CITY OF DELAND
REGULAR MEETING OF THE PLANNING BOARD
JUNE 10, 2026 AT 5:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

VERBAL REPORT ON CITY COMMISSION MEETINGS

MINUTES

1. Approval of the May 13, 2026 Planning Board Meeting minutes.

VARIANCE OLD BUSINESS

VARIANCE NEW BUSINESS

1. Applicant Name: Trevor Hickman
   Project Number: V26-083 - Variance
   Project Location: 1850 S. Woodland Boulevard
   Project Description: Variance request to allow a reduction of the required class D buffer along the south property line from 30' to 14' and to reduce the required class D buffer along the east property line from 30' to 19'.
   Project Planner: Sam Nelson

2. Applicant Name: Charles Paiva
   Project Number: V26-100 - Variance
   Project Location: 897 N. Garfield Avenue
   Project Description: Variance request to allow a six-foot fence within the street-side setback area where a maximum of four-feet is allowed.
   Project Planner: Sam Nelson

3. Applicant Name: Donald Matthews
   Project Number: V26-086 - Variance
   Project Location: 3501 Treetop Street
   Project Description: Variance request to allow an unenclosed patio cover to encroach 8-feet into the required 20-foot rear setback.
   Project Planner: Chris Carson, AICP

PLANNING - OLD BUSINESS

PLANNING - NEW BUSINESS

1. Applicant Name: Chris Blurton - Interplan LLC
   Project Number: PSB26-051 – Preliminary Plat

Project Location: ±2.64 acres located at 2217 S. Woodland Boulevard
Project Description: Preliminary Plat for Country Club Pointe Redevelopment
Project Planner: Kendall Story

OTHER BUSINESS

ADJOURNMENT

CITY OF DELAND
PLANNING BOARD REGULAR MEETING
MINUTES
WEDNESDAY, MAY 13, 2026 - 5:00 P.M.
CITY HALL

CALL TO ORDER

The meeting began at 5:00 p.m.

PLEDGE OF ALLEGIANCE

Pledge of Allegiance – Mr. Owens, Chairperson

ROLL CALL

Henry Thiry	Present
Nora Lewis	Present
Aaron Preston	Present
Don Liska	Present, left at 7:45p.m.
Troy Baumgartner	Present
Harper Hill, *Vice Chairperson*	Present
Jeremy Owens, *Chairperson*	Present

Quorum: Yes

Present – Darren Elkind, City Attorney; Rick Werbiskis, Community Development Director; Carol Kuhn, Planning Director; Kendall Story, Senior Planner; Chris Carson, Senior Planner; Samuel Nelson, Planner I; Vivian Ford, Administrative Coordinator; applicants; and members of the public.

MINUTES

1. Approval of the April 15, 2026 Planning Board Meeting minutes.

The board unanimously voted to approve the April 15, 2026 Meeting minutes.

VERBAL REPORT ON CITY COMMISSION MEETINGS

Ms. Kuhn provided a verbal report.

VARIANCE OLD BUSINESS

None.

VARIANCE NEW BUSINESS

1. Applicant Name: David C. Hodges
   Project Number: V26-053 - Variance
   Project Location: 402 Ravenshill Way
   Project Description: Variance request to allow a six-foot fence within the street-side setback area where a maximum of four feet is allowed
   Project Planner: Sam Nelson

David C. Hodges, as applicant, was present and available to answer questions from the board.

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

PUBLIC PARTICIPATION PROCEEDINGS

Mr. Owens read the Public Participation procedures.

OLD BUSINESS

None.

PLANNING – NEW BUSINESS

1. Applicant Name: J. Todd Swann - Swann Real Estate
   Project Number: SE26-052 – Special Exception
   Project Location: ±0.6 acres located at 109 Kensington Road
   Project Description: Special exception request to allow for vehicle sales and rentals
   Project Planner: Kendall Story

John Vole, as property owner, was present and available to answer questions from the board.

Mr. Liska moved to recommend approval for this item, with the condition that the vehicles will only be displayed along the western portion of the property. The applicant and owner accept this condition. Mr. Preston seconded the motion. The motion to recommend approval, with the above condition, passed unanimously.

2. Applicant Name: Willie Robinson - Robinson Signature Realty LLC
   Project Number: Z26-062 – Rezoning for The Plexes at Adelle
   Project Location: 1500 S. Adelle Avenue
   Project Description: Rezone ±2.02 acres from Springwood Town Homes PD (Planned Development) to R-16 (Multiple-Family Dwelling)
   Project Planner: Christopher Carson

Willie Robinson, as applicant, was present and available to answer questions from the board.

Mr. Preston moved to recommend approval for this item. Ms. Lewis seconded the motion. The motion to recommend approval passed unanimously.

OTHER BUSINESS

1. LDR Workshop.

Ms. Kuhn introduced the presentation made by David Henning, Esq., AICP and Patricia Tyjeski, AICP of Inspire Placemaking Collective, the LDR update consultant. They presented a project scope, with pauses throughout to take feedback from the board.

ADJOURNMENT

The meeting ended at 7:47 p.m.

PLANNING DIVISION
STAFF REPORT TO
PLANNING BOARD

A. DATE: June 10, 2026

APPLICATION NO.: V26-083

STAFF PLANNER: Sam Nelson, *Planner I*

APPLICANT: Trevor Hickman, Clayton Coffee LLC, Owner

REQUEST: To reduce the required Class D buffer along the south property line from 30' to 14' and to reduce the required Class D buffer along the east property line from 30' to 19'.

B. APPLICABLE REGULATIONS:

Article III **Accessory Uses and Structures**
Sec. 33-92. – *Landscaping*

C. SITE FACTORS:

Location: S Woodland Blvd (PID 702806000120)

Parcel Size: ± 0.48 acres

Existing Zoning: C-2 - General Commercial

Existing Land Use: Highway Commercial

	SURROUNDING USE:	SURROUNDING ZONING:
North:	Highway Commercial	C-2 - General Commercial
South:	Highway Commercial	C-2 - General Commercial
East:	VC: Commercial	VC: B-5 – Heavy Commercial
West:	County Designation	VC: R-4 – Single-Family Residential

Landscape Buffering Requirements

Required Buffer Width (Feet):	Required	Proposed
Front (Woodland Blvd)	Class D 30’	19’ (Existing)
Rear (Single-Family)	Class C 20’	20’
Side (Commercial)	N/A	N/A
Street Side (Cliff St)	Class D 30’	14’ (Existing)

D. BACKGROUND: The subject property is located on the southeastern corner of south Woodland Blvd and Cliff St, in the same plaza as a quick-service restaurant. The property is located in the C-2 General Commercial zoning district, is designated as Highway Commercial on the future land use map, and is located within the Redevelopment Gateway Corridor. The property was originally intended to develop as an office building, and site plan approval was granted for this in 1989 in conjunction with the adjacent quick-service restaurant. The parking lot and associated infrastructure for this use were installed, but the office building was never constructed.

No development on the property has occurred since the initial parking lot and adjacent restaurant construction, and it has largely served as additional parking for the restaurant. In 2024 the property was purchased by Clayton Coffee LLC with the intent of constructing a 900 square-foot drive-thru only coffee shop. A site plan application was submitted with the City, and the applicant has received conditional approval from the Technical Review Committee for the proposal, addressing the majority of staff comments.

During the review, there were several comments made by staff relating to the City's Landscape Buffering requirements, which were unable to be resolved by the applicant within the allowance of the code. To resolve these comments and obtain final site plan approval, the applicant is now requesting a variance to reduce the required width of these landscape buffers.

E. ANALYSIS: The subject property is located within the C-2 General Commercial zoning district, which permits the proposed drive-thru coffee shop use. The proposed coffee-shop will meet the majority of the requirements of the code which are required for site plan approval, including setback, parking, impervious coverage, stormwater management, and tree preservation requirements. The applicant cannot meet the minimum width required for landscape buffer areas, however, and is thus requesting variance approval to reduce the widths of the required Class D landscape buffers from 30-feet to 19-feet along Woodland Blvd and from 30-feet to 14-feet along Cliff St.

The code offers City staff the ability to reduce landscape buffer widths in instances of redevelopment, which are common throughout the Redevelopment Gateway Corridor. If the subject property were developed with an office as originally planned, the proposal would be considered redevelopment and the Technical Review Committee could vote to reduce the size of the landscape buffers without the need for a variance. However, as only the infrastructure was installed, staff does not have this ability and a variance is required.

When abutting roadways or differing uses, the Land Development Regulations require that landscape buffers be provided in accordance with Sec. 33-92 to create an attractive visual separation and boundary for a property. Landscape buffers are not required between similar uses, such as between the subject property and the adjacent quick-service restaurant. As the property has frontages on two (2) roadways, and borders a single-family residence, three (3) landscape buffer areas must be provided. When a commercial use borders an arterial or local street, a Class "D" landscape buffer with a minimum width of 30-feet is required. In addition to the standard requirements for a Class "D" buffer, the Redevelopment Gateway buffer

requires that larger (diameter at breast height and minimum height) trees be provided. When bordering a single-family residential use, a Class "C" landscape buffer with a minimum width of 20-feet is required, in addition to a fully opaque screen fence or wall.

The property is 20,919 square-feet in area, which is larger than the 9,000 square-feet required for properties in the zone district. While larger than the minimum area, the narrow shape of the property (77-feet wide by 272-feet long) provides development limitations in conjunction with the required landscape buffer areas. If provided at the size required by the code, the landscape buffer areas would occupy approximately 10,500 square-feet, or 50% of the total site area (Exhibit A). In combination with setback requirements, this leaves a very limited area where the applicant can construct the building, required parking, drive-thru lanes, bypass lane, and other site improvements.

When site infrastructure was originally installed in 1989 for the quick-service restaurant and office, 14- and 20-foot-wide landscape buffers were provided along the street frontages. This was compliant with the code standard of the time and the current larger buffers were not required. The applicant is now proposing to use these same, existing landscape areas along Woodland Blvd and Cliff St. The provided buffers will match what is provided by the adjacent restaurant and generally stay in the footprint of the previously approved site. The proposed buffers will exceed the size of buffers areas of many other properties within the Redevelopment Gateway. Each area which is proposed to be reduced faces other commercial uses and will not result in injury to surrounding properties by way of inconsistent appearance.

While the applicant is requesting reduced widths for the landscape buffer areas, they will provide the required number and types of plantings for each area being reduced, resulting in denser plantings. The full 20-foot landscape buffer area as required by the code, including the opaque screen fence, will be provided against the western single-family residential use.

F. VARIANCE CRITERIA: Per Section 33-103.03, as amended, the Planning Board will consider the following criteria in making a determination concerning the granting or denial of the requested variance:

1. Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures or buildings in the same zoning district;

   The subject property, while conforming to the mininum size requirement of the C-2 district, is smaller than what is typically provided for commercial development and is narrow along the primary road frontage. Also, the property sits at the intersection of a local road and a major arterial highway, and also borders residential, with each situation requiring enhanced landscape buffering.

   The combination of the smaller-than-normal area, the location at the corner of roads with large landscape buffer requirements, and being adjacent to single-

family residential creates a unique situation for the subject property that is generlaly not found on other commercial properties.

2. Literal interpretation and enforcement of these Land Development Regulations will deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of these Land Development Regulations, and work unnecessary and undue hardship on the applicant such as natural site conditions, size or shape of lot or existing structure(s);

   Literal interpretation and enforcement of these Land Development Regulations would severely restrict the applicant's ability to construct any building on this property due to it's corner location and the adjacent residential use. If installed to the requirements of the code, 50% of the site would be landscape buffer area.

3. Granting of the variance request will not confer on the applicant any special privilege that is denied by these Land Development Regulations to other lands, buildings or structures in the same zoning district;

   Granting of this variance would allow the applicant to use smaller landscaping buffers than what are typically required by the code. However, the proposal is consistent with the footprint of the previously approved site.

4. The granting of the variance will be in harmony with the general intent and purpose of these Land Development Regulations and the Comprehensive Plan, as amended, and will not be injurious to the surrounding properties or detrimental to the public welfare;

   The Land Development Regulations (LDRs) provide administrative options for the reduction of landscape buffers in instances of redevelopment. While a parking lot was constructed in anticipation of development on this property, no building was ever constructed. Because of this, the an administrative reduction in the landscape buffering cannot be granted. As this option exists in the code, this similar request can be considered in harmony with the intent of the LDRs

   The proposed buffer-reduction along the roadways will not be injurious to surrounding commercial properties as it will match the buffer that is currently provided. The applicant must still provide the full 20-foot landscape buffer, including the required trees and opaque fence, adjacent to the single-family residential property.

5. The variance, if granted, is the minimum variance necessary to make possible the reasonable use of the land, building or structure; and

   The request is the minimum variance necessary for site plan approval to permit the coffee-shop in the proposed location and, if approved, would be consistent with the previously approved site plan.

6. The special conditions or circumstances are not the result of actions of the applicant or owner.

   The property was in its existing configuration prior to purchase by the applicant.

G. STAFF SUMMARY: The applicant is requesting a variance to allow existing landscape buffers around a vacant parking lot to be used for the development of a 900 square-foot drive-thru coffee shop. The property was originally intended to be developed for an office-use in conjunction with the adjacent restaurant, but this never occurred, leaving a vacant parking lot. While the property conforms to the minimum size requirements of the C-2 district, it is situated at the corner of a major highway and local road, and also borders a single-family use. Because of this, the code requires that approximately half of the site be used as landscape buffering areas. This makes any development on the 9,000 square-foot property challenging.

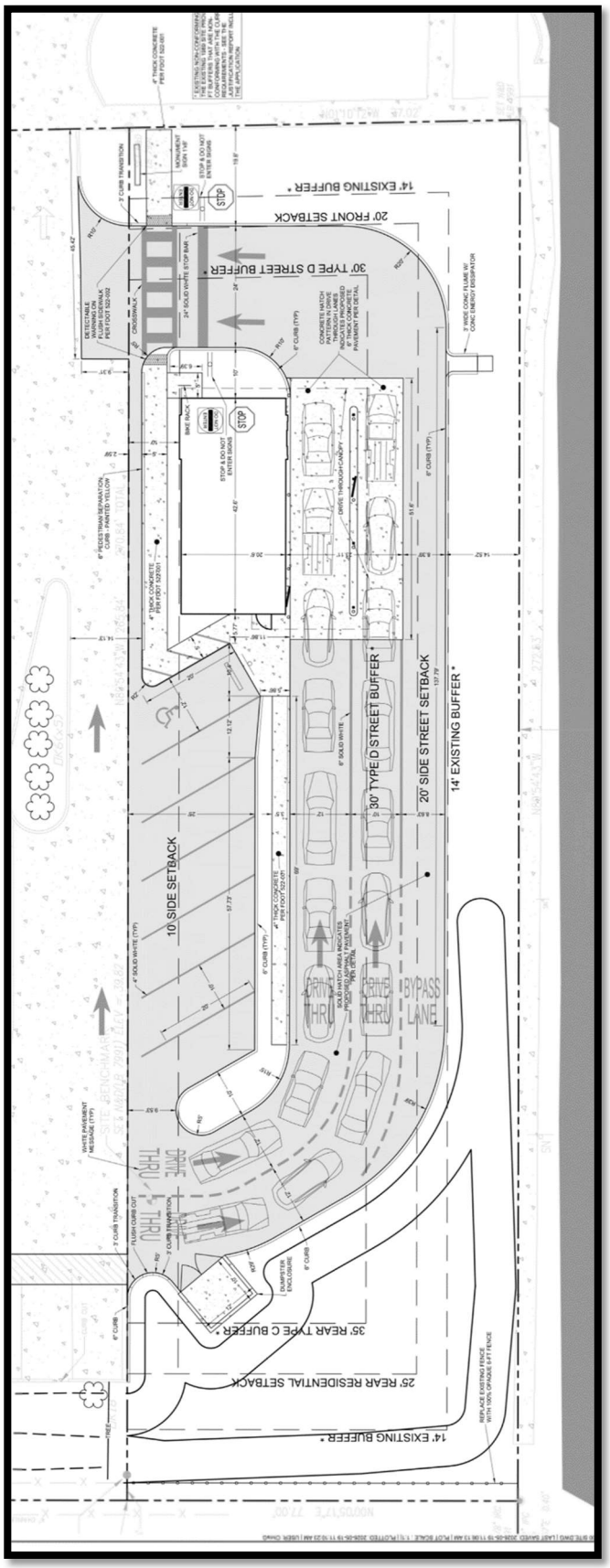
The applicant has submitted a site plan application, which has been reviewed and conditionally approved by the Technical Review Committee. The only outstanding staff comments relate to the landscape buffering, which cannot be administratively reduced. The proposal meets several of the hardship criteria required for a variance due to the combination of the small size of the property and the significant landscape buffer requirements which would otherwise make any development impractical.

The Planning Board may choose to grant this variance request, grant this variance request with conditions, or deny this variance request.

ATTACHMENTS:

- Site & Landscape Plan
- Original Site Plan
- Property Images
- Property Aerial

Exhibit A- Site & Landscape Plan



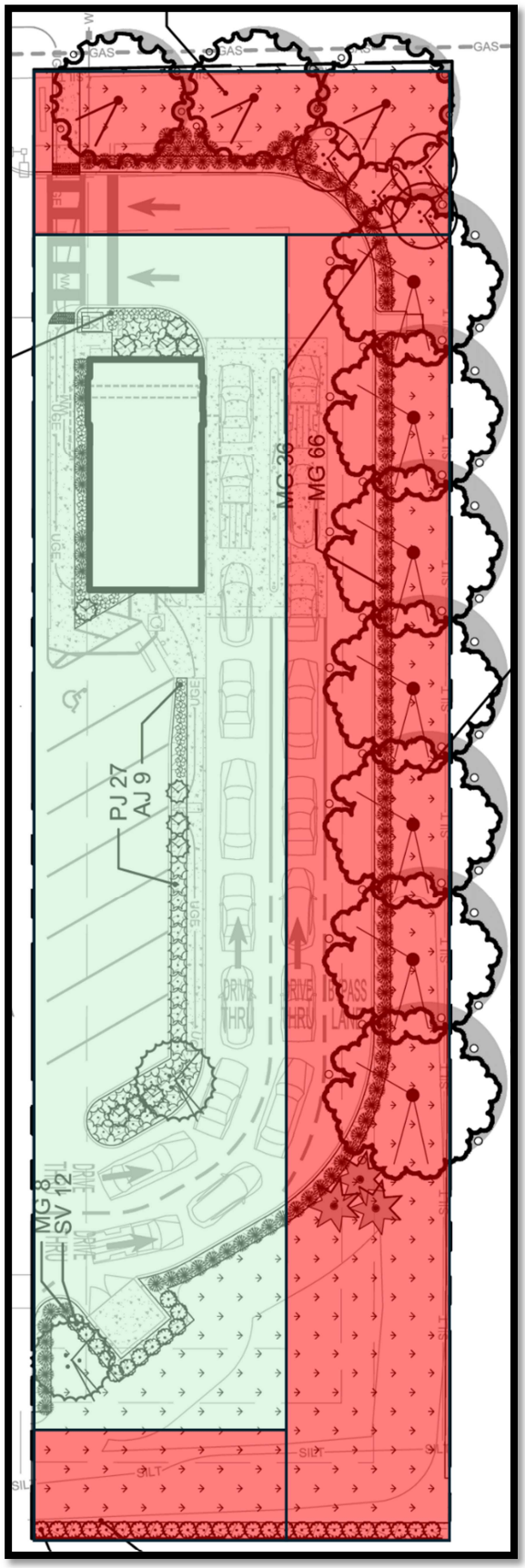


Exhibit B – Original Site Plan

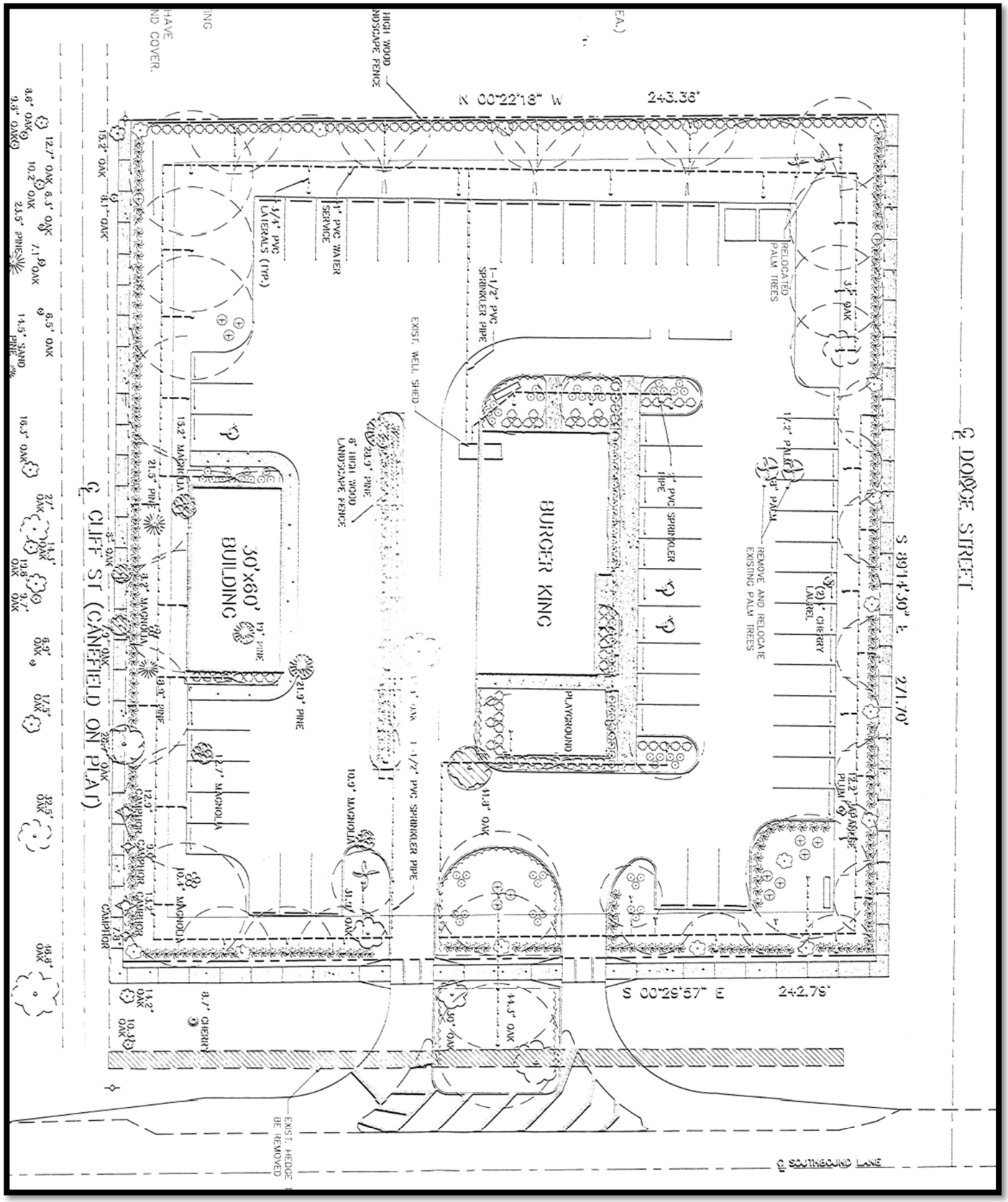
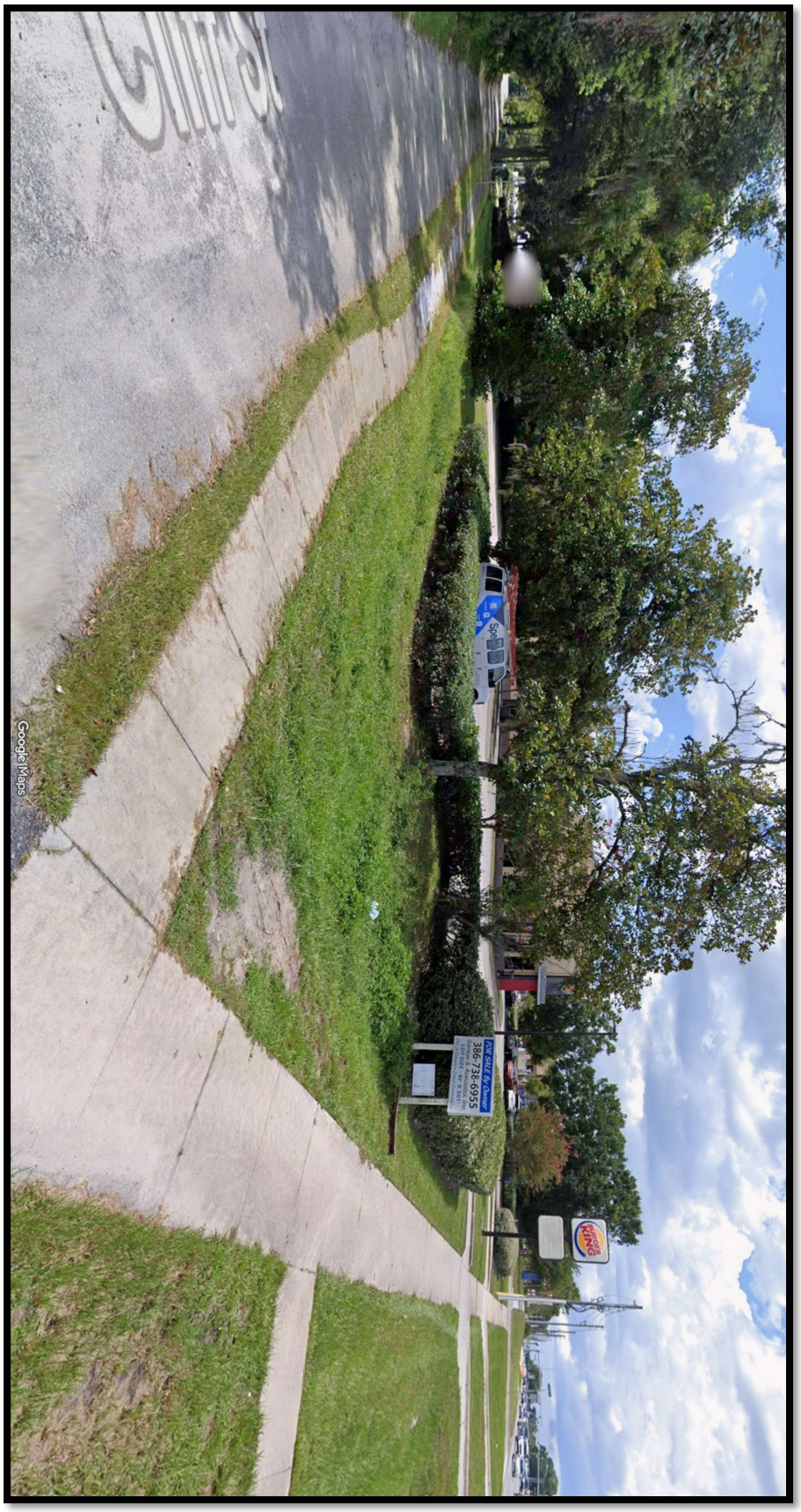
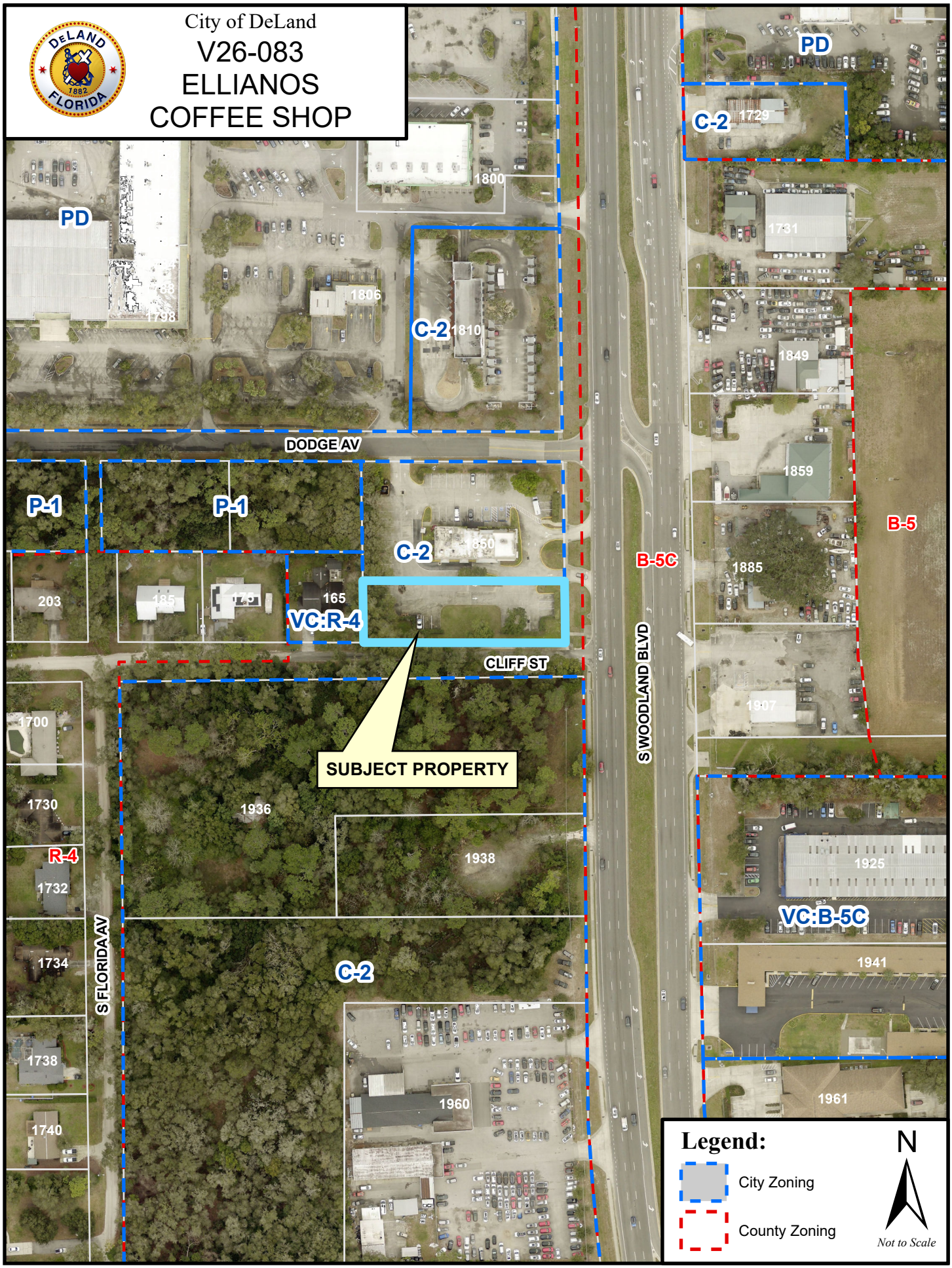


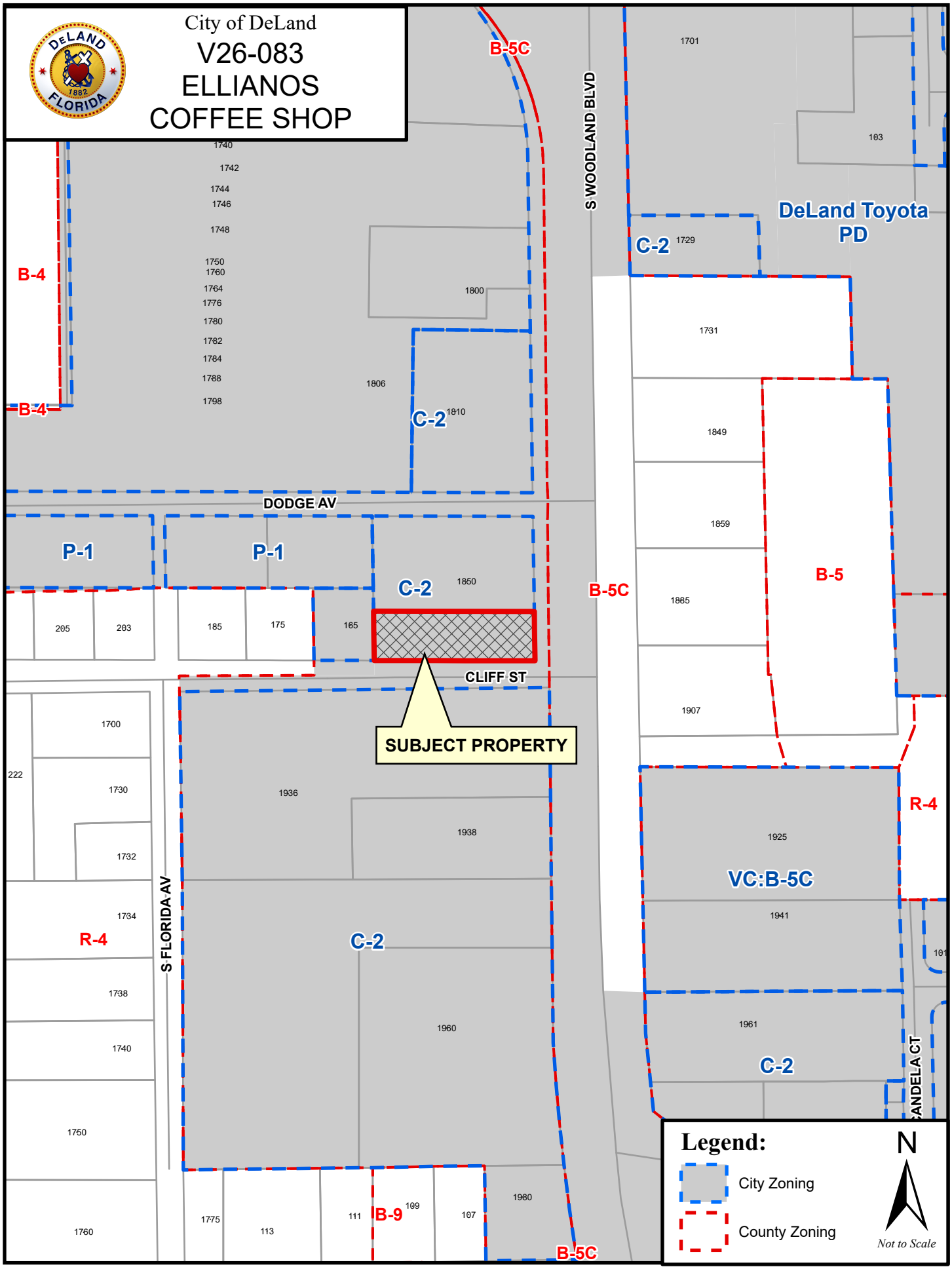
Exhibit C – Property Images



Cliff St

Exhibit D – Property Aerial


City of DeLand
V26-083
ELLIANOS
COFFEE SHOP
PD
C-2
1729
1731
1800
1805
1798
1810
1849
1859
1850
1885
1907
DODGE AV
P-1
P-1
C-2
B-5
B-5C
203
185
165
VC:R-4
CLIFF ST
S WOODLAND BLVD
SUBJECT PROPERTY
1700
1730
1936
1938
1925
R-4
1732
VC:B-5C
1734
C-2
1941
S FLORIDA AV
1738
1960
1961
1740
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
V26-083
ELLIANOS
COFFEE SHOP
B-5C
S WOODLAND BLVD
1701
103
DeLand Toyota
PD
C-2
1729
1731
1740
1742
1744
1746
1748
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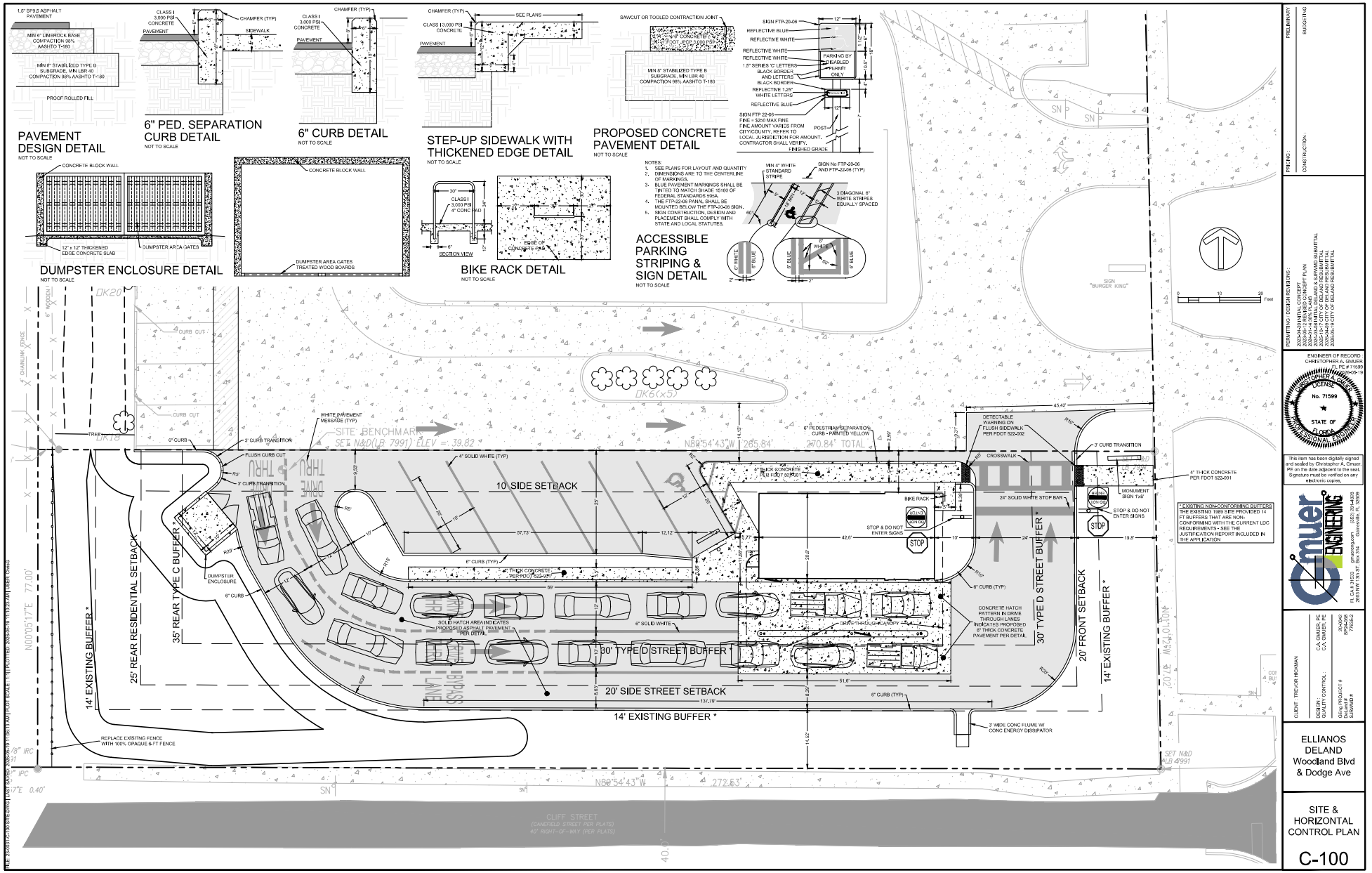
1760
1764
1776
1780
1782
1784
1788
1798
1800
1806
1810
B-4
B-4
C-2
DODGE AV
P-1
P-1
C-2
1850
205
203
185
175
165
CLIFF ST
SUBJECT PROPERTY
1849
1859
1885
1907
B-5
B-5C
R-4
1925
VC:B-5C
1941
1961
C-2
1700
222
1730
1732
1734
R-4
1738
1740
1750
1760
1936
1938
S FLORIDA AV
C-2
1960
1775
113
111
B-9
109
107
1980
B-5C
Legend:
City Zoning
County Zoning
N
Not to Scale


PAVEMENT DESIGN DETAIL
NOT TO SCALE
1.5" SP9.5 ASPHALT PAVEMENT
MIN 6" LIMEROCK BASE COMPACTION 98% AASHTO T-180
MIN 8" STABILIZED TYPE B SUBGRADE, MIN LBR 40 COMPACTION 98% AASHTO T-180
PROOF ROLLED FILL
6" PED. SEPARATION CURB DETAIL
NOT TO SCALE
CLASS I 3,000 PSI CONCRETE
CHAMFER (TYP)
SIDEWALK
PAVEMENT
6" CURB DETAIL
NOT TO SCALE
STEP-UP SIDEWALK WITH THICKENED EDGE DETAIL
NOT TO SCALE
SEE PLANS
CLASS I 3,000 PSI CONCRETE
PROPOSED CONCRETE PAVEMENT DETAIL
NOT TO SCALE
SAWCUT OR TOOLED CONTRACTION JOINT
MIN 8" STABILIZED TYPE B SUBGRADE, MIN LBR 40 COMPACTION 98% AASHTO T-180
SIGN FTP-20-06
REFLECTIVE BLUE
REFLECTIVE WHITE
PARKING BY DISABLED PERMIT ONLY
1.5" SERIES 'C' LETTERS
BLACK BORDER AND LETTERS
REFLECTIVE 1.25" WHITE LETTERS
SIGN FTP 22-05
FINE = $250 MAX FINE
FINE AMOUNT VARIES FROM CITY/COUNTY, REFER TO LOCAL JURISDICTION FOR AMOUNT.
CONTRACTOR SHALL VERIFY.
POST
FINISHED GRADE
DUMPSTER ENCLOSURE DETAIL
NOT TO SCALE
CONCRETE BLOCK WALL
12" x 12" THICKENED EDGE CONCRETE SLAB
DUMPSTER AREA GATES
TREATED WOOD BOARDS
BIKE RACK DETAIL
NOT TO SCALE
30"
CLASS I 3,000 PSI 4" CONC PAD
SECTION VIEW
EDGE OF CONCRETE PAD
NOTES:
1. SEE PLANS FOR LAYOUT AND QUANTITY
2. DIMENSIONS ARE TO THE CENTERLINE OF MARKINGS.
3. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595A.
4. THE FTP-22-06 PANAL SHALL BE MOUNTED BELOW THE FTP-20-06 SIGN.
5. SIGN CONSTRUCTION, DESIGN AND PLACEMENT SHALL COMPLY WITH STATE AND LOCAL STATUTES.
ACCESSIBLE PARKING STRIPING & SIGN DETAIL
NOT TO SCALE
MIN 4" WHITE STANDARD STRIPE
SIGN No FTP-20-06 AND FTP-22-06 (TYP)
3 DIAGONAL 6" WHITE STRIPES EQUALLY SPACED
6" WHITE
6" BLUE
24"
SITE BENCHMARK
SET N&D(LB 7991) ELEV = 39.82
N89°54'43"W 265.84' (M)
270.84' TOTAL
10' SIDE SETBACK
20' SIDE STREET SETBACK
30' TYPE D STREET BUFFER
20' FRONT SETBACK
14' EXISTING BUFFER *
25' REAR RESIDENTIAL SETBACK
35' REAR TYPE C BUFFER *
DUMPSTER ENCLOSURE
BIKE RACK
CROSSWAY
STOP & DO NOT ENTER SIGNS
MONUMENT SIGN 1'x6'
24" SOLID WHITE STOP BAR
4" THICK CONCRETE PER FDOT 522-001
6" PEDESTRIAN SEPARATION CURB - PAINTED YELLOW
DETECTABLE WARNING ON FLUSH SIDEWALK PER FDOT 522-002
2' CURB TRANSITION
3' CURB TRANSITION
FLUSH CURB CUT
WHITE PAVEMENT MESSAGE (TYP)
6" SOLID WHITE
SOLID HATCH AREA INDICATES PROPOSED ASPHALT PAVEMENT PER DETAIL
CONCRETE HATCH PATTERN IN DRIVE THROUGH LANES INDICATES PROPOSED 6" THICK CONCRETE PAVEMENT PER DETAIL
DRIVE-THROUGH CANOPY
3' WIDE CONC FLUME W/ CONC ENERGY DISSIPATOR
REPLACE EXISTING FENCE WITH 100% OPAQUE 6-FT FENCE
* EXISTING NON-CONFORMING BUFFERS
THE EXISTING 1989 SITE PROVIDED 14 FT BUFFERS THAT ARE NON-CONFORMING WITH THE CURRENT LDC REQUIREMENTS - SEE THE JUSTIFICATION REPORT INCLUDED IN THE APPLICATION
SIGN "BURGER KING"
SET N&D LB 4991
N89°54'43"W 272.63'
CLIFF STREET
(CAMFIELD STREET PER PLATS)
40' RIGHT-OF-WAY (PER PLATS)
PRELIMINARY
BUDGETING
PERMITTING / DESIGN REVISIONS:
2023-04-20 INITIAL CONCEPT
2023-05-12 REVISED CONCEPT PLAN
2023-05-19 INITIAL DELAND & SJRWMD SUBMITTAL
2023-06-08 RESUBMITTAL TO CITY OF DELAND
2023-12-21 RESUBMITTAL TO CITY OF DELAND
2024-03-15 CITY OF DELAND RESUBMITTAL
2024-05-15 CITY OF DELAND RESUBMITTAL
ENGINEER OF RECORD:
CHRISTOPHER A. CIMUER
FL PE # 71599
2024-05-15
LICENSE No. 71599 STATE OF FLORIDA PROFESSIONAL ENGINEER
This item has been digitally signed and sealed by Christopher A. Cimuer, PE on the date adjacent to the seal. Signature must be verified on any electronic copies.
Cimuer ENGINEERING
FL CoA # 31533 | gmeengcom | (407) 281-4699
2600 MAITLAND CENTER PKWY, SUITE 170 | MAITLAND, FL 32751
CLIENT: TREVOR HOXMAN
DESIGN: C.A. CIMUER, PE
QUALITY CONTROL: C.A. CIMUER, PE
GMU PROJECT #: 23-002
DeLand #: SP24-249
SJRWMD #: 77535-2
ELLIANOS DELAND
Woodland Blvd & Dodge Ave
SITE & HORIZONTAL CONTROL PLAN
C-100

Trees

Quantity	Abbr.	Botanical Name /	Size / Caliper	Spacing	Comments
7	see tree id key	*Quercus virginiana* live oak	10'HTX6'SPR, 100G, 40"RB, 4"CAL	per plan	
2		*Ilex x attenuata 'Eagleston'* east palatka holly	8'HT, 2'SPR 45G, 32"RB, 3"CAL	per plan	
5		*Ilex cassine* dahoon holly	10'HT, 3'SPR 30G, 24"RB, 2"CAL	per plan	
4		*Lagerstroemia indica 'Natchez'* crape myrtle	8'HT, 3.5'SPR 45G, 32"RB, 3"CAL	per plan	
3		*Ulmus alata* winged elm	10'HTX6'SPR, 100G, 40"RB, 4"CAL	per plan	
4		*Sabal palmetto* cabbage palm	10'CT, SLK	per plan	

Shrubs

120	MG	*Muhlenbergia capillaris* muhly grass	18"HT	per plan	
30	PJ	*Juniperus chinensis parsonii'* parsons juniper	3G, 12"HT 14"SPR	3'OC	
11	TH	*Galphimia glauca* thyrallis	18"HT X 18"SPR		
26	VS	*Viburnum odoratissimum* sweet viburnum	18"HT X 18"SPR	3'OC	west bndy pending

Groundcovers

1,924SF x 3" thick		*pine bark mini nuggets* 3" layer			
7,022SF		*Pasapalum notatum 'Argentine'* bahia grass			
31	AJ	*T. asiaticum 'Minima'* asiatic jasmine	1GAL, full	2'OC	

General Notes

1. Contractor shall provide proposed soil amendment quantities on bid form to ensure healthy vigorous growth of plant material, lateral movement of irrigation water within soil, & soil nutrient holding capacity.
2. Any vegetation planted adjacent to a parking stall where it may interfere with a vehicles door opening shall be offset 2' from back of curb. Trim plant material as needed to keep a 6" clearance from back of curb in these areas.
3. ALL mulched areas adjacent to edge of curb, pavement, shall be composed of a compressed 3" thick layer of mulch. Top of mulch shall be 1/2" below edge of adjacent surface so mulch has a containment edge.
4. ALL proposed sod areas adjacent to edge of curb/pavement shall be excavated so the sod does not impede water runoff into the pervious areas.
5. All revisions and substitutions shall be submitted to Deland for review and approval prior to installation.

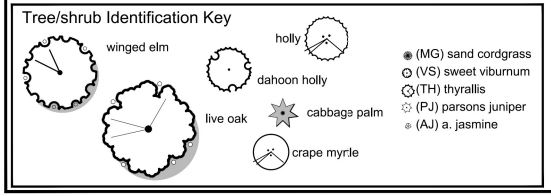
Soil Testing

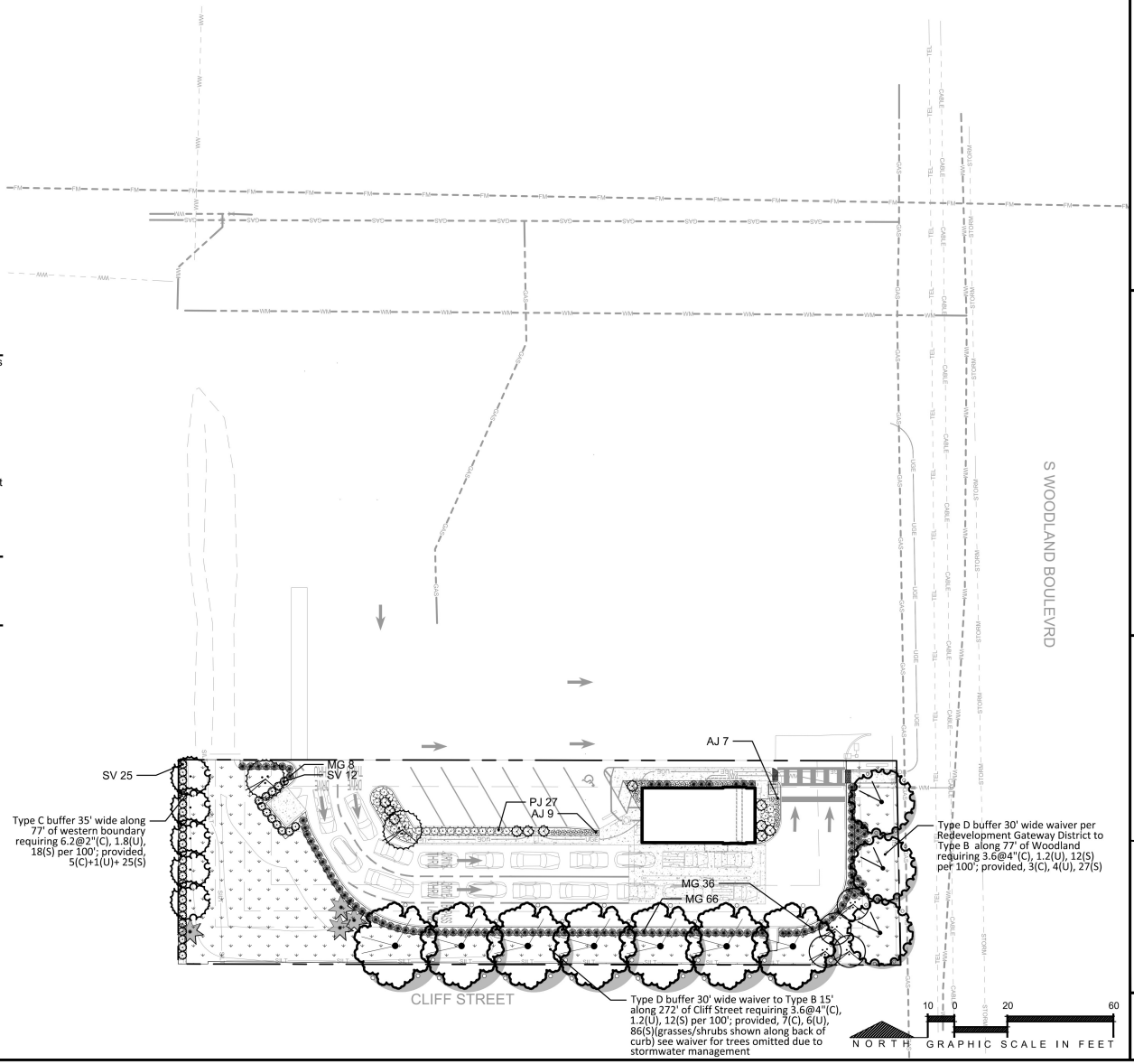
Existing soil composition has not been tested. Contractor excavate 2' depth all material used in construction of parking lots and buildings inside plant beds and infill with suitable soil and amendments to support healthy growth.

Landscape Requirements

.48 AC requires 8 trees and 48" DBH

Tree/shrub Identification Key





BORTON DESIGN INC.
1344 KYTLE WAY SAINT JOHNS, FLORIDA
CERT. OF AUTH. # LC26000403
(904) 234-6515 BDB@BORTONDESIGN.COM

REVISIONS:

LANDSCAPE PLAN

ELLIANOS S WOODLAND BOULEVARD
PREPARED FOR
TREVOR HICKMAN

BDI NO. 24103
DRAWN BY: BDB
DESIGNED BY: BDB
CHECKED BY: BDB
DATE: 5/18/2026

PLANS PREPARED BY:
BRIAN DAVID BORTON FL. NO. LA6670128

LS-01

TITLE COMMITMENT REVIEW:

A TITLE COMMITMENT BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 1387552, HAVING AN EFFECTIVE DATE OF MARCH 23, 2023 HAS BEEN REVIEWED BY THE UNDERSIGNED. ITEMIZED COMMENTS ARE AS FOLLOWS:

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE COMMITMENT DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT. NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

2. A. GENERAL OR SPECIAL TAXES AND ASSESSMENTS REQUIRED TO BE PAID IN THE YEAR 2023 AND SUBSEQUENT YEARS. NOT A MATTER OF SURVEY. NOTHING TO SHOW GRAPHICALLY HEREON.

   B. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT RECORDED IN THE PUBLIC RECORDS. NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

   C. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION OR ADVERSE CIRCUMSTANCE THAT WOULD BE DISCLOSED BY AN INSPECTION OR AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND INSPECTION OF THE LAND.

   D. EASEMENTS OR CLAIMS OF EASEMENTS NOT RECORDED IN THE PUBLIC RECORDS. NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

   E. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL FURNISHED, IMPOSED BY LAW AND NOT RECORDED IN THE PUBLIC RECORDS, NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

3. ANY OWNER'S POLICY ISSUED PURSUANT HERETO WILL CONTAIN UNDER SCHEDULE B THE FOLLOWING EXCEPTION: ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED AND ARTIFICIALLY EXPOSED LANDS, AND LANDS ACCRETED TO SUCH LANDS. NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

4. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, ES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY, FOR UNPAID SERVICE CHARGES FOR SERVICES BY ANY WATER SYSTEMS, SEWER SYSTEMS OR GAS SYSTEMS SERVING THE LAND DESCRIBED HEREIN; AND ANY LIEN FOR WASTE FEES IN FAVOR OF ANY COUNTY OR MUNICIPALITY. NONE PROVIDED. NONE DISCOVERED. NOTHING TO SHOW GRAPHICALLY HEREON.

5. RIGHTS OF THE LESSEES UNDER UNRECORDED LEASES. NOT A MATTER OF SURVEY. NOTHING TO SHOW GRAPHICALLY HEREON.

(6) 6. ALL MATTERS CONTAINED ON THE PLAT OF ZELLWOOD, AS RECORDED IN PLAT BOOK 6, PAGE 157, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SURVEY MATTERS OF THE PLAT SHOWN GRAPHICALLY HEREON.

(7) 7. ALL MATTERS CONTAINED ON THE PLAT OF MARTIN DODGE'S SUBDIVISION, AS RECORDED IN PLAT BOOK 7, PAGE 12, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SURVEY MATTERS OF THE PLAT SHOWN GRAPHICALLY HEREON.

(8) 8. ALL MATTERS CONTAINED ON THE PLAT OF BENNETTS' SUBDIVISION, AS RECORDED IN PLAT BOOK 8, PAGE 83, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SURVEY MATTERS OF THE PLAT SHOWN GRAPHICALLY HEREON.

SURVEYOR'S NOTES:

1. THE LEGAL DESCRIPTION AS SHOWN HEREON WAS TAKEN VERBATIM FROM A TITLE COMMITMENT BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 1387552, HAVING AN EFFECTIVE DATE OF MARCH 23, 2023.

2. BEARINGS BASED ON THE NORTHERLY RIGHT-OF-WAY LINE OF CLIFF STREET HAVING A FIELD MEASURED BEARING OF N89°54'43"W.

3. HORIZONTAL DATUM IS NORTH AMERICAN DATUM 1983 (NAD 83), FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE. DISTANCES SHOWN HEREON ARE GROUND DISTANCES.

4. VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88) AS REFERENCED TO A LOCAL BENCHMARK PUBLISHED BY NATIONAL GEODETIC SURVEY.

5. THIS PROPERTY IS LOCATED IN FLOOD INSURANCE RATE MAP (F.I.R.M.) ZONE "X", MAP NUMBER 12127C0061G, EFFECTIVE DATE 2/19/2014.

6. THERE MAY BE ADDITIONAL EASEMENTS, RESTRICTIONS AND/OR OTHER MATTERS NOT SHOWN ON THIS SURVEY WHICH MAY BE FOUND IN THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. THIS SURVEY WAS MADE IN ACCORDANCE WITH A TITLE COMMITMENT BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 1387552, HAVING AN EFFECTIVE DATE OF MARCH 23, 2023.

7. UNDERGROUND FOUNDATIONS AND UTILITIES (IF ANY) NOT SHOWN HEREON.

8. FIELD WORK FOR THIS SURVEY WAS COMPLETED ON 9/22/2023.

9. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR/MAPPER.

10. SYMBOLS SHOWN HEREON SUCH AS VALVES AND UTILITY POLES ARE NOT TO SCALE.

11. THE PURPOSE OF THIS SURVEY WAS TO LOCATE ON-SITE MAJOR IMPROVEMENTS RELATIVE TO THE OCCUPIED PLATTED BOUNDARY.

12. SURVEY ACCURACIES HEREON MEET CURRENT INDUSTRY STANDARDS.

13. STORM DRAINAGE UTILITIES AND DRAINGE SWALES/AREAS, AS SHOWN HEREON, APPEAR TO BE RETAINING WATER ON SITE. CATCH BASINS, AS SHOWN, HAVE SOIL/AGGREGATE BOTTOMS AND DO NOT HAVE VISIBLE INVERT OUTS. NO TIES TO OFFSITE UTILITIES WERE APPARENT OR VISIBLE DURING THE PERFORMANCE OF THIS SURVEY.

14. CONCRETE CURBS, AS SHOWN HEREON AND WITHIN THE DRIVE AND PARKING AREAS ARE FDOT TYPE "D" CURBING HAVING A 6" WIDE TOP OF CURB WITH A 6" DROP IN ELEVATION TO THE FACE OF CURB/ EDGE OF PAVEMENT.

15. SURVEY LIMITS ARE TO THE NEAREST EDGE OF PAVEMENT WITHIN THE ADJOINING RIGHT-OF-WAYS, GROVED DOWN PAVEMENT, CURBING AND ROADWAY STRIPING, SHOWN HEREON, WITHIN THE ADJOINING RIGHT-OF-WAYS WERE SCALED FROM AVAILABLE AERIAL PHOTOGRAPHY.

16. IT HAS BEEN OBSERVED BY THE UNDERSIGNED THAT THE SUBJECT PARCEL OF LAND DOES NOT HAVE APPARENT INGRESS/EGRESS ACCESS TO THE ADJOINING RIGHT-OF-WAYS.

LEGAL DESCRIPTION:

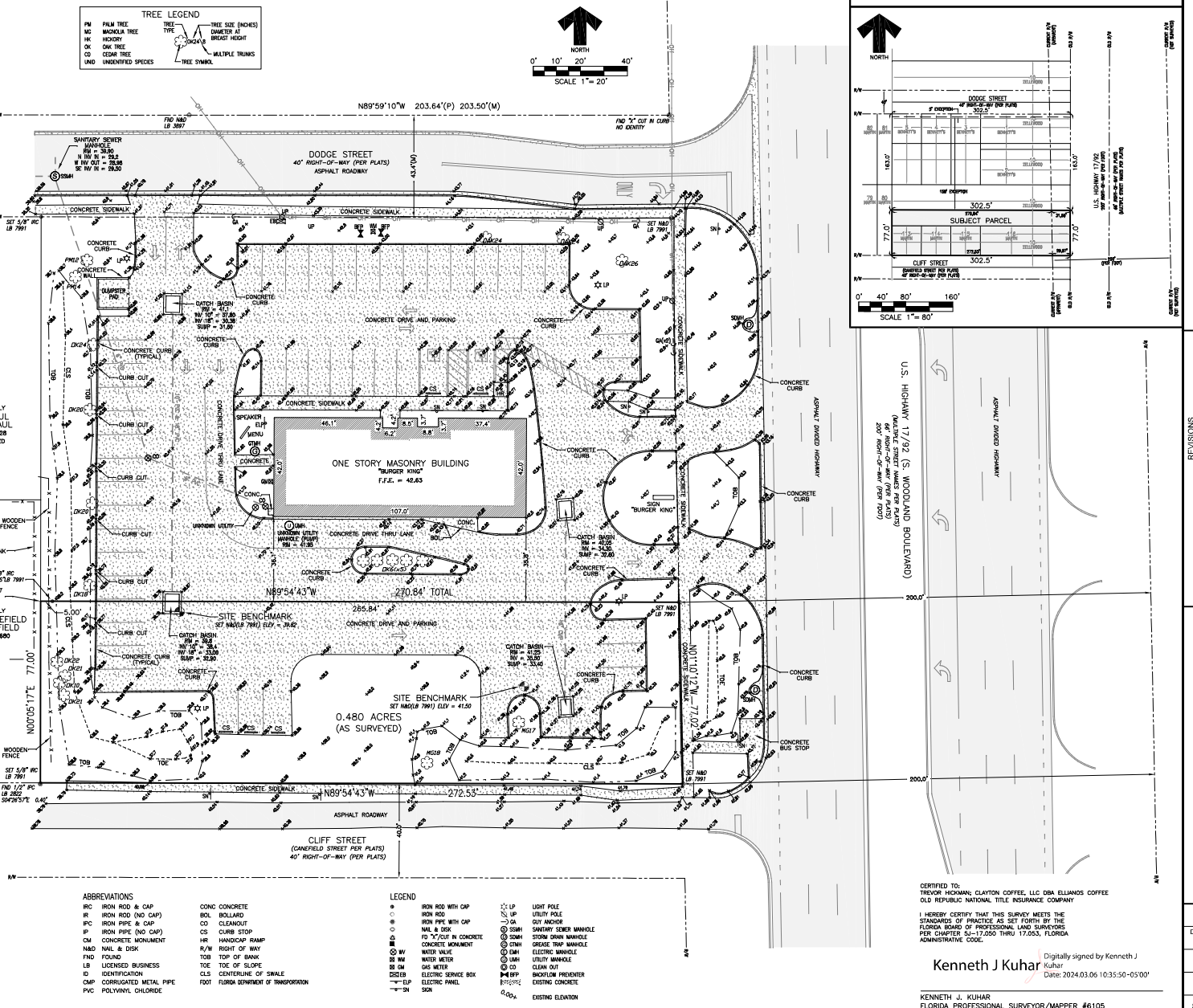
ALL OF LOTS 11, 12 AND 13, EXCEPT THE NORTH 20 FEET THEREOF, ZELLWOOD, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 6, PAGE 157, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA. SAID LOT 12 AND LOT 13, EXCEPT THE NORTH 20.00 FEET THEREOF, ALSO BEING KNOWN AS LOTS 1 TO 5, INCLUSIVE, BENNETTS' SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 8, PAGE 83, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND LOTS 113 TO 116, INCLUSIVE, MARTIN DODGE'S SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 7, PAGE 12, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

EXCEPT THAT PART LYING WITHIN THE RIGHT OF WAY OF US. HIGHWAY 17 & 92 (STATE ROAD 15-600)

EXCEPTING ANY PORTION LYING WITHIN THE FOLLOWING DESCRIPTION: THE NORTH 5.00 FEET OF LOTS 1, 3, 4 AND 5, BENNETTS' SUBDIVISION, AS RECORDED IN PLAT BOOK 8, PAGE 83, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

EXCEPTING THEREFROM THE NORTHERLY 158.00 FEET THEREOF.

THE ABOVE DESCRIBED PARCEL CONTAINS 0.480 ACRES (20919.41 SF), MORE OR LESS (AS SURVEYED).



SKETCH OF LEGAL DESCRIPTION

ABBREVIATIONS

IRC	IRON ROD & CAP	CONC	CONCRETE
IR	IRON ROD (NO CAP)	BOL	BOLLARD
IPC	IRON PIPE & CAP	CO	CLEANOUT
IP	IRON PIPE (NO CAP)	CS	CURB STOP
CM	CONCRETE MONUMENT	HR	HANDICAP RAMP
N&D	NAIL & DISK	R/W	RIGHT OF WAY
FND	FOUND	TOB	TOP OF BANK
LB	LICENSED BUSINESS	TOE	TOE OF SLOPE
ID	IDENTIFICATION	CLS	CENTERLINE OF SWALE
CMP	CORRUGATED METAL PIPE	FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
PVC	POLYVINYL CHLORIDE		

LEGEND

●	IRON ROD WITH CAP	☼ LP	LIGHT POLE
○	IRON ROD	⊘ UP	UTILITY POLE
◉	IRON PIPE WITH CAP	⊸ GA	GUY ANCHOR
○	NAIL & DISK	Ⓢ SSMH	SANITARY SEWER MANHOLE
△	FD "X" CUT IN CONCRETE	Ⓢ SDMH	STORM DRAIN MANHOLE
■	CONCRETE MONUMENT	Ⓖ GTMH	GREASE TRAP MANHOLE
⊗ WV	WATER VALVE	Ⓔ EMH	ELECTRIC MANHOLE
⊠ WM	WATER METER	Ⓤ UMH	UTILITY MANHOLE
⊠ GM	GAS METER	Ⓒ CO	CLEAN OUT
⊠ EB	ELECTRIC SERVICE BOX	⋈ BFP	BACKFLOW PREVENTER
ELP	ELECTRIC PANEL		EXISTING CONCRETE
SN	SIGN	0.00	EXISTING ELEVATION

CERTIFIED TO:
TREVOR HICKMAN; CLAYTON COFFEE, LLC DBA ELLIANOS COFFEE
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

I HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS PER CHAPTER 5J-17.050 THRU 17.053, FLORIDA ADMINISTRATIVE CODE.

Kenneth J Kuhar
Digitally signed by Kenneth J Kuhar
Date: 2024.03.06 10:35:50 -05'00'

KENNETH J. KUHAR
FLORIDA PROFESSIONAL SURVEYOR/MAPPER #6105

KUHAR SURVEYING & MAPPING, LLC
1501 RIDGEWOOD AVENUE, SUITE 205, HOLLY HILL, FLORIDA 32117
Phone: 386-672-0002 WWW.KUHARSURVEYING.COM
LB 7991 LS (PSM) 6105

REVISIONS

NO	DATE	DESCRIPTION
1	3/5/24	TREE LOCATIONS ADDED TO SURVEY

BOUNDARY AND TOPOGRAPHIC SURVEY

S. WOODLAND BOULEVARD, DELAND, FLORIDA 32720

PREPARED FOR: TREVOR HICKMAN; CLAYTON COFFEE, LLC DBA ELLIANOS COFFEE

PROJECT NO. K23138

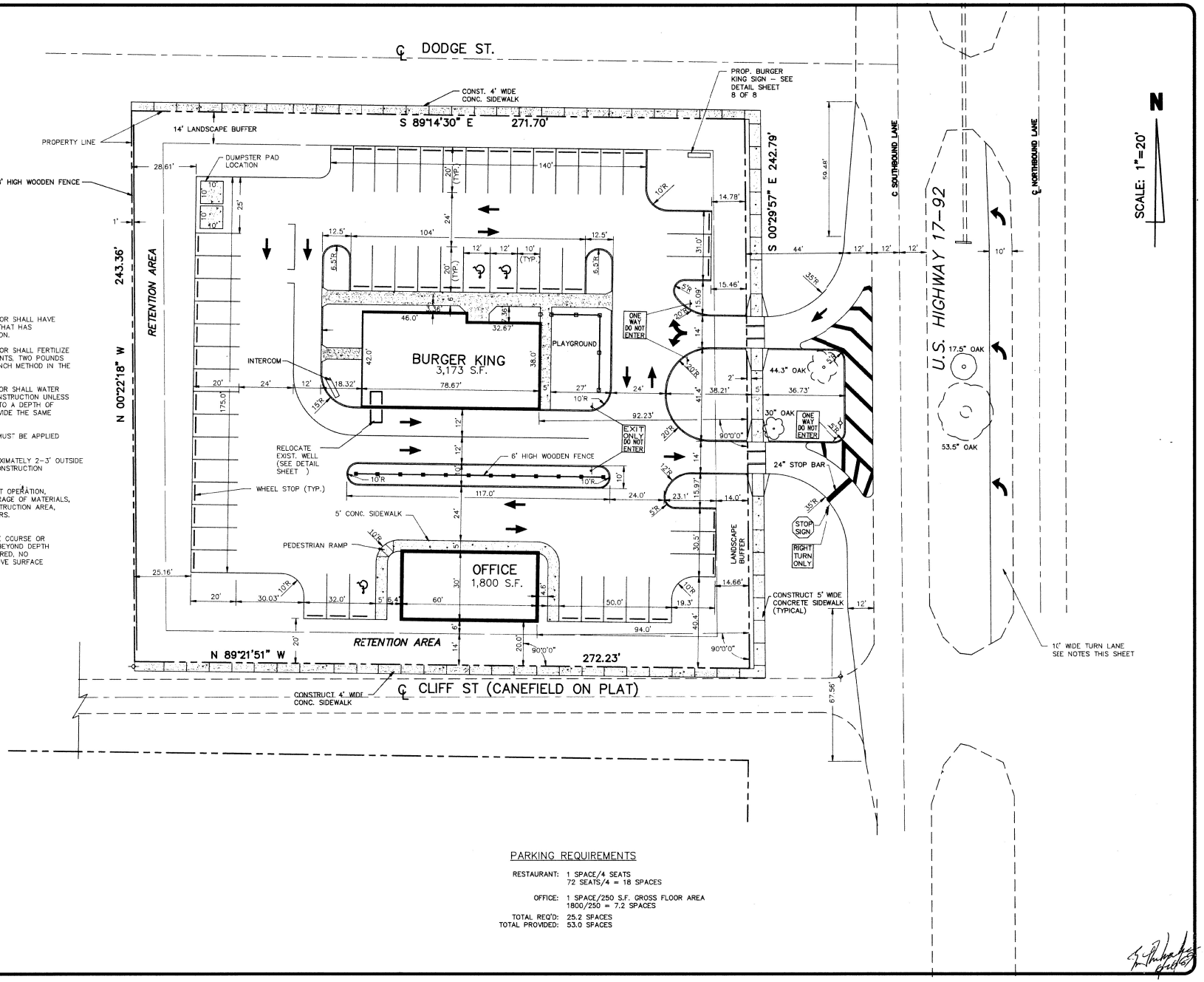
DRAWING REFERENCE NO. K 23138 WORKSHEET.DWG

REVISION NO./DATE 3/5/2024

ORIGINAL ISSUE DATE 9/25/2023

SHEET 1 OF 1

K:\PROJECTS\KUHAR PROJECTS 2023\K23138 - 1501 S WOODLAND BLVD - DELAND - TREVOR HICKMAN\DRAWINGS\K23138 WORKSHEET.DWG



NOTES TO CONTRACTOR:

1. PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL HAVE TREES PRUNED BY A PROFESSIONAL TREE SERVICE THAT HAS MEMBERSHIP IN THE AMERICAN FORESTRY ASSOCIATION.
2. PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL FERTILIZE TREES WITH FERTILOAM, 16–4–8, WITH MINOR ELEMENTS. TWO POUNDS PER 1,000 SQUARE FEET, APPLIED BY THE HOLE PUNCH METHOD IN THE ENTIRE MEDIAN AREA BETWEEN THE CROSSOVERS.
3. PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL WATER TREES AT LEAST ONCE N THE MONTH PRIOR TO CONSTRUCTION UNLESS ENOUGH RAINFALL OCCURS TO SATURATE THE SOIL TO A DEPTH OF ONE FOOT. WATERING MUST BE SUFFICIENT TO PROVIDE THE SAME SATURATION.
4. PRIOR ANY ANY CONSTRUCTION LINDANE PESTICIDE MUST BE APPLIED ACCORDING TO LABEL DRECTIONS.
5. CONTRACTOR SHALL ERECT WOODEN BARRIER APPROXIMATELY 2–3' OUTSIDE THE TRUNK OF EACH TREE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITIES.
6. DURING CONSTRUCTION, CONTRACTOR SHALL PROHIBIT OPERATION, UNLOADING OR PARKING OF HEAVY EQUIPMENT, STORAGE OF MATERIALS, PARKING OF CARS, ETC. OUTSIDE THE ACTUAL CONSTRUCTION AREA, ANYWHERE ON THE MEDAN BETWEEN THE CROSSOVERS.
7. NO STABILIZATION OR COMPACTION UNDER THE BASE CCURSE OR UNDER THE SHOULDER. NO DISTURBANCE OF SOIL BEYOND DEPTH REQUIRED FOR BASE CCURSE. WHERE FILL IS REQUIRED, NO DISTURBANCE EXCEPT WHAT IS NECESSARY TO REMOVE SURFACE VEGETATION.

PARKING REQUIREMENTS

RESTAURANT: 1 SPACE/4 SEATS
72 SEATS/4 = 18 SPACES

OFFICE: 1 SPACE/250 S.F. GROSS FLOOR AREA
1800/250 = 7.2 SPACES

TOTAL REQ'D: 25.2 SPACES
TOTAL PROVIDED: 53.0 SPACES

BURGER KING CORPORATION
U.S. HWY 17–92
DELAND, FLORIDA

DMR DAVIS, McMAHAN, ROGERS & ASSOCIATES, INC.
125 E. INDIANA AVE., SUITE A DeLAND, FLORIDA 32724
(904) 736-2601

SHEET TITLE
SITE PLAN

DRAWN D.A.F.
CHECKED M.T.M.
DATE JUNE 1989
PROJECT NO. 88245.00
PLOT DATE 5/23/89 3PM
FILE NAME BK-413SP
SHEET NUMBER OF

PLANNING DIVISION
STAFF REPORT TO
PLANNING BOARD

A. DATE: June 10, 2026

APPLICATION NO.: V26-100

STAFF PLANNER: Sam Nelson, *Planner I*

APPLICANT: Charles Paiva, Owner

REQUEST: To allow a six-foot fence within the street-side setback area where a maximum of four-feet is allowed

B. APPLICABLE REGULATIONS:

Article III **Accessory Uses and Structures**
Sec. 33-28.06. – *Fences and walls*

C. SITE FACTORS:

Location: 897 N Garfield Ave

Parcel Size: ± 0.47 acres

Existing Zoning: R-1B Single-Family Residential

Existing Land Use: Low-Density Residential

	SURROUNDING USE:	SURROUNDING ZONING:
North:	Low-Density Residential	R-1B Single-Family Residential
South:	Low-Density Residential	R-AA Single-Family Residential
East:	Low-Density Residential	R-1B Single-Family Residential
West:	Low-Density Residential	R-1B Single-Family Residential

R-1B 6-foot Fence Setback Requirements

Fence Setbacks (Feet):	Required	Proposed
Front (West)	30’	N/A
Rear (East)	0’	0’
Side (South)	0’	0’
Street Side (North)	20’	0’

D. BACKGROUND: The ±0.47-acre property located at the corner of North Garfield Ave and East Plymouth Ave is within the R-1B Single-Family residential zoning district and is part of the College Park subdivision. A single-family residence was constructed on the property in 1939 which is approximately 1,650 square-feet in size. The property has been owned by the applicant or their family since 2000.

A sidewalk runs along the portion of E Plymouth Ave which borders the applicant's northern, street-side property line. Due to the existence of several nearby schools and businesses, this sidewalk sees significant pedestrian activity. Per the applicant, this pedestrian activity has created privacy and security issues. An existing four-foot-tall chain-link fence was not adequate to address the applicant's privacy and safety concerns.

To mitigate these concerns, and improve privacy, the applicant had replaced the existing four-foot chain-link fence with a six-foot white vinyl fence on the northern street-side property line by early 2026. This was done without review or approval of a fence permit by the City. Code Enforcement became aware of the fence after driving by, and began enforcement proceedings. After preliminary review by City staff, it was determined that a six-foot fence could not be permitted in the street-side area where it was constructed.

To resolve the Code Enforcement case against the property while keeping the fence in the same location, the owner is now requesting a variance to allow the six-foot fence to remain within the street-side setback area.

E. ANALYSIS: The single-family residence is located in the R-1B zoning district and is situated at the southeastern corner of East Plymouth Avenue and North Garfield Avenue. The property is approximately 20,394-square feet in size, which exceeds the size requirements of the R-1B district. The single-family residence (SFR) is 1,650 square-feet in area, which exceeds the minimum required by the district. The SFR is setback 30.5-feet from the front property-line, 26.3 feet from the southern, side property-line, and 31.85-feet from the street-side property line, thereby conforming to the district's requirements.

The applicant is requesting to allow an existing, unpermitted six-foot (6') opaque vinyl fence to remain within the street side setback area, where it is located on the street-side property line. The Land Development Regulations require fences to meet the standards of Sec. 33-28.06., which limit the height of fencing for single-family residential properties to six-feet (6') and prohibit fencing above four-feet (4') in height from being located within the front and street-side setback areas of a property. Thus, the applicant's request to permit an existing fence with a height of six-feet (6') which is located on the street-side property line would exceed the maximum allowed height for fences located in the street-side setback area by two-feet (2'), and encroach into the required street-side setback area by 20-feet.

The requirement for a lower maximum fence height in the front and street-side yards exists to promote motorist safety. Tall fencing on corner lots can create potential traffic hazards due to adversely impacted visibility. Because of this, properties with corner frontages on public rights-of-way are required to meet the visibility standards of Sec. 33-90.03. (o) and the Florida Department of Transportation (FDOT) Roadway and Traffic Design Standards Index No. 546.

As this fence is located over 70-feet from the intersection of E Plymouth Ave and N Garfield Ave, traffic visibility at the intersection is not impacted. The applicant's property line is also located approximately 17-feet from the street, which further permits visibility at the intersection.

There are options for the applicant to resolve the Code Enforcement case without the need for a variance, however, they may impact the applicant's ability to fully enjoy their property. The applicant could move the fence to the required 20-foot setback line and not require a variance. Doing so would leave a large portion of the applicant's property outside of the fenced area, which, due to privacy and security concerns of the applicant, would limit their use of the portion of property. The applicant could also obtain a permit to install another four-foot (4') tall fence in the same location without the need for a variance, but this would not provide the applicant with their desired level of privacy and security.

F. VARIANCE CRITERIA: Per Section 33-103.03, as amended, the Planning Board will consider the following criteria in making a determination concerning the granting or denial of the requested variance:

1. Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures or buildings in the same zoning district;

   The property sits at the corner of two streets which see a large amount of pedestrian traffic. Said pedestrian traffic creates a safety and privacy concerns for the applicant which is otherwise not experienced by other properties within the zoning district which are not on a corner.

2. Literal interpretation and enforcement of these Land Development Regulations will deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of these Land Development Regulations, and work unnecessary and undue hardship on the applicant such as natural site conditions, size or shape of lot or existing structure(s);

   The lot being a corner lot deprives the applicant of rights commonly enjoyed by other R-1B zoned properties that are not on a corner, as all corner lots prohibit placing a six-foot privacy fence around their entire side and rear yards, where most non-corner lots are able to. This situation is not unique to this application, as all corner lots are similarly restricted, which is a more restrictive requirement than non-corner lots.

3. Granting of the variance request will not confer on the applicant any special privilege that is denied by these Land Development Regulations to other lands, buildings or structures in the same zoning district;

   Granting of the variance will confer special privileges when compared with other corner properties in the R-1B zoning district as it will allow them to place a six-foot tall fence where otherwise only a four-foot tall fence is allowed.

4. The granting of the variance will be in harmony with the general intent and purpose of these Land Development Regulations and the Comprehensive Plan, as amended, and will not be injurious to the surrounding properties or detrimental to the public welfare;

   The purpose and intent of the Land Development Regulations' (LDRs) fence standards are to ensure that they are not harmful physically or aesthetically to residents and surrounding areas. The fence does not cause visibility issues at any intersection as it is setback 70-feet from the intersection of East Plymouth Ave and North Garfield Ave. As a safety issue is not created by the fence, granting of the variance will not be in conflict with the intent of the Land Development Regulations, but will not meet the fence height requirements for corner lots.

   Regarding aesthetics, while other nearby corner lots contain six-foot (6') fences, none are encroaching into the required setback area.

5. The variance, if granted, is the minimum variance necessary to make possible the reasonable use of the land, building or structure; and

   The request is the minimum variance necessary to permit the six-foot (6') fence to remain in the existing location. However, the applicant could reduce the height of the fence to four-feet (4') and it would be allowed to remain in the same location.

6. The special conditions or circumstances are not the result of actions of the applicant or owner.

   The applicant installed the fence without the required permit. Otherwise, there are no special conditions or circumstances which are the result of actions of the applicant.

G. STAFF SUMMARY: The applicant is requesting a variance to allow an existing unpermitted fence to remain at its current location while exceeding the maximum height for fencing in the street-side setback area. The fence is used to provide privacy and security for the applicant as their property is located at the corner of a busy intersection, where there have been security concerns. To obtain permit approval to resolve the code enforcement case without removing or relocating the fence, a variance is required. The request does not meet many of the hardship criteria; however, it is unlikely to be injurious to surrounding properties or detrimental to the public welfare if it would remain in the location at the existing height.

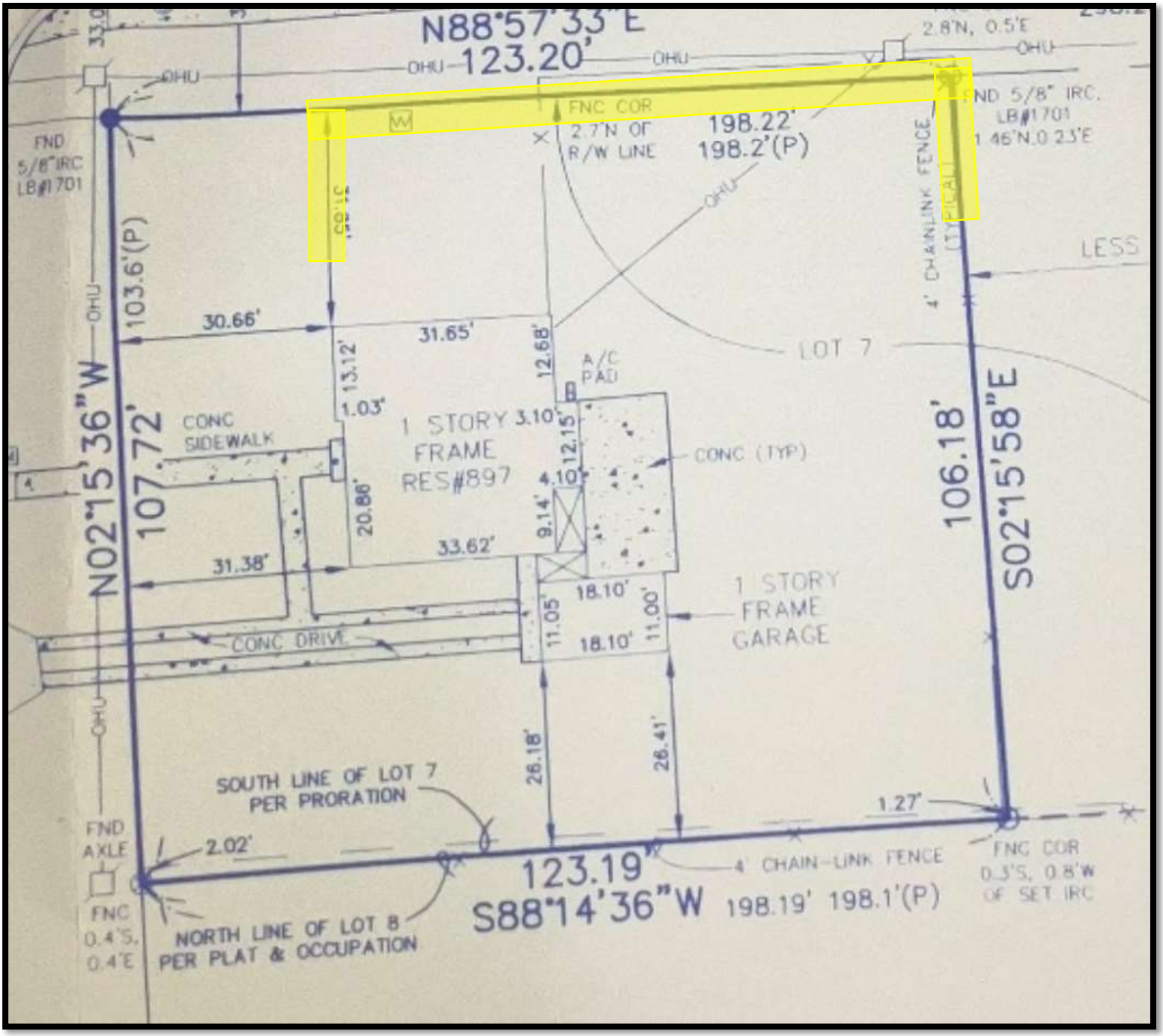
The Planning Board may choose to grant this variance request, grant this variance request with conditions, or deny this variance request.

ATTACHMENTS:

- Property Survey
- Property Aerial
- Fence Image

- View at Intersection
- Surrounding Corner Properties

Exhibit A- Property Survey



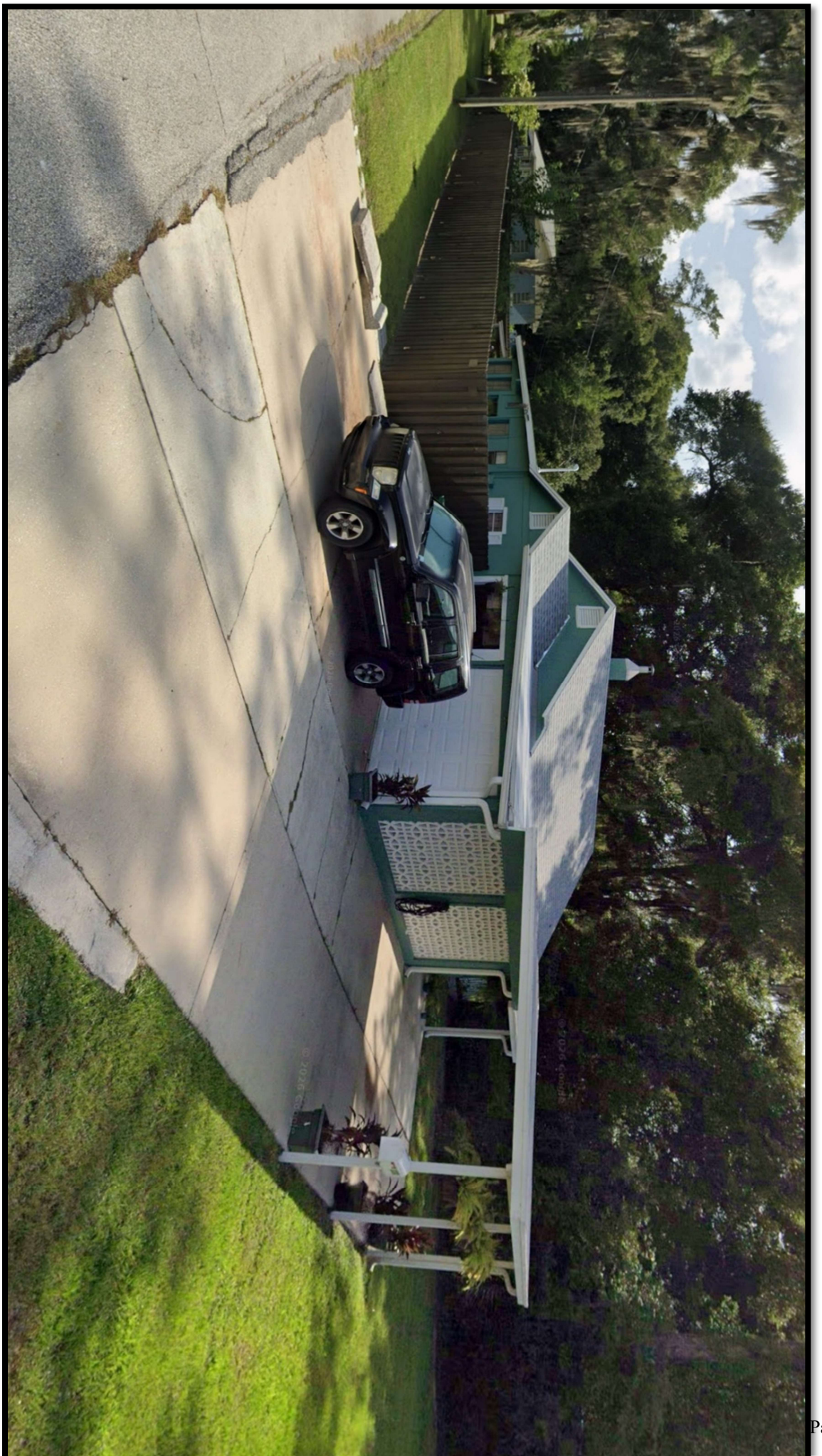
=Location of Six-Foot Fence Encroaching into the Street-Side Setback Area

Exhibit B – Property Aerial

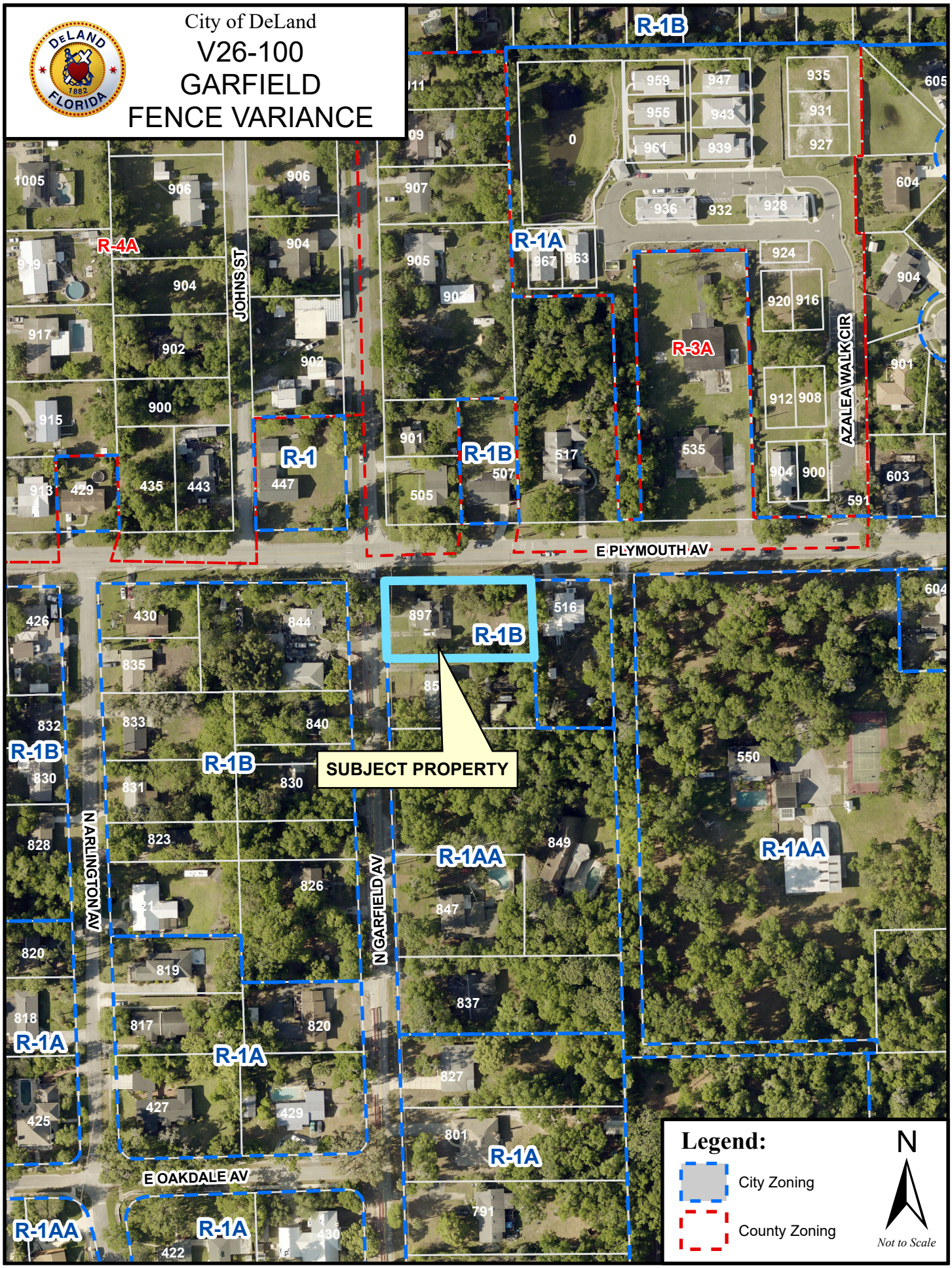
Exhibit C –
Fence Image

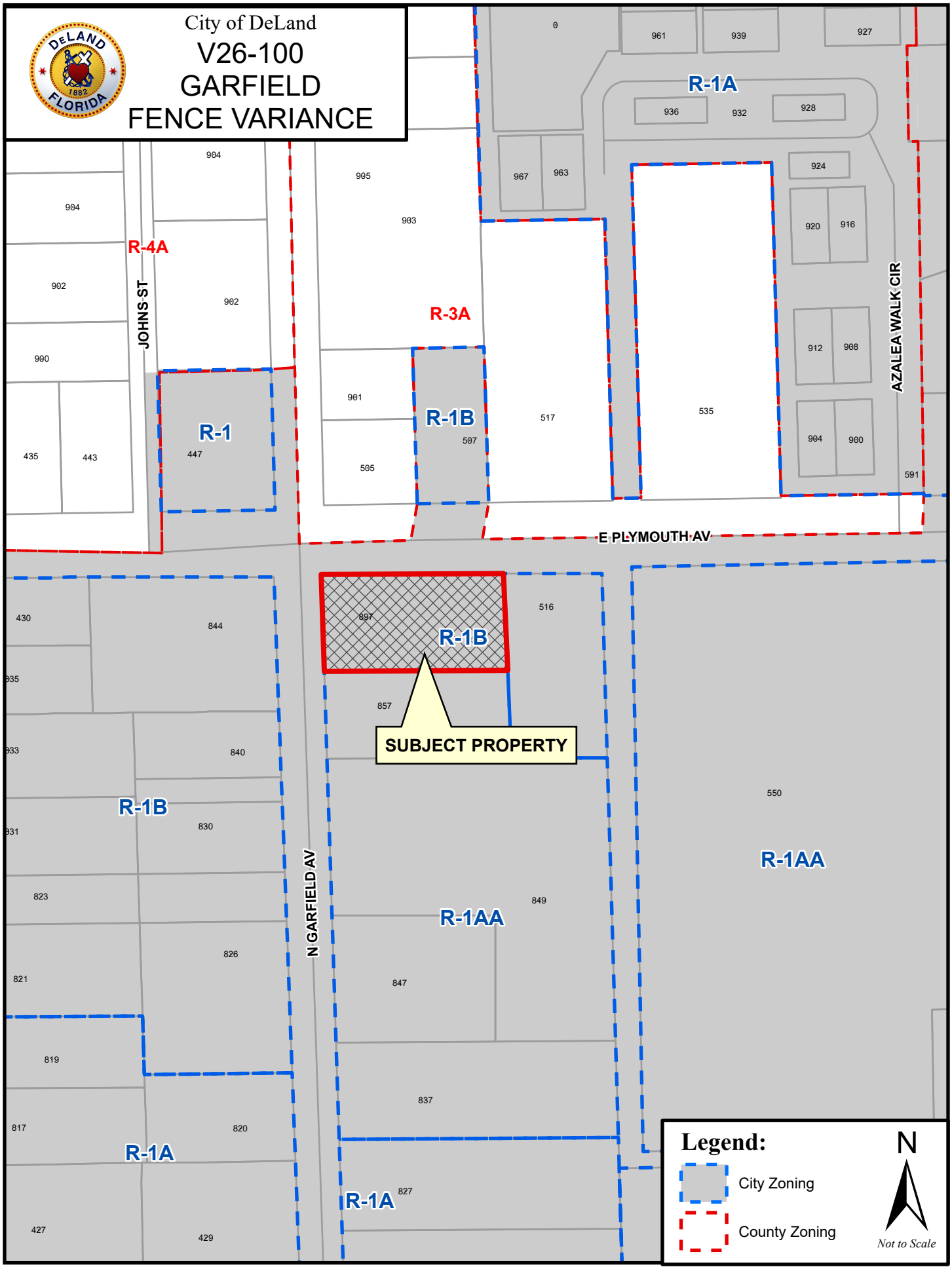
Exhibit D – View at Intersection

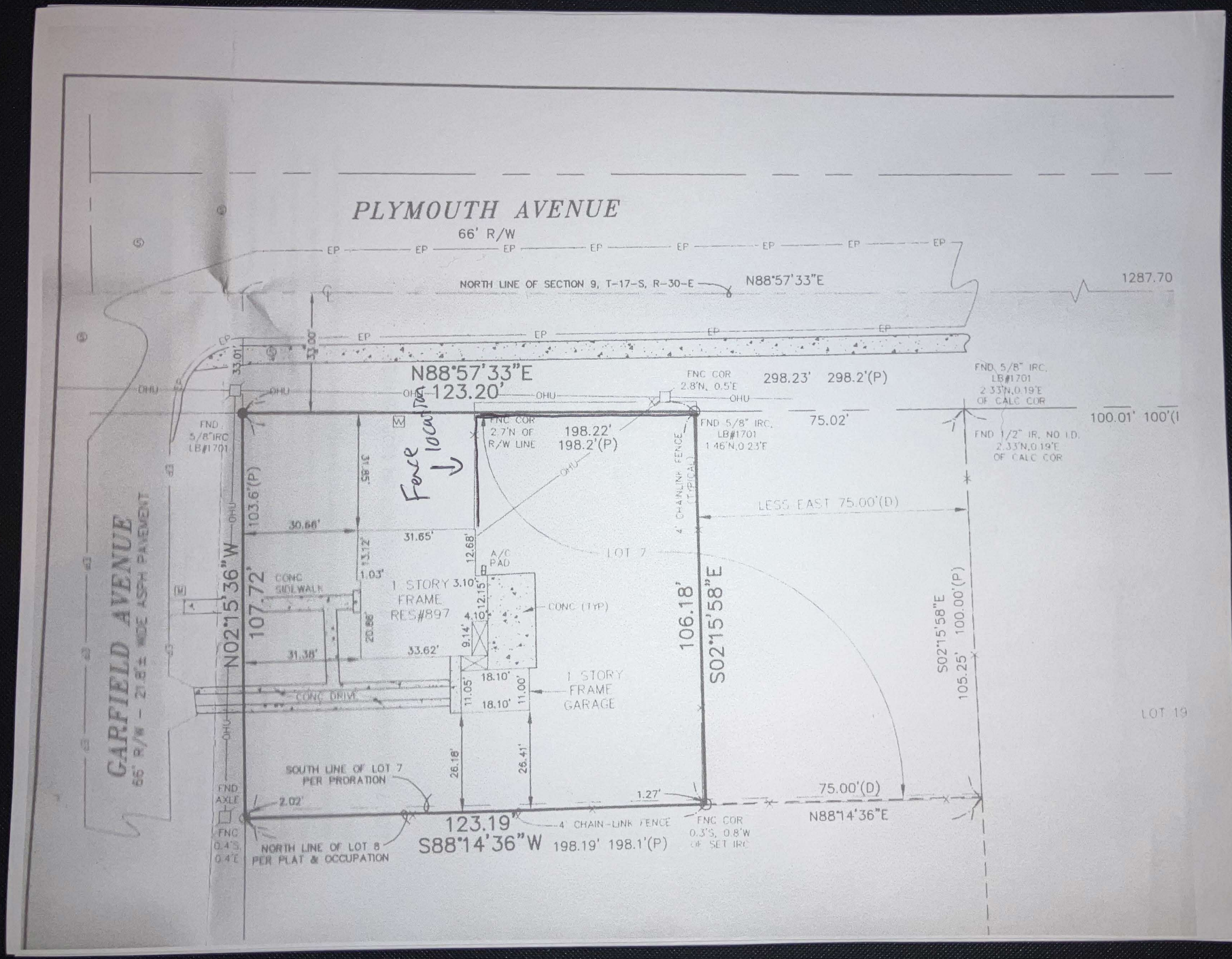
Exhibit E – Surrounding Corner Properties



Plymouth Ave


City of DeLand
V26-100
GARFIELD
FENCE VARIANCE
R-1B
R-4A
R-1A
R-3A
R-1
R-1AA
JOHNS ST
AZALEA WALK CIR
E PLYMOUTH AV
E OAKDALE AV
N ARLINGTON AV
N GARFIELD AV
SUBJECT PROPERTY
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
V26-100
GARFIELD
FENCE VARIANCE
R-1A
R-4A
R-3A
R-1
R-1B
R-1AA
JOHNS ST
AZALEA WALK CIR
E PLYMOUTH AV
N GARFIELD AV
SUBJECT PROPERTY
Legend:
City Zoning
County Zoning
N
Not to Scale


PLYMOUTH AVENUE
66' R/W
EP
NORTH LINE OF SECTION 9, T-17-S, R-30-E
N88°57'33"E
1287.70
33.01'
33.00'
N88°57'33"E
123.20'
FND 5/8"IRC LB#1701
OHU
FNC COR 2.8'N, 0.5'E
298.23'
298.2'(P)
FND 5/8" IRC, LB#1701 2.33'N, 0.19'E OF CALC COR
FNC COR 2.7'N OF R/W LINE
198.22'
198.2'(P)
FND 5/8" IRC, LB#1701 1.46'N, 0.23'E
75.02'
100.01'
100'(I
FND 1/2" IR, NO I.D. 2.33'N, 0.19'E OF CALC COR
Fence located
4' CHAINLINK FENCE (TYPICAL)
LESS EAST 75.00'(D)
LOT 7
103.6'(P)
39.85'
30.66'
31.65'
12.68'
A/C PAD
13.12'
1.03'
CONC SIDEWALK
1 STORY FRAME RES#897
3.10'
12.15'
CONC (TYP)
4.10'
9.14'
20.86'
31.38'
33.62'
N02°15'36"W
107.72'
106.18'
S02°15'58"E
S02°15'58"E
105.25'
100.00'(P)
CONC DRIVE
18.10'
11.05'
11.00'
1 STORY FRAME GARAGE
LOT 19
GARFIELD AVENUE
66' R/W - 21.8'± WDE ASPH PAVEMENT
SOUTH LINE OF LOT 7 PER PRORATION
26.18'
26.41'
1.27'
75.00'(D)
FND AXLE
2.02'
FNC 0.4'S, 0.4'E
123.19'
S88°14'36"W
198.19'
198.1'(P)
4' CHAIN-LINK FENCE
FNC COR 0.3'S, 0.8'W OF SET IRC
N88°14'36"E
NORTH LINE OF LOT 8 PER PLAT & OCCUPATION

PLANNING DIVISION
STAFF REPORT TO
PLANNING BOARD

A. DATE: June 10, 2026

APPLICATION NO.: V26-086

STAFF PLANNER: Chris Carson, AICP, *Interim Principal Planner*

APPLICANT: Matthews Donald Wayne Jr, Owner

REQUEST: To allow an unenclosed patio cover to encroach 8-feet into the required 20-foot rear setback.

B. APPLICABLE REGULATIONS:

Article III **Accessory Uses and Structures**
Sec. 33-28.01. – Accessory Structures

C. SITE FACTORS:

Location: 3501 Treetop St

Parcel Size: ± 0.17 acres

Existing Zoning: Kirk DeLand PD (Planned Development)

Existing Land Use: New Community

	SURROUNDING USE:	SURROUNDING ZONING:
North:	New Community	Kirk DeLand PD
South:	New Community	Kirk DeLand PD
East:	New Community	Kirk DeLand PD
West:	New Community	Kirk DeLand PD

Setbacks (Feet):	Required	Proposed
Front (East)	25’	25.5’
Rear (West)	20’	12’
Side (South)	5’	5.5’
Street Side (North)	10’	14.5’

D. BACKGROUND: The subject property is located at 3501 Treetop Street within the Canopy Terrace subdivision, which was platted in 2022 with a mix of 40-, 50-, and 60-ft. wide lots. The property is zoned Kirk DeLand PD and the future land use designation is New Community. The surrounding area consists primarily of similar single-family residences within the same PD zoning district.

The property was developed in 2024, with a ± 2,164 sq. ft. single-family residence and an attached 10' x 26' covered lanai. Both the property and residence comply with all dimensional and setback standards of the Kirk DeLand PD.

The applicant is requesting variance approval to allow a 12' x 13' unenclosed patio cover to encroach 8-ft into the required 20-ft rear setback.

In 2024, a contractor on behalf of the homeowner submitted a building permit application (BD24-5154) to construct the 12' x 13' structure. During the review process, staff determined that the proposed structure encroached into the required rear-yard setback area. Because of this encroachment, staff issued comments for the applicant to address. Because these comments were not addressed, the building permit was never issued. In January, 2026, Code Enforcement received a complaint regarding unpermitted paver and electrical work. Upon inspection of the property, code enforcement also observed the 12' x 13' patio roof constructed without a permit and subsequently issued a notice of violation for the unpermitted construction.

To resolve the Code Enforcement case, the applicant is now requesting a variance to allow the patio roof to remain as constructed. A new building permit application (BD26-0956) has been submitted after-the-fact and is pending review of this variance request.

E. ANALYSIS: The applicant is proposing to construct a 12-ft by 13-ft addition to the existing residence. The subject property is 60-ft wide at the street line and 125-ft deep, with a size of ± 7,366 square feet. The existing single-family residence is ± 2,164 square feet in area and conforms to the dimensional and setback requirements of the Kirk DeLand PD. The subject property is not irregularly shaped and no unusual site conditions are present. Surrounding properties are similar in size, shape, and appearance and appear to meet the requirements of zoning district

Generally, accessory structures are required to be setback a minimum of 7.5-ft from a rear or side yard, and be setback 6-ft from another structure. When attached to the principal structure by a breezeway, roofed passage, or otherwise, Sec. 33-28.01. of the code deems said structure part of the principal building and therefore, the addition shall meet the same setback requirements as the principal building. This requirement is a safeguard to prevent the expansion of the residence into the required setback areas. As such, the applicant's proposal to construct an addition to the rear of the residence will encroach into the required 20-ft rear-yard setback by 8'-0". Due to this encroachment, the applicant is requesting variance approval to reduce the required rear yard setback for a single-family residence to 12-ft to allow this addition. It appears that other neighboring residences within 500 feet meet the required setbacks.

There are options available to the applicant to construct a patio roof without the need for a variance. As the residence is setback 33.5-ft from the rear property line, the applicant could construct the addition north of the covered lanai within the permitted setback area. The applicant could also construct a detached covered patio area and be setback 7.5-ft from the rear or side property lines.

F. VARIANCE CRITERIA: Per Section 33-103.03, as amended, the Planning Board will consider the following criteria in making a determination concerning the granting or denial of the requested variance:

1. Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures or buildings in the same zoning district;

   There are no special conditions or circumstances unique to the property or residence. All dimensional and setback standards for the Kirk DeLand PD zoning district are currently provided or exceeded.

2. Literal interpretation and enforcement of these Land Development Regulations will deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of these Land Development Regulations, and work unnecessary and undue hardship on the applicant such as natural site conditions, size or shape of lot or existing structure(s);

   Literal interpretation and enforcement of these Land Development Regulations would not prohibit the applicant from the construction of a home addition altogether; however, it would need to be reduced in size or reconfigured to meet the required setbacks. There is no unique site condition, size, or shape which creates hardship for the applicant.

3. Granting of the variance request will not confer on the applicant any special privilege that is denied by these Land Development Regulations to other lands, buildings or structures in the same zoning district;

   Granting of the variance will confer special privileges when compared with other properties in the Kirk DeLand PD as it would allow the applicant to expand their residence into the required rear-yard setback area, which all other single-family residences (SFRs) in the PD must observe. Additionally, in 2024, the applicant was informed that the proposed patio cover did not meet setbacks, but the patio cover was constructed without an approved permit.

4. The granting of the variance will be in harmony with the general intent and purpose of these Land Development Regulations and the Comprehensive Plan, as amended, and will not be injurious to the surrounding properties or detrimental to the public welfare;

   The granting of this variance will not be in harmony with the general intent and purpose of these Land Development Regulations as the requirement to provide a 20-ft rear yard is applicable to all conforming development within the PD. The proposal is unlikely to be injurious to surrounding properties as many surrounding properties contain structures within the rear-yard setback area. Detached accessory structures are not required to meet the principal building setback requirements. The property meets the maximum alllowable impervious surface of seventy percent.

5. The variance, if granted, is the minimum variance necessary to make possible the reasonable use of the land, building or structure; and

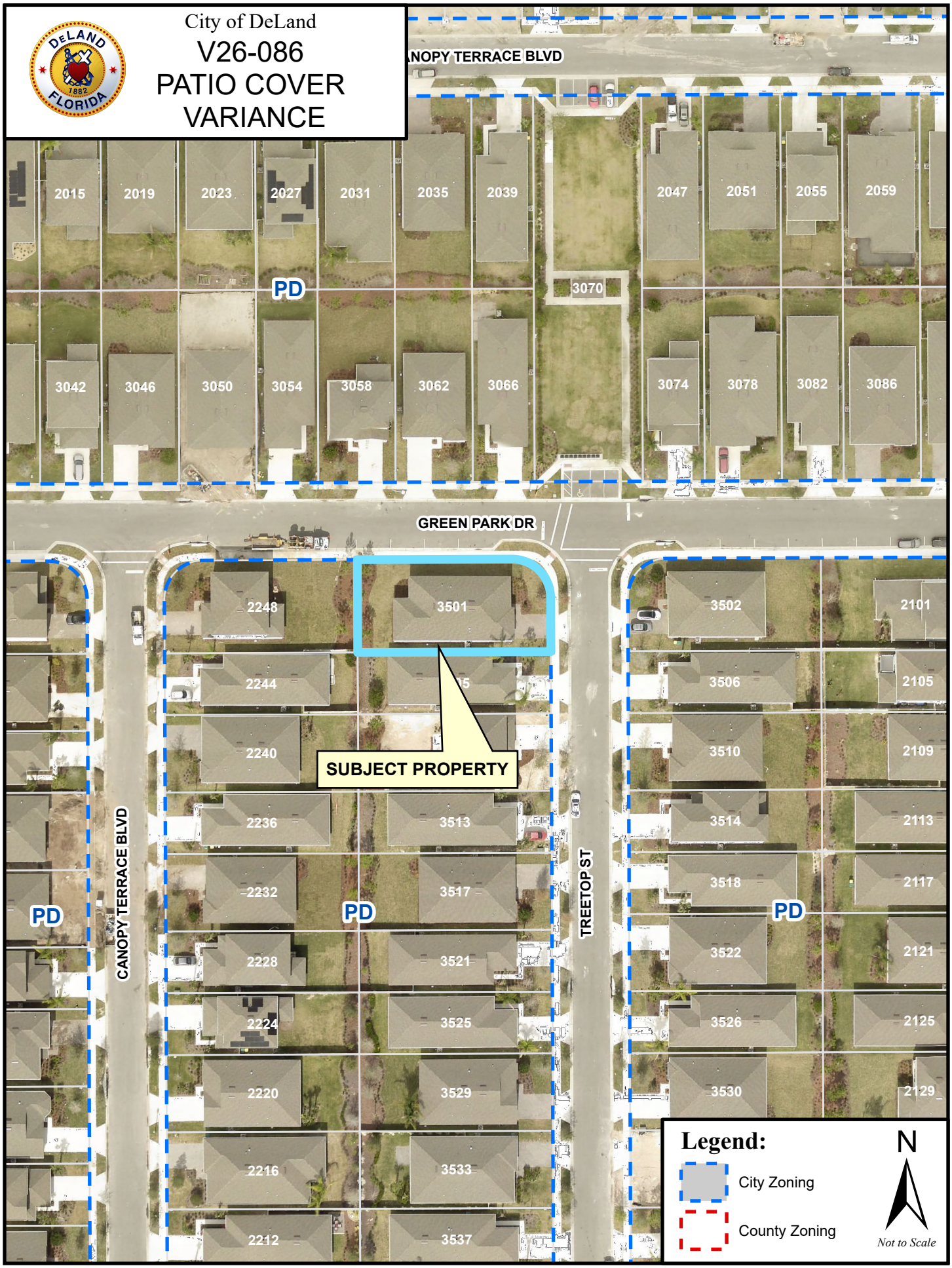
   The request is the minimum variance necessary to allow the existing addition to remain.

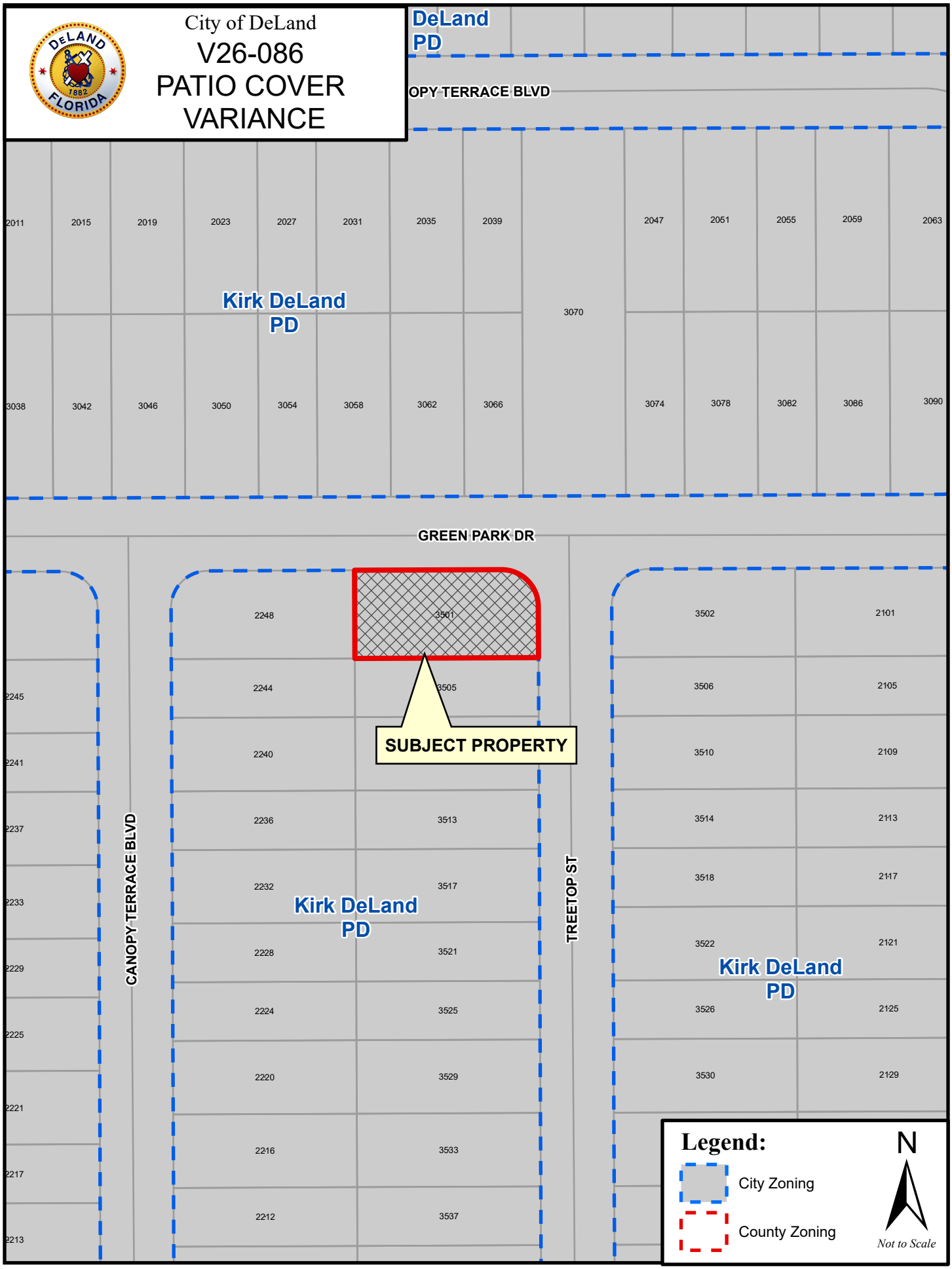
6. The special conditions or circumstances are not the result of actions of the applicant or owner.

   There are no special conditions or circumstances applicable to the property and the patio cover was constructed without an approved permit.

G. STAFF SUMMARY: The applicant is requesting a variance to allow an unenclosed patio cover to encroach 8-feet into the required 20-foot rear setback. The subject property meets all other standards of the Kirk DeLand PD. If approved, staff may approve the outstanding building permit.

Staff finds the request does not meet the hardship criteria as defined in Sec. 33-103.03 of the Land Development Regulations. The Planning Board may choose to grant this variance request, grant this variance request with conditions, or deny this variance request.


City of DeLand
V26-086
PATIO COVER
VARIANCE
NOPY TERRACE BLVD
2015
2019
2023
2027
2031
2035
2039
2047
2051
2055
2059
PD
3070
3042
3046
3050
3054
3058
3062
3066
3074
3078
3082
3086
GREEN PARK DR
2248
3501
3502
2101
2244
3506
2105
2240
SUBJECT PROPERTY
3510
2109
2236
3513
3514
2113
2232
3517
3518
2117
PD
PD
PD
CANOPY TERRACE BLVD
TREETOP ST
2228
3521
3522
2121
2224
3525
3526
2125
2220
3529
3530
2129
2216
3533
2212
3537
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
V26-086
PATIO COVER
VARIANCE
DeLand
PD
OPY TERRACE BLVD
2011
2015
2019
2023
2027
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Kirk DeLand
PD
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GREEN PARK DR
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2101
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SUBJECT PROPERTY
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3510
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2245
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3518
2117
CANOPY TERRACE BLVD
Kirk DeLand
PD
TREETOP ST
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3522
2121
Kirk DeLand
PD
2225
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3526
2125
2221
2220
3529
3530
2129
2217
2216
3533
2213
2212
3537
Legend:
City Zoning
County Zoning
N
Not to Scale

PLOT PLAN

DESCRIPTION:(AS FURNISHED)

LOT 77, CANOPY TERRACE

AS RECORDED IN MAP BOOK 63, PAGE(S) 139–143, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

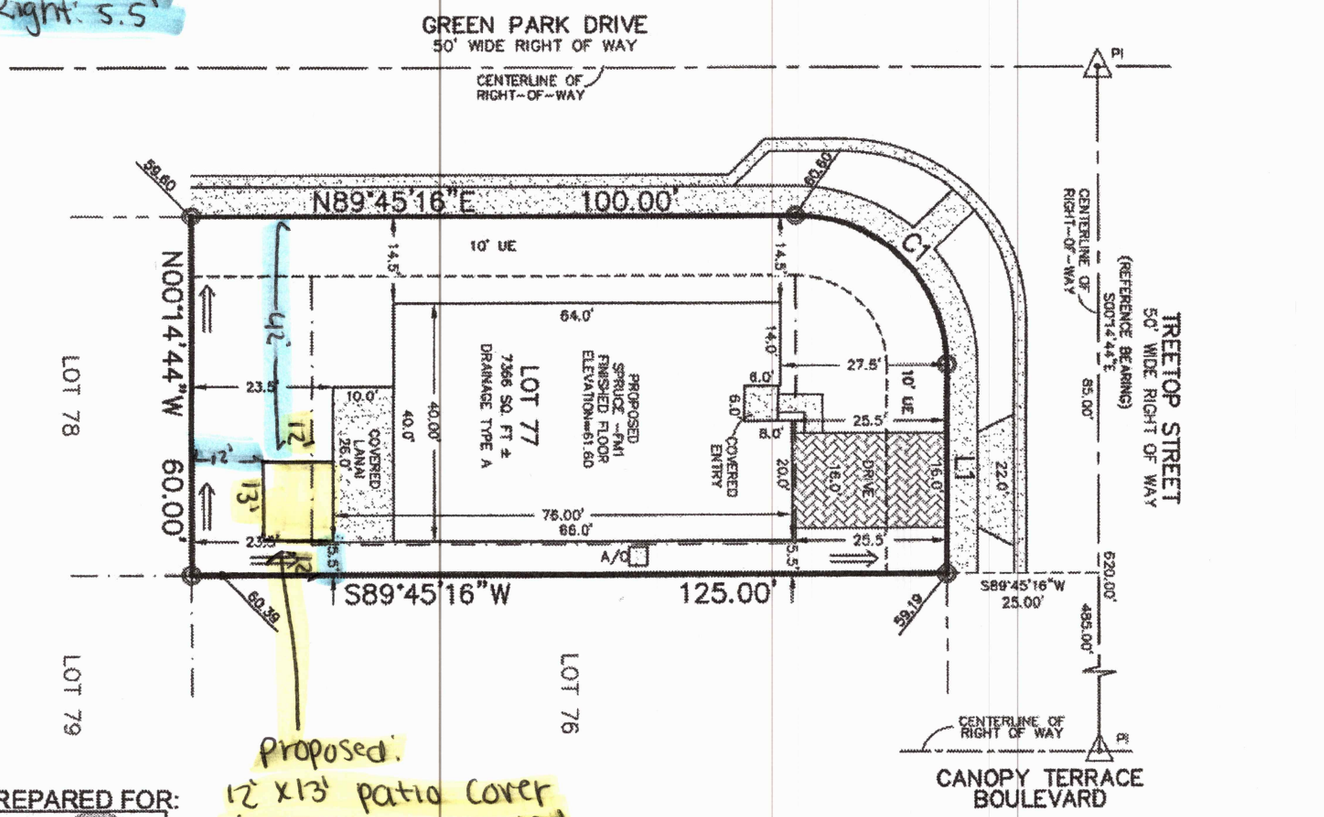
Line Table		
Line #	Direction	Length
L1	S00°14'44"E	35.00'

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	39.27'	25.00'	90°00'00"	S45°14'44"E	35.36'

Setbacks:
left: 42'
Rear: 12'
Right: 5.5'

NORTH (p)

1" = 30'
GRAPHIC SCALE
0 15 30



Proposed:
12' x 13' patio cover w/ posts into isolated pier footers

PREPARED FOR:

Pulte Homes

BUILDING SETBACKS

FRONT:	25'
GARAGE:	25'
REAR:	20'
SIDE:	5'
SIDE STREET:	10'

NOTES:

1. PROPOSED ELEVATIONS SHOWN HEREON ARE BASED ON THE APPROVED ENGINEERING PLANS PREPARED BY KELLY, COLLINS & GENTRY ENGINEERING, INC.
2. ELEVATIONS ARE BASED ON NAVD 88 DATUM.
3. A/C PADS WILL BE FIELD LOCATED TO BE IN COMPLIANCE WITH THE CITY REQUIREMENTS.

THIS PLOT PLAN IS INTENDED FOR PERMITTING PURPOSES ONLY. THIS IS NOT INTENDED FOR THE CONSTRUCTION OF THE PROPOSED STRUCTURE. THE CONTRACTOR AND/OR OWNER ARE REQUIRED TO VERIFY ALL SETBACKS, BUILDING DIMENSIONS, AND LAYOUT SHOWN HEREON PRIOR TO ANY CONSTRUCTION.

THIS IS NOT A SURVEY

THIS IS A PLOT PLAN ONLY

ON LOT CALCULATIONS			
LOT	=	7,366	SQ. FT.
LIVING AREA	=	2,162	SQ. FT.
GARAGE	=	402	SQ. FT.
ENTRY	=	34	SQ. FT.
LANAI	=	260	SQ. FT.
PATIO	=	0	SQ. FT.
DRIVEWAY	=	408	SQ. FT.
A/C PAD	=	9	SQ. FT.
WALKWAY	=	32	SQ. FT.
IMPERVIOUS	=	45%	
	=	3307	SQ. FT.
SOD	=	4,059	SQ. FT.
OFF LOT CALCULATIONS			
RIGHT OF WAY	=	1565	SQ. FT.
DRIVE APRON	=	114	SQ. FT.
PUBLIC S/W	=	938	SQ. FT.
SOD	=	513	SQ. FT.
TOTALS			
AREA	=	8,931	SQ. FT.
DRIVEWAY	=	522	SQ. FT.
SIDEWALK	=	970	SQ. FT.
SOD	=	4,572	SQ. FT.

LEGEND:

	EASEMENT
	BUILDING SETBACK LINE
	CENTERLINE
	RIGHT OF WAY LINE
XX.XX	PROPOSED ELEVATION
	PROPOSED DRAINAGE FLOW
	CONCRETE / BRICK PAVERS
A/C	AIR CONDITIONER
S/W	SIDEWALK
PI	POINT OF INTERSECTION
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
RP	RADIUS POINT
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
TYP	TYPICAL
CS	CONCRETE SLAB
(P)	PER PLAT
(C)	CALCULATED
PB	PLAT BOOK
PGS	PAGES
SQ. FT.	SQUARE FEET
F.E.M.A.	FEDERAL EMERGENCY MANAGEMENT AGENCY
F.I.R.M.	FLOOD INSURANCE RATE MAP
NAVD	NORTH AMERICAN VERTICAL DATUM
D&UE	DRAINAGE & UTILITY EASEMENT
DE	DRAINAGE EASEMENT
UE	UTILITY EASEMENT

FLOOD NOTE:
I HAVE EXAMINED THE F.I.R.M. MAP NO. 12127C0610J, DATED 02-19-2014, AND FOUND THE SUBJECT PROPERTY APPEARS TO BE IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THE SURVEYOR MAKES NO GUARANTEES AS TO THE ABOVE INFORMATION. PLEASE CONTACT THE LOCAL F.E.M.A. AGENT FOR VERIFICATION.

BEARING BASIS:
BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF TREETOP STREET BOULEVARD BEING S00°14'44"E, PER PLAT.

(FIELD DATE:) _____
SCALE: 1" = 30 FEET
APPROVED BY: EGT
JOB NO. 211014 LOT 77
DRAWN BY: DSB

REVISED:
PLOT PLAN 09/06/2023 DSB

ASM
AMERICAN SURVEYING & MAPPING, INC.
NDDS NATIONAL DUE DILIGENCE SERVICES
A DIVISION OF AMERICAN SURVEYING & MAPPING, INC.
221 Circle Drive, Maitland, FL 32751
407-426-7979
americansurveyingandmapping.com

SURVEYOR NOTES:

1. THE SURVEYOR HAS NOT ABSTRACTED THE LAND SHOWN HEREON FOR EASEMENTS, RIGHT OF WAY, RESTRICTIONS OF RECORD WHICH MAY AFFECT THE TITLE OR USE OF THE LAND.
2. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
3. NOT VALID WITHOUT THE AUTHENTIC ELECTRONIC SIGNATURE AND THE AUTHENTIC ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

E. GLENN TURNER STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

Digitally signed by E Glenn Turner
DN: c=US, st=Florida, l=Maitland, o=American Surveying & Mapping, Inc., cn=E Glenn Turner, email=gturner@asmcorporate.com
Date: 2023.09.07 12:53:46 -04'00'

FOR THE FIRM

E. GLENN TURNER PSM # 5643 DATE

PLANNING DIVISION STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

June 10, 2026

A. **APPLICATION NO.**: PSB26-015 (Country Club Pointe Preliminary Plat)
APPLICANT: Chris Blurton, Interplan LLC
OWNER: DeLand Strip Center LLC
STAFF PLANNER: Kendall Story, *Senior Planner*
REQUEST: Preliminary plat approval for Country Club Pointe

B. **APPLICABLE REGULATIONS:**

Article XIII **SUBDIVISION OF LAND**
Sec. 33-146 – Procedures for Subdivision Plat Approval

C. **SITE FACTORS:**

PARCEL NUMBER*:* 702800000240
LOCATION: 2217 S. Woodland Blvd.
SIZE OF PROPERTY: ±2.64 acres

D. **LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:**

Future Land Use: HC (Highway Commercial)
Existing Zoning: C-2 (General Commercial
Existing Use: Shopping Plaza

E. **SURROUNDING LAND USE & ZONING:**

	LAND USE	ZONING
North:	Highway Commercial	C-2
South:	Highway Commercial	Country Club Crossings PD
East:	Low Density Residential	Country Club Crossings PD
West:	Highway Commercial	C-2

F. **Applicable Regulations:**

Sec. 33-146.05. *Subdivision of Land.*

G. **Physical Characteristics:**

The proposed development consists of ± 2.64 acres located west of Golf Club Dr. The property contains an existing 115,434 sq. ft. plaza which was originally constructed in 1986, and contains multiple retail and commercial businesses. The applicant intends on demolishing the existing building to construct multiple buildings, on 3 individual lots.

H. Public Utilities and Service:

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

I. Analysis:

The applicant seeks to subdivide the subject property into three developable lots, along with areas set aside for stormwater ponds, tree protection areas and landscape buffers. Lot 1 proposes a multi-unit retail building with a drive-thru coffee shop. Lot 2 proposes a two-unit building consisting of retail and a dental office. A site plan is being reviewed for Lots 1 and 2, which will be followed by both a site construction permit and associated building permits. No improvements are being proposed on Lot 3 at this time. In the future, a separate site plan will be required for Lot 3, followed by a site construction permit and associated building permits.

Access to the property will be maintained using the existing shared driveway, with cross-access easements applied to all three lots, along with two existing access points to Golf Club Dr. A trip generation study was completed in February of 2026, and contemplated a full buildout of all 3 lots. The report shows a net decrease of 122 average daily trips and therefore does not require a full traffic analysis.

A cross-parking easement will also be shared amongst the three lots; however, each lot will be required to provide enough parking independently, based on the uses. In addition, both a stormwater and a TPA (Tree Protection Area) easement will be created and utilized for all three properties.

The ponds and underground exfiltration system are part of a master stormwater system that are designed to retain the 100-year/24 hr. storm event for the entire site at full buildout, which includes up to 70% impervious area, per lot. The stormwater design will use Low Impact Development (LID) stormwater strategies, such as the utilization of Florida-friendly vegetation and swale channel lines.

Because this is a redevelopment site, staff may allow landscape buffer requirements and tree protection area standards to be modified to meet the code to the fullest extent possible. Below is a table showing the proposed landscape buffer modifications. Per code, the east side of the property would typically require a 30’ wide landscape buffer. As part of the TRC approval, staff voted to allow the width to be reduced to a minimum of 10’ wide, with an average width of 20’. Additionally, the minimum width of a tree protection area is 20’ wide, however, the Technical Review Committee voted to allow a 10’ wide TPA on the southeast section of the property. All landscape material will be provided within the reduced buffer.

LANDSCAPE BUFFER REQUIREMENTS		
	REQUIRED	**PROVIDED**
NORTH	N/A	N/A
SOUTH	N/A	N/A
EAST	30’ wide	10’ wide towards the southeast end; average of 20’ wide
WEST	30’ wide	30’ wide

J. Environmental Report:

An environmental study is not required as the property is already developed.

K. School Concurrency:

A School Concurrency Determination Letter was not required, as this project does not include any residential development.

L. Staff Summary:

The proposed preliminary plat includes the approved civil construction plans for the shared infrastructure improvements, parking, stormwater ponds, landscape buffering, and tree protection areas, accounting for a full build-out of each lot with a maximum impervious area of 70% per lot.

At the Technical Review Committee (TRC) meeting on April 16, 2026, the Technical Review Committee members recommended the Preliminary Plat be forwarded on to the Planning Board, pending comments from staff are addressed. The comments have since been addressed.

COUNTRY CLUB POINTE REDEVELOPMENT

2235 SOUTH WOODLAND BOULEVARD
DELAND, FLORIDA 32720

VICINITY MAP

LEGAL DESCRIPTION

ALL OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 186.48 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 279.68 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND

THE NORTH 93.2 FEET OF THE SOUTH 279.68 FEET OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD AND EAST OF NEW STATE ROAD (O.R. BOOK 1586, PAGE 747), IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

REVISION ISSUE LOG

REV #	ISSUE DATE	DESCRIPTION	AFFECTED SHEETS	REMARKS	BY
1	01/15/26	CITY OF DELAND COMMENTS	C0.0, C0.1, C0.2, C1.0, C2.0, C3.0, C3.2		CDB
2	03/17/26	FDOT DRAINAGE COMMENTS	C0.2, C1.0, C3.0		CDB
3	04/01/26	SJRWMD COMMENTS	C1.0		CDB
4	04/01/26	OWNER REVISIONS	C0.1, C1.0, C3.0, C4.0		CDB
5	04/15/26	CITY OF DELAND COMMENTS	C0.1, C1.0, C2.0, C3.0, C3.2, C4.0, SL1		CDB

SHEET INDEX

SHT. NO.	DESCRIPTION
C0.0	COVER SHEET
	CIVIL DRAWINGS
C0.1	GENERAL NOTES
C0.2	SITE DEMOLITION PLAN
C1.0	SITE DIMENSION PLAN
C2.0	SITE UTILITY PLAN
C2.1	LIFT STATION DETAILS
C3.0	SITE GRADING & DRAINAGE PLAN
C3.1	STORMWATER POLLUTION PREVENTION PLAN
C3.2	STORMTECH SC-800 DETAILS
C4.0	CIVIL DETAILS
C4.1	CITY DETAILS
SL1	SITE LIGHTING PLAN
L1.0	LANDSCAPE PLAN
L2.0	IRRIGATION PLAN
L3.0	TREE PROTECTION PLAN
-	SURVEY
-	LOT 1 BUILDING ELEVATIONS
-	LOT 2 BUILDING ELEVATIONS

LOCATION MAP

OWNER & CONSULTANTS

OWNER
DELAND STRIP CENTER LLC – FS – FEE SIMPLE – 100%
2469 JOHN YOUNG PARKWAY
ORLANDO, FL 32804

CIVIL ENGINEER
INTERPLAN LLC
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5008
CONTACT: CHRIS BLURTON
EOR: STUART ANDERSON, PE

ARCHITECT
FINN ARCHITECTS, INC.
3336 GRAND BOULEVARD, SUITE 201
HOLIDAY, FL 34690
727-815-3336
CONTACT: BRENDA ROONEY

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660

ARCHITECTURE
ENGINEERING
PERMITTING

220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5008

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:03-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by S. Joel Anderson on the date adjacent to the seal. Signatures must be verified on any electronic copies.

1 3/3/26 CITY COMMENTS
NO. DATE REMARKS
REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C0.0
COVER SHEET

CHECKED: CDB DRAWN: GFC

GLCOR - 04/27/2026 10:58:35 AM

EROSION CONTROL NOTES

ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL COMPLETION OF CONSTRUCTION.

1. ALL EROSION AND SEDIMENT CONTROL WORK SHALL CONFORM WITH LOCAL CITY/COUNTY AND WATER MANAGEMENT DISTRICT SPECIFICATIONS, SUBJECT TO AUTHORIZED AND APPROVED VARIANCES, WAIVERS AND/OR CONDITIONAL CHANGES.

2. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLACED PRIOR TO OR AS THE FIRST STEP IN, CONSTRUCTION. SEDIMENT CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTATION OF SILT OFF THE SITE.

3. ALL AREAS AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITION, UNLESS SPECIFICALLY EXEMPTED BY THE PLANS. THE COST FOR SUCH RESTORATION SHALL BE INCIDENTAL TO OTHER CONSTRUCTION AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

4. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN THESE PLANS AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.

5. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL PROVIDE TREE PROTECTION BARRIERS TO MEET THE REQUIREMENTS OF LOCAL SPECIFICATIONS.

6. THE CONTRACTOR SHALL SELECTIVELY CLEAR ONLY THE AREAS REQUIRED FOR CONSTRUCTION AND STABILIZE ANY POTENTIAL EROSION AREAS IMMEDIATELY FOLLOWING COMPLETION OF CONSTRUCTION.

7. CONTRACTOR SHALL KEEP ANY AND ALL SAND, SILT OR OTHER DEBRIS FROM MOVING OFF-SITE. USE AND MAINTAIN SILT FENCE JUST INSIDE OF PROPERTY LINE.

8. CONTRACTOR SHALL BLOCK INTRUSION OF SAND, SILT OR OTHER DEBRIS INTO ANY DRAINAGE OR SANITARY SEWER STRUCTURE OR PIPING ON OR ADJACENT TO SITE.

9. ALL CLEARED AREAS FOR IMPROVEMENT AND/OR CONSTRUCTION SHALL BE WATERED TO PREVENT WIND EROSION.

10. FOR ADDITIONAL INFORMATION AND DETAILS, SEE **F.D.O.T. INDEX NO. 102.**

11. UNLESS SPECIFIED, SILT FENCES MAY BE USED IN LIEU OF HAY BARRIERS.

12. ADDITIONAL POSTS AND RAILS MAY BE NECESSARY TO SECURE AND SUPPORT BARRIERS.

13. ADDITIONAL BARRIER LENGTHS MAY BE REQUIRED BY THE COUNTY ENGINEER OR BY REGULATORY AGENCIES.

14. FILTER FABRIC MUST BE INSTALLED UNDER ALL INLET GRATES, AT ALL TIMES WHEN INLETS ARE NOT PROTECTED BY SILT FENCE OR HAY BALES, UNTIL THE LIMEROCK BASE IS FINISHED AND PRIMED.

15. THE CONTRACTOR IS REQUIRED TO HAVE THE EROSION CONTROL PLAN POSTED IN A VISIBLE LOCATION ON THE CONSTRUCTION SITE AT ALL TIMES.

16. NON STORMWATER DISCHARGES SUCH AS FIRE HYDRANT FLUSHING, ETC SHALL BE DISCHARGED TO EXISTING UNDERGROUND STORMWATER FACILITY.

17. ANY POTENTIALLY HAZARDOUS CHEMICALS BROUGHT ONTO THE JOB SITE WILL BE LIMITED AND KEPT IN ORIGINAL CONTAINER WITH MSDS LABEL.

18. NO SILT SHALL BE TRACKED ONTO PUBLIC ROADWAYS. ANY SILT DEPOSITED ON PUBLIC ROADWAYS SHALL BE REMOVED BY THE END OF THE WORK DAY.

LEGENDS

	PROPOSED
PROPOSED CONTOUR MEET EXISTING GRADE	72.50 MEG
EDGE OF PAVEMENT	EOP
SIDEWALK	SW
GRADE BREAK	GB
HIGH POINT	HP
SPOT ELEVATION	12.55
DIRECTION OF FLOW AND PERCENT SLOPE	1.0%
STORM SEWER & INLET	
YARD DRAIN INLET	
DOWN SPOUT DRAINS	DSD
SANITARY SEWER & MANHOLE	SS
GREASE TRAP	GT
CLEANOUT	C.O.
FORCE MAIN	FM
WATER SERVICE	W
WATER MAIN	WM
FIRE HYDRANT	
DDCVA	DDCVA
FDC	FDC
WATER METER	WM
BACKFLOW PREVENTION DEVICE (BFP)	BFP
GATE VALVE	
REDUCER	
UNDERGROUND TELEPHONE	UGT
UNDERGROUND ELECTRIC	UGE
SITE LIGHTING	
TRANSFORMER	T
AIR CONDITIONING UNIT	AC
PARKING SPACE TOTALS	B
DETAIL NUMBER / SHEET NUMBER	2 / C4
ZONING	B-3
CURRENT LAND USE	VACANT

DEMOLITION NOTES

1. PRIOR TO COMMENCEMENT OF DEMOLITION THE CONTRACTOR WILL COORDINATE HIS ACTIVITIES WITH ALL THE UTILITY COMPANIES SERVING THIS AREA. CONTRACTOR IS TO COORDINATE FULLY WITH UTILITY COMPANIES ON EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO EXCAVATION.

2. THE CONTRACTOR IS TO COMPLETELY REMOVE AND DISPOSE OF ALL STRUCTURES AND BUILDINGS THAT IS SO INDICATED INCLUDING FOUNDATIONS, TIMBER AND BRUSH, EXCEPT AS OTHERWISE INDICATED; STUMPS AND ROOTS; EXISTING PAVEMENT; OTHER STRUCTURES AS SHOWN OR REASONABLY IMPLIED IN THE DRAWINGS.

3. EXCEPT IN AREAS WHERE EXISTING TREES SHALL BE PRESERVED, A MINIMUM DEPTH OF REMOVAL SHALL BE (2) FOOT BELOW SUBGRADE IN ROADWAY AREAS AND TO ORIGINAL SOILS ELSEWHERE. WHERE EXISTING BUILDINGS ARE TO BE DEMOLISHED, ALL TRACES OF FOUNDATIONS AND UNDERGROUND UTILITIES ARE TO BE REMOVED (UNLESS OTHERWISE NOTED ON PLANS). THE CONTRACTOR IS RESPONSIBLE FOR PROPER DISPOSAL OF ALL WASTE MATERIAL.

4. WHERE PAVING OR STRUCTURES ARE TO BE REMOVED WHICH ABUT OR ARE A PART OF CONNECTED FACILITIES (THAT ARE OFF-SITE), RESTORATION OF ANY DAMAGE THAT MIGHT RESULT FROM DEMOLITION IS TO BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING UNLESS SPECIFICALLY EXEMPTED BY THE PLANS. THE COST FOR SUCH RESTORATION SHALL BE INCIDENTAL TO OTHER CONSTRUCTION AND NO EXTRA COMPENSATION WILL BE ALLOWED.

5. THE LOCATION OF ALL EXISTING UTILITIES, STORM DRAINAGE AND TREES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE OWNER OR ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY. PRIOR TO THE START OF DEMOLITION THE CONTRACTOR SHALL VISIT THE SITE AND DETERMINE THE EXISTANCE & LOCATION OF ALL STRUCTURES, UTILITIES & TREES SHOWN OR NOT ON THE PLANS, WHICH WOULD NEED TO BE REMOVED OR PRESERVED.

6. THE CONTRACTOR IS TO COORDINATE THE RELOCATION OR REMOVAL OF ALL OVERHEAD/UNDERGROUND UTILITIES, UTILITY POLES, LIGHTS AND LINES IN THE RIGHT-OF-WAY AND ON THE PROPERTY WITH THE APPROPRIATE SERVICE PROVIDER.

7. THE CONTRACTOR SHALL REFERENCE AND RESTORE PROPERTY CORNERS AND LAND MARKERS DISTURBED DURING CONSTRUCTION. (UNDER THE DIRECTION OF A FLORIDA REGISTERED LAND SURVEYOR).

DISINFECTING & TESTING NOTES

WATER MAINS THAT ARE INCLUDED IN THIS PROJECT THAT WILL BE CONSTRUCTED OF POLYVINYL CHLORIDE PIPE WILL BE PRESSURE AND LEAKAGE TESTED IN ACCORDANCE WITH AWWA STANDARD C605. ALL OTHER WATER MAINS INCLUDED IN THIS PROJECT WILL BE PRESSURE AND LEAKAGE TESTED IN ACCORDANCE WITH AWWA STANDARD C600.

LEAKAGE TESTS ARE REQUIRED AS FOLLOWS: 1) THE LEAKAGE EXFILTRATION OR INFILTRATION DOES NOT EXCEED 200 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE PIPE; 2) EXFILTRATION OR INFILTRATION TESTS BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET; 3) AIR TESTS, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM C 828 FOR CLAY PIPE, ASTM C 924 FOR CONCRETE PIPE, ASTM F-1417 FOR PLASTIC PIPE, AND FOR OTHER MATERIALS APPROPRIATE TEST PROCEDURES.

DISINFECTION OF THE WATER DISTRIBUTION SYSTEM SHALL BE PERFORMED IN ACCORDANCE WITH AWWA C651 DISINFECTING WATER MAINS. SATISFACTORY BACTERIOLOGICAL TEST RESULTS SHALL BE SUBMITTED TO ENGINEER PRIOR TO FINAL CERTIFICATION.

THE CONTRACTOR SHALL MAKE PROVISIONS TO PROTECT THE ACTIVE EXISTING MAIN FROM BACKFLOW CONTAMINATION DURING FILLING, FLUSHING, AND TESTING OF THE NEW MAIN, AS SPECIFIED IN AWWA C651-92.

CONTRACTOR SHALL UTILIZE A JUMPER CONNECTION DURING WATER MAIN TESTING. ALTERNATE TYPES OF BACKFLOW PREVENTION MAY BE UTILIZED AS APPROVED BY INSPECTION STAFF AND ENGINEER.

UTILITY SEPARATION NOTES

(1) HORIZONTAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS.

(A) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

(B) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET, AND PREFERABLY TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER.

(C) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX FEET, AND PREFERABLY TEN FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE REDUCED TO THREE FEET WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER.

(D) NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST TEN FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AS DEFINED IN SECTION 381.0065(2), F.S., AND RULE 64E-6.002, F.A.C.

(2) VERTICAL SEPARATION BETWEEN UNDERGROUND WATER MAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, AND RECLAIMED WATER PIPELINES.

(A) NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY- OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES, AND PREFERABLY 12 INCHES, ABOVE OR AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.

(B) NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.

(C) AT THE UTILITY CROSSINGS DESCRIBED IN PARAGRAPHS (A) AND (B) ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM ANY OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY- OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. AND AT LEAST SIX FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

(3) SEPARATION BETWEEN WATER MAINS AND SANITARY OR STORM SEWER MANHOLES.

(A) NO WATER MAIN SHALL PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A SANITARY SEWER MANHOLE.

(B) EFFECTIVE AUGUST 28, 2003, WATER MAINS SHALL NOT BE CONSTRUCTED OR ALTERED TO PASS THROUGH, OR COME INTO CONTACT WITH, ANY PART OF A STORM SEWER MANHOLE OR INLET STRUCTURE.

(4) SEPARATION BETWEEN FIRE HYDRANT DRAINS AND SANITARY OR STORM SEWERS, WASTEWATER OR STORM WATER FORCE MAINS, RECLAIMED WATER PIPELINES, AND ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS.

NEW OR RELOCATED FIRE HYDRANTS WITH UNDERGROUND DRAINS SHALL BE LOCATED SO THAT THE DRAINS ARE AT LEAST THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; AT LEAST THREE FEET, AND PREFERABLY TEN FEET, FROM ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER; AT LEAST SIX FEET, AND PREFERABLY TEN FEET, FROM ANY EXISTING OR PROPOSED GRAVITY- OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; AND AT LEAST TEN FEET FROM ANY EXISTING OR PROPOSED "ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AS DEFINED IN SECTION 381.0065(2), F.S., AND RULE 64E-6.002, F.A.C.

UTILITY CONTACTS

WATER/ SEWER	CITY OF DELAND 1102 SOUTH AMELIA AVENUE DELAND, FL 32720 PHONE: 386-626-7252
ELECTRIC	DUKE ENERGY 400 N. SPRING GARDEN AVE. DELAND, FL 32720

UTILITY NOTES

PRIOR TO COMMENCING ANY CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES, INCLUDING WITHOUT LIMITATION POTABLE WATER, RECLAIMED WATER, SANITARY SEWER, AND SERVICE UTILITIES, AT POINTS OF CONNECTION, POINTS OF CROSSING, AND/OR POTENTIAL CONFLICT. NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN THE PLANS AND FIELD CONDITIONS.

A. GENERAL

1. THE LOCATIONS OF EXISTING UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ETC., SHOWN ON THE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION AND ARE SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER AND OWNER ASSUME NO LIABILITY FOR ACCURACY AND COMPLETENESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND TO HAVE THEIR FACILITIES LOCATED IN THE FIELD PRIOR TO ANY WORK.

2. DUE TO GRAPHIC LIMITATIONS OF THE DRAWING SCALE, ALL STORM SEWER, DRAINAGE, WATER AND SANITARY SEWER MAINS, SERVICES, LATERALS, CONNECTIONS, AND APPURTENANCES DEPICTED HEREIN – UNLESS OTHERWISE LOCATED BY DIMENSIONS – REFLECT SCHEMATIC LOCATIONS ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL LOCATIONS IN ACTUAL CONSTRUCTION AND INSTALLATION OF THE PROPOSED IMPROVEMENTS, INCLUDING ANY REQUISITE COORDINATION WITH THE RESPECTIVE GOVERNING AGENCY/UTILITY PROVIDER.

3. ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE **CITY OF DELAND**, AND WILL BE SUBJECT TO THEIR INSPECTION AND ACCEPTANCE.

4. CONTRACTOR SHALL INSPECT PIPING AND MATERIALS BEFORE INSTALLATION TO DETECT APPARENT DEFECTS. MARK DEFECTIVE MATERIALS WITH WHITE PAINT AND PROMPTLY REMOVE FROM SITE.

5. LAY SEWER PIPING BEGINNING AT LOW POINT OF SYSTEM (CONNECTION TO OFF SITE SYSTEM OR PUMP STATION), TRUE TO GRADES AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERTS. PLACE BELL ENDS OR GROOVE ENDS OF PIPING FACING UPSTREAM.

6. CLEAR INTERIOR OF PIPE OF DIRT AND OTHER SUPERFLUOUS MATERIAL AS WORK PROGRESSES. MAINTAIN SWAB OR DRAG IN LINE AND PULL PAST EACH JOINT AS IT IS COMPLETED. PLACE PLUGS IN ENDS OF UNCOMPLETED CONDUIT WHENEVER WORK STOPS.

7. MAINTAIN **36"** COVER OVER MAINS, AND **30"** OVER SERVICES/LATERALS.

8. WHEN PROPOSED CONSTRUCTION OCCURS AT EXISTING MANHOLES, INLETS, VAULTS, AND OTHER STRUCTURES, THE CONTRACTOR SHALL MODIFY THE STRUCTURES, FRAMES, AND GRATES TO MEET THE PROPOSED GRADES UNLESS OTHERWISE DIRECTED.

9. INSTALL CONTINUOUS LOCATOR TAPE/WIRE, LOCATED DIRECTLY OVER POTABLE WATER MAINS AND SANITARY SEWER MAINS AT 6" TO 8" ABOVE PIPE.

10. WHERE APPLICABLE, UTILITY TRENCHES CROSSING PAVEMENT AREAS SHALL BE BACK FILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH A.A.S.H.T.O.-T-99.

11. CONTRACTOR SHALL PROVIDE SLEEVES FOR IRRIGATION LINES UNDER PAVEMENT. COORDINATE WITH GENERAL CONTRACTOR.

12. ALL TRENCHES EXCAVATED FOR THE PURPOSES OF UTILITY/STORM INSTALLATION SHALL BE KEPT DRY FOR THE DURATION OF UTILITY/STORM CONSTRUCTION. DEWATERING OF UTILITY/STORM TRENCHES MAY BE REQUIRED TO PREVENT FLOTATION OF UTILITY/STORM PIPES DURING INSTALLATION.

13. THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION IS COMPLETE FOR WATER, WASTEWATER AND STORMWATER SYSTEMS SO TIMELY CERTIFICATIONS MAY BE INITIATED. SATISFACTORY BACTERIOLOGICAL TEST RESULTS, PRESSURE TEST RESULTS, AND AN AS BUILT SURVEY SHALL BE SUBMITTED TO ENGINEER PRIOR TO FINAL CERTIFICATION.

14. SUITABLE COUPLINGS COMPLYING WITH ASTM SPECIFICATIONS ARE REQUIRED FOR JOINING DISSIMILAR MATERIALS.

15. DEFLECTION TESTS ARE REQUIRED FOR ALL FLEXIBLE PIPE. TESTING REQUIREMENTS: 1) NO PIPE SHALL EXCEED A DEFLECTION OF 5%; 2) USING A RIGID BALL OR MANDREL FOR THE DEFLECTION TEST WITH A DIAMETER NOT LESS THEN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE; 3) PERFORMING THE TEST WITHOUT MECHANICAL PULLING DEVICES.

B. MATERIALS (WATER)

1. SERVICE PIPE SHALL BE POLYETHYLENE (PE), DR9.

2. WATER MAINS SHALL BE PVC ASTM C900, DR 18 WITH INTEGRAL BELLS AND ELASTOMERIC JOINTS PER ASTM C3139 AND GASKETS PER ASTM F477.

3. DUCTILE IRON PIPE (D.I.P.), IF REQUIRED, SHALL CONFORM TO ANSI/AWWA A21.51/C151, CLASS 50 (MIN.) PIPE FOR ALL SIZES.

4. CORPORATION STOPS SHALL BE 1 1/2" BRASS, EQUIPPED WITH CONNECTIONS COMPATIBLE WITH SERVICE PIPE AND THREADED IN ACCORDANCE WITH SPECIFICATIONS IN AWWA C800. CURB STOPS SHALL BE SIZED TO MATCH THE METER SIZE AND CONFORM WITH AWWA C800 AND AWWA C901.

5. FITTINGS SHALL BE BRASS, CAST AND MACHINED IN ACCORDANCE WITH AWWA C800 AND AWWA C901, WITH COMPATIBLE PIPE CONNECTIONS.

6. SERVICE SADDLES SHALL BE USED FOR ALL SERVICE LINE TAPS. SERVICE SADDLES SHALL BE DOUBLE STRAP, ANCHORED BY A MINIMUM FOUR (4) BOLT PATTERN ON A DUCTILE IRON SADDLE BODY. FOR PVC PIPE, DOUBLE STRAPS SHALL BE CORROSION RESISTANT ALLOY STEEL, SIZED EXACTLY TO THE PIPE OUTSIDE DIAMETER. SEALING GASKETS SHALL BE BUNA-N RUBBER.

7. ALL PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED USING BLUE AS A PREDOMINANT COLOR.

C. MATERIALS (SEWER)

1. ALL GRAVITY SEWER PIPE AND FITTINGS SHALL BE NON-PRESSURE POLYVINYL CHLORIDE PIPE (PVC) CONFORMING TO ASTM D 3034, SDR 26, WITH PUSH-ON RUBBER GASKET JOINTS.

2. ALL FITTINGS AND ACCESSORIES SHALL BE MANUFACTURED OR SUPPLIED BY THE PIPE MANUFACTURER OR PRIOR-APPROVED EQUAL.

3. BEDDING AND INITIAL BACK FILL OVER SEWER MAINS AND SERVICES SHALL BE SAND WITH NO ROCK LARGER THAN 1" IN DIAMETER.

D. MATERIALS (STORM)

1. REINFORCED CONCRETE PIPE (RCP): O-RING PIPE SHALL CONFORM TO ASTM C 76 (CLASS III, UNLESS OTHERWISE SPECIFIED) AND AASHTO M 170 STANDARD SPECIFICATIONS, AND ASTM C 443 STANDARD SPECIFICATION FOR JOINTS FOR RCP USING RUBBER GASKETS.

2. ELLIPTICAL RCP SHALL CONFORM TO ASTM C 507 (CLASS III) AND AASHTO M 207 STANDARD SPECIFICATIONS.

3. HDPE PIPE AND FITTINGS SHALL MEET THE REQUIREMENTS OF AASHTO M-25 (3"-10"), M-294 (12" AND LARGER), TYPE S (CORRUGATED OUTSIDE - SMOOTH INSIDE, 4"-60"), AND MP7 (60" TYPE S).

A. BELL/SPIGOT GASKET FOR HDPE PIPE SHALL BE SOIL/SILT TIGHT PER AASHTO SECTION 26 WITH RUBBER GASKET MEETING ASTM F-477.

4. PVC STORM SEWER PIPE (12" OR LESS) AND FITTINGS SHALL BE NON-PRESSURE POLYVINYL CHLORIDE PIPE (PVC) CONFORMING TO ASTM D 3034, SDR 26, WITH PUSH-ON RUBBER GASKET JOINTS.

GENERAL NOTES

A. GENERAL

1. ALL INFRASTRUCTURE AND IMPROVEMENTS SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL JURISDICTION AND WILL BE SUBJECT TO THEIR INSPECTION AND ACCEPTANCE.

2. SITE LOCATION: **2235 SOUTH WOODLAND BOULEVARD, DELAND, FL 32720.**

3. THIS SITE LIES IN FLOOD ZONE X, F.I.R.M. **12127C0610J,** DATED **02/19/2014.**

4. BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY BY **ACCURIGHT SURVEYS OF ORLANDO INC., 2912 EAST ROBINSON STREET, ORLANDO, FLORIDA 32803.**

5. BENCHMARK – REFER TO TOPOGRAPHIC SURVEY BY **ACCURIGHT SURVEYS OF ORLANDO INC..**

6. LEGAL DESCRIPTION SHOWN HEREIN IS FURNISHED BY SURVEYOR, AND IS INCLUDED FOR PERMITTING AND APPROVAL PURPOSES, AND AS A COURTESY FOR THE CONTRACTOR. INTERPLAN LLC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR COMPLETENESS.

7. SITE GEOTECHNICAL INVESTIGATION PERFORMED BY **UES ENGINEERING.** INTERPLAN LLC. ASSUMES NO RESPONSIBILITY FOR THE CORRECTNESS, ACCURACY AND COMPLETENESS OF THEIR WORK. THE CONTRACTOR SHALL OBTAIN A COPY OF THE GEOTECHNICAL ENGINEER'S REPORT FOR THIS SITE AND COMPLY WITH RECOMMENDATIONS CONTAINED THEREIN. IF ADDITIONAL SERVICES ARE REQUIRED, THE CONTRACTOR SHALL MAKE A REQUEST TO THE OWNER.

8. CONTRACTOR SHALL PROVIDE AND INSTALL EROSION CONTROL DEVICES (SILT FENCE OR OTHER METHODS) AT LIMITS OF CONSTRUCTION AND AROUND EACH STORM INLET PRIOR TO CONSTRUCTION, AND SHALL MAINTAIN SAID EROSION CONTROL DEVICES DURING CONSTRUCTION, ALL IN CONFORMANCE WITH CURRENT LOCAL, COUNTY AND STATE CRITERIA.

9. THE SITE SHALL BE CLEARED AS MAY BE NOTED ON THE PLANS, OF ALL OBSTRUCTIONS AND DELETERIOUS MATERIAL SUCH AS FENCES, WALLS, FOUNDATIONS, LOGS, SHRUBS, BRUSH, WEEDS, OTHER VEGETATION, AND ACCUMULATION OF RUBBISH OF WHATEVER NATURE. OFF-SITE DISPOSAL, INCLUDING ANY HAZARDOUS MATERIAL ENCOUNTERED, SHALL BE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE, AND FEDERAL RULES AND REGULATIONS.

10. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY INTERPLAN LLC. OF ANY DISCREPANCIES BETWEEN THE PLANS AND FIELD CONDITIONS PRIOR TO START OF CONSTRUCTION.

11. THE CONTRACTOR SHALL REMAIN SOLELY RESPONSIBLE FOR ANY DESIGN CHANGES WHICH HE MAY INCORPORATE INTO THE PLANS WITHOUT PRIOR WRITTEN CONSENT AND/OR APPROVAL FROM THE **OWNER AND THE ENGINEER.**

12. THE CONTRACTOR SHALL COORDINATE ALL WORK WITHIN EACH EXISTING RIGHT OF WAY WITH THE CITY OF **DELAND** AND THE FLORIDA DEPARTMENT OF TRANSPORTATION.

13. SCS SOILS: **ASTULA FINE SAND, 0 TO 8 PERCENT SLOPES**
ASTULA FINE SAND, 8 TO 17 PERCENT SLOPES

14. STORMWATER MANAGEMENT IS PROVIDED BY **DRY RETENTION (ABOVE/UNDERGROUND).**

15. THE CONTRACTOR SHALL RESTORE OFF-SITE AREAS TO A CONDITION EQUAL TO OR BETTER THAN THE CONDITION EXISTING PRIOR TO COMMENCEMENT OF CONSTRUCTION.

16. ALL DISTURBED AREAS SHALL BE SODDED.

17. AT LEAST 30 DAYS PRIOR TO ANTICIPATED COMPLETION OF SITE CONSTRUCTION, THE FINAL CERTIFICATION PROCESS WILL BEGIN. THE CONTRACTOR SHALL PROVIDE DOCUMENTS AND INFORMATION, IN A TIMELY MANNER, TO ENGINEER, INCLUDING, WITHOUT LIMITATION:
a. SURVEYED "AS-BUILTS" PER AS-BUILT SURVEY SCOPE IN SPEC MANUAL.
b. COMPACTION AND DENSITY TEST REPORTS, AND
c. PRESSURE TESTING AND BACTERIOLOGICAL TESTING RESULTS, AS REQUIRED, FOR WATER DISTRIBUTION AND/OR WASTEWATER COLLECTION/TRANSMISSION SYSTEMS.

THE CONTRACTOR SHALL HAVE TWO (2) SETS OF AS-BUILT PLANS, SIGNED AND SEALED BY SURVEYOR OF RECORD, ON SITE THE DAY OF THE CIVIL ENGINEERING FINAL PUNCH LIST INSPECTION. THE GENERAL CONTRACTOR IS TO GIVE THE TWO AS-BUILT PLANS TO THE REPRESENTATIVE FROM INTERPLAN COMPLETING THE INSPECTION. IF ANY DEFICIENCIES ARE NOTED, ONE SET OF RED-LINED AS-BUILT PLANS WILL BE GIVEN TO THE GC FOR REVISIONS TO BE MADE. REVISED AS-BUILTS WILL NEED TO BE FORWARDED TO INTERPLAN BEFORE ANY CERTIFICATIONS CAN BE INITIATED.

18. ALL TRAFFIC CONTROL DEVICES, EQUIPMENT AND INSTALLATION SHALL MEET THE REQUIREMENTS OF THE LOCAL JURISDICTION AND/OR FLORIDA DEPARTMENT OF TRANSPORTATION.

19. PARKING STALLS SHALL CONFORM WITH LOCAL CODE. ACCESSIBLE PARKING SPACES AND ACCESS ROUTES SHALL FURTHER CONFORM WITH CURRENT ADA REQUIREMENTS.

20. HANDICAP PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM WITH CURRENT ADA REQUIREMENTS AND LOCAL ORDINANCE.

21. LANDSCAPE SHALL BE TRIMMED TO ENSURE SIGHT VISIBILITY OF TRAFFIC CONTROL DEVICES.

22. ALL PAVEMENT IS DIMENSIONED TO FACE OF CURB.

23. ALL BUILDING DIMENSIONS AND TIES ARE TO OUTSIDE FACE. SEE ARCHITECTURAL PLANS.

24. ALL CURB RETURN RADII ARE 5' UNLESS NOTED.

25. BUILDING AND SITE IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO **NORTH** PROPERTY LINE.

GC NOTE:

A COPY OF THIS SHEET C0.1 SHALL BE PROVIDED TO ALL BIDDERS AND SUB-CONTRACTORS.

SITE DATA

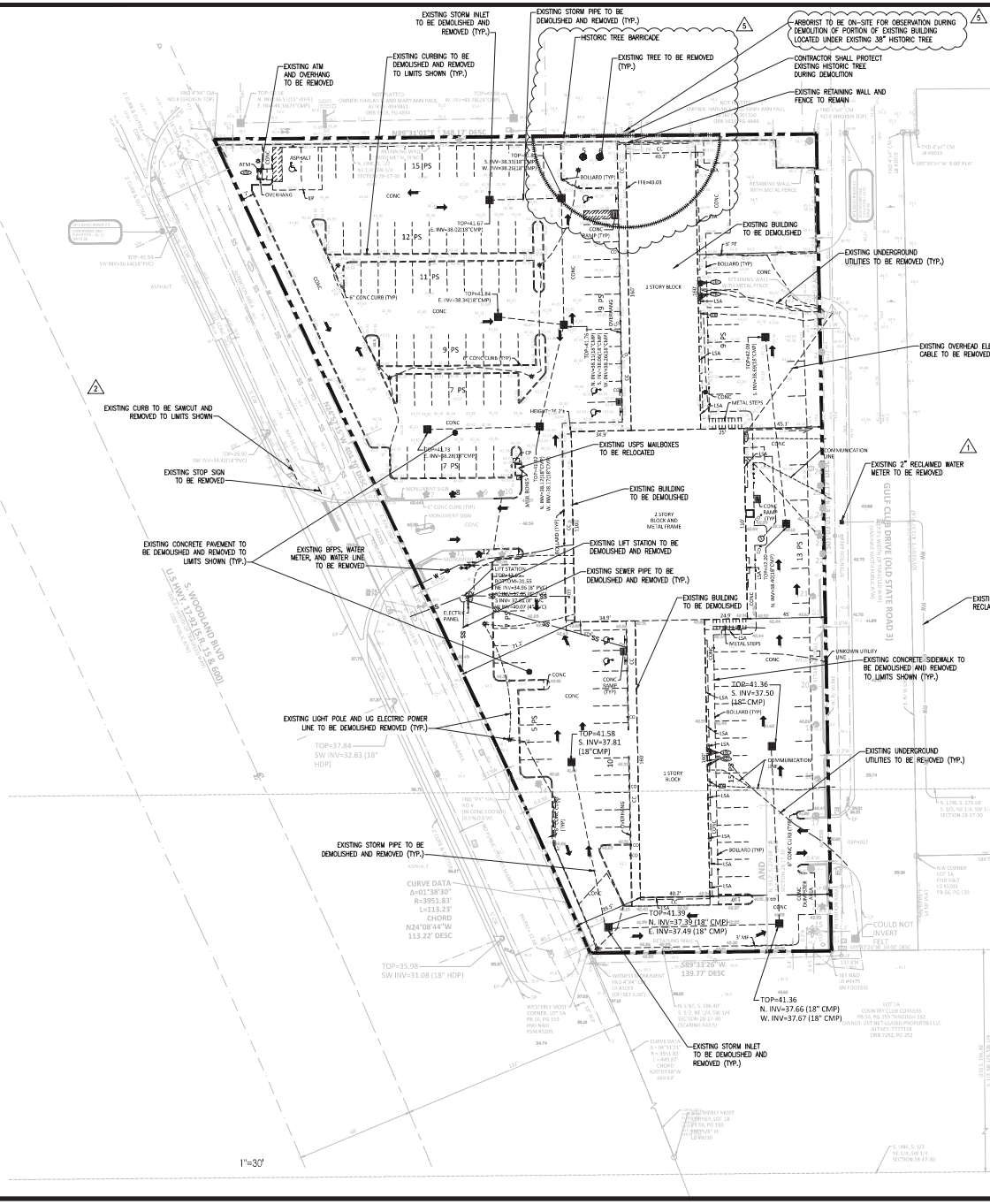
SITE AREA		114,819 SF	2.64 AC
EXISTING			
IMPERVIOUS	PAVEMENT/SIDEWALKS	72,089 SF	63% } 84%
	BUILDING	23,845 SF	21% }
TOTAL IMPERVIOUS		95,934 SF	
OPEN SPACE (GREEN)		18,885 SF	16%
PROPOSED			
IMPERVIOUS	PAVEMENT/SIDEWALKS	47,098 SF	41% } 50%
	BUILDING	9,771 SF	9% }
TOTAL IMPERVIOUS		57,181 SF	
OPEN SPACE (GREEN)		57,638 SF	50%

ZONING	GENERAL COMMERCIAL (C-2)
FUTURE LAND USE	HIGHWAY COMMERCIAL
OVERLAY	REDEVELOPMENT

FLOOR AREA RATIO	MAX.	LOT 1 PROPOSED	LOT 2 PROPOSED
	1.00	0.09	0.15

BUILDING HEIGHT	MAX. ALLOWED	PROPOSED
	60 FT	24 FT (1 STORY) 10 FT (CANOPY)

BUILDING SETBACKS	REQUIRED	PROVIDED
FRONT (WEST)	20 FT	52 FT
SI



SITE DEMOLITION PLAN

DEMOLITION NOTES

1. PRIOR TO COMMENCEMENT OF DEMOLITION THE CONTRACTOR WILL COORDINATE HIS ACTIVITIES WITH ALL THE UTILITY COMPANIES SERVING THIS AREA. CONTRACTOR IS TO COORDINATE FULLY WITH UTILITY COMPANIES ON EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO EXCAVATION.

2. THE CONTRACTOR IS TO COMPLETELY REMOVE AND DISPOSE OF ALL STRUCTURES AND BUILDINGS THAT IS SO INDICATED INCLUDING FOUNDATIONS, TIMBER AND BRUSH, EXCEPT AS OTHERWISE INDICATED; STUMPS AND ROOTS; EXISTING PAVEMENT; OTHER STRUCTURES AS SHOWN OR REASONABLY IMPLIED IN THE DRAWINGS.

3. EXCEPT IN AREAS WHERE EXISTING TREES SHALL BE PRESERVED, A MINIMUM DEPTH OF REMOVAL SHALL BE (2) FOOT BELOW SUBGRADE IN ROADWAY AREAS AND TO ORIGINAL SOILS ELSEWHERE. WHERE EXISTING BUILDINGS ARE TO BE DEMOLISHED, ALL TRACES OF FOUNDATIONS AND UNDERGROUND UTILITIES ARE TO BE REMOVED (UNLESS OTHERWISE NOTED ON PLANS). THE CONTRACTOR IS RESPONSIBLE FOR PROPER DISPOSAL OF ALL WASTE MATERIAL.

4. WHERE PAVING OR STRUCTURES ARE TO BE REMOVED WHICH ABUT OR ARE A PART OF CONNECTED FACILITIES (THAT ARE OFF-SITE), RESTORATION OF ANY DAMAGE THAT MIGHT RESULT FROM DEMOLITION IS TO BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING UNLESS SPECIFICALLY EXEMPTED BY THE PLANS. THE COST FOR SUCH RESTORATION SHALL BE INCIDENTAL TO OTHER CONSTRUCTION AND NO EXTRA COMPENSATION WILL BE ALLOWED.

5. THE LOCATION OF ALL EXISTING UTILITIES, STORM DRAINAGE AND TREES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE OWNER OR ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY. PRIOR TO THE START OF DEMOLITION THE CONTRACTOR SHALL VISIT THE SITE AND DETERMINE THE EXISTANCE & LOCATION OF ALL STRUCTURES, UTILITIES & TREES SHOWN OR NOT ON THE PLANS, WHICH WOULD NEED TO BE REMOVED OR PRESERVED.

6. THE CONTRACTOR IS TO COORDINATE THE RELOCATION OR REMOVAL OF ALL OVERHEAD/UNDERGROUND UTILITIES, UTILITY POLES, LIGHTS AND LINES IN THE RIGHT-OF-WAY AND ON THE PROPERTY WITH THE APPROPRIATE SERVICE PROVIDER.

7. THE CONTRACTOR SHALL REFERENCE AND RESTORE PROPERTY CORNERS AND LAND MARKERS DISTURBED DURING CONSTRUCTION. (UNDER THE DIRECTION OF A FLORIDA REGISTERED LAND SURVEYOR).

8. CONTRACTOR SHALL INSPECT THE EXISTING RETAINING WALLS FOR DAMAGE AND REPAIR THE WALLS AS NEEDED.

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:04-04'00'

STUART ANDERSON REG.# 60848

NO	DATE	REVISIONS
5	4/15/26	CITY COMMENTS
4	3/17/26	FDOT COMMENTS
3	2/10/26	CITY COMMENTS
2		#DIV/0!
1		#DIV/0!

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C0.2
SITE DEMOLITION PLAN

CHECKED: CDB DRAWN: GFC

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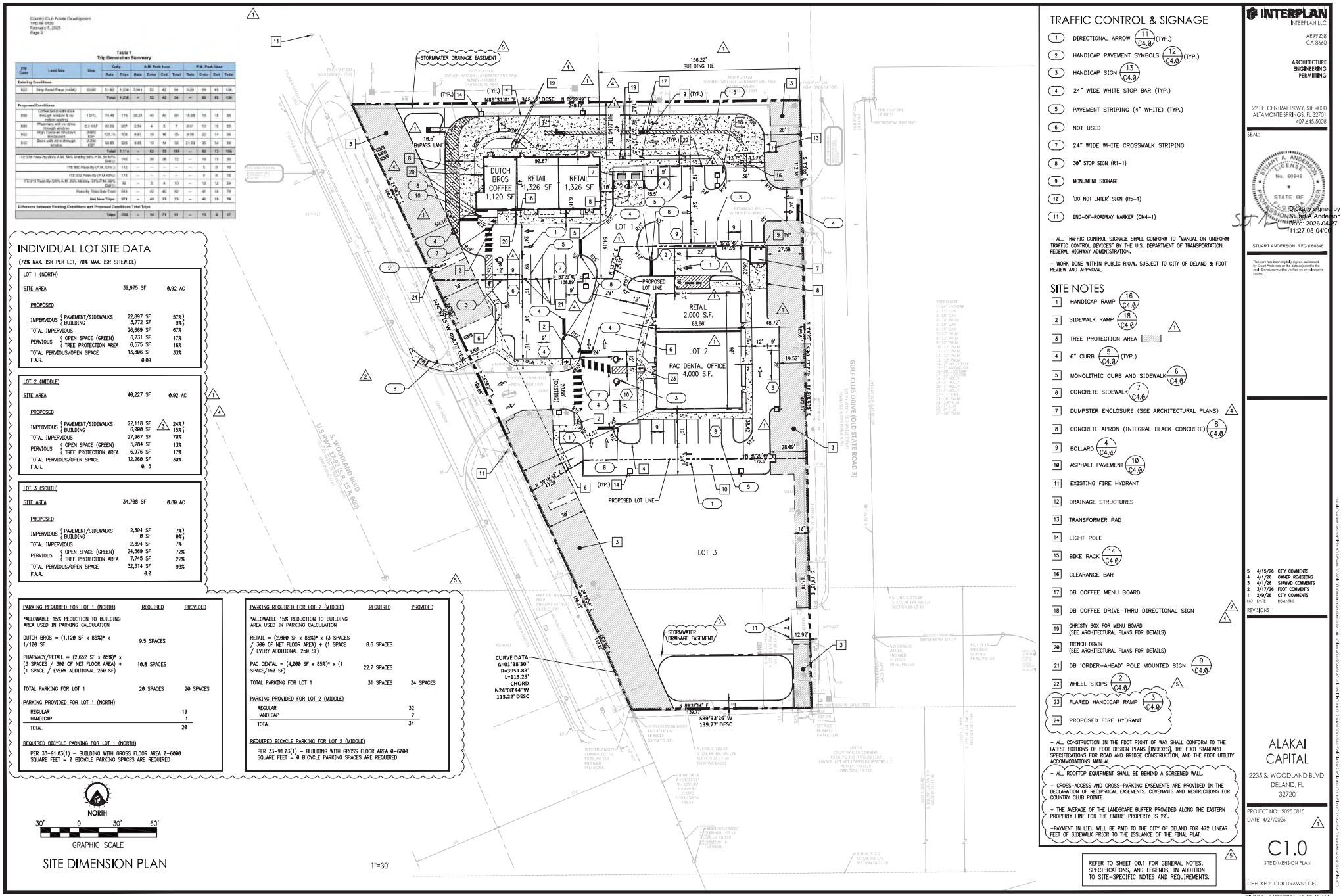

Country Club Pointe Development
TPD No 8130
February 5, 2026
Page 2

Table 1
Trip Generation Summary

ITE Code	Land Use	Size	Daily Rate	Daily Trips	A.M. Peak Hour Rate	A.M. Enter	A.M. Exit	A.M. Total	P.M. Peak Hour Rate	P.M. Enter	P.M. Exit	P.M. Total
Existing Conditions												
822	Strip Retail Plaza (<40K)	23.00 KSF	51.92	1,236	3.941	52	42	94	6.59	69	69	138
		Total		1,236	–	52	42	94	–	69	69	138
Proposed Conditions												
935	Coffee Shop with drive through window & no indoor seating	1.12 TSF	744.48	778	38.31	40	40	80	15.08	15	15	30
880	Pharmacy with no drive through window	2.0 KSF	90.08	207	2.94	4	3	7	8.81	10	10	20
942	High Turnover (Sit-down) Restaurant	3.000 KSF	133.75	402	9.57	19	16	35	9.19	22	14	36
942	Bank with drive through window	3.000 KSF	88.83	325	9.85	19	14	33	31.03	35	54	89
		Total		1,116	–	82	73	155	–	82	73	155
	ITE 935 Pass-By (60% A.M, 64% Midday, 56% P.M. 56.67% Daily)			760	–	39	36	72	–	16	19	35
	ITE 880 Pass-By (P.M. 50%)			118	–	–	–	–	–	5	5	10
	ITE 942 Pass-By (P.M 43%)			173	–	–	–	–	–	8	8	16
	ITE 942 Pass-By (26% A.M. 26% Midday, 33% P.M. 39% Daily)			69	–	6	4	10	–	12	13	24
	Pass-By Trips Sub-Total			343	–	42	40	82	–	41	58	79
	Net New Trips:			371	–	40	33	73	–	41	15	76
Difference between Existing Conditions and Proposed Conditions Total Trips												
	Trips:			122	–	58	31	81	–	13	4	17

INDIVIDUAL LOT SITE DATA

(70% MAX. ISR PER LOT, 70% MAX. ISR SITEWIDE)

LOT 1 (NORTH)

SITE AREA		39,975 SF	0.92 AC
PROPOSED			
IMPERVIOUS	PAVEMENT/SIDEWALKS	22,897 SF	57%
	BUILDING	3,772 SF	9%
TOTAL IMPERVIOUS		26,669 SF	67%
PERVIOUS	OPEN SPACE (GREEN)	6,731 SF	17%
	TREE PROTECTION AREA	6,575 SF	16%
TOTAL PERVIOUS/OPEN SPACE		13,306 SF	33%
F.A.R.		0.89	

LOT 2 (MIDDLE)

SITE AREA		40,227 SF	0.92 AC
PROPOSED			
IMPERVIOUS	PAVEMENT/SIDEWALKS	22,118 SF	24%
	BUILDING	6,000 SF	15%
TOTAL IMPERVIOUS		27,967 SF	70%
PERVIOUS	OPEN SPACE (GREEN)	5,284 SF	13%
	TREE PROTECTION AREA	6,976 SF	17%
TOTAL PERVIOUS/OPEN SPACE		12,260 SF	30%
F.A.R.		0.15	

LOT 3 (SOUTH)

SITE AREA		34,700 SF	0.80 AC
PROPOSED			
IMPERVIOUS	PAVEMENT/SIDEWALKS	2,394 SF	7%
	BUILDING	0 SF	0%
TOTAL IMPERVIOUS		2,394 SF	7%
PERVIOUS	OPEN SPACE (GREEN)	24,569 SF	72%
	TREE PROTECTION AREA	7,745 SF	22%
TOTAL PERVIOUS/OPEN SPACE		32,314 SF	93%
F.A.R.		0.0	

PARKING REQUIRED FOR LOT 1 (NORTH)	REQUIRED	PROVIDED
*ALLOWABLE 15% REDUCTION TO BUILDING AREA USED IN PARKING CALCULATION		
DUTCH BROS = (1,120 SF x 85%)* x 1/100 SF	9.5 SPACES	
PHARMACY/RETAIL = (2,652 SF x 85%)* x (3 SPACES / 300 OF NET FLOOR AREA) + (1 SPACE / EVERY ADDITIONAL 250 SF)	10.8 SPACES	
TOTAL PARKING FOR LOT 1	20 SPACES	20 SPACES
PARKING PROVIDED FOR LOT 1 (NORTH)		
REGULAR		19
HANDICAP		1
TOTAL		20
REQUIRED BICYCLE PARKING FOR LOT 1 (NORTH)		
PER 33-91.03(1) – BUILDING WITH GROSS FLOOR AREA 0-6000 SQUARE FEET = 0 BICYCLE PARKING SPACES ARE REQUIRED		

PARKING REQUIRED FOR LOT 2 (MIDDLE)	REQUIRED	PROVIDED
*ALLOWABLE 15% REDUCTION TO BUILDING AREA USED IN PARKING CALCULATION		
RETAIL = (2,000 SF x 85%)* x (3 SPACES / 300 OF NET FLOOR AREA) + (1 SPACE / EVERY ADDITIONAL 250 SF)	8.6 SPACES	
PAC DENTAL = (4,000 SF x 85%)* x (1 SPACE/150 SF)	22.7 SPACES	
TOTAL PARKING FOR LOT 1	31 SPACES	34 SPACES
PARKING PROVIDED FOR LOT 2 (MIDDLE)		
REGULAR		32
HANDICAP		2
TOTAL		34
REQUIRED BICYCLE PARKING FOR LOT 2 (MIDDLE)		
PER 33-91.03(1) – BUILDING WITH GROSS FLOOR AREA 0-6000 SQUARE FEET = 0 BICYCLE PARKING SPACES ARE REQUIRED		

NORTH

30' 0 30' 60'

GRAPHIC SCALE

SITE DIMENSION PLAN

TRAFFIC CONTROL & SIGNAGE

1. DIRECTIONAL ARROW (11/C4.0) (TYP.)
2. HANDICAP PAVEMENT SYMBOLS (12/C4.0) (TYP.)
3. HANDICAP SIGN (13/C4.0)
4. 24" WIDE WHITE STOP BAR (TYP.)
5. PAVEMENT STRIPING (4" WHITE) (TYP.)
6. NOT USED
7. 24" WIDE WHITE CROSSWALK STRIPING
8. 30" STOP SIGN (R1-1)
9. MONUMENT SIGNAGE
10. 'DO NOT ENTER' SIGN (R5-1)
11. END-OF-ROADWAY MARKER (OM4-1)

– ALL TRAFFIC CONTROL SIGNAGE SHALL CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

– WORK DONE WITHIN PUBLIC R.O.W. SUBJECT TO CITY OF DELAND & FDOT REVIEW AND APPROVAL.

SITE NOTES

1. HANDICAP RAMP (16/C4.0)
2. SIDEWALK RAMP (18/C4.0)
3. TREE PROTECTION AREA
4. 6" CURB (5/C4.0) (TYP.)
5. MONOLITHIC CURB AND SIDEWALK (6/C4.0)
6. CONCRETE SIDEWALK (7/C4.0)
7. DUMPSTER ENCLOSURE (SEE ARCHITECTURAL PLANS)
8. CONCRETE APRON (INTEGRAL BLACK CONCRETE) (8/C4.0)
9. BOLLARD (4/C4.0)
10. ASPHALT PAVEMENT (10/C4.0)
11. EXISTING FIRE HYDRANT
12. DRAINAGE STRUCTURES
13. TRANSFORMER PAD
14. LIGHT POLE
15. BIKE RACK (14/C4.0)
16. CLEARANCE BAR
17. DB COFFEE MENU BOARD
18. DB COFFEE DRIVE-THRU DIRECTIONAL SIGN
19. CHRISTY BOX FOR MENU BOARD (SEE ARCHITECTURAL PLANS FOR DETAILS)
20. TRENCH DRAIN (SEE ARCHITECTURAL PLANS FOR DETAILS)
21. DB 'ORDER-AHEAD' POLE MOUNTED SIGN (9/C4.0)
22. WHEEL STOPS (2/C4.0)
23. FLARED HANDICAP RAMP (3/C4.0)
24. PROPOSED FIRE HYDRANT

– ALL CONSTRUCTION IN THE FDOT RIGHT OF WAY SHALL CONFORM TO THE LATEST EDITIONS OF FDOT DESIGN PLANS (INDEXES), THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE FDOT UTILITY ACCOMMODATIONS MANUAL.

– ALL ROOFTOP EQUIPMENT SHALL BE BEHIND A SCREENED WALL.

– CROSS-ACCESS AND CROSS-PARKING EASEMENTS ARE PROVIDED IN THE DECLARATION OF RECIPROCAL EASEMENTS. COVENANTS AND RESTRICTIONS FOR COUNTRY CLUB POINTE.

– THE AVERAGE OF THE LANDSCAPE BUFFER PROVIDED ALONG THE EASTERN PROPERTY LINE FOR THE ENTIRE PROPERTY IS 20'.

–PAYMENT IN LIEU WILL BE PAID TO THE CITY OF DELAND FOR 472 LINEAR FEET OF SIDEWALK PRIOR TO THE ISSUANCE OF THE FINAL PLAT.

REFER TO SHEET C0.1 FOR GENERAL NOTES, SPECIFICATIONS, AND LEGENDS, IN ADDITION TO SITE-SPECIFIC NOTES AND REQUIREMENTS.

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:05-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by Stuart Anderson on the date adjacent to the seal. Printed copies must be verified on any electronic copies.

5	4/15/26	CITY COMMENTS
4	4/1/26	OWNER REVISIONS
3	4/1/26	SJRWMD COMMENTS
2	3/17/26	FDOT COMMENTS
1	2/9/26	CITY COMMENTS
NO.	DATE	REMARKS

REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C1.0
SITE DIMENSION PLAN

CHECKED: CDB DRAWN: GFC

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REFER TO SHEET C0.1 FOR GENERAL NOTES, SPECIFICATIONS, AND LEGENDS, IN ADDITION TO SITE-SPECIFIC NOTES AND REQUIREMENTS.

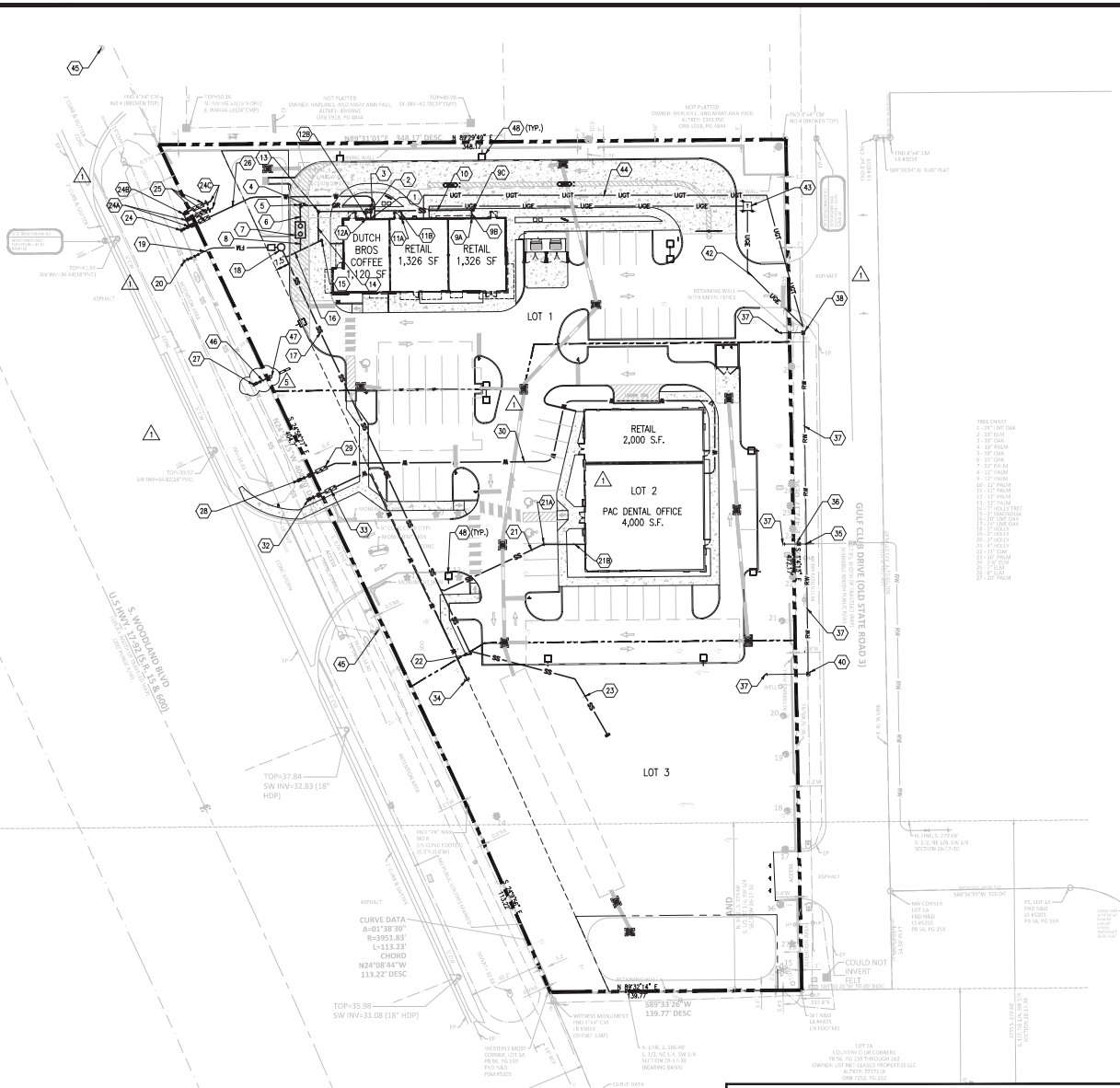
BURIED UTILITIES NOTE

BURIED UTILITIES ARE SHOWN AT THEIR APPROXIMATE LOCATION BASED UPON INFORMATION OBTAINED FROM UTILITY COMPANIES AND FIELD EVIDENCE. OTHER BURIED UTILITIES MIGHT EXIST ON THE SUBJECT SITE WHICH ARE NOT SHOWN ON THIS DRAWING. USE EXTREME CAUTION DURING EXCAVATION PROCEDURES AND CONTACT SUNSHINE STATE ONE, @ 1-800-432-4770 FOR EXACT LOCATION OF BURIED FACILITIES PRIOR TO EXCAVATION OPERATIONS.

Sunshine811

Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.

Check positive response codes before you dig!



NORTH

30' 0 30' 60'

GRAPHIC SCALE

1"=30'

SITE UTILITY PLAN

SITE UTILITY NOTES

SANITARY SEWER

1. CONNECT TO BUILDING GREASE SERVICE @ INV. = 39.5
2. 8 LF – 6" PVC SDR-26 @ 5.5% SLOPE
3. C.O. INV. ELEV. = 39.06 (S308 / C4.1) (TYP.)
4. 87 LF – 6" PVC SDR-26 @ 1% SLOPE
5. C.O. INV. ELEV. = 36.81
6. 9 LF – 6" PVC SDR-26 @ 1% SLOPE (17 / C4.0) (TYP.)
7. 1,000 GALLON GREASE INTERCEPTOR RIM = 43.9± IN = 36.32 OUT = 36.07 (S307 / C4.1)
8. 7 LF – 6" PVC SDR-26 @ 3.6% SLOPE
9A. CONNECT TO BUILDING SANITARY SEWER @ INV. = 40.0
9B. 5 LF – 6" PVC SDR-26 @ 5% SLOPE
9C. C.O. INV. ELEV. = 39.75
10. 87 LF – 6" PVC SDR-26 @ 2.6% SLOPE
11A. CONNECT TO BUILDING SANITARY SEWER @ INV. = 40.0
11B. 5 LF – 6" PVC SDR-26 @ 27.6% SLOPE AND CONNECT TO 6" SERVICE WITH A TEE AT ELEV. = ±38.62
12A. CONNECT TO BUILDING SANITARY SEWER @ INV. = 40.0
12B. 5 LF – 6" PVC SDR-26 @ 37.8% SLOPE AND CONNECT TO 6" SERVICE WITH A TEE AT ELEV. = ±38.11
13. C.O. INV. ELEV. = 37.43
14. 17 LF – 6" PVC SDR-26 @ 6.3% SLOPE
15. C.O. INV. ELEV. = 36.36
16. 22 LF – 6" PVC SDR-26 @ 4.4% SLOPE
17. 247 LF – 6" PVC SDR-26 @ 1% SLOPE
18. LIFT STATION TOP = 44.50 INV. ELEV. = 35.25 (C2.1)
19. 48 LF – 2" PE DR-9, FORCEMAIN (5)
20. WET TAP EXISTING 8" FORCE MAIN WITH 2" TAPPING SADDLE & GATE VALVE, INSTALL CHECK VALVE AFTER GATE VALVE
21. 64 LF – 6" PVC SDR-26 @ 1% SLOPE
21A. C.O. INV. ELEV. = 37.95
21B. 23 LF – 6" PVC SDR-26 @ 3.5% SLOPE, THEN CONNECT TO THE BUILDING @ ELEV. = 38.76
22. C.O. INV. ELEV. = 37.72
23. 97 LF – 6" PVC SDR-26 @ 1% SLOPE, THEN INSTALL STUB-OUT WITH CLEAN OUT AT INV. ELEV. = 38.69

DOMESTIC WATER

24. WET TAP EXISTING 12" WATER MAIN WITH 2" TAPPING SADDLE & GATE VALVE
24A. 2" X 2" X 1.5" TEE
24B. 90° DEGREE 2" TO 1.5" REDUCER
24C. 1.5" PE WATER SERVICE STUB-OUT
25. 1.5" WATER METER AND RPZ BACKFLOW PREVENTER (W40↑ / C4.1) (W41↑ / C4.1)
26. 2" PE WATER SERVICE
27. 6" TAPPING SLEEVE & GATE VALVE
28. WET TAP EXISTING 12" WATER MAIN WITH 2" TAPPING SADDLE & GATE VALVE
29. FUTURE 1.5" WATER METER AND RPZ BACKFLOW PREVENTER (W40↑ / C4.1) (W41↑ / C4.1)
30. 2" PE WATER SERVICE
31. NOT USED (4)
32. WET TAP EXISTING 12" WATER MAIN WITH 2" TAPPING SADDLE & GATE VALVE
33. 1.5" WATER METER AND RPZ BACKFLOW PREVENTER (W40↑ / C4.1) (W41↑ / C4.1)
34. 2" PE WATER SERVICE

IRRIGATION

35. 2" CROSS
36. 1.5" IRRIGATION METER (W40↑ / C4.1) (W41↑ / C4.1)
37. 2" IRRIGATION SERVICE (SEE IRRIGATION SITE PLAN)
38. 1.5" IRRIGATION METER (W40↑ / C4.1) (W41↑ / C4.1)
39. NOT USED
40. FUTURE 1.5" IRRIGATION METER (W40↑ / C4.1) (W41↑ / C4.1)
41. NOT USED

ELECTRIC

42. CONTRACTOR SHALL COORDINATE UNDERGROUND ELECTRICAL SERVICE WITH DUKE ENERGY FOR CONDUIT SIZE, CONNECTION POINT AND APPROVED TRANSFORMER LOCATION.
43. TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH DUKE ENERGY FOR FINAL LOCATION OF TRANSFORMER TO BE SET.

PHONE

44. CONTRACTOR SHALL COORDINATE UNDERGROUND TELEPHONE SERVICE WITH SERVICE PROVIDER FOR CONDUIT SIZE, CONNECTION POINT.

FIRE

45. EXISTING FIRE HYDRANT
46. 6" PVC FIRE LINE
47. PROPOSED FIRE HYDRANT

STREET LIGHT

48. LIGHT POLE (SEE ELECTRICAL SITE PLAN)

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
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220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5008

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:05-04'00'

STUART ANDERSON REG.# 60848

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NO.	DATE	REVISIONS
5	4/15/26	CITY COMMENTS
1	2/9/26	CITY COMMENTS
NO.	DATE	REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C2.0
SITE UTILITY PLAN

CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:42 AM

RILEY & Company, Inc. (H-20 GP/BA) ©

SCOPE: Supply and install one complete H-20 GP/BA Pre-Fab Lift Station with Battery Back-Up Power System For High Level Alarm

Pumps shall be capable of grinding and pumping domestic & commercial sewage.

Complete system shall be supplied by:
RILEY & Company, Inc.
Sanford, FL 32750 (Ph. 407-265-9963)

Contract to be awarded on the basis of the base bid H-20 GP/BA LIFT STATION . Alternative deduct systems will only be considered after award of contract and alternate must be specified at bid time.
The design engineer shall be reimbursed for additional time and costs to review any alternate equipment or design.

Any savings to contractor shall be shared with the Owner.

Due to the structural strength, corrosion resistance, and the leak-proof design of the H-20 GP/BA complete system, concrete wetwells will not be approved.

Certification of the wetwell H-20 load rating must be supplied with submittals. H-20 certification must be signed and sealed by an engineer registered in the State of Florida. ASTM Rating must be stamped and visable on each wetwell.

PUMPS: Submersible grinder pumps shall be HOMA Model GRP. The pumps shall be installed in the H-20 GP/BA FRP wetwell utilizing a dual slide rail system.
The grinder unit shall be capable of macerating all material in normal domestic and commercial sewage, including foreign objects such as plastic, sanitary napkins, and disposable diapers into a fine slurry which will pass through the pump and the Sch.80 PVC discharge piping.

Single phase motors shall be of the capacitor start, capacitor run type for high starting torque.
Stator winding shall be open type with Class F insulation and shall be heat-shrink fitted into the stator housing. The use of pins, bolts, or other fastening devices is not acceptable.
A heat sensor thermostat shall be attached to the top end of the motor winding and shall be connected in series with the magnetic contactor coil in the control panel to stop motor if winding temperature exceeds 140 C., but shall automatically reset when the winding temperature returns to normal.
Two heat sensor thermostats shall be used on three phase motors.

The pump motor grinder shaft shall be of AISI 430F SS threaded to take pump impeller and grinder impeller
Upper & lower seals shall be Silicon Carbide vs Silicon Carbide

DUPLEX PUMP CONTROL PANEL:
The Enclosure shall be NEMA 4X, minimum 30" high x 24" wide x 10" deep, fiberglass with padlockable draw latches.
The enclosure shall have external mounting feet to allow for wall mounting. All hardware shall be stainless steel. All conduit penetrations shall have approved seal off fittings and shall be properly sealed to prevent wetwell gases from entering enclosure.

The following components shall be mounted through the enclosure:

1	ea.	Red Alarm Beacon
1	ea.	Alarm Horn
1	ea.	Generator Receptacle with weatherproof cover
1	ea.	Silence Pushbutton

The backpanel shall be fabricated from .125, 5052-H32 marine alloy aluminum. All components shall be mounted by machined stainless steel screws. Self tapping screws are not acceptable.
The following components shall be mounted to the backpanel:

1	ea.	High Level Alarm Battery Back-Up System
2	ea.	Motor Contactors
2	ea.	Start and Run Capacitors to match motor requirements, single phase only
2	ea.	Start Relays to match motor requirements, single phase only
1	ea.	Volt Monitor (Single Phase) Phase/Monitor (Three Phase)
1	ea.	Control Transformer with primary and secondary fuses, 480 Volt only
1	ea.	Silence Relay
1	ea.	Duplex Alternator
20	ea.	Terminals for field connections
6	ea.	Terminals for motor connections, single phase only
3	ea.	Ground Lugs

The innerdoor shall be fabricated from .080, 5052-H32 marine alloy aluminum.
The following components shall be mounted through the innerdoor:

1	ea.	Main Circuit Breaker
1	ea.	Emergency Circuit Breaker
1	ea.	Mechanical Interlock for main breakers
2	ea.	Motor Short Circuit Protectors
1	ea.	Control Circuit Breaker
2	ea.	Hand-Off-Auto selector switches
2	ea.	Pump Run Pilot Lights
2	ea.	Elapsed Time Meters
1	ea.	GFI Duplex Convenience Outlet

COMPONENT SPECIFICATIONS:
All circuit breakers shall be molded case thermal magnetic. Circuit breakers shall be sealed by the manufacturer after calibration to prevent tampering. Each breaker shall be adequately sized to meet the equipment operating conditions.

The mechanical interlock shall prevent the normal and emergency main breakers from being energized at the same time. The interlock shall be fabricated from aluminum or stainless steel.

An emergency generator receptacle shall be supplied In accordance with DEP standards. The generator receptacle shall be adequately sized to meet the equipment operating conditions
All motor short circuit protection devices must provide for undervoltage release and class 10 overload protection on all three phases. Visible trip indication, test and reset capability must be provided without opening inner door.

Open frame, across the line, contactors shall be rated per IEC standards and properly sized per the motor requirements. Contactors shall provide for safe touch power and control terminals. Contactor contacts and coil shall be easily replaceable without removing the contactor from its mounted position.

Lightning Arrestor to meet or exceed the requirements of ANSI/IEEE Std. C62.21-1984 section 8.6.1 and 8.7.3 shall be supplied by electrician and mounted on the bottom side of the switch disconnect ahead of the pump control panel.
Voltage Monitor shall be supplied for single phase service. The voltage monitor shall be designed to sense a low voltage condition. The relay shall de-energize the motors when the line voltage drops 15% below the relay setting. The voltage monitor shall be protected by dual element fuses.

Phase Monitor shall be supplied for three phase service. The phase monitor shall be designed to sense a low voltage, phase loss, power failure and improper phase sequence condition. The relay shall de-energize the motors upon a conditon fault. The phase monitor shall be protected by dual element fuses.

The duplex alternator shall be the solid state type. The alternator shall switch each pump to lead upon a single complete cycle and shall provide for lag pump operation upon level rise.

An alternator sequence (1 – Auto – 2) three position toggle type selector switch shall be supplied to manually overide the alternator In the '1' positon, motor #1 shall always be the lead motor. In the 'Auto' position, the motors shall sequence to become the lead motor. In the '2' positon, motor #2 shall always be the lead motor.

A Green pilot light shall be supplied for each motor. The pilot light shall illuminate each time the motor is called to run.

Each motor shall have an Elapsed Time Meter to record the accumulated running time. The ETM shall be a 2" diameter, non-resettable, six digit, totally encapsulated unit.
Relays shall be Ice-cube plug in type. Relay contacts shall be rated 10 amp minimum, DPDT.

ALARM BATTERY BACK-UP SYSTEM shall be model RCB5a12v and utilize a 12v sealed lead acid battery. Power supply / charger RCAX-AL624 shall maintain the battery ready for loss of power. Once power is lost the system will change over from normal power to battery power. This feature will facilitate the system to indicate any alarms programmed to call out.

Twenty (20) terminals shall be supplied for field connections. The terminals shall be rated 25 amps minimum and shall be mounted on a 30 degree angle for ease of field wiring. Float connection terminals shall be arranged such that each float is connected in consecutive order and does not require any crossing of wires.

Each motors over-temperature contact shall be connected to the terminal strip and shall open a contact to de-energize the appropriate motor upon a high temperature within the motor.

A 15A. GFI duplex convenience outlet shall be supplied and mounted on the innerdoor to provide service technicians with an outlet for trouble lights, etc.

Ground rod shall be supplied and appropriately sized for each motor and for service entrance.

Nameplates for the innerdoor shall be of a graphic design, specifically depicting the intent for each device. One nameplate shall be supplied for all control devices. One nameplate shall be supplied for all power devices. All text and graphics on each nameplate shall be scratch resistant. The nameplates shall be fabricated from laser-screened laminated mylar.

Nameplates for the backpanel shall be of a graphic design, specifically depicting the intent for each component. One nameplate shall be supplied for each component. All text and graphics on each nameplate shall be scratch resistant. The nameplates shall be fabricated from laser-screened laminated mylar.

MISCELLANEOUS:

All wiring on the backpanel shall be contained within wiring duct.
All wiring between the innerdoor and the backpanel shall be contained within a plastic spiral wrap.

Each wire shall have a wire number at each end to correspond to the asbuilt drawing for field troubleshooting.
The control panel shall be assembled by an Underwriters Laboratories UL508 listed manufacturing facility.

FASTENERS & APPURTENANCES: All fasteners, lifting cables, float cable bracket and appurtenances shall be made of AISI 304SS or other material inert to the highly corrosive atmosphere of a sewage lift station. Hinges for the wet well and valve box shall be AISI 304SS minimum.

An aluminum slide/latch assembly shall be provided for holding the doors open on both the wet well and the valve box.

Slide rails shall be SCH 40 AISI 304SS pipe .

Pump lifting devices shall be made of AISI 304SS (min.) cable (1/4"min) or 304SS chain of sufficient size, with safety factor to handle safe the specific pumps. AISI 304SS (min.) pump lifting bails shall be provided

H-20 LOAD RATED WETWELL WITH LIFTING LUGS:
The fiberglass wetwell must be H-20 load rated w/ integral lifting lugs, and certification of this rating must be supplied at time of submittal.

The wetwell shall be manufactured of fiberglass reinforced polyester (FRP) of diameter and depth as shown on the lift station elevation detail. The wall thickness shall be adequate for the depth of the wetwell to maintain the H-20 load rating.
Reinforcing Materials: The reinforcing material shall be commercial grade "E" type glass in the form of mat, chopped or roving fabric, having a coupling agent that will provide a suitable bond between the glass reinforcement and the resin.
Additives, such as thixotropic agents, catalysts, promoters, etc., may be added as required by the specific manufacturing process to be used to meet the requirements of this specification.
Fillers and Additives: Fillers of any type shall not be utilized.

EXECUTION:
Installation shall be in strict accordance with the manufacturer's instructions and recommendations in the locations shown on the drawing.

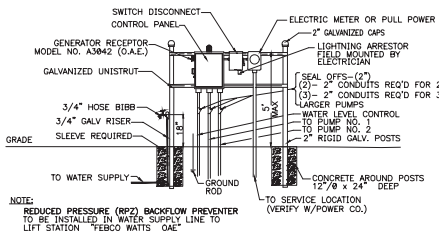
INSPECTION & TESTING: A factory representative shall be provided for one (1) day and shall have complete knowledge of proper operation and maintenance to inspect the final installation and supervise the test run of the equipment.
Megger the motor. The pump motors shall be megged out prior to startup to ensure the insulation of the pump motor/cable system is intact.
The pump controls and pumps shall be checked for mechanical reliability and proper operation.

PUMP DATA		ELEVATIONS	
PRIMARY PUMP CAPACITY	99 GPM	TOP OF WETWELL	44.50
PRIMARY TDH	43' TDH	INLET INVERT	36.25
PUMP MANUFACTURER	LIBERTY	HIGH LEVEL ALARM	35.00
PUMP MODEL #	LOW3	2nd PUMP ON	34.25
R.P.M.	3450	1st PUMP ON	33.50
HORSEPOWER	3.0	PUMPS OFF	33.00
ELECTRICAL – VOLTS / PHASE	208/3	BOTTOM OF WETWELL	31.00
PUMP DISCHARGE SIZE	3"	WETWELL DIAMETER	48"
PEAK FLOW CAPACITY	6.25 GPM		
PEAK CYCLE TIME	12.8 MIN.		
PIPE FLOW VELOCITY	4.3 FPS		
RUN TIME AT PEAK FLOW	0.8 MIN.		

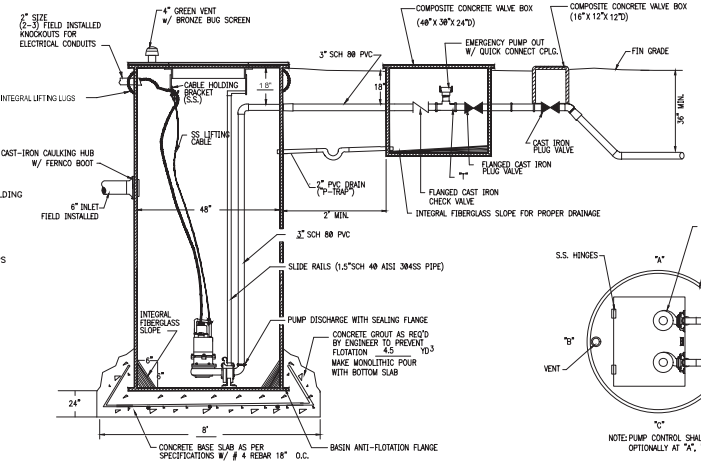
* ELECTRICIAN NOTES

1. DRAWING IS NOT TO SCALE.
* 2. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH LOCAL CODES.
* 3. ELECTRICIAN SHALL SEAL OFF CONDUIT RUNS INSIDE WETWELL AND INSIDE OF CONTROL PANEL.
* 4. ELECTRICIAN TO MOUNT LIGHTNING ARRESTOR AT SWITCH DISCONNECT.
5. BOTH WETWELL AND VALVE BOX SHALL BE LOCKABLE.
6. CONTRACTOR SHALL FIELD INSTALL INLET FITTING AT PROPER ELEVATION.
7. ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.
* 8. CONTRACTOR SHALL VERIFY POWER SOURCE PRIOR TO ORDERING EQUIPMENT.

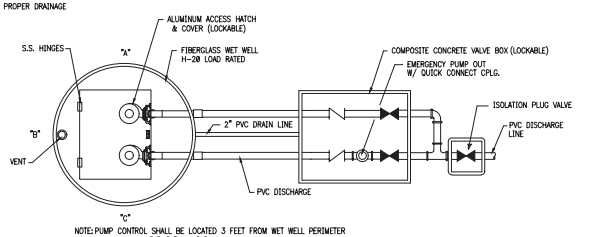
Riley & Co./ H-20 GP/BA | 07-04



ELECTRICAL RISER



LIFT STATION SECTION



LIFT STATION PLAN

LIFT STATION DETAILS

NTS

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660

ARCHITECTURE
ENGINEERING
PERMITTING

220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:05-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by S.Stuart Anderson on the date adjacent to the seal. Printed copies must be verified on any electronic copies.

NO DATE REMARKS
REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 10/30/2025

C2.1
LIFT STATION DETAILS

CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:43 AM

REFER TO SHEET C0.1 FOR GENERAL NOTES, SPECIFICATIONS, AND LEGENDS, IN ADDITION TO SITE-SPECIFIC NOTES AND REQUIREMENTS.

BURIED UTILITIES NOTE

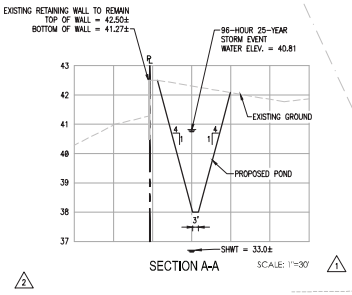
BURIED UTILITIES ARE SHOWN AT THEIR APPROXIMATE LOCATION BASED UPON INFORMATION OBTAINED FROM UTILITY COMPANIES AND FIELD EVIDENCE. OTHER BURIED UTILITIES MIGHT EXIST ON THE SUBJECT SITE WHICH ARE NOT SHOWN ON THIS DRAWING. USE EXTREME CAUTION DURING EXCAVATION PROCEDURES AND CONTACT SUNSHINE STATE ONE @ 1-800-432-4770 FOR EXACT LOCATION OF BURIED FACILITIES PRIOR TO EXCAVATION OPERATIONS.

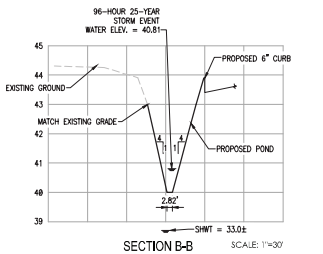
Sunshine811

Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.

Check positive response codes before you dig!

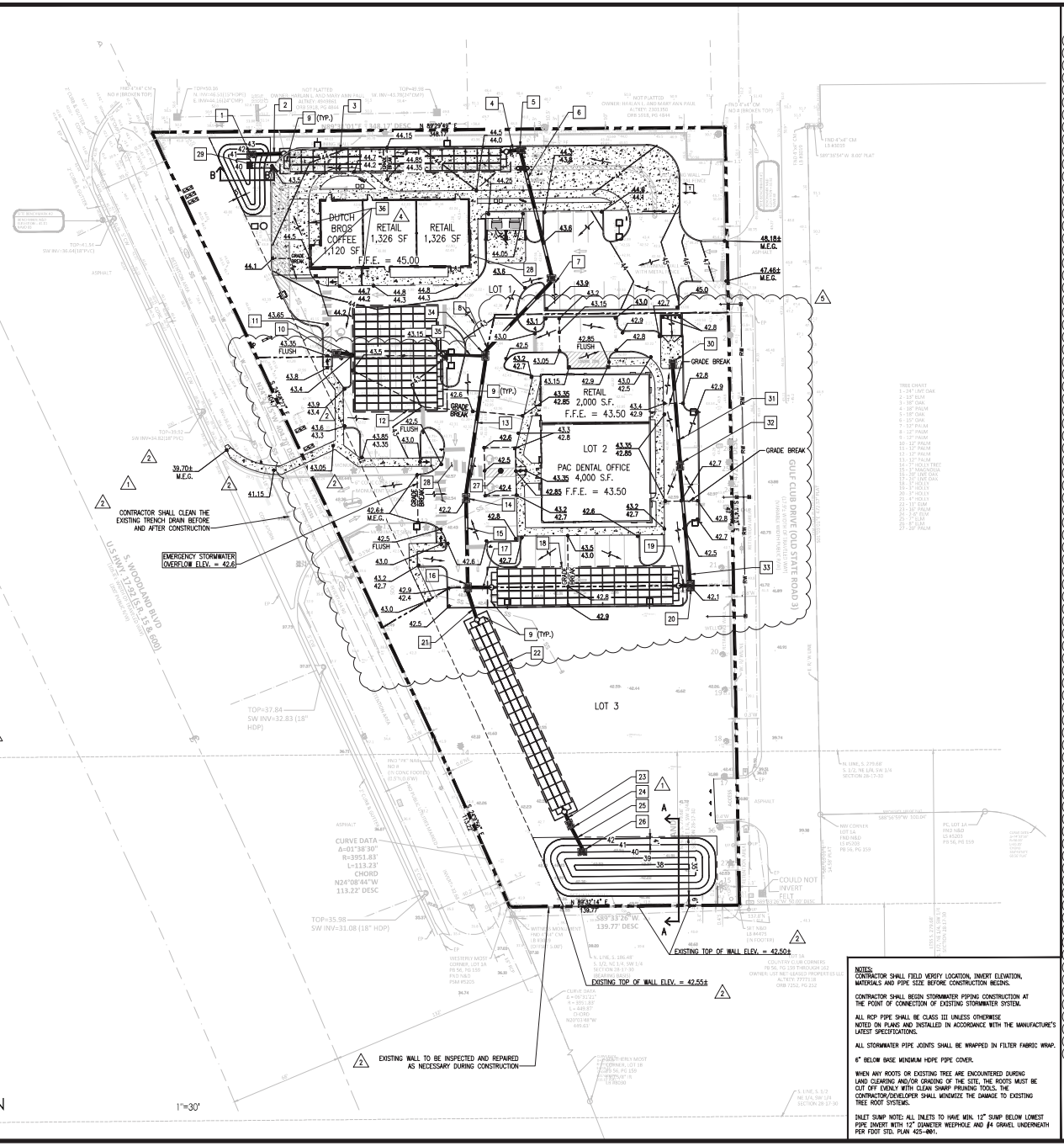
LOT 1 (NORTH)	
TOTAL LOT AREA	39,975 SF
MAX. IMPERVIOUS AREA = 39,975 SF x 0.70 = 27,983 SF	
LOT 2 (MIDDLE)	
TOTAL LOT AREA	40,227 SF
MAX. IMPERVIOUS AREA = 40,227 SF x 0.70 = 28,159 SF	
LOT 3 (SOUTH)	
TOTAL LOT AREA	34,708 SF
MAX. IMPERVIOUS AREA = 34,708 SF x 0.70 = 24,296 SF	
(70% MAX. ISR PER LOT, 67.5% MAX. ISR SITEWIDE)	





SITE GRADING & DRAINAGE PLAN

1"=30'



DRAINAGE STRUCTURE TABLE

1. CONTROL STRUCTURE #1 (TYPE 'C' INLET) RIM = 41.58 INV. ELEV. (E) = 38.0
2. 16 LF 18" HDPE @ 0.0%
3. STORMTECH SC-800 UNDERGROUND STORM SYSTEM #1 INV. ELEV. (W) = 38.0 INV. ELEV. (E) = 38.0
4. 5 LF 18" HDPE @ 0.0%
5. INLET #1 FDOT TYPE 'C' INLET GRATE ELEV. = 43.00 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
6. 76 LF 18" HDPE @ 0.0%
7. INLET #2 FDOT TYPE 'C' INLET GRATE ELEV. = 43.50 INV ELEV. (N) = 38.0 INV ELEV. (SW) = 38.0 SUMP ELEV. = 37.0
8. 60 LF 18" HDPE @ 0.0%
9. STORMTECH PIPE MANIFOLD – 8" HDPE @ 0.0% SLOPE (4 PLACES)
10. INLET #3 FDOT TYPE 'C' INLET GRATE ELEV. = 42.50 INV ELEV. (E) = 38.0 SUMP ELEV. = 37.0
11. 9 LF 18" HDPE @ 0%
12. STORMTECH SC-800 UNDERGROUND STORM SYSTEM #2 INV. ELEV. (W) = 38.0 INV. ELEV. (E) = 38.0 INV. ELEV. (S) = 38.0
13. 82 LF 18" HDPE @ 0.0%
14. INLET #4 FDOT TYPE 'C' INLET GRATE ELEV. = 42.20 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
15. 49 LF 18" HDPE @ 0.0%
16. INLET #5 FDOT TYPE 'C' INLET GRATE ELEV. = 42.25 INV. ELEV. (N) = 38.0 INV ELEV. (E) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
17. 11 LF 18" HDPE @ 0.0%
18. STORMTECH SC-800 UNDERGROUND STORM SYSTEM #3 INV. ELEV. (W) = 38.0 INV. ELEV. (E) = 38.0
19. 4 LF 18" HDPE @ 0.0%
20. INLET #6 FDOT TYPE 'C' INLET GRATE ELEV. = 42.10 INV ELEV. (W) = 38.0 SUMP ELEV. = 37.0
21. 17 LF 18" HDPE @ 0%
22. STORMTECH SC-800 UNDERGROUND STORM SYSTEM #4 INV. ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0
23. 5 LF 18" HDPE @ 0.0%
24. INLET #7 FDOT TYPE 'C' INLET GRATE ELEV. = 42.25 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
25. 13 LF 18" HDPE @ 0.0%
26. CONTROL STRUCTURE #2 (TYPE 'C' INLET) RIM = 40.5 INV. ELEV. (N) = 38.0
27. HANDICAP ZONE – MAX. 2.0% SLOPE IN ANY DIRECTION.
28. ACCESSIBLE ROUTE MAX. 2% CROSS SLOPE, 5% IN DIRECTION OF TRAVEL
29. CURB FLUME WITH RIP-RAP (18 / C4.0)
30. INLET #8 FDOT TYPE 'C' INLET GRATE ELEV. = 42.50 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
31. 57 LF 18" PERFORATED HDPE @ 0.0% (WRAP IN FILTER FABRIC)
32. INLET #8 FDOT TYPE 'C' INLET GRATE ELEV. = 42.55 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
33. 68 LF 18" PERFORATED HDPE @ 0.0% (WRAP IN FILTER FABRIC)
34. INLET #9 FDOT TYPE 'C' INLET GRATE ELEV. = 42.40 INV ELEV. (N) = 38.0 INV. ELEV. (S) = 38.0 SUMP ELEV. = 37.0
35. 23 LF 12" HDPE @ 0.0%
36. TRENCH DRAIN TO DAYLIGHT OUT FACE OF CURB (SEE ARCHITECTURAL PLANS FOR DETAILS)

NOTES:

CONTRACTOR SHALL FIELD VERIFY LOCATION, INVERT ELEVATION, MATERIALS AND PIPE SIZE BEFORE CONSTRUCTION BEGINS.

CONTRACTOR SHALL BEGIN STORMWATER PIPING CONSTRUCTION AT THE POINT OF CONNECTION OF EXISTING STORMWATER SYSTEM.

ALL RCP PIPE SHALL BE CLASS III UNLESS OTHERWISE NOTED ON PLANS AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S LATEST SPECIFICATIONS.

ALL STORMWATER PIPE JOINTS SHALL BE WRAPPED IN FILTER FABRIC WRAP.

6" BELOW BASE MINIMUM HDPE PIPE COVER.

WHEN ANY ROOTS OR EXISTING TREE ARE ENCOUNTERED DURING LAND CLEARING AND/OR GRADING OF THE SITE, THE ROOTS MUST BE CUT OFF EVENLY WITH CLEAN SHARP PRUNING TOOLS. THE CONTRACTOR/DEVELOPER SHALL MINIMIZE THE DAMAGE TO EXISTING TREE ROOT SYSTEMS.

INLET SUMP NOTE: ALL INLETS TO HAVE MIN. 12" SUMP BELOW LOWEST PIPE INVERT WITH 12" DIAMETER WEEPHOLE AND #4 GRAVEL UNDERNEATH PER FDOT STD. PLAN 425-001.

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA REGISTERED PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:06-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by S. Jon Anderson on the date adjacent to the seal. Printed copies must be verified on any electronic copies.

NO.	DATE	REVISIONS
5	4/15/26	CITY COMMENTS
4	4/1/26	OWNER REVISIONS
2	3/17/26	FDOT COMMENTS
1	2/19/26	CITY COMMENTS
NO.	EXIST.	REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C3.0
SITE GRADING & DRAINAGE PLAN

CHECKED: CDB DRAWN: GFC

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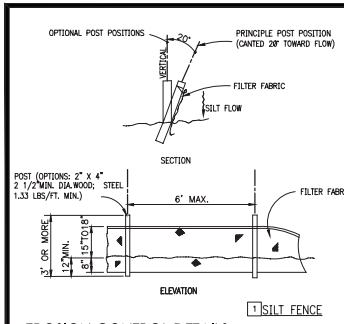
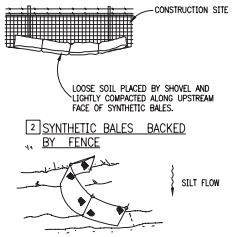
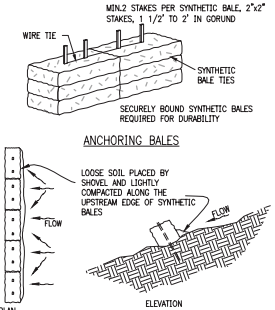


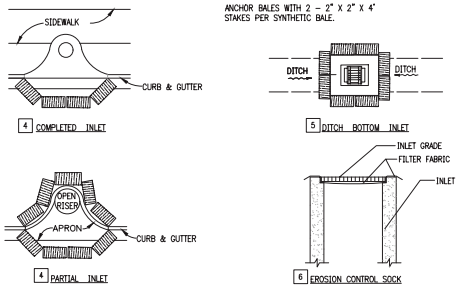
1 SILT FENCE



2 SYNTHETIC BALES BACKED BY FENCE



3 BARRIERS FOR SLOPES



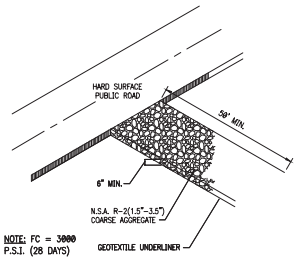
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

EROSION CONTROL DETAILS

POLLUTION CONTROL NOTES

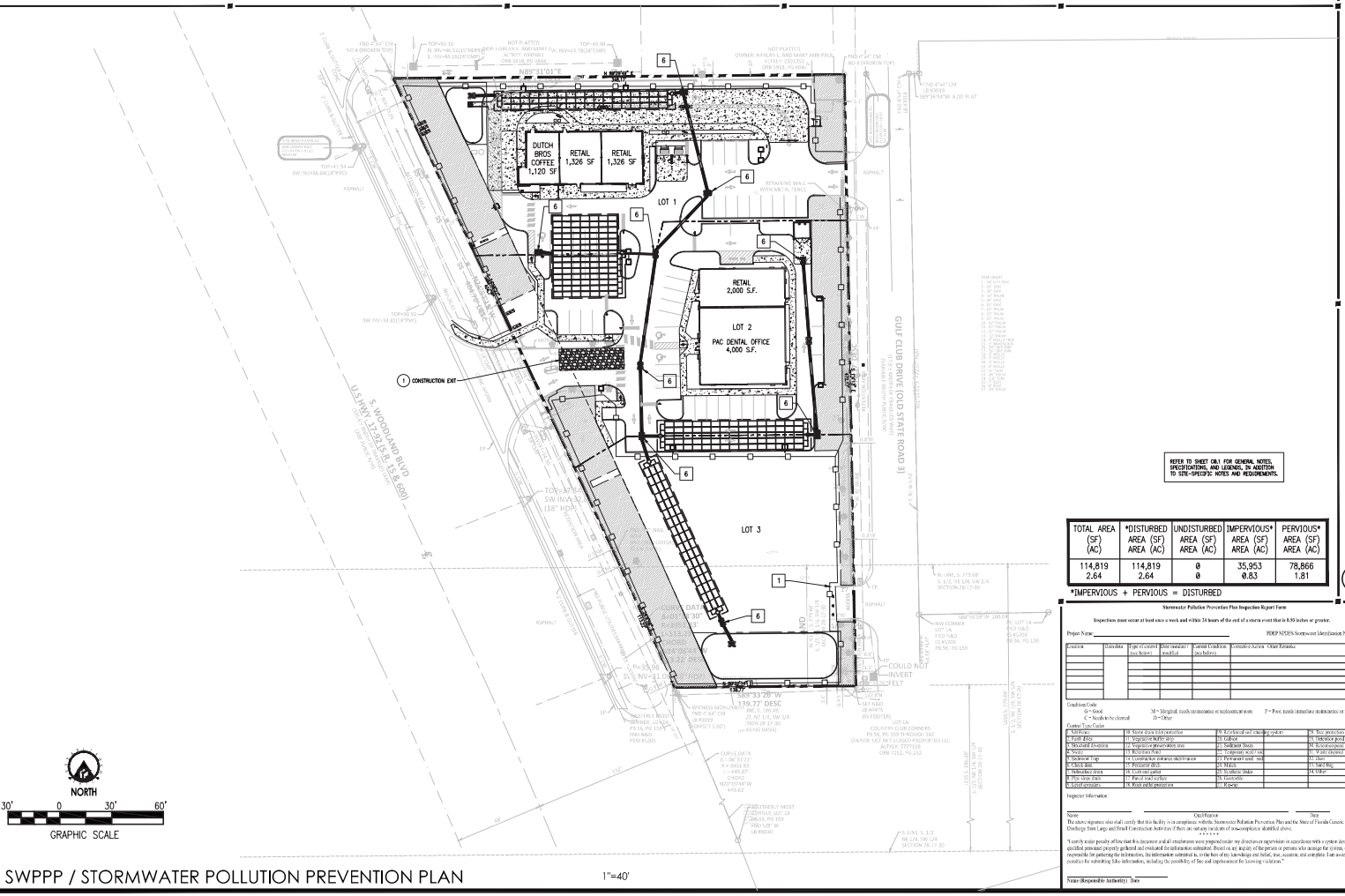
ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL COMPLETION OF CONSTRUCTION.

1. ALL EROSION AND SEDIMENT CONTROL WORK SHALL CONFORM WITH LOCAL CITY/COUNTY AND WATER MANAGEMENT DISTRICT SPECIFICATIONS, SUBJECT TO AUTHORIZED AND APPROVED VARIANCES, WAIVERS AND/OR CONDITIONS OF SITE PERMITS.
2. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLACED PRIOR TO OR AS THE FIRST STEP IN, CONSTRUCTION. SEDIMENT CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTATION OF SILT OFF THE SITE.
3. ALL AREAS AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITION, UNLESS SPECIFICALLY EXEMPTED BY THE PLANS. THE COST FOR SUCH RESTORATION SHALL BE INCIDENTAL TO OTHER CONSTRUCTION AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
4. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN THESE PLANS AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
5. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL PROVIDE TREE PROTECTION BARRIERS TO MEET THE REQUIREMENTS OF LOCAL SPECIFICATIONS.
6. THE CONTRACTOR SHALL SELECTIVELY CLEAR ONLY THE AREAS REQUIRED FOR CONSTRUCTION AND STABILIZE ANY POTENTIAL EROSION AREAS IMMEDIATELY FOLLOWING COMPLETION OF CONSTRUCTION.
7. CONTRACTOR SHALL KEEP ANY AND ALL SAND, SILT OR OTHER DEBRIS FROM MOVING OFF-SITE. USE AND MAINTAIN SILT FENCE JUST INSIDE OF PROPERTY LINE.
8. CONTRACTOR SHALL BLOCK INTRUSION OF SAND, SILT OR OTHER DEBRIS INTO ANY DRAINAGE OR SANITARY SEWER STRUCTURE OR PIPING ON OR ADJACENT TO SITE.
9. ALL CLEARED AREAS FOR IMPROVEMENT AND/OR CONSTRUCTION SHALL BE WATERED TO PREVENT WIND EROSION.
10. FOR ADDITIONAL INFORMATION AND DETAILS, SEE F.D.O.T. INDEX NO. 102.
11. UNLESS SPECIFIED, SILT FENCES MAY BE USED IN LIEU OF SYNTHETIC BARRIERS.
12. ADDITIONAL POSTS AND RAILS MAY BE NECESSARY TO SECURE AND SUPPORT BARRIERS.
13. ADDITIONAL BARRIER LENGTHS MAY BE REQUIRED BY THE COUNTY ENGINEER OR BY REGULATORY AGENCIES.
14. FILTER FABRIC MUST BE INSTALLED UNDER ALL INLET GRATES, AT ALL TIMES WHEN INLETS ARE NOT PROTECTED BY SILT FENCE OR SYNTHETIC BALES, UNTIL THE LIMEROCK BASE IS FINISHED AND PRIMED.
15. THE CONTRACTOR IS REQUIRED TO HAVE THIS PLAN ALONG WITH A COPY OF THE NPDES NOTICE OF INTENT POSTED IN A VISIBLE LOCATION ON THE CONSTRUCTION SITE AT ALL TIMES.
16. "CONTRACTOR IS REQUIRED BY NPDES TO KEEP A LOG ON SITE FOR THE SOIL EROSION AND SEDIMENT CONTROL MEASURES INDICATED ON THE PLAN. THE LOG SHALL CONTAIN DATES FOR: INSTALLATION OF CONTROL MEASURES, MAJOR SITE CONSTRUCTION ACTIVITIES, INSPECTION ON AT LEAST A WEEKLY BASIS AND INSPECTION AFTER ANY RAINFALL EVENT THAT IS 1/2" OR GREATER".
17. THE CONTRACTOR IS REQUIRED TO SUBMIT A COPY OF THIS LOG ALONG WITH A NOTICE OF TERMINATION TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION UPON THE COMPLETION OF CONSTRUCTION.



NOTE: FC = 3000 P.S.I. (28 DAYS)

1 CRUSHED STONE CONSTRUCTION EXIT
NTS



TOTAL AREA (SF) (AC)	*DISTURBED AREA (SF) AREA (AC)	UNDISTURBED AREA (SF) AREA (AC)	IMPERVIOUS* AREA (SF) AREA (AC)	PERVIOUS* AREA (SF) AREA (AC)
114,819 2.64	114,819 2.64	0 0	35,953 0.83	78,866 1.81

*IMPERVIOUS + PERVIOUS = DISTURBED

NORTH
30' 0 30' 60'
GRAPHIC SCALE

SWPPP / STORMWATER POLLUTION PREVENTION PLAN

1"=40'

Stormwater Pollution Prevention Plan Inspection Report Form

Inspections must occur at least once a week and within 24 hours of the end of a storm event that is 0.50 inches or greater.

Project Name: _____ FDEP NPDES Stormwater Identification Number: FLR10_____

Location	Date/time	Type of control (see below)	Date installed/ modified	Current Condition (see below)	Corrective Action / Other Remarks

Condition Code:
G = Good M = Marginal, needs maintenance or replacement soon F = Poor, needs immediate maintenance or replacement
C = Needs to be cleaned O = Other

Control Type Codes

1. Silt Fence	10. Storm drain inlet protection	19. Geotextiles and matting	28. Tree protection
2. Earth Dikes	11. Vegetative buffer strips	20. Gabion	29. Detention pond
3. Mulched Swales	12. Vegetative preservation area	21. Sediment Basin	30. Retention pond
4. Swale	13. Retention Pond	22. Temporary seed/ sod	31. Water control / manufacturing
5. Sediment Trap	14. Construction entrance shaker/wash	23. Permanent seed/ sod	32. Other
6. Check dam	15. Perimeter ditch	24. Mulch	33. Sand Bag
7. Subsurface drain	16. Curb and gutter	25. Synthetic Binder	34. Other
8. Pipe slope drain	17. Paved and/or surface	26. Geotextile	
9. Level spreaders	18. Riser outlet protection	27. Riprap	

Inspector Information:

Name: _____ Qualification: _____ Date: _____

The above signature also shall certify that this facility is in compliance with the Stormwater Pollution Prevention Plan and the State of Florida Generic Permit for Stormwater Discharge from Large and Small Construction Activities if there are not any circumstances of non-compliance identified above.

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Name (Responsible Authority): _____ Date: _____

ENGINEER'S CERTIFICATIONS:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

STUART ANDERSON, P.E. #60848 _____ Date

OWNER/AGENT CERTIFICATIONS:

I HAVE REVIEWED THIS PLAN AND AGREE TO COMPLY WITH THE REQUIREMENTS SHOWN HEREON.

OWNER AUTHORIZED REPRESENTATIVE _____ Date

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:06-04'00'

STUART ANDERSON REG.# 60848

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NO. DATE REMARKS
REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C3.1
STORMWATER POLLUTION PREVENTION PLAN

CHECKED: CDB DRAWN: GFC

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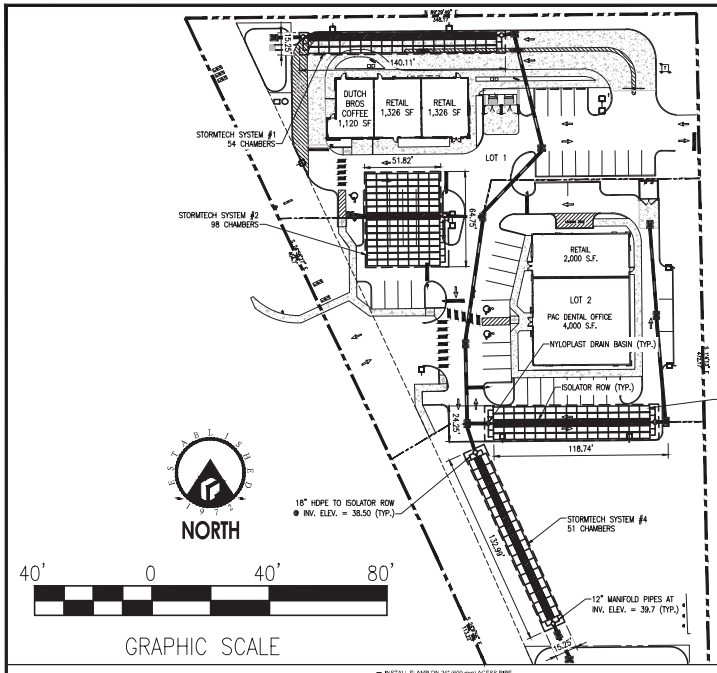
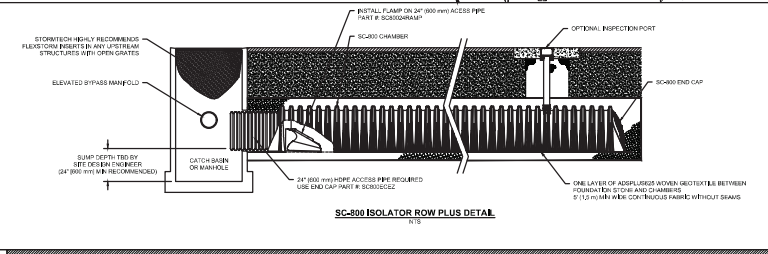
SC-800 CHAMBERS LAYOUT

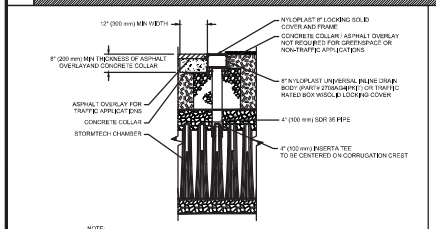


1 SC-800 CROSS SECTION DETAIL



SC-800 ISOLATOR ROW PLUS DETAIL
NTS

3 SC-800 ISOLATOR ROW PLUS DETAIL



4 4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM INSERT IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

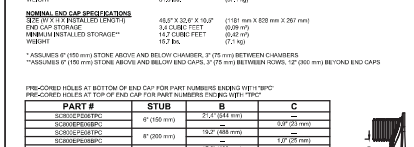
STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

5 NOT USED



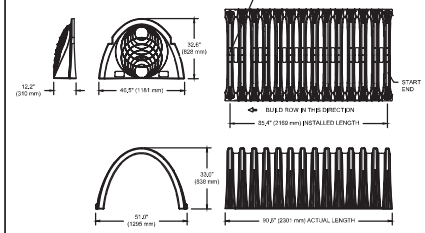
CHAMBER	MAX DIAMETER OF INSERTA TEE	HEIGHT FROM BASE OF CHAMBER (A)
SC-310	6" (150 mm)	4" (100 mm)
SC-240	10" (250 mm)	4" (100 mm)
SC-400	10" (250 mm)	4" (100 mm)
SC-100	10" (250 mm)	4" (100 mm)
MC-3500	12" (300 mm)	6" (150 mm)
MC-4500	12" (300 mm)	8" (200 mm)
MC-7200	12" (300 mm)	8" (200 mm)

INSERTA TEE FITTINGS AVAILABLE FOR SDR 26, SDR 35, SCH 40 IPS DIGHTED & SOLVENT WELD, N-12 HP STORM, C-900 OR DUCTILE IRON

NOTES:
- PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.
- CONTACT ADS ENGINEERING SERVICES IF INSERTA TEE INLET MUST BE RAISED AS NOT ALL INVERTS ARE POSSIBLE.

6 INSERTA-TEE SIDE INLET DETAIL

SC-800 TECHNICAL SPECIFICATION
NTS



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X RTN INSTALLED LENGTH)	51.0" X 33.0" X 85.4"	(1295 mm X 838 mm X 2169 mm)
CHAMBER STORAGE	90.8 CUBIC FEET	(1.43 m³)
MINIMUM INSTALLED STORAGE*	78.4 CUBIC FEET	(2.22 m³)
WEIGHT	81.8 lbs.	(37.1 kg)

NOMINAL END CAP SPECIFICATIONS

SIZE (W X H X RTN INSTALLED LENGTH)	45.5" X 32.6" X 10.2"	(1161 mm X 828 mm X 267 mm)
END CAP STORAGE	3.4 CUBIC FEET	(0.09 m³)
MINIMUM INSTALLED STORAGE**	14.7 CUBIC FEET	(0.42 m³)
WEIGHT	16.7 lbs.	(7.1 kg)

* ASSUMES 6" (150 mm) STONE ABOVE AND BELOW CHAMBERS, 3" (75 mm) BETWEEN CHAMBERS
** ASSUMES 9" (150 mm) STONE ABOVE AND BELOW END CAPS, 3" (75 mm) BETWEEN ROWS, 12" (300 mm) BEYOND END CAPS

PRE-CORED HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "BPC"
PRE-CORED HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "TPC"

PART #	STUB	B	C
SC800EPD06TPC	6" (150 mm)	5'-1" (344 mm)	–
SC800EPD06BPC		–	0.3" (21 mm)
SC800EPS06TPC	6" (200 mm)	19.2" (488 mm)	–
SC800EPS06BPC		–	1.3" (25 mm)
SC800EPE10TPC	10" (250 mm)	17.3" (432 mm)	–
SC800EPE10BPC		–	1.2" (30 mm)
SC800EPE12TPC	12" (300 mm)	14.4" (366 mm)	–
SC800EPE12BPC		–	1.2" (31 mm)
SC800EPE15TPC	15" (375 mm)	11.2" (287 mm)	–
SC800EPE15BPC		–	1.7" (43 mm)
SC800EPE18TPC	18" (450 mm)	8.0" (203 mm)	–
SC800EPE18BPC		–	2.4" (61 mm)
SC800ECEZ	24" (600 mm)	–	2.3" (58 mm)

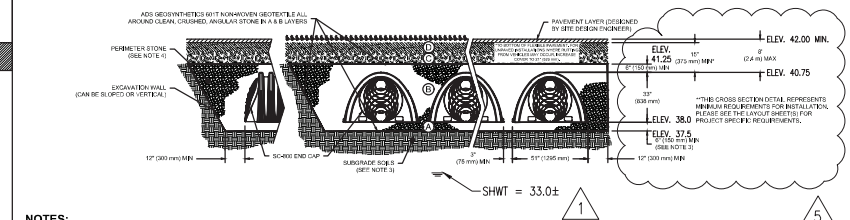
NOTE: ALL DIMENSIONS ARE NOMINAL

2 SC-800 TECHNICAL SPECIFICATIONS

ACCEPTABLE FILL MATERIALS: STORMTECH SC-800 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEERS PLANS, CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE (B' LAYER) TO 12" (375 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[3]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[3]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR (FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE").
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR A "LEVEL" MATERIAL'S WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. CRUSHED LAYER PLACED ANY SUB-MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'B' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



NOTES:
1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-800 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3" (56 mm).
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.J OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 700 LBS/FT/%, AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1 SC-800 CROSS SECTION DETAIL

DRAWN: SMW | DATE: 06/05/2025
REVIEWED: JLM | PROJECT NO: 721-890
REV.: | NOT TO SCALE

SC-800
STANDARD DETAILS

StormTech® Chamber System
866-620-8484 | www.stormtech.com

ADS
4640 TRUEMAN BLVD.
HILLIARD, OH 43026

SHEET 1

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON REFERENCED STANDARDS. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE INTENDED TO BE USED AS A GUIDE ONLY. IT IS THE SITE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEET OR EXCEED THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660

ARCHITECTURE
ENGINEERING
PERMITTING

220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:07-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by Stuart Anderson on the date adjacent to the seal. Printed copies must be verified on any electronic copies.

5 4/15/26 CITY COMMENTS
1 3/3/26 CITY COMMENTS
NO. DATE REMARKS
REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

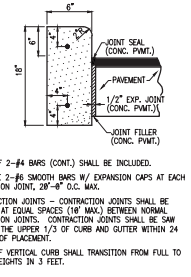
PROJECT NO: 2025.0815
DATE: 4/27/2026

C3.2
STORMTECH SC-800 DETAILS

CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:45 AM

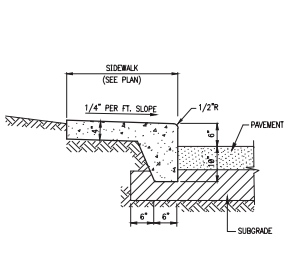
1 NOT USED NTS



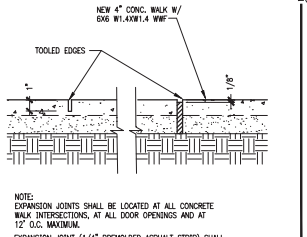
NOTES:
1. COST OF 2-#4 BARS (CONT.) SHALL BE INCLUDED.
2. PROVIDE 2-#6 SMOOTH BARS W/ EXPANSION CAPS AT EACH EXPANSION JOINT, 28"-0" O.C. MAX.
3. CONTRACTION JOINTS - CONTRACTION JOINTS SHALL BE PLACED AT EQUAL SPACES (10' MAX.) BETWEEN NORMAL EXPANSION JOINTS. CONTRACTION JOINTS SHALL BE SAW CUT IN THE UPPER 1/3 OF CURB AND GUTTER WITHIN 24 HOURS OF PLACEMENT.
4. ENDS OF VERTICAL CURB SHALL TRANSITION FROM FULL TO ZERO HEIGHTS IN 3 FEET.

PLAN SYMBOL

5 6" VERTICAL CURB NTS
(3,500 PSI (MIN))



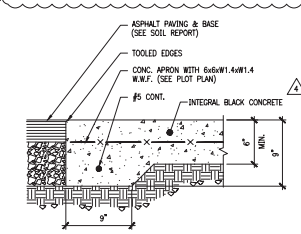
6 MONOLITHIC CURB & SIDEWALK DETAIL NTS
(3,500 PSI (MIN))



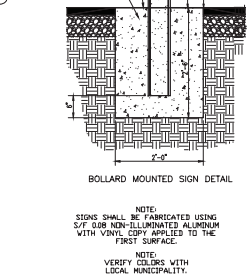
NOTE:
EXPANSION JOINTS SHALL BE LOCATED AT ALL CONCRETE WALK INTERSECTIONS, AT ALL DOOR OPENINGS AND AT 12' O.C. MAXIMUM.

EXPANSION JOINT (1/4" PREMOLDED ASPHALT STRIP) SHALL BE SET 1/8" BELOW TOP OF WALK.
SCORE MARK (1" DEPTH) SHALL BE 4' (MAX.) O.C.

7 CONCRETE WALK NTS
(3,500 PSI (MIN))



8 CONCRETE APRON NTS
3,500 PSI (MIN.) CONCRETE

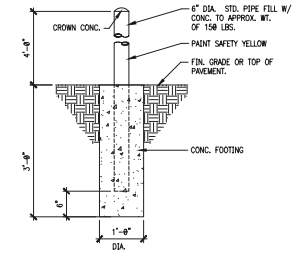


BOLLARD MOUNTED SIGN DETAIL

NOTE:
SIGNS SHALL BE FABRICATED USING S/F 0.08 NON-ILLUMINATED ALUMINUM WITH VINYL COPY APPLIED TO THE FIRST SURFACE.

NOTE:
VERIFY COLORS WITH LOCAL MUNICIPALITY.

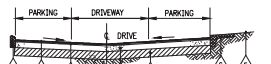
9 BOLLARD MOUNTED SIGN NTS



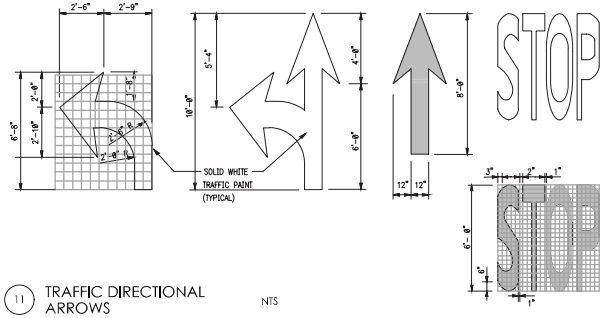
4 BOLLARD NTS

KEY TO TYPICAL PAVEMENT SECTIONS

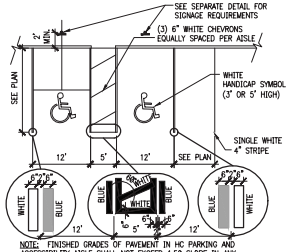
1. 2" TYPE SP-12.5 ASPHALTIC CONCRETE - F.D.O.T. SECTION 331 MIN. MARSHALL STABILITY OF 1500#.
2. 8" LIMEROCK BASE COURSE STABILIZED TO A MINIMUM LIMEROCK BEARING RATIO (LBR) OF 100 AND COMPACTED TO 98% OF THE MODIFIED PROCTOR MAX. DRY DENSITY (AASHTO T-180). FDOT SECTION 200. DENSITY TEST SHALL BE PERFORMED EVERY 5,000 SQUARE FEET.
3. 12" STABILIZED SUBBASE STABILIZED TO A MIN. LIMEROCK BEARING RATIO (LBR) OF 40 AND COMPACTED TO 98%. F.D.O.T. SECTION 160.
4. GRASS AREA
5. SIDEWALK
6. 6" VERTICAL CURB



10 TYPICAL PAVEMENT SECTION NTS

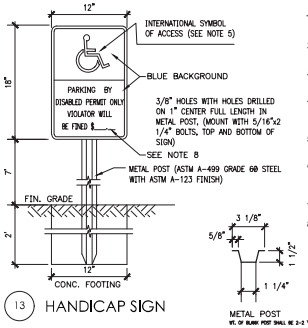


11 TRAFFIC DIRECTIONAL ARROWS NTS



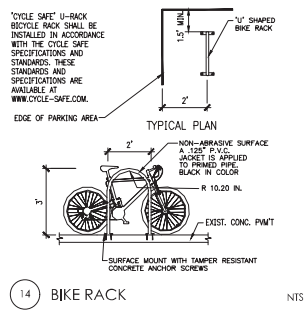
NOTE: FINISHED GRADES OF PAVEMENT IN HC PARKING AND ACCESSIBILITY AISLE SHALL NOT EXCEED 1:50 SLOPE IN ANY DIRECTION.
SEE PLAN FOR STYLE OF HANDICAP RAMP
HANDICAP STRIPING SHALL CONFORM TO FDOT INDEX 17346 (LATEST EDITION)

12 HANDICAP STRIPING NTS

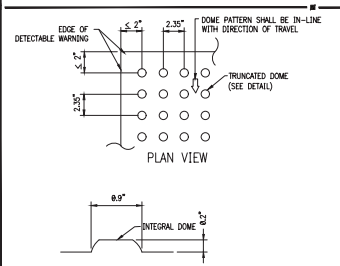


13 HANDICAP SIGN NTS

NOTES:
1. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
2. METAL POST TO BE GALVANIZED. ALL BOLTS, NUTS WASHERS AND SCREWS MUST BE RUSTPROOF.
3. CONCRETE FOR FOOTING SHALL BE PORTLAND CEMENT AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 p.s.i.
4. SIGNS WILL BE FABRICATED BY USING REFLECTING COATING IN THE SYMBOL, MESSAGE AND BORDER APPLIED TO A SHEET ALUMINUM BACKING (.080) IN THICKNESS.
5. MESSAGE LETTERING SHALL BE UPPER CASE (WHITE)(SERIES B) 2" HIGH IN ACCORDANCE WITH MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. THE SYMBOL IS COMPOSED OF TWO ELEMENTS, A WHITE WHEELCHAIR FIGURE (WHICH SHOULD ALWAYS FACE RIGHT) ON A SQUARE BACKGROUND. INTERNATIONAL BLUE IN COLOR (FED. STD. 595a, COLOR #15180).
7. SIGN POST SHALL BE MIN. 1' CLEAR FROM BACK OF WHEEL STOP OR CURB.
8. CONTRACTOR SHALL VERIFY FINE AMOUNT WITH LOCAL ORDINANCE.



14 BIKE RACK NTS



NOTE:

1. CURB RAMP RUNNING SLOPES SHALL NOT BE STEEPER THAN 1:12 AND CROSS SLOPE SHALL BE 0.02 OR FLATTER.

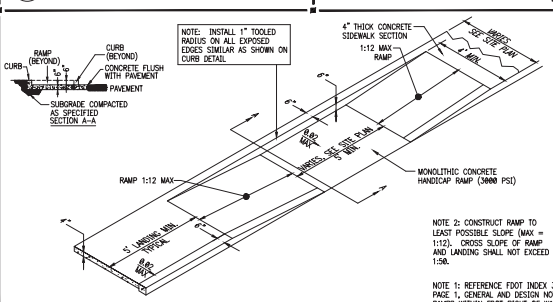
2. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING OR APPLYING A TRUNCATED DOME MATERIAL IN CONFORMANCE WITH THE U.S. DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2. TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS.

3. WHERE A CURB RAMP IS CONSTRUCTED WITHIN AN EXISTING CURB, CURB AND GUTTER AND/OR SIDEWALK, THE EXISTING CURB OR CURB AND GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE CURB TRANSITIONS OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB OR CURB AND GUTTER IS LESS THAN 5' LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE WALK AROUND OR TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5'.

4. WHERE ADJACENT WALKING SURFACES ARE COLORED OR ARE CONSTRUCTED WITH MATERIALS OTHER THAN STANDARD CLASS I PORTLAND CEMENT CONCRETE IN ACCORDANCE WITH SECTION 522 OF THE SPECIFICATIONS, THE PLAN MUST PROVIDE FOR DETECTABLE WARNING SURFACE COLORS OR MATERIALS THAT PROVIDE THE NECESSARY CONTRAST, EITHER DARK-ON-LIGHT OR LIGHT-ON-DARK. (SAFETY YELLOW OR BRICK RED)

5. RECOMMENDED MANUFACTURER: ENGINEERED PLASTICS, INC. (ARMOR TILE) OLYMPIC TOWERS, 300 PEARL STREET, SUITE 200, BUFFALO, NY 14202. PHONE: (800) 682-2525

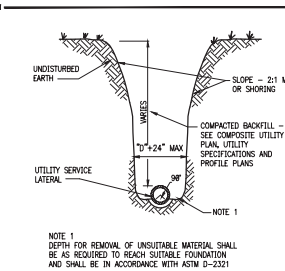
15 CURB RAMP DETECTABLE WARNING NTS
3,500 PSI (MIN.) CONCRETE



NOTE 2: CONSTRUCT RAMP TO LEAST POSSIBLE SLOPE (MAX = 1:12). CROSS SLOPE OF RAMP AND LANDING SHALL NOT EXCEED 1:50.

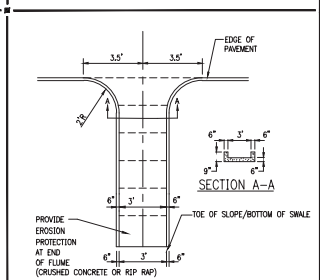
NOTE 1: REFERENCE FDOT INDEX 304, PAGE 1, GENERAL AND DESIGN NOTES. RAMPS WITHIN FDOT RIGHT OF WAY SHALL REQUIRE 2' LENGTH DETECTABLE WARNING IN LIEU OF 3' SHOWN IN DETAIL.

16 SIDE WALK HANDICAP RAMP NTS
3,500 PSI (MIN.) CONCRETE



NOTE 1
DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL BE AS REQUIRED TO REACH SUITABLE FOUNDATION AND SHALL BE IN ACCORDANCE WITH ASTM D-2321

17 TRENCH DETAIL NTS



18 CURB FLUME NTS

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:07-04'00'

STUART ANDERSON REG.# 60848

This item has been digitally signed and sealed by S. Anderson on the date adjacent to the seal. Printed copies must be verified on any electronic copies.

NO	DATE	REMARKS
5	4/15/26	CITY COMMENTS
4	4/1/26	OWNER REVISIONS

REVISIONS

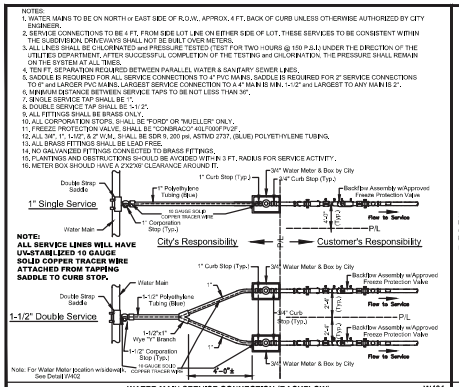
ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

C4.0
CIVIL DETAILS

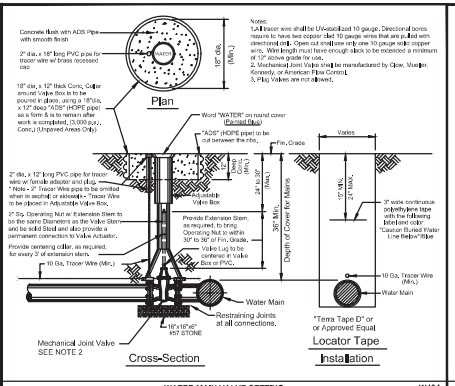
CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:46 AM



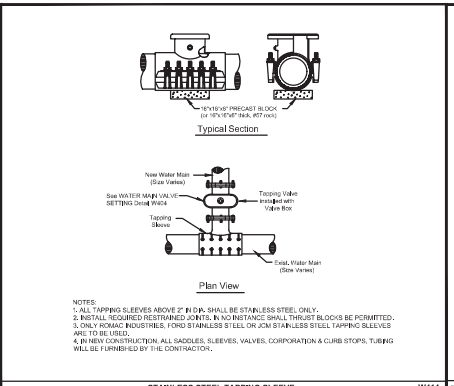
DATE: 01/07/26 **WATER MAIN SERVICE CONNECTION (BACKFLOW)** W401

City of DeLand - Standard Details



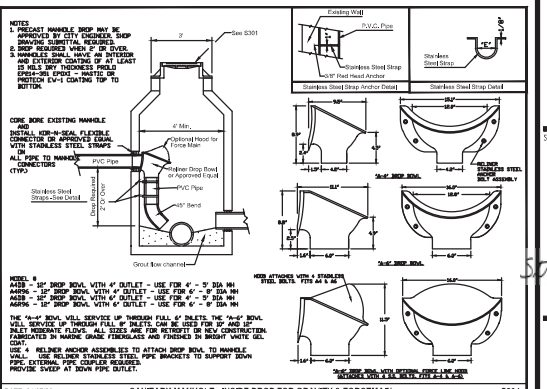
DATE: 01/07/26 **WATER MAIN VALVE SETTING** W404

City of DeLand - Standard Details



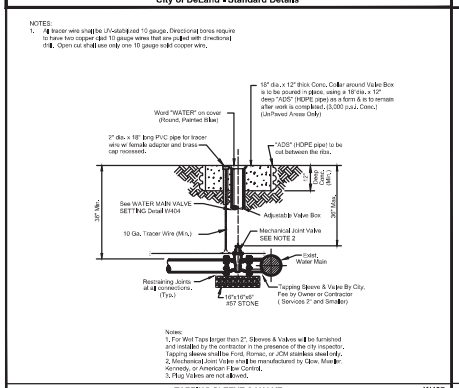
DATE: 01/07/26 **STAINLESS STEEL TAPPING SLEEVE** W414

City of DeLand - Standard Details



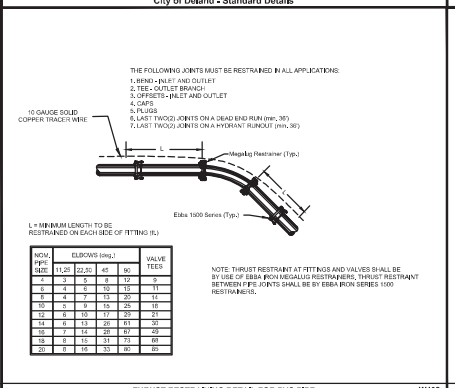
DATE: 01/07/26 **SANITARY MANHOLE - INSIDE DROP FOR GRAVITY & FORCEMAIN** S304

City of DeLand - Standard Details



DATE: 01/07/26 **TAPPING SLEEVE & VALVE** W407

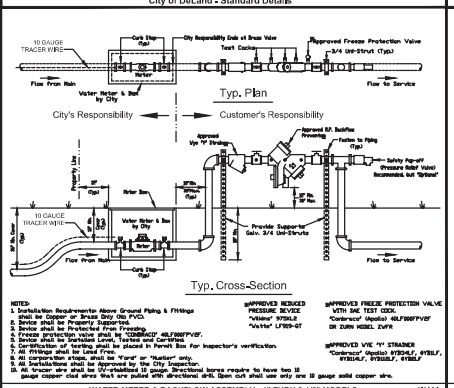
City of DeLand - Standard Details



NOM. PIPE SIZE	ELBOWS (deg.)				VALVE TEES
	11.25	22.50	45	90	
4	3	5	8	12	9
6	4	6	10	15	11
8	4	7	13	20	14
10	5	9	15	25	18
12	6	10	17	27	21
14	6	13	20	31	30
16	7	14	23	37	49
18	8	15	31	73	68
20	8	16	33	80	89

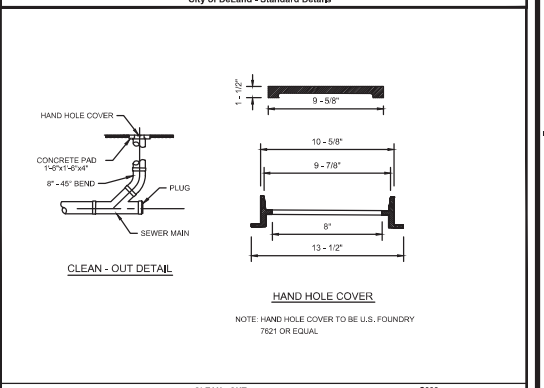
DATE: 01/07/26 **THRUST RESTRAINING DETAIL FOR PVC PIPE** W408

City of DeLand - Standard Details



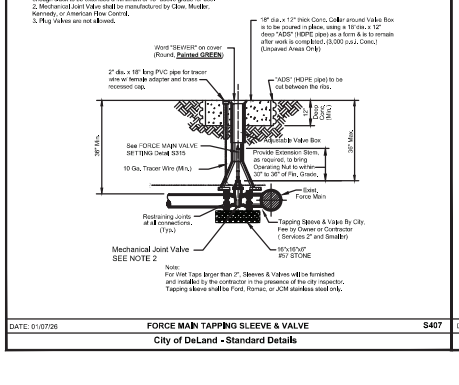
DATE: 01/07/26 **WATER METER & BACKFLOW ASSEMBLY - 1" THRU 2-1/2" MODELS** W411

City of DeLand - Standard Details



DATE: 01/07/26 **CLEAN - OUT** S308

City of DeLand - Standard Details



DATE: 01/07/26 **FORCE MAIN TAPPING SLEEVE & VALVE** S407

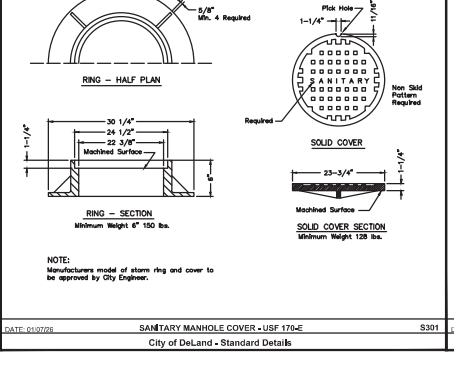
City of DeLand - Standard Details

Gravity Sewer Video Inspection Notes:

Sewer and Stormwater Pipe Installations: All gravity piping shall be flushed, cleaned and checked for line and grade and air tested according to sewer air testing specifications. No section of pipe shall have more than 1/2" of standing water at any time during the video inspection. Jet vac trucks are not allowed to be used in the pipe while the pipe is being video inspected. ***For all gravity sewer mains installed a video inspection is to be conducted when backfill reaches a minimum of 3 feet above the pipe crown or upon completion of placement of the stabilized subgrade. After conducting the video inspections, a thumb drive containing all the video recordings and sewer inspection reports shall be submitted to the City's Utilities Department. The thumb drive shall contain all video recording of installed gravity wastewater pipes including video of the insides of all sewer manholes and manhole channels. Submit pipe videoing and sewer inspection reports to Scott Zender at the Utilities Department for review prior to the start of road paving.***

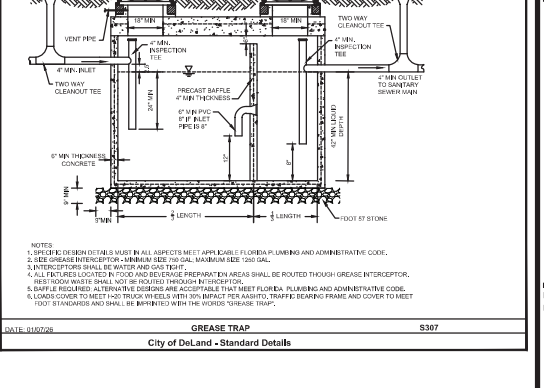
DATE: 01/07/26 **GRAVITY SEWER VIDEO REQUIREMENTS** S408

City of DeLand - Standard Details



DATE: 01/07/26 **SANITARY MANHOLE COVER - USF 170-E** S301

City of DeLand - Standard Details



DATE: 01/07/26 **GREASE TRAP** S307

City of DeLand - Standard Details

INTERPLAN
INTERPLAN LLC
AR99238
CA 8660
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ENGINEERING
PERMITTING
220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A Anderson
Date: 2026.04.27 11:27:08-04'00'

STUART ANDERSON REG.# 60848

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NO DATE REMARKS

REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

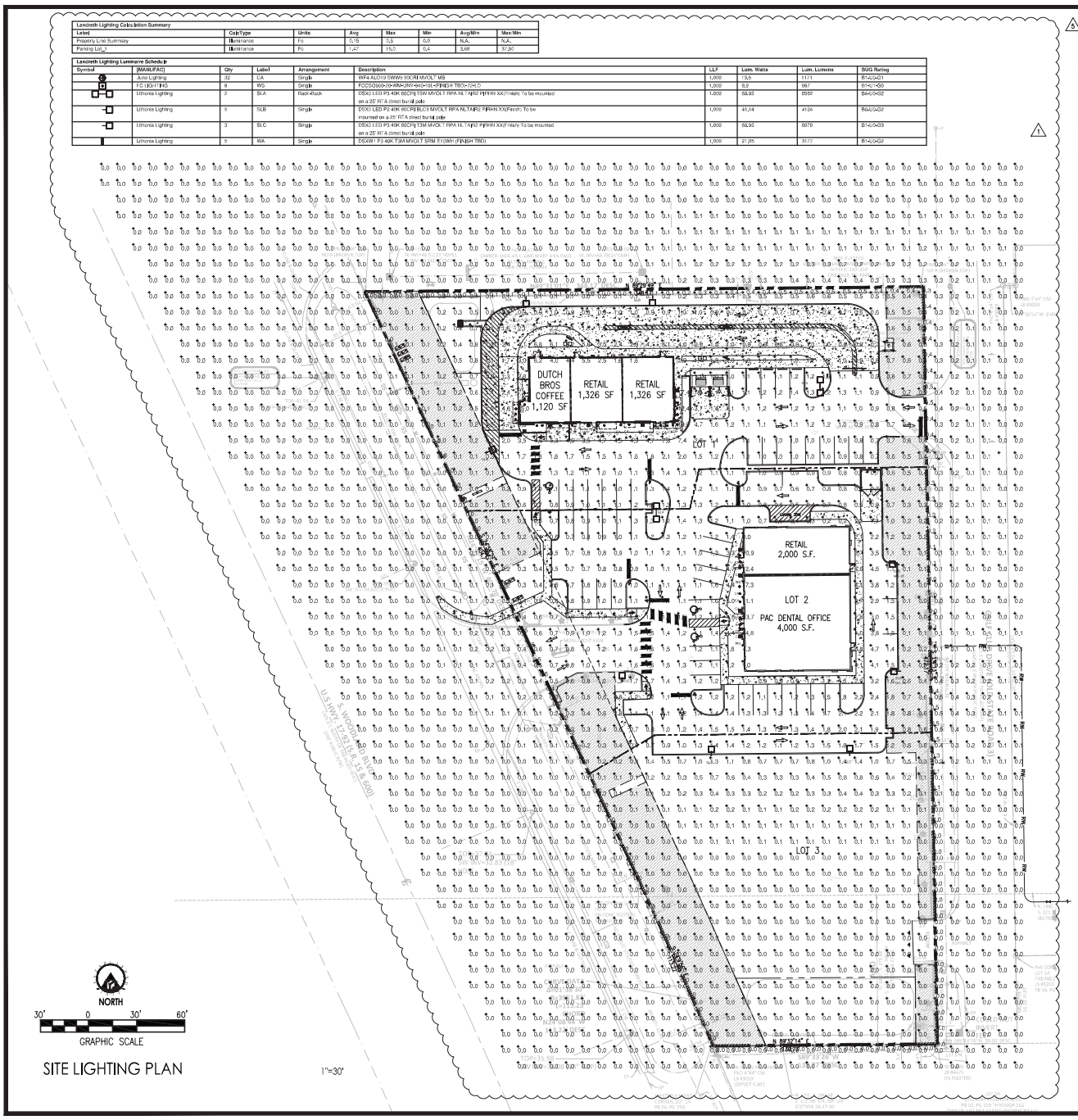
C4.1
CITY DETAILS

CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:46 AM

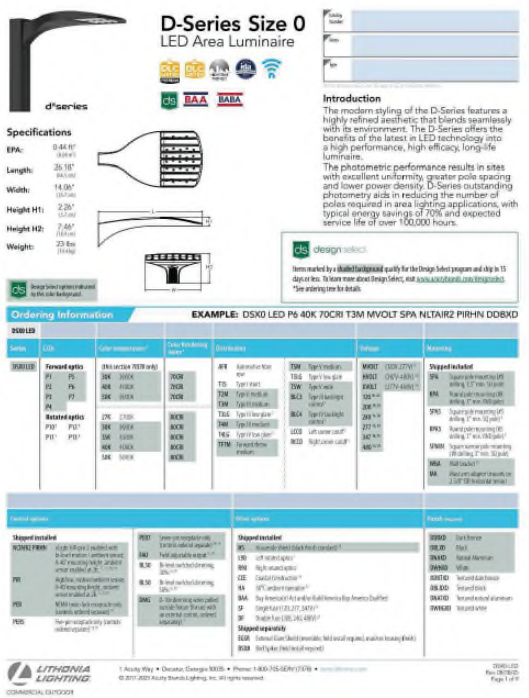
Landreth Lighting Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
Property Line Summary	Illuminance	Fc	0.15	0.5	0.0	N.A.	N.A.	
Parking Lot_1	Illuminance	Fc	1.47	15.0	0.4	3.68	37.50	

Landreth Lighting Luminaire Schedule								
Symbol	[MANUFAC]	Qty	Label	Arrangement	Description	LLF	Lum. Watts	Lum. Lumens	BUG Rating
	Juno Lighting	32	CA	Single	WF4 ALO10 SWWS 80CRI MVOLT MB	1.000	13.5	1171	B1-U0-G1
	FC LIGHTING	8	WS	Single	FCCSG600-20-RR-267-640-35-<FINISH TBD>-704.0	1.000	8.8	987	B1-U1-G0
	Lithonia Lighting	5	SLA	Back-2-Back	DSX0 LED P3 40K 80CRI T3M MVOLT RPA NLTAIR2 PIRHN XX(Finish) To be mounted on a 25' RTA direct burial pole	1.000	59.95	8552	B4-U0-G2
	Lithonia Lighting	1	SLB	Single	DSX0 LED P2 40K 80CRI BLC3 MVOLT RPA NLTAIR2 PIRHN XX(Finish) To be mounted on a 25' RTA direct burial pole	1.000	45.14	4124	B0-U0-G2
	Lithonia Lighting	3	SLC	Single	DSX0 LED P3 40K 80CRI T3M MVOLT RPA NLTAIR2 PIRHN XA(Finish) To be mounted on a 25' RTA direct burial pole	1.000	59.95	8070	B1-U0-G3
	Lithonia Lighting	5	WA	Single	DSXW1 P3 40K T3M MVOLT SPM R1(WH (FINISH TBD)	1.000	27.35	3177	B1-U0-G2



SITE LIGHTING PLAN

1"=30'



INTERPLAN
INTERPLAN LLC
AR99238
CA 8660

ARCHITECTURE
ENGINEERING
PERMITTING

220 E. CENTRAL PKWY, STE 4000
ALTAMONTE SPRINGS, FL 32701
407.645.5006

SEAL:

STUART A. ANDERSON LICENSE No. 60848 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Stuart A. Anderson
Date: 2026.04.27 11:27:08-04'00'

STUART ANDERSON REG.# 60848

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NO	DATE	REMARKS
5	4/15/26	CITY COMMENTS
1	2/25/26	CITY COMMENTS

REVISIONS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

PROJECT NO: 2025.0815
DATE: 4/27/2026

SL1
SITE LIGHTING PLAN

CHECKED: CDB DRAWN: GFC

GILCOR - 04/27/2026 10:58:49 AM

INTERPLAN

220 E. Central Pkwy, Ste 4000
Altamonte Springs, FL 32701

407-645-5008
Interplanllc.com

November 14, 2025

City of DeLand Planning Division
120 South Florida Avenue
DeLand, FL 32720

Reference: **Project Name: Country Club Pointe Redevelopment**
Project Address: 2219 South Woodland Boulevard
Parcel ID Number: 702800000240
Interplan Number: 2025.0815
Project Narrative Letter

To Whom It May Concern:

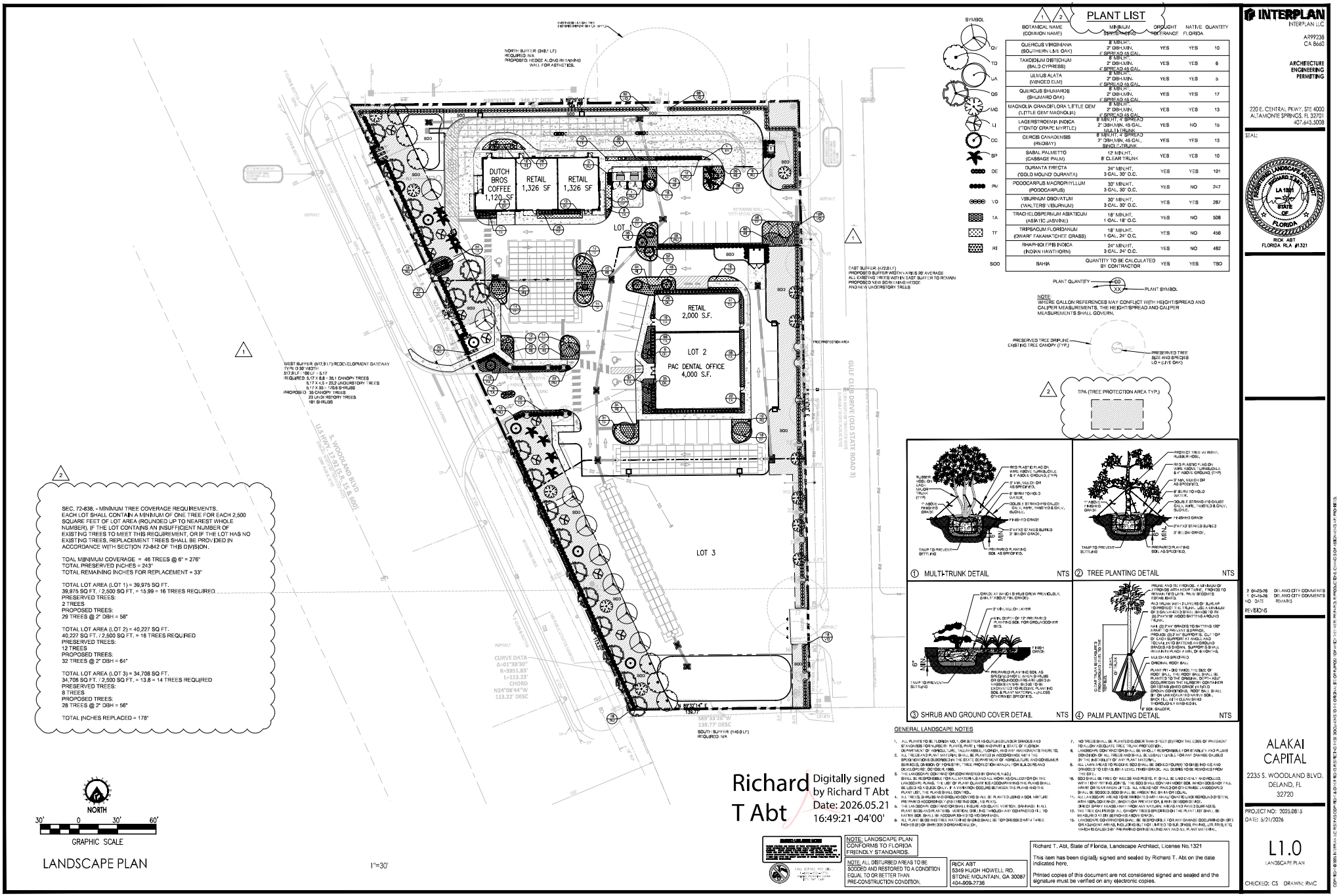
The proposed project consists of demolishing and redeveloping the property located at 2235 South Woodland Boulevard, DeLand, FL. The site currently has 3 connected buildings on the property that serve retail businesses, a parking lot, existing utilities, and an existing underground stormwater retention system. The proposed project calls for demolition of the entire site, including the parking lot areas, stormwater infrastructure, and utilities. The site will then be redeveloped and separated into 3 different lots. The proposed development of the site consists 1 building with a drive-thru coffee shop, and a pharmacy in the lot to the north (Lot 1), and the middle lot and the lot to the south will be left vacant for a future tenant. The proposed project will create an entrance to the site, and bring all necessary utilities to all 3 lots. Along with the utilities, we're also proposing an underground/above ground stormwater system that will be able to store the runoff from a 100 year, 24 hour storm with no discharge.

Please feel free to contact me if you have any questions or require additional information at acardo@interplanllc.com or 407-645-5008. If I am not available, Chris Blurton, is the Civil Project Manager and can assist with any questions by email or phone at cblurton@interplanllc.com or 407-645-5008.

Sincerely,
INTERPLAN LLC

Andrea Cardo
Permit Department Manager

ec: C. Blurton, Interplan LLC
File



PLANT LIST

SYMBOL	BOTANICAL NAME (COMMON NAME)	MINIMUM SIZE/SPACING	DROUGHT TOLERANCE	NATIVE FLORIDA	QUANTITY
QV	QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)	8' MIN.HT. 2" DBH MIN. 4' SPREAD AS CAL.	YES	YES	10
TD	TAXODIUM DISTICHUM (BALD CYPRESS)	8' MIN.HT. 2" DBH MIN. 4' SPREAD AS CAL.	YES	YES	6
UA	ULMUS ALATA (WINGED ELM)	8' MIN.HT. 2" DBH MIN. 4' SPREAD AS CAL.	YES	YES	5
QS	QUERCUS SHUMARDII (SHUMARD OAK)	8' MIN.HT. 2" DBH MIN. 4' SPREAD AS CAL.	YES	YES	17
MG	MAGNOLIA GRANDIFLORA 'LITTLE GEM' (LITTLE GEM MAGNOLIA)	8' MIN.HT. 2" DBH MIN. 4' SPREAD AS CAL.	YES	YES	13
LI	LAGERSTROEMIA INDICA ('TONTO' CRAPE MYRTLE)	8' MIN.HT. 3 SPREAD 2" DBH MIN. AS CAL. MULTI-TRUNK	YES	NO	15
CC	CERCIS CANADENSIS (REDBAY)	8' MIN.HT. 3 SPREAD 2" DBH MIN. AS CAL. SINGLE TRUNK	YES	YES	13
SP	SABAL PALMETTO (CABBAGE PALM)	12' MIN.HT. 8' CLEAR TRUNK	YES	YES	10
DE	DURANTA ERECTA ('GOLD MOUND' DURANTA)	24" MIN.HT. 3 GAL. 30" O.C.	YES	YES	101
PM	PODOCARPUS MACROPHYLLUM (PODOCARPUS)	30" MIN.HT. 3 GAL. 30" O.C.	YES	NO	247
VO	VIBURNUM OBOVATUM ('WALTERS' VIBURNUM)	30" MIN.HT. 3 GAL. 30" O.C.	YES	YES	287
TA	TRACHELOSPERMUM ASIATICUM (ASIATIC JASMINE)	18" MIN.HT. 1 GAL. 18" O.C.	YES	NO	508
TF	TRIPSACUM FLORIDANUM ('DWARF' FAKAHATCHEE GRASS)	18" MIN.HT. 1 GAL. 24" O.C.	YES	NO	456
RI	RHAPHIOLEPIS INDICA (INDIAN HAWTHORN)	24" MIN.HT. 3 GAL. 24" O.C.	YES	NO	482
SOD	BAHIA	QUANTITY TO BE CALCULATED BY CONTRACTOR	YES	YES	TBD

① MULTI-TRUNK DETAIL NTS
② TREE PLANTING DETAIL NTS
③ SHRUB AND GROUND COVER DETAIL NTS
④ PALM PLANTING DETAIL NTS

GENERAL LANDSCAPE NOTES

1. ALL PLANTS TO BE 1 FLORIDA NO. 1, OR BETTER AS OUTLINED UNDER GRADES AND STANDARDS FOR NURSERY PLANTS, PART 1, 1998 AND PART 2, STATE OF FLORIDA DEPARTMENT OF AGRICULTURE, TALLAHASSEE, FLORIDA, AND ANY AMENDMENTS THERETO.
2. ALL TREES AND PLANT MATERIAL SHALL BE PLANTED IN ACCORDANCE WITH THE SPECIFICATIONS DESCRIBED IN THE STATE DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, DIVISION OF FORESTRY, "TREE PROTECTION MANUAL FOR BUILDERS AND DEVELOPERS", DOCS04-1998.
3. THE LANDSCAPE CONTRACTOR (HEREINAFTER CALLED CONTRACTOR) SHALL BE RESPONSIBLE FOR ALL MATERIALS AND ALL WORK AS CALLED FOR ON THE LANDSCAPE PLANS. THE LIST OF PLANT QUANTITIES ACCOMPANYING THE PLANS SHALL BE USED AS A GUIDE ONLY. IF A VARIATION OCCURS BETWEEN THE PLANS AND THE PLANT LIST, THE PLANS SHALL CONTROL.
4. ALL TREES, SHRUBS AND GROUND COVERS SHALL BE PLANTED USING A SOIL MIXTURE PREPARED ACCORDING TO (FDOT EXISTING SOIL, IS PEAT).
5. THE LANDSCAPE CONTRACTOR SHALL ENSURE ADEQUATE VERTICAL DRAINAGE IN ALL PLANTING BEDS AND PLANTING AREAS. SHOULD ANY UNFAVORABLE OR UNEXPECTED FIELD CONDITIONS BE ENCOUNTERED WHICH, IN THE OPINION OF THE CONTRACTOR, WOULD ADVERSELY AFFECT THE SATISFACTORY GROWTH OF PLANTS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE IN WRITING. NO PLANTING SHALL BE DONE UNTIL SUCH CONDITIONS HAVE BEEN CORRECTED.
6. ALL PLANT BEDS AND TREE PITS TO BE MULCHED WITH A MINIMUM OF 3" DEPTH OF MULCH. MULCH SHALL BE FREE OF WEEDS AND DEBRIS. IT SHALL BE EVENLY AND NEATLY RAKED AND MAINTAINED AT THE SPECIFIED DEPTH THROUGHOUT THE GUARANTEE PERIOD. MULCH SHALL NOT BE PLACED WITHIN 6" OF THE BASE OF ANY PLANT. MULCH SHALL BE PINE BARK MINI NUGGETS OR APPROVED EQUAL.
7. NO TREES SHALL BE PLANTED CLOSER THAN 3 FEET (3') FROM THE EDGE OF PAVEMENT TO ALLOW ADEQUATE TREE TRUNK PROTECTION.
8. LANDSCAPE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR STABILITY AND PLUMB CONDITION OF ALL TREES AND SHALL BE LEGALLY LIABLE FOR ANY DAMAGES CAUSED BY THE INSTABILITY OF ANY PLANT MATERIAL.
9. ALL LAWN AREAS TO RECEIVE SOD SHALL BE DEKALB (TURF) 80 (BIHD) AND HYDRAND 10 TO ESTABLISH A LEVEL FINISH GRADE. ALL DEBRIS TO BE REMOVED FROM THE SITE.
10. SOD SHALL BE FREE OF WEEDS AND PESTS. IT SHALL BE LAID EVENLY AND ROLLED, WITH TIGHT FITTING JOINTS. THE SOD SHALL CONTAIN HOBBY SOIL AND NO DOES NOT FALL APART OR TEAR WHEN LIFTED. ALL AREAS NOT PAVED OR OTHERWISE LANDSCAPED SHALL BE SODDED. SOD SHALL BE WATERED IN WITH EQUAL.
11. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND SYSTEM, WITH 100% COVERAGE, INCLUDING PERIMETER, & WITH DESIGNER MOD. SHRUB SPRAY HEADS AWAY FROM ANY NATURAL AREAS AND PAVED SURFACES.
12. THE TREE DRIPLINE OF ALL CANOPY TREES SPECIFIED ON THE PLANT LIST SHALL BE MEASURED AT OR BEYOND 6" ABOVE GRADE.
13. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OCCURRING ON SITE OR ADJACENT AREAS, INCLUDING BUT NOT LIMITED TO, SIDEWALKS, PAVING, UTILITIES, ETC. WHICH IS CAUSED BY THE PLANTING OR INSTALLING ANY AND ALL PLANT MATERIAL.

NOTE: LANDSCAPE PLAN CONFORMS TO FLORIDA FRIENDLY STANDARDS.

NOTE: ALL DISTURBED AREAS TO BE SODDED AND RESTORED TO A CONDITION EQUAL TO OR BETTER THAN PRE-CONSTRUCTION CONDITION.

RICK ABT
5345 HUGH HOWELL RD.
STONE MOUNTAIN, GA 30087
404-909-7736

Richard T. Abt, State of Florida, Landscape Architect, License No.1321

This item has been digitally signed and sealed by Richard T. Abt on the date indicated here.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Richard T Abt
Digitally signed by Richard T Abt
Date: 2026.05.21 16:49:21 -04'00'

INTERPLAN
INTERPLAN LLC
AR99236
CA 8660
ARCHITECTURE
ENGINEERING
PERMITTING
220 E. CENTRAL PKWY. STE 4000
ALTAMONTE SPRINGS, FL 32701
407.643.3008

SEAL:

REGISTERED LANDSCAPE ARCHITECT
RICHARD T. ABT
LA 1321
STATE OF FLORIDA
RICK ABT
FLORIDA RLA #1321

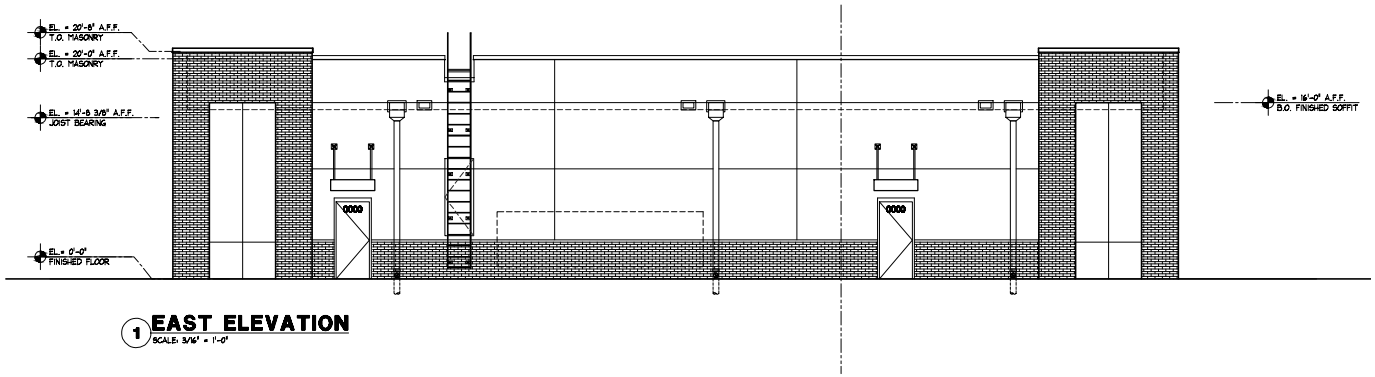
NO	DATE	REVISIONS
2	04-23-26	DELAND CITY COMMENTS
1	01-16-26	DELAND CITY COMMENTS
NO	DATE	REMARKS

ALAKAI CAPITAL
2235 S. WOODLAND BLVD.
DELAND, FL
32720

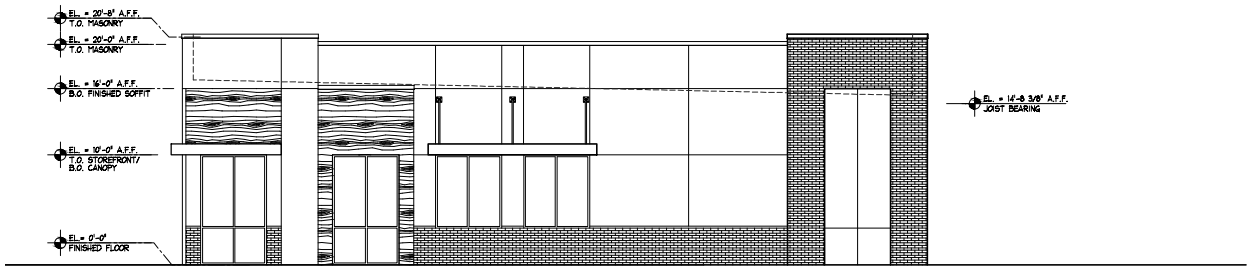
PROJECT NO: 2025.0815
DATE: 5/21/2026

L1.0
LANDSCAPE PLAN

CHECKED: CS DRAWN: RMC



1 **EAST ELEVATION**
SCALE: 3/16" = 1'-0"



2 **SOUTH ELEVATION**
SCALE: 3/16" = 1'-0"

2/6/2026 11:45 AM

FWH Architects
3336 Grand Blvd. Suite 201
Holiday, Florida 34690
Ph. 727. 815. 3336

TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEER, THESE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MIAMI BUILDING CODES AND THE APPLICABLE MIAMI FIRE SAFETY STANDARDS

GUY F. FABER
FL License No. AR0015323
seal

no.	date	revision descriptions

RETAIL BUILDING TWO AT DELAND
2235 S. WOODLAND BLVD
DELAND, FL

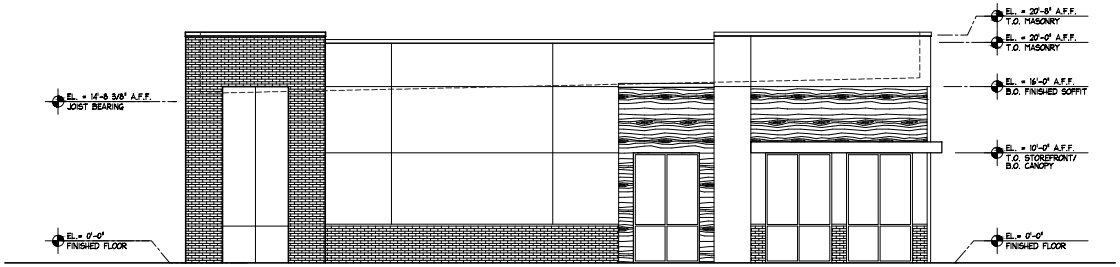
02.06.2026
date

26005
comm. no.

EXTERIOR ELEVATIONS

A3.1

1 WEST ELEVATION
SCALE: 3/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

2/6/2026 11:45 AM

FWH Architects
3336 Grand Blvd. Suite 201
Holiday, Florida 34690
Ph. 727. 815. 3336

TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEER, THESE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MIAMI BUILDING CODES AND THE APPLICABLE MIAMI FIRE SAFETY STANDARDS

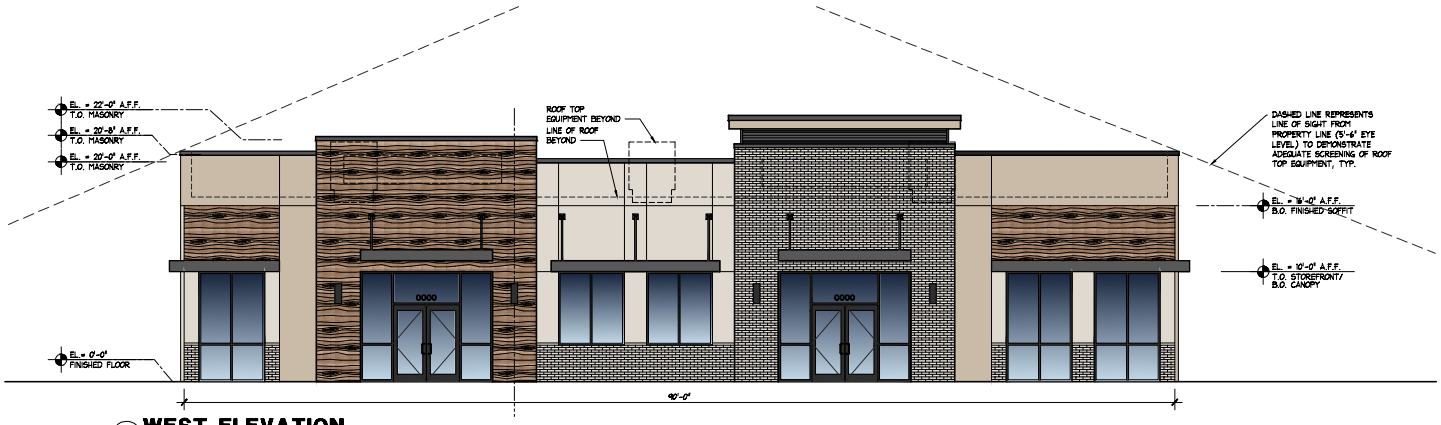
GUY F. FABER
FL License No. AR0015323
seal

no.	date	revision descriptions

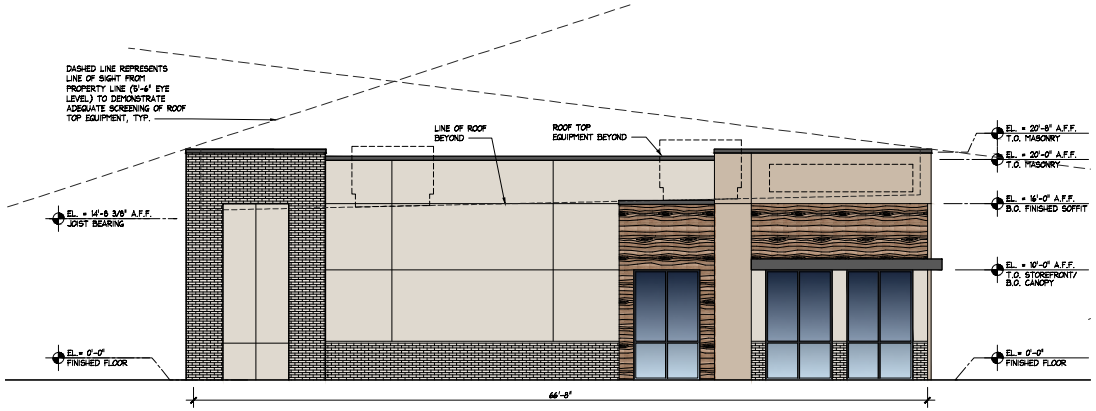
RETAIL BUILDING TWO AT DELAND
2235 S. WOODLAND BLVD
DELAND, FL

02.06.2026
date
26005
comm. no.
EXTERIOR ELEVATIONS

A3.0



1 WEST ELEVATION
SCALE: 3/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR FINISH SCHEDULE

CEMENT PLASTER / EIFS FINISHES
(ACRYLIC EIFS FINISH WITH INTEGRAL COLOR AND TEXTURE)

TAG	MANUFACTURER	COLOR	DESCRIPTION
EF-1	DRYVIT	MATCH SHERWIN WILLIAMS #SW7570 "EGRET WHITE" (LRV 70)	CUSTOM DRYVIT STRATOTONE COLOR
EF-2	DRYVIT	MATCH SHERWIN WILLIAMS #SW 7624 "DAURRIE BEIGE" (LRV 50)	CUSTOM DRYVIT STRATOTONE COLOR
BRICK			
BRK-1	VEE BRICK CLASSICS	COLOR: "770 SEASHELL" MORTAR: SM330 "BURLYWOOD"	
METAL TRIM, COPING, DOWNSPOUTS AND SCUPPERS			
MTL-1	BERRIDGE	"CHARCOAL"	KYNAR 500
ALUMINUM STOREFRONT			
SF-1	YKK	"BLACK"	
SIDING			
SD-1	NICHIHA	VINTAGE WOOD "SPRUCE"	CEMENTITOUS SIDING

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TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEER, SAID PLANS DO APPROPRIATELY COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE MINIMUM FIRE SAFETY STANDARDS

GUY F. FABER
FL License No. AR0015323
seal

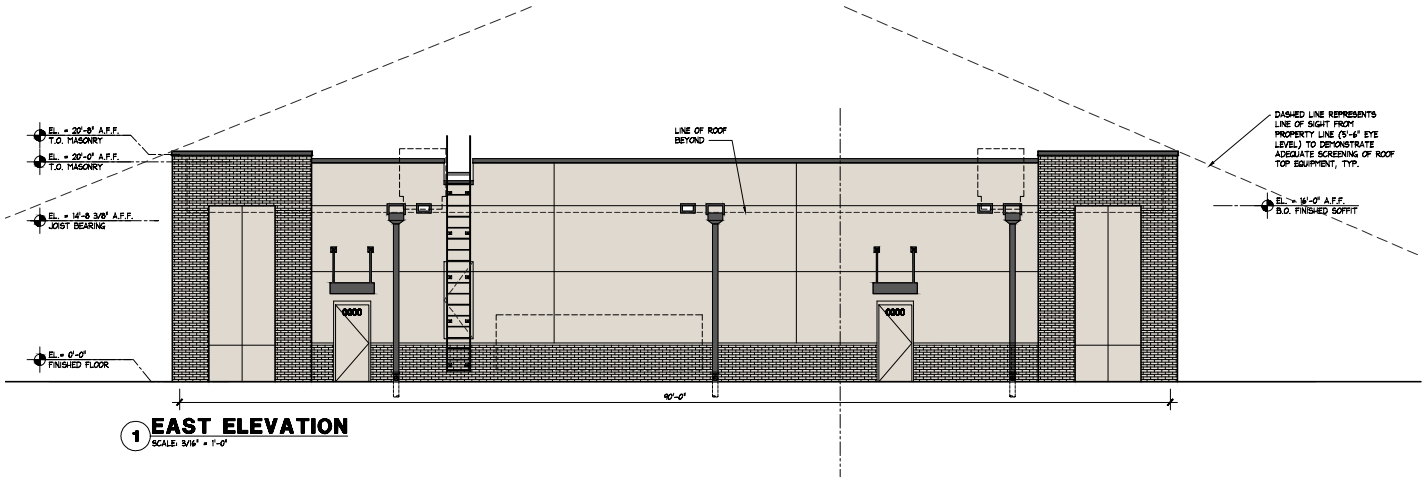
no.	date	revision descriptions

RETAIL BUILDING TWO AT DELAND
2235 S. WOODLAND BLVD
DELAND, FL

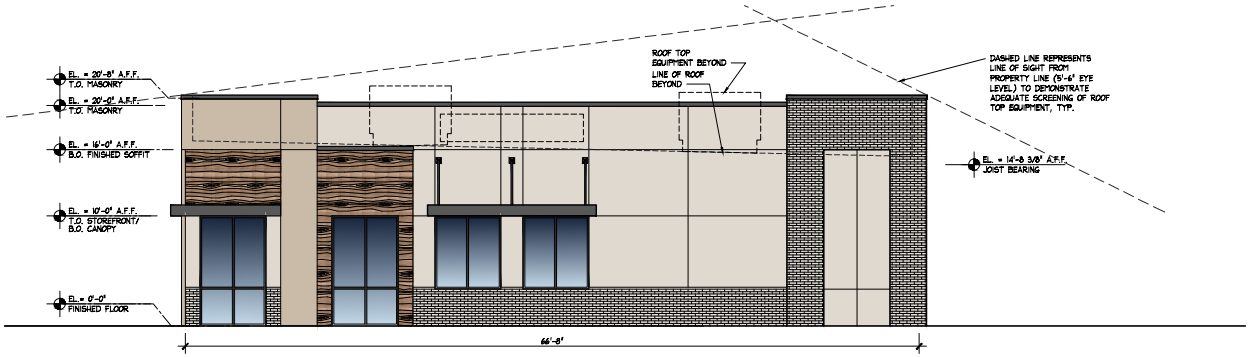
02.19.2026
date
26005
comm. no.
EXTERIOR ELEVATIONS

A3.0A

4/15/2026 11:49 AM



1 **EAST ELEVATION**
SCALE: 3/16" = 1'-0"



2 **SOUTH ELEVATION**
SCALE: 3/16" = 1'-0"

FWH Architects
3336 Grand Blvd. Suite 201
Holiday, Florida 34690
Ph. 727. 815. 3336

TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEER SAID PLANS DO ARE/ARE NOT COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE MINIMUM FIRE SAFETY REGULATIONS

GUY F. FABER
FL License No. AR0015323
seal

no.	date	revision descriptions

RETAIL BUILDING TWO AT DELAND

2235 S. WOODLAND BLVD
DELAND, FL

02.19.2026
date

26005
comm. no.

EXTERIOR ELEVATIONS

A3.1A

4/15/2026 11:50 AM

BOUNDARY SURVEY

LOCATED IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA

DESCRIPTION: (PER FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT #12850220, DATED DECEMBER 15, 2025)

ALL OF THE SOUTH ONE HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 186.48 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF THE SOUTH ONE HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 279.68 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

THE NORTH 93.2 FEET OF THE SOUTH 279.68 FEET OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD AND EAST OF NEW STATE ROAD (O.R. BOOK 1566, PAGE 747), IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

ABOVE DESCRIBED PARCEL MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA; THENCE NORTH 89°26'44" EAST, ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 28, A DISTANCE OF 2233.31 FEET TO THE INTERSECTION OF SAID SOUTH LINE AND THE CENTERLINE OF SURVEY OF STATE ROAD 15/600 (U.S. 17/92) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION #79049, ALSO BEING A POINT ON A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3951.83 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE AND CENTERLINE OF SURVEY OF STATE ROAD 15/600 (U.S. 17/92), A DISTANCE OF 1613.33 FEET (SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 12°58'09" WEST, 1603.56 FEET) TO THE END OF SAID CURVE; THENCE NORTH 65°01'33" EAST, A DISTANCE OF 101.40 FEET TO THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD 15/600 (U.S. 17/92) AND THE POINT OF BEGINNING; THENCE NORTH 24°58'27" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 407.21 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 28; THENCE NORTH 89°29'16" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 346.28 FEET TO THE WESTERLY RIGHT OF WAY LINE OF OLD STATE ROAD NO. 3 (GOLF CLUB DRIVE); THENCE SOUTH 01°05'43" EAST, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 472.16 FEET TO THE NORTH LINE OF THE SOUTH 186.48 FEET OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 28; THENCE SOUTH 89°29'34" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 139.70 FEET TO THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD 15/600 (U.S. 17/92), ALSO BEING A POINT ON A CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 3951.83 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE AND EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 110.49 FEET (SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 24°12'24" WEST, 110.29 FEET) TO THE END OF SAID CURVE AND THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 2.835 ACRES, MORE OR LESS

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE REFERRED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83/2011 ADJUSTMENT).
2. IMPROVEMENTS WERE PROVIDED BY A PREVIOUS SURVEY BY ACCURIGHT SURVEYS OF ORLANDO INC. (LB 4475), PROJECT NUMBER 55399, DATED FEBRUARY 14, 2022.
3. NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
4. THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
5. INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THE SURVEYOR BY FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT #12850220, DATED DECEMBER 15, 2025, EXCEPT AS SHOWN. SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THE SURVEYOR.
6. INFORMATION FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, (F,E,M,A,) FLOOD INSURANCE RATE MAP(S), SHOWN ON THIS MAP WAS CURRENT AS OF THE REFERENCED DATE. MAP REVISIONS AND AMENDMENTS ARE PERIODICALLY MADE BY LETTER AND MAY NOT BE REFLECTED ON THE MOST CURRENT MAP.
7. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
8. IN THE OPINION OF THIS SURVEYOR, THE PERIMETER LINES AS SHOWN HEREON REPRESENT THE LOCATION OF THE BOUNDARY LINES OF THE SUBJECT PARCEL IN RELATION TO THE DESCRIPTION OF RECORD AND THOSE EXISTING LAND CORNERS FOUND TO BE ACCEPTABLE BY THIS SURVEYOR.
9. VERTICAL DATUM REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON THE FLORIDA DEPARTMENT OF TRANSPORTATION BENCHMARK DESIGNATED "797031", HAVING A PUBLISHED ELEVATION OF 56.22 FEET (NAVD88).

BII EXCEPTIONS:

(PER FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT #12850220, DATED DECEMBER 15, 2025)

7. ORDINANCE NO. 91-62 RECORDED DECEMBER 9, 1991 IN OFFICIAL RECORDS BOOK 3712, PAGE 1723. (AFFECTS SUBJECT PROPERTY, NOTHING TO PLOT)

CURVE DATA TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1 (M)	1613.33'	3951.83'	23°39'54"	1601.56'	N 12°58'09" W
C2 (M)	110.49'	3951.83'	1°36'02"	110.29'	N 24°12'24" W

LEGEND:

- ⊡ = FOUND 4"X4" CONCRETE MONUMENT (STAMPED AS NOTED)
- △ = FOUND NAIL AND DISK (STAMPED AS NOTED)
- ● = FOUND 5/8" STEEL REBAR & CAP (STAMPED AS NOTED)
- ▲ = SET NAIL AND DISK STAMPED "NVS INC, LB 8246"
- (C) = CALCULATED DATA
- (D) = DATA BASED ON DEED OF RECORD (O.R./B. , PAGE)
- (M) = DATA BASED ON FIELD MEASUREMENTS
- FEMA = FEDERAL EMERGENCY MANAGEMENT AGENCY
- ALTA = AMERICAN LAND TITLE ASSOCIATION
- F.I.R.M. = FLOOD INSURANCE RATE MAP
- FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
- P.I.D. = PARCEL IDENTIFICATION NUMBER
- NAVD = NORTH AMERICAN VERTICAL DATUM
- O.R.B. = OFFICIAL RECORDS BOOK
- PC = POINT OF CURVATURE
- PT = POINT OF TANGENCY
- R/W = RIGHT OF WAY

FLOOD ZONE:

THIS PROPERTY IS LOCATED IN FEDERAL FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS INTERPOLATED FROM F.I.R.M. PANEL NO. 12127 C 0610J, EFFECTIVE FEBRUARY 19, 2014.

GRAPHIC SCALE

0 25 50 100

WEST QUARTER CORNER
SECTION 28, TOWNSHIP 17 SOUTH
RANGE 30 EAST
FOUND 5/8" IRON ROD (NO ID)
CERTIFIED CORNER RECORD
#077769

S 89°49'00" W 1320.59' (M)

NORTH LINE OF SOUTHWEST 1/4 OF SECTION 28

S 89°49'00" W 2641.17' (M)

S 89°49'00" W 1320.59' (M)

CENTER OF SECTION 28,
TOWNSHIP 17 SOUTH
RANGE 30 EAST
(CALCULATED CORNER)

NORTH LINE OF NORTHEAST 1/4 OF SOUTH-WEST 1/4 OF SECTION 28

P.I.D. 4702800000301
OWNER: PAUL HARLAN L
ADDRESS: 2199 S WOODLAND BLVD
OFFICIAL RECORDS BOOK 8538, PAGE 4092

P.I.D. 4702800000300
OWNER: PAUL HARLAN L
ADDRESS: 2190 GOLF CLUB DR
OFFICIAL RECORDS BOOK 8538, PAGE 4092

(NO ID)

N 89°28'16" E 348.00' (M)

NORTH LINE OF SOUTH 1/2 OF
NORTHEAST 1/4 OF SOUTHWEST 1/4
OF SECTION 28 (D)

(NO ID)

P.I.D. 4702818000002
OWNER: TKG DELAND LLC
ADDRESS: TKG GOLF CLUB DR
COMMON AREA B
COUNTRY CLUB CORNERS
PLAT BOOK 56, PAGE 159-162

P.I.D. 4702818000000
OWNER: DELAND STRIP CENTER LLC
ADDRESS: 2217 S WOODLAND BLVD
TOTAL AREA: ±2.835 ACRES

P.I.D. 4702820000090
OWNER: TKG DELAND LLC
ADDRESS: TKG GOLF CLUB DR
COMMON AREA C
COUNTRY CLUB CORNERS LOT 6 REPLAT
PLAT BOOK 59, PAGE 111-112

P.I.D. 4702818000010
OWNER: UST NET-LEASED PROPERTIES LLC
ADDRESS: 2265 S WOODLAND BLVD
LOT 1A COUNTRY CLUB CORNERS
PLAT BOOK 56, PAGE 159-162

STATE ROAD NO. 15(600 (U.S. 17/92)
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

EASTERLY RIGHT OF WAY LINE
OF STATE ROAD 3 (NEW STATE ROAD)

N 24°58'27" W 407.21' (M)

CENTERLINE OF SURVEY OF STATE ROAD 15/600 (U.S. 17/92) PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION #79049

WESTERLY RIGHT OF WAY LINE
OF OLD STATE ROAD 3 (GOLF CLUB DRIVE)

S 01°05'43" E 472.16' (M)

OLD STATE ROAD NO. 3 (GOLF CLUB DRIVE)
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

N 01°05'52" W 1314.02' (M)

WEST LINE OF NORTHEAST 1/4 OF SOUTHWEST 1/4 OF SECTION 28

WEST LINE OF SOUTHWEST 1/4 OF SECTION 28

S 01°06'16" E 1318.29' (M)

WEST LINE OF NORTHEAST 1/4 OF SOUTHWEST 1/4 OF SECTION 28

S 01°04'41" E 2645.13' (M)

N 65°01'33" E 101.40' (M)

(LB 5200)

S 89°29'34" W 139.70' (M)

NORTH LINE OF SOUTH 186.48 FEET OF
NORTHEAST 1/4 OF SOUTHWEST 1/4
OF SECTION 28 (D)

(LB 4475)

C1

C2

(M&R)

N 89°37'52" E 1320.75' (M)

SOUTH LINE OF NORTHEAST 1/4 OF SOUTHWEST 1/4 OF SECTION 28

N 01°05'52" W 2628.03' (M)

EAST LINE OF SOUTHWEST 1/4 OF SECTION 28

(P.C.)
INTERSECTION OF CENTERLINE OF SURVEY
OF STATE ROAD 15/600 (U.S. 17/92)
PER FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP SECTION # 79049 AND THE SOUTH
LINE OF SOUTH-WEST 1/4 OF SECTION 28

SOUTH-WEST CORNER
SECTION 28, TOWNSHIP 17 SOUTH
RANGE 30 EAST
FOUND MAG NAIL (NO ID)
CERTIFIED CORNER RECORD
#075383

SOUTH LINE OF SOUTH-WEST 1/4 OF SECTION 28

N 89°26'44" E 2233.31' (M)

N 89°26'44" E 2641.87' (M)

N 01°05'52" W 1314.02' (M)

SOUTH QUARTER CORNER
SECTION 28, TOWNSHIP 17 SOUTH
RANGE 30 EAST
FOUND 1" IRON PIPE (NO ID)

NVS

6200 Lee Vista Blvd
Suite 400
Orlando, Florida 32822
(407) 896-3317
www.nvs.com
LB-8246

REVISIONS:
REV. #:

CERTIFIED TO:
ALAN COPPOLA, DELAND STRIP CENTER LLC, A FLORIDA LIMITED LIABILITY COMPANY, LOWNDES, DROSDICK, DOSTER, KANTOR & REED, P.A., FIDELITY NATIONAL TITLE INSURANCE COMPANY

SCALE: 1" = 80'

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY.

PROJECT NUMBER:
26-0021000.00

SURVEY DATE:
01/15/2026

REVISION DATE:
N/A

TECHNICIAN:
CNR

CREW CHIEF:
JW

QUALITY CONTROL:
CNR

FIELD BOOK & PAGE:
2217 S WOODLAND BLVD

CLINTON N. RICKNER, PSM
FL PSM NO. 7409

CLINTON N. RICKNER
LICENSE NUMBER
7409
STATE OF
FLORIDA
Professional Surveyor and Mapper

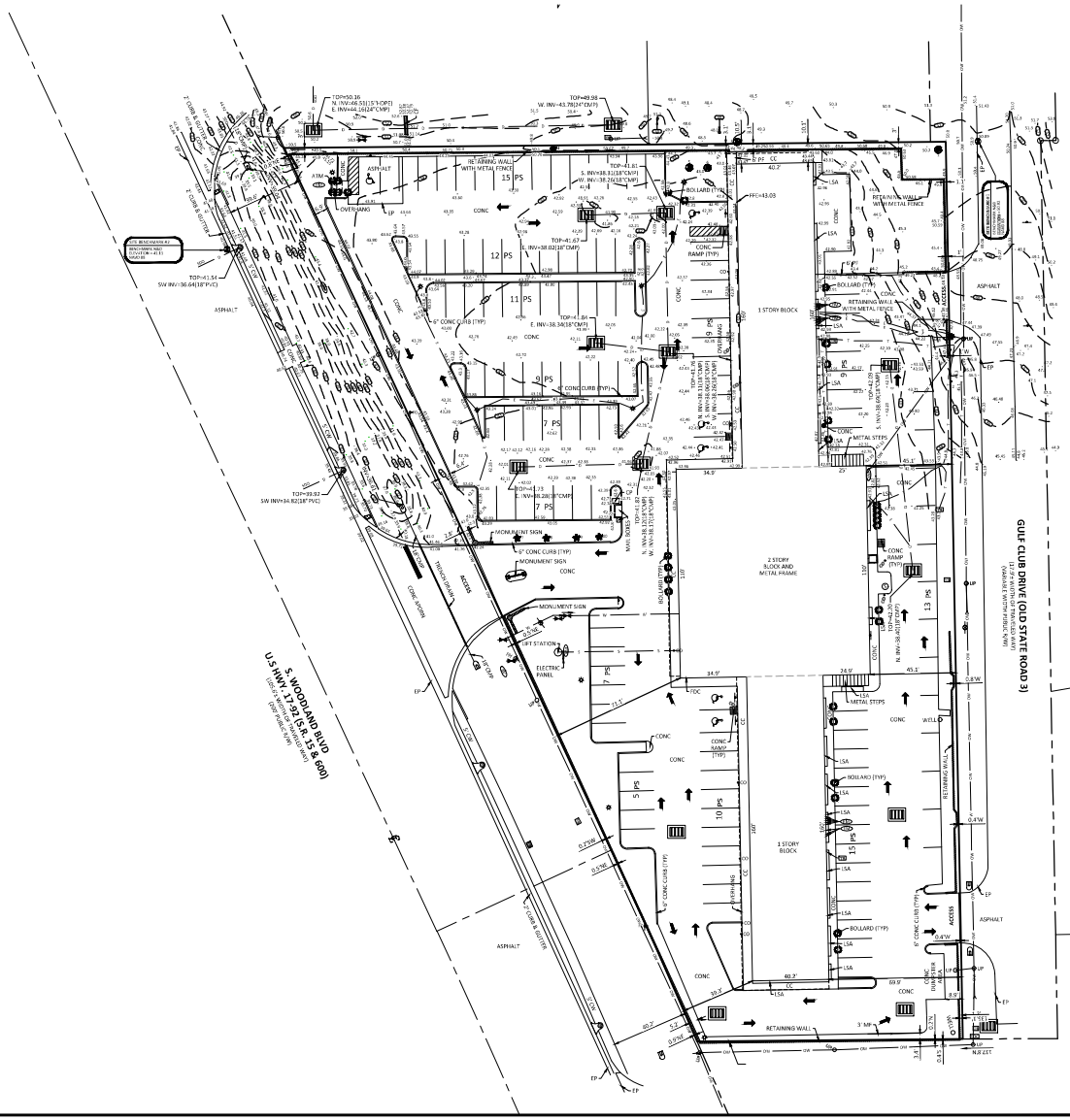
Clinton N Rickner (Jan 16, 2026 08:31 EST)

This map prepared by:
CERTIFICATE OF AUTHORIZATION
NO. LB-8246
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 1 OF 2

BOUNDARY SURVEY

LOCATED IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA



GRAPHIC SCALE
0 15 30 60

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE REFERRED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD83/2011 ADJUSTMENT).
2. IMPROVEMENTS WERE PROVIDED BY A PREVIOUS SURVEY BY ACCURIGHT SURVEYS OF ORLANDO INC. (LB 4475), PROJECT NUMBER 95389, DATED FEBRUARY 14, 2022.
3. NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
4. THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
5. INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THE SURVEYOR EXCEPT AS SHOWN, SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THE SURVEYOR.
6. INFORMATION FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, (F.E.M.A.) FLOOD INSURANCE RATE MAP(S), SHOWN ON THIS MAP WAS CURRENT AS OF THE REFERENCED DATE. MAP REVISIONS AND AMENDMENTS ARE PERIODICALLY MADE BY LETTER AND MAY NOT BE REFLECTED ON THE MOST CURRENT MAP.
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9. VERTICAL DATUM REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND BASED ON THE FLORIDA DEPARTMENT OF TRANSPORTATION BENCHMARK DESIGNATED "P97031", HAVING A PUBLISHED ELEVATION OF 50.22 FEET (NAVD88).
10. THERE ARE 129 REGULAR PARKING SPACES AND 6 HANDICAP SPACES, FOR A TOTAL OF 135 STRIPED SPACES.

LEGEND

BB	- BOTTOM OF BANK	MEAS	- MEASURED
BC	- BACK OF CURB	MF	- METAL FENCE
BFP	- BACK FLOW PREVENTER	MS	- METAL SHED
BM	- BENCHMARK	MES	- MITERED END SECTION
BOL	- BOLLARD	MW	- MONITORING WELL
U	- BURIED ELECTRIC	N&D	- NAIL & DISC
BWF	- BARBED WIRE FENCE	NAVD	- NORTH AMERICAN VERTICAL DATUM
CATV	- CABLE TV RISER	NGVD	- NATIONAL GEODETIC VERTICAL DATUM
CALC	- CALCULATED	NT	- NON-TANGENT
C&M	- CALCULATED & MEASURED	NTS	- NOT TO SCALE
Δ	- CENTRAL ANGLE	OHE	- OVERHEAD ELECTRIC
CBW	- CONCRETE BLOCK WALL	ORB	- OFFICIAL RECORDS BOOK
CC	- COVERED CONCRETE	OHW	- OVERHEAD WIRE
CF	- CONCRETE FLUME	PB	- PLAT BOOK
CHW	- CONCRETE HEAD WALL	PC	- POINT OF CURVATURE
CLF	- CHAIN LINK FENCE	PCP	- PERMANENT CONTROL POINT
℄	- CENTERLINE	PE	- PLASTIC/UNITING PLANS
CM	- CONCRETE MONUMENT	PF	- PLASTIC FENCE
CMP	- CORRUGATED METAL PIPE	PG	- PAGE
●CO	- CLEAN OUT	PI	- POINT OF INTERSECTION
CONC	- CONCRETE	PB&M	- PLAT & MEASURED
COVD	- COVERED	POB	- POINT OF BEGINNING
CP	- CONCRETE PAD	POC	- POINT OF COMMENCEMENT
CW	- CONCRETE WALKWAY	PRC	- POINT OF REVERSE CURVATURE
D&M	- DEED DATA & MEASURED	R/W	- RIGHT OF WAY
DE	- DRAINAGE EASEMENT	# PS	- PARKING SPACES
DESC	- DESCRIPTION	PSM	- PROFESSIONAL SURVEYOR AND MAPPER
DI	- DOT INLET	PT	- POINT OF TANGENCY
DOC #	- DOCUMENT #	PVC	- PLASTIC PIPE
DP	- DUMPSTER PAD	R	- CURVE RADIUS
DW	- DRIVEWAY	RCP	- REINFORCED CONCRETE PIPE
ESMT	- EASEMENT NUMBER	R/W	- RIGHT OF WAY
EM	- ELECTRIC METER	SMH	- SANITARY MANHOLE
EB	- ELECTRICAL BOX	S	- SANITARY LINE
EL	- ELEVATION	SDO	- SHOWN FOR DESCRIPTION ONLY
ESMT	- EASEMENT	SF	- SQUARE FEET
EP	- EDGE OF PAVEMENT	SWF	- STEEL WIRE FENCE
FDC	- FIRE DEPARTMENT CONNECTION	420.00	- SPOT ELEVATION
FIRM	- FLOOD INSURANCE RATE MAP		- STORMDRAIN LINE
FFE	- FINISHED FLOOR ELEVATION		- STORM VALVE
FH	- FIRE HYDRANT		- STORM MANHOLE
FM	- FORCE MAIN		- UNDERGROUND TELEPHONE
FND	- FOUND		- STORM INLET
FOB	- FIBER OPTIC BOX	TB	- TOP OF BANK
FOL	- FIBER OPTIC LINE		- TRAFFIC POLE
GL	- GAS LINE		- TRAFFIC SIGN
GM	- GAS METER		- TRANSFORMER/JUNCTION BOX
GW	- GUY WIRE ANCHOR		- TELEPHONE RISER
HP	- HANDICAP PARKING		- TRAFFIC SIGNAL BOX
HDPE	- HIGH DENSITY POLYETHYLENE	TYP	- TYPICAL
INV	- INVERT ELEVATION	UB	- UTILITY BOX
IP	- IRON PIN	UE	- UTILITY EASEMENT
IR	- IRON ROD	UP	- UTILITY POLE
IRR	- IRRIGATION VALVE	W	- WATER LINE
L	- ARC LENGTH	WF	- WOOD FENCE
LB	- LICENSED BUSINESS	WS	- WOOD SHED
LP	- LIGHT POLE	WV	- WATER VALVE
LSA	- LANDSCAPE AREA	WM	- WATER METER
LS	- LICENSE SURVEYOR	YD	- YARD DRAIN

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Suite 400
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(407) 896-3317
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LB-8246

REVISIONS
REV. #:

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ALAMAR CAPITAL 36-HOLDINGS SERIES LLC, A FLORIDA SERIES LIMITED LIABILITY COMPANY; AND FIDELITY NATIONAL TITLE INSURANCE COMPANY, A CALIFORNIA NATIONAL TITLE INSURANCE COMPANY

SCALE: 1" = 30'

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

PROJECT NUMBER:
26-0021000.00

SURVEY DATE:
01/15/2026

REVISION DATE:
N/A

TECHNICIAN:
CNR

CREW CHIEF:
JW

QUALITY CONTROL:
CNR

FIELD BOOK & PAGE:
2217 S WOODLAND BLVD

CLINTON N. RICKNER, PSM
FL PSM NO. 7409

CLINTON N. RICKNER
LICENSE NUMBER
LSM7409
STATE OF FLORIDA
Professional Surveyor and Mapper

This map prepared by:
CERTIFICATE OF AUTHORIZATION
NO. LB-8246
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 2 OF 2

DESCRIPTION

ALL OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 186.48 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD 3 AND EAST OF U.S. 17-92, LESS THE SOUTH 279.68 FEET THEREOF, IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND

THE NORTH 93.2 FEET OF THE SOUTH 279.68 FEET OF THE SOUTH ONE-HALF (1/2) OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) WEST OF OLD STATE ROAD AND EAST OF NEW STATE ROAD (O.R. BOOK 1586, PAGE 747), IN SECTION 28, TOWNSHIP 17 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

CONTAINING 2.64 ACRES +/-

TRAFFIC IMPACT STATEMENT
COUNTRY CLUB POINTE
CITY OF DELAND

INTRODUCTION

This Traffic Impact Statement was prepared in order to assess the traffic impact of the proposed Country Club Pointe development in the City of DeLand, Florida. The site is located at 2219 South Woodland Boulevard in the northeast quadrant of the intersection of South Woodland Boulevard (US 17-92) and Skyway Drive. The proposed development is for a 1,500 square-foot coffee shop with no indoor seating and 2 drive through lanes that converge into 1 drive through lane at the pick-up window, 2,300 square foot pharmacy with no drive through, 3,883 square foot high-turnover sit-down restaurant and 3,293 square foot dive-in bank. Access to the site is proposed via a connection to South Woodland Boulevard at an exiting median opening that aligns with Coggin Deland Hyundai driveway and two connections Golf Club Drive. Currently, there is a 23,845 square foot shopping center on the site. **Figure 1** depicts the site location and **Figure 2** the preliminary site plan and the access configuration. The project is anticipated to be completed by the end of 2026.

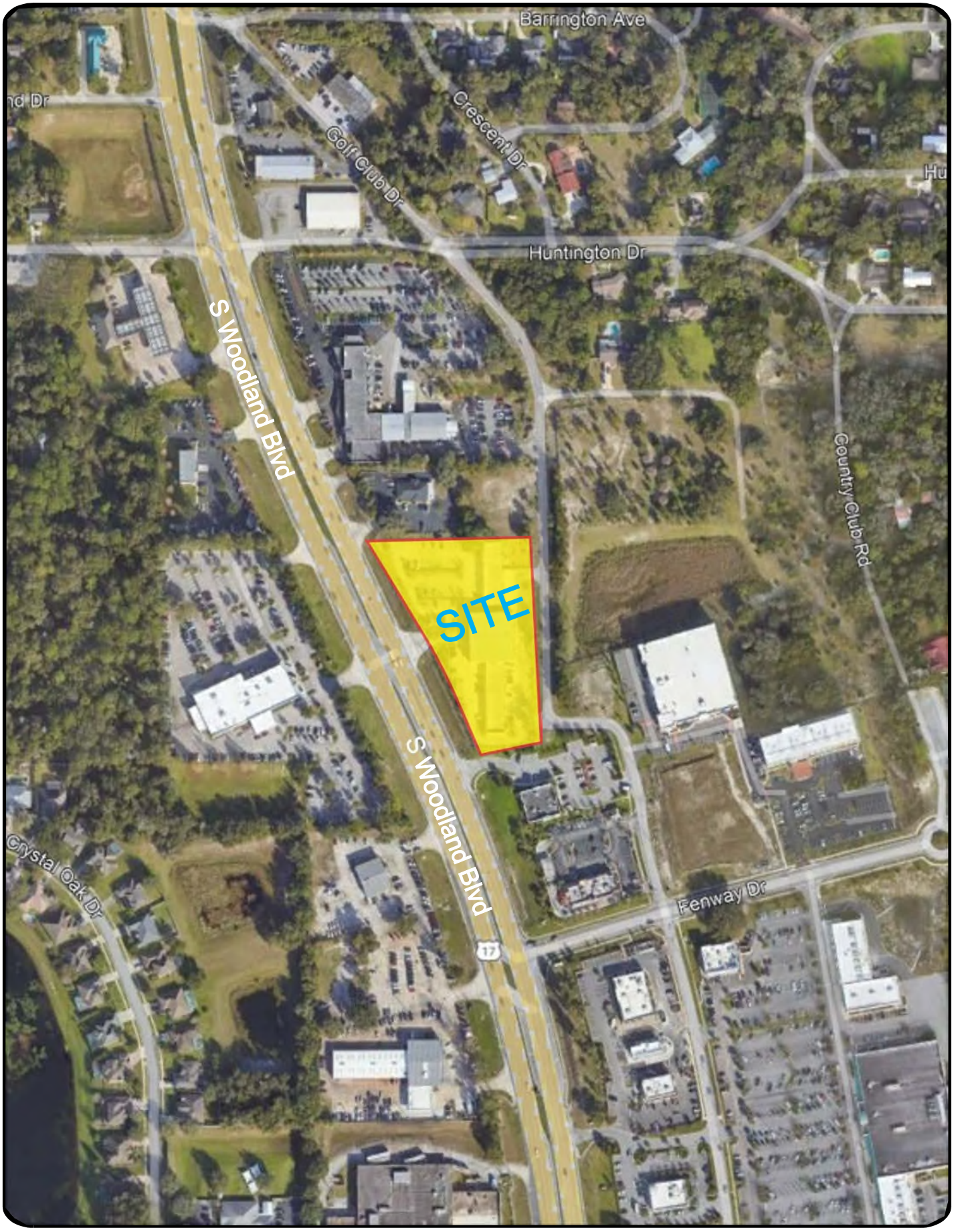
TRIP GENERATION

The trip generation of the proposed development was calculated with the use of data obtained from the 12th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The results of the trip generation calculations are summarized below in **Table 1**, which shows the existing shopping center and the proposed conditions. The proposed development will generate 1,114 daily trips, of which 155 will occur in the A.M. peak hour and 155 in the P.M. peak hour. However, all these uses have significant amounts of pass-by trips (trips considered to already be on the roadways) which when subtracted results in 571 net new daily trips, of which 73 will occur during the A.M. peak hour and 76 during the P.M. peak hour. The existing shopping center generates 1,236 daily trips of which 94 occur during the A.M. peak hour and 138 during the P.M. peak hour. ITE trip generation for land use 822 already takes into account the pass-by trips in the rates. The detailed ITE trip generation worksheets are included in **Appendix A.**

TPD No. 6139
February 5, 2026

Table 1
Trip Generation Summary

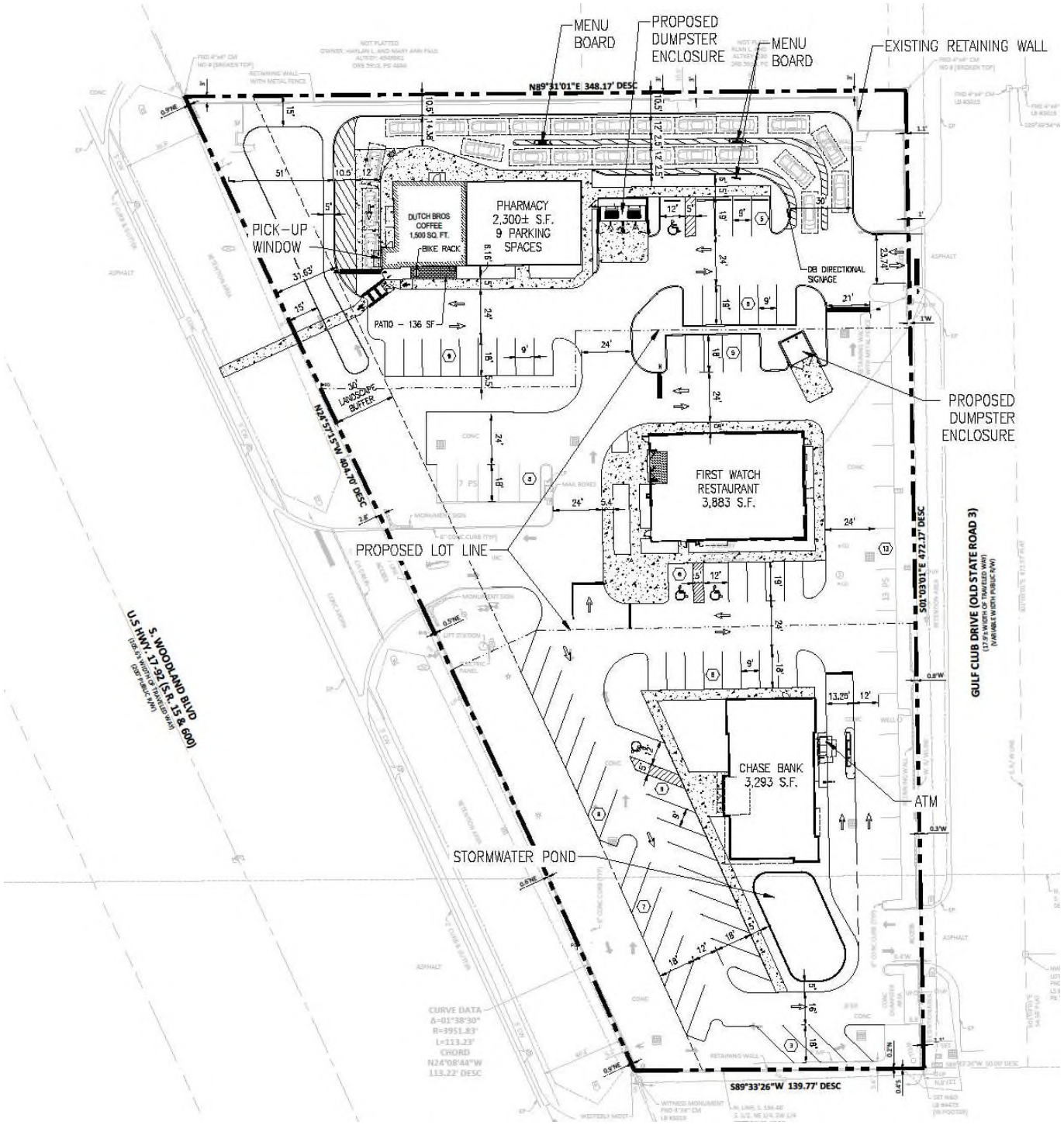
ITE Code	Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
Existing Conditions												
822	Strip Retail Plaza (<40K)	23.85	51.82	1,236	3.941	52	42	94	6.29	69	69	138
		Total		**1,236**	**--**	**52**	**42**	**94**	**--**	**69**	**69**	**138**
Proposed Conditions												
938	Coffee Shop with drive through window & no indoor seating	1 DTL	74.48	179	39.31	40	40	80	15.08	15	15	30
880	Pharmacy with no drive through window	2.3 KSF	90.08	207	2.94	4	3	7	8.51	10	10	20
932	High Turnover Sit-down Restaurant	3.883 KSF	103.75	403	8.97	19	16	35	9.18	22	14	36
912	Bank with drive through window	3.293 KSF	98.85	325	9.95	19	14	33	21.03	35	34	69
		Total		**1,114**	**--**	**82**	**73**	**155**	**--**	**82**	**73**	**155**
		ITE 938 Pass-By (90% A.M, 84% Midday,98% P.M.,90.67% Daily):		162	--	36	36	72	--	15	15	30
		ITE 880 Pass-By (P.M. 53%):		110	--	--	--	--	--	5	5	10
		ITE 932 Pass-By (P.M.43%):		173	--	--	--	--	--	9	6	15
		ITE 912 Pass-By (29% A.M. 26% Midday, 35% P.M.,30% Daily):		98	--	6	4	10	--	12	12	24
		Pass-By Trips Sub-Total		543	--	42	40	82	--	41	38	79
		Net New Trips:		**571**	**--**	**40**	**33**	**73**	**--**	**41**	**35**	**76**
Difference between Existing Conditions and Proposed Conditions Total Trips												
		Trips		**-122**	**--**	**30**	**31**	**61**	**--**	**13**	**4**	**17**



Country Club Pointe Development
Project № 6139
Figure 1
Page 3

Site Location

N
NTS



Country Club Pointe Development
Project № 6139
Figure 2
Page 4

Site Plan

N
NTS

EXISTING TRAFFIC COUNTS

In order to assess the impact of the proposed development on the adjacent roadway segment of South Woodland Boulevard (US 17-92), roadway concurrency information was obtained from Florida Department of Transportation (FDOT) on-line Database for count station 1004. The 2024 daily count is 61,000. The capacity of the roadway link is 59,900 indicating that the segment is currently over capacity. The volume to capacity (v/c) ratio of 1.02. An excerpt from FDOT Database is included in **Appendix B.**

In order to determine the background growth of the existing traffic, trends analysis was conducted using the historical AADT data obtained from FDOT count station 1006. The trends analysis revealed an average annual growth rate of 2.44%; therefore, a 2.50% annual growth rate was used to grow the existing counts to the buildout year. The detailed trends analysis worksheets are included in **Appendix C.**

PROJECTED ROADWAY CAPACITY ANALYSIS

Roadway capacity analysis was conducted for the adjacent roadway segment of South Woodland Boulevard (US 17-92) by comparing the total projected daily traffic volume of the segment with its corresponding capacity. The projected roadway capacity analysis is summarized in **Table 2,** which shows the adjacent roadway segment along with its number of lanes, corresponding daily capacity, background daily volume, total projected daily volume, v/c ratio, and the resultant Level of Service (LOS). As can be seen from the table, the adjacent roadway segment of South Woodland Boulevard (US 17-92) is projected to continue to operate over capacity, regardless of the completion of the project. It should be noted that the net new daily trips are less than 1% of the daily capacity (0.95) which is considered de minimis and not significantly impacting the roadway system.

Table 2
Roadway Capacity Analysis

Count Station	Segment	Lanes	Daily Capacity	Background Volume	Projected Volume[1]	Project Trips		Total Volume	v/c Ratio	LOS
						%	Trips			
South Woodland Boulevard (US 17-92)										
1004	SR 472 to Taylor Road	6LD	59,900	61,000	64,050	100%	571	64,621	1.08	F

[1] Existing 2024 daily volume x 1.05

CONCLUSIONS

This Traffic Impact Statement was prepared in order to assess the impact of a proposed Country Club Pointe development on South Woodland Boulevard (US 17-92) in the City of DeLand, Florida. The proposed development is for a 1,500 square-foot coffee shop with no indoor seating and 2 drive through lanes that converge into 1 drive through lane at the pick-up window, 2,300 square foot pharmacy with no drive through, 3,883 square foot high-turnover sit-down restaurant and 3,293 square foot dive-in bank. The development is to be completed by the end of 2026. It is estimated that the development will generate 571 net new daily trips, of which 73 will occur during the A.M. peak hour and 76 during the P.M. peak hour. When compared to existing conditions, the daily trips for the proposed conditions will be 122 less than existing daily trips. The existing and projected volumes on the adjacent segment of south Woodland Boulevard (US 17-92) operate over capacity regardless of the completion of the project, however the net new daily trips are less than 1% of the roadway segment capacity which is considered de minimis. When completed, the project will not significantly impact the roadway system.

TPD No. 6139
February 5, 2026

APPENDICES

Appendix A

ITE Trip Generation Sheets

Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

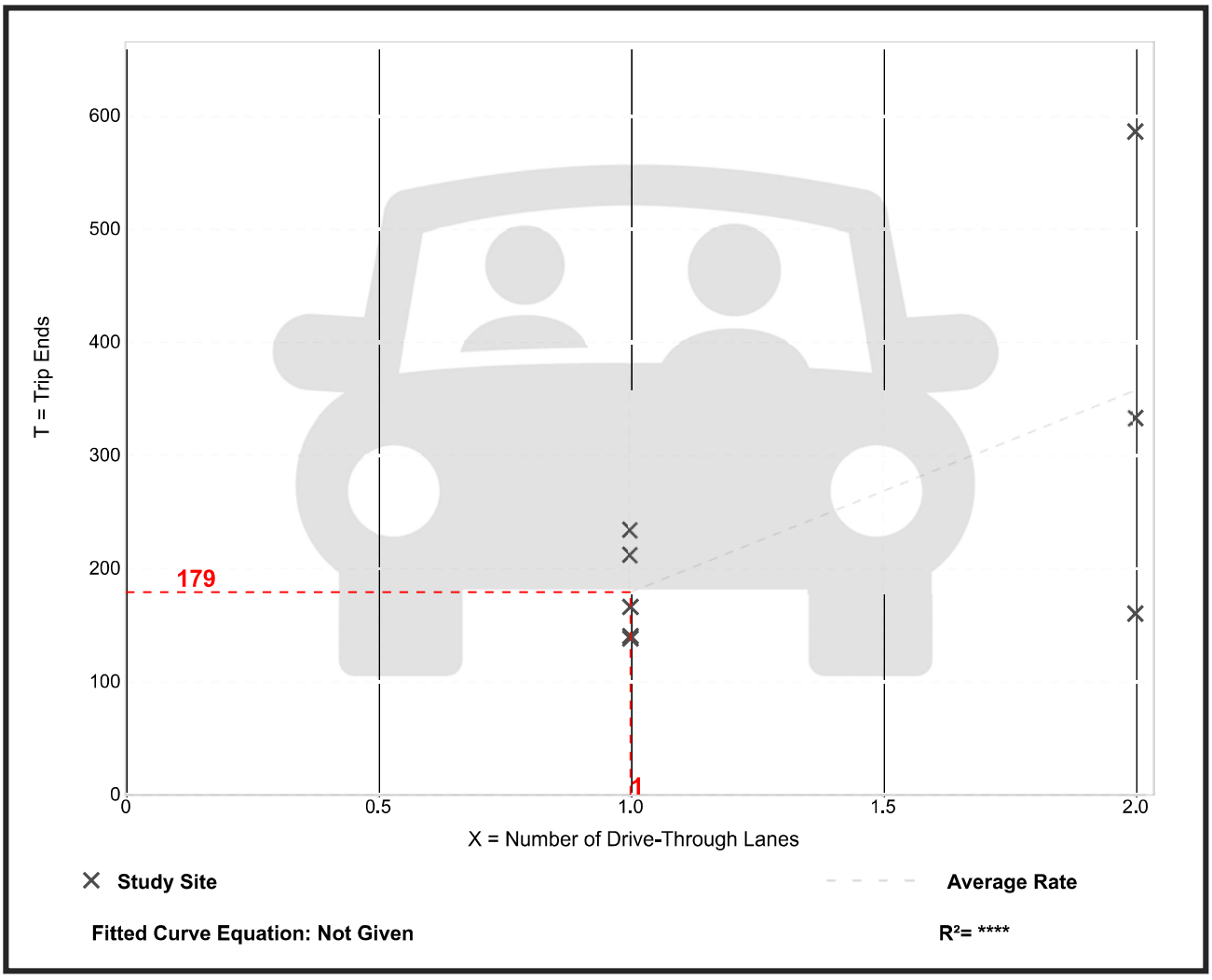
Vehicle Trip Ends vs: **Drive-Through Lanes**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Drive-Through Lanes: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
179.00	80.00 - 293.00	74.48

Data Plot and Equation



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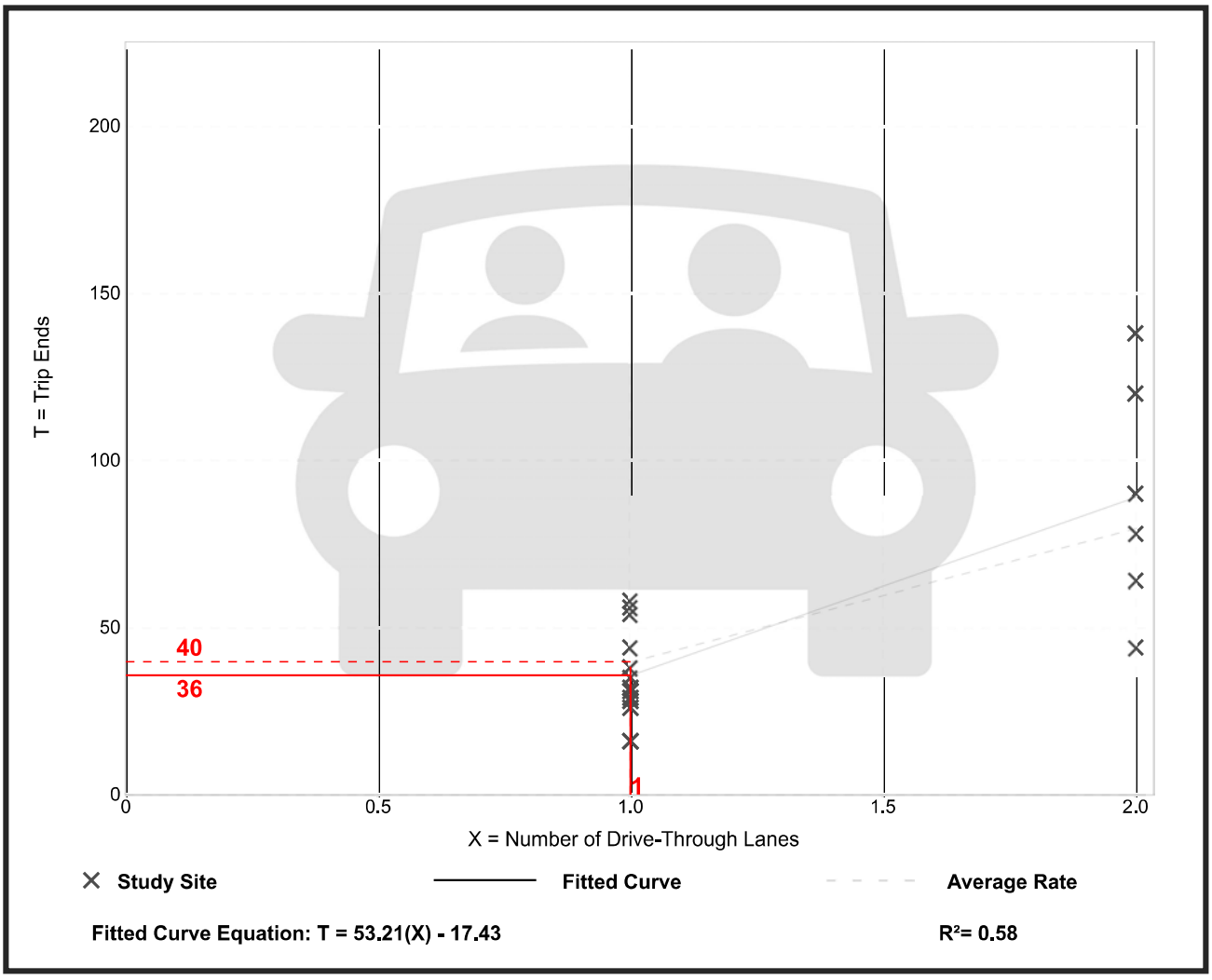
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs:	**Drive-Through Lanes**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Drive-Through Lanes:	1
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81	16.00 - 69.00	15.44

Data Plot and Equation



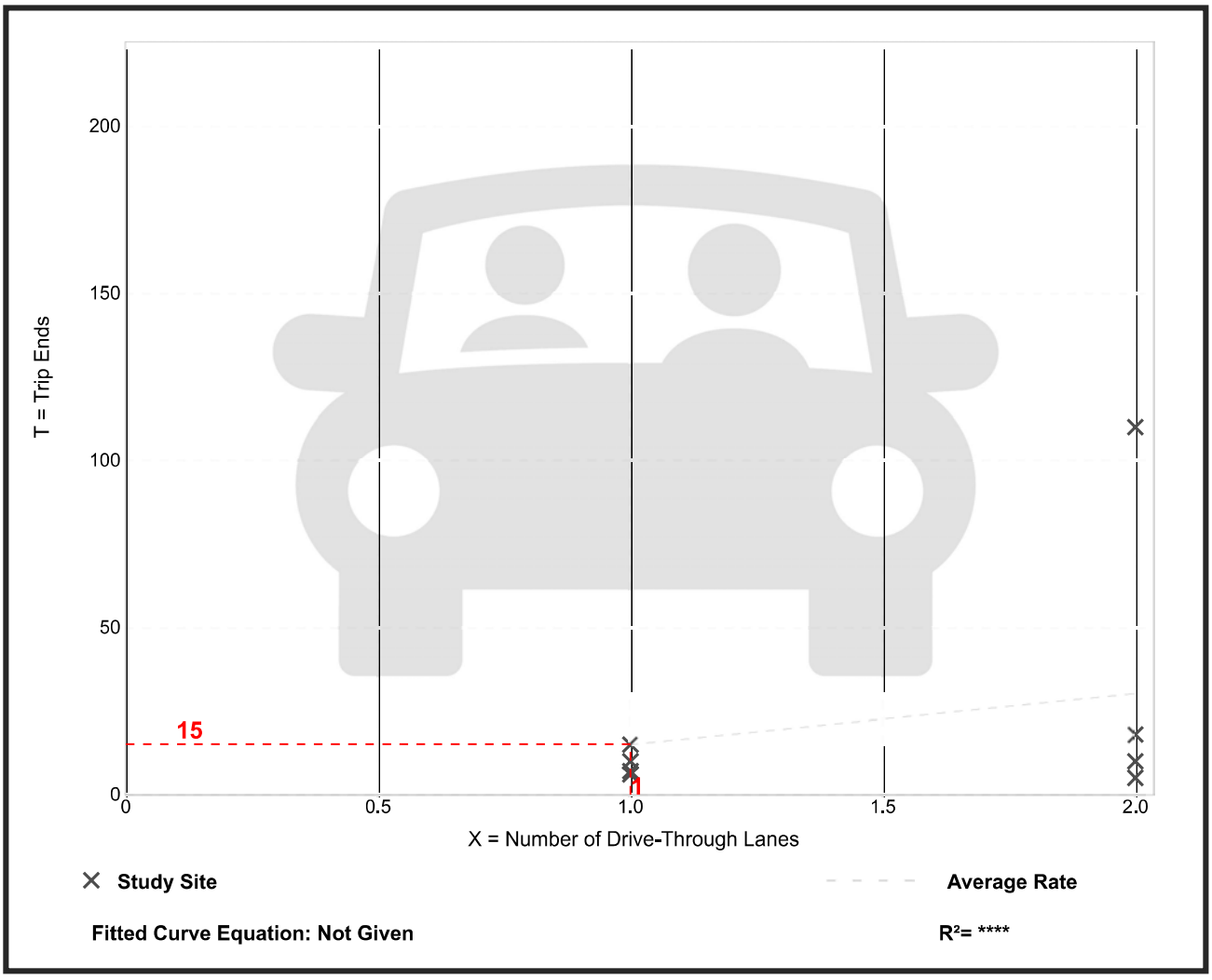
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: **Drive-Through Lanes**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Drive-Through Lanes: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
15.08	2.50 - 55.00	19.41

Data Plot and Equation



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Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	3
Average Pass-By Rate	90%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	83	—	—	17	—	18
1	Oregon	1998	—	95	—	—	5	—	18
1	Washington	1998	—	92	—	—	8	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday Midday
# Data Sites	3
Average Pass-By Rate	84%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	73	—	—	27	—	18
1	Oregon	1998	—	100	—	—	0	—	18
1	Washington	1998	—	78	—	—	22	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	2
Average Pass-By Rate	98%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	100	—	—	0	—	18
1	Oregon	1998	—	95	—	—	5	—	18

Pharmacy/Drugstore without Drive-Through Window
(880)

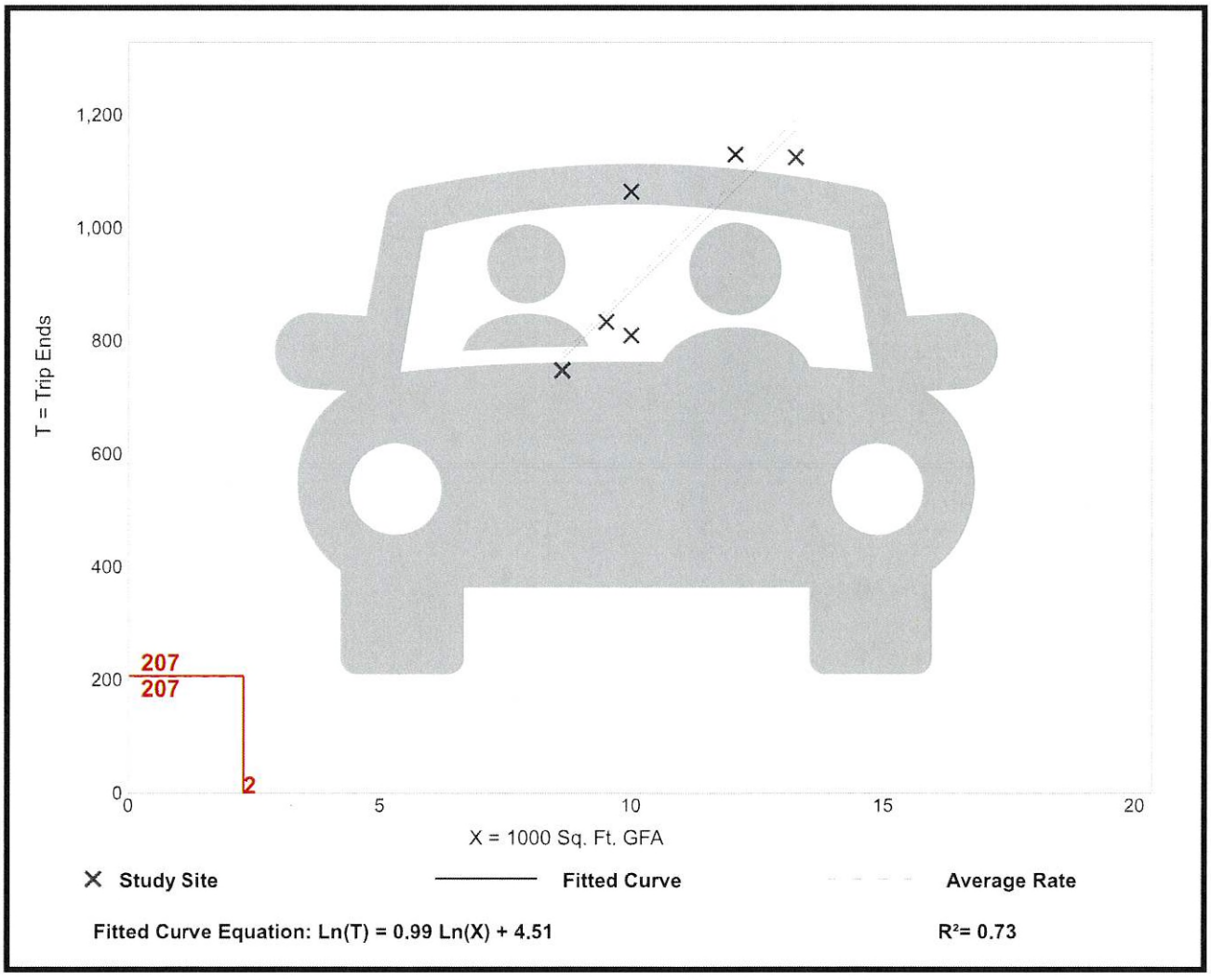
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
90.08	81.00 - 106.50	8.90

Data Plot and Equation



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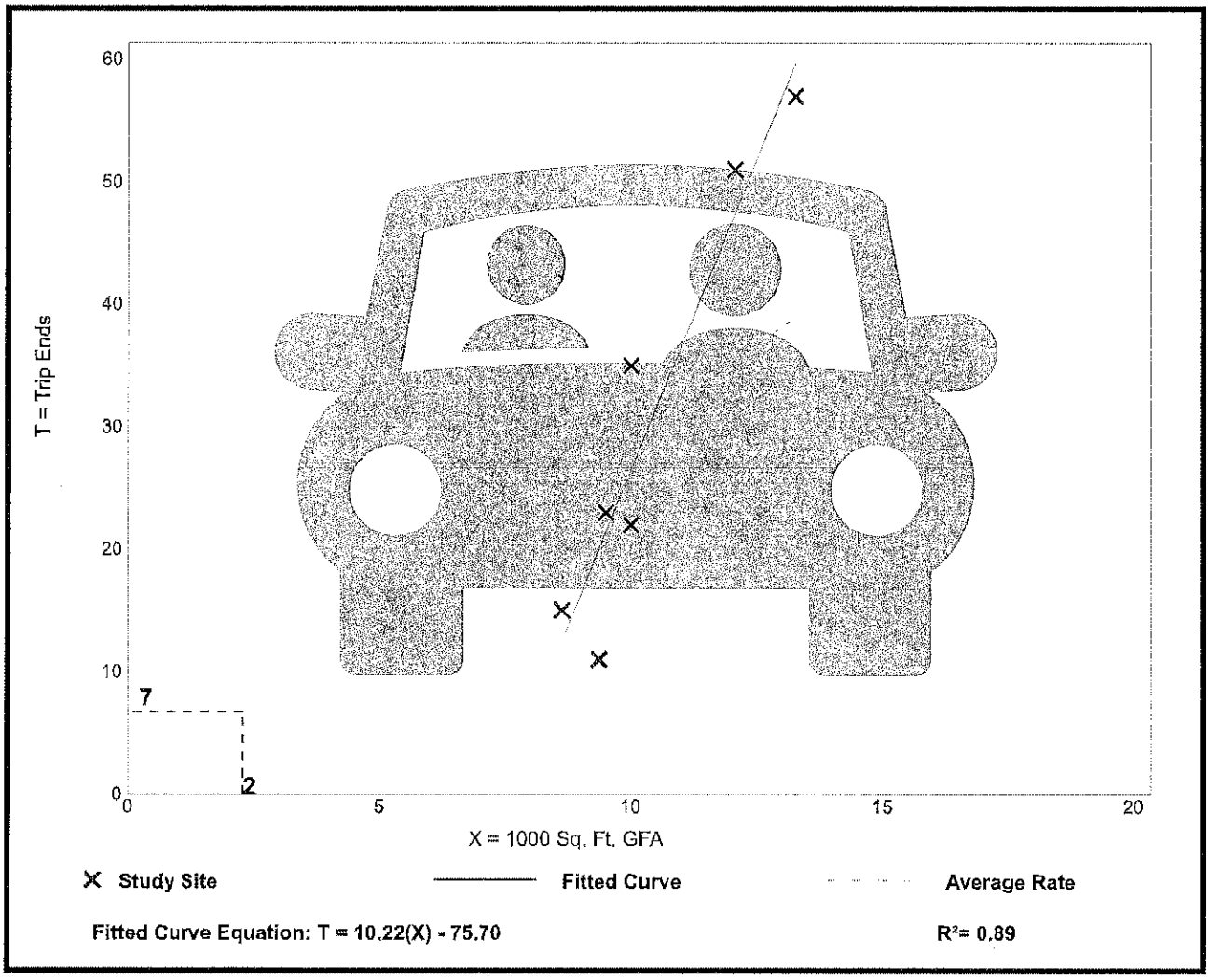
Pharmacy/Drugstore without Drive-Through Window
(880)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. 1000 Sq. Ft. GFA:	10
Directional Distribution:	65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.94	1.17 - 4.30	1.25

Data Plot and Equation



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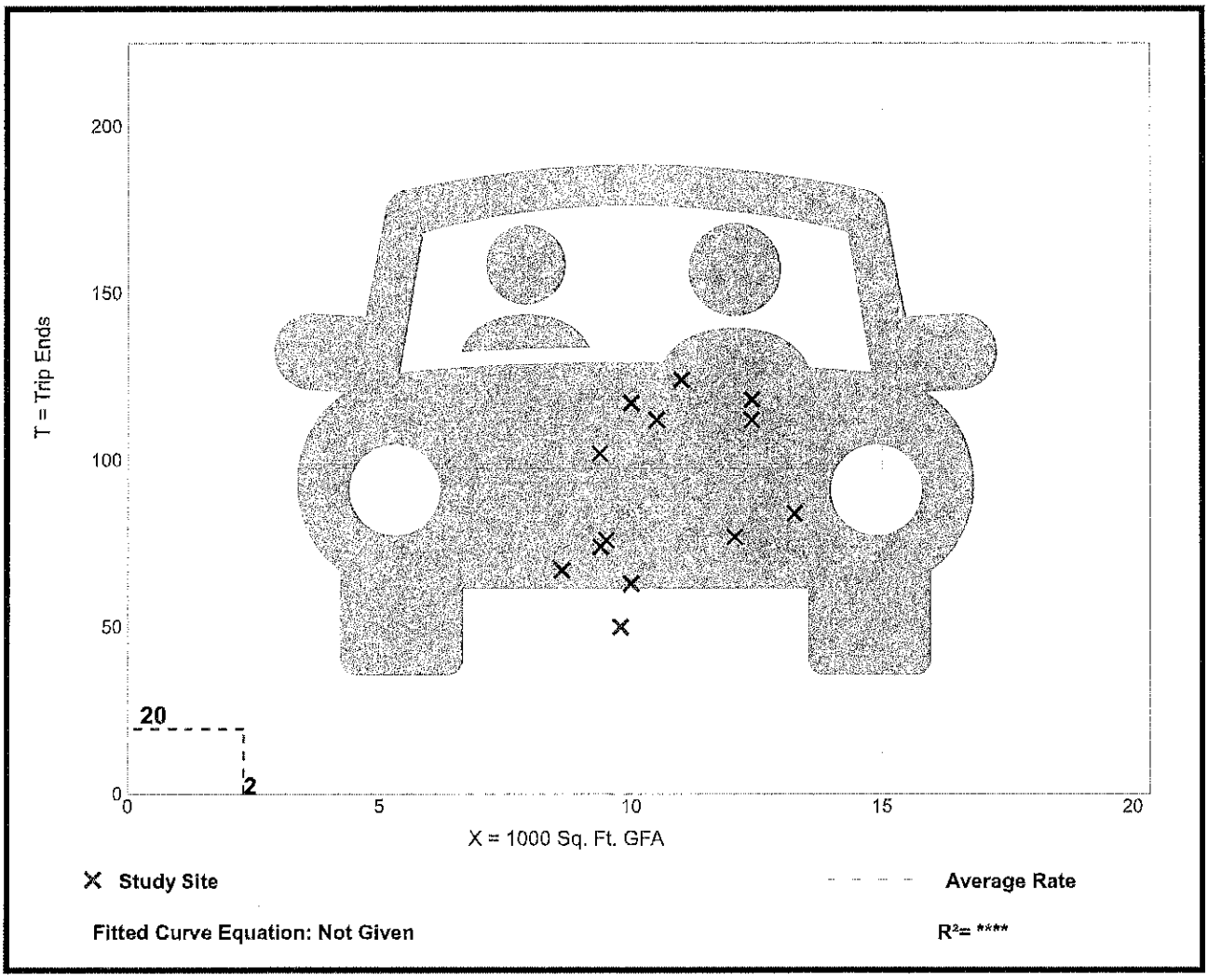
Pharmacy/Drugstore without Drive-Through Window
(880)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.51	5.11 - 11.70	2.16

Data Plot and Equation



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Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	880
Land Use	Pharmacy/Drugstore without Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	6
Average Pass-By Rate	53%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
8.6	Florida	1995	369	60	25	15	40	—	30
9.6	Florida	1995	190	30	57	13	70	—	30
10	Florida	1992	42	65	—	—	35	—	30
10	Florida	1992	54	60	—	—	40	—	30
12	Florida	1993	365	52	—	—	48	—	30
13	Florida	1993	55	53	—	—	47	—	30

High-Turnover (Sit-Down) Restaurant
(932)

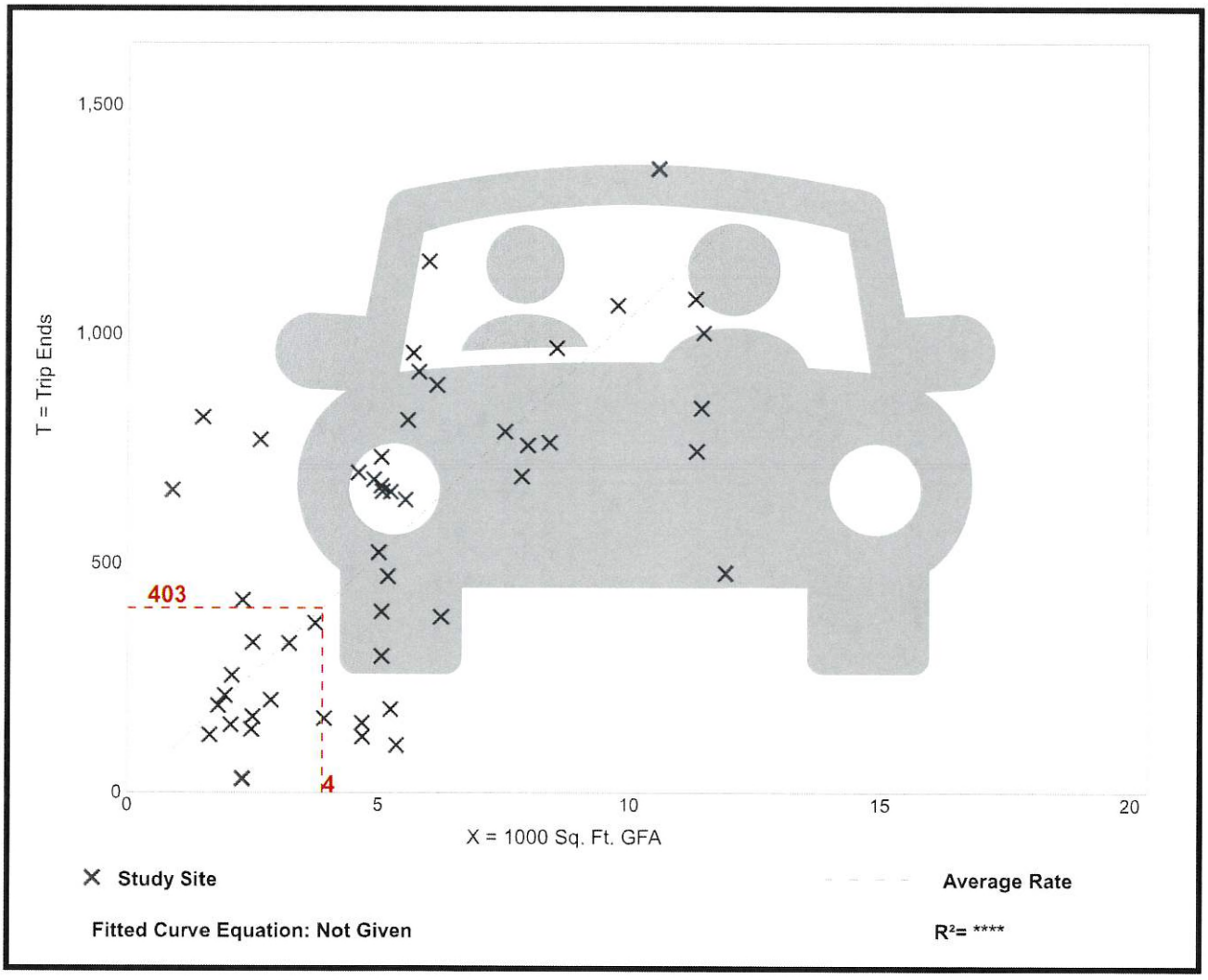
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
103.75	13.04 - 742.41	67.15

Data Plot and Equation



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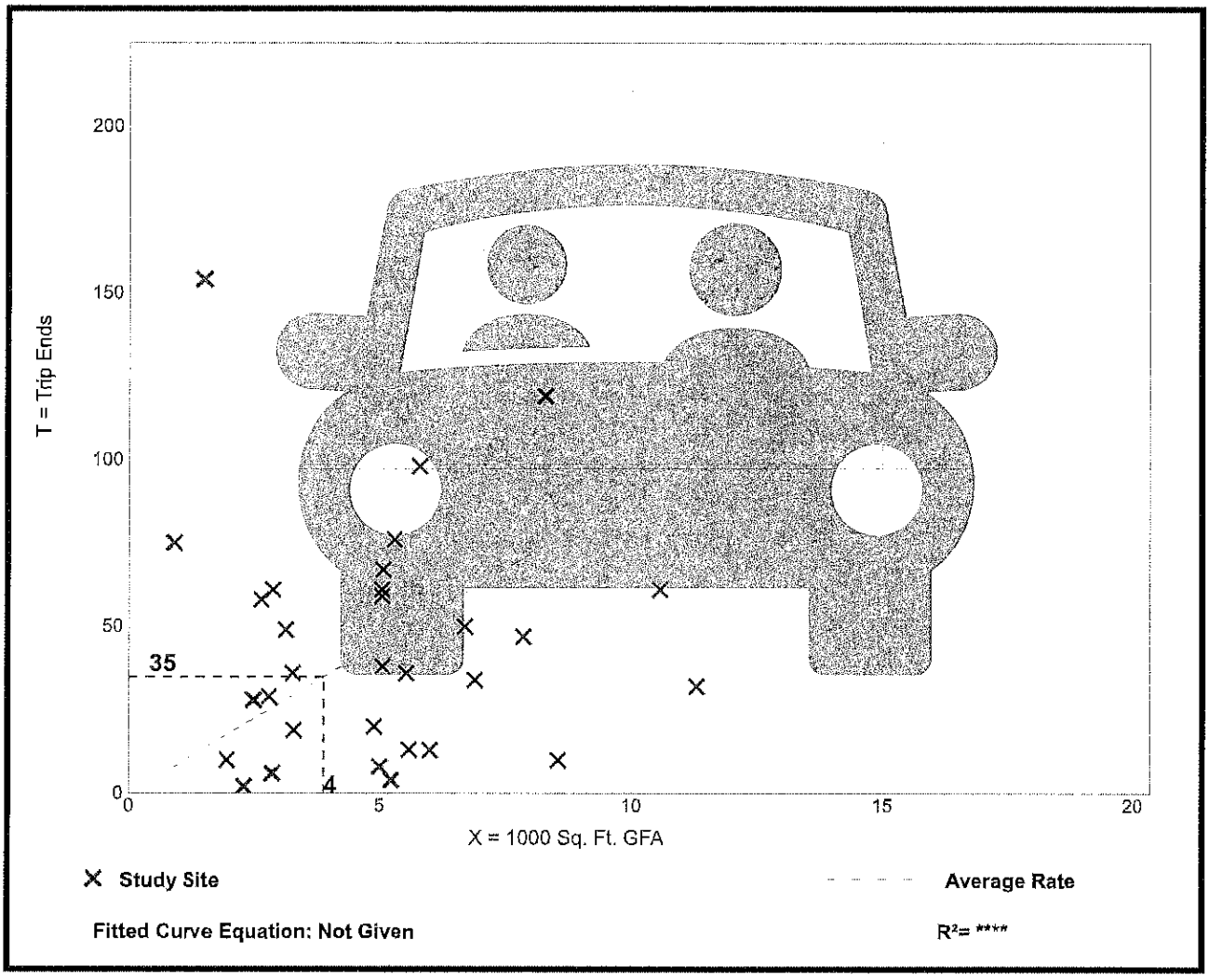
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 32
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



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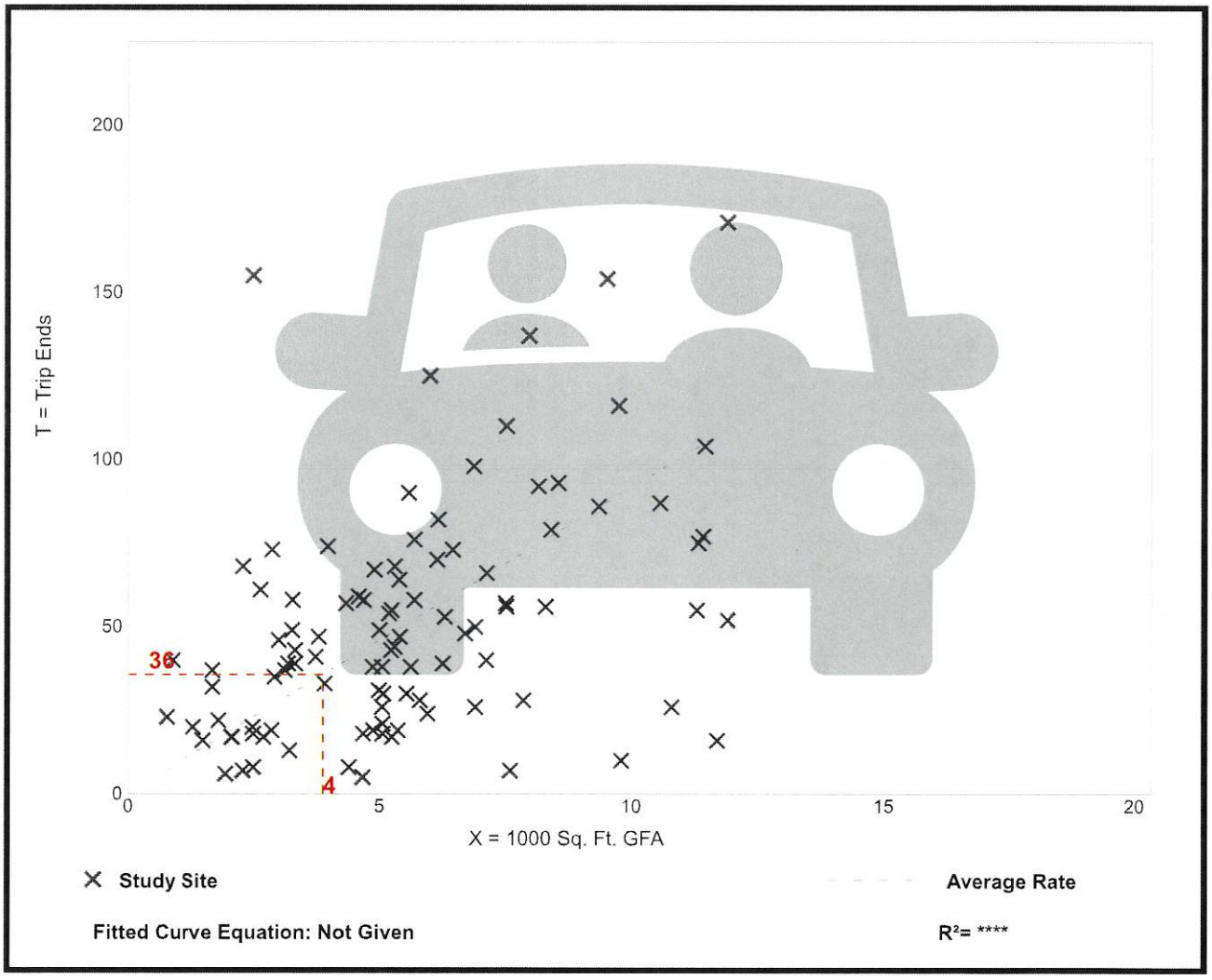
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	100
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation



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Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	932
Land Use	High-Turnover (Sit-Down) Restaurant
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	12
Average Pass-By Rate	43%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30

Drive-in Bank
(912)

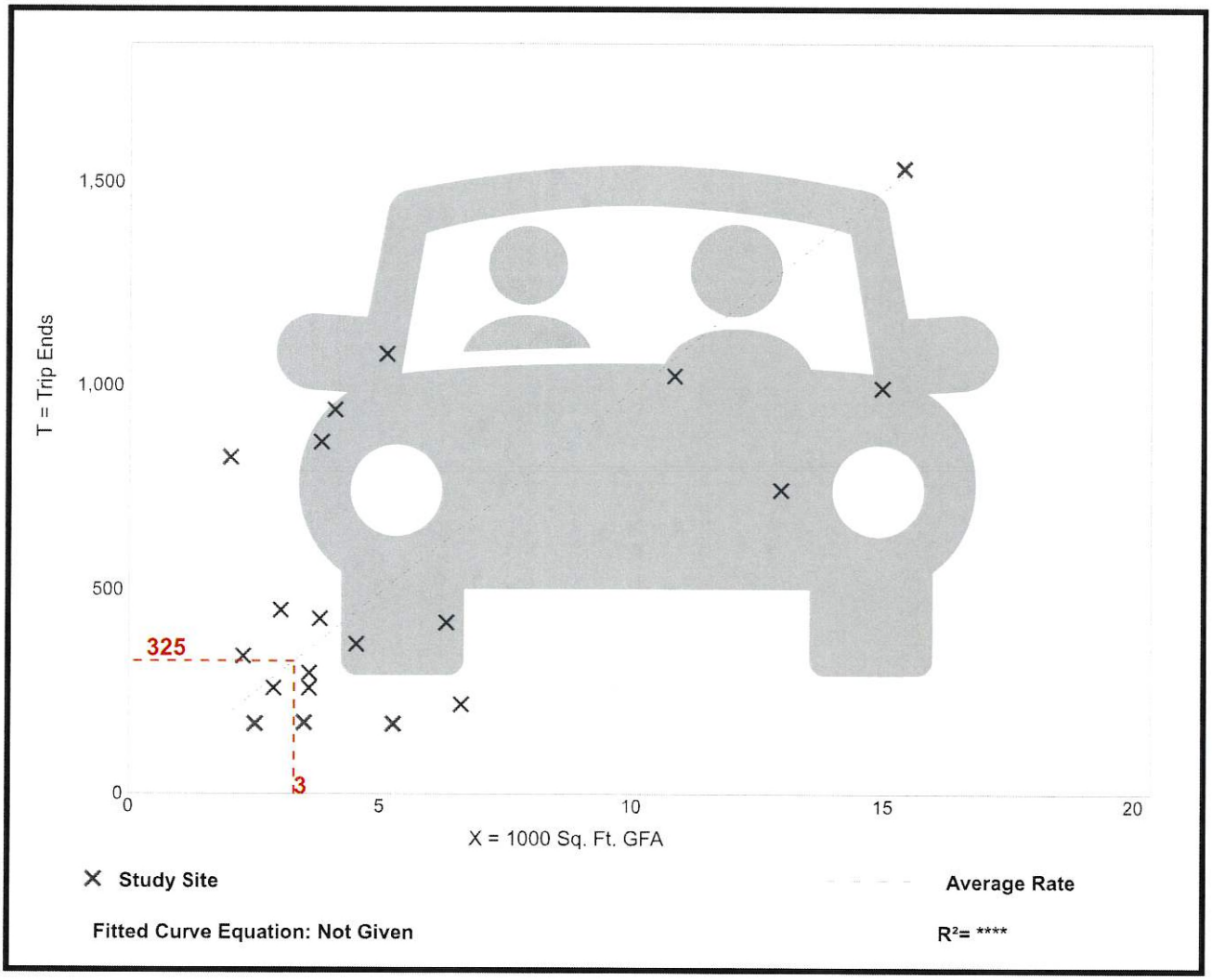
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
98.85	32.67 - 408.42	68.06

Data Plot and Equation



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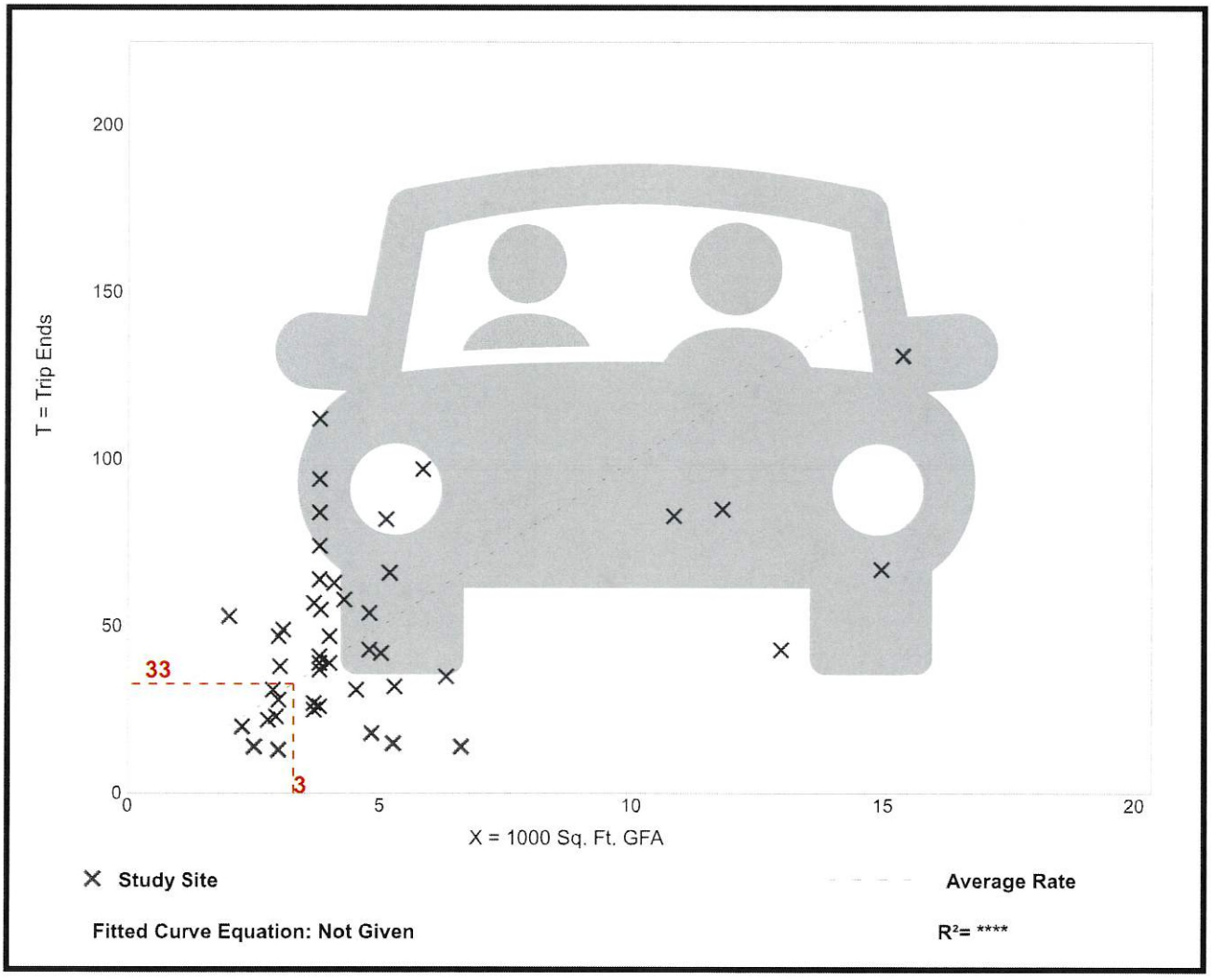
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 46
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	5.89

Data Plot and Equation



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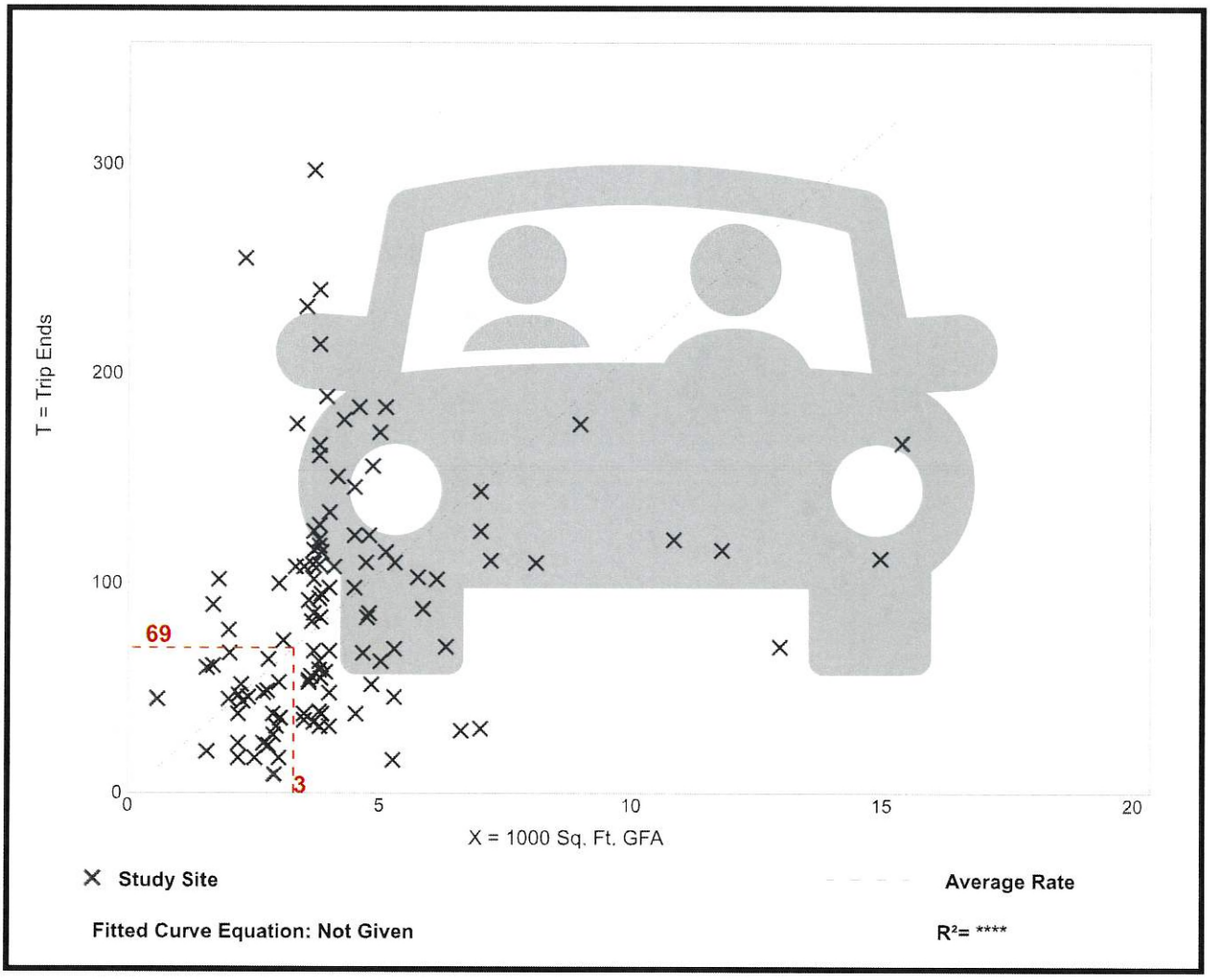
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 116
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.03	3.04 - 109.91	15.06

Data Plot and Equation



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Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	912
Land Use	Drive-In Bank
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	8
Average Pass-By Rate	29%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
3.8	Pennsylvania	2005	11	27	—	—	73	—	19
3.8	Pennsylvania	2005	9	24	—	—	76	—	19
3.8	Pennsylvania	2005	22	34	—	—	66	—	19
3.8	Pennsylvania	2005	30	27	—	—	73	—	19
3.8	Pennsylvania	2005	34	40	—	—	60	—	19
3.8	Pennsylvania	2005	7	27	—	—	73	—	19
3.8	Pennsylvania	2005	15	16	—	—	84	—	19
3.8	Pennsylvania	2005	27	36	—	—	64	—	19

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	912
Land Use	Drive-In Bank
Setting	General Urban/Suburban
Time Period	Weekday Midday
# Data Sites	4
Average Pass-By Rate	26%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.7	Washington	2007	—	26	58	16	74	—	11
2.8	Washington	2007	—	30	53	17	70	—	11
3.6	Washington	2007	—	34	42	24	66	—	11
3.6	Washington	2007	—	15	—	—	85	—	11

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 12th Edition

Land Use Code	912
Land Use	Drive-In Bank
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	19
Average Pass-By Rate	35%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.7	Washington	2007	—	26	66	8	74	—	11
2.8	Washington	2007	—	21	55	24	79	—	11
3.3	Kentucky	1993	—	48	22	30	52	2570	34
3.4	Kentucky	1993	—	64	22	14	36	2266	34
3.4	Kentucky	1993	75	57	11	32	43	1955	34
3.5	Kentucky	1993	53	47	32	21	53	2785	2
3.6	Washington	2007	—	42	50	8	58	—	11
3.6	Washington	2007	—	29	—	—	71	—	11
3.8	Pennsylvania	2005	56	43	—	—	57	—	19
3.8	Pennsylvania	2005	38	41	—	—	59	—	19
3.8	Pennsylvania	2005	14	24	—	—	76	—	19
3.8	Pennsylvania	2005	63	29	—	—	71	—	19
3.8	Pennsylvania	2005	70	29	—	—	71	—	19
3.8	Pennsylvania	2005	29	27	—	—	73	—	19
3.8	Pennsylvania	2005	41	25	—	—	75	—	19
3.8	Pennsylvania	2005	37	31	—	—	69	—	19
3.8	Pennsylvania	2005	19	29	—	—	71	—	19
3.8	Pennsylvania	2005	34	21	—	—	79	—	19
3.8	Pennsylvania	2005	36	29	—	—	71	—	19

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

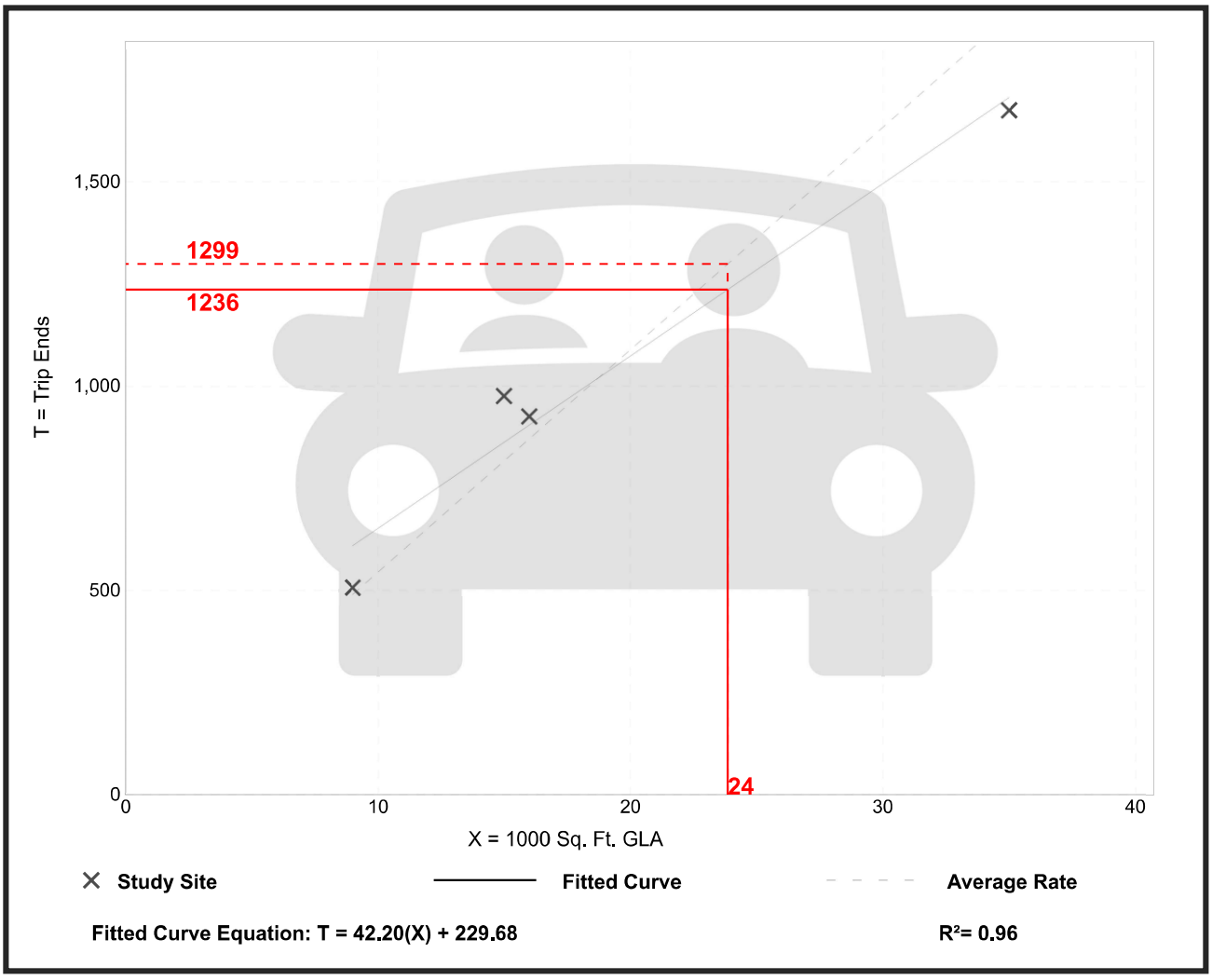
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



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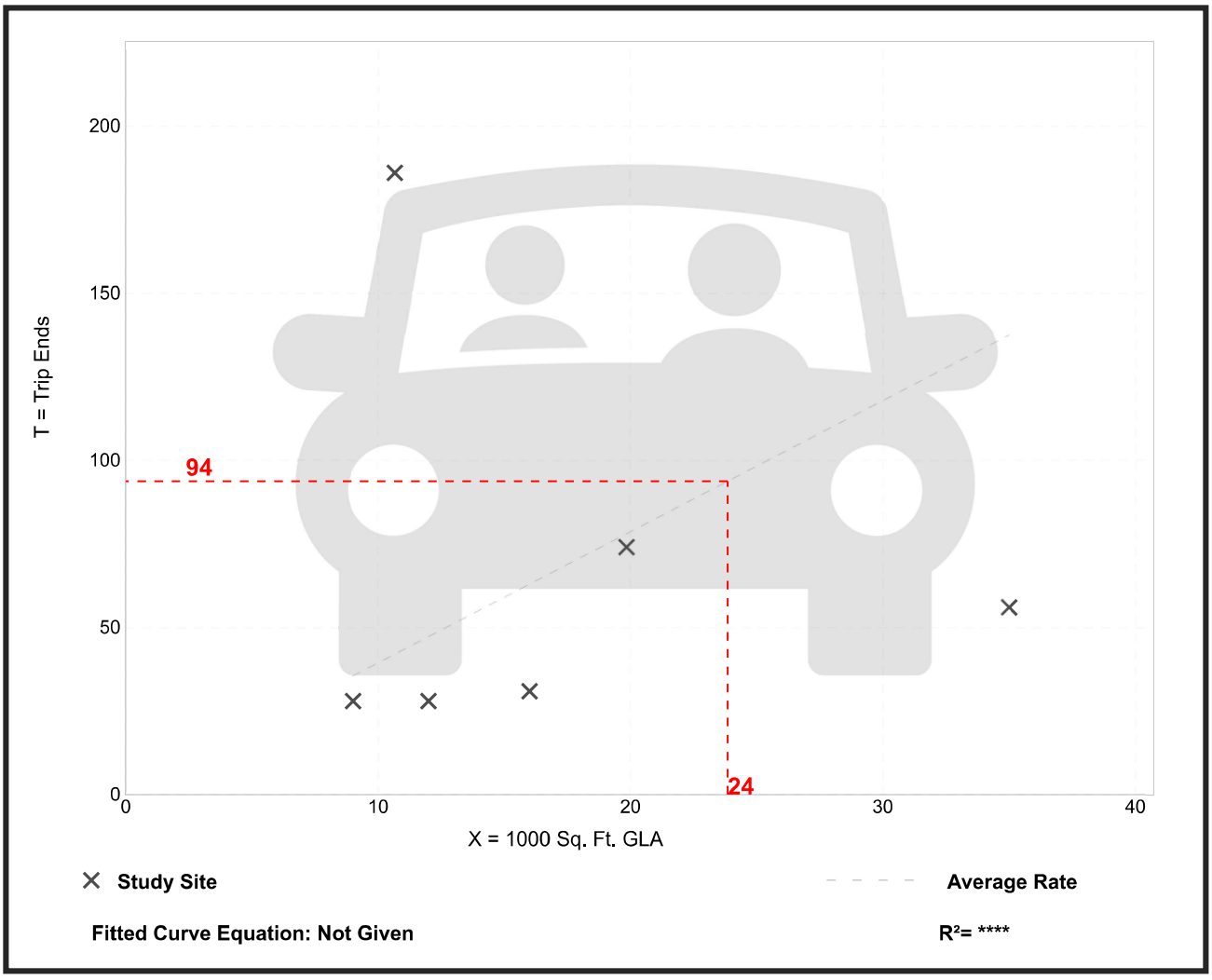
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



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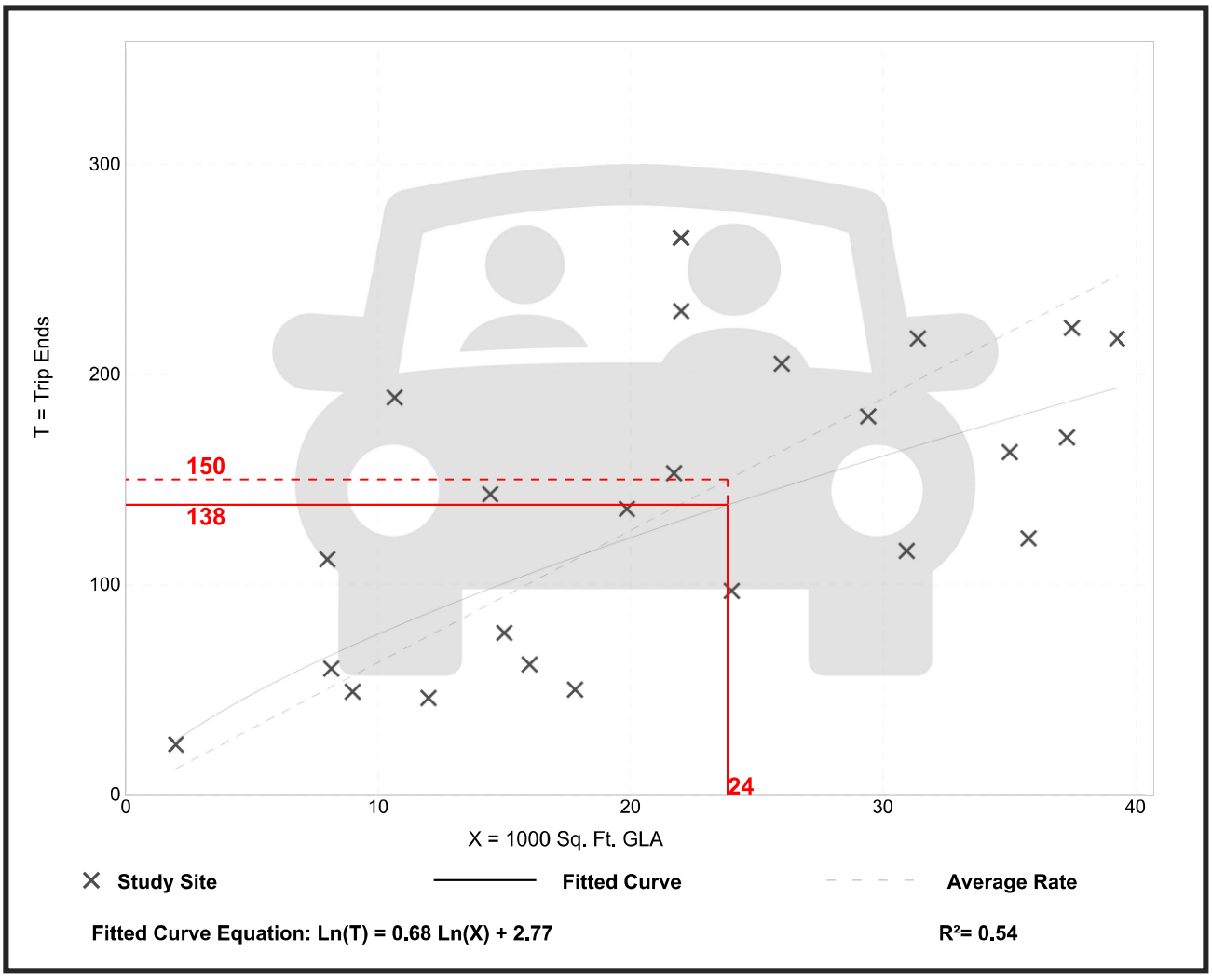
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. 1000 Sq. Ft. GLA: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



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Appendix B

Roadway Concurrency Information

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0533		ON SR-40, 0.146 MI. E OF LAKE COUNTY (RCLP)	E	5100	W	4900	10000 C	9.5	57.7F	16.4A
0534		ON I-95, 1.0 MI. N OF LPGA BLVD. CAB (UVL) (ADR	N	44000E	S	41500E	85500 S	9.0	57.7F	12.7F
0535		ON SR-472, 0.163 MI. E OF CR-4101 (MLK JR BLVD)	E	16500E	W	17500E	34000 F	9.0	57.7F	8.0P
0536		ON US-1, 0.019 MI. S OF FLAGLER (RVL)	N	8800	S	9000	17800 C	9.0	57.7F	8.3F
0537		ON SR-15A, 0.447 MI. S OF CR-92 (INT'L SPDWY BV)	N	12000	S	13000	25000 C	9.0	57.7F	9.7A
0538		ON SR-44, 0.209 E. OF CR-4139 (SUMMIT AVE) (UCLP	E	11500	W	11000	22500 C	9.0	57.7F	5.6A
0539		ON US-17/92, 0.23 MI. N OF SAXON BLVD. (UV)	N	13500E	S	14500E	28000 S	9.0	57.7F	2.5P
1000		ON US-17, 0.335 MI. N OF US-92 (UCLP) HPMS '19	N	19000E	S	17500E	36500 S	9.0	57.7F	5.8P
1001		ON US-92, 0.619 MI. E OF SR-15(US-17)(UVL)	E	13500E	W	14500E	28000 F	9.0	57.7F	6.6F
1003		ON I-4, 1.236 MI. W OF SR-472 BLT'19	E	55000E	W	53500E	108500 F	9.0	57.3F	11.1P
1004		ON US-17/92, 0.102 MI. N OF GOLF CLUB DR (S) (LP	N	30500E	S	30500E	61000 S	9.0	57.7F	3.3P
1005		ON SR-15A, 0.38 MI. W OF US-17 SOUTH BLT'22	W	14500	E	12500	27000 C	9.0	57.7F	6.7A
1006		ON US-17/92, 0.134 MI. N OF SR-15A (UCLP)	N	18000E	S	16500E	34500 F	9.0	57.7F	5.3P
1007		ON SR-44, 0.064 MI. E OF LAKE COUNTY LINE (RCLP)	E	7900	W	7600	15500 C	9.5	57.7F	6.5A
1009		ON SR-415, 0.2 MI. S OF SR-44 (RCLP)	N	6900E	S	6900E	13800 F	9.5	57.7F	13.5P
1011		ON SR-44, 0.4 MI. W OF SR-415 (RCLP)	E	9000E	W	9000E	18000 S	9.5	57.7F	11.5P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed	2021 CLOS Facility Type	2010 Federal Functional Classification	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2021 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	F_Type_21	Fun_Class_2010	AADT_11	AADT_12	AADT_13	AADT_14	AADT_15	AADT_16	AADT_17	AADT_18	AADT_19	AADT_20	AADT_21	AADT_22	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_26
I-4	Seminole Co. to Dirksen Dr.	484	FDOT	Yes	3.58	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	102,500	106,500	108,000	110,000	113,000	110,000	112,000	114,000	111,000	104,000	105,000	110,000	D	113,600	0.14	D	-	-	10,500	6
I-4	Dirksen Dr. to Saxon Blvd.	488	FDOT	Yes	2.79	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	93,600	93,900	96,400	99,800	100,500	106,000	-	112,700	111,000	104,000	105,000	110,000	D	113,600	0.14	D	-	-	10,500	6
I-4	Saxon Blvd. to SR 472	1003	FDOT	Yes	2.15	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	79,500	83,000	86,500	89,500	93,500	90,000	92,000	94,000	96,000	93,000	104,000	105,000	D	113,600	0.92	D	7,570	7,565	10,500	6
I-4	SR 472 to Orange Camp Rd.	485	FDOT	Yes	2.12	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	70,500	77,500	77,000	78,000	80,500	71,500	72,500	74,000	82,000	77,500	92,500	94,500	D	113,600	0.83	C	9,830	6,630	10,500	6
I-4	Orange Camp Rd. to SR 44	487	FDOT	Yes	2.50	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	82,000	85,500	90,500	95,500	91,500	84,500	77,000	75,500	93,000	78,000	78,000	78,000	D	113,600	0.69	C	-	-	10,515	6
I-4	SR 44 to US 92 Connector	486	FDOT	Yes	10.31	70	UA_FWIS_6L	Principal Arterial - Interstate - Rural	56,000	55,000	55,500	56,000	57,500	58,000	65,500	65,500	66,500	59,500	59,500	59,500	C	93,300	0.63	B	-	-	9,450	6
I-4	US 92 Connector to I-95	491	FDOT	Yes	0.52	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	43,500	40,000	40,500	41,000	41,500	42,000	40,000	40,000	46,000	51,000	51,000	30,500	D	113,600	0.27	B	-	-	10,515	6
I-4	Brevard Co. to SR 442/Indian River B	0436 B	FDOT	Yes	11.45	70	RUA_FWY_6L	Principal Arterial - Interstate - Urban/Rural	30,500	30,000	29,500	27,500	26,000	23,000	20,000	16,500	23,000	32,000	32,000	34,500	D	68,300	0.50	B	-	-	9,450	6
I-95	SR 442/Indian River Blvd. to SR 44	503	FDOT	Yes	4.84	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	31,000	31,000	32,500	35,000	38,000	40,500	41,500	42,500	47,000	40,000	49,000	42,000	D	113,600	0.37	B	-	-	10,515	6
I-95	SR 44 to SR 421/Dunlawton Ave.	533	FDOT	Yes	0.89	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	36,000	36,000	36,000	37,000	37,000	40,000	-	-	24,000	43,000	50,000	57,000	D	113,600	0.50	B	-	-	10,515	6
I-95	SR 421/Dunlawton Ave. to I-4/SR 40	495	FDOT	Yes	4.57	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	44,500	42,500	45,000	46,500	47,500	49,500	51,500	-	68,000	74,500	81,500	78,500	D	113,600	0.69	C	-	-	10,515	6
I-95	I-4/SR 40/Beville Rd. to US 92/SR	494	FDOT	Yes	1.29	65	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	76,500	71,500	71,500	75,500	77,000	68,500	62,500	56,500	68,000	74,500	83,500	76,500	D	113,600	0.67	C	-	-	10,515	6
I-95	US 92/SR to LPGA Blvd.	494	FDOT	Yes	3.56	65	UA_FWIS_6L	Principal Arterial - Interstate - Urban	74,500	71,500	73,500	75,500	77,000	68,500	62,500	66,500	68,000	74,500	83,500	78,500	D	113,600	0.69	C	-	-	10,515	6
I-95	LPGA Blvd. to SR 40/Granada Blvd	599	FDOT	Yes	3.04	70	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	76,000	68,500	70,000	74,000	77,000	69,000	62,000	66,500	65,500	83,000	83,000	79,500	D	133,600	0.59	C	-	-	12,810	6
I-95	SR 40/Granada Blvd to US 1	495	FDOT	Yes	0.55	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	62,500	66,500	63,500	64,500	66,000	56,500	47,500	50,500	53,000	58,000	63,500	71,500	D	113,600	0.63	B	-	-	10,515	6
I-95	US 1 to Flagler Co. Line/Old Dixie	496	FDOT	Yes	5.00	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	65,500	64,500	66,500	70,500	73,500	66,000	60,000	63,500	67,500	71,500	69,500	74,500	D	113,600	0.66	C	-	-	10,515	6
US 1	Brevard Co. to Kennedy Pkwy.	531	FDOT	Yes	3.97	55	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	4,100	C	31,200	0.13	B	-	-	4,270	4
US 1	Kennedy Pkwy. to Pioneer Grove Rd.	535	FDOT	Yes	1.40	55	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	4,100	C	31,200	0.13	B	-	-	4,270	4
US 1	Putnam Grove Rd. to Halifax Ave.	531	FDOT	Yes	0.57	55	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	5,200	C	42,300	0.12	B	-	-	5,920	4
US 1	Halifax Ave. to H.H. Birch Rd.	9029	FDOT	Yes	2.91	45	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	13,000	13,000	13,500	12,400	12,400	13,300	13,500	13,500	14,300	13,400	14,600	14,500	C	42,300	0.35	B	-	-	5,920	4
US 1	H.H. Birch Rd. to Volco Rd.	9929	FDOT	Yes	3.70	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	11,000	11,100	11,100	11,400	12,400	13,800	13,600	14,100	14,300	13,400	14,600	14,960	D	39,800	0.37	C	-	-	5,580	4
US 1	Volco Rd. to SR 442/Indian River Blvd.	27	FDOT	Yes	2.26	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	18,500	19,200	18,800	19,200	20,400	21,500	21,500	23,000	23,500	22,000	23,000	23,000	D	39,800	0.58	C	-	-	5,580	4
US 1	SR 442/Indian River Blvd. to Park Av	5120	FDOT	Yes	1.49	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,500	25,500	25,000	24,500	25,500	27,500	28,500	29,500	25,500	24,500	27,500	26,000	D	39,800	0.65	C	3,900	3,200	5,580	4
US 1	Park Ave. to 10th Ave.	5168	FDOT	Yes	1.00	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,000	27,500	26,500	25,000	26,500	28,000	28,000	27,000	28,000	25,000	25,000	27,500	D	39,800	0.69	C	-	-	5,580	4
US 1	10th Ave. to Canal St./Bus. SR 44	5154	FDOT	Yes	1.52	35	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	22,000	21,500	18,500	18,700	19,500	24,000	22,500	22,000	22,000	22,000	22,000	22,000	D	32,400	0.68	D	-	-	5,920	4
US 1	Canal St./Bus. SR 44 to Turnbull Bay	5155	FDOT	Yes	1.34	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	32,500	31,000	29,000	23,500	24,000	26,500	24,500	25,500	28,000	24,000	24,000	24,000	D	39,800	0.60	C	-	-	5,580	4
US 1	Turnbull Bay Rd. to Art Center Ave.	5159	FDOT	Yes	2.24	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	23,500	22,500	23,500	24,500	25,500	26,500	27,500	26,000	26,000	25,000	25,000	25,000	D	39,800	0.63	C	-	-	5,580	4
US 1	Art Center Ave. to SR 5A/Nova Rd.	18	FDOT	Yes	3.19	45	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	19,400	19,800	20,000	21,200	23,500	25,000	26,000	25,500	24,000	23,500	23,500	22,500	D	39,800	0.59	C	-	-	5,580	4
US 1	SR 5A/Nova Rd. to Commonwealth	152	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	14,100	13,800	13,900	13,200	13,800	15,400	15,700	15,700	15,900	15,300	15,700	15,700	D	39,800	0.39	C	1,170	1,350	5,580	4
US 1	Commonwealth to SR 421/Dunlawton	5087	FDOT	Yes	1.37	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	20,500	19,600	20,000	20,900	21,500	23,500	20,400	21,000	21,500	20,200	17,600	17,600	D	39,800	0.44	C	1,540	1,440	5,580	4
US 1	SR 421/Dunlawton Ave. to Reed Can	213	FDOT	Yes	1.18	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	24,500	24,500	24,500	26,500	25,000	28,500	25,500	26,500	25,000	24,000	24,000	25,200	D	39,800	0.63	C	-	-	5,580	4
US 1	Reed Canal Rd. to Big Tree Pl.	5061	FDOT	Yes	2.17	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	19,500	20,500	19,500	21,500	28,000	27,000	25,000	23,000	23,000	23,000	23,000	23,000	D	39,800	0.58	C	-	-	5,580	4
US 1	Big Tree Rd. to Bellewood Ave.	5063	FDOT	Yes	0.45	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,500	24,500	25,000	29,000	29,000	-	-	-	24,500	23,500	23,500	29,900	D	39,800	0.75	C	-	-	5,580	4
US 1	Bellewood Ave. to SR 400/Beville Rd.	5063	FDOT	Yes	0.27	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,000	27,500	25,500	23,000	30,500	26,500	26,500	27,000	24,500	23,500	25,000	29,900	D	39,800	0.75	C	-	-	5,580	4
US 1	SR 400/Beville Rd to Bellevue Ave.	452	FDOT	Yes	1.05	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	32,500	30,000	28,500	33,000	32,000	34,000	30,500	33,000	33,000	32,000	28,000	28,000	D	39,800	0.70	C	2,940	3,150	5,580	4
US 1	Bellevue Ave. to Orange Ave.	5063	FDOT	Yes	0.72	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	28,000	28,500	28,000	29,500	30,500	28,500	25,000	28,000	30,500	29,500	29,500	29,500	D	39,800	0.74	C	-	-	5,580	4
US 1	Orange Ave. to US 92/ISB	5070	FDOT	Yes	0.30	35	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	28,000	26,000	24,000	26,500	27,500	31,000	28,500	28,500	31,000	30,000	30,000	29,500	D	32,400	0.91	D	-	-	5,920	4
US 1	US 92/ISB to Fairview/Main St.	5074	FDOT	Yes	0.66	35	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	24,000	23,500	18,000	20,500	20,500	-	-	-	28,000	27,000	27,000	26,000	D	32,400	0.80	D	-	-	5,920	4
US 1	Fairview/Main St. to SR 430/Mason A	5074	FDOT	Yes	0.54	35	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	27,000	27,000	27,500	27,000	28,000	27,000	27,000	26,000	28,000	27,000	27,000	26,000	D	32,400	0.80	D	-	-	5,920	4
US 1	SR 430/Mason Ave. to LPGA Blvd.	5075	FDOT	Yes	1.47	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,000	23,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000	24,000	24,000	D	39,800	0.60	C	-	-	5,580	4
US 1	LPGA Blvd. to Hand Ave.	1018	FDOT	Yes	2.00	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000	24,000	24,000	D	39,800	0.60	C	-	-	5,580	4
US 1	Hand Ave. to SR 40/Granada Blvd.	5142	FDOT	Yes	0.64	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	21,500	19,900	20,300	20,400	21,500	23,000	23,000	23,000	24,000	23,000	23,000	23,000	D	39,800	0.58	C	-	-	5,580	4
US 1	SR 40/Granada Blvd. to SR 5A/Nova	1019	FDOT	Yes	1.83	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	16,300	16,400	16,600	17,500	18,100	19,300	20,000	19,100	19,300	19,500	19,900	19,900	D	39,800	0.50	C	-	-	5,580	4
US 1	SR 5/Nova Rd. to Airport Rd.	300	FDOT	Yes	1.13	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	26,000	22,500	25,500	26,500	26,000	25,500	23,500	25,500	32,000	31,000	31,000	33,000	D	39,800	0.83	C	-	-	5,580	4
US 1	Airport Rd. to I-95	351	FDOT	Yes	2.81	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	20,500	19,400	20,200	21,000	22,500	23,000	24,500	23,500	23,500	22,500	24,500	24,500	D	39,800	0.62	C	1,940	2,330	5,580	4
US 1	I-95 to Flagler Co. Line	519	FDOT	Yes	1.53	55	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	15,500	13,400	14,000	14,200	14,500	16,000	15,000	17,200	18,500	17,500	17,500	17,500	D	39,800	0.44	C	-	-	5,580	4
US 17/92	Seminole Co. to Bisnick Rd.	0089 S	FDOT	Yes	0.52	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	29,500	29,400	28,000	27,000	26,500	27,500	29,500	33,500	23,000	32,000	32,000	35,000	D	39,800	0.90	C	-	-	5,580	4
US 17/92	Barnick Rd to Ft. Florida Rd.	0040 S	FDOT	Yes	0.76	50	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000	32,000	31,500	D	39,800	0.79	C	-	-	5,580	4
US 17/92	Ft. Florida Rd. to Dirksen Dr.	503	FDOT	Yes	0.73	50	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	21,000	19,700	24,000	26,000	23,000	28,500	26,500	30,000	29,000	29,500	31,500	31,700	D	39,800	0.79	C	2,280	2,370	5,580	4
US 17/92	Dirksen Dr. to Valencia Rd.	479	FDOT	Yes	1.05	50	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,000	22,500	22,000	24,000	25,000	24,500	23,500	23,500	28,900	D	39,800	0.70	C	-	-	5,580	4
US 17/92	Valencia Rd to Highbanks Rd.	7	FDOT	Yes	0.74	50	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,500	24,000	25,500	25,000	25,000	25,500	24,000	25,000	27,900	D	39,800	0.64	C	1,790	2,010	5,580	4
US 17/92	Highbanks Rd. to DeBary Plantation	8	FDOT	Yes	0.92	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,500	26,000	22,000	23,000	24,500	25,500	25,000	25,000	25,000	24,000	24,000	24,000	D	39,800	0.60	C	-	-	5,580	4
US 17/92	DeBary Plantation Blvd to Saxon Blvd	509	FDOT	Yes	0.61	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,500	26,000	26,000	23,500	27,500	28,500	29,500	32,000	31,500	30,500	30,500	34,500	D	39,800	0.87	C	-	-	5,580	4
US 17/92	Saxon Blvd. to Enterprise Rd.	519	FDOT	Yes	0.80	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,500	26,000	17,000	18,600	19,400	21,000	22,000	23,000	24,000	23,000	23,000	24,900	D	39,800	0.63	C	-	-	5,580	4
US 17/92	Enterprise Rd. to Rhode Island Ave.	448	FDOT	Yes	0.75	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	29,500	29,000	30,500	31,000	32,000	33,500	31,000	33,000	32,000	31,000	31,000	34,500	D	39,800	0.87	C	-	-	5,580	4
US 17/92	Rhode Island Ave. to Graves Ave.	444	FDOT	Yes	1.01	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	29,000	26,500	29,000	27,500	28,500	31,000	32,000	32,000	32,000	31,000	31,000	34,500	D	39,800	0.87	C	-	-	5,580	4
US 17/92	Graves Ave. to New York Ave.	445	FDOT	Yes	1.00	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	29,000	27,500	25,500	25,500	26,500	28,500	30,500	31,000	30,000	33,500	33,500	33,500	D	39,800	0.84	C	-	-	5,580	4
US 17/92	New York Ave to SR 472	445	FDOT	Yes	0.75	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,000	26,000	27,000	25,000	28,000	29,000	30,000	30,000	30,000	29,000	33,500	33,500	D	39,800	0.84	C	-	-	5,580	4
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	FDOT	Yes	1.75	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	44,000	41,000	45,000	41,000	44,000	47,500	46,500	46,500	47,500	52,000	52,000	50,000	D	39,800	0.91	C	-	-	5,580	4
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	FDOT	Yes	1.02	40	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,500	27,000	27,000	27,500	23,500	33,500	30,000	31,000	32,000	31,000	32,000	32,000	E	42,780	0.76	C	1,890	2,650	5,780	4
US 17/92	Beresford Ave. to Euclid Ave.	5173	FDOT	Yes	0.48	35	UA_SSAC2_2W_2L_D_WL	Principal Arterial - Other - Urban	18,000	16,800	16,400	18,400	17,000	16,900	18,500	16,500	18,400	18,700	17,900	20,000	E	16,300	1.22	F	1,120	1,510	5,420	2
US 17/92	Euclid Ave. to SR 44/New York Ave.	5004	FDOT	Yes	0.49	30	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	18,500	15,100	16,500	16,800	16,400	17,300	17,800	13,000	13,200	12,800	12,800	18,700	E	15,900	1.20	D	-	-	5,420	2
US 17/92	SR 44/New York Ave. to Plymouth Av	5005	FDOT	Yes	1.01	40	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	16,400	16,000	15,300	15,500	18,100	18,800	18,200	13,100	13,300	12,700	10,100	18,800	Delund	16,100	0.99	D/Lund	-	-	5,450	2
US 17/92	Plymouth Ave. to US 92/ISB	66	FDOT	Yes	0.83	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	21,500	22,500	20,500	21,000	22,000	23,000	23,500	22,500	23,000	22,900	22,000	24,000	E	42,780	0.57	C	-	-	5,780	4
US 17	US 92 to Mercers Ferriery Rd.	1000	FDOT	Yes	0.68	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	30,000	27,500	29,000	29,000	30,000	33,500	29,000	37,500	33,000	32,000	32,000	33,500	E	42,780	0.78	C	-	-	5,780	4
US 17	Mercers Ferriery Rd. to Glenwood Rd.	68	FDOT	Yes	0.51	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	24,000	22,500	23,500	26,500	23,000	24,500	25,500	26,000	26,000	25,000	22,000	22,900	D	39,800	0.58	C	1,170	1,890	5,580	4
US 17	Glenwood Rd. to SR 15A/CR 15A	236	FDOT	Yes	1.64	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	14,500	13,700	13,500	13,500	14,800	17,300	15,200	15,900	14,800	14,900	14,900	19,900	D	39,800	0.49	C	-	-	5,580	4
US 17	SR 15A/CR 15A to Reynolds Rd.	575	FDOT	Yes	2.70	45	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	16,400	16,600	15,800	16,000	17,200	17,200	18,500	18,500	18,200	17,700	19,600	19,600	D	16,200	1.25	F	1,320	1,890	5,420	2
US 17	Reynolds Rd to Spring Garden Ranch	519	FDOT	Yes	1.09	55	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	10,100	10,700	10,100	10,000	10,400	11,400	11,600	12,000	11,600	11,200	11,200	11,700	D	24,200	0.48	B	-	-	5,160	2
US 17	Spring Garden Ranch Rd. to Lake W	594	FDOT	Yes	0.56	45	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	7,500	7,400	7,300	7,400	8,100	8,400	8,500	9,000	9,000	9,400	9,400	9,400	D	24,200	0.39	B	-	-	5,160	2
US 17	Lake Winona Rd. to SR 40	104	FDOT	Yes	4.93	45	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	7,500	7,400	7,300	7,400	8,100	8,400	8,500	9,000	9,000	9,400	9,400	9,400	D	18,000	0.52	B	-	-	3,600	2
US 17	SR 40 to Washington Ave.	568	FDOT	Yes	5.02	55	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	6,100	5,700	5,700	5,700	6,100	6,200	6,600	7,400	7,400	7,400	7,300	7,360	C	15,700	0.50	B	760	780	3,480	2
US 17	Washington Ave. to CR 305/Lk Geo	46	FDOT	Yes	5.28	55	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	4,600	4,300	4,500	4,400	4,900	5,000	5,400	6,100	5,900	5,900	5,900	6,400	C	15,700	0.37	B	-	-	3,480	2
US 17	CR 305/Lk George Rd to Putnam Co	200	FDOT	Yes	3.41	60	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	4,300	4,200	4,300	4,300	4,500	5,200	5,300	5,900	5,900	5,700	6,000	6,000	C	18,000	0.33	B	510	510	3,600	2
US 92	US 17 to Jacobs Rd.	1001	FDOT	Yes	1.41	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	25,000	24,500	25,500	24,500	25,500	28,000	28,500	28,500	24,500	24,500	26,500	26,500	D	39,800	0.67	C	-	-	5,580	4
US 92	Jacobs Pkwy. to Kepler Rd.	5	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	25,000	23,500	23,500	23,500	24,000	26,000	25,000	25,000	25,000	24,000	24,000	26,900	D	39,800	0.68	C	1,580	1,580	5,580	4
US 92	Kepler Rd. to Old Daytona Rd.	9925	FDOT	Yes	1.32	65	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200	15,600	15,600	D	39,680	0.40	C	-	-	5,580	4
US 92	Old Daytona Rd. to Red John Dr.	9923	FDOT	Yes	7.20	75	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	13,400	13,000	14,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200	15,600	15,900	C	44,560	0.35	B	-	-	6,230	4
US 92	Red John Dr. to I-4 EB Ramp	478	FDOT	Yes	2.26	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	20,000	19,800	19,800	16,400	17,600	18,600	19,100	18,400	19,500	18,900	18,900	17,100	D	39,800	0.43	C	-	-	5,580	4
US 92	I-4 EB Ramp to LPGA Blvd.	476	FDOT	Yes	0.58	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	20,000	19,800	20,200	16,400	17,500	18,600	19,100	18,400	19,500	18,900	18,900	17,100	D	39,800	0.43	C	-	-	5,580	4
US 92	LPGA Blvd. to I-95	532	FDOT	Yes	2.03	55	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	27,000	24,500	25,000	26,500	27,000	32,000	30,000	29,500	31,000	30,000	30,000	39,500	D	39,800	0.77	C	-	-	5,580	4
US 92	I-95 to Williamson Blvd.	508	FDOT	Yes	0.71	45	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	40,000	40,500	37,500	40,000	45,000	39,000	35,500	36,500	37,000	40,000	39,500	39,500	C	23,000	0.97	C	3,180	3,290	7,060	4
US 92	Williamson Blvd. to Bill France Blvd.	5172	FDOT	Yes	1.13	50

Appendix C

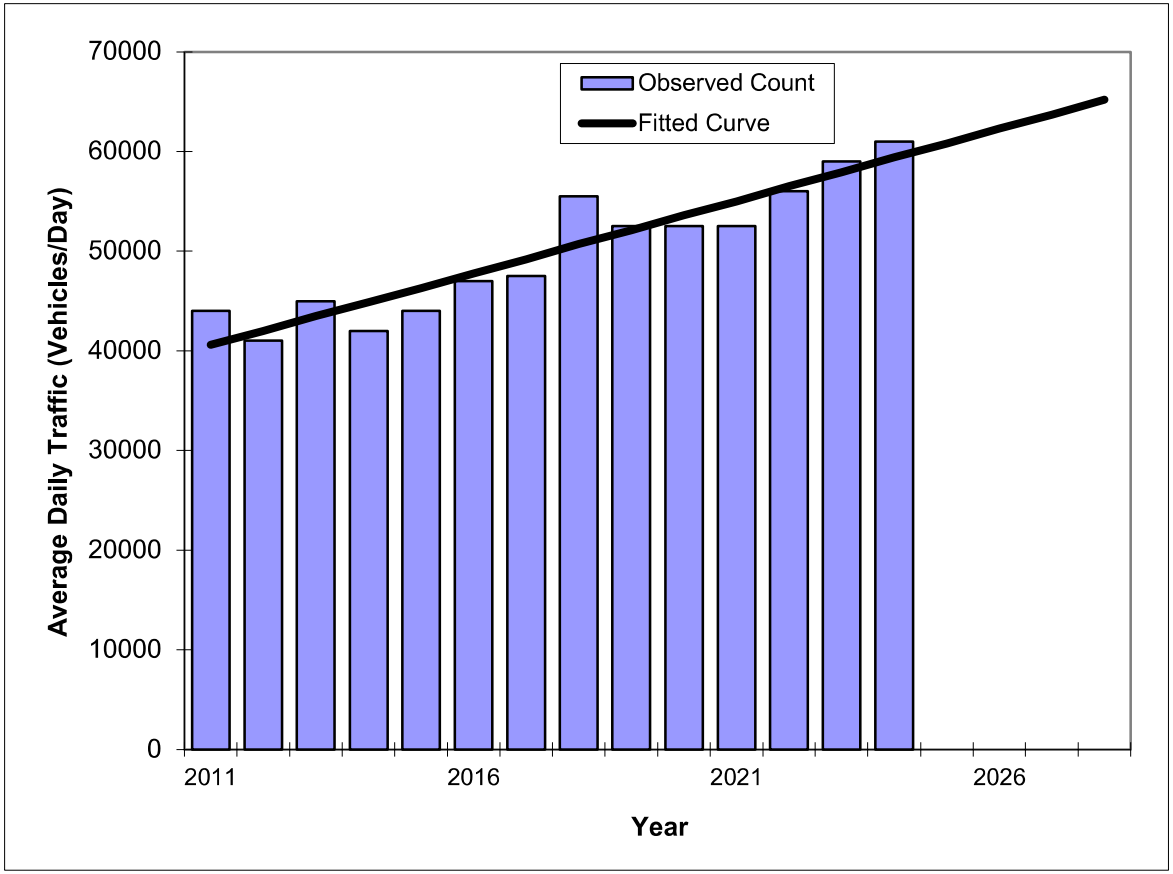
Trends Analysis Worksheet

Traffic Trends - V3.0

US 17-92 -- SR 472 to Taylor Rd

FIN#	1234
Location	1

County:	Lake (11)
Station #:	1004
Highway:	US 17-92

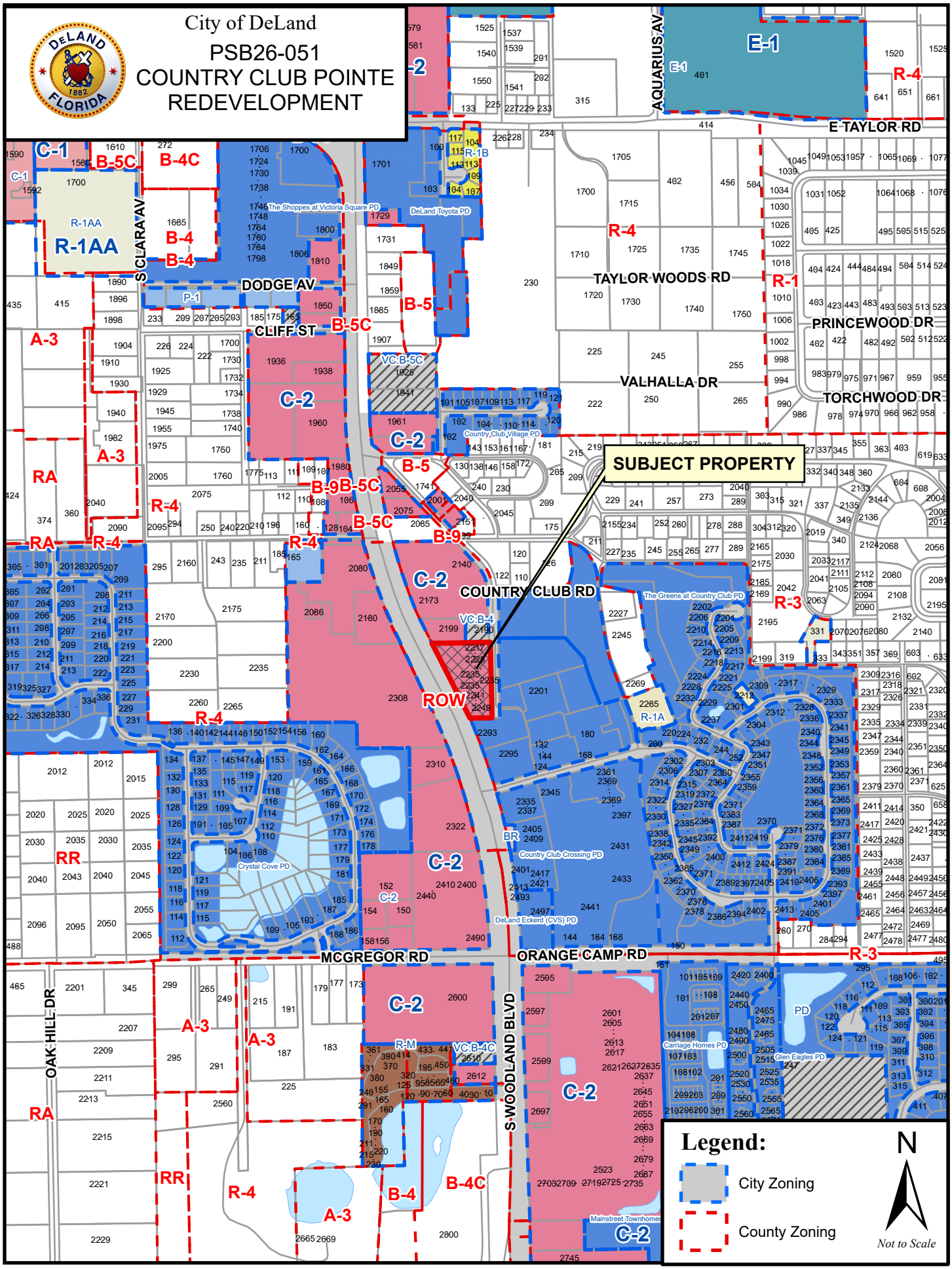


Year	Traffic (ADT/AADT) Count*	Trend**
2011	44000	40600
2012	41000	42000
2013	45000	43500
2014	42000	44900
2015	44000	46300
2016	47000	47800
2017	47500	49200
2018	55500	50700
2019	52500	52100
2020	52500	53600
2021	52500	55000
2022	56000	56500
2023	59000	57900
2024	61000	59400
2026 Opening Year Trend		
2026	N/A	62300
2027 Mid-Year Trend		
2027	N/A	63700
2028 Design Year Trend		
2028	N/A	65200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,447
Trend R-squared:	87.56%
Trend Annual Historic Growth Rate:	3.56%
Trend Growth Rate (2024 to Design Year):	2.44%
Printed:	2-Nov-25
Straight Line Growth Option	


City of DeLand
PSB26-051
COUNTRY CLUB POINTE
REDEVELOPMENT
CRESCENT DR
BARRINGTON AV
C-2
B-5C
B-9
B-5C
B-9
R-3
DEERFOOT RD
HUNTINGTON DR
R-4
KINCAID AV
P-1
PD
COUNTRY CLUB RD
COUNTRY CLUB RD
C-2
PD
SUBJECT PROPERTY
GOLF CLUB DR
ROW
PD
C-2
FENWAY DR
PD
PD
S WOODLAND BLVD
CRYSTAL OAK DR
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
PSB26-051
COUNTRY CLUB POINTE
REDEVELOPMENT
SUBJECT PROPERTY
COUNTRY CLUB RD
ORANGE CAMP RD
MCGREGOR RD
E TAYLOR RD
DODGE AV
CLIFF ST
TAYLOR WOODS RD
VALHALLA DR
PRINCEWOOD DR
TORCHWOOD DR
S CLARA AV
AQUARIUS AV
S WOODLAND BLVD
OAK HILL DR
ROW
The Shoppes at Victoria Square PD
DeLand Toyota PD
Country Club Village PD
The Greens at Country Club PD
Country Club Crossing PD
DeLand Eckerd (CVS) PD
Crystal Cove PD
Carriage Homes PD
Glen Eagles PD
Mainstreet Townhomes
Legend:
City Zoning
County Zoning
N
Not to Scale