



CITY OF DELAND
SPECIAL MEETING OF THE PLANNING BOARD
APRIL 15, 2026 AT 5:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES

1. Approval of the April 8, 2026 Planning Board meeting minutes.

PUBLIC PARTICIPATION PROCEEDINGS

PLANNING - NEW BUSINESS

1. Applicant Name: Derek Ramsburg - Kimley-Horn & Associates
Project Number: AN24-212 – Annexation for Orange Camp Commercial
Project Location: South of Orange Camp Road, west of the I-4 Interchange
Project Description: Annex ±25.44 acres
Project Planner: Christopher Carson
2. Applicant Name: Derek Ramsburg - Kimley-Horn & Associates
Project Number: SMLU24-213 – Comprehensive Plan Amendment
Project Location: South of Orange Camp Road, west of the I-4 Interchange
Project Description: Land use change for ±22.4 acres from Volusia County Commercial and Volusia County Rural to City of DeLand Highway Commercial
Project Planner: Christopher Carson
3. Applicant Name: Derek Ramsburg - Kimley-Horn & Associates
Project Number: Z26-041 – Rezoning for Orange Camp Commercial
Project Location: South of Orange Camp Road, west of the I-4 Interchange
Project Description: Rezone ± 22.4 acres from Volusia County B-6 (Highway Interchange Commercial), BPUD (Business Planned Unit Development), and A-2 (Rural Agriculture) to City Of DeLand C-2 (General Commercial)
Project Planner: Christopher Carson

OTHER BUSINESS

ADJOURNMENT



**CITY OF DELAND
PLANNING BOARD REGULAR MEETING
MINUTES
WEDNESDAY, APRIL 8, 2026 - 5:00 P.M.
CITY HALL**

CALL TO ORDER

The meeting began at 5:02 p.m.

PLEDGE OF ALLEGIANCE

Pledge of Allegiance – Mr. Owens, Chairperson

ROLL CALL

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

Quorum: Yes

Present – Aerial McCann, Associate City Attorney; Rick Werbiskis, Community Development Director; Carol Kuhn, Planning Director; Emily Kunkel, Senior Planner; Kendall Story, Senior Planner; Chris Carson, Senior Planner; Vivian Ford, Administrative Coordinator; applicants; and members of the public.

MINUTES

1. Approval of the March 11, 2026 Planning Board Meeting - Workshop minutes.

The board unanimously voted to approve the March 11, 2026 Meeting Minutes.

VERBAL REPORT ON CITY COMMISSION MEETINGS

Ms. Kuhn provided a verbal report.

VARIANCE OLD BUSINESS

None.

VARIANCE NEW BUSINESS

None.

PUBLIC PARTICIPATION PROCEEDINGS

Mr. Owens read the Public Participation procedures.

OLD BUSINESS

Applicant Name: Tyler Spore
Project Number: Z25-206
Project Location: ±1.902 Acres Located At 600 N. Woodland Blvd.
Project Description: Rezoning from E-1 (Educational) to DeLand Atrium Planned Development (PD)
Project Planner: Emily Kunkel

Alex Ford, as owner, was present and available to answer questions from the board.

Public Participation: John Thomson, of behalf of First Presbyterian Church, is concerned with parking should Stetson University leave their current property; however, they have no other concerns. Martha Underriner, on behalf of Museum of Art – DeLand, is here to support the approval of the zoning changes into a Planned Development.

Ms. Lewis filled out Form 8B, Memorandum of Voting Conflict, and was excluded from the vote.

Mr. Thiry moved to recommend approval for this item. Mr. Baumgartner seconded the motion. The motion to recommend approval passed unanimously.

PLANNING – NEW BUSINESS

None.

OTHER BUSINESS

1. LDR presentation will take place at the next regular Planning Board meeting on May 13, 2026, unless it is a full agenda in which case a special meeting will be scheduled.

ADJOURNMENT

The meeting ended at 5:28 p.m.



**PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD**

April 15, 2026

A. APPLICATION NO.: AN24-212
APPLICANT: Steve Landers, Blackfin Partners
OWNER: Maple & Tom Stewart, Debra & Walter Copeland, State of Florida DOT
STAFF PLANNER: Chris Carson, AICP, Interim Principal Planner
REQUEST: Voluntary Annexation of ± 25.44 acres of property into the City limits of DeLand

B. SITE FACTORS:
PARCEL NUMBERS: 703600000240, 703600000161, 703600000163
LOCATION: South of Orange Camp Rd., and west of the I-4 interchange
SIZE OF PROPERTY: ±25.44 acres

C. Surrounding Land Use & Zoning:

Future Land Use: Volusia County: Commercial, Rural
Existing Zoning: Volusia County: B-6, BPUD, A-2
Existing Use: Agricultural/Undeveloped

	LAND USE	ZONING
North:	New Community Development (NCD), Highway Commercial (HC)	Victoria Park Planned Development (PD), Orange Camp DeLand PD
South:	VC: R	VC: A-2
East:	VC: COM, R	VC: BPUD, A-2
West:	NCD, VC: COM, R	Victoria Park PD

D. Background: The ± 25.44 acre subject property is located in unincorporated Volusia County with Volusia County zoning designations of B-6, BPUD, and A-2 and is located within the City’s emerging gateway corridor overlay zoning district. The property’s Volusia County future land uses are Commercial and Rural.

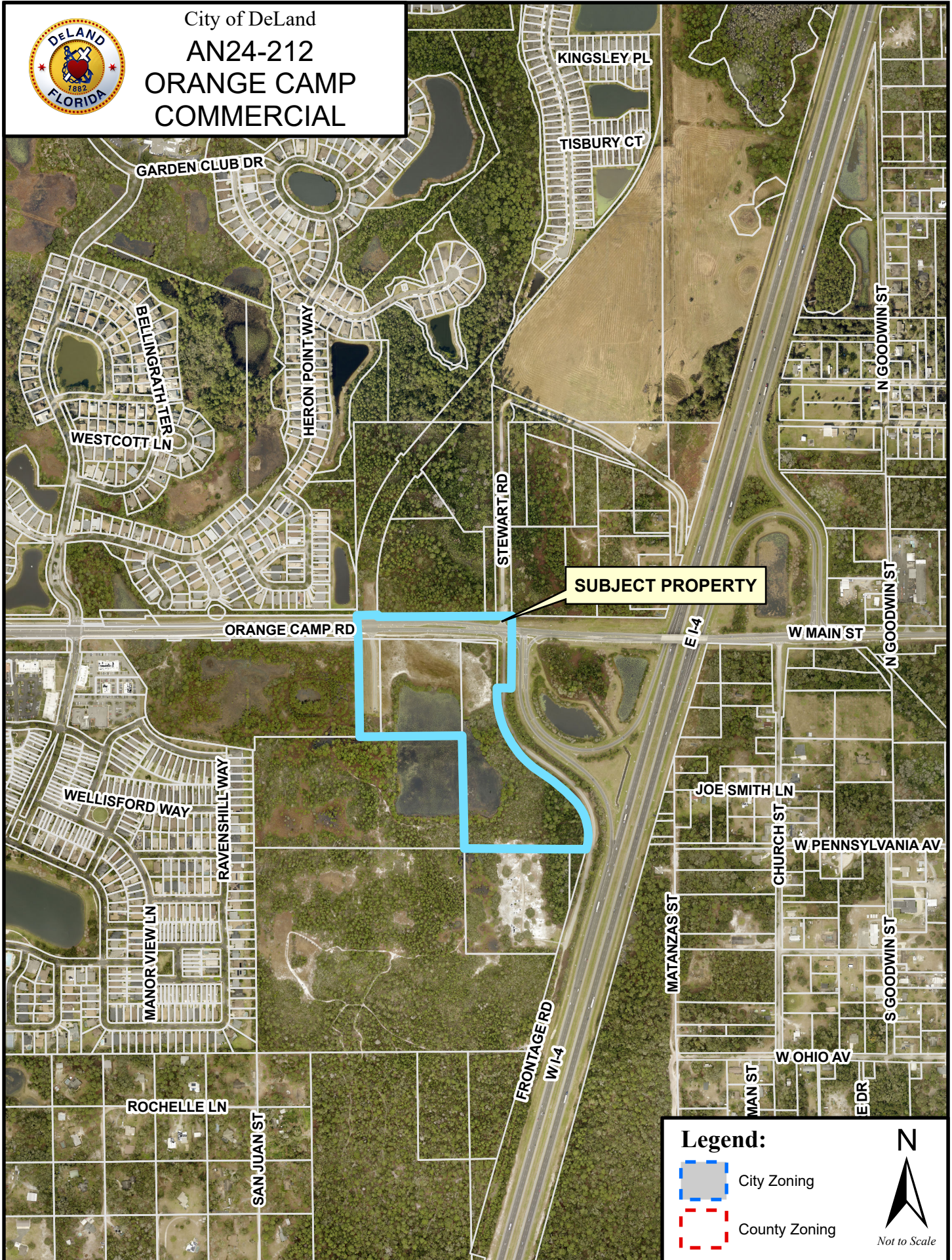
The property is partially wooded and currently used for agricultural purposes. The property contains a burrow pit and wetlands and surface waters are present, however it is not located within a floodplain. The application for annexation is accompanied by requests for a small-scale future land use map amendment (SMLU24-213) and rezoning (Z26-041). If the requests are approved, the applicant intends to submit for platting and site plan review.

- E. Public Services & Utilities:** The City's Utilities Department has determined that City water, sewer and reclaim are available to service the property through a 12" water main, 8" force main, and 12" reclaim along Orange Camp Road.
- F. Growth Management Plan Consistency:** The area surrounding the development is a mix of developed and undeveloped properties. To the north and west is the Victoria Park PD. Also to the north is the Orange Camp PD approved in 2024. While the property is currently vacant, there is a proposal under staff review for platting and infrastructure. To the east is I-4 and Lake Helen, and to the south is a cemetery and some rural properties.
- G. Analysis:** Chapter 171 of the Florida Statutes sets forth procedures for adjusting municipal boundaries to ensure sound urban development, accommodation for growth, and ensure that areas are not annexed unless municipal services can be provided in those areas. These procedures require the development be **reasonably compact, not circuitous, and does not create an enclave**. In addition, the City's guidelines for annexation require a property be sufficiently **contiguous** to property already within the city limits. The parcel is contiguous to the City's municipal's boundary on the north and west sides and is reasonably compact. Annexation of the property does not create an area that is enclosed and bounded on all sides by the City. Furthermore, the County and City have a long standing Utility Service Agreement that properties must annex to obtain City Utilities when contiguous with jurisdictional boundaries. Therefore, staff finds the annexation request to be consistent with Chapter 171 of the State Statutes, the City's Comprehensive Plan, and Land Development Regulations.
- H. Next Steps:** The petition for voluntary annexation will go before the City Commission on May 4, 2026 for first reading. The future land use map amendment will then be forwarded to the Volusia Growth Management Commission (VGMC). After VGMC review, the request is anticipated to go before City Commission on June 15, 2026 for second reading.
- I. Recommendation:** Staff recommends that the Planning Board forward this annexation petition to the City Commission, with a recommendation for approval.

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





City of DeLand
AN24-212
ORANGE CAMP
COMMERCIAL



SUBJECT PROPERTY

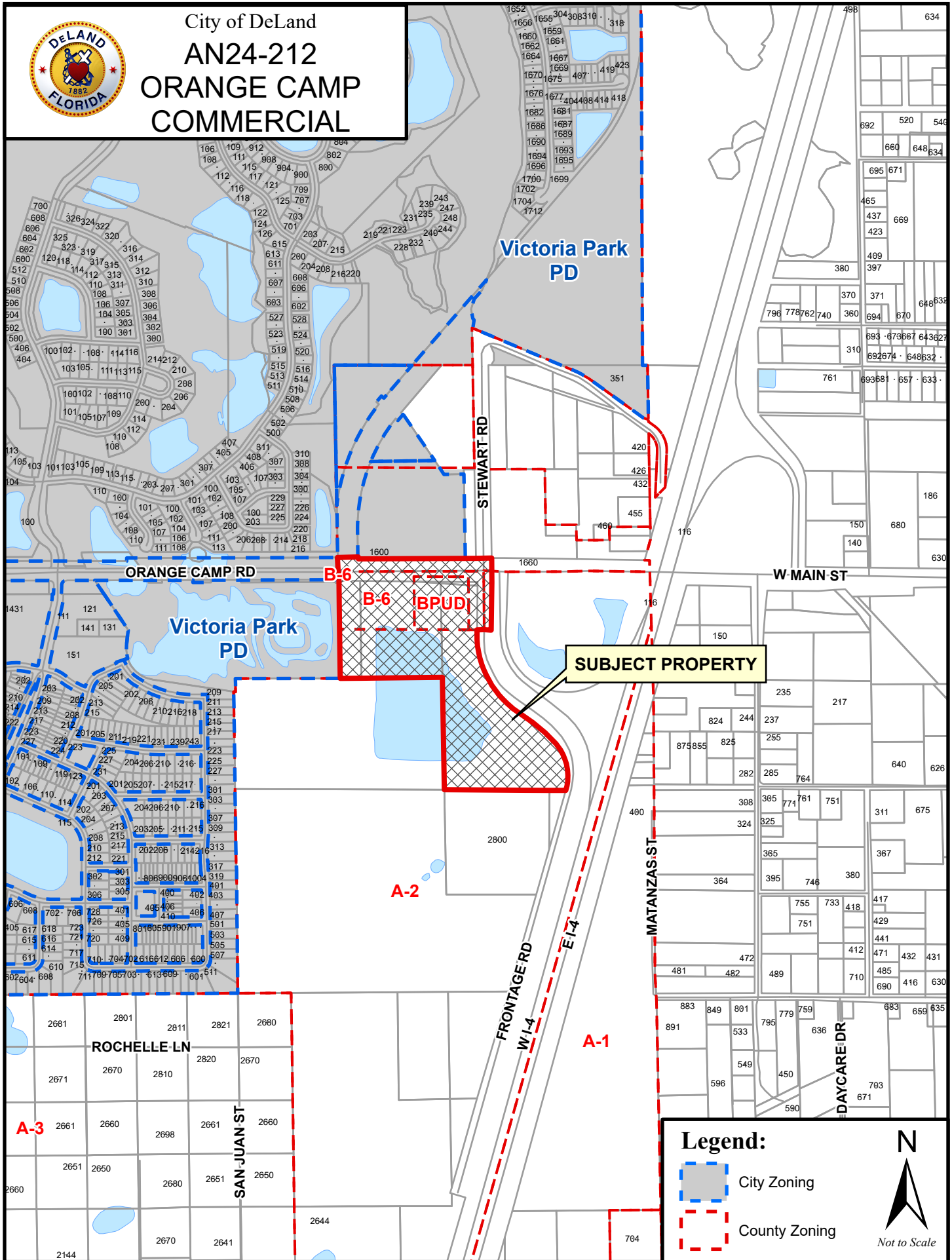
Legend:

-  City Zoning
-  County Zoning





City of DeLand
AN24-212
ORANGE CAMP
COMMERCIAL



Legend:

- City Zoning
- County Zoning

N

Not to Scale



March 5, 2026

Ms. Carol Kuhn, AICP
Planning Director
120 S. Florida Avenue
DeLand, Florida 32720

Subject: Application for Annexation
Parcel I.D. 703600000240 (Alt Key 2318929)
Parcel I.D. 703600000161 (Alt Key 2318767)
Parcel I.D. 703600000163 (Alt Key 6558540)
Portion of Frontage Rd Right of Way
Portion of Orange Camp Rd Right of Way
Rezone Area: 25.44 acres

Dear Ms. Kuhn:

Please accept this application for annexation for the referenced parcels. This parcel land area is approximately 25.44 acres located southwest from the intersection of Orange Camp Road and Interstate 4. For reference, we have included the Orange Camp Planned Development Exhibit that shows project location relative to surrounding uses.

This application for rezone is required because of voluntary annexation in accordance with the interlocal agreement between Volusia County and the City of DeLand that provides for utility services with annexation when bordering the City of DeLand.

NEED AND JUSTIFICATION FOR CHANGE

Immediately north of the site's frontage to Orange Camp Road is Planned Development (I-4 Auto Mall PD, City of DeLand) zoning with Highway Commercial land use; to the east is Interstate 4 right-of-way; to the south and partially west is Volusia County A2 zoning with Rural land use; and to the west of the site's frontage to the Florida Department of Transportation frontage road is Planned Development (Victoria Park PD) with Residential land use.

Currently, the applicant's parcel contains Volusia County zoning/land use designations that include B6/Commercial (3.30 acres), BPUD/Commercial (2.10 acres – Miller Enterprises Inc.), and Agriculture A2/Rural (14.20 acres). The rezoning would allow the applicant to connect to City of DeLand utilities and unify the parcels under a complementary zoning that is consistent with the proximity of arterial roadways.

The proposed development would include commercial uses consistent with the proximity of the intersection between Interstate 4 and Orange Camp Road Interchange.

COMPATIBILITY WITH COMPREHENSIVE PLAN

The proposed annexation, land use, and rezoning is in accordance with the City of DeLand's Comprehensive Plan. The City provides guidelines for rezoning that include maintaining the City's character and neighborhoods, maintaining level of service, and increasing commercial uses that benefit the City.

More specifically, the Comprehensive Plan recognizes the need to provide highway commercial in outlying or newly developed areas of the City and encourages commercial land use outside of the Downtown so long as it does not replace the Downtown's role as the primary destination and center of commerce.

LEVEL OF SERVICE

Water and sewer services for this parcel will be provided by the City of DeLand Utilities. An existing 12-inch water line and 8-inch sewer forcemain along Orange Camp Road will provide water and sewer service to the site. Potable water production capacity exceeds current and committed demands, providing adequate service for the anticipated project demand.

The current sewer service area capacity and demand also provide an adequate level of service.

A traffic impact analysis prepared by Walsh Traffic, Inc. concludes that the surrounding roadway network is operating at an acceptable level of service and that the proposed development will not adversely impact traffic operations with appropriate mitigation.

IMPACT ON NATURAL ENVIRONMENT

The existing property is currently used for commercial and agricultural purposes and is part of an abandoned borrow pit. Due diligence identified no environmentally significant issues related to historic preservation or wetlands. The parcel is surrounded by developed properties, and the proposed commercial development will not negatively impact the natural environment.

Stormwater management will comply with City of DeLand, St. Johns River Water Management District, and Florida Department of Transportation requirements. The existing borrow pit will provide adequate drainage capacity, including support for the 100-year storm event.

Thank you for your consideration of our application. Please do not hesitate to contact me if you have any questions.

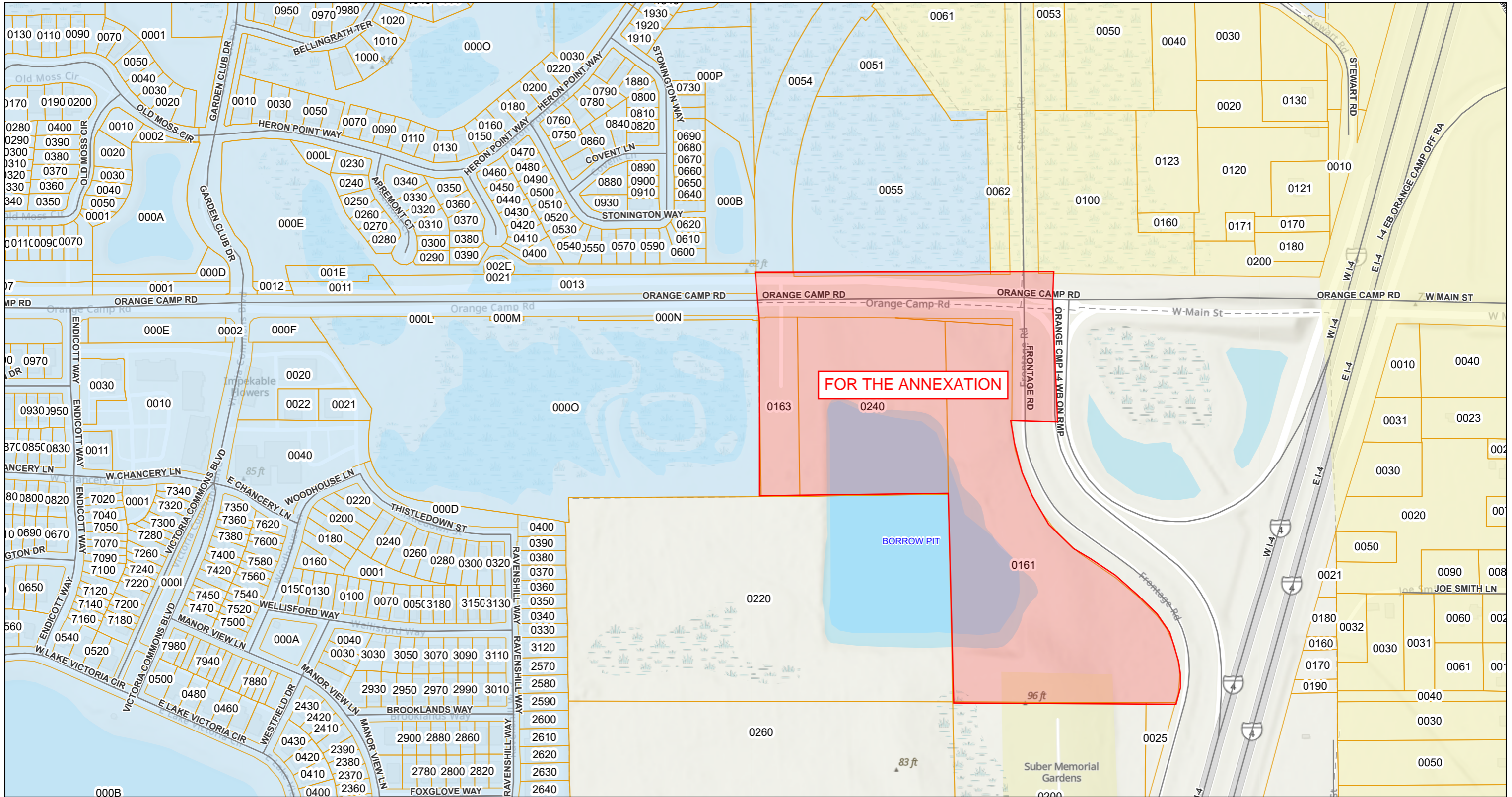
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Derek E. Ramsburg, P.E.
Project Manager

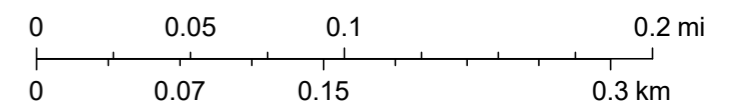
Volusia County Property Appraiser



3/4/2026, 2:11:00 PM

1:4,514

- Parcel
- Streets
- Parcel Text
- Cities
- LAKE HELEN
- Water Body Names
- Water Bodies
- County Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

SKETCH OF DESCRIPTION

LEGAL DESCRIPTION:

A parcel of land lying in Section 36, Township 17 South, Range 30 East, Volusia County, Florida, being more particularly described as:

Commence at the Northwest corner of said Section 36; thence run N89°50'49"E along the North line of said Section 36, a distance of 662.36 feet to the Point of Beginning; thence N02°20'24"E, a distance of 103.52 feet to the North Right of Way line of Orange Camp Road as shown on Florida Department of Transportation Right of Way Map Section 79110, F.P. 408463 1; thence the following five (5) courses and distances along said North Right of Way line: thence N00°29'38"W, a distance of 1.63 feet; thence N89°24'03"E, a distance of 130.19 feet; thence S00°48'18"E, a distance of 14.90 feet; thence N89°39'42"E, a distance of 742.59 feet; thence N89°42'08"E, a distance of 100.77 feet; thence departing said North Right of Way line, run S00°09'19"E, a distance of 133.82 feet to the Intersection of the South Right of Way line of Orange Camp Road and the East Right of Way line of Frontage Road; thence departing said South Right of Way line, run S00°51'39"W, a distance of 326.81 feet; thence departing said East Right of Way line, run N89°08'21"W, a distance of 100.00 feet to the West Right of Way line of Frontage Road, said point also being a Point on a Non-Tangent Curve, Concave to the Northeast, having a Radius of 573.91 feet and a Central Angle of 54°01'07"; thence the following three (3) courses and distances along the West Right of Way line of said Frontage Road: run Southeasterly along the arc of said curve, a distance of 541.08 feet (Chord Bearing = S26°08'54"E, Chord = 521.27 feet); thence run S53°09'25"E, a distance of 235.16 feet to the Point of Curvature of a Curve, Concave to the West, having a radius of 380.00 feet and a Central Angle of 62°06'15"; thence run Southerly along the arc of said curve, a distance of 411.89 feet (Chord Bearing = S22°06'18"E, Chord = 392.02 feet); thence departing said West Right of Way line run N89°46'39"W, a distance of 754.36 feet; thence run N00°57'04"W, a distance of 666.91 feet; thence run S89°56'59"W, a distance of 664.61 feet; thence run N00°45'32"W, a distance of 665.68 feet to the Point of Beginning.

Containing 25.44 acres, more or less.

ABBREVIATIONS/LEGEND

SEC.	SECTION	R	RADIUS
TWP.	TOWNSHIP	L	LENGTH
RNG.	RANGE	CB	CHORD BEARING
S.	SOUTH	CD	CHORD DISTANCE
E.	EAST	Δ	CENTRAL ANGLE
O.R.B.	OFFICIAL RECORDS BOOK	PC	POINT OF CURVATURE
PGS.	PAGES	PT	POINT OF TANGENCY
TEMP.	TEMPORARY	NT	NON TANGENT
NO./#	NUMBER	PRC	POINT OF REVERSE CURVE
●	DESCRIPTIVE POINT	PCC	POINT OF COMPOUND CURVE
P.S.M.	PROFESSIONAL SURVEYOR & MAPPER		

NOTES:
 BEARINGS AS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2007 ADJUSTMENT). BEARING BASIS BEING THE NORTH LINE OF SECTION 36, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA BEING N89°50'49"E. THIS SURVEYOR HAS NOT MADE A SEARCH OF THE PUBLIC RECORDS FOR EASEMENTS, RESTRICTIONS, RESERVATIONS AND/OR RIGHT OF WAYS. THIS SKETCH IS NOT INTENDED TO REPRESENT A BOUNDARY SURVEY. NO CORNERS WERE SET AS A PART OF THIS SKETCH.

SHEET 1 OF 6

REQUESTED BY: BLACKFIN PARTNERS, LLC

DATE OF SKETCH: 3/9/2026	REVISIONS:
SCALE: 1" = 200'/100'	
SEC. 36, TWP. 17 S, RNG. 30 E	
CAD FILE: S-L NEW ANNEXATION	
JOB NO.: 24-448	DRAWN BY: ELW



JOHNSTON'S SURVEYING, LLC
 900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966

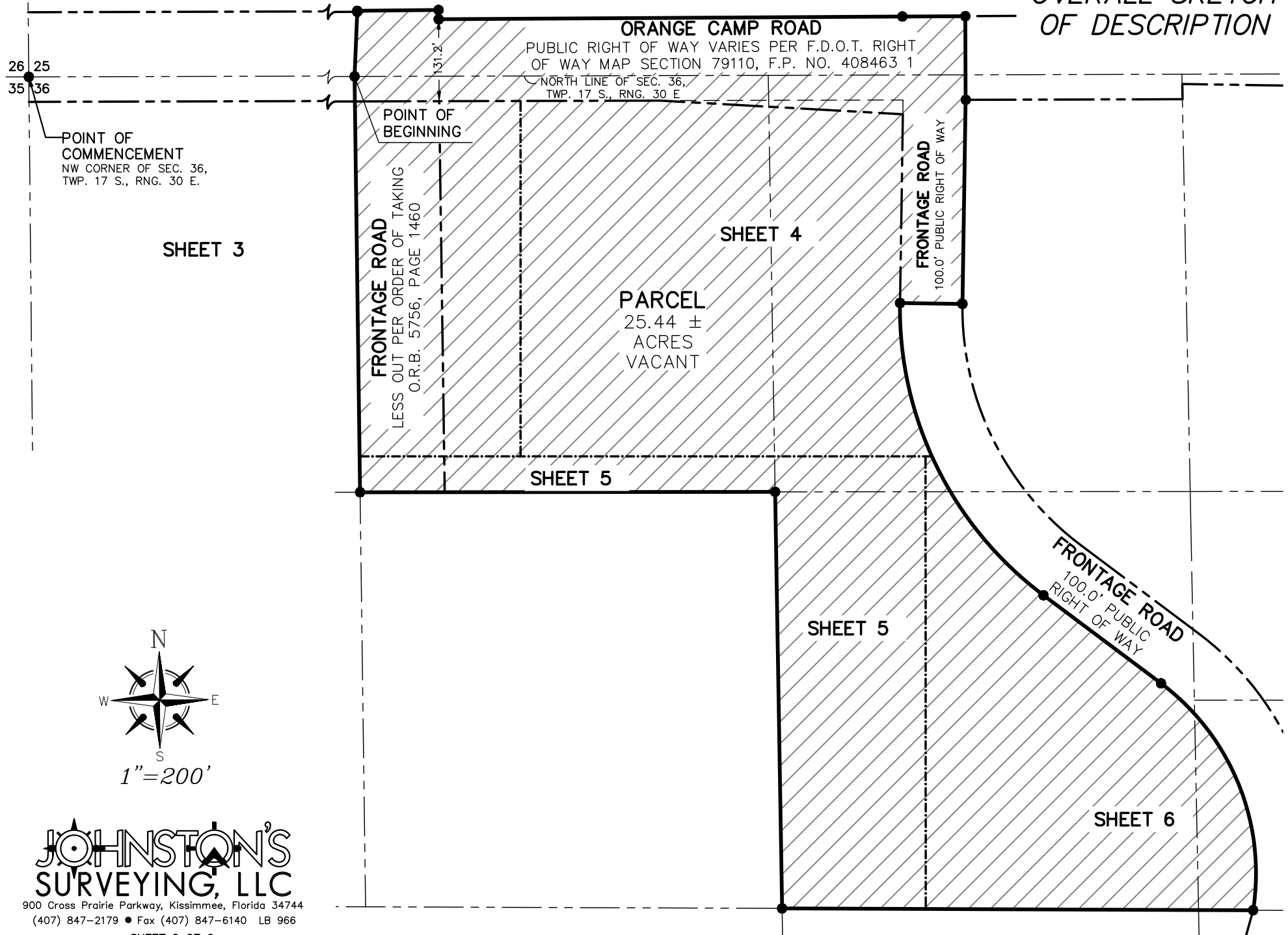




03/10/2026

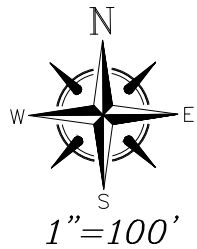
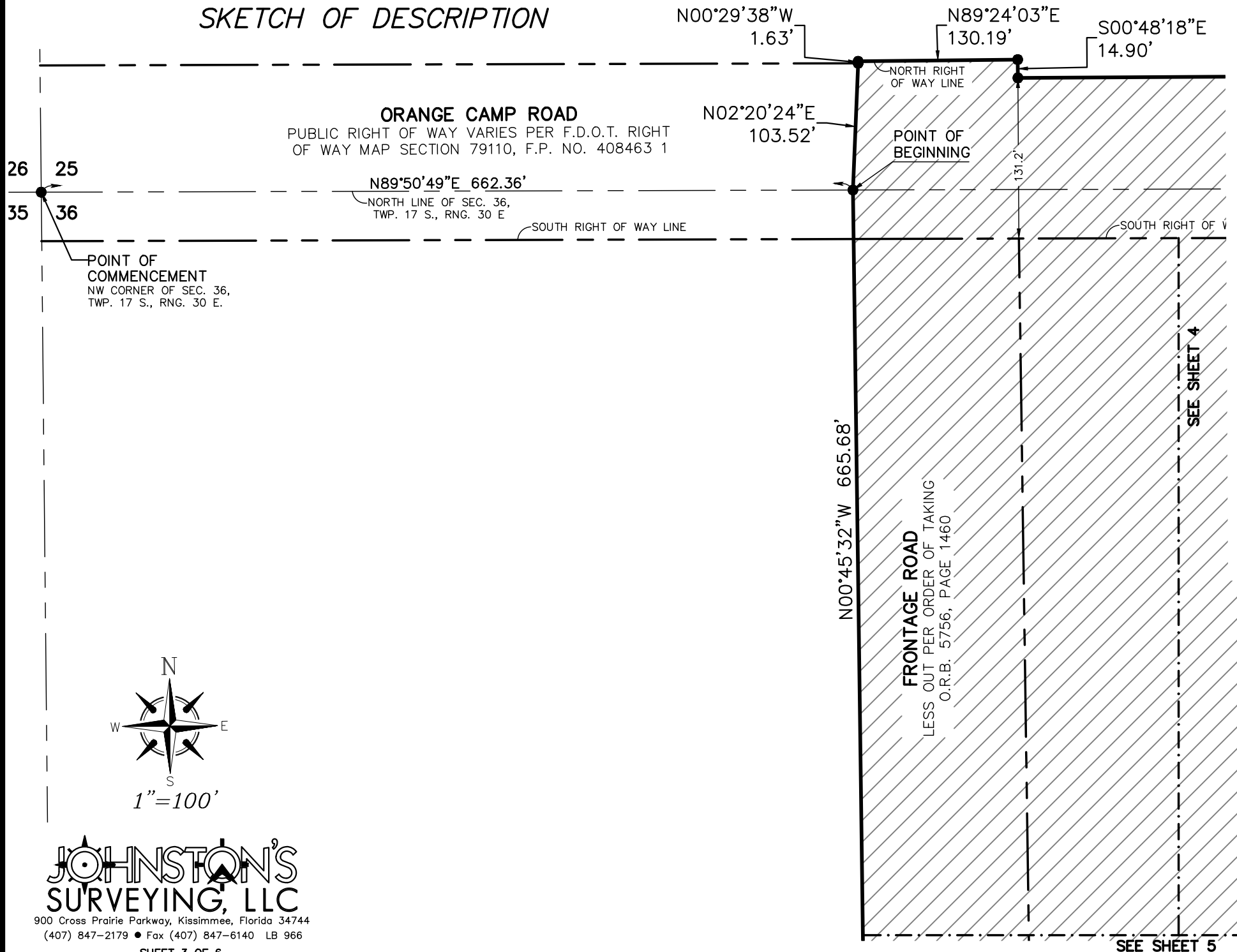
RICHARD D. BROWN, P.S.M #5700 (DATE)
 NOTE: NOT VALID WITHOUT RAISED SURVEYOR'S SEAL.

OVERALL SKETCH
OF DESCRIPTION



JOHNSTON'S
SURVEYING, LLC
900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966

SKETCH OF DESCRIPTION



JOHNSTON'S
SURVEYING, LLC

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SHEET 3 OF 6

SKETCH OF DESCRIPTION

N89°39'42"E 742.59'

N89°42'08"E
100.77'

ORANGE CAMP ROAD
PUBLIC RIGHT OF WAY VARIES PER F.D.O.T. RIGHT
OF WAY MAP SECTION 79110, F.P. NO. 408463 1

NORTH RIGHT OF WAY LINE

S00°09'19"E
133.82'

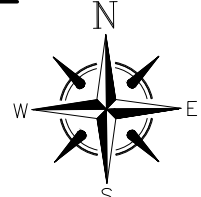
NORTH LINE OF SEC. 36,
TWP. 17 S., RNG. 30 E

LESS OUT PER ORDER OF TAKING
O.R.B. 5756, PAGE 1460

SOUTH RIGHT OF WAY LI

SOUTH RIGHT OF WAY LINE

SOUTH RIGHT OF WAY LINE



1"=100'

PORTION OF PARCEL AFFECTED
BY RESOLUTION #94-281
PER O.R.B. 3973, PAGE 4705

FRONTAGE ROAD
100.0' PUBLIC
RIGHT OF WAY

S00°51'39"W 326.81'

SEE SHEET 3

PORTION OF THE EAST 1/2 OF
THE NORTH 1/2 OF THE NW 1/4
OF THE NW 1/4 OF SEC.
36-17-30

PARCEL
25.44 ±
ACRES
VACANT

PORTION OF THE WEST 1/2 OF
THE NE 1/4 OF NW 1/4 OF
SEC. 36-17-30

N89°08'21"W
100.00'

R=573.91'
Δ=54°01'07"

L=541.08'
CB=S26°08'54"E
CD=521.27'

SEE SHEET 5

SEE SHEET 6

**JOHNSTON'S
SURVEYING, LLC**

900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966

SHEET 4 OF 6

SEE SHEET 3

SEE SHEET 4

S89°56'59"W 664.61'

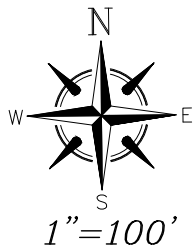
N00°57'04"W 666.91'

SE 1/4 OF THE NW 1/4 OF THE
NW 1/4 OF SEC. 36-17-30

PORTION OF THE WEST 1/2 OF
THE NE 1/4 OF NW 1/4 OF
SEC. 36-17-30

SEE SHEET 6

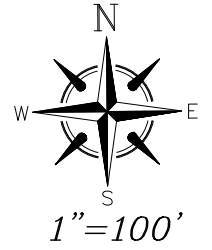
N89°46'39"W 754.36'



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SURVEYING, LLC
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 SHEET 5 OF 6

*SKETCH OF
DESCRIPTION*

SKETCH OF DESCRIPTION



SEE SHEET 4

R=573.91'
 $\Delta=54^{\circ}01'07''$
 L=541.08'
 CB=S26°08'54"E
 CD=521.27'

FRONTAGE ROAD
 100.0' PUBLIC
 RIGHT OF WAY

S53°09'25"E 235.16'

PC

R=380.00'
 $\Delta=62^{\circ}06'15''$
 L=411.89'
 CB=S22°06'18"E
 CD=392.02'

PORTION OF THE WEST 1/2 OF
 THE NE 1/4 OF NW 1/4 OF
 SEC. 36-17-30

PORTION OF THE SOUTH 1/2 OF
 THE SE 1/4 OF THE NE 1/4 OF
 THE NW 1/4 OF SEC. 36-17-30

N00°57'04"W 666.91'

SEE SHEET 5

N89°46'39"W 754.36'

N89°46'39"W 754.36'

JOHNSTON'S
SURVEYING, LLC
 900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966
 SHEET 6 OF 6



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

April 15, 2026

A. APPLICATION NO.: SMLU24-213
APPLICANT: Steve Landers, Blackfin Partners
OWNER: Maple & Tom Stewart, Debra & Walter Copeland, State of Florida DOT
STAFF PLANNER: Chris Carson, AICP, Interim Principal Planner
REQUEST: To amend the land use designation from Volusia County Commercial (COM) and Volusia County Rural (R) to City of DeLand Highway Commercial (HC)

B. SITE FACTORS:

PARCEL NUMBER: 703600000240, 703600000161, 703600000163
LOCATION: South of Orange Camp Rd., and west of the I-4 interchange.
SIZE OF PROPERTY: ±22.44 acres

C. LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:

Future Land Use: Volusia County: Commercial, Rural
Existing Zoning: Volusia County: B-6, BPUD, A-2
Existing Use: Agricultural/Undeveloped

D. SURROUNDING LAND USE & ZONING:

	LAND USE	ZONING
North:	New Community Development (NCD) Highway Commercial (HC)	Victoria Park Planned Development (PD), Orange Camp DeLand PD
South:	VC: R	VC: A-2
East:	VC: COM, R	VC: BPUD, A-2
West:	NCD, VC: COM, R	Victoria Park PD

E. REQUESTED ACTION:

1. REQUEST: The applicant is requesting to amend the future land use designation for ±22.44-acres of property located on the south side of Orange Camp Road, just west of the I-4 interchange from Volusia County: Commercial and Volusia County: Rural land use designations to the Highway Commercial (HC) land use designation. The request for a small-scale future land use map amendment is accompanied by requests for annexation (AN24-212) and rezoning (Z26-041).

F. ANALYSIS:

The purpose of this section is to analyze the reasonableness of the applicant's request for an amendment of the land use designation for the subject property. This analysis will include a description of the current and future land uses of the site and the surrounding area, potential impacts on the transportation system, and any significant adverse environmental impacts. Florida Statute 163.3187 allows for a Future Land Use Map amendment for area of use under 50 acres, and are not an area of critical state concern.

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

The City's Utilities Department has determined that City water, sewer and reclaim are available to service the property through a 12" water main, 8" force main, and 12" reclaim on Orange Camp Road. The applicant will be required to tie in to these connections at the time of plat or site plan review.

A Traffic Impact Analysis prepared by Walsh Traffic, Inc. concluded that the surrounding roadway network is operating at an acceptable level of service and that the proposed development will not adversely impact traffic operations. Staff will review the traffic methodology at the time of plat or site plan review. If the proposed development generates more than 1,000 average daily trips, a full traffic study will be required.

There is no residential component of the proposed project, therefore a school capacity determination letter is not required at this time. If residential is included in a future development plan, the applicant will be required to obtain a capacity determination letter from Volusia County School Board.

2. Compatibility with Land Use and Other Elements: The Future Land Use element requires that the subject property be consistent with surrounding development. Per the 2050 Vision plan, the subject property is located within the Category 2, Urban Core. The Urban Core is described as the area where the majority of the new growth will take place.

The Comprehensive Plan describes the Highway Commercial land use designation as being typified by office, service-oriented, and commercial uses which provide retail and related goods and services to local-sub-regional and regional markets. Areas designated as Highway Commercial tend to be located in the outlying or newly developed areas of the city. Neighborhood convenience centers shall be located within easy walking distances of residents in the area, and where they will be compatible with the character of the surrounding area. Commercial uses located adjacent to residential uses shall utilize significant buffering and landscaping to minimize negative impacts. Future development will be reviewed to meet the requirements of the LDRs. Additionally, the applicant plans to develop commercial uses to serve the surrounding area.

Therefore, the request is compatible with the Comprehensive Plan and the 2050 Vision Plan.

3. **Future Land Use Map:** The proposed change in the land use designation to Highway Commercial (HC) will be shown on the revised Future Land Use Map. There will be no change in the 2050 Vision Map.
4. **Location of Lakes, Floodplains, and Wetlands:** The property contains a burrow pit and wetlands, and surface waters are present, however it is not located within a floodplain. Staff will review to ensure compliance with the Land Development Regulations at the time of plat or site plan review.
5. **Analysis of Natural Resources:**
 - a. *Soil types: Immokalee sand, Orsino fine sand, Daytona sand*
 - b. *Presence of Endangered Species: None known at this time.*
6. **Existing and Future Impact upon Infrastructure Capacity:**
 - a. **Water and Sewer:** The City's Utility Department has indicated sufficient water and sewer supply is available for the proposed land use designation. The fully engineered plans will be reviewed at the time of plat or site plan review.
 - b. **Drainage:** The subject property will be required to retain the 100-year frequency, 24-hour storm event for landlocked basins, on site. These criteria will be reviewed for compliance at the time of plat or site plan review.
 - c. **Solid Waste:** Solid waste services are available for the property. The County has landfill capacity available to receive waste projected to be generated from the development. The Volusia County Waste Management Facility has capacity for the next twenty-seven (27) years.
 - d. **Transportation:** A Traffic Impact Analysis prepared by Walsh Traffic, Inc. concluded that the maximum development allowed under the proposed land use is projected to generate 10,408 total daily trips, 764 total AM peak-hour trips, and 939 total PM peak-hour trips. The maximum development allowed under the existing land use is projected to generate 17,112 total daily trips, 963 total AM peak-hour trips, and 1,580 total PM peak-hour trips. Therefore, the proposed land use amendment will have a net trip reduction on the adjacent roadway network and thus an overall transportation benefit.
7. **Impact upon Recreation and Open Space:** The future land use amendment will have no impact to the existing level of service.
8. **New Public Facilities Needed to Serve Land Use:** Per the feasibility analysis completed by staff, no need for new public facilities is anticipated.
9. **Impact Upon Existing Facilities:** The development should not have an impact to existing facilities.
10. **Impact upon Ability of the City to Fund Capital Improvements:** The development should not create an additional impact upon the City's ability to fund the projects listed in the adopted Five-Year Capital Improvement Program and will not require revision to the City's adopted Five-Year Capital Improvement Program.

11. Compatibility with Existing Zoning Classification: The proposed C-2 zoning designation would be compatible with the HC land use designation.

12. Will the proposed land use change impact schools? If a residential use is proposed in the future, the applicant would be required to provide a current Finding of Adequate Capacity letter from the Volusia County School Board, determining that capacity is available for the proposed use. The applicant will be required to reserve said capacity and submit an approval letter from the school board at the time of plat or site plan review if residential uses are included.

13. How does this proposal fit with the guidelines developed for DeLand 2050 Vision and the City's Strategic Plan?

- a. **2050 Vision Plan:** The proposed development is located within Category 2, "Urban Core" where the majority of new growth should take place.
- b. **DeLand Strategic Plan:** "One of the goals of the Strategic Plan is to Institute Smart Growth principals by require contiguous properties to annex.

G. CONCLUSION: The facility analysis presented in the above sections suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational level of service (LOS). The proposed land use designation, Highway Commercial, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

H. NEXT STEPS: The request for a small-scale future land use map amendment will go before the City Commission on May 4, 2026, for first reading, followed by Volusia Growth Management Commission Review (VGMC). After VGMC review, the request is anticipated to go before City Commission on June 15, 2026 for second reading.

I. STAFF RECOMMENDATION: Staff recommends the Planning Board forward a recommendation of approval of the proposed amendment to the subject property's future land use designation to the City's Highway Commercial.

J. VGMC INFRASTRUCTURE IMPACT ASSESSMENT:

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

The following seven public facilities and services were examined (Table 4): Transportation, Stormwater Drainage, Sanitary Sewer, Recreation, Potable Water, Schools, and Solid Waste.

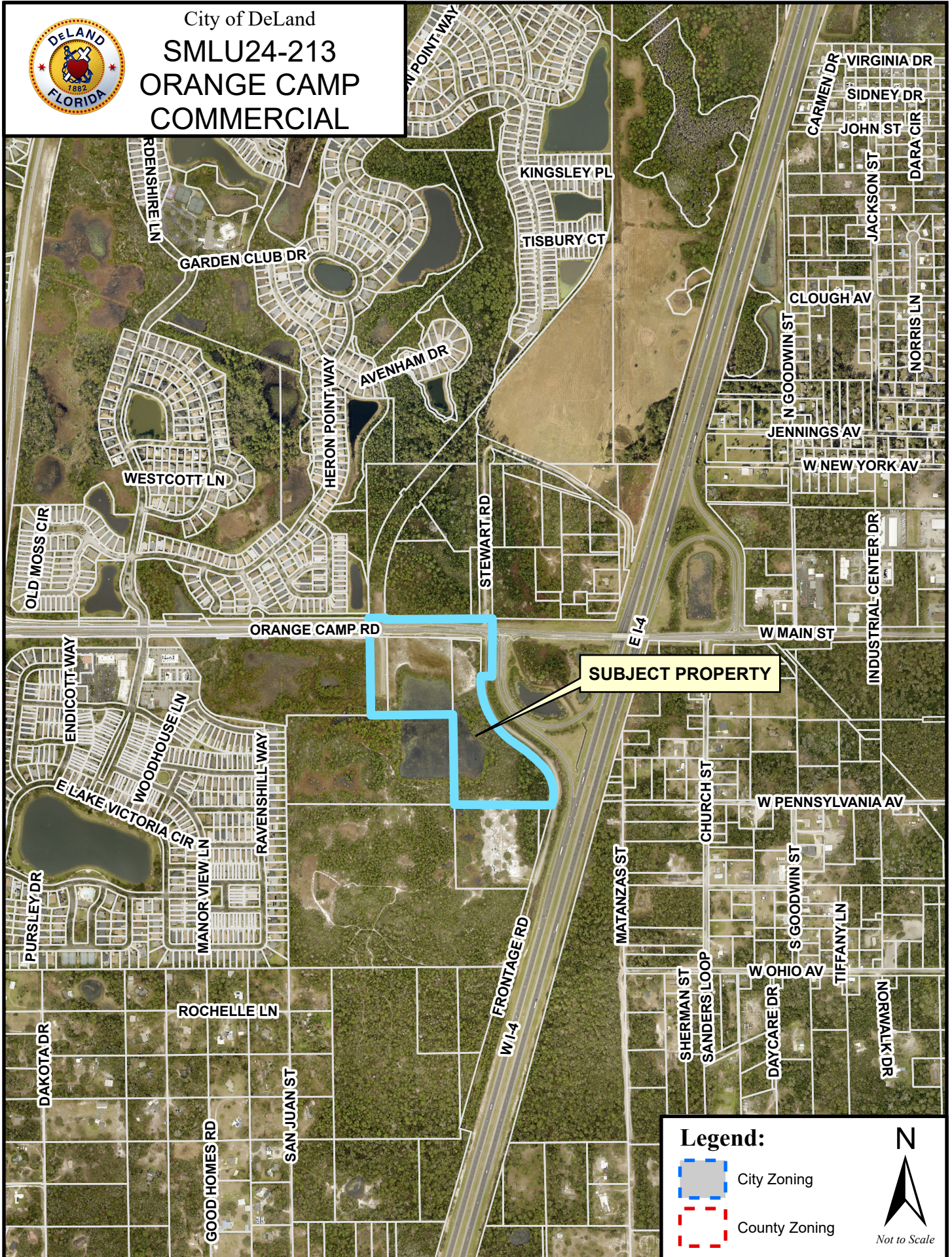
Table 4. Impact Analysis (Theoretical Maximums)

Development Variable	Theoretical Maximums		
	EXISTING <i>Land Use</i>	PROPOSED <i>HC</i>	Net Change
Non-residential Sq. Ft.	520,978	640,332	+ 119,354
Transportation (PM Peak Hr. Trips/Daily Trips) <i>(ITE Trip Generation Manual, 11th Edition): PM PEAK HR rate (210): 0.94 trips per unit; ADT rate (220): 0.57 trips per day per unit</i>	1,580 peak/17,112 ADT	1,155 peak/12,667 ADT	-425 peak/-4,445 ADT
Sanitary Sewer (gallons/day) 225 GPD per <i>Equivalent Residential Unit (ERU)</i>	22,500	17,500	-5,000
Potable Water (gallons/day) 255 GPD per <i>Equivalent Residential Unit (ERU)</i>	25,280	17,500	-7,780
Solid Waste (tons/year)	339	1,085	+746
Stormwater Drainage <i>LOS Standard 100-yr/24-hr event. Drainage system to be designed to meet the req. of the LDR during subdivision or site plan review.</i>	N/A	N/A	N/A

The proposed amendment results in increased impacts to all public infrastructure and services based on the theoretical maximum impact analysis.

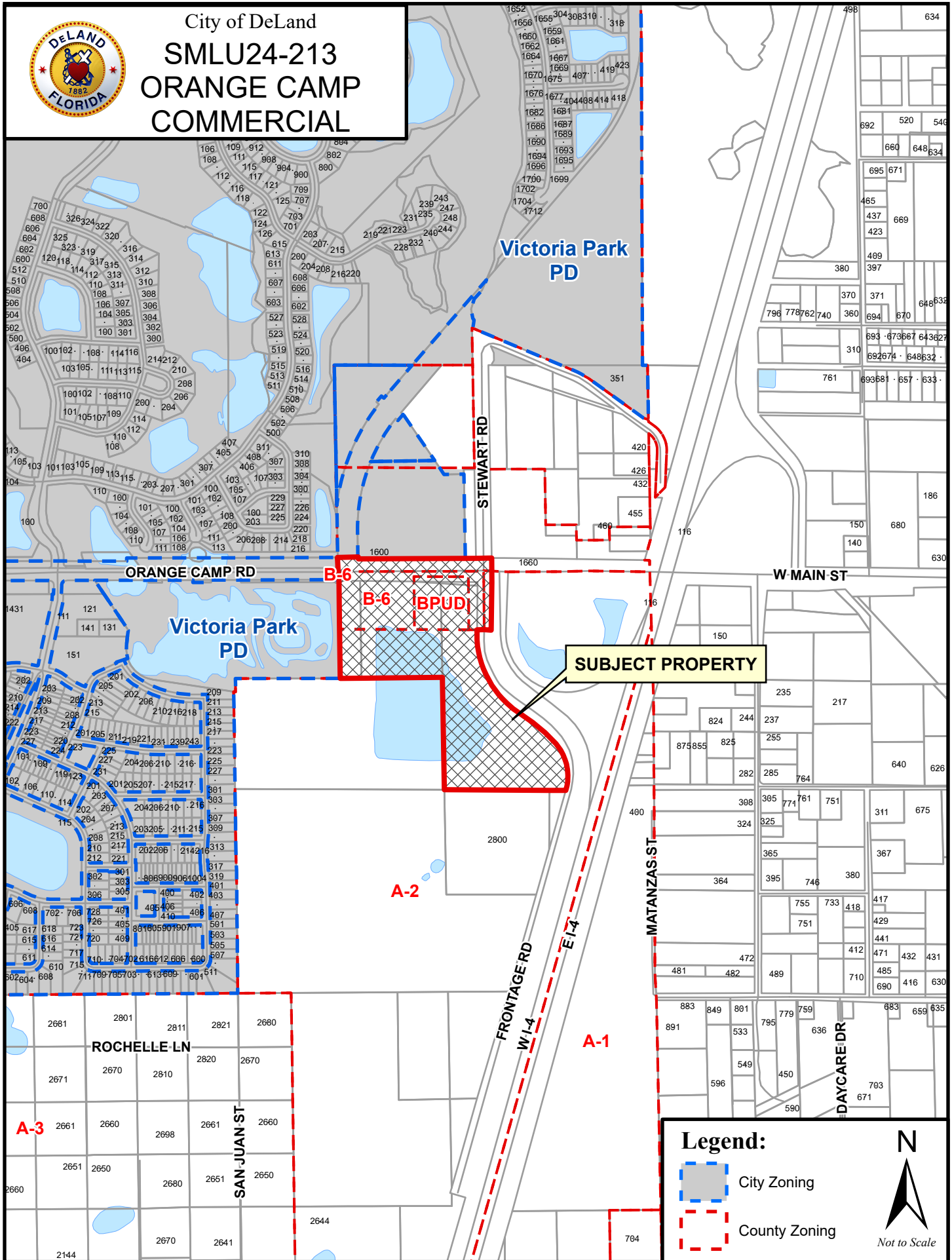


City of DeLand
SMLU24-213
ORANGE CAMP
COMMERCIAL





City of DeLand
**SMLU24-213
ORANGE CAMP
COMMERCIAL**



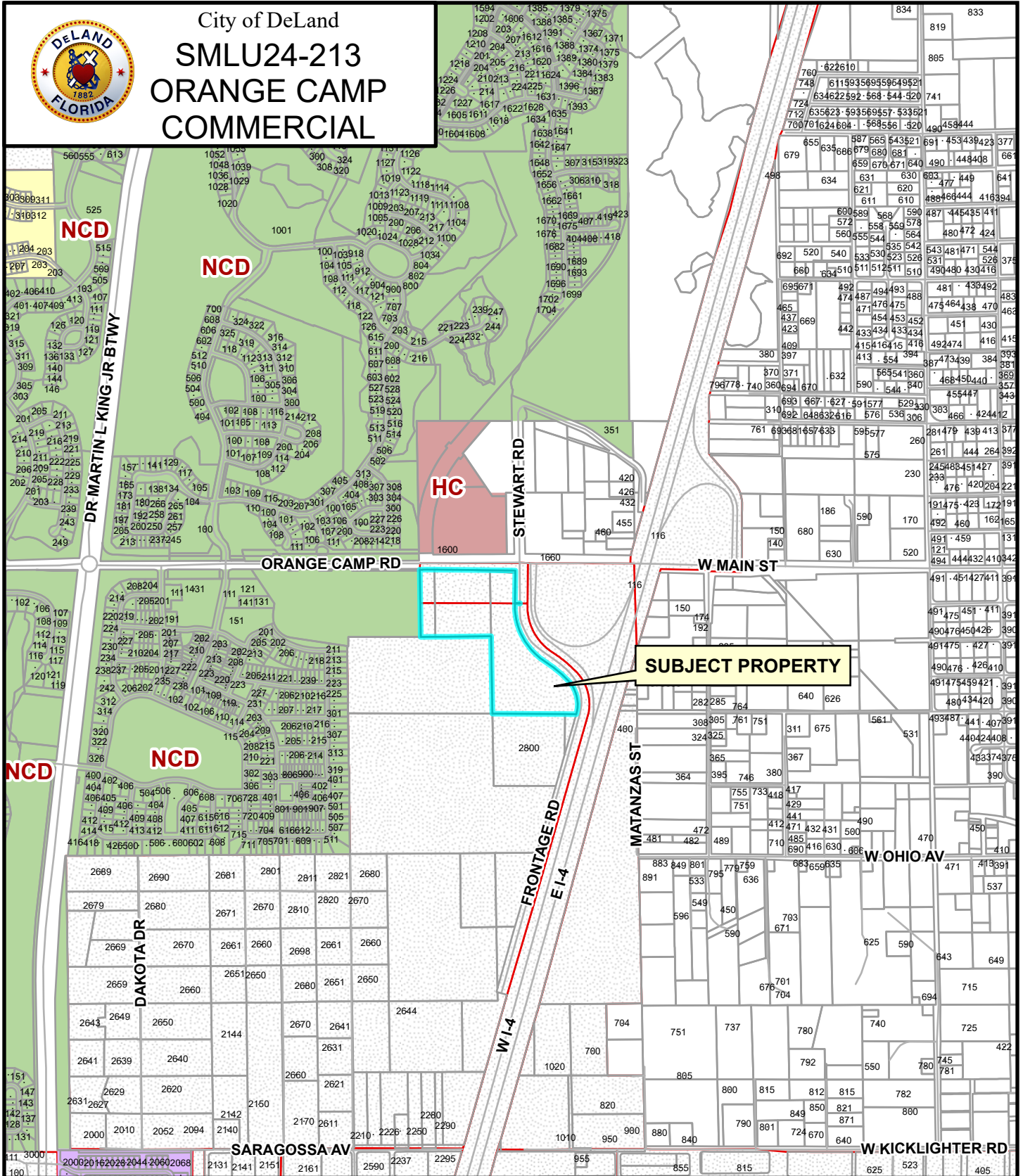
Legend:

- City Zoning
- County Zoning





City of DeLand
SMLU24-213
ORANGE CAMP
COMMERCIAL



SUBJECT PROPERTY

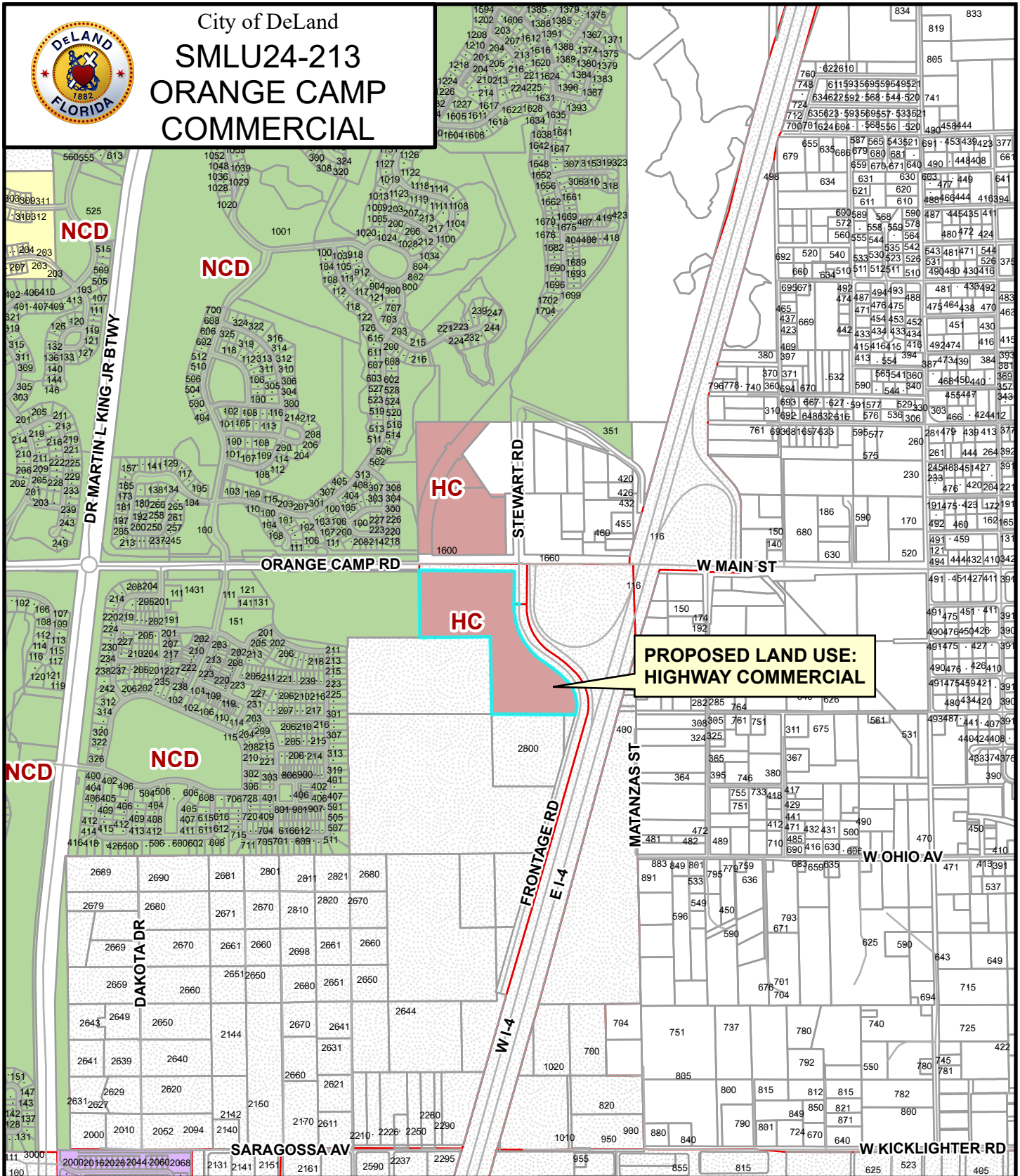
DeLand Future Land Use:

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





City of DeLand
SMLU24-213
ORANGE CAMP
COMMERCIAL



**PROPOSED LAND USE:
HIGHWAY COMMERCIAL**

DeLand Future Land Use:

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





March 5, 2026

Ms. Carol Kuhn, AICP
Planning Director
120 S. Florida Avenue
DeLand, Florida 32720

Subject: Application for Rezone and Future Land Use Amendment
Parcel I.D. 703600000240 (Alt Key 2318929)
Parcel I.D. 703600000161 (Alt Key 2318767)
Parcel I.D. 703600000163 (Alt Key 6558540)
Portion of Frontage Rd Right of Way
Rezone Area: 22.44 acres

Dear Ms. Kuhn:

Please accept this application for rezoning and future land use amendment for the referenced parcels. This parcel land area is approximately 22.44 acres located southwest from the intersection of Orange Camp Road and Interstate 4. For reference, we have included the Orange Camp Planned Development Exhibit that shows project location relative to surrounding uses.

This application for rezone is required because of voluntary annexation in accordance with the interlocal agreement between Volusia County and the City of DeLand that provides for utility services with annexation when bordering the City of DeLand.

NEED AND JUSTIFICATION FOR CHANGE

Immediately north of the site's frontage to Orange Camp Road is Planned Development (I-4 Auto Mall PD, City of DeLand) zoning with Highway Commercial land use; to the east is Interstate 4 right-of-way; to the south and partially west is Volusia County A2 zoning with Rural land use; and to the west of the site's frontage to the Florida Department of Transportation frontage road is Planned Development (Victoria Park PD) with Residential land use.

Currently, the applicant's parcel contains Volusia County zoning/land use designations that include B6/Commercial (3.30 acres), BPUD/Commercial (2.10 acres – Miller Enterprises Inc.), and Agriculture A2/Rural (14.20 acres). The rezoning would allow the applicant to connect to City of DeLand utilities and unify the parcels under a complementary zoning that is consistent with the proximity of arterial roadways.

The proposed development would include commercial uses consistent with the proximity of the intersection between Interstate 4 and Orange Camp Road Interchange.

COMPATIBILITY WITH COMPREHENSIVE PLAN

The proposed annexation, land use, and rezoning is in accordance with the City of DeLand's Comprehensive Plan. The City provides guidelines for rezoning that include maintaining the City's character and neighborhoods, maintaining level of service, and increasing commercial uses that benefit the City.

More specifically, the Comprehensive Plan recognizes the need to provide highway commercial in outlying or newly developed areas of the City and encourages commercial land use outside of the Downtown so long as it does not replace the Downtown's role as the primary destination and center of commerce.

LEVEL OF SERVICE

Water and sewer services for this parcel will be provided by the City of DeLand Utilities. An existing 12-inch water line and 8-inch sewer forcemain along Orange Camp Road will provide water and sewer service to the site. Potable water production capacity exceeds current and committed demands, providing adequate service for the anticipated project demand.

The current sewer service area capacity and demand also provide an adequate level of service.

A traffic impact analysis prepared by Walsh Traffic, Inc. concludes that the surrounding roadway network is operating at an acceptable level of service and that the proposed development will not adversely impact traffic operations with appropriate mitigation.

IMPACT ON NATURAL ENVIRONMENT

The existing property is currently used for commercial and agricultural purposes and is part of an abandoned borrow pit. Due diligence identified no environmentally significant issues related to historic preservation or wetlands. The parcel is surrounded by developed properties, and the proposed commercial development will not negatively impact the natural environment.

Stormwater management will comply with City of DeLand, St. Johns River Water Management District, and Florida Department of Transportation requirements. The existing borrow pit will provide adequate drainage capacity, including support for the 100-year storm event.

Thank you for your consideration of our application. Please do not hesitate to contact me if you have any questions.

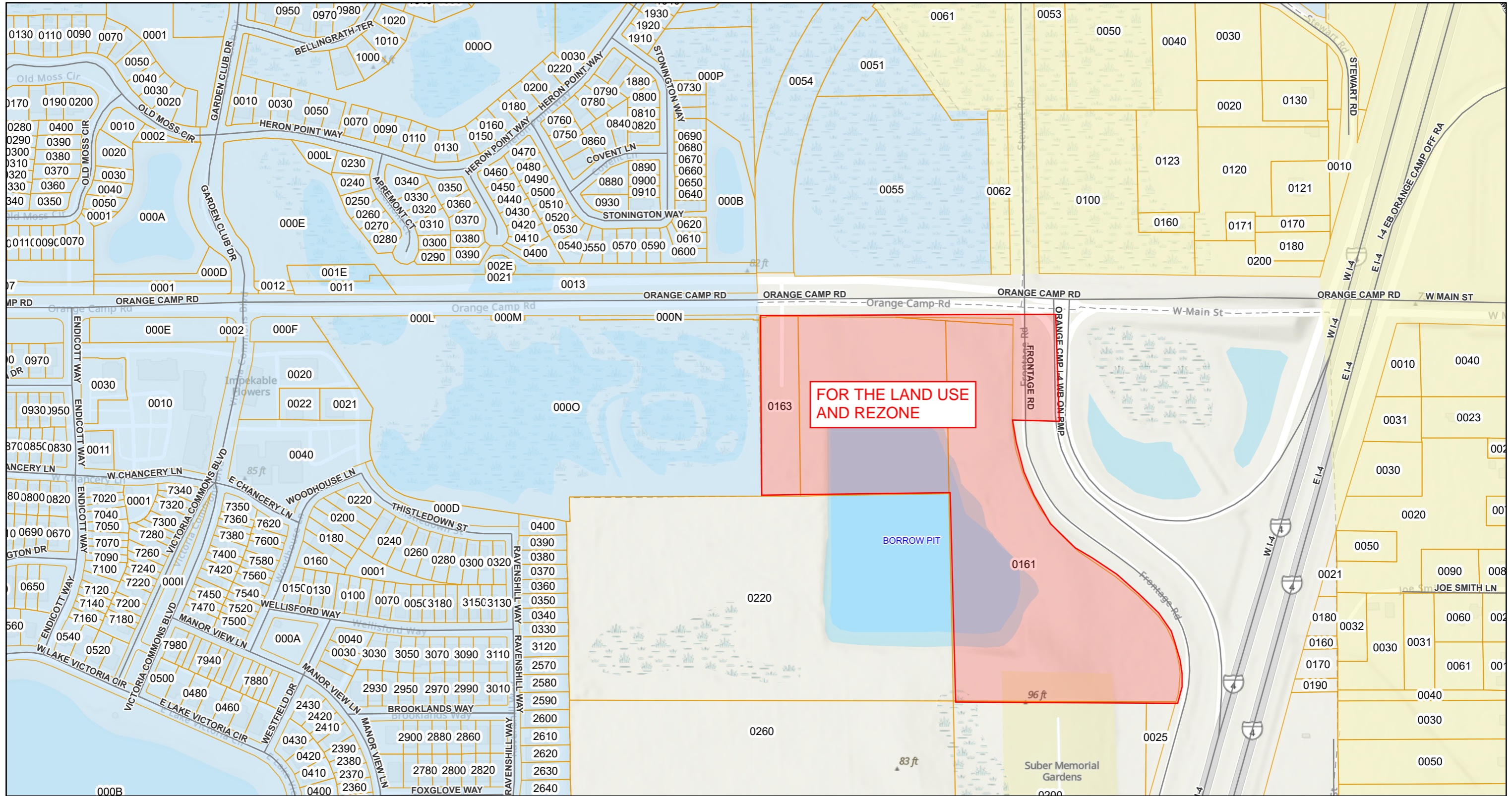
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Derek E. Ramsburg, P.E.
Project Manager

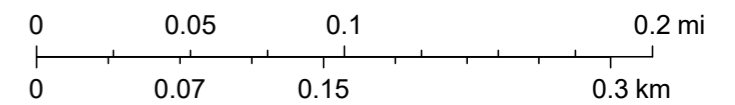
Volusia County Property Appraiser



3/4/2026, 2:11:00 PM

1:4,514

- Parcel
- Streets
- Parcel Text
- Cities
- LAKE HELEN
- Water Body Names
- Water Bodies
- County Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

SKETCH OF DESCRIPTION

LEGAL DESCRIPTION:

A parcel of land lying in Section 36, Township 17 South, Range 30 East, Volusia County, Florida, being more particularly described as:

Commence at the Northwest corner of said Section 36; thence run N89°50'49"E along the North line of said Section 36, a distance of 662.36 feet; thence departing said North line run S00°45'32"E, a distance of 40.00 feet to a point on the South Right of Way line of Orange Camp Road as shown on Florida Department of Transportation Right of Way Map Section 79110, F.P. 408463 1 to the Point of Beginning; thence run N89°50'49"E along said South Right of Way line, a distance of 977.79 feet to the Intersection of the South Right of Way line of Orange Camp Road and the East Right of Way line of Frontage Road; thence departing said South Right of Way line, run S00°51'39"W, a distance of 326.81 feet; thence departing said East Right of Way line, run N89°08'21"W, a distance of 100.00 feet to the West Right of Way line of Frontage Road, said point also being a Point on a Non-Tangent Curve, Concave to the Northeast, having a Radius of 573.91 feet and a Central Angle of 54°01'07"; thence the following three (3) courses and distances along the West Right of Way line of said Frontage Road: run Southeasterly along the arc of said curve, a distance of 541.08 feet (Chord Bearing = S26°08'54"E, Chord = 521.27 feet); thence run S53°09'25"E, a distance of 235.16 feet to the Point of Curvature of a Curve, Concave to the West, having a radius of 380.00 feet and a Central Angle of 62°06'15"; thence run Southerly along the arc of said curve, a distance of 411.89 feet (Chord Bearing = S22°06'18"E, Chord = 392.02 feet); thence departing said West Right of Way line run N89°46'39"W, a distance of 754.36 feet; thence run N00°57'04"W, a distance of 666.91 feet; thence run S89°56'59"W, a distance of 664.61 feet; thence run N00°45'32"W, a distance of 625.68 feet to the Point of Beginning.

Containing 22.43 acres, more or less.

ABBREVIATIONS/LEGEND

SEC.	SECTION	R	RADIUS
TWP.	TOWNSHIP	L	LENGTH
RNG.	RANGE	CB	CHORD BEARING
S.	SOUTH	CD	CHORD DISTANCE
E.	EAST	Δ	CENTRAL ANGLE
O.R.B.	OFFICIAL RECORDS BOOK	PC	POINT OF CURVATURE
PGS.	PAGES	PT	POINT OF TANGENCY
TEMP.	TEMPORARY	NT	NON TANGENT
NO./#	NUMBER	PRC	POINT OF REVERSE CURVE
●	DESCRIPTIVE POINT	PCC	POINT OF COMPOUND CURVE
P.S.M.	PROFESSIONAL SURVEYOR & MAPPER	NW	NORTHWEST

NOTES:
 BEARINGS AS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2007 ADJUSTMENT). BEARING BASIS BEING THE NORTH LINE OF SECTION 36, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA BEING N89°50'49"E. THIS SURVEYOR HAS NOT MADE A SEARCH OF THE PUBLIC RECORDS FOR EASEMENTS, RESTRICTIONS, RESERVATIONS AND/OR RIGHT OF WAYS. THIS SKETCH IS NOT INTENDED TO REPRESENT A BOUNDARY SURVEY. NO CORNERS WERE SET AS A PART OF THIS SKETCH.

SHEET 1 OF 6

REQUESTED BY: BLACKFIN PARTNERS, LLC

DATE OF SKETCH: 3/9/2026

REVISIONS:

SCALE: 1" = 200'/100'

SEC. 36, TWP. 17 S, RNG. 30 E

CAD FILE: S-L NEW REZONING

JOB NO.: 24-448

DRAWN BY: ELW

**JOHNSTON'S
SURVEYING, LLC**

900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966



[Signature]

03/10/2026

RICHARD D. BROWN, P.S.M #5700 (DATE)

NOTE: NOT VALID WITHOUT RAISED SURVEYOR'S SEAL.

OVERALL SKETCH
OF DESCRIPTION

26 25
35 36

ORANGE CAMP ROAD

PUBLIC RIGHT OF WAY VARIES PER F.D.O.T. RIGHT
OF WAY MAP SECTION 79110, F.P. NO. 408463 1

LESS OUT PER ORDER OF TAKING
O.R.B. 5756, PAGE 1460

POINT OF
COMMENCEMENT
NW CORNER OF SEC. 36,
TWP. 17 S., RNG. 30 E.

POINT OF
BEGINNING

SHEET 3

FRONTAGE ROAD
LESS OUT PER ORDER OF TAKING
O.R.B. 5756, PAGE 1460

SHEET 4

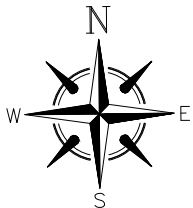
PARCEL
22.43 ±
ACRES
VACANT

SHEET 5

SHEET 5

SHEET 6

100.0' FRONTAGE ROAD
PUBLIC RIGHT OF WAY



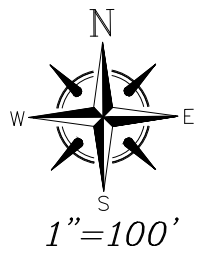
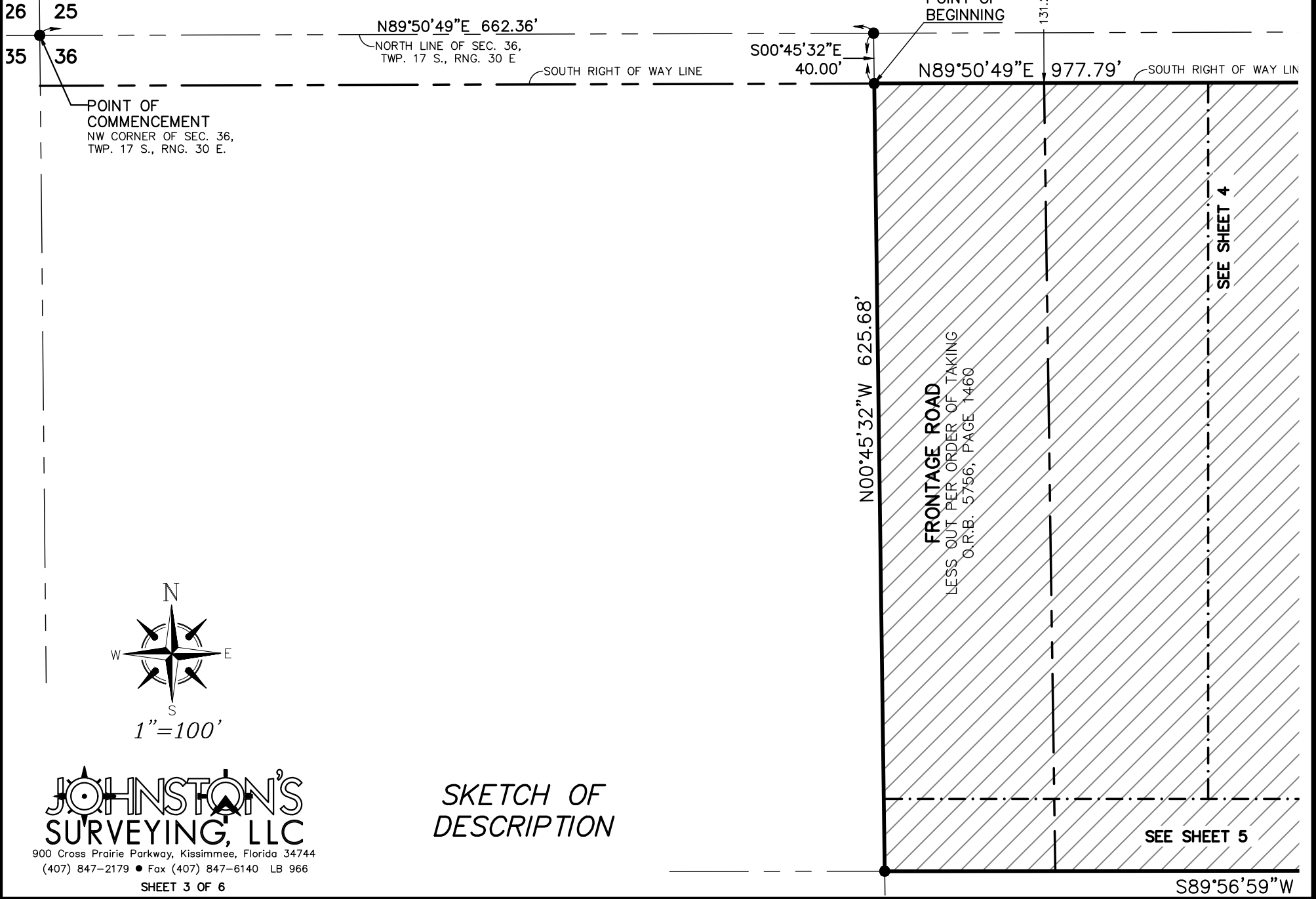
1" = 200'

JOHNSTON'S
SURVEYING, LLC

900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966

SHEET 2 OF 6

ORANGE CAMP ROAD
 PUBLIC RIGHT OF WAY VARIES PER F.D.O.T. RIGHT
 OF WAY MAP SECTION 79110, F.P. NO. 408463 1



JOHNSTON'S
SURVEYING, LLC

900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966

SHEET 3 OF 6

*SKETCH OF
 DESCRIPTION*

SEE SHEET 5

$S89^{\circ}56'59''W$

SEE SHEET 3

SKETCH OF DESCRIPTION

SEE SHEET 4

S89°56'59"W 664.61'

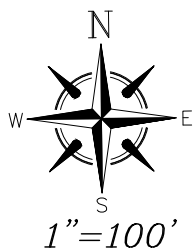
N00°57'04"W 666.91'

SE 1/4 OF THE NW 1/4 OF THE
NW 1/4 OF SEC. 36-17-30

PORTION OF THE WEST 1/2 OF
THE NE 1/4 OF NW 1/4 OF
SEC. 36-17-30

SEE SHEET 6

N89°46'39"W 754.36'

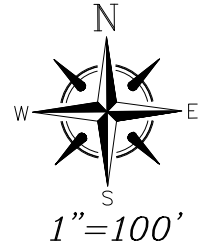


JOHNSTON'S
SURVEYING, LLC

900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966

SHEET 5 OF 6

SKETCH OF DESCRIPTION



SEE SHEET 4

R=573.91'
 $\Delta=54^{\circ}01'07''$
 L=541.08'
 CB=S26°08'54"E
 CD=521.27'

FRONTAGE ROAD
 100.0' PUBLIC
 RIGHT OF WAY

S53°09'25"E 235.16'

PC

PORTION OF THE WEST 1/2 OF
 THE NE 1/4 OF NW 1/4 OF
 SEC. 36-17-30

SEE SHEET 5

R=380.00'
 $\Delta=62^{\circ}06'15''$
 L=411.89'
 CB=S22°06'18"E
 CD=392.02'

PORTION OF THE SOUTH 1/2 OF
 THE SE 1/4 OF THE NE 1/4 OF
 THE NW 1/4 OF SEC. 36-17-30

N89°46'39"W 754.36'

N00°57'04"W 666.91'

JOHNSTON'S
SURVEYING, LLC
 900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966
 SHEET 6 OF 6

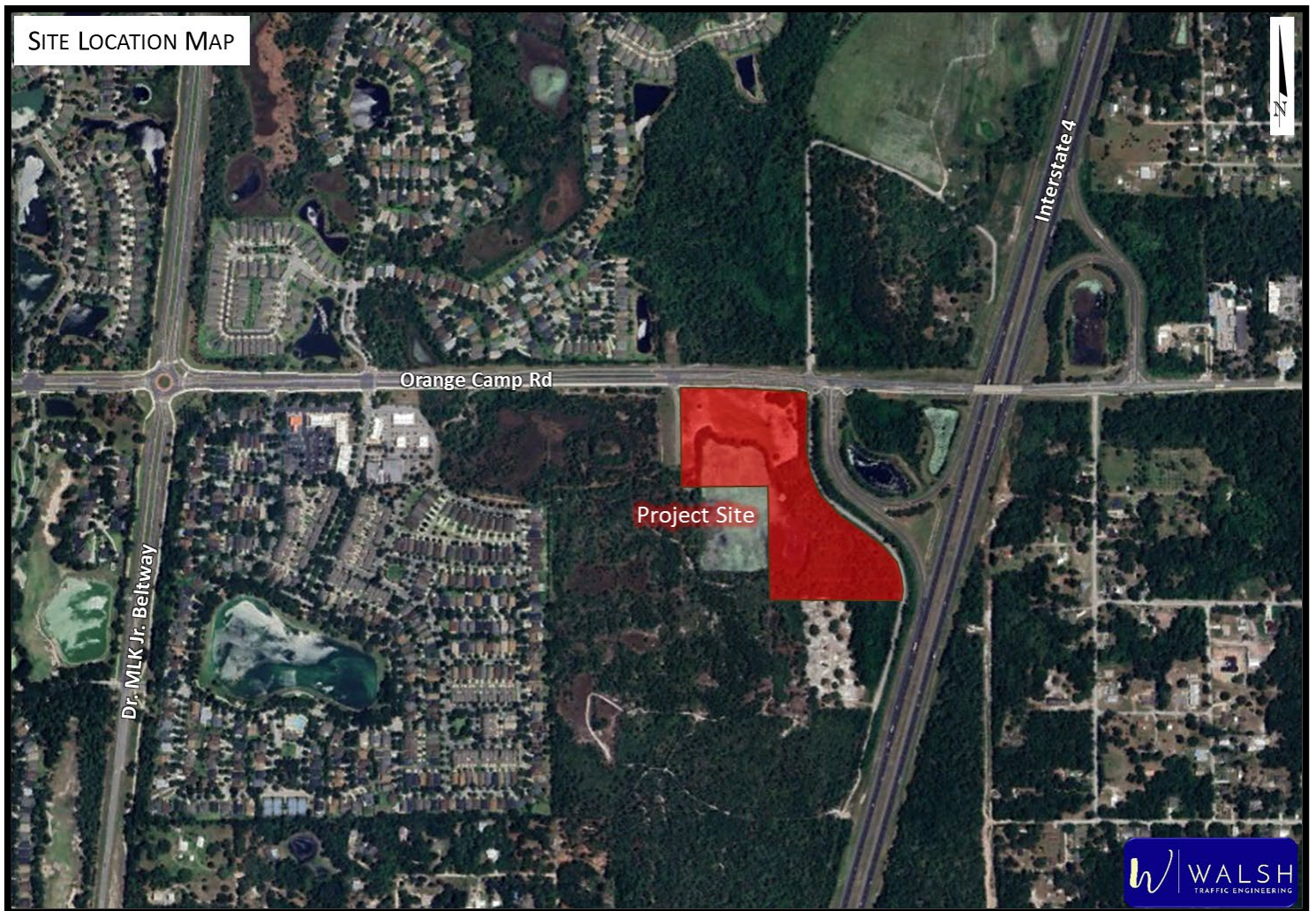
MEMORANDUM

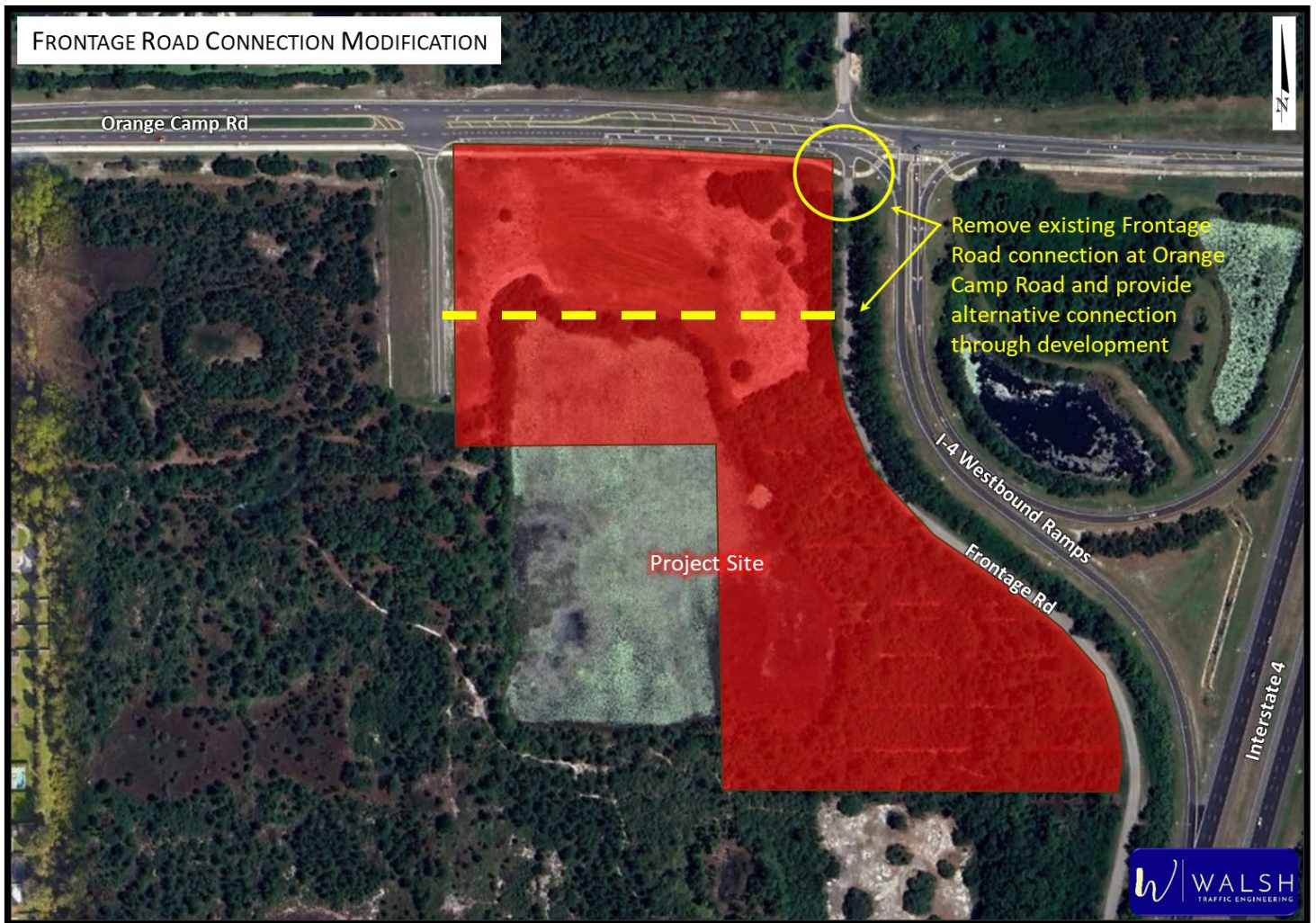
To: Ms. Carol Kuhn, AICP – Planning Director, City of DeLand
From: Mr. Chris J. Walsh, P.E.
Date: September 15, 2025
Subject: Orange Camp Road at I-4 BPUD Rezoning Trip Generation Analysis
Volusia County, Florida

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a trip generation analysis for a proposed BPUD to be located in the southwest quadrant of the Orange Camp Road at I-4 interchange (see **Site Location Map** on the following page). The property is currently vacant and located within unincorporated Volusia County. The two parcels (Alt Key 2318767 & 2318929) total approximately 19.6 acres. The north portion of the property has an existing County Future Land Use (FLU) of Commercial while the southern portion has a Rural FLU designation. Further, the northern portion is zoned B-6 (Highway Interchange Commercial) and County BPUD while the southern portion is zoned A-2 (Rural Agriculture). It is proposed to annex the entire property into the City of DeLand and change the FLU to City Commercial and concurrently rezone the entire property to City BPUD.

Access to the development will be provided via a full driveway connection to a currently unnamed north/south roadway that is located approximately 950 west of the I-4 westbound ramps. A right-in/right-out driveway is also proposed on Orange Camp Road. Additionally, it is proposed to remove the existing Frontage Road connection on Orange Camp Road, which is located immediately west of the I-4 westbound ramps intersection and provide an alternative connection through the project.

This memorandum is intended to demonstrate that the trip generation potential of the property under the proposed FLU/zoning is less than the maximum trip generation potential under the existing FLU/zoning. Therefore, the proposed FLU change and rezoning is projected to result in a net reduction in the maximum traffic impact on the adjacent roadway network.







Trip Generation

The following table (**Table 1**) summarizes the existing FLU, existing zoning, and proposed zoning of the subject property and the associated maximum development intensities for each scenario:

Table 1 – Maximum Development Intensities for Existing FLU, Existing Zoning, and Proposed Zoning

		Acres	Max Density	Max # of Units
Existing FLU	<u>North Section</u>			
	Commercial	5.4	0.55	129,373 SF
	<u>South Section</u>		1 unit per 5 Acres	3 DU
	Rural	14.2		

		Acres	Max Density	# of Units
Existing Zoning	<u>North Section</u>	5.4		
	BPUD	2.1	0.35	32,017 SF
	B-6	3.3	0.35	50,312 SF
	<u>South Section</u>		1 unit per 5 Acres	3 DU
	A-2	14.2		

		Acres	Max Density	# of Units
Proposed Zoning	<u>North Section</u>	5.4		
	Commercial		-	25,500 SF
	<u>South Section</u>	14.2		
	Hotel		-	200 rooms
	Industrial		-	25,000 SF
	Commercial		-	25,000 SF

The rezoning will also provide for flexibility to allow for up to a maximum of 256 multi-family units on the southern section (14.2 acres) of the subject property. Based on the trip generation comparison in **Table 2** on the following page, the combined hotel/industrial/commercial development on the south section is projected to generate notably more trips (84% more daily trips and 130% more PM trips) than the optional multi-family development. Thus, for the purposes of this trip generation analysis and comparison against the existing FLU/zoning, the southern section was analyzed at the highest traffic impact use which is the combined hotel/industrial/commercial use.



Table 2 – Trip Generation Comparison of Hotel/Industrial/Commercial vs. Multifamily

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Light Industrial	110	25.0 KSF	61	61	122
Hotel	310	200 RMS	872	872	1,744
Strip Retail Plaza	822	25.0 KSF	642	643	1,285
Total			1,575	1,576	3,151
Multifamily	220	256 DU	858	858	1,716
Trip Differential			717	718	1,435

84%

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Light Industrial	110	25.0 KSF	2	14	16
Hotel	310	200 RMS	61	59	120
Strip Retail Plaza	822	25.0 KSF	82	83	165
Total			145	156	301
Multifamily	220	256 DU	82	49	131
Trip Differential			63	107	170

130%

Regarding the development potential on the north section of the development under the proposed zoning, the following development program was used to provide a conservatively high trip impact assessment:

- Convenience store/gas station - 12 vehicle-fueling positions/5,000 square feet
- Fast-food restaurant with drive-thru – 4,500 square feet
- Drive-in bank – 5,000 square feet
- Automated car wash – 5,000 square feet/1 tunnel
- General retail (strip retail plaza) – 6,000 square feet

Proposed Zoning - The total daily, AM peak-hour and PM peak-hour trip generation potential for the maximum development intensity allowed under the proposed rezoning is provided on the following page (**Table 3**) based on trip generation equations/rates provided in the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual, 11th Edition*. As summarized on the following page, the maximum development allowed under the proposed rezoning is projected to generate 10,408 total daily trips, 764 total AM peak-hour trips (406 in, 358 out), and 939 total PM peak-hour trips (467 in, 472 out).

Internal capture was then estimated between the restaurant, retail, and hotel uses during the AM and PM peak hours in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 14% and 17% for the PM peak hour.

Pass-by trips were then estimated based on ITE. More specifically, the AM peak-hour pass-by rates are 50% for the fast-food restaurant and 76% for the convenience store/gas station. The PM peak-hour pass-by rates are 35% for the drive-in bank, 55% for the fast-food restaurant, and 75% for the convenience store/gas station. The pass-by rate of 40% for LUC 821 was used for LUC 822 recognizing that smaller retail developments per LUC 822 will have comparable and typically higher pass-by rates than larger developments representative of LUC 821. Pass-by trips were then limited to 14% of the traffic volume on Orange Camp Road adjacent to the site. As summarized in **Table 3**, the maximum development under the proposed rezoning is projected to generate 473 new external AM peak-hour trips (260 in, 213 out) and 619 new external PM peak-hour trips (307 in and 312 out).

Table 3
Trip Generation Summary for Proposed Rezoning
Orange Camp Road at I-4 BPUD

	Land Use	ITE Land Use Code	Intensity	Daily		
				Total Trips		
				In	Out	Total
South	Light Industrial	110	25.0 KSF	61	61	122
	Hotel	310	200 RMS	872	872	1,744
	Strip Retail Plaza	822	25.0 KSF	642	643	1,285
North	Strip Retail Plaza	822	6.0 KSF	241	242	483
	Drive-In Bank	912	5.0 KSF	251	251	502
	Fast Food w/ Drive Thru	934	4.5 KSF	1,052	1,052	2,104
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	1,677	1,676	3,353
	Automated Car Wash*	948	5.0 KSF	408	407	815
Total				5,204	5,204	10,408

* ITE does not have weekday rates for LUC 948. Thus, weekday to PM ratio from LUC 949 was applied since LUC 948 does have a PM trip rate.

	Land Use	ITE Land Use Code	Intensity	AM Peak Hour																		
				Total Trips			ITE Internal Capture			ITE Pass-By			Applied Pass-By**			Net New External Trips						
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total		
South	Light Industrial	110	25.0 KSF	16	3	19		0	0	0	0%	0	0	0	0	0	0	0	0	16	3	19
	Hotel	310	200 RMS	52	41	93		2	10	12	0%	0	0	0	0	0	0	0	50	31	81	
	Strip Retail Plaza	822	25.0 KSF	35	24	59		3	3	6	0%	0	0	0	0	0	0	0	32	21	53	
North	Strip Retail Plaza	822	6.0 KSF	8	6	14		0	0	0	0%	0	0	0	0	0	0	0	8	6	14	
	Drive-In Bank	912	5.0 KSF	29	21	50		3	3	6	0%	0	0	0	0	0	0	0	26	18	44	
	Fast Food w/ Drive Thru	934	4.5 KSF	102	99	201		32	16	48	50%	39	38	77	27	26	53	43	57	100		
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	141	142	283		12	19	31	76%	96	96	192	65	65	130	64	58	122		
	Automated Car Wash*	948	5.0 KSF	23	22	45		2	3	5	0%	0	0	0	0	0	0	0	21	19	40	
Total				406	358	764	14%	54	54	108	41%	135	134	269	92	91	183	260	213	473		

* ITE does not have an AM rate for LUC 948. Thus, AM to PM ratio from LUC 949 was applied since LUC 948 does have a AM trip rate.

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, AM peak volume is 1,310. 14% x 1,310 = 183 trip cap

	Land Use	ITE Land Use Code	Intensity	PM Peak Hour																	
				Total Trips			ITE Internal Capture			ITE Pass-By			Applied Pass-By**			Net New External Trips					
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total	
South	Light Industrial	110	25.0 KSF	2	14	16		0	0	0	0%	0	0	0	0	0	0	0	2	14	16
	Hotel	310	200 RMS	61	59	120		15	11	26	0%	0	0	0	0	0	0	0	46	48	94
	Strip Retail Plaza	822	25.0 KSF	82	83	165		9	8	17	40%	30	29	59	14	14	28	59	61	120	
North	Strip Retail Plaza	822	6.0 KSF	20	20	40		1	1	2	40%	8	7	15	4	3	7	15	16	31	
	Drive-In Bank	912	5.0 KSF	53	52	105		6	5	11	35%	17	16	33	8	8	16	39	39	78	
	Fast Food w/ Drive Thru	934	4.5 KSF	77	72	149		26	35	61	55%	24	24	48	12	12	24	39	25	64	
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	136	137	273		17	13	30	75%	91	91	182	44	45	89	75	79	154	
	Automated Car Wash	948	5.0 KSF	36	35	71		4	5	9	0%	0	0	0	0	0	0	0	32	30	62
Total				467	472	939	17%	78	78	156	43%	170	167	337	82	82	164	307	312	619	

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, PM peak volume is 1,170. 14% x 1,170 = 164 trip cap

Existing FLU - The total daily, AM peak-hour and PM peak-hour trip generation potential for the maximum development intensity allowed under the existing Future Land Use (FLU) is provided on the following page (**Table 4**) based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. Under the existing FLU, the northern section can have a total of 129,373 square feet of retail development (see **Table 1**). For purposes of providing consistency between the development scenarios (existing FLU, existing zoning, proposed rezoning), trip generation for the northern portion for each of the three scenarios included:

- Convenience store/gas station - 12 vehicle-fueling positions/5,000 square feet
- Fast-food restaurant with drive-thru – 4,500 square feet
- Drive-in bank – 5,000 square feet
- Automated car wash – 5,000 square feet/1 tunnel
- General retail (strip retail plaza) – 6,000 square feet

The above list of uses totals 25,500 square feet. Thus, the balance of retail uses ($129,373 - 25,500 = 103,873$) was evaluated as general retail using LUC 821. As summarized on the following page, the maximum development allowed under the existing FLU is projected to generate 17,112 total daily trips, 963 total AM peak-hour trips (531 in, 432 out), and 1,580 total PM peak-hour trips (774 in, 806 out).

Internal capture was then estimated between the restaurant and retail uses during the AM and PM peak hours in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 12% and 7% for the PM peak hour.

Pass-by trips were then estimated based on ITE and then limited to 14% of the traffic volume on Orange Camp Road adjacent to the site. As summarized in **Table 4**, the maximum development under the existing FLU is projected to generate 666 new external AM peak-hour trips (382 in, 284 out) and 1,312 new external PM peak-hour trips (640 in and 672 out).

Existing Zoning - The total daily, AM peak-hour and PM peak-hour trip generation potential for the maximum development intensity allowed under the existing zoning is provided in **Table 5** based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. Under the existing zoning, the northern section can have a total of 82,329 square feet of retail development (see **Table 1**). Trips for the retail were estimated based on the bulleted list above (25,500 square feet) plus 56,829 square feet of general retail uses evaluated using LUC 821. As summarized in **Table 5**, the maximum development allowed under the existing zoning is projected to generate 12,667 total daily trips, 797 total AM peak-hour trips (428 in, 369 out), and 1,155 total PM peak-hour trips (570 in, 585 out).

Internal capture was then estimated between the restaurant and retail uses during the AM and PM peak hours in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 12% and 9% for the PM peak hour.

Pass-by trips were then estimated based on ITE and then limited to 14% of the traffic volume on Orange Camp Road adjacent to the site. As summarized in **Table 5**, the maximum development under the existing zoning is projected to generate 516 new external AM peak-hour trips (287 in, 229 out) and 887 new external PM peak-hour trips (436 in and 451 out).

Table 4
Trip Generation Summary for Existing Future Land Use
 Orange Camp Road at I-4 BPUD

	Land Use	ITE Land Use Code	Intensity	Daily		
				Total Trips		
				In	Out	Total
South	Single-Family Detached Housing	210	3 DU	20	20	40
North	Strip Retail Plaza	822	6.0 KSF	241	242	483
	Drive-In Bank	912	5.0 KSF	251	251	502
	Fast Food w/ Drive Thru	934	4.5 KSF	1,052	1,052	2,104
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	1,677	1,676	3,353
	Automated Car Wash	948	6.0 KSF	408	407	815
	Shopping Plaza (40-150k)	821	102.87 KSF	4,907	4,908	9,815
	Total			8,556	8,556	17,112

* ITE does not have weekday rates for LUC 948. Thus, weekday to PM ratio from LUC 949 was applied to LUC 948 PM trips

	Land Use	ITE Land Use Code	Intensity	AM Peak Hour																						
				Total Trips			ITE Internal Capture			ITE Pass-By			Applied Pass-By**			Net New External Trips										
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total						
South	Single-Family Detached Housing	210	3 DU	1	2	3		0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North	Strip Retail Plaza	822	6.0 KSF	8	6	14		1	1	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Drive-In Bank	912	5.0 KSF	29	21	50		2	3	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fast Food w/ Drive Thru	934	4.5 KSF	102	99	201		43	14	57	50%	36	36	72	24	24	48	35	61	96	68	67	135	69	58	127
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	141	142	283		4	17	21	76%	100	99	199	68	67	135	69	58	127	0	0	0	0	0	0
	Automated Car Wash	948	6.0 KSF	23	22	45		2	3	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Shopping Plaza (40-150k)	821	102.87 KSF	227	140	367		5	19	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total			531	432	963	12%	57	57	114	32%	136	135	271	92	91	183	382	284	666						

* ITE does not have an AM rate for LUC 948. Thus, AM to PM ratio from LUC 949 was applied since LUC 948 does have a AM trip rate.

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, AM peak volume is 1,310. 14% x 1,310 = 183 trip cap

	Land Use	ITE Land Use Code	Intensity	PM Peak Hour																					
				Total Trips			ITE Internal Capture			ITE Pass-By			Applied Pass-By**			Net New External Trips									
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total					
South	Single-Family Detached Housing	210	3 DU	2	2	4		0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North	Strip Retail Plaza	822	6.0 KSF	20	20	40		1	1	2	40%	8	7	15	2	2	4	17	17	34					
	Drive-In Bank	912	5.0 KSF	53	52	105		2	2	4	35%	18	17	35	4	4	8	47	46	93					
	Fast Food w/ Drive Thru	934	4.5 KSF	77	72	149		22	30	52	55%	27	26	53	7	6	13	48	36	84					
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	136	137	273		6	4	10	75%	99	98	197	24	24	48	106	109	215					
	Automated Car Wash	948	5.0 KSF	36	35	71		2	1	3	0%	0	0	0	0	0	0	34	34	68					
	Shopping Plaza (40-150k)	821	103.87 KSF	450	488	938		19	14	33	40%	181	181	362	45	46	91	386	428	814					
	Total			774	806	1,580	7%	52	52	104	45%	333	329	662	82	82	164	640	672	1,312					

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, PM peak volume is 1,170. 14% x 1,170 = 164 trip cap

Table 5
Trip Generation Summary for Existing Zoning
Orange Camp Road at I-4 BPUD

	Land Use	ITE Land Use Code	Intensity	Daily		
				Total Trips		
				In	Out	Total
South	Single-Family Detached Housing	210	3 DU	20	20	40
North	Strip Retail Plaza	822	6.0 KSF	241	242	483
	Drive-In Bank	912	5.0 KSF	251	251	502
	Fast Food w/ Drive Thru	934	4.5 KSF	1,052	1,052	2,104
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	1,677	1,676	3,353
	Automated Car Wash*	948	6.0 KSF	408	407	815
	Shopping Plaza (40-150k)	821	55.83 KSF	2,685	2,685	5,370
Total				6,334	6,333	12,667

* ITE does not have weekday rates for LUC 948. Thus, weekday to PM ratio from LUC 949 was applied since LUC 948 does have a PM trip rate.

	Land Use	ITE Land Use Code	Intensity	AM Peak Hour																
				Total Trips			ITE Internal Capture			ITE Pass-By				Applied Pass-By**			Net New External Trips			
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total
South	Single-Family Detached Housing	210	3 DU	1	2	3		0	0	0	0%	0	0	0	0	0	0	1	2	3
North	Strip Retail Plaza	822	6.0 KSF	8	6	14		0	0	0	0%	0	0	0	0	0	0	8	6	14
	Drive-In Bank	912	5.0 KSF	29	21	50		1	1	2	0%	0	0	0	0	0	0	28	20	48
	Fast Food w/ Drive Thru	934	4.5 KSF	102	99	201		35	14	49	50%	38	38	76	26	25	51	41	60	101
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	141	142	283		6	16	22	76%	99	99	198	66	66	132	69	60	129
	Automated Car Wash*	948	6.0 KSF	23	22	45		1	2	3	0%	0	0	0	0	0	0	22	20	42
	Shopping Plaza (40-150k)	821	55.83 KSF	124	77	201		6	16	22	0%	0	0	0	0	0	0	118	61	179
Total				428	369	797	12%	49	49	98	39%	137	137	274	92	91	183	287	229	516

* ITE does not have an AM rate for LUC 948. Thus, AM to PM ratio from LUC 949 was applied since LUC 948 does have a AM trip rate.

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, AM peak volume is 1,310. 14% x 1,310 = 183 trip cap

	Land Use	ITE Land Use Code	Intensity	PM Peak Hour																
				Total Trips			ITE Internal Capture			ITE Pass-By				Applied Pass-By**			Net New External Trips			
				In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total
South	Single-Family Detached Housing	210	3 DU	2	2	4		0	0	0	0%	0	0	0	0	0	0	2	2	4
North	Strip Retail Plaza	822	6.0 KSF	20	20	40		0	0	0	40%	8	8	16	3	3	6	17	17	34
	Drive-In Bank	912	5.0 KSF	53	52	105		2	2	4	35%	18	17	35	6	6	12	45	44	89
	Fast Food w/ Drive Thru	934	4.5 KSF	77	72	149		22	30	52	55%	27	26	53	9	9	18	46	33	79
	Convenience Store/Gas Station (9-15 VFP)	945	5.0 KSF	136	137	273		6	4	10	75%	99	98	197	33	33	66	97	100	197
	Automated Car Wash	948	5.0 KSF	36	35	71		2	1	3	0%	0	0	0	0	0	0	34	34	68
	Shopping Plaza (40-150k)	821	56.83 KSF	246	267	513		20	15	35	40%	96	95	191	31	31	62	195	221	416
Total				570	585	1,155	9%	52	52	104	47%	248	244	492	82	82	164	436	451	887

** Pass-by limited to 14% of the traffic on the adjacent section of Orange Camp Road. Based on Volusia 2022 counts, PM peak volume is 1,170. 14% x 1,170 = 164 trip cap

Based on the trip generation projections, and as summarized in **Table 6**, the maximum development allowed under the proposed rezoning is projected to generate less total AM and PM peak-hour trips and less new external AM and PM peak-hour trips than the maximum development allowed under the existing FLU and existing zoning. Therefore, the proposed rezoning will have a net trip reduction on the adjacent roadway network and thus an overall transportation impact benefit.

Table 6 – Trip Generation Comparison Summary

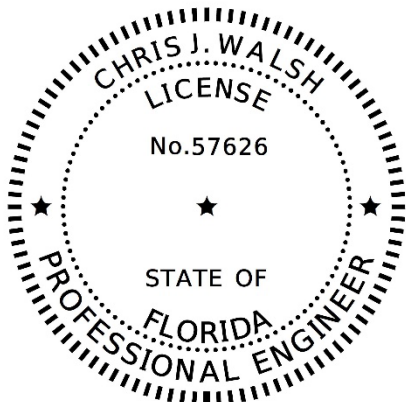
	Total Trips					
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Existing FLU	531	432	963	774	806	1,580
Existing Zoning	428	369	797	570	585	1,155
Proposed Rezoning	406	358	764	467	472	939

	New External Trips					
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Existing FLU	382	284	666	640	672	1,312
Existing Zoning	287	229	516	436	451	887
Proposed Rezoning	260	213	473	307	312	619

Conclusion

A trip generation analysis was conducted for a proposed BPUD to be located in the southwest quadrant of the Orange Camp Road at I-4 interchange. Based on the trip generation projections, the maximum development allowed under the proposed rezoning is projected to generate less total AM and PM peak-hour trips and less new external AM and PM peak-hour trips than the maximum development allowed under the existing FLU and existing zoning. Therefore, the proposed rezoning will have a net trip reduction on the adjacent roadway network and thus an overall transportation impact benefit.

Please let us know if you have any questions.



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

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Attachments

LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN SECTION 36, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:
 COMMENCE AT THE NORTH-WEST CORNER OF SAID SECTION 36; THENCE RUN N89°50'49"E ALONG THE NORTH LINE OF SAID SECTION 36, A DISTANCE OF 662.36 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°45'32"E, A DISTANCE OF 40.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF ORANGE CAMP ROAD AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 79110, F.P. 408463.1; THENCE RUN N89°50'49"E ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 134.85 FEET TO THE POINT OF BEGINNING; THENCE RUN THE FOLLOWING TWO (2) COURSES ALONG SAID SOUTH RIGHT OF WAY LINE: CONTINUE N89°50'49"E, A DISTANCE OF 354.85 FEET; THENCE RUN S86°47'06"E, A DISTANCE OF 388.54 FEET TO THE INTERSECTION OF THE SOUTH RIGHT OF WAY LINE OF ORANGE CAMP ROAD AND THE WEST RIGHT OF WAY LINE OF FRONTAGE ROAD; THENCE RUN THE FOLLOWING FOUR (4) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN S00°51'39"W, A DISTANCE OF 302.21 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTH-EAST, HAVING A RADIUS OF 573.91 FEET AND A CENTRAL ANGLE OF 54°01'07"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 541.08 FEET (CHORD BEARING = S26°08'54"E, CHORD = 521.27 FEET); THENCE RUN S53°09'25"E, A DISTANCE OF 235.16 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 380.00 FEET AND A CENTRAL ANGLE OF 62°06'15"; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 411.89 FEET (CHORD BEARING = S22°06'18"E, CHORD = 392.02 FEET); THENCE DEPARTING SAID WEST RIGHT OF WAY LINE RUN N89°46'39"W, A DISTANCE OF 754.36 FEET; THENCE RUN N00°57'04"W, A DISTANCE OF 666.91 FEET; THENCE RUN S89°56'59"W, A DISTANCE OF 529.12 FEET; THENCE RUN N00°49'01"W, A DISTANCE OF 625.93 FEET TO THE POINT OF BEGINNING, CONTAINING 19.64 ACRES, MORE OR LESS.

Development Notes:

OWNER OF RECORD
 Stewart Tom B. III T.E. (50%)
 Stewart Maple T.E. (50%)
 Copeland Walter Thomas Jr. T.E. (50%)
 Copeland Debra L. T.E. (50%)
 3250 Beach Boulevard, Suite 3
 Jacksonville, Florida 32207

APPLICANT
 Blackfin Partners Investments, Inc.
 4440 PGA Blvd Suite 600
 Palm Beach Gardens, Florida 33410
 Ph: (561) 299-0036

CIVIL ENGINEERS
 CADJAZZ Engineering Consultants
 117 E. Monument Avenue
 Kissimmee, Florida 32741
 Ph: (407) 738-1979

LAND SURVEYOR:
 Johnston's Surveying, Inc
 900 Cross Prairie Parkway
 Kissimmee, Florida 34744
 Ph: (407) 847-2179

Maximum Building Height

The maximum building height shall be 3 story; for hotel use, maximum height can be 75 feet.

Minimum Lot and Outparcel Area

The minimum permitted Lot and Outparcel area shall be nine thousand square feet, and at least 75 feet in width.

Maximum Impervious Surface Area

The overall Subject Property may be developed with a maximum impervious/open space area of 70%. Each individual Lot or Outparcel within the Subject Property may be developed with a maximum impervious surface area of 85% if connected to the master stormwater system.

Site Lighting

A Site lighting plan shall be submitted for review and approval per City of Deland LDC at time of final site plan review.

Building Setbacks

Minimum building setbacks shall be as follows:

- a.) Front Yard: 25 feet (40 feet @ Orange Camp Road)
- b.) Side Yard:
 - abutting residential zoned property 25 feet
 - abutting public street 20 feet
 - abutting internal private road 10 feet
 - internal lot or outparcel lines 0 feet
- c.) Rear Yard:
 - abutting residential zoned property 25 feet
 - abutting other, including internal road 10 feet
 - internal lot or outparcel lines 0 feet

Perimeter Landscaped Buffers

Perimeter landscaped buffers shall comply as follows:

- a.) A minimum 40 foot landscape buffer shall be required along Orange Camp Road.
- b.) A minimum 10 foot landscape buffer shall be required along Frontage Road.
- c.) A minimum 5 foot landscape buffer shall be provided along at each side of the interior vehicular circulation roads.
- d.) A minimum 5 foot landscape buffer shall be provided along the perimeter of any Lot or Outparcel not abutting a public right of way.
- e.) Each building shall provide a minimum 5 foot buffer adjacent to all sides of building for facade landscaping.

Landscaping

Landscaping shall be in accordance with City of Deland Land Development Code Section 33-92, including Gateway Overlay District Section 33-36.

Sidewalks

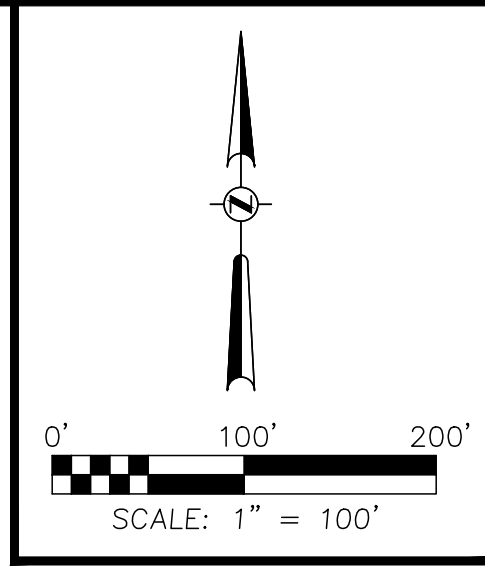
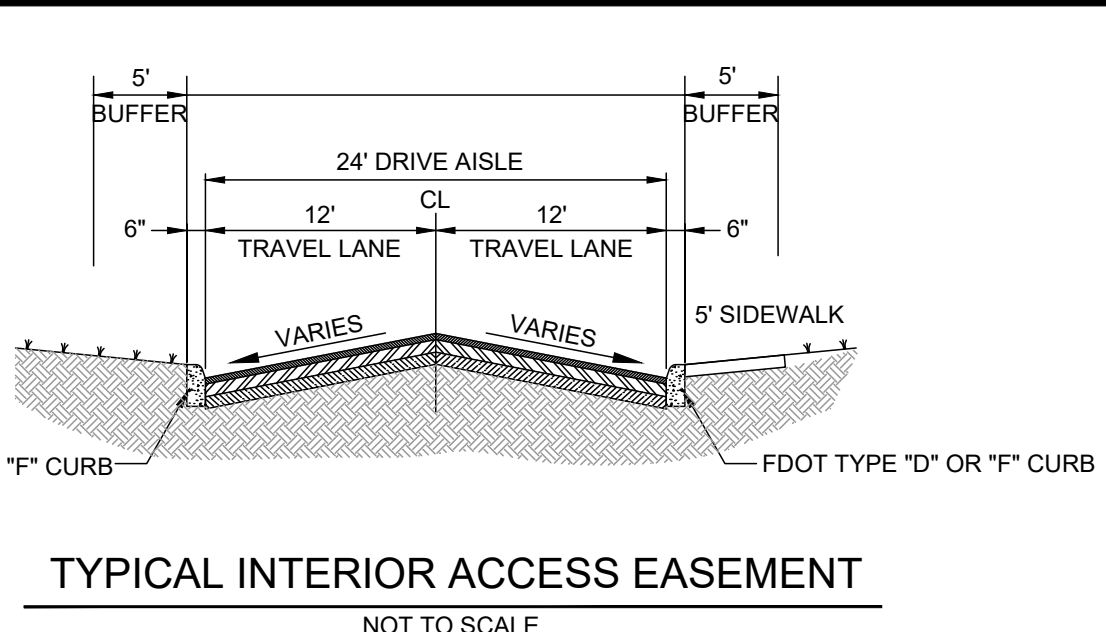
Internal pedestrian sidewalks will be required to facilitate pedestrian access. The location and alignment of the sidewalks will be determined during the Final Site Plan review process. Frontage roads to include 6 feet wide public sidewalk on one side of the frontage road.

Site Signs

Each lot or outparcel shall be entitled to project sign in accordance with the City to Deland Land Development Code Section 33-71 and Emerging Gateway Section 33-75; if Owner/Developer has 2 acres or more located within Parcel B, they shall have offsite signage located along Orange Camp Road and/or either Frontage Roads that is one double faced sign per street frontage, with maximum 128 square of sign area per side.

Parcel Identification:

70360000240 (Alt Key 2318929)
 70360000161 (Alt Key 2318767)
 Date: September 15, 2025



PHASING SCHEDULE

Parcel A (Northern Section Fronting Orange Camp Road 6.08± acres)

Convenience Store with Gas	5,000 S.F. W/ 12 VFP
Restaurant Fast Food with Drive Thru / Drive-in Bank	4,500 S.F.
Car Wash (Automated)	5,000 S.F.
General Retail (Strip Retail Plaza)	5,000 S.F.
General Retail (Strip Retail Plaza)	6,000 S.F.
Parcel A Total	25,500 S.F.

Parcel B: (Southern Section 9.24± acres)

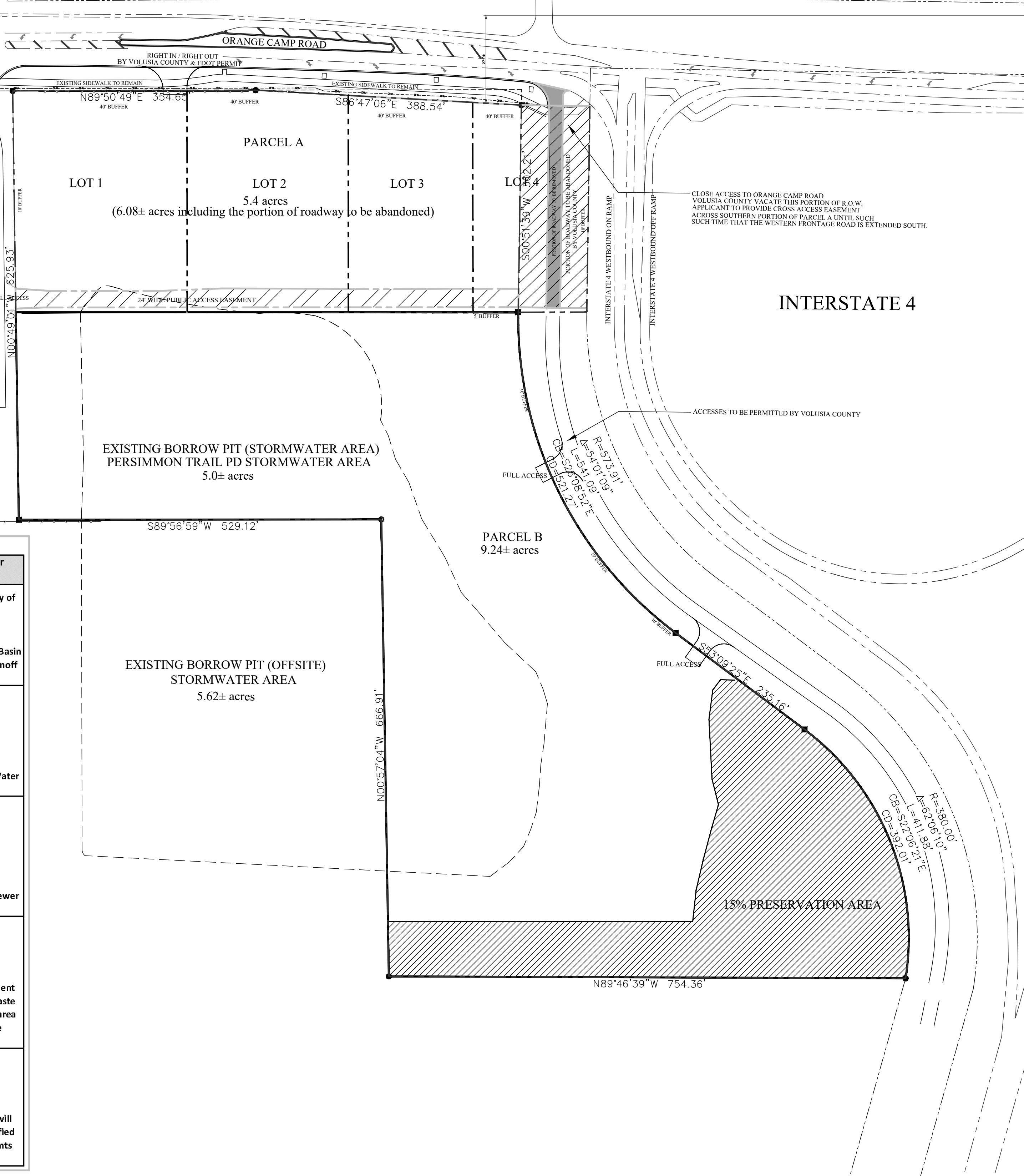
General Light Industrial	25,000 S.F.
Hotel	200 Rooms
General Retail	25,000 S.F.
Multifamily Residential	16 units per acre

Existing Borrow Pit: (Stormwater Area 5.0± acres)

Total Project Area: (Persimmon Trail PUD 20.32± acres)
 Preservation Area: (15% of Developable Area 15.32 acres X 15% = 2.30 acres)

LOS Analysis Summary Table for Orange Camp Road Interchange PD

Type of Facility	Existing FLU Designations	Proposed FLU Designations	Resulting Impact	Service Provider Capacity
Drainage	Volusia County Zoning B-6; Land Use Commercial; 5.4 ac * 10,000 sf/ac = 54,000 sf 54,000 sf * 0.1 gpd/sf = 5,400 gpd; Density 4 du/ac * 14.2ac = 57 du * 350 gpd/du = 19,950 gpd, total 25,280 gpd	City of Deland Zoning PD; Land Use CH Maximum Impervious Coverage Area 75% 640,332 s.f.	Increase of impervious area of 119,354 s.f.	SJRWMD and City of Deland; Onsite Stormwater Retention for Pre/Past Closed Basin Development Runoff Equivalence.
Water	Volusia County Zoning B-6; Land Use Commercial; 5.4 ac * 10,000 sf/ac = 54,000 sf 54,000 sf * 0.1 gpd/sf = 5,400 gpd Density 4 du/ac * 14.2ac = 57 du * 350 gpd/du = 19,950 gpd, total 25,280 gpd	City of Deland Zoning PD; Land Use Commercial Uses 175,000 s.f. * 0.1 gpd/s.f. = 17,500 gpd	Decrease of 7,780 gpd	City of Deland Water Service Area
WasteWater (Sewer)	Volusia County Zoning B-6; Land Use Commercial; 5.4 ac * 10,000 sf/ac = 54,000 sf 54,000 sf * 0.1 gpd/sf = 5,400 gpd Density 4 du/ac * 14.2ac = 57 du * 300 gpd/du = 17,100 gpd, total 22,500 gpd	City of Deland Zoning PD; Land Use Commercial 175,000 s.f. * 0.1 gpd/s.f. = 17,500 gpd	Decrease of 5,000 gpd	City of Deland Sewer Service Area
Solid Waste	Volusia County Zoning BPUDB; B-6; Land Use Commercial shopping center @ 54,000 s.f. @ 7.5#/sf is 201.7 tons/yr; residential Density 4 du/ac * 14.2 ac = 57 du * 13.2 lbs/du = 753 lbs/day or 137.31 tons/yr; total 339 tons/yr	Avg for planned uses lbs/s.f./yr: Retail 7.47/s.f.; C-Store 21.33/s.f.; Hotel 8.18/s.f.; Restaurant 25.58/s.f.; Bank 6.22/s.f.; Carwash 16.21/s.f.; Mini Warehouse 1.83/s.f.; @ 175,000 s.f. * 12.4 lbs/s.f. = 1,085 tons/yr	Increase of 746 tons/yr	Waste Management provides solid waste services for this area and has available capacity
Traffic	Volusia County Zoning B-6; Land Use Commercial; 10,000 sf/ac * 5.4 ac = 54,000 sf ITE (2,940 ADT) Density 4 du/ac * 14.2 ac = 57 du; ITE Code #210 SF Detached Home ADT = 140 trips Total 3,080 ADT	ITE generation: estimating general commercial ITE Land Use Code 820 (Retail/Shopping Center) @ 175,000 s.f.; 11th edition ITE Trip Generation Avg Daily Trips = 10,433 ADT	Increase of 7,353 ADT	Level of Service will be met and satisfied with improvements as required



Persimmon Trail Planned Unit Development
 BLACKFIN PARTNERS, LLC
 City of DeLand, Florida

Sheet 1 of 1

Disclaimer:

This information is confidential and provided only for the intended user. All areas calculated are approximate, and are to be utilized for planning purposes only, and can be changed without notice.



CADJAZZ
 Engineering Consultants
 PO BOX 450006 • KISSIMMEE, FL 34745
 Phone: (407) 738-1979 Fax: (407) 348-7552

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Orange Camp Commercial			Organization:	WTE
Project Location:	DeLand, FL			Performed By:	
Scenario Description:	Proposed Zoning			Date:	7/14/2025
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				451	236	215
Restaurant				201	102	99
Cinema/Entertainment				0		
Residential				0	0	0
Hotel				93	52	41
All Other Land Uses ²				19	16	3
				764	406	358

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		28	0	0	0
Restaurant	0	14		0	0	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	6	4	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	764	406	358
Internal Capture Percentage	14%	13%	15%
External Vehicle-Trips ⁵	656	352	304
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	13%
Restaurant	31%	16%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	4%	24%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Orange Camp Commercial	Organization:	WTE
Project Location:	DeLand, FL	Performed By:	
Scenario Description:	Existing FLU	Date:	7/14/2025
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				759	428	331
Restaurant				201	102	99
Cinema/Entertainment				0		
Residential				3	1	2
Hotel				0		
All Other Land Uses ²				0		
				963	531	432

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		43	0	0	0
Restaurant	0	14		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	963	531	432
Internal Capture Percentage	12%	11%	13%
External Vehicle-Trips ⁵	849	474	375
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	13%
Restaurant	42%	14%
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Orange Camp Commercial	Organization:	WTE
Project Location:	DeLand, FL	Performed By:	
Scenario Description:	Existing Zoning	Date:	7/14/2025
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				593	325	268
Restaurant				201	102	99
Cinema/Entertainment				0		
Residential				3	1	2
Hotel				0		
All Other Land Uses ²				0		
				797	428	369

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		35	0	0	0
Restaurant	0	14		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	797	428	369
Internal Capture Percentage	12%	11%	13%
External Vehicle-Trips ⁵	699	379	320
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	13%
Restaurant	34%	14%
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Orange Camp Commercial	Organization:	WTE
Project Location:	DeLand, FL	Performed By:	
Scenario Description:	Existing FLU	Date:	7/14/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				1,002	491	511
Restaurant				149	77	72
Cinema/Entertainment				0	0	0
Residential				0	0	0
Hotel				0	0	0
All Other Land Uses ²				4	2	2
				1,155	570	585

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		22	0	0	0
Restaurant	0	30		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,155	570	585
Internal Capture Percentage	9%	9%	9%
External Vehicle-Trips ⁵	1,051	518	533
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	4%
Restaurant	29%	42%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Orange Camp Commercial	Organization:	WTE
Project Location:	DeLand, FL	Performed By:	
Scenario Description:	Existing FLU	Date:	7/14/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				1,427	695	732
Restaurant				149	77	72
Cinema/Entertainment				0	0	0
Residential				0	0	0
Hotel				0	0	0
All Other Land Uses ²				4	2	2
				1,580	774	806

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		22	0	0	0
Restaurant	0	30		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,580	774	806
Internal Capture Percentage	7%	7%	6%
External Vehicle-Trips ⁵	1,476	722	754
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	3%
Restaurant	29%	42%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Orange Camp Commercial	Organization:	WTE
Project Location:	DeLand, FL	Performed By:	
Scenario Description:	Proposed Zoning	Date:	7/14/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				654	327	327
Restaurant				149	77	72
Cinema/Entertainment				0	0	0
Residential				0	0	0
Hotel				120	61	59
All Other Land Uses ²				16	2	14
				939	467	472

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		22	0	0	10
Restaurant	0	30		0	0	5
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	7	4	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	939	467	472
Internal Capture Percentage	17%	17%	17%
External Vehicle-Trips ⁵	783	389	394
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	11%	10%
Restaurant	34%	49%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	25%	19%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.



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

April 15, 2026

A. APPLICATION NO.: Z26-041
APPLICANT: Steve Landers, Blackfin Partners
OWNER: Maple & Tom Stewart, Debra & Walter Copeland, State of Florida DOT
STAFF PLANNER: Chris Carson, AICP, Interim Principal Planner
REQUEST: Request for a rezone from Volusia County B-6 (Highway Interchange Commercial), BPUD (Business Planned Unit Development), A-2 (Rural Agriculture) to City of Deland C-2 (General Commercial)

B. APPLICABLE REGULATIONS:
Article XII ADMINISTRATION AND ENFORCEMENT
 Sec. 33-135 – Procedure for text amendments & rezoning.

C. SITE FACTORS:
PARCEL NUMBER: 703600000240, 703600000161, 703600000163
LOCATION: South of Orange Camp Rd., and west of the I-4 interchange.
SIZE OF PROPERTY: ±22.44 acres

D. LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:
Future Land Use: Volusia County: Commercial, Rural
Existing Zoning: Volusia County: B-6, BPUD, A-2
Existing Use: Agricultural/Undeveloped

E. SURROUNDING LAND USE & ZONING:

	LAND USE	ZONING
North:	New Community Development (NCD), Highway Commercial (HC)	Victoria Park Planned Development (PD) Orange Camp DeLand PD
South:	VC: Rural	VC: A-2
East:	VC: COM, R	VC: BPUD, A-2
West:	NCD, VC: COM, R	Victoria Park PD

F. BACKGROUND: The subject property is ± 22.44 acres, vacant, undeveloped with agricultural uses. The current zoning is Volusia County B-6, BPUD, and A-2 and is located within the City’s emerging gateway corridor overlay zoning district. The applicant is requesting to rezone the property to C-2. The application for rezoning is accompanied by requests for annexation (AN24-212) and a small-scale future land use map amendment (SMLU24-213). The property is partially wooded and currently used for agricultural purposes. The property is adjacent to residential and commercial uses, and encumbered by I-4 to the east. If the requests are approved, the applicant intends to submit for platting and

infrastructure review to develop a convenience store with gas pumps and other commercial uses.

ANALYSIS: The purpose of the C-2 zoning district is to provide for the general retail and service needs of the Deland area which allows for uses such as retail, personal services, fast food restaurants, and convenience stores with gas pumps.

School Concurrency: School concurrency will be reviewed if residential uses are proposed in a future development plan.

Traffic Analysis: Staff will review the traffic methodology at the time of plat or site plan review. If the proposed development generates more than 1,000 average daily trips, a full traffic study will be required per the Volusia Flagler Transportation Planning Organization traffic study guidelines.

Stormwater: Stormwater retention will be designed at the time of site plan or subdivision platting. The stormwater system shall be designed to retain the 100-year, 24-hour storm event on-site, and should be designed to incorporate LID (Low Impact Development).

Section 33-135 of the Land Development Regulations provides the following criteria, which the City Commission shall utilize in reviewing any 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 C-2, E-1, and PD zoning districts are compatible with the Highway Commercial future land use designation; therefore, the proposed zoning classification of C-2 is consistent with the Comprehensive Plan. The subject property directly abuts I-4 to the east, residential and commercial uses to the north and west, and rural to the south. Where the property abuts residential land uses, significant buffering will be required.
- 2. Will the proposed rezoning have an impact upon the environment or natural resources?**
The subject property is currently undeveloped, wooded and being used for agriculture. Since the site is over 5 acres, an environmental study is required at the time of plat or site plan review. The C-2 zoning district allows a maximum seventy percent impervious surface and fifteen percent of the site will need to be dedicated as Tree Protection Area.
- 3. Will the proposed rezoning have an impact upon the economy of the affected area?**
The subject property is currently vacant and undeveloped; therefore, the development should have a positive impact on the city and surrounding area by providing commercial and retail uses to the immediate area.
- 4. Will the proposed rezoning have an impact upon governmental services?**
Governmental services such as potable water, reclaimed water, sewer, code enforcement, police, and fire are available and will be provided by the city. There is adequate infrastructure and facilities to service the development, therefore there will be no impact to the level of governmental services.
- 5. Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?**

Recently the surrounding area has seen a shift from the Auto Mall concept to the north to a more diverse mix of uses. A portion of the former Auto Mall is now planned for 348 residential units amongst other uses in Lake Helen. This was further supported when the City of Lake Helen updated its Comprehensive Plan to allow for multi-family residential. The Orange Camp PD was approved in 2024 which also diversified the uses from the former Auto Mall concept.

6. Was there a mistake in the original classification?

There were no mistakes in the original classification.

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

The proposed rezoning will provide additional commercial options for the existing residential uses.

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

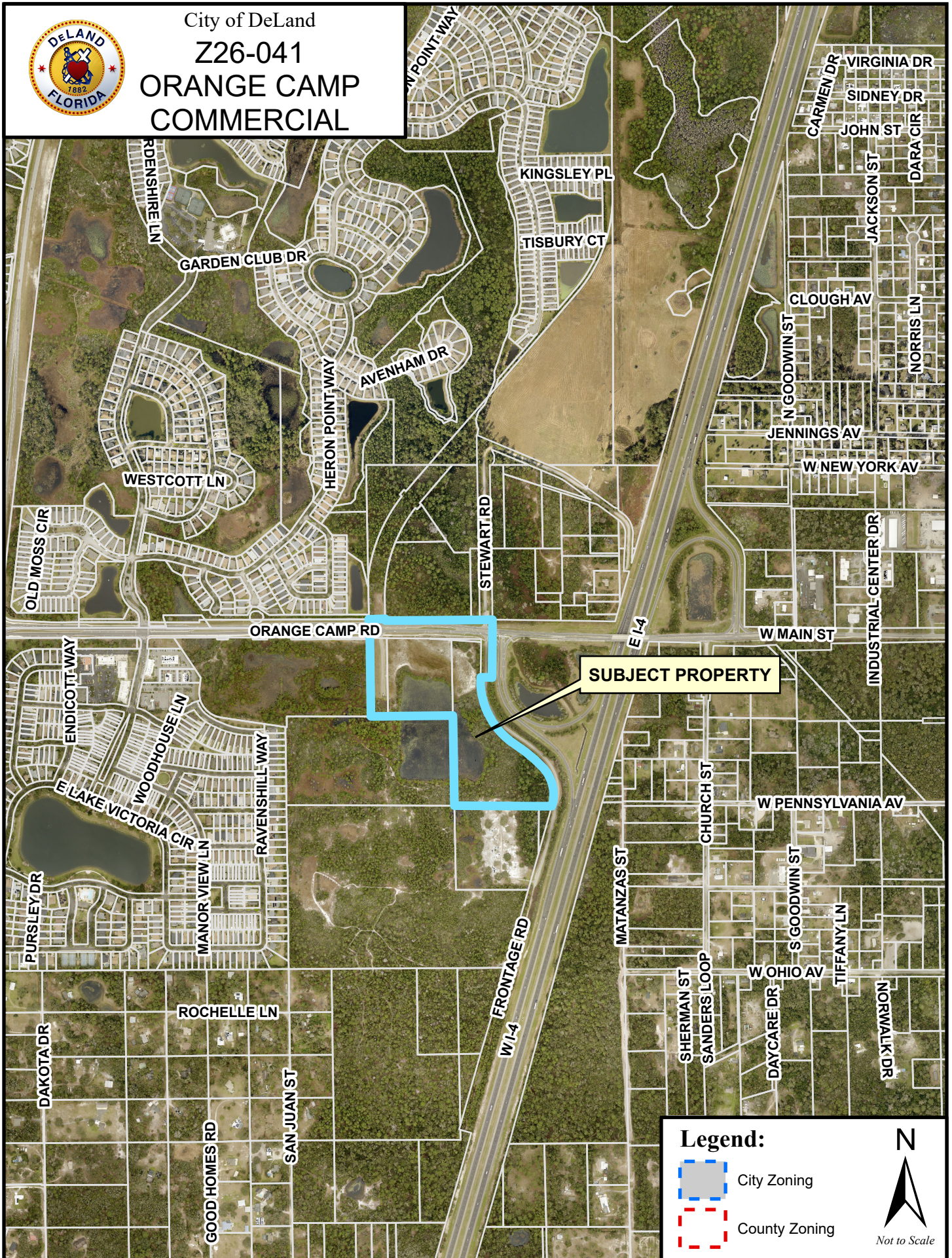
There is no indication at this time that the new proposal will create additional impacts upon the public health, safety or welfare, as all provided public services have the capacity needed to accommodate the proposed development. The rezoning would be consistent and compatible with the uses of the surrounding area.

G. NEXT STEPS: The request for a rezoning will go before the City Commission on May 4, 2026, for first reading. The request for the land use amendment will be transmitted to Volusia Growth Management Commission (VGMC) for review. After VGMC review, the request is anticipated to go before City Commission on June 15, 2026 for second reading.



H. STAFF RECOMMENDATION: Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval for the request to rezone from Volusia County B-6 (Highway Interchange Commercial), BPUD (Business Planned Unit Development), and A-2 (Rural Agriculture) to City of DeLand C-2 (General Commercial).



City of DeLand
Z26-041
ORANGE CAMP
COMMERCIAL



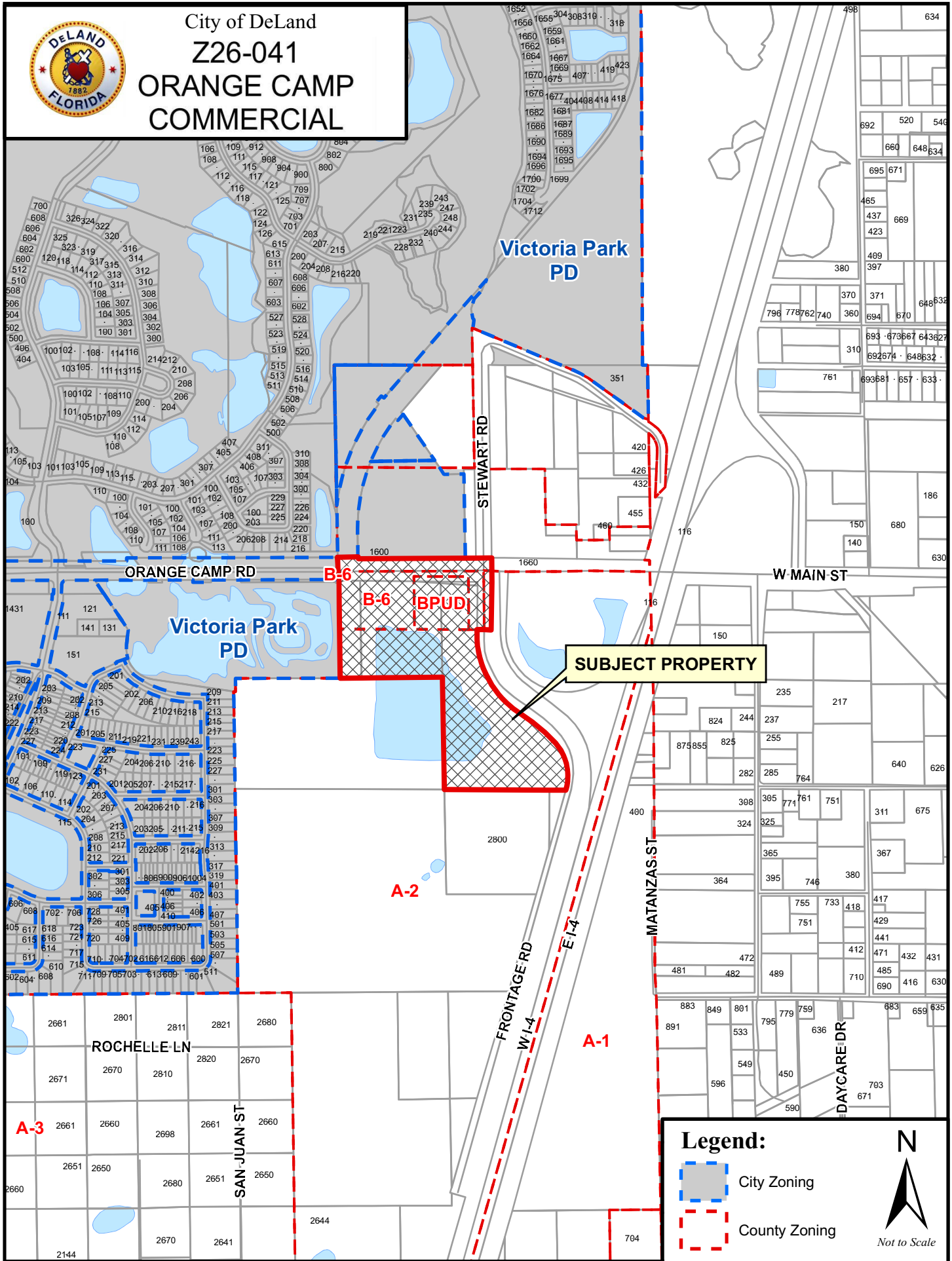
Legend:

-  City Zoning
-  County Zoning





City of DeLand
 Z26-041
**ORANGE CAMP
 COMMERCIAL**





March 5, 2026

Ms. Carol Kuhn, AICP
Planning Director
120 S. Florida Avenue
DeLand, Florida 32720

Subject: Application for Rezone and Future Land Use Amendment
Parcel I.D. 703600000240 (Alt Key 2318929)
Parcel I.D. 703600000161 (Alt Key 2318767)
Parcel I.D. 703600000163 (Alt Key 6558540)
Portion of Frontage Rd Right of Way
Rezone Area: 22.44 acres

Dear Ms. Kuhn:

Please accept this application for rezoning and future land use amendment for the referenced parcels. This parcel land area is approximately 22.44 acres located southwest from the intersection of Orange Camp Road and Interstate 4. For reference, we have included the Orange Camp Planned Development Exhibit that shows project location relative to surrounding uses.

This application for rezone is required because of voluntary annexation in accordance with the interlocal agreement between Volusia County and the City of DeLand that provides for utility services with annexation when bordering the City of DeLand.

NEED AND JUSTIFICATION FOR CHANGE

Immediately north of the site's frontage to Orange Camp Road is Planned Development (I-4 Auto Mall PD, City of DeLand) zoning with Highway Commercial land use; to the east is Interstate 4 right-of-way; to the south and partially west is Volusia County A2 zoning with Rural land use; and to the west of the site's frontage to the Florida Department of Transportation frontage road is Planned Development (Victoria Park PD) with Residential land use.

Currently, the applicant's parcel contains Volusia County zoning/land use designations that include B6/Commercial (3.30 acres), BPUD/Commercial (2.10 acres – Miller Enterprises Inc.), and Agriculture A2/Rural (14.20 acres). The rezoning would allow the applicant to connect to City of DeLand utilities and unify the parcels under a complementary zoning that is consistent with the proximity of arterial roadways.

The proposed development would include commercial uses consistent with the proximity of the intersection between Interstate 4 and Orange Camp Road Interchange.

COMPATIBILITY WITH COMPREHENSIVE PLAN

The proposed annexation, land use, and rezoning is in accordance with the City of DeLand's Comprehensive Plan. The City provides guidelines for rezoning that include maintaining the City's character and neighborhoods, maintaining level of service, and increasing commercial uses that benefit the City.

More specifically, the Comprehensive Plan recognizes the need to provide highway commercial in outlying or newly developed areas of the City and encourages commercial land use outside of the Downtown so long as it does not replace the Downtown's role as the primary destination and center of commerce.

LEVEL OF SERVICE

Water and sewer services for this parcel will be provided by the City of DeLand Utilities. An existing 12-inch water line and 8-inch sewer forcemain along Orange Camp Road will provide water and sewer service to the site. Potable water production capacity exceeds current and committed demands, providing adequate service for the anticipated project demand.

The current sewer service area capacity and demand also provide an adequate level of service.

A traffic impact analysis prepared by Walsh Traffic, Inc. concludes that the surrounding roadway network is operating at an acceptable level of service and that the proposed development will not adversely impact traffic operations with appropriate mitigation.

IMPACT ON NATURAL ENVIRONMENT

The existing property is currently used for commercial and agricultural purposes and is part of an abandoned borrow pit. Due diligence identified no environmentally significant issues related to historic preservation or wetlands. The parcel is surrounded by developed properties, and the proposed commercial development will not negatively impact the natural environment.

Stormwater management will comply with City of DeLand, St. Johns River Water Management District, and Florida Department of Transportation requirements. The existing borrow pit will provide adequate drainage capacity, including support for the 100-year storm event.

Thank you for your consideration of our application. Please do not hesitate to contact me if you have any questions.

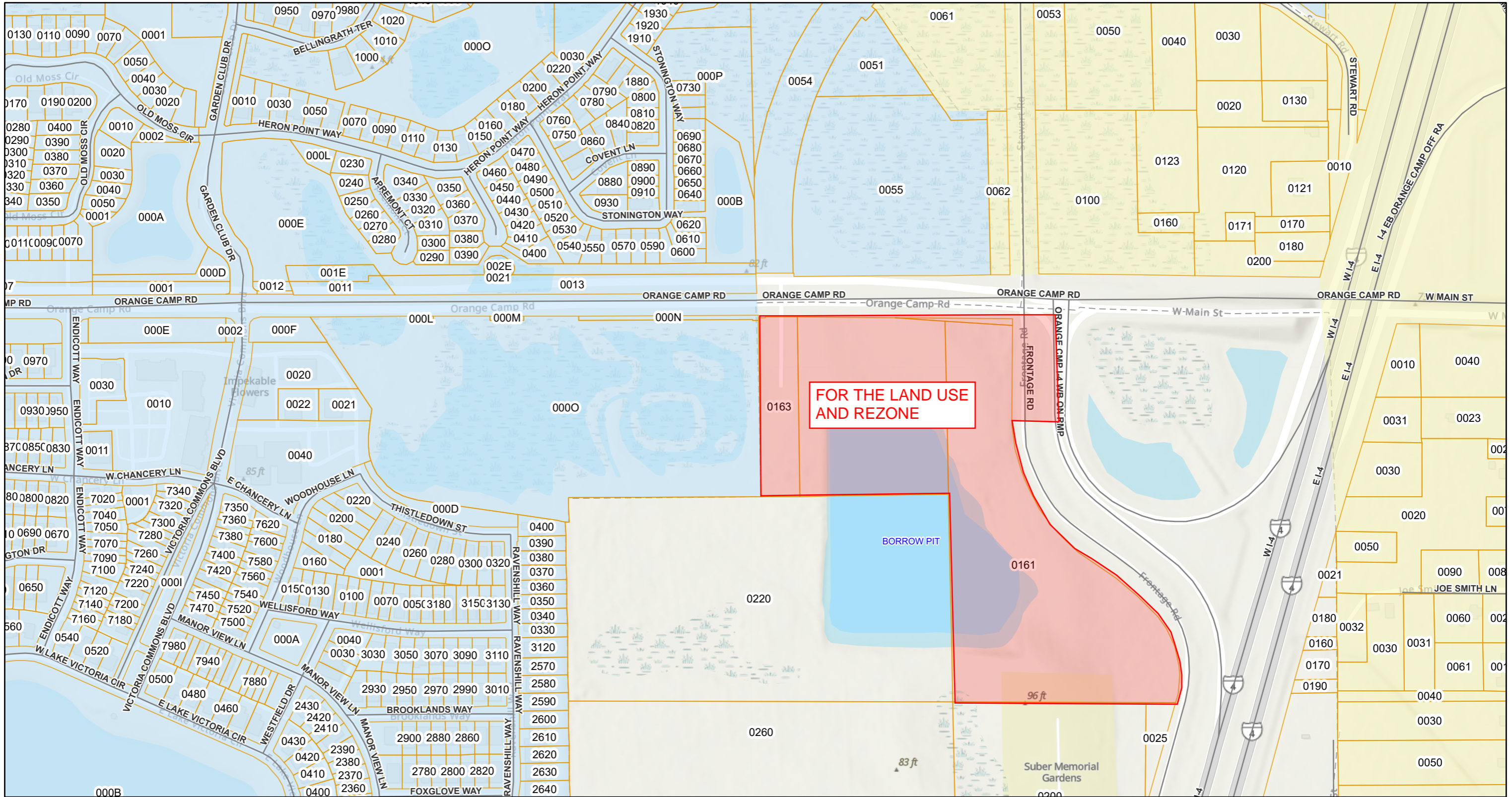
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Derek E. Ramsburg, P.E.
Project Manager

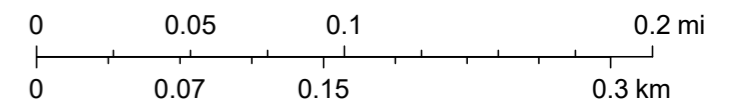
Volusia County Property Appraiser



3/4/2026, 2:11:00 PM

1:4,514

- Parcel
- Streets
- Parcel Text
- Cities
- DELAND
- LAKE HELEN
- Water Body Names
- Water Bodies
- County Boundary



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

SKETCH OF DESCRIPTION

LEGAL DESCRIPTION:

A parcel of land lying in Section 36, Township 17 South, Range 30 East, Volusia County, Florida, being more particularly described as:

Commence at the Northwest corner of said Section 36; thence run N89°50'49"E along the North line of said Section 36, a distance of 662.36 feet; thence departing said North line run S00°45'32"E, a distance of 40.00 feet to a point on the South Right of Way line of Orange Camp Road as shown on Florida Department of Transportation Right of Way Map Section 79110, F.P. 408463 1 to the Point of Beginning; thence run N89°50'49"E along said South Right of Way line, a distance of 977.79 feet to the Intersection of the South Right of Way line of Orange Camp Road and the East Right of Way line of Frontage Road; thence departing said South Right of Way line, run S00°51'39"W, a distance of 326.81 feet; thence departing said East Right of Way line, run N89°08'21"W, a distance of 100.00 feet to the West Right of Way line of Frontage Road, said point also being a Point on a Non-Tangent Curve, Concave to the Northeast, having a Radius of 573.91 feet and a Central Angle of 54°01'07"; thence the following three (3) courses and distances along the West Right of Way line of said Frontage Road: run Southeasterly along the arc of said curve, a distance of 541.08 feet (Chord Bearing = S26°08'54"E, Chord = 521.27 feet); thence run S53°09'25"E, a distance of 235.16 feet to the Point of Curvature of a Curve, Concave to the West, having a radius of 380.00 feet and a Central Angle of 62°06'15"; thence run Southerly along the arc of said curve, a distance of 411.89 feet (Chord Bearing = S22°06'18"E, Chord = 392.02 feet); thence departing said West Right of Way line run N89°46'39"W, a distance of 754.36 feet; thence run N00°57'04"W, a distance of 666.91 feet; thence run S89°56'59"W, a distance of 664.61 feet; thence run N00°45'32"W, a distance of 625.68 feet to the Point of Beginning.

Containing 22.43 acres, more or less.

ABBREVIATIONS/LEGEND

SEC.	SECTION	R	RADIUS
TWP.	TOWNSHIP	L	LENGTH
RNG.	RANGE	CB	CHORD BEARING
S.	SOUTH	CD	CHORD DISTANCE
E.	EAST	Δ	CENTRAL ANGLE
O.R.B.	OFFICIAL RECORDS BOOK	PC	POINT OF CURVATURE
PGS.	PAGES	PT	POINT OF TANGENCY
TEMP.	TEMPORARY	NT	NON TANGENT
NO./#	NUMBER	PRC	POINT OF REVERSE CURVE
●	DESCRIPTIVE POINT	PCC	POINT OF COMPOUND CURVE
P.S.M.	PROFESSIONAL SURVEYOR & MAPPER	NW	NORTHWEST

NOTES:
 BEARINGS AS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83, 2007 ADJUSTMENT). BEARING BASIS BEING THE NORTH LINE OF SECTION 36, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA BEING N89°50'49"E. THIS SURVEYOR HAS NOT MADE A SEARCH OF THE PUBLIC RECORDS FOR EASEMENTS, RESTRICTIONS, RESERVATIONS AND/OR RIGHT OF WAYS. THIS SKETCH IS NOT INTENDED TO REPRESENT A BOUNDARY SURVEY. NO CORNERS WERE SET AS A PART OF THIS SKETCH.

SHEET 1 OF 6

REQUESTED BY: BLACKFIN PARTNERS, LLC

DATE OF SKETCH: 3/9/2026

REVISIONS:

SCALE: 1" = 200'/100'

SEC. 36, TWP. 17 S, RNG. 30 E

CAD FILE: S-L NEW REZONING

JOB NO.: 24-448

DRAWN BY: ELW

**JOHNSTON'S
SURVEYING, LLC**

900 Cross Prairie Parkway, Kissimmee, Florida 34744
 (407) 847-2179 • Fax (407) 847-6140 LB 966



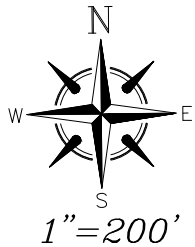
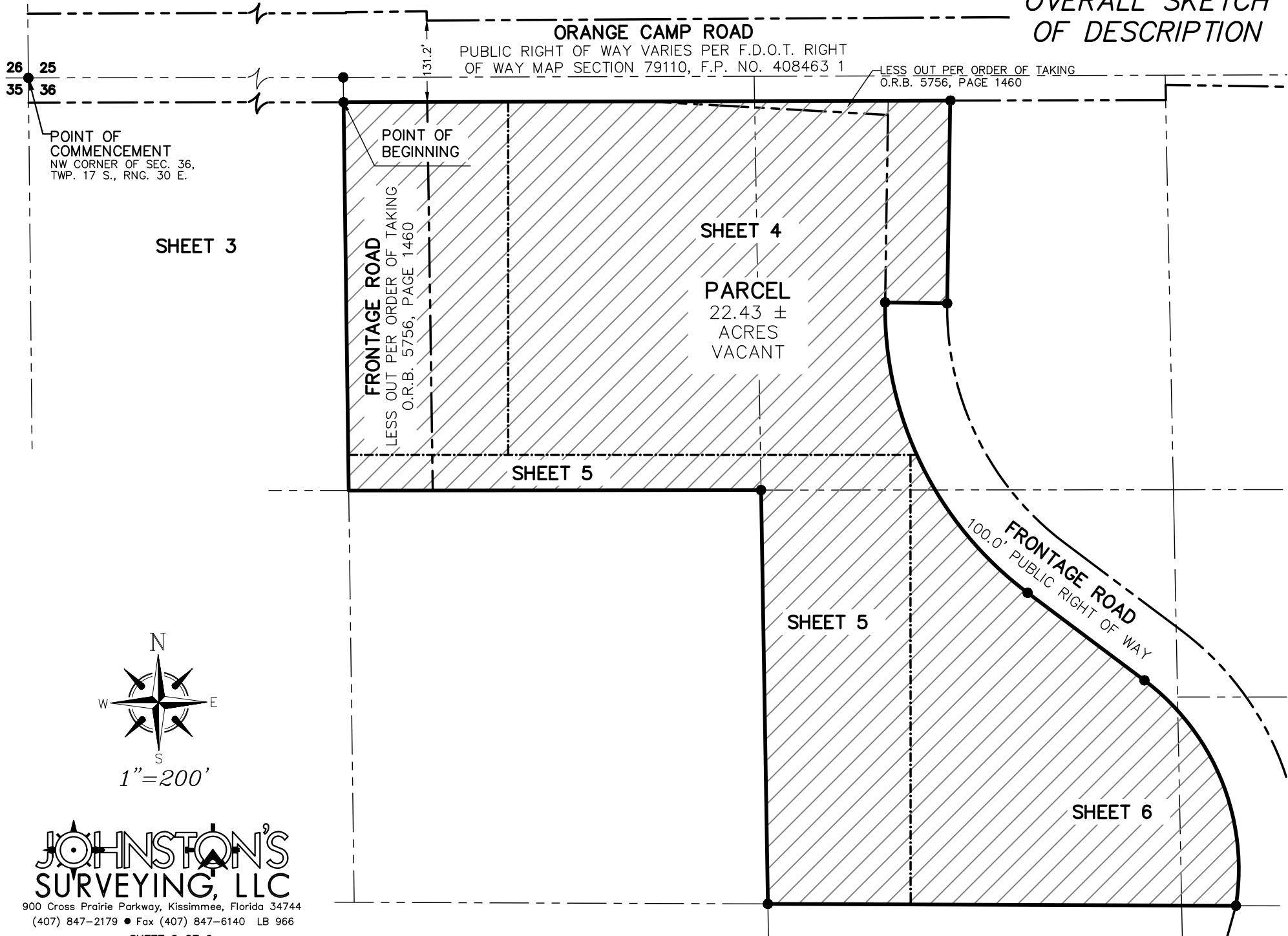
[Signature]

03/10/2026

RICHARD D. BROWN, P.S.M #5700 (DATE)

NOTE: NOT VALID WITHOUT RAISED SURVEYOR'S SEAL.

OVERALL SKETCH OF DESCRIPTION

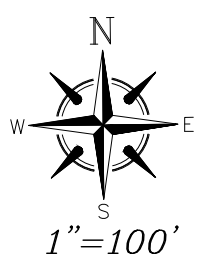
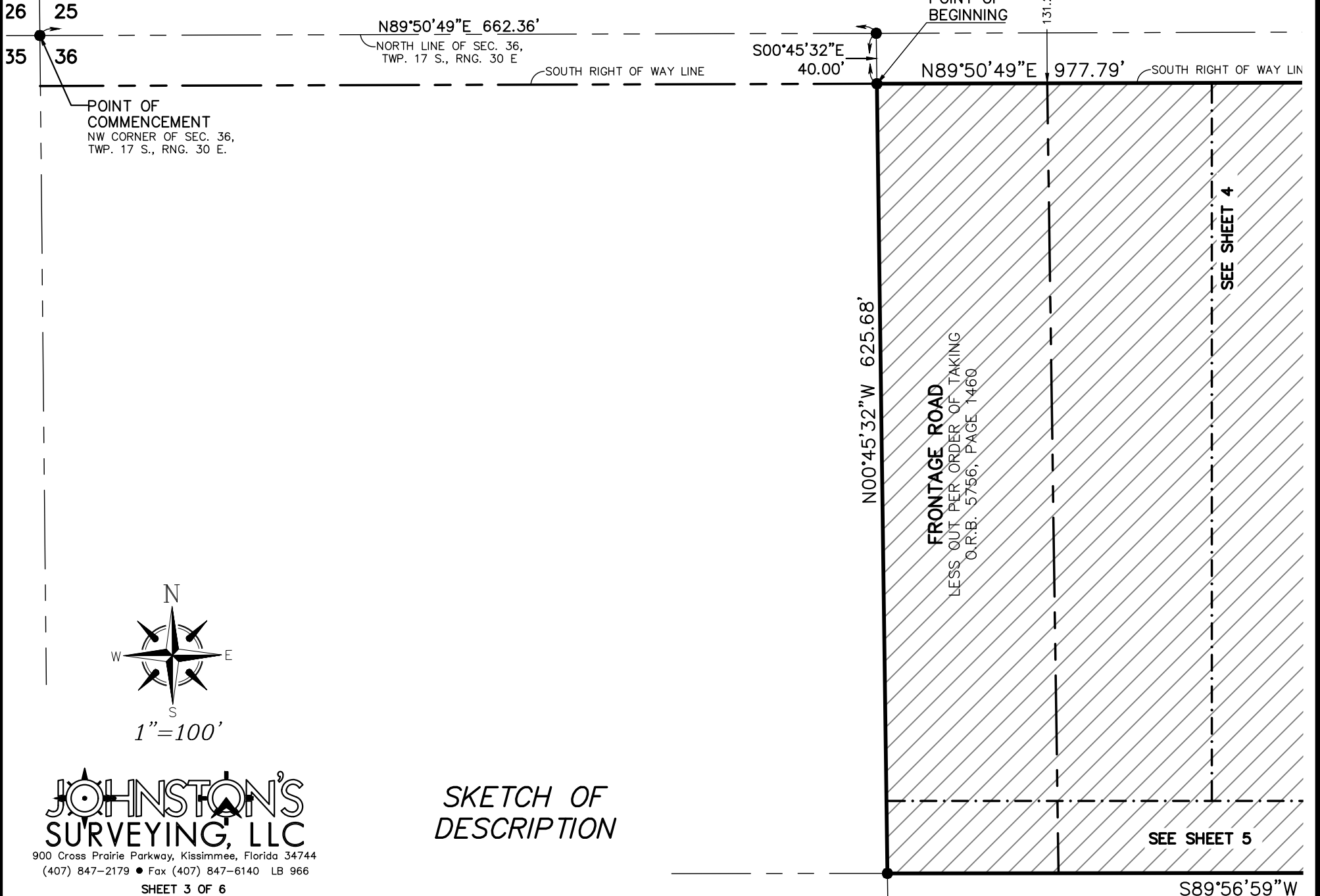


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SHEET 2 OF 6

ORANGE CAMP ROAD
 PUBLIC RIGHT OF WAY VARIES PER F.D.O.T. RIGHT
 OF WAY MAP SECTION 79110, F.P. NO. 408463 1



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SHEET 3 OF 6

*SKETCH OF
 DESCRIPTION*

SEE SHEET 5

$S89^{\circ}56'59''W$

SEE SHEET 3

SKETCH OF DESCRIPTION

SEE SHEET 4

S89°56'59"W 664.61'

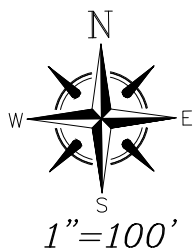
N00°57'04"W 666.91'

SE 1/4 OF THE NW 1/4 OF THE
NW 1/4 OF SEC. 36-17-30

PORTION OF THE WEST 1/2 OF
THE NE 1/4 OF NW 1/4 OF
SEC. 36-17-30

SEE SHEET 6

N89°46'39"W 754.36'

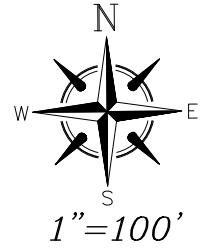


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SHEET 5 OF 6

SKETCH OF DESCRIPTION



SEE SHEET 4

R=573.91'
 $\Delta=54^{\circ}01'07''$
 L=541.08'
 CB=S26°08'54"E
 CD=521.27'

FRONTAGE ROAD
 100.0' PUBLIC
 RIGHT OF WAY

S53°09'25"E 235.16'

PC

PORTION OF THE WEST 1/2 OF
 THE NE 1/4 OF NW 1/4 OF
 SEC. 36-17-30

SEE SHEET 5

R=380.00'
 $\Delta=62^{\circ}06'15''$
 L=411.89'
 CB=S22°06'18"E
 CD=392.02'

PORTION OF THE SOUTH 1/2 OF
 THE SE 1/4 OF THE NE 1/4 OF
 THE NW 1/4 OF SEC. 36-17-30

N89°46'39"W 754.36'

N00°57'04"W 666.91'

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 SHEET 6 OF 6