 30.95' | S60°58'04"W | 31.05' |
| C142 | 35.00' | 53°01'09" | 31.24' | S26°22'16"W | 32.39' |

| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve # | Radius | Delta | Chord | Chord Bearing | Length |
| C33 | 25.00' | 91°02'52" | 35.68' | S58°29'51"W | 39.73' |
| C34 | 75.00' | 29°14'01" | 37.85' | S27°35'25"W | 38.27' |
| C35 | 100.00' | 14°59'55" | 26.10' | S20°28'23"W | 26.18' |
| C36 | 25.00' | 54°27'04" | 22.87' | N00°44'49"E | 23.76' |
| C37 | 102.00' | 7°27'44" | 13.28' | S22°44'51"E | 13.28' |
| C38 | 25.00' | 71°07'19" | 29.08' | N54°34'39"W | 31.03' |
| C39 | 25.00' | 62°21'52" | 25.89' | N58°40'46"E | 27.21' |
| C40 | 102.00' | 46°13'06" | 80.07' | S50°36'23"W | 82.28' |
| C44 | 56.67' | 52°39'53" | 50.27' | S21°27'37"E | 52.09' |
| C45 | 56.67' | 98°03'54" | 85.58' | S53°54'16"W | 96.99' |
| C130 | 25.00' | 81°39'00" | 32.69' | S63°11'47"W | 35.63' |
| C131 | 25.00' | 9°23'52" | 4.10' | S17°40'21"W | 4.10' |
| C136 | 100.00' | 12°29'43" | 21.77' | S21°43'29"W | 21.81' |
| C137 | 100.00' | 2°30'12" | 4.37' | S14°13'31"W | 4.37' |
| C140 | 90.00' | 18°30'17" | 28.94' | N59°48'09"E | 29.07' |

| Line Table | | |
|---|---|---|
| Line # | Direction | Length |
| L3 | S00°08'19"E | 40.00' |
| L4 | N89°51'41"E | 40.00' |
| L5 | S00°08'19"E | 40.00' |
| L6 | N89°51'41"E | 40.00' |
| L15 | S77°01'35"E | 13.34' |

W-1 (WETLAND)

UB-1 (UPLAND BUFFER)

OS-1 (OPEN SPACE)

TREE PROTECTION EASEMENT

SMA-1 (RETENTION/OPEN SPACE)

LS-1 (LIFT STATION)

M-1 (MEDIAN/LANDSCAPING)

RW-1 (RIGHT-OF-WAY)

ROAD B

MATCHLINE

SHEET 3 SHEET 4 SHEET 7 SHEET 11 SHEET 12

N89°51'41"E 568.86'(OA)

N89°51'41"E 617.97'

S89°51'41"W 628.87'

626.54'

S89°51'41"W 557.99'

S89°55'51"W 582.99'

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

1" = 30' GRAPHIC SCALE
0 15' 30' 60'

KEY MAP NOT TO SCALE


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4 Unit

5 Unit

- **4/5 Unit – French Provincial**

Color Scheme 12:

1. Body SW 7664 Smoky Blue
2. Trim SW 7526 Snowbound
3. Front Door SWVS 364 Tanker
4. Shutters SWVS 364 Tanker
5. Garage Door SWVS 364 Tanker
6. Accent NA

Color Scheme 16:

1. Body SW 7649 Silverplate
2. Trim SW 7006 Extra White
3. Front Door SW 6477 Tidewater
4. Shutters SW 6477 Tidewater
5. Garage Door SW 7649 Silverplate
6. Accent NA

6 Unit

- **6 Unit – Cape Cod**

Color Scheme 17:

1. Body SW 6164 Svelte Sage
2. Trim SW 7006 Extra White
3. Front Door SW 7069 Iron Ore
4. Shutters SW 7069 Iron Ore
5. Garage Door Unit Body Color: SW 61664 Svelte Sage or SW 9611 Minimalist
6. Accent SW 9611 Minimalist

Color Scheme 18:

1. Body SW 6236 Grays Harbor
2. Trim SW 7006 Extra White
3. Front Door SW 6258 Tricorn Black
4. Shutters SW 6258 Tricorn Black
5. Garage Door SW 6238 Icicle
6. Accent SW 9143 Cadet

8 Unit

- **8 Unit – Farmhouse**

Color Scheme 10:

1. Body SW 0069 Copen Blue
2. Trim SW 7005 Pure White
3. Front Door SW 2833 Roycroft Vellum
4. Shutters SW 2833 Roycroft Vellum
5. Garage Door SW 2833 Roycroft Vellum
6. Accent SW 7005 Pure White

Color Scheme 13:

1. Body SW 9166 Drift of Mist
2. Trim SW 7006 Extra White
3. Front Door SW 6213 Halcyon Green
4. Shutters SW 6213 Halcyon Green
5. Garage Door SW 9166 Drift of Mist
6. Accent SW 2850 Chelsea Gray










GARAGE OVERHANG PROVIDED ON END UNITS





# THE "PEARSON"

**FOR:**

D·R·HORTON®

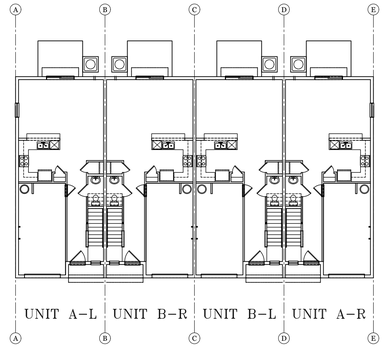
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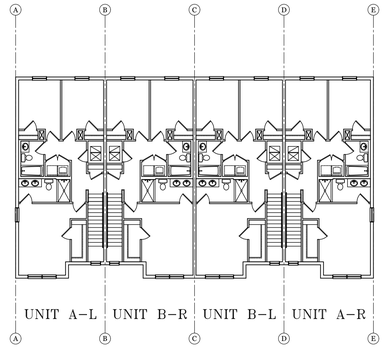
10192 DOWDEN ROAD, ORLANDO, FL 32832

Tel: (407) 850-5200 Fax: (407) 850-5300


## FLOOR PLAN CONFIGURATION




FIRST FLOOR




SECOND FLOOR

- STATE OF FLORIDA CERTIFIED BUILDING CONTRACTOR:

DR HORTON HOMES
10192 DOWDEN ROAD
ORLANDO, FL 32832
TEL: (407)850-5200
FAX: (407)850-5300

- STATE OF FLORIDA PROFESSIONAL ARCHITECT:

ROLAND A. ABOUCHACRA
AR No. 93723

A.B. DESIGN GROUP, LLC.
1441 NORTH RONALD REAGAN BLVD.
LONGWOOD, FLORIDA 32750
Tel: (407) 774-6078
Fax: (407) 774-4078

### DRAWING / CONTRACT DOCUMENT REVIEW BY BUILDER

THE BUILDER ASSUMES ALL LIABILITY FOR INTERPRETATION OF THE CONTRACT DOCUMENTS.

IF ANY ASPECT OF THE CONSTRUCTION (AS DESCRIBED IN THIS DRAWING SET) ARE UNCLEAR AND IN NEED OF FURTHER DETAILING OR EXPLANATION IN ORDER TO BUILD THIS PROJECT BASED ON THIS DRAWING SET, THE CORRECT PROCEDURE IS FOR THE BUILDER TO SUBMIT A WRITTEN R.F.I. (REQUEST FOR INFORMATION) TO THE ARCHITECT OR ENGINEER FOR CLARIFICATION.

AB DESIGN GROUP WILL RESPOND TO ALL WRITTEN RFI's IN WRITTEN/DRAWN FORMS IN A TIMELY MANNER. AB DESIGN GROUP TAKES NO RESPONSIBILITY FOR INTERPRETATIONS OF CONSTRUCTION BY THE BUILDER WHEN NO RFI's HAVE BEEN GENERATED FOR UNCLEAR ASPECTS OF THE CONSTRUCTION BASED ON THE DRAWING SET.

## DESIGN CRITERIA:

- **FLORIDA BUILDING CODE, RESIDENTIAL, 8TH EDITION (2023)**
- **ALL LOCAL AND STATE CODES**

| | |
|---|---|
| • OCCUPANCY | – RESIDENTIAL, GROUP R2 |
| • CONSTRUCTION TYPE | – VB |
| • MIN. INTERIOR FINISH | – CLASS B |
| • BASIC WIND SPEED | – Vult=140 MPH Vasd=108 MPH |
| • EXPOSURE | – C |
| • 1-STORY RESIDENCE | – |
| • 2-STORY RESIDENCE | – MAX. HEIGHT AS PER LOCAL AND STATE CODES |

## SQ.FT. CALC.'S

AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| ABV. | ABOVE | LAV. | LAVATORY |
| A/C | AIR CONDITIONING | LUM. | LUMINOUS |
| ADJ. | ADJUSTABLE | M.C. | MEDICINE CABINET |
| ALT. | ALTERNATE | MFR. | MANUFACTURER |
| AMP. | AMPERAGE | MIN. | MINIMUM |
| BD. | BOARD | M.T. | METAL THRESHOLD |
| CL | CENTER LINE | MTD. | MOUNTED |
| CAB. | CABINET | MTL. | METAL |
| CLG. | CEILING | N.T.S. | NOT TO SCALE |
| CLR. | CLEAR | O.C. | ON CENTER |
| CONC. | CONCRETE | PL. | PROPERTY LINE |
| CPT. | CARPET | P.B. | PUSH BUTTON |
| C.T. | CERAMIC TILE | PH. | PHONE |
| D. | DRYER | PLT. | PLATE |
| DBL. | DOUBLE | PLYWD. | PLYWOOD |
| D.G. | DUAL GLAZED | PR. | PAIR |
| DIA. | DIAMETER | P.T. | PRESSURE TREATED |
| DIM. | DIMENSION | R. | RISER |
| DISP. | DISPOSAL | RAD. | RADIUS |
| DP. | DEEP | R.A.G. | RETURN AIR GRILL |
| DR. | DOOR | REF. | REFRIGERATOR |
| D.S. | DOWNSPOUT | RM. | ROOM |
| DTL. | DETAIL | R.O. | ROUGH OPENING |
| D.W. | DISHWASHER | S.C. | SOLID CORE EXT DR |
| EA. | EACH | S.D. | SMOKE DETECTOR |
| ELEV. | ELEVATION | S.H. | SINGLE HUNG |
| EQ. | EQUAL | SHT. | SHEET |
| EXH. | EXHAUST | SHTHG. | SHEATHING |
| EXT. | EXTERIOR | SHWR. | SHOWER |
| F.G./FX . | FIXED GLASS | SIM. | SIMILAR |
| F.G. | FUEL GAS | SL. | SLIDING |
| FIN. | FINISH | SL. GL. | SLIDING GLASS |
| FLR. | FLOOR | STD. | STANDARD |
| FLUOR. | FLUORESCENT | SWS | SHEAR WALL |
| FR. DR. | FRENCH DOOR | | SECTION |
| FTG. | FOOTING | TEMP. | TEMPERED GLASS |
| GA. | GAUGE | THK. | THICK |
| GAR. DISP. | GARBAGE DISPOSAL | T.O.C. | TOP OF CURB |
| G.F.I. | GROUND-FAULT CIRCUIT INTERRUPTER | T.O.P. | TOP OF PLATE |
| | | T.O.S. | TOP OF SLAB |
| GL. | GLASS | TYP. | TYPICAL |
| GYP. BD. | GYPSUM BOARD | U.N.O. | UNLESS NOTED OTHERWISE |
| H.B. | HOSE BIB | | |
| H.C. | HOLLOW CORE | V.P. | VAPOR PROOF |
| HDR. | HEADER | W. | WASHER |
| HGT. OR HT | HEIGHT | W/ | WITH |
| INSUL. | INSULATION | WD. | WOOD |
| INT. | INTERIOR | WDW. | WINDOW |
| | | W/H | WATER HEATER |
| | | W.I. | WROUGHT IRON |

## BUILDING DESCRIPTION

# OF UNITS CONFIGURED:
4 UNIT BUILDING

UNIT CONFIGURATION FROM LEFT TO RIGHT: A-B-B-A

## REVISIONS

| DATE | DESCRIPTION |
|---|---|
| 01/01/24 | 2023 CODE UPDATE |

## INDEX OF DRAWINGS


| ARCHITECTURAL SHEET # | DESCRIPTION |
|---|---|
| PG CS | COVER SHEET |
| PG GN | GENERAL NOTES |
| PG F1 | FIRE PROTECTION PLAN |
| PG F1.1A | FIRE PROTECTION DETAILS AND ASSEMBLY |
| PG F1.2A | FIRE SEPARATION SHAFTLINER |
| PG A1 | FIRST FLOOR PLAN |
| PG A1A | STAIRS |
| PG A2 | SECOND FLOOR PLAN |
| PG A3 | FRONT & REAR BUILDING ELEVATIONS |
| PG A4 | LEFT & RIGHT BUILDING ELEVATIONS |
| PG A5 | BUILDING SECTIONS |
| PG A6 | BUILDING SECTIONS |
| PG E1 | FIRST FLOOR ELECTRICAL PLAN |
| PG E2 | SECOND FLOOR ELECTRICAL PLAN |
| PG E3 | ELECTRICAL PANEL & RISER DIAGRAM |
| PG P1 | FIRST FLOOR PLUMBING PLAN |
| PG P2 | SECOND FLOOR PLUMBING PLAN |
| PG P3 | PLUMBING RISER DIAGRAMS |
| PG PA | PRODUCT APPROVALS |
| PG D1 | WALL SECTIONS DETAILS |
| PG D2 | WALL SECTIONS DETAILS |
| PG D3 | DETAILS |
| PG WA1 | WALL ASSEMBLY DETAILS |
| PG WA2 | WALL ASSEMBLY DETAILS |

| STRUCTURAL SHEET # | DESCRIPTION |
|---|---|
| PG S1 | FOUNDATION PLAN |
| PG S1.1A | DETAILS |
| PG S1.1B | DETAILS |
| PG S1.1C | DETAILS |
| PG S1.2 | FIRST FLOOR DOWEL PLAN |
| PG S2 | FIRST FLOOR LIFT BEAM PLAN |
| PG S2.1A | DETAILS |
| PG S2.2A | LINTEL SCHEDULE |
| PG S3.1 | FIRST FLOOR FRAMING PLAN |
| PG S3.1A | DETAILS |
| PG S3.1B | DETAILS |
| PG S4 | SECOND FLOOR DECK PLAN |
| PG S4.2 | SECOND FLOOR DOWEL PLAN |
| PG S5 | SECOND FLOOR LIFT BEAM PLAN |
| PG S6 | ROOF FRAMING PLAN |
| PG SN1 | DETAILS |
| PG SFD1 | SOFFIT INFORMATION BY OTHERS |
| PG SFD2 | SOFFIT INFORMATION BY OTHERS |



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AA #: 0003325


| DATE | DESCRIPTION |
|---|---|
| 1 01/01/24 | 2023 CODE UPDATE |
| 2 | |
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| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |

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MASTER

TITLE SHEET
PEARSON TOWNHOMES
4 UNIT

COVER SHEET

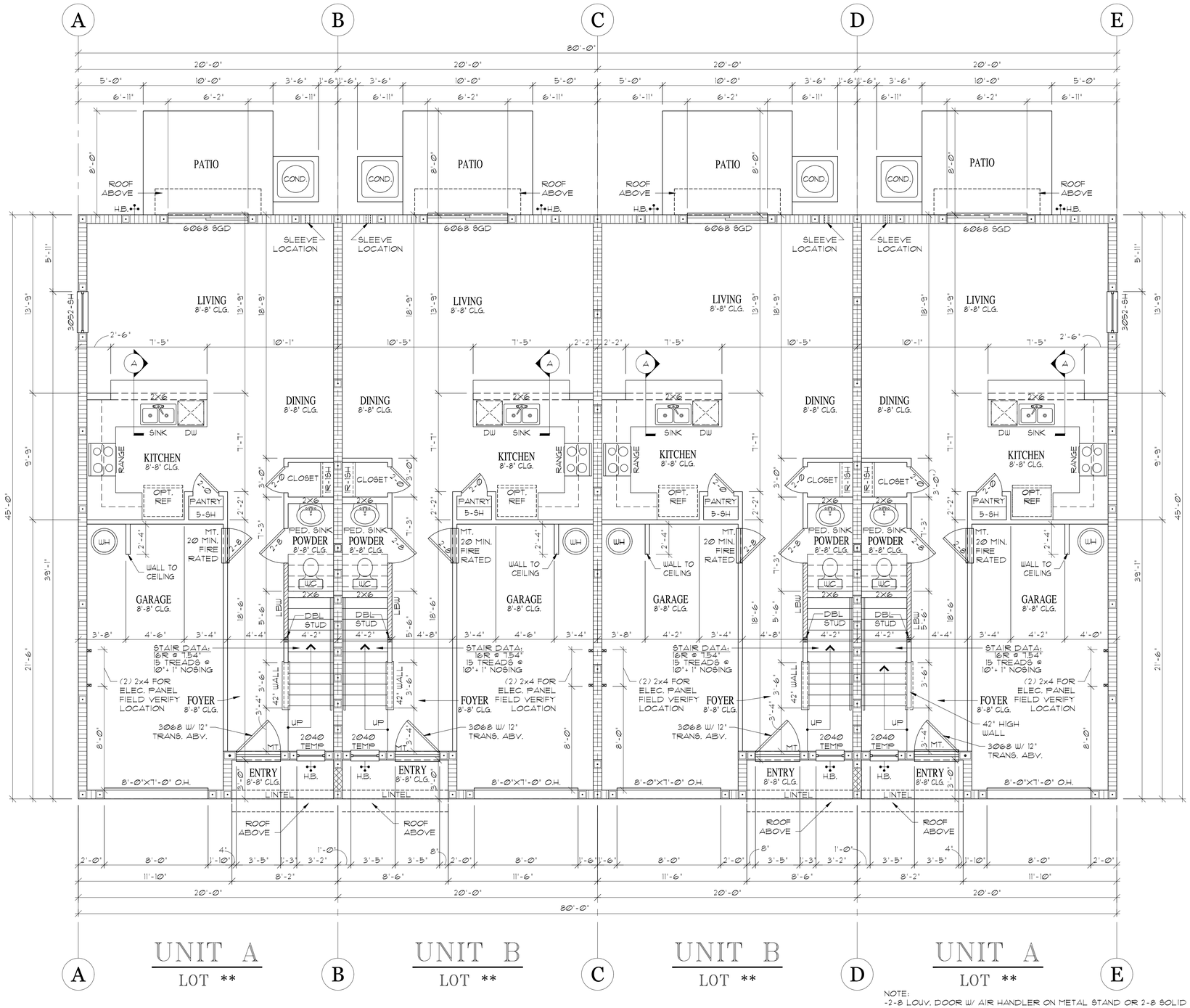
140 MPH EXP. C

JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
CS




# UNIT A
LOT **

# UNIT B
LOT **

# UNIT B
LOT **

# UNIT A
LOT **

## FIRST FLOOR PLAN
SCALE: 1/4"= 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

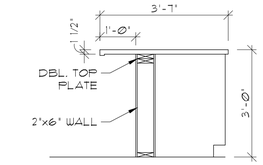
R311.3.1-FLOOR ELEVATIONS @ REQUIRED EGRESS DOOR SHALL MEET PROVISION OF SECTION R311.3.1 IN FBCR 8TH ED. (2023).

NOTE:
-2-8 LOUV. DOOR W/ AIR HANDLER ON METAL STAND OR 2-8 SOLID DOOR W/ RETURN PLENUM AND RETURN AIR GRILLE.
-VERIFY CONDENSER PAD LOCATION WITH SITE PLAN
-OTHER OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS THAN 1 3/8" (35 MM) IN THICKNESS, SOLID OR HONEYCOMB-CORE STEEL DOORS NOT LESS THAN 1 3/8" (35 MM) THICK, OR 20-MINUTE FIRE-RATED DOORS.
-THE GARAGE SHALL BE SEPARATED FROM THE RESIDENCE & ITS ATTIC AREA BY NOT LESS THAN ½"(12.7mm) GYPSUM BOARD APPLIED TO THE GARAGE SIDE. GARAGES BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM ALL HABITABLE ROOMS BY NOT LESS THAN ⅝"(15.9mm) TYPE X GYPSUM BOARD OR EQUIVALENT.
-UNDER STAIR PROTECTION.
ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARDS.
FBCR 2023 (8TH ED.) 302.7

| WALL LEGEND |
|---|
| CMU WALL BEARING 18'-8" |
| CMU WALL BEARING 8'-8" |
| INTERIOR LOAD BEARING WALL |
| NON BEARING INTERIOR PARTITIONS |

| AREA CALCULATIONS FOR UNIT A (1463) | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

| AREA CALCULATIONS FOR UNIT B (1464) | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |




A BAR DETAIL
SCALE: 1/2"=1'-0"

| COMPONENT AND CLADDING WIND LOADS BASIC WIND EXPOSURE FOR 3 SECOND GUSTS | | | | |
|---|---|---|---|---|
| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12"X12" SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG.
CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.
CONTROL DATE: 09/14/23


ARCHITECTS
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AA #: 0003325


△ DESCRIPTION
1 2023 CODE UPDATE
01/01/24

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MASTER

PEARSON TOWNHOMES
4 UNIT

FIRST FLOOR PLAN

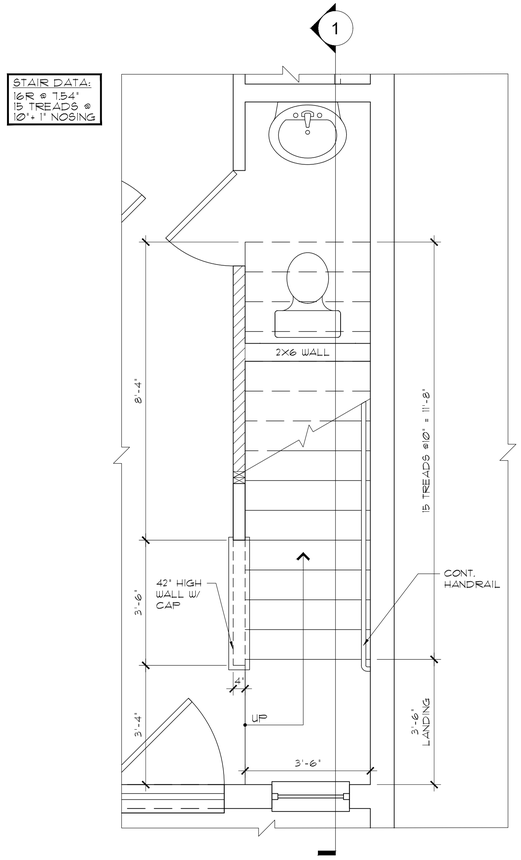
140 MPH EXP. C

ARCHITECT:
STATE OF FLORIDA

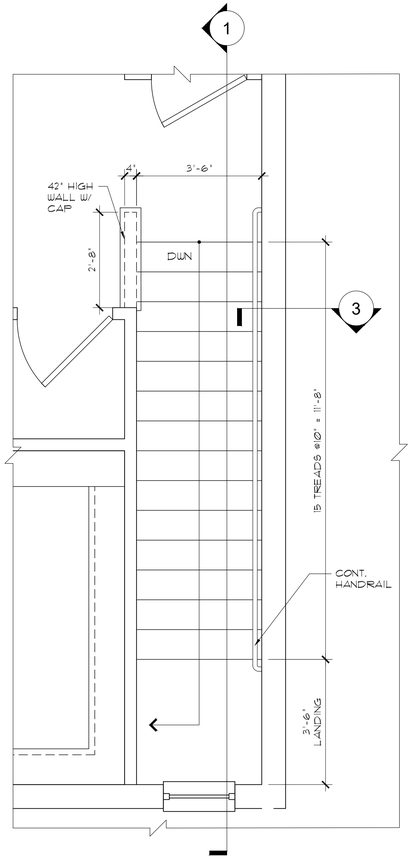
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AR NO 93723

01-01-24

A1




1ST. FLOOR STAIR PLAN

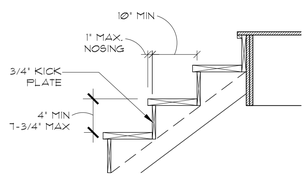



2ND. FLOOR STAIR PLAN

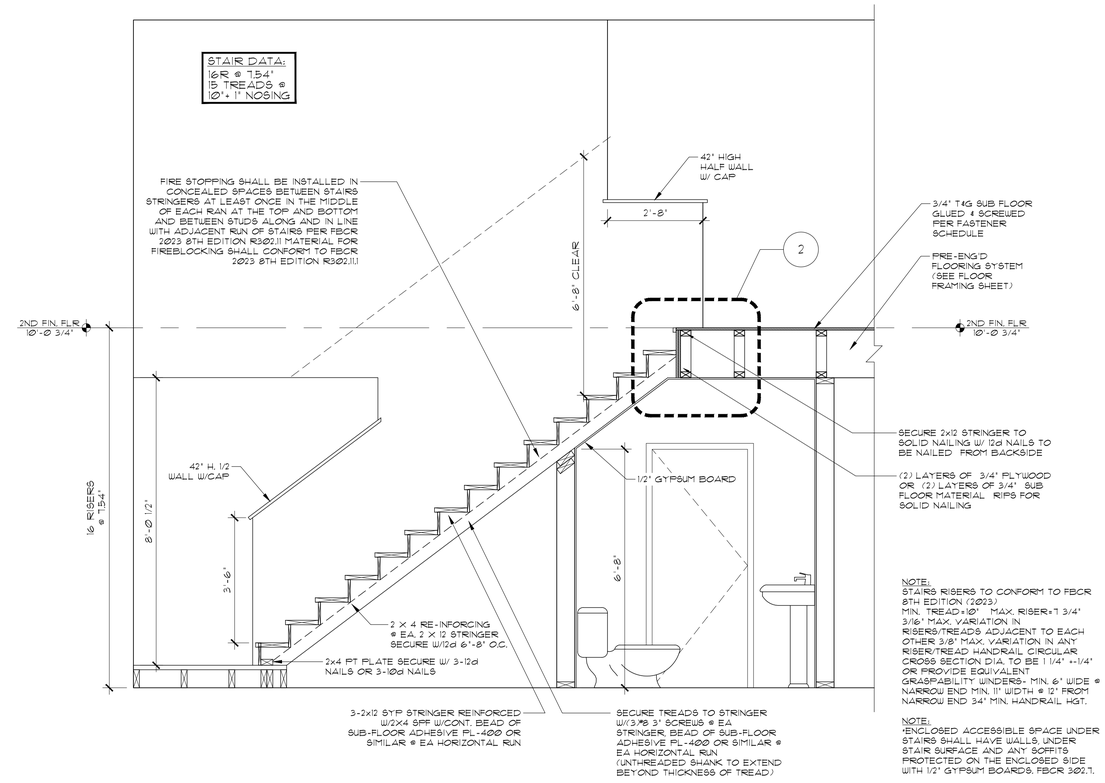
# STAIRS PLANS

SCALE: 1/2"-1'-0"

NOTE:
STAIRS RISERS TO CONFORM TO FBCR 8TH ED. (2023)
3/16" MAX. VARIATION IN RISERS/TREADS ADJACENT TO EACH OTHER
3/8" MAX. VARIATION IN ANY RISER/TREAD
HANDRAIL CIRCULAR CROSS SECTION DIA. TO BE 1 3/4" +-1/4" OR PROVIDE EQUIVALENT GRASPABILITY
WINDERS- MIN. 6" WIDE @ NARROW END
MIN. 11" WIDTH @ 12" FROM NARROW END
34" MIN. HANDRAIL HGT.



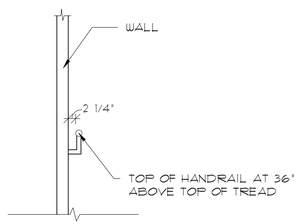

2 DETAIL
SCALE: 3/4 = 1'-0"




NOTE:
STAIRS RISERS TO CONFORM TO FBCR 8TH EDITION (2023.)
MIN. TREAD 10" MAX. RISER=7 3/4"
3/16" MAX. VARIATION IN RISERS/TREADS ADJACENT TO EACH OTHER 3/8" MAX. VARIATION IN ANY RISER/TREAD HANDRAIL CIRCULAR CROSS SECTION DIA. TO BE 1 1/4" +-1/4" OR PROVIDE EQUIVALENT GRASPABILITY UNDERS- MIN. 6' WIDE @ NARROW END MIN. 11" WIDTH @ 12" FROM NARROW END 34" MIN. HANDRAIL HGT.

NOTE:
ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD. FBCR 302.7.

1 STAIRS SECTION
SCALE: 1/2" = 1'-0"




NOTE:
HANDRAILS SHALL HAVE EITHER A CIRCULAR CROSS SECTION WITH A DIAMETER OF 1 1/4"-2" OR A NONCIRCULAR CROSS SECTION WITH A PERIMETER DIMENSION OF AT LEAST 4" BUT NOT MORE THAN 6 1/4" AND A LARGEST CROSS SECTION DIMENSION NOT EXCEEDING 2 1/4". EDGES SHALL HAVE A MINIMUM RADIUS OF 1/8".

HAND RAIL ENDS SHALL BE RETURNED TO THE WALL. FBCR 311.7.8.2

3 HANDRAIL
SCALE: 3/4 = 1'-0"

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LONGWOOD, FL 32750
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www.abdesigngroup.com
AA #: 0003325

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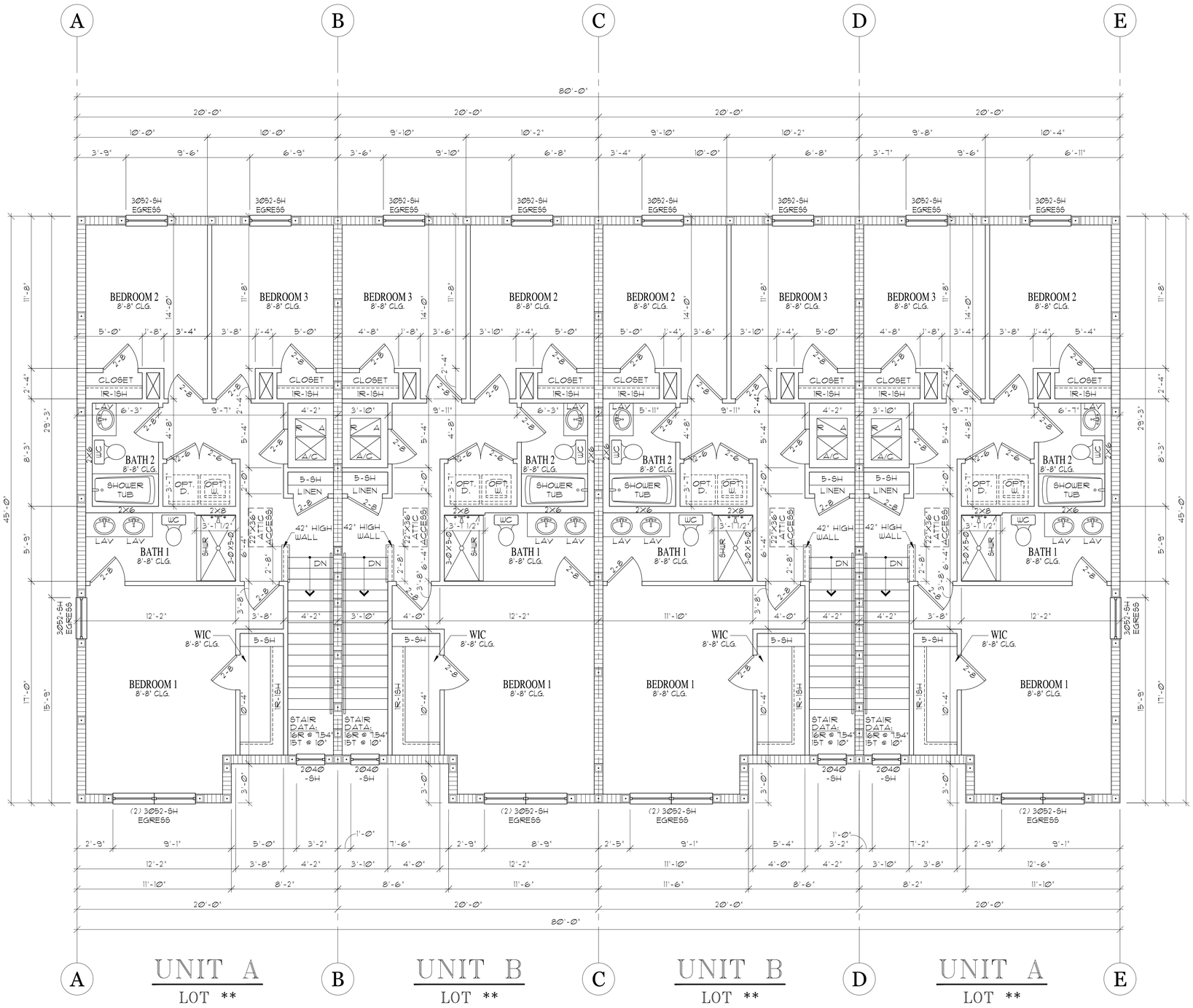
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MASTER

TITLE SHEET
PEARSON TOWNHOMES
4 UNIT
STAIRS
140 MPH EXP C
JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA
ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
A1A




# SECOND FLOOR PLAN

SCALE: 1/4 = 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

## WALL LEGEND

- CMU WALL BEARING 18'-8"
- CMU WALL BEARING 8'-8"
- INTERIOR LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

## AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12"X12" SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG. CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.
CONTROL DATE: 09/14/23

NOTE:
IN OCCUPANCIES REQUIRING RESCUE WINDOWS THE WINDOWS SHALL BE DESIGNED SO THAT THE WINDOW IS OPENABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS AND SHALL PROVIDE A CLEAR OPENING OF NOT LESS THAN 20 INCHES IN WIDTH, 24 INCHES IN HEIGHT, AND 5.7 SQUARE FEET IN AREA. THE BOTTOM OF THE OPENING SHALL BE NOT MORE THAN 44 INCHES ABOVE THE FLOOR. THE CLEAR OPENING SHALL ALLOW A RECTANGULAR SOLID WITH A WIDTH AND HEIGHT THAT PROVIDES NOT LESS THAN 20 INCHES TO PASS FULLY THROUGH THE OPENING.


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| | DATE | DESCRIPTION |
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| 1 | 01/01/24 | 2023 CODE UPDATE |
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MASTER

TITLE SHEET
PEARSON TOWNHOMES
4 UNIT
SECOND FLOOR PLAN
140 MPH EXP. C

JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

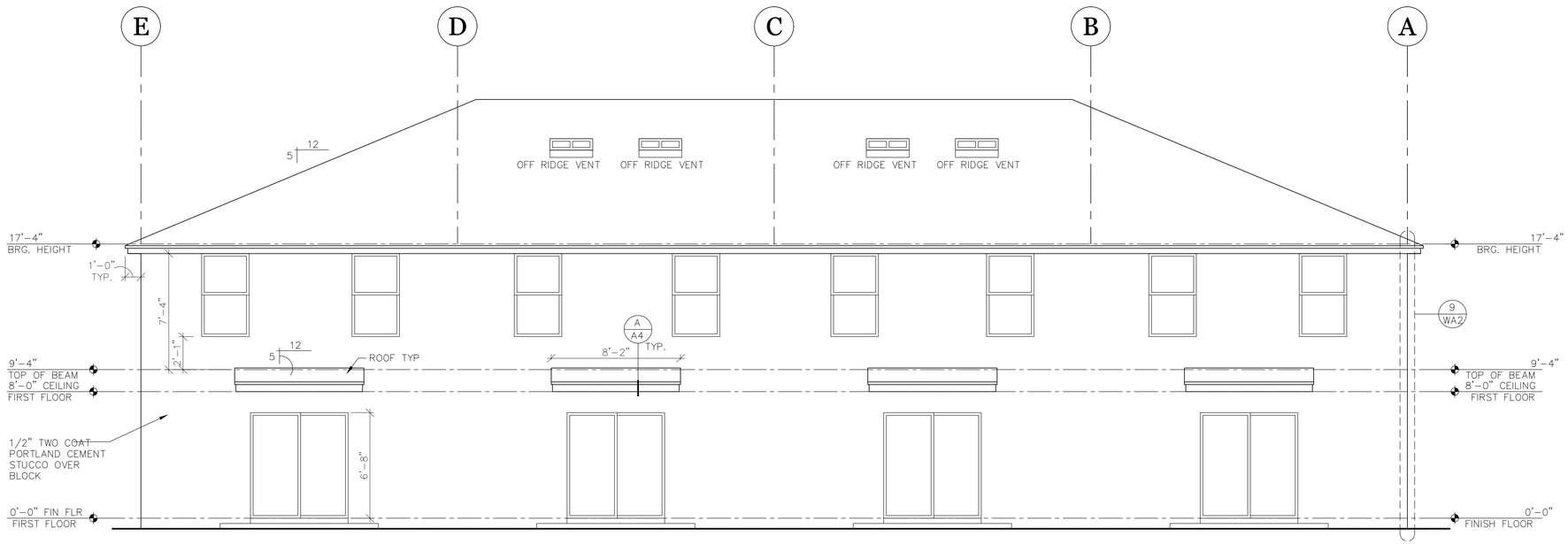
DATE: 01-01-24
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A2

FOR OFF-RIDGE VENT CALCULATIONS
SEE SHEET A4




# FRONT ELEVATION

SCALE: 1/4"= 1'-0"




# REAR ELEVATION

SCALE: 1/4"= 1'-0"


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LONGWOOD, FL 32750
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AA #: 0003325


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TITLE SHEET
PEARSON TOWNHOMES
4 UNIT

FRONT AND REAR ELEVATIONS

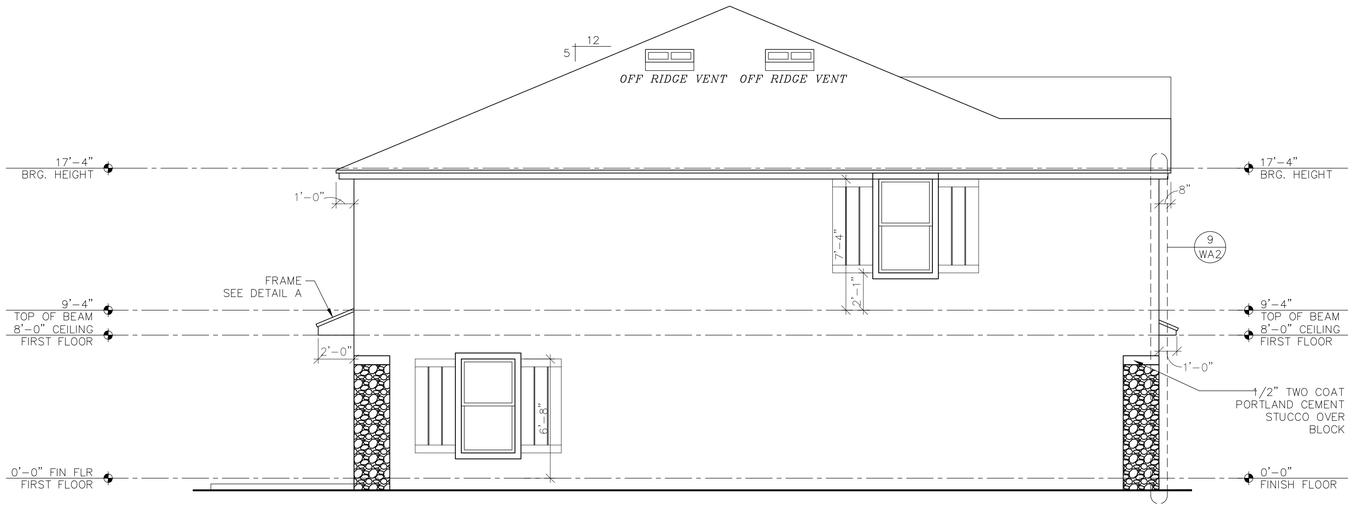
140 MPH EXP. C

JOB #
03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

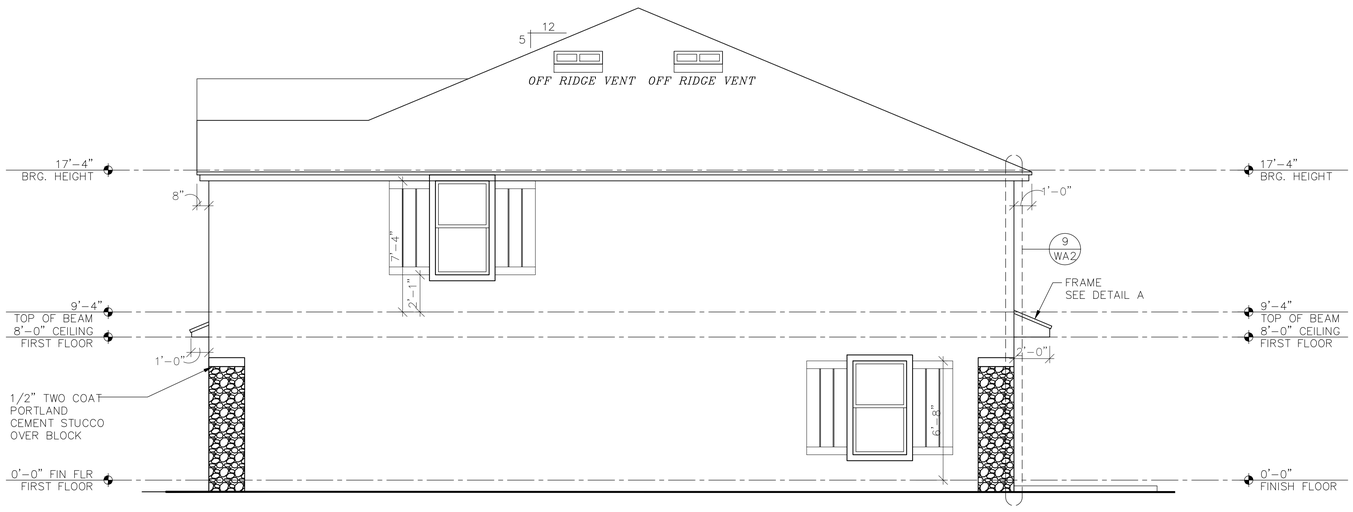
DATE: 10/1/2024
SCALE: AS NOTED
SHEET NO:
A3




# LEFT ELEVATION

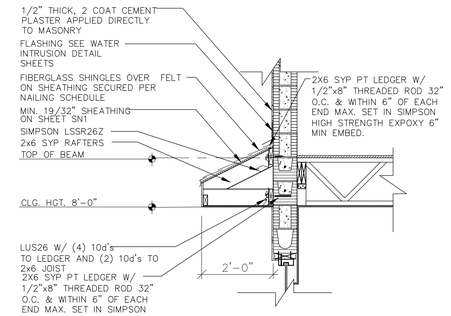
SCALE: 1/4"= 1'-0"

| | |
|---|---|
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "A"** | |
| AREA OF ATTIC* | 960 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.20 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 460.80 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 230.4 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 915 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.05 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 439.20 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 219.6 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 915 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.05 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 439.20 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 219.6 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "A"** | |
| AREA OF ATTIC* | 960 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.20 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 460.80 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 230.4 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| *AREA OF ATTIC IS THE PERIMITER OF THE HOUSE, LESS THE OVERHANG (EXTERIOR OF WALL TO EXTERIOR OF WALL, NO OVERHANGS INCLUDED) | |
| **TOTAL NUMBER OF OFF RIDGE VENTS** | **8** |




# RIGHT ELEVATION

SCALE: 1/4"= 1'-0"




# OVERHANG DETAIL @ PATIO DOORS

A SCALE: 1/2 = 1'-0"


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MASTER

TITLE SHEET
PEARSON TOWNHOMES
4 UNIT

LEFT AND RIGHT BUILDING ELEVATIONS

140 MPH EXP. C

JOB #
03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 10/1/2024
SCALE: AS NOTED
SHEET NO:
A4



VALE UNIT A–L | GLEN UNIT B–L | GLEN UNIT B–R | GLEN UNIT B–L | GLEN UNIT B–R | VALE UNIT A–R

# THE "VALE & GLEN"

**FOR:**

D·R·HORTON®

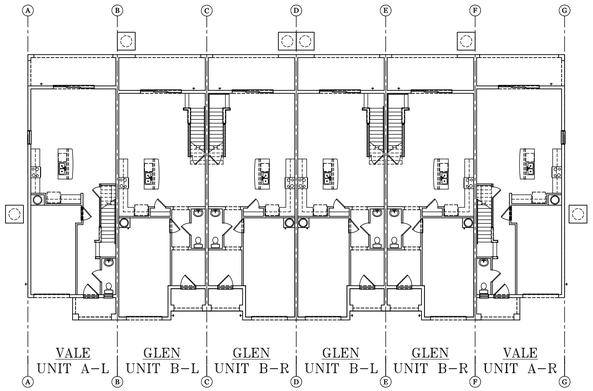
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Tel: (407) 966-1960 Fax: (407) 850-5300

10192 DOWDEN ROAD, ORLANDO, FL 32832

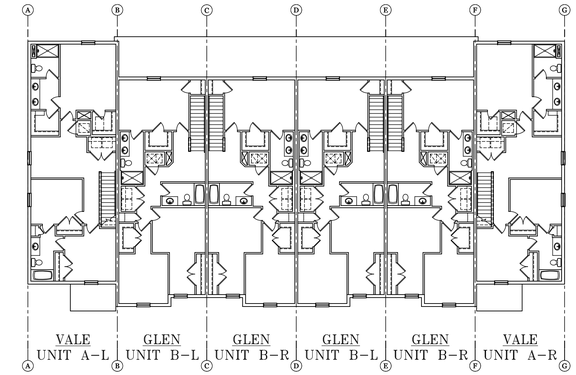
Tel: (407) 850-5200 Fax: (407) 850-5300


## FLOOR PLAN CONFIGURATION



VALE UNIT A–L | GLEN UNIT B–L | GLEN UNIT B–R | GLEN UNIT B–L | GLEN UNIT B–R | VALE UNIT A–R

FIRST FLOOR



VALE UNIT A–L | GLEN UNIT B–L | GLEN UNIT B–R | GLEN UNIT B–L | GLEN UNIT B–R | VALE UNIT A–R

SECOND FLOOR


ARCHITECTS
AB Design Group LLC.
1441 N. RONALD REAGAN BLVD.
LONGWOOD, FL 32750
PH: 407-774-6078
FAX: 407-774-4078
www.abdesigngroup.com
AA #: 0003325


| DATE | DESCRIPTION |
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MASTER

TITLE SHEET: VALE AND GLEN 6 UNIT TOWNHOMES — COVER SHEET — 140 MPH EXP. C

JOB # 02353.000

ARCHITECT: STATE OF FLORIDA

ROLAND A. ABOUCHACRA AR NO 93723

DATE: 1/13/2024

SCALE: AS NOTED

SHEET NO: CS

● STATE OF FLORIDA
CERTIFIED BUILDING CONTRACTOR:

DR HORTON HOMES
10192 DOWDEN ROAD
ORLANDO, FL 32832
TEL: (407)850-5200
FAX: (407)850-5300

● STATE OF FLORIDA
PROFESSIONAL ARCHITECT:

ROLAND A. ABOUCHACRA
AR No. 93723

A.B. DESIGN GROUP, LLC.
1441 NORTH RONALD REAGAN BLVD.
LONGWOOD, FLORIDA 32750
Tel: (407) 774-6078
Fax: (407) 774-4078

### DRAWING / CONTRACT DOCUMENT REVIEW BY BUILDER

THE BUILDER ASSUMES ALL LIABILITY FOR INTERPRETATION OF THE CONTRACT DOCUMENTS.

IF ANY ASPECT OF THE CONSTRUCTION (AS DESCRIBED IN THIS DRAWING SET) ARE UNCLEAR AND IN NEED OF FURTHER DETAILING OR EXPLANATION IN ORDER TO BUILD THIS PROJECT BASED ON THIS DRAWING SET, THE CORRECT PROCEDURE IS FOR THE BUILDER TO SUBMIT A WRITTEN R.F.I. (REQUEST FOR INFORMATION) TO THE ARCHITECT OR ENGINEER FOR CLARIFICATION.

AB DESIGN GROUP WILL RESPOND TO ALL WRITTEN RFI's IN WRITTEN/DRAWN FORMS IN A TIMELY MANNER. AB DESIGN GROUP TAKES NO RESPONSIBILITY FOR INTERPRETATIONS OF CONSTRUCTION BY THE BUILDER WHEN NO RFI's HAVE BEEN GENERATED FOR UNCLEAR ASPECTS OF THE CONSTRUCTION BASED ON THE DRAWING SET.

### DESIGN CRITERIA:

- **FLORIDA BUILDING CODE, RESIDENTIAL, 8TH EDITION (2023)**
- **ALL LOCAL AND STATE CODES**

| | |
|---|---|
| ● OCCUPANCY | – RESIDENTIAL, GROUP R2 |
| ● CONSTRUCTION TYPE | – VB |
| ● MIN. INTERIOR FINISH | – CLASS B |
| ● BASIC WIND SPEED | – Vult=140 MPH Vasd=108 MPH |
| ● EXPOSURE | – C |
| ● 1-STORY RESIDENCE | – |
| ● 2-STORY RESIDENCE | – MAX. HEIGHT AS PER LOCAL AND STATE CODES |

### SQ.FT. CALC.'S

| SQ.FT. CALC.'S VALE | | |
|---|---|---|
| 1ST LIVING | 709 | SQ. FT. |
| 2ND LIVING | 1049 | SQ. FT. |
| TOTAL AC | 1758 | SQ. FT. |
| GARAGE | 237 | SQ. FT. |
| LANAI | 140 | SQ. FT. |
| ENTRY | 48 | SQ. FT. |
| TOTAL UNDER ROOF | 2183 | SQ. FT. |

| SQ.FT. CALC.'S GLEN | | |
|---|---|---|
| SQ. FT. | 701 | 1ST LIVING |
| SQ. FT. | 972 | 2ND LIVING |
| SQ. FT. | 1673 | TOTAL AC |
| SQ. FT. | 268 | GARAGE |
| SQ. FT. | 160 | LANAI |
| SQ. FT. | 41 | ENTRY |
| SQ. FT. | 2142 | TOTAL UNDER ROOF |

### ABBREVIATIONS

| | | | |
|---|---|---|---|
| ABV. | ABOVE | LAV. | LAVATORY |
| A/C | AIR CONDITIONING | LUM. | LUMINOUS |
| ADJ. | ADJUSTABLE | M.C. | MEDICINE CABINET |
| ALT. | ALTERNATE | MFR. | MANUFACTURER |
| AMP. | AMPERAGE | MIN. | MINIMUM |
| BD. | BOARD | M.T. | METAL THRESHOLD |
| CL | CENTER LINE | MTD. | MOUNTED |
| CAB. | CABINET | MTL. | METAL |
| CLG. | CEILING | N.T.S. | NOT TO SCALE |
| CLR. | CLEAR | O.C. | ON CENTER |
| CONC. | CONCRETE | PL. | PROPERTY LINE |
| CPT. | CARPET | P.B. | PUSH BUTTON |
| C.T. | CERAMIC TILE | PH. | PHONE |
| D. | DRYER | PLT. | PLATE |
| DBL. | DOUBLE | PLYWD. | PLYWOOD |
| D.G. | DUAL GLAZED | PR. | PAIR |
| DIA. | DIAMETER | P.T. | PRESSURE TREATED |
| DIM. | DIMENSION | R. | RISER |
| DISP. | DISPOSAL | RAD. | RADIUS |
| DP. | DEEP | R.A.G. | RETURN AIR GRILL |
| DR. | DOOR | REF. | REFRIGERATOR |
| D.S. | DOWNSPOUT | RM. | ROOM |
| DTL. | DETAIL | R.O. | ROUGH OPENING |
| D.W. | DISHWASHER | S.C. | SOLID CORE EXT DR |
| EA. | EACH | S.D. | SMOKE DETECTOR |
| ELEV. | ELEVATION | S.H. | SINGLE HUNG |
| EQ. | EQUAL | SHT. | SHEET |
| EXH. | EXHAUST | SHTHG. | SHEATHING |
| EXT. | EXTERIOR | SHWR. | SHOWER |
| F.G./FX. | FIXED GLASS | SIM. | SIMILAR |
| F.G. | FUEL GAS | SL. | SLIDING |
| FIN. | FINISH | SL. GL. | SLIDING GLASS |
| FLR. | FLOOR | STD. | STANDARD |
| FLUOR. | FLUORESCENT | SWS | SHEAR WALL |
| FR. DR. | FRENCH DOOR | | SECTION |
| FTG. | FOOTING | TEMP. | TEMPERED GLASS |
| GA. | GAUGE | THK. | THICK |
| GAR. DISP. | GARBAGE DISPOSAL | T.O.C. | TOP OF CURB |
| G.F.I. | GROUND-FAULT CIRCUIT INTERRUPTER | T.O.P. | TOP OF PLATE |
| | | T.O.S. | TOP OF SLAB |
| GL. | GLASS | TYP. | TYPICAL |
| GYP. BD. | GYPSUM BOARD | U.N.O. | UNLESS NOTED OTHERWISE |
| H.B. | HOSE BIB | | |
| H.C. | HOLLOW CORE | V.P. | VAPOR PROOF |
| HDR. | HEADER | W. | WASHER |
| HGT. OR HT | HEIGHT | W/ | WITH |
| INSUL. | INSULATION | WD. | WOOD |
| INT. | INTERIOR | WDW. | WINDOW |
| | | W/H | WATER HEATER |
| | | W.I. | WROUGHT IRON |

### BUILDING DESCRIPTION

# OF UNITS CONFIGURED:
6 UNIT BUILDING

UNIT CONFIGURATION FROM LEFT TO RIGHT: A–B–B–B–B–A

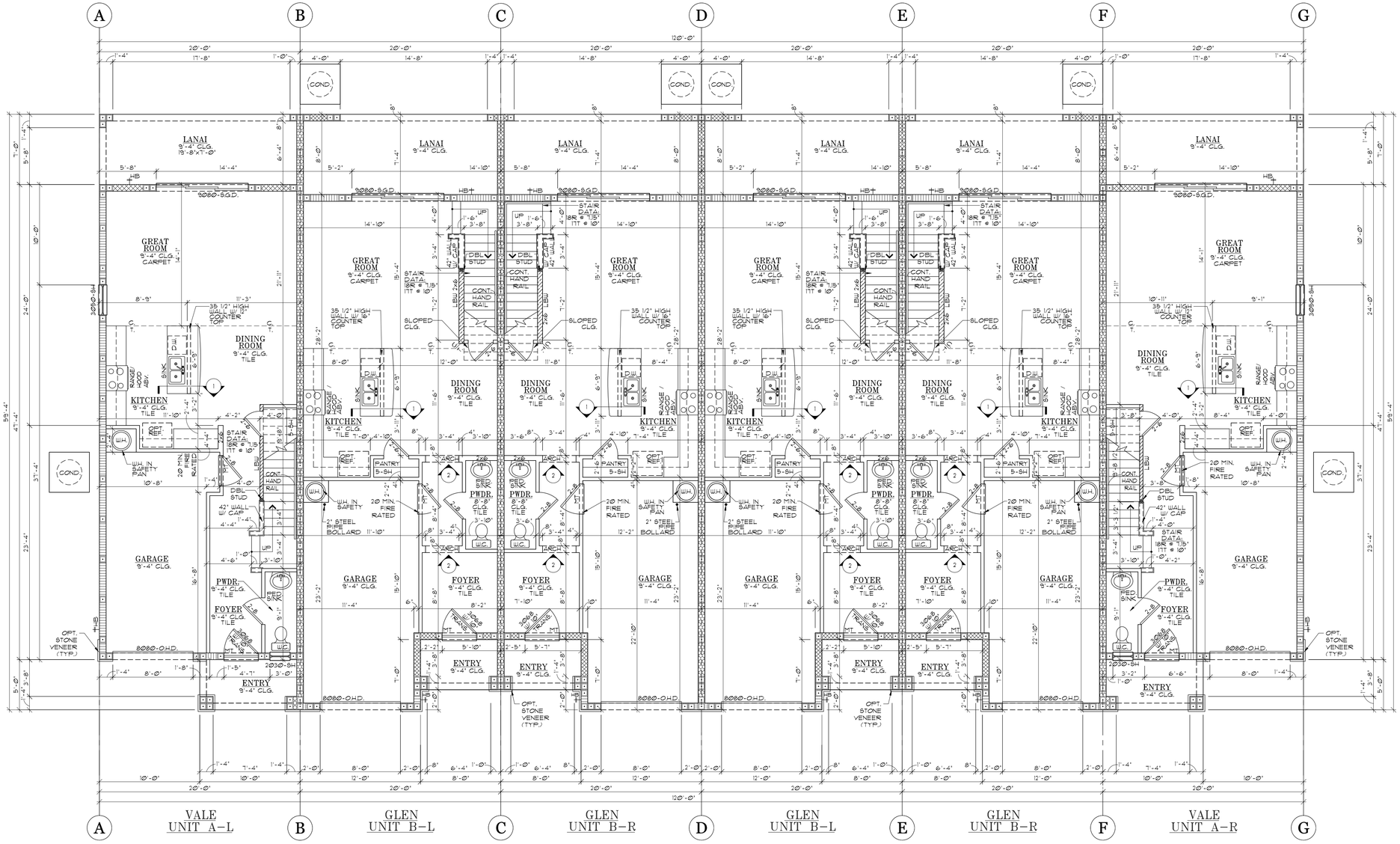
### REVISIONS

| DATE | DESCRIPTION |
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| 01/01/24 | 2023 FBC UPDATE |

## INDEX OF DRAWINGS


| ARCHITECTURAL SHEET # | DESCRIPTION |
|---|---|
| PG CS | COVER SHEET |
| PG GN | GENERAL NOTES |
| PG F1.1 | FIRE PROTECTION PLAN |
| PG F1.1A | FIRE RATED WALL DETAILS |
| PG F1.2A | FIRE RATED WALL DETAILS |
| PG A1 | FIRST FLOOR PLAN |
| PG A1A | VALE STAIR SECTION DETAILS |
| PG A1B | GLEN STAIR SECTION DETAILS |
| PG A2 | SECOND FLOOR PLAN |
| PG A3 | BUILDING FRONT & REAR ELEVATIONS |
| PG A4 | BUILDING LEFT & RIGHT ELEVATIONS |
| PG A5 | UNIT SECTIONS |
| PG A6 | LONGITUDINAL CROSS SECTION |
| PG E1 | FIRST FLOOR ELECTRICAL PLAN |
| PG E2 | SECOND FLOOR ELECTRICAL PLAN |
| PG E3 | ELECTRICAL PANEL & RISER DIAGRAM |
| PG P1 | FIRST FLOOR PLUMBING PLAN |
| PG P2 | SECOND FLOOR PLUMBING PLAN |
| PG P3 | PLUMBING RISERS |
| PG PA | PRODUCT APPROVALS |
| PG D1 | WALL SECTIONS DETAILS |
| PG D2 | WALL SECTIONS DETAILS |
| PG D3 | DETAILS |
| PG WA1 | WALL ASSEMBLY DETAILS |
| PG WA2 | WALL ASSEMBLY DETAILS |
| PG WA3 | WALL ASSEMBLY DETAILS |
| PG WA4 | WALL ASSEMBLY DETAILS |
| PG WA5 | NOT USED |
| PG WA6 | WALL ASSEMBLY DETAILS |

| STRUCTURAL SHEET # | DESCRIPTION |
|---|---|
| PG S1 | FOUNDATION PLAN |
| PG S1.1A | DETAILS |
| PG S1.1B | DETAILS |
| PG S1.1C | STEMWALL DETAILS |
| PG S1.2 | FIRST FLOOR DOWEL PLAN |
| PG S2 | FIRST FLOOR LIFT BEAM PLAN |
| PG S2.1A | DETAILS |
| PG S2.2A | LINTEL SCHEDULE |
| PG S3 | FIRST FLOOR FRAMING PLAN |
| PG S3.1A | DETAILS |
| PG S4 | SECOND FLOOR DECK PLAN |
| PG S4.2 | SECOND FLOOR DOWEL PLAN |
| PG S5 | SECOND FLOOR LIFT BEAM PLAN |
| PG S6 | ROOF FRAMING PLAN |
| PG SN1 | DETAILS |
| PG SFD1 | SOFFIT INFORMATION BY OTHERS |
| PG SFD2 | SOFFIT INFORMATION BY OTHERS |




# FIRST FLOOR PLAN

SCALE: 3/16 = 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

R311.3.1-FLOOR ELEVATIONS @ REQUIRED EGRESS DOOR SHALL MEET PROVISION OF SECTION R311.3.1 IN FBCR 8TH ED. (2023).

NOTE:
- 2-8 LOUV. DOOR W/ AIR HANDLER ON METAL STAND OR 2-8 SOLID DOOR W/ RETURN PLENUM AND RETURN AIR GRILLE.
- VERIFY CONDENSER PAD LOCATION WITH SITE PLAN.
- OTHER OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS THAN 1 3/8" (35 MM) IN THICKNESS, SOLID OR HONEYCOMB-CORE STEEL DOORS NOT LESS THAN 1 3/8" (35 MM) THICK, OR 20-MINUTE FIRE-RATED DOORS.
- THE GARAGE SHALL BE SEPARATED FROM THE RESIDENCE & ITS ATTIC AREA BY NOT LESS THAN ½"(12.7mm) GYPSUM BOARD APPLIED TO THE GARAGE SIDE. GARAGES BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM ALL HABITABLE ROOMS BY NOT LESS THAN ⅝"(15.9mm) TYPE X GYPSUM BOARD OR EQUIVALENT.
- UNDER STAIR PROTECTION: ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARDS. FBCR 2023 (8TH ED.) 302.7

| COMPONENT AND CLADDING WIND LOADS BASIC WIND EXPOSURE FOR 3 SECOND GUSTS | | | | |
|---|---|---|---|---|
| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
| MIN. WINDOW CRITERIA | 10 | 5 | 28.4/-38.0 | |
| EXTERIOR SWING DR. MIN. CRITERIA | 20 | 5 | 27.1/-35.5 | |
| S.G.D. MIN. CRITERIA | 41 | 5 | 25.8/-32.8 | |
| 8070 O.H.D. | 56 | 5 | 25.0/-28.2 | |

BASIC WIND SPEED MPH = 140 (Vult) INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG. CAT.=II, EXP.=C, MEAN ROOF HT. = 24'-5"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.

CONTROL DATE: 09/14/23

## WALL LEGEND

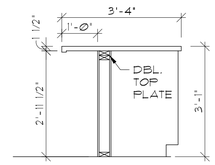
- 19'-4" BRG. CMU WALL
- 9'-4" BRG. CMU FIRE RATED WALL
- LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## SQ.FT. CALC.'S VALE

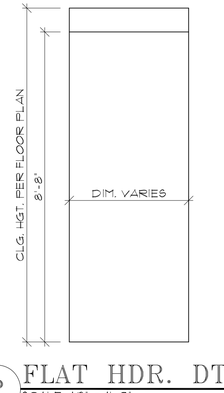
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| LANAI | 140 | SQ. FT. |
| ENTRY | 48 | SQ. FT. |
| TOTAL UNDER ROOF | 2183 | SQ. FT. |

## SQ.FT. CALC.'S GLEN

| | | |
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| SQ. FT. | 701 | 1ST LIVING |
| SQ. FT. | 972 | 2ND LIVING |
| SQ. FT. | 1673 | TOTAL AC |
| SQ. FT. | 268 | GARAGE |
| SQ. FT. | 160 | LANAI |
| SQ. FT. | 41 | ENTRY |
| SQ. FT. | 2142 | TOTAL UNDER ROOF |




A BAR DETAIL
SCALE: 1/2"=1'-0"




2 FLAT HDR. DTL.
SCALE: 1/2" = 1'-0"

ARCHITECTS
A B Design Group LLC.
1441 N. RONALD REAGAN BLVD.
LONGWOOD, FL 32750
PH: 407-774-6078
FAX: 407-774-4078
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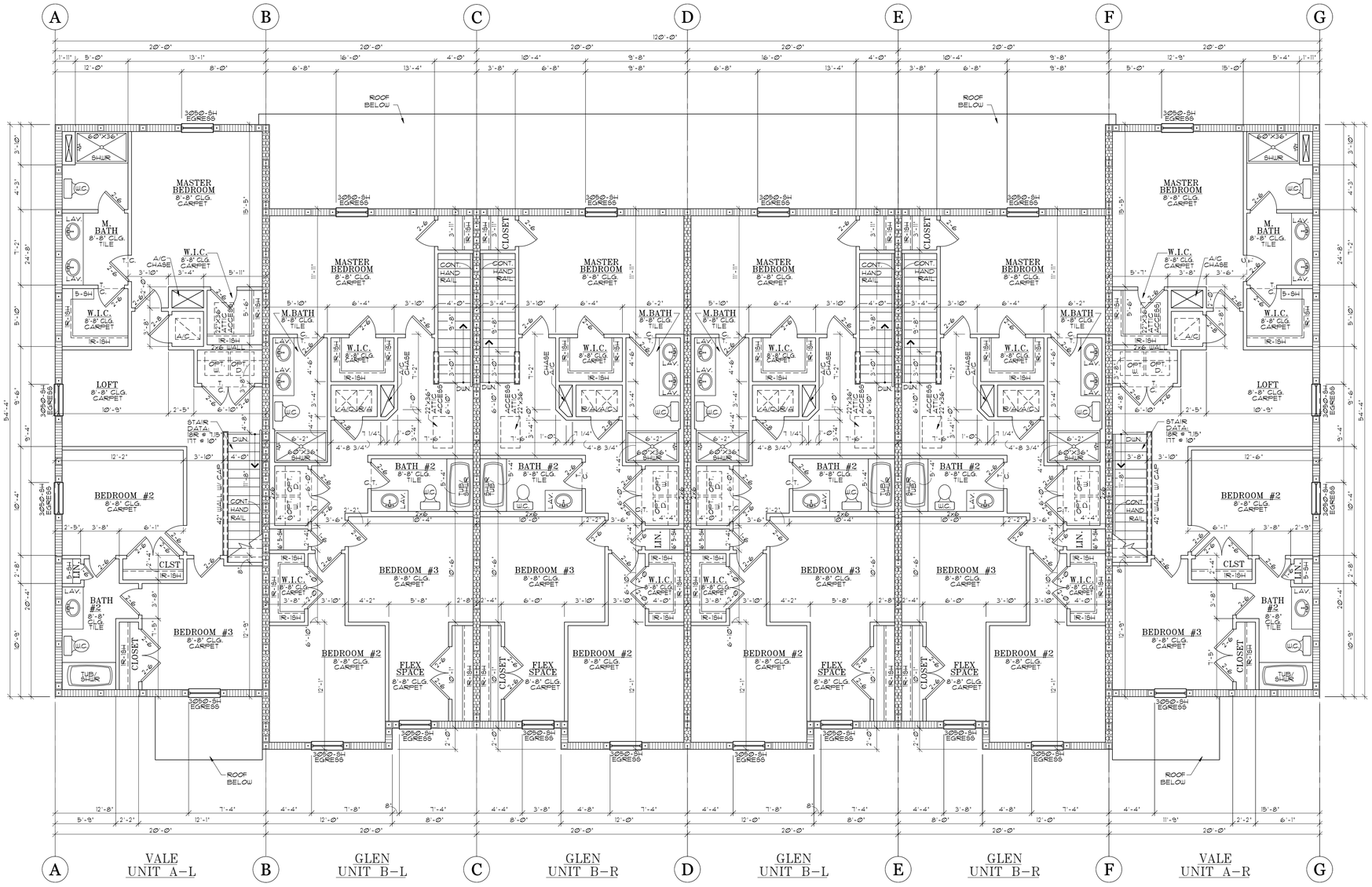
TITLE SHEET
VALE AND GLEN
6 UNIT TOWNHOMES
FIRST FLOOR PLAN
140 MPH EXP. C

JOB # 02353.000

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 1/13/2024
SCALE: AS NOTED
SHEET NO:
A1.1




# SECOND FLOOR PLAN

SCALE: 3/16 = 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

NOTE:
IN OCCUPANCIES REQUIRING RESCUE WINDOWS THE WINDOWS SHALL BE DESIGNED SO THAT THE WINDOW IS OPENABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS AND SHALL PROVIDE A CLEAR OPENING OF NOT LESS THAN 20 INCHES IN WIDTH, 24 INCHES IN HEIGHT, AND 5.7 SQUARE FEET IN AREA. THE BOTTOM OF THE OPENING SHALL BE NOT MORE THAN 44 INCHES ABOVE THE FLOOR. THE CLEAR OPENING SHALL ALLOW A RECTANGULAR SOLID WITH A WIDTH AND HEIGHT THAT PROVIDES NOT LESS THAN 20 INCHES TO PASS FULLY THROUGH THE OPENING.

## WALL LEGEND

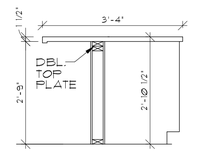
- 19'-4" BRG. CMU WALL
- 9'-4" BRG. CMU FIRE RATED WALL
- LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## SQ.FT. CALC.'S VALE

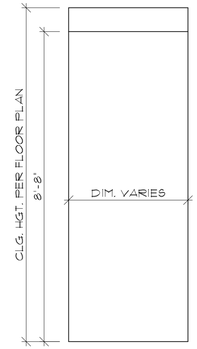
| | | |
|---|---|---|
| 1ST LIVING | 709 | SQ. FT. |
| 2ND LIVING | 1049 | SQ. FT. |
| TOTAL AC | 1758 | SQ. FT. |
| GARAGE | 237 | SQ. FT. |
| LANAI | 140 | SQ. FT. |
| ENTRY | 48 | SQ. FT. |
| TOTAL UNDER ROOF | 2183 | SQ. FT. |

## SQ.FT. CALC.'S GLEN

| | | |
|---|---|---|
| SQ. FT. | 701 | 1ST LIVING |
| SQ. FT. | 972 | 2ND LIVING |
| SQ. FT. | 1673 | TOTAL AC |
| SQ. FT. | 268 | GARAGE |
| SQ. FT. | 160 | LANAI |
| SQ. FT. | 41 | ENTRY |
| SQ. FT. | 2142 | TOTAL UNDER ROOF |




1 BAR DETAIL




2 FLAT HDR. DTL.
SCALE: 1/2" = 1'-0"

## COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| MIN. WINDOW CRITERIA | 10 | 5 | 28.4/-38.0 | |
| EXTERIOR SWING DR. MIN. CRITERIA | 20 | 5 | 27.1/-35.5 | |
| S.G.D. MIN. CRITERIA | 41 | 5 | 25.8/-32.8 | |
| 8070 O.H.D. | 56 | 5 | 25.0/-28.2 | |

BASIC WIND SPEED MPH = 140 (Vult) INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG. CAT.=II, EXP.=C, MEAN ROOF HT. = 24'-5"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.

CONTROL DATE: 09/14/23


ARCHITECTS
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LONGWOOD, FL 32750
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FAX: 407-774-4078
www.abdesigngroup.com
AA #: 0003325


| DATE | DESCRIPTION |
|---|---|
| 1 | 01/01/24 2023 FBC UPDATE |

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MASTER

TITLE SHEET
VALE AND GLEN
6 UNIT TOWNHOMES
SECOND FLOOR PLAN
140 MPH EXP. C

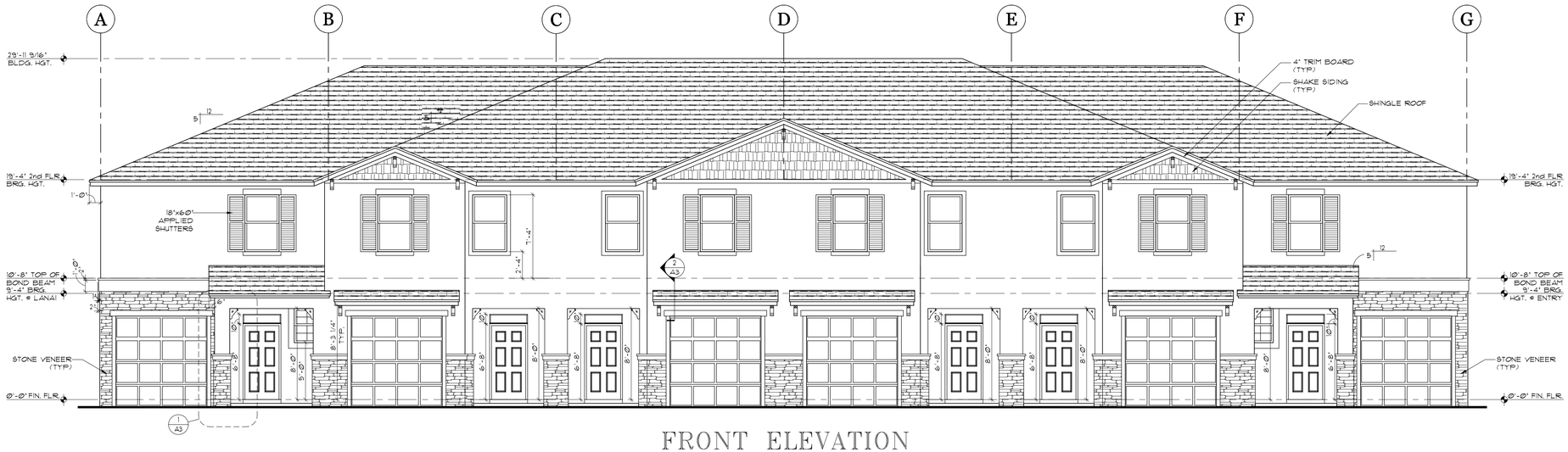
JOB # 02353.000

ARCHITECT:
STATE OF FLORIDA

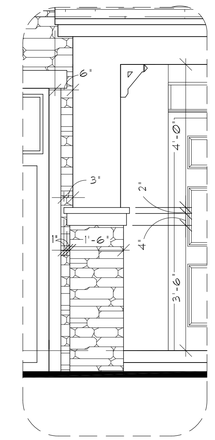
ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 1/13/2024
SCALE: AS NOTED
SHEET NO:
A2

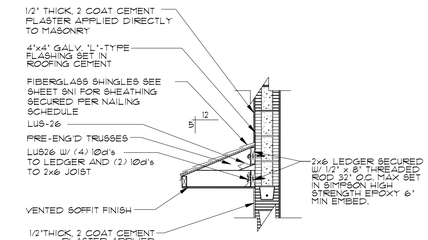
FOR OFF-RIDGE VENT CALCULATIONS
SEE SHEET A4



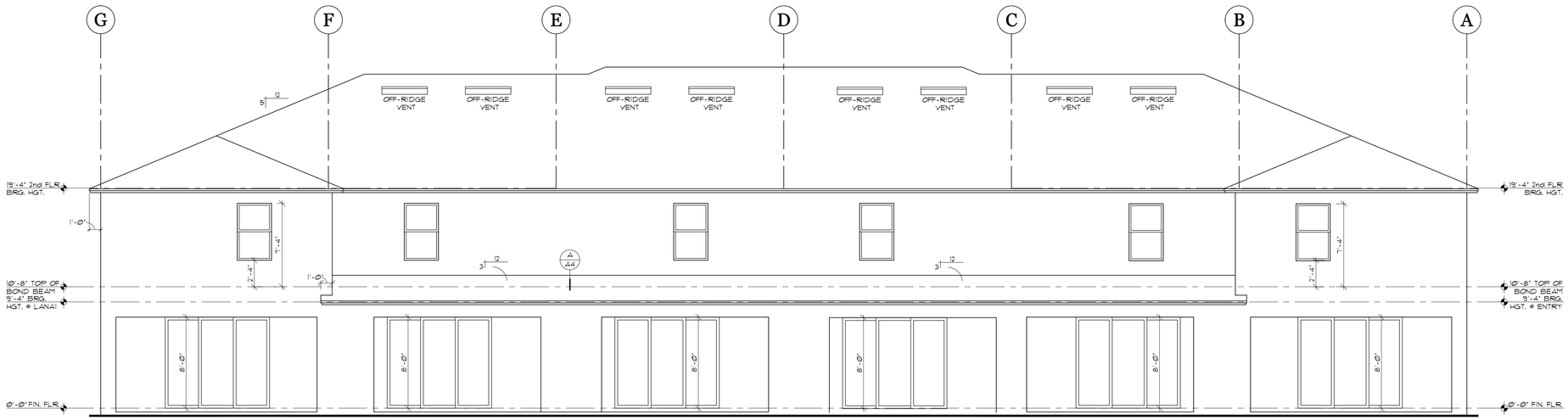

FRONT ELEVATION
SCALE: 3/16 = 1'-Ø" TEXTURED FINISH
NOTE: WALL FENESTRATION FLASHING AS PER FBCR 703.4




1 COLUMN DTL.
SCALE: 1/2 = 1'-Ø"




2 ROOF DTL.
SCALE: 1/2 = 1'-Ø"




REAR ELEVATION
SCALE: 3/16 = 1'-Ø" TEXTURED FINISH


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| | DATE | △ DESCRIPTION |
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| 1 | Ø1/Ø1/24 | 2023 FBC UPDATE |
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MASTER

TITLE SHEET
VALE AND GLEN
6 UNIT TOWNHOMES
140 MPH EXP. C

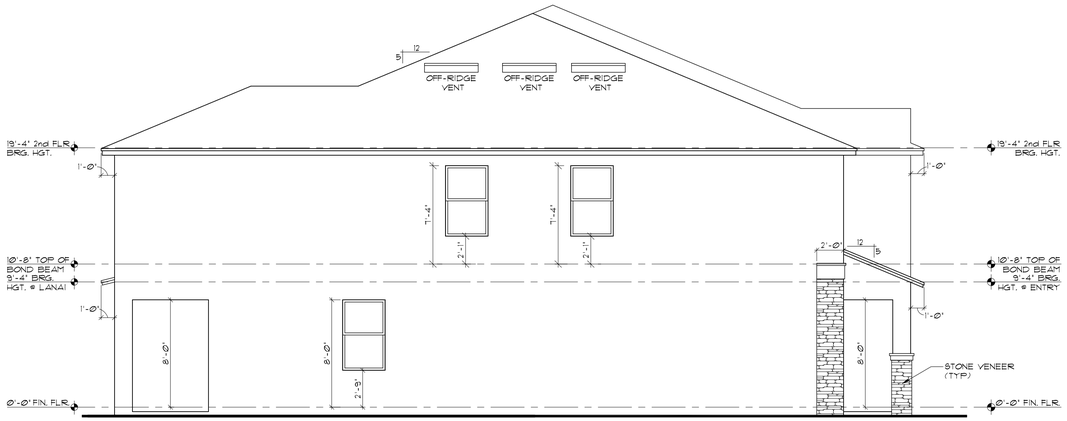
BUILDING FRONT & REAR ELEVATIONS

JOB # 02353.000

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

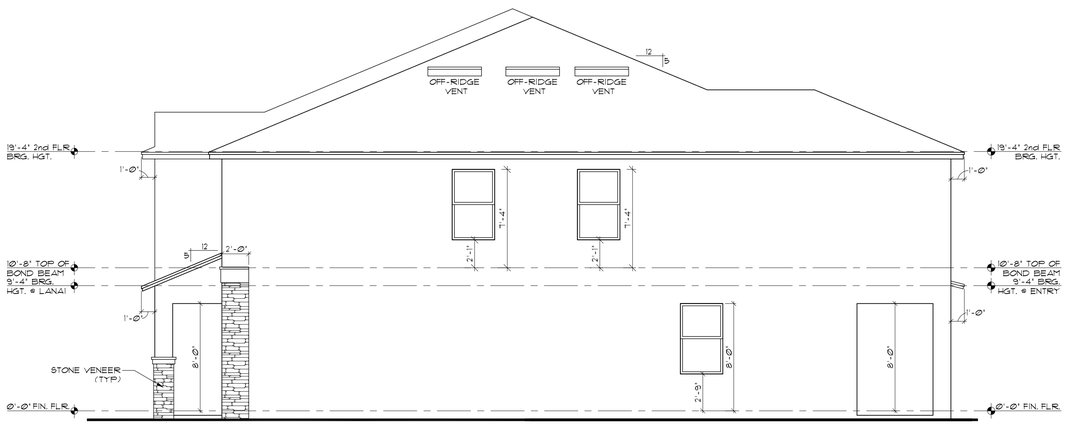
DATE: 1/13/2024
SCALE: AS NOTED
SHEET NO:
A3




LEFT ELEVATION

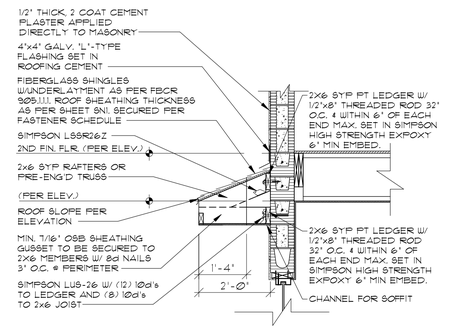
SCALE: 3/16 = 1'-0" TEXTURED FINISH

| | |
|---|---|
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "A"** | |
| AREA OF ATTIC* | 1202 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 4.01 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 576.96 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 288.48 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **3 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 1043 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.48 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 500.64 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 250.32 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 1043 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.48 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 500.64 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 250.32 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 1043 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.48 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 500.64 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 250.32 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **2 UNITS** |
| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "B"** | |
| AREA OF ATTIC* | 1043 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 3.48 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 500.64 SQ. IN. |
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| **OFF RIDGE VENT CALCULATION FOR ATTIC AREA ABOVE DRAFT STOP CONFINES OF UNIT "A"** | |
| AREA OF ATTIC* | 1202 SQ. FT. |
| REQUIRED VENTILATION AREA AT 1 PER 300 | 4.01 SQ. FT. |
| VENTILATION AREA X SQ. INCHES PER FT. (144) | 576.96 SQ. IN. |
| MIN. REQUIRED VENTILATION IN UPPER PORTION OF ATTIC (50% OF TOTAL REQUIRED VENTILATION AREA) | 288.48 SQ. IN. |
| NUMBER OF LOMANCO 770-D VENTS REQUIRED AT 140 SQ.IN. PER VENT | **3 UNITS** |
| **TOTAL NUMBER OF OFF RIDGE VENTS** | **14** |




RIGHT ELEVATION

SCALE: 3/16 = 1'-0" TEXTURED FINISH




A OVERHANG DETAIL

SCALE: 1/2 = 1'-0"


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AA #: 0003325


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MASTER

TITLE SHEET

VALE AND GLEN
6 UNIT TOWNHOMES

BUILDING LEFT & RIGHT ELEVATIONS

140 MPH EXP. C

JOB #
02353.000

ARCHITECT:
STATE OF FLORIDA

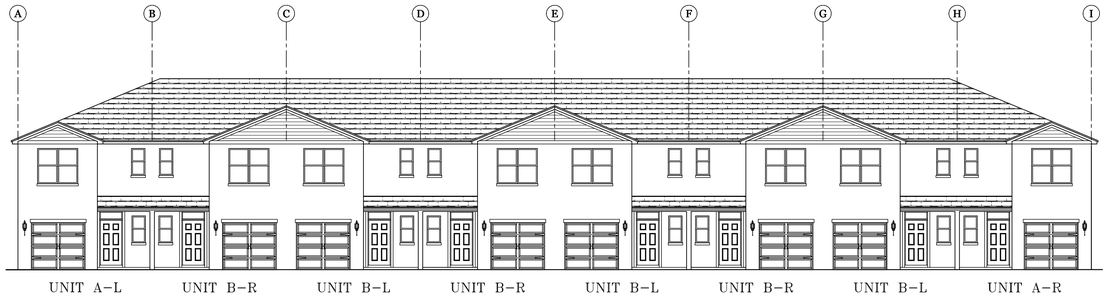
ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 1/13/2024

SCALE: AS NOTED

SHEET NO:

A4




# THE "PEARSON"

**FOR:**

D·R·HORTON®

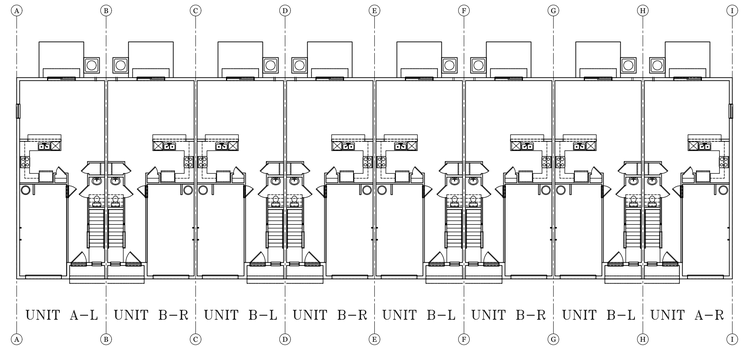
*America's Builder*


Tel: (407) 966-1960 Fax: (407) 850-5300

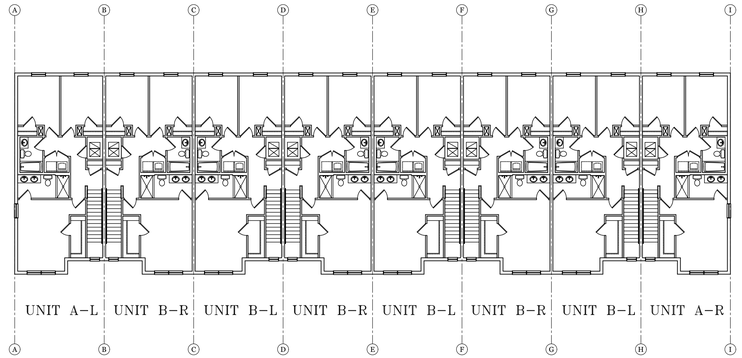
10192 DOWDEN ROAD, ORLANDO, FL 32832

Tel: (407) 850-5200 Fax: (407) 850-5300


## FLOOR PLAN CONFIGURATION




FIRST FLOOR




SECOND FLOOR


ARCHITECTS
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LONGWOOD, FL 32750
PH: 407-774-6078
FAX: 407-774-4078
www.abdesigngroup.com
AA #: 0003325


| | DATE | DESCRIPTION |
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| 1 | 01/01/24 | 2023 CODE UPDATE |
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MASTER

TITLE SHEET: PEARSON TOWNHOMES 8 UNIT — COVER SHEET — 140 MPH EXP. C

JOB # 03680.099

ARCHITECT: STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24

SCALE: AS NOTED

SHEET NO: CS

- STATE OF FLORIDA CERTIFIED BUILDING CONTRACTOR:

DR HORTON HOMES
10192 DOWDEN ROAD
ORLANDO, FL 32832
TEL: (407)850-5200
FAX: (407)850-5300

- STATE OF FLORIDA PROFESSIONAL ARCHITECT:

ROLAND A. ABOUCHACRA
AR No. 93723

A.B. DESIGN GROUP, LLC.
1441 NORTH RONALD REAGAN BLVD.
LONGWOOD, FLORIDA 32750
Tel: (407) 774-6078
Fax: (407) 774-4078

### DRAWING / CONTRACT DOCUMENT REVIEW BY BUILDER

THE BUILDER ASSUMES ALL LIABILITY FOR INTERPRETATION OF THE CONTRACT DOCUMENTS.

IF ANY ASPECT OF THE CONSTRUCTION (AS DESCRIBED IN THIS DRAWING SET) ARE UNCLEAR AND IN NEED OF FURTHER DETAILING OR EXPLANATION IN ORDER TO BUILD THIS PROJECT BASED ON THIS DRAWING SET, THE CORRECT PROCEDURE IS FOR THE BUILDER TO SUBMIT A WRITTEN R.F.I. (REQUEST FOR INFORMATION) TO THE ARCHITECT OR ENGINEER FOR CLARIFICATION.

AB DESIGN GROUP WILL RESPOND TO ALL WRITTEN RFI's IN WRITTEN/DRAWN FORMS IN A TIMELY MANNER. AB DESIGN GROUP TAKES NO RESPONSIBILITY FOR INTERPRETATIONS OF CONSTRUCTION BY THE BUILDER WHEN NO RFI's HAVE BEEN GENERATED FOR UNCLEAR ASPECTS OF THE CONSTRUCTION BASED ON THE DRAWING SET.

### DESIGN CRITERIA:

- **FLORIDA BUILDING CODE, RESIDENTIAL, 8TH EDITION (2023)**
- **ALL LOCAL AND STATE CODES**

| | |
|---|---|
| • OCCUPANCY | – RESIDENTIAL, GROUP R2 |
| • CONSTRUCTION TYPE | – VB |
| • MIN. INTERIOR FINISH | – CLASS B |
| • BASIC WIND SPEED | – Vult=140 MPH Vasd=108 MPH |
| • EXPOSURE | – C |
| • 1-STORY RESIDENCE | – |
| • 2-STORY RESIDENCE | – MAX. HEIGHT AS PER LOCAL AND STATE CODES |

### SQ.FT. CALC.'S

AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

### ABBREVIATIONS

| | | | |
|---|---|---|---|
| ABV. | ABOVE | LAV. | LAVATORY |
| A/C | AIR CONDITIONING | LUM. | LUMINOUS |
| ADJ. | ADJUSTABLE | M.C. | MEDICINE CABINET |
| ALT. | ALTERNATE | MFR. | MANUFACTURER |
| AMP. | AMPERAGE | MIN. | MINIMUM |
| BD. | BOARD | M.T. | METAL THRESHOLD |
| CL. | CENTER LINE | MTD. | MOUNTED |
| CAB. | CABINET | MTL. | METAL |
| CLG. | CEILING | N.T.S. | NOT TO SCALE |
| CLR. | CLEAR | O.C. | ON CENTER |
| CONC. | CONCRETE | PL | PROPERTY LINE |
| CPT. | CARPET | P.B. | PUSH BUTTON |
| C.T. | CERAMIC TILE | PH. | PHONE |
| D. | DRYER | PLT. | PLATE |
| DBL. | DOUBLE | PLYWD. | PLYWOOD |
| D.G. | DUAL GLAZED | PR. | PAIR |
| DIA. | DIAMETER | P.T. | PRESSURE TREATED |
| DIM. | DIMENSION | R. | RISER |
| DISP. | DISPOSAL | RAD. | RADIUS |
| DP. | DEEP | R.A.G. | RETURN AIR GRILL |
| DR. | DOOR | REF. | REFRIGERATOR |
| D.S. | DOWNSPOUT | RM. | ROOM |
| DTL. | DETAIL | R.O. | ROUGH OPENING |
| D.W. | DISHWASHER | S.C. | SOLID CORE EXT DR |
| EA. | EACH | S.D. | SMOKE DETECTOR |
| ELEV. | ELEVATION | S.H. | SINGLE HUNG |
| EQ. | EQUAL | SHT. | SHEET |
| EXH. | EXHAUST | SHTHG. | SHEATHING |
| EXT. | EXTERIOR | SHWR. | SHOWER |
| F.G./FX. | FIXED GLASS | SIM. | SIMILAR |
| F.G. | FUEL GAS | SL. | SLIDING |
| FIN. | FINISH | SL. GL. | SLIDING GLASS |
| FLR. | FLOOR | STD. | STANDARD |
| FLUOR. | FLUORESCENT | SWS | SHEAR WALL SECTION |
| FR. DR. | FRENCH DOOR | | |
| FTG. | FOOTING | TEMP. | TEMPERED GLASS |
| GA. | GAUGE | THK. | THICK |
| GAR. DISP. | GARBAGE DISPOSAL | T.O.C. | TOP OF CURB |
| G.F.I. | GROUND-FAULT CIRCUIT INTERRUPTER | T.O.P. | TOP OF PLATE |
| | | T.O.S. | TOP OF SLAB |
| GL. | GLASS | TYP. | TYPICAL |
| GYP. BD. | GYPSUM BOARD | U.N.O. | UNLESS NOTED OTHERWISE |
| H.B. | HOSE BIB | | |
| H.C. | HOLLOW CORE | V.P. | VAPOR PROOF |
| HDR. | HEADER | W. | WASHER |
| HGT. OR HT | HEIGHT | W/ | WITH |
| INSUL. | INSULATION | WD. | WOOD |
| INT. | INTERIOR | WDW. | WINDOW |
| | | W/H | WATER HEATER |
| | | W.I. | WROUGHT IRON |

### BUILDING DESCRIPTION

# OF UNITS CONFIGURED:
8 UNIT BUILDING

UNIT CONFIGURATION FROM LEFT TO RIGHT: A–B–B–B–B–B–B–A

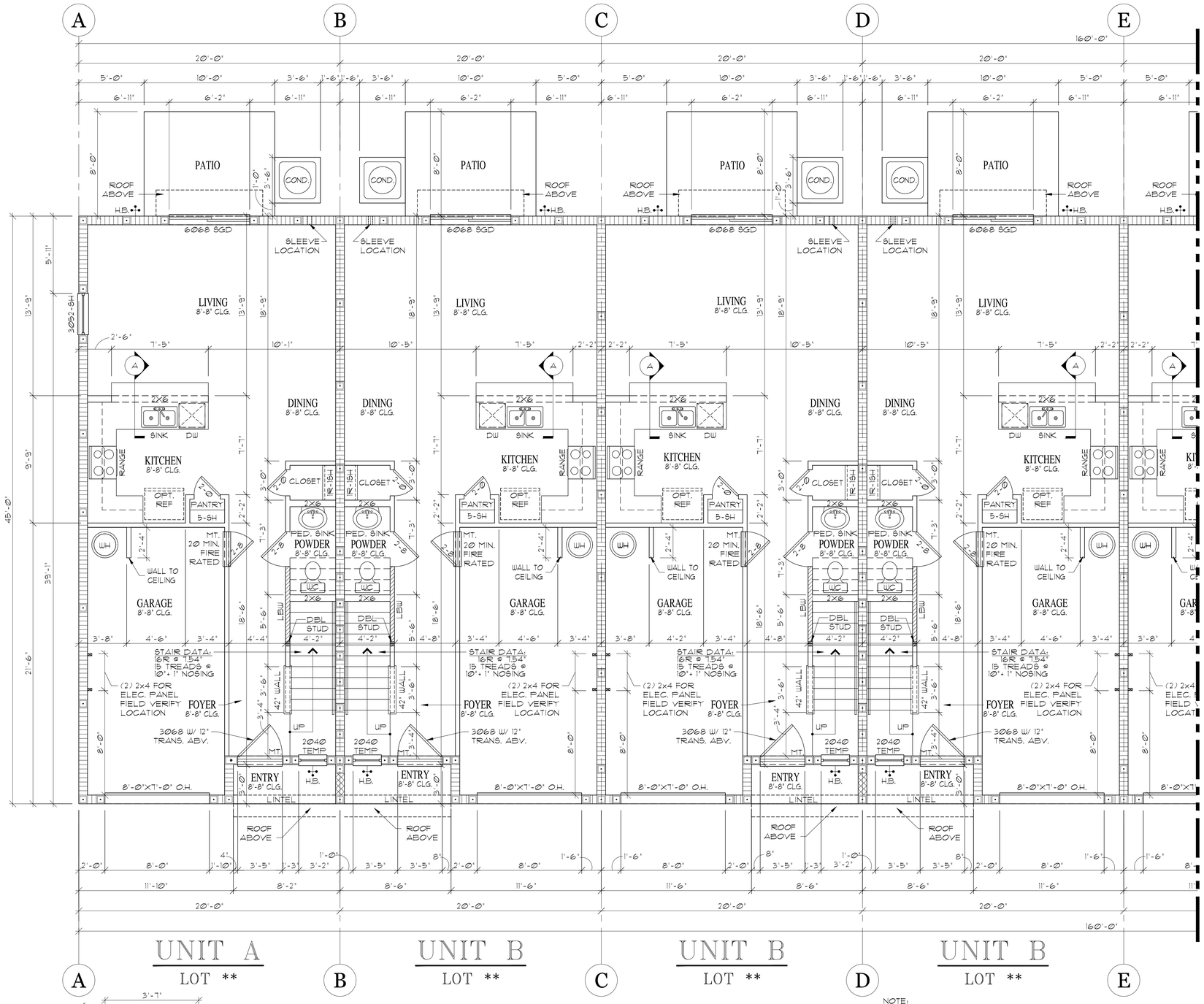
### REVISIONS

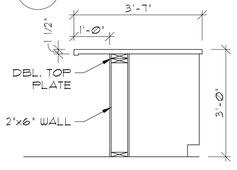
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| 01/01/24 | 2023 CODE UPDATE |

## INDEX OF DRAWINGS


| ARCHITECTURAL SHEET # | DESCRIPTION |
|---|---|
| PG CS | COVER SHEET |
| PG GN | GENERAL NOTES |
| PG F1 | FIRE PROTECTION PLAN |
| PG F1.1A | FIRE PROTECTION DETAILS AND ASSEMBLY |
| PG F1.2A | FIRE SEPARATION SHAFTLINER |
| PG A1.1 | FIRST FLOOR PLAN (LEFT) |
| PG A1.2 | FIRST FLOOR PLAN (RIGHT) |
| PG A1A | STAIRS |
| PG A2.1 | SECOND FLOOR PLAN (LEFT) |
| PG A2.2 | SECOND FLOOR PLAN (RIGHT) |
| PG A3 | FRONT & REAR BUILDING ELEVATIONS |
| PG A4 | LEFT & RIGHT BUILDING ELEVATIONS |
| PG A5 | BUILDING SECTIONS |
| PG A6 | BUILDING SECTIONS |
| PG E1.1 | FIRST FLOOR ELECTRICAL PLAN (LEFT) |
| PG E1.2 | FIRST FLOOR ELECTRICAL PLAN (RIGHT) |
| PG E2.1 | SECOND FLOOR ELECTRICAL PLAN (LEFT) |
| PG E2.2 | SECOND FLOOR ELECTRICAL PLAN (RIGHT) |
| PG E3 | ELECTRICAL PANEL & RISER DIAGRAM |
| PG P1 | FIRST FLOOR PLUMBING PLAN |
| PG P2 | SECOND FLOOR PLUMBING PLAN |
| PG P3 | PLUMBING RISER DIAGRAMS |
| PG PA | PRODUCT APPROVALS |
| PG D1 | WALL SECTIONS DETAILS |
| PG D2 | WALL SECTIONS DETAILS |
| PG D3 | DETAILS |
| PG WA1 | WALL ASSEMBLY DETAILS |
| PG WA2 | WALL ASSEMBLY DETAILS |

| STRUCTURAL SHEET # | DESCRIPTION |
|---|---|
| PG S1.1 | FOUNDATION PLAN (LEFT) |
| PG S1.2 | FOUNDATION PLAN (RIGHT) |
| PG S1.1A | DETAILS |
| PG S1.1B | DETAILS |
| PG S1.1C | DETAILS |
| PG S1.3 | FIRST FLOOR DOWEL PLAN (LEFT) |
| PG S1.4 | FIRST FLOOR DOWEL PLAN (RIGHT) |
| PG S2.1 | FIRST FLOOR LIFT BEAM PLAN (LEFT) |
| PG S2.2 | FIRST FLOOR LIFT BEAM PLAN (RIGHT) |
| PG S2.1A | DETAILS |
| PG S2.2A | LINTEL SCHEDULE |
| PG S3.1 | FIRST FLOOR FRAMING PLAN (LEFT) |
| PG S3.2 | FIRST FLOOR FRAMING PLAN (RIGH) |
| PG S3.1A | DETAILS |
| PG S3.1B | DETAILS |
| PG S4.1 | SECOND FLOOR DECK PLAN (LEFT) |
| PG S4.2 | SECOND FLOOR DECK PLAN (LEFT) |
| PG S4.3 | SECOND FLOOR DOWEL PLAN (LEFT) |
| PG S4.4 | SECOND FLOOR DOWEL PLAN (RIGHT) |
| PG S5.1 | SECOND FLOOR LIFT BEAM PLAN (LEFT) |
| PG S5.2 | SECOND FLOOR LIFT BEAM PLAN (RIGHT) |
| PG S6.1 | ROOF FRAMING PLAN (LEFT) |
| PG S6.2 | ROOF FRAMING PLAN (RIGHT) |
| PG SN1 | DETAILS |
| PG SFD1 | SOFFIT INFORMATION BY OTHERS |
| PG SFD2 | SOFFIT INFORMATION BY OTHERS |




A BAR DETAIL
SCALE: 1/2"=1'-0"

# FIRST FLOOR PLAN (LEFT)

SCALE: 1/4 = 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

R311.3.1-FLOOR ELEVATIONS @ REQUIRED EGRESS DOOR SHALL MEET PROVISION OF SECTION R311.3.1 IN FBCR 8TH ED. (2023).

NOTE:
-2-8 LOUV. DOOR W/ AIR HANDLER ON METAL STAND OR 2-8 SOLID DOOR W/ RETURN PLENUM AND RETURN AIR GRILLE.
-VERIFY CONDENSER PAD LOCATION WITH SITE PLAN.
-OTHER OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS THAN 1 3/8" (35 MM) IN THICKNESS, SOLID OR HONEYCOMB-CORE STEEL DOORS NOT LESS THAN 1 3/8" (35 MM) THICK, OR 20-MINUTE FIRE-RATED DOORS.
-THE GARAGE SHALL BE SEPARATED FROM THE RESIDENCE & ITS ATTIC AREA BY NOT LESS THAN ½"(12.7mm) GYPSUM BOARD APPLIED TO THE GARAGE SIDE. GARAGES BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM ALL HABITABLE ROOMS BY NOT LESS THAN ⅝"(15.9mm) TYPE X GYPSUM BOARD OR EQUIVALENT.
-UNDER STAIR PROTECTION:
ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARDS.
FBCR 2023 (8TH ED.) 302.7

| WALL LEGEND |
|---|
| CMU WALL BEARING 18'-8" |
| CMU WALL BEARING 8'-8" |
| INTERIOR LOAD BEARING WALL |
| NON BEARING INTERIOR PARTITIONS |

| AREA CALCULATIONS FOR UNIT A (1463) | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

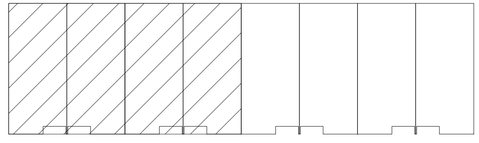
| AREA CALCULATIONS FOR UNIT B (1464) | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12'X12' SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG. CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.
CONTROL DATE: 09/14/23



KEY PLAN


ARCHITECTS
AB Design Group LLC.
1441 N. RONALD REAGAN BLVD.
LONGWOOD, FL 32750
PH: 407-774-6078
FAX: 407-774-4078
www.abdesigngroup.com
AA #: 0003325


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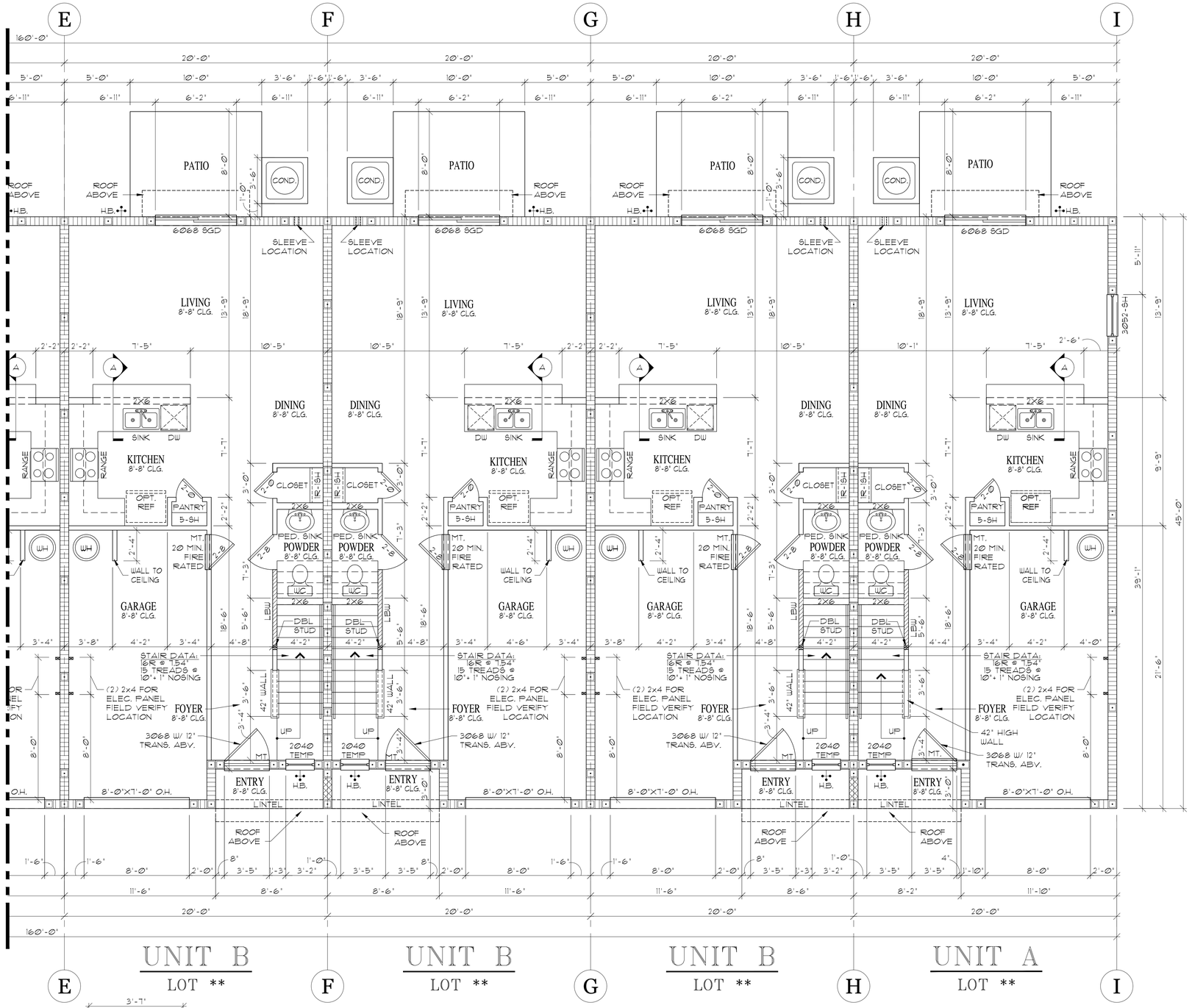
TITLE SHEET
PEARSON TOWNHOMES
8 UNIT
FIRST FLOOR PLAN
(LEFT)
140 MPH EXP. C

JOB #
03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
A1.1

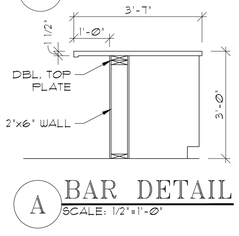



UNIT B
LOT **

UNIT B
LOT **

UNIT B
LOT **

UNIT A
LOT **




A BAR DETAIL
SCALE: 1/2"=1'-0"

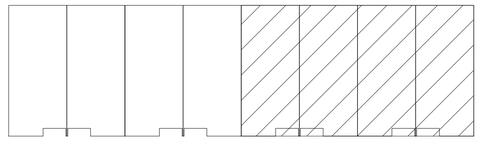
# FIRST FLOOR PLAN (RIGHT)

SCALE: 1/4 = 1'-0"

NOTE:
DOOR RETURN TO BE 4" UNLESS NOTED OTHERWISE.

R311.3.1-FLOOR ELEVATIONS @ REQUIRED EGRESS DOOR SHALL MEET PROVISION OF SECTION R311.3.1 IN FBCR 8TH ED. (2023).

NOTE:
-2-8 LOUV. DOOR W/ AIR HANDLER ON METAL STAND OR 2-8 SOLID DOOR W/ RETURN PLENUM AND RETURN AIR GRILLE.
-VERIFY CONDENSER PAD LOCATION WITH SITE PLAN.
-OTHER OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS THAN 1 3/8" (35 MM) IN THICKNESS, SOLID OR HONEYCOMB-CORE STEEL DOORS NOT LESS THAN 1 3/8" (35 MM) THICK, OR 20-MINUTE FIRE-RATED DOORS.
-THE GARAGE SHALL BE SEPARATED FROM THE RESIDENCE & ITS ATTIC AREA BY NOT LESS THAN ½"(12.7mm) GYPSUM BOARD APPLIED TO THE GARAGE SIDE. GARAGES BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM ALL HABITABLE ROOMS BY NOT LESS THAN $^{5}/_{8}$"(15.9mm) TYPE X GYPSUM BOARD OR EQUIVALENT.
-UNDER STAIR PROTECTION:
ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARDS. FBCR 2023 (8TH ED.) 302.7



KEY PLAN

## WALL LEGEND

- CMU WALL BEARING 18'-8"
- CMU WALL BEARING 8'-8"
- INTERIOR LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

## AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12'X12' SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG.
CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.
CONTROL DATE: 09/14/23


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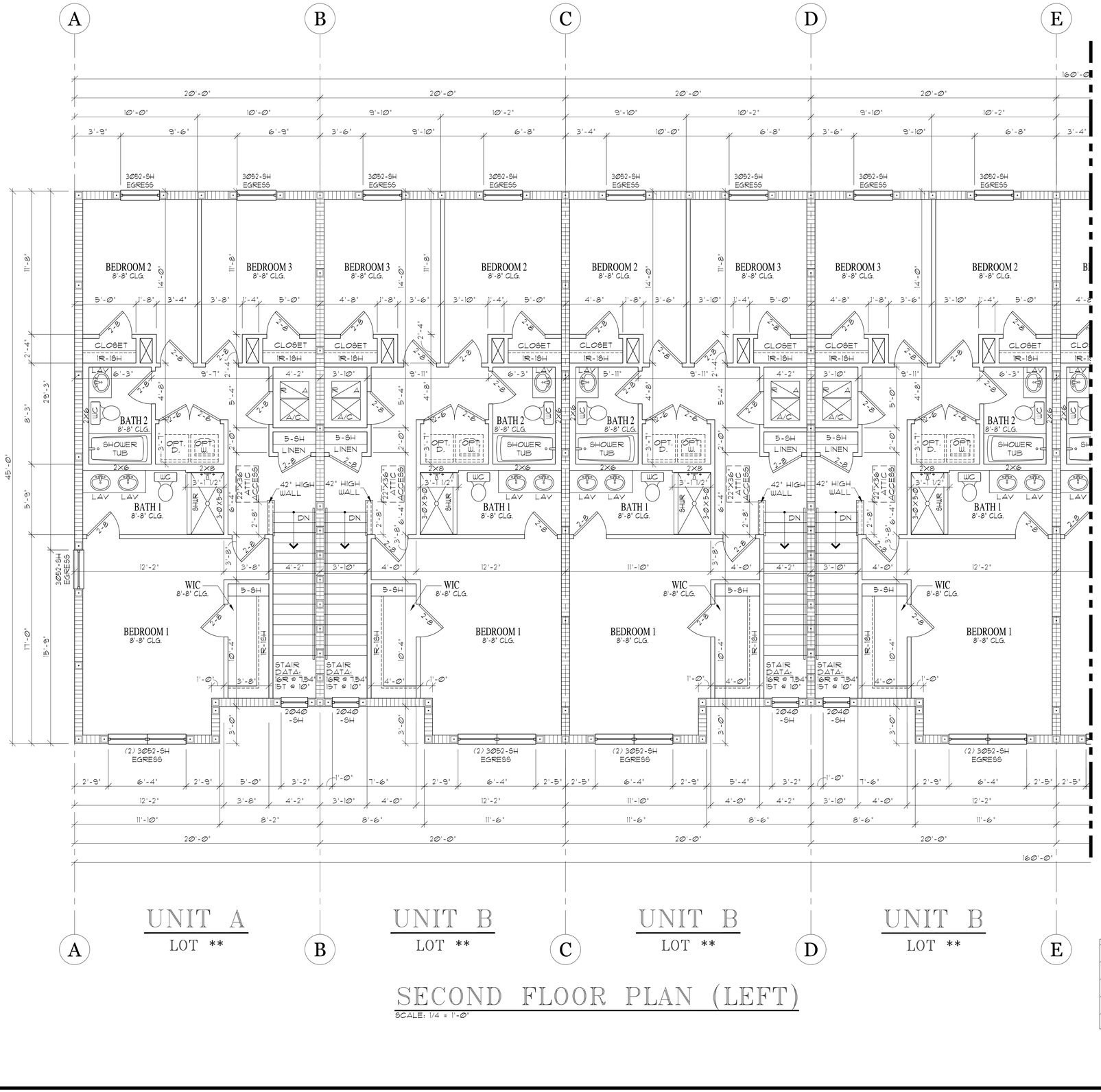
TITLE SHEET
PEARSON TOWNHOMES
8 UNIT
FIRST FLOOR PLAN (RIGHT)
140 MPH EXP. C

JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
A1.2




# SECOND FLOOR PLAN (LEFT)

SCALE: 1/4 = 1'-0"

## WALL LEGEND

- CMU WALL BEARING 18'-8"
- CMU WALL BEARING 8'-8"
- INTERIOR LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

## AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

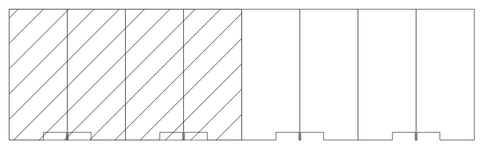
COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12"X12" SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG.
CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

PRESSURES HAVE BEEN MODIFIED PER FBCR 8TH ED. (2023) SECTION R301.2.1 TO MEET TESTED ALLOWABLE OR NOMINAL WIND LOAD VALUES FROM THE PRODUCT MANUFACTURER.
CONTROL DATE: 09/14/23

NOTE:
IN OCCUPANCIES REQUIRING RESCUE WINDOWS THE WINDOWS SHALL BE DESIGNED SO THAT THE WINDOW IS OPENABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS AND SHALL PROVIDE A CLEAR OPENING OF NOT LESS THAN 20 INCHES IN WIDTH, 24 INCHES IN HEIGHT, AND 5.7 SQUARE FEET IN AREA. THE BOTTOM OF THE OPENING SHALL BE NOT MORE THAN 44 INCHES ABOVE THE FLOOR. THE CLEAR OPENING SHALL ALLOW A RECTANGULAR SOLID WITH A WIDTH AND HEIGHT THAT PROVIDES NOT LESS THAN 20 INCHES TO PASS FULLY THROUGH THE OPENING.



KEY PLAN

ARCHITECTS
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LONGWOOD, FL 32750
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www.abdesigngroup.com
AA #: 0003325

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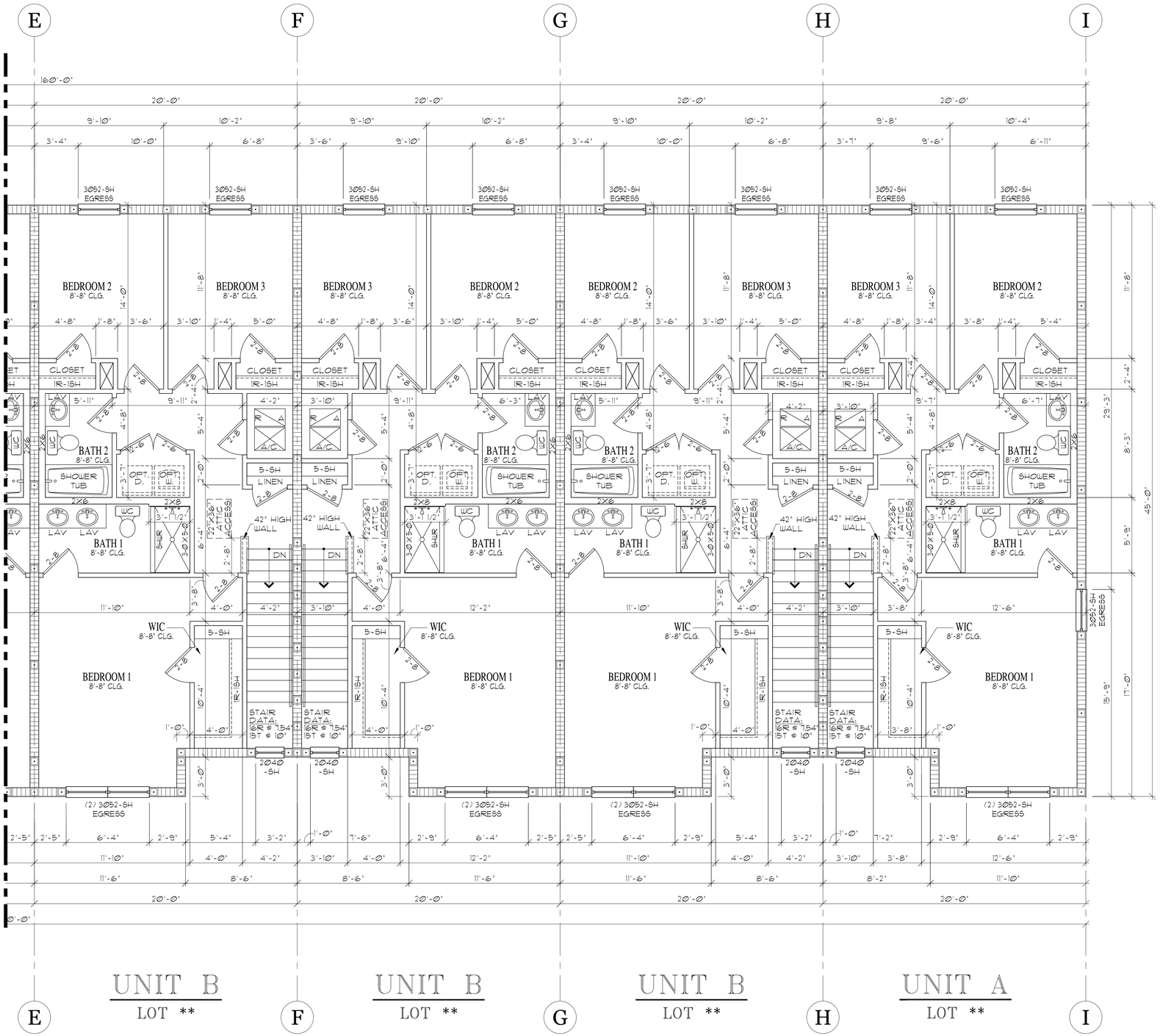
TITLE SHEET
PEARSON TOWNHOMES
8 UNIT
SECOND FLOOR PLAN (LEFT)
140 MPH EXP. C

JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
A2.1




# SECOND FLOOR PLAN (RIGHT)

SCALE: 1/4 = 1'-0"

## WALL LEGEND

- CMU WALL BEARING 18'-8"
- CMU WALL BEARING 8'-8"
- INTERIOR LOAD BEARING WALL
- NON BEARING INTERIOR PARTITIONS

## AREA CALCULATIONS FOR UNIT A (1463)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 824 SQ. FT. |
| TOTAL LIVING | 1463 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1724 SQ. FT. |
| PATIO | 80 SQ. FT. |

## AREA CALCULATIONS FOR UNIT B (1464)

| | |
|---|---|
| FLR 1 - LIVING | 639 SQ. FT. |
| FLR 2 - LIVING | 825 SQ. FT. |
| TOTAL LIVING | 1464 SQ. FT. |
| ENTRY | 27 SQ. FT. |
| GARAGE | 234 SQ. FT. |
| TOTAL | 1725 SQ. FT. |
| PATIO | 80 SQ. FT. |

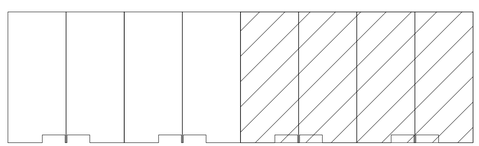
COMPONENT AND CLADDING WIND LOADS
BASIC WIND EXPOSURE FOR 3 SECOND GUSTS

| OPENINGS AND TYPE | SQUARE FOOTAGE | ZONE | 140 MPH WIND (Vult) | REMARKS |
|---|---|---|---|---|
| 2040 WINDOW | 8 | 5 | 28.1/-37.6 | |
| 3052 WINDOW | 15.5 | 5 | 27.3/-36.0 | |
| 3068 EXTERIOR SWING DOOR | 20 | 5 | 26.8/-35.1 | |
| 6068 S.G.D. | 40 | 5 | 25.6/-32.6 | |
| 8070 O.H.D. | 56 | 5 | 24.9/-28.2 | |
| 12"X12" SOFFIT | 1 | 5 | 28.1/-37.6 | |

BASIC WIND SPEED MPH = 140 (Vult)
INTERNAL PRESSURE COEFFICENT = ± 0.18 BLDG.
CAT.=II, EXP.=C, MEAN ROOF HT. = 23'-3"

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CONTROL DATE: 09/14/23

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KEY PLAN


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TITLE SHEET
PEARSON TOWNHOMES
8 UNIT
SECOND FLOOR PLAN
(RIGHT)
140 MPH EXP. C

JOB # 03680.099

ARCHITECT:
STATE OF FLORIDA

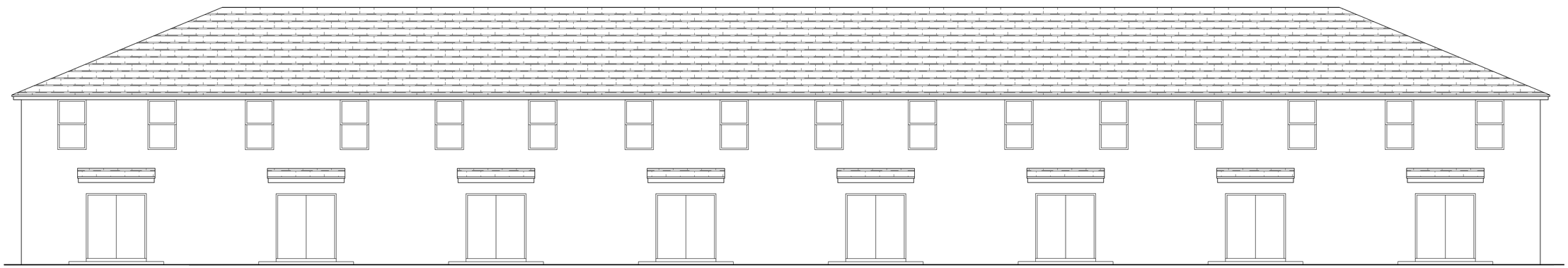
ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 01-01-24
SCALE: AS NOTED
SHEET NO:
A2.2



FRONT ELEVATION

SCALE: 3/16" = 1'-0"



REAR ELEVATION

SCALE: 3/16" = 1'-0"


ARCHITECTS
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SUMMIT PLACE

TITLE SHEET
PEARSON TOWNHOMES
8 UNIT

FRONT AND REAR ELEVATIONS

140 MPH EXP. C

JOB #
03680.099

ARCHITECT:
STATE OF FLORIDA

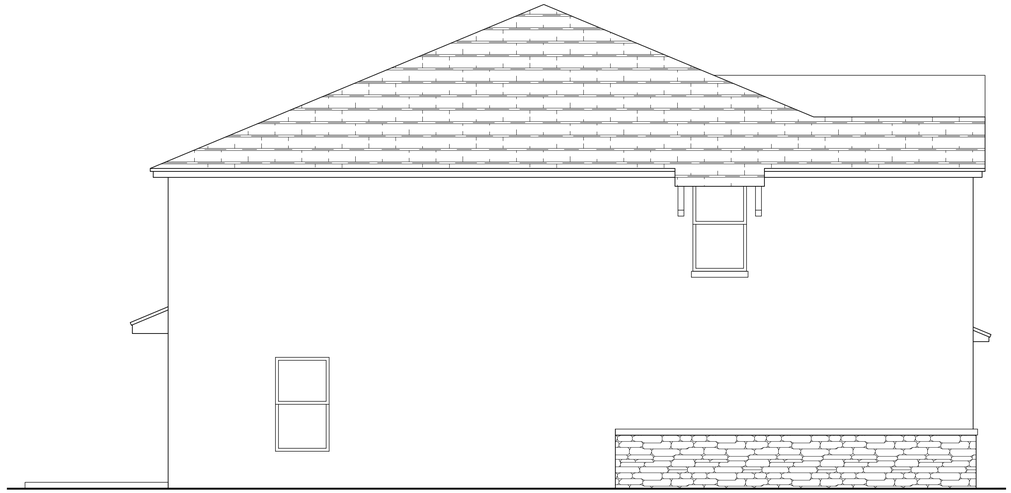
ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 10-01-24

SCALE: AS NOTED

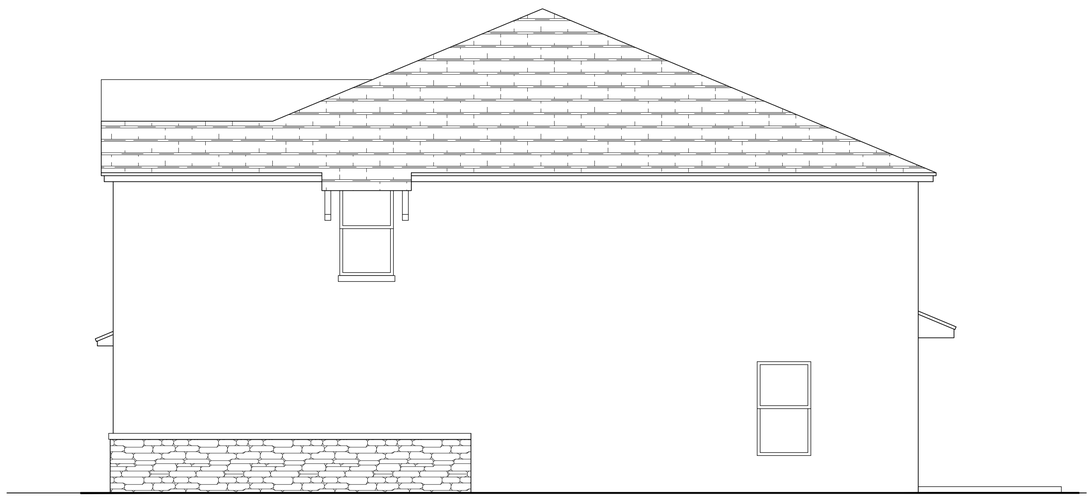
SHEET NO:

A3



LEFT ELEVATION

SCALE: 1/4 = 1'-0"



RIGHT ELEVATION

SCALE: 1/4 = 1'-0"


ARCHITECTS
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SUMMIT PLACE

TITLE SHEET
PEARSON TOWNHOMES
8 UNIT

LEFT AND RIGHT
BUILDING ELEVATIONS

140 MPH EXP. C

JOB #
03680.099

ARCHITECT:
STATE OF FLORIDA

ROLAND A. ABOUCHACRA
AR NO 93723

DATE: 08-14-24

SCALE: AS NOTED

SHEET NO:
A4

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°26'58" 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, CONTINUTING 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 5879.65 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.

| Sheet List Table | |
|---|---|
| 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 |
| C401 | GRADING PLAN |
| C402 | GRADING PLAN |
| C403 | GRADING PLAN |
| C501 | OFFSITE DIMENSION, SIGNING, AND STRIPING PLAN |
| C502 | OFF-SITE SECTIONS |
| C503 | OFF-SITE SECTIONS |
| C601 | STREET A PLAN & PROFILE |
| C602 | STREET B-1 PLAN & PROFILE |
| C603 | STREET B-2 PLAN & PROFILE |
| C604 | STREET B-3 PLAN & PROFILE |
| C605 | STREET C PLAN & PROFILE |
| C606 | STREET D-1 PLAN & PROFILE |
| 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 | MOT DETAILS |
| C905 | MOT 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 |

# 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

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**MOORHEAD & STOKES, LLC**
**CIVIL ENGINEERS**
431 E. HORATIO AVENUE, SUITE 260
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268 RIDGEWOOD AVE., 2ND FL
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CONTACT: STACY STAFFORD

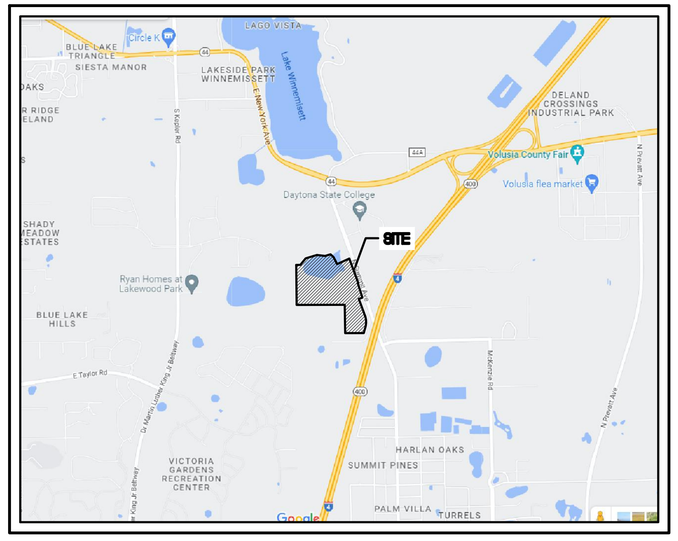
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BENJAMIN S. BECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
This item has been electronically signed and sealed by Benjamin S. Beckham, P.E. using a digital signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Digitally signed by Benjamin S Beckham
Date: 2024.09.20 09:33:28 -04'00'
#79452
CERTIFICATE OF AUTHORIZATION NO. EB-0007723

## VICINITY MAP

1" = 2,000'




21086 SUMMIT PLACE

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# ABBREVIATIONS

## A

| | |
|---|---|
| A | AREA |
| AB | ANCHOR BOLT |
| ABD | ABANDON(ED) |
| AC | 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 |

## B

| | |
|---|---|
| BFP | BACKFLOW PREVENTER |
| BL | BASELINE |
| BLDG | BUILDING |
| BLVD | BOULEVARD |
| BM | BENCH MARK |
| BND | BOUNDARY |
| BO | BLOWOFF |
| BOC | BACK OF CURB |
| BOT | BOTTOM |
| BRG | BEARING |
| BS | BOTTOM OF SLOPE |
| BV | BUTTERFLY VALVE |

## 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 |
| CJ | 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 | COLUMN |
| COMP | COMPLETE |
| CONC | CONCRETE |
| CONN | CONNECTION |
| CONST | CONSTRUCT(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 |

## 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 |

## E

| | |
|---|---|
| E | EAST |
| EA | 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 | ENCASEMENT |
| ENG | ENGINEER(ING) |
| EOP | EDGE OF PAVEMENT |
| EQ | EQUAL/EQUATION |
| EQUIP | EQUIPMENT |
| EQUIV | EQUIVALENT |
| ESMT | EASEMENT |
| EST | ESTIMATE |
| EW | EACH WAY |
| EWL | ENDWALL |
| EXC | EXCAVATE/EXCAVATION |
| EXIST | EXISTING |
| EXP | EXPAND/EXPANSION |
| EXT | EXTEND/EXTENSION |

## F

| | |
|---|---|
| F&C | FRAME AND COVER |
| FD | FLOOR DRAIN |
| FDN | FOUNDATION |
| FDOT | FLORIDA DEPARTMENT OF TRANSPORTATION |
| FF | FINISHED FLOOR |
| FG | FINISHED GRADE |
| FH | FIRE HYDRANT |
| F&I | FURNISH AND INSTALL |
| FIG | FIGURE |
| FIN | FINISHED |
| FIT | FITTING |
| FL | FENCE LINE |
| FLR | FLOOR |
| FLEX | FLEXIBLE |
| FLG | FLANGE |
| FM | FORCE MAIN |
| FND | FOUND |
| FPH | FEET PER HOUR |
| FPM | FEET PER MINUTE |
| FPS | FEET PER SECOND |
| FT | FEET/FOOT |
| FTG | FOOTING |

## 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 |

## 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 |
| HWY | HIGHWAY |
| HYD | HYDRAULIC |

## I

| | |
|---|---|
| I-4 | INTERSTATE HIGHWAY |
| IA | INTERSECTION ANGLE |
| ID | INSIDE DIAMETER |
| IF | INSIDE FACE |
| IN | INCHES |
| INL | INLET |
| INS | INSERT |
| INST | INSTALL |
| IP | IRON PIPE |
| IR | IRON ROD |
| INT | INTERSECT/INTERSECTION |
| INV | INVERT |

## J

| | |
|---|---|
| JB | JUNCTION BOX |
| JCT | JUNCTION |
| JST | JOIST |
| JT | JOINT |

## L

| | |
|---|---|
| L | LENGTH |
| LAT | LATITUDE |
| LATL | LATERAL |
| LB | POUND |
| LF | LINEAR FEET/FOOT |
| LG | LONG |
| LIM | LIMIT(S) |
| LP | LIGHT POLE |
| LONG | LONG |
| LT | LEFT |
| LWL | LOW WATER LEVEL |

## M

| | |
|---|---|
| MAINT | MAINTENANCE |
| MATL | MATERIAL |
| MAX | MAXIMUM |
| MECH | MECHANICAL |
| ME | MITERED END |
| MFR | MANUFACTURER |
| MGD | MILLION GALLONS PER DAY |
| MH | MANHOLE |
| MHC | MANHOLE COVER |
| MHWL | MEAN HIGH WATER LEVEL |
| MIN | MINIMUM |
| MISC | MISCELLANEOUS |
| MJ | MECHANICAL JOINT |
| MLP | METAL LIGHT POLE |
| MLWL | MEAN LOW WATER LEVEL |
| MON | MONUMENT |
| MPH | MILES PER HOUR |
| MSL | MEAN SEA LEVEL |
| MTG | MOUNTING |

## N

| | |
|---|---|
| NAWTH | NORTH |
| N | NORTH |
| NA | 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 |

## O

| | |
|---|---|
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| OE | OR EQUAL |
| OPNG | OPENING |
| OPP | OPPOSITE |
| ORCP | OVAL REINFORCED CONCRETE PIPE |
| OS | OUTFALL STRUCTURE |
| OVFL | OVERFLOW |
| OVHD | OVERHEAD |

## P

| | |
|---|---|
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| PEP | POLYETHYLENE PIPE |
| PFGP | PROFILE GRADE POINT |
| PI | POINT OF INTERSECTION |
| P/L | PROPERTY LINE |
| POB | POINT OF BEGINNING |
| POJ | PUSH ON JOINT |
| PP | POLYPROPYLENE |
| PR | PHONE RISER |
| PRC | POINT OF REVERSE CURVATURE |
| PRESS | PRESSURE |
| PROJ | PROJECT |
| PROP | PROPOSED |
| PRVC | POINT OF REVERSE VERTICAL CURVE |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PT | POINT OF TANGENCY |
| PVC | POLYVINYL CHLORIDE |
| PVMT | PAVEMENT |
| PWR | POWER |

## Q

| | |
|---|---|
| Q | FLOW RATE |

## 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 |

## S

| | |
|---|---|
| S | SOUTH |
| SAN | SANITARY SEWER |
| SB | SPLASH BLOCK |
| SCH | SCHEDULE |
| SD | SIDE DRAIN |
| SDN | SHELF DRAIN |
| SE | SOUTHEAST |
| SEC | SECONDS |
| SECT | SECTION |
| SH | SHEET |
| SHGWT | SEASONAL HIGH GROUND WATER TABLE |
| SIM | SIMILAR |
| S/L | SETBACK LINE |
| SL | SLOPE |
| SM | 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 |
| SWK | SIDEWALK |
| SYM | SYMBOL(S) |
| SYMM | SYMMETRICAL |
| SYS | SYSTEM |

## T

| | |
|---|---|
| T | TANGENT |
| TB | TURFBLOCK |
| T&B | TOP AND BOTTOM |
| TBM | TEMPORARY BENCH MARK |
| TC | TIME OF CONCENTRATION |
| TD | TRENCH DRAIN |
| TDH | TOTAL DYNAMIC HEAD |
| TECH | TECHNICIAN/TECHNICAL |
| TEMP | TEMPORARY |
| TL | TERMINAL LAMPHOLE |
| TOB | TOP OF BANK |
| TOC | TOP OF CURB |
| TOS | TOE OF SLOPE |
| TOT | TOTAL |
| TS | TOP OF SLOPE |
| TWP | TOWNSHIP |
| TYP | TYPICAL |

## U

| | |
|---|---|
| UD | UNDERDRAIN |
| UG | UNDERGROUND |
| UON | UNLESS OTHERWISE NOTED |
| UTC | UNDERGROUND TELEPHONE CABLE |

## 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 |

## Y

| | |
|---|---|
| YD | YARD |
| YR | YEAR |

## MISC

| | |
|---|---|
| & | AND |
| @ | AT |
| Δ | DELTA |

# EXISTING SYMBOLS

## LINES

- CENTER LINE
- WIRE FENCE
- CHAIN LINK FENCE
- WOOD FENCE
- GUARDRAIL
- EXISTING PLATS
- RIGHT-OF-WAY LINE
- SHORELINE
- SWALE
- BUILDING LINE
- CONTOURS (81 / 80)
- RAILROAD TRACKS
- GAS — GAS MAIN
- UE — UNDERGROUND ELECTRIC
- UGT — UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- CTV — UNDERGROUND CABLE TELEVISION
- EASEMENT

## SANITARY

- SANITARY SEWER LINE (S)
- CLEANOUT
- EX. FM — FORCE MAIN
- MANHOLE (S)

## WATER & REUSE WATER

- EX. WM — WATER MAIN DIP PIPE
- EX. RM — REUSE WATER MAIN
- BFP — BACKFLOW PREVENTOR
- WV — WATER VALVE
- FIRE HYDRANT
- WATER METER

## STORM DRAIN

- STORM SEWER
- MANHOLE (D)
- MITERED END
- STORM INLET
- FDOT TYPE 6 INLET
- FDOT TYPE 1 INLET
- FDOT TYPE 2 INLET
- FDOT TYPE 3 INLET
- FDOT TYPE 4 INLET
- FDOT TYPE 5 INLET

## HIGHWAY & UTILITIES

- BENCHMARK
- RECOVERED 4x4 CM
- SET 4x4 CM
- SET IRON ROD
- RECOVERED IRON ROD
- CONCRETE
- 520 — COUNTY ROADS
- 95 — INTERSTATE ROADS
- 50 — STATE ROADS
- WOOD AND/OR METAL LIGHT POLE
- CONCRETE LIGHT POLE
- YARD LIGHT
- MISCELLANEOUS SIGN
- 16 / 15 / 21 / 22 — SECTION CORNER
- EDGE OF PAVEMENT W/O CURB
- EDGE OF PAVEMENT W/CURB
- GUY POLE
- WOOD UTILITY POLE
- CONCRETE UTILITY POLE
- ELECTRIC MANHOLE (E)
- TELEPHONE MANHOLE (T)
- TELEPHONE RISER
- ELECTRIC BOX / TRANSFORMER (E)
- WELL (W)
- MONITORING WELL (MW)
- DUMPSTER
- RR CROSSING SIGN (RR)
- RR CROSSING GATE
- TRAFFIC SIGNAL POLE
- SATELLITE DISH
- GUY WIRE
- HANDICAP PARKING
- 99.50 — SPOT ELEVATION
- BRICK PAVERS
- DIRT ROAD
- 8" MAPLE TREE
- 8" OAK TREE
- 8" PINE TREE
- 8" PALM TREE
- 8" MISC. TREE

# PROPOSED SYMBOLS

## LINES

- PROPERTY LINE
- CONSERVATION SETBACK
- CENTER LINE
- CHAIN LINK FENCE
- CONTOUR (81 / 80)
- EASEMENT
- FENCE
- GUARDRAIL
- LOT LINE
- RETAINING WALL
- RIGHT-OF-WAY LINE
- SETBACK LINE
- SHORELINE
- SWALE
- TREE LINE

## SANITARY

- 100 LF SAN 8 PVC 0.40% — 100 LINEAR FEET SANITARY 8" PVC PIPE @ 0.40% SLOPE
- CLEANOUT
- DOUBLE SANITARY SERVICE
- FM — FORCE MAIN PVC PIPE
- MANHOLE

## WATER & REUSE WATER

- WM — WATER MAIN PVC PIPE
- 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
- M — METER
- REDUCER
- BLOWOFF
- BACKFLOW PREVENTER
- SP 2 — SAMPLE POINT
- CEANOUT
- RWM — RECLAIM WATER MAIN
- DOUBLE RECLAIM WATER SERVICE

## STORM DRAIN

- 100 LF STS 24 HDPE @ 0.20% — 100 LINEAR FEET STORM PIPE 24" HIGH DENSITY POLYETHELENE PIPE @ 0.20%
- UNDERDRAIN 6" HDPE PIPE
- DRAINAGE FLOW DIRECTION
- FDOT INLET TYPE 1
- FDOT INLET TYPE 2
- FDOT INLET TYPE 3
- FDOT INLET TYPE 4
- FDOT INLET TYPE 5
- FDOT INLET TYPE 6
- MANHOLE
- MITERED END SECTION
- SLOPE DIRECTION ARROW FOR POND SIDE SLOPE
- 000.00 — SPOT ELEVATION
- STORM INLET

## HIGHWAY & UTILITIES

- BOUND CORNER
- CONCRETE
- 520 — COUNTY ROADS
- 711-001 / C900 — DETAIL REFERENCE
- DUMPSTER
- FF=98.76 TYPE A — FINISHED FLOOR ELEVATION W/ FHA LOT TYPE
- GUY POLE
- HANDICAP PARKING
- 95 — INTERSTATE ROADS
- LIGHT POLE
- SIGNS
- 16 / 15 / 21 / 22 — SECTION CORNER
- 50 — STATE ROADS
- SILT FENCE
- TRAFFIC FLOW PAVEMENT MARKING
- UTILITY POLE
- BLDG OR STRUCTURE
- TYPE F CURB & GUTTER
- MIAMI CURB
- 901 / 24 — CROSS SECTION DETAIL


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


SYMBOLS AND ABBREVIATIONS FOR SUMMIT PLACE CITY OF DELAND FLORIDA


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


ENGINEER'S CERTIFICATION: BENJAMIN S. BECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, PE No. 79452
DATE: THURSDAY, SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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## GENERAL NOTES

1. ALL CONSTRUCTION WORK SHALL BE IN ACCORDANCE WITH THE LATEST LOCAL AGENCY DETAILS, THE FDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED IN 1991 BY THE STATE OF FLORIDA, AND ALL SUPPLEMENTS THERETO, AND THE FDOT "STANDARD PLANS", WHICHEVER IS MORE STRINGENT.
2. ALL FDOT DESIGN INDICES ARE HEREBY INCORPORATED AS PLAN REFERENCES HEREIN. CONTRACTOR IS RESPONSIBLE FOR OBTAINING COMPLETE COPIES OF ALL APPLICABLE INDEX DRAWINGS AND CONSTRUCTING ALL WORKS IN CONFORMANCE WITH THE FDOT 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 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
   - FDOT DRIVEWAY CONNECTION
   - FDOT UTILITY
   - FDOT 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 (CUP)
   - 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 AND OWNER IN WRITING. NO CLAIM FOR EXPENSES INCURRED BY THE CONTRACTOR DUE TO DIFFERING SITE CONDITIONS WILL BE ALLOWED IF CONTRACTOR FAILS TO 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 STRIPPINGS 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 OBSTRUCTIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL PROMPTLY NOTIFY 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 SAVED. WHETHER SHOWN ON PLANS OR DESIGNATED IN THE FIELD, CONTRACTOR SHALL BECOME FAMILIAR WITH AND CONFORM WITH ALL TREE PROTECTION/PRESERVATION REQUIREMENTS 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 BE PRESERVED.
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 FDOT, AND LOCAL AGENCY APPROVED PROCEDURES.
13. THE CONTRACTOR SHALL RESTORE OFF SITE CONSTRUCTION AREAS TO EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
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 PEDESTALS, AND CABINETS. ANY ITEMS DAMAGED BY THE CONTRACTOR WILL 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 SLOPES 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 PLAT(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

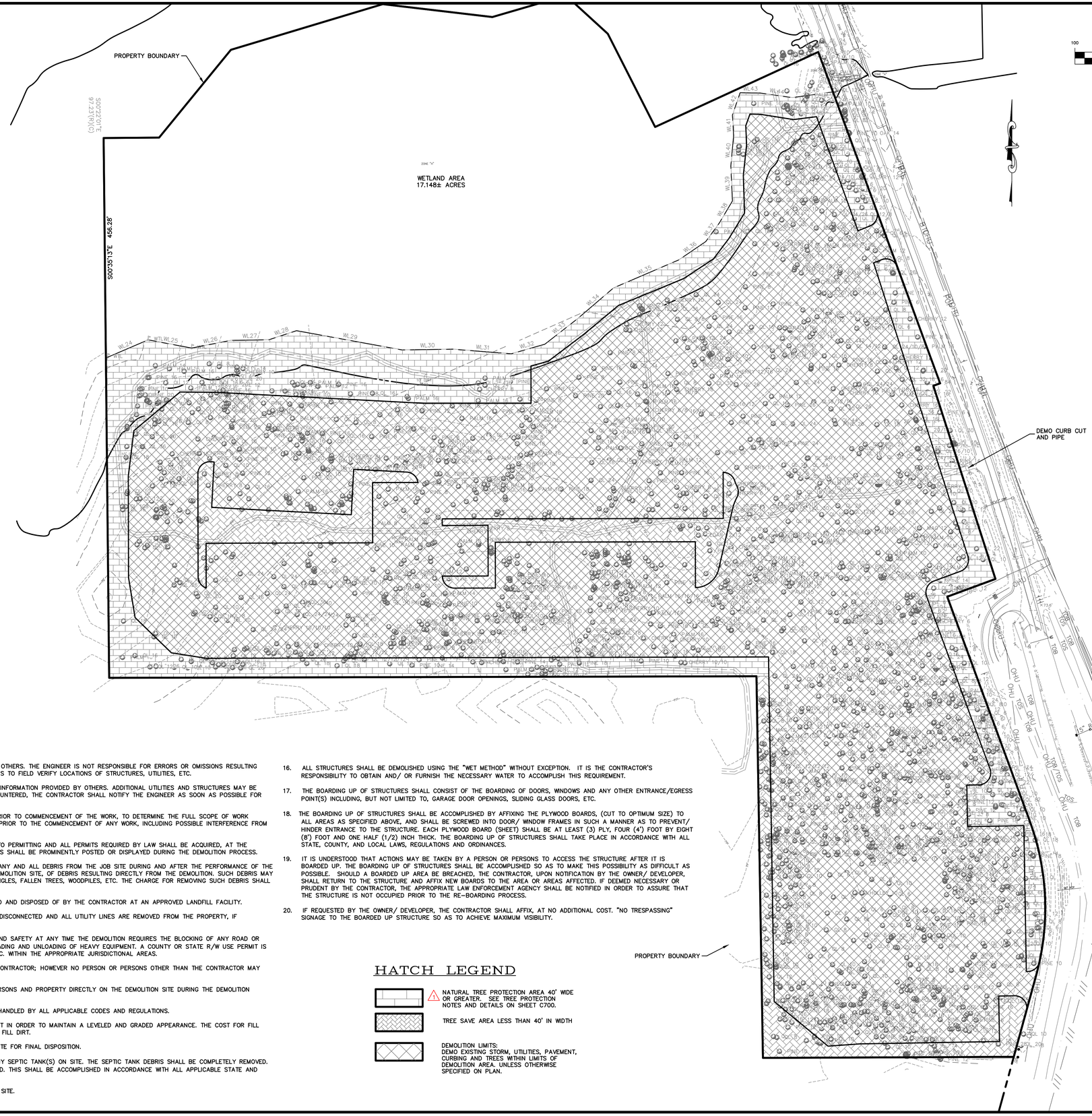
1. THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH TYPICAL PAVEMENT SECTIONS AND LOCAL AGENCY SPECIFICATIONS. THE FINISHED PAVEMENT GRADES SHALL CONFORM TO THOSE SPECIFIED ON THE GRADING PLAN.
2. FLORIDA LAW (F.S. 553.851) PROTECTION OF UNDERGROUND PIPELINES MANDATES THAT "NO EXCAVATOR SHALL 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 EXCAVATION NECESSARILY INVOLVING USE OF 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 PLOWING. 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 FDOT "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 METHODS, 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 GEOTECHNICAL REPORT(S) IN PREPARATION OF THE DRAWINGS. ANY CONFLICT BETWEEN INFORMATION WITHIN 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 BE SAVED OR RELOCATED. BEFORE CONSTRUCTION, THE CONTRACTOR SHALL MEET AT THE SITE WITH THE OWNER. AT THIS 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 STAKE 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.
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) PIPE
    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 CONTRACTION 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 RAMP SLOPES SHALL BE 8.33%.
17. PROVIDE FDOT TYPE 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 SOON AS THEY ARE GENERATED. CLEARANCE FROM THE LOCAL AGENCY MUST BE OBTAINED PRIOR TO PAVING.
19. THE BASE COURSE SHALL NOT BE CONSTRUCTED UNTIL AFTER SUBGRADE CONSTRUCTION HAS BEEN COMPLETED AND REQUIRED SUBGRADE TEST RESULTS HAVE BEEN SUBMITTED TO AND APPROVED BY THE LOCAL AGENCY'S ENGINEER.
20. THE FINISHED BASE COURSE SHALL BE PRIMED WITHOUT DELAY, PROTECTED FROM HEAVY TRAFFIC, AND MAINTAINED FREE OF DAMAGE UNTIL THE WEARING SURFACE IS APPLIED. ALL BAD AREAS SHALL BE CUT OUT AND REPLACED PRIOR TO APPLYING WEARING SURFACE.
21. ASSUMING ACCEPTABLE 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), INCLUDING SUBSEQUENT REVISIONS AND ADDENDUMS, AS PUBLISHED BY THE USDOT FEDERAL HIGHWAY ADMINISTRATION AS WELL AS FDOT AND LOCAL AGENCY STANDARDS AND SPECIFICATIONS.
24. REGULATORY SIGNS AND MARKINGS SHALL BE IN PLACE PRIOR TO FINAL INSPECTION OF PAVING AND DRAINAGE IMPROVEMENTS.
25. PAVEMENT RETURN RADII SHALL BE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
26. POND SLOPES AND BERMS SHALL BE SODDED TO TWO (2) FEET BELOW THE NORMAL WATER LINE (N.W.L.). IN THE CASE OF DRY BOTTOM PONDS, THE BOTTOM WILL BE SEEDED AND MULCHED UNLESS OTHERWISE SPECIFIED.
27. ALL PRECAST DRAINAGE STRUCTURES TO HAVE STEEL FRAME. ALL STRUCTURES IN PAVED AREAS TO HAVE STEEL RECTILINEAR GRATES WITH H-20 LOADING.
28. CONTRACTOR SHALL NOT COMPACT, STABILIZE, OR CONSTRUCT BASE COURSE WITHIN LANDSCAPE ISLANDS, TRACTS OR MEDIANS, WHERE SUCH TREATMENT DOES OCCUR, IT SHALL BE REMOVED AND REPLACED WITH SUITABLE PLANTING SOILS ACCEPTABLE TO LANDSCAPE ARCHITECT.
29. YARD DRAINS SHALL BE NYOPLAST INLINE DRAINS AND DRAIN BASINS, OR APPROVED EQUAL WITH CAST IRON GRATES AND WATERTIGHT ADAPTER CONNECTIONS. DOMED GRATES SHALL BE PROVIDED IN NON-SODDED 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 CONTROL 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, SIZED 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 UNTIL THE BANK SLOPES OF THE RECEIVING WATER BODY ARE STABILIZED AND ACCEPTED BY OWNER.
2 36. ALL STORM SEWER LINES TO BE TELEVISED 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 SERVICE 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 TIME. 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 ABUTS MANHOLE/VALVE COVERS IN PAVED AREAS. AT EACH OF THESE LOCATIONS THE CONTRACTOR SHALL POUR AN 8-INCH THICK CONCRETE COLLAR AROUND THE COVER A MINIMUM OF 4'x4' AT MANHOLES, AND 2'x2' AT VALVE COVERS LEVEL WITH THE FINAL LIFT OF ASPHALT.
18. PIPE LENGTHS SHOWN REPRESENT SCALED DISTANCES BETWEEN MANHOLE CENTERLINE.
19. INVERTS OF SANITARY SERVICE 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 TO OWNER.
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 STORM WATER OR A HIGHER 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 21.51-91 (AWWA C151). DUCTILE IRON PIPE SHALL RECEIVE EXTERIOR BITUMINOUS COATING IN ACCORDANCE WITH 21-51 (AWWA C151) AND SHALL 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 POLYLINED 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 DETAILS AND CONSTRUCTION SPECIFICATIONS.
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 WILL CONFORM TO NSF INTERNATIONAL STANDARD 61 AND WILL BE MARKED WITH THE NSF SEAL OF APPROVAL.
4. CONTRACTOR SHALL VERIFY SIZE AND TYPE OF EXISTING MAIN PRIOR TO ORDERING TAPPING MATERIALS FOR TIE-INS.
5. SITE CONTRACTOR SHALL COORDINATE AND VERIFY ALL UTILITY SERVICES WITH FINAL ARCHITECTURAL DRAWINGS AND BUILDING CONTRACTOR.
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 APPLICABLE.
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 OTHER PIPELINE. 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 FORCE MAIN, STORMWATER FORCE MAIN, OR PIPELINE 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 SEWAGE TREATMENT AND DISPOSAL SYSTEMS:
   10.1. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF 10 FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
   10.2. ALL SANITARY SERVICE LOCATIONS SHALL BE MARKED BY CUTTING AN "S" INTO THE CURB.
   10.3. NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF 3 FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT 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 REDUCED TO THREE FEET WHERE THE BOTTOM OF THE WATER MAIN IS 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 SEWAGE TREATMENT AND DISPOSAL SYSTEM" AS DEFINED IN SECTION 381.0065(3), F.S., AND RULE 64E-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 MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSING, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN GRAVITY- OR PRESSURE-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. ENSURE ALL JOINTS IN GRAVITY- OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
12. WATER LINES 2-INCHES, OR LESS, IN DIAMETER SHALL BE POLYETHYLENE TUBING.
13. WATER LINES 4-INCH TO 12-INCH IN DIAMETER SHALL BE NSF LOGO PVC PIPE CONFORMING TO AWWA C-900 AND BE DR-18.
14. ALL FITTINGS SHALL BE DUCTILE IRON (D.I.) OR GRAY IRON MECHANICAL JOINTS WITH A MINIMUM PRESSURE RATING OF 250 P.S.I. CONFORMING TO ANSI A-21.10 / AWWA C-110, OR D.I. COMPACT FITTINGS FOR DIAMETERS 4-INCH TO 12-INCH CONFORMING TO ANSI A-21.53 / AWWA C-153.
15. FROM THE POINT OF SERVICE (P.O.S.) FORWARD AS DESIGNATED BY F.S. 633, FIRE SUPPLY P




## 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.
16. ALL STRUCTURES SHALL BE DEMOLISHED USING THE "WET METHOD" WITHOUT EXCEPTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND/ OR FURNISH THE NECESSARY WATER TO ACCOMPLISH THIS REQUIREMENT.
17. THE BOARDING UP OF STRUCTURES SHALL CONSIST OF THE BOARDING OF DOORS, WINDOWS AND ANY OTHER ENTRANCE/EGRESS POINT(S) INCLUDING, BUT NOT LIMITED TO, GARAGE DOOR OPENINGS, SLIDING GLASS DOORS, ETC.
18. THE BOARDING UP OF STRUCTURES SHALL BE ACCOMPLISHED BY AFFIXING THE PLYWOOD BOARDS, (CUT TO OPTIMUM SIZE) TO ALL AREAS AS SPECIFIED ABOVE, AND SHALL BE SCREWED INTO DOOR/ WINDOW FRAMES IN SUCH A MANNER AS TO PREVENT/ HINDER ENTRANCE TO THE STRUCTURE. EACH PLYWOOD BOARD (SHEET) SHALL BE AT LEAST (3) PLY, FOUR (4') FOOT BY EIGHT (8') FOOT AND ONE HALF (1/2) INCH THICK. THE BOARDING UP OF STRUCTURES SHALL TAKE PLACE IN ACCORDANCE WITH ALL STATE, COUNTY, AND LOCAL LAWS, REGULATIONS AND ORDINANCES.
19. IT IS UNDERSTOOD THAT ACTIONS MAY BE TAKEN BY A PERSON OR PERSONS TO ACCESS THE STRUCTURE AFTER IT IS BOARDED UP. THE BOARDING UP OF STRUCTURES SHALL BE ACCOMPLISHED SO AS TO MAKE THIS POSSIBILITY AS DIFFICULT AS POSSIBLE. SHOULD A BOARDED UP AREA BE BREACHED, THE CONTRACTOR, UPON NOTIFICATION BY THE OWNER/ DEVELOPER, SHALL RETURN TO THE STRUCTURE AND AFFIX NEW BOARDS TO THE AREA OR AREAS AFFECTED. IF DEEMED NECESSARY OR PRUDENT BY THE CONTRACTOR, THE APPROPRIATE LAW ENFORCEMENT AGENCY SHALL BE NOTIFIED IN ORDER TO ASSURE THAT THE STRUCTURE IS NOT OCCUPIED PRIOR TO THE RE-BOARDING PROCESS.
20. IF REQUESTED BY THE OWNER/ DEVELOPER, THE CONTRACTOR SHALL AFFIX, AT NO ADDITIONAL COST. "NO TRESPASSING" SIGNAGE TO THE BOARDED UP STRUCTURE SO AS TO ACHIEVE MAXIMUM VISIBILITY.

## HATCH LEGEND

- NATURAL TREE PROTECTION AREA 40' WIDE OR GREATER. SEE TREE PROTECTION NOTES AND DETAILS ON SHEET C700.
- 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.

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

# DEMOLITION PLAN
FOR
# SUMMIT PLACE
CITY OF DELAND FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 856-3200

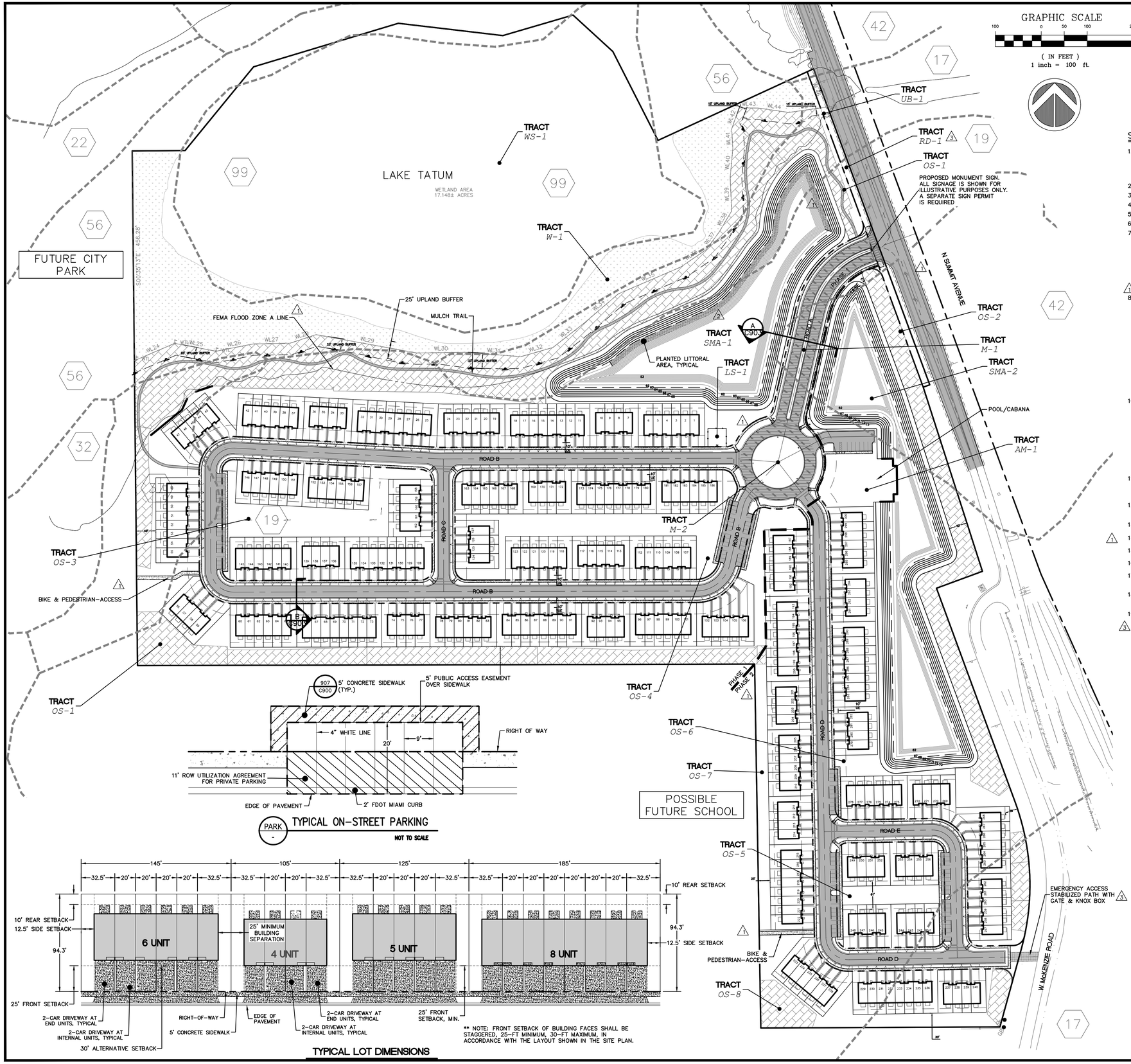
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
DATE: 2024.09.12 14:04:27 -04'00'
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 06/04/24 | REVISED PER CITY COMMENTS |
| 2 | 09/10/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | 1"=100' |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

C010




## GRAPHIC SCALE

100 0 50 100 200

( IN FEET )
1 inch = 100 ft.

## HATCH LEGEND

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

## SITE DATA:

1. TOTAL NUMBER OF UNITS:
   PHASE 1: 186
   PHASE 2: 114 (1)
   TOTAL: 300
2. PROJECT AREA: 59.90 AC
3. LAKE AREA: 13.59 AC
4. WETLAND AREA: 3.56 AC
5. UPLAND AREA: 42.75 AC
6. MIN. TREE PROTECTION AREA: 15% = 6.41 AC, 7.10 AC. SHOWN (3)
7. 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'

(1)
8. 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%
10. 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
11. GROSS DENSITY = UNITS/ PROJECT AREA – LAKE TATUM =
    300 / 59.90 AC – 13.57 AC = 6.48 DU/AC
    MAX. GROSS DENSITY = 16 UNITS/ AC
12. PROPOSED SITE IMPROVEMENTS SHALL NOT ENCROACH ONTO FEMA FLOODZONE A LIMITS THROUGH GRADING AND/OR FILL.
13. FUTURE LAND USE: GATEWAY
(1) 14. EMERGING GATEWAY OVERLAY: SUMMIT AVENUE (CR4139)
15. MAINTAINING AUTHORITY OVER ADJOINING ROADS: VOLUSIA COUNTY
16. ALL LIGHTING WILL BE FULL CUT-OFF AND DARK SKY.
17. A MANDATORY HOMEOWNERS ASSOCIATION SHALL BE CREATED TO PROVIDE FOR MANAGEMENT FOR ALL COMMON AREAS AND FACILITIES.
18. PROPOSED SITE IMPROVEMENTS SHALL NOT ENCROACH ONTO FEMA FLOODZONE A LIMITS THROUGH GRADING AND/OR FILL.
19. STREET TREES MAY BE PLANTED WITHIN THE RIGHTS OF WAY WITHIN THE PROPERTY AND SAID TREES MAY BE INCLUDED IN MITIGATION CALCULATIONS. HOWEVER, IF ANY SUCH TREES ARE PLANTED, THE HOA SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID TREES. MOREOVER, THE HOA SHALL ALSO BE RESPONSIBLE TO REPAIR ANY AND ALL IMPACTS UPON THE RIGHT OF WAY INFRASTRUCTURE CREATED BY THE PRESENCE OF SAID TREES, INCLUDING ANY ROAD OR SIDEWALK FACILITY.

(3)

## 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 8 PERCENT SLOPES |
| 56 | SAMSULA 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 |
| (3) OS-1 | Open Space/Tree Protection | HOA | 6.63 | 11.07 |
| (3) OS-2 | Open Space/Tree Protection | HOA | 1.58 | 2.63 |
| 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 |
| (3) OS-8 | Open Space/Tree Protection | HOA | 0.83 | 1.39 |
| LS-1 | Lift Station | City of Deland | 0.04 | 0.06 |
| RW-1 | Right of Way | City of Deland | 6.81 | 11.37 |
| 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 | 3.53 |
| M-1 | OPEN SPACE | HOA | 0.23 | 0.38 |
| M-2 | OPEN SPACE | HOA | 0.07 | 0.07 |
| (3) RD-1 | Right of Way Dedication | Volusia County | 0.25 | 0.42 |
| Single Family Lots | | | 15.29 | 25.52 |

MADDEN
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(407) 629-8330

# OVERALL SITE PLAN FOR SUMMIT PLACE

CITY OF DELAND FLORIDA

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

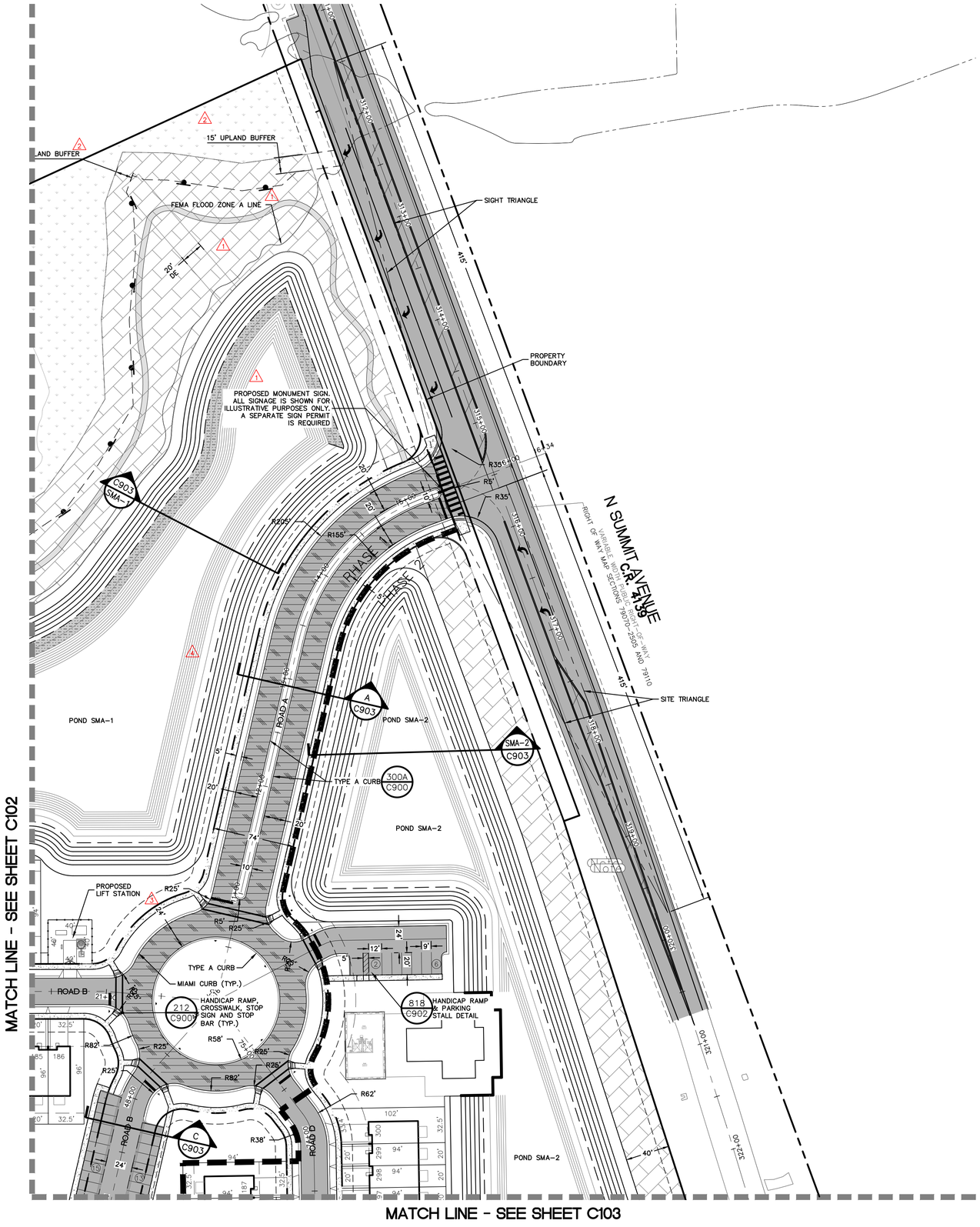
ENGINEER: BENJAMIN S. BECKHAM LICENSE NO. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM #79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1. | 1/23/24 | REV PER CITY OF DELAND COMMENTS DATED 03/19/23 |
| 2. | 04/23/24 | REV PER CITY OF DELAND COMMENTS |
| 3. | 06/04/24 | REVISED PER CITY COMMENTS |
| 4. | 08/07/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | 1" = 100' |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

C100

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MADDEN
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SITE PLAN
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

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

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79462
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 9/7/23 | REV. PER SJRWMD |
| 3 | 1/23/24 | REV. PER QC REVIEW |
| 4 | 04/23/24 | REV. PER CITY OF DELAND COMMENTS |
| 5 | 09/10/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

WETLAND LINE

25' UPLAND BUFFER

25' UPLAND BUFFER

WETLAND BUFFER

33' UPLAND BUFFER

FEMA FLOOD ZONE A LINE

1.5' RETAINING WALL

3' RETAINING WALL

10' REAR SETBACK (TYP.)

POND SMA-1

SMA-1 C903

MATCH LINE - SEE SHEET C101

MATCH LINE - SEE SHEET C103

ROAD B

ROAD E

24' M/B

50' R/W

25' BLDG SETBACK (TYP.)

20' DE

10' UE

MIAMI CURB (TYP.)

B C903

E C903

212 C904 HANDICAP RAMP, CROSSWALK, STOP SIGN AND STOP BAR (TYP.)

300M C900

5' SIDEWALK (TYP.)

PROPERTY BOUNDARY

40'

HATCH LEGEND

NATURAL TREE PROTECTION AREA

PAVEMENT

THIS SHEET

KEY MAP
N.T.S.

MADDEN
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SITE PLAN
FOR
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CITY OF DELAND
FLORIDA

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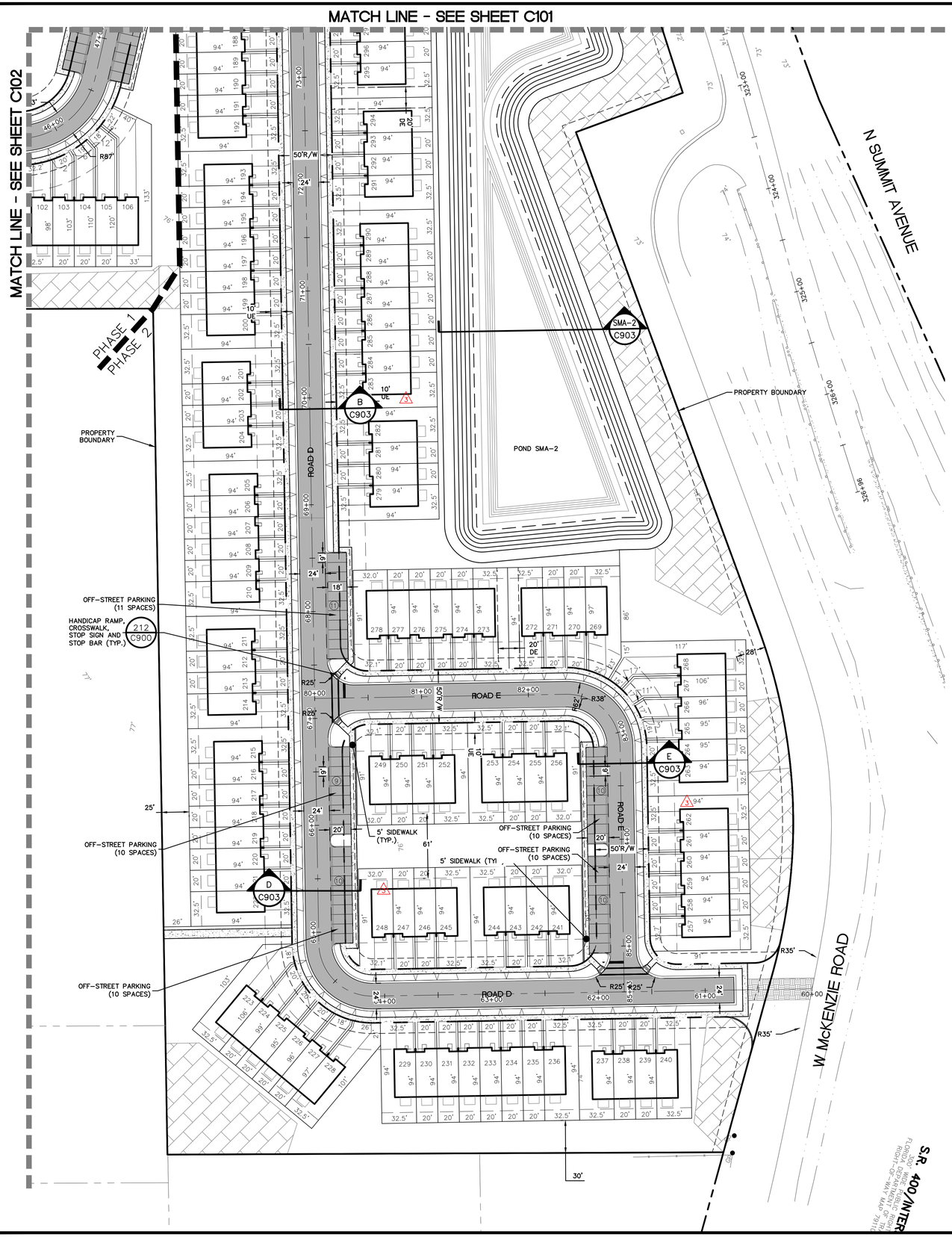
ENGINEER BENJAMIN W. SIBECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN W. SIBECKHAM
LICENSE NUMBER 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 9/7/23 | REV. PER SJRWMD |
| 3 | 04/23/24 | REV. PER CITY OF DELAND COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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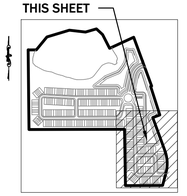



GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

THIS SHEET



KEY MAP
N.T.S.

HATCH LEGEND

NATURAL TREE PROTECTION AREA 3

PAVEMENT

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SITE PLAN
FOR
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ORLANDO, FL 32832
(407) 850-5200

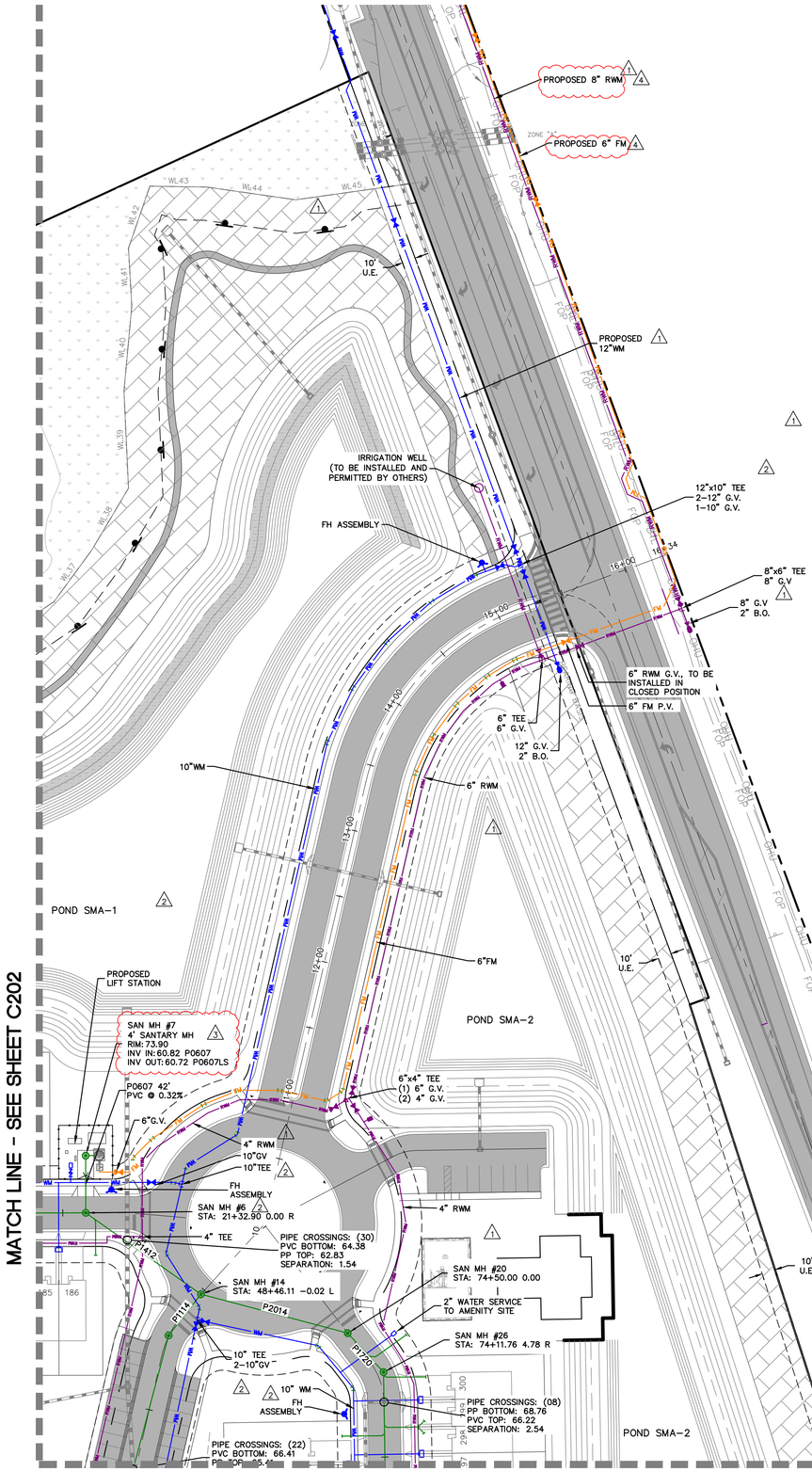
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 04/23/24 | REV. PER CITY OF DELAND COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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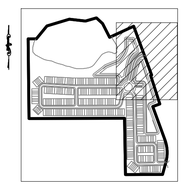
C103




GRAPHIC SCALE

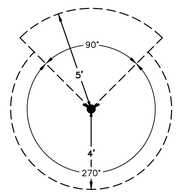
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( IN FEET )
1 inch = 50 ft.



KEY MAP
N.T.S.

| TYPICAL UTILITY LEGEND | |
|---|---|
| | DESCRIPTION |
| | FIRE HYDRANT ASSEMBLY |
| | DOUBLE SANITARY SERVICE |
| | SINGLE SANITARY SERVICE |
| | DOUBLE WM SERVICE |
| | SINGLE WM SERVICE |
| | DOUBLE RWM SERVICE |
| | SINGLE RWM SERVICE |
| | GATE VALVE |
| | WM OR RWM CROSS |
| | WM OR RWM TEE |
| | BLOW-OFF AND VALVE |
| WM | WATER MAIN |
| RWM | RECLAIM WATER MAIN |




NOTES:
1. NO OBSTRUCTIONS SHALL BE PLACED WITHIN A 4' CLEARANCE DISTANCE FROM THE REAR AND SIDES OF A FIRE HYDRANT.
2. NO OBSTRUCTIONS SHALL BE PLACED OR GROWN IN FRONT OF A FIRE HYDRANT.

FIRE HYDRANT CLEARANCE DETAIL

UTILITY NOTES:

1. FIRE FLOW REQUIREMENTS FOR BUILDINGS SHALL BE IN ACCORDANCE WITH NFPA 1 SECTION 18.4
2. FIRE HYDRANT LOCATIONS AND DISTRIBUTION SHALL FOLLOW NFPA 1, APPENDIX I.
3. FIRE HYDRANT LOCATIONS SHALL BE IDENTIFIED BY A BLUE REFLECTIVE PAVEMENT MARKER. (NFPA 1, CHAPTER 18.5.7)
4. NEEDED FIRE FLOW FOR SINGLE FAMILY DWELLINGS SHALL BE AS FOLLOWS: HOMES 5,000 SF OR LESS SHALL PROVIDE 1,000 GPM FOR 1 HOUR, HOMES EXCEEDING 5,000 SF SHALL PROVIDE FIRE FLOW IN ACCORDANCE WITH TABLE 18.4.5.1.2 OF NFPA 1 (FFPC 2012).

   THEREFORE, THE NEEDED FIRE FLOW FOR THIS PROJECT SHALL BE 1,000 GPM SINCE NO HOMES EXCEED 5,000 SF.
5. ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM.
6. VALVES SHALL NOT BE LOCATED IN SIDEWALKS OR CURBS.
7. WATER, RECLAIMED WATER (UPSTREAM OF THE MASTER METER), AND WASTEWATER WILL BE OWNED AND MAINTAINED BY THE CITY OF DELAND.

   ALL WATER MAINS AND HYDRANTS TO BE INSTALLED AND IN SERVICE PRIOR TO COMBUSTIBLE CONSTRUCTION MATERIALS BEING BROUGHT ON SITE.

   3M LOCATE BALLS TO BE PLACED PER CITY OF DELAND SPECIFICATIONS.
10. VALVES SHALL NOT BE LOCATED IN SIDEWALKS OR CURBS.

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 |

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

# UTILITY PLAN FOR SUMMIT PLACE

FLORIDA

CITY OF DELAND

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 800-5200

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM 79452
DATE: 2024.09.12 13:08:27 -04'00'
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 03/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 07/23/24 | REV. PER QC REVIEW |
| 3 | 08/13/24 | REVISED PER CONTRACTOR RFI |
| 4 | 09/09/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

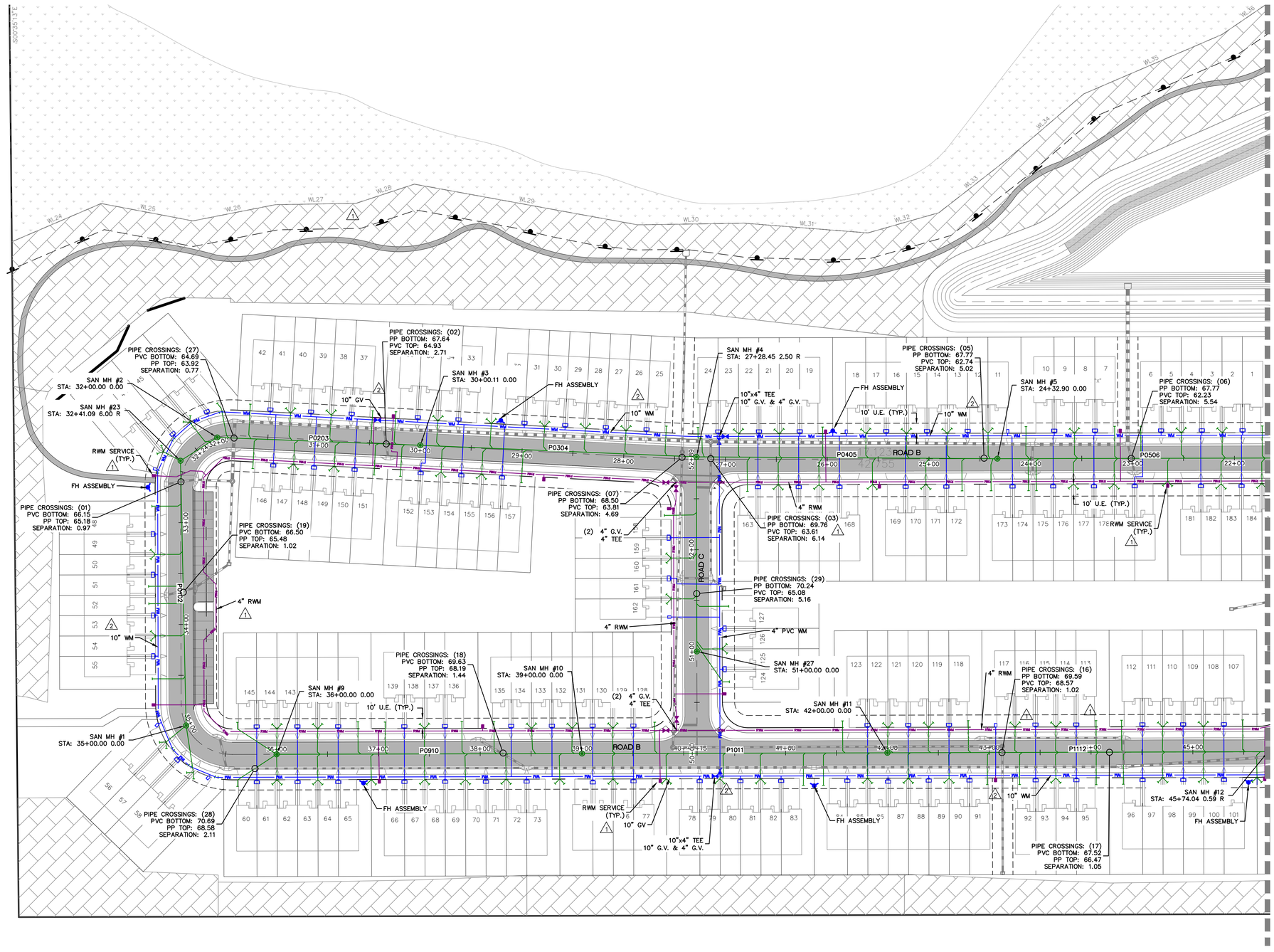
C201

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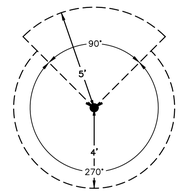
GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




| TYPICAL UTILITY LEGEND | |
|---|---|
| | DESCRIPTION |
| | FIRE HYDRANT ASSEMBLY |
| | DOUBLE SANITARY SERVICE |
| | SINGLE SANITARY SERVICE |
| | DOUBLE WM SERVICE |
| | SINGLE WM SERVICE |
| | DOUBLE RWM SERVICE |
| | SINGLE RWM SERVICE |
| | GATE VALVE |
| | WM OR RWM CROSS |
| | WM OR RWM TEE |
| | BLOW-OFF AND VALVE |
| WM | WATER MAIN |
| RWM | RECLAIM WATER MAIN |

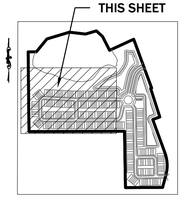



NOTES:
1. NO OBSTRUCTIONS SHALL BE PLACED WITHIN A 4' CLEARANCE DISTANCE FROM THE REAR AND SIDES OF A FIRE HYDRANT.
2. NO OBSTRUCTIONS SHALL BE PLACED OR GROWN IN FRONT OF A FIRE HYDRANT.

FIRE HYDRANT CLEARANCE DETAIL

NOTES:

1. VALVES SHALL NOT BE LOCATED IN SIDEWALKS OR CURBS.
2. ALL WM SERVICES UNDER THE ROADWAY SHALL BE INSTALLED IN 2" SCHEDULE 40 PVC CASING PIPE.
3. KEPLER OR MLK RECLAIM LINE HAS BEEN INSTALLED PREVIOUS TO CONSTRUCTION.




KEY MAP
N.T.S.

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

UTILITY PLAN
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

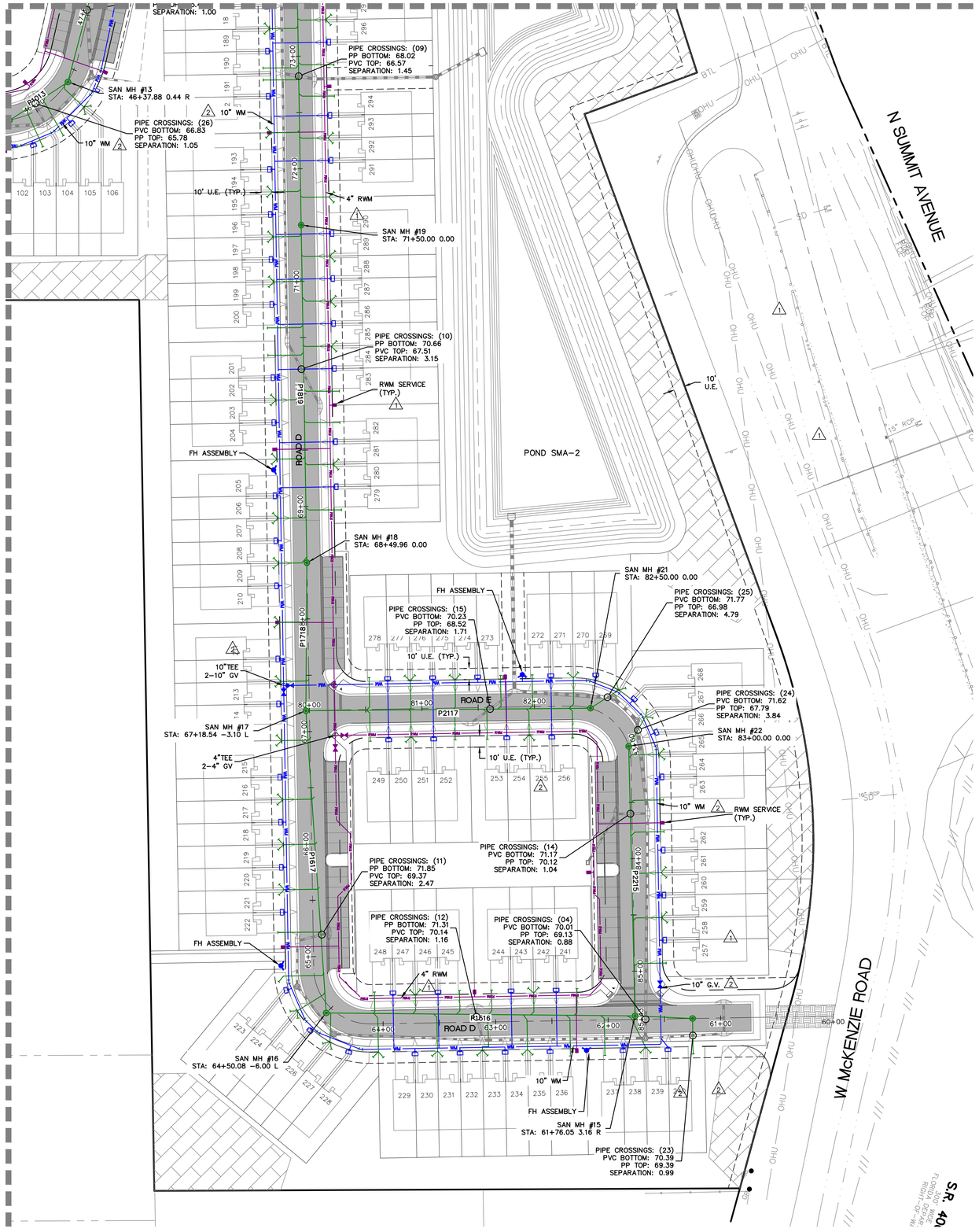
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 03/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 01/23/24 | REV. PER OC REVIEW |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C202

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GRAPHIC SCALE

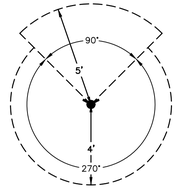
50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

THIS SHEET

KEY MAP
N.T.S.

| TYPICAL UTILITY LEGEND | |
|---|---|
| | DESCRIPTION |
| | FIRE HYDRANT ASSEMBLY |
| | DOUBLE SANITARY SERVICE |
| | SINGLE SANITARY SERVICE |
| | DOUBLE WM SERVICE |
| | SINGLE WM SERVICE |
| | DOUBLE RWM SERVICE |
| | SINGLE RWM SERVICE |
| | GATE VALVE |
| | WM OR RWM CROSS |
| | WM OR RWM TEE |
| | BLOW-OFF AND VALVE |
| WM | WATER MAIN |
| RWM | RECLAIM WATER MAIN |




NOTES:
1. NO OBSTRUCTIONS SHALL BE PLACED WITHIN A 4' CLEARANCE DISTANCE FROM THE REAR AND SIDES OF A FIRE HYDRANT.
2. NO OBSTRUCTIONS SHALL BE PLACED OR GROWN IN FRONT OF A FIRE HYDRANT.

FIRE HYDRANT CLEARANCE DETAIL

NOTES:

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2. ALL WM SERVICES UNDER THE ROADWAY SHALL BE INSTALLED IN 2" SCHEDULE 40 PVC CASING PIPE.
1 3. KEPLER OR MLK RECLAIM LINE HAS BEEN INSTALLED PREVIOUS TO CONSTRUCTION.

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UTILITY PLAN
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

DR HORTON
10192 DOWDEN ROAD
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(407) 800-5200

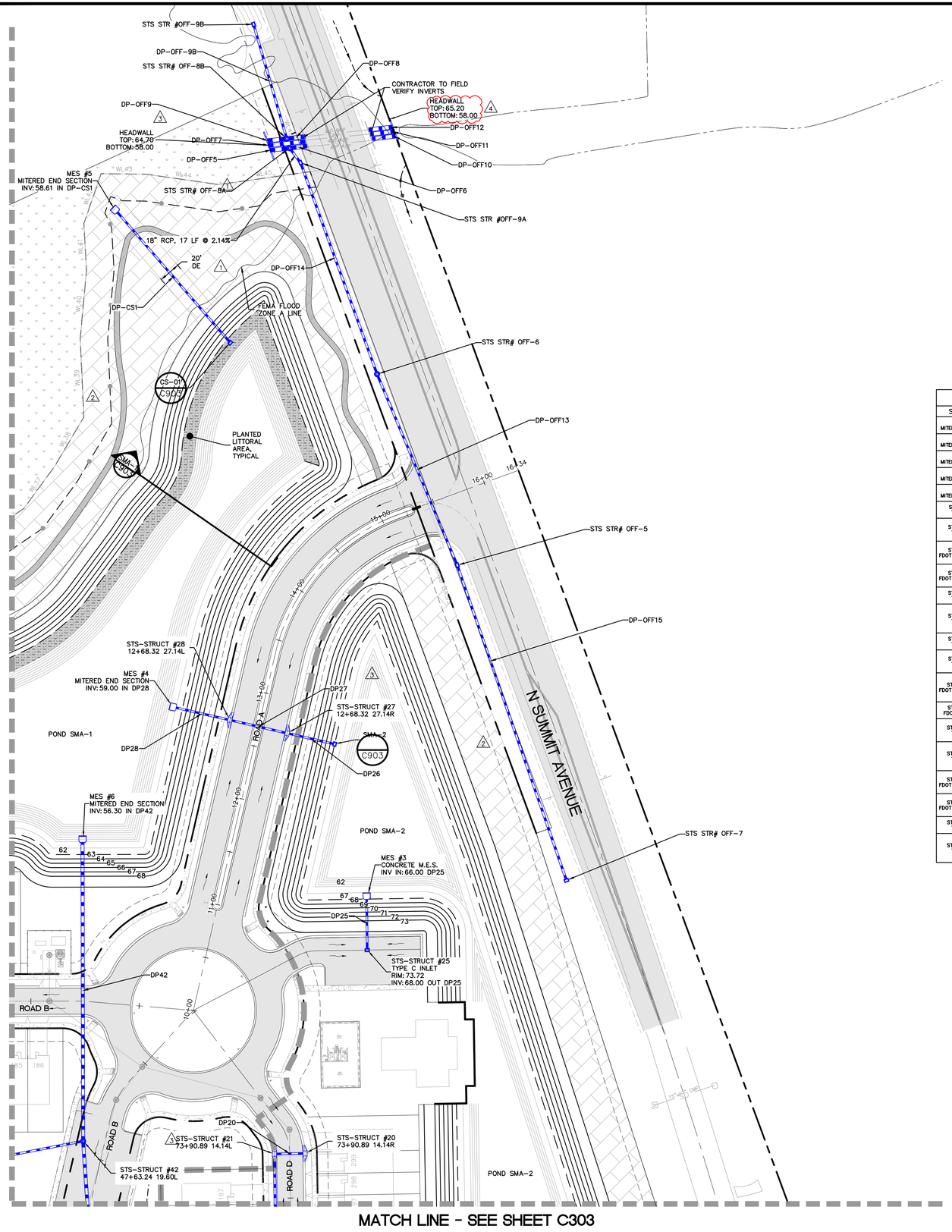
ENGINEER: BENJAMIN S. BECKHAM * LICENSE No. 79452 * STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, PE No. 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 1/23/24 | REV. PER QC REVIEW |
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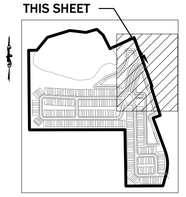
JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C203

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THIS SHEET



KEY MAP
N.T.S.

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

| STRUCTURE TABLE | |
|---|---|
| STRUCTURE: | DETAILS: |
| MES #1 MITERED END SECTION | RIM = 64.71 INV. IN = 62.00 (DP17) |
| MES #2 MITERED END SECTION | RIM = 66.15 INV. IN = 64.00 (DP24) |
| MES #3 MITERED END SECTION | RIM = 67.63 INV. IN = 66.00 (DP25) |
| MES #6 MITERED END SECTION | RIM = 59.01 INV. IN = 56.30 (DP42) |
| MES #7 MITERED END SECTION | RIM = 59.21 INV. IN = 56.00 (DP60) |
| STS-STRUCT #1 TYPE V INLET | RIM = 76.54 INV. OUT = 72.00 (DP1) |
| STS-STRUCT #2 TYPE V INLET | RIM = 76.55 INV. IN = 71.91 (DP1) INV. OUT = 69.75 (DP2) |
| STS-STRUCT #3 FDOT TYPE J MANHOLE | RIM = 76.58 INV. IN = 69.67 (DP2) INV. OUT = 69.67 (DP3) |
| STS-STRUCT #4 FDOT TYPE J MANHOLE | RIM = 76.46 INV. IN = 69.56 (DP3) INV. OUT = 69.56 (DP4) |
| STS-STRUCT #5 TYPE V INLET | RIM = 75.96 INV. OUT = 71.50 (DP5) |
| STS-STRUCT #7 TYPE V INLET | RIM = 75.93 INV. IN = 68.35 (DP4) INV. IN = 71.25 (DP5) INV. OUT = 68.35 (DP7) |
| STS-STRUCT #8 TYPE V INLET | RIM = 74.00 INV. OUT = 69.86 (DP8) |
| STS-STRUCT #9 TYPE V INLET | RIM = 74.00 INV. IN = 69.80 (DP8) INV. OUT = 67.80 (DP9) |
| STS-STRUCT #10 FDOT TYPE J MANHOLE | RIM = 75.36 INV. IN = 67.01 (DP7) INV. IN = 67.70 (DP9) INV. OUT = 67.01 (DP10) |
| STS-STRUCT #11 FDOT TYPE C INLET | RIM = 75.70 INV. OUT = 70.55 (DP11) |
| STS-STRUCT #12 TYPE V INLET | RIM = 74.77 INV. IN = 69.42 (DP11) INV. OUT = 68.75 (DP12) |
| STS-STRUCT #13 TYPE V INLET | RIM = 74.77 INV. IN = 66.61 (DP10) INV. IN = 68.17 (DP12) INV. OUT = 66.61 (DP13) |
| STS-STRUCT #14 FDOT TYPE J MANHOLE | RIM = 75.40 INV. IN = 66.25 (DP13) INV. OUT = 66.25 (DP14) |
| STS-STRUCT #15 FDOT TYPE J MANHOLE | RIM = 75.50 INV. IN = 66.00 (DP14) INV. OUT = 66.00 (DP15) |
| STS-STRUCT #16 TYPE V INLET | RIM = 76.11 INV. OUT = 67.00 (DP16) |
| STS-STRUCT #17 TYPE V INLET | RIM = 75.87 INV. IN = 65.75 (DP15) INV. IN = 66.75 (DP16) INV. OUT = 62.50 (DP17) |

| STRUCTURE TABLE | |
|---|---|
| STRUCTURE: | DETAILS: |
| STS-STRUCT #18 TYPE V INLET | RIM = 75.68 INV. OUT = 70.99 (DP18) |
| STS-STRUCT #19 TYPE V INLET | RIM = 75.34 INV. IN = 70.60 (DP18) INV. OUT = 70.60 (DP19) |
| STS-STRUCT #20 TYPE V INLET | RIM = 73.47 INV. OUT = 68.92 (DP20) |
| STS-STRUCT #21 TYPE V INLET | RIM = 73.47 INV. IN = 68.86 (DP20) INV. OUT = 68.42 (DP21) |
| STS-STRUCT #22 TYPE V INLET | RIM = 74.07 INV. IN = 68.20 (DP19) INV. IN = 68.20 (DP21) INV. OUT = 68.20 (DP22) |
| STS-STRUCT #23 TYPE V INLET | RIM = 74.07 INV. IN = 68.14 (DP22) INV. OUT = 68.14 (DP23) |
| STS-STRUCT #24 FDOT TYPE J MANHOLE | RIM = 75.00 INV. IN = 67.92 (DP23) INV. OUT = 67.92 (DP24) |
| STS-STRUCT #25 TYPE C INLET | RIM = 73.72 INV. OUT = 68.00 (DP25) |
| STS-STRUCT #29 TYPE V INLET | RIM = 73.37 INV. OUT = 67.07 (DP29) |
| STS-STRUCT #30 TYPE V INLET | RIM = 73.37 INV. IN = 67.00 (DP29) INV. OUT = 67.00 (DP30) |
| STS-STRUCT #31 TYPE V INLET | RIM = 75.42 INV. OUT = 66.53 (DP31) |
| STS-STRUCT #32 TYPE V INLET | RIM = 75.75 INV. IN = 66.43 (DP31) INV. IN = 66.43 (DP30) INV. OUT = 66.33 (DP33) |
| STS-STRUCT #34 Type V INLET | RIM = 75.84 INV. IN = 65.85 (DP33) INV. OUT = 65.85 (DP34) |
| STS-STRUCT #35 TYPE V INLET | RIM = 73.98 INV. OUT = 65.35 (DP35) |
| STS-STRUCT #36 TYPE V INLET | RIM = 72.55 INV. IN = 64.87 (DP35) INV. OUT = 64.87 (DP36) |
| STS-STRUCT #37 TYPE V INLET | RIM = 72.55 INV. IN = 64.79 (DP34) INV. IN = 64.79 (DP36) INV. OUT = 64.79 (DP37) |
| STS-STRUCT #38 TYPE V INLET | RIM = 73.01 INV. OUT = 64.20 (DP38) |
| STS-STRUCT #39 TYPE V INLET | RIM = 73.01 INV. IN = 64.41 (DP37) INV. IN = 64.00 (DP38) INV. OUT = 63.25 (DP39) |
| STS-STRUCT #40 FDOT TYPE J MANHOLE | RIM = 73.32 INV. IN = 62.86 (DP39) INV. IN = 67.50 (DP40A) INV. OUT = 62.86 (DP40) |
| STS-STRUCT #40A FDOT TYPE C INLET | RIM = 73.00 INV. OUT = 68.00 (DP40A) |
| STS-STRUCT #41 FDOT TYPE C INLET | RIM = 71.50 INV. OUT = 67.12 (DP41) |

| STRUCTURE TABLE | |
|---|---|
| STRUCTURE: | DETAILS: |
| STS-STRUCT #42 FDOT TYPE J MANHOLE | RIM = 73.65 INV. IN = 62.53 (DP40) INV. IN = 63.23 (DP41) INV. OUT = 62.53 (DP42) |
| STS-STRUCT #43 TYPE V INLET | RIM = 71.94 INV. OUT = 63.90 (DP43) |
| STS-STRUCT #44 TYPE V INLET | RIM = 71.90 INV. IN = 63.80 (DP43) INV. OUT = 63.80 (DP44) |
| STS-STRUCT #45 FDOT TYPE C INLET | RIM = 71.50 INV. IN = 63.64 (DP44) INV. OUT = 63.64 (DP45) |
| STS-STRUCT #46 TYPE V INLET | RIM = 71.03 INV. OUT = 63.57 (DP46) |
| STS-STRUCT #47 TYPE V INLET | RIM = 70.99 INV. IN = 63.51 (DP46) INV. OUT = 63.51 (DP47) |
| STS-STRUCT #48 FDOT TYPE J MANHOLE | RIM = 71.19 INV. IN = 63.39 (DP45) INV. IN = 63.39 (DP47) INV. OUT = 63.45 (DP48) |
| STS-STRUCT #49 Type V INLET | RIM = 70.51 INV. IN = 63.39 (DP48) INV. OUT = 61.23 (DP49) |
| STS-STRUCT #50 Type V INLET | RIM = 70.51 INV. IN = 61.17 (DP49) INV. OUT = 61.17 (DP50) |
| STS-STRUCT #51 TYPE V INLET | RIM = 72.02 INV. OUT = 67.80 (DP51) |
| STS-STRUCT #52 TYPE V INLET | RIM = 72.02 INV. IN = 67.74 (DP51) INV. IN = 60.88 (DP50) INV. OUT = 60.88 (DP52) |
| STS-STRUCT #53 TYPE V INLET | RIM = 74.84 INV. OUT = 70.40 (DP53) |
| STS-STRUCT #54 FDOT TYPE C INLET | RIM = 74.50 INV. OUT = 70.50 (DP54) |
| STS-STRUCT #55 TYPE V INLET | RIM = 74.84 INV. IN = 70.34 (DP53) INV. IN = 70.47 (DP54) INV. OUT = 70.34 (DP55) |
| STS-STRUCT #56 FDOT TYPE J MANHOLE | RIM = 75.29 INV. IN = 69.84 (DP55) INV. IN = 60.23 (DP52) INV. OUT = 60.23 (DP56) |
| STS-STRUCT #57 TYPE V INLET | RIM = 72.12 INV. OUT = 68.00 (DP57) |
| STS-STRUCT #58 TYPE V INLET | RIM = 72.12 INV. IN = 59.70 (DP58) INV. IN = 67.80 (DP57) INV. OUT = 59.70 (DP58) |
| STS-STRUCT #59 TYPE V INLET | RIM = 72.57 INV. OUT = 68.00 (DP59) |
| STS-STRUCT #60 TYPE V INLET | RIM = 72.54 INV. IN = 59.41 (DP58) INV. IN = 67.80 (DP59) INV. OUT = 59.41 (DP60) |
| STS STR# OFF-5 FDOT TYPE C INLET | RIM = 72.80 INV. IN = 67.75 (DP-OFF15) INV. OUT = 67.75 (DP-OFF13) |

| STRUCTURE TABLE | |
|---|---|
| STRUCTURE: | DETAILS: |
| STS STR# OFF-MES-1 MITERED END SECTION | RIM = 71.16 INV. IN = 59.53 (DP-OFF4) |
| STS STR #OFF-9A FDOT TYPE C INLET | RIM = 67.37 INV. IN = 60.40 (DP-OFF14) INV. OUT = 60.40 (DP-OFF9A) |
| STS STR #OFF-9B TYPE C INLET | RIM = 66.50 INV. OUT = 61.12 (DP-OFF-9B) |
| STS STR# OFF-1 12" DOME GRATE | RIM = 75.30 INV. OUT = 70.11 (DP-OFF1) |
| STS STR# OFF-2 TYPE P8 MANHOLE | RIM = 73.90 INV. IN = 69.70 (DP-OFF1) INV. OUT = 69.86 (DP-OFF2) |
| STS STR# OFF-3 TYPE P8 MANHOLE | RIM = 77.11 INV. IN = 69.21 (DP-OFF2) INV. OUT = 69.21 (DP-OFF3) |
| STS STR# OFF-4 TYPE P8 MANHOLE | RIM = 75.27 INV. IN = 68.63 (DP-OFF3) INV. OUT = 69.88 (DP-OFF4) |
| STS STR# OFF-6 TYPE 8 MANHOLE | 4 RIM = 70.81 INV. IN = 66.00 (DP-OFF13) INV. OUT = 66.00 (DP-OFF14) |
| STS STR# OFF-7 TYPE C INLET | RIM = 72.00 INV. OUT = 68.50 (DP-OFF15) |
| STS STR# OFF-8A TYPE 8 MANHOLE | RIM = 67.40 INV. IN = 60.04 (DP-OFF9A) INV. IN = 60.04 (DP-OFF5) INV. OUT = 60.04 (DP-OFF6) |
| STS STR# OFF-8B TYPE 8 MANHOLE | RIM = 67.40 INV. IN = 60.13 (DP-OFF8) INV. IN = 60.13 (DP-OFF-9B) INV. OUT = 60.13 (DP-OFF9) |

| STRUCTURE TABLE | |
|---|---|
| STRUCTURE: | DETAILS: |
| CS-01 TYPE C CONTROL STRUCTURE | RIM = 66.83 INV. OUT = 58.93 (DP-CS1) |
| MES #4 MITERED END SECTION | RIM = 60.63 INV. IN = 59.00 (DP28) |
| MES #5 MITERED END SECTION | RIM = 60.24 INV. IN = 58.61 (DP-CS1) |
| SMA-2 TYPE C CONTROL STRUCTURE | RIM = 70.56 INV. IN = 63.50 (DP26) |
| STS-STRUCT #27 FDOT GUTTER INLET TYPE V | RIM = 71.68 INV. OUT = 63.50 (DP27) INV. OUT = 65.00 (DP26) |
| STS-STRUCT #28 FDOT GUTTER INLET TYPE V | RIM = 71.68 INV. IN = 63.00 (DP27) INV. OUT = 63.00 (DP28) |

| PIPE TABLE | | | | |
|---|---|---|---|---|
| NAME | SIZE | LENGTH | SLOPE | MAT'L |
| DP1 | 18" | 28.94' | 0.32% | PP |
| DP2 | 18" | 40.45' | 0.20% | PP |
| DP3 | 18" | 53.46' | 0.20% | PP |
| DP4 | 18" | 131.98' | 0.92% | PP |
| DP5 | 18" | 28.80' | 0.87% | PP |
| DP7 | 24" | 145.02' | 0.92% | PP |
| DP8 | 18" | 28.31' | 0.20% | PP |
| DP9 | 18" | 69.97' | 0.14% | PP |
| DP10 | 24" | 199.57' | 0.20% | PP |
| DP11 | 18" | 49.95' | 2.26% | PP |
| DP12 | 18" | 28.22' | 2.07% | PP |
| DP13 | 30" | 83.22' | 0.43% | PP |
| DP14 | 30" | 28.72' | 0.87% | PP |
| DP15 | 30" | 88.46' | 0.28% | PP |
| DP16 | 18" | 48.60' | 0.51% | PP |
| DP17 | 30" | 154.18' | 0.32% | PP |
| DP18 | 18" | 65.04' | 0.60% | PP |
| DP19 | 18" | 237.43' | 1.01% | PP |
| DP20 | 18" | 28.24' | 0.21% | PP |
| DP21 | 24" | 105.95' | 0.21% | PP |

| PIPE TABLE | | | | |
|---|---|---|---|---|
| NAME | SIZE | LENGTH | SLOPE | MAT'L |
| DP22 | 24" | 28.75' | 0.20% | PP |
| DP23 | 24" | 107.72' | 0.20% | PP |
| DP24 | 24" | 46.03' | 8.52% | PP |
| DP25 | 18" | 48.98' | 4.08% | PP |
| DP29 | 18" | 31.84' | 0.20% | PP |
| DP30 | 18" | 294.65' | 0.19% | PP |
| DP31 | 18" | 55.19' | 0.18% | PP |
| DP33 | 24" | 282.27' | 0.17% | PP |
| DP34 | 24" | 304.33' | 0.19% | PP |
| DP35 | 18" | 138.49' | 0.35% | PP |
| DP36 | 18" | 28.30' | 0.30% | PP |
| DP37 | 24" | 174.13' | 0.22% | PP |
| DP38 | 18" | 28.10' | 0.71% | PP |
| DP39 | 24" | 59.03' | 0.66% | PP |
| DP40 | 30" | 120.85' | 0.27% | PP |
| DP40A | 18" | 42.66' | 1.17% | PP |
| DP41 | 18" | 102.77' | 3.79% | PP |
| DP42 | 30" | 277.29' | 2.25% | PP |
| DP43 | 18" | 28.98' | 0.35% | PP |
| DP44 | 18" | 40.59' | 0.39% | PP |

| PIPE TABLE | | | | |
|---|---|---|---|---|
| NAME | SIZE | LENGTH | SLOPE | MAT'L |
| DP45 | 18" | 81.46' | 0.31% | PP |
| DP46 | 18" | 29.85' | 0.20% | PP |
| DP47 | 18" | 33.20' | 0.38% | PP |
| DP48 | 30" | 30.82' | 0.20% | PP |
| DP49 | 30" | 28.25' | 0.20% | PP |
| DP50 | 30" | 146.63' | 0.20% | PP |
| DP51 | 18" | 28.83' | 0.21% | PP |
| DP52 | 30" | 321.16' | 0.20% | PP |
| DP53 | 18" | 28.01' | 0.21% | PP |
| DP54 | 18" | 16.73' | 0.18% | PP |
| DP55 | 18" | 134.13' | 0.37% | PP |
| DP56 | 30" | 316.27' | 0.17% | PP |
| DP57 | 18" | 28.24' | 0.71% | PP |
| DP58 | 30" | 93.43' | 0.31% | PP |
| DP59 | 18" | 28.90' | 0.69% | PP |
| DP60 | 36" | 154.28' | 2.21% | PP |

| PIPE TABLE | | | | |
|---|---|---|---|---|
| NAME | SIZE | LENGTH | SLOPE | MAT'L |
| DP-CS1 | 18" | 161.31' | 0.20% | PP |
| DP26 | 18" | 44.86' | 3.34% | PP |
| DP27 | 18" | 54.27' | 0.92% | PP |
| DP28 | 18" | 52.95' | 7.55% | PP |

| PIPE TABLE | | | | |
|---|---|---|---|---|
| NAME | SIZE | LENGTH | SLOPE | MAT'L |
| DP-OFF-9B | 18" | 109.68' | 0.90% | RCP |
| DP-OFF1 | 18" | 124.66' | 0.33% | RCP |
| DP-OFF2 | 18" | 323.65' | 0.20% | PP |
| DP-OFF3 | 18" | 290.18' | 0.20% | PP |
| DP-OFF4 | 18" | 194.67' | 0.18% | PP |
| DP-OFF5 | 36" | 18.16' | 1.27% | RCP |
| DP-OFF6 | 36" | 16.18' | 0.25% | RCP |
| DP-OFF7 | 36" | 34.29' | 0.79% | RCP |
| DP-OFF8 | 36" | 17.37' | 0.81% | RCP |
| DP-OFF9 | 36" | 17.69' | 0.73% | RCP |
| DP-OFF9A | 18" | 16.83' | 2.14% | RCP |
| DP-OFF10 | 36" | 21.71' | 0.83% | RCP |
| DP-OFF11 | 36" | 21.73' | 0.79% | RCP |
| DP-OFF12 | 36" | 21.74' | 0.81% | RCP |
| DP-OFF13 | 18" | 190.88' | 0.92% | RCP |
| DP-OFF14 | 18" | 207.14' | 2.70% | RCP |
| DP-OFF15 | 18" | 307.32' | 0.24% | RCP |


MADDEN
MOORHEAD & 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 DOWDEN ROAD
ORLANDO, FL 32832
(407) 850-5200


ENGINEER: BENJAMIN S. BECKHAM
LICENSE NO. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: SEPTEMBER 16, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | 1/23/24 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 10/02/23 | REVISED PER SJRWMD COMMENTS |
| 3 | 02/01/2024 | CONTRACTOR RFI |
| 4 | 05/09/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
| 5 | | |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

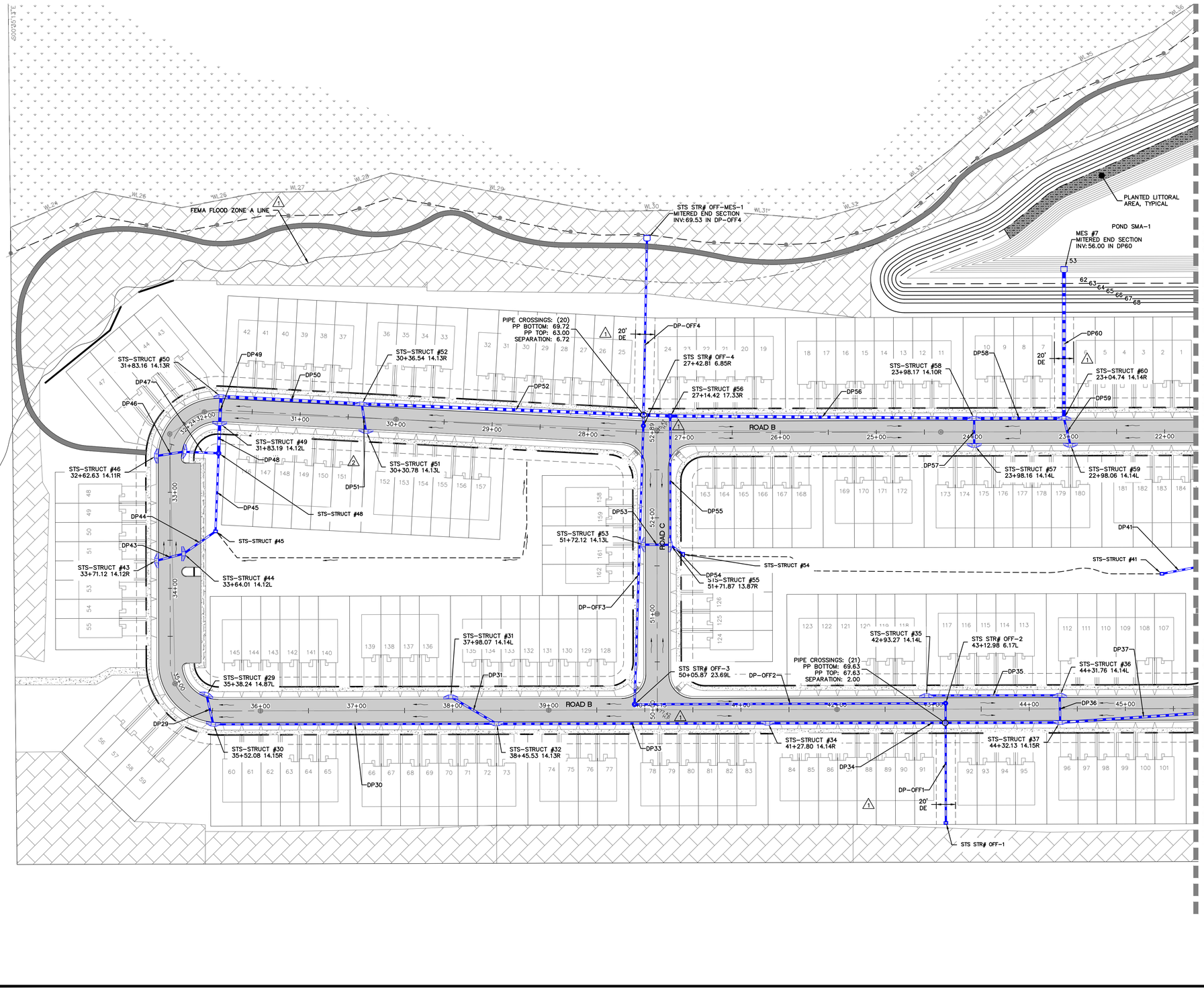
C301

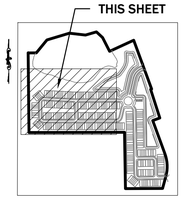
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GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




KEY MAP
N.T.S.


MADDEN
MOORHEAD & 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 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

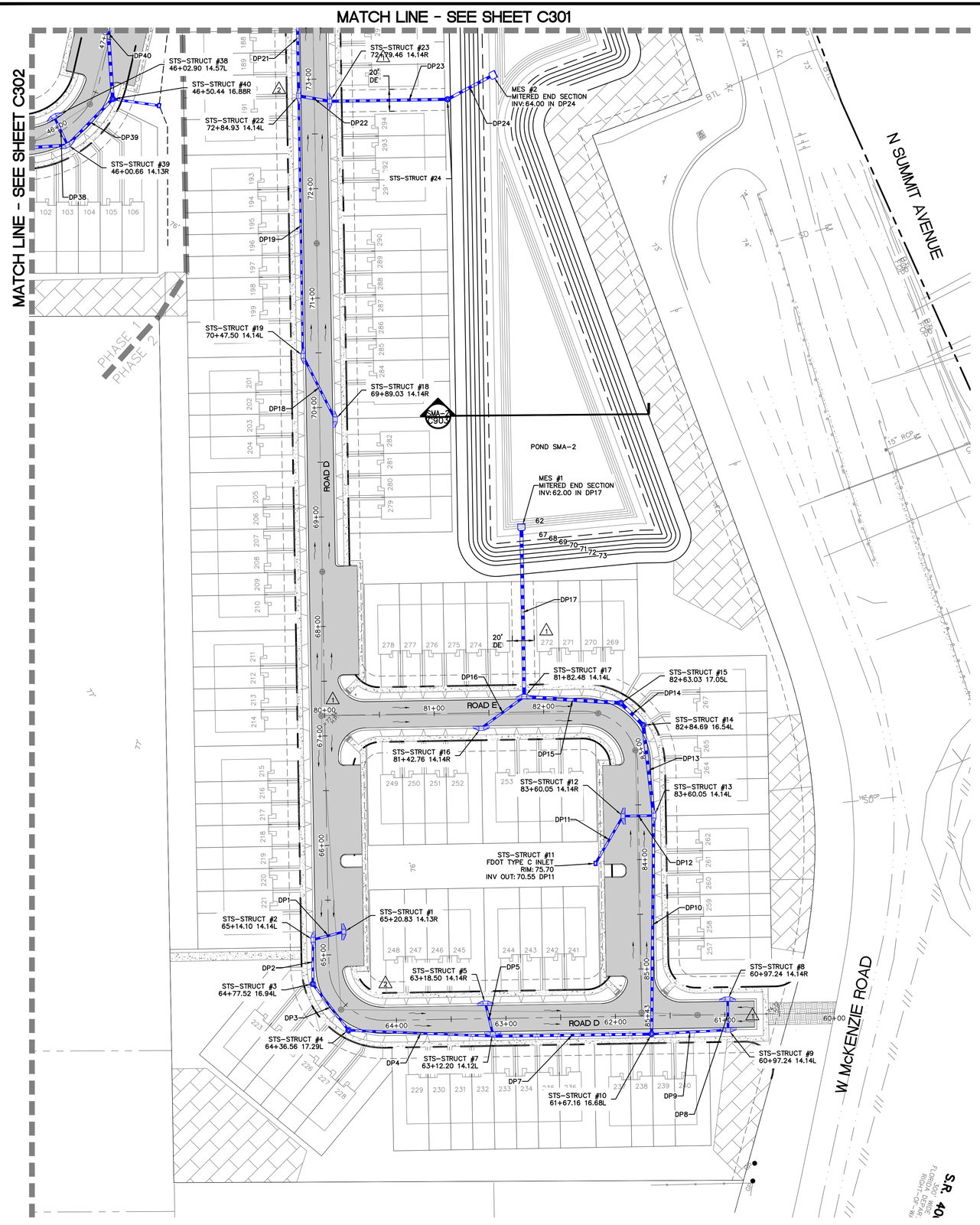

ENGINEER'S CERTIFICATION: BENJAMIN S. BECKHAM * LICENSE No. 79452 * STATE OF FLORIDA * PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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

C302

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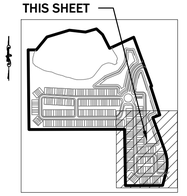



GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

THIS SHEET



KEY MAP
N.T.S.

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

# DRAINAGE PLAN
FOR
# SUMMIT PLACE
FLORIDA
CITY OF DELAND

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 856-3200

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, P.E. No. 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

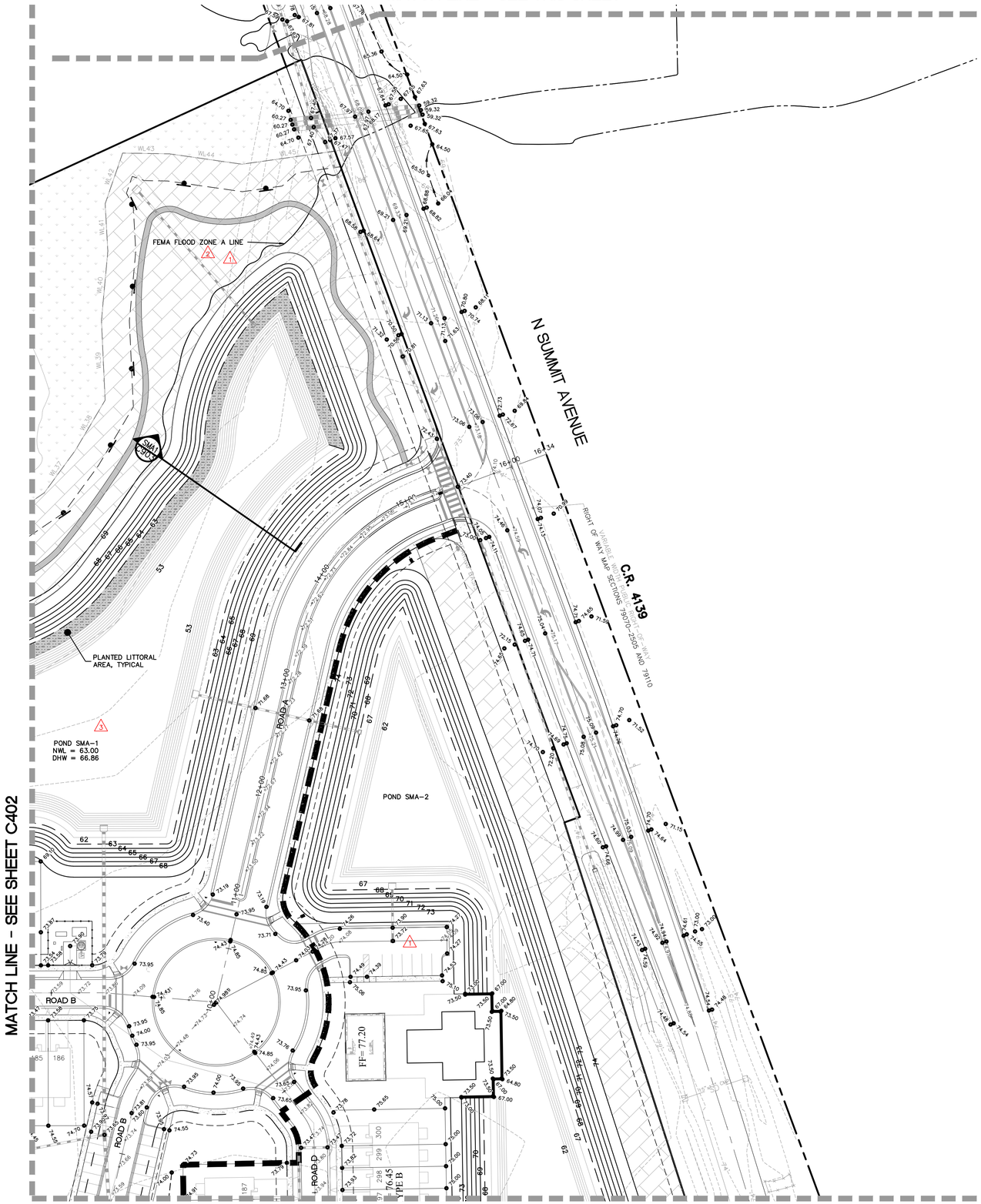
| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 1/23/24 | REV. PER QC REVIEW |
| 3 | 02/02/2024 | CONTRACTOR RFI |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C303

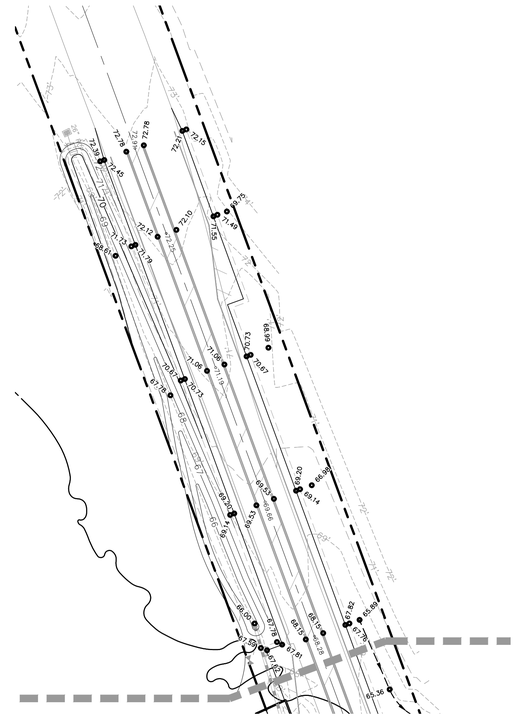
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MATCH LINE - SEE THIS SHEET




MATCH LINE - SEE SHEET C402

MATCH LINE - SEE SHEET C403



MATCH LINE - SEE THIS SHEET

NOTES:

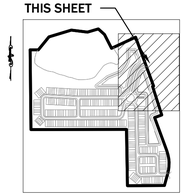
1. ALL LOTS THAT HAVE SLOPES GREATER THAN 20% FROM FFE TO SIDE LOT LINE WILL REQUIRE A THICKENED EDGE SLAB.
2. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE CENTER LINE ELEVATION OF THE ADJACENT ROADWAY.
3. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE ESTABLISHED 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. CONTRACTOR TO GRADE LOT PAD 10" (0.83') LOWER THAN FINISHED FLOOR ELEVATION.

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

THIS SHEET



KEY MAP
N.T.S.


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


# GRADING PLAN
FOR
# SUMMIT PLACE
FLORIDA
CITY OF DELAND

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

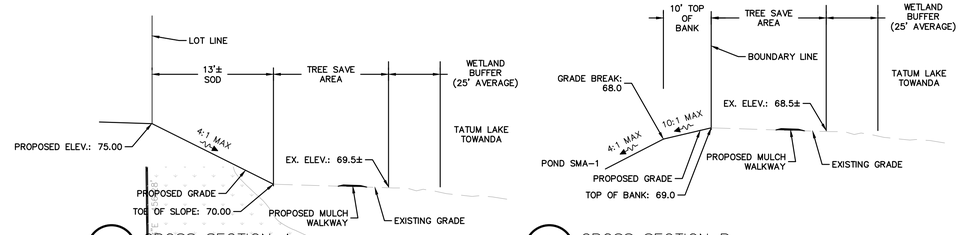
ENGINEER BENJAMIN S. BECKHAM * LICENSE No. 79452 * STATE OF FLORIDA * PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, P.E. No. 79452
DATE: 16th SEPTEMBER 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 6/13/23 | REV. PER SJRWMD |
| 3 | 1/23/24 | REV. PER QC REVIEW |
| 4 | 02/02/2024 | CONTRACTOR WT |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C401

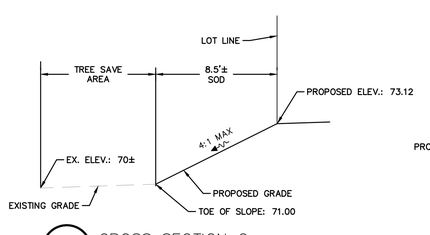
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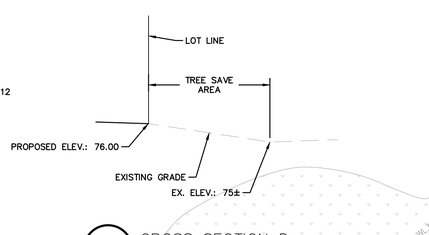

A — CROSS SECTION A
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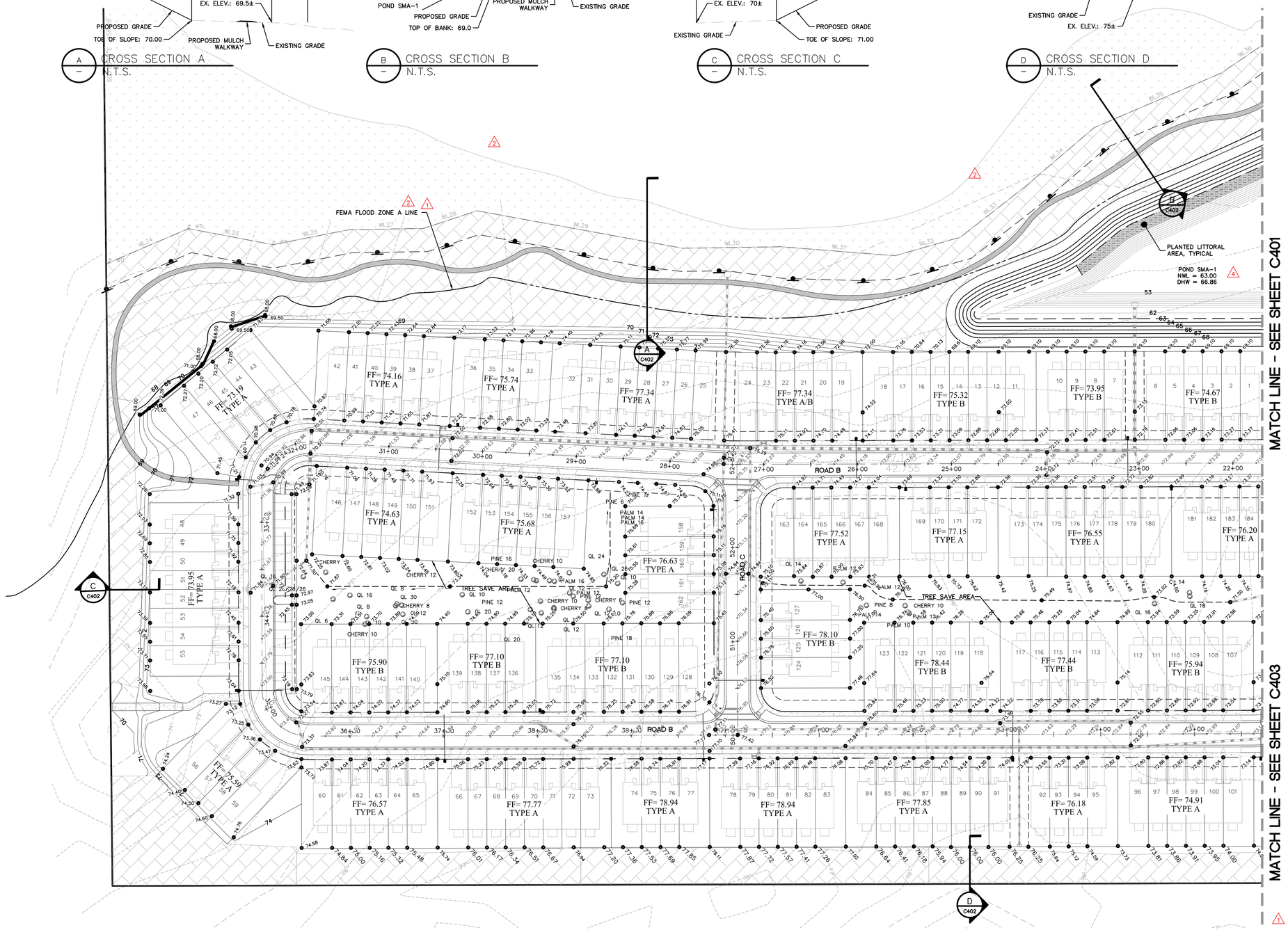

B — CROSS SECTION B
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C — CROSS SECTION C
N.T.S.




D — CROSS SECTION D
N.T.S.




NOTES:

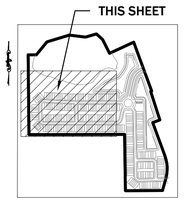
1. ALL LOTS THAT HAVE SLOPES GREATER THAN 20% FROM FFE TO SIDE LOT LINE WILL REQUIRE A THICKENED EDGE SLAB.
2. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE CENTER LINE ELEVATION OF THE ADJACENT ROADWAY.
3. ALL FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 12" ABOVE THE ESTABLISHED 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

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.






KEY MAP
N.T.S.

MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
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(407) 629-8330

GRADING PLAN
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

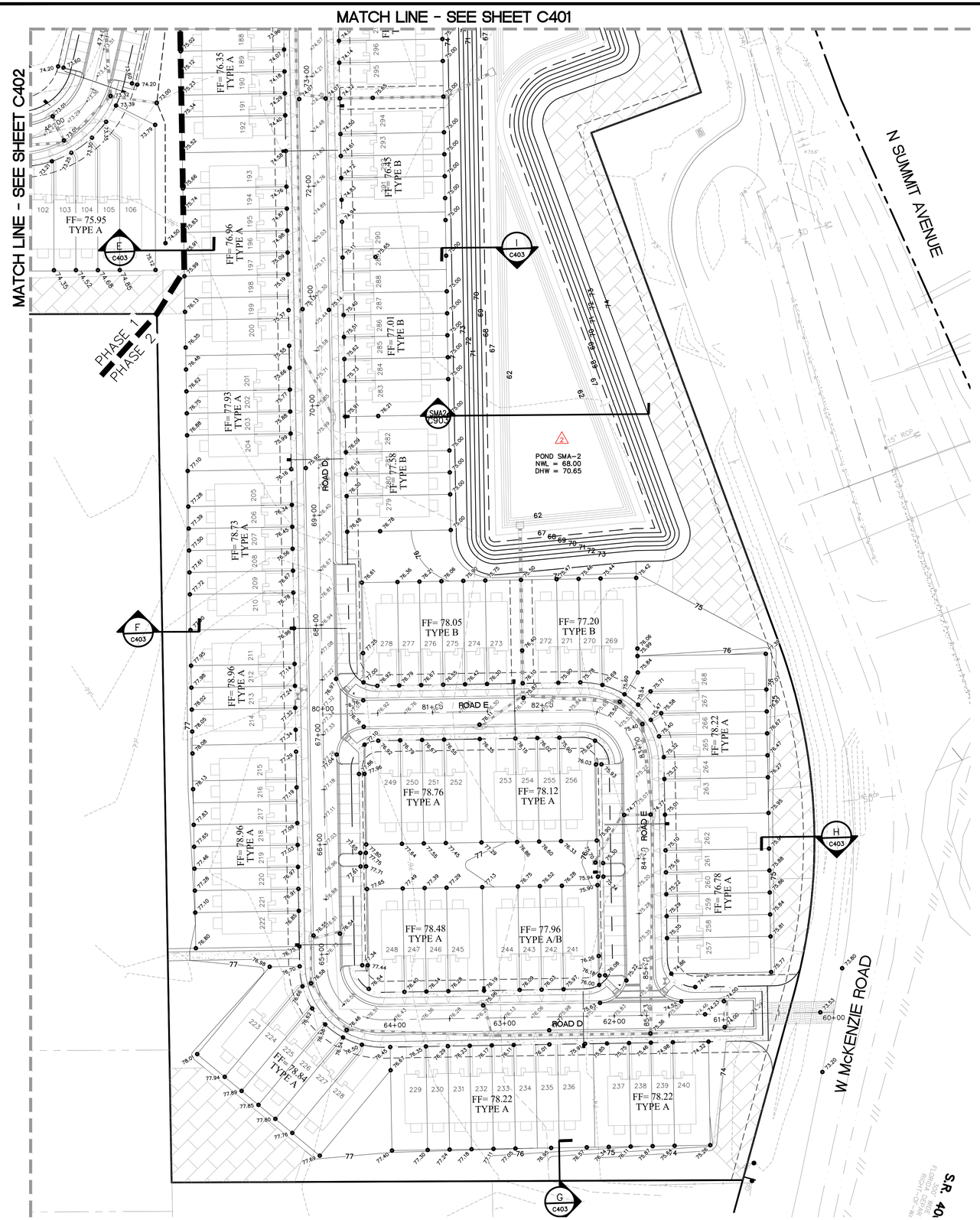
ENGINEER: BENJAMIN S. BEKHAM
LICENSE No. 78452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BEKHAM 78452
DATE: 2024.09.16 11:55:41 -04'00'
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

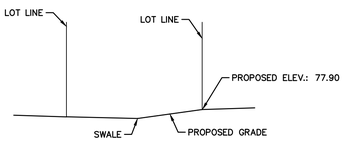
| | DATE | REVISIONS |
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| 1 | 03/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 6/13/23 | REV. PER SJRWMD |
| 3 | 9/7/23 | REV. PER SJRWMD |
| 4 | 1/25/24 | REV. PER QC REVIEW |
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| | |
|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | 1"=50 |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

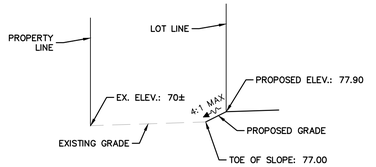
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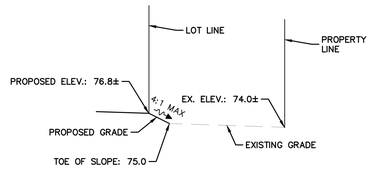


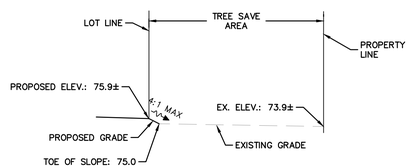

E — CROSS SECTION E
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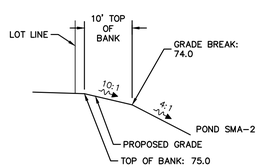

F — CROSS SECTION F
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G — CROSS SECTION G
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H — CROSS SECTION H
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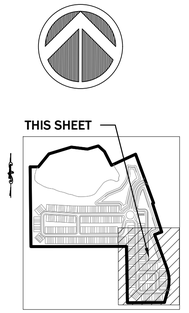



H — CROSS SECTION I
N.T.S.

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




KEY MAP
N.T.S.

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.

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

GRADING PLAN
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

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

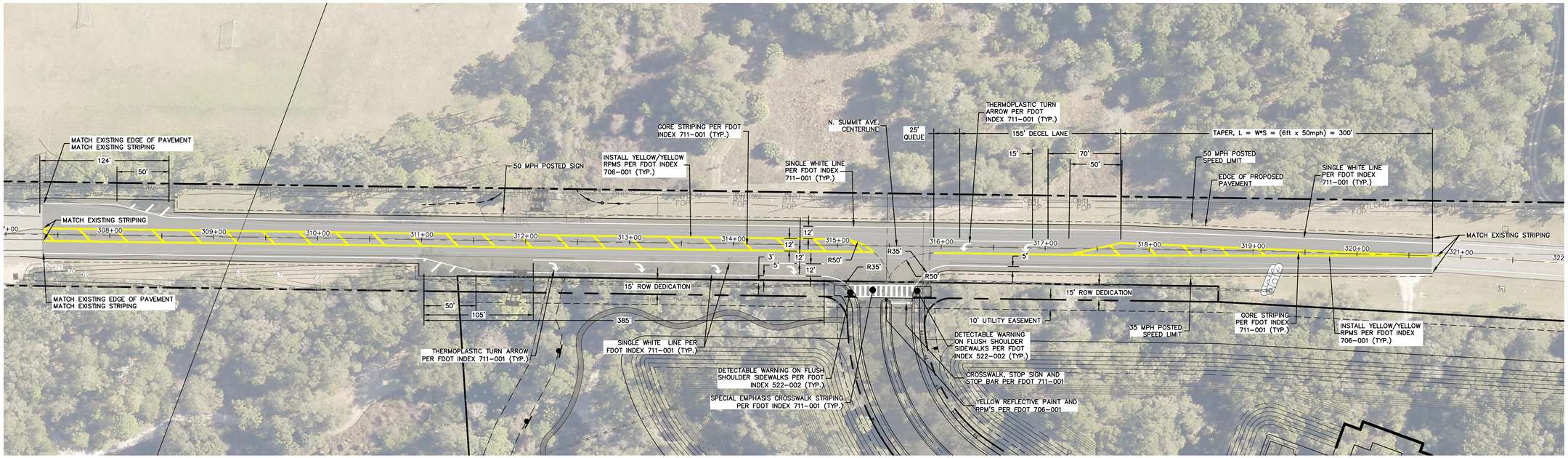
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
DATE: 2024
BENJAMIN S. BECKHAM
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 03/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 1/23/24 | REV. PER QC REVIEW |
| 3 | | |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C403

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## HATCH LEGEND

HEAVY DUTY PAVEMENT

MILL AND RESURFACE

## OFFSITE DEMINESION, STRIPING AND SIGNAGE PLAN
## N SUMMIT AVENUE
## DESIGN SPEED = 50MPH

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

NOTES:

1. ALL WORK PER 2023 FDOT STANDARD PLANS AND 2023 FDOT DESIGN MANUAL
2. INSTALL THERMOPLASTIC STRIPING AND ARROWS PER FDOT STD. PLAN 711-001
3. INSTALL RAISED PAVEMENT MARKERS PER FDOT STD. PLAN 706-001
4. INSTALL SOD AT ALL AREAS DISTURBED BY CONSTRUCTION
5. ALL AFFECTED SIDEWALKS, RAMPS, AND CROSSWALKS ARE TO BE BUILT AND INSPECTED TO MEET CURRENT ADA REQUIREMENTS.
6. MAXIMUM SLOPE IN SWALE AREAS IS 4:1
7. INTERSECTION CLEAR SIGHT AREAS ARE TO BE MAINTAINED PER FDOT FDM 212.11
8. MAINTENANCE OF TRAFFIC SHALL BE PER FDOT STD. PLANS 102-600, 102-601, 102-602, AND 102-603
9. 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.
10. ALL ASPHALT MIX DESIGNS MUST BE PREAPPROVED BY VOLUSIA COUNTY BEFORE PLACEMENT.
11. ANY NECESSARY OVERBUILD GREATER THAN THE STANDARD MILL AND RESURFACING WILL NEED APPROVAL IN THE FIELD BY COUNTY INSPECTOR.
12. FOR EXISTING STRIPING TO BE REMOVED VIA GRINDING, THE LATEST, LEAST AGGRESSIVE METHODS SHALL BE USED.

VOLUSIA COUNTY STANDARD NOTES:

1. 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.
2. 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.
3. COORDINATION WITH VOLUSIA COUNTY ENGINEERING'S INSPECTOR JIM PRICE AT (386) 561-8666 IS REQUIRED WITH A MINIMUM ADVANCED NOTICE OF SEVEN (7) DAYS PRIOR TO ANY SIDEWALK, LANE OR ROAD CLOSURE (INCLUDING FLAGGING OPERATIONS).
4. OPERATIONS WITHIN THE COUNTY RIGHT-OF-WAY SHALL NORMALLY BE CONDUCTED 7:00 A.M. TO 7:00 P.M., MONDAY THROUGH FRIDAY. ANY DEVIATION FROM THESE HOURS REQUIRES PRIOR APPROVAL FROM THE COUNTY DEVELOPMENT ENGINEER. EMERGENCY REPAIRS ARE EXCLUDED FROM THIS TIME RESTRICTION.
5. ALL EXISTING SIDEWALKS WITHIN COUNTY RIGHT-OF-WAY SHALL EITHER REMAIN OPEN OR BE PROVIDED A TEMPORARY WALKWAY IN ACCORDANCE WITH THE CURRENT VERSION OF FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD INDEX NO. 660. ANY DAMAGE TO SIDEWALKS SHALL BE REPAIRED AND/OR REPLACED IN LIKE KIND BY THE CONTRACTOR. NEW SIDEWALKS AND SECTIONS THROUGH DRIVEWAYS MUST BE AT A 1.5% CROSS SLOPE AND 2% MAXIMUM CROSS SLOPE PER ADA STANDARDS.
6. 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.
7. 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.
8. 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.

ADDITIONAL VOLUSIA COUNTY NOTES:

1. DIRECTIONAL BORES, ROAD CUTS, AND PAVING OPERATIONS SHALL NOT BE PERFORMED WITHIN THE VOLUSIA COUNTY RIGHT-OF-WAY ON FRIDAY, SATURDAY, SUNDAY, OR ANY DAY PRIOR TO A HOLIDAY WITHOUT WRITTEN CDE/INSPECTOR APPROVAL.
2. THE VOLUSIA COUNTY STAMPED APPROVED PLANS AND PLACARD MUST ALWAYS BE ONSITE.
3. THE APPLICANT AND/OR CONTRACTOR IS RESPONSIBLE FOR SURVEY ACCURACY OF ALL WORK PERFORMED WITHIN THE VOLUSIA COUNTY RIGHTS-OF-WAY; INCLUDING BUT NOT LIMITED TO, ANY PROPOSED OR EXISTING STRUCTURES.
4. THE APPLICANT AND/OR CONTRACTOR IS RESPONSIBLE FOR PROVIDING PRE/POST CONSTRUCTION VIDEOS, PHOTOS, ETC. OF THE WORK SITE.
5. ONLY DIRECTIONAL/JACK BORES METHODS CAN AND MUST BE PERFORMED. PNEUMATIC, PUSH-PULL, MOLE OR MISSILE BORES ARE NOR PERMITTED UNDER VOLUSIA COUNTY ROADWAYS.
6. DIRECTIONAL BORES, UNDER ROADWAYS FROM 1-3 INCHES MUST BE A MINIMUM OF 36" BELOW EDGE OF PAVEMENT. DIRECTIONAL BORE 4 INCHES OR GREATER MUST BE 10 TIMES THE DIAMETER OF THE BORE/BACK REAMER, WHICHEVER IS GREATER, BELOW EDGE OF PAVEMENT AND TO EXTEND TO THE RIGHT OF WAY ON EITHER SIDE.
7. ALL DIRECTIONAL/JACK JILL MUD/SLURRY MUST BE CLEANED/RECLAIMED FROM THE RIGHT OF WAY/BORE PITS AND DISPOSED OF ON AN APPROVED PRIVATE OFFSITE/OFF RIGHT OF WAY LOCATION.

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OFFSITE DIMENSION, SIGNING, AND STRIPING PLAN
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

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

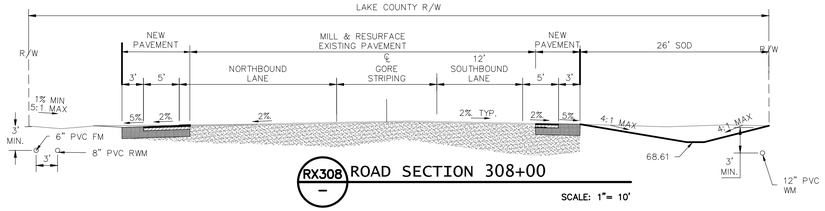
ENGINEER: BENJAMIN S. BECKHAM LICENSE NO. 79452 STATE OF FLORIDA
BENJAMIN S. BECKHAM * LICENSE NUMBER 79452 * STATE OF FLORIDA * PROFESSIONAL ENGINEER
DATE: 9/12/2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
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| 1 | 07/08/24 | ENTIRE SHEET REVISED PER COUNTY COMMENTS |
| 2 | 07/14/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

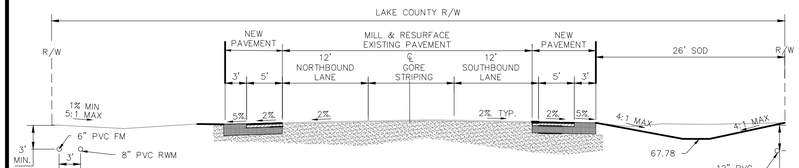
C501

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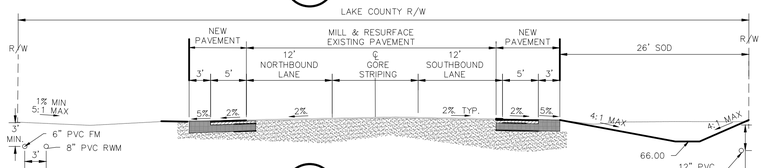

RX308 — ROAD SECTION 308+00

SCALE: 1"= 10'



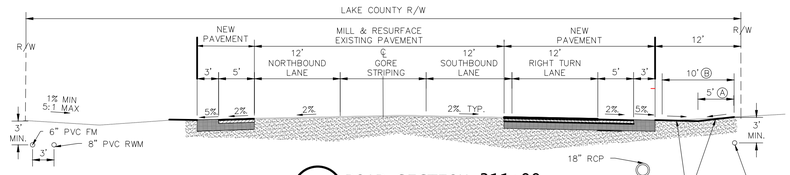

RX309 — ROAD SECTION 309+00

SCALE: 1"= 10'



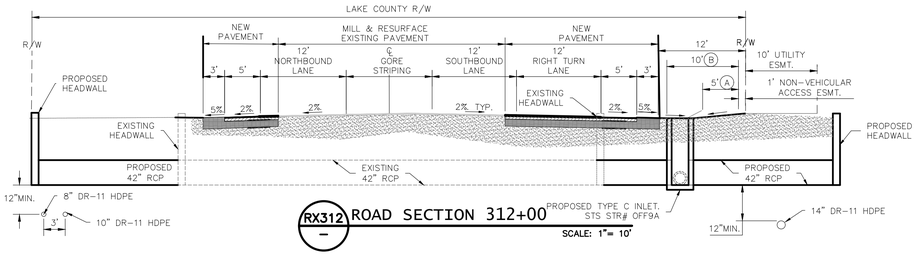

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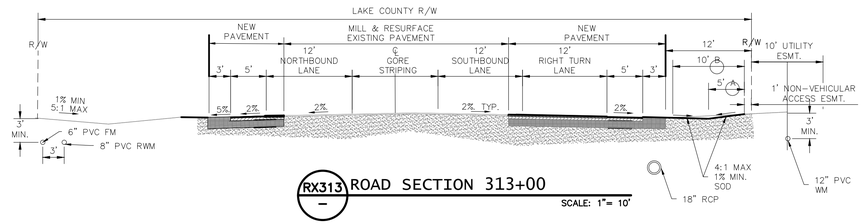

RX311 — ROAD SECTION 311+00

SCALE: 1"= 10'



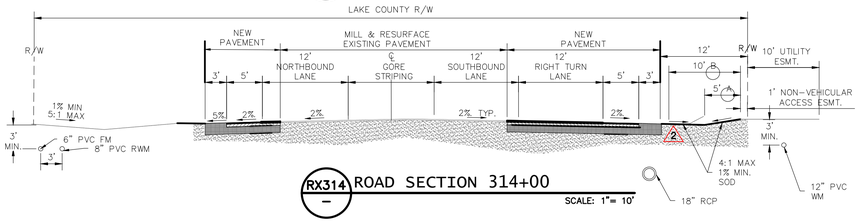

RX312 — ROAD SECTION 312+00

SCALE: 1"= 10'



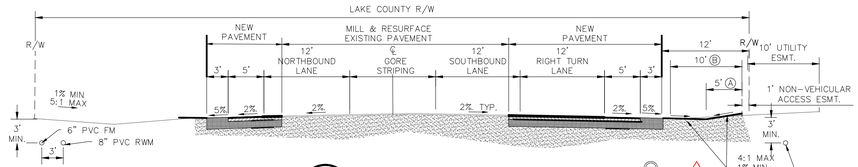

RX313 — ROAD SECTION 313+00

SCALE: 1"= 10'



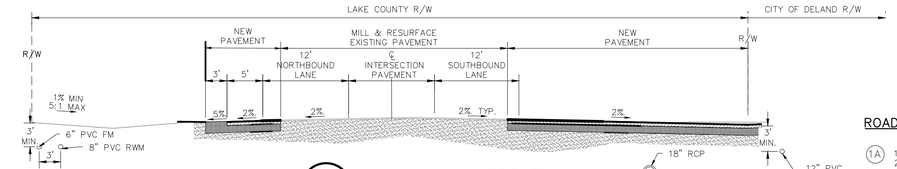

RX314 — ROAD SECTION 314+00

SCALE: 1"= 10'



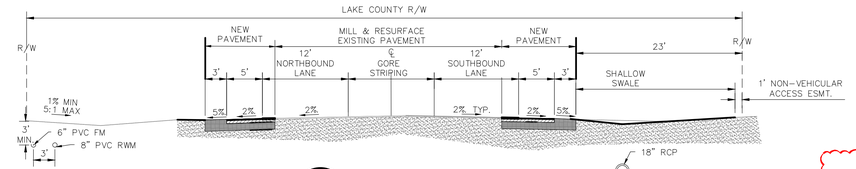

RX315 — ROAD SECTION 315+00

SCALE: 1"= 10'



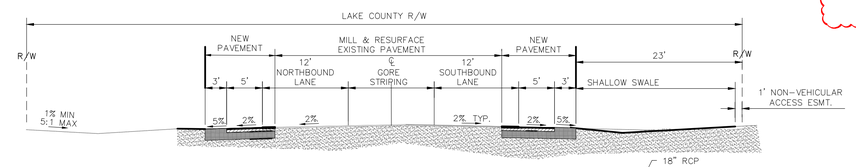

RX315A — ROAD SECTION 315+50

SCALE: 1"= 10'



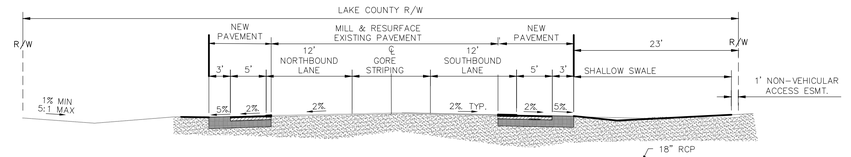

RX316 — ROAD SECTION 316+00

SCALE: 1"= 10'



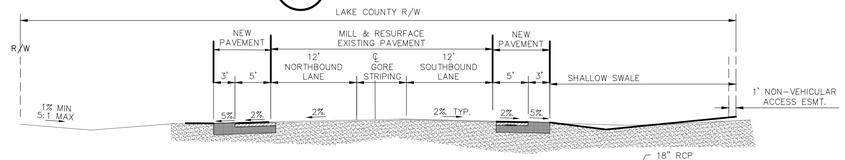

RX317 — ROAD SECTION 317+00

SCALE: 1"= 10'



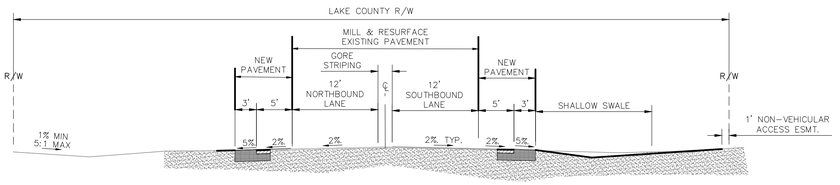

RX318 — ROAD SECTION 318+00

SCALE: 1"= 10'



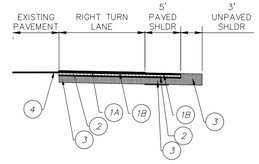

RX319 — ROAD SECTION 319+00

SCALE: 1"= 10'




RX320 — ROAD SECTION 320+00

SCALE: 1"= 10'




TYPICAL NEW PAVEMENT SECTION

SCALE: 1"= 10'

## ROADWAY PAVEMENT SECTIONS

1A — 1.0" MIN. FDOT FRICTION COURSE TYPE FC-9.5 (TRAFFIC LEVEL C) ASPHALT @ MAX 20% RECYCLED MATERIALS.

1B — 2.0" MIN. FDOT SUPERPAVE STRUCTURE COURSE TYPE SP-12.5 (TRAFFIC LEVEL C) ASPHALT @ MAX. 30% RECYCLED MATERIALS.

2 — 10" LIMEROCK OR OTHER APPROVED BASE GROUP 9 COMPACTED TO A 98% MAXIMUM DRY DENSITY PER AASHTO T-180 AND CONSTRUCTED IN TWO LIFTS.

3 — 12" STABALIZED SUBGRA'DE LBR 40 COMPACTED TO A 98% MAXIMUM DRY DENSITY PER AASHTO T-180.

4 — MILL AND RESURFACE. WHEN RESURFACING, A 2.0% SLOPE MUST BE MAINTAINED OR CREATED. MILL 1" INCH APPROVED FC-9.5 TLC ASPHALT @ MAX. 20% RECYCLE ASPHALT MIX.

## SIDEWALK NOTES

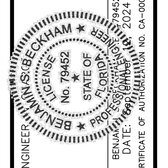
A — LOCATION OF 5' SIDEWALK REQUIRED BY VOLUSIA COUNTY LDC SEC. 72-620

2 B — LOCATION OF CONCEPTUAL 10' MULTI-MODAL TRAIL PROPOSED BY THE CITY OF DELAND LAKE WINNEMISSETT GATEWAY CORRIDOR LOCAL PLAN.

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431 E. Horatio Avenue
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OFF-SITE SECTIONS FOR SUMMIT PLACE FLORIDA
CITY OF DELAND

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

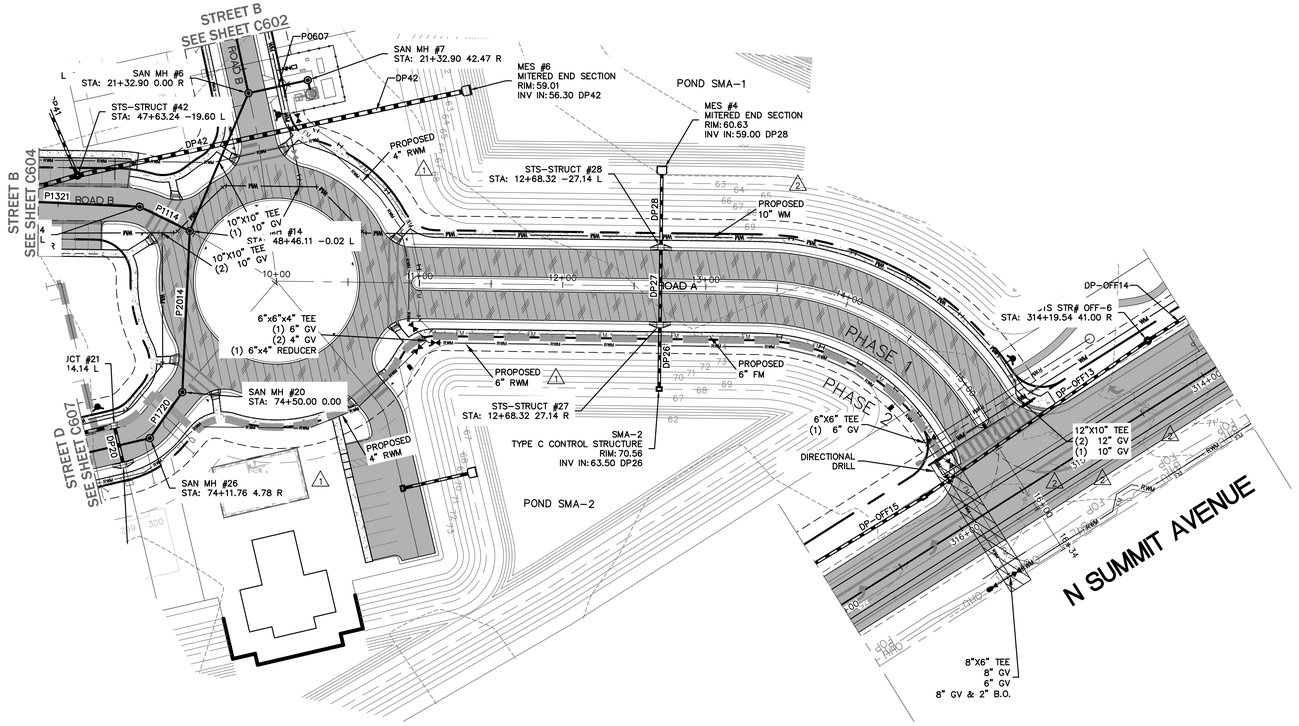



| | DATE | REVISIONS |
|---|---|---|
| 1 | 07/08/24 | ENTIRE SHEET REVISED PER COUNTY COMMENTS |
| 2 | 09/09/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: NA
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C502



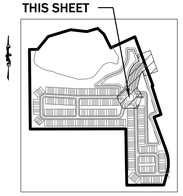

GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.

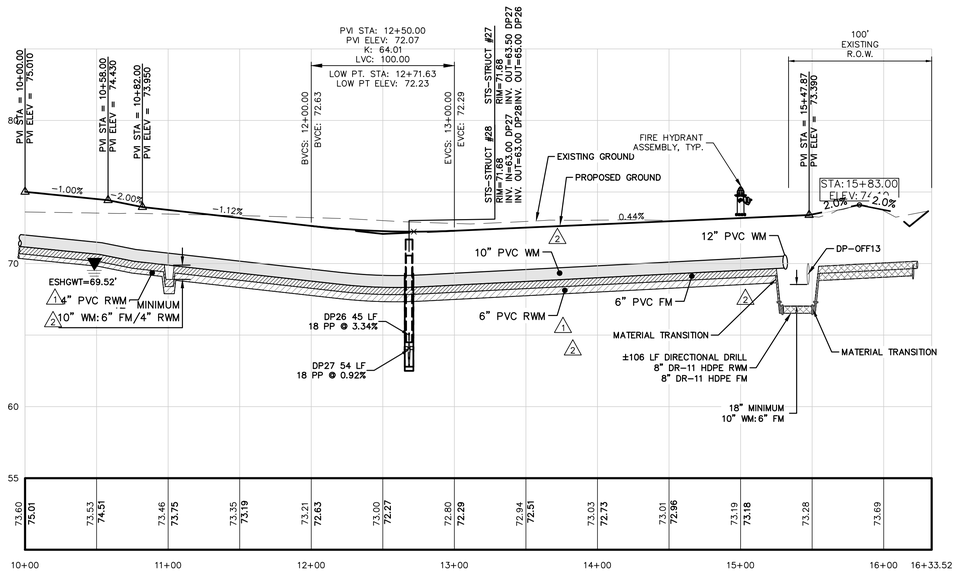
| TYPICAL UTILITY LEGEND | |
|---|---|
| | DESCRIPTION |
| | FIRE HYDRANT ASSEMBLY |
| | DOUBLE SANITARY SERVICE |
| | SINGLE SANITARY SERVICE |
| | DOUBLE WM SERVICE |
| | SINGLE WM SERVICE |
| | DOUBLE RWM SERVICE |
| | SINGLE RWM SERVICE |
| | GATE VALVE |
| | WM OR RWM CROSS |
| | WM OR RWM TEE |
| | BLOW-OFF AND VALVE |
| WM | WATER MAIN |
| RWM | RECLAIM WATER MAIN |

THIS SHEET



KEY MAP
N.T.S.

# ROAD A




N. SUMMIT AVENUE UTILITY NOTES:

1. ALL PROPOSED UTILITIES SHALL BE LOCATED 1 FOOT TYPICAL FROM THE RIGHT-OF-WAY.
2. ALL NEW PROPOSED UTILITY GATE VALVES, TEES, FITTINGS, ETC., SHALL NOT BE PLACED BENEATH ANY PAVEMENT.

DIRECTIONAL DRILL NOTES:

- DIRECTIONAL BORES SHALL NOT BE PERFORMED WITHIN THE VOLUSIA COUNTY RIGHT-OF-WAY ON FRIDAY, SATURDAY, SUNDAY, OR ANY DAY PRIOR TO A HOLIDAY WITHOUT WRITTEN CDE/INSPECTOR APPROVAL.
- DRILL PIPE SHALL BE C906 HDPE, DR-11, DIPS
- MINIMUM VERTICAL SEPARATION TO CONFLICTS IS 18 INCHES
- MATERIAL TRANSITION TO USE SIZE-ON-SIZE REDUCER, BEND FITTINGS AS NEEDED, AND MJ ADAPTER
- MINIMUM COVER OVER DRILL PIPE IS 10 TIMES BACK-REAM DIAMETER
- MAXIMUM BACK-REAM DIAMETER IS 1.5 TIMES DRILL PIPE DIAMETER
- ALL DIRECTIONAL DRILL MUD/SLURRY MUST BE CLEANED/RECLAIMED FROM THE RIGHT OF WAY/BORE PITS AND DISPOSED OF ON AN APPROVED PRIVATE OFFSITE/OFF RIGHT OF WAY LOCATION.

| PVC PIPE | HDPE PIPE | MAX. BACK-REAM | MIN. COVER | MIN. RADIUS |
|---|---|---|---|---|
| 6" | 8" | 12" | 12' | 44' |
| 8" | 10" | 15" | 15' | 56' |
| 10" | 12" | 18" | 18' | 67' |
| 12" | 14" | 21" | 21' | 78' |

MADDEN
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STREET A PLAN + PROFILE
FOR
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CITY OF DELAND FLORIDA

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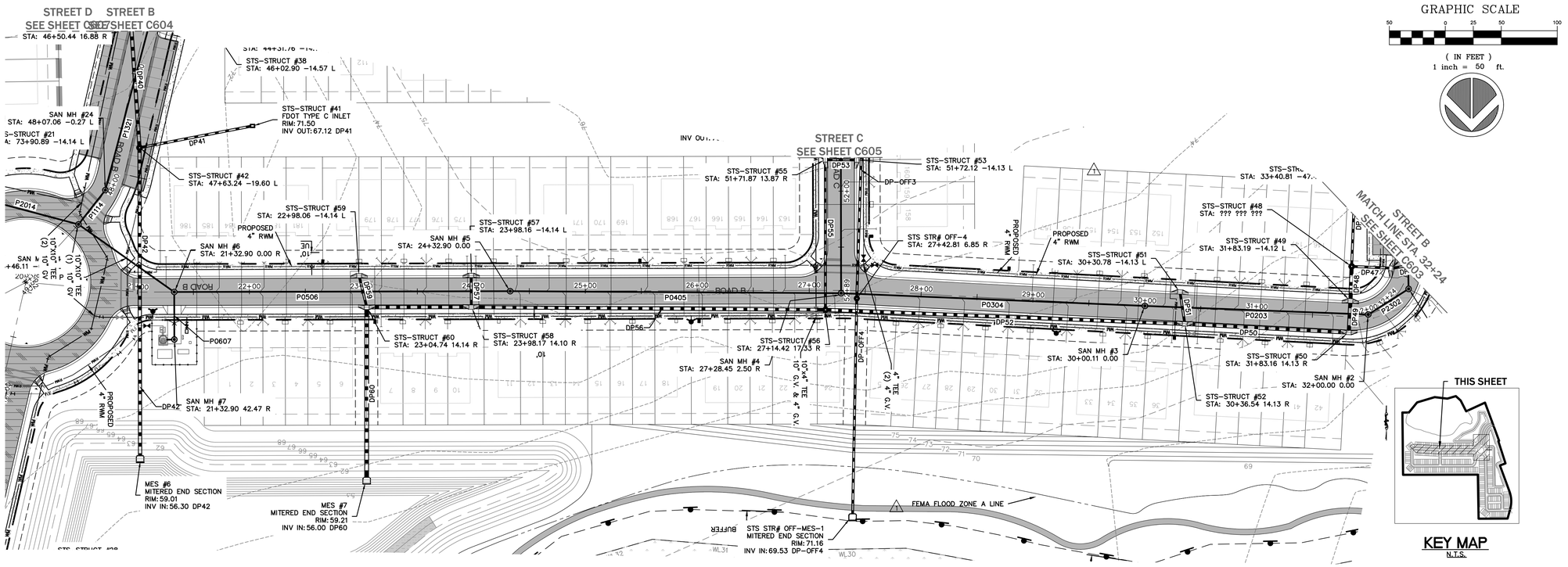
ENGINEER'S SEAL: BENJAMIN S. BECKHAM, LICENSE NO. 79452, STATE OF FLORIDA, PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, P.E. NO. 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

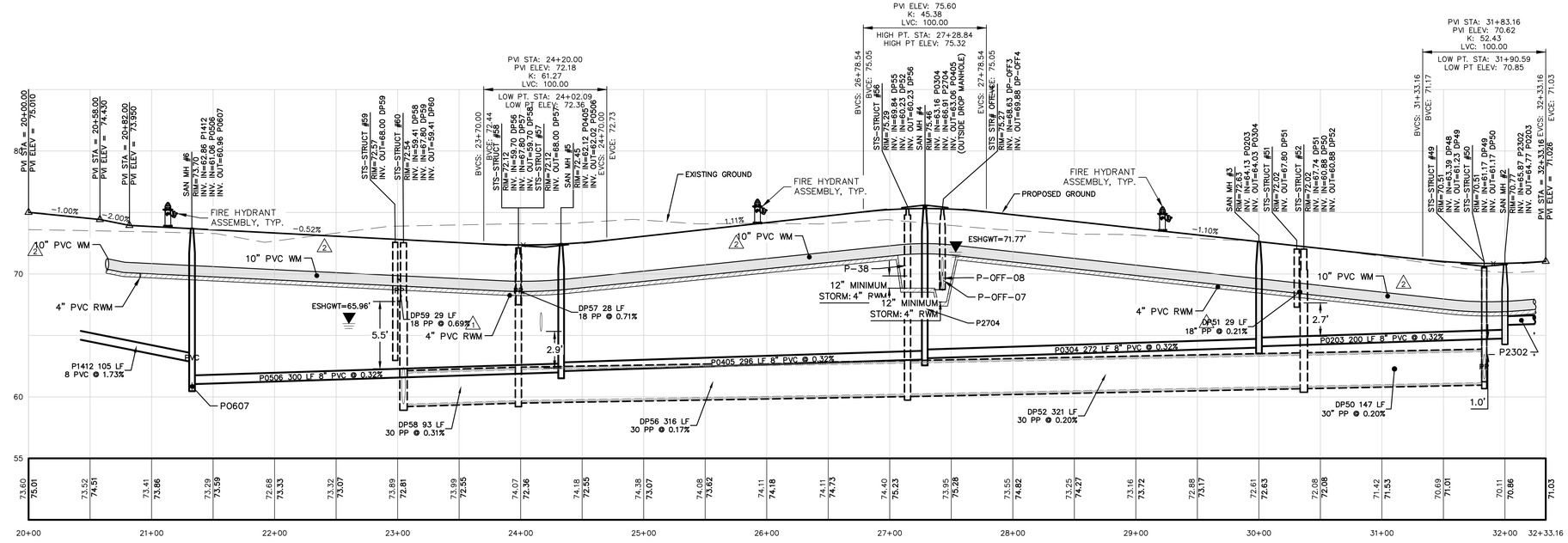
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C601

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Maitland, Florida 32751
(407) 629-8330

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

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

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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

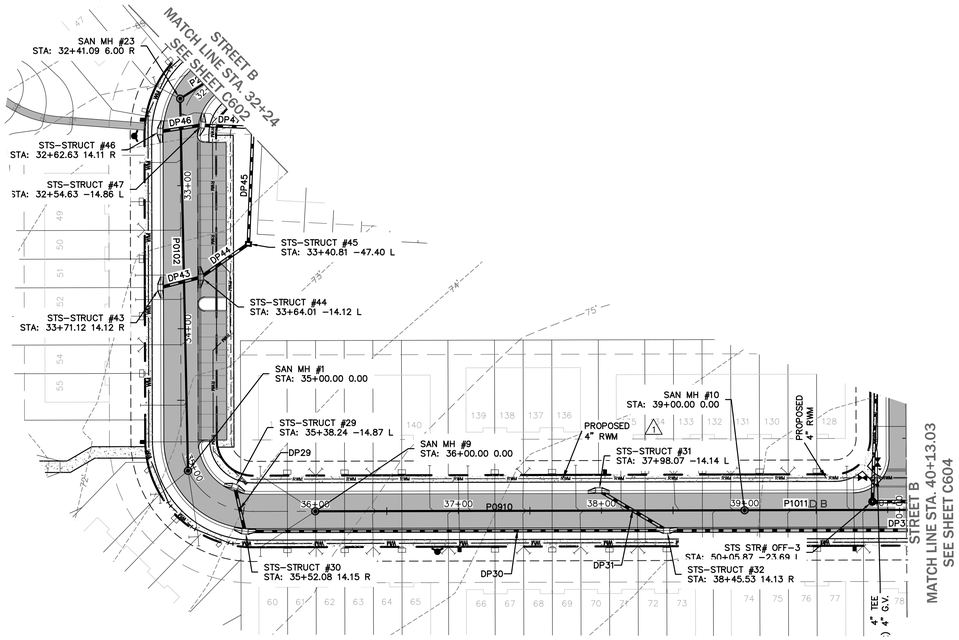
C602

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GRAPHIC SCALE

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( IN FEET )
1 inch = 50 ft.

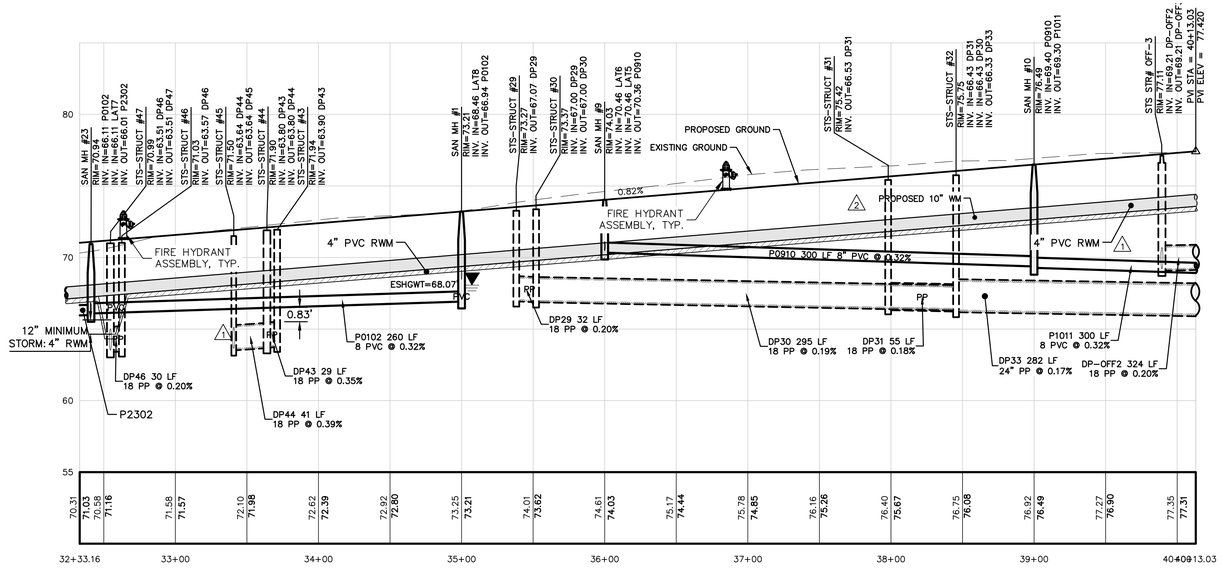






KEY MAP
N.T.S.

# ROAD B





MADDEN
MOORHEAD & 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) 800-5200

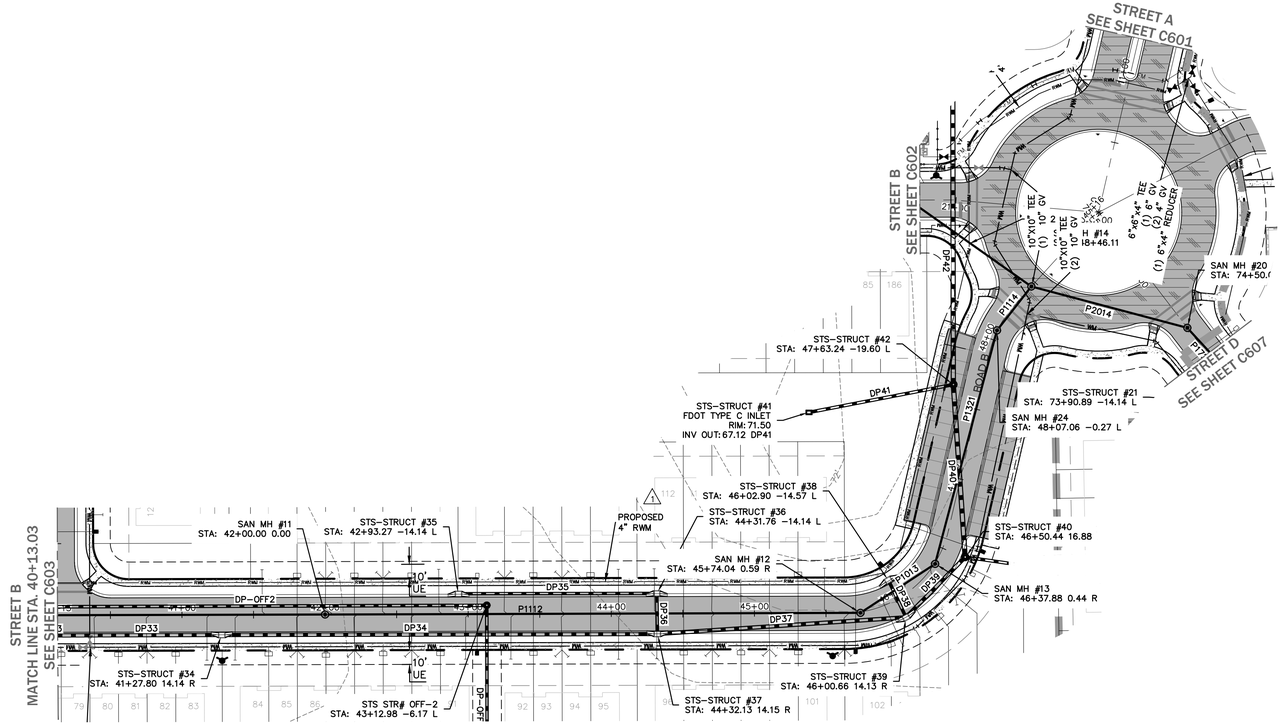
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN.BECKHAM@MADDENENGINEERING.COM
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | | |
|---|---|---|
| 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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| | DATE | REVISIONS |

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

C603

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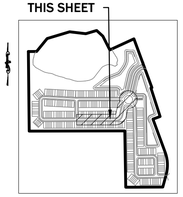



GRAPHIC SCALE

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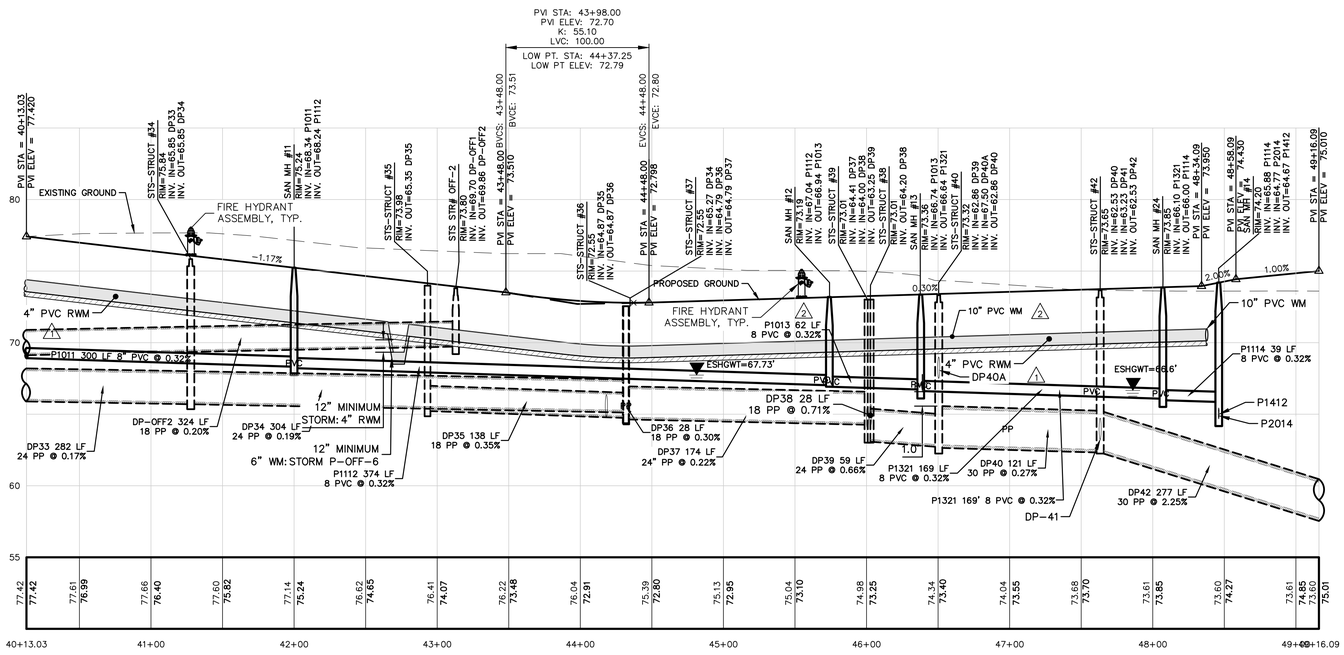
( IN FEET )
1 inch = 50 ft.

THIS SHEET



KEY MAP
N.T.S.

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

ENGINEER: JENNIS BECKHAM
LICENSE NO. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, P.E. NO. 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | | | |
|---|---|---|---|
| 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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| 4 | | | |
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| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | DATE | REVISIONS |

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

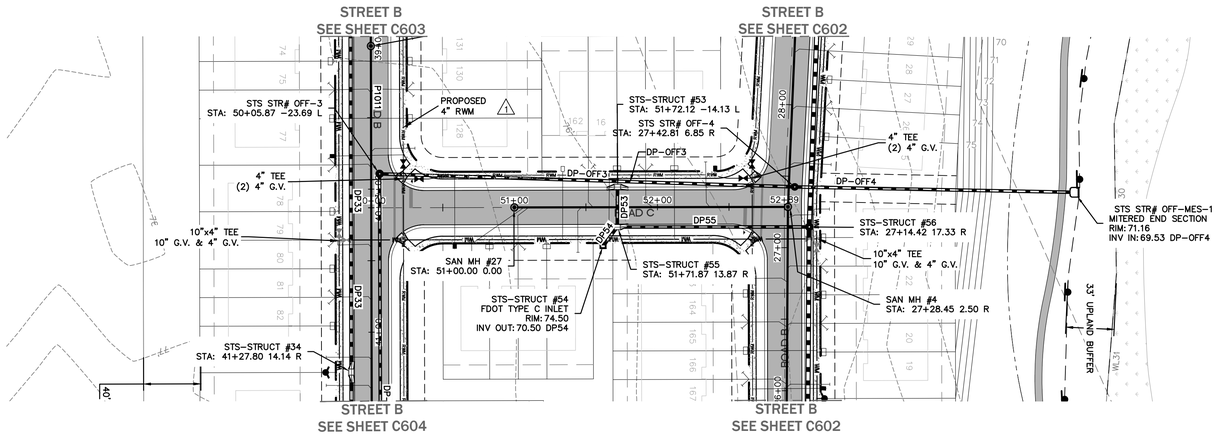
C604

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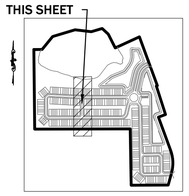
GRAPHIC SCALE

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( IN FEET )
1 inch = 50 ft.

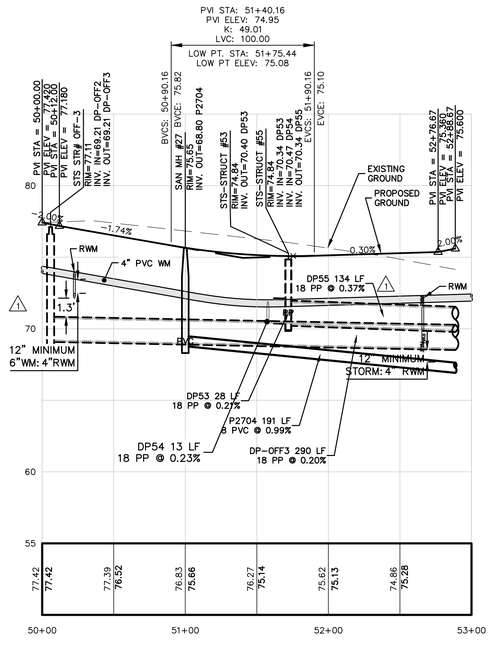



THIS SHEET



KEY MAP
N.T.S.

# 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

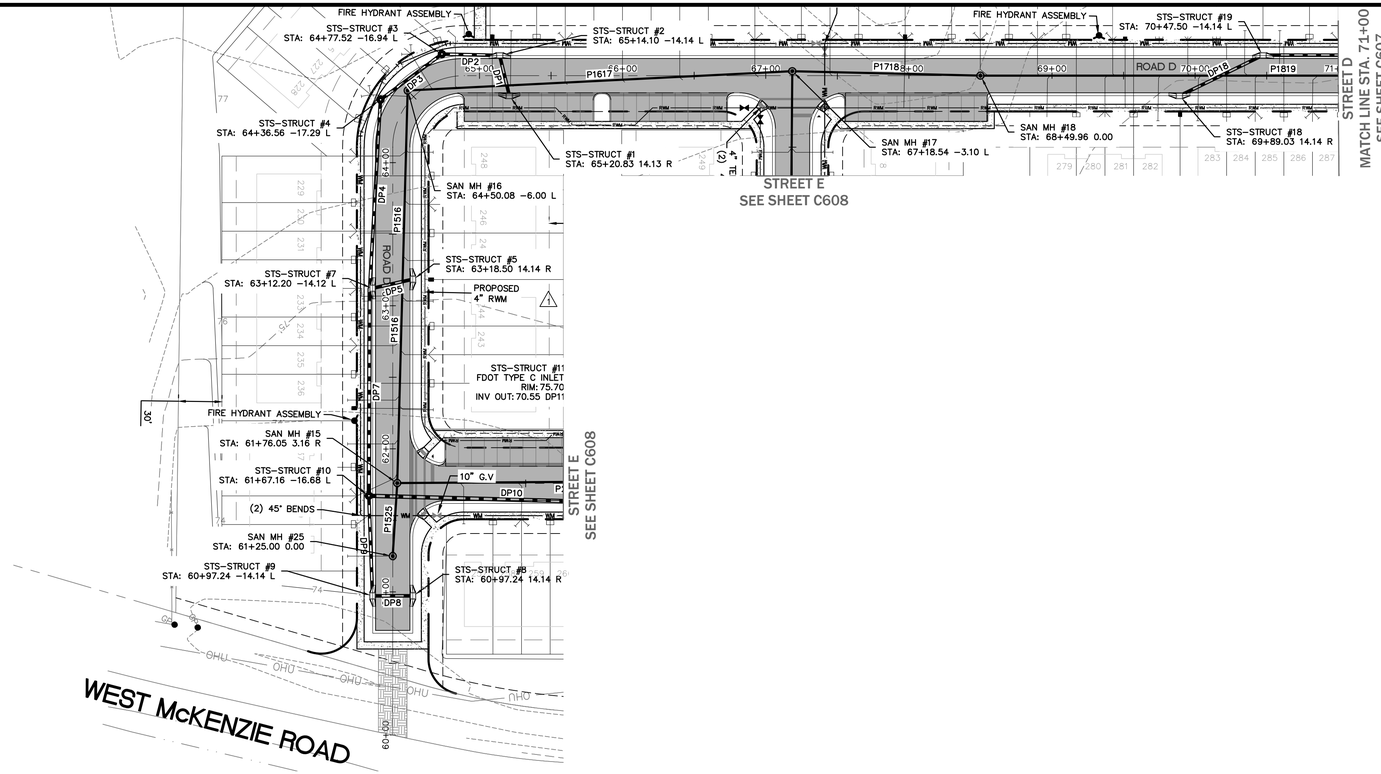

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
LICENSE No. 79452
PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | | |
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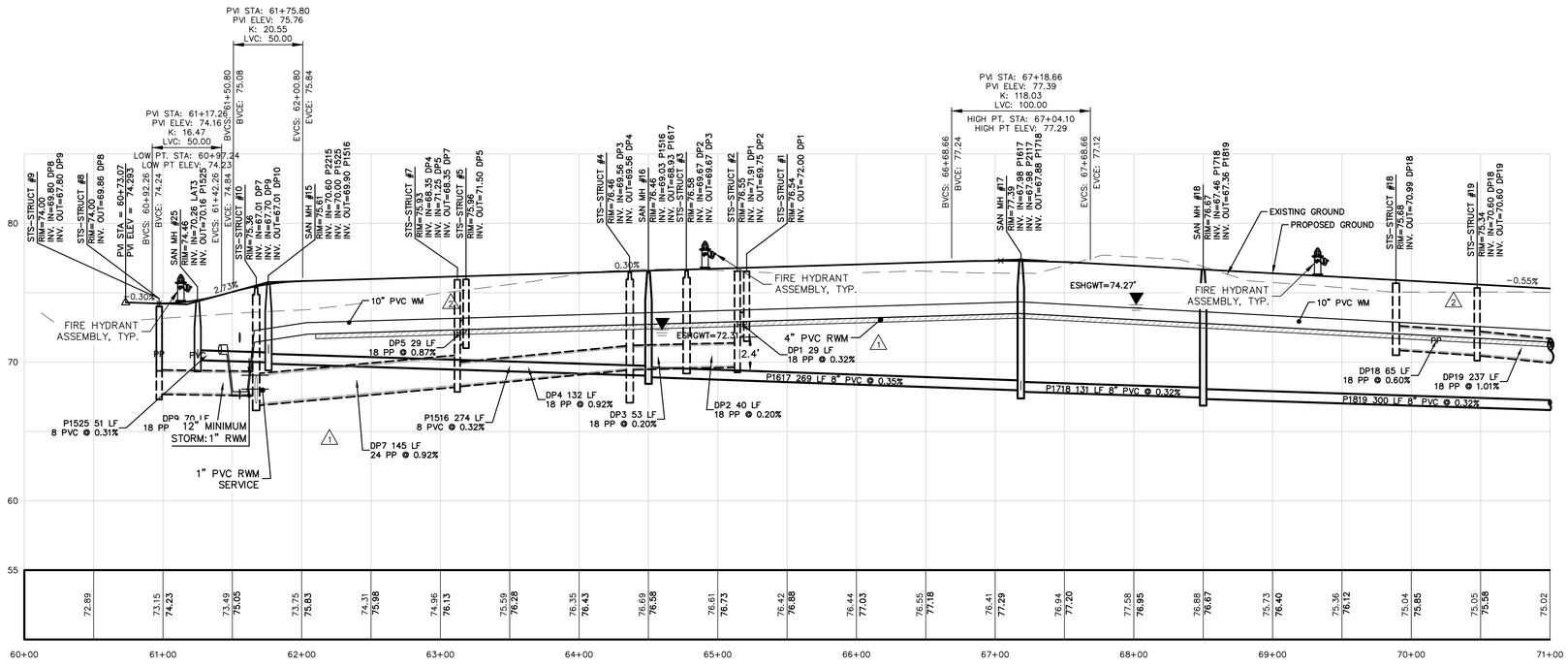
| | |
|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | 1"=50' |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

C605

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# ROAD D





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


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

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

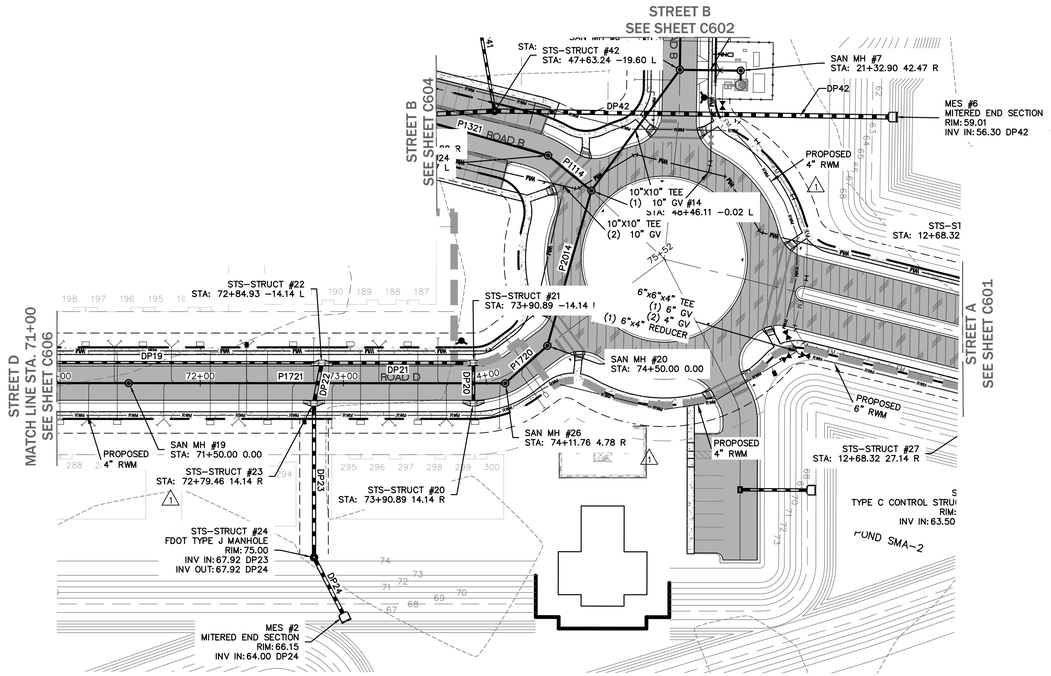

ENGINEER: BENJAMIN S. BECKHAM
LICENSE NO. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN.BECKHAM@MADDENENGINEERING.COM
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723


| | | |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 1/23/24 | REV. PER OC REVIEW |
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| | DATE | REVISIONS |

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

C606

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GRAPHIC SCALE

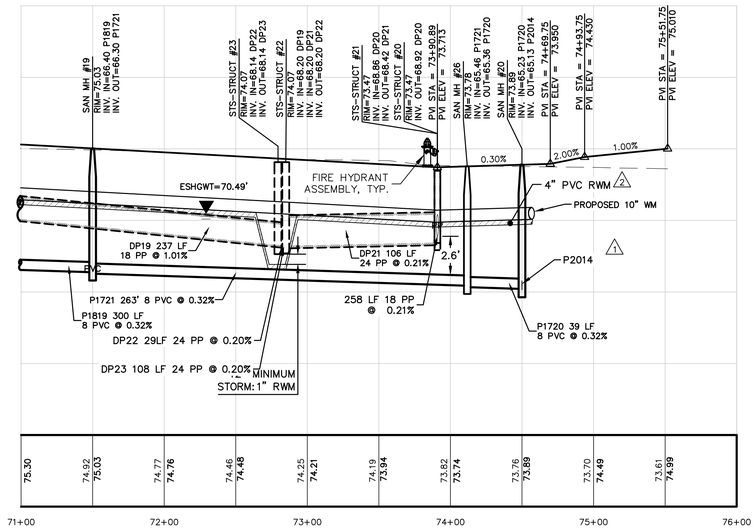
50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




KEY MAP
N.T.S.

# ROAD D




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

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

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL. 32832
(407) 650-5200

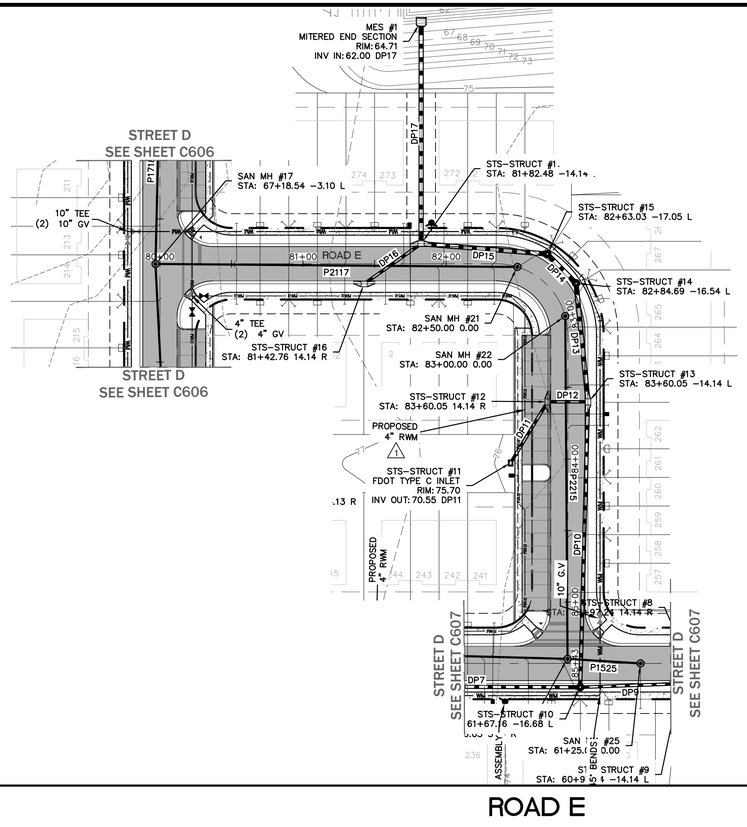
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM No. 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | | |
|---|---|---|
| 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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| | DATE | REVISIONS |

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

C607




ROAD E

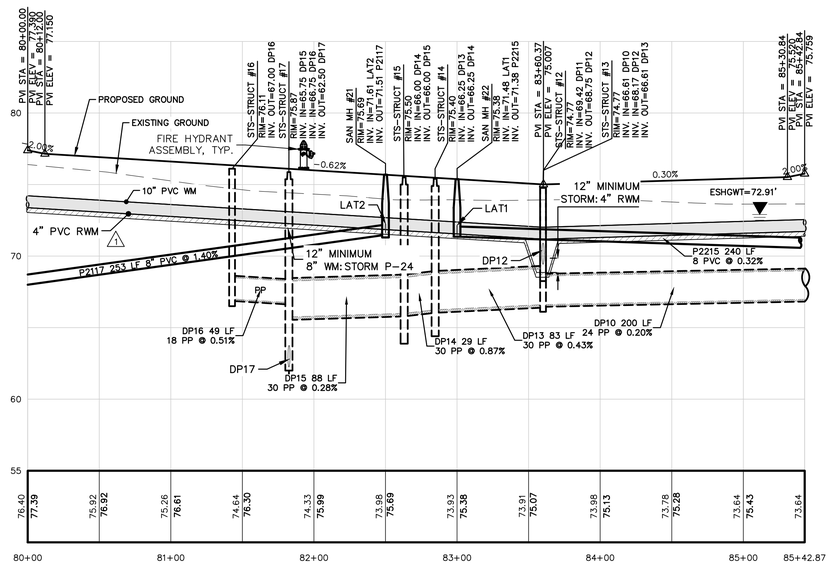
GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




KEY MAP
N.T.S.




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

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

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL. 32832
(407) 800-5200

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: MARCH 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

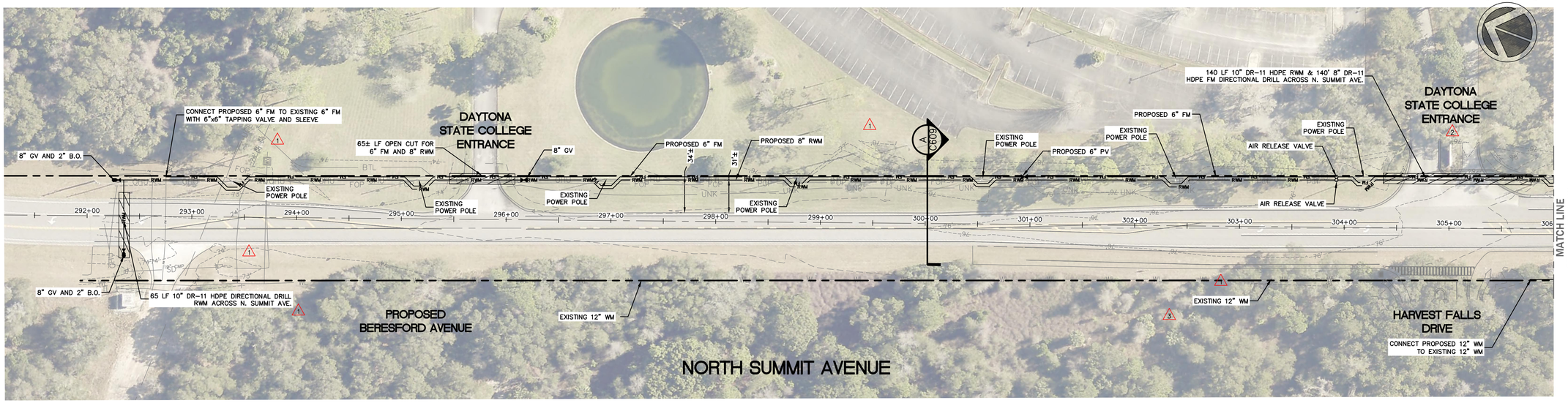
C608

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GRAPHIC SCALE

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( IN FEET )
1 inch = 50 ft.



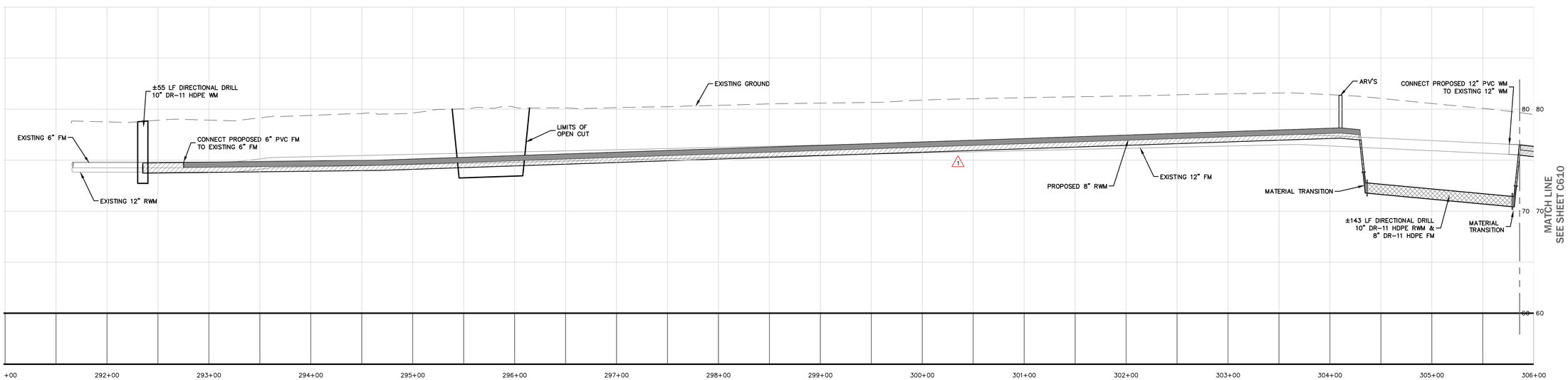

GENERAL UTILITY NOTES:

1. ALL PROPOSED UTILITIES SHALL BE LOCATED 1 FOOT TYPICAL FROM THE RIGHT-OF-WAY.
2. ALL NEW PROPOSED UTILITY GATE VALVES, TEES, FITTINGS, ETC., SHALL NOT BE PLACED BENEATH ANY PAVEMENT.

DIRECTIONAL DRILL NOTES:

- DIRECTIONAL BORES SHALL NOT BE PERFORMED WITHIN THE VOLUSIA COUNTY RIGHT-OF-WAY ON FRIDAY, SATURDAY, SUNDAY, OR ANY DAY PRIOR TO A HOLIDAY WITHOUT WRITTEN CDE/INSPECTOR APPROVAL.
- DRILL PIPE SHALL BE C906 HDPE, DR-11, DIPS
- MINIMUM VERTICAL SEPARATION TO CONFLICTS IS 18 INCHES
- MATERIAL TRANSITION TO USE SIZE-ON-SIZE REDUCER, BEND FITTINGS AS NEEDED, AND MJ ADAPTER
- MINIMUM COVER OVER DRILL PIPE IS 10 TIMES BACK-REAM DIAMETER
- MAXIMUM BACK-REAM DIAMETER IS 1.5 TIMES DRILL PIPE DIAMETER
- ALL DIRECTIONAL DRILL MUD/SLURRY MUST BE CLEANED/RECLAIMED FROM THE RIGHT OF WAY/BORE PITS AND DISPOSED OF ON AN APPROVED PRIVATE OFFSITE/OFF RIGHT OF WAY LOCATION.

| PVC PIPE | HDPE PIPE | MAX. BACK-REAM | MIN. COVER | MN. RADIUS |
|---|---|---|---|---|
| 6" | 8" | 12" | 12' | 44' |
| 8" | 10" | 15" | 15' | 56' |
| 10" | 12" | 18" | 18' | 67' |
| 12" | 14" | 21" | 21' | 78' |




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

SUMMIT AVENUE OFF-SITE PLAN + PROFILE
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

DR HORTON
10192 DOWEN ROAD
ORLANDO, FL 32832
(407) 650-5200

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
BENJAMIN SCOTT BECKHAM
LICENSE NUMBER 79452
DATE: 2024.09.12 14:17:37 -04'00'
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | 03/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2 | 08/14/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=50'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

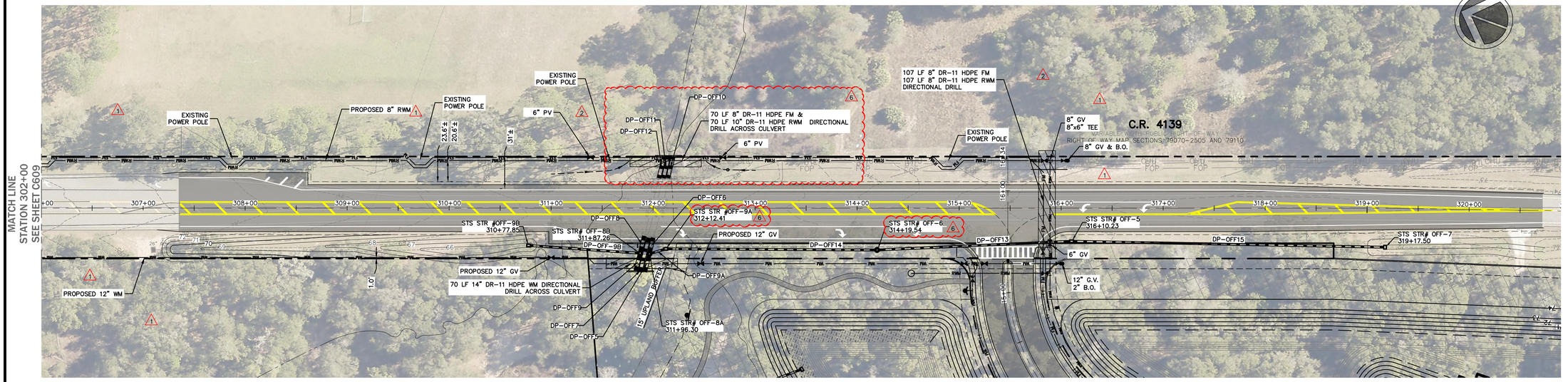
C609

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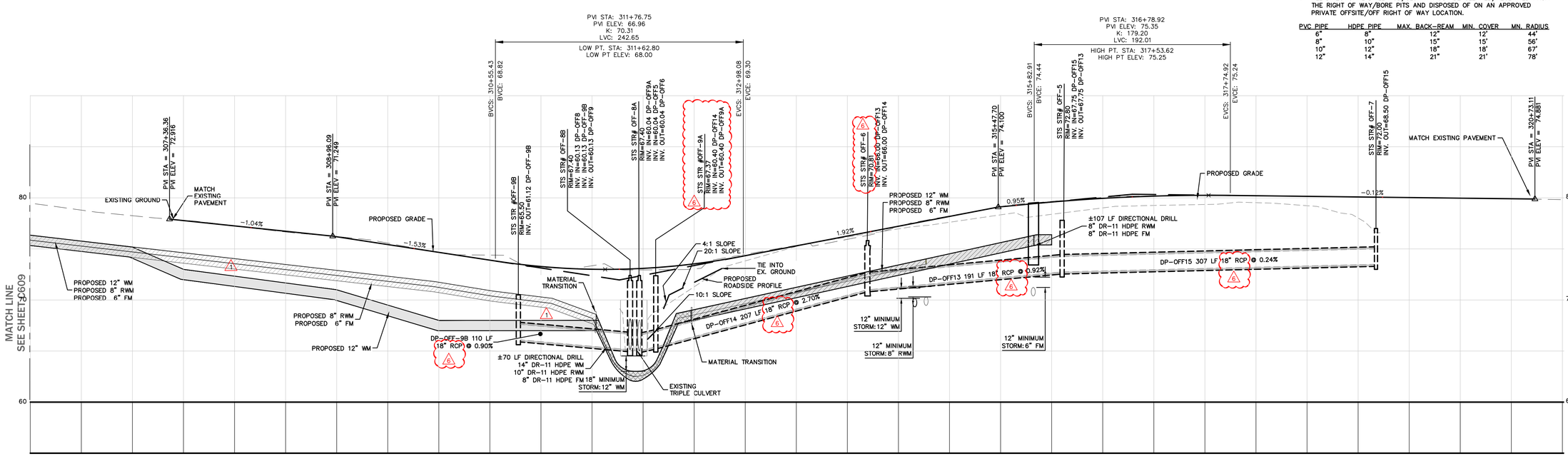
GRAPHIC SCALE

50 0 25 50 100

( IN FEET )
1 inch = 50 ft.




NORTH SUMMIT AVENUE




GENERAL UTILITY NOTES:

1. ALL PROPOSED UTILITIES SHALL BE LOCATED 1 FOOT TYPICAL FROM THE RIGHT-OF-WAY.
2. ALL NEW PROPOSED UTILITY GATE VALVES, TEES, FITTINGS, ETC., SHALL NOT BE PLACED BENEATH ANY PAVEMENT.

DIRECTIONAL DRILL NOTES:

- DIRECTIONAL BORES SHALL NOT BE PERFORMED WITHIN THE VOLUSIA COUNTY RIGHT-OF-WAY ON FRIDAY, SATURDAY, SUNDAY, OR ANY DAY PRIOR TO A HOLIDAY WITHOUT WRITTEN CDE/INSPECTOR APPROVAL.
- DRILL PIPE SHALL BE C906 HDPE, DR-11, DIPS
- MINIMUM VERTICAL SEPARATION TO CONFLICTS IS 18 INCHES
- MATERIAL TRANSITION TO USE SIZE-ON-SIZE REDUCER, BEND FITTINGS AS NEEDED, AND MJ ADAPTER
- MINIMUM COVER OVER DRILL PIPE IS 10 TIMES BACK-REAM DIAMETER
- MAXIMUM BACK-REAM DIAMETER IS 1.5 TIMES DRILL PIPE DIAMETER
- ALL DIRECTIONAL DRILL MUD/SLURRY MUST BE CLEANED/RECLAIMED FROM THE RIGHT OF WAY/BORE PITS AND DISPOSED OF ON AN APPROVED PRIVATE OFFSITE/OFF RIGHT OF WAY LOCATION.

| PVC PIPE | HDPE PIPE | MAX. BACK-REAM | MIN. COVER | MIN. RADIUS |
|---|---|---|---|---|
| 6" | 8" | 12" | 12' | 44' |
| 8" | 10" | 15" | 15' | 56' |
| 10" | 12" | 18" | 18' | 67' |
| 12" | 14" | 21" | 21' | 78' |


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


SUMMIT AVENUE OFF-SITE PLAN + PROFILE
FOR
SUMMIT PLACE
FLORIDA
CITY OF DELAND

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

ENGINEER: BENJAMIN W. BECKHAM
LICENSE NO. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: 9/27/2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1. | 03/15/23 | REV PER CITY OF DELAND COMMENTS DATED 03/09/23 |
| 2. | 01/23/24 | REV. PER QC REVIEW |
| 3. | 02/02/24 | CONTRACTOR RFI |
| 4. | 07/08/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
| 5. | 08/26/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
| 6. | 09/03/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
| 7. | | |
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| | |
|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | 1"=50' |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

C610

H:\Data\21MM\0860-Summit Place\Eng\Final\21086_C609 PLAN&PROFILE SUMMIT AVENUE.dwg September 12, 2024 2:17 PM

GRAPHIC SCALE
100 0 50 100 200
( IN FEET )
1 inch = 100 ft.

WETLAND AREA
17.148± ACRES

S00°35'15"E 456.28'

WETLAND CONSERVATION SIGN, 75' O.C., TYP. (2, 420)

FEMA FLOOD ZONE A LINE (1)

1,740 LF DOUBLE ROW SILT FENCE

TREE BARRICADE FENCING (SEE DETAIL THIS SHEET)

1,542 LF SINGLE ROW SILT FENCE

SILT FENCE DROP INLET SEDIMENT BARRIER, FDOT INDEX 102 (TYP.)

1,977 LF SINGLE ROW SILT FENCE

3,203 LF SINGLE ROW SILT FENCE

SILT FENCE PER STATE OF FLORIDA EROSION AND SEDIMENT CONTROL MANUAL C701

CURB & GUTTER SEDIMENT BARRIER PER CITY DETAIL (SEE SHEET C-701) (TYP.) C701

220 LF SINGLE ROW SILT FENCE

C.R. 4139
RIGHT-OF-WAY VARIABLE WIDTH
PAVEMENT WIDTH 22' AND 24'

1,750 LF SINGLE ROW SILT FENCE

REMOVE EXISTING DRIVEWAY. 18" RCP & 18" MES'S REGRADE SWALE

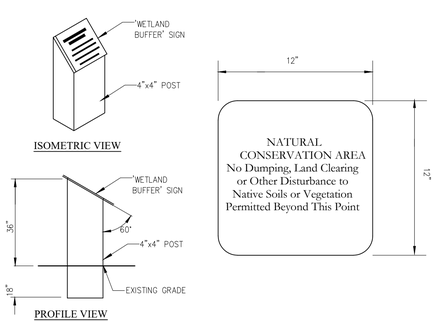
1,974 LF SINGLE ROW SILT FENCE

106 C701 CONSTRUCTION ENTRANCE

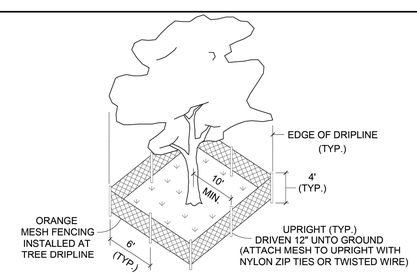
R30'

PAVED APRON

S.R. 400/INTERSTATE 4
RIGHT-OF-WAY WIDTH VARIABLE
PAVEMENT WIDTH VARIABLE




2 420 – TYPICAL WETLAND CONSERVATION SIGN
N.T.S.




## TYP. CITY TREE BARRICADE DETAIL

N.T.S.

*TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE PLAN TO BE RETAINED AND PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED BY THE CONTRACTOR AND APPROVED BY. BY THE CITY. TREE BARRICADES SHALL BE PLACED AT THE EDGE OF THE DRIPLINE OR A MINIMUM OF 10' FROM THE TRUNK OF THE TREE, WHICH EVER IS GREATER.*

*FOR THE BARRIER THE CITY RECOMMENDS SAFETY BARRICADE FENCING.*

*NOTE: EXISTING TREES IN LANDSCAPE BUFFER SHALL ALSO BE PROTECTED.*

| DATE: May 22, 2019 | TREE BARRICADE DETAIL | M112 |
|---|---|---|
| City of DeLand - Standard Details | | |


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


# EROSION CONTROL PLAN
FOR
# SUMMIT PLACE
CITY OF DELAND FLORIDA

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

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 03/15/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 10/13/23 | REVISED PER SJRWMD COMMENTS |
| 3 | 07/15/24 | REVISED PER COUNTY COMMENTS |
| 4 | 09/17/24 | REVISED PERVOLUSIA COUNTY COMMENTS |
| 5 | | |
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JOB # 21086
DATE: 02/20/23
SCALE: 1"=100'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C700

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## EROSION CONTROL:

⚠1 THE CONTRACTOR SHALL PERFORM EROSION CONTROL MEASURES IN ACCORDANCE WITH LOCAL MUNICIPALITY AND THE WATER MANAGEMENT DISTRICT, DETAILS CONTAINED IN THE PLANS, THE FOLLOWING NOTES AND AS DIRECTED BY THE ENGINEER.

A. TEMPORARY EROSION CONTROL

1. 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.

2. 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.

3. 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.

4. 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 SEEDED AREA TO A DEPTH OF 4 INCHES.

5. TEMPORARY GRASSING – THE SEEDED OR THE SEEDED AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED AS REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER.

6. 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.

7. THE CONTRACTOR SHALL PLACE HAY BALES AROUND ALL EXISTING AND NEWLY CONSTRUCTED INLETS TO CONTROL EROSION DURING CONSTRUCTION.

8. 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.

B. 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.

1. PERMANENT SEEDING – ALL AREAS WHICH HAVE BEEN DISTURBED BY THE CONSTRUCTION WILL, AS A MINIMUM, BE FERTILIZED AND SEEDED.

2. 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.

3. PERMANENT SODDING – ALL RETENTION/DETENTION BASINS SHALL BE SODDED WITHIN THEIR LIMITS. ALL EXPOSED AREAS WITHIN PUBLIC RIGHT–OF–WAYS WILL BE SOLID SODDED. OTHER AREAS WITH AREAS WITH SLOPES STEEPER THAN 4:1 WILL BE SODDED.

4. STRIP SODDING – STRIP SOD SHALL BE PLACED ADJACENT TO ALL CURBS, WALKS AND PAVEMENTS AT A MINIMUM 4 FEET WIDTH.

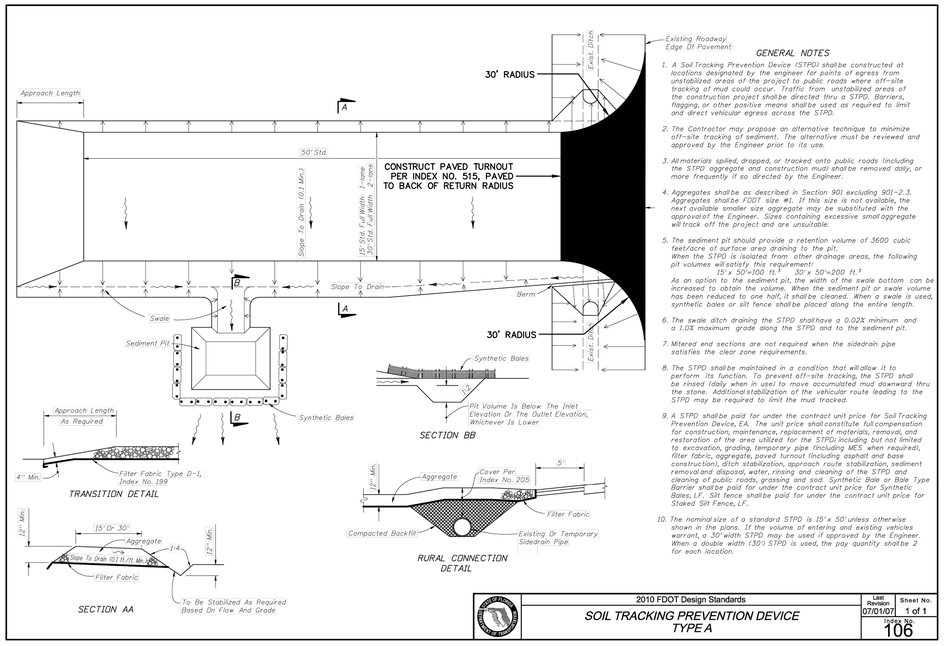
5. REGRASSING – ALL GRASSED AREAS WILL BE MAINTAINED TO ASSURE A GOOD STAND AND SUFFICIENT GROUND COVER TO MINIMIZE EROSION. IF, AFTER 60 DAYS AN ADEQUATE GROUND COVER HAS NOT BEEN ESTABLISHED, THE AREA WILL BE REGRASSED.

6. ADDITIONAL FERTILIZATION – GRASSED AREAS NOT ACCEPTED WITHIN 90 DAYS OF THEIR COMPLETION SHALL BE FERTILIZED IN ACCORDANCE WITH THE COUNTY'S FERTILIZER ORDINANCE.

7. FOR ADDITIONAL SODDING REQUIREMENTS, REFER TO THE LANDSCAPE PLANS.

## STORMWATER POLLUTION PREVENTION NOTES:

1. THE CONTRACTOR SHALL EXECUTE ALL MEASURES NECESSARY TO LIMIT THE TRANSPORT OF SEDIMENTS OUTSIDE THE LIMITS OF THE PROJECTTO 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.
2. 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.
3. 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.
4. 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.
5. AREAS OPENED BY CONSTRUCTION OPERATIONS THAT ARE NOT ANTICIPATED TO BE DRESSED OR RECEIVE FINAL GRASSING TREATMENT WITH IN THIRTY DAYS SHALL BE SEEDED 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.
6. THE SEEDED OR SEEDED AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED AS REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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 ENCROCHMENT FROM CONSTRUCTION ACTIVITIES.
15. 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.
16. DELETED.
17. EROSION CONTROL AT ALL INLET DRAINAGE STRUCTURES DURING CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH FDOT INDEX NO. 102.
18. 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.
19. GRAVEL CONSTRUCTION ENTRANCES SHALL BE PROVIDED TO MINIMIZE EXPORT OF ONSITE DIRT. IF GRAVEL IS NOT ALLOWED, THE CONSTRUCTION ENTRANCES SHALL BE SWEPT PERIODICALLY AND LOGGED BY THE CONTRACTOR.




### GENERAL NOTES

1. A Soil Tracking Prevention Device (STPD) shall be constructed at locations designated by the engineer for points of egress from unstabilized areas of the project to public roads where off-site tracking of mud could occur. Traffic from unstabilized areas of the construction project shall be directed thru a STPD. Barriers, flagging, or other positive means shall be used as required to limit and direct vehicular egress across the STPD.
2. The Contractor may propose an alternative technique to minimize off-site tracking of sediment. The alternative must be reviewed and approved by the Engineer prior to its use.
3. All materials spilled, dropped, or tracked onto public roads (including the STPD aggregate and construction mud) shall be removed daily, or more frequently if so directed by the Engineer.
4. Aggregates shall be as described in Section 901 excluding 901-2.3. Aggregates shall be FDOT size #1. If this size is not available, the next available smaller size aggregate may be substituted with the approval of the Engineer. Sizes containing excessive small aggregate will track off the project and are unsuitable.
5. The sediment pit should provide a retention volume of 3600 cubic feet/acre of surface area draining to the pit. When the STPD is isolated from other drainage areas, the following pit volumes will satisfy this requirement: 15' x 50'=100 ft.$^3$ 30' x 50'=200 ft.$^3$ As an option to the sediment pit, the width of the swale bottom can be increased to obtain the volume. When the sediment pit or swale volume has been reduced to one half, it shall be cleaned. When a swale is used, synthetic bales or silt fence shall be placed along the entire length.
6. The swale ditch draining the STPD shall have a 0.02% minimum and a 1.0% maximum grade along the STPD and to the sediment pit.
7. Mitered end sections are not required when the sidedrain pipe satisfies the clear zone requirements.
8. The STPD shall be maintained in a condition that will allow it to perform its function. To prevent off-site tracking, the STPD shall be rinsed (daily when in use) to move accumulated mud downward thru the stone. Additional stabilization of the vehicular route leading to the STPD may be required to limit the mud tracked.
9. A STPD shall be paid for under the contract unit price for Soil Tracking Prevention Device, EA. The unit price shall constitute full compensation for construction, maintenance, replacement of materials, removal, and restoration of the area utilized for the STPD including but not limited to excavation, grading, temporary pipe (including MES when required), filter fabric, aggregate, paved turnout (including asphalt and base construction), ditch stabilization, approach route stabilization, sediment removal and disposal, water, rinsing and cleaning of the STPD and cleaning of public roads, grassing and sod. Synthetic Bale or Bale Type Barrier shall be paid for under the contract unit price for Synthetic Bales, LF. Silt fence shall be paid for under the contract unit price for Staked Silt Fence, LF.
10. The nominal size of a standard STPD is 15' x 50' unless otherwise shown in the plans. If the volume of entering and existing vehicles warrant, a 30' width STPD may be used if approved by the Engineer. When a double width (30') STPD is used, the pay quantity shall be 2 for each location.

| 2010 FDOT Design Standards | Last Revision | Sheet No. |
|---|---|---|
| SOIL TRACKING PREVENTION DEVICE TYPE A | 07/01/07 | 1 of 1 |
| | Index No. | 106 |

## 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 CGP. 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 COUNTY›S 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, NOI, 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.

## 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.

NAME: _____ SIGNATURE: _____ DATE: _____

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ADDRESS: _____ TELEPHONE: _____

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NAME: _____ SIGNATURE: _____ DATE: _____

ADDRESS: _____ TELEPHONE: _____

STATE OF FLORIDA E&SC DESIGNER & REVIEWER MANUAL; LATEST EDITION: JULY 2013

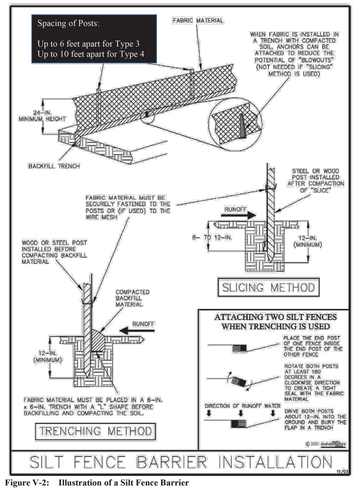



**Figure V-2: Illustration of a Silt Fence Barrier**

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431 E. Horatio Avenue
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Maitland, Florida 32751
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EROSION CONTROL NOTES AND DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650–5200

ENGINEER: BENJAMIN S. BECKHAM LICENSE NO. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA–0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 06/13/24 | REVISED PER CITY COMMENTS |
| 2 | 07/15/24 | REVISED PER COUNTY COMMENTS |
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JOB # 21086
DATE: 02/20/23
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DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

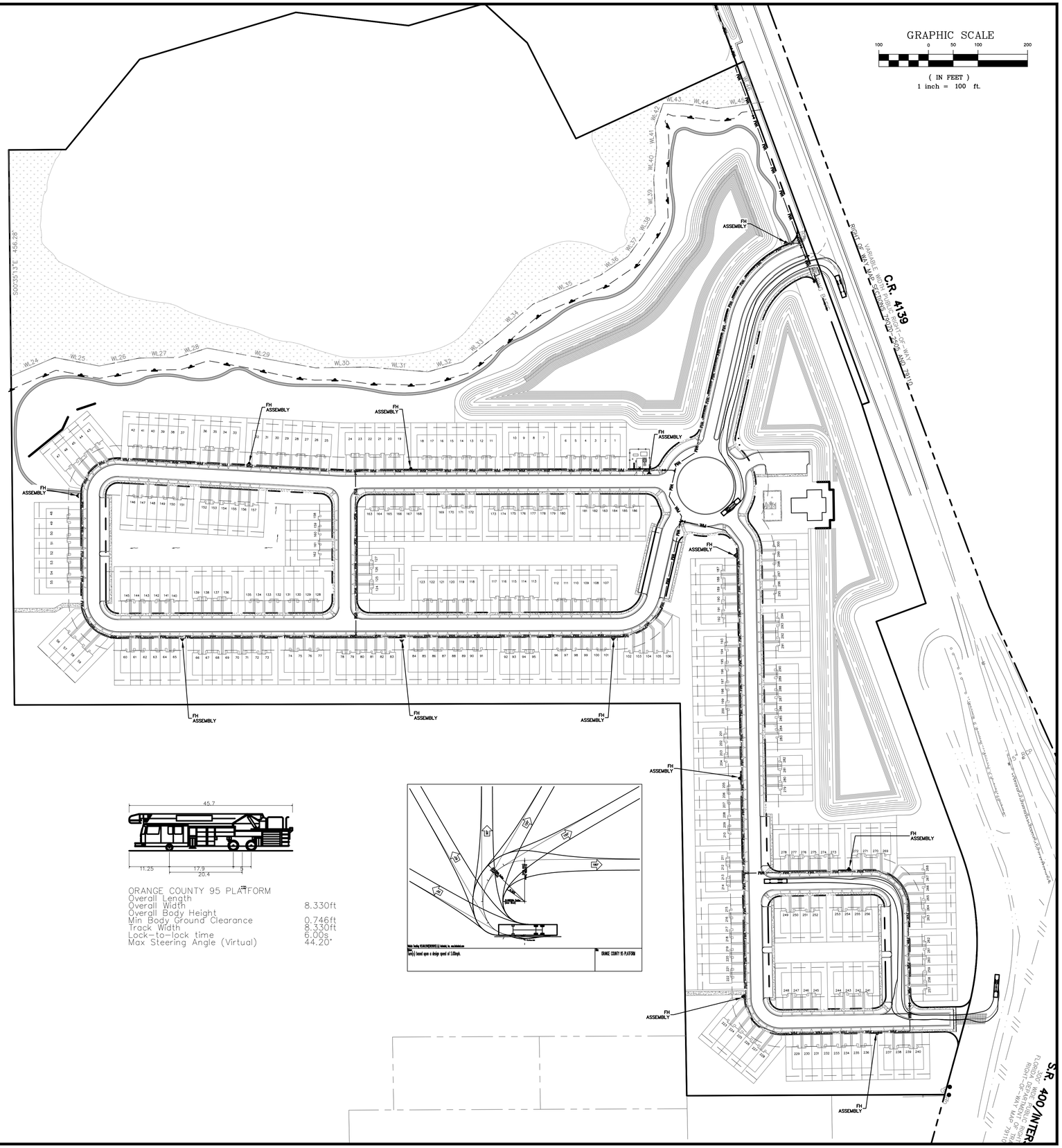
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GRAPHIC SCALE

100 0 50 100 200

( IN FEET )
1 inch = 100 ft.







ORANGE COUNTY 95 PLATFORM

| | |
|---|---|
| Overall Length | 45.7ft |
| Overall Width | 8.330ft |
| Overall Body Height | 11.25ft |
| Min Body Ground Clearance | 0.746ft |
| Track Width | 8.330ft |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 44.20° |




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

# VEHICLE CIRCULATION PLAN

FOR

# SUMMIT PLACE

FLORIDA

CITY OF DELAND

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

ENGINEER
BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: September 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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JOB # 21086
DATE: 02/20/23
SCALE: 1"=100'
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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STATE OF FLORIDA E&SC DESIGNER & REVIEWER MANUAL; LATEST EDITION: JULY 2013

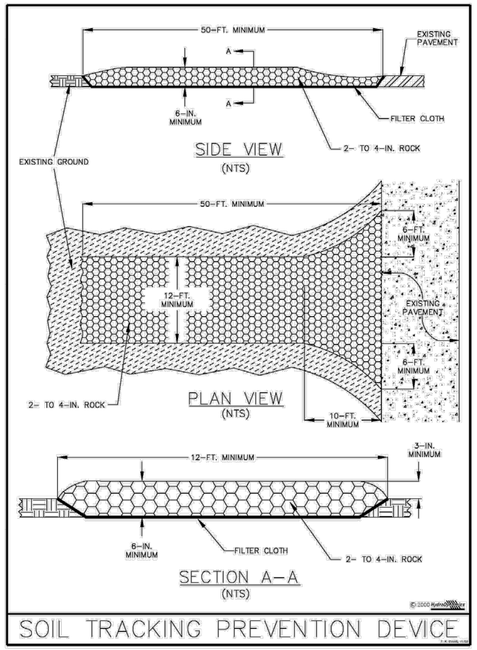
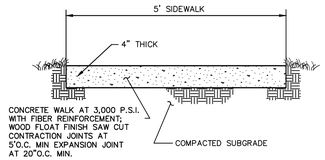
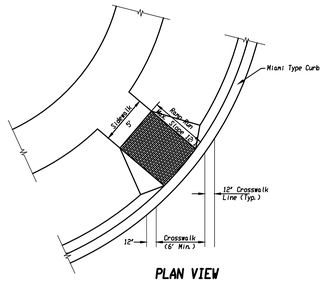



**Figure V-19: Illustration of a Soil Tracking Prevention Device**

FIG V-19: ILLUSTRATION OF A SOIL TRACKING PREVENTION DEVICE

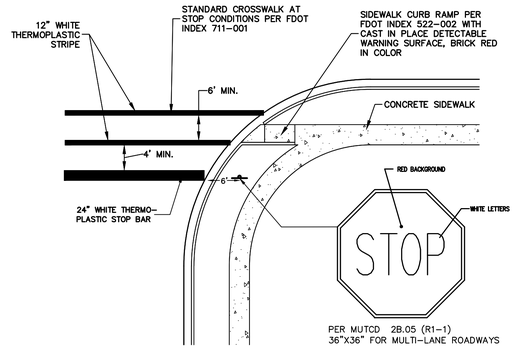



907 — CONCRETE WALK
N.T.S.



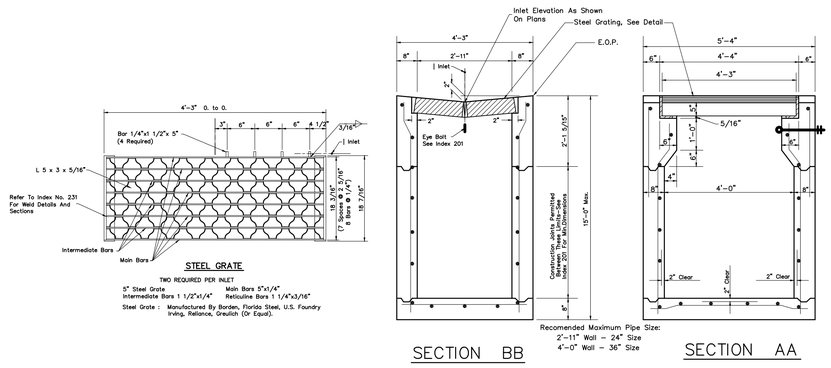

NOTE:
RAMPS RUNS SHALL HAVE A TACTILE SURFACE. RAMP LANDINGS ADJOINING VEHICULAR WAYS SHALL HAVE A TACTILE SURFACE 36" WIDE BORDERING THE VEHICULAR WAY. TACTILE SURFACES SHALL BE CONSTRUCTED BY TEXTURING TO A DEPTH NOT EXCEEDING 1/8" BY USE OF A TAMP OR ROLLER FABRICATED WITH AN IMPRINTING SURFACE OF 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.

304 — RAMPS FOR PEDESTRIAN TRAFFIC
N.T.S.

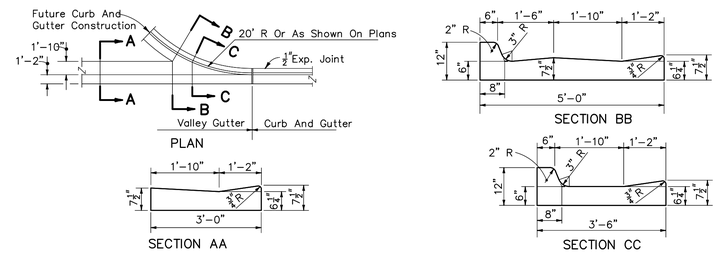



NOTE:
RAMP RUNS SHALL HAVE A TACTILE SURFACE. RAMP LANDINGS ADJOINING VEHICULAR WAYS SHALL HAVE A TACTILE SURFACE 36" WIDE BORDERING THE VEHICULAR WAY.

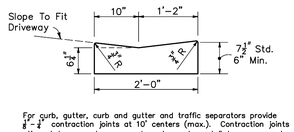
212 — CROSSWALK, STOP SIGN, AND STOP BAR
N.T.S.




221M — TYPE V INLET - MODIFIED
N.T.S.

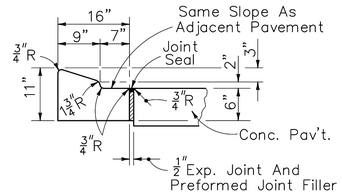



300V — VALLEY GUTTER DETAIL
N.T.S.




For curb, gutter, curb and gutter and traffic separators provide 3/4"-1" 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.

300M — MIAMI CURB
N.T.S.




300A — F.D.O.T. TYPE A CURB
N.T.S.


MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
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

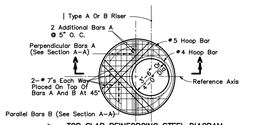
ENGINEER: BENJAMIN S. BECKHAM * LICENSE NO. 79452 * STATE OF FLORIDA * PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM, PE LICENSE NUMBER 79452
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | | DATE | REVISIONS |
|---|---|---|---|
| 1 | 09/11/24 | | REVISED PER VOLUSIA COUNTY COMMENTS |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |

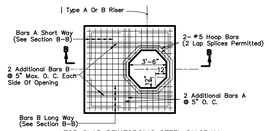
JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C900

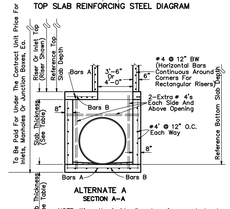
H:\Data\21MM\3860-Summit Place\Eng\Final\21086_C900 CITY DETAILS.dwg September 12, 2024 2:19 PM



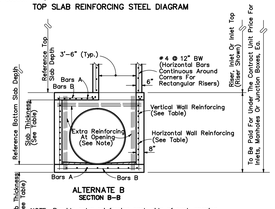

TOP SLAB REINFORCING STEEL DIAGRAM




TOP SLAB REINFORCING STEEL DIAGRAM



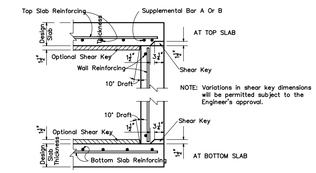

ALTERNATE A
SECTION A-A




ALTERNATE B
SECTION B-B

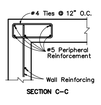
* NOTE: When the inside diameter of a round structure is not more than 1'-6" larger than the opening in the riser or top slab, the top of the structure or riser shall be constructed according to the "Special Top Slab" details on this sheet.

NOTE: Provide extra reinforcing each side of each opening at 3" maximum spacing equal to half the area of vertical reinforcement removed by the opening and provide the same area of reinforcement above each opening at 3" maximum spacing as removed by the opening.

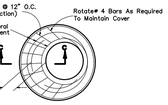



NOTE: Variations in shear key dimensions will be permitted subject to the Engineer's approval.

SLAB TO WALL DETAILS FOR PRECAST ALTERNATE




SECTION C-C




SPECIAL TOP SLAB*

## SLAB DESIGNS – SQUARE AND RECTANGULAR STRUCTURES
### (ALL SLABS 8" THICK – REINFORCING PARALLEL TO SHORT WAY AND LONG WAY)

| SHORT–WAY SLAB DEPTH | SHORT–WAY SCHEDULE | LONG–WAY SLAB DEPTH | LONG–WAY SCHEDULE |
|---|---|---|---|
| **SIZE: 3'-6"UNLIMITED** | | | |
| 2'-0.5" < 29" | B | 2'-0.5"–40' | B |
| 29"–40' | C | | |
| **SIZE: 4'-0"UNLIMITED** | | | |
| 2'-0.5" < 19" | B | 2'-0.5" < 34" | B |
| 19" < 29" | C | 34"–40' | C |
| 29"–40' | D | | |
| **SIZE: 5'10"** | | | |
| 2'-0.5" < 3" | C | 2'-0.5" < 3" | C |
| 3" < 19" | B | 3" < 19" | B |
| 19" < 28" | C | 19" < 28" | C |
| 28" < 38" | D | 28" < 38" | D |
| 38"–40' | F | 38"–40' | F |
| **SIZE: 5'6"** | | | |
| 2'-0.5" < 3" | C | 2'-0.5" < 3" | C |
| 3" < 16" | B | 3" < 20" | B |
| 16" < 24" | C | 20" < 29" | C |
| 24" < 34" | D | 29"–40' | D |
| 34"–40' | F | | |
| **SIZE: 5'7"** | | | |
| 2'-0.5" < 3" | C | 2'-0.5" < 3" | C |
| 3" < 14" | B | 3" < 22" | B |
| 14" < 21" | C | 22" < 33" | C |
| 21" < 39" | D | 33"–40' | D |
| 39"–40' | F | | |
| **SIZE: 5'8"** | | | |
| 2'-0.5" < 3" | C | 2'-0.5" < 39" | B |
| 3" < 8" | B | 39"–40' | C |
| 8" < 17" | C | | |
| 17" < 23" | D | | |
| 23"–40' | F | | |
| **SIZE: 5'9"** | | | |
| 2'-0.5" < 3" | C | 2'-0.5" < 32" | B |
| 3" < 8" | B | 32"–40' | C |
| 8" < 17" | C | | |
| 17" < 23" | D | | |
| 23"–40' | F | | |

| SHORT–WAY SLAB DEPTH | SHORT–WAY SCHEDULE | LONG–WAY SLAB DEPTH | LONG–WAY SCHEDULE |
|---|---|---|---|
| **SIZE: 6'6"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 12" | B | 4" < 15" | B |
| 12" < 19" | C | 15" < 21" | C |
| 19" < 26" | D | 21" < 30" | D |
| 26"–40' | F | 30"–40' | F |
| **SIZE: 6'7"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 7" | B | 4" < 16" | B |
| 7" < 16" | C | 16" < 23" | C |
| 16" < 23" | D | 23" < 32" | D |
| 23"–40' | F | 32"–40' | F |
| **SIZE: 6'8"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 15" | D | 4" < 18" | D |
| 15" < 21" | D | 18" < 27" | D |
| 21" < 27" | G | 27" < 37" | D |
| | | 37"–40' | E |
| **SIZE: 7'1"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 16" | C | 4" < 16" | C |
| 16" < 22" | D | 16" < 22" | D |
| 22" < 28" | E | 22" < 28" | E |
| 28"–40' | G | 28"–40' | G |
| **SIZE: 7'6"** | | | |
| 2'-0.5" < 3" | E | 2'-0.5" < 3" | E |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 15" | C | 4" < 17" | C |
| 15" < 21" | D | 17" < 23" | D |
| 21" < 27" | E | 23" < 29" | E |
| 27"–40' | G | 29"–40' | G |
| **SIZE: 7'8"** | | | |
| 2'-0.5" < 3" | E | 2'-0.5" < 3" | E |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 12" | C | 4" < 18" | D |
| 12" < 18" | D | 18" < 24" | D |
| 18" < 24" | E | 24" < 32" | E |
| 24"–40' | G | 32"–40' | G |

| SHORT–WAY SLAB DEPTH | SHORT–WAY SCHEDULE | LONG–WAY SLAB DEPTH | LONG–WAY SCHEDULE |
|---|---|---|---|
| **SIZE: 8'6"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 14" | C | 4" < 21" | C |
| 14" < 21" | C | 21" < 28" | D |
| 21" < 28" | D | 28"–40' | F |
| 28"–40' | F | | |
| **SIZE: 8'7"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 13" | B | 4" < 15" | B |
| 13" < 19" | C | 15" < 21" | C |
| 19" < 26" | D | 21" < 30" | D |
| 26"–40' | F | 30"–40' | F |
| **SIZE: 8'8"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 14" | C | 4" < 20" | C |
| 14" < 20" | D | 20" < 28" | D |
| 20" < 28" | E | 28"–40' | F |
| 28"–40' | F | | |
| **SIZE: 8'9"** | | | |
| 2'-0.5" < 3" | F | 2'-0.5" < 3" | F |
| 3" < 14" | C | 3" < 14" | C |
| 14" < 20" | D | 14" < 20" | D |
| 20" < 26" | E | 20" < 26" | E |
| 26"–40' | G | 26"–40' | G |
| **SIZE: 9'6"** | | | |
| 2'-0.5" < 3" | D | 2'-0.5" < 3" | D |
| 3" < 4" | C | 3" < 4" | C |
| 4" < 18" | B | 4" < 18" | B |
| 18" < 25" | D | 18" < 25" | D |
| 25"–40' | F | 25"–40' | F |
| **SIZE: 9'7"** | | | |
| 2'-0.5" < 3" | F | 2'-0.5" < 3" | F |
| 3" < 14" | C | 3" < 14" | C |
| 14" < 20" | D | 14" < 20" | D |
| 20" < 26" | E | 20" < 26" | E |
| 26"–40' | G | 26"–40' | G |
| **SIZE: 9'8"** | | | |
| 2'-0.5" < 3" | F | 2'-0.5" < 3" | F |
| 3" < 14" | C | 3" < 14" | C |
| 14" < 20" | D | 14" < 20" | D |
| 20" < 26" | E | 20" < 26" | E |
| 26"–40' | G | 26"–40' | G |

### GENERAL NOTES

1. Slab reinforcement is appropriate for top, intermediate, and bottom slabs.
2. Slab depth is measured from finished grade to top of slab.
3. Wall design depth is measured to the top of the bottom slab for boxes and to the top of the intermediate slab for risers.
4. Wall height is the distance between top of lower slab to bottom of upper slab.

### REINFORCING SCHEDULE

| SCHEDULE | GRADE 60 STEEL OR 65 KSI (TYPE FABRIC) in²/ft |
|---|---|
| A | 0.20 |
| B | 0.24 |
| C | 0.37 |
| D | 0.53 |
| E | 0.73 |
| F | 1.06 |
| G | 1.45 |

## SLAB DESIGNS – ROUND STRUCTURES

| SLAB DEPTH | SLAB THICKNESS | REINFORCING (2 WAYS) SCHEDULE |
|---|---|---|
| **SIZE: 3'-6"** | | |
| 2'-0.5"–40' | 8" | C |
| **SIZE: 4'-0"** | | |
| 2'-0.5"–40' | 8" | C |
| **SIZE: 5'-0"** | | |
| 2'-0.5" < 30" | 8" | C |
| 30"–40' | 8" | D |
| **SIZE: 6'-0"** | | |
| 2'-0.5" < 8" | 8" | B |
| 8" < 18" | 8" | C |
| 18" < 30" | 8" | D |
| 30" < 37" | 8" | E |
| 37"–40' | 8" | G |
| **SIZE: 8'-0"** | | |
| 2'-0.5" < 9" | 10" | C |
| 9" < 15" | 10" | D |
| 15" < 23" | 10" | E |
| 23" < 33" | 10" | F |
| 33"–40' | 12" | G |
| **SIZE: 10'-0"** | | |
| 2'-0.5" < 6" | 10" | C |
| 6" < 11" | 10" | D |
| 11" < 17" | 10" | E |
| 17" < 23" | 10" | F |
| 23"–40' | 12" | G |
| **SIZE: 12'-0"** | | |
| 2'-0.5" < 6" | 12" | C |
| 6" < 11" | 12" | D |
| 11" < 16" | 12" | E |
| 16" < 20" | 14" | F |
| 20"–40' | 14" | G |

## WALL DESIGNS – RECTANGULAR STRUCTURES

| VERTICAL REINFORCING WALL DEPTH | VERTICAL REINFORCING SCHEDULE | HORIZONTAL REINFORCING WALL DEPTH | HORIZONTAL REINFORCING SCHEDULE |
|---|---|---|---|
| **SIZE: 3'-6"** | | | |
| 2'-1.17"–40' | A | 2'-1.17"–40' | B |
| **SIZE: 4'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17"–40' | B |
| **SIZE: 5'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17" < 33" | B |
| | | 33"–40' | C |
| **SIZE: 6'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17" < 22" | B |
| | | 22"–40' | C |
| **SIZE: 7'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17" < 15" | B |
| | | 15" < 25" | C |
| | | 25"–40' | D |
| **SIZE: 8'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17" < 11" | B |
| | | 11" < 19" | C |
| | | 19" < 29" | D |
| | | 29"–40' | F |
| **SIZE: 9'-0"** | | | |
| 2'-1.17"–40' | A | 2'-1.17" < 15" | C |
| | | 15" < 22" | D |
| | | 22"–40' | F |

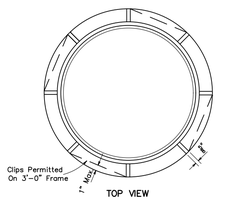
200 – STRUCTURE BOTTOMS TYPE J AND P
N.T.S.

### GENERAL NOTES

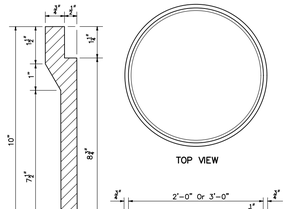
1. Structure bottoms may be used in conjunction with curb inlet tops Types 1, 2, 3, 4, 5, 6, 9, and 10, and any manhole or junction box unless shown in the plans or other standard drawings. Alt. B structure bottoms may be used in conjunction with curb inlet Types 7, 8, 8, or any ditch bottom inlet unless otherwise shown in the plans or other standard drawings.
2. Except when ACI hooks are specifically required, embedment hooks in the top and bottom slabs may be replaced with straight embedments or peripheral reinforcement in accordance with the reinforcement detail shown under "Shear Straight End Embedment Or Peripheral Reinforcement In Lieu of ACI Standard Hooks For Top And Bottom Slabs', Index No. 201, Sheet 3 of 6.
3. All reinforcement shall be A.S.T.M. A615, Grade 60 or 65 KSI welded wire fabric, either smooth or deformed.
4. Top and floor slab thickness and reinforcement are for precast and cast place construction. Top and floor slabs shall be of Class ~~ concrete. Concrete as specified in A.S.T.M. C-478 (4000 psi) may be used in lieu of Class ~ and Class ~~ concrete in precast items manufactured in plants which are under the 'Standard Operating Procedures' for the inspection of precast drainage products.
5. Steel bars shall have 1" minimum cover unless otherwise shown. Horizontal steel in rectangular structures shall be lapped a minimum of 24 bar diameters at corners.
6. Structures with depths over 14' are to be checked for floatation by designer of project drainage.
7. Rectangular structures may be rotated as directed by the Engineer in order to facilitate connections between the structure walls and storm sewer pipes.
8. Structures longer than specified standard may be substituted at the contractor's option when these units will not cause or increase the severity of utility conflicts. Such longer units shall be furnished at no additional cost to the Department. Larger Alternate A units cannot replace Alternate B units without approval of the Engineer. This note applies to this Index only.
9. The corner fillets shown are necessary for rectangular structures used with circular risers and inlet throats and used on skew with rectangular risers, inlet and inlet throats. Fillets will be required in lieu of the bottom slab of the Alt. B riser when used with the Alt. A box. Each fillet shall be reinforced with 2- 5 bars.
10. The corner fillets shown are necessary for rectangular structures used with circular risers and inlet throats and used on skew with rectangular risers, inlet and inlet throats. Fillets will be required in lieu of the bottom slab of the Alt. B riser when used with the Alt. A box. Each fillet shall be reinforced with 2- 5 bars.
11. Inlet throats, riser or manhole tops shall be secured to structures as shown on Index No. 201.
12. Structures with depths over 14' are to be checked for floatation by designer of project drainage.

For manhole and junction box tops, for frames and covers, and, for supplementary details see Index No. 201.

NOTE ALL INLET GRATES SHALL BE CHAINED DOWN




TYPE ~
For Manholes



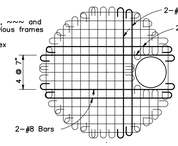

TYPE ~~
For Curb Inlets Types 1, 2, 3, & 4

### NOTES (FRAMES, AND COVER)

1. The 212 lb. cover is to be used for all frames Types ~, ~~, ~~~ and the 2–Piece Cover, and is the replacement cover for all previous frames with 4" deep seats (traffic type). The 185 lb. cover (non–traffic type), 1984 Roadway and Traffic Design Standards Index No. 201, is the replacement cover for existing frames with deep seats. Installation of frames with deep seats is not permitted. The 185 lb. covers are to be placed in existing deep seated frames only when specifically called for in the plans or as specifically directed by the Engineer.

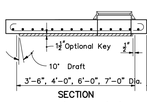
### NOTES (TOPS)

1. Manhole top Type 7 slabs shall be of Class ~~ concrete. Concrete as specified in ASTM C–478 may be used for precast units; see General Note No. 3.
2. Manhole top Type 7 slabs may be of cast–in–place or precast construction. The optional key is for precast tops and in lieu of dowels. Frame and slab openings are to be omitted when top is used over a junction box. Frames can be adjusted with from one to six courses of brick.
3. Manhole top Type 8 may be of cast–in–place or precast concrete construction or brick construction. For concrete construction, the concrete and steel reinforcement shall be the same as the supporting wall unit. An eccentric cone may be used.
4. Manhole tops shall be secured to structures by optional construction joints as shown on Sheet 3 of 6.



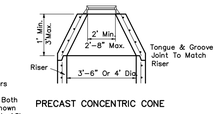

REINFORCEMENT PLAN

All Reinforcement No. 6 Bars Except 6–#8 Bars Shown. Bars Spaced @ 6" Centers Both Ways Except Middle Bars Shown @ 7" Centers. All Bars with ACI Standard Hooks Canted Approx. 45°, Or Embedded In Accordance With The Slab Reinforcement Detail Shown Under Optional Construction Joints, Sheet No. 3 of 6, Except All #8 Bars And #6 Bars Around Manhole Opening Shall Be Hooked.

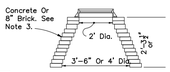



SECTION

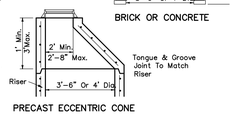
TYPE 7–T (TRAFFIC) (H–20)




PRECAST CONCENTRIC CONE



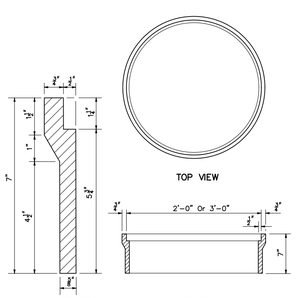

BRICK OR CONCRETE



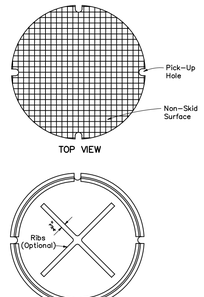

PRECAST ECCENTRIC CONE

TYPE 8 MANHOLES

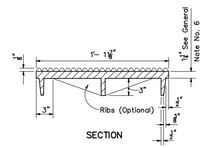
MANHOLE TOPS




TYPE ~~~
For Curb Inlets Types 7 & 8

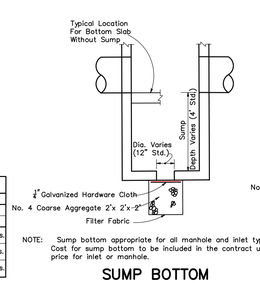



CAST IRON FRAMES



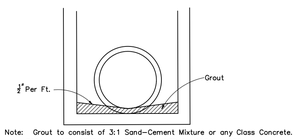

COVER FOR ALL FRAMES

| Frame Type | 2' OPENING Frame | 2' OPENING Cover (Std.) | 3' OPENING Frame | 3' OPENING 2–Piece Cover Cover | 3' OPENING 2–Piece Cover Ring | 3' OPENING 2–Piece Cover Total |
|---|---|---|---|---|---|---|
| ~ | 126 Lbs. | 212 Lbs. | 220 Lbs. | 212 Lbs. | 250 Lbs. | 462 Lbs. |
| ~~ | 134 Lbs. | 212 Lbs. | 260 Lbs. | 212 Lbs. | 250 Lbs. | 462 Lbs. |
| ~~~ | 98 Lbs. | 212 Lbs. | 220 Lbs. | 212 Lbs. | 250 Lbs. | 462 Lbs. |




NOTE: Sump bottom appropriate for all manhole and inlet types. Cost for sump bottom to be included in the contract unit price for inlet or manhole.

SUMP BOTTOM



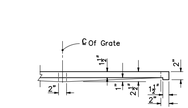

Note: Grout to consist of 3:1 Sand–Cement Mixture or any Class Concrete.
FOR ALL STRUCTURES UNLESS EXCLUDED BY SPECIAL DETAIL

DRAINAGE STRUCTURE INVERT

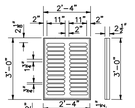
NOTE ALL INLET GRATES SHALL BE CHAINED DOWN

201 – SUPPLEMENTARY DETAILS FOR MANHOLES AND INLETS
N.T.S.

NOTE:
A 4' X 4' CONCRETE PAD 8" THICK SHALL BE INSTALLED AROUND ALL MANHOLE RIMS LOCATED JUST BELOW THE ASPHALT SURFACE

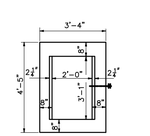



HALF SECTION CAST IRON GRATES

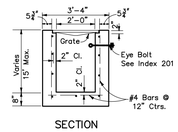



TYPE C
Approx. Weight 235 Lbs.

CAST IRON GRATE



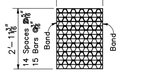

PLAN




SECTION

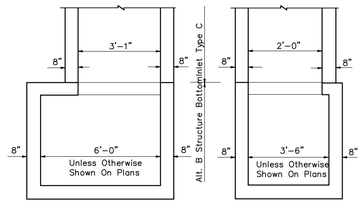
TYPE C
Recommended Maximum Pipe Size:
2'-0" Wall–18" Pipe
3'-1" Wall–24" Pipe

NOTE ALL INLET GRATES SHALL BE CHAINED DOWN




TYPE C
Straight Bars 2"x⅜"
Reticuline Bars 1½"x ⅛"
Bands 1½"x ⅛"
Approx. Weight 100 Lbs.

STEEL GRATE




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

STRUCTURE BOTTOM FOR INLETS TYPE C

### 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 .
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 SY.
9. For supplementary details see Detail No. 201.
10. When used in traffic areas use four sided bearing grate. U.S. Foundry#6450 or equal.

232C – F.D.O.T. 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
CITY OF DELAND
FLORIDA


DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL. 32832
(407) 800–5200

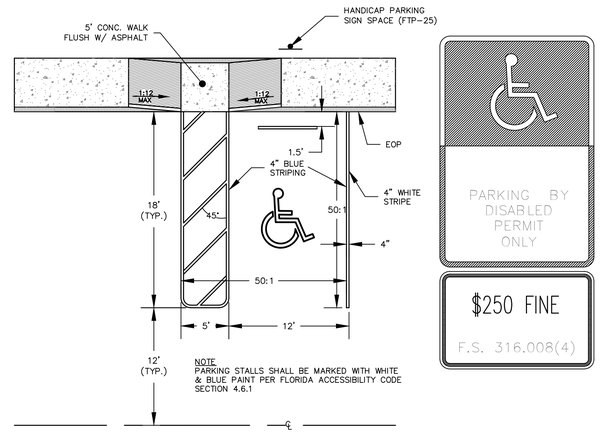

ENGINEER: BENJAMIN S. BECKHAM LICENSE NO. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA–0007723

| # | DATE | REVISIONS |
|---|---|---|
| 1 | | |
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H:\Data\21MW30860–Summit Place\Eng\Final\21086_C900 CITY DETAILS.dwg September 12, 2024 2:19 PM

| | |
|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | N/A |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

C901




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. RAMP DETAILS WITH SLOPE INFORMATION SHALL 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.

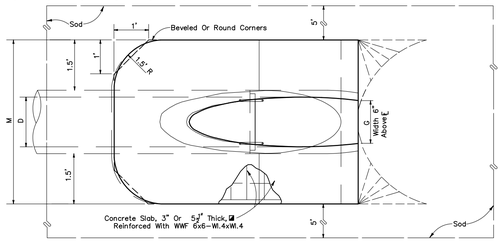
**DIMENSIONS AND QUANTITIES**

| | D | X | A | B | C | E | F | G | M Single Pipe | M Double Pipe | M Triple Pipe | M Quad. Pipe | N | 5½" CONCRETE SLAB (CY) ■ Single Pipe | Double Pipe | Triple Pipe | Quad. Pipe | SODDING (SQ. YDS.) Single Pipe | Double Pipe | Triple Pipe | Quad. Pipe |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2:1 Slope | 15" | 2'-7" | 1.92' | 2.18' | 4.10' | 2.06' | 5' | 1.22' | 4.63' | 7.21' | 9.79' | 12.37' | 1.19' | 0.38 | 0.58 | 0.77 | 0.98 | 21 | 24 | 27 | 30 |
| | 18" | 2'-10" | 1.97' | 2.74' | 4.71' | 2.56' | 6' | 1.41' | 4.92' | 7.75' | 10.58' | 13.42' | 1.21' | 0.44 | 0.65 | 0.87 | 1.09 | 22 | 25 | 28 | 31 |
| | 24" | 3'-3" | 2.08' | 3.65' | 5.91' | 3.56' | 7' | 1.73' | 5.50' | 8.92' | 12.33' | 15.75' | 1.25' | 0.54 | 0.83 | 1.12 | 1.42 | 24 | 28 | 32 | 35 |
| | 30" | 4'-1" | 2.15' | 4.93' | 7.10' | 4.56' | 8' | 2.00' | 6.08' | 10.13' | 14.58' | 18.83' | 1.29' | 0.66 | 1.09 | 1.50 | 1.91 | 26 | 31 | 35 | 40 |
| | 36" | 5'-0" | 2.23' | 6.98' | 8.35' | 5.56' | 9' | 2.24' | 6.67' | 11.75' | 16.83' | 21.92' | 1.33' | 0.81 | 1.38 | 1.95 | 2.51 | 28 | 34 | 39 | 45 |
| | 42" | 5'-11" | 2.34' | 7.51' | 9.50' | 6.56' | 10' | 2.45' | 7.25' | 13.25' | 19.25' | 25.25' | 1.38' | 0.97 | 1.70 | 2.45 | 3.19 | 30 | 37 | 43 | 50 |
| | 48" | 6'-9" | 2.43' | 8.33' | 10.76' | 7.56' | 11' | 2.65' | 7.83' | 14.58' | 21.33' | 28.08' | 1.42' | 1.13 | 2.04 | 2.93 | 3.84 | 32 | 39 | 47 | 54 |
| | 54" | 7'-8" | 2.52' | 9.44' | 11.96' | 8.56' | 12' | 2.83' | 8.42' | 16.08' | 23.75' | 31.42' | 1.46' | 1.31 | 2.44 | 3.58 | 4.72 | 34 | 42 | 51 | 59 |
| | 60" | 8'-6" | 2.62' | 10.56' | 13.18' | 9.56' | 14' | 3.00' | 9.00' | 17.50' | 26.00' | 34.50' | 1.50' | 1.51 | 2.89 | 4.28 | 5.68 | 36 | 45 | 55 | 64 |
| | 66" | 9'-2" | 2.71' | 11.68' | 14.39' | 10.56' | 15' | 3.18' | 9.58' | 18.75' | 27.92' | 37.08' | 1.54' | 1.68 | 3.25 | 4.84 | 6.43 | 38 | 48 | 58 | 68 |
| | 72" | 10'-0" | 2.80' | 12.80' | 15.60' | 11.56' | 16' | 3.30' | 10.16' | 20.16' | 30.16' | 40.16' | 1.58' | 1.89 | 3.74 | 5.59 | 7.45 | 40 | 51 | 62 | 73 |
| 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' | 0.57 | 0.87 | 1.15 | 1.44 | 23 | 26 | 29 | 32 |
| | 18" | 2'-10" | 2.36' | 5.12' | 7.48' | 5.03' | 9' | 1.41' | 4.92' | 7.75' | 10.58' | 13.42' | 1.21' | 0.66 | 0.99 | 1.31 | 1.65 | 25 | 28 | 31 | 35 |
| | 24" | 3'-3" | 2.53' | 7.18'△ | 9.71' | 7.03'△ | 11' | 1.73' | 5.50' | 8.92' | 12.33' | 15.75' | 1.25' | 0.85 | 1.30 | 1.75 | 2.20 | 28 | 32 | 36 | 40 |
| | 30" | 4'-1" | 2.70' | 9.25' | 11.95' | 9.03' | 13' | 2.00' | 6.08' | 10.13' | 14.58' | 18.83' | 1.29' | 1.10 | 1.74 | 2.39 | 3.03 | 31 | 36 | 41 | 46 |
| | 36" | 5'-0" | 2.87' | 11.33'◇ | 14.19' | 11.03'◇ | 15' | 2.24' | 6.67' | 11.75' | 16.83' | 21.92' | 1.33' | 1.32 | 2.21 | 3.08 | 3.96 | 34 | 40 | 46 | 52 |
| | 42" | 6'-0" | 3.05' | 13.17' | 16.45' | 13.03' | 17' | 2.45' | 7.25' | 13.25' | 19.25' | 25.25' | 1.38' | 1.58 | 2.76 | 3.91 | 5.09 | 38 | 44 | 51 | 58 |
| | 48" | 6'-9" | 3.22' | 15.43' | 18.65' | 15.03' | 19' | 2.65' | 7.83' | 14.58' | 21.33' | 28.08' | 1.42' | 1.85 | 3.30 | 4.73 | 6.17 | 41 | 48 | 56 | 63 |
| | 54" | 7'-8" | 3.39' | 17.49' | 20.88' | 17.03' | 21' | 2.83' | 8.42' | 16.08' | 23.75' | 31.42' | 1.46' | 2.14 | 3.95 | 5.77 | 7.58 | 44 | 52 | 61 | 69 |
| | 60" | 8'-6" | 3.56' | 19.55' | 23.11' | 19.03' | 23' | 3.00' | 9.00' | 17.50' | 26.00' | 34.50' | 1.50' | 2.45 | 4.66 | 6.87 | 9.07 | 47 | 56 | 66 | 75 |
| | 66" | 9'-2" | 3.73' | 21.62' | 25.35' | 21.03' | 25' | 3.18' | 9.58' | 18.75' | 27.92' | 37.08' | 1.54' | 2.88 | 5.54 | 8.18 | 10.84 | 49 | 59 | 69 | 80 |
| | 72" | 10'-0" | 3.91' | 22.68' | 26.59' | 23.03' | 27' | 3.30' | 10.16' | 20.16' | 30.16' | 40.16' | 1.58' | 3.18 | 6.27 | 9.36 | 12.45 | 52 | 63 | 74 | 85 |

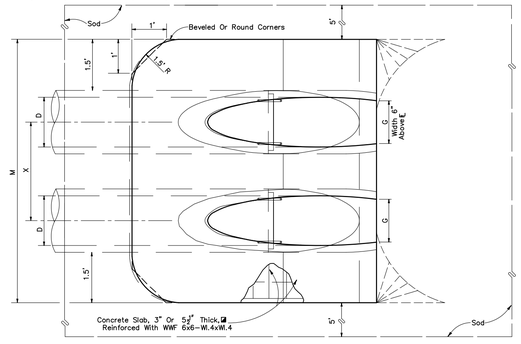
■ See General Note No. 3. See Sheet 5 Of 6 For 3" Slab Quantities

| B | E | |
|---|---|---|
| △ 6.42' | 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. |

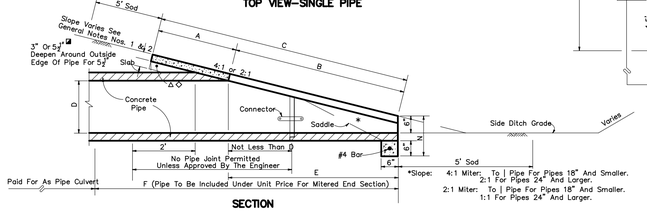
△◇ Concrete slab shall be deepened to form bridge across crown of pipe. See section below.




TOP VIEW-SINGLE PIPE



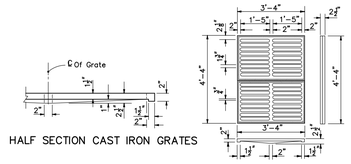

TOP VIEW-MULTIPLE PIPE

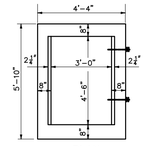


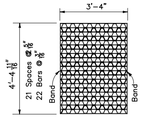

SECTION

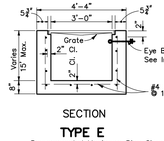
NOTE: See sheet 6 for details and notes.

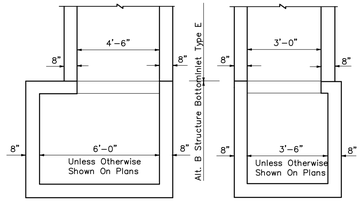
272 — MITERED END SECTION
N.T.S.




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

STRUCTURE BOTTOM FOR INLET TYPE E

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 ¾".
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 SY.
9. For supplementary details see Detail No. 201.

232E — F.D.O.T. TYPE E INLET
N.T.S.


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


CONSTRUCTION DETAILS FOR SUMMIT PLACE FLORIDA
CITY OF DELAND

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

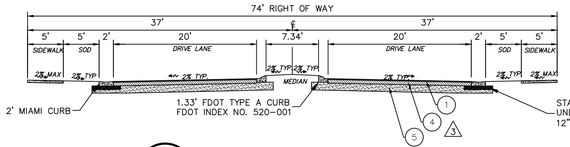
ENGINEER: BENJAMIN S. BECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| | DATE | REVISIONS |
|---|---|---|
| 1 | 09/04/24 | REVISED PER VOLUSIA COUNTY COMMENTS |
| 2 | | |
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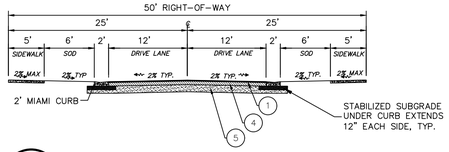
JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C902

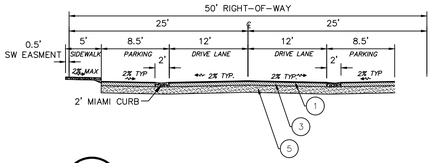
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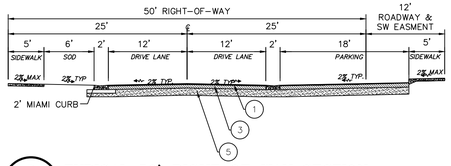

A C101 TYPICAL ENTRANCE SECTION



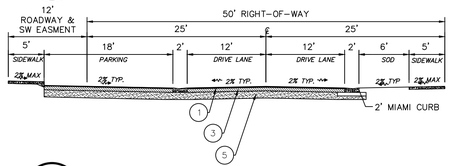

B C102 TYPICAL 50' RIGHT OF WAY SECTION



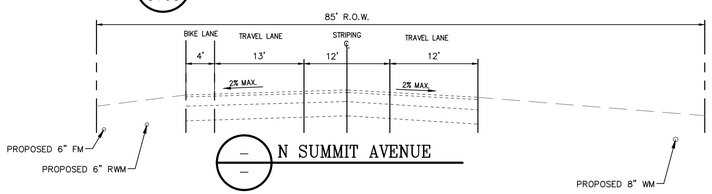

C C102 TYPICAL 50' RIGHT OF WAY SECTION




D C103 TYPICAL 50' RIGHT OF WAY SECTION




E C103 TYPICAL 50' RIGHT OF WAY SECTION




– – N SUMMIT AVENUE

## ROADWAY PAVEMENT SECTIONS (PER GEOTECHNICAL REPORT)

(1) 2.0" FDOT SP-9.5 ASPHALT (NO MORE THAN 35% RECYCLED ASPHALT PAVEMENT)

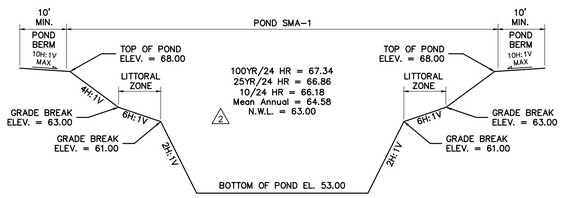
(3) 6" CRUSHED CONCRETE SOURCED FROM AN FDOT APPROVED SUPPLIER. THE BASE SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY AND EXHIBIT A MINIMUM LBR OF 130. THE BASE MATERIAL SHALL COMPLY WITH THE GRADATION CRITERIA LISTED IN THE LATEST EDITION OF THE 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.

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. △3

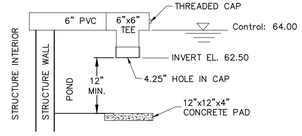
(5) 12" OF STABALIZED SUBGRADE WITH A MINIMUM LBR OF 40 AND COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-1557 TEST METHOD. COMPACTION TESTING OF STABALIZED SUBGRADE SHOULD BE PERFORMED TO FULL DEPTH AT A FREQUENCY OF AT LEAST ONE TEST PER 10,000 SQUARE 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 DESIGNEE. △1

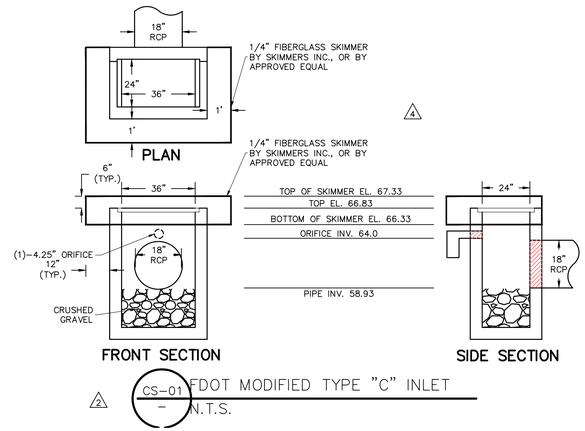



NOTE: POND BERMS AND SIDE SLOPES TO BE SODDED TO 2' BELOW THE NORMAL WATER LEVEL

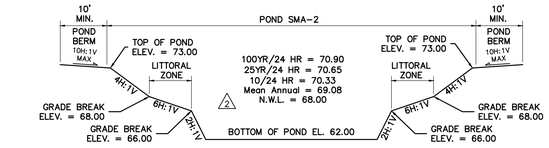
SMA1 C101 POND SMA-1 SECTION N.T.S.




△2 PVC1 – ORIFICE DETAIL (POND SMA-1)

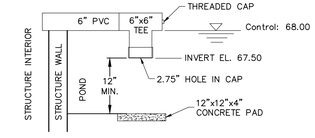



△2 CS-01 – FDOT MODIFIED TYPE "C" INLET N.T.S.

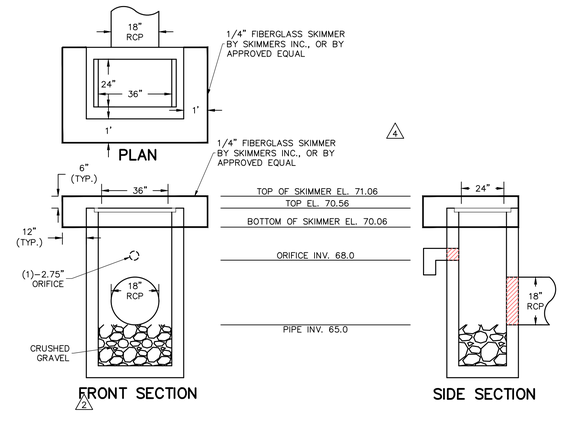



NOTE: POND BERMS AND SIDE SLOPES TO BE SODDED TO 2' BELOW THE NORMAL WATER LEVEL

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




△2 PVC2 – ORIFICE DETAIL (POND SMA-2)




△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 DELAND

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

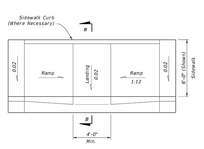



| | DATE | REVISIONS |
|---|---|---|
| 1 | 3/16/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
| 2 | 10/02/23 | REVISED PER SJRWMD COMMENTS |
| 3 | 1/23/24 | REV. PER OC REVIEW |
| 4 | 04/23/24 | REV. PER CITY OF DELAND COMMENTS |
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|---|---|
| JOB # | 21086 |
| DATE: | 02/20/23 |
| SCALE: | N/A |
| DESIGNED BY: | JTT |
| DRAWN BY: | JTT |
| APPROVED BY: | BSB |

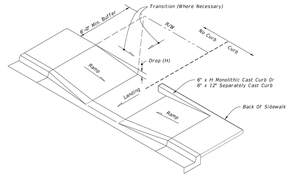
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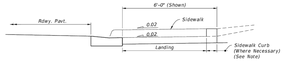



PLAN VIEW

CR-C

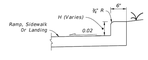



CONSTRUCTION OF SIDEWALK CURB IN CUT SECTIONS

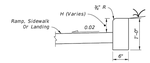



NOTE: For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details.

SECTION B-B




MONOLITHIC CAST CURB



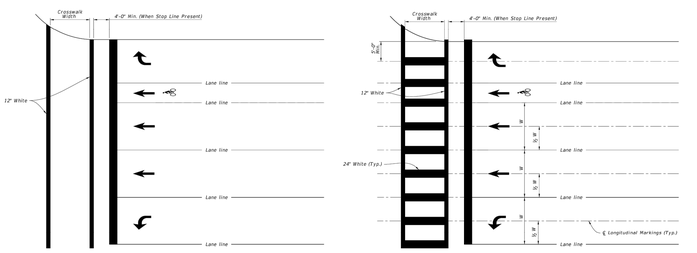

SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS

SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB

| LAST REVISION 11/01/20 | DESCRIPTION: |
|---|---|

FDOT FY 2021-22 STANDARD PLANS | DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS | INDEX 522-002 | SHEET 3 of 7




STANDARD CROSSWALK DETAILS

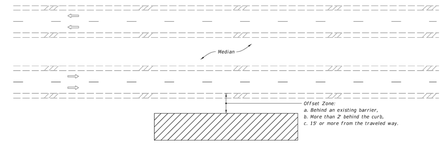
SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

| LAST REVISION 11/01/18 | DESCRIPTION: |
|---|---|

FDOT FY 2020-21 STANDARD PLANS | PAVEMENT MARKINGS | INDEX 711-001 | SHEET 10 of 13




MULTILANE ROADWAY SHOWN, TWO-LANE ROADWAY SIMILAR

NOTES:

1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Medians of divided roadways, with work beyond the shoulder.
2. Use Index 102-602 when the work operation (excluding establishing and terminating the work area) requires that two or more work vehicles cross the Offset Zone in any one hour period.
3. Use Index 102-660 when Work Area encroaches a Sidewalk.

SYMBOLS:

Work Area

Lane Identification and Direction of Traffic

| LAST REVISION 11/01/20 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | TWO-LANE AND MULTILANE ROADWAY, WORK BEYOND THE SHOULDER | INDEX 102-601 | SHEET 1 of 1

NOTE:

1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Medians of divided roadways, with work on the shoulder.
2. L = Taper Length
   X = Work Zone Sign Spacing
   B = Buffer Length
   See Index 102-600 for "L", "X", "B", and channelizing device spacing values.
3. Where work activities are between 2' and 15' from the edge of traveled way, the Engineer may omit signs and channelizing devices for work operations 60 minutes or less.
4. When four or more work vehicles enter the through traffic lanes in a one hour period (excluding establishing and terminating the work area), use a Flagger or lane closure to accommodate work vehicle ingress and egress.
5. For work less than 2' from the traveled way and work zone speed is greater than 45 MPH, use a lane closure.
6. The "Speeding Fines Doubled When Workers Present" signs (W07-13-06) and "End Road Work" Signs (G20-2) along with the associated work zone sign spacing distances may be omitted when the work operation is in place for 24 hours or less.
7. Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.
8. Omit "Shoulder Closed" signs (W21-5a) along with associated work zone sign spacing distances for work on the median.
9. When there is no paved shoulder, the "Worker" sign (W21-1) may be used instead of the "Shoulder Closed" sign (W21-5a).

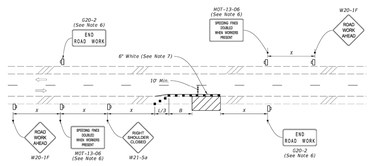
SYMBOLS:

Work Area

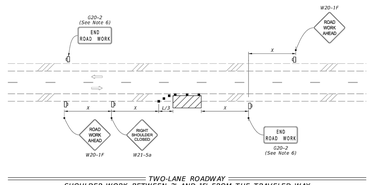
■ Channelizing Device (See Index 102-600)

Work Zone Sign

Lane Identification and Direction of Traffic



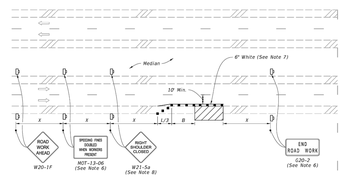

TWO-LANE ROADWAY
SHOULDER WORK LESS THAN 2' FROM THE TRAVELED WAY WITH WORK ZONE SPEED OF 45 MPH OR LESS



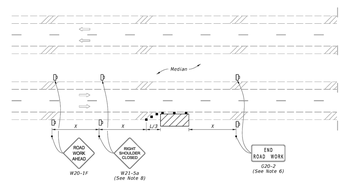

TWO-LANE ROADWAY
SHOULDER WORK BETWEEN 2' AND 15' FROM THE TRAVELED WAY

| LAST REVISION 11/01/21 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | TWO-LANE AND MULTILANE, WORK ON SHOULDER | INDEX 102-602 | SHEET 1 of 2




MULTILANE ROADWAY
SHOULDER WORK LESS THAN 2' FROM THE TRAVELED WAY WITH WORK ZONE SPEED OF 45 MPH OR LESS




MULTILANE ROADWAY
SHOULDER WORK BETWEEN 2' AND 15' FROM THE TRAVELED WAY

SYMBOLS:

Work Area

■ Channelizing Device (See Index 102-600)

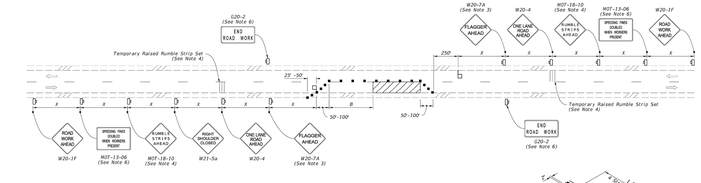
Work Zone Sign

Arrow Board

Lane Identification and Direction of Traffic

| LAST REVISION 11/01/20 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | TWO-LANE AND MULTILANE, WORK ON SHOULDER | INDEX 102-602 | SHEET 2 of 2




NOTES:

1. This Index applies to Two-Lane, Two-Way Roadways with work within the traveled way.
2. L = Taper Length
   B = Buffer Length
   X = Work Zone Sign Spacing
   See Index 102-600 for "L", "B", "X" and channelizing device spacing values.
3. Optionally, use "Flagger Ahead" sign with symbol (W20-7) instead of "Flagger Ahead" sign with text (W20-7A).
4. Use temporary raised rumble strips when the existing posted speed is 55 mph or greater and the work duration is greater than 60 minutes. If temporary raised rumble strips are not used, omit "Rumble Strips Ahead" signs (W07-18-10) and associated work zone sign spacing.
5. Additional one-way control may be provided by the following means:
   a. Flag-carrying vehicle
   b. Official vehicle
   c. Pilot vehicles
   d. Traffic signals

   When Flaggers are the sole means of one-way control, the Flaggers must be in sight of each other or in direct communication at all times.
6. The "Speeding Fines Doubled When Workers Present" signs (W07-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign spacing, may be omitted when the work operation will be in place for 24 hours or less.
7. Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specification Sections 102, 990 and the AFL vendor drawings.
8. Railroad Crossings:
   a. If an active railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 2.
   b. If the queuing of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or Flagger at the highway-rail grade crossing to prevent vehicles from stopping within the highway-rail grade crossing, even if automatic train warning devices are in place.

SYMBOLS:

Work Area

■ Channelizing Device (See Index 102-600)

Work Zone Sign

Flagger

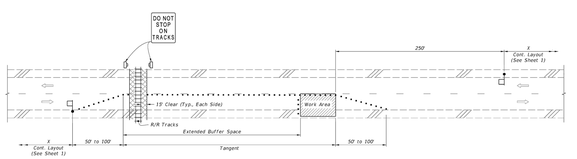
Lane Identification and Direction of Traffic



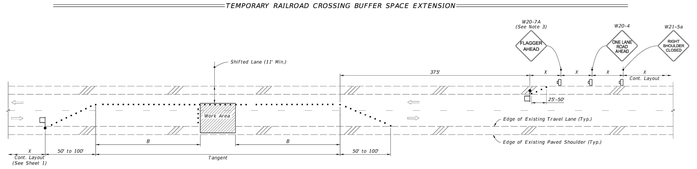

RUMBLE STRIP SETS

| LAST REVISION 11/01/21 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | TWO-LANE, TWO-WAY WORK WITHIN THE TRAVEL WAY | INDEX 102-603 | SHEET 1 of 2




TEMPORARY RAILROAD CROSSING BUFFER SPACE EXTENSION




TEMPORARY LANE SHIFT TO SHOULDER WHEN WORK AREA ENCROACHES ON THE CENTERLINE
(For Work Operations In place 24 Hours or Less)

SYMBOLS:

Work Area

■ Channelizing Device (See Index 102-600)

Work Zone Sign

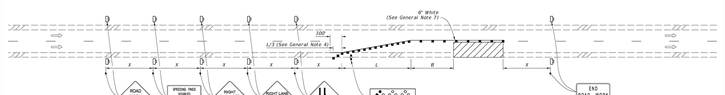
Flagger

Lane Identification and Direction of Traffic

SPECIAL CONDITIONS

| LAST REVISION 11/01/21 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | TWO-LANE, TWO-WAY WORK WITHIN THE TRAVEL WAY | INDEX 102-603 | SHEET 2 of 2




SINGLE LANE CLOSURE

SYMBOLS:

Work Area

■ Channelizing Device (See Index 102-600)

Work Zone Sign

Arrow Board

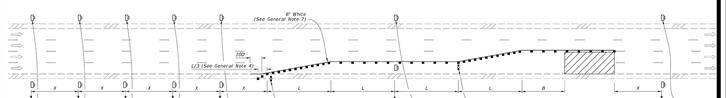
Lane Identification and Direction of Traffic

GENERAL NOTE:

1. L = Taper Length
   B = Buffer Length
   X = Work Zone Sign Distance
   See Index 102-600 for "L", "B", "X", and channelizing device spacing values.
2. On undivided highways the median signs as shown are to be omitted.
3. On limited access facilities, omit "Right Shoulder Closed" signs (W21-5a) and associated work zone sign spacing distances.
4. If the paved shoulder is less than 4' in width, omit the taper and channelizing devices from the paved shoulder.
5. The "Speeding Fines Doubled When Workers Present" signs (W07-13-06) and "End Road Work" signs (G20-2) and "Right Shoulder Closed" (W21-5a), along with associated work zone sign distances, may be omitted when the work operation will be in place for 24 hours or less. For Single Lane Closures, arrow boards and buffer (B) may also be omitted when the work operation will be in place for 60 minutes or less and the speed limit is 45 mph or less.
6. Use inverted plan of the illustrations for work on left side of roadways.
7. Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.

| LAST REVISION 11/01/20 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | MULTILANE ROADWAY, LANE CLOSURES | INDEX 102-613 | SHEET 1 of 5




DOUBLE LANE CLOSURE

SYMBOLS:

Work Area

■ Channelizing Device (See Index 102-600)

Work Zone Sign

Arrow Board

Lane Identification and Direction of Traffic

| LAST REVISION 11/01/20 | DESCRIPTION: |
|---|---|

FDOT FY 2024-25 STANDARD PLANS | MULTILANE ROADWAY, LANE CLOSURES | INDEX 102-613 | SHEET 2 of 5


MADDEN CIVIL ENGINEERS
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Suite 260
Maitland, Florida 32751
(407) 629-8330


MOT DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA


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

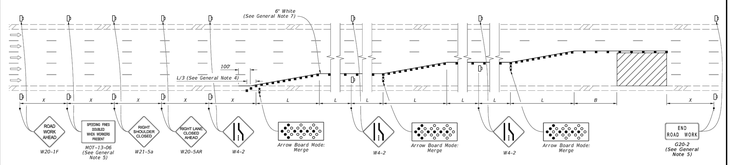

ENGINEER'S SEAL: BENJAMIN S. BECKHAM, LICENSE No. 79452, STATE OF FLORIDA, PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | 09/04/24 | REV. PER VOLUSIA COUNTY COMMENTS |
| 2 | | |
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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

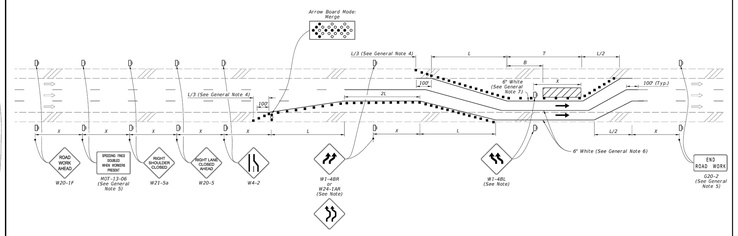
C904




TRIPLE LANE CLOSURE

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Arrow Board
- Lane Identification and Direction of Traffic

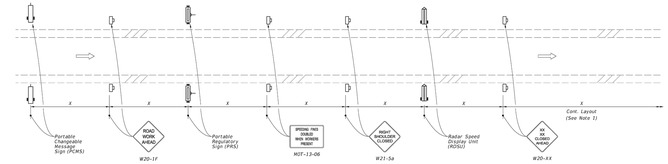



LANE CLOSURE WITH LANE SHIFT

NOTE:
If the tangent distance "T" is less than 600', then use "Double Reverse Curve" signs (W24-1A) instead of the first pair of "Reverse Curve" signs (W1-4B) and omit the second pair of "Reverse Curve" signs.

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Arrow Board
- Lane Identification and Direction of Traffic




MOTORIST AWARENESS SYSTEM

SYMBOLS:

- Work Zone Sign
- (1) PCMS= Portable Changeable (Variable) Message Sign
- (2) PRS= Portable Regulatory Sign-Speed Limit When Flashing
- (2) RSDU= Radar Speed Display Unit
- Lane Identification and Direction of Traffic

NOTES:
1. Use the Motorist Awareness System (MAS) for lane closures of at least 3 days (consecutive or not) on multilane divided facilities with a posted speed of 55 mph or greater when workers are present and not protected by a barrier.
2. Locate the Motorist MAS devices (i.e., PCMS, PRS, and RDSU) within the advance warning signs as shown. Continue with the remainder of the work zone signs and devices in accordance with the Plans or Standard Plans after the appropriate "Lane Closed Ahead" (W20-4X) sign.
3. For a posted speed of 65 mph or greater, display speed with a ten mph reduction. For a posted speed of 60 mph, display a reduced speed of 15 mph. For areas outside of the lane closure, use the posted speed as the work zone speed.
4. Omit the PCMS in the median for roadways with three lanes or less in the same direction of traffic.

TYPICAL PCMS DISPLAY:
With speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: SPEED REDUCED NEXT XXMI

Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT XX MILES

| LAST REVISION | DESCRIPTION: | FDOT | FY 2024-25 STANDARD PLANS | MULTILANE ROADWAY, LANE CLOSURES | INDEX | SHEET |
|---|---|---|---|---|---|---|
| 11/01/20 | | | | | 102-613 | 3 of 5 |

| LAST REVISION | DESCRIPTION: | FDOT | FY 2024-25 STANDARD PLANS | MULTILANE ROADWAY, LANE CLOSURES | INDEX | SHEET |
|---|---|---|---|---|---|---|
| 11/01/20 | | | | | 102-613 | 4 of 5 |

| LAST REVISION | DESCRIPTION: | FDOT | FY 2024-25 STANDARD PLANS | MULTILANE ROADWAY, LANE CLOSURES | INDEX | SHEET |
|---|---|---|---|---|---|---|
| 11/01/21 | | | | | 102-613 | 5 of 5 |

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CIVIL ENGINEERS
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Suite 260
Maitland, Florida 32751
(407) 629-8330

MOT DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND
FLORIDA

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

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN BECKHAM 79452
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

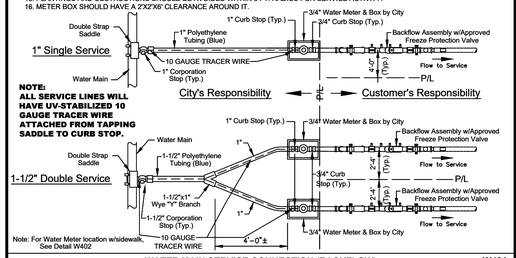
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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C905

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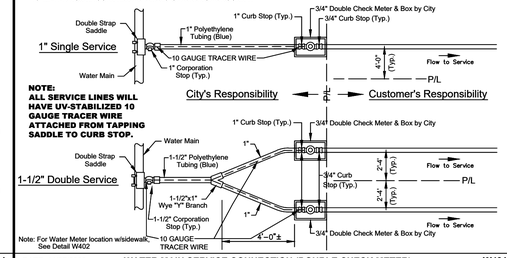
NOTES:
1. WATER MAINS TO BE ON NORTH or EAST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE CHLORINATED and PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING and CHLORINATION, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" and LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. FREEZE PROTECTION VALVE, SHALL BE "CONBRACO" 40LF000FPV2F.
12. ALL 3/4", 1", 1-1/2", & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (BLUE) POLYETHYLENE TUBING.
13. ALL BRASS FITTINGS SHALL BE LEAD FREE.
14. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS.
15. PLANTINGS AND OBSTRUCTIONS SHOULD BE AVOIDED WITHIN 3 FT. RADIUS FOR SERVICE ACTIVITY.
16. METER BOX SHOULD HAVE A 2'X2'X6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **WATER MAIN SERVICE CONNECTION (BACKFLOW)** **W401**

**City of DeLand - Standard Details**

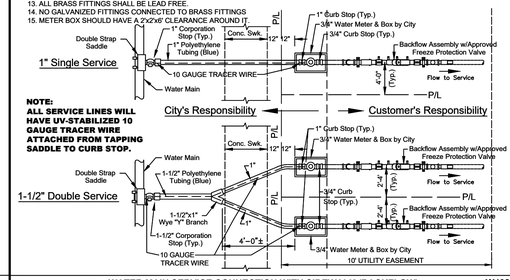
NOTES:
1. WATER MAINS TO BE ON NORTH or EAST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE CHLORINATED and PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING and CHLORINATION, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" and LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. ALL 3/4", 1", 1-1/2", & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (BLUE) POLYETHYLENE TUBING.
12. ALL BRASS FITTINGS SHALL BE LEAD FREE.
13. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS.
14. PLANTINGS AND OBSTRUCTIONS SHOULD BE AVOIDED WITHIN 3 FT. RADIUS FOR SERVICE ACTIVITY.
15. METER BOX SHOULD HAVE A 2'X2'X6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **WATER MAIN SERVICE CONNECTION (DOUBLE CHECK METER)** **W401A**

**City of DeLand - Standard Details**

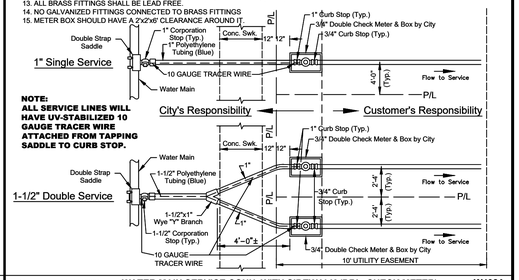
NOTES:
1. WATER MAINS TO BE ON NORTH or EAST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE CHLORINATED and PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING and CHLORINATION, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" and LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. FREEZE PROTECTION VALVE, SHALL BE "CONBRACO" 40LF000FPV2F.
12. ALL 3/4", 1", 1-1/2", & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (BLUE) POLYETHYLENE TUBING.
13. ALL BRASS FITTINGS SHALL BE LEAD FREE.
14. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS
15. METER BOX SHOULD HAVE A 2'X2'X6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **WATER MAIN SERVICE CONNECTION WITH SIDEWALK (BACKFLOW)** **W402**

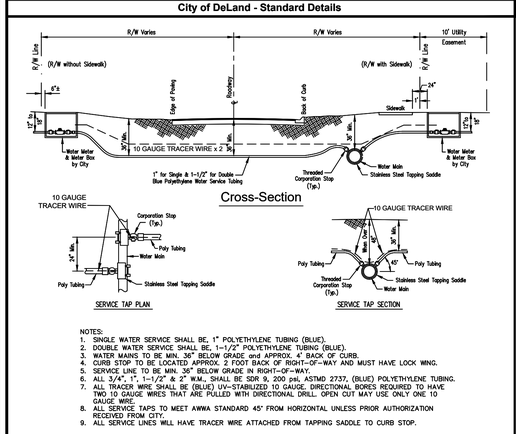
**City of DeLand - Standard Details**

NOTES:
1. WATER MAINS TO BE ON NORTH or EAST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE CHLORINATED and PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING and CHLORINATION, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" and LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. ALL BRASS FITTINGS SHALL BE LEAD FREE.
12. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS
13. METER BOX SHOULD HAVE A 2'X2'X6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **WATER MAIN SERVICE CONN. WITH SIDEWALK (DBL. CHECK METER)** **W402A**

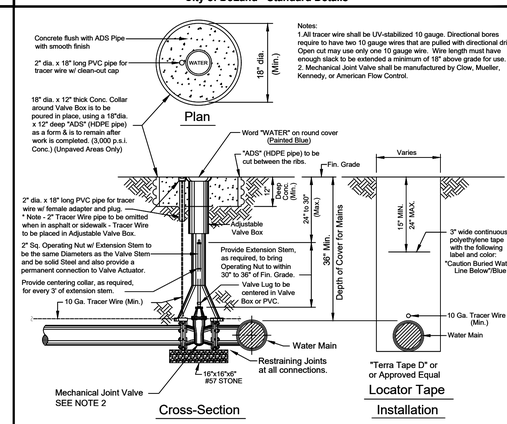
**City of DeLand - Standard Details**




NOTES:
1. SINGLE WATER SERVICE SHALL BE, 1" POLYETHYLENE TUBING (BLUE).
2. DOUBLE WATER SERVICE SHALL BE, 1-1/2" POLYETHYLENE TUBING (BLUE).
3. WATER MAINS TO BE MIN. 36" BELOW GRADE and APPROX. 4' BACK OF CURB.
4. CURB STOP TO BE LOCATED APPROX. 2 FOOT BACK OF RIGHT-OF-WAY AND MUST HAVE LOCK WING.
5. SERVICE LINE TO BE MIN. 36" BELOW GRADE IN RIGHT-OF-WAY.
6. ALL 3/4", 1", 1-1/2" & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (BLUE) POLYETHYLENE TUBING.
7. ALL TRACER WIRE SHALL BE (BLUE) UV-STABILIZED 10 GAUGE, DIRECTIONAL BORES REQUIRED TO HAVE TWO 10 GAUGE WIRES THAT ARE PULLED WITH DIRECTIONAL DRILL. OPEN CUT MAY USE ONLY ONE 10 GAUGE WIRE.
8. ALL SERVICE TAPS TO MEET AWWA STANDARD 45° FROM HORIZONTAL UNLESS PRIOR AUTHORIZATION RECEIVED FROM CITY.
9. ALL SERVICE LINES WILL HAVE TRACER WIRE ATTACHED FROM TAPPING SADDLE TO CURB STOP.

DATE: 11/07/2022 **WATER MAIN SERVICE LINES** **W403**

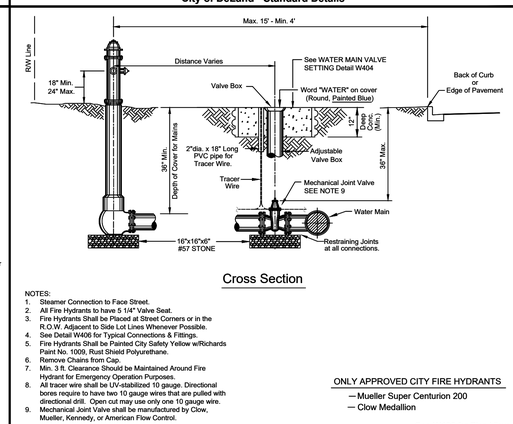
**City of DeLand - Standard Details**




Notes:
1.All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire. Wire length must have enough slack to be extended a minimum of 18" above grade for use.
2. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

DATE: 11/07/2022 **WATER MAIN VALVE SETTING** **W404**

**City of Deland - Standard Details**



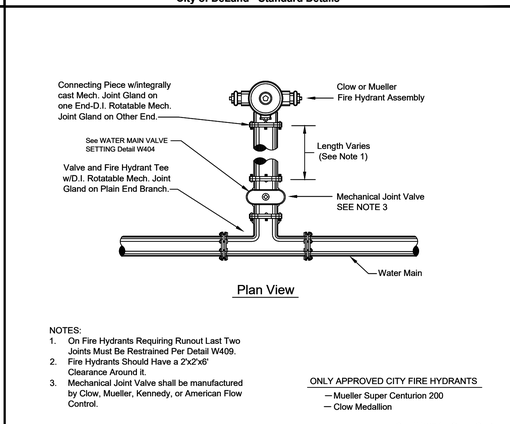

NOTES:
1. Steamer Connection to Face Street.
2. All Fire Hydrants to have 5 1/4" Valve Seat.
3. Fire Hydrants Shall be Placed at Street Corners or in the R.O.W. Adjacent to Side Lot Lines Whenever Possible.
4. See Detail W406 for Typical Connections & Fittings.
5. Fire Hydrants Shall be Painted City Safety Yellow w/Richards Paint No. 1009, Rust Shield Polyurethane.
6. Remove Chains from Cap.
7. Min. 3 ft. Clearance Should be Maintained Around Fire Hydrant for Emergency Operation Purposes.
8. All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire.
9. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

ONLY APPROVED CITY FIRE HYDRANTS
— Mueller Super Centurion 200
— Clow Medallion

See W406 for Plan View

DATE: 11/07/2022 **FIRE HYDRANT SETTING SECTION** **W405**

**City of DeLand -Standard Details**




NOTES:
1. On Fire Hydrants Requiring Runout Last Two Joints Must Be Restrained Per Detail W409.
2. Fire Hydrants Should Have a 2'x2'x6' Clearance Around it.
3. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

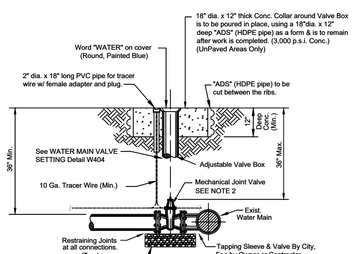
ONLY APPROVED CITY FIRE HYDRANTS
— Mueller Super Centurion 200
— Clow Medallion

See W405 for Cross Section

DATE: 11/07/2022 **FIRE HYDRANT SETTING PLAN** **W406**

**City of DeLand - Standard Details**

Notes:
1. All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire.

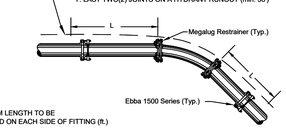



Notes:
1. For Wet Taps larger than 2", Sleeves & Valves will be furnished and installed by the contractor in the presence of the city inspector. Tapping sleeve shall be Ford, Romac, or JCM stainless steel only.
2. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

DATE: 11/07/2022 **TAPPING SLEEVE & VALVE** **W407**

**City of DeLand - Standard Details**

THE FOLLOWING JOINTS MUST BE RESTRAINED IN ALL APPLICATIONS:
1. BEND - INLET AND OUTLET
2. TEE - OUTLET BRANCH
3. OFFSETS - INLET AND OUTLET
4. CAPS
5. PLUGS
6. LAST TWO(2) JOINTS ON A DEAD END RUN (min. 36')
7. LAST TWO(2) JOINTS ON A HYDRANT RUNOUT (min. 36')




L = MINIMUM LENGTH TO BE RESTRAINED ON EACH SIDE OF FITTING (ft.)

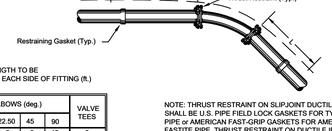
| NOM. PIPE SIZE | ELBOWS (deg.) | | | | VALVE TEES |
|---|---|---|---|---|---|
| | 11.25 | 22.50 | 45 | 90 | |
| 4 | 3 | 5 | 8 | 12 | 9 |
| 6 | 4 | 6 | 10 | 15 | 11 |
| 8 | 4 | 7 | 13 | 20 | 14 |
| 10 | 5 | 9 | 15 | 25 | 18 |
| 12 | 6 | 10 | 17 | 29 | 21 |
| 14 | 6 | 13 | 26 | 61 | 30 |
| 16 | 7 | 14 | 28 | 67 | 49 |
| 18 | 8 | 15 | 31 | 73 | 68 |
| 20 | 8 | 16 | 33 | 80 | 85 |

NOTE: THRUST RESTRAINT AT FITTINGS AND VALVES SHALL BE BY USE OF EBBA IRON MEGALUG RESTRAINERS. THRUST RESTRAINT BETWEEN PIPE JOINTS SHALL BE BY EBBA IRON SERIES 1500 RESTRAINERS.

DATE: 11/07/2022 **THRUST RESTRAINING DETAIL FOR PVC PIPE** **W408**

**City of DeLand - Standard Details**

THE FOLLOWING JOINTS MUST BE RESTRAINED IN ALL APPLICATIONS:
1. BEND - INLET AND OUTLET
2. TEE - OUTLET BRANCH
3. OFFSETS - INLET AND OUTLET
4. CAPS
5. PLUGS
6. LAST TWO(2) JOINTS ON A DEAD END RUN (min. 36')
7. LAST TWO(2) JOINTS ON A HYDRANT RUNOUT (min. 36')



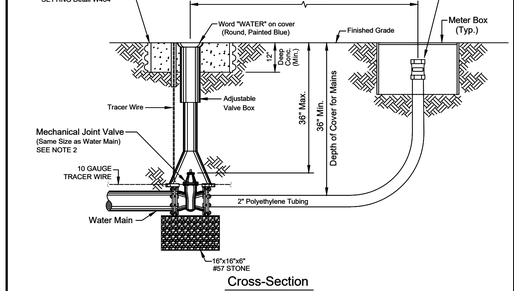

L = MINIMUM LENGTH TO BE RESTRAINED ON EACH SIDE OF FITTING (ft.)

| NOM. PIPE SIZE | ELBOWS (deg.) | | | | VALVE TEES |
|---|---|---|---|---|---|
| | 11.25 | 22.50 | 45 | 90 | |
| 4 | 3 | 5 | 8 | 12 | 9 |
| 6 | 4 | 6 | 10 | 15 | 11 |
| 8 | 4 | 7 | 13 | 20 | 14 |
| 10 | 5 | 9 | 15 | 25 | 18 |
| 12 | 6 | 10 | 17 | 29 | 21 |
| 16 | 6 | 13 | 26 | 63 | 70 |
| 18 | 9 | 17 | 36 | 86 | 88 |
| 20 | 10 | 19 | 39 | 94 | 108 |
| 24 | 11 | 22 | 45 | 109 | 145 |

NOTE: THRUST RESTRAINT ON SLIPJOINT DUCTILE IRON PIPE SHALL BE U.S. PIPE FIELD LOCK GASKETS FOR TYTON JOINT PIPE or AMERICAN FAST-GRIP GASKETS FOR AMERICAN FASTITE PIPE. THRUST RESTRAINT ON DUCTILE IRON FITTINGS SHALL BE PROVIDED BY THE USE OF MEGALUG RETAINERS AND MECHANICAL JOINT FITTINGS.

DATE: 11/07/2022 **THRUST RESTRAINING DETAIL FOR DUCTILE IRON PIPE** **W409**

**City of DeLand - Standard Details**




Notes:
1. All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire.
2. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

DATE: 11/07/2022 **WATER MAIN BLOWOFF DETAIL** **W410**

**City of DeLand - Standard Details**

TITLE: *WATER SYSTEM DETAILS (Sheet 1)*

FILE: *drive letter/details locations*


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

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

CITY DETAILS FOR SUMMIT PLACE
CITY OF DELAND FLORIDA

DR HORTON
10152 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

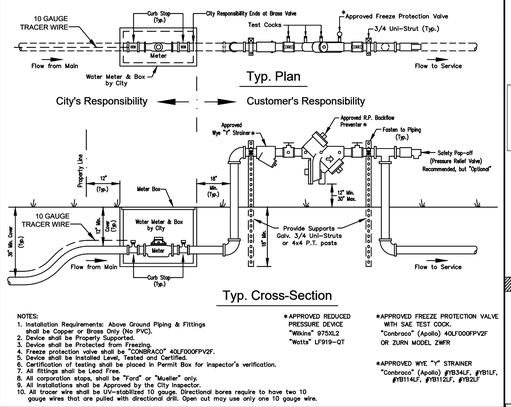
ENGINEER: BENJAMIN WINN SIBBECKHAM, LICENSE No. 79452, STATE OF FLORIDA, PROFESSIONAL ENGINEER
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

| NO. | DATE | REVISIONS |
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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C910

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NOTES:
1. Installation Requirements: Above Ground Piping & Fittings shall be Copper or Brass Only (No PVC).
2. Device shall be Properly Supported.
3. Device shall be Protected from Freezing.
4. Freeze protection valve shall be "CONBRACO" 40LF000FPV2F.
5. Device shall be Installed Level, Tested and Certified.
6. Certification of testing shall be placed in Permit Box for inspector's verification.
7. All fittings shall be Lead Free.
8. All corporation stops, shall be "Ford" or "Mueller" only.
9. All installations shall be Approved by the City Inspector.
10. All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire.

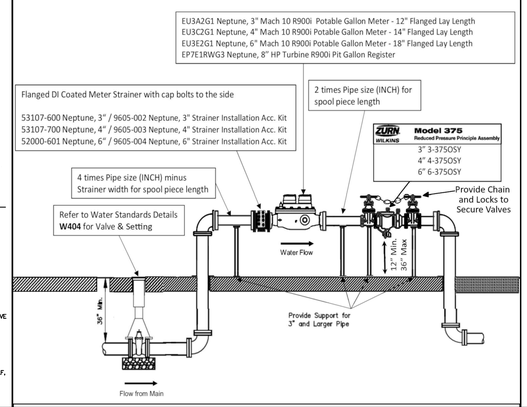
*APPROVED REDUCED PRESSURE DEVICE
"Wilkins" 975XL2
"Watts" LF919-QT

*APPROVED FREEZE PROTECTION VALVE WITH SAE TEST COCK.
"Conbraco" (Apollo) 40LF000FPV2F
OR ZURN MODEL ZMFR

*APPROVED WYE "Y" STRAINER
"Conbraco" (Apollo) #FB34LF, #FB1LF, #FB114LF, #FB112LF, #FB2LF

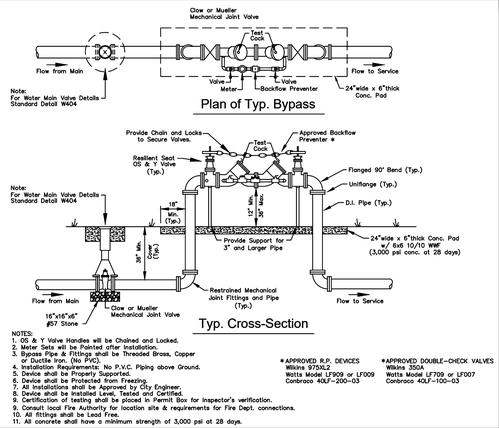
DATE: 11/07/2022 **WATER METER & BACKFLOW ASSEMBLY - 1" THRU 2-1/2" MODELS** W411

**City of DeLand - Standard Details**




DATE: 11/07/2022 **3" AND ABOVE POTABLE WATER METER SET** W412

**City of DeLand - Standard Details**



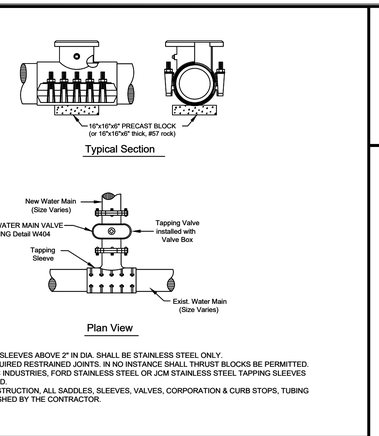

NOTES:
1. OS & Y Valve Handles will be Chained and Locked.
2. Meter Sets will be Painted after Installation.
3. Bypass Pipe & Fittings shall be Threaded Brass, Copper or Ductile Iron. (No PVC).
4. Installation Requirements: No P.V.C. Piping above Ground.
5. Device shall be Properly Supported.
6. Device shall be Protected from Freezing.
7. All Installations shall be Approved by City Engineer.
8. Device shall be Installed Level, Tested and Certified.
9. Certification of testing shall be placed in Permit Box for Inspector's verification.
10. Consult local Fire Authority for location site & requirements for Fire Dept. connections.
11. All fittings shall be Lead Free.
11. All concrete shall have a minimum strength of 3,000 psi at 28 days.

*APPROVED R.P. DEVICES
Wilkins 975XL2
Watts Model LF909 or LF009
Conbraco 40LF-200-03

*APPROVED DOUBLE-CHECK VALVES
Wilkins 350A
Watts Model LF709 or LF007
Conbraco 40LF-100-03

DATE: 11/07/2022 **DOUBLE DETECTOR CHECK VALVE ASSEMBLY - 4" THRU 12"** W413

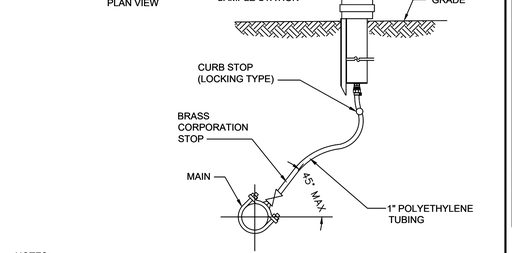
**City of DeLand - Standard Details**




NOTES:
1. ALL TAPPING SLEEVES ABOVE 2" IN DIA. SHALL BE STAINLESS STEEL ONLY.
2. INSTALL REQUIRED RESTRAINED JOINTS. IN NO INSTANCE SHALL THRUST BLOCKS BE PERMITTED.
3. ONLY ROMAC INDUSTRIES, FORD STAINLESS STEEL OR JCM STAINLESS STEEL TAPPING SLEEVES ARE TO BE USED.
4. IN NEW CONSTRUCTION, ALL SADDLES, SLEEVES, VALVES, CORPORATION & CURB STOPS, TUBING WILL BE FURNISHED BY THE CONTRACTOR.

DATE: 11/07/2022 **STAINLESS STEEL TAPPING SLEEVE** W414

**City of DeLand - Standard Details**

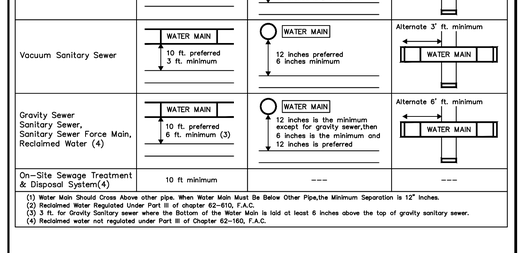



Notes:
1. Directional bores from 1-3 inches diameter must be a minimum of 36 inches in depth below edge of pavement.
2. Directional bores, 4 inches or greater, must be 10 times the diameter of the bore/backreamer, whichever diameter is greater, in depth, below edge of pavement and to extend a minimum of 6 feet beyond the edge of pavement, either side.
3. Any/All directional bore affiliated drill mud/slurry must be cleaned/reclaimed from right of way/bore pits and disposed of on approved off-site location.
4. All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire.
5. No directional bores on Fridays, Weekends or Holidays. Pull backs are allowed.
6. Steel clad copper wire for main lines only, transition to copper wire only with water proof connector, pulled into valve can.

NOTE:
Tie Exist. Water Service Lines into New Water Main as per City Specifications.

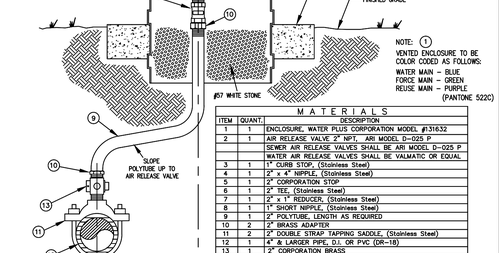
DATE: 11/07/2022 **DIRECTIONAL BORE** W415

**City of DeLand - Standard Details**




DATE: 11/07/2022 **CHLORINATION TAP** W416

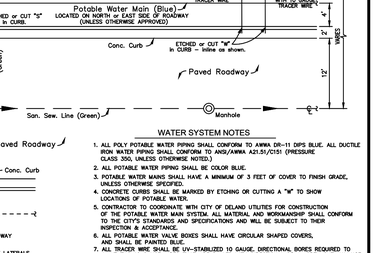
**City of DeLand - Standard Details**




NOTE:
CITY OF DELAND ACCEPTABLE BACKFLOW DEVICES FOR TEMPORARY WATER SERVICES: WATTS 1" LF7R DUAL CHECK ZURN WILKINS DUAL CHECK MODEL 700 PART# 1UFX1F-700 OR 1UFMX1F-700

DATE: 11/07/2022 **TEMPORARY RESIDENTIAL CONSTRUCTION POTABLE WATER SERVICE** W417

**City of DeLand - Standard Details**

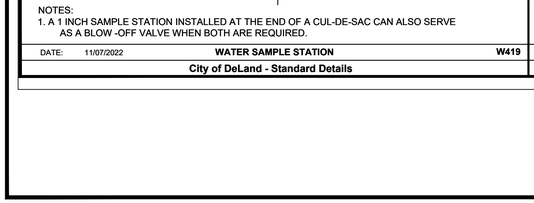



NOTE:
ALL SERVICE LINE WHIPS SHALL BE BULLET LOCKED ***OFF*** BY THE CONTRACTOR AFTER INSTALLATION AND SAMPLING HAVE BEEN COMPLETED

Manufacturer:
"FIROMATIC LOCKSEAL"

DATE: 11/07/2022 **WATER METER LOCKSEAL ASSEMBLY** W418

**City of DeLand - Standard Details**




NOTES:
1. A 1 INCH SAMPLE STATION INSTALLED AT THE END OF A CUL-DE-SAC CAN ALSO SERVE AS A BLOW -OFF VALVE WHEN BOTH ARE REQUIRED.

DATE: 11/07/2022 **WATER SAMPLE STATION** W419

**City of DeLand - Standard Details**

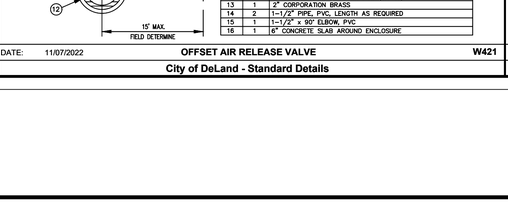
LOCATION OF PUBLIC WATER SYSTEM MAINS IN ACCORDANCE WITH F.A.C. RULE 62-555.314

| Other pipe | Horizontal Separation | Crossings (1) | Joint Spacing @ Crossing (Full Joint Centered) |
|---|---|---|---|
| Storm Sewer Stormwater Force Main, Reclaimed Water (2) | WATER MAIN — 3 ft. minimum | WATER MAIN — 12 inches is the minimum except for storm sewer,then 6 inches is the minimum and 12 inches is preferred | Alternate 3' ft. minimum — WATER MAIN |
| Vacuum Sanitary Sewer | WATER MAIN — 10 ft. preferred 3 ft. minimum | WATER MAIN — 12 inches preferred 6 inches minimum | Alternate 3' ft. minimum — WATER MAIN |
| Gravity Sewer Sanitary Sewer, Sanitary Sewer Force Main, Reclaimed Water (4) | WATER MAIN — 10 ft. preferred 6 ft. minimum (3) | WATER MAIN — 12 inches is the minimum except for gravity sewer,then 6 inches is the minimum and 12 inches is preferred | Alternate 6' ft. minimum — WATER MAIN |
| On-Site Sewage Treatment & Disposal System(4) | 10 ft minimum | --- | --- |

(1) Water Main Should Cross Above other pipe. When Water Main Must Be Below Other Pipe,the Minimum Separation is 12" Inches.
(2) Reclaimed Water Regulated Under Part III of chapter 62-610, F.A.C.
(3) 3 ft. for Gravity Sanitary sewer where the Bottom of the Water Main is laid at least 6 inches above the top of gravity sanitary sewer.
(4) Reclaimed water not regulated under Part III of Chapter 62-160, F.A.C.

DATE: 11/07/2022 **WATER PIPE SEPERATION REQUIREMENTS** W420

**City of DeLand - Standard Details**



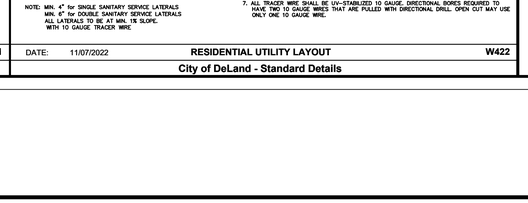

NOTE: (1) VENTED ENCLOSURE TO BE COLOR CODED AS FOLLOWS:
WATER MAIN – BLUE
FORCE MAIN – GREEN
REUSE MAIN – PURPLE (PANTONE 522C)

MATERIALS

| ITEM | QUANT. | DESCRIPTION |
|---|---|---|
| 1 | 1 | ENCLOSURE, WATER PLUS CORPORATION MODEL #1316X2 |
| 2 | 1 | AIR RELEASE VALVE 2" NPT, ARI MODEL D-025 P |
| | | SEWER AIR RELEASE VALVES SHALL BE ARI MODEL D-025 P |
| | | WATER AIR RELEASE VALVES SHALL BE VALMATIC OR EQUAL |
| 3 | 1 | 1" CURB STOP, (Stainless Steel) |
| 4 | 1 | 2" x 4" NIPPLE, (Stainless Steel) |
| 5 | 1 | 2" CORPORATION STOP |
| 6 | 1 | 2" TEE, (Stainless Steel) |
| 7 | 1 | 2" x 1" REDUCER, (Stainless Steel) |
| 8 | 1 | 1" SHORT NIPPLE, (Stainless Steel) |
| 9 | 1 | 2" POLYTUBE, LENGTH AS REQUIRED |
| 10 | 2 | 2" BRASS ADAPTER |
| 11 | 2 | 2" DOUBLE STRAP TAPPING SADDLE, (Stainless Steel) |
| 12 | 1 | 4" & LARGER PIPE, D.I. OR PVC (DR-18) |
| 13 | 1 | 2" CORPORATION BRASS |
| 14 | 2 | 1-1/2" PIPE, PVC, LENGTH AS REQUIRED |
| 15 | 1 | 1-1/2" x 90° ELBOW, PVC |
| 16 | 1 | 6" CONCRETE SLAB ARROUND ENCLOSURE |

DATE: 11/07/2022 **OFFSET AIR RELEASE VALVE** W421

**City of DeLand - Standard Details**




WATER SYSTEM NOTES
1. ALL POLY POTABLE WATER PIPING SHALL CONFORM TO AWWA SB-11 DIPS BLUE. ALL DUCTILE IRON WATER PIPING SHALL CONFORM TO ANSI/AWWA A21.51/C151 (PRESSURE CLASS 350, UNLESS OTHERWISE NOTED.)
2. ALL POTABLE WATER PIPING SHALL BE COLOR BLUE.
3. POTABLE WATER MAINS SHALL HAVE A MINIMUM OF 3 FEET OF COVER TO FINISH GRADE, UNLESS OTHERWISE SPECIFIED.
4. CONCRETE CURBS SHALL BE MARKED BY ETCHING OR CUTTING A "W" TO SHOW LOCATIONS OF POTABLE WATER.
5. CONTRACTOR TO COORDINATE WITH CITY OF DELAND UTILITIES FOR CONSTRUCTION OF THE POTABLE WATER MAIN SYSTEM. ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY'S STANDARDS AND SPECIFICATIONS AND WILL BE SUBJECT TO THEIR INSPECTION & ACCEPTANCE.
6. ALL POTABLE WATER VALVE BOXES SHALL HAVE CIRCULAR SHAPED COVERS, AND SHALL BE PAINTED BLUE.
7. ALL TRACER WIRE SHALL BE UV-STABILIZED 10 GAUGE. DIRECTIONAL BORES REQUIRED TO HAVE TWO 10 GAUGE WIRES THAT ARE PULLED WITH DIRECTIONAL DRILL. OPEN CUT MAY USE ONLY ONE 10 GAUGE WIRE.

DATE: 11/07/2022 **RESIDENTIAL UTILITY LAYOUT** W422

**City of DeLand - Standard Details**

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

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

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

CITY DETAILS FOR SUMMIT PLACE — CITY OF DELAND, FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

ENGINEER: BENJAMIN S. BECKHAM, LICENSE No. 79452, STATE OF FLORIDA, PROFESSIONAL ENGINEER, DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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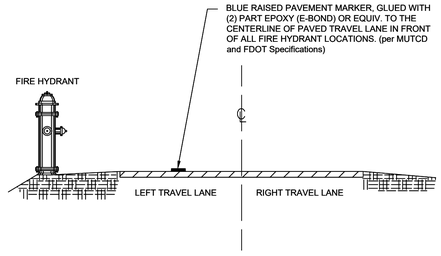
TITLE: *WATER SYSTEM DETAILS (Sheet 2)*

FILE: *drive letter/details locations*

JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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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



**Pack Joint for Copper or Plastic Tubing (CTS) Inlet by Meter Swivel Nut**

| Catalog Number | Description: 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 |
| ▶♦ B43-344W-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



**Pack Joint for Copper or Plastic Tubing (CTS) by Female Iron Pipe Thread**

| 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" | 5.6 |
| ♦ **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



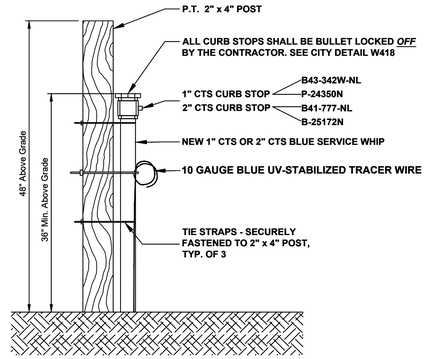
**P-25172N**

**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

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

TITLE:
# *WATER SYSTEM DETAILS (Sheet 3)*

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
CITY OF DELAND FLORIDA

DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

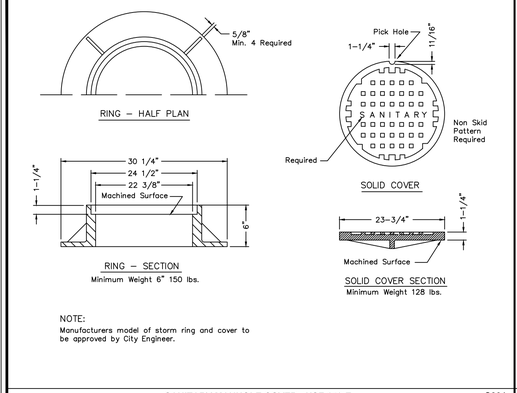
ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
BENJAMIN BECKHAM
DATE: 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C912

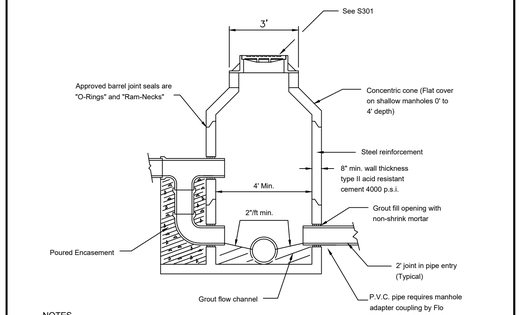
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NOTE:
Manufacturers model of storm ring and cover to be approved by City Engineer.

DATE: 11/07/2022 **SANITARY MANHOLE COVER - USF 170-E** S301

**City of DeLand - Standard Details**



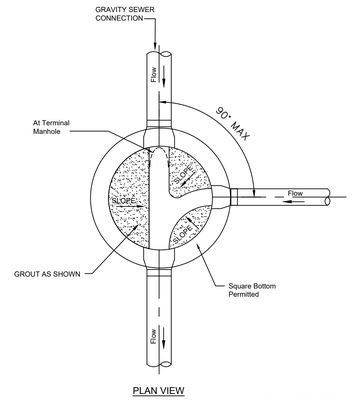

NOTES

1. Precast manhole drop may be approved by City Engineer. Shop drawing submittal required.
2. Drop required when 2' or over.
3. Manholes shall have an interior and exterior coating of at least 15 mils dry thickness PROLO EP214-351 Epoxi-Mastic
4. Polymer concrete manholes are accepted upon review and approval by the City of DeLand Engineering Dept.

SEE S303 FOR PLAN VIEW

DATE: 11/07/2022 **SANITARY MANHOLE** S302

**City of DeLand - Standard Details**

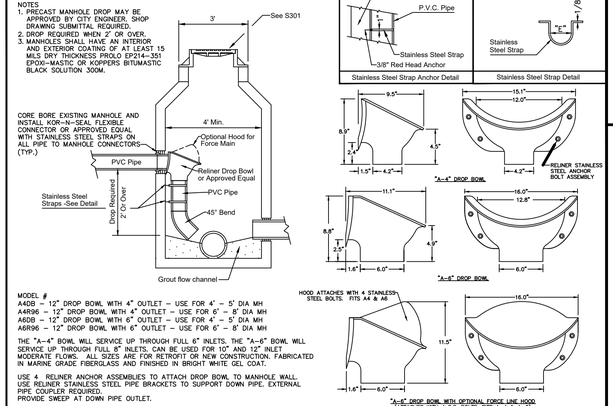



SEE S302 FOR SECTION

DATE: 11/07/2022 **SANITARY MANHOLE** S303

**City of DeLand - Standard Details**

NOTES
1. PRECAST MANHOLE DROP MAY BE APPROVED BY CITY ENGINEER. SHOP DRAWING SUBMITTAL REQUIRED.
2. DROP REQUIRED WHEN 2' OR OVER.
3. MANHOLES SHALL HAVE AN INTERIOR AND EXTERIOR COATING OF AT LEAST 15 MILS DRY THICKNESS PROLO EP214–351 EPOXI–MASTIC OR KOPPERS BITUMASTIC BLACK SOLUTION 30DM.




MODEL #
A4DB – 12" DROP BOWL WITH 4" OUTLET – USE FOR 4' – 5' DIA MH
A4R96 – 12" DROP BOWL WITH 4" OUTLET – USE FOR 6' – 8' DIA MH
A6DB – 12" DROP BOWL WITH 6" OUTLET – USE FOR 4' – 5' DIA MH
A6R96 – 12" DROP BOWL WITH 6" OUTLET – USE FOR 6' – 8' DIA MH

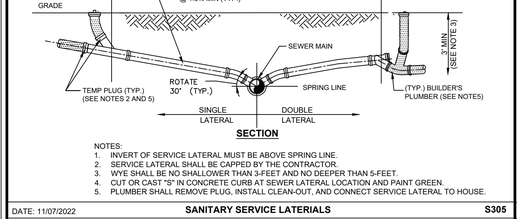
THE "A–4" BOWL WILL SERVICE UP THROUGH FULL 8" INLETS. THE "A–6" BOWL WILL SERVICE UP THROUGH FULL 8" INLETS, CAN BE USED FOR 10" AND 12" INLET MODERATE FLOWS. ALL SIZES ARE FOR RETROFIT OR NEW CONSTRUCTION. FABRICATED IN MARINE GRADE FIBERGLASS AND FINISHED IN BRIGHT WHITE GEL COAT.

USE 4 RELINER ANCHOR ASSEMBLIES TO ATTACH DROP BOWL TO MANHOLE WALL. USE RELINER STAINLESS STEEL PIPE BRACKETS TO SUPPORT DOWN PIPE. EXTERNAL PIPE COUPLER REQUIRED.
PROVIDE SWEEP AT DOWN PIPE OUTLET.




DATE: 11/07/2022 **SANITARY MANHOLE - INSIDE DROP FOR GRAVITY & FORCEMAIN** S304

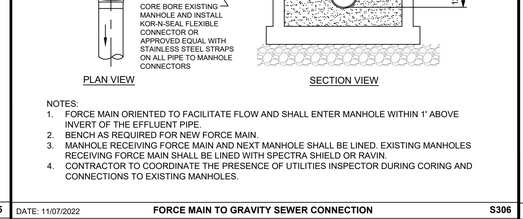
**City of DeLand - Standard Details**




NOTES:
1. INVERT OF SERVICE LATERAL MUST BE ABOVE SPRING LINE.
2. SERVICE LATERAL SHALL BE CAPPED BY THE CONTRACTOR.
3. WYE SHALL BE NO SHALLOWER THAN 3-FEET AND NO DEEPER THAN 5-FEET.
4. CUT OR CAST "S" IN CONCRETE CURB AT SEWER LATERAL LOCATION AND PAINT GREEN.
5. PLUMBER SHALL REMOVE PLUG, INSTALL CLEAN-OUT, AND CONNECT SERVICE LATERAL TO HOUSE.

DATE: 11/07/2022 **SANITARY SERVICE LATERIALS** S305

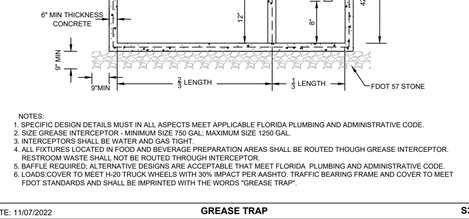
**City of DeLand - Standard Details**




NOTES:
1. FORCE MAIN ORIENTED TO FACILITATE FLOW AND SHALL ENTER MANHOLE WITHIN 1' ABOVE INVERT OF THE EFFLUENT PIPE.
2. BENCH AS REQUIRED FOR NEW FORCE MAIN.
3. MANHOLE RECEIVING FORCE MAIN AND NEXT MANHOLE SHALL BE LINED. EXISTING MANHOLES RECEIVING FORCE MAIN SHALL BE LINED WITH SPECTRA SHIELD OR RAVIN.
4. CONTRACTOR TO COORDINATE THE PRESENCE OF UTILITIES INSPECTOR DURING CORING AND CONNECTIONS TO EXISTING MANHOLES.

DATE: 11/07/2022 **FORCE MAIN TO GRAVITY SEWER CONNECTION** S306

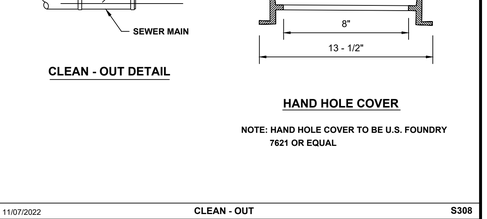
**City of DeLand - Standard Details**




NOTES:
1. SPECIFIC DESIGN DETAILS MUST IN ALL ASPECTS MEET APPLICABLE FLORIDA PLUMBING AND ADMINISTRATIVE CODE.
2. SIZE GREASE INTERCEPTOR - MINIMUM SIZE 750 GAL; MAXIMUM SIZE 1250 GAL.
3. INTERCEPTORS SHALL BE WATER AND GAS TIGHT.
4. ALL FIXTURES LOCATED IN FOOD AND BEVERAGE PREPARATION AREAS SHALL BE ROUTED THOUGH GREASE INTERCEPTOR. RESTROOM WASTE SHALL NOT BE ROUTED THROUGH INTERCEPTOR.
5. BAFFLE REQUIRED. ALTERNATIVE DESIGNS ARE ACCEPTABLE THAT MEET FLORIDA PLUMBING AND ADMINISTRATIVE CODE.
6. LOADS:COVER TO MEET H-20 TRUCK WHEELS WITH 30% IMPACT PER AASHTO. TRAFFIC BEARING FRAME AND COVER TO MEET FDOT STANDARDS AND SHALL BE IMPRINTED WITH THE WORDS "GREASE TRAP".

DATE: 11/07/2022 **GREASE TRAP** S307

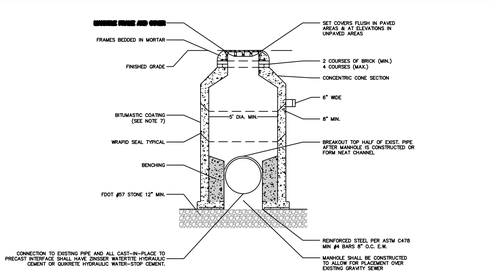
**City of DeLand - Standard Details**




**NOTE: HAND HOLE COVER TO BE U.S. FOUNDRY 7621 OR EQUAL**

DATE: 11/07/2022 **CLEAN - OUT** S308

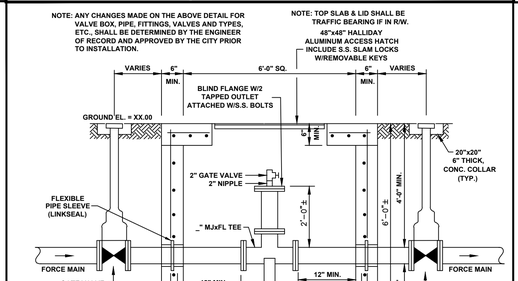
**City of DeLand - Standard Details**




NOTES:
1. DOGHOUSE OPENING MAY ONLY BE USED WHEN PLACING A NEW MANHOLE OVER AN EXISTING LINE; OTHERWISE, THE OPENING MUST BE CAST. SIZE, LOCATION AND ANGLE OF ENTRY SHOULD BE AS REQUIRED BY THE PLANS.
2. OPENINGS IN PRE–CAST UNITS ARE TO BE 4" MINIMUM TO 8" MAXIMUM LARGER THAN THE OUTSIDE DIAMETER OF THE PROPOSED PIPE.
3. MANHOLE COVERS TYPICAL FOR ALL FRAME TYPES.
4. WRAPID SEAL MUST BE USED ON ALL JOINTS, CASTINGS AND RISER RINGS: ON ALL JOINTS ON ROUND AIR RELEASE AND ROUND MANHOLE STRUCTURES.
5. WRAPID SEAL MUST BE USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. MAX. MANHOLE DEPTH SHALL BE 15' TO LOWEST PIPE INVERT.
7. MANHOLES SHALL HAVE AN INTERIOR AND EXTERIOR COATING OF AT LEAST 15 MILS DRY THICKNESS PROLO EP214–351 EPOXI–MASTIC OR KOPPERS BITUMASTIC BLACK SOLUTION 30DM.
8. POLYMER CONCRETE MANHOLES ARE ACCEPTED UPON REVIEW AND APPROVAL BY THE CITY OF DELAND ENGINEERING DEPT.

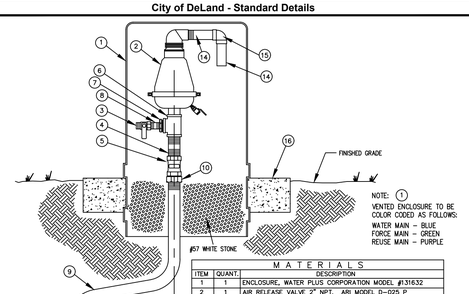
DATE: 11/07/2022 **DOGHOUSE MANHOLE** S309

**City of DeLand - Standard Details**




DATE: 11/07/2022 **POLY PIG LAUNCHER** S310

**City of DeLand - Standard Details**



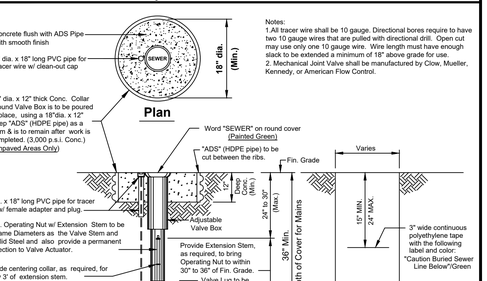

NOTE: (1) VENTED ENCLOSURE TO BE COLOR CODED AS FOLLOWS:
WATER MAIN – BLUE
FORCE MAIN – GREEN
REUSE MAIN – PURPLE

#57 WHITE STONE

| ITEM | QUANT. | DESCRIPTION |
|---|---|---|
| 1 | 1 | ENCLOSURE, WATER PLUS CORPORATION MODEL #131632 |
| 2 | 1 | AIR RELEASE VALVE 2" NPT, ARI MODEL D–025 P |
| | | SEWER AIR RELEASE VALVES SHALL BE ARI MODEL D–025 P |
| | | WATER AIR RELEASE VALVES SHALL BE VALMATIC OR EQUAL |
| 3 | 1 | 1" CURB STOP, (Stainless Steel) |
| 4 | 2 | 2" x 4" NIPPLE, (Stainless Steel) |
| 5 | 1 | 2" CORPORATION STOP |
| 6 | 1 | 2" TEE, (Stainless Steel) |
| 7 | 1 | 2" x 1" REDUCER, (Stainless Steel) |
| 8 | 1 | 1" SHORT NIPPLE, (Stainless Steel) |
| 9 | 1 | 2" POLYTUBE, LENGTH AS REQUIRED |
| 10 | 2 | 2" BRASS ADAPTER |
| 11 | 2 | 2" DOUBLE STRAP TAPPING SADDLE, (Stainless Steel) |
| 12 | 1 | 4" & LARGER PIPE, D.I. OR PVC (DR–18) |
| 13 | 1 | 2" CORPORATION BRASS |
| 14 | 2 | 1–1/2" PIPE, PVC, LENGTH AS REQUIRED |
| 15 | 1 | 1–1/2" x 90° ELBOW, PVC |
| 16 | 1 | 6" CONCRETE SLAB AROUND ENCLOSURE |

DATE: 11/07/2022 **OFFSET AIR RELEASE VALVE** S311

**City of DeLand - Standard Details**




DATE: 11/07/2022 **FORCE MAIN VALVE SETTING** S315

**City of Deland - Standard Details**


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


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

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

CITY DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

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

ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
BENJAMIN SCOTT BECKHAM #79452 PROFESSIONAL ENGINEER
DATE: 10/01/2024
CERTIFICATE OF AUTHORIZATION NO. CA–0007723

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
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| 9 | | |
| 10 | | |
| 11 | | |

TITLE: SANITARY DETAILS
drive letter/details locations
FILE:

PAGE 2 OF 5

JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

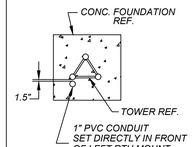
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## SPARE PARTS

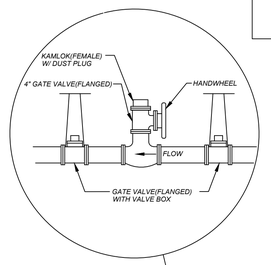
1. VACUUM PUMP AND FLOAT CHECK VALVE
2. CHECK VALVE
3. CW OR CCW IMPELLER
4. PARKER SOLENOID VALVE (25 PSI)
5. MECHANICAL SEAL
6. SONIC START VACUUM DOME HOUSING
7. SONIC START REPLACEMENT PRIME SENSOR

MOTORS:
THE PUMP MOTORS SHALL BE VERTICAL, SOLID SHAFT, NEMA P-BASE, SQUIRREL-CAGE INDUCTION TYPE, SUITABLE FOR 3 PHASE, 60 CYCLE, 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 DESIGN B CHARACTERISTICS. THEY SHALL BE OPEN DRIP-PROOF DESIGN WITH FORCED AIR 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 CLEARLY IDENTIFIED.
THE MOTORS SHALL HAVE 1.15 SERVICE FACTOR. THE SERVICE FACTOR SHALL BE RESERVED THE OWNER'S PROTECTION. THE MOTORS SHALL NOT BE OVERLOADED BEYOND THEIR NAMEPLATE RATING, AT THE DESIGN CONDITIONS, NOR 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 SHAFT RUBOUT SHALL NOT EXCEED 0.003".
THE MOTORS SHAFT SHALL BE EQUAL OR EXCEED THE DIAMETER SPECIFIED UNDER MAIN PUMPS AT ALL POINTS FROM IMMEDIATELY BELOW THE TOP BEARING TO THE TOP OF THE IMPELLER HUB. A BEARING CAP SHALL BE PROVIDED TO HOLD THE BOTTOM MOTOR BEARING IN A FIXED POSITION. BEARING HOUSINGS SHALL BE PROVIDED WITH FITTING FOR LUBRICATION AS WELL AS PURGING OLD LUBRICANT. THE MOTORS SHALL BE FITTED WITH HEAVY LIFTING EYES OR LUGS, EACH CAPABLE OF SUPPORTING THE ENTIRE WEIGHT OF THE PUMP AND MOTOR.

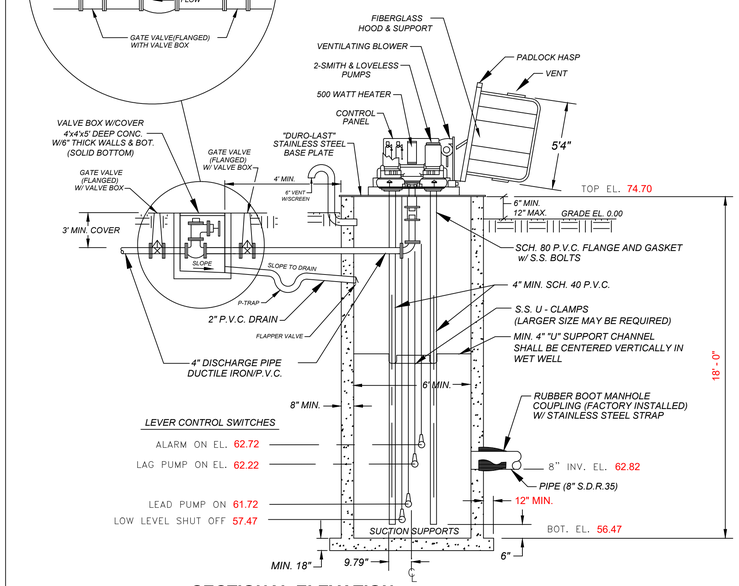



CONDUIT DETAIL

**SECTION "A-A"**
N.T.S.

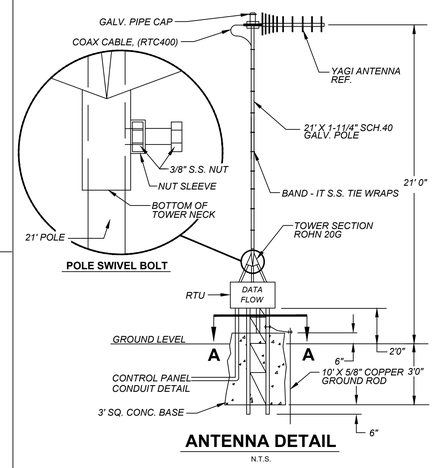



**SEE PAGE 2 & 3 FOR CONTROL PANEL RACK AND SET-UP**

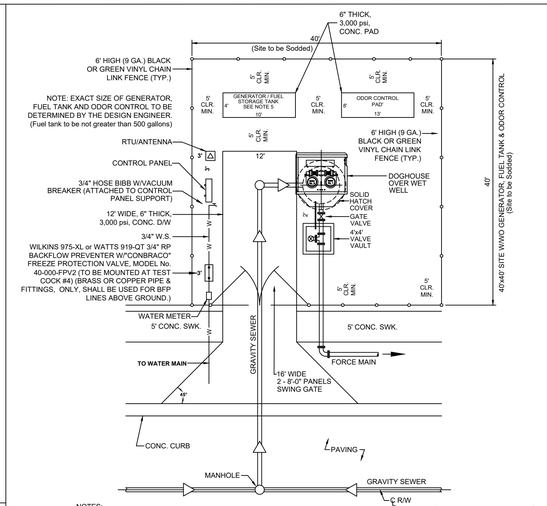



**SECTIONAL ELEVATION**
N.T.S.

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 CATERPILLAR.
3. DIESEL FUEL TANK WITH THREE DAY RUN TIME MIN. (500 Gallon Maximum Storage)
4. AUTOMATIC TRANSFER SWITCH SHALL BE REQUIRED.
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.



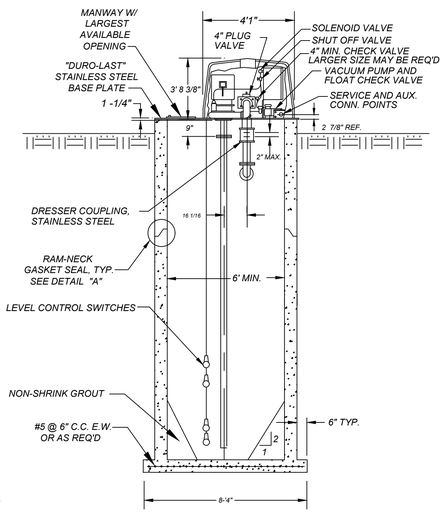

**ANTENNA DETAIL**
N.T.S.



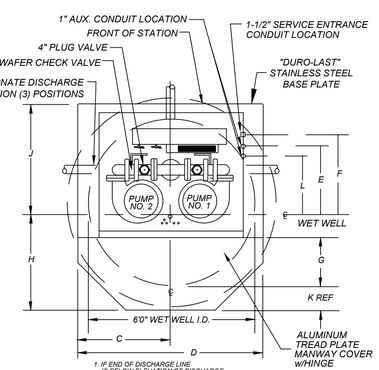

NOTES:
1. MINIMUM 20'-0" ACCESS DRIVEWAY FROM EDGE OF PAVEMENT TO THE GATE SHALL BE PROVIDED ON NON-RESIDENTIAL ROADS.
2. MINIMUM DISTANCE BETWEEN FENCE AND ALL INSTALLED EQUIPMENT SHALL BE 5 FEET UNLESS OTHERWISE NOTED.
3. ALL WORK SHALL BE PER CITY STANDARDS & SPECIFICATIONS.
4. BRASS OR COPPER PIPE & 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 WELLS ARE ACCEPTED UPON REVIEW AND APPROVAL BY THE CITY OF DELAND ENGINEERING DEPT.

NOTE: 40'x40' UTILITY EASEMENT SITE TO BE DEDICATED TO CITY OF DELAND
(also a ingress-engress easement shall be provided to Site if required)

**LIFT STATION SITE PLAN**




**CROSS SECTION**
N.T.S.




1. IF END OF DISCHARGE LINE IS BELOW ELEVATION OF DISCHARGE LINE @ POINT OF LEAVING WET WELL A PRIMING LOOK LOOP MAY BE REQ'D. (CONSULT FACTORY)
2. IF DISCHARGE LINE IS LESS THAN 200' IN LENGTH AN ADDITIONAL CHECK VALVE OR PRIMING LOCK LOOP MAY BE REQ'D. ( CONSULT FACTORY)
3. PROVIDE 60" SLOPE IN WET WELL, AS REQ'D.
4. VOLUME IN GALLONS BETWEEN L.L. ON AND L.L. OFF SHOULD BE EQUAL OR GREATER THAN THE PUMPING RATE IN G.P.M.
5. MAXIMUM CAPACITY - 400 G.P.M.

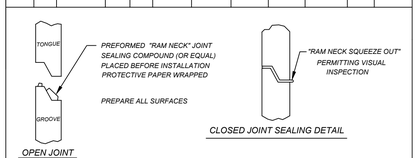
**PLAN VIEW**
N.T.S.
MACH. CHAMBER (SHOWN LESS HOOD)

**GENERAL SITE PLAN NOTES:**

1. BACKFLOW PREVENTER SHALL BE, WILKINS 3/4" 975-XL RP or WATTS 3/4" 919-QT RP , W/ "CONBRACO" FREEZE PROTECTION VALVE, MODEL No. 40-000-FPV2, TO BE MOUNTED AT TEST COCK #4.
2. ALL 3/4" HOSE BIBBS SHALL ALSO HAVE A VACUUM BREAKER.
3. LIFT STATION SITE SHALL BE SODDED.
4. PRIOR TO ACCEPTANCE OF THIS LIFT STATION, CITY STAFF WILL OBSERVE THAT THIS STATION WILL PUMP DOWN TO THE CITY'S SPECIFIED CUT-OFF LEVEL UNDER THE CONDITIONS OF A FULL DISCHARGE PRESSURE SEWER, BEING PRESSURIZED W/ ALL OTHER PUMP STATIONS OPERATING, IF THERE EXISTS A MANIFOLD CONDITION. THE DEVELOPER WILL SUPPLY LABOR AND MATERIALS FOR THIS DEMONSTRATION.
5. DO NOT PLACE TRANSFORMERS OR OTHER APPURTENANCES WITHIN THE DESIGNATED EASEMENT THAT WILL IMPEDE MAINTENANCE ACTIVITIES OF THIS STATION.
6. ORIENTATE THE MANWAY TOWARD THE STREET SIDE FOR EASY ACCESS BY OPERATING & MAINTENANCE PERSONNEL.
7. PROVIDE ADEQUATE PAVING (CONC. OR ASPHALT) 12' WIDE DRIVE FROM STREET TO PUMP STATION FOR SAFE ACCESS OF EMERGENCY GENERATOR, SEWER CLEANER, AND OTHER MAINTENANCE VEHICLES.
8. FENCE WITH 6' HIGH COMMERCIAL GRADE CYCLONE FENCE, USING TWO 8 FOOT GATES . FENCE SHOULD BE LOCATED IN SUCH A WAY AS NOT TO INTERFERE WITH ANY PANEL DOORS OR HATCH OPENINGS, AND GATE POSITIONED TO ALLOW EASY ACCESS TO WET WELL. (BLACK OR GREEN VINYL COATED), (REFER TO SITE PLAN)
9. A 40' x 40' TRACT SHALL BE DEDICATED TO THE CITY OF DELAND FOR THE LIFT STATION SITE.
10. PROVIDE "DURO-LAST" STAINLESS STEEL BASE PLATE ON LIFT STATION.
11. BRASS OR COPPER PIPE & FITTINGS, ONLY, SHALL BE USED FOR BFP & HOSE BIBBS AND LINES ABOVE GROUND.
12. ALL SEWER AIR RELEASE VALVES SHALL BE 2" A.R.I. MODEL D-025TPO2.
13. MIN. 2'x2' AROUND AND 6' CLEARANCE ABOVE METER

CONTROLS:
THE CONTROL EQUIPMENT SHALL BE MOUNTED IN A NEMA TYPE 1 STEEL ENCLOUSURE WITH A REMOVABLE ACCESS COVER. THE CIRCUIT BREAKERS, STARTER RESET BUTTONS, AND CONTROL SWITCHES SHALL BE OPERABLE WITHOUT REMOVING THE ACCESS COVER, FOR DEADFRONT OPERATION.
A GFCI TYPE CONVENIENCE OUTLET SHALL BE PROVIDED ON THE SIDE OF THE CABINET FOR OPERATION OF 120 VOLT AC DEVICES. THERMAL MAGNETIC AIR CIRCUIT BREAKERS SHALL BE PROVIDED FOR BRANCH DISCONNECT SERVICE AND SHORT CIRCUIT PROTECTION OF ALL MOTOR CONTROL AND AUXILIARY CIRCUITS.
MAGNETIC ACROSS-THE-LINE STARTERS WITH UNDER-VOLTAGE RELEASE AND OVERLOAD COILS FOR EACH PHASE SHALL BE PROVIDED FOR EACH PUMP MOTOR TO GIVE POSITIVE PROTECTION. EACH SINGLE-PHASE AUXILIARY MOTOR SHALL BE EQUIPPED WITH AN OVER-CURRENT PROTECTION DEVICE IN ADDITION TO THE BRANCH CIRCUIT BREAKER, OR SHALL BE IMPEDANCE PROTECTED. ALL SWITCHES SHALL BE LABELED AND A CODED WIRING DIAGRAM SHALL BE PROVIDED.
TO CONTROL THE OPERATION OF THE PUMPS WITH VARIATIONS OF LIQUID LEVEL IN THE WET WELL, A MINIMUM OF FOUR (4) DISPLACEMENT SWITCHES SHALL BE PROVIDED. A 30' CORD SHALL BE PROVIDED WITH EACH SWITCH. THE CORD SHALL HAVE A CORROSION-RESISTANT VINYL JACKET AND BE MULTI-STRANDED IN ORDER TO PREVENT FATIGUE.
AN AUTOMATIC ALTERNATOR WITH MANUAL SWITCH SHALL BE PROVIDED TO CHANGE THE SEQUENCE OF OPERATION OF THE PUMPS EVERY EIGHT HOURS. ALTERNATING THE PUMPS AT LESS THAN EIGHT HOUR INTERVALS WILL NOT BE ACCEPTABLE. PROVISIONS SHALL ALSO BE MADE FOR THE PUMPS TO OPERATE IN PARALLEL SHOULD THE LEVEL IN THE WET WELL CONTINUE TO RISE ABOVE THE STARTING LEVEL FOR THE LAG PUMP.

| WET WELL DIA. | DIM "A" | DIM "B" | DIM "C" | DIM "D" | DIM "E" | DIM "F" | DIM "G" | DIM "H" | DIM "J" | DIM "K" | DIM "L" |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6'- 0" | 2" | 1'-1 13/16" | 3'-4" | 6'-8" | 2'-1 3/8" | 2'-5 7/8" | 1'-8" | 3'-10" | 3'-5 1/2" | 10" | 1'-8 7/8" |




**DETAIL "A"**
N.T.S.

**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

** PUMP INFO: PUMPS SHALL BE SMITH & LOVELESS MODEL 4C3B*1, 1,760 RPM, 40 HP, 12.125" IMPELLER.

** NOTE: ALL TEXT IN RED HAS BEEN MODIFIED BY MADDEN, MOORHEAD & STOKES, LLC FOR THE PURPOSE OF PROVIDING DIMENSIONAL INFORMATION SPECIFIC TO THIS PROJECT.

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

CITY DETAILS
FOR
SUMMIT PLACE
CITY OF DELAND FLORIDA

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

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

TITLE: SANITARY LIFT STATION
PAGE 3 OF 5
FILE: LIFTSTATION.dwg

| NO. | DATE | REVISIONS |
|---|---|---|
| 1 | 08/06/24 | UPDATE PUMP HP TO MATCH DESIGN CALC |
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DR HORTON
10192 DOWDEN ROAD
ORLANDO, FL 32832
(407) 650-5200

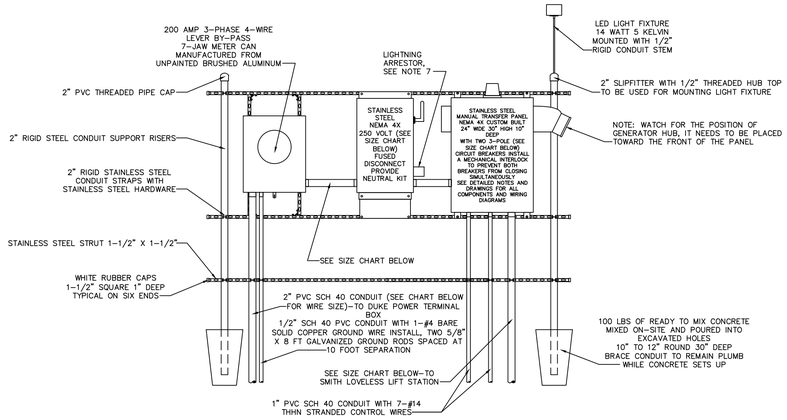
ENGINEER: BENJAMIN S. BECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM No. 79452
DATE: September 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C914

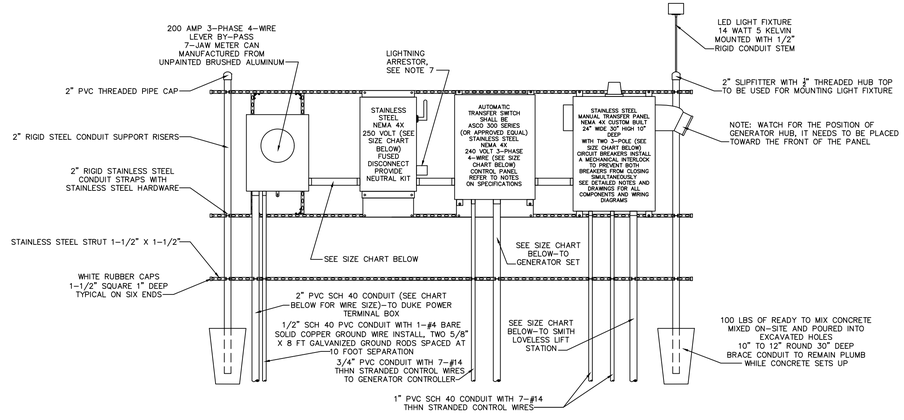
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## DETAIL "A"

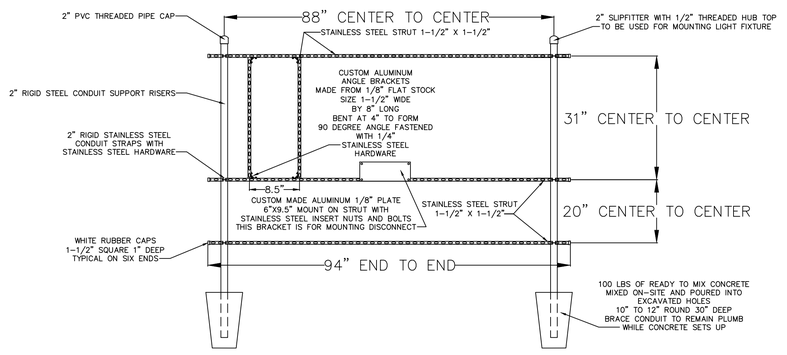



## 240 VOLT POWER RACK WITHOUT GENERATOR

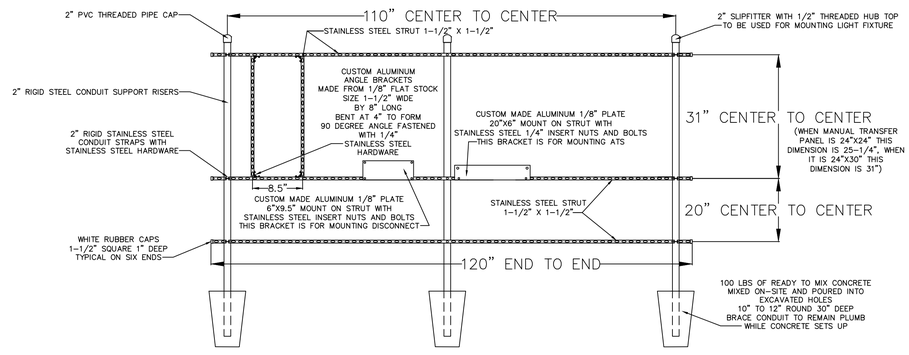
## DETAIL "B"




## 240 VOLT POWER RACK WITH GENERATOR AUTOMATIC TRANSFER SWITCH




## RACK FRAMING DETAILS
## 240 VOLT WITHOUT AUTOMATIC TRANSFER SWITCH




## RACK FRAMING DETAILS
## 240 VOLT WITH AUTOMATIC TRANSFER SWITCH

*CONTROL GENERATOR RECEPTACLE PANEL*

*1. 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.*
*2. MAIN BREAKER : SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.*
*3. EMERGENCY BKR.: SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.*
*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 JAAB-10, 20 DEG. ADAPTER*
*7. LIGHTNING ARRESTOR: HEAVY DUTY, SQUARE D P/N SDSA3650*
*8. PHASE MONITOR: DIVERSIFIED P/N 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. HWA RELAY: SQUARE D OR OMRON, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL*
*11. ALARM HORN: RED, WHEELOCK P/N 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/SIL: SQUARE D, WEATHER PROOF MOUNTED ON EXTERIOR OF ENCLOSURE.*
*14. ENCL. BACKPLATE: ALUMINUM, 12 GAUGE*
*15. TERMINAL STRIP: BUCHANON P/N 0625*
*16. GROUND LUG: BUCHANON P/N 824*
*17. NEUTRAL LUG: BUCHANON P/N 824*
*18. MAIN LOAD LUG: SQUARE D P/N U3*
*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 DWG.: 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.*

## 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*

TITLE:

PAGE 4 OF 5

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

SCALE: *NOT TO SCALE* DATE: *11/07/2022* CHECKED BY:

DRAWN BY: *ERIC SAMPSON*

FILE: *LIFT_STATION_DETAILS_A_B.dwg*

# SANITARY LIFT STATION


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 DOWDEN ROAD
ORLANDO, FL 32832
(407) 856-3200


ENGINEER: BENJAMIN S. BECKHAM LICENSE No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN S. BECKHAM No. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

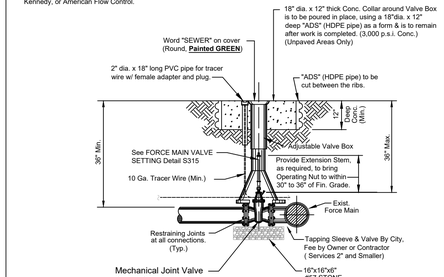
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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C915

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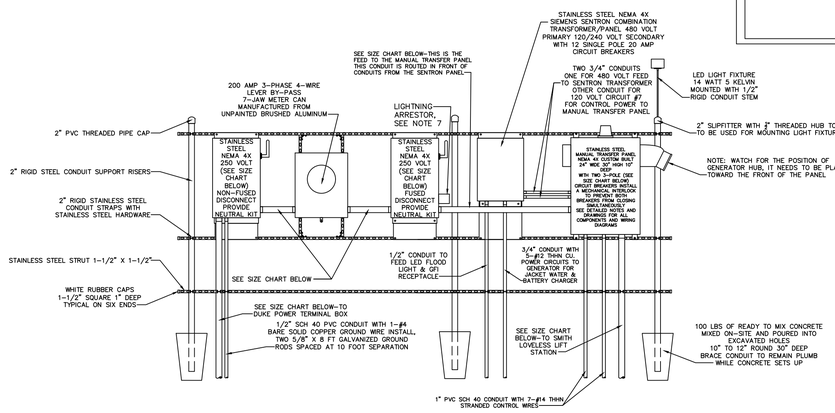
Notes:
1.All tracer wire shall be 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire. Wire length must have enough slack to be extended a minimum of 18" above grade for use.
2. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.




Note:
For Wet Taps larger than 2", Sleeves & Valves will be furnished and installed by the contractor in the presence of the city inspector. Tapping sleeve shall be Ford, Romac, or JCM stainless steel only.

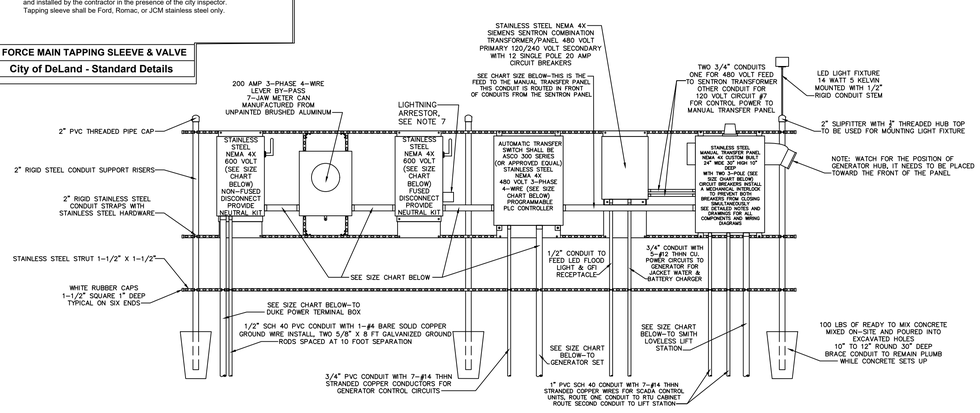
**FORCE MAIN TAPPING SLEEVE & VALVE**
**City of DeLand - Standard Details**

## DETAIL "C"

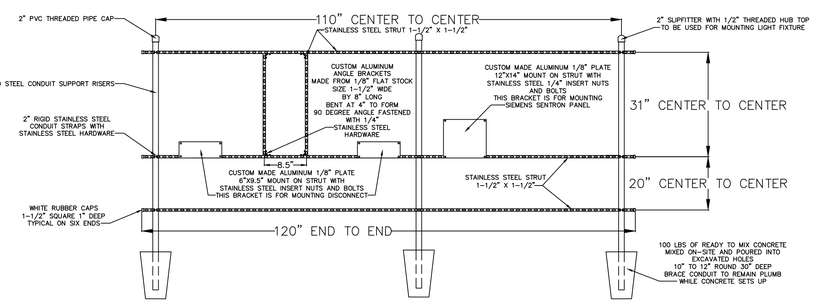



## 480 VOLT POWER RACK WITHOUT GENERATOR AUTOMATIC TRANSFER SWITCH

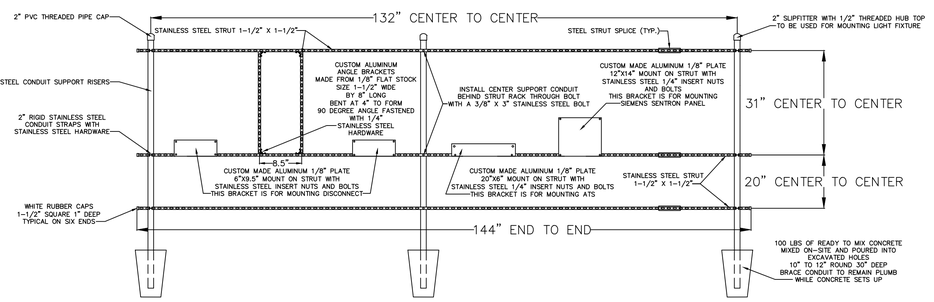
## DETAIL "D"




## 480 VOLT POWER RACK WITH GENERATOR WITH AUTOMATIC TRANSFER SWITCH




## RACK FRAMING DETAILS 480 VOLT WITHOUT AUTOMATIC TRANSFER SWITCH




## RACK FRAMING DETAILS 480 VOLT WITH AUTOMATIC TRANSFER SWITCH

*CONTROL GENERATOR RECEPTACLE PANEL*

1. 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.
2. MAIN BREAKER : SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.
3. EMERGENCY BKR.: SQUARE D HEAVY DUTY SIZED PROPERLY FOR FULL LOAD OF STATION PLUS 25%.
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 JAAB-10, 20 DEG. ADAPTER
7. LIGHTNING ARRESTOR: HEAVY DUTY, SQUARE D P/N SDASA3650, OR INTERMATIC AG503C 600V.
8. PHASE MONITOR: DIVERSIFIED P/N 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. HWA RELAY: SQUARE D OR OMRON, 8 PIN DOUBLE POLE, DOUBLE THROW WIRED TO RTU TERMINAL.
11. ALARM HORN: RED, WHEELOCK P/N 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/SIL: SQUARE D, WEATHER PROOF MOUNTED ON EXTERIOR OF ENCLOSURE.
14. ENCL. BACKPLATE: ALUMINUM, 12 GAUGE
15. TERMINAL STRIP: BUCHANON P/N 0625
16. GROUND LUG: BUCHANON P/N 824
17. NEUTRAL LUG: BUCHANON P/N 824
18. MAIN LOAD LUG: SQUARE D P/N U3
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 DWG.: 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.

## 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 | 460 VOLT |
| 1 | 17.6 | 15.3 | 7.6 |
| 1-1/2 | 21.8 | 18.9 | 9.5 |
| 2 | 25.9 | 22.5 | 11.3 |
| 3 | 33.1 | 28.8 | 14.5 |
| 5 | 47.7 | 41.4 | 20.7 |
| 7-1/2 | 65.3 | 56.7 | 28.4 |
| 10 | 80.8 | 70.2 | 35.1 |
| 15 | 117.0 | 101.7 | 50.9 |
| 20 | 148.1 | 128.7 | 64.4 |
| 25 | 190.44 | 160.2 | 80.1 |
| 30 | 215.3 | 187.2 | 93.6 |
| 40 | --- | --- | 120.6 |
| 50 | --- | --- | 150.0 |

## 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 | 460 VOLT |
| 1 | 27.3 | 23.7 | 11.9 |
| 1-1/2 | 33.3 | 28.9 | 14.5 |
| 2 | 39.3 | 34.1 | 17.1 |
| 3 | 49.6 | 43.2 | 21.6 |
| 5 | 70.6 | 61.4 | 30.7 |
| 7-1/2 | 96.1 | 83.5 | 41.8 |
| 10 | 118.5 | 103.0 | 51.5 |
| 15 | 170.9 | 148.5 | 74.3 |
| 20 | 215.7 | 187.5 | 93.8 |
| 25 | --- | --- | 116.5 |
| 30 | --- | --- | 136.0 |
| 40 | --- | --- | 175.0 |
| 50 | --- | --- | 217.3 |

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

PAGE 5 OF 5

TITLE: *SANITARY LIFT STATION*

FILE: *LIFT_STATION_DETAILS_C_D.dwg*

DRAWN BY: *ERIC SAMPSON*

SCALE: *NOT TO SCALE*

DATE: *11/07/2022*

CHECKED BY:

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

CITY DETAILS FOR SUMMIT PLACE CITY OF DELAND FLORIDA

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

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

ENGINEER: BENJAMIN J. BECKHAM LICENSE NO. 79452 STATE OF FLORIDA PROFESSIONAL ENGINEER
BENJAMIN J. BECKHAM 79452 PROFESSIONAL ENGINEER
DATE: 6/6/2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

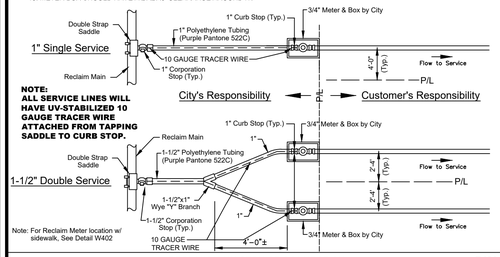
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JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

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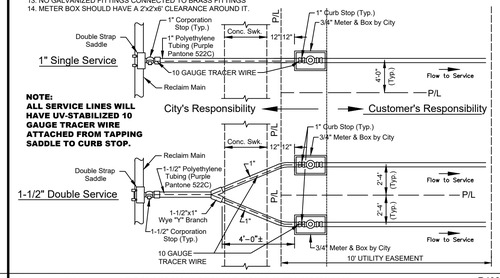
NOTES:
1. RECLAIM MAINS TO BE ON SOUTH or WEST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" AND LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. ALL 3/4", 1", 1-1/2", & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (PURPLE) POLYETHYLENE TUBING.
12. ALL BRASS FITTINGS SHALL BE LEAD FREE.
13. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS.
14. PLANTINGS AND OBSTRUCTIONS SHOULD BE AVOIDED WITHIN 3 FT. RADIUS FOR SERVICE ACTIVITY.
15. METER BOX SHOULD HAVE A 2'X2'X6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **RECLAIM MAIN SERVICE CONNECTION** R401

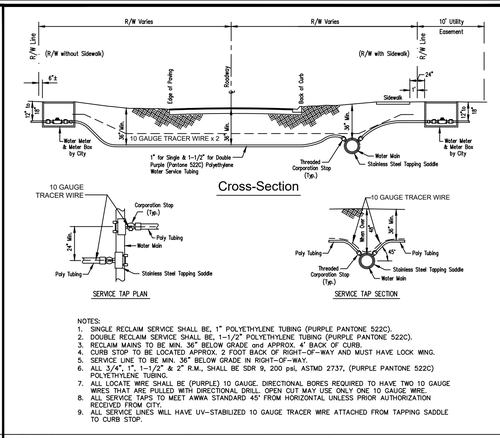
**City of DeLand - Standard Details**

NOTES:
1. RECLAIM MAINS TO BE ON SOUTH or WEST SIDE OF R.O.W., APPROX. 4 FT. BACK OF CURB UNLESS OTHERWISE AUTHORIZED BY CITY ENGINEER.
2. SERVICE CONNECTIONS TO BE 4 FT. FROM SIDE LOT LINE ON EITHER SIDE OF LOT. THESE SERVICES TO BE CONSISTENT WITHIN THE SUBDIVISION. DRIVEWAYS SHALL NOT BE BUILT OVER METERS.
3. ALL LINES SHALL BE PRESSURE TESTED (TEST FOR TWO HOURS @ 150 P.S.I.) UNDER THE DIRECTION OF THE UTILITIES DEPARTMENT. AFTER SUCCESSFUL COMPLETION OF THE TESTING, THE PRESSURE SHALL REMAIN ON THE SYSTEM AT ALL TIMES.
4. TEN FT. SEPARATION REQUIRED BETWEEN PARALLEL WATER & SANITARY SEWER LINES.
5. SADDLE IS REQUIRED FOR ALL SERVICE CONNECTIONS TO 4" PVC MAINS. SADDLE IS REQUIRED FOR 2" SERVICE CONNECTIONS TO 6" AND LARGER PVC MAINS. LARGEST SERVICE CONNECTION TO A 4" MAIN IS MIN. 1-1/2" and LARGEST TO ANY MAIN IS 2".
6. MINIMUM DISTANCE BETWEEN SERVICE TAPS TO BE NOT LESS THAN 36".
7. SINGLE SERVICE TAP SHALL BE 1".
8. DOUBLE SERVICE TAP SHALL BE 1-1/ 2".
9. ALL FITTINGS SHALL BE BRASS ONLY.
10. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY.
11. ALL 3/4", 1", 1-1/2", & 2" W.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (PURPLE) POLYETHYLENE TUBING.
12. ALL BRASS FITTINGS SHALL BE LEAD FREE.
13. NO GALVANIZED FITTINGS CONNECTED TO BRASS FITTINGS
14. METER BOX SHOULD HAVE A 2'x2'x6' CLEARANCE AROUND IT.




DATE: 11/07/2022 **RECLAIM MAIN SERVICE CONN. WITH SIDEWALK** R402

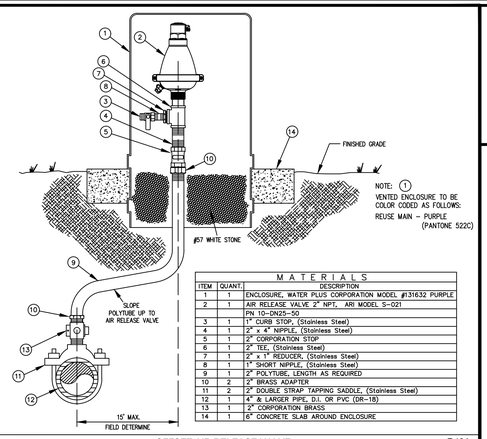
**City of DeLand - Standard Details**




NOTES:
1. SINGLE RECLAIM SERVICE SHALL BE, 1" POLYETHYLENE TUBING (PURPLE PANTONE 522C).
2. DOUBLE RECLAIM SERVICE SHALL BE, 1-1/2" POLYETHYLENE TUBING (PURPLE PANTONE 522C).
3. RECLAIM MAINS TO BE MIN. 36" BELOW GRADE and APPROX. 4' BACK OF CURB.
4. CURB STOP TO BE LOCATED APPROX. 2 FOOT BACK OF RIGHT-OF-WAY AND MUST HAVE LOCK WING.
5. SERVICE LINE TO BE MIN. 36" BELOW GRADE IN RIGHT-OF-WAY.
6. ALL 3/4", 1", 1-1/2" & 2" R.M., SHALL BE SDR 9, 200 psi, ASTMD 2737, (PURPLE PANTONE 522C) POLYETHYLENE TUBING.
7. ALL LOCATE WIRE SHALL BE (PURPLE) 10 GAUGE. DIRECTIONAL BORES REQUIRED TO HAVE TWO 10 GAUGE WIRES THAT ARE PULLED WITH DIRECTIONAL DRILL. OPEN CUT MAY USE ONLY ONE 10 GAUGE WIRE.
8. ALL SERVICE TAPS TO MEET AWWA STANDARD 45° FROM HORIZONTAL UNLESS PRIOR AUTHORIZATION RECEIVED FROM CITY.
9. ALL SERVICE LINES WILL HAVE UV-STABILIZED 10 GAUGE TRACER WIRE ATTACHED FROM TAPPING SADDLE TO CURB STOP.

DATE: 11/07/2022 **RECLAIM MAIN SERVICE LINES** R403

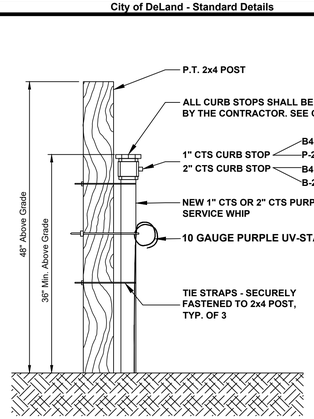
**City of DeLand - Standard Details**




| ITEM | QUANT. | DESCRIPTION |
|---|---|---|
| 1 | 1 | ENCLOSURE, WATER PLUS CORPORATION MODEL #131632 PURPLE |
| 2 | 1 | AIR RELEASE VALVE 2" NPT, ARI MODEL S-021 PN 10-DN25-50 |
| 3 | 1 | 1" CURB STOP, (Stainless Steel) |
| 4 | 1 | 2" x 4" NIPPLE, (Stainless Steel) |
| 5 | 1 | 2" CORPORATION STOP |
| 6 | 1 | 2" TEE, (Stainless Steel) |
| 7 | 1 | 2" x 1" REDUCER, (Stainless Steel) |
| 8 | 1 | 1" SHORT NIPPLE, (Stainless Steel) |
| 9 | 1 | 2" POLYTUBE, LENGTH AS REQUIRED |
| 10 | 2 | 2" BRASS ADAPTER |
| 11 | 2 | 2" DOUBLE STRAP TAPPING SADDLE, (Stainless Steel) |
| 12 | 1 | 4" & LARGER PIPE, D.I. OR PVC (DR-18) |
| 13 | 1 | 2" CORPORATION BRASS |
| 14 | 1 | 6" CONCRETE SLAB AROUND ENCLOSURE |

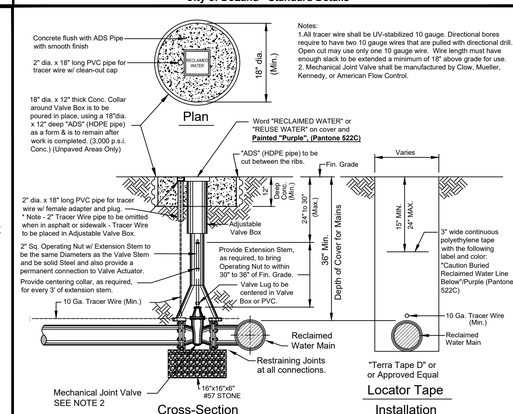
DATE: 11/07/2022 **OFFSET AIR RELEASE VALVE** R421

**City of DeLand - Standard Details**




DATE: 11/07/2022 **NEW REUSE SERVICE WHIP** R426

**City of DeLand - Standard Details**




Notes:
1.All tracer wire shall be UV-stabilized 10 gauge. Directional bores require to have two 10 gauge wires that are pulled with directional drill. Open cut may use only one 10 gauge wire. Wire length must have enough slack to be extended a minimum of 18" above grade for use.
2. Mechanical Joint Valve shall be manufactured by Clow, Mueller, Kennedy, or American Flow Control.

DATE: 11/07/2022 **RECLAIMED WATER VALVE SETTING** R450

**City of DeLand - Standard Details**




DATE: 11/07/2022 **3" AND ABOVE RECLAIMED METER SET** R453

**City of DeLand - Standard Details**

1. THE CITY OF DeLand's UTILITIES DEPARTMENT (386-626-7250) SHALL BE GIVEN A MINIMUM OF 48 HOURS ADVANCE NOTICE (NOT INCLUDING HOLIDAYS OR WEEKENDS) PRIOR TO the BEGINNING OF ANY RECLAIMED WATER SYSTEM CONSTRUCTION.
2. DEWATERING SHALL BE PROVIDED TO KEEP GROUNDWATER ELEVATION A MINIMUM OF 6 INCHES BELOW PROPSED RECLAIMED WATER MAIN.
3. ALL RECLAIMED WATER MAINS SHALL BE LAID ON A FIRM FOUNDATION WITH ALL UNSUITABLE MATERIAL (MUCK, ROCK, COQUINA, ETC.) REMOVED AND REPLACED WITH CLEAN GRANULAR MATERIAL.
4. TRENCHES SHALL BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE CITY WITH A MINIMUM COMPACTION OF 95% IN UNPAVED AREAS AND 98% IN PAVED AREAS IN ACCORDANCE WITH AASHTO T-180.
5. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT TRENCH COMPACTION TESTS ARE PROVIDED AT POINTS 1 FOOT ABOVE THE PIPE AND AT 1 FOOT VERTICAL INTERVALS TO FINISH GRADE, AT A MINIMUM SPACING OF EVERY 300 FEET
6. 3" METALLIZED PIPE LOCATION TAPE SHALL BE LOCATED BETWEEN 15" AND 24" BELOW FINISHED GRADE OR AS SPECIFIED BY MANUFACTURER FOR ALL PVC LINES. MARKER TAPE SHALL BE PROVIDED ON ALL DIPS AS WELL.
7. ALL SINGLE RESIDENTIAL RECLAIMED WATER SERVICES SHALL BE 1" AND DOUBLE RESIDENTIAL SERVICES SHALL BE 1-1/2". SERVICES SHALL BE CTS 3408 HIGH DENSITY POLYETHYLENE TUBING RATED FOR A MINIMUM OF 200 PSI WITH SDR 9 (CTS). THE TUBING SHALL HAVE A VIRGIN HIGH DENSITY POLYETHYLENE CENTER FOR WHICH THE MANUFACTURER SHALL FURNISH A CERTIFICATE OF PURITY. THE TUBING SHALL BE "PURPLE" (PANTONE) IN COLOR AND SHALL HAVE THE WORDS "RECLAIMED WATER" PERMANENTLY PRINTED ON THE OUTSIDE. THE TUBING SHALL HAVE U.V. PROTECTION AND SHALL NOT BE AFFECTED BY DIRECT SUNLIGHT. THE TUBING SHALL COMPLY WITH OR EXCEED THE APPLICABLE STANDARDS OF A.S.D.M. D1248, D3350, D2239, D2737, N.S.F.-14 AND A.W.W.A. C901 AND SHALL COME WITH A LIFETIME WARRANTY. APPROVED SIZES: 1", 1-1/2" AND 2" DIAMETERS. ACCEPTABLE MANUFACTURERS: ENDOT ENDOCORE RWT OR APPROVED EQUAL
8. REFER TO "NEW POTABLE AND REUSE SERVICE WHIP" R426.
9. RECLAIMED WATER VALVES SHALL BE PLACED AT ALL STREET INTERSECTIONS AND AT MAXIMUM SPACING OF 1,000 FEET.
10. AT ALL RECLAIMED WATER MAIN TEES AND CROSSES, VALVES SHALL BE INSTALLED ON ALL LEGS EXCEPT ONE.
11. APPROVED WATER VALVE TYPES MUELLER OR CLOW:
    A. STANDARD GATE VALVES EQUAL TO OR LESS THAN 24" DIAMETER (AWWA C-500) OR RESILIENT SEAT GATE VALVES (AWWA C-509)
    B. TAPPING VALVES WITH MECHANICAL OR STAINLESS STEEL TAPPING SLEEVE.
12. ALL RECLAIMED WATER VALVES SHALL BE ADJUSTED TO FINISH GRADE AND THE CAPS SHALL BE PAINTED PURPLE (PANTONE 522C) TO MAKE THEM PLAINLY DISTINGUISHABLE.
13. AS STANDARD PRACTICE RECLAIMED WATER MAINS SHALL BE INSTALLED 4 FEET OFF THE BACK OF THE CURB ON THE OPPOSITE SIDE OF THE POTABLE WATER LINES OR AS APPROVED BY THE CITY.

DATE: 11/07/2022 **RECLAIMED WATER NOTES - 1 OF 3** R460

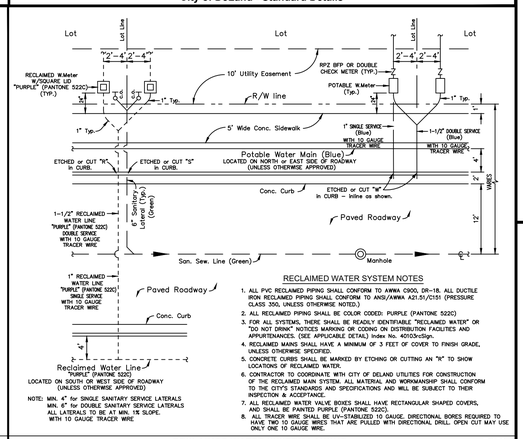
**City of DeLand - Standard Details**




NOTES:
1. Sign background shall be white, letters shall be black (Helivetica, Swiss 721, corel, or acceptable equal) and border shall be Pantone Purple 522C.
2. Height of sign will depend on location and surrounding landscape plant types. In all cases, the sign shall visable to the public.
3. Engineering grade refective materials shall be used for sign.
4. Sign materials shall be of 0.040 gauge metal.
5. Sign post shall be 2-3/8" OD steel pipe, hot dip galvanized per ASTM A-123, post to be provided by customer.
6. Mounting hardware shall be stainless steel.
7. Signs shall be place by the contractor in accordance with the City approved plans and/ or as approved by the City. (e.g.) Sign should be posted by entrance to subdivision, storage grounds, irrigation pumps, gate entrances to school facility or game fields, and first and ninth Tees at Golf courses.
8. Public notification should be in HOA document and City Reclaimed Water Brochure with meter application.

DATE: 11/07/2022 **RECLAIMED WATER SIGNAGE** R451

**City of DeLand - Standard Details**




RECLAIMED WATER SYSTEM NOTES
1. ALL PVC RECLAIMED PIPING SHALL CONFORM TO AWWA C900, DR-18. ALL DUCTILE IRON RECLAIMED PIPING SHALL CONFORM TO ANSI/AWWA A21.51/C151 (PRESSURE CLASS 350, UNLESS OTHERWISE NOTED.)
2. ALL RECLAIMED PIPING SHALL BE COLOR CODED: PURPLE (PANTONE 522C)
3. FOR ALL SYSTEMS, THERE SHALL BE READILY IDENTIFIABLE "RECLAIMED WATER" OR "DO NOT DRINK" NOTICES MARKING OR CODING ON DISTRIBUTION FACILITIES AND APPURTENANCES. (SEE APPLICABLE DETAIL) Index No. 40103x<Sign.
4. RECLAIMED MAINS SHALL HAVE A MINIMUM OF 3 FEET OF COVER TO FINISH GRADE, UNLESS OTHERWISE SPECIFIED.
5. CONCRETE CURBS SHALL BE MARKED BY ETCHING OR CUTTING AN "R" TO SHOW LOCATIONS OF RECLAIMED WATER.
6. CONTRACTOR TO COORDINATE WITH CITY OF DELAND UTILITIES FOR CONSTRUCTION OF THE RECLAIMED MAIN SYSTEM. ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE CITY'S STANDARDS AND SPECIFICATIONS AND WILL BE SUBJECT TO THEIR INSPECTION & ACCEPTANCE.
7. ALL RECLAIMED WATER VALVE BOXES SHALL HAVE RECTANGULAR SHAPED COVERS, AND SHALL BE PAINTED PURPLE (PANTONE 522C).
8. ALL TRACER WIRE SHALL BE UV-STABILIZED 10 GAUGE. DIRECTIONAL BORES REQUIRED TO HAVE TWO 10 GAUGE WIRES THAT ARE PULLED WITH DIRECTIONAL DRILL. OPEN CUT MAY USE ONLY ONE 10 GAUGE WIRE.

DATE: 11/07/2022 **RECLAIMED WATER SYSTEM LAYOUT** R452

**City of DeLand - Standard Details**

25. MAXIMUM OBTAINABLE SEPARATION OF PUBLIC RECLAIMED WATER MAINS, STORMWATER MAINS, AND SANITARY SEWER MAINS SHALL BE MAINTAINED. A MINIMUM HORIZONTAL SEPARATION OF THREE (3) FEET (OUTSIDE TO OUTSIDE), TEN (10) FEET PREFERRED. A MINIMUM VERTICAL SEPARATION OF SIX (6) INCHES, IF WATER MAIN IS ABOVE STORM, SAN. SEW. & RECLAIMED MAINS. A MINIMUM VERTICAL SEPARATION OF EIGHTEEN (18) INCHES, IF WATER MAIN IS BELOW STORM, SAN. SEW. & RECLAIMED MAINS. (Ref Detail W420)
26. NO RECLAIMED WATER HOSE BIBBS ARE PERMITTED.
27. A 75-FOOT SETBACK DISTANCE SHALL BE PROVIDED FROM PUBLIC ACCESS REUSE WETTED AREAS TO ANY PUBLIC AND ANY PRIVATE POTABLE WATER SUPPLY WELLS.
28. LOW TRAJECTORY NOZZLES ARE REQUIRED WITHIN 100 FEET OF PUBLIC EATING, DRINKING OR BATHING FACILITIES.
29. ALL TAPPING OF MAINS SHALL BE PERFORMED BY THE CONTRACTOR AND WITNESSED BY THE CITY INSPECTOR. SCHEDULING OF THESE CONNECTIONS SHALL REQUIRED A MINIMUM 48 HOUR NOTIFICATION (MEASURED ON NORMAL WORK DAYS) DIRECTED TO THE CITY'S DESIGNATED SITE INSPECTOR WHO SHALL COORDINATE THE WORK DIRECTLY WITH THE CITY'S UTILITIES DEPARTMENT. SUBSEQUENTLY, THE CONNECTION SHALL BE SCHEDULED TO COMMENCE BETWEEN 7:00 A.M. AND NOON ON THE APPROPRIATE DAY, UNLESS ALTERNATE TIMES HAVE BEEN APPROVED BY THE CITY.
30. WITH RESPECT TO TIE-IN CONNECTIONS, THE CITY RESERVES THE RIGHT TO REQUIRE CONNECTIONS TO BE PERFORMED DURING PERIODS OF LOW FLOW IN ORDER TO MINIMIZE SERVICE DISRUPTION TO EXISTING CUSTOMERS.
31. ALL WORK PERFORMED UPON RECLAIMED WATER FACILITIES OWNED OR PROPOSED TO BE OWNED BY THE CITY, SHALL BE CONSTRUCTED BY AN UNDERGROUND UTILITY OR GENERAL CONTRACTOR LICENSED IN THE STATE OF FLORIDA AND REGISTERED WITH THE CITY.
32. FOR CONSTRUCTION PURPOSES, THE PLANS SHALL PROVIDE DIMENSION OF THE PROPOSED LOCATIONS OF ALL RECLAIMED WATER MAINS MEASURED FROM THE BACK OF CURB (OR EDGE OF PAVEMENT IF NO CURB EXISTS).
33. ALL HDPE PIPE RECLAIMED WATER MAINS SHALL BE SDR 11 UNLESS SPECIFICALLY NOTED OTHERWISE. THE HDPE PIPE SHALL BE SIZED TO MATCH THE EXTERNAL DIAMETER OF THE PVC OR DIP TO WHICH IT IS ATTACHED.
34. ALL P.V.C. PIPE SHALL BE STORED IN SUCH A WAY AS TO PREVENT WARPING, DEFLECTION, OR ANY DEFORMATION.
35. RECLAIMED WATER HYDRANTS ARE NOT ALLOWED BY THE CITY.
36. NO USED, RE-USED, RUSTED, SECOND HAND, OR ANY MATERIAL THAT IS NOT "NEW" SHALL BE USED IN ANY UTILITY IMPROVEMENT PROJECTS WITHIN THE CITIES SERVICE AREA.
37. LARGE RECLAIMED WATER METERS GREATER THAN 2" TAKES A MINIMUM OF 6 WEEKS FOR DELIVERY. IN ADDITION, ALL METERS AND VAULTS GREATER THAN 2" SHALL BE INSTALLED BY THE OWNER/ DEVELOPER OR CONTRACTOR. THE FEE COLLECTED BY THE CITY IS FOR MATERIALS ONLY. ALL METERS, 2" AND LESS, SHALL BE INSTALLED BY THE CITY, AFTER ALL FEES HAVE BEEN PAID.
38. TYPICALLY, THE CITY PREFERS DOUBLE SERVICE INSTALLATIONS WHEREVER FEASIBLE. WHEN DESIGN CONFLICTS EXIST, SINGLE SERVICES MAY BE ALLOWED. THIS MAY APPLY AT STORMWATER INLETS, FIRE HYDRANTS, FPL TRANSFORMERS, ETC. AND OTHER LOCATIONS DEEMED APPROPRIATE BY THE CITY.
39. ALL RECLAIMED WATER VALVE BOXES SHALL HAVE RECTANGULAR SHAPED COVERS, AND SHALL BE PAINTED "PURPLE" (PANTONE 522C) AND LABELED REUSE OR RECLAIM.
40. NO DIRECTIONAL BORES ON FRIDAYS, WEEKENDS OR HOLIDAYS. PULL BACKS ARE ALLOWED.

NOTE: DIP = DUCTILE IRON PIPE

DATE: 11/07/2022 **RECLAIMED WATER NOTES - 2 OF 3** R461

**City of DeLand - Standard Details**

DATE: 11/07/2022 **RECLAIMED WATER NOTES - 3 OF 3** R462

**City of DeLand - Standard Details**


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


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

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

CITY DETAILS FOR SUMMIT PLACE
CITY OF DELAND FLORIDA


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


ENGINEER: BENJAMIN S. BECKHAM
LICENSE No. 79452
STATE OF FLORIDA
BENJAMIN S. BECKHAM
LICENSE NUMBER 79452
PROFESSIONAL ENGINEER
DATE: 2024.09.12 14:23:19 -04'00'
CERTIFICATE OF AUTHORIZATION NO. CA-00007723

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TITLE: RECLAIMED WATER DETAILS
FILE: drive letter/details locations

JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTJ
DRAWN BY: JTJ
APPROVED BY: BSB

C917

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## 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 used as follow:

- 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

## 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

**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

## 3M DYNATEL LOCATING AND MARKING ELECTRONIC MARKER SYSTEM:

### 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: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | ACCESS NETWORK: xDSL, LONG-HAUL/METRO |
| | LOOP NETWORK: OUTDOOR |
| | WIRELESS NETWORK: BACKHAUL |

### 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: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | ACCESS NETWORK: xDSL, LONG-HAUL/METRO |
| | LOOP NETWORK: OUTDOOR |
| | WIRELESS NETWORK: BACKHAUL |

### 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: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | ACCESS NETWORK: xDSL, LONG-HAUL/METRO |
| | 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.

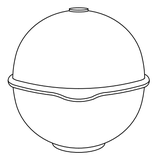
**Featured Benefits**

- 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: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | 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: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | 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 |
| RoHS 2011/65/EU Compliant: | UNDETERMINED |
| RoHS EU Comments: | CONTACT 3M FOR INFORMATION |
| Solution for: | ACCESS NETWORK: FTTH/FTTB/CATV |
| | ACCESS NETWORK: xDSL, LONG-HAUL/METRO |
| | LOOP NETWORK: OUTDOOR |
| | 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

TITLE: UTILITY MARKER BALL LOCATERS

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
CITY OF DELAND
FLORIDA

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

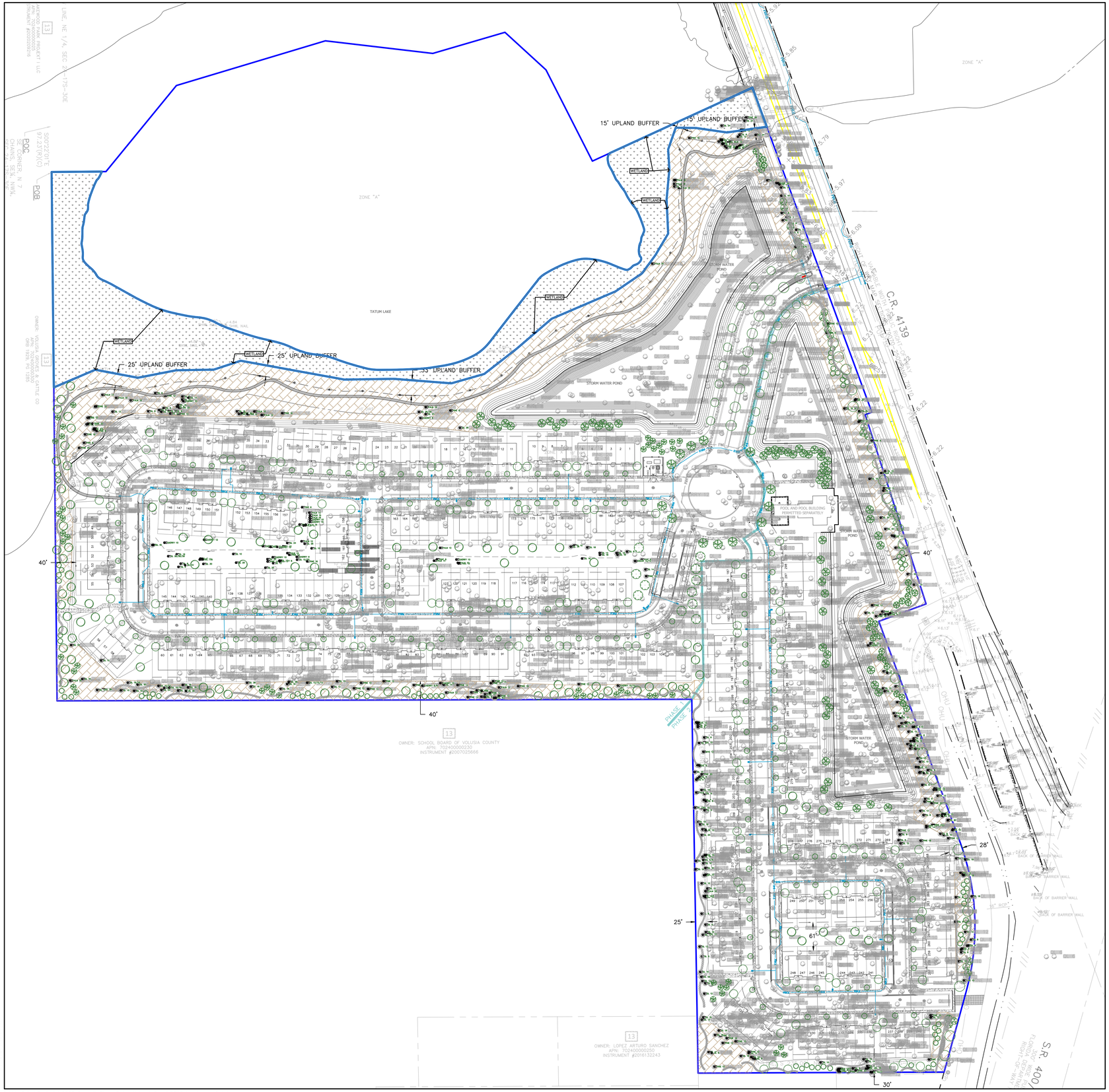
ENGINEER: BENJAMIN S. BECKHAM
LICENSE NO. 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: SEPTEMBER 12, 2024
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

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|---|---|---|
| 1 | 3/16/23 | REV. PER CITY OF DELAND COMMENTS DATED 3/9/23 |
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| | DATE | REVISIONS |

H:\Data\21MM\21086-Summit Place\Eng\Final\21086_C900 CITY DETAILS.dwg September 12, 2024 2:23 PM

JOB # 21086
DATE: 02/20/23
SCALE: N/A
DESIGNED BY: JTT
DRAWN BY: JTT
APPROVED BY: BSB

C918




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9/17/2024 8:52:24 AM

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# 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 |
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| 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* 1


100 0 50 100 200

1 inch = 100 Ft

This plan may have been reduced in size. Verify before scaling dimensions

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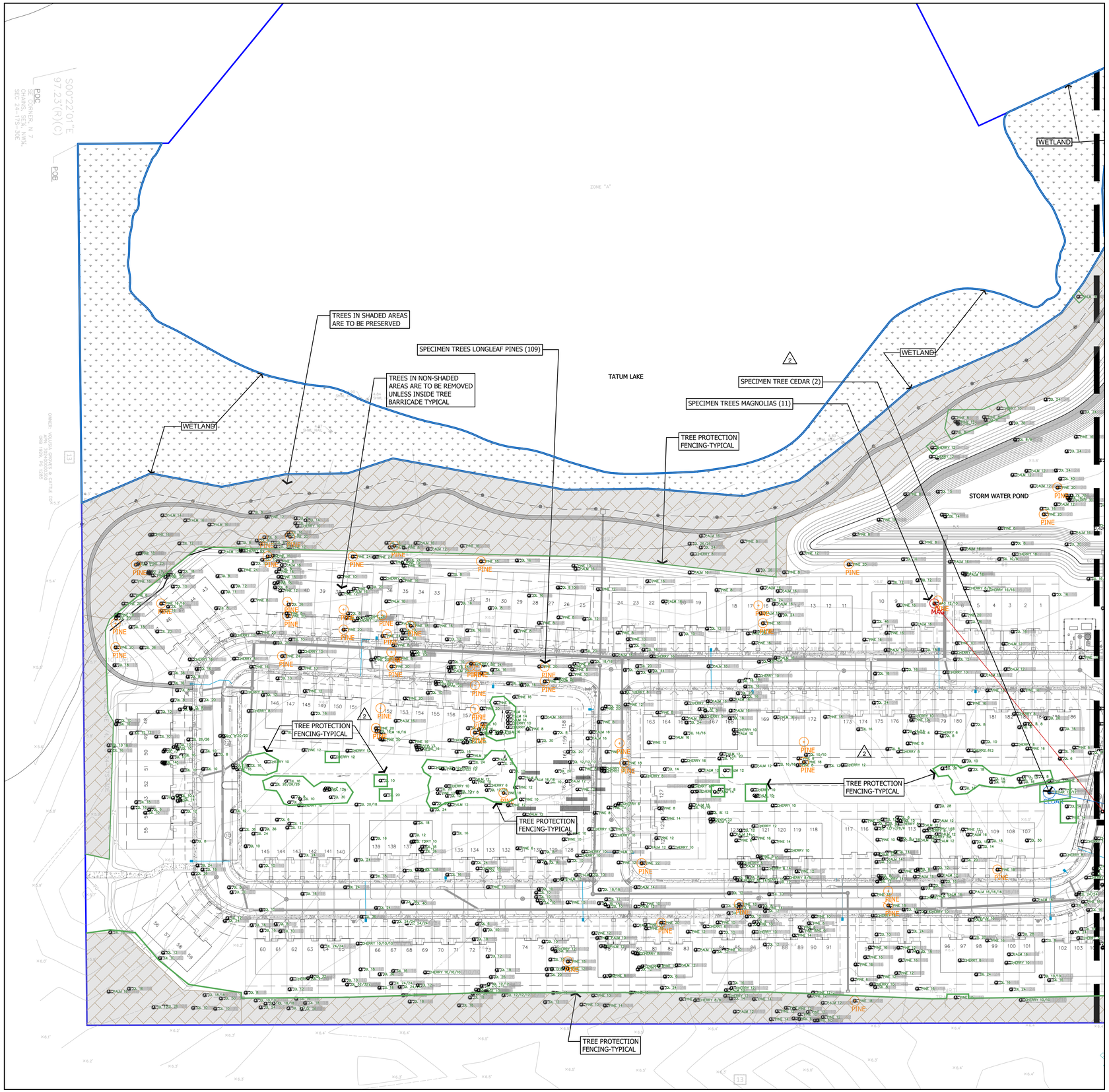
**SUMMIT PLACE**
**DeLand/DR Horton**

**OVERALL PLAN**

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

SCALE AS INDICATED

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TREE PROTECTION REQUIREMENTS

~Per City of DeLand Land Development Code, Section 33-57.05,
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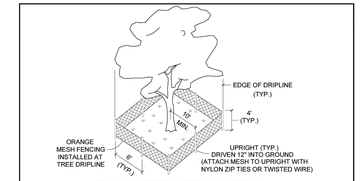
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TYP. CITY TREE BARRICADE DETAIL

N.T.S.

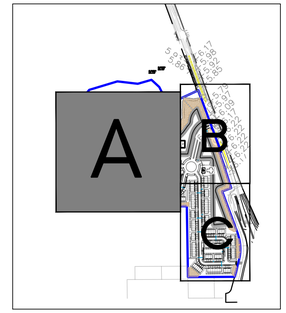
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*FOR THE BARRIER THE CITY RECOMMENDS SAFETY BARRICADE FENCING.*

*NOTE: EXISTING TREES IN LANDSCAPE BUFFER SHALL ALSO BE PROTECTED.*

| DATE: JANUARY 11, 2024 | TREE BARRICADE DETAIL | M112 |
|---|---|---|
| | City of DeLand - Standard Details | |

2 1




KEY MAP

1" = 800'

## LEGEND

- TREE BARRICADE-TYPICAL REFER TO DETAIL
- 71401 PINE 14 — EXISTING TREE/SPECIES/DBH TO REMAIN SHOWN IN SHADED AREA ON THE PLAN OR INSIDE TREE BARRICADE FENCING 2
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- CEDAR — SPECIMEN CEDAR TREES (2 ON SITE)/1 REMOVED 2
- 71025 QL 12 — EXISTING TREE/SPECIES/DBH REMOVED
- WETLANDS 2
- TREE PROTECTION AREA

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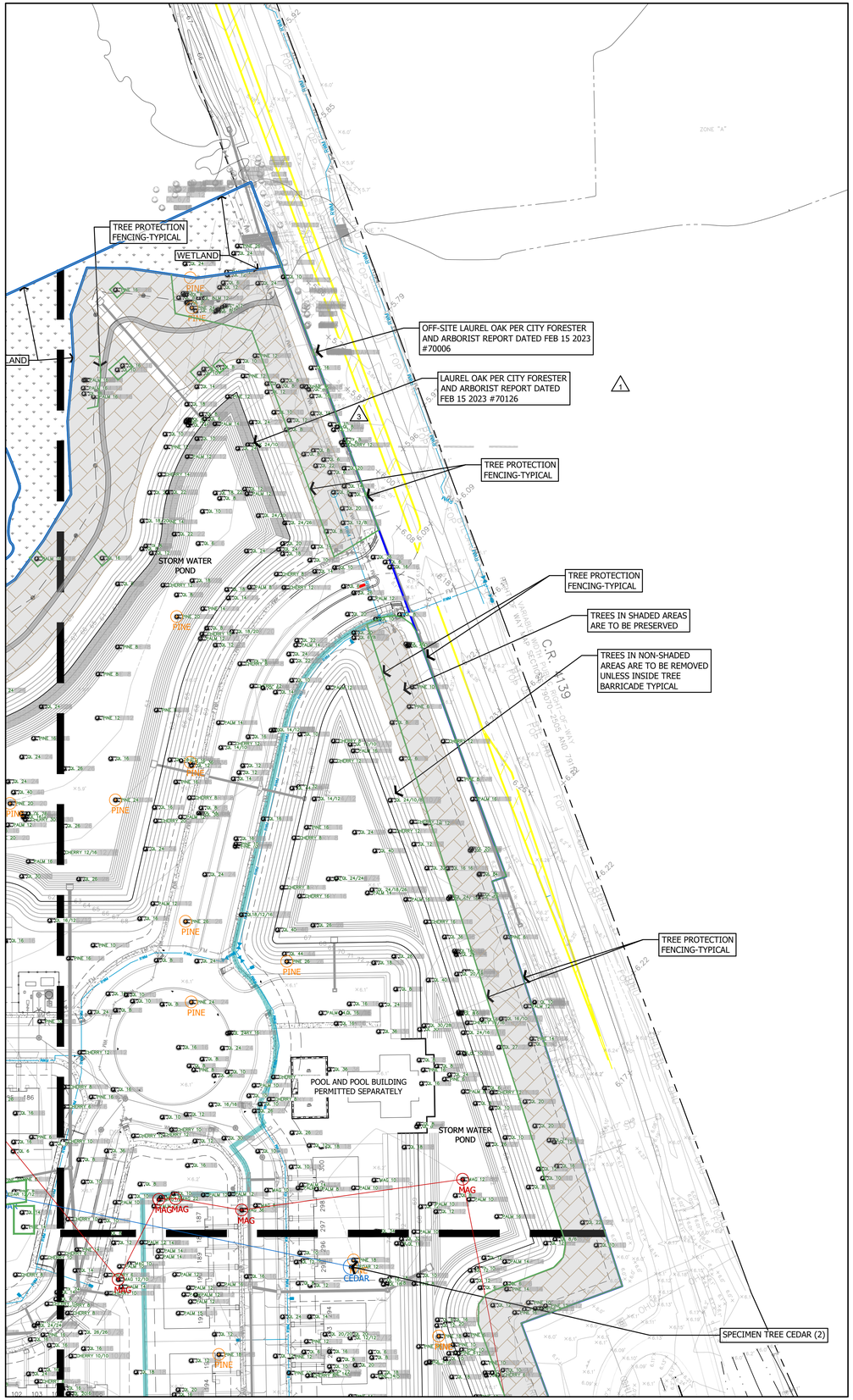
**SUMMIT PLACE**
**DeLand/DR Horton**

**TREE PROTECTION PLAN**

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

SCALE AS INDICATED

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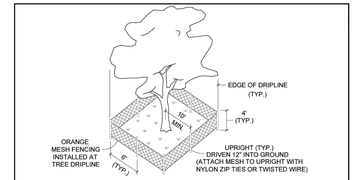
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TYP. CITY TREE BARRICADE DETAIL

N.T.S.

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| DATE: JANUARY 11, 2024 | TREE BARRICADE DETAIL | M112 |
|---|---|---|
| | City of DeLand - Standard Details | |

△2 △1

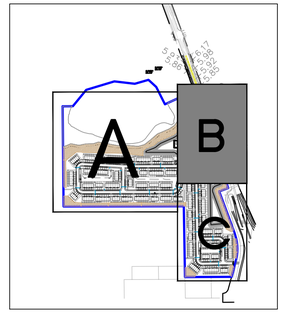
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KEY MAP
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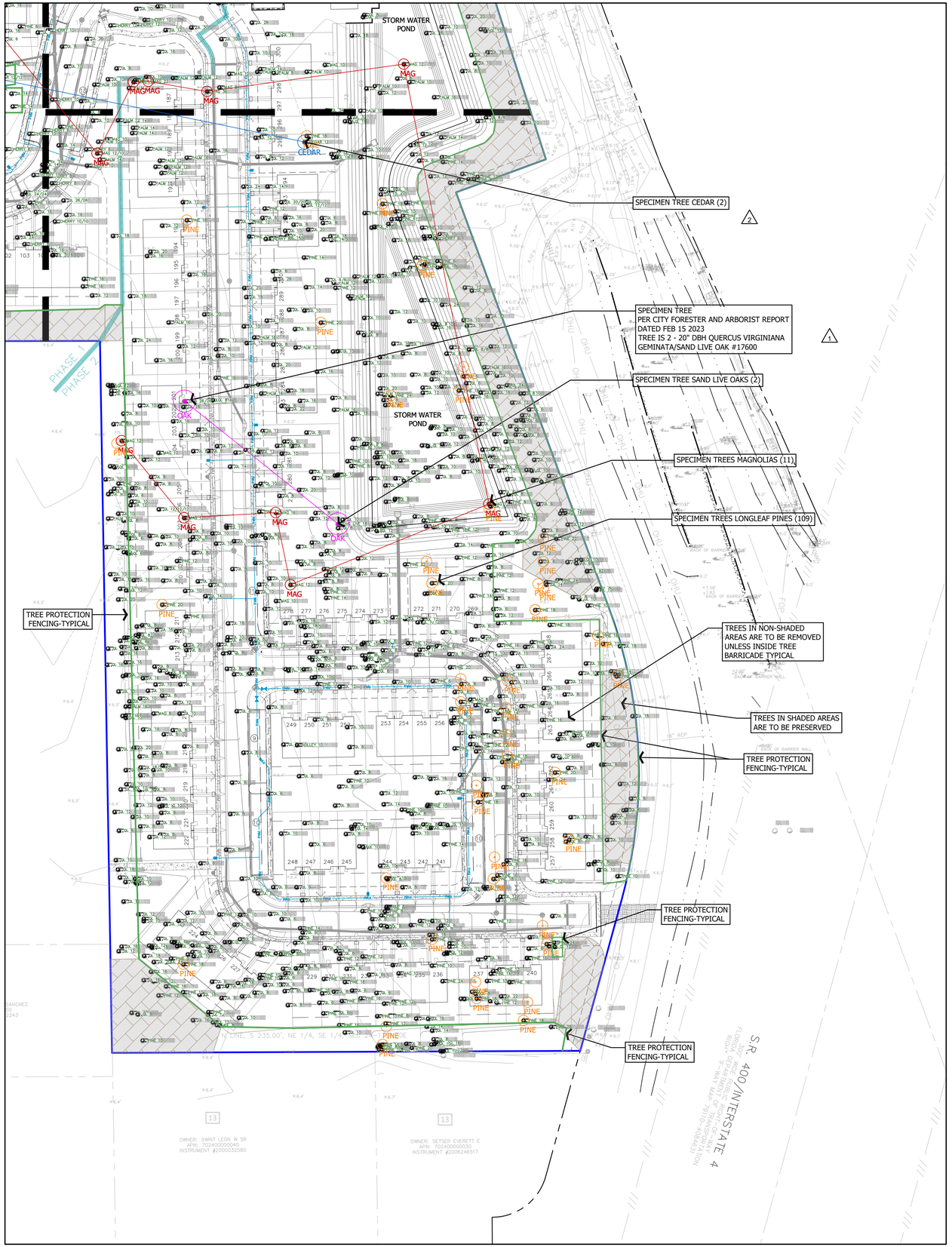
**SUMMIT PLACE**
**DeLand/DR Horton**

**TREE PROTECTION PLAN**

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

SCALE AS INDICATED

T2




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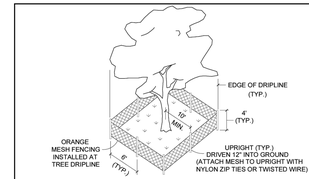
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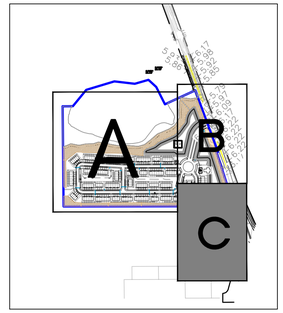
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DATE: JANUARY 11, 2024 — **TREE BARRICADE DETAIL** — **M112**

**City of DeLand - Standard Details**

△2 △1




KEY MAP

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**SUMMIT PLACE**
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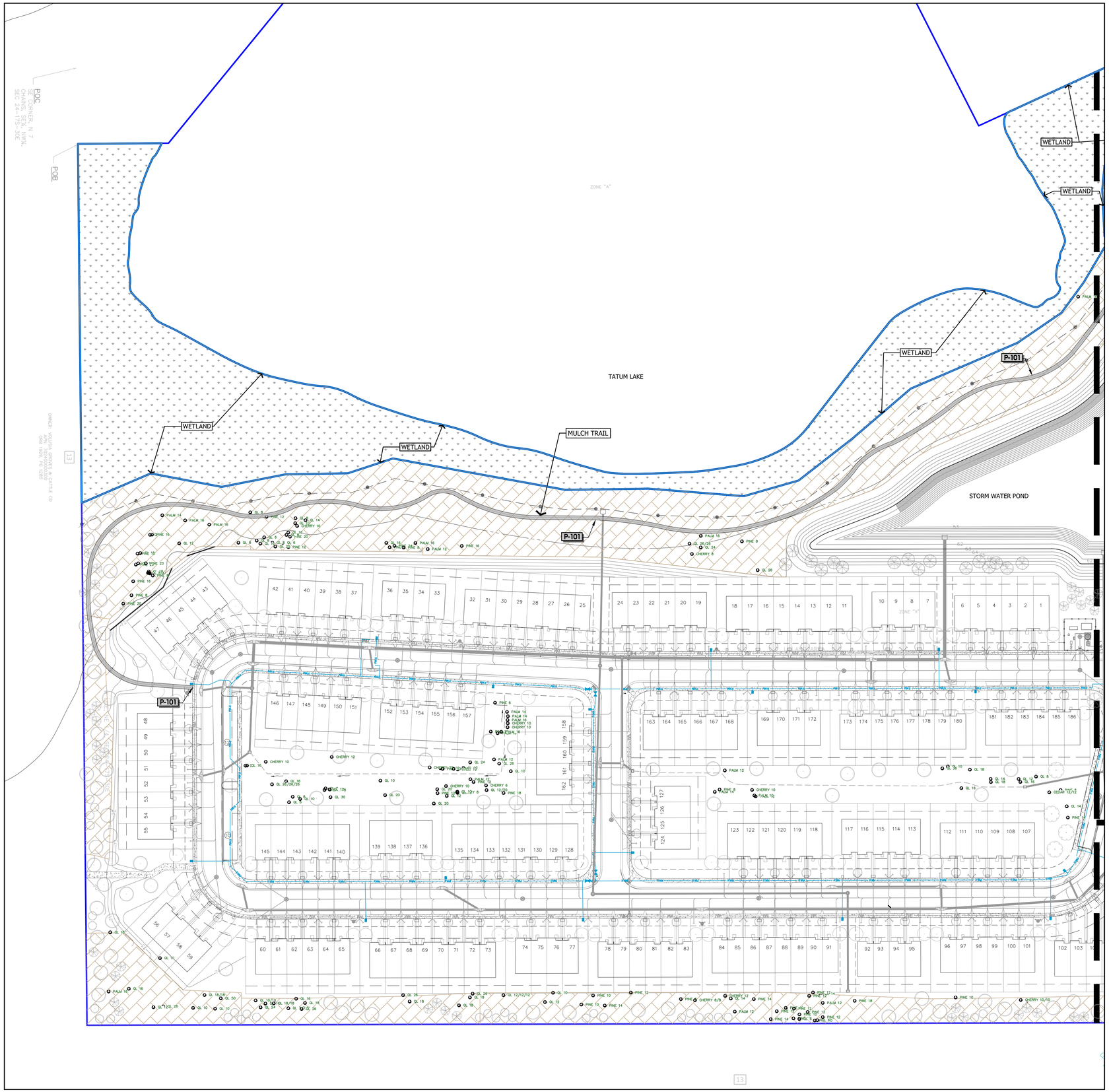
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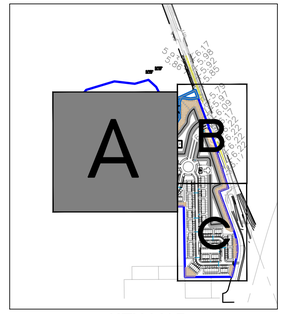
T3


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KEY MAP

1" = 800'

*REMOVED FENCE* 3

| PAVEMENTS SCHEDULE | |
|---|---|
| SYMBOL | DESCRIPTION |
| P-101 | 5` WIDE MULCH TRAIL<br>SEE DETAIL<br>AVOID EXISTING TREES WHEN LAYING OUT TRAIL |

1

NOTES:

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

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Seal

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

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| 4 | CITY COMMENTS | 09/16/2024 |

| ISSUED | |
|---|---|
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| FEBRUARY 20, 2024 | CITY OF DELAND |
| APRIL 30, 2024 | CITY OF DELAND |

**SUMMIT PLACE**
**DeLand/DR Horton**

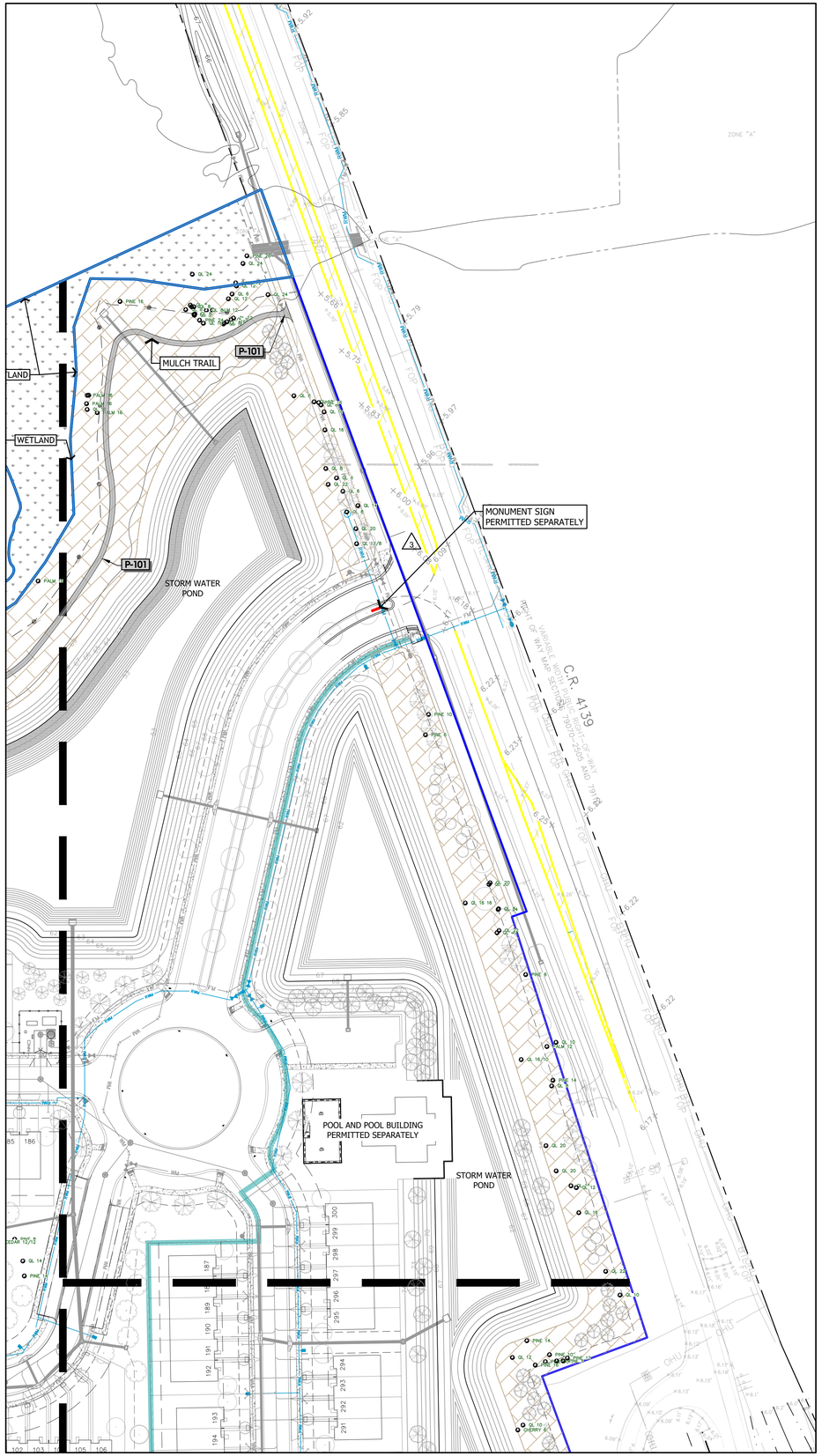
**HARDSCAPE PLAN**

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

SCALE AS INDICATED

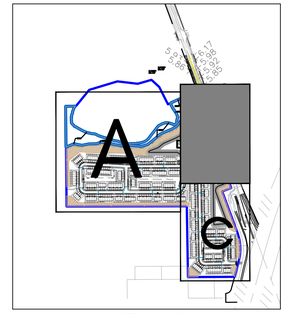
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KEY MAP
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1

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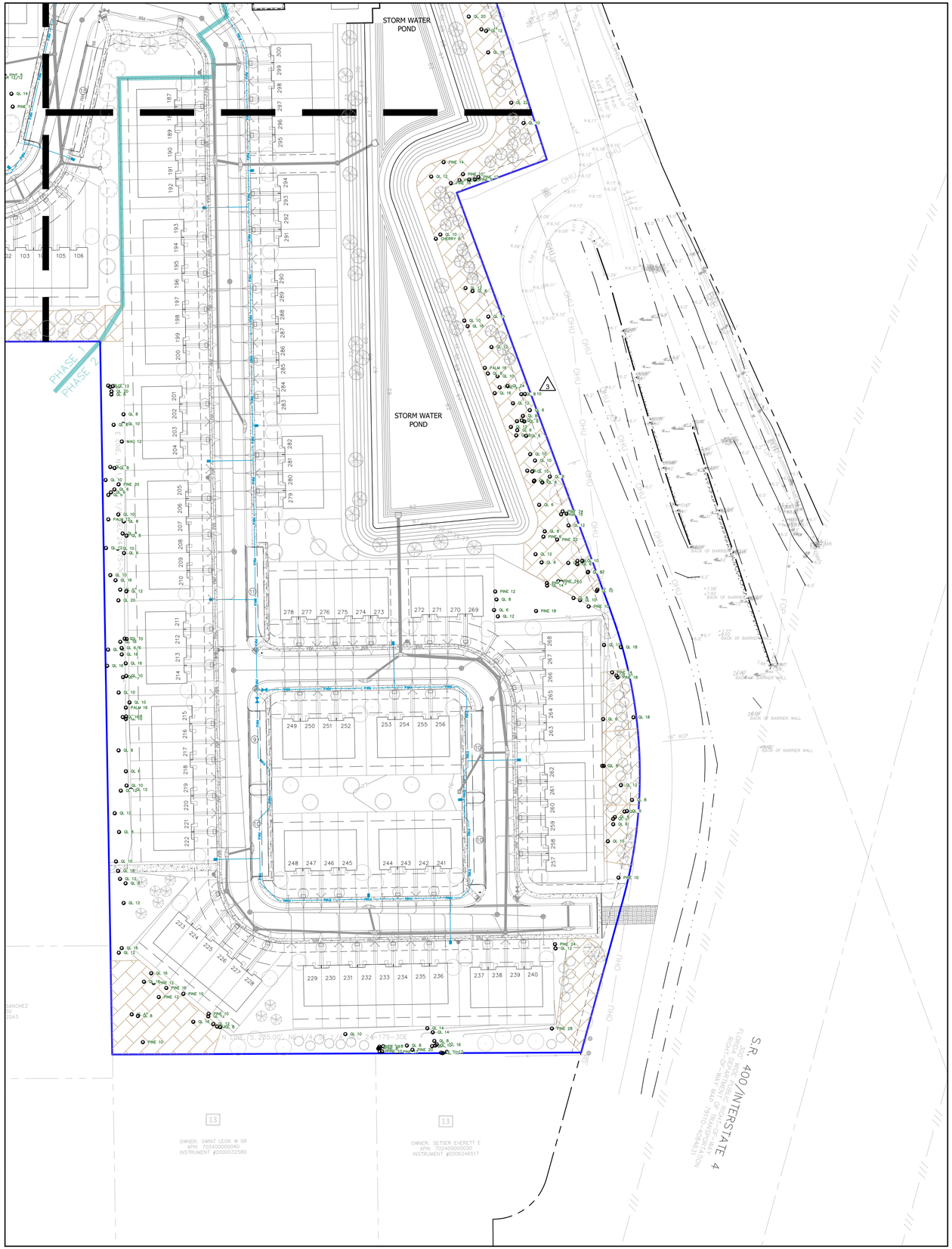
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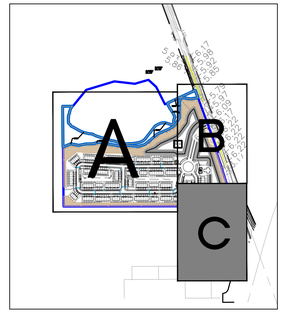
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SCALE AS INDICATED

H2




KEY MAP

1" = 800'

*REMOVED FENCE* 3

| PAVEMENTS SCHEDULE | |
|---|---|
| SYMBOL | DESCRIPTION |
| P-101 | 5` WIDE MULCH TRAIL<br>SEE DETAIL<br>AVOID EXISTING TREES WHEN LAYING OUT TRAIL 1 |

NOTES:

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1 Inch = 60 Ft

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**SUMMIT PLACE**
**DeLand/DR Horton**

**HARDSCAPE PLAN**

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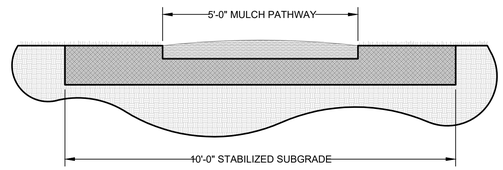
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1 TYPICAL MULCH TRAIL DETAIL

Scale: N.T.S.

REMOVED FENCE 3

1

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**SUMMIT PLACE**
**DeLand/DR Horton**

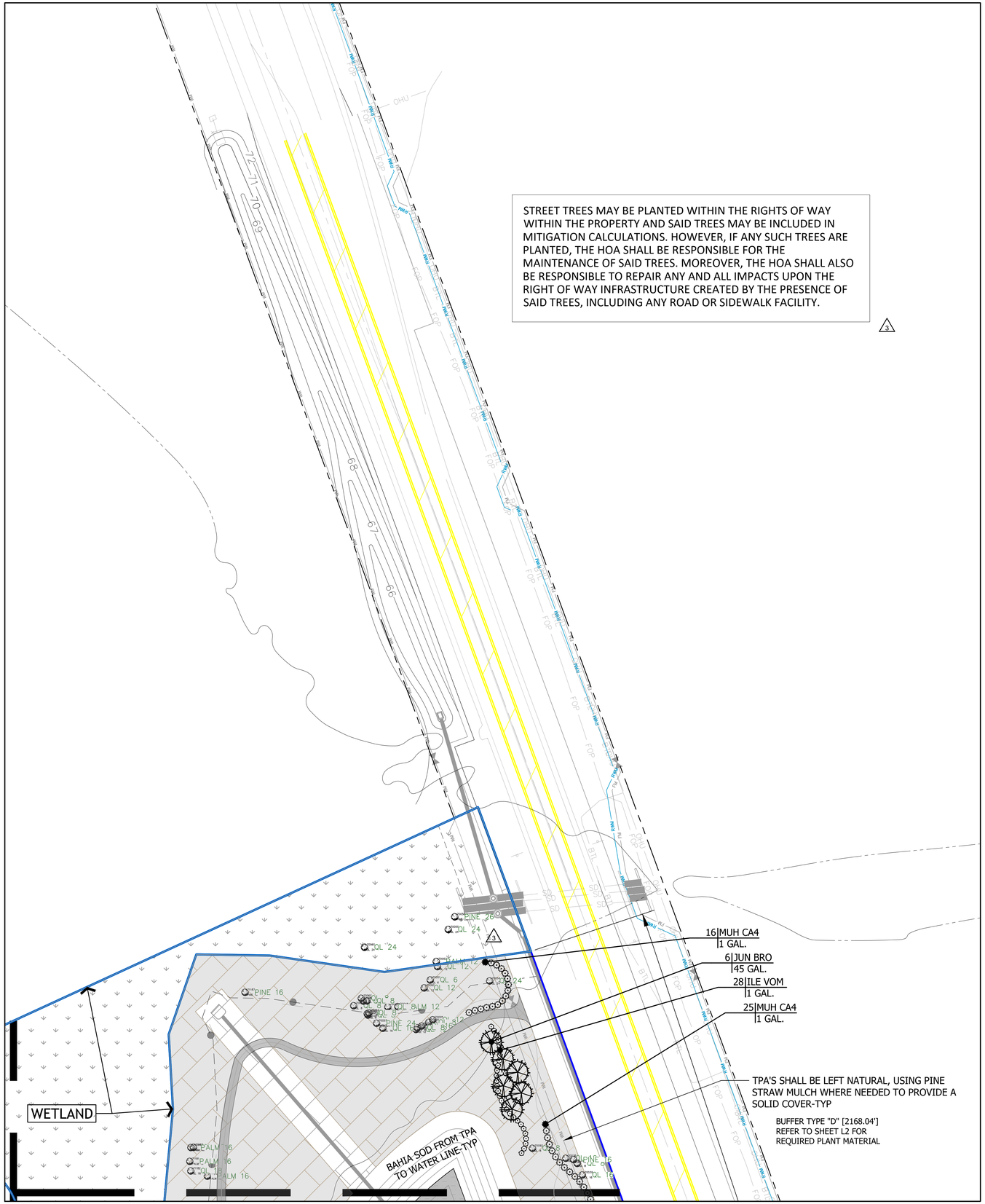
**HARDSCAPE DETAILS**

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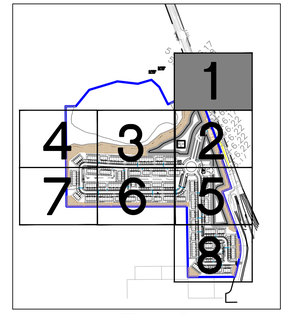
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KEY MAP

1" = 800'

| SUMMIT PLACE BUFFER CALCULATIONS | | | 06 11 2024 |
|---|---|---|---|
| **WEST PROPERTY LINE** | | | |
| **BUFFER TYPE C** | | | |
| **663.43 LF** | | | 2 |
| 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 (133 EXISTING + 23 NEW) |
| UNDERSTORY TREES REQD | 4.0/100 LF | 86.72 | 87 PROVIDED |
| SHRUBS REQUIRED | 30/100 LF | 650.41 | 650 PROVIDED |

3 1

**SUMMIT PLACE SUMMARY TABLE** — SEPT 16 2024, REV 4

| | | | | |
|---|---|---|---|---|
| **PRESERVED TREES** | | | | |
| SPECIMEN | 23 TREES PRESERVED | 486.00 INCHES PRESRVED | | |
| PROTECTED | 420 TREES PRESERVED | 5227.00 INCHES PRESRVED | | |
| 443 TREES | TOTAL PRESERVED TREES | 5713 TOTAL RETAINED INCHES | | |
| **REMOVED TREES** | | | | |
| | | | FORMULA | REPLACEMENT INCHES |
| SPECIMEN | 101 TREES REMOVED | 2042 INCHES REMOVED | * 1/2 REPLACEMENT | 1021 |
| PROTECTED | 1884 TREES REMOVED | 24937 INCHES REMOVED | * 1/3 REPLACEMENT | 8312 |
| 1985 TREES | TOTAL REMOVED TREES | 26979 TOTAL REMOVED INCHES | | 9333 |
| **PROPOSED TREES** | | | | |
| | | 1612 INCHES PROPOSED | | -1319 |
| | | DIFFERENCE IN INCHES REQUIRED AND PROPOSED | | 7721 |
| | | @$75.00/INCH | | $579,100.00 |
| | | LESS MITIGATION FOR 51 LAUREL OAKS IN POOR HEALTH | | ($23,550) |
| | | PAYMENT REQUIRED TO THE TREE REPLACEMENT RESERVE ACCOUNT | | $555,550.00 |

3 4

SUMMIT PLACE — 9/16/2024
TREE COVERAGE CALCULATIONS — REV 4

| SUMMIT PLACE | 09 16 2024 |
|---|---|

**TREE COVERAGE**

| | | | | |
|---|---|---|---|---|
| PROJECT AREA | 59.90 AC | | | |
| LAKE | 13.59 AC | | | (Deducting Lake area) |
| WETLAND | 3.56 AC | | | (Deducting Wetland area per City Forester and Code Section 33-57.07(b)7.a.) |
| LOT SIZE | 42.75 AC | TREE COVERAGE AREA | | |
| | 1,862,190 SF | TREE COVERAGE AREA | | |
| TREE PRESERVATION | 6.4125 AC | % MIN REQUIRED (15%) | 7.10 AC PROVIDED | |
| (15% REQUIRED) | 279,329 SF | % MIN REQUIRED (15%) | 309,276 SF PROVIDED | |

MINIMUM TREE COVERAGE WHEN SITE CONTAINS AN INSUFFICIENT AMOUNT OF EXISTING TREES 1 TREE/2500 SF OF LOT/PARCEL

| | | | |
|---|---|---|---|
| 1,862,190 SF | /2500 SF | = | **745 TREES REQUIRED** |
| 745 X | 6 INCHES | = | **4476 DBH INCHES REQUIRED FOR MINIMUM COVERAGE** |

| TREES | DBH INCHES |
|---|---|
| RETAINED (CREDIT): | |
| **443 TOTAL RETAINED TREES** | **5713 TOTAL RETAINED INCHES** |
| PROPOSED: | |
| **669 TOTAL PROPOSED TREES** | **1612 TOTAL DBH INCHES PROPOSED** |

TREE COVERAGE:

| | |
|---|---|
| **745 REQUIRED TREES** | **4476 REQUIRED DBH** |
| 443 TOTAL RETAINED TREES (SITE) | 5413 TOTAL RETAINED DBH (SITE) |
| 669 TOTAL PROPOSED TREES (SITE) | 1612 TOTAL DBH INCHES PROPOSED |
| **367 ABOVE MIN TREES** | **2549 ABOVE MIN DBH** |

| PROPOSED AND RETAINED: | |
|---|---|
| **1112 (WHERE 745 ARE REQUIRED)** | **7325 (WHERE 4476 ARE REQUIRED)** |

1

4 3 2 1

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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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WETLAND

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

BAHIA SOD FROM TPA TO WATER LINE-TYP

LITTORAL PLANTING -TYP △4

STORM WATER POND

**MEDIAN, STREET TREE, AND ENTRANCE PLANTINGS WILL BE MAINTAINED BY THE HOA**

△2

BAHIA SOD-TYP

BAHIA SOD FROM SIDE WALK TO WATER LINE-TYP

LITTORAL PLANTING -TYP △4

2,788 sf | STE AUG | SOD

**LITTORAL PLANTING**
12' width
770' long
9,240 sf
Aquatic plantings installed at 3' on center
Estimated plants = 1,026

Plant species:
Pickerelweed (*Pontederia cordata*) install at 0' to 2'
Duck potato (*Sagittaria lancifolia*) install at 0' to 2'
Yellow Water Lily (*Nymphea Mexicana*) install at 2'

Plant totals:
Pickerelweed 385 plants
Duck potato 385 plants
Yellow Water Lily 256 plants

Plantings can be bare-root or liner size, installed at 3' oc

△4

2,429 sf | STE AUG | SOD

BAHIA SOD FROM SIDE WALK TO WATER LINE-TYP

BAHIA SOD

1 | QUE VI3 | 100 GAL.

40 | POD MAK | 3 GAL.

△2

11 | PIN DEN | 45 GAL.

4 | MAG BLA | 200 GAL.

1 | MAG BLA | 200 GAL.

△3

1 | MAG BLA | 200 GAL.

13,788 sf | STE AUG | SOD

PLANTING AND IRRIGATION DESIGN FOR THIS AREA WILL BE PERMITTED SEPARATELY

18 | QUE VI3 | 100 GAL.

9 | QUE VI4 | 100 GAL MIN

△3

81 | ZAM PUM | 1 GAL.

13 | LAG LAV | 45 GAL.

12 | QUE VI4 | 100 GAL MIN

19 | PLU AUR | 3 GAL.

153 | LIR BIG | 1 GAL

BUFFER TYPE "D"
[1064.90+106.54+496.16+323.13+177.31=2168.04']
EMERGING GATEWAY OVERLAY DISTRICT
40' WIDTH/VARIOUS WIDTHS PROVIDED
CANOPY TREES 4" DBH MIN/14' HT MIN
CANOPY TREES 7.2/100 LF
UNDERSTORY TREES 4.0/100 LF
SHRUBS 30/100 LF
CANOPY TREES REQUIRED 156
156 PROVIDED [133 EXISTING + 23 NEW] △3
UNDERSTORY TREES REQUIRED 87
87 PROVIDED
SHRUBS REQUIRED 650
650 PROVIDED

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

C.R. 4139
VARIABLE WIDTH RIGHT-OF-WAY
SOUTH RIGHT-OF-WAY
SECTIONS 79070-2503 AND 79110

51 | ZAM PUM | 1 GAL.

11 | MYR CER | 45 GAL.

30 | MUH CA4 | 1 GAL.

30 | PLU AUR | 3 GAL.

1064.90'

BAHIA SOD FROM TPA TO WATER LINE-TYP

△3
△2

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

20 | TAX DIS | 65 GAL.

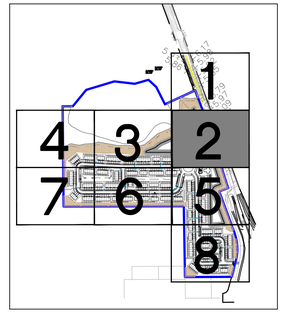
46 | MUH CA4 | 1 GAL.

BAHIA SOD FROM TPA TO WATER LINE-TYP

STREET TREES MAY BE PLANTED WITHIN THE RIGHTS OF WAY WITHIN THE PROPERTY AND SAID TREES MAY BE INCLUDED IN MITIGATION CALCULATIONS. HOWEVER, IF ANY SUCH TREES ARE PLANTED, THE HOA SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID TREES. MOREOVER, THE HOA SHALL ALSO BE RESPONSIBLE TO REPAIR ANY AND ALL IMPACTS UPON THE RIGHT OF WAY INFRASTRUCTURE CREATED BY THE PRESENCE OF SAID TREES, INCLUDING ANY ROAD OR SIDEWALK FACILITY.

△3

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KEY MAP
1" = 800'

30 0 15 30 60
1 inch = 30 Ft
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Seal

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State of Florida Lic. No.: LA 0001375

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| 4 | CITY COMMENTS | 09/16/2024 |

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| 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
CHECKED BY: MKM

SCALE AS INDICATED

L2

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TATUM LAKE 2

WETLAND

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

WETLAND

BAHIA SOD FROM TPA TO WATER LINE-TYP

STORM WATER POND

LITTORAL PLANTING -TYP
see sheet L2 for plant list 4

16 TAX DIS 65 GAL.

BAHIA SOD FROM LOT LINE TO WATER LINE-TYP

QL 16
PINE 24
PINE 8
PALM 16
PALM 12
PINE 16
PALM 16
QL 26/26
QL 24
CHERRY 8
PINE 8
QL 26

12 QUE VI3 100 GAL.
18 LAG NAT 45 GAL. 4

36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2

KEY MAP
1" = 800'

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**SUMMIT PLACE**
**DeLand/DR Horton**

**PLANTING PLAN**

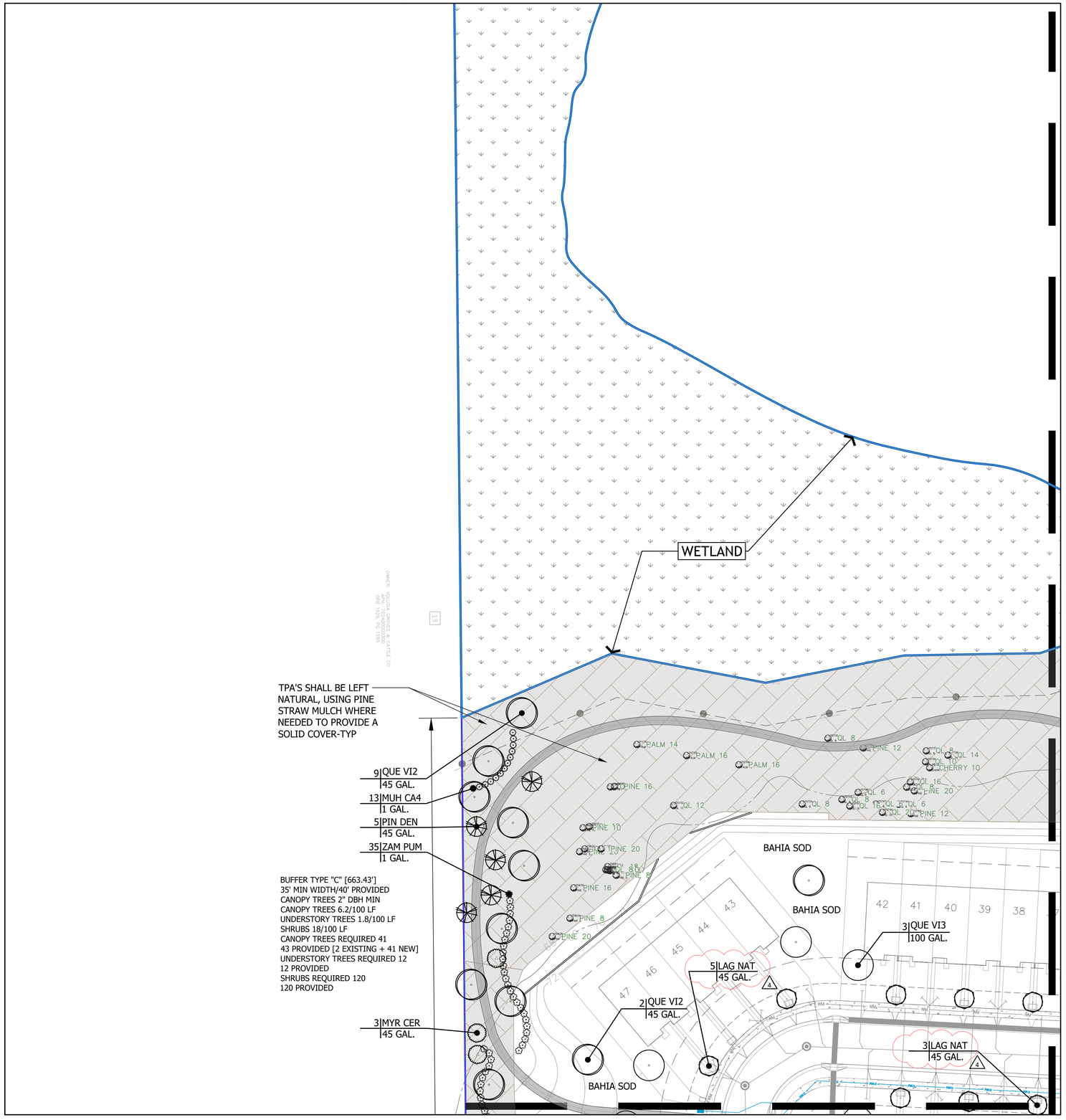
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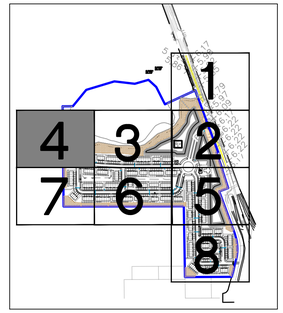
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KEY MAP

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**SUMMIT PLACE**
**DeLand/DR Horton**

**PLANTING PLAN**

| | |
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| DRAWN BY: | MD |
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1|LAG NAT
45 GAL.

2|MAG BLA
200 GAL.

1|QUE VI3
100 GAL.

4|LIQ STY
65 GAL.

BAHIA SOD

2,311 sf|STE AUG
SOD

3|MAG BLA
200 GAL.

2|MAG BLA
200 GAL.

POOL AND POOL BUILDING
PERMITTED SEPARATELY

PLANTING AND IRRIGATION DESIGN FOR THIS AREA WILL BE PERMITTED SEPARATELY

4|TAX DIS
65 GAL.

STORM WATER POND

6|TAX DIS
65 GAL.

16|QUE VI3
100 GAL.

BAHIA SOD FROM SIDE WALK TO LOT LINE-TYP

BAHIA SOD FROM LOT LINE TO WATER LINE-TYP

7|LIQ STY
65 GAL.

AREAS UNDER EXISTING TREES TO REMAIN SHALL BE LEFT NATURAL, USING PINE STRAW MULCH WHERE NEEDED TO PROVIDE A SOLID COVER-TYP

BAHIA SOD

2|LAG NAT
45 GAL.

3|QUE VI3
100 GAL.

3|QUE VI2
45 GAL.

4|PIN DEN
45 GAL.

5|QUE VI2
45 GAL.

14|ILE VOM
1 GAL.

2|MYR CER
45 GAL.

20|ZAM PUM
1 GAL.

BUFFER TYPE "C" [1342.83']
REFER TO SHEET L6 FOR
REQUIRED PLANT MATERIAL

19|MUH CA4
1 GAL.

27|ILE VOM
1 GAL.

BUFFER TYPE "C" [791.66']
REFER TO SHEET L8 FOR
REQUIRED PLANT MATERIAL

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

10|LAG NAT
45 GAL.

11|LAG NAT
45 GAL.

1|QUE VI2
45 GAL.

9|TAX DIS
65 GAL.

STORM WATER POND

BAHIA SOD FROM LOT LINE TO WATER LINE-TYP

BAHIA SOD FROM TPA TO WATER LINE-TYP

5|QUE VI4
100 GAL MIN

5|LAG LAV
45 GAL.

66|PLU AUR
3 GAL.

6|MYR CER
45 GAL.

21|JUN BRO
45 GAL.

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

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

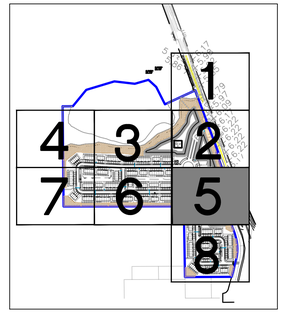
106.54'

3|TAX DIS
65 GAL.

40|MUH CA4
1 GAL.

496.16'

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




KEY MAP
1" = 800'

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30 0 15 30 60
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**SUMMIT PLACE**
**DeLand/DR Horton**

**PLANTING PLAN**

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|---|---|
| PROJECT NUMBER: | MD#2303 |
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L5

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35|QUE VI3 |100 GAL.

11|LAG NAT |45 GAL. 4

7|QUE VI2 |45 GAL.

AREAS UNDER EXISTING TREES TO REMAIN SHALL BE LEFT NATURAL, USING PINE STRAW MULCH WHERE NEEDED TO PROVIDE A SOLID COVER-TYP

BAHIA SOD

AREAS UNDER EXISTING TREES TO REMAIN SHALL BE LEFT NATURAL, USING PINE STRAW MULCH WHERE NEEDED TO PROVIDE A SOLID COVER-TYP

11|QUE VI2 |45 GAL.

BAHIA SOD

AREAS UNDER EXISTING TREES TO REMAIN SHALL BE LEFT NATURAL, USING PINE STRAW MULCH WHERE NEEDED TO PROVIDE A SOLID COVER-TYP

BAHIA SOD

20|LAG NAT |45 GAL. 4

18|LAG NAT |45 GAL. 4

12|QUE VI2 |45 GAL.

71|MUH CA4 |1 GAL.

9|PIN DEN |45 GAL.

74|ILE VOM |1 GAL.

17|MYR CER |45 GAL.

20|ZAM PUM |1 GAL.

1342.83'

BUFFER TYPE "C" [1342.83']
35' MIN WIDTH/40' PROVIDED
CANOPY TREES 2" DBH MIN
CANOPY TREES 6.2/100 LF
UNDERSTORY TREES 1.8/100 LF
SHRUBS 18/100 LF
CANOPY TREES REQUIRED 83
83 PROVIDED [51 EXISTING + 32 NEW]
UNDERSTORY TREES REQUIRED 24
24 PROVIDED
SHRUBS REQUIRED 242
242 PROVIDED

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

13

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APN: 702400000230
INSTRUMENT #2007025666

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KEY MAP
1" = 800'

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**SUMMIT PLACE**
**DeLand/DR Horton**

**PLANTING PLAN**

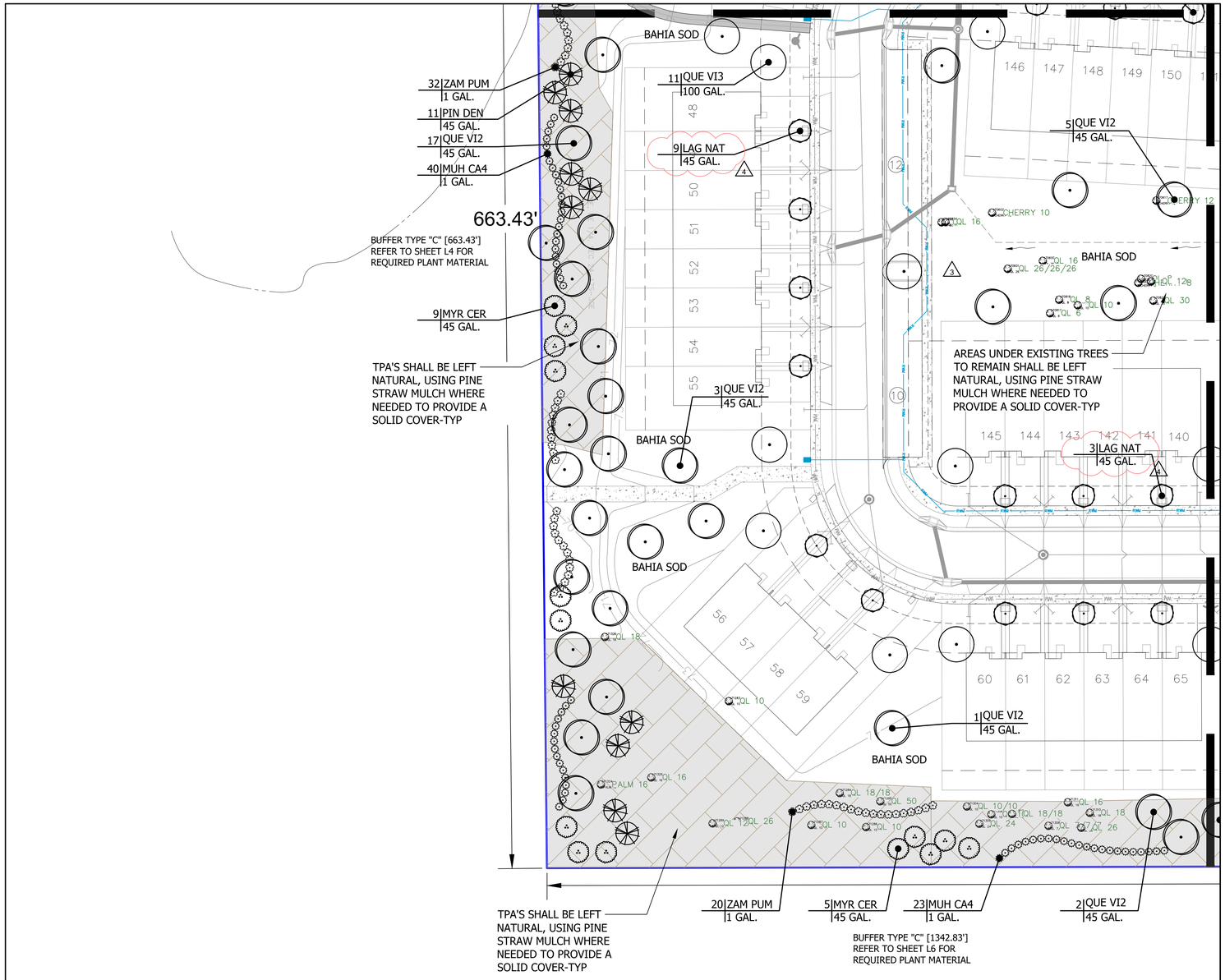
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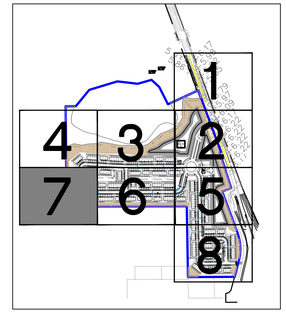
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**SUMMIT PLACE**
**DeLand/DR Horton**

**PLANTING PLAN**

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30 0 15 30 60 N

1 Inch = 30 Ft

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60|MUH CA4
1 GAL.

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

791.66'

41|ILE VOM
1 GAL.

27|ZAM PUM
1 GAL.

STREET TREES MAY BE PLANTED WITHIN THE RIGHTS OF WAY WITHIN THE PROPERTY AND SAID TREES MAY BE INCLUDED IN MITIGATION CALCULATIONS. HOWEVER, IF ANY SUCH TREES ARE PLANTED, THE HOA SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID TREES. MOREOVER, THE HOA SHALL ALSO BE RESPONSIBLE TO REPAIR ANY AND ALL IMPACTS UPON THE RIGHT OF WAY INFRASTRUCTURE CREATED BY THE PRESENCE OF SAID TREES, INCLUDING ANY ROAD OR SIDEWALK FACILITY.

17|LAG NAT
45 GAL.

29|QUE VI3
100 GAL.

BAHIA SOD

3|QUE VI2
45 GAL.

11|LAG NAT
45 GAL.

4|TAX DIS
65 GAL.

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

50|MUH CA4
1 GAL.
19|MYR CER
45 GAL.

49|HAM FI3
3 GAL.

323.13'

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

19|ZAM PUM
1 GAL.
6|LAG LAV
45 GAL.

8|LAG NAT
45 GAL.

6|QUE VI2
45 GAL.

BAHIA SOD

6|PIN DEN
45 GAL.

BAHIA SOD

3|PIN DEN
45 GAL.

BAHIA SOD

27|HAM FI3
3 GAL.
23|ZAM PUM
1 GAL.
32|MUH CA4
1 GAL.
6|QUE VI4
100 GAL MIN

177.31'

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

61|MUH CA4
1 GAL.

6|QUE VI3
100 GAL.

10|MYR CER
45 GAL.

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

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

15|ZAM PUM
1 GAL.
28|ILE VOM
1 GAL.

OWNER: LOPEZ ARTURO SANCHEZ
APN: 702400000250
INSTRUMENT #2018132243

S.R. 400 / INTERSTATE 4
FLORIDA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY MAP 2010-4080(3)

KEY MAP
1" = 800'

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Landscape Architecture
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Seal

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

REVISIONS

| REVISION NUMBER | REVISION DESCRIPTION | REVISION DATE |
|---|---|---|
| 1 | CITY COMMENTS | 02/20/2024 |
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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 |
| CHECKED BY: | MKM |

SCALE AS INDICATED

L8

TYPICAL LANDSCAPE NOTES:

1. ALL TREE "DBH" SIZES NOTED ARE MINIMUM. INCREASE SIZE OR ANY OTHER SPECIFICATIONS AS REQUIRED, PROVIDING MINIMUM PLANT SIZE AND SPECIFICATIONS.
2. 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.
3. SHRUB AND GROUNDCOVER BED QUANTITIES ARE INDICATED FOR EACH PLANT BED. ALL PLANT QUANTITIES FOR PROPOSALS SHALL BE DERIVED SOLELY FROM DRAWINGS AND SPECIFICATIONS.
4. SHRUB AND GROUND COVER SPACING IS INDICATED ON THE PLANT LIST AND SHALL APPLY FOR ALL "MASS PLANTING" BEDS.
5. OWNERS REPRESENTATIVE MUST TAG AN EXAMPLE OF EACH PALM SPECIES ACCORDING TO THE SPECIFICATIONS IN THE PLANT LIST.
6. SEE PLANT LIST DETAILS AND SPECIFICATIONS FOR FURTHER PLANTING INFORMATION.
7. 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.
8. 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.
9. 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.
10. LANDSCAPE CONTRACTOR SHALL COORDINATE THEIR WORK WITH THE IRRIGATION CONTRACTOR AND ALL OTHER TRADES.
11. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAND WATERING AS REQUIRED UNTIL PLANT MATERIALS ARE WELL ESTABLISHED, TO SUPPLEMENT IRRIGATION WATERING AND RAINFALL.
12. 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.
13. 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 OWNER'S REPRESENTATIVE.
14. 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.
15. CONTRACTOR SHALL REMOVE EXISTING SOD AND/OR VEGETATION IN ALL AREAS TO BE PLANTED WITH SHRUB/GROUNDCOVERS AND/OR ALL AREAS TO BE MULCHED.
16. 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.
17. 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.
18. 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".
19. CONTRACTOR SHALL PROTECT EXISTING VEGETATION TO REMAIN BY MEANS APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE AND AS DETAILED IN THE DRAWINGS.
20. CONTRACTOR SHALL CLEAN, PRUNE, AND SHAPE EDGES OF EXISTING VEGETATION AS DIRECTED BY OWNER'S REPRESENTATIVE. CREATE SMOOTH BED LINES AROUND EXISTING VEGETATION.
21. CONTRACTOR AND EMPLOYEE VEHICLE PARKING SHALL BE COORDINATED WITH THE OWNER OR OWNER'S 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.
22. 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.
23. 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.
24. MINI PINE BARK NUGGET MULCH OR APPROVED EQUAL SHALL BE USED (CYPRESS MULCH NOT ALLOWED).

1 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 (2) | PINUS ELLIOTTI `DENSA` | SLASH PINE | 45 GAL. | 2" DBH | 8` H X 3` S | LOW-MEDIUM | YES | | SINGLE, STRAIGHT TRUNK, FULL |
| | QUE VI4 | 32 (3) | 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 (2) | QUERCUS VIRGINIANA | SOUTHERN LIVE OAK | 45 GAL. | 2" DBH (2) | 8` H X 48" S MIN | LOW-MEDIUM | YES | | SINGLE, STRAIGHT TRUNK, FULL |
| | TAX DIS | 62 (2) | 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 |
| (4) | LAG NAT | 147 | LAGERSTROEMIA X `NATCHEZ` | WHITE CRAPE MYRTLE-STANDARD | 45 GAL. | 2" DBH | 8` H X 42" S | LOW-MEDIUM | NO | | SINGLE STRAIGHT-TRUNK, FULL WILL BE PLANTED WITH VERTICAL CONSTRUCTION |
| | 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 | 526 (3) | MUHLENBERGIA CAPILLARIS | MUHLY GRASS | 1 GAL. | | 10" OA | LOW-HIGH | YES | | FULL |
| | PLU AUR | 115 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GROUND COVERS | | | | | | | | | | | |
| | LIR BIG | 153 (3) | LIRIOPE MUSCARI `TIDWELLS BIG BLUE` | BIG BLUE LILYTURF | 1 GAL | | 8" OA | MEDIUM | NO | 12" o.c. | FULL |
| SOD | | | | | | | | | | | |
| | PAS ARG | [redacted] | PASPALUM NOTATUM `ARGENTINE` | BAHIA GRASS | SOD | | CLEAN AND WEED FREE | N/A | NO | | CLEAN AND WEED FREE |
| | STE AUG | [redacted] | STENOTAPHRUM SECUNDATUM `FLORITAM` | FLORITAM ST. AUGUSTINE SOD | SOD | | PALLET | MEDIUM | NO | | CLEAN AND WEED FREE |

NOTES:
1. 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.
2. STREET TREES WILL BE INSTALLED BY THE HOME BUILDER AFTER THE DRIVEWAY IS INSTALLED.

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

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ISSUED

| | |
|---|---|
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| APRIL 30, 2024 | CITY OF DELAND |

**SUMMIT PLACE**
**DeLand/DR Horton**

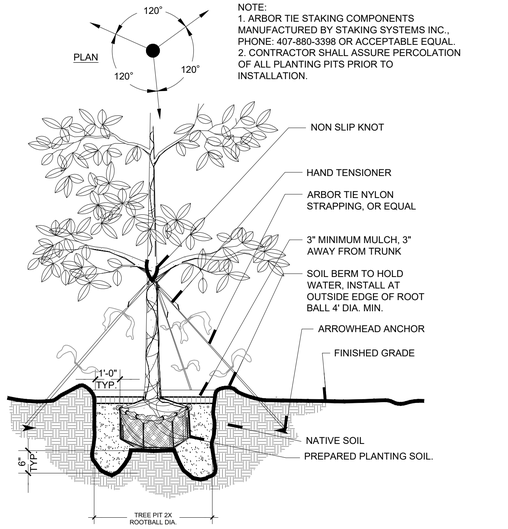
**LANDSCAPE SCHEDULE AND NOTES**

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

SCALE AS INDICATED

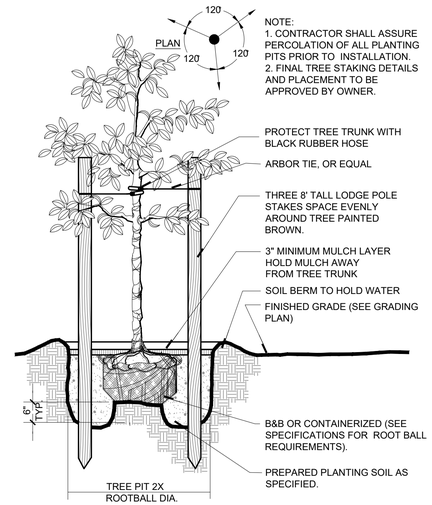
L9

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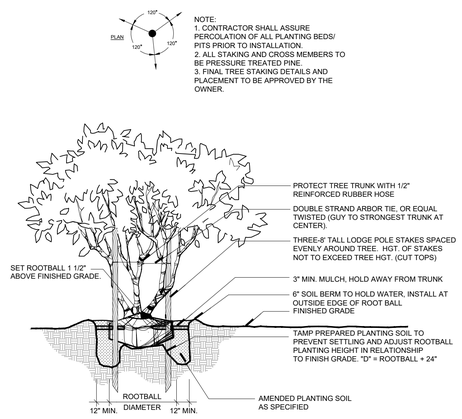

## 1 LARGE TREE PLANTING DETAIL

1/2" = 1'-0" P-CO-13



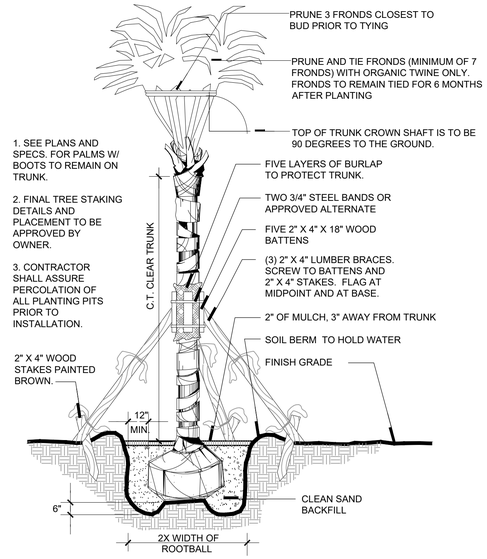

## 2 SMALL TREE PLANTING DETAIL

1/2" = 1'-0" P-CO-08



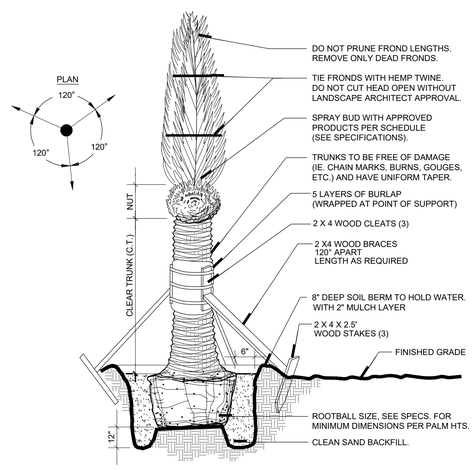

## 3 TYPICAL MULTITRUNK TREE PLANTING DETAIL

P-CO-15



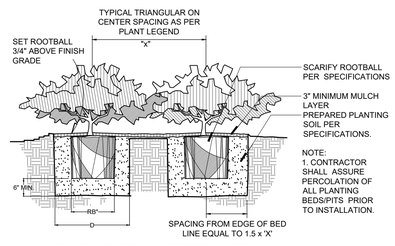

## 4 TYPICAL PALM PLANTING DETAIL

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



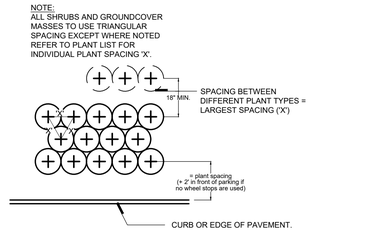

## 5 TYPICAL SPECIALTY PALM PLANTING DETAIL

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



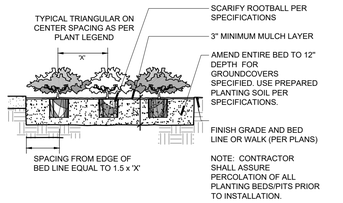

## 6 TYPICAL SHRUB PLANTING DETAIL

1/2" = 1'-0" P-CO-25




## 7 TYPICAL PLANT SPACING DETAIL

1/2" = 1'-0" P-CO-27




## 8 TYPICAL GROUNDCOVER PLANTING DETAIL

1/2" = 1'-0" P-CO-26

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**SUMMIT PLACE**
**DeLand/DR Horton**

**LANDSCAPE DETAILS**

| | |
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| DRAWN BY: | MD |
| CHECKED BY: | MKM |

SCALE AS INDICATED

L10

# 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 Development Agreement allows a maximum of 300 multi-family units that will be developmend 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<br><br>plus 2,725 SF for each additional unit | 1,886 SF *(interior townhome unit)*<br>3,000 SF *(exterior townhome unit)* |
| **Max building length** | 150-ft | 165-ft *(8-unit townhome building)* |

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.

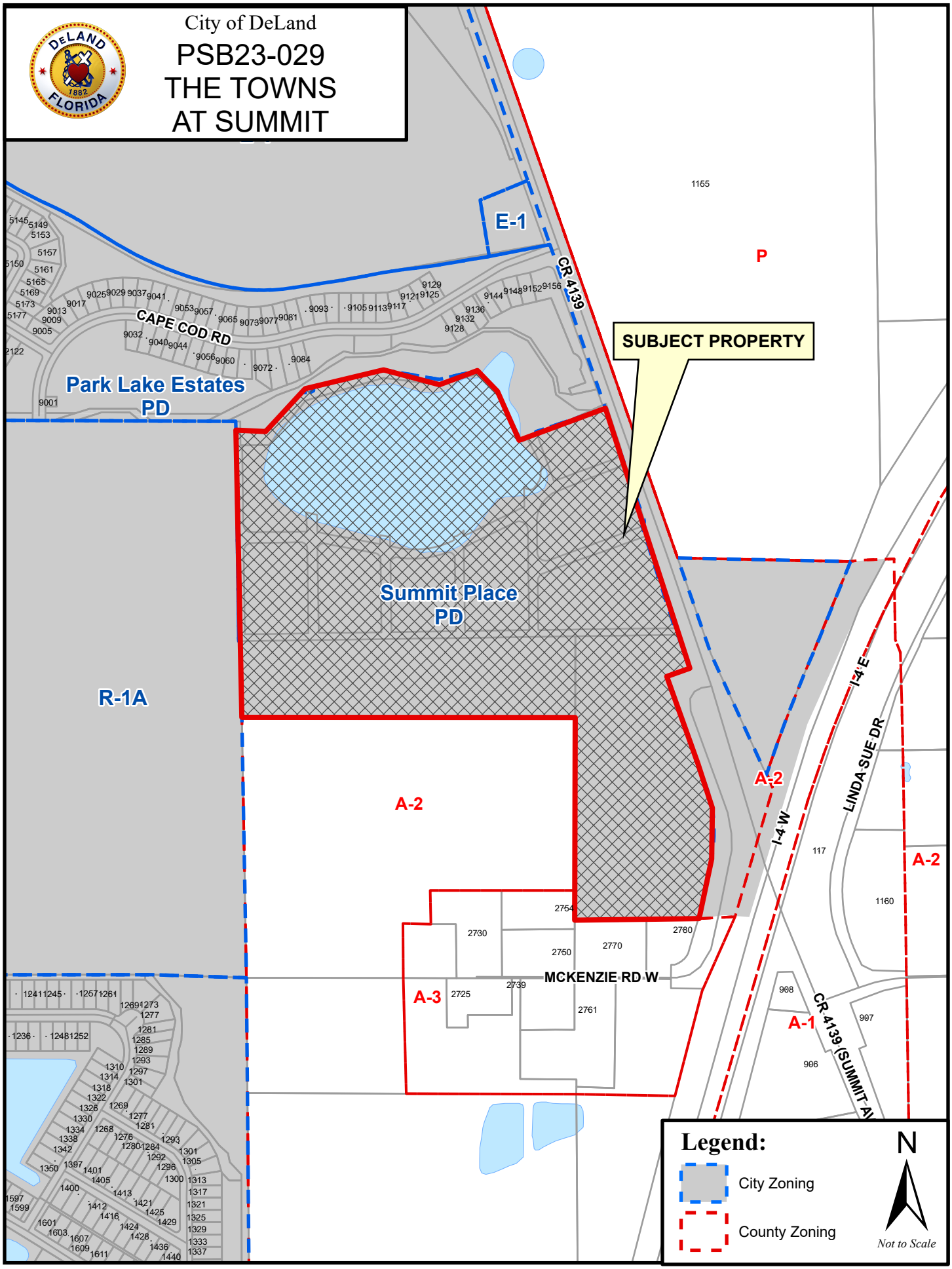
The proposed plat is not consistent with the adopted Planned Development agreement, concept plan, and applicable land development regulations in that it does not meet the Community Design Standards or the Lake Winnemissett Local Gateway Plan. Prior to construction, a separate site plan must be submitted 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
SUBJECT PROPERTY
E-1
P
Park Lake Estates
PD
Summit Place
PD
R-1A
A-2
A-3
A-1
CAPE COD RD
CR 4139
MCKENZIE RD W
I-4 E
I-4 W
LINDA SUE DR
CR 4139 (SUMMIT AV
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
PSB23-029
THE TOWNS
AT SUMMIT
E-1
PD
CAPE COD RD
9029
9041
9057
9065
9077
9081
9093
9105
9117
9125
9121
9136
9132
9128
9148
9152
9032
9040
9056
9060
9072
9084
CR 4139
1155
P
PD
PD
R-1A
SUBJECT PROPERTY
A-2
A-2
I-4 E
I-4 W
117
LINDA SUE DR
CR 4139 (SUMMIT AV N)
908
A-1
2754
2730
2750
2770
2780
MCKENZIE RD W
2739
A-3
2725
2751
1265
1269
1277
1281
PD
1289
1310
1297
1301
1269
1277
1276
1293
1301
1292
1305
Legend:
City Zoning
County Zoning
N
Not to Scale

VOLUSIA COUNTY SCHOOLS

Carmen J. Balgobin, Ed.D
Superintendent of Schools

School Board of Volusia County

Ms. Jamie M. Haynes, Chairman
Mrs. Anita Burnette, Vice Chairman
Mr. Ruben Colón
Mr. Carl Persis
Mrs. Jessie Thompson

## School Concurrency Determination
## Concurrency Letter

April 13, 2023

Mr. Matt Stolz
Assistant Secretary
DR Horton, Inc.
10192 Dowden Rd
Orlando, FL 32832

RE : Summit Place – City of DeLand
School Concurrency Case # 23-03-24-001-R

Dear Mr. Stolz:

District staff reviewed the information regarding the residential project known as Summit Place associated with 59.88+/- acres of property. The property is located at or near the intersection of I-4 and SR 44 within DeLand city limits. Information provided in the school concurrency application indicates the development activity will consist of three hundred (300) multi-family townhome units.

The district uses a county wide Student Generation Rate (SGR) of (0.127) per single family dwelling unit to calculate projected students. By applying the SGR to the use types in Table 1 below, the project could generate thirty-nine (39) full time students.

Table 1

| UNIT TYPE | SGR | UNIT COUNT | STUDENTS GENERATED |
|---|---|---|---|
| Single Family Dwelling Unit | 0.273 | 0 | 0 |
| Multi Family Dwelling Unit | 0.127 | 300 | 39 |
| Mobile/ Manufactured Home Dwelling Unit | 0.047 | 0 | 0 |
| | **Total** | **0** | **0** |

The Concurrency Analysis (Table 2, next page) adjusts for impacts to the Concurrency Service Areas (CSAs) by accounting for current school year enrollments, existing reservations at the impacted schools, and the projected students generated by the applicant. These factors give an associated utilization or Level of Service (LOS) percentage for each CSA.

The schools impacted by this development are Blue Lake Elementary School, DeLand Middle School, and DeLand High School.

FACILITIES SERVICES
3750 OLSON DRIVE • DAYTONA BEACH, FL 32124
PHONE: (386) 947-8786 • FAX (386) 506-5056

An Equal Opportunity Employer

## Concurrency Analysis

Table 2

| Schools | Adopted LOS | SY 2022/23 Enrollment | Active Reservations | Existing LOS w/ Res | Students Generated by Request | Result LOS |
|---|---|---|---|---|---|---|
| Blue Lake Elementary | 115% | 510 | 82 | 82% | 15 | 84% |
| DeLand Middle | 115% | 1,083 | 65 | 94% | 8 | 95% |
| West CSA (DeLand High) | 120% | 2,930 | 189 | 107% | 12 | 108% |
| Other | | | | | 4 | |

The adopted LOS standard for elementary and middle school is (115%) of permanent student stations, and (120%) for high school CSAs. This projected increase in students **will not** exceed the adopted LOS at any school level; therefore, the school district does not have an objection to the proposed site plan. Minimum planning considerations should include pedestrian and vehicular access, safety, connectivity, and buffering.

Please note that the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Therefore, students generated from this project may not attend the current assigned schools.

Should you need additional information, please contact me at (386) 947-8786, ext. 50709.

Sincerely,

Ron Young,
Director, Planning and Construction

CC: Carmen J. Balgobin, Ed.D, Superintendent of Schools
Melissa Winsett, Senior Planner, City of DeLand
Lisa V. Divina, Volusia County School Board Project File

VOLUSIA COUNTY SCHOOLS

# Certificate of School Concurrency

VOLUSIA COUNTY SCHOOL BOARD

| Project Information | |
|---|---|
| **Project Name** | Summit Place |
| **VCSB Project #** | **23-03-24-001-R** |
| **Jurisdiction Project #** | |
| **Parcel ID Numbers** | 7024-00-00-0010; 7024-00-00-0020 |
| **Project Location** | I-4 and SR 44 |
| **# of Residential Units** | 300 |
| **Residential Unit Type** | Multi-Family Townhomes |
| **Property Owners** | DR Horton, Inc. |
| **Applicant/Agent Name** | Matt Stolz |

This School Concurrency Certificate shall reserve student stations for the above referenced project and shall confirm that said project meets the School Concurrency requirements of the adopted Interlocal Agreement for Public School Facility Planning.

| School Concurrency Analysis | | | | | |
|---|---|---|---|---|---|
| School Levels | Elementary | Middle | High | Other | Total Student Stations Reserved |
| Students Generated | **15** | **8** | **12** | 4 | **39** |
| Comments: This certificate is required to be included with the building permit submittal(s) as proof of school concurrency. | | | | | |

**This concurrency reservation shall expire two (2) years from the date of issuance of this certificate.**

Ron Young,
Director, Planning and Construction

April 13, 2023
Issue Date

Created: 9/2007
Rev: 1/2018
Owner: Facilities Services

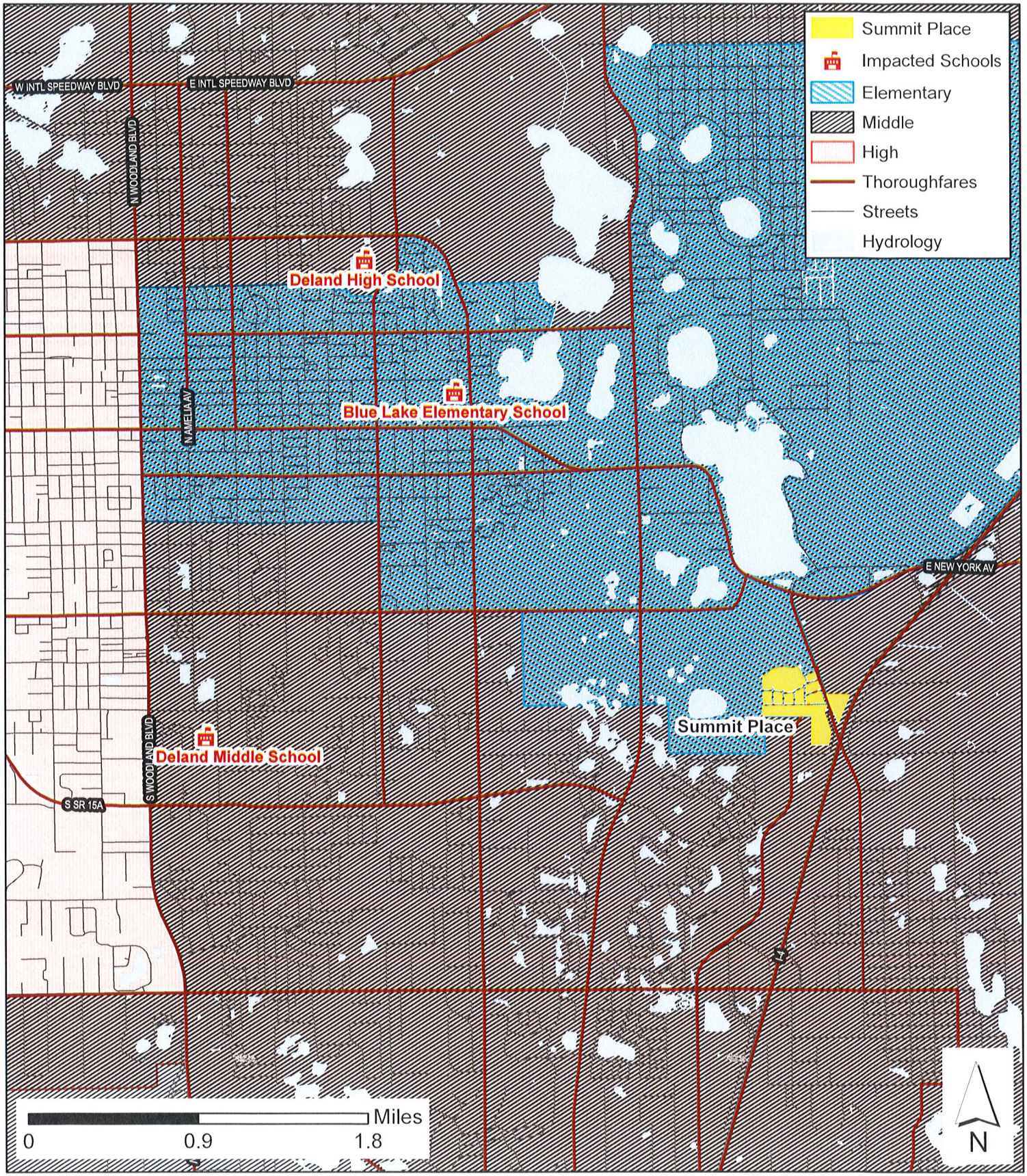
2008-072-VCS
Print Locally

# VCSB Schools Impacted by Development

## School Concurrency Review - Summit Place

VOLUSIA COUNTY SCHOOLS

Created by Facilities Services
April 2023



# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** First Reading of Ordinance Changing the Zoning of ±9.02 Acres of Property, Located at 1600 Orange Camp Rd., to Repeal And Replace The Existing I-4 Automall Planned Development With The Orange Camp Deland Planned Development "Orange Camp DeLand PD."

**DEPARTMENT:** Planning

**PREPARED BY**: Belinda Collins, Senior Planner

**ATTACHMENTS:** Ordinance, Exhibit A to Ordinance, Exhibit B- To Ordinance, Exhibit B - PD Plan 23193-ODP C5, Exhibit C - Conceptual Signage 8.26.24, Z24-089 Staff Report, Z24-089 Zoning, Z24-089 Aerial, Ordinance 2018-20

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

The applicant is requesting to rezone a portion of the original I-4 Automall PD to a new PD, the Orange Camp Planned Development; the northwest portion of the existing PD is not being rezoned at this time and will retain the current PD zoning designation, but will not be able to develop until it is rezoned, due to the expired PD Agreement. Prior to development of the property that is not part of the new Orange Camp Planned Development, a rezoning application will need to be submitted, reviewed, and approved as a stand-alone project. The I-4 Automall PD was approved by the City Commission on November 5, 2018 (Ord 2018-20). The current owner, I-4 Automall, LLC owns an 18.75-acre parcel located at 1600 Orange Camp Road that was rezoned from Volusia County A-2 (Rural Agriculture) and B-6 (Highway Interchange Commercial) to I-4 Automall PD.

The intended development was comprised of land located in two separate municipalities, DeLand and Lake Helen. An interlocal agreement was created to facilitate the planned development. Within the original development agreement, the Lake Helen parcel was to be developed for multiple automotive dealerships and the DeLand Parcel was to be developed with traditional highway commercial uses - collectively known as the I-4 Automall. Each parcel was to be developed to the respective city's regulations and administered by the respective city as well.

Since that time, for the City of Lake Helen, development of the Automall has become problematic due to changes in the economy and other unforeseen circumstances. Development of the DeLand portion of the project remains relatively unchanged while the Lake Helen portion is proceeding through a Comprehensive Plan amendment to allow for up to 348 residential units along with general highway commercial uses. The two projects will remain interlinked through shared vehicular access and utility infrastructure. DeLand and Lake Helen will continue to utilize an interlocal agreement to facilitate development of the sites, however, the details of the updated agreement are still being negotiated.

Planning staff has two outstanding items of concern regarding the Orange Camp PD. The first is regarding the proposed signage for the project. The applicant is requesting a plaza sign in addition to a monument sign for each lot/building as well as additional, reallocated building signage. The applicant's proposed "plaza" signage is intended to advertise the Orange Camp PD businesses as well as off-site businesses and projects within Lake Helen. Staff finds that the proposed plaza sign and the individual monument signs are excessive and will create a cluttered appearance. Based on the City's sign regulations, each individual lot would get one monument sign

per roadway frontage and building sign area would be calculated based on the building length fronting the roadway. If individual monument signs are desired, then the proposed "plaza" sign should not be permitted. Orange Camp Road is a highly traveled and this project is located along the Emerging Gateway Overlay. If a "plaza" sign is permitted, it should not be allowed at the corner of Orange Camp and the frontage road, but rather relocated to the Lake Helen-DeLand boarder to capture development in both jurisdictions.

The second outstanding concern is the 6-foot wall along the western boundary of the site. The I-4 Automall PD included an 8-foot wall along this boundary to help screen and mitigate the off-site impacts. However, the applicant has proposed a 6-foot wall along the western boundary with the Orange Camp PD. Planning staff contends that an 8-foot wall should be constructed and should be included in the Orange Camp PD. The Victoria Gardens' HOA representatives also requested that the 8-foot wall along the western boundary remain in the Orange Camp PD.

The Planning Board recommended approval of the request at the July 17, 2024 meeting.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

## Strategic Focus Area: Creating the connected community.

**Strategic Context:** It is the connections between the three elements identified so far which will create the economic dynamism and the community vibrancy desired by the citizenry. This connection takes form in four ways:

- **Key Corridors**. The City has two key corridors — Woodland and SR 44 and **several gateways that are important entry ways into the City**. The look and feel of these corridors and gateways needs to be consistent or complementary with the City, both to enhance the sense of community as well as permeate across the City the image of DeLand as a distinctive place which attracts high value wage earners and high value jobs.

**SUSTAINABILITY:**

The Strategic Plan Focus Area: Preparing for the Future/Sustainability - Amending the zoning designation of this property and outlining the development parameters will permit its development for highway commercial purposes that align with the city's development requirements and will enable the city to continue active pursuit of its vision and strategic plan. Additionally, the cooperative efforts of DeLand and Lake Helen to create individual projects that enhance each other and work together is a means of ensuring a seamless transition between the properties.

**FISCAL IMPACT:**

Commercial development of this property and new businesses onto the city's tax rolls will generate additional revenue to be used toward city services. The property is currently undeveloped and, as such, generates little taxable income as compared to a site developed for highway commercial use.

**RECOMMENDATION:**

Staff recommends the City Commission approve on first reading the request for rezoning of this parcel to Orange Camp DeLand PD for the development of a highway commercial project which will contain up to 4 individual commercial parcels with the following condition(s);

1. The applicant shall work with staff to relocate the plaza sign from the southwest corner of the project to the Lake Helen/DeLand boundary or remove the proposed "plaza" sign provision from the PD.

2. The proposed 6-foot wall to be constructed on the western project boundary shall be increased to 8-feet, as specified in the I-4 Automall PD.

**BACKGROUND/DISCUSSION:**

The original I-4 Automall PD was approved in 2018. The change of zoning classification went from Volusia County A-2 (Rural Agriculture) and B-6 (Highway Interchange Commercial to I-4 Automall PD. The Automall PD has since expired. The City of DeLand and the City of Lake Helen are coordinating the rescission of the Settlement Agreement which will be replaced with an Inter-local Agreement to ensure coordination of planning efforts for this area.

At the July 17, 2024, meeting, the Planning Board recommended approval of the rezoning. At the August 19, 2024 meeting of the City Commission, the item was continued to the October 7, 2024 meeting.

**ORDINANCE NO. 2024 -**

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE I-4 AUTOMALL PLANNED DEVELOPMENT (PD) BY CHANGING THE ZONING OF APPROXIMATELY +/- 9.02 ACRES OF LAND FROM I-4 AUTOMALL PLANNED DEVELOPMENT (PD) TO ORANGE CAMP DELAND PLANNED DEVELOPMENT (PD) ON PROPERTY LOCATED AT 1600 ORANGE CAMP ROAD; APPROVING AN AMENDMENT TO A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY +/- 9.02 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, the Applicant, Michael Woods, Esq. agent for the owners of approximately +/- 9.02 acres of land located at 1600 Orange Camp Road, which is more particularly described in the legal description attached hereto as Exhibit "A" and by this reference made a part hereof; and

**WHEREAS**, the Applicant has applied for a change of zoning designation of approximately +/- 9.02 acres of land from the I-4 Automall Planned Development to Orange Camp DeLand Planned Development; for the development of a highway commercial project containing up to four (4) parcels; and

**WHEREAS**, said rezoning is consistent with both the Comprehensive Plan and the purpose and intent of Section 33-32 of the Code of Ordinances of the City of DeLand (the "Code"); and

**WHEREAS**, the Applicant has submitted an application for the approval of a development plan in order to amend the current PD so as to change certain development standards for the property described in Exhibit "A" (hereinafter the "Property" or the "Project"); and

**WHEREAS**, the proposed development plan meets or exceeds the minimum conditions and standards for the PD District with respect to minimum development size, perimeter setbacks, comprehensive plan consistency, internal compatibility, external compatibility, open spaces, sidewalks, environmental constraints, internal access and circulation, external transportation access, off-street parking, public facilities and unified control; and

**WHEREAS**, the proposed development plan is consistent with the Highway Commercial land use designation; and

**WHEREAS**, the amended PD Agreement is related to the development of property subject to an interlocal agreement between the City of DeLand and the City of Lake Helen for the cooperative development of adjacent properties.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The City Commission has held a public hearing to approve an amendment to the I-4 Automall Planned Development (PD) by changing the zoning of approximately 9.02 acres of land from the I-4 Automall Planned Development to Orange Camp DeLand Planned Development (PD) located at 1600 Orange Camp Road.

**Section 2.** Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City to include the land described in Exhibit "A" as Orange Camp DeLand Planned Development District.

**Section 3.** The zoning of the Property as PD, Planned Development District, is made pursuant to Section 33-32 of the Code and the development of the Property shall take place in accordance with that Section and in substantial compliance with the Development Plan Agreement, Maps and other supporting documentation submitted by Applicant which shall be filed and retained for public inspection

in the office of the City Planning Department and constitute a supplement to the official Zoning Map of the City.

**Section 4**. The approved Development Plan for Orange Camp DeLand PD, Planned Development District, including the Development Plan Agreement, Map and other supporting documentation (on file with the City Planning Department), are attached hereto as Exhibit "B" and by this reference made a part hereof.

**Section 5**. The failure of the approved Development Plan to address a particular permit, condition, term or restriction shall not relieve the Applicant of the necessity of complying with any law governing said permitting requirements, conditions, terms or restrictions, as same may be amended or enacted from time to time in the future. All current land development regulations of the City are applicable to the PD District except to the extent that they conflict with a specific provision of the approved Development Plan.

**Section 6**. At the time of development, the Applicant shall comply with all relevant building codes and development standards contained in the City's Code of Ordinances or in the Development Plan; provided, however, that the development standards contained in the adopted Development Plan shall supersede comparable standards contained in the Code of Ordinances.

**Section 7**. The City Commission may rezone any portion of the Project which has not obtained a site plan approval within five years from the date of adoption of this Ordinance.

**Section 8**. Prior to the issuance of a building permit, Applicant shall submit an easement document, acceptable to the City of DeLand, permitting additions to shared access, parking, utilities, and stormwater.

**Section 9**. Pursuant to Article 5 of the City's Land Development Regulations, the Applicant shall comply with all applicable infrastructure regulations.

**Section 10**. The City Engineer, Planning Director, and Building Department are hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

**Section 11**. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

**Section 12.** This Ordinance shall become effective immediately upon its adoption.

**PASSED AND DULY ADOPTED** this ___ day of _____, 2024.

_____
Christopher M. Cloudman
Mayor - Commissioner

**ATTEST:**

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading:
Adopted on second reading:

**APPROVED AS TO FORM AND LEGALITY:**

_____
Darren J. Elkind
City Attorney

**EXHIBIT "A"**
**LEGAL DESCRIPTION**

A PORTION OF LOTS 9 AND 10 OF THE ASSESSOR'S SUBDIVISION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST AS RECORDED IN MAP BOOK 20, PAGE 52 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST; THENCE N89°51'01"E, ALONG THE SOUTH LINE OF THE SOUTHWEST ¼ OF SAID SECTION 25, A DISTANCE OF 792.18 FEET TO THE INTERSECTION OF SAID SOUTHWEST ¼ SECTION LINE WITH THE SOUTHERLY PROJECTION OF THE EASTERLY RIGHT OF WAY LINE INTERSTATE 4 FRONTAGE ROAD (140 FOOT PUBLIC RIGHT OF WAY) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NO. P-4738-1; THENCE DEPARTING SAID SOUTH LINE RUN N00°48'18"W, ALONG THE EASTERLY PROJECTION OF SAID RIGHT OF WAY LINE INTERSTATE 4 FRONTAGE ROAD, A DISTANCE OF 93.40 FEET TO THE INTERSECTION OF SAID EAST RIGHT OF WAY LINE OF INTERSTATE 4 FRONTAGE ROAD AND THE NORTH RIGHT OF WAY OF ORANGE CAMP ROAD (VARIABLE PUBLIC RIGHT OF WAY) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NO. 408463 1, ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE N00°48'18"W, ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 172.81 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1136.00 FEET, A CENTRAL ANGLE OF 22°58'59", A CHORD BEARING OF N10°41'11"E AND A CHORD DISTANCE OF 452.63 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 455.68 FEET TO THE END OF SAID CURVE; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE, RUN N89°05'23"E, A DISTANCE OF 403.57 FEET; THENCE S33°38'02"E, A DISTANCE OF 105.70 FEET, THENCE N89°05'23"E, A DISTANCE OF 125.65 FEET; THENCE S00°54'37"E, A DISTANCE OF 534.13 FEET TO A POINT ON THE BEFORE MENTIONED NORTH RIGHT OF WAY LINE OF ORANGE CAMP ROAD; THENCE S89°40'07"W, ALONG SAID NORTH RIGHT OF WAY, A DISTANCE OF 677.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 392,728 SQUARE FEET OR 9.02 ACRES MORE OR LESS.

PLANNED DEVELOPMENT AGREEMENT

IN THE CITY COMMISSION OF THE

CITY OF DELAND, FLORIDA

IN RE: Case # Z-24-089, Application of

DELAND CAPITAL GROUP, LLC

ORDINANCE # 20___-____

ORDER AND RESOLUTION

GRANTING A REQUEST FOR CHANGE OF ZONING FROM I4 AUTOMALL PD TO ORANGE CAMP DELAND PD

The application of DELAND CAPITAL GROUP, LLC, hereinafter, "Applicant", for rezoning was heard by and before the City Commission, DeLand Florida, on _____, 2024, based upon the verified Application and other supporting documents, maps, charts, overlays, other evidence and instruments; the advice, report, and recommendations of the Community Development Department and other Departments and agencies of the City of DeLand, Florida; and the testimony adduced and evidence received at the Public Hearing on this Application by the Planning Board on July 17, 2024, and otherwise being fully advised, the City Commission does hereby find and determine as follows:

## GENERAL FINDINGS

A. That the application of DELAND CAPITAL GROUP, LLC was duly and properly filed herein on April 15, 2024, as required by law.

B. That all fees and costs which are by law, regulation, or Ordinance required to be borne and paid by the applicant have been paid.

C. That the Applicant is the contract purchaser of an 9.02 +/- acre parcel of land which is the subject of this Development Agreement and which land is situated in DeLand, Florida and more particularly described in the attached Exhibit “A” (hereinafter sometimes referred to as the “Property”).

D. That the Applicant has complied with the Planned Development Plan provision as required by Land Development Regulations Ordinance No. 2013-11, as amended.

E. That the Applicant has complied with the "Due Public Notice" requirements of the City Commission, Land Development Regulations Ordinance No. 2013-11, as amended.

F. That the legal owner of the properties, I4 Automall, LLC, agrees with the provisions of the Development Agreement, agrees to be bound by the terms hereof and is a party to this Development Agreement.

FINDINGS REGARDING REZONING

A. That the Applicant has applied for a change of zoning from the present zoning classification of the parcels described in Exhibit “A” from I4 AUTOMALL PD (Planned Development) to ORANGE CAMP DELAND PD (Planned Development).

B. That the said rezoning to a PD is consistent with both the City of DeLand Comprehensive Plan Ordinance No. 1990-04, as amended, and the intent and purpose of the City of DeLand Development Regulations Ordinance No. 2013-11, as amended, and does promote the public health, safety, morals, general welfare and orderly growth of the area affected by the rezoning request.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY OF DELAND, FLORIDA, IN OPEN MEETING DULY ASSEMBLED IN THE CITY COMMISSION CHAMBERS, 120 SOUTH FLORIDA AVENUE, DELAND, FLORIDA, THIS _____ DAY OF _____, 2024, AS FOLLOWS:

A. That the Application of DELAND CAPITAL GROUP, LLC, a Florida limited liability company, for the rezoning of the subject parcel is hereby granted.

B. That the zoning classification of the subject parcels described in Exhibit “A” attached hereto is hereby amended to ORANGE CAMP DELAND PD as described in Article VII of the City of DeLand, Land Development Regulations Ordinance No. 2013-11, as amended.

C. That the Official Zoning Map of the City of DeLand, is hereby amended to show the rezoning of said parcels to ORANGE CAMP DELAND PD.

D. That the City of DeLand, Land Development Regulations Ordinance No. 2013-11, as amended, is consistent with the provisions of the “Development Agreement” as hereinafter set forth in this Ordinance and with respect to any conflict between Land Development Regulations Ordinance No. 2013-11, as amended, and the “Development Agreement”, the provisions of the “Development Agreement” shall govern. Ordinance No. 2013-11, as amended, shall govern with respect to any matter not covered by the “Development Agreement”. The City of DeLand will ensure overall compliance with this Ordinance.

E. Unless otherwise provided for herein the City of DeLand, Land Development Regulations Ordinance No. 2013-11, as amended, shall apply to the PD in the same manner as the C-2 (General Commercial) zoning classification and the Emerging Gateway District Overlay.

F. Except as otherwise stated herein, nothing in the Development Agreement is intended to abridge the requirements of Ordinance No. 2013-11, as amended, and any other City Ordinances.

DEVELOPMENT AGREEMENT

A. Development Concept. The intent of this Development Agreement is to allow for the development of the Property as a commercial subdivision providing from one to four developable lots for generally retail oriented uses. It is also the intent of this PD that the Property will be accessed primarily via the public property that was previously acquired by the Florida Department of Transportation for a frontage road (hereinafter the "Frontage Road"), and that the Property will be designed so that the properties located to the east of the Property, up to Interstate 4, will also be accessed via the Frontage Road if and when those properties are developed. Lastly, this PD is designed to allow for a commercial development that is appropriately buffered from the dense residential development immediately to the west of the Property and from any future residential development to the east of the Property if it is ultimately permitted.

B. Planned Development Plan. The Planned Development Plan shall consist of this Development Agreement and the Development Plan Map prepared by Zev Cohen & Associates, Inc. and dated August 5, 2024. The Development Plan Map is hereby approved and incorporated in this Ordinance by reference as Exhibit "B". The Planned Development Plan shall be filed and retained for public inspection in the Planning Department and it shall constitute a supplement to the Official Zoning Map of the City of DeLand.

C. Amendments. All amendments of the Planned Development Plan shall require the review and recommendation of the Planning Board and action by the City

Commission in the same manner as a rezoning of the parcel. The foregoing notwithstanding, minor changes not altering the intent and purpose of the Planned Development Plan may be approved by the Planning Director after such departmental comment as he or she deems appropriate. The Planning Director may not authorize administrative amendments which change approved land uses or location thereof, the development standards set forth in this Development Agreement, or any special condition, or any specific requirement of this Development Agreement.

D. Subdivision Approval. After the Planned Development Plan is recorded, and prior to any construction, including clearing and landfill, a preliminary plat of the area to be subdivided, whether one phase or multiple phases, shall be submitted for review and approval in the manner required by Article 13 of the City of DeLand Land Development Regulations, Ordinance No. 2013-11, as amended.

E. Site Plan Approval. After the Planned Development Plan is recorded, and prior to any vertical construction, including clearing and fill, a final site plan shall be submitted for review and approval in the manner required by Article 13 of the City of DeLand Land Development Regulations, Ordinance No. 2013-11, as amended. To the extent not otherwise addressed in this Development Agreement or in one or more subdivision plats of the Property, specific details related to development within the boundaries of the Property such as exact building footprints, sizes, orientations, parking lot configurations, landscaping, open space, tree protection, stormwater and impervious areas shall be determined during the site plan permitting process, but shall be generally consistent with the Planned Development Plan. A convenience store with gas pumps may

be located at the northeast corner of the intersection of the Frontage Road and Orange Camp Road.

F. Unified Ownership. The owner of the Property or its successors or assigns shall maintain unified ownership of the of all portions of the Property that have not been subjected to a recorded final subdivision plat.

G. Phases of Development. The project may be developed in one or more than one phase, and the phases may occur in any order, except that the first phase to be developed must include the construction of so much of the Frontage Road as is necessary to access the Property, together with any intersection improvements necessitated thereby. Grading may occur per phase. No burning shall be permitted on site. No vertical construction materials or combustibles may be stored onsite until the utilities and roads have been inspected and approved by utilities/engineering and fire prevention. No certificate of occupancy may be issued until the necessary infrastructure serving the lot is installed, approved by the City and otherwise placed into service.

H. Land Uses Within the PD. The approximate location and size of land use areas are shown on the Development Plan Map, attached hereto as Exhibit “B”. The following land uses shall be allowed as permitted principal uses and structures along with their customary accessory uses and structures:

Permitted Uses:

General/Professional Offices.

Financial Institutions.

Medical office.

Drugstores and pharmacies.

Laboratories, hospitals and clinics.

Medical clinics.

Beauty salons, barbershops and day spas.

Day care facilities, adult or child.

Dry cleaning and laundry.

Restaurants including fast food and/or drive through facilities.

Restaurants and establishments serving alcohol requiring a DBPR 2COP, 3PS or 4COP license with special class.

Bakery, pastry, gourmet, coffee and specialty beverage shops (retail).

Convenience stores with gas pumps.

Convenience stores without gas pumps.

Furniture, appliances retail.

Grocery.

Retail sales.

Virtual kitchen.

Hotels or Motels and associated accessory uses including restaurant and conference facilities.

Prohibited Uses:

Truck stops and any fueling facilities that are expressly designed to service tractor trailers are expressly prohibited.

I. Development Standards. All development for the property shall rely upon the standards set forth below.

1. Commercial Area:

a) Maximum F.A.R.: 1.0

b) Minimum Lot Area of 9000 sq.ft.

c) Minimum Lot Width of 75 ft.

d) Maximum Building Height of 45 ft.

e) Minimum Building Separation: 10 ft (unless connected).

f) Minimum Setbacks:

i. Internal Side: 10 ft. (0 ft. for adjoining/inline (commercial units)

ii. Front (Orange Camp side) : 40 ft.

iii. Rear (Northern Boundary): 10 ft.

iv. Rear (Proposed Street A): 10 ft.

v. Street Side (FDOT Frontage Road):

1. Primary Structures: 20 ft.

2. Accessory Structures: 15 ft.

g) Maximum Impervious Surface Area:

i. Cumulative across entirety of PD/Property: 70% ii. Individual Parels: 85%

2. Accessory Structures. Unless otherwise stated herein, all accessory structures shall meet the development standards of Section 33-28 of the Land Development Regulations Ordinance No. 2013-11, as amended.

3. Parking Standards.

The parking standards shall adhere to the Land Development Regulations Ordinance No. 2013-11. Notwithstanding the prior sentence, commercial uses are permitted to have shared parking with applicable cross access easements. Requests for shared parking shall be reviewed as part of the site plan permitting process and shall be based upon the criteria provided for in Section 33-91 of the Land Development Regulations. There is no obligation for a landscape or property buffer between commercial parcels with shared parking and cross access easements. Default standards requiring ten feet of vehicle separation from any property line shall not apply to internal lot lines with shared parking and cross access easements.

4. Buffer Standards. The following buffer requirements shall apply to the Property:

FDOT Frontage Road:

A 15 ft. landscape buffer will run along west side of the commercial portion of the Property and will meet Buffer Standard “A” of Section 33-92.02(b)(2) of the City of DeLand Land Development Regulations.

Orange Camp Road:

The landscape buffer along Orange Camp Road shall comply with the Emerging Gateway District Overlay standards.

Northern Boundary:

A minimum landscape buffer of 15 feet is required along the northern side of the commercial portion of the Property. This is to accommodate and integrate the adjoining commercial development

to be constructed within the city limits of DeLand and Lake Helen. The lift station shall be screened per City Code.

Eastern Boundary:

No landscape buffer is required along the eastern side of the commercial portion of the Property. This is to accommodate and integrate the adjoining commercial development to be constructed within the city limits of Lake Helen.

Internal Boundaries:

This Development Agreement contemplates, but does not require, the splitting of the property into four fee simple parcels. Whatever the ultimate configuration, it is expressly stated herein that there is no required buffer between the individual commercial parcels.

External Wall (Adjacent to Residential Neighborhood to West):

There shall be a screening wall located along the western edge of the Frontage Road along the portion of the road which is abutting the residential subdivision located to the west of the Subject Property. This screen wall shall be no less than six (6) feet in height. Its proximate location adjacent to Orange Camp Road is subject to FDOT approval for safety and sight lines. This wall must be constructed prior to the issuance of the first certificate of occupancy.

5. Signage:

a) General Terms: In the Emerging Gateway District, monument signs are permitted and pole-mounted signs are specifically prohibited. Monument signs shall have a decorative cap, a complimentary masonry

base and may be internally lit. The maximum height of any monument sign shall be eight feet, including the base, sign area, supportive structure and/or architectural embellishments. The location of the monument signs are generally depicted on the concept plan, but final location shall be determined during either the subdivision plat or at the site plan permitting processes in accordance with all applicable governmental regulations. Signs may be permitted within the landscape buffers. Building signs are permitted and shall comply with Article VII of the Land Development Code. A conceptual plan for the sign design is attached hereto and incorporated herein as Exhibit "C"

b) Wall Signs/Building Signs. The copy area of the wall signs for each of the buildings shall be calculated based upon the longest building face of the building using the ratio contained within the Land Development Regulations, rather than based upon the building face fronting along the right-of-way("Building Sign Size"). Once the Building Sign Size is determined, the copy area may be allocated along any face of the building so long as the total copy area does not exceed the Building Sign Size. In no event shall the Building Sign Size exceed 100 square feet. No wall sign shall be located on the western face of Proposed Building #1, or any other building located in that vicinity if the Proposed Building #1 is not built, so as to avoid glare into the adjacent residential neighborhood.

c) Monument Sign Allocations & Dimensions: Each primary structure constructed within the Property shall be entitled to one, double-

faced sign, to be located within the landscape buffer along Orange Camp Road.

i) Proposed Buildings 2, 3 and 4 (Eastern Outparcels): The monument signs for each of the three eastern buildings shall have a maximum height of six (6) feet, a maximum width of four (4) feet, and a maximum copy area of sixteen (16) square feet per side, as illustrated on Exhibit “C”.

ii) Proposed Building #1: One double-faced sign, with changeable copy, shall be within the landscape buffer along Orange Camp Road. The sign shall have a maximum height of eight (8) feet, a maximum width of ten (10) feet, and a total copy area of forty-eight (48) square feet per side, as calculated and illustrated on Exhibit “C”. The Land Development Regulations, as amended, shall control the frequency within which the sign copy may be changed.

d) Wayfinding Signs Along Proposed East/West Road: Two wayfinding signs may be permitted along the proposed east/west road labeled as Street A on the attached Exhibit “C”. These double-faced signs shall have a maximum height of four (4) feet, a maximum width of six (6) feet, and a total copy area not to exceed twelve (12) square feet per side, as illustrated on Exhibit “C”.

e) Plaza Sign Dimensions: An additional double-faced decorative sign, with a maximum height of eight (8) feet, a maximum width of eighteen (18) feet and a maximum total copy area of sixty (60) square feet per side, shall be permitted near the southwest corner of the

development on the Property, along Orange Camp Road, as generally illustrated on Exhibit "C". This signage may be utilized for businesses located adjacent to the north and east of the development and accessed via the Frontage Road. The final location of the plaza sign shall be determined during the site plan permitting process.

6. Open Space. Open space and/or common area shall meet the requirements of the Land Development Regulations except as otherwise expressly provided for in this Development Agreement.

7. Tree Protection Area. 15% of the square footage of the Property shall be designated for the protection of trees.

8. Compliance. In the event that future development cannot comply with the standards set forth herein, then said entitlements shall be processed through an amendment to this Development Agreement.

9. Architecture. Building architecture shall comply with the DeLand Community Design Standards and shall endeavor to achieve general compatibility with Victoria Park commercial architectural standards, while allowing commercial buildings to implement branded design standards consistent with particular businesses' well known architectural standards and color patterns, so long as those branded concepts do not violate the DeLand Community Design Standards. As the general public will be able to view all primary structures from all four sides, all four sides of each primary structure shall comply with or otherwise meet the architectural standards.

10. Lighting Standards. The lighting standards for each parcel shall comply with the lighting requirements of the City found in the community design standards. However, nothing contained herein shall violate the safety standards required for the Convenience Store provided in Section 9A of the Code of Ordinances. Developer shall utilize dark sky compliant lighting options which are available from Duke Energy.

11. Use of Audio/Speakers on Commercial Properties. In the event that any particular parcel utilizes outdoor speakers (for orders, at fuel pumps, etc.), the volume of said speakers shall comply with the City's noise ordinance provisions, as measured from the property line of the parcel on which such speakers are located.

J. Environmental Considerations. The development shall comply with the requirements for preservation of environmental resources as set forth in the Land Development Regulations Ordinance No. 2013-11, as amended. The development has been laid out in a manner to best accommodate the existing topography and drainage conditions identified on the Property. However, the actual location and layout of the developed areas within the development shall be determined during the subdivision and/or the site plan permitting processes. In addition, all landscaping, including buffers, shall predominantly utilize Florida-Friendly Landscaping, as defined by the University of Florida/Institute of Food and Agricultural Sciences ("UF/IFAS") Center for Landscape Conservation and Ecology, native, or low-water plant material. The development shall, where practicable, include landscape designs such that plants will serve environmentally

friendly functions including, but not limited to, runoff pollution prevention, cooling, privacy screening, and aesthetics.

K. Sewage Disposal, Potable Water and Reclaimed Water. Provision for sewage disposal, potable and reclaimed water needs of the PD will be provided in accordance with the Comprehensive Plan, Ordinance No. 1990-04, as amended, the Land Development Regulations Ordinance No. 2013-11, as amended, and State of Florida Administrative Code 64E-6.

L. Stormwater Drainage. Provision for stormwater retention shall be in accordance with the Land Development Regulations Ordinance No. 2013-11, as amended. Specifically, the stormwater retention system(s) shall be designed to accommodate a 100-year, 24 hour storm event and to meet all other applicable governmental regulations. All stormwater systems on the Property shall also be designed such that all pre-development stormwater that left the Property and the area in which the Frontage Road will be built will be retained on the Property. To the extent that the Property is developed in multiple phases, this requirement will be implemented on a per phase basis, such that pre-development stormwater discharge may continue to discharge from undeveloped (meaning areas that are not subject to a subdivision plat or site plan development order and which are not used to account for tree preservation, open space or any other purpose with respect to developed areas) portions of the Property.

1. LID Low Impact Design Elements: The following Low Impact Design Elements shall be provided:

a) Stormwater Plantings. All stormwater ponds shall utilize

supplemental plantings to enhance the functionality and/or aesthetics of the stormwater system. Littoral plantings shall be utilized if viability is likely – i.e. a stormwater pond is designed to remain wet. If a pond is designed to remain dry and littoral plantings are unlikely to survive, the supplemental plantings shall be Florida Friendly plants.

b. Maintenance Requirements. The required property owners association for the project shall be responsible for the maintenance of Low Impact Design Elements and in no event shall they be the responsibility of the City of DeLand.

M. Access and Transportation System Improvements. All access and transportation system improvements shall be provided in accordance with the Land Development Regulations, Ordinance No. 2013-11, as amended. The parcel shall be developed in substantial accordance with the following access and transportation system improvements:

1. Access. Primary access to the site will be via the Frontage Road which will connect to Orange Camp Road. The Development Plan Map indicates the anticipated connection locations; however, the final locations may vary due to final engineering design and permitting considerations. No movement of the streets are allowed until approved by the fire prevention division of the City to ensure access. The development must always meet height/weight/slope and turning radius of emergency services apparatus. Additional access shall be permitted via a right-in-only connection from

Orange Camp Road as permitted by the County and FDOT. Issuance of development orders, including but not limited to subdivision plat(s) and site plan(s) pursuant to this Development Agreement is subject to the issuance of a use permit by the Florida Department of Transportation, or a successor authority having jurisdiction, for the construction of the portion of the Frontage Road generally depicted on Exhibit "B" as well as the actual construction thereof. The design and construction of the road shall be at the sole expense of the developer. It is further a condition of this Development Agreement that the first final plat for any portion of the Property shall provide for dedication of Frontage Road to public ownership and use or, if the Florida Department of Transportation has not conveyed the entirety of the Frontage Road, then so much of the Frontage Road that has been conveyed and which can be subjected to the Plat. If the Florida Department of Transportation conveys the Frontage Road to the City of DeLand or another governmental entity prior to recording of the final plat, then this condition of public dedication will have been met by virtue of such conveyance.

2. Transportation System Improvements. Transportation system improvements will be provided as required by permitting agencies and as needed according to the Traffic Impact Analysis (TIA) for the project.

3. Sidewalks. Walkability is a critical component of the project. As shown on the Development Plan Map, sidewalks are provided to convey people across the Property and to adjacent parcels. Subdivision and/or site

plan review shall ensure safe transition from the sidewalk network to the individual commercial buildings.

N. Internal Roadways. Road rights-of-way will be located as shown on the Development Plan Map. In the event (temporary or permanent) secondary roadway access to the project is required, the secondary roadway shall be stabilized for emergency access and shall be maintained by the developer or turned over to a maintenance association. Sidewalks or multi-modal paths shall be located along at least one side of all rights of way and shall provide connectivity with adjacent development.

O. Maintenance Association. The applicant shall provide for a centrally managed maintenance entity to serve the parcels and common areas/shared use facilities in the development, if any, including, but not limited to shared stormwater facilities, non-publicly maintained roadways, sidewalks, or common areas, and perform the ongoing duties set forth herein.

With respect to the enforcement of said agreements, covenants, easements or restrictions entered into between the Applicant and the owners or occupiers of property within the Orange Camp DeLand PD, the City of DeLand shall only enforce the provisions of the "Development Agreement" and City of DeLand Land Development Regulations Ordinance No. 2013-11, as amended, whichever is applicable, and not the private agreements entered into between the aforementioned parties.

P. Reverter Provision: The terms of this Development Agreement shall be vested upon issuance of a final development order for the first phase of the development,

which shall occur within five (5) years from the effective date of this ordinance. If not vested within said time frame, this Development Agreement shall automatically terminate and be of no further force or effect, unless the City Commission, for good cause shown, shall extend the time period indicated in this paragraph. Thereafter, the City Commission may rezone the Property as may be necessary or appropriate to protect adjoining properties or the public health, safety and welfare.

Q. Binding Effect of Plans; Recording; and Effective Date. The Planned Development Plan, including any and all amendments shall bind and inure to the benefit of the owner of the Property and its successors in title or interest. The Orange Camp DeLand PD zoning, provisions of the "Development Agreement," and all approved plans shall run with the land and shall be administered in a manner consistent with Article 12 of the City of DeLand Land Development Regulations Ordinance No. 2013-11, as amended.

This Ordinance and all subsequent amendments shall be filed with the Clerk of the Court and recorded within forty-five (45) days following execution of the document by the City Commission, in the Official Records of Volusia County, Florida. One copy of the document, bearing the book and page number of the Official Record in which the document was recorded, shall be submitted to the Planning Department for placement in the public file. The date of recording of this document shall constitute the effective date of the Orange Camp DeLand PD or its subsequent amendments. The applicant shall pay all filing costs for recording documents.

DONE and ORDERED by the City Commission, City of DeLand, Florida, this ____ day of _____, 2024

ATTEST: City Commission of DeLand Florida

_____ _____

Michael P. 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 _____, 2024, by Michael P. Pleus and Christopher M. Cloudman, as City Manager and Mayor of the 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:

APPLICANT:
**DELAND CAPITAL GROUP, LLC**
a Florida limited liability company

_____

By:_____
Sadique Jaffer, Manager

_____
Printed Name

_____

_____
Printed Name

STATE OF _____
COUNTY OF _____

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

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.:_____

My Commission Expires:_____

WITNESSES:

OWNER:
**I4 AUTOMALL, LLC**

_____

By:_____

Name: _____

_____
Printed Name

Title: _____

_____

_____
Printed Name

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 James Brendan Hurley, who is _____ personally known to me or _____ who has produced _____ as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.:_____

My Commission Expires:_____

**EXHIBIT "A"**
**LEGAL DESCRIPTION**

A PORTION OF LOTS 9 AND 10 OF THE ASSESSOR'S SUBDIVISION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST AS RECORDED IN MAP BOOK 20, PAGE 52 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST; THENCE N89°51'01"E, ALONG THE SOUTH LINE OF THE SOUTHWEST ¼ OF SAID SECTION 25, A DISTANCE OF 792.18 FEET TO THE INTERSECTION OF SAID SOUTHWEST ¼ SECTION LINE WITH THE SOUTHERLY PROJECTION OF THE EASTERLY RIGHT OF WAY LINE INTERSTATE 4 FRONTAGE ROAD (140 FOOT PUBLIC RIGHT OF WAY) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NO. P-4738-1; THENCE DEPARTING SAID SOUTH LINE RUN N00°48'18"W, ALONG THE EASTERLY PROJECTION OF SAID RIGHT OF WAY LINE INTERSTATE 4 FRONTAGE ROAD, A DISTANCE OF 93.40 FEET TO THE INTERSECTION OF SAID EAST RIGHT OF WAY LINE OF INTERSTATE 4 FRONTAGE ROAD AND THE NORTH RIGHT OF WAY OF ORANGE CAMP ROAD (VARIABLE PUBLIC RIGHT OF WAY) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NO. 408463 1, ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE N00°48'18"W, ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 172.81 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1136.00 FEET, A CENTRAL ANGLE OF 22°58'59", A CHORD BEARING OF N10°41'11"E AND A CHORD DISTANCE OF 452.63 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 455.68 FEET TO THE END OF SAID CURVE; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE, RUN N89°05'23"E, A DISTANCE OF 403.57 FEET; THENCE S33°38'02"E, A DISTANCE OF 105.70 FEET, THENCE N89°05'23"E, A DISTANCE OF 125.65 FEET; THENCE S00°54'37"E, A DISTANCE OF 534.13 FEET TO A POINT ON THE BEFORE MENTIONED NORTH RIGHT OF WAY LINE OF ORANGE CAMP ROAD; THENCE S89°40'07"W, ALONG SAID NORTH RIGHT OF WAY, A DISTANCE OF 677.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 392,728 SQUARE FEET OR 9.02 ACRES MORE OR LESS.

# EXHIBIT “B”
## DEVELOPMENT PLAN MAP

# EXHIBIT “C”
## CONCEPTUAL SIGN PLAN

PARCEL 5
~12.21 ACRES

TRACT P
(OPEN SPACE &
CONSERVATION AREA)

VICTORIA PARK
NORTHEAST
INCREMENT ONE
(MB 48, PGS
51-53)

FUTURE FRONTAGE ROAD
(DEDICATED TO PUBLIC)

APPROXIMATE PROPOSED
TREE PROTECTION AREA

LANDSCAPE
BUFFER

15'

10'

CITY OF DELAND

LAKE HELEN

LOT 6
ASSESSOR'S SUBDIVISION
OF THE S 1/2 OF SW 1/4
OF SECTION 25, TOWNSHIP
17 SOUTH, RANGE 30 EAST
(MB 3, PG 19)

W LINE OF THE SE 1/4 OF THE SW 1/4 OF SEC

W R/W LINE OF STEWART RD

660'(P)

320'(P)

CITY OF
DELAND/LAKE
HELEN CITY
LIMIT LINE

PROPOSED STORM WATER POND

PROPOSED LIFT
STATION

PROPOSED ROW

PROPOSED 8' SIDEWALK

140' R/W

100' R/W

STUART ROAD

TIE INTO EXISTING ROAD

PROPOSED STREET A
(DEDICATED TO PUBLIC)

75'

PROPOSED ROW

CAP PROPOSED PIPE
FOR FUTURE
CONNECTION

PROPOSED 5' SIDEWALK

TRACT B
SPACE & STORMWATER
MANAGEMENT AREA

RIA PARK NORTHEAST
INCREMENT ONE
B 48, PGS 51-53)

FND 1/2" IRC
(ACCURIGHT LB 4475)
0.07'S, 0.05'E
FENCE ONLY

660'(P)

PROPOSED
DUMPSTER

PROPOSED
BUILDING 1
5,950 SF

PROPOSED 6'
SCREENING WALL
ALONG VICTORIA PARK

PROPOSED FRONTAGE ROAD

LANDSCAPE
BUFFER

15'

PRO. BLDG. 2
2,500 SF DRIVE THRU
RESTAURANT

PROPOSED
BUILDING 3
3,500 SF DRIVE THRU
RESTAURANT

PRO.
BLDG. 4
4,000 SF BANK W/
DRIVE THRU

PROPOSED 150 SF
COMMUNITY SIGN

TIE INTO EXISTING
FORCEMAIN

TIE INTO EXISTING
RECLAIM ±164' TO WEST

18'

33'

40'

LANDSCAPE
BUFFER

5'

30'

TPA

5'

15'

15'

LANDSCAPE
BUFFER

40'

LANDSCAPE
BUFFER

FDOT SIGHT TRIANGLE

FDOT SIGHT TRIANGLE

PROPOSED 8' SIDEWALK

PROPOSED PARCEL SIGN (TYP.)

PROPOSED 8'
SIDEWALK

PROPOSED
DRIVEWAY
REMOVAL

PROPOSED
SIGNALED
INTERSECTION

TIE INTO
EXISTING
WATER MAIN

APPROXIMATE PROPOSED TREE
PROTECTION AREA (TPA)

STUART ROAD TO BE VACATED
AFTER STREET A IS DEDICATED

FND 4"x4" CM (PRM LB68)

S LINE OF THE SW 1/4 OF THE SW 1/4 OF SECTION 25

ASPHALT

GRASS MEDIAN

ORANGE CAMP BLVD

W 662.34'

342.56'(P) N 01°W 662.34'

POINT OF BEGINNING

24" RCP

24" RCP

0 20 40 60 80
SCALE : 1" = 40'

## LEGEND:

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

NOTES:
1. THIS EXHIBIT IS FOR CONCEPTUAL PURPOSES ONLY. THE FINAL BUILDING PLACEMENT AND LAYOUT WILL BE DETERMINED DURING SITE PLAN APPROVAL.
2. PROPOSED LOT SPLITS WILL BE FINALIZED DURING THE PLAT PROCESS.
3. PHOTOMETRIC PLAN REQUIRED DURING SITE PLAN REVIEW PROCESS TO PROHIBIT ANY OVERALL BOUNDARY LIGHT POLLUTION.


ZEV COHEN
& ASSOCIATES, INC.
300 INTERCHANGE BLVD., STE C
OWENSBORO BEACH, FL 32754
WWW.ZEVCOHEN.COM

CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION
(LC 42)
(EB 6516)


| NO. | DATE | BY | SUBMITTALS / REVISIONS |
|---|---|---|---|
| 1 | 11-06-23 | TMD | CONCEPT PLAN FOR PRE-APP |
| 2 | 03-11-24 | MH | CONCEPT PLAN UPDATES FOR CITY AND CLIENT |
| 3 | 06-12-24 | MH | CONCEPT PLAN UPDATES FOR CITY AND CLIENT |
| 4 | 09-05-24 | MH | RESPONSE TO CITY COMMENTS |

# ORANGE CAMP COMMERCIAL
# CONCEPT PLAN
# OVERALL DEVELOPMENT PLAN

VOLUSIA COUNTY, FLORIDA
CITY OF DELAND

PROJECT NO: ZC 23193

DESIGNED BY: XXX

DRAFTED BY: JML

CHECKED BY: MW

DRAWING FILE: 23193-ODP
XREF'S: XXXXX.DWG
XREF'S: XXXXX.DWG

MICHELLE KRAWCZYK WIDICK, P.E., NO. 76892
NOT VALID WITHOUT SEAL

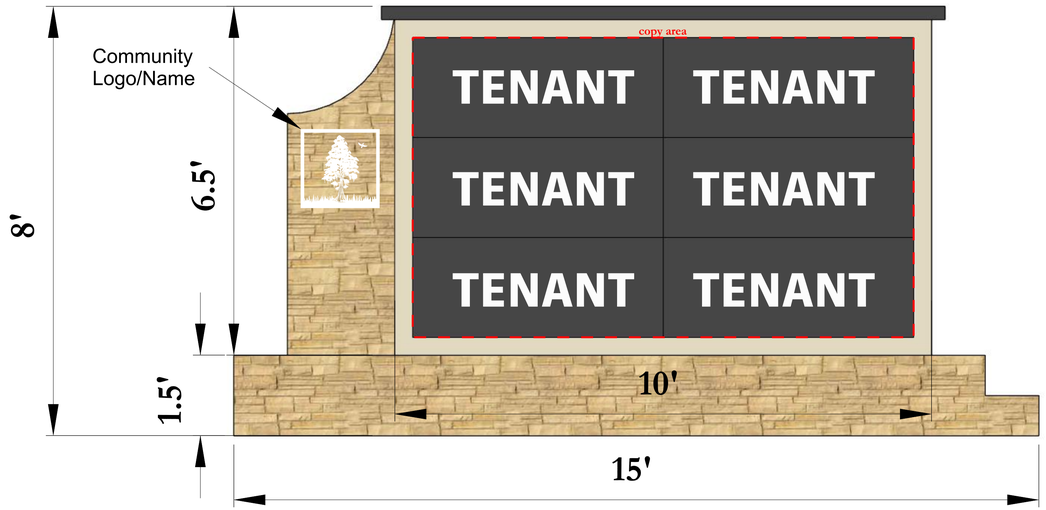
SHEET: C5 OF 5

R:\23193 ORANGE CAMP - OLD AUTOMALL\FINAL ENGINEERING PLANS\CAD\MICS\23193-ODP.DWG -- PRINTED: 9/5/2024 12:04 PM

# ORANGE CAMP SIGNAGE CONCEPTS

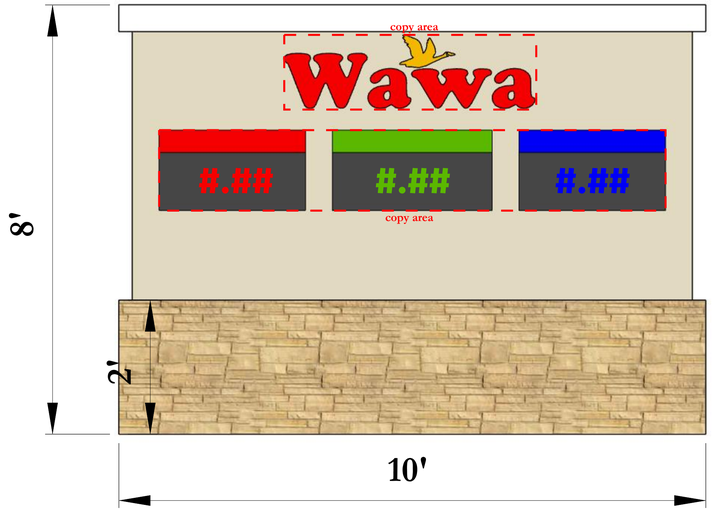
## PLAZA SIGN

- Column for community name/logo is excluded from copy area
- Max Copy Area: 60 sf (per side)
- Max Height: 8'
- Max Width: 15'



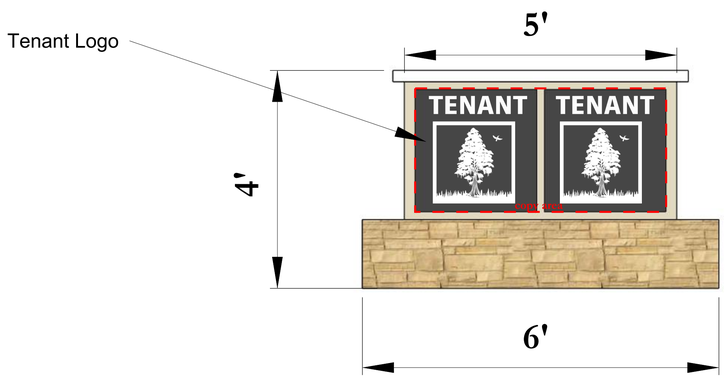

## GAS STATION

- One permitted on corner parcel
- Max Copy Area: 48 sf (each side)
- Max Height: 8'
- Max Width: 10'



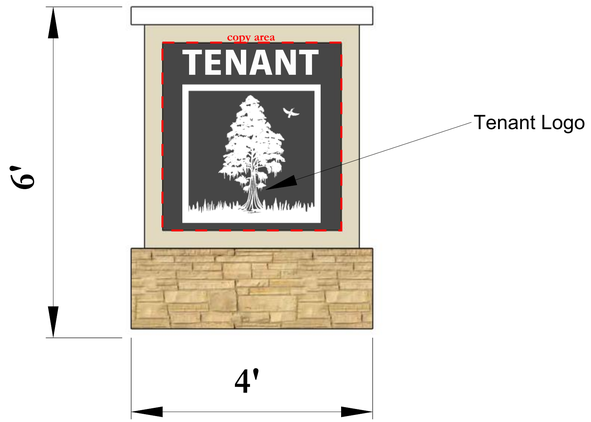

## WAYFINDING SIGN

- Two permitted at either end of Street A
- Max Copy Area: 12 sf (per side)
- Max Height: 4'
- Max Width: 6'




## MONUMENT SIGN

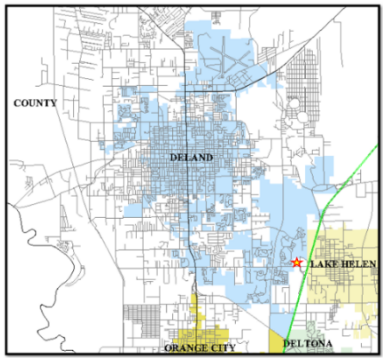
- Three permitted, one for each parcel
- Max Copy Area: 16 sf (per side)
- Max Height: 6'
- Max Width: 4'




STRINGFELLOW
PLANNING & DESIGN

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

**July 17, 2024**




**A. APPLICATION NO.:** Z24-089

**APPLICANT:** Michael Woods, Cobb Cole

**REQUEST:** To amend a portion of the expired I-4 Automall Planned Development (PD) to Orange Camp DeLand Planned Development (

**APPLICABLE ORDINANCES:**
Article XII ADMINISTRATION AND ENFORCEMENT
Sec. 33-32 – Planned Development District
Sec. 33-135 – Procedure for text amendments and rezoning

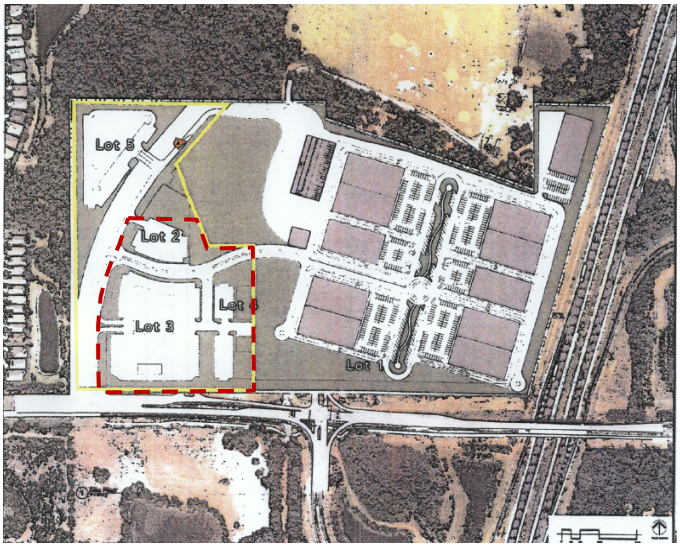
**Location:** 1600 Orange Camp Road (parcel id. 702501000051)
**Parcel Size:** 9.02 ± acres
**Existing Use:** Vacant, undeveloped

**B. ANALYSIS:**

The I-4 Automall PD was approved by the City Commission on November 5, 2018 (Ord 2018-20). The current owner, I-4 Automall, LLC owns an 18.75-acre parcel located at 1600 Orange Camp Road that was rezoned from Volusia County A-2 (Rural Agriculture) and B-6 (Highway Interchange Commercial) to I-4 Automall PD.

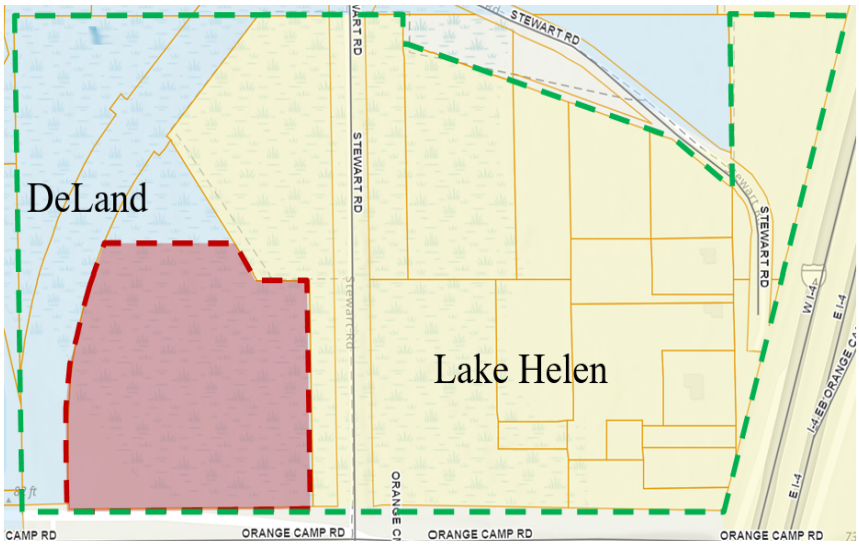
The intended development was comprised of land located in two separate municipalities, DeLand and Lake Helen. An interlocal agreement was created to facilitate the planned development. Within the original development agreement, the Lake Helen parcel was to be developed for multiple automotive dealerships and the DeLand Parcel was to be developed with traditional highway commercial uses - collectively known as the I-4 Automall. Each parcel was to be developed to the respective city's regulations and administered by the respective city as well.

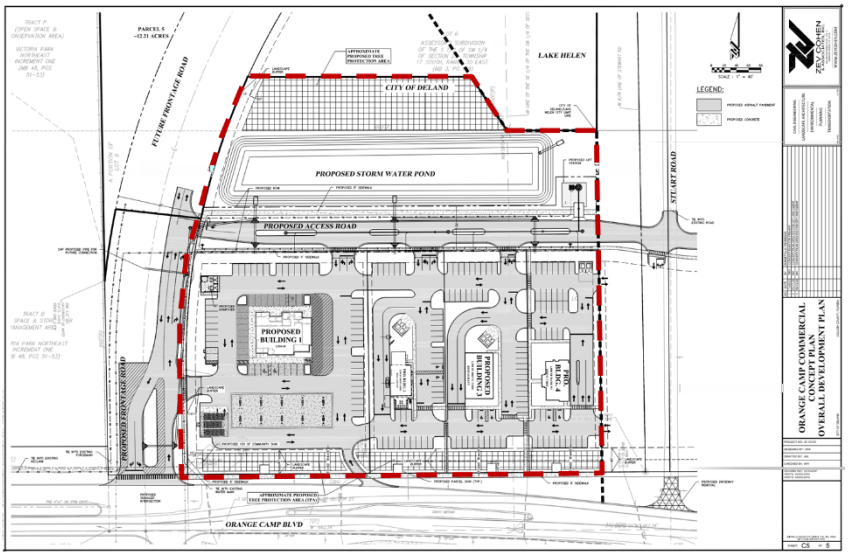
The Master Development Plan (shown below) in the original Planned Development Agreement (PD) shows how the property was to be developed:



Since that time, for the City of Lake Helen, development of the Automall has become problematic due to changes in the economy and other unforeseen circumstances. Development of the DeLand portion of the project remains relatively unchanged while the Lake Helen portion is proceeding through a Comprehensive Plan amendment to allow for up to 348 residential units along with general highway commercial uses. The two projects will remain interlinked through shared vehicular access and utility infrastructure. DeLand and Lake Helen will continue to utilize an interlocal agreement to facilitate development of the sites, however, the details of the updated agreement are still being negotiated.

The applicant is requesting to rezone a portion of the original I-4 Automall PD to a new PD, the Orange Camp Planned Development; the northwest portion of the existing PD is not being rezoned at this time and will retain the current PD zoning designation, but will not be able to develop until it is rezoned, due to the expired PD Agreement. Prior to development of the property that is not part of the new Orange Camp Planned Development, a rezoning application will need to be submitted, reviewed, and approved as a stand-alone project.



As previously noted, the uses for the DeLand portion for the proposed project will remain essentially the same and include uses that fall within the guidelines of the Highway Commercial future land use designation. A comparison of the changes to the permitted uses subject to this amendment is listed below:

| DeLand PERMITTED USES | |
|---|---|
| NEW - Orange Camp DeLand PD | OLD - I-4 Automall PD |
| • General/Professional Offices.<br>• Financial Institutions.<br>• Medical office.<br>• Drugstores and pharmacies.<br>• Laboratories, hospitals and clinics.<br>• Medical clinics.<br>• Beauty salons, barbershops and day spas.<br>• Day care facilities, adult or child.<br>• Dry cleaning and laundry.<br>• Restaurants including fast food and/or drive through facilities.<br>• Restaurants and establishments serving alcohol requiring a DBPR 2COP, 3PS or 4COP license with special class.<br>• Bakery, pastry, gourmet, coffee and specialty beverage shops (retail).<br>• Convenience stores with gas pumps.<br>• Convenience stores without gas pumps.<br>• Furniture, appliances retail.<br>• Grocery.<br>• Retail sales.<br>• Virtual kitchen.<br>• Hotels or Motels and associated accessory uses including restaurant and conference facilities. | ▪ Car washes<br>▪ Convenience store (not exceeding 6,000 square feet) with up to 32 fueling positions (fueling positions shall refer to an individual facility or piece of equipment that allows for the fueling of one (1) vehicle at any given time. Electric vehicle charging stations shall not be interpreted to be a fueling position.)<br>▪ Financial institutions<br>▪ General/Professional offices<br>▪ Medical offices<br>▪ Hotels/motels and customary accessory uses, including, but not limited to restaurants, bars and spas that are accessory to the principle hotel use (subject to a maximum cap of 120 hotel rooms on Lots 2-5)<br>▪ Restaurants, including accessory bars<br>▪ Retail sales and services<br>▪ Retail specialty shops, including automotive accessory sales with onsite installation in enclosed service bays. |

The original I-4 Automall PD specifically prohibited truck stops or any fueling facilities designed to serve tractor trailers. This prohibition is not currently included in the proposed PD and it is recommended that this restriction be included. Some of the development standards changed including:

| | Orange Camp PD | Automall PD |
|---|---|---|
| Minimum Lot Area | 9,000 square feet | 1 acre |
| Minimum Lot Width | 75 feet | 150 feet |
| Front Setback | 20 feet | 25 feet |
| Rear Setback | 10 feet | 25 feet |

The updated development agreement establishes new development parameters only for the DeLand portion of the project. The development plan which accompanies the proposed Planned Development Agreement shall govern the development of the property and constitute a supplement to the official zoning map of the City of DeLand.

The applicant is requesting additional sign area from what would be permitted in the City's sign regulations. Staff has discussed the unique site characteristics with the applicant and understands that a request to reallocate a portion of the wall sign area is reasonable. Based on the applicant's request, as many as seven (7) ground signs would be permitted, based on the proposed standards. The 150 square foot monument sign at the south west corner of the site

could impact the sight distance triangle. Staff is not supportive of the number and size of the ground signs and requests that the concept plan be revised to show the proposed size and location of all ground signs prior to the first City Commission public hearing. The following table illustrates the requested deviations:

| | Sign Regulations | PD Standards |
|---|---|---|
| Wayfinding Signage | 3 square feet | 6 square feet |
| Monument Signage | 1 per lot | 1 per building |
| Off-premise Signage (shopping center signage) | 128 square feet per face (based on size of site) | 150 square feet per face |

The PD Agreement also states that the architecture will strive to be complimentary to the Victoria Park architecture in order to create a cohesive feel to DeLand's Emerging Gateway.

The City of Lake Helen is currently in consideration of amending the land uses for the land located within its jurisdiction to accommodate residential uses (townhomes and apartments) and general highway uses instead of the automotive uses as previously approved. It can be anticipated that once the details have been determined, the Lake Helen portion of the I-4 Automall PD will be amended to include the updated development parameters.

Section 33-135 provides the following criteria, which the Panning Board and 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 Planned Development (PD) zoning designation is consistent with and permitted within the Highway Commercial land use designation for the City of DeLand. Therefore, a land use amendment would not be necessary.

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

Amendment of the Planned Development Agreement will only change the permitted uses of the property and not impact the environment or natural resources. The property is currently mostly vegetated with possible wetlands located on the northerly portion of the property. Potential wetland and environmental impacts will be thoroughly analyzed at the platting and site plan review stages for the project.

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

The property is currently vacant and contributes only marginally to the tax base. The rezoning action will permit the eventual development of the commercial use that will have an anticipated positive impact upon the economy once the development is in operation and generating revenue.

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

The rezoning action will not impact governmental services. The property is located within the urban area and such services are already provided. No new services are anticipated to be required because of the rezoning action itself. Development of the property will be served by municipal water and sewer which has been extended to the site. Reclaim water will need to be extended to the site in the future.

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

The larger change in circumstances is due to unanticipated conditions for the City of Lake Helen portion of the project. Conditions for the City of DeLand portion of the property are

essentially unchanged. This amendment permits the DeLand portion of the development to move forward in the development process. The intent of the Development Plan Map and associated updated interlocal agreement is to provide a framework for the long-term development of the property in coordination with each adjacent municipality.

**6. Was there a mistake in the original classification?**

There was no mistake in the classification.

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

The property is located at the boundary of DeLand's urban core and the property is designated or commercial land uses. The proposed rezoning designation is consistent with the area and not anticipated to adversely impact the area in that regard.

Subject to the pending changes to the Lake Helen portion of the Planned Development Agreement, there will be an effect on the use of the property in that the automotive uses will be eliminated to accommodate a potential change of use for residential purposes. This will not impact the uses established for the DeLand portion of the project and coordination of the development will be on-going as those decisions are made to ensure the final portions of the project are compatible and meet the requirements of the interlocal agreement.

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

The rezoning request will not adversely impact health, safety or welfare.

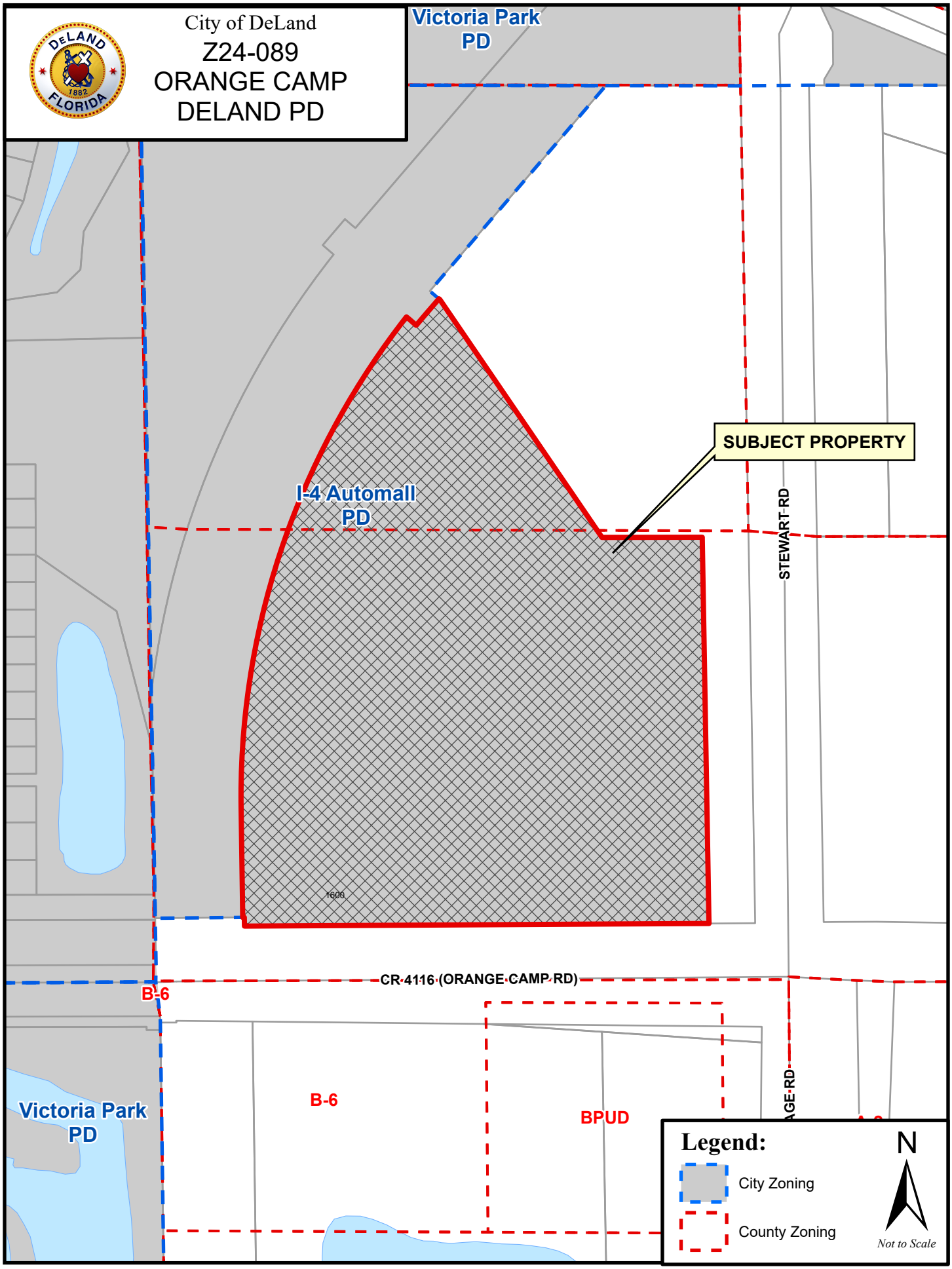
## C. CONCLUSION:

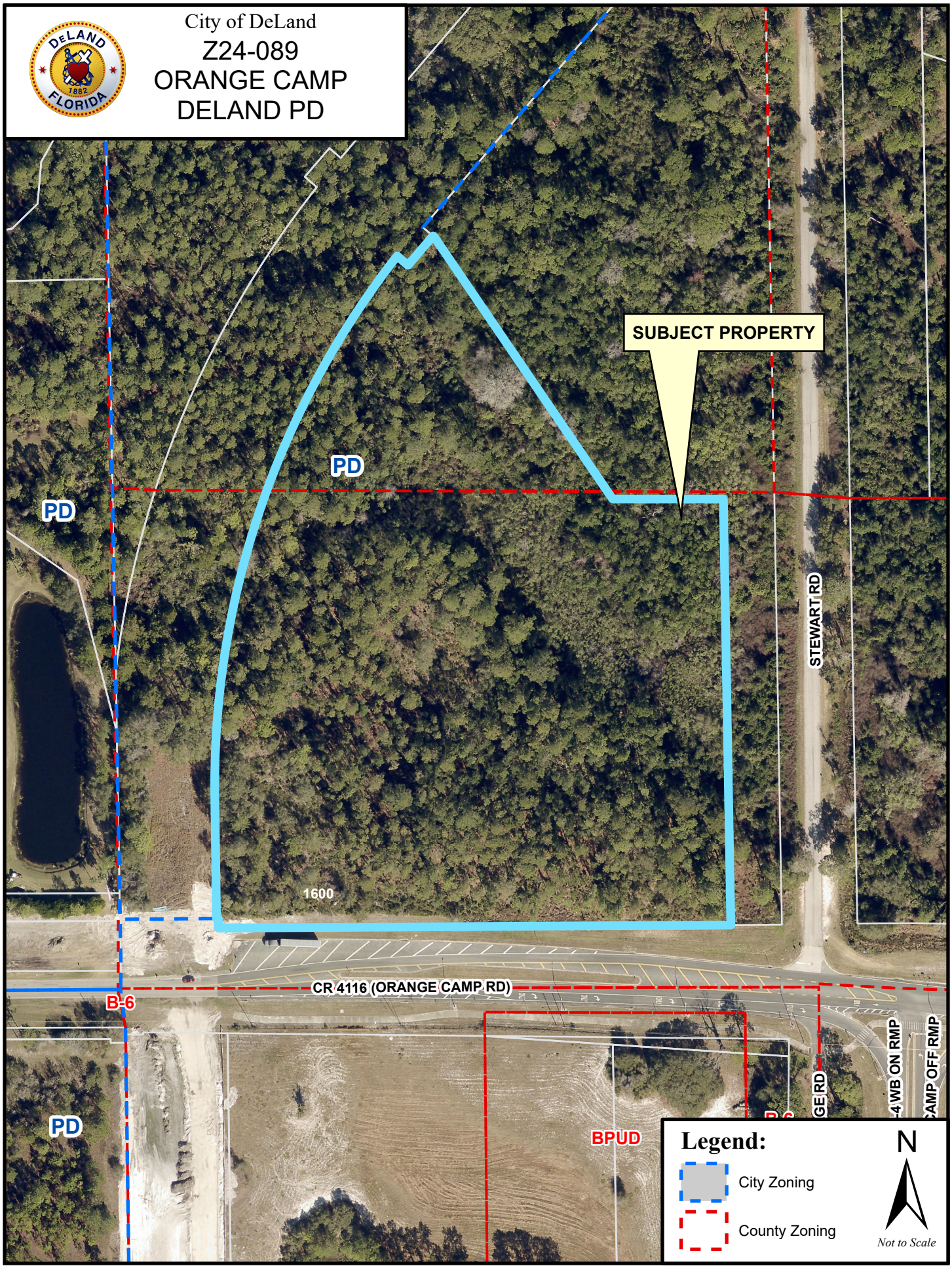
The I-4 Automall PD was approved with the understanding that the property would be developed to accommodate commercial uses supported by the Highway Commercial Land use designation on the DeLand portion of the site and with automotive sales and service uses on the Lake Helen portion. This amendment memorializes changes to a portion of the Planned Development Agreement that further clarify the uses and define the development requirements for the DeLand site. Because the uses that were established remain essentially unchanged, this amendment is acceptable as presented. The next step in the process is the approval of a site plan that complies with the Development Plan Map established for the DeLand property.

The overall Planned Development Agreement remains the subject of the interlocal agreement that has been established and which will be amended once the City of Lake Helen has updated its Comprehensive Plan and preliminarily agreed upon a development plan.

## D. STAFF RECOMMENDATION:

Staff recommends that the Planning Board forward to the City Commission a recommendation of approval for the rezoning request. (*The City Commission will address the proposed rezoning for first reading after the interlocal agreement has been updated.)*


City of DeLand
Z24-089
ORANGE CAMP
DELAND PD
Victoria Park
PD
SUBJECT PROPERTY
I-4 Automall
PD
STEWART RD
1600
CR 4116 (ORANGE CAMP RD)
B-6
B-6
BPUD
Victoria Park
PD
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z24-089
ORANGE CAMP
DELAND PD
SUBJECT PROPERTY
PD
PD
PD
1600
STEWART RD
CR 4116 (ORANGE CAMP RD)
B-6
BPUD
GE RD
4 WB ON RMP
AMP OFF RMP
Legend:
City Zoning
County Zoning
N
Not to Scale

11/15/2018 9:05:59 AM
Instrument# 2018229737 50 pages
Book: 7622 Page: 3448
Electronically Recorded By
Volusia County Clerk of the Court

# ORDINANCE NO. 2018 - 20

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY'S A-2, RURAL AGRICULTURE AND B-6, HIGHWAY INTERCHANGE COMMERCIAL TO THE CITY OF DELAND'S I-4 AUTOMALL PD, PLANNED DEVELOPMENT ZONING DESIGNATION, ON PROPERTY LOCATED AT 1600 ORANGE CAMP ROAD; APPROVING A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY 18.75 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, the applicant, Mark Watts, Esq., (hereinafter referred to as "Applicant") is the authorized agent of the owner I-4 Automall, LLC, of approximately 18.75 acres of land located at 1600 Orange Camp Road, which is more particularly described in the legal description attached hereto as Exhibit "A", and which by this reference is made a part hereof; and

**WHEREAS**, the Applicant has applied for a change of zoning from the present zoning classification of Volusia County's A-2, Rural Agriculture and B-6, Highway Interchange Commercial, to I-4 Automall PD, Planned Development District; and

**WHEREAS**, said rezoning as a PD District is consistent with both the Comprehensive Plan and the purpose and intent of Section 33-32 of the Code of Ordinances of the City of DeLand (the "Code"); and

**WHEREAS**, the Applicant has submitted an application for the approval of a development plan in order to amend the property's zoning designation and change certain development standards for the property described in Exhibit "A" (hereinafter the "Property" or the "Project"); and

**WHEREAS**, the proposed development plan meets or exceeds the minimum conditions and standards for the PD District with respect to minimum development size, perimeter setbacks, comprehensive plan consistency, internal compatibility, external compatibility, open spaces, sidewalks, environmental constraints, internal access and circulation, external transportation access, off-street parking, public facilities and unified control; and

**WHEREAS**, the proposed development plan is consistent with the Highway Commercial future land use designations.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The City Commission has held a public hearing to approve the change of zoning from Volusia County's A-2, Rural Agriculture and B-6, Highway Interchange Commercial, to City of DeLand's I-4 Automall PD, Planned Development District, on the property located at 1600 Orange Camp Road.

**Section 2.** Pursuant to the determination made at a public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City to include the land described in Exhibit "A" as I-4 Automall PD, Planned Development District.

**Section 3.** The zoning of the Property as PD, Planned Development District, is made pursuant to Section 33-32 of the Code and the development of the Property shall take place in accordance with that Section and in substantial compliance with the Development Plan Agreement, Maps and other supporting documentation submitted by the Applicant which shall be filed and retained for public inspection in the office of the City Planning Department and constitute a supplement to the official Zoning Map of the City.

**Section 4**. The approved Development Plan for I-4 Automall PD, Planned Development District, including the Development Plan Agreement, Map and other supporting documentation (on file with the City Planning Department), are attached hereto as Exhibit "B" and by this reference made a part hereof.

**Section 5**. The failure of the approved Development Plan to address a particular permit, condition, term or restriction shall not relieve the Applicant of the necessity of complying with any law governing said permitting requirements, conditions, terms or restrictions, as same may be amended or enacted from time to time in the future. All current land development regulations of the City are applicable to the PD District except to the extent that they conflict with a specific provision of the approved Development Plan.

**Section 6**. At the time of development, the Applicant shall comply with all relevant building codes and development standards contained in the City's Code of Ordinances or in the Development Plan; provided, however, that the development standards contained in the adopted Development Plan shall supersede comparable standards contained in the Code of Ordinances.

**Section 7**. Pursuant to Article 5 of the City's Land Development Regulations, the Applicant shall comply with all applicable infrastructure regulations.

**Section 8**. The City Commission may rezone any portion of the Project which has not obtained a site plan approval within five years from the date of adoption of this Ordinance.

**Section 9**. Prior to the issuance of a building permit, Applicant shall submit an easement document, acceptable to the City of DeLand, permitting additions to shared access, parking, utilities, and stormwater.

**Section 10**. The City Engineer and Planning Director are hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

**Section 11.** No rights to obtain final development orders nor any rights to develop the property have been granted or implied by this Ordinance. Final development orders for the property including, but not limited to, site plan approval shall be subject to a determination of concurrency.

**Section 12**. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

**Section 13.** This Ordinance shall become effective immediately upon its adoption.

**PASSED AND DULY ADOPTED** this 5th day of November, 2018.

Robert F. Apgar
Mayor - Commissioner

**ATTEST:**

Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 1, 2018
Adopted on second reading: November 5, 2018

**APPROVED AS TO FORM AND LEGALITY:**

Darren J. Elkind
City Attorney

Dewberry

Dewberry Engineers Inc.
131 West Kaley Street
Orlando, FL 32806

407.843.5120
407.649.8664 fax
www.dewberry.com

October 26, 2018
**Prepared for:** City of Deland
**Description:** Legal Description For Ordinance - DeLand – **"Exhibit A"**

**Legal Description:**

A PORTION LOTS 5, 6, 9, 10, OF THE ASSESSOR'S SUBDIVISION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST AS RECORDED IN MAP BOOK 3, PAGE 149 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; SAID LANDS LYING NORTH OF ORANGE CAMP ROAD AND WEST OF INTERSTATE 4 (SR400) BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 25; THENCE N89°51'01"E ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 25, A DISTANCE OF 662.44 FEET TO A POINT ON THE SOUTHERLY PROJECTION OF THE WEST RIGHT OF WAY LINE OF THE INTERSTATE 4 FRONTAGE ROAD (PER FDOT MAP PROJECT NO. P-4738-1); THENCE N01°01'36"W ALONG SAID SOUTHERLY PROJECTION AND WEST RIGHT OF WAY LINE, A DISTANCE OF 105.18 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N01°01'36"W ALONG SAID WEST RIGHT OF WAY LINE, AND THE EAST LINE OF VICTORIA PARK NORTHEAST INCREMENT ONE AS RECORDED IN MAP BOOK 48 PAGE 51 AND THE EAST LINE OF VICTORIA PARK INCREMENT TWO NORTHWEST AS RECORDED IN MAP BOOK 50 ,PAGE 111, A DISTANCE OF 1217.43 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 25; THENCE S89°56'16"E ALONG SAID NORTH LINE, A DISTANCE OF 495.82 FEET TO A POINT ON THE AFOREMENTIONED WEST RIGHT OF WAY LINE OF THE INTERSTATE 4 FRONTAGE ROAD; THENCE CONTINUE S89°56'16"E ALONG SAID NORTH LINE, A DISTANCE OF 184.19 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF SAID INTERSTATE 4 FRONTAGE ROAD; THENCE RUN S40°35'19"W ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 395.17 FEET; THENCE RUN S49°24'41"E ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 20.00 FEET TO A POINT SAID EAST RIGHT OF WAY; THENCE DEPARTING THE AFORESAID EAST RIGHT OF WAY LINE, RUN S34°15'57"E, A DISTANCE OF 419.71 FEET TO A POINT LOCATED ON THE WEST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 25, SAID POINT ALSO BEING ON THE SOUTH LINE OF LOT 5 OF SAID ASSESSOR'S SUBDIVISION; THENCE RUN N89°57'23"E ALONG SAID SOUTH LINE, A DISTANCE OF 146.44; THENCE DEPARTING SAID SOUTH LINE RUN ALONG A LINE THAT IS 70.00 FEET WEST OF AND PARALLEL TO THE WEST RIGHT OF WAY LINE OF STEWART ROAD, S01°00'04"E A DISTANCE OF 564.26 FEET TO A POINT ON THE NORTH LIMITED ACCESS RIGHT OF WAY LINE OF ORANGE CAMP ROAD (VARIABLE RIGHT WAY WIDTH PER FDOT MAP F.P. NO. 408463); THENCE RUN S89°40'07"W, ALONG SAID LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 317.85 FEET TO THE END OF SAID LIMITED ACCESS; THENCE CONTINUE S89°40'07"W ALONG THE NORTH RIGHT OF WAY OF ORANGE CAMP ROAD, A DISTANCE OF 360.74 FEET TO A POINT ON THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF INTERSTATE 4 FRONTAGE ROAD; THENCE N00°48'18"W ALONG SAID EAST RIGHT OF LINE, A DISTANCE OF 12.81 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID INTERSTATE 4 FRONTAGE ROAD; THENCE RUN S89°24'03"W, A DISTANCE OF 130.13 TO THE POINT OF BEGINNING.

CONTAINING 816,894 SQUARE FEET OR 18.75 ACRES, MORE OR LESS.

**EXHIBIT "B"**

**Please return recorded document to:**

**City of DeLand**
**120 S Florida Avenue**
**DeLand, FL 32720**

## DEVELOPMENT AGREEMENT

***Case #Z-18-84***

A. Development Concept. The property identified on Exhibit "A" (the "LH Property") is located in the City of Lake Helen and shall be developed as a location for multiple automotive dealerships, customary accessory and support uses. The property identified on Exhibit "B" (the "DeLand Property") is located in the City of DeLand and shall be developed with traditional highway commercial uses as shown on the Preliminary Plan. Collectively, the project shall be known as the "I-4 Automall." It is the intent of the Master Development Plan to provide a framework for the overall development of the property within both Lake Helen and DeLand in a coordinated manner that provides for shared infrastructure between parcels, including stormwater management facilities, utility corridors and vehicular cross access routes serving the I-4 Automall. To the extent not specifically addressed herein, the standards and provisions of the City of Lake Helen Land Development Code ("LDC") or the City of DeLand Land Development Regulations ("LDRs") shall govern the development of the Lake Helen Property and the DeLand Property, respectively, and shall be administered exclusively by the city within which the subject property is located. Administration of the applicable LDC, LDRs or the provisions of this Development Agreement shall be the responsibility of the jurisdiction in which the property being developed is located.

1. Master Development Plan. The Master Development Plan shall consist of the Preliminary Plan prepared by HHCP attached hereto as Exhibit "C" and this Development Agreement (hereinafter "Agreement"). The Preliminary Plan is hereby approved and incorporated in this Agreement by reference as Exhibit "C". The Master Development Plan shall be filed and retained for

public inspection in the Office of the City Clerk for the City of Lake Helen and the City of DeLand and shall constitute a supplement to the Official Zoning Maps for each city

2. Amendments. All amendments of the Master Development Plan, other than those classified within this Agreement or deemed by the respective city to be minor amendments, in accordance with the provisions of the applicable LDC or LDRs, shall require the review and approval in accordance with the provisions of the respective city's LDC or LDRs in the same manner as a rezoning of the parcel. Since it is the intent that the Lake Helen Property and the DeLand Property be developed in a coordinated manner, each City agrees to provide a minimum of thirty (30) days written notice to the other city of any proposed amendment(s) to the Master Development Plan prior to any hearing at which such amendment(s)will be considered. Nothing herein shall be interpreted as providing either City with jurisdiction outside of the limits of their respective municipal boundaries; however the City of Lake Helen and the City of DeLand shall be included in DRC reviews for portions of the project in each respective jurisdiction.

3. Subdivision Approval. After the Master Development Plan is recorded, applications for a Preliminary Plat and Final Plat of any area to be subdivided shall be submitted for review and approval in the manner required by the applicable provisions of the City of Lake Helen or City of DeLand LDRs, as amended. The Preliminary Plan shall satisfy the requirements for preliminary subdivision plan or concept plan under the respective LDC or LDRs for each city. Nothing herein shall be interpreted to require submittal of a Preliminary Plat and Final Plat prior to the commencement of non-vertical construction, including clearing, landfill and construction activity related to construction of Frontage Road, and any internal connector roads connecting to Frontage Road or Stewart Road, or the commencement of clearing, landfill and other activity related to general site work for preliminary site infrastructure included in an approved final site plan and provided that all such activities have received applicable use permits, St. Johns River Water Management District ("SJRWMD") permits and any other

local, state or federal agency regulations that apply.

4. Final Site Plan Approval. After the Preliminary Plat is approved, and prior to issuance of any permits for construction on a particular development lot, a site plan for the particular development lot shall be prepared and submitted for review and approval in the manner required by the applicable LDC or LDRs, as amended. It is not necessary that a site plan(s) be submitted for every development lot within the Master Development Plan prior to issuance of permits for construction of vertical improvements (building) on a particular lot, as long as a site plan has been submitted for review and approval for the particular development lot upon which issuance of permits is sought. The Preliminary Plan, attached as Exhibit C, meets the minimum submittal requirements of a Concept Plan application in accordance with land development code. Therefore, the Master Development Plan shall be in-lieu of a Concept Plan application for the overall subdivision, and the owner/developer is authorized to proceed with submittal of a Preliminary Plat or Final Site Plan application once this Ordinance has been recorded. Nothing herein shall be interpreted to require submittal of a site plan(s) for particular development lots prior to the commencement of non-vertical construction, including clearing, landfill and construction activity related to construction of Frontage Road, and any internal connector roads connecting to Frontage Road or Stewart Road, or the commencement of clearing, landfill and other activity related to general site work, provided that all such activities have been reviewed and approved by the City and subject to applicable use permits, SJRWMD permits and any other local, state or federal agency regulations that apply.

5. Intergovernmental Coordination. As noted above, the property that is subject to this Agreement is located in both the City of Lake Helen and the City of DeLand. The intent of this Master Development Plan is to provide a framework for the long-term development of the property in coordination with each adjacent municipality. Based on the location of the property with respect to each city the development standards provided herein have been coordinated between the cities in an

effort to ensure the project provides an attractive gateway to both Lake Helen and DeLand.

B. Unified Ownership. The Applicant or his successors has and shall maintain unified ownership of the subject parcel until after recording of the Final Plat as provided under Section A(3), above, or shall, as a condition of conveyance, retain the right to unilaterally submit an application for Final Plat until such time as the Final Plat is recorded.

C. Phases of Development. The development of this planned unit development ("PUD"), as shown on the Preliminary Plan, shall occur in one or more phase(s). Following approval and recording of a Final Plat, the individual lots shall be developed in a coordinated manner that will implement the provisions of this Master Development Plan.

D. Land Uses within the PUD. The development of the Property shall be consistent with the uses prescribed for each area within the proposed PUD, and administered solely by the city within which the respective lot(s) lies. The locations and sizes of said land use areas are shown on the Preliminary Plan, Exhibit C, consistent with the Master Development Plan. Permitted uses are outlined by Lot, below as follows:

1. Lot 1: Development on Lot 1 is located entirely within the City of Lake Helen and shall include approximately 400,000 square feet of total conditioned space, including automotive sales and service space and a centralized warehouse distribution center for automotive inventory and parts. The development on Lot 1 is referred to in this Development Agreement as the "Automall or I-4 Automall". The developed space is intended to be allocated between up to 11 standardized dealership modules ("Dealership Modules"), as shown on the Preliminary Plan. Each Dealership Module is designed to occupy a footprint of 36,800 square feet. Dealership Modules may be configured as single or double units, provided the total number of modules does not exceed 11. More than one automotive dealership may occupy a Dealership Module, or an automotive dealership may occupy one or more Dealership Modules based on their respective requirements for inventory storage. Each module will

provide approximately:

14,000 square feet of interior automotive sales area

17,000 square feet of interior automotive service area (including parts storage)

2,500 square feet of exterior automotive sales display area located in front of each Dealership Module.

36,800 square feet of structured vehicle inventory storage per floor (unconditioned space)*

* The floors designed for structured vehicle inventory are designed to accommodate a potential future transition of the Dealership Modules for other uses. Design for the vehicle inventory storage areas shall allow each Dealership Module to transition to office or other uses in the future, subject to applicable limitations such as floor area ratio ("FAR") or density standards applicable at the time of any future transition. Any redevelopment of the Dealership Modules will be subject to review and approval as an amendment to this Agreement or a new planned unit development.

Additionally, a centralized warehouse distribution center of up to 40,000 square feet and a physical plant of up to 6,000 square feet shall also be permitted on Lot 1 in the locations specified on the Preliminary Plan. The distribution center is an accessory use to the dealership modules and shall serve as a central receiving location for all vehicle and parts inventory deliveries for the Automall use on Lot 1 in an enclosed unloading facility as further described herein. Additional vehicle inventory storage may also be included as part of the distribution center. Uses permitted on Lot 1 shall be limited to:

- Automobile sales or accessory rental operations and service thereof, when said service is performed as an accessory use to the principal use of sales or rental. Automotive sales operations shall be limited to advertised regular business hours of 7 am – 10 pm. Automotive service operations shall be limited to the hours of 7 am – 10 pm for the general public. Automotive service for fleet vehicles may be performed at other times, provided they occur in an enclosed service area to minimize noise. Overnight delivery of parts and automotive inventory from the distribution center to individual dealership modules shall be conducted in a manner to minimize noise and comply with the City of Lake Helen noise ordinance.

- Accessory retail sales and services
- Communication equipment mounted on buildings (no towers are permitted)
- Educational or vocational training
- Automotive sales or service establishments
- Outdoor advertising signs, including electronic billboards

2. Lots 2-4 – Highway Commercial – Development on Lots 2-4 is located entirely in DeLand and shall be limited to a maximum of 48,500 total square feet of restaurant and retail uses, plus up to 120 hotel rooms if they are not developed on Lot 5. Permitted uses shall include:

- Car washes
- Convenience store (not exceeding 6,000 square feet) with up to 32 fueling positions (fueling positions shall refer to an individual facility or piece of equipment that allows for the fueling of one (1) vehicle at any given time. Electric vehicle charging stations shall not be interpreted to be a fueling position.)
- Financial institutions
- General/Professional offices
- Medical offices
- Hotels/motels and customary accessory uses, including, but not limited to restaurants, bars and spas that are accessory to the principle hotel use (subject to a maximum cap of 120 hotel rooms on Lots 2-5)
- Restaurants, including accessory bars
- Retail sales and services
- Retail specialty shops, including automotive accessory sales with onsite installation in enclosed service bays.

**Prohibited Uses** – Truck stops or any fueling facilities that are specifically designed to serve tractor trailers.

3. Lot 5 – Hotel/Office – Development on Lot 5 is located in DeLand and shall be

limited to 60,000 square feet of office space or office over retail, provided retail uses are limited to the first floor. In the alternative, up to 120 hotel rooms are permitted if not otherwise constructed on Lots 2-4. Permitted uses shall include:

- General/Professional offices.
- Hotels/motels and customary accessory uses, including, but not limited to restaurants, bars and spas that are accessory to the principle hotel use, though not necessarily owned and/or operated by the hotel/motel.
- Essential utility services.
- Retail sales and services.

In the event, hotel/motel use is not developed in Lot 5, up to 120 hotel rooms may be transferred to Lots 2-4. In the event fewer than 120 hotel rooms are developed on Lot 5, any remaining allocation of hotel rooms may be transferred to Lots 2-4, provided the total number of trips generated by development of Lots 2-5 does not exceed the total number of trips attributed to those Lots in the traffic impact analysis dated February 26, 2018 and prepared by Lassiter Transportation Group.

**Prohibited Uses** – Truck stops or any fueling facilities that are specifically designed to serve tractor trailers.

4. Allocation of Uses for Lots 2 - 4 – The specific uses described for Lots 2 - 4 may be re-allocated between these Lots without amendment to this PUD, provided the total number of trips generated does not exceed the total number of trips attributed to those Lots in the traffic impact analysis dated February 26, 2018 and prepared by Lassiter Transportation Group. Notwithstanding the ability to re-allocate uses between Lots 2-4 referenced above, the overall development of those lots shall not exceed a maximum of one (1) convenience store of up to 6,000 square feet with up to 32 fueling positions, allowing a maximum of 32 vehicles to fuel at any given time, 120 hotel rooms and five (5) restaurants, excluding those which are an accessory use to a hotel. In addition, of the five (5)

permitted restaurants, no more than three (3) shall be fast-food style restaurants with drive-through facilities. A fast food restaurant with drive-through facilities that is co-located with a convenience store shall count as one of the permitted fast-food style restaurants.

5. Tract 1:

Is primarily located in Lake Helen and provides for open space, conservation, tree preservation and stormwater management but shall count to satisfy open space and tree preservation requirements for development that occurs in both the City of DeLand and the City of Lake Helen regardless of which jurisdiction in which the tracts are located.

6. Tracts 2 and 3:

Are located in both Lake Helen and DeLand and provide open space, conservation and tree preservation but shall count to satisfy open space and tree preservation requirements for development that occurs in both the City of DeLand and the City of Lake Helen regardless of which jurisdiction in which the tracts are located.

7. Open Space:

A minimum of twenty-five (25%) percent of the total land area within the I-4 Automall project will be comprised of open space, which may include public gathering spaces and plazas, landscape buffers and internal landscaped areas, conservation and tree preservation areas, stormwater ponds and any recreational amenities.

E. Development Standards.

1. Overall Landscape Standards: Unless otherwise noted below, all landscape buffers described below shall meet the minimum standards specified in Land Development Code for the city in which development is occurring. The required number of canopy and understory trees required may be clustered within the required perimeter buffers and within Tract 1 to preserve view corridors for certain portions of the project while maximizing the screening impact of such trees in clustered groups.

In addition, the landscape buffers shall meet the standards provided in the location specific descriptions below. The average width of any landscape buffer shall be determined by dividing the total land area included in the landscape buffer by the total linear footage of the buffer, subject to the minimum widths set forth herein.

a. I-4 Buffer and Orange Camp Road Buffer:

The architectural design for the Automall project is unique in its character and design and will create a true visual gateway for Volusia County and the cities of Lake Helen and DeLand. It is the intent to create a unique native buffer along both the I-4 frontage and the Orange Camp Road frontage extending to Frontage Road that will complement the overall project design while adapting to the native surrounding context. The proposed buffer will consist of the use of mass native saw palmetto, colorful grass species and colorful prostrate native groundcovers placed on rolling perimeter berms. An average buffer width of 40' shall be maintained with a minimum width of 20' permitted within 150 feet of the I-4 right of way to allow for service road circulation. In the event permission is obtained from the County and FDOT, additional landscaping shall be installed in the right of way for Orange Camp Road and on the adjacent I-4 overpass bridge abutment to provide for a minimum of 40' buffer width with a berm along the entire Orange Camp Road and I-4 frontage. The proposed buffer design supports the truest measure of sustainable waterwise "green design" principles consistent with the Florida Friendly Landscape Program. These planted berm areas will provide large massive color changes during different periods of the year and create a visual signature for the Lake Helen / DeLand Gateway.

All required perimeter buffers along I-4 and Orange Camp Road shall meet or exceed the Lake Helen Land Development Code or City of DeLand Class C buffer standards provided in the LDC or LDRs, as applicable. All proposed trees will be upgraded to exceed current code requirements to a minimum 16-18' Ht (200 gallon) size, with a 5" caliper minimum. Trees will consist of a mixture of native Live Oaks, Shumard Oaks, Florida Slash Pine, Cypress and other native canopy trees to reestablish a native buffer appearance.

No flags, banners or other marketing displays shall be permitted in the landscape buffer area adjacent to Orange Camp Road.

b. Frontage Road Buffers:

Internal Roadway buffers fronting on the Frontage Road will be a minimum of 15' in width planted with Class C buffer density. All proposed trees will be upgraded to exceed current code requirements to a minimum 16-18' Ht (200 gallon) size, with a 5" caliper minimum. Trees will consist of a mixture of native Live Oaks, Shumard Oaks, Florida Slash Pine, Cypress and other native canopy trees to reestablish a native buffer appearance.

c. <u>Western Perimeter Buffer and Screening:</u>

A minimum 40' landscape buffer will be provided adjacent to the residential areas located to the west of the Property. Subject to permitting approval by FDOT and any applicable permitting jurisdiction, an 8' high screening wall will be constructed along the western boundary of the Property adjacent to the Victoria Gardens development. The screening wall will be planted on the western side with vegetation designed to create a "green" wall to provide additional screening. The screening wall will extend north, along the

western boundary of the Property to the northern boundary of Lot 5.

d. Northern Perimeter Buffering:

A landscape buffer with an average width of 25 feet and a minimum width of 15 feet will be provided along the northern boundaries of Lot 5 and Lot 1. The landscape buffer for Lot 5 shall be included in the lot area. The landscape buffer for Lot 1 is set aside in a separate tract designated on the Preliminary Plan as Tract 3.

e. Internal Perimeter Buffers:

The projects western and northern buffers will be planted with native Live Oak, Florida Slash Pine, Cypress and other native canopy and sub-canopy trees to create a densely planted buffer. Canopy trees will be planted on average of 1 tree per thirty feet with pines being planted in clusters to provide the maximum buffering effect. Canopy trees will be planted in a variety of sizes to provide a naturalistic growing pattern. All trees within these buffers will meet or exceed the minimum as required by current landscape code requirements. Due to the nature of the site and the desire to preserve natural habitat landscape buffer widths will vary from between 7' minimum width, up a 20' width where native vegetation can be preserved. Where possible, existing native plants and trees will be preserved to retain both tree canopy and ground plane landscape materials.

f. On-Site Preservation:

Although no formal preserve areas are currently proposed for dedication to either City, the developer's intent is to maintain the native site character and habitat intact for those areas outside of the proposed development pads. These

areas will be left in their natural state to help provide visual buffering to surrounding properties, maintain natural habitat for the native animal and bird populations, and provide areas for natural aquifer recharge. These areas will be identified prior to site construction activities and cordoned off to protect and prevent encroachment. Depending on the complexity of the infrastructure requirements for the site, limited trenching in these areas may be necessary but will be evaluated, scrutinized for alternative methods of construction and limited to the greatest extent possible.

Based on current site analysis, the site currently has jurisdictional wetlands. As part of any site development the minimization of impacts will be greatly considered and only impacted if necessary. In the event that wetland impacts are proposed, the development will comply with the current Lake Helen or DeLand, as applicable, and St. Johns River Water Management District (SJRWMD) criteria for wetland permitting and mitigation. If mitigation is required, the developer will work with the agencies to provide on-site mitigation, if possible, enhancement to the existing and preserved wetland areas and offsite mitigation.

g. Irrigation:

The development will strive to utilize the most sustainable waterwise principles of green design through the use of low flow drip irrigation, rain gauges, water sensor cut-off, and the integration of supplemented water systems including reclaimed water, roof collected cistern systems, purified stormwater and connection to a grey water system, all to efficiently reduce overall water consumption and dependency on public potable water system infrastructure.

The overall planting palette will primarily utilize native plant material indigenous to this area and specifically selected based on the native soil composition. To help ensure that the native areas can serve as aquifer recharge, these areas may be used for disposition of overflow collected cistern rainwater.

2. Development Standards for Lot 1:

| | | |
|---|---|---|
| a. | Minimum dealership lot area: | 1 acre |
| b. | Minimum lot width: | 150 feet |
| c. | Minimum yard size (building): | |
| | i. Front yard: | 20 feet |
| | ii. Rear yard: | 25 feet |
| | iii. Side yard: | 10 feet; 0 feet for adjoining dealership modules |
| d. | Maximum impervious surface: | 100 % for individual lots; 80 % for Automall use in the aggregate on Lot 1. Overall, the maximum impervious surface for all Lots shall not exceed 75%. |
| e. | Maximum FAR: | 0.8 for Lot 1; .55 maximum for entire PUD as a whole |
| f. | Maximum building height: | 80 feet (dealership modules)<br>60 feet (distribution building)<br>30 feet (physical plant) |
| g. | Property perimeter building setbacks: | 50 feet |
| h. | Minimum building separation distance | 0 feet for adjoining buildings; 10 feet for all other buildings |

i. Off-street parking and loading requirements: Due to the unique nature of the I-4 Automall development, the minimum parking standards below deviate from the requirements of the Lake Helen Land Development Code in an effort to avoid excessive parking. The following required parking spaces will be provided for each Dealership Module:

i. 1 space shall be provided for every 400 square feet of net

conditioned automotive sales area.

ii. 1 space shall be provided for every 200 square feet of net administrative office area.

iii. 2 spaces per service bay shall be provided for each automotive service bay.

iv. Required parking for the Distribution Center shall be provided as follows:

1 space shall be provided for every 200 square feet of net administrative office area.

Tractor trailers delivering parts or vehicle inventory to the Distribution Center shall be restricted to access via the northern most driveway into Lot 1 and queuing shall be provided in the drive aisle approaching the Distribution Center as approved during Final Site Plan approval.

The parking requirements may be modified in accordance with a parking study approved by the City Commission as part of the Final Site Plan review and approval.

j. Signage requirements: Sign type and locations for internal signs on Lot 1 shall comply with a Master Sign plan submitted for review and approval as part of final site plan review for any lot. Sign size and type for signs located on Orange Camp Road shall be as follows:

i. Signs along Orange Camp Road:

Lot 1 shall be entitled to one monument sign for the "I-4 Automall" that is not more than 10 feet in height and provides a maximum of 300 square feet of sign area. In addition, building signage is permitted on the side of the building facing Orange Camp Road with no more than 100 square feet of signage permitted for each new automotive brand located in the Dealership Module(s) facing Orange Camp Road, subject to a maximum of 1,000 square feet of

signage for all new automotive brand signage on all Dealership Modules facing Orange Camp Road. This standard shall apply to each individual Dealership Module included in an attached structure with another Dealership Module so that the occupant(s) of each single Dealership Module in the structure is entitled to 250 square feet of signage, per dealership module.

The remaining signage for Lot 1 shall be reviewed and approved as part of a Master Sign Plan as required by Section 4.10.21 of the City of Lake Helen Land Development Code as part of the Final Site Plan review and approval. Notwithstanding anything in this subsection j, additional community arrival or identity signage for the City of Lake Helen and the City of DeLand may be included along Orange Camp Road as part of the Master Sign Plan.

ii. Signs along I-4

A ground sign not to exceed 1,000 square feet in area and 12 feet in height shall be permitted in the landscape buffer adjacent to I-4. Building signs for dealerships not located adjacent to I-4 may be placed on buildings located adjacent to I-4 without being considered impermissible "off-premises" signs to insure passersby on I-4 are aware of all brands located in the development, not just the brands in the building closest to I-4. Each automotive brand badge sign shall be limited to a maximum sign area of 100 square feet, with the total aggregate badge sign area on a single Dealership Module limited to 250 square feet. The sign area for Dealership Modules

not located adjacent to I-4 may be added to the Dealership Modules that front on I-4. All signage is subject to approval as part of the Master Sign Plan.

iii. Signs interior to AutoMall

Notwithstanding anything in this subsection j, the Master Signage Plan shall not place unreasonable restrictions on the number of, location of, or size of badges, emblems, logos, or dealership name signage/lettering located on the exterior of the Dealership Modules on the sides facing the "interior" of the Automall or on the sides of buildings facing I-4. Such signage is commonly referred to as "Manufacturer's Required Identity Components" and the Master Signage Plan may provide for signage totaling five (5) percent of the total facade area for each Dealership Module as part of the interior signage.

k. Architectural Design Standards: The Automall development on Lot 1 shall conform with the architectural standards set forth in the I-4 Automall Visual Reference Guide attached as Exhibit "D", and with the standards set forth herein:

i. Purpose and intent. The purpose of these standards is to ensure quality commercial development and enhance an attractive physical environment at the Orange Camp Road / I-4 gateway into DeLand and Lake Helen. Their intent is to:

(a) Create and maintain a strong community image, identity and sense of place through the use of quality design and building materials;

(b) Promote variety and diversity in architectural design, while respecting the historic past and architectural character of the cities of Lake Helen and DeLand;

(c) Minimize incompatible surroundings and visual blight, which prevent orderly community development and reduce community property values;

(d) Encourage and promote development which features amenities and excellence in the form of variations of siting, types of structures and adaptation to and conservation of, native vegetation and other environmental design features;

(e) Foster civic pride and community spirit by maximizing the positive impact of development; and

(g) Promote a high degree of compatibility between structures and land uses.

ii. General design criteria. Preliminary designs for the Lot 1 development shall be reviewed by the Lake Helen DRC prior to the submittal of a formal site plan application. The following shall apply to the primary and accessory structures located on Lot 1:

(a) *Relationship of the structures to the site.*

1. Existing natural topography and site features shall be respected, or when modified shall improve the overall appearance of the site. Extreme changes in grade shall be avoided.

2. Building mechanical equipment, service, delivery, and work areas, shall be visually screened from public view. Vertical lift and overhead garage type doors should not be located on principal facades abutting Orange Camp Road.

3. While architectural design continuity for multiple structures is encouraged, monotonous repetition of identical exterior details shall be avoided or screened from view on Orange Camp Road or I-4, which may be accomplished with berms and landscaping.

(b) *General architectural building design.*

1. The design shall provide for a consistent architectural treatment for all of the modules.

2. Building design, scale and details shall be such that architectural interest is created from both Orange Camp Road and I-4. Building design shall be undertaken in a manner which avoids box and rectangular structures comprised entirely of blank walls that are in view. In order to maintain the unique character of Lake Helen and DeLand, the following techniques shall be utilized in a commercially reasonable manner:

a. Buildings shall provide articulation, both horizontally and vertically, to avoid the creation of a large box structure.

b. For structures with less than 200 linear feet of building ground floor frontage, visible from Orange Camp Road or I-4, no uninterrupted horizontal length or uninterrupted curve of the entire building facade shall exceed 75 linear feet and no uninterrupted vertical length shall exceed 30 feet.

c. For structures with greater than 200 linear feet of building ground floor frontage, visible from Orange Camp Road or I-4, no interrupted horizontal length or uninterrupted curve of the entire building facade shall exceed 100 linear feet and no uninterrupted vertical length shall exceed 30 feet.

3. Building facades shall, on all sides that are, or will be, visible from Orange Camp Road & I-4, 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 and vertically:

a. Color change.

b. Texture change.

c. Material change.

d. Pattern change.

e. Architectural banding.

(c) *Materials.* Use of similar materials is an important way in which a building can blend with the architectural context of the area.

1. Materials shall be selected for durable quality and suitability to the type of buildings and the design in which they are used. Exposed standard concrete block is not allowed.

2. Inappropriate use of materials in terms of weatherability, application or appearance, should be avoided.

3. Materials shall be consistent with the architectural style and character of the structure.

(d) *Color.* Use of colors is an important way in which a building can blend with the architectural context of the city and surrounding area.

1. Building colors, visible from Orange Camp Road or I-4, shall be limited to those colors having a light reflectance value (LRV) of 50 or greater per the manufacturer's standard which may be applied to no more than 80 percent of the building and an LRV of 20 or greater which may be applied to no more than for 40 percent of the building. The requirement shall not apply to natural materials such as brick, stone or concrete, unless such material has been artificially colored in a manner contrary to the intent of these regulations.

2. All colors, excluding fluorescents, may be permitted as accent colors.

l. Distribution Center. The Automall located on Lot 1 includes a central receiving and distribution center (the "Distribution Center") for automotive inventory and parts associated with the service departments in the individual dealerships. The Distribution Center will be located as shown on attached Exhibit C. The Distribution Center shall be limited to 60 feet in height and shall be designed so that all unloading activities occur within the enclosed structure. All bay doors shall remain closed during inventory loading and unloading.

m. Physical Plant. The Automall located on Lot 1 includes a centralized Physical Plant supporting the operations of the 11 modules and distribution center. The Physical Plant shall be located as shown on attached Exhibit C. The Physical Plant shall be limited to 30 feet in height and no greater than 6,000 square feet in size.

3. Development Standards for Lots 2-5:

a. Minimum lot area: 1 acres

b. Minimum lot width: 150 feet

c. Minimum yard size (building):

| | |
|---|---|
| i. Front yard: | 25 feet |
| ii. Rear yard: | 25 feet |
| iii. Side yard: | 10 feet |

d. Maximum impervious surface: 70%

e. Maximum FAR: 0.35 for individual lots

f. Maximum building height: 45 feet

g. Property perimeter building setbacks: 30 feet, plus 1 foot for every foot of building height over 30 feet.

h. Minimum building separation distance: 0 feet for attached buildings; 10 feet for all other buildings.

i. Off-street parking and loading requirements: Off street parking and loading requirements for specific uses on Lots 2-5 shall be in accordance with DeLand Land Development Code.

j. Signage requirements: Signs shall comply with DeLand Land Development Code unless otherwise specified herein. . The use of Lot 1 shall be allowed one off-premise monument wall sign located at the intersection of Frontage Road with the main Lot 1 access drive not to exceed 300 square feet in size and 10 feet in height. The sign shall be consistent with the architectural and landscaping style of Victoria Park and Lots 2 – 5.

k. Lots 2-5 Architectural Design Standards: Development on Lots 2-5 is intended to visually blend in with the architectural style of the Victoria Park development and shall comply with the provisions of Section 33-94, et seq. of the City of DeLand Land Development Code.

4. Site Illumination for all Lots: To minimize obtrusive aspects of excessive and/or nuisance outdoor light usage, while preserving safety, security and the nighttime use and enjoyment of the property, the following apply:

a. A signed and sealed illumination plan shall be submitted with the Final Site Plan application.

b. In no case shall illumination from the property increase the level of illumination at the property lines by more than one-half (0.5) foot candles. In addition, the maximum level of illumination along the western boundary of the property adjacent to Victoria Gardens shall not exceed one-tenth (0.1) foot candles.

c. All light fixture including wall and surface mounted luminaries shall be installed and maintained in such a manner that is fully-shielded down. All site lighting will utilize project light fixtures that provide both vertical cut off that meet dark sky criteria and full cut off lenses to prevent light spillage outside of the project boundaries.

d. All outdoor site lighting on Lot 1 shall be reduced by 50% after 11:00 pm until sunrise on the following day.

e. Light fixtures shall be decorative in appearance and compliment the architectural style of the building. Light poles shall not exceed thirty (30) feet in height on Lots 2-5 Light poles located in the internal courtyard area of Lot 1, between the opposing front faces of the Dealership Modules, shall not exceed forty (40) feet in height.

5. Noise Abatement. No amplified speaker systems shall be permitted on Lot 1 except as required for emergency purposes. Dealerships shall utilize a private cellular or radio network for internal communication. In addition, as part of Final Site Plan review and approval for Lot 1, the

Developer shall provide documentation of the existing ambient noise levels at the lot boundaries. The levels of existing ambient noise measured on all project boundaries at that time shall provide a basis for determining appropriate decibel levels to measure ongoing compliance with Section 7.10.00, et seq. of Lake Helen's Land Development Code. The operation of businesses on Lots 2 – 5 shall be subject to DeLand's noise ordinance. In order to limit noise adjacent to residential areas, deliveries to Lot 5 shall be limited to between the hours of 7am and 7pm.

F. Environmental Considerations. The minimum environmental requirements of the Lake Helen and DeLand Land Development Codes, as applicable, shall be met. In addition, the Automall developed on Lot 1 will incorporate the following "green" technologies, subject to final design, technical feasibility and cost feasibility:

1. Stormwater supplemented plumbing systems that will use stormwater captured in cisterns included within each Dealership Module for car washes, grey water plumbing systems and landscape irrigation.

2. Photovoltaic solar panels will be mounted on the top level of each Dealership Module and connected to a coordinated electrical storage and distribution system that will provide supplemental electrical power for the Automall.

3. Geothermal heating and cooling systems will be provided through looped chiller lines installed under portions of the property. Water circulating through the chiller lines will be used to heat or cool the Dealership Modules and reduce their individual energy footprint.

G. Sewage Disposal, Potable and Reclaimed Water Facilities. Provisions for sewage disposal, potable and reclaimed water needs of the PUD will be provided in accordance with the comprehensive plan, the land development code and Fla. Admin. Code Ann. r. 64E-6. Potable and reclaimed water shall be provided by City of DeLand. Sanitary sewer treatment/waste disposal shall be provided by the City of DeLand. The Applicant shall be responsible for coordinating with the City of

DeLand for the overall design and construction of all necessary potable and reclaimed water or sanitary sewer connections required to serve the project. Solid waste services will be provided by the City of Lake Helen's solid waste franchise holder for Lot 1 and the City of DeLand's solid waste franchise holder for Lots 2 – 5.

H. Storm water Drainage. Provision for storm water retention shall be in accordance with the respective land development code, subject to the specific system design described in this Section. Each Dealership Module is designed to include a stormwater cistern that will provide approximately 200,000 gallons of storage volume. The stormwater cistern system will be connected to a distribution system in each Dealership Module that will allow water held in the stormwater cistern to be used for car washes, grey water plumbing systems or landscape irrigation. Each stormwater cistern will also be designed to connect to exfiltration stormwater vaults located on one or more of the Dealership Module lots within Lot 1. The exfiltration vaults will also connect to the master stormwater pond located on Tract 1 which is primarily located in the City of Lake Helen. The Applicant, Lake Helen and DeLand will coordinate the review and approval of the master stormwater pond on Tract 1.

I. Access and Transportation System Improvements. All access and transportation system improvements shall be provided in accordance with the applicable LDC or LDR, as amended. The parcels shall be developed in substantial accordance with the following access and transportation system improvements:

1. Access. Access to the project site shall be provided by the public roads, driveway or private road connections shown on the Preliminary Plan. The Frontage Road shown on the Preliminary Plan shall be fully constructed as part of the initial phase of development under the terms of this Agreement. Internal site access, secondary emergency access, pedestrian, bicycle and traffic circulation improvements and access points shall be finally determined during final site plan review and /or subdivision application review, in accordance with the requirements of the land development code

as may be modified by the Development Review Committee for either city as may be necessary to provide required pedestrian, bicycle, and traffic safety improvements on and adjacent to the site. The Applicant shall provide one or more traffic impact analyses ("TIA's") that comply with the uniform TIA standards adopted by the River 2 Sea Transportation Planning Organization. In addition to the access points shown on the Preliminary Plan, right-in-only access from Orange Camp Road to the project site between Interstate 4 and Frontage Road shall be permitted subject to compliance with applicable law, codes and regulations and approval of all agencies and governmental entities having jurisdiction.

2. Transportation System Improvements. Transportation system improvements shall be provided as required by the applicable LDC or LDR based on the results of any TIA performed and as specifically determined in one or more negotiated proportionate share agreement(s) approved prior to approval of the Preliminary Plat or individual lot site plans. No construction shall be authorized until a binding agreement is entered into between the Applicant, Lake Helen, DeLand and any other applicable agency regarding mitigation of traffic impacts associated with the proposed development activity.

3. Operational Restrictions. The Applicant shall establish operational restrictions as part of the Property Owner's Association Covenants for the development on Lot 1 that designates areas and applicable rules for car carriers waiting in queue to offload vehicle inventory. In addition, the Applicant shall similarly establish rules that prohibit any dealership located on Lot 1 from allowing vehicle test drives on any road or street in the cities of DeLand or Lake Helen that are not classified as thoroughfare, arterial or collector roadways or the interstate in the vicinity of the project.

4. Frontage Road. Frontage Road does not currently exist but the right of way for the planned roadway is owned by the Florida Department of Transportation. The Applicant, DeLand and Lake Helen will coordinate with FDOT to facilitate transfer of the Frontage Road right of way to the City of DeLand. The City of DeLand shall permit, subject to compliance with the applicable road

improvement standards in Section 33-90 of the LDRs, construction of Frontage Road to provide access to Lots 1-5. The Applicant, DeLand and Lake Helen shall also coordinate regarding potential changes to the alignment of the northern section of the Frontage Road right of way, located generally east of Lot 5 as shown on the Preliminary Plan, that may shift the roadway to the east to minimize impacts to wetland and conservations lands when the future extension of Frontage Road north into the "Workplace" section of the Victoria Park DRI is constructed. In the event the right of way is shifted to the east, the Applicant and City of DeLand shall enter into a land swap agreement to add portions of the existing right of way to Lot 5 in exchange for the dedication of additional right of way east of the current alignment for Frontage Road.

J. Internal Roadways. Internal roadway(s) shall be constructed in accordance with the applicable requirements and standards of the applicable Land Development Code. Cross access rights will be established as part of the subdivision approval process to ensure each Lot shown on the Preliminary Plan has legal access to an improved public road.

K. Fire Protection. The applicant is responsible for providing adequate onsite water supply and other fire protection improvements to serve the PUD project. The design, capacity, and location of the required water supply and other fire protection improvements shall be as required by the Volusia County or City of DeLand Fire Marshall's office. Specific fire protection standards shall be required for dealership modules that share a party wall as determined by the Volusia County Fire Marshall.

L. Building or Property Owners Association. Common areas within the Automall development may be operated and maintained by a Property Owner's Association. The charter and by-laws of any Property Owners Association, and any other agreements, covenants, easements or restrictions shall be furnished to the Cities of Lake Helen and DeLand at the time of creation. The Property Owners Association shall be responsible for maintaining all common areas in a manner and to standards that are comparable to maintenance standards maintained by the adjacent Victoria Park

development. The Applicant shall be responsible for recording said information in the Public Records of Volusia County, Florida. In addition, the Applicant shall bear and pay all costs for recording all of the aforementioned documents.

With respect to the enforcement of said agreements, covenants, easements or restrictions entered into between the Applicant and the owners or occupiers of property within the PUD, the Cities of Lake Helen and DeLand shall only enforce the provisions of the "Development Agreement" and their Land Development Codes, as amended, whichever is applicable, and not the private agreements entered into between the aforementioned parties.

M. Other Requirements. [reserved]

N. Expiration of Development Agreement. The Applicant shall file a final site plan or overall development plan within five (5) years from the effective date of this Order and Ordinance. Failure to timely file said final site plan or overall development plan shall immediately render the development agreement null and void, unless a minor amendment to extend the time period indicated in this paragraph is approved.

O. Binding Effect of Plans, Recording, and Effective Date. The Master Development Plan, including any and all supplementary orders and Ordinances, and the Preliminary Plan shall bind and inure to the benefit of the Applicant and his successor in title or interest. The PUD zoning, Order and Ordinance and all approved plans shall run with the land.

This Order and Ordinance and all subsequent Orders and Ordinances shall be filed with the Clerk of the Court and recorded within forty-five (45) days following execution of the document by the Lake Helen and DeLand City Commission, in the Official Records of Volusia County, Florida. One copy of the document, bearing the book and page number of the Official Record in which the document was recorded, shall be submitted to each City for their records. The applicant shall pay all filing costs for recording documents.

P. Conceptual Approval: The parties hereto acknowledge that reductions in density and/or intensity may and do occur; and that minor changes to roadway design, location and size of structures, actual location of parking spaces, specific locations for land uses, and locations and design of stormwater storage, landscape buffers and upland buffers may result to comply with the land development regulations. A request for such an amendment shall be reviewed by the applicable zoning enforcement official and may be processed as a minor amendment in accordance with the applicable zoning code. The Applicant agrees to revise and record the revised preliminary plan which reflects any such changes with the Clerk of the Court immediately following the expiration of the 30 day period for appealing Development Review Committee ("DRC") decisions to the City Commission. A copy of the revised preliminary plan, bearing the book and page number of the Official Record in which the document was recorded, shall be submitted to the applicable City Administrator or City Manager.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGE TO FOLLOW]**

THIS SIGNATURE PAGE INCLUDED FOR REFERENCE ONLY

CITY OF LAKE HELEN WILL EXECUTE

IDENTICAL DEVELOPMENT AGREEMENT

DONE and ORDERED by the Lake Helen City Commission this ____ day of _____, 2018.

ATTEST:

_____
Becky Witte
Acting City Administrator

CITY OF LAKE HELEN

_____
Daisy Raisler
Mayor

APPROVED AS TO FORM AND LEGALITY

_____
Scott E. Simpson, City Attorney

ATTEST:

Michael Pleus
City Manager

CITY OF DELAND

Robert Apgar
Mayor

ATTEST:

Julie A. Hennessy, MMC
City Clerk - Auditor

APPROVED AS TO FORM AND LEGALITY

Darren Elkind, City Attorney

WITNESSES:

Print: Kendra R. Curry

Print: Chris Graham

OWNER:

I4 Automall, LLC, a Florida limited liability company

Brendan Hurley, Manager

State of Florida
County of Volusia

The foregoing instrument was acknowledged before me this 9th day of November, 2018 by Brendan Hurley, as Manager of I4 Automall, LLC, who is personally known to me or who has produced _____ as identification(s).

NOTARY PUBLIC, STATE OF FLORIDA
Type or Print Name: Julia Hewitt
Commission No.: FF946646
My Commission Expires: 12/29/2019

Notary Public State of Florida
Julia Hewitt
My Commission FF 946646
Expires 12/29/2019

**EXHIBIT "A"**

**Legal Description – City of Lake Helen Property**

**EXHIBIT "B"**

**Legal Description – City of DeLand Property**

**EXHIBIT "C"**

**Preliminary Plan**

**EXHIBIT "D"**

**Automall Architectural Design Standards**

**EXHIBIT "A"**

**Legal Description – City of Lake Helen Property**

Dewberry

Dewberry Engineers Inc.
131 West Kaley Street
Orlando, FL 32806

407.843.5120
407.649.8664 fax
www.dewberry.com

July 30, 2018
**Prepared for:** City of Lake Helen
**Description:** Annexation Parcel Legal Description

**Legal Description:**

All of lots 2, 3, 4, 12, 13, 14, 15, 16, 17 and a portion of lots 5, 6, 10, 11, 18, 19, 20 & 21, Assessor's Subdivision of the South 1/2 of the Southwest 1/4 of Section 25, Township 17 South, Range 30 East, according to the plat thereof as recorded in Plat Book 20, page 52 of the Public Records of Volusia County, Florida, being more particularly described as follows:

Commence at the Southwest corner of said Section 25; thence N89°51'01"E along the South line of the Southwest 1/4 of the Southwest 1/4 of said Section 25, a distance of 662.44 feet to a point on the southerly projection of the West Right of Way line of Interstate 4 frontage road (per FDOT map project no. P-4738-1); thence N01°01'36"W along said southerly projection a distance of 65.18 feet; thence departing said West line run N89°24'03"E, a distance of 130.13 feet to a point on the East Right of Way line of said Interstate 4 frontage road; thence run along said East Right of Way line the following six (6) courses and distances: thence N00°48'18"W, a distance of 160.00 feet to the point of curvature of a curve concave southeasterly, having a radius of 1136.00 feet, a central angle of 38°52'16", a chord bearing of N18°37'50"E and a chord distance of 756.00 feet; thence northeasterly along the arc of said curve a distance of 770.70 feet to the end of said curve; thence S49°24'41"E, a distance of 18.90 feet; thence N40°35'19"E, a distance of 50.00 feet to the Point of Beginning; thence N49°24'41"W along said Right of Way, a distance of 20.00 feet; thence N40°35'19"E, a distance of 395.17 feet to a point on the North line of the South 1/2 Southwest 1/4 of said Section 25; thence departing the aforesaid East right of way line run S89°56'16"E along said North line, a distance of 405.85 feet to a point on the West line of the East 300 feet of Lot 5 of the aforementioned Assessor's Subdivision of the South 1/2 of the Southwest 1/4 of Section 25, Township 17 South, Range 30 East; thence S00°56'13"E along said West line, a distance of 69.90 feet to a point on the South line of an un-improved platted road (per map book 20, page 52); thence S71°53'57"E along said South line, a distance of 954.80 feet to a point on the East line of the South 1/2 of the Southwest 1/4 of said Section 25; thence S00°58'11"E along said East line, a distance of 737.53 feet to a point on the westerly limited access Right of Way line of Interstate 4 (variable limited access right of way width per FDOT map F.A.P. No. 0042 206 1); thence departing said East line S15°45'34"W along said westerly limited access Right of Way line, a distance of 136.79 feet to a point on the North limited access Right of Way line of Orange Camp Road (variable right way width per FDOT map F.P. No. 408463); thence run along said North right of way the following two (2) courses and distances: thence N89°08'06W", a distance of 891.90 feet; thence S89°39'54"W, a distance of 77.37 feet to the end of said limited access Right of Way line at the East Right of Way of Stewart road; thence S89°39'54"W, a distance of 100.01 feet to a point on the West Right of Way of Stewart road and continuation of said limited access Right of Way line; thence run S89°40'07"W, along said limited access Right of Way line, a distance of 70.00 feet; thence run along a line 70 feet West of and parallel with said West Right of Way line of Stewart road, N01°00'04"W, a distance of 564.26 feet to a point on the South line of Lot 5 of said Assessor's Subdivision; thence run S89°57'23"W along said South line a distance of 146.44 feet to a point on the East line of the Southwest 1/4 of the Southwest 1/4 of said Section 25; thence run N34°15'57"W, a distance of 419.71 feet to the Point of Beginning.

Containing: 1,421,624 Square Feet or 32.64 Acres more or less.

Dewberry

Dewberry Engineers Inc.
131 West Kaley Street
Orlando, FL 32806

407.843.5120
407.649.8664 fax
www.dewberry.com

October 26, 2018
**Prepared for:** City of Deland
**Description:** Legal Description For PD - DeLand – **Exhibit B**

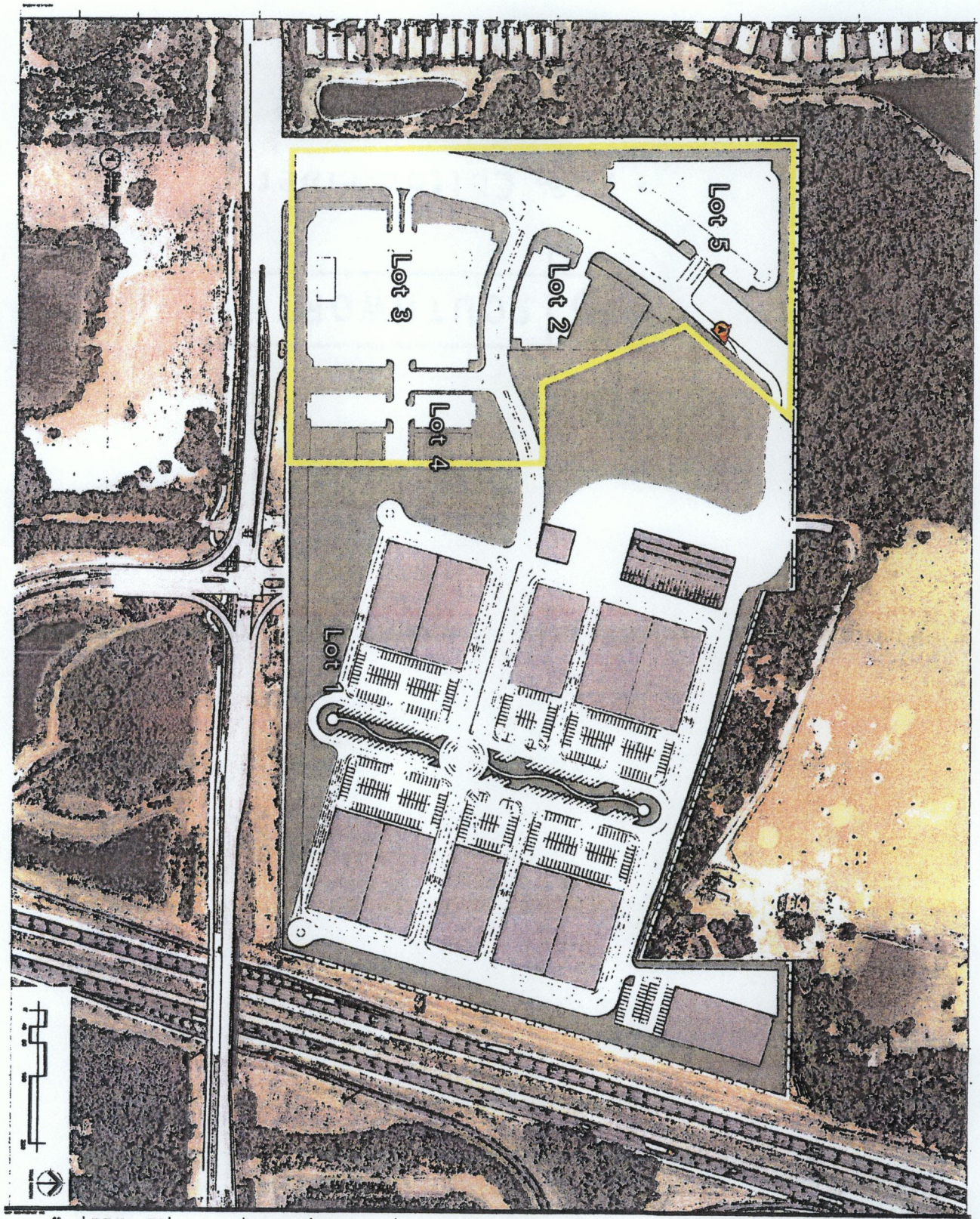
**Legal Description:**

A PORTION LOTS 5, 6, 9, 10, OF THE ASSESSOR'S SUBDIVISION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 17 SOUTH, RANGE 30 EAST AS RECORDED IN MAP BOOK 3, PAGE 149 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; SAID LANDS LYING NORTH OF ORANGE CAMP ROAD AND WEST OF INTERSTATE 4 (SR400) BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 25; THENCE N89°51'01"E ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 25, A DISTANCE OF 662.44 FEET TO A POINT ON THE SOUTHERLY PROJECTION OF THE WEST RIGHT OF WAY LINE OF THE INTERSTATE 4 FRONTAGE ROAD (PER FDOT MAP PROJECT NO. P-4738-1); THENCE N01°01'36"W ALONG SAID SOUTHERLY PROJECTION AND WEST RIGHT OF WAY LINE, A DISTANCE OF 105.18 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N01°01'36"W ALONG SAID WEST RIGHT OF WAY LINE, AND THE EAST LINE OF VICTORIA PARK NORTHEAST INCREMENT ONE AS RECORDED IN MAP BOOK 48 PAGE 51 AND THE EAST LINE OF VICTORIA PARK INCREMENT TWO NORTHWEST AS RECORDED IN MAP BOOK 50 ,PAGE 111, A DISTANCE OF 1217.43 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 25; THENCE S89°56'16"E ALONG SAID NORTH LINE, A DISTANCE OF 495.82 FEET TO A POINT ON THE AFOREMENTIONED WEST RIGHT OF WAY LINE OF THE INTERSTATE 4 FRONTAGE ROAD; THENCE CONTINUE S89°56'16"E ALONG SAID NORTH LINE, A DISTANCE OF 184.19 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF SAID INTERSTATE 4 FRONTAGE ROAD; THENCE RUN S40°35'19"W ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 395.17 FEET; THENCE RUN S49°24'41"E ALONG SAID EAST RIGHT OF WAY, A DISTANCE OF 20.00 FEET TO A POINT SAID EAST RIGHT OF WAY; THENCE DEPARTING THE AFORESAID EAST RIGHT OF WAY LINE, RUN S34°15'57"E, A DISTANCE OF 419.71 FEET TO A POINT LOCATED ON THE WEST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 25, SAID POINT ALSO BEING ON THE SOUTH LINE OF LOT 5 OF SAID ASSESSOR'S SUBDIVISION; THENCE RUN N89°57'23"E ALONG SAID SOUTH LINE, A DISTANCE OF 146.44; THENCE DEPARTING SAID SOUTH LINE RUN ALONG A LINE THAT IS 70.00 FEET WEST OF AND PARALLEL TO THE WEST RIGHT OF WAY LINE OF STEWART ROAD, S01°00'04"E A DISTANCE OF 564.26 FEET TO A POINT ON THE NORTH LIMITED ACCESS RIGHT OF WAY LINE OF ORANGE CAMP ROAD (VARIABLE RIGHT WAY WIDTH PER FDOT MAP F.P. NO. 408463); THENCE RUN S89°40'07"W, ALONG SAID LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 317.85 FEET TO THE END OF SAID LIMITED ACCESS; THENCE CONTINUE S89°40'07"W ALONG THE NORTH RIGHT OF WAY OF ORANGE CAMP ROAD, A DISTANCE OF 360.74 FEET TO A POINT ON THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF INTERSTATE 4 FRONTAGE ROAD; THENCE N00°48'18"W ALONG SAID EAST RIGHT OF LINE, A DISTANCE OF 12.81 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID INTERSTATE 4 FRONTAGE ROAD; THENCE RUN S89°24'03"W, A DISTANCE OF 130.13 TO THE POINT OF BEGINNING.

CONTAINING 816,894 SQUARE FEET OR 18.75 ACRES, MORE OR LESS.

EXHIBIT "C"



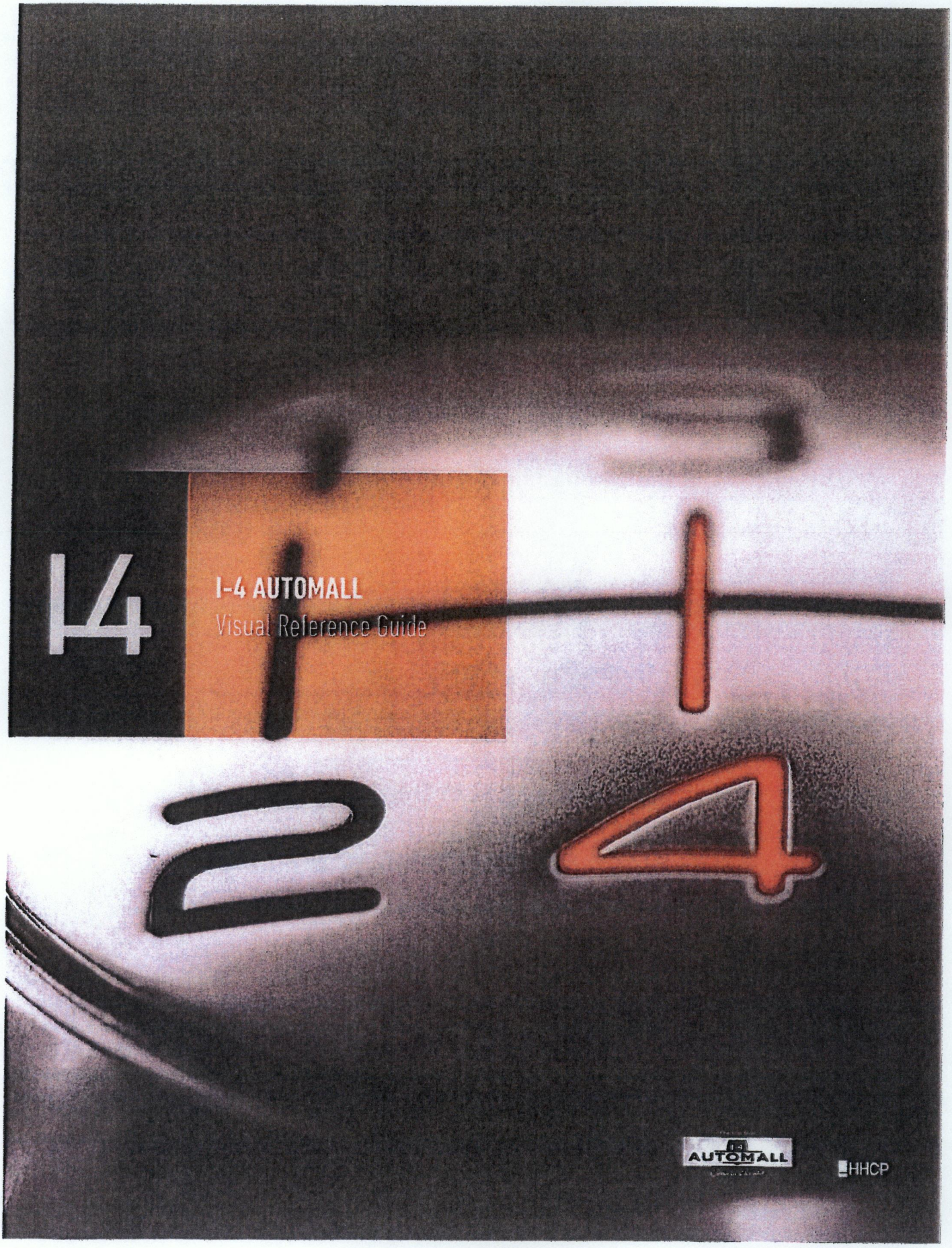

NEW FACILITY
14 AUTO MALL
ORANGE CAMP ROAD, DELAND FLORIDA
A HELMAN HURLEY CHARVAT PEACOCK / ARCHITECTS, INC. PROJECT

HHCP

SITE PLAN
A1.01

**EXHIBIT "D"**

**Automall Architectural Design Standards**


I-4 AUTOMALL
Visual Reference Guide
AUTOMALL
HHCP

Index


3 Introduction

4 Overview

5 Facade

6 Curtain Wall

7 Jewel Box

8 Solar

9 Ramp/Retaining Wall

10 Service Doors

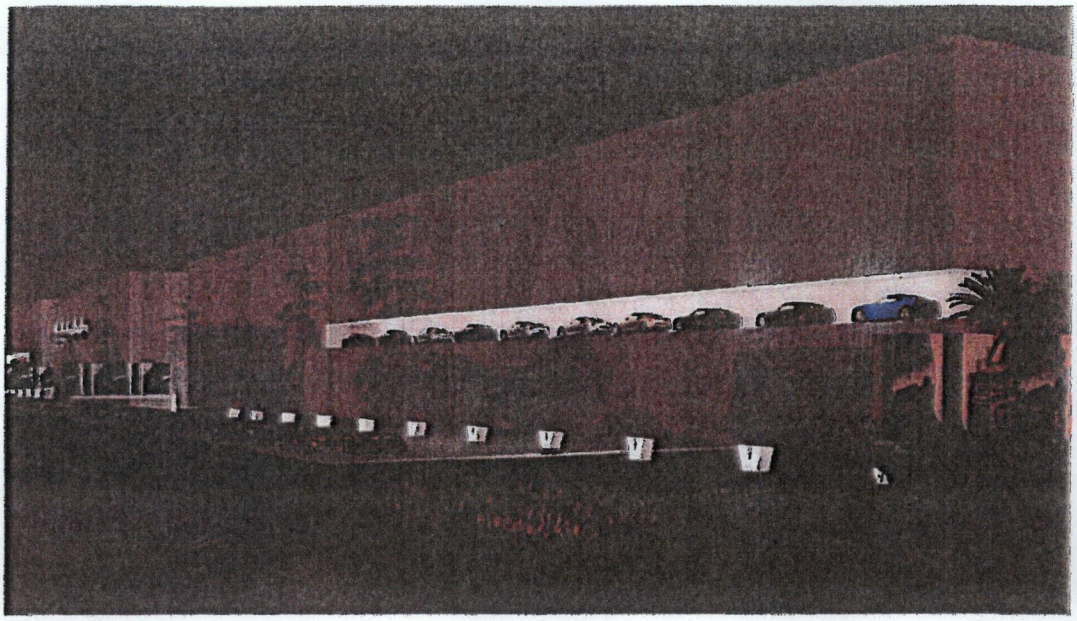
**The I–4 Automall is set to define a new prototype dealership concept, tailored to create a new experience for buying and selling vehicles.**

The vision for the I-4 Automall is to create a new dealership concept to be used as a prototype for the automobile dealership industry all over the United States. It converts the existing model of car dealerships occupying acres of land covered by inventory of cars for sale backed up by low rise workshops and showrooms, into a campus of dealerships housing vastly improved efficient and customer friendly facilities. Instead of a single dealership occupying 7 to 10 acres, each dealership will now occupy 1.3 acres. The idea of placing several dealerships in one location has now been reimagined so that multiple dealerships can be located on a footprint that is a fraction of the land area typically required. This approach of Modular Design reinforces the Commercial District while achieving pattern book philosophy which will complement the same approach used in adjacent developments and Urban Design Guidelines as a whole.

Now with the auto industry continuing to incorporate the latest developments in technology, this progress is reflected in the high tech materials with sleek contours and bold graphic treatments utilized in the I-4 Automall design.

In recent years the luxury car manufacturers have used the architecture of their buildings as an expression of their style and sophistication. These models can be seen throughout central Florida and it is unlikely to change as the buildings are have now become part of the branding of the various manufacturers. I-4 Automall is conceived as an extension to this branding principle by creating a new experience for buying and selling vehicles that is more akin to going to a shopping mall than a car dealership.

The aim of the project is to create an campus environment which will provide the ultimate in buyer experience and reflects this image in the sleek style of a clean, modern and upscale environment. The aim of the architecture is to achieve maximum impact in the view from I-4 at the entrance on Orange Camp Road, and when visitors are inside the development. The views from other angles are designed to be muted and softened by buffers of trees and shrubbery, creating ample separation from the surrounding community.



## Construction

Construction of the I-4 Automall will employ a vocabulary of contemporary design features and elements intended to provide a unique and visually appealing experience for both visitors and community neighbors alike. The design approach will be respectful to the environment, employing green design principles intended to minimize the impacts on the surrounding area while engaging pedestrians in a safe and inclusive way.

The primary structural system will be concrete, flat slab with inventory levels accessed by ramps. Special vehicle merchandising modules, the jewel boxes, will be designed as accents along the building perimeters to create visual interest and to highlight specific inventory. Interior facing facades will be single or multi-story clear, insulated glazing. The main concrete structure will be clad in perforated material, with the exposed concrete surfaces finished with a textured pattern and or embossed graphics.

## Plan

Each dealership module will employ a 33,020 SF footprint consisting of a service level, showroom level and administrative functions and inventory levels accessed via exterior ramps.

## Height

The building height respects the requirements defined by the PUD.

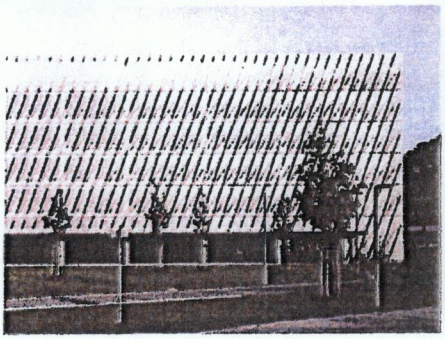
## Roof

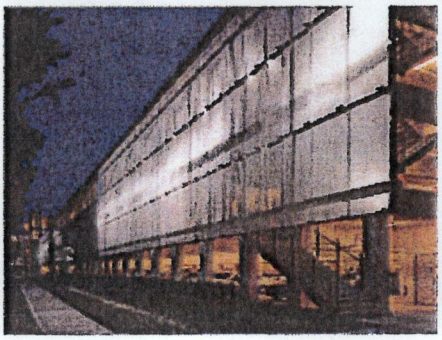
The roof level will be dedicated primarily for inventory storage, but will also serve the secondary function of accommodating a solar panel system. The solar system will, to the greatest extent possible, contribute to the reduction of energy consumption while also providing shading for vehicle inventory.

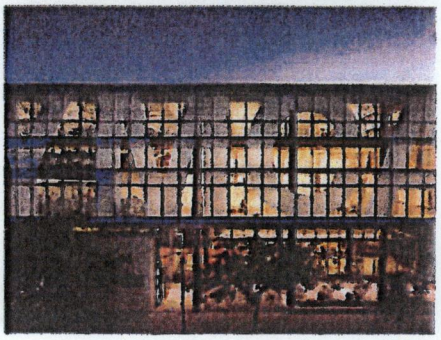
## Trademark Elements

- Reduced paved surface areas
- Security, lighting and enhanced customer service experiences
- Unique vehicle merchandising concepts
- Other green building techniques will be studied for potential inclusion in the project. These could include geo-thermal heating and cooling systems, along with rain water collection, harvesting and re-use.





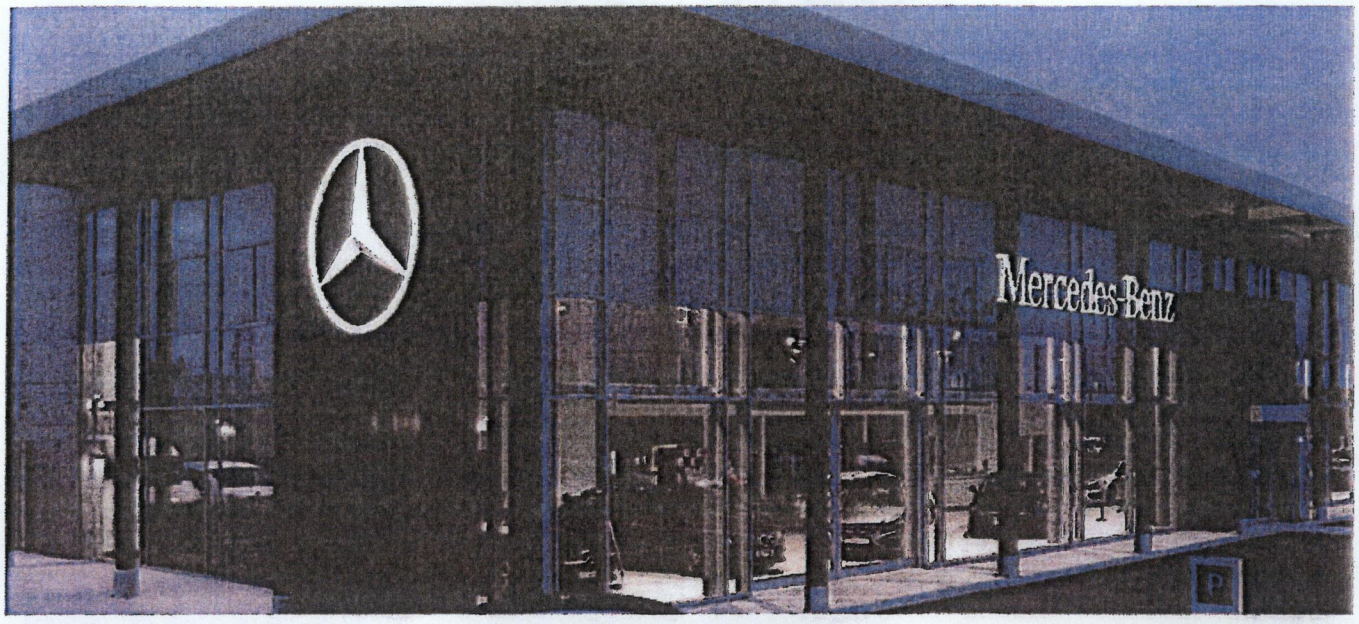


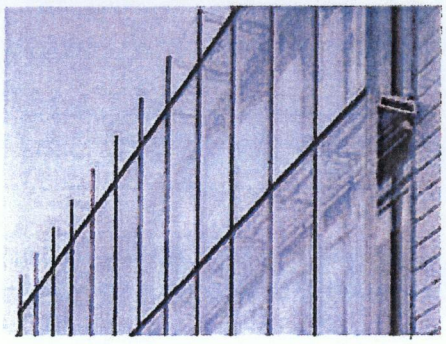


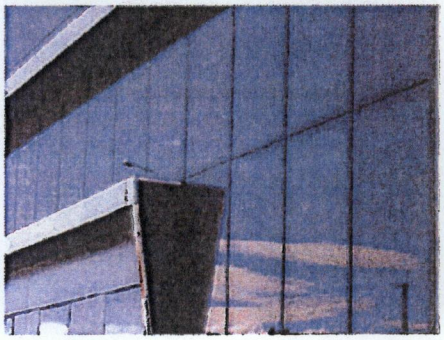
# 4

*The main concrete structure will be clad in perforated material, with the exposed concrete surfaces finished with a textured pattern and or embossed graphics.*

reference images





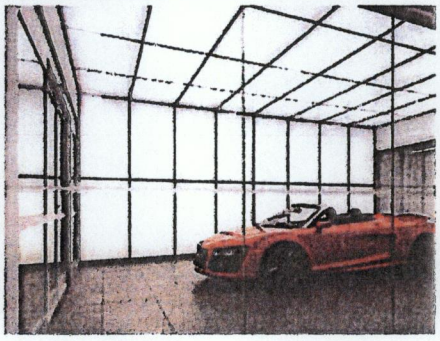


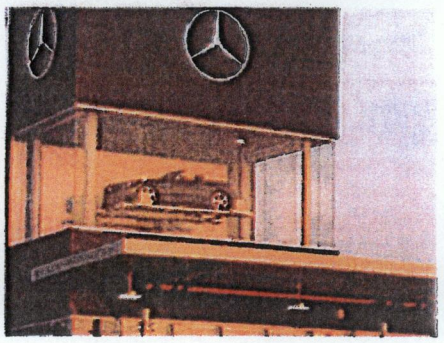
# 4

*Since the curtain wall is non-structural, it can be made of lightweight materials, thereby reducing construction costs. Glass is used as the curtain wall, allowing natural light to penetrate deeper within the building. The curtain wall façade does not carry any structural load from the building other than its own dead load weight.*





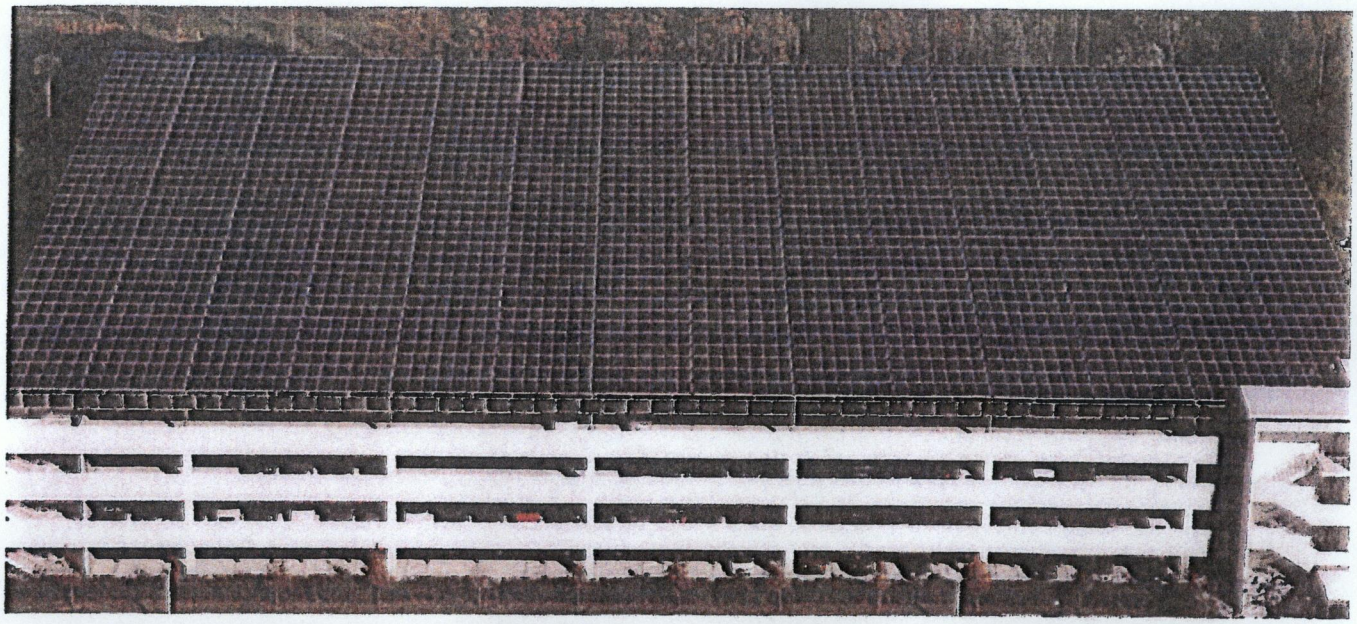



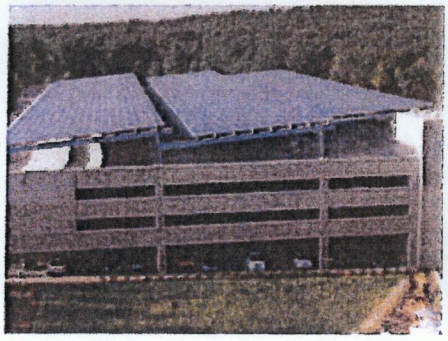


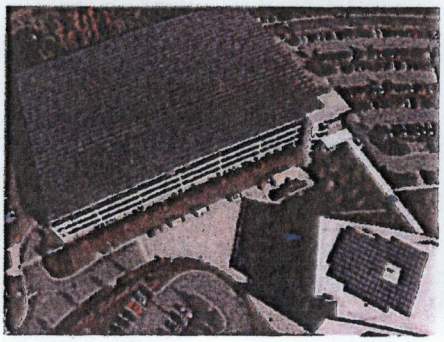
# 4

*Special vehicle merchandising modules, the jewel boxes, will be designed as accents along the building perimeters to create visual interest and to highlight specific inventory.*

reference images





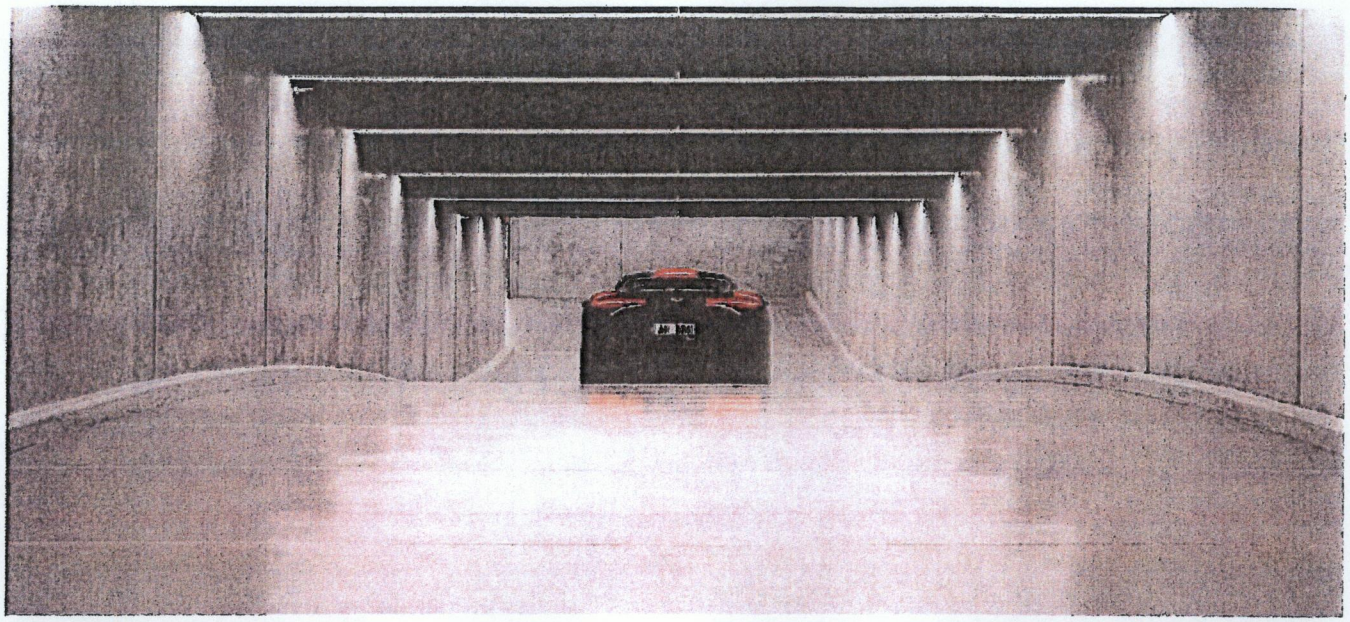


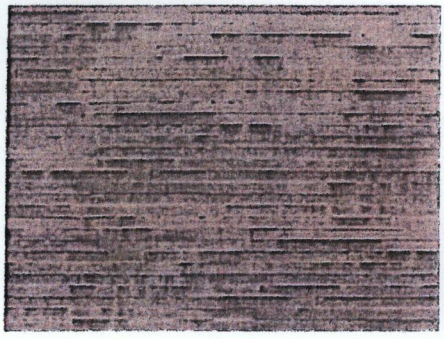


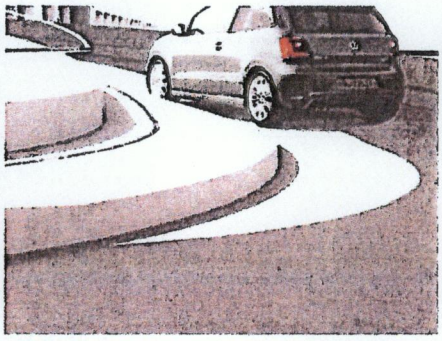
# 4

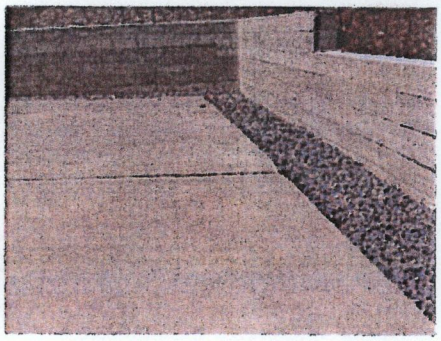
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reference images



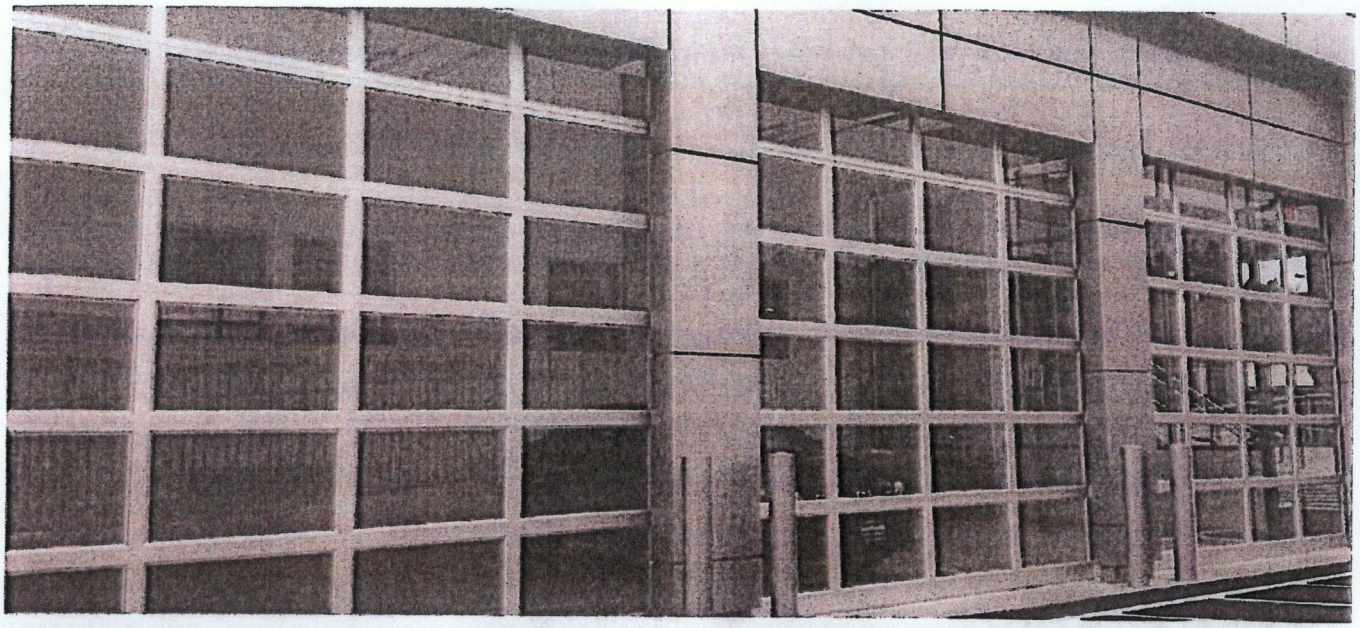


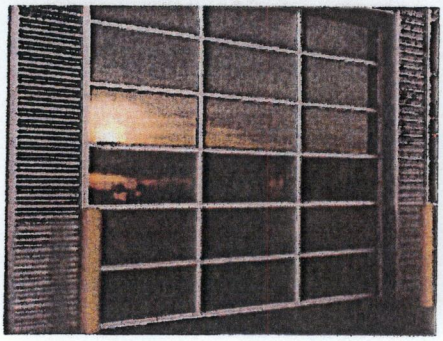


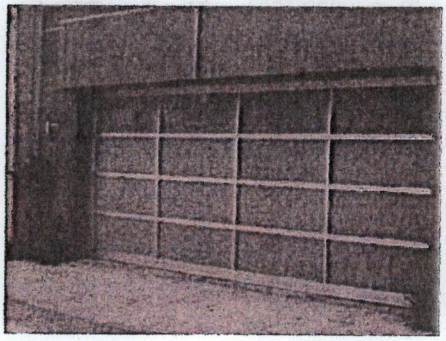


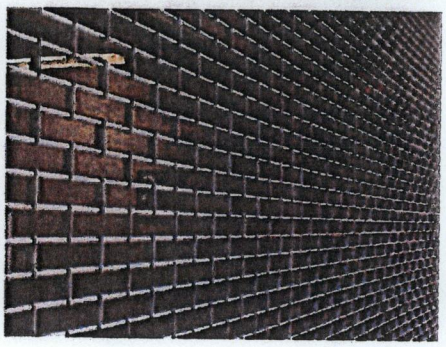
# 4

*The primary structural system will be concrete, flat slab with inventory levels accessed by ramps.*

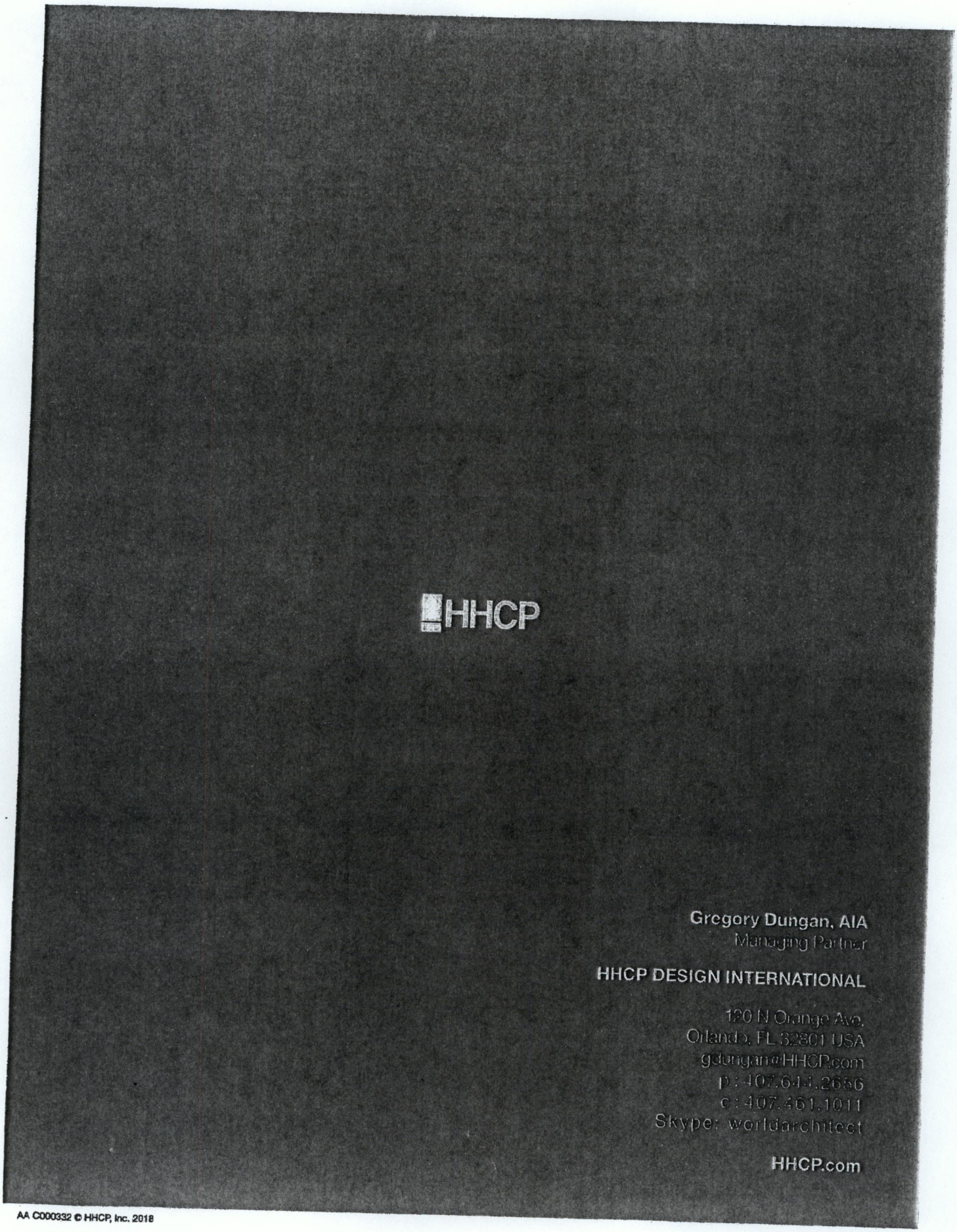








*Strategic multiple levels of security allow for an efficient operating facility while also providing patron pedestrian safety.*




AA C000332 © HHCP, Inc. 2018

**THE NEWS-JOURNAL**

Published Daily and Sunday
Daytona Beach, Volusia County, Florida

**State of Florida,**
**County of Volusia**

Before the undersigned authority personally appeared

**Irene Zucker**

who, on oath says that she is .....

**LEGAL COORDINATOR**

of The News-Journal, a daily and Sunday newspaper, published at Daytona Beach in Volusia County, Florida; the attached copy of advertisement, being a .....

**NOTICE OF PUBLIC HEARING**

**L 2307833**

in the Court,
was published in said newspaper in the issues.....

**OCTOBER 26, 2018**

Affiant further says that The News-Journal is a newspaper published at Daytona Beach, in said Volusia County, Florida, and that the said newspaper has heretofore been continuously published in said Volusia County, Florida, each day and Sunday and has been entered as second-class mail matter at the post office in Daytona Beach, in said Volusia County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper

.....

Sworn to and subscribed before me

This **26TH** of **OCTOBER**

A.D. 2018

.....

49D

CYNTHIA ANDERSON
State of Florida-Notary Public
Commission # GG 155574
My Commission Expires
October 29, 2021

DF-00023078330-01

# NOTICE OF PUBLIC HEARING
# CITY COMMISSION
# CITY OF DELAND, FLORIDA

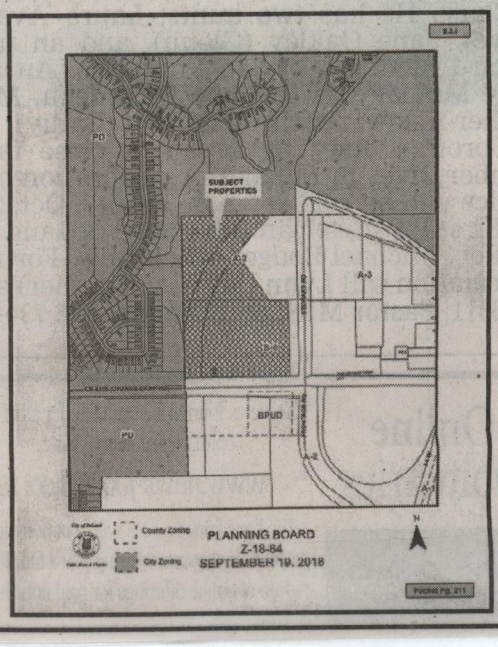
NOTICE IS HEREBY GIVEN that there will be a Public Hearing on the following Ordinance on Monday, November 5, 2018 at a regular meeting of the DeLand City Commission. The meeting will take place at 7:00 P.M. in the City Commission Chambers, 120 South Florida Avenue, City Hall. All interested parties are invited to attend and be heard on the matter.

Any person who wishes to appeal any decision made by the City Commission with respect to any matter considered at this meeting will need a record of the proceeding and, thus, may need to ensure that a verbatim record of the proceeding is made, including the testimony and evidence upon which an appeal may be based..

The original of the ordinance is on file in the office of the City Clerk and may be inspected Monday through Friday from 8:00 A.M. to 5:00 P.M.

**ORDINANCE NO. 2018 - 20**

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY'S A-2, RURAL AGRICULTURE AND B-6, HIGHWAY INTERCHANGE COMMERCIAL TO THE CITY OF DELAND'S I-4 AUTOMALL PD, PLANNED DEVELOPMENT ZONING DESIGNATION, ON PROPERTY LOCATED AT 1600 ORANGE CAMP ROAD; APPROVING A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY 18.75 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**



**NOTICE OF PUBLIC HEARING**
**CITY COMMISSION**
**CITY OF DELAND, FLORIDA**

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## ORDINANCE NO. 2018 - 20

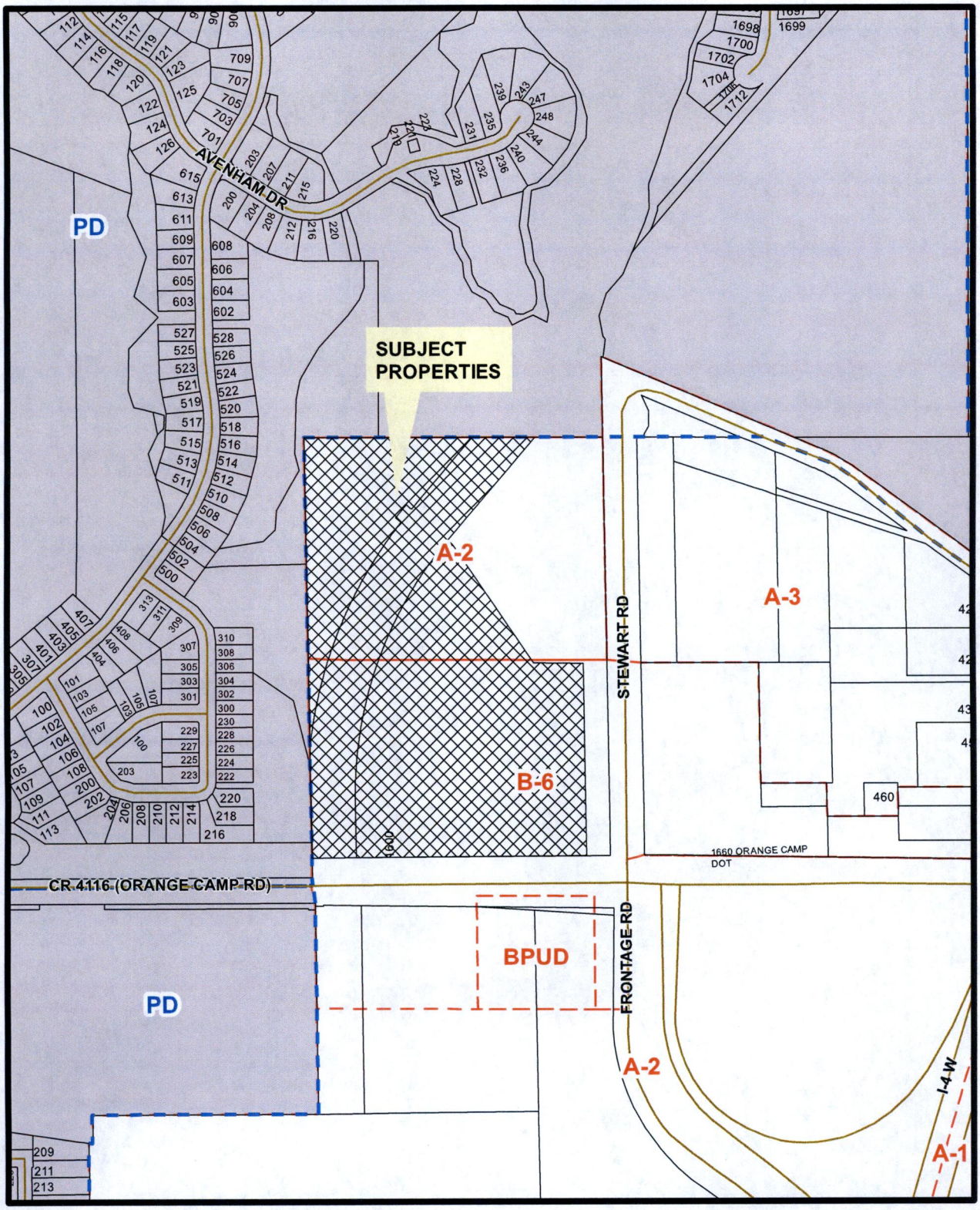
**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY'S A-2, RURAL AGRICULTURE AND B-6, HIGHWAY INTERCHANGE COMMERCIAL TO THE CITY OF DELAND'S I-4 AUTOMALL PD, PLANNED DEVELOPMENT ZONING DESIGNATION, ON PROPERTY LOCATED AT 1600 ORANGE CAMP ROAD; APPROVING A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY 18.75 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

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Please publish the above legal advertisement (with map) one time in the local section on the following date: Friday, October 26, 2018 and send proof of publication to:

City Clerk
City of DeLand
120 South Florida Avenue
DeLand, FL 32720

*******NOTE *****Pursuant to law, the advertisement shall be no less than 2 columns wide by 10 inches long in a standard size or a tabloid size newspaper, and the headline in the advertisement shall be in a type no smaller than 18 point. The advertisement shall not be placed in that portion of the newspaper where legal notices and classified advertisements appear.**




City of DeLand
Faith, Hope & Charity

County Zoning

City Zoning

# PLANNING BOARD
# Z-18-84
# SEPTEMBER 19. 2018

N

# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Continuation of the First Reading of an Ordinance Amending the DeLand Cloisters Planned Development to: add a 1.0-acre lot to the Planned Development; Remove the 55+ Age Restriction; and add uses.(DeLand Cloisters)

**DEPARTMENT:** Planning

**PREPARED BY**: Carol Kuhn, Planning Director

**ATTACHMENTS:** Cloisters Continuation Memo, Z24-030 Zoning Map, Z24-030 Aerial Map, Applicant's Request for Continuation

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

The applicant is requesting to amend the Cloisters Planned Development to modify the allowable uses to include multifamily residential and amend the boundary of the PD to add a 1.0-acre parcel to be used for parking. This property was rezoned to the DeLand Cloisters PD in 2003 and was developed as a 55+ community under the R-16 standards. The applicant recently learned that there will be substantial Volusia County School Impact Fees assessed as a result of removing the age restriction and is re-evaluating the financial feasibility of the conversion project.

The original 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 clubhouse.

The development is divided into 2 tracts and includes 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.

At the July 17, 2024 Planning Board meeting (continued from June 12, 2024), the Planning Board had a split 3 to 3 vote. Several citizens spoke at the Planning Board meeting. Citizen comments related to parking, off-site parking, speeding, and safety were raised. The Planning Board cited concerns regarding the reduced parking. This agenda item was continued at the August 19, 2024 City Commission meeting as requested by the applicant.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

As outlined in the city's strategic plan under **Strategic Focus Area: Preparing for the Future/Sustainability**

The need for additional housing units throughout our region as well as nationally has become evident within the city. This action is a step toward the city trying to meet the housing needs of residents of the city and to use an existing development to provide that housing.

**SUSTAINABILITY:**

The City of DeLand Sustainability Action Plan states: "This plan seeks to assist DeLand to manage through the various challenges, difficulties and opportunities that will arise as a result of local, state and national economic transitions, demographic shifts and changes in public expectation." Amending the list of permitted uses and the boundary of this property will permit its continued use for multi-family residential purposes, allow the owner to utilize an existing building, and enable the city to continue active pursuit of its efforts to maintain sustainability and continue active pursuit of its vision and strategic plan.

**FISCAL IMPACT:**

Conversion of the project from a non-profit age-restricted to a for-profit housing development would bring the project back onto the tax rolls.

**RECOMMENDATION:**

It is recommended that the City Commission continue the hearing for first reading to November 18, 2024.

**BACKGROUND/DISCUSSION:**

The applicant is requesting a continuation to further research the required school concurrency and impact fees associated with removing the age restriction. At the initial hearing of the request, the applicant requested a continuance to allow the time to submit an application for a comprehensive plan amendment required to address the non-conforming density.

# Planning Department

# Memorandum

**TO**: City Commission

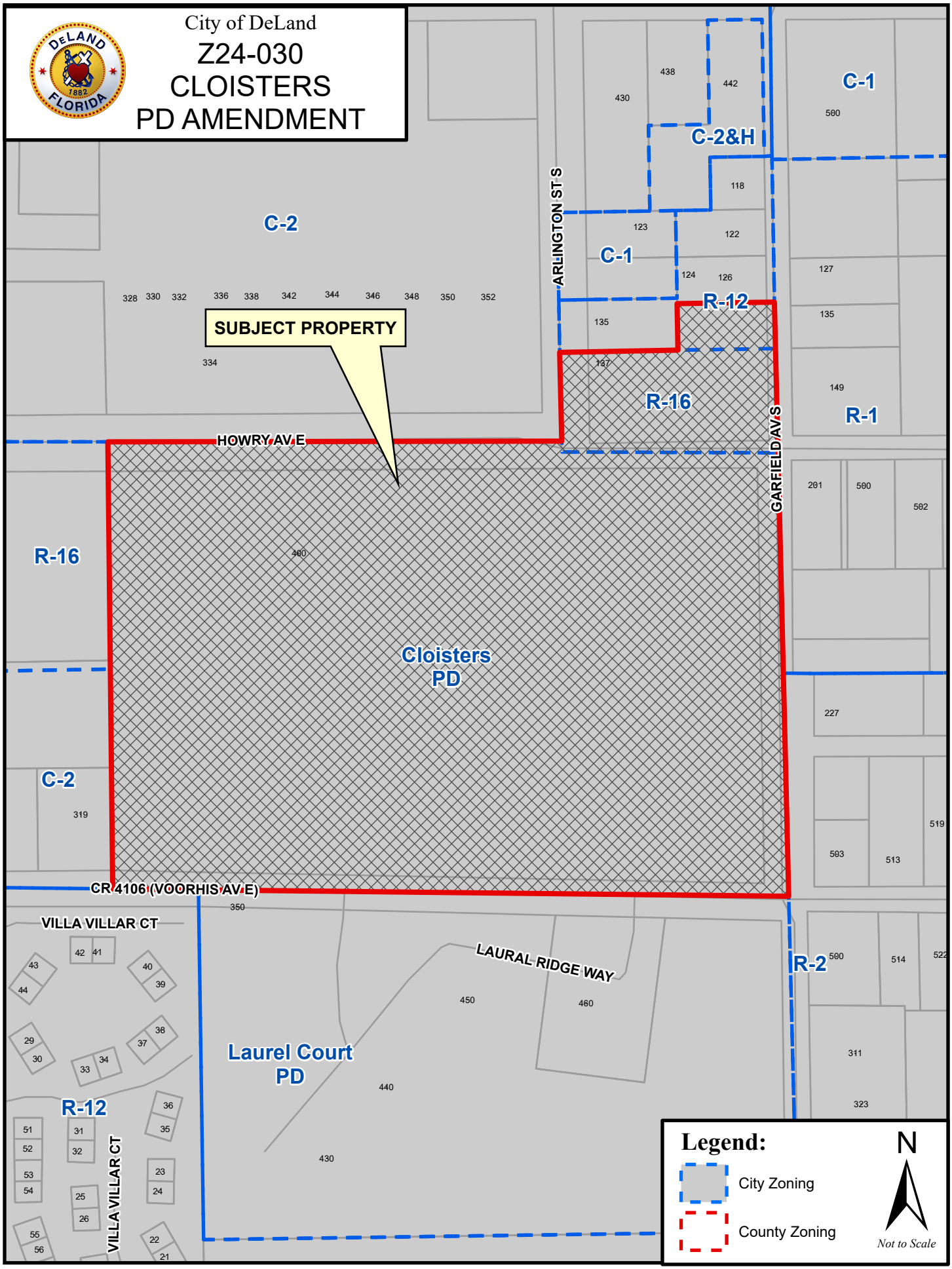
**DATE**: October 2, 2024

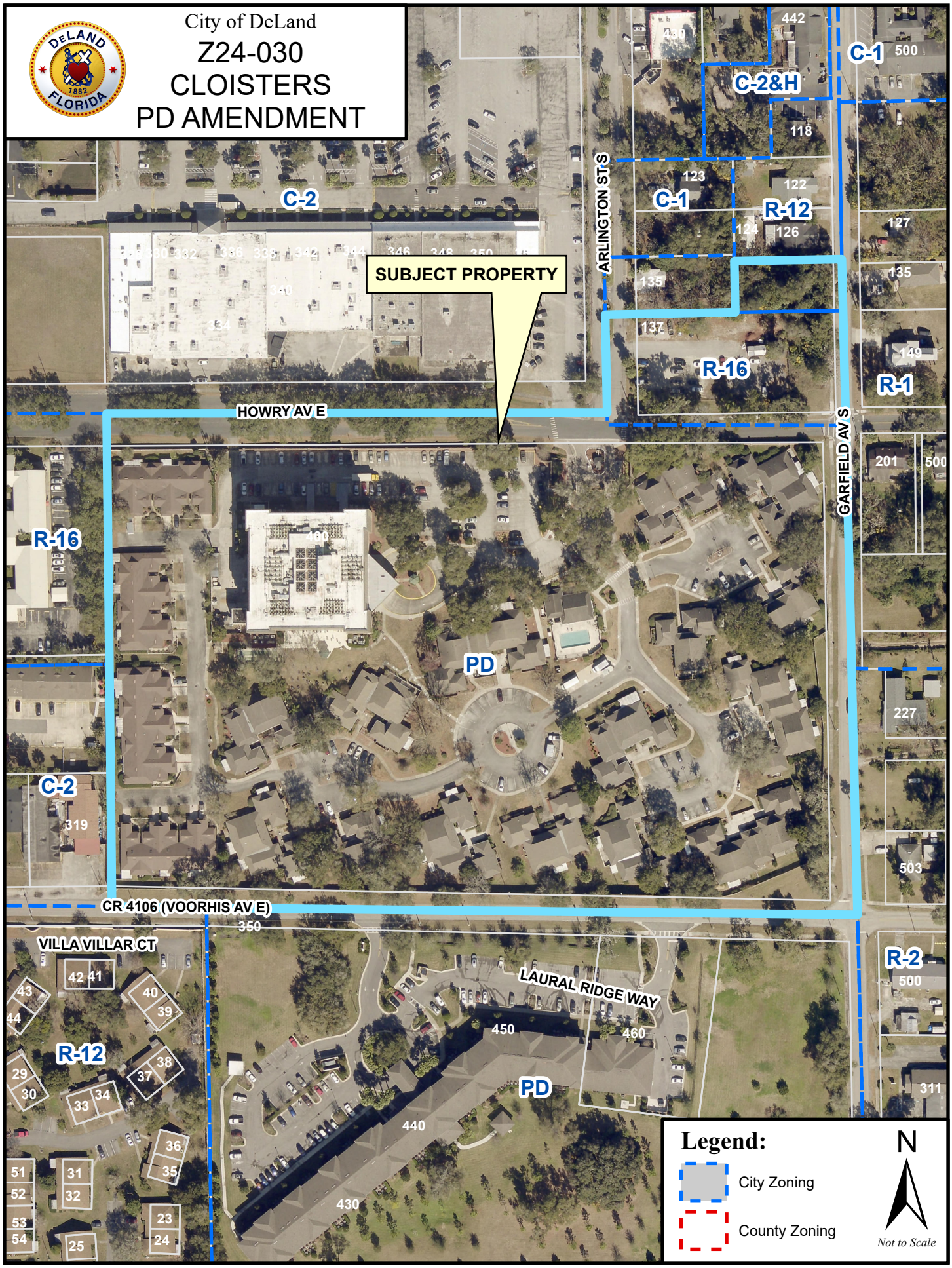
**FROM**: Belinda Williams-Collins, AICP

**SUBJECT:** **Request to continue first reading of Ordinance to Amend the Cloisters Planned Development (Z24-030) located at 400 East Howry Avenue**

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On October 1, 2024 the applicant, Jack Straw with Pacifica, requested a continuance for the above-referenced applications from the October 7, 2024 City Commission meeting to the November 18, 2024 City Commission meeting.


City of DeLand
Z24-030
CLOISTERS
PD AMENDMENT
C-2
C-1
C-2&H
R-12
R-16
R-1
R-2
SUBJECT PROPERTY
HOWRY AV E
ARLINGTON ST S
GARFIELD AV S
CR 4106 (VOORHIS AV E)
Cloisters
PD
Laurel Court
PD
VILLA VILLAR CT
LAURAL RIDGE WAY
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z24-030
CLOISTERS
PD AMENDMENT
SUBJECT PROPERTY
HOWRY AV E
CR 4106 (VOORHIS AV E)
ARLINGTON ST S
GARFIELD AV S
VILLA VILLAR CT
LAURAL RIDGE WAY
C-2
C-1
C-2&H
R-12
R-16
R-1
R-2
PD
Legend:
City Zoning
County Zoning
N
Not to Scale

## Carol Kuhn

**From:** Jack Straw <jstraw@pacificacompanies.com>
**Sent:** Tuesday, October 1, 2024 7:06 PM
**To:** Belinda Williams-Collins
**Cc:** Carol Kuhn
**Subject:** Requesting Continuance for Cloisters PD Amendment

Hi Belinda,

I would like to formally request a continuance for the following items scheduled to be heard at the DeLand City Commission on October 7th and have them rescheduled to a date certain hearing on November 18th. We are requesting this continuance to allow time to secure the School Concurrency Letter and establish the appropriate school fees to be paid in association with the project.

Item Z24-030 Cloisters Planned Development Agreement Amendment
Item SMLU24-176 Land Use Amendment

Thank you for your consideration.

Regards,
**Jack Straw**
**Project Manager, Entitlements**
**Pacifica Companies**
**jstraw@pacificaccompanies.com**
**C: 619-889-0583**



# CITY OF DELAND
## Request for Commission Action
## October 7, 2024

**SUBJECT:** Continuation of First Reading of Ordinance Changing the Land use Designation for Approximately ±0.2 Acres of Property, Located at 400 East Howry Avenue from Medium Density Residential to High Density Residential.(DeLand Cloisters)

**DEPARTMENT:** Planning

**PREPARED BY**: Carol Kuhn, Planning Director

**ATTACHMENTS:** Cloisters Continuation Memo Future Land Use Amendment, SMLU24-176 Current Land Use, SMLU24-176 Proposed Land Use, SMLU24-176 Aerial, SMLU24-176 Zoning, Applicant's Request for Continuation

**APPROVED BY:** Michael Pleus, City Manager, October 3, 2024

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**SUMMARY/HIGHLIGHT:**

The applicant is requesting a Comprehensive Land Use Amendment for a parcel of land with two (2) different future land use designations. The 0.2-acre portion of the 1-acre parcel is currently designated Medium Density Residential (MD) and the remainder of the parcel is designated High Density Residential (HD). The site is currently vacant and the applicant requests that the 0.2-acre portion of the property be amended from Medium Density Residential to High Density Residential.

The applicant recently learned that there will be substantial Volusia County School Impact Fees assessed as a result of removing the age restriction and is re-evaluating the financial feasibility of the conversion project.

On September 11, 2024, the Planning Board unanimously recommended approval of the land use amendment.

**STRATEGIC PLAN FOCUS AREA/ACTION STEP:**

**Strategic Focus Area: Institute Smart Growth principles**

**Strategic Context:** To manage growth, the City will need to institute a number of smart growth principles. For reasons of both community identity and governmental efficiency, an annexation strategy is required which will "square off' the City's boundaries.

**Redevelopment**

***Action Steps:***

1. Pursue downtown residential redevelopment.

**Strategic Focus Area: Preserving "Sense of Community" as a key asset.**

**Strategic Context:** Throughout the strategic planning process, the term "sense of community" has been highly valued as a distinctive DeLand asset. The term is most often associated with downtown, the historic district, Stetson, and the old city grid. It is this core city identity that citizen's want to maintain and preserve. This distinctiveness is critically important in the New Economy where sense of place is a highly valued asset. There is synergy between high value jobs and maintaining the current sense of place that distinguishes the core city.

**Promote additional investment**

*Action Steps:*

2. Continue private investment in those core assets that define "sense of community."

1. Encourage private investment in commercial redevelopment and residential restoration.
2. Provide incentives to encourage redevelopment of commercially underutilized buildings.

**SUSTAINABILITY:**

The Strategic Plan Focus Area: Preparing for the Future/Sustainability recognizes that, "...the city itself is dynamic and that extensive changes will occur in the near and long term future", and that "...it is important that there be a strategic focus on the future". By changing the land use from Medium Density Residential to High Density Residential the designation will be consistent with the remainder of the parcel and also be consistent with the larger associated property, DeLand Cloisters (Aventine) located directly to the south.

**FISCAL IMPACT:**

Inclusion of the subject property in the city's tax rolls will increase funds towards city services.

**RECOMMENDATION:**

It is recommended that the City Commission approve the requested continuance to the November 18, 2024 City Commission meeting.

**BACKGROUND/DISCUSSION:**

The DeLand Cloisters is currently the subject of a rezoning request to change the PD amendment to modify the allowable uses and amend the boundary of the PD to add the property that is the subject of this land use amendment. This amendment will create consistency and enable that application to go forward with no outstanding issues in regard to land use designation. The applicant has requested a continuance of this item from the October 7, 2024 City Commission meeting to the November 18, 2024 City Commission meeting.

# Planning Department

# Memorandum

**TO**: City Commission

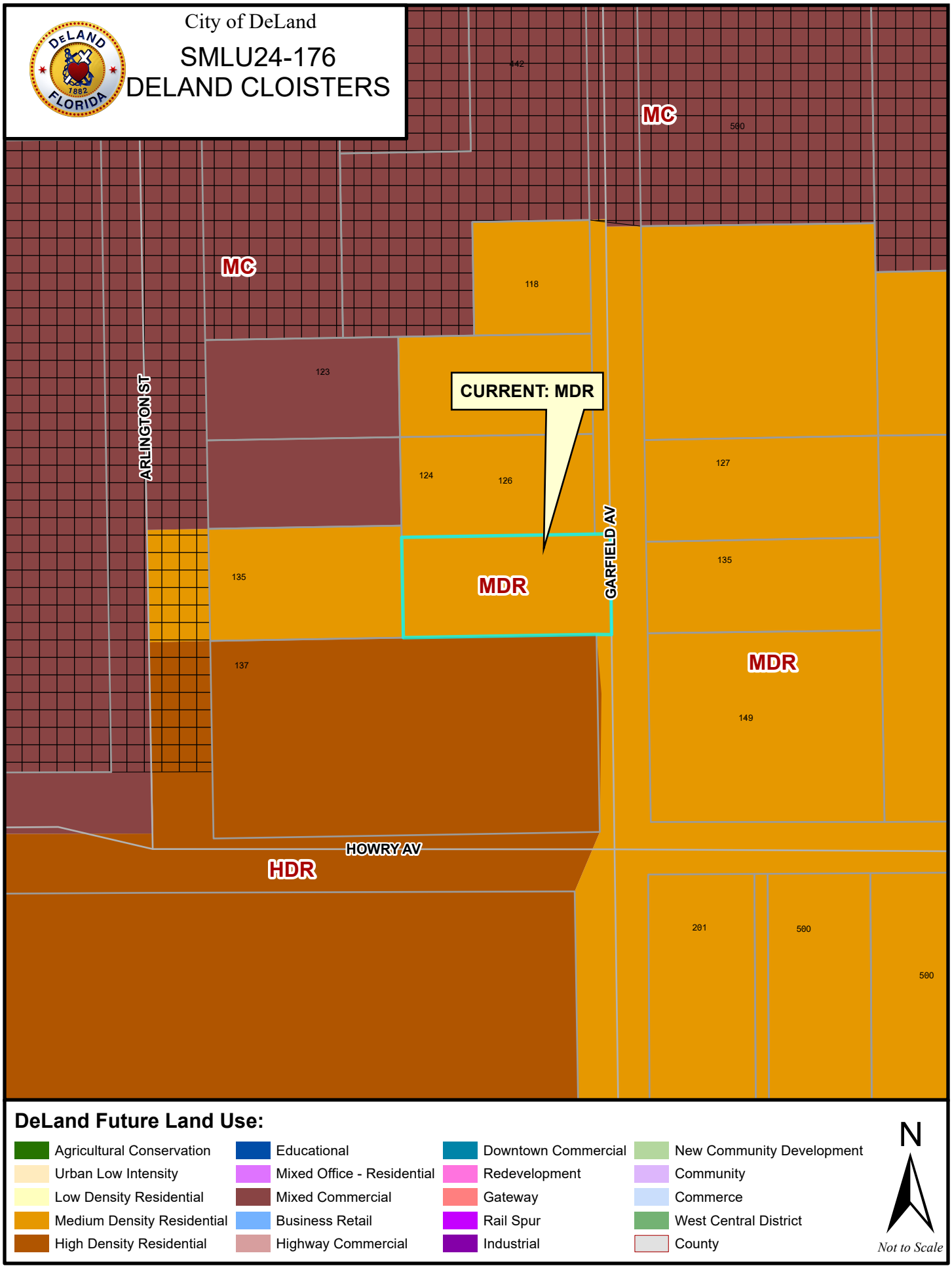
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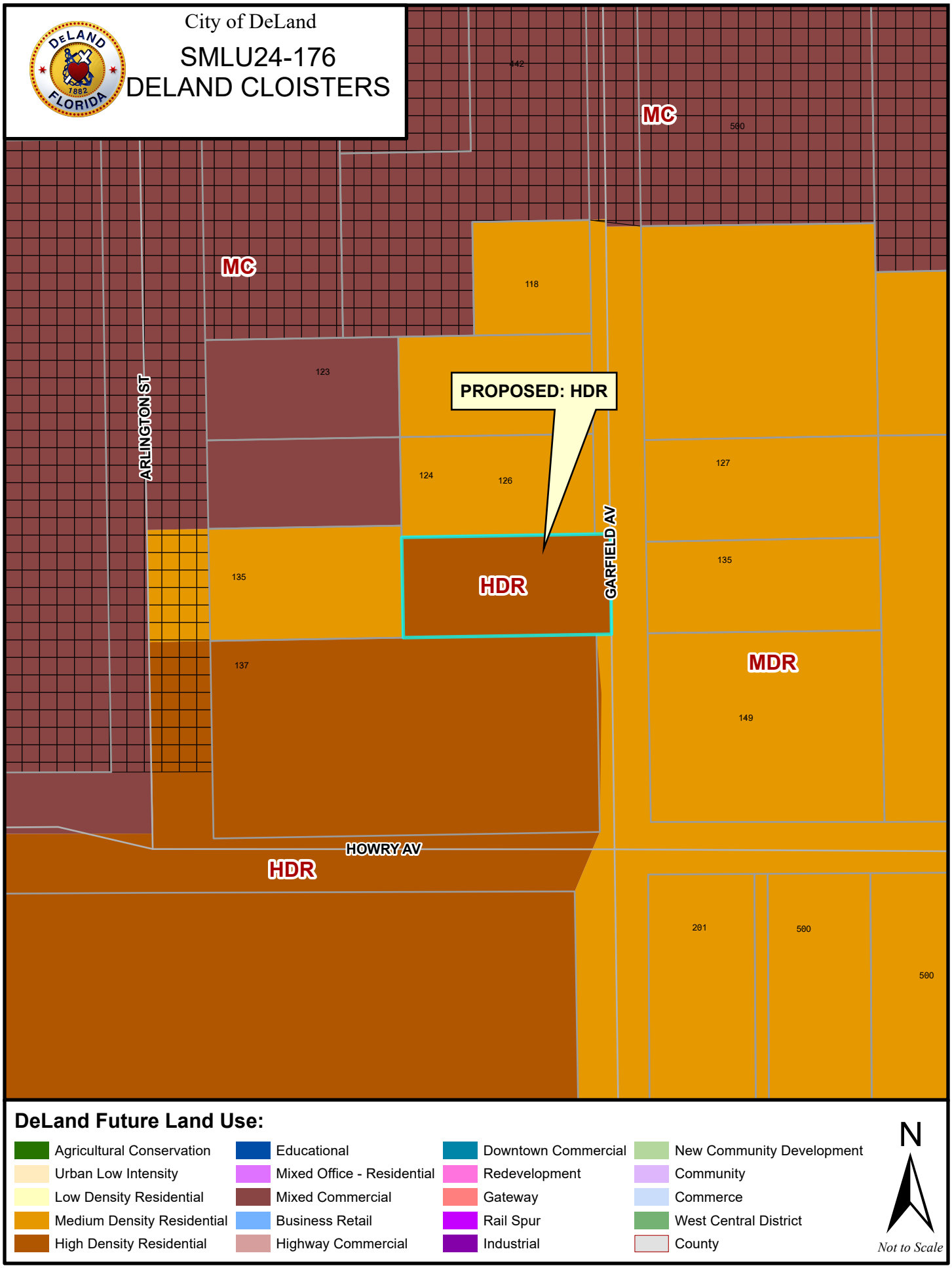
**FROM**: Belinda Williams-Collins, AICP

**SUBJECT:** **Request to continue the first reading of an Ordinance amending the Future Land Use Designation (SMLU24-176) for a parcel located at 400 East Howry Avenue**

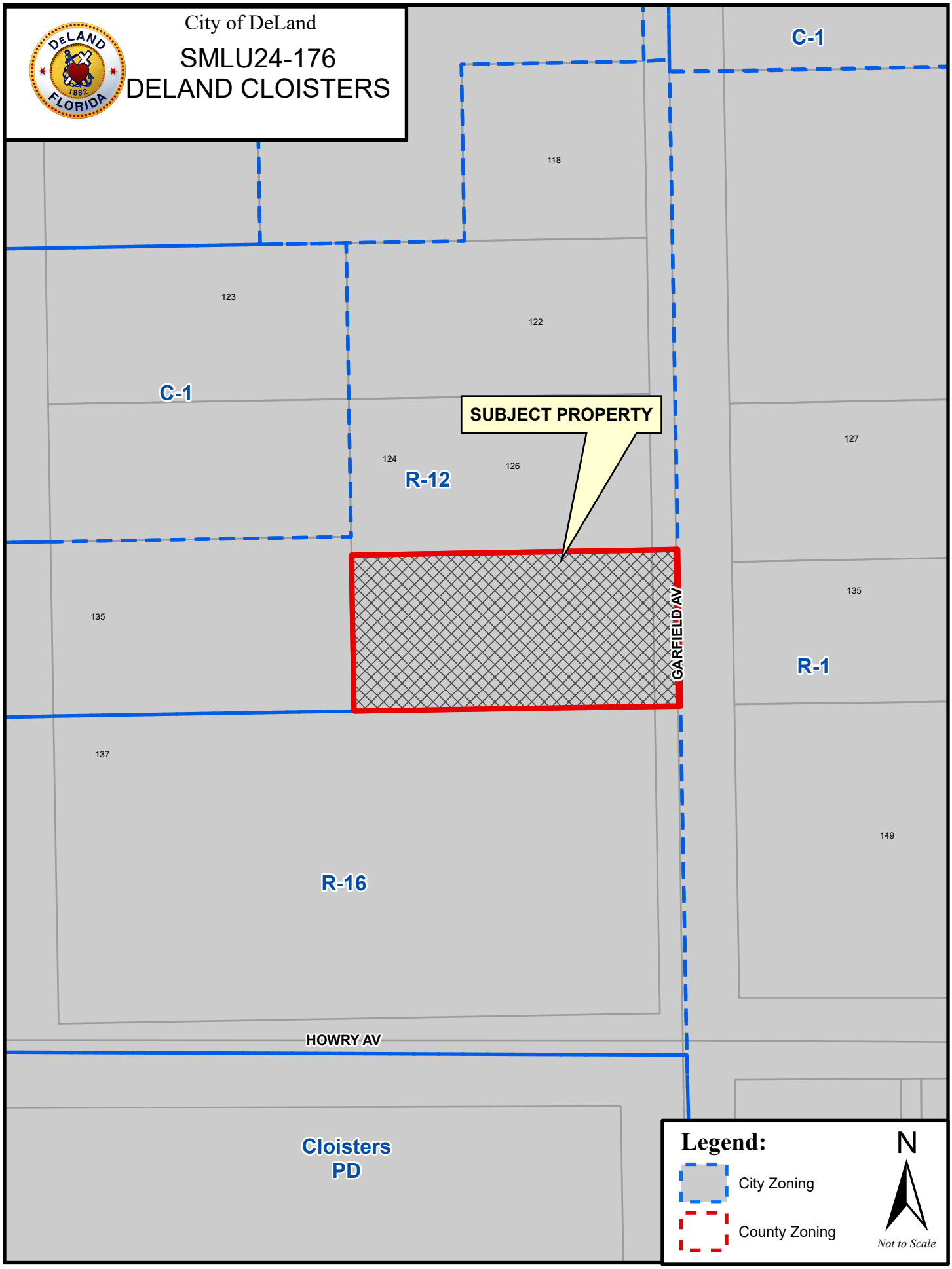
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City of DeLand
SMLU24-176
DELAND CLOISTERS
MC
MC
CURRENT: MDR
MDR
MDR
HDR
ARLINGTON ST
GARFIELD AV
HOWRY AV
442
500
118
123
124
126
127
135
135
137
149
201
500
500
DeLand Future Land Use:
Agricultural Conservation
Urban Low Intensity
Low Density Residential
Medium Density Residential
High Density Residential
Educational
Mixed Office - Residential
Mixed Commercial
Business Retail
Highway Commercial
Downtown Commercial
Redevelopment
Gateway
Rail Spur
Industrial
New Community Development
Community
Commerce
West Central District
County
N
Not to Scale


City of DeLand
SMLU24-176
DELAND CLOISTERS
MC
MC
442
500
118
123
124
126
127
135
135
137
149
PROPOSED: HDR
HDR
ARLINGTON ST
GARFIELD AV
HOWRY AV
HDR
MDR
201
500
500
DeLand Future Land Use:
Agricultural Conservation
Urban Low Intensity
Low Density Residential
Medium Density Residential
High Density Residential
Educational
Mixed Office - Residential
Mixed Commercial
Business Retail
Highway Commercial
Downtown Commercial
Redevelopment
Gateway
Rail Spur
Industrial
New Community Development
Community
Commerce
West Central District
County
N
Not to Scale


City of DeLand
SMLU24-176
DELAND CLOISTERS
C-2
C-2&H
C-1
500
118
123
122
C-1
SUBJECT PROPERTY
ARLINGTON ST
124
126
R-12
127
135
135
GARFIELD AV
137
R-1
149
R-16
HOWRY AV
201
500
PD
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
SMLU24-176
DELAND CLOISTERS
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C-1
SUBJECT PROPERTY
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R-12
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