



AGENDA
PLANNING COMMISSION
CITY OF PORT ORANGE

Meeting Date: Thursday, July 25, 2019

Time: 5:30 PM

Type of Meeting: Regular

Location: Council Chambers
City Hall, 1000 City Center Circle

A. CALL TO ORDER

1. Pledge of Allegiance
2. Silent Invocation
3. Roll Call

B. DISCUSSION/ACTION

4. Consideration of Minutes
5. APPLICATION: PCD Rezoning/The Palms at Ashton Lakes PCD
CASE NO. : 19-65000001
LOCATION: Southeast corner of S. Williamson Boulevard and Oakwater Lane
STAFF CONTACT: Gwen Perney, Senior Planner (386) 506-5673/gperney@port-orange.org
APPLICANT: NX Port Orange Owner LLC; 1621 18th St., Suite 250, Denver, CO 80202

A request by the applicant to rezone ±18.72 acres from Cypress Head Planned Commercial Development (PCD) to The Palms at Ashton Lakes PCD and approval of The Palms at Ashton Lakes PCD Master Development Agreement (MDA) and Conceptual Development Plan (CDP) to allow for the development of a 167-bed assisted living facility (ALF) and a future commercial outparcel.

6. APPLICATION: Rezoning/6015 Spruce Creek Road
CASE NO. : 19-60000004
LOCATION: Southeast corner of Central Park Boulevard and Spruce Creek Road
STAFF CONTACT: Briana Conlan-King, Senior Planner (386) 506-5676/brking@port-orange.org
APPLICANT: Christ The King Community Church International, Inc.; 1723 Creekwater Blvd., Port Orange, FL 32128

A request by applicant to rezone ± 7.58 acres from Single-family Residential (R-10SF) to Government/Public Use (GPU).

7. APPLICATION: Subdivision Plat & Plans/Springs at Port Orange
CASE NO. : 18-50000002
LOCATION: 5410 S. Williamson Blvd., located on the southwest side of S. Williamson Blvd., north of Summer Trees Road
STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671/pcruz@port-orange.org
APPLICANT: Continental 425 Fund LLC; W134 N8675 Executive Parkway, Menomonee Falls, WI 53051

A request by the applicant to subdivide ± 29.5 acres into three (3) lots.

8. APPLICATION: PCD Amendment/First Amendment to the Riverwalk Amended and Restated MDA and CDP
CASE NO. : 19-40000004
LOCATION: East side of Ridgewood Avenue, between Orange Avenue and Herbert Street
STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671/pcruz@port-orange.org
APPLICANT: Josif Atanasoski, Manager of Halifax River Partners, LLC; 1800 N. US Hwy 1, Ormond Beach, FL 32174

A request by the applicant for approval of the First Amendment to the Riverwalk Amended and Restated Master Development Agreement (MDA) to defer the completion date for certain site improvements in Phase 1 and defer recording of the Riverwalk subdivision plat to September 20, 2020. There is no proposed change to the September 20, 2019, completion date for the 23-foot public trail and park.

9. APPLICATION: LDC Text Amendment/Chapters 2, 17, and 18
CASE NO. : 19-25000002
STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671/pcruz@port-orange.org
APPLICANT: City of Port Orange

A request for approval of an amendment to the Land Development Code (LDC) Chapters 2, 17, and 18, to address zoning for contractor businesses and motor vehicle sales as part of an effort to update the LDC.

10. APPLICATION: Administrative Rezoning/415 Herbert Street
CASE NO. : 19-60000006
LOCATION: 415 Herbert Street
STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671/pcruz@port-orange.org
APPLICANT: City of Port Orange

A request to rezone ± 0.64-acres from Commercial Industrial (CI) to Government/Public Use (GPU).

C. OTHER BUSINESS

- 11. Commissioner Comments
- 12. Staff Comments

D. PUBLIC COMMENTS

E. ADJOURNMENT

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE BY THE **PLANNING COMMISSION** WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE HE OR SHE MAY NEED TO ENSURE AT HIS OR HER OWN EXPENSE FOR THE TAKING AND PREPARATION OF A VERBATIM RECORD OF ALL TESTIMONY AND EVIDENCE OF THE PROCEEDINGS UPON WHICH THE APPEAL IS TO BE BASED. NOTE: IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE. PLEASE CONTACT THE CITY CLERK FOR THE CITY OF PORT ORANGE, 1000 CITY CENTER CIRCLE, PORT ORANGE, FLORIDA 32129, TELEPHONE NUMBER 386-506-5563, CITYCLERK@PORT-ORANGE.ORG, AS FAR IN ADVANCE AS POSSIBLE, BUT PREFERABLY WITHIN 2 WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OR 5 DAYS PRIOR TO THE MEETING DATE. IF YOU ARE HEARING OR VOICE IMPAIRED, CONTACT THE RELAY OPERATOR AT 7-1-1 or 1-800-955-8771. UPON REQUEST BY A QUALIFIED INDIVIDUAL WITH A DISABILITY, THIS DOCUMENT WILL BE MADE AVAILABLE IN AN ALTERNATE FORMAT. IF YOU NEED TO REQUEST THIS DOCUMENT IN AN ALTERNATE FORMAT, PLEASE CONTACT THE CITY CLERK WHOSE CONTACT INFORMATION IS PROVIDED ABOVE.

REGULAR PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS – CITY HALL
1000 CITY CENTER CIRCLE
PORT ORANGE, FLORIDA
JUNE 27, 2019

THE REGULAR PLANNING COMMISSION MEETING of the City of Port Orange was called to order by Chairman Jordan at 5:50pm.

Pledge of Allegiance

Silent Invocation

Roll Call

Present: Newton White
Darrel “Bo” Bofamy (arrived late)
Lance Green
Thomas Jordan, Chairman

Absent: Stan Schmidt (excused)
John Junco (excused)
Maria Mills-Benat (excused)

Also Present: Shannon Balmer, Assistant City Attorney
Shelby Field, Assistant City Clerk

B. DISCUSSION/ACTION

4. Consideration of Minutes

Motion to approve the minutes as presented from May 23, 2019 was made by Commissioner Green and Seconded by Commissioner Bofamy. Motion carried unanimously by roll call vote.

Chairman Jordan read Commissioner Green and Commissioner Schmidt’s voting conflict forms from the May 23, 2019 meeting into the minutes.

5. Case No. 19-90000003

SUBDIVISION VARIANCE/KING’S LANDING SUBDIVISION
East side of Hensel Rd., between East Hensel Drive and Hills Blvd.
(Continued from May 23, 2019 Planning Commission Meeting)

A request by the applicant for approval of a Subdivision Variance to allow Phase 1 of the King’s Landing Subdivision to be developed without extending Rocko Road into the King’s Landing Subdivision.

Staff Contact: Tim Burman (386) 506-5675_tburman@port-orange.org

Tim Burman, Community Development Director, discussed details of the variance request and answered questions from Commissioners.

Joey Posey, attorney for the applicant, informed the Commissioners that they are intending to provide transparency to the public and work with the homeowners who are going to be affected to come up with an adequate solution.

Eric Gill, attorney for one of the homeowners, asked for clarification about the process items go through as they are submitted in a staff report and approved by the City Council. He also does not believe the homeowners were issued adequate notice of the project. Mr. Gill is concerned about the access points that would be cut off in the event of an emergency.

Mr. Posey addressed the concerns brought forth by Mr. Gill and informed the Commission anyone is welcome to bring their concerns to his office.

Beth Goldey, citizen, believes there would be a dangerous precedent set if the city approves the subdivision.

Kevin Kling, citizen, prefers the road not be connected and remain the way it is. He submitted a list of residents who believe the same.

Jack Goldey, citizen, does not believe what was presented in the staff development report is correct. He would like to see the unfinished exits finished first and stated that there is a responsibility to the City to plan for the future.

Robert Reinhagen, citizen, would like to recommend the developers consider donating some of the land for conservation.

Sarah Jones, citizen, believes every time the city strays from the Land Development Code the bigger picture is ruined.

Melody Lankford, citizen, asked Commissioners not to approve this case, but if they do she would like them to do so with a few amendments in mind. The amendments are to keep the green space and keep the two interconnected roads involved in the later phases.

William Kent, citizen, is opposed to providing more special variances to the applicant. He would like to see all the stubs, or dead ends, be finished.

Rick Cremmy, citizen, believes this would create traffic and safety issues.

Vasilios Tselonis, citizen, asked the Commissioners how long they should expect construction.

Lee Barreiro, citizen, believes keeping the Rocko Road connection is important to protect the community from uncertain future events.

Commissioner Green does not believe the variance would be beneficial to the residents currently but sees both sides.

Commissioner White is happy to see less pavement in the plan but doesn't see a reason to not approve the item tonight.

Commissioner Bofamy asked if a traffic study has been done and what the benefit of the green space will be. Mr. Posey responded that providing the green space should not affect the flow of traffic at all and is positive for environmental reasons.

Chairman Jordan doesn't agree with the continuing of building stub outs or unconnected roads.

Motion to approve case 19-90000003 with the condition that the deleted Rocko Rd. space remain permanent green space and the developer not come back with any variance requests for Broken Bow Ln. or English Oaks Dr. was made by Commissioner White and Seconded by Commissioner Green. Motion failed 1-3 by roll call vote with Chairman Jordan, Commissioner Green, and Commissioner Bofamy voting no.

6. Case No. 18-20000008

SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE (FLU) MAP
AMENDMENT/HARBOR LANDINGS PUD
5653 and 5675 S. Ridgewood Avenue

A request for approval to change the Future Land Use (FLU) designation of approximately 4.26 acres of land from *Office/Residential Transition* to *Urban Medium Density Residential* (4-8 units/acre).

Staff Contact: Penelope Cruz (386) 506-5671 pcruz@port-orange.org

Penelope Cruz, Planning Manager, discussed details of the proposed amendment and answered questions from the Commissioners.

Michael Chiumento, representing the applicant, gave a presentation providing more information on the amendment and rezoning and answered questions from the Commissioners.

Motion to approve case 18-20000008 as presented by staff was made by Commissioner White and Seconded by Commissioner Green. Motion carried unanimously by roll call vote.

7. Case No. 18-40000004

PLANNED UNIT DEVELOPMENT (PUD) WITH MASTER DEVELOPMENT AGREEMENT (MDA) AND CONCEPTUAL DEVELOPMENT PLAN (CDP) REZONING/HARBOR LANDINGS SUBDIVISION
5653 and 5675 S. Ridgewood Avenue and 5680 and 5684 Riverside Drive

A request by the applicant to rezone a +/- 4.74-acre property to Planned Unit Development (PUD), and approval of the Harbor Landings PUD Master Development Agreement (MDA) and Conceptual Development Plan (CDP) that establish the regulatory framework for the development of 10 single-family homes and 16 townhomes.

Staff Contact: Gwen Perney (386) 506-5671 gperney@port-orange.org

Mrs. Cruz presented the staff report for the proposed rezoning and answered questions from the Commissioners.

Motion to approve case 18-40000004 as presented by staff was made by Commissioner White and Seconded by Commissioner Green. Motion carried unanimously by roll call vote.

C. OTHER BUSINESS

8. Commissioner Comments

There were none.

9. Staff Comments

There were none.

D. PUBLIC COMMENTS

There were none.

E. ADJOURNMENT – 7:38 p.m.

Chairman Thomas Jordan



STAFF REPORT

PCD Rezoning / The Palms at Ashton Lakes Master
Development Agreement and Conceptual Development Plan
CASE NO. 19-65000001

REQUEST: Approve rezoning of ± 18.72 acres to The Palms at Ashton Lakes Planned Commercial Development (PCD) and the Master Development Agreement (MDA) and Conceptual Development Plan (CDP)

LOCATION: Southeast corner of S. Williamson Boulevard and Oakwater Lane (6241 S. Williamson Boulevard)

OWNER: James and James Development, Inc.

APPLICANT: NX Port Orange Owner LLC

STAFF CONTACT: Gwen Perney, Senior Planner (386) 506-5673

STAFF RECOMMENDATION: Approval

PLANNING COMMISSION DATE: July 25, 2019

INTRODUCTION:

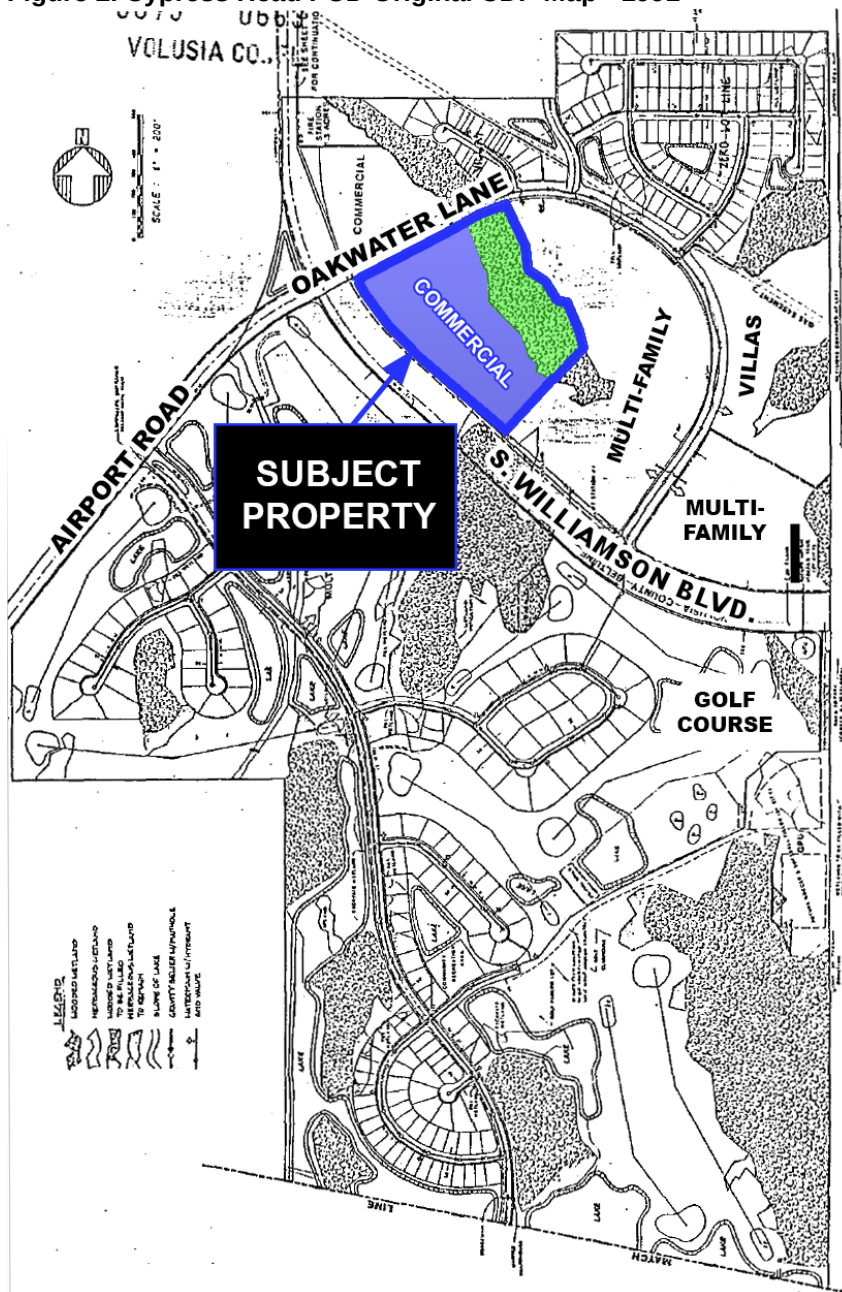
The applicant, NX Port Orange Owner LLC, requests to rezone ± 18.72 acres from Cypress Head Planned Commercial Development (PCD) to The Palms at Ashton Lakes PCD and approval of The Palms at Ashton Lakes PCD Master Development Agreement (MDA) and Conceptual Development Plan (CDP). If approved, the applicant intends to develop the subject property with a 167-bed assisted living facility (ALF) and a future commercial outparcel. The subject property is located on the east side of S. Williamson Boulevard, south of Oakwater Lane. (Figure 1 - Location Map).

Figure 1. Location Map



Currently, the ±18.7-acre subject property is zoned for commercial uses and is part of the Cypress Head Planned Unit Development (PUD). In 1991, the City of Port Orange approved the MDA and CDP for the Cypress Head PUD that master planned approximately 713 acres to be developed with residential and commercial uses. The MDA for the Cypress Head PUD states that the property east of the Williamson Boulevard and Oakwater Lane intersection is to be shown as “commercial” on the official zoning map. At the time that property is developed, commercial development requirements through a PCD or conventional commercial rezoning are to be established for each development parcel or tract. The proposed Palms at Ashton Lakes MDA and CDP is to establish the development requirements for commercial uses on the subject property as required in the MDA of the Cypress Head PUD.

Figure 2. Cypress Head PUD Original CDP Map - 1991



The subject property is currently vacant and includes the entrance feature for the Ashton Lakes subdivision. In 2005, when Phase 1 of the Ashton Lakes subdivision was developed, the northwest corner of the subject property was set aside for the Ashton Lakes entrance feature and an easement was recorded over this area for maintenance of the sign by the Ashton Lakes HOA (OR Book 5641 Page 3386). The Palms at Ashton Lakes MDA includes language to ensure the continued preservation of that area as the Ashton Lakes subdivision entrance feature and continued maintenance of the sign by the HOA as per the existing easement. The subject property also has existing conservation easements over 6.37 acres of existing wetlands; there is a 200-foot-wide conservation easement along the east property line and at the southwest corner of the property that will continue to remain vacant and wooded.

According to the Land Development Code (LDC), the proposed MDA constitutes a zoning document for the subject property, establishing permitted uses and certain development requirements. An MDA and CDP does not grant approval of any specific development itself, but rather establishes parameters for how the property can be developed. The CDP is an exhibit to the proposed MDA that includes the dimension requirements, and general location of lots, roads, parking, open space, landscape buffers, utilities, and drainage areas.

Specific site development requirements listed in the MDA and LDC, such as the type and location of trees and shrubs in the landscape buffers, location and size of the stormwater pipes, and water and sewer lines, parking lot design, and other development requirements are finalized with the site plan. Site plans are typically a 20 to 50-page set of technical documents that are signed and sealed by a licensed engineer and contain extensive engineering and construction details. The site plan for The Palms at Ashton Lakes PCD is required to be designed to meet the requirements of the LDC and the proposed MDA.

CONSISTENCY WITH COMPREHENSIVE PLAN

The current Future Land Use (FLU) designation of approximately 12.35 acres of the 18.72-acre subject property is *Commercial*. The remaining 6.37 acres of the subject property has a FLU designation of *Conservation* (See Exhibit 1). The area that is designated as *Conservation* is currently covered by an existing conservation easement dedicated to the St. Johns River Water Management District and will remain undeveloped. The PCD zoning designation and MDA and CDP are consistent with the *Commercial* and *Conservation* FLU designations. The proposed CDP outlines the area to be developed as commercial and the area to remain natural with the conservation area designation and no development plans. The current FLU and zoning of the subject property and adjacent properties are identified on Exhibits 1 and 2.

The proposed The Palms at Ashton Lakes PCD is an infill development of a vacant parcel within an existing built area (see Figure 4 on Page 4) that is already served by public infrastructure (water, sewer, roads, etc.). The subject property is located at a Community Commercial node as designated in the City's Comprehensive Plan [Future Land Use Element, Policy 3.2.1]. According to the City's Comprehensive Plan, Community Commercial nodes are designated to serve the general shopping and

service needs of an area within an approximately ± 2 -mile radius of the node. The proposed PCD provides a mixture of health care accommodation options for the aging community and future commercial to serve the surrounding residential subdivisions. Furthermore, the City's Comprehensive Plan Smart Growth objectives encourage a mix of land uses by developing areas of infill or underutilized vacant land within the City [Future Land Use Element, Policy 1.2.4 and 2.3.8]. Additionally, by preserving the existing conservation areas on the property, the proposed development promotes environmental protection and reduced natural resource consumption [Future Land Use Element, Policy 1.2.8].

Figure 4. Aerial Location Map of Infill Development Site



DEVELOPMENT PROPOSAL

If approved, The Palms at Ashton Lakes Master Development Agreement (MDA) and the Conceptual Development Plan (CDP) will provide the regulatory framework for the development of the subject property with a 167-bed Assisted Living Facility (ALF) and a future commercial outparcel (Exhibit 3). The following discussion will focus on the significant aspects of the proposed MDA and CDP such as general site layout, access, dimensional requirements, landscape buffers, utilities, and drainage areas. There are no deviations from the development regulations in the LDC as part of the proposed MDA. The applicant chose to use the existing Planned Commercial Development (PCD) zoning and establish The Palms at Ashton Lakes PCD MDA rather than conventional zoning to clearly identify the limited uses to be permitted on the property.

General Layout

The Conceptual Development Plan (CDP) shows the general layout of the proposed assisted living facility, future commercial outparcel, stormwater improvements, tree preservation areas, existing Ashton Lakes entry feature, sidewalks, conservation area, access off Oakwater Lane and Williamson Boulevard, landscape buffers and parking areas (Figure 5 of the Staff Report and Exhibit B of the MDA).

Figure 5. Proposed The Palms at Ashton Lakes PUD Conceptual Development Plan



Dimensional Requirements

The proposed MDA provides the dimensional requirements for the development. The proposed maximum building coverage, minimum open space, building setbacks, and building height are generally based on similar City standard commercial zoning districts (see Table 1).

Table 1. Dimensional Requirements

Zoning District	Maximum Building Coverage	Minimum Open Space	Williamson Boulevard Bldg. Setback	Side Bldg. Setback	Oakwater Lane Bldg. Setback	Rear Bldg. Setback	Maximum Height
The Palms at Ashton Lakes PCD	20%	30%	50 ft.	25 ft.	25 ft.	25 ft.*	45 ft.
PCD	35%	30%	50 ft.	-	10 ft.	-	45 ft.
CC	35%	30%	50 ft.	15 ft.	10 ft.	25 ft.	45 ft.
ORT	35%	30%	50 ft.	10 ft.	10 ft.	25 ft.	45 ft.

*The existing conservation easement overrides this setback and is approximately 200 feet in width

The building setbacks from S. Williamson Boulevard and Oakwater Lane are equal to the required right-of-way landscape buffer and conservation easements. The developer is proposing a right-of-way buffer along Oakwater Lane of 25 feet, which is wider than the 10 feet required in the LDC. The maximum building height is 45 feet, plus an additional 10 feet in height for architectural appurtenances, which is consistent with the LDC. The dimensional requirements are equal to or greater than those required in the LDC for a PCD or similar commercial zoning districts (see Table 1).

Access and Parking

Access to the development will be provided from driveways on Williamson Boulevard and Oakwater Lane. Volusia County maintains the S. Williamson Boulevard right-of-way and has reviewed and approved the proposed driveway on S. Williamson Boulevard. The development will be required to install a left-turn lane and a right-turn lane for the S. Williamson Boulevard entrance. The driveway on Oakwater Lane is proposed to line up with the driveway access to the proposed Central Parc at Oakwater commercial development (currently under site plan review) located on the north side of Oakwater Lane to create a standard intersection and reduce turning movement conflicts. The proposed parking for the ALF and future commercial outparcel will comply with the parking ratio, standard parking size dimensions, and drive aisle width requirements of the LDC.

Traffic

If the PCD zoning amendment is approved, a traffic study is required at the time the site plan is reviewed to identify any improvements and/or mitigation that may be needed. The proposed development of the ALF and a commercial outparcel will be required to comply with the City's Concurrency Management requirements in the LDC. Similar to other developments within the City, the developer may be required to enter into a Transportation Fair-Share and Concurrency Agreement with the City to pay for part of the scheduled improvements for any impacted areas.

According to the Institute of Transportation Engineers (ITE), based on the ITE Trip Generation Manual, 10th Edition, the proposed 167-bed ALF could generate approximately 23 A.M. peak hour trips, 40 P.M. peak hour trips, and 397 daily trips. The proposed commercial (multi-tenant) outparcel could potentially generate approximately 10 A.M. peak hour trips, 99 P.M. peak hour trips, and 1,258 daily trips. According to the latest traffic counts for S. Williamson Boulevard, there is remaining capacity for traffic estimated to be generated by future development of this property (Table 2).

Table 2. Roadway Capacity for S. Williamson Boulevard and Airport Rd.

Roadway Segment	Maximum Capacity Vehicles per day	Current Vehicles per day	Remaining Capacity Vehicles per day	V/C Ratio*
S. Williamson Blvd. – Taylor Rd. to Spruce Creek Rd. Bridge	37,970	24,910	13,060	0.65
S. Williamson Blvd. – Spruce Creek Bridge to Airport Rd.	35,820	21,300	14,520	0.59
S. Williamson Blvd. – Airport Rd. to Pioneer Tr.	35,820	4,870	30,950	0.13

Source: Volusia County Traffic Engineering, 2018

*Volume/Capacity (V/C) Ratio - Volume-Demand-to-Capacity Ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). A V/C ratio of 1.00 indicates the roadway is operating at its capacity.

Tree Preservation, Landscaping, and Wetlands

The proposed development will comply with the landscaping and tree preservation requirements of the LDC, such as perimeter landscaping, foundation parking lot plantings, and tree preservation. A formal review of the landscaping and tree preservation will occur with the review of the site plan to verify compliance with the proposed MDA and LDC.

A minimum fifty (50) foot wide right-of-way buffer along S. Williamson Boulevard and twenty-five (25) foot wide right-of-way buffer along Oakwater Lane will be provided which meet or exceed the right-of-way buffer requirements in the LDC. The rear and side perimeter buffers are equal to the existing conservation easements along the east and south property lines. The rear buffer width (200' wide conservation easement) exceeds the typical buffer width (40' wide) required between commercial and residential of this respective intensity/density in the LDC.

The proposed MDA requires any proposed development of the subject property to comply with the City, County, State, or Federal regulations that pertain to protected wildlife species and wetlands, along with the City's tree preservation requirements. There is one historic oak on site located in the S. Williamson Boulevard right-of-way buffer that is proposed to be preserved. A formal review for tree preservation to verify compliance with the LDC will occur with the submittal of a tree survey at the time the site plan is reviewed.

Architecture

The ALF is proposed to be a 3-story building with sections for independent living, assisted living, and memory care residents. The building is proposed to be located near the north and west sides of the property, facing the intersection of S. Williamson Boulevard and Oakwater Lane. The building is proposed to have "wings" and is not proposed to be a standard rectangle footprint. The wings provide a front entrance facing the intersection at the northwest corner of the property and amenities, outdoor open space, and delivery areas at the rear of the building, screened from the rights-of-way. The proposed building height is consistent with the maximum building height in the PCD and similar zoning commercial districts. As per Chapter 16, LDC, additional height is permitted for architectural appurtenances such as cupolas, towers, and mechanical penthouses. The future commercial outparcel will be required to be designed to be compatible with the ALF building.

Figure 4. Proposed Building Elevations for The Palms at Ashton Lakes ALF



Williamson Blvd. Elevation



Front Entrance Elevation



Oakwater Lane Elevation



Rear Elevation (facing east)

*additional height for architectural features

Potable Water and Sanitary Sewer

The subject property will be served by City potable water and sanitary sewer and will comply with the requirements of the LDC and the City's Standard Construction Details for those utilities. Reclaimed water is available in this area.

Stormwater Management

The stormwater drainage infrastructure for this project will be in the form of retention ponds as generally depicted on the CDP. The stormwater drainage design will be reviewed with the submittal of any site plan for the subject property. Per the City's Land Development Code, the applicant will be required to construct on-site stormwater facilities, designed to accommodate and treat the 25 year, 24-hour storm event, without causing flooding to adjacent properties or polluting the receiving water bodies. The site plan for the ALF building will include the proposed future commercial outparcel in the design of the stormwater drainage.

SMART GROWTH SUMMARY

The proposed The Palms at Ashton Lakes PCD is an infill development of a vacant parcel within an existing built area that is already served by public infrastructure (water, sewer, roads, etc.). The proposed PCD provides health care accommodation options for the aging and future commercial uses to serve the surrounding community. The development includes a sidewalk network that connects to S. Williamson Boulevard and Oakwater Lane to promote walking and biking to established and proposed residential, commercial, office, and services along the S. Williamson Boulevard corridor.

PUBLIC NOTICE

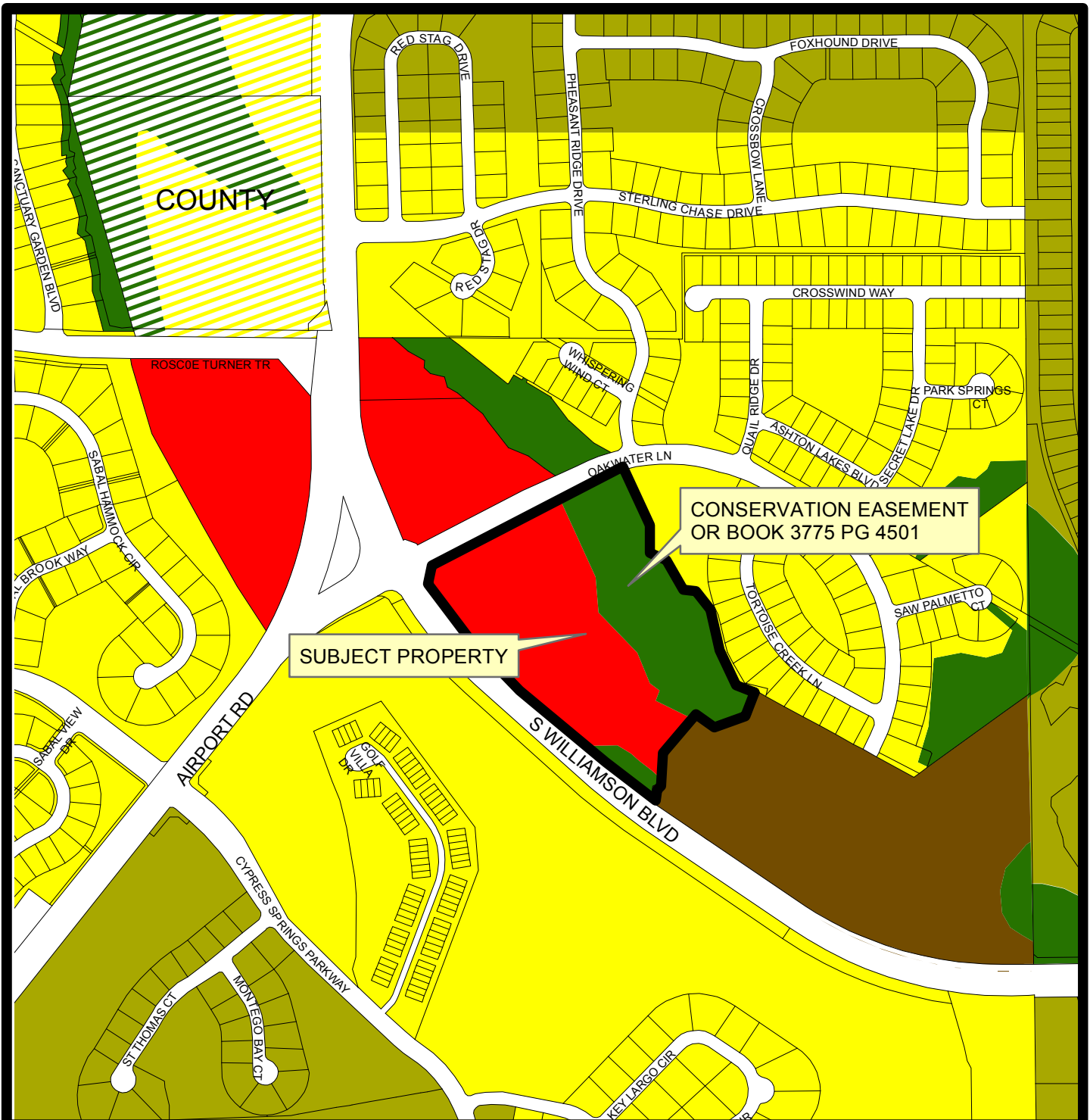
A Public Notice sign was posted on the site on May 31, 2019. Staff received 6 phone calls to review the proposed development plans. A neighborhood meeting with the Ashton Lakes subdivision was held by the development team on May 15, 2019. General concerns included increased traffic along Oakwater Lane, the location of the proposed access drive on Oakwater Lane, pedestrian safety during school hours, and height and aesthetics of the proposed ALF building. Based on the residents' feedback, the applicant revised their plans after the meeting to move the driveway on Oakwater Lane closer to S. Williamson Boulevard and further from the Ashton Lakes subdivision.

RECOMMENDATION

Staff recommends approval of the request to rezone ±18.72 acres from Cypress Head Planned Commercial Development (PCD) to The Palms at Ashton Lakes PCD and approval of The Palms at Ashton Lakes PCD Master Development Agreement (MDA) and Conceptual Development Plan subject to review and approval of the MDA and CDP by the City Attorney's Office for legal form and content.

ATTACHMENTS

- Exhibit 1 – Future Land Use Map
- Exhibit 2 – Zoning Map
- Exhibit 3 – The Palms at Ashton Lakes PCD Master Development Agreement and Conceptual Development Plan



Future Land Use



Commercial



Conservation



Rural Transition



Suburban Residential



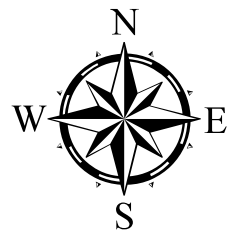
Urban High Density Residential

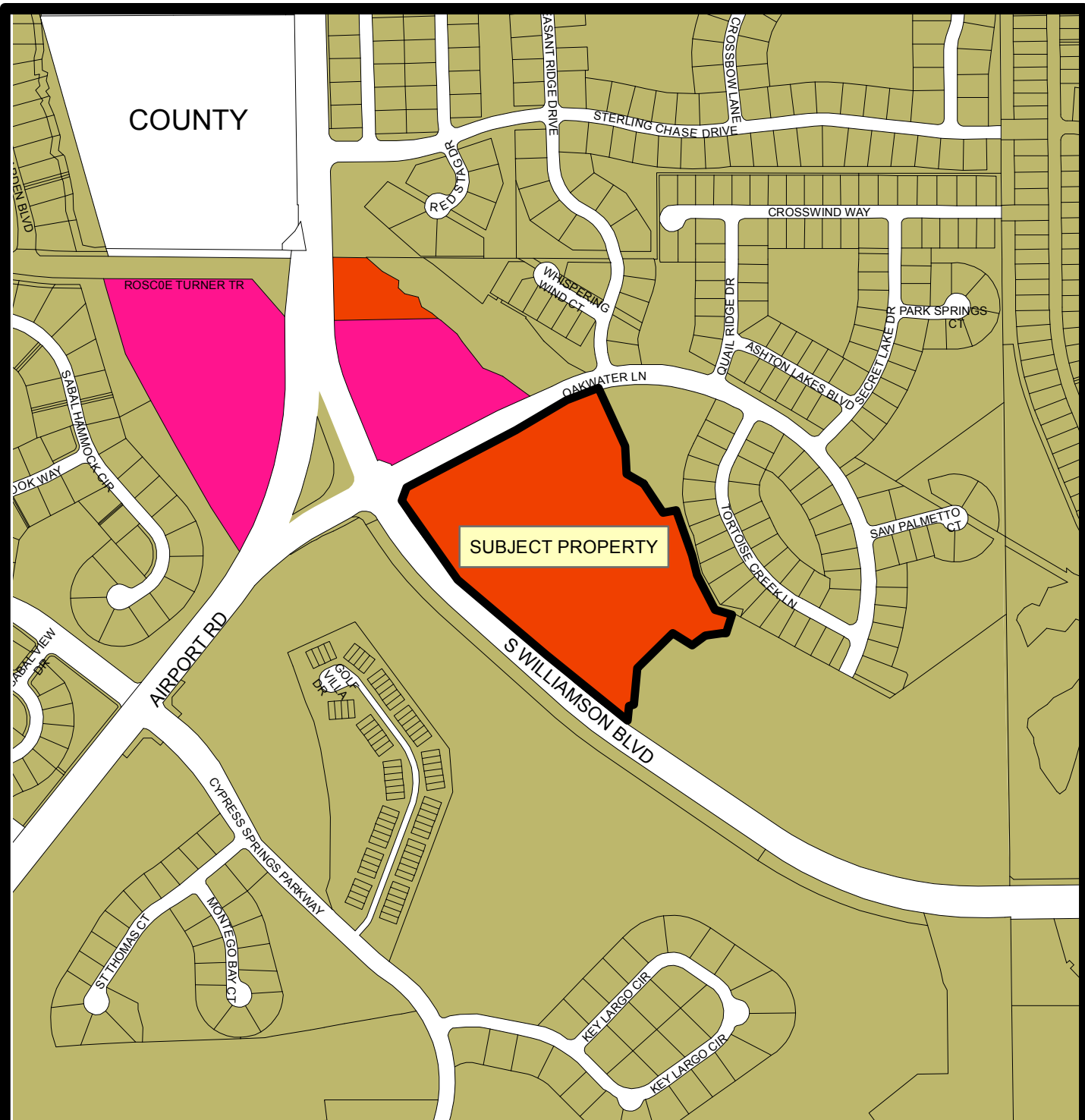


Volusia County Environmental Systems Corridor



Volusia County Urban Low Intensity





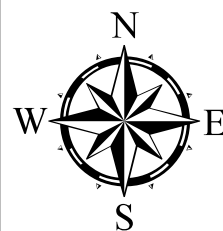
ZONING

-  Community Commercial
-  Planned Commercial Development
-  Planned Unit Development



CITY OF PORT ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT



**REVISED**

Return recorded document to:
City of Port Orange Records Clerk
1000 City Center Circle
Port Orange, FL 32129

**MASTER DEVELOPMENT AGREEMENT FOR
THE PALMS AT ASHTON LAKES PLANNED COMMERCIAL
DEVELOPMENT (PCD)**

This Planned Commercial Development Master Development Agreement is hereby entered into by and between the City of Port Orange, a Florida municipal corporation, having a mailing address of 1000 City Center Circle, Port Orange, Florida 32129 (hereinafter "City"); James and James Development, Inc., a Florida profit corporation, whose address is 794 Sanders Rd., Ste. 1, Port Orange, FL 32127 (hereinafter referred to as the "Property Owner"); and NX Port Orange Owner LLC, whose mailing address is 1550 Market Street, Suite 200, Denver, CO 80202 (hereinafter "Developer"), hereby agree and covenant, and bind their successors and assigns as follows:

1. PURPOSE OF AGREEMENT:

The purpose of this Master Development Agreement ("MDA") is to provide a comprehensive development plan for the subject property as defined below. This Master Development Agreement is approved pursuant to Chapter 17, Section 18 of the Land Development Code, unless amended herein.

2. THE PROPERTY:

The property that is subject to this Master Development Agreement (hereinafter "Agreement") consists of approximately 18.72 +/- acres of real property located on S. Williamson Blvd. & Oakwater Lane, within the municipal limits of the City of Port Orange and further described on Exhibit "A", which is attached hereto and by reference made a part hereof (the "Property"). The Property is under unified ownership of James and James Development, Inc., and is under contract with the Developer, both of whom are signatories to this Agreement.

3. CONFORMANCE WITH COMPREHENSIVE PLAN:

The City has determined that the Property is suitable in size, location and character for the uses proposed, that the uses proposed meet the needs of the City, and that the uses proposed are consistent with the City's comprehensive plan as of the date of adoption of this Agreement enacting the zoning provided herein.

4. DEVELOPMENT:

A. The Property shall generally be developed as a 167-unit Assisted Living Facility with a commercial outparcel according to the Agreement and as depicted on the Conceptual

Development Plan (CDP) prepared by Upham, Inc., which is attached hereto and incorporated herein as **Exhibit "B"** and as more particularly described herein. The development of the Property will require the approval of a site plan and/or subdivision plat and plans application, which shall be reviewed in accordance with this Agreement and the Land Development Code.

- B. Developer may subdivide the future commercial outparcel in compliance with the dimensional requirements provided in this MDA and with the subdivision requirements of the Land Development Code.

5. DEVELOPMENT AGREEMENT AND CONCEPTUAL DEVELOPMENT PLAN:

- A. Development of the Property shall be controlled by the terms and conditions of this Agreement and the CDP, which depicts the planned layout of improvements to the Property. To the extent actual buildings and other improvements are shown on the CDP, they are shown only for illustrative purposes. Developers shall be permitted to relocate or reconfigure buildings, other improvements and uses so long as the changes are otherwise consistent with this Agreement. The CDP depicts possible layouts for the Property. Either of the respective layouts, or one not currently presented, may ultimately be developed on the Property, so long as the chosen layout complies with this Agreement and the development parameters found herein, and is subject to review and approval of all necessary site plans and related permits. Collectively, this Agreement and the CDP for the Property may be referred to as the "Plan". In case of conflict between any textual provision of this Agreement and the CDP, the textual provision of this Agreement shall control. If the Agreement is silent regarding a subject or requirement, such silence shall not be construed as a conflict with the CDP. Except as otherwise provided in this Agreement, in the event of a conflict between the terms and provisions of the Plan and the City's ordinances, the terms and provisions of the Plan shall control. If the Plan fails to address a subject or code requirements, the requirements of the applicable City ordinance(s), as defined by the City's Land Development Code ("LDC"), shall control.
- B. In the event modifications to comply with the LDC are required, and modifications to the CDP are not in conflict with the textual provisions of this Agreement and LDC requirements not superseded by this Agreement, the modifications shall be deemed "minor" and may be approved without formal amendment of this Agreement. All other modification shall be deemed "major" and shall require formal amendment of this Agreement. Minor modifications shall require the written approval by the Administrative Official, who is defined in the LDC. If the Developer is not satisfied with the suggested resolution or the decision of the City Administrative Official categorizing the modifications as minor or major, the Developer may appeal the decision to the Planning Commission. Appeals from the Planning Commission may be made to the City Council.

6. PHASING:

Development of the Property is intended to occur in one or more phases, as the market dictates and at the sole discretion of Developer. Each proposed phase shall be required to install all necessary infrastructure, including all necessary easements and dedications, to stand alone, with the support of previous built phases. Each phase shall be built to be consistent with

applicable City standards and this Agreement. Permits for development of phases or sub-phases shall be submitted for approval through the City's Final Site Plan and/or Subdivision Plat and Plan process.

7. PERMITTED USES:

The usage of the property may include the following:

A. Type of Use:

- (1) The property described on Exhibit "A" & depicted on Exhibit "B" shall be authorized to include the following uses:
 - (a) Assisted Living Facilities ("ALF")
 - (b) Permitted Uses, Permitted Uses with special Development Requirements, and Special Exception Uses allowed in the Community Commercial (CC) zoning district, as amended from time to time.
- (2) The following uses in the Community Commercial (CC) zoning districts are prohibited:
 - (a) Motor vehicle service stations
 - (b) Convenience stores with or without fuel operations
 - (c) Bars, lounges, and night clubs
 - (d) Fortune tellers, astrologers, and palm readers
 - (e) Funeral Homes
 - (f) Game/recreation facilities
 - (g) Marina, recreational
 - (h) Motor vehicle and boat storage facilities
- (3) Assisted Living Facility or ALF shall refer to a facility, for more than three persons unrelated to the owner, where shelter and services are provided and may include meals, housekeeping, medical and personal care assistance. An ALF may also include Memory Care Facilities ("MCF") designed to care for persons who are experiencing the effects of Alzheimer's, dementia or other medically diagnosed cognitive impairment. Independent Living Facilities ("ILF") that provide shelter and services such as meals, housekeeping, limited medical and personal care assistance may also be included in an ALF development provided that the ALF and MCF uses are the predominant use and the facility has a business tax receipt issued by the City for an ALF.

8. DIMENSIONAL REQUIREMENTS: The Property shall be subject to the following dimensional requirements:

- A. Maximum Building Height: 45 feet
- B. Perimeter Setbacks: 25 feet
- C. Internal Property Line Setbacks: 10 feet
- D. Maximum number of building lots: 2 lots
- E. Minimum Lot Size: .75 acre
- F. Minimum Lot Width: 150 feet
- G. Maximum Building Coverage: .20 FAR
- H. Minimum Open Space: 30%
- I. All other dimensional criteria shall be as set forth on the Conceptual Development Plan attached as **Exhibit “B”**. Any dimensional standard not set forth on **Exhibit “B”** shall conform to the requirements set forth in the CC zoning district.

9. LANDSCAPE BUFFER:

A. Perimeter Landscape Buffer Widths:

- 1. Williamson Boulevard - 50 feet
- 2. Oakwater Lane - 25 feet
- 3. South Perimeter Buffer - 10 feet
- 4. East Perimeter Buffer - Equal to the width of the Conservation Easement per O.R. Book 3775, Page 4501 and any Required wetland buffer.

- B. All Perimeter Landscape Buffers will be planted to meet the intensity standards set forth in Chapter 13, Section 3 of the Land Development Code.

10. ARCHITECTURAL/DESIGN STANDARDS:

All buildings and accessory structures on the Property shall be developed in compliance with the requirements of the LDC. Buildings within the PCD shall be architecturally consistent and compatible with each other, with the overall architectural theme established by the structure that is developed first on the Property. Coordination of the architectural appearance may include consistent roof design and materials, wall finishes and colors and other significant architectural details and elements. Accessory structures such as dumpster enclosures, canopies and freestanding signs shall be designed to be compatible with the primary structures. The preliminary building elevations attached as Exhibit “C” shall serve as guidelines for the appearance of structures in the PCD, subject to final review and approval as part of the City site plan review process.

11. PARKING LOT:

- A. Parking for the commercial outparcel shall be provided at a rate of 1 space per every 250 square feet of building area. A parking ratio for an ALF is not listed in the Land

Development Code, so per Chapter 12, Section 4(b)(2) of the Land Development Code, the parking ratios for the ALF shall be as set forth below:

Proposed Parking Ratios

Unit Type	Number of Units	Spaces per Unit	Number of Spaces
Independent Living	83	.75	63
Assisted Living	60	.7	42
Memory Care	24	.7	17
Total	167	.73	122

- B. All required parking spaces shall have a minimum width of 9 feet. Except as modified herein, minimum required parking spaces and bicycle spaces, parking lot design, parking space dimensions, access drive width and design shall be developed in compliance with the Land Development Code (LDC) as may be amended from time to time.

12. PUBLIC UTILITIES AND STORMWATER MANAGEMENT:

- A. Public utilities shall be designed to meet the City's specifications and requirements of the LDC and City Standard Construction Details.
- B. Stormwater management shall comply with the LDC, City Standard Construction Details and the rules and regulations of the St. John's River Water Management District concerning storm water drainage. The Developer shall provide all required easements to the City over the proposed retention area and related stormwater structures.

13. SIGNAGE:

Except as provided herein, signage for the property shall be provided in compliance with the Land Development Code, as amended from time to time. The Ashton Lakes community entrance sign located at the southeast corner of Williamson Boulevard and Oakwater Lane shall be considered a permissible off-premises sign and may be maintained in the current location as provided in the Easement Agreement recorded at Official Record Book 5641, Page 3386 of the Public Records of Volusia County, Florida.

14. MAINTENANCE OF COMMON OPEN SPACE AND COMMON FACILITIES:

- A. If the Property is subdivided, the Developer shall form and incorporate a Property Owner Association (the "POA") or enter into an agreement to govern the continued operation and maintenance of common areas, and common facilities on the Property, including but not limited to all access drives, sidewalks, common open space, stormwater, utilities, etc. Prior to approval of a subdivision plat the POA covenants and restrictions or agreement shall be reviewed and approved by City.
- B. If the Property is not subdivided, the Developer shall maintain the Property according to the LDC.

15. ENVIRONMENTAL CONSIDERATIONS:

The Developer shall comply with all rules, statutes, laws and regulations pertaining to protected wildlife species, including but not limited to the rules and permitting requirements of the Florida Fish and Wildlife Commission. Compliance with the City Land Development Code may necessitate modification of the CDP. Both during and after construction, the developer will use reasonable efforts to preserve trees and natural vegetation within the Property and maximize protection of natural drainage pathways. Compliance with the environmental preservation code may necessitate modification of the conceptual plan. [LDC, Ch. 17, Sec. 18(g)(3)(k)].

16. EFFECTIVE DATE AND EXPIRATION:

- A. This Agreement shall be effective upon recording by the City at the Developer's expense in the public records of Volusia County, Florida. The Second Reading of the Ordinance for MDA shall not take place until the Developer has provided an executed copy of the MDA to the City Attorney's Office addressing all issues discussed prior to the scheduled Second Reading. If there are no additional requirements, corrections or conditions attached by the City Council at the Second Reading, the Agreement shall be signed by the Mayor and City Clerk and recorded.
- B. The Initial phase of development of the Property shall commence within three (3) years from the effective date unless extended by mutual agreement of the parties. Failure to comply with the established schedule shall cause the Agreement to lapse. The term "Development" shall have the meaning as set forth in the LDC.

17. AMENDMENTS

- A. Amendments to this Agreement shall not be effective unless in writing and signed by all record title property owners of the land for which the amendment is to be applied, and the City.
- B. Before amending this Agreement, the City shall conduct one or more public hearings. At the City's option, one of the public hearings may be held by the Planning Commission.
 - 1. Notice of intent to consider an amendment to this Agreement shall be published by the City, at the Developer's or its successor in interest cost, in a newspaper of general circulation and readership in Volusia County, Florida.
 - 2. If applicable, notice of intent to consider an amendment shall comply with the requirements of Section 166.041(3)(c), Florida Statutes, as amended from time to time.
 - 3. The notices required above shall specify the location of the Property, the location of that portion of the Property subject to the proposed amendment, the nature of the proposed amendment, and the following information to the extent applicable:
 - a. Changes permitted, conditional, and/or prohibited uses proposed.
 - b. Changes in building intensities and/or height proposed.
 - 4. All notices shall specify a place where a copy of the proposed amendment can be obtained.

18. CONFORMANCE WITH LAWS

The Developer agrees:

1. To develop the Property according to all regulations of the City to the extent those regulations are not inconsistent with the Plan for the Property.
2. To be bound by all City codes and ordinances that are not in conflict with the provisions of this Agreement.

19. ENFORCEABILITY

If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or otherwise unenforceable, such holding shall not affect the validity or enforceability of any other provision of this Agreement unless the holding so states.

20. PRIOR AGREEMENTS:

This Agreement represents the complete understanding by and between the parties with respect to the development and continued use of the subject Property. Any and all prior agreements between the parties with respect to any subject comprehended by this Agreement is hereby voided and suspended by this Agreement. Any amendment to this Agreement shall be in writing and signed by the City and the Developer(s).

21. POLICE POWER

Nothing contained in this Agreement shall be construed as a waiver of or contract with respect to the regulatory and permitting authority of the City as it now or hereafter exists under applicable laws, rules and regulations. Further, nothing contained in this Agreement shall be construed as a waiver of the attempted waiver by the City of its sovereign immunity under the Constitution and laws of the State of Florida.

IN WITNESS, WHEREOF, the parties have executed this Master Development Agreement by and through their duly authorized representatives, on the respective dates below.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGES TO FOLLOW]

WITNESSES:

**CITY OF PORT ORANGE, a Florida
Municipal Corporation**

Printed name

Printed name

Printed name

Printed name

By: _____

Donald O. Burnette, Mayor
1000 City Center Circle
Port Orange, Florida 32129

Attest _____

Robin L. Fenwick, CMC, City Clerk
1000 City Center Circle
Port Orange, Florida 32129

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by Donald O. Burnette, Mayor of the CITY OF PORT ORANGE, FLORIDA, a Florida Municipal Corporation, on behalf of the City. They are personally known to me and did not take an oath.

(Seal)

Notary Public

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by Robin L. Fenwick, City Clerk, of the CITY OF PORT ORANGE, FLORIDA, a Florida Municipal Corporation, on behalf of the City. She is personally known to me and did not take an oath.

(Seal)

Notary Public

WITNESSES:

**NX PORT ORANGE OWNER LLC,
Developer**

By: _____

Printed Name

Date: _____

By: _____

Printed Name

Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of _____,
201__, by _____. He/she is personally known to me or has provided
_____ as identification and did not take an oath.

Notary Public

Type, Print or Stamp Name

My Commission Expires: _____

EXHIBIT "A" – LEGAL DESCRIPTION

EXHIBIT A
LEGAL DESCRIPTION

BEING A PORTION OF NORTHWEST ONE-QUARTER OF SECTION 32, TOWNSHIP, 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA. BEING PARTICULAR DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 32, TOWNSHIP 16 SOUTH, RANGE 33 EAST, RUN THENCE SOUTH 19 DEGREES 35 MINUTES 40 SECONDS EAST FOR A DISTANCE OF 1006.41 FEET TO THE MOST WESTERLY AND SOUTHERLY CORNER OF ASHTON LAKE PHASE 1, AT CYPRESS HEAD AS RECORDED IN MAP BOOK 48, PAGES 2 THROUGH 4, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT BEING THE WEST RIGHT-OF-WAY LINE OF WILLIAMSON BOULEVARD (A 100 FOOT RIGHT-OF-WAY AS PLATTED ON MAP OF CYPRESS HEAD, PHASE 1-A, AS RECORDED IN MAP BOOK 44, PAGES 36 THROUGH 43, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE NORTH 58 DEGREES 25 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 4.98 FEET; THENCE NORTH 15 DEGREES 46 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 50.49 FEET; THENCE NORTH 26 DEGREES 45 MINUTES 57 SECONDS WEST FOR A DISTANCE OF 5.01 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF OAKWATER LANE AS PLATTED ON SAID ASHTON LAKE, PHASE 1, AT CYPRESS HEAD; THENCE NORTH 62 DEGREES 37 MINUTES 29 SECONDS EAST ALONG THE SOUTH RIGHT-OF-WAY LINE FOR A DISTANCE OF 460.63 FEET; THENCE NORTH 60 DEGREES 06 MINUTES 54 SECONDS EAST ALONG SAID RIGHT-OF-WAY LINE FOR A DISTANCE OF 228.42 FEET TO A NON-TANGENT CURVE CONCAVE TO THE SOUTH AND TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 685.00 FEET, A CENTRAL ANGLE OF 13 DEGREES 25 MINUTES 47 SECONDS, A CHORD BEARING OF NORTH 69 DEGREES 17 MINUTES 36 SECONDS EAST, A CHORD DISTANCE OF 160.19 FEET; THENCE ALONG THE ARC OF SAID CURVE FOR A DISTANCE OF 160.56 FEET TO THE WEST BOUNDARY OF ASHTON LAKE, PHASE III, AT CYPRESS HEAD, AS RECORDED IN MAP BOOK 49, PAGE 162 THROUGH 163, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE ALONG THE SAID WEST BOUNDARY SOUTH 13 DEGREES 30 MINUTES 07 SECONDS EAST FOR A DISTANCE OF 10.02 FEET; THENCE SOUTH 24 DEGREES 10 MINUTES 09 SECONDS EAST FOR A DISTANCE OF 87.33 FEET; THENCE SOUTH 24 DEGREES 40 MINUTES 03 SECONDS EAST FOR A DISTANCE OF 130.64 FEET; THENCE SOUTH 06 DEGREES 29 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 120.28 FEET; THENCE SOUTH 59 DEGREES 41 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 90.55 FEET; THENCE SOUTH 32 DEGREES 27 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 112.80 FEET; THENCE SOUTH 79 DEGREES 41 MINUTES 30 SECONDS EAST FOR A DISTANCE OF 50.53 FEET; THENCE SOUTH 25 DEGREES 49 MINUTES 08 SECONDS EAST FOR A DISTANCE OF 106.62 FEET; THENCE SOUTH 13 DEGREES 20 MINUTES 38 SECONDS EAST FOR A DISTANCE OF 149.31 FEET; THENCE SOUTH 29 DEGREES 19 MINUTES 44 SECONDS EAST FOR A DISTANCE OF 151.76 FEET; THENCE SOUTH 77 DEGREES 18 MINUTES 36 SECONDS EAST FOR A DISTANCE OF 77.23 FEET; THENCE SOUTH 15 DEGREES 25 MINUTES 58 SECONDS WEST LEAVING THE SAID WEST BOUNDARY OF ASHTON LAKE PHASE III, FOR A DISTANCE OF 89.54 FEET; THENCE SOUTH 86 DEGREES 04 MINUTES 31 SECONDS WEST FOR A DISTANCE OF 62.85 FEET; THENCE SOUTH 67 DEGREES 12 MINUTES 17 SECONDS WEST FOR A DISTANCE OF 81.10 FEET; THENCE NORTH 57 DEGREES 23 MINUTES 39 SECONDS WEST FOR A DISTANCE OF 77.14 FEET; THENCE SOUTH 43 DEGREES 58 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 206.95 FEET; THENCE SOUTH 01 DEGREES 10 MINUTES 48 SECONDS WEST FOR A DISTANCE OF 127.85 FEET; THENCE SOUTH 67 DEGREES 28 MINUTES 26 SECONDS WEST FOR A DISTANCE OF 29.34 FEET; THENCE SOUTH 09 DEGREES 26 MINUTES 44 SECONDS WEST FOR A DISTANCE OF 58.64 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF AFORESAID WILLIAMSON BOULEVARD (A 100' RIGHT-OF-WAY) SAID POINT BEING ON A CURVE CONCAVE EASTERLY AND TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 2900.00 FEET, A CENTRAL ANGLE OF 06 DEGREES 30 MINUTES 53 SECONDS, A CHORD BEARING OF NORTH 51 DEGREES 11 MINUTES 08 SECONDS WEST, A CHORD DISTANCE OF 329.56 FEET; THENCE ALONG THE ARC OF SAID CURVE FOR A DISTANCE OF 329.73 FEET TO THE POINT OF TANGENCY THEREOF; THENCE NORTH 47 DEGREES 56 MINUTES 26 SECONDS WEST FOR A DISTANCE OF 499.88 FEET TO THE POINT OF CURVE CONCAVE EASTERLY AND TO THE RIGHT. SAID CURVE HAVING A RADIUS OF 1400.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 47 MINUTES 29 SECONDS, A CHORD BEARING OF NORTH 39 DEGREES 32 MINUTES 42 SECONDS WEST, A CHORD DISTANCE OF 408.82 FEET; THENCE ALONG THE ARC OF SAID CURVE FOR A DISTANCE OF 410.29 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 18.72 ACRES MORE OR LESS.

EXHIBIT “B” – Conceptual Development Plan

DEVELOPMENT INFORMATION:

1.

THE PROPOSED DEVELOPMENT CONSISTS OF AN ADULT CONGREGATE LIVING FACILITY FOR INDEPENDENT, ASSISTED AND MEMORY CARE RESIDENTIAL LIVING WITH A COMMUNAL KITCHEN AND DINING AREA.
AN ADDITIONAL DETACHED BUILDING PROVIDES FOR COMMERCIAL AND PROFESSIONAL USES SEPARATE FROM THE ADULT CONGREGATE LIVING FACILITY.
2.

THE PROPERTY IS LOCATED WITHIN FLOOD ZONE "X" PER FEMA FIRM PANEL No. 12127C0509J DATED 9/29/2017.
3.

A GEOTECHNICAL EXPLORATION WAS PERFORMED BY UNIVERSAL ENGINEERING SCIENCES, INC. IN APRIL 2019. ACCORDING TO THE VOLUSIA COUNTY SCS MAP, THE PROPERTY CONSISTS OF SOIL TYPES 48 PLACID FINE SAND (SOIL GROUP A/D); 53 POMPAHO-PLACID COMPLEX (SOIL GROUP A/D); 60 SMYRNA-SMYRNA FINE SAND (SOIL GROUP A/D); 61 ST. JOHNS FINE SAND (SOIL GROUP B/D) AND 63 TAVARES FINE SAND (SOIL GROUP A).
4.

COMPLIANCE TO THE CITY OF PORT ORANGE LAND DEVELOPMENT CODE AND ENVIRONMENTAL PRESERVATION CODE MAY NECESSITATE MODIFICATION OF THE CONCEPTUAL DEVELOPMENT PLAN DURING FINAL SITE PLAN REVIEW.
5.

THE NATURAL DRAINAGE PATTERN THROUGH THE PROPERTY IS EASTWARD TO AN EXISTING SHALLOW DITCH WITHIN THE CONSERVATION EASEMENT. THE DITCH COLLECTS AND CONVEYS RUNOFF TO AN EXISTING CULVERT UNDER OAKWATER LANE TO A DOWNSTREAM CONNECTED WETLAND AND OUTFALL TO THE SPRUCE CREEK.
6.

A LISTED SPECIES SURVEY OF THE PROPERTY WAS PERFORMED BY ECOLOGICAL CONSULTING SOLUTIONS, INC. ON FEBRUARY 3, 2019. THE ONLY FWC OR USFWS LISTED SPECIES EVIDENCE OBSERVED WERE ACTIVE GOPHER TORTOISE BURROWS. REMOVAL OF THE TORTOISES WILL BE IN ACCORDANCE WITH FWC PERMITTING REQUIREMENTS.
7.

SETBACK:	BUILDING	LANDSCAPE
FRONT (WILLIAMSON BLVD.)	90 FEET	50 FEET
N SIDE (OAKWATER LN.)	25 FEET	25 FEET
S SIDE (ASHTON LAKES)	100 FEET	10 FEET
REAR (EAST)	200 FEET	200 FEET
8.

DEVELOPMENT COVERAGE:	ACRE	%
DEVELOPABLE AREA	6.55	35%
MAXIMUM IMPERVIOUS AREA	5.80	31%
STORMWATER POND / OPEN SPACE / BUFFERS		
CONSERVATION AREA	6.37	34%
TOTAL SITE AREA	18.72	100%
9.

MAXIMUM BUILDING HEIGHT	45 FEET (PLUS 10 FT FOR ARCHITECTURAL FEATURES)
MAXIMUM BUILDING COVERAGE	0.20 FAR
10.

MINIMUM PARKING REQUIREMENTS:

ADULT CONGREGATE LIVING FACILITY	
INDEPENDENT LIVING	0.75 SPACE / UNIT
ASSISTED LIVING	0.70 SPACE / UNIT
MEMORY CARE	0.70 SPACE / UNIT
(CONSIDERS 1 SPACE / EMPLOYEE AT LARGEST SHIFT)	

COMMERCIAL / PROFESSIONAL: (1 / 250 SF) PARKING SPACES

STANDARD SPACE 9' WIDE
11.

MINIMUM LOT SIZE:	
WIDTH	150 FEET
AREA	0.75 ACRE

CONCEPTUAL
DEVELOPMENT PLAN



PROJECT TEAM:

DEVELOPER: NX PORT ORANGE OWNER LLC
1621 18th STREET
SUITE 250
DENVER, CO 80202
PHONE: 303.244.0700

ENGINEER / SURVEYOR /
LANDSCAPE ARCHITECT:

UPHAM, INC.
265 KENILWORTH AVENUE
ORMOND BEACH, FL 32174
PHONE: 386.672.9515

ARCHITECT:

OZ ARCHITECTURE, INC.
3003 LARIMER STREET
DENVER, CO 80205
PHONE: 303.861.5704

TRAFFIC ENGINEER:

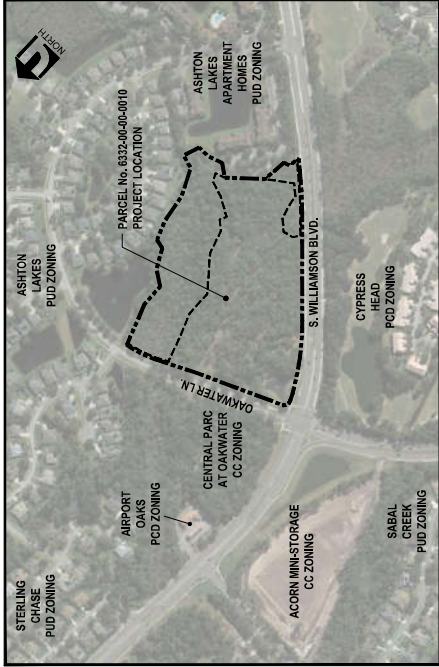
LASSITER TRANSPORTATION GROUP
1450 W. GRANADA BOULEVARD
SUITE 2
ORMOND BEACH, FL 32174
PHONE: 386.257.2571

S. WILLIAMSON BLVD. AND OAKWATER LANE
PORT ORANGE, VOLUSIA COUNTY
CASE No. 19-65000001

MAY 22, 2019
REVISED JUNE 12, 2019

INDEX OF SHEETS

SHEET No.	DESCRIPTION
CDP-1	COVER SHEET
CDP-2	CONCEPTUAL DEVELOPMENT PLAN
CDP-3	BOUNDARY EXHIBIT AND LEGAL DESCRIPTION



VICINITY MAP

SCALE: 1" = 300'

EXHIBIT B

CDP-1

REVISIONS

DATE	DESCRIPTION	BY	CHKD

COVER SHEET

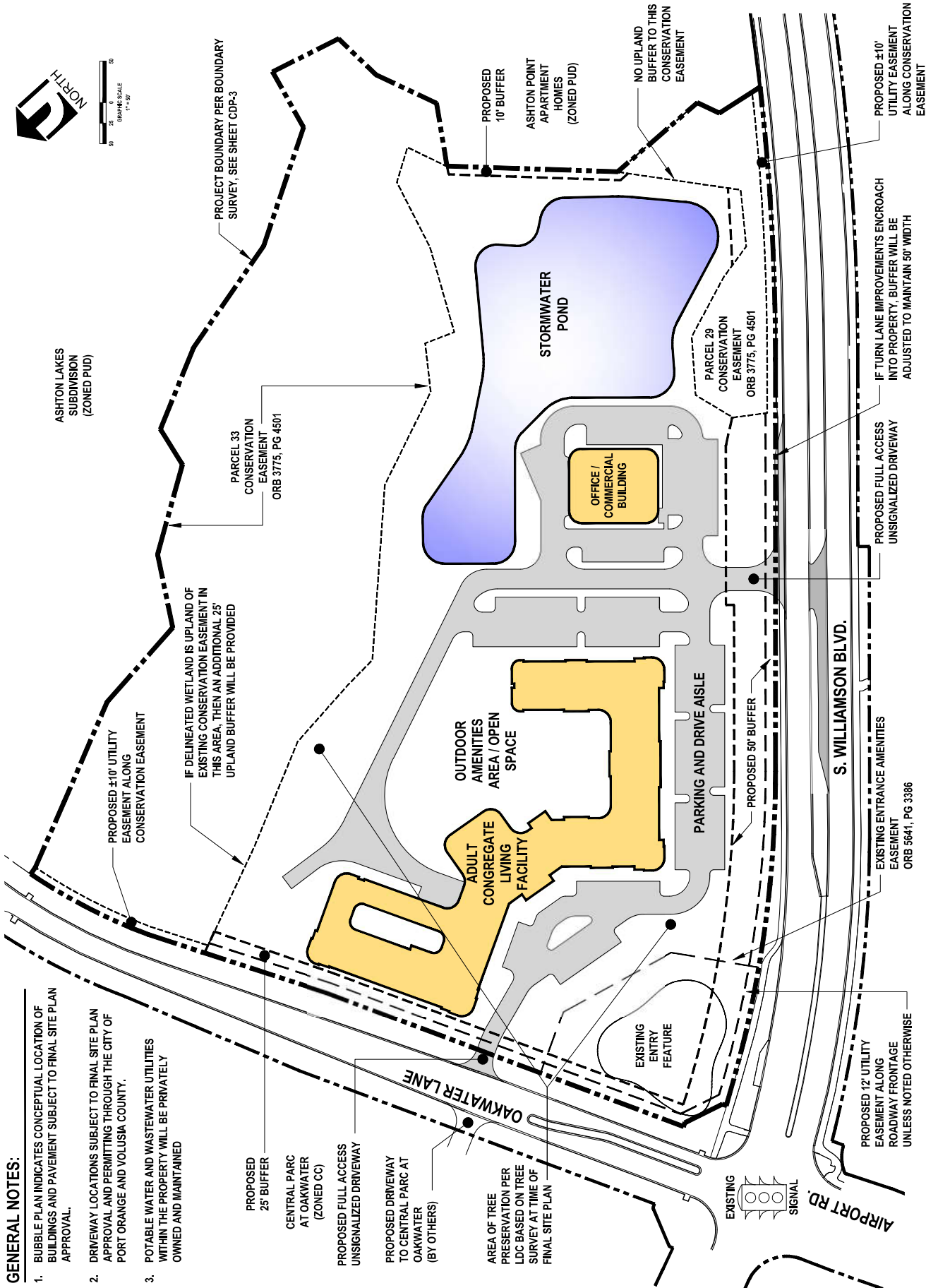
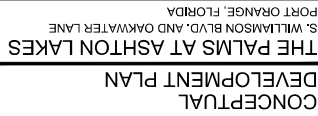
THE PALMS AT ASHTON LAKES
PORT ORANGE, FLORIDA

PROJECT No. MAY 22, 2019
DATE: MAY 22, 2019
DESIGNER: UPHAM, INC.
DRAWN BY: UPHAM, INC.
CHECKED BY: UPHAM, INC.
SCALE: AS SHOWN
SHEET NUMBER: 1



1. BUBBLE PLAN INDICATES CONCEPTUAL LOCATION OF BUILDINGS AND PAVEMENT SUBJECT TO FINAL SITE PLAN APPROVAL.
2. DRIVEWAY LOCATIONS SUBJECT TO FINAL SITE PLAN APPROVAL AND PERMITTING THROUGH THE CITY OF PORT ORANGE AND VOLUSIA COUNTY.
3. POTABLE WATER AND WASTEWATER UTILITIES WITHIN THE PROPERTY WILL BE PRIVATELY OWNED AND MAINTAINED

1. BUBBLE PLAN INDICATES CONCEPTUAL LOCATION OF BUILDINGS AND PAVEMENT SUBJECT TO FINAL SITE PLAN APPROVAL.
2. DRIVEWAY LOCATIONS SUBJECT TO FINAL SITE PLAN APPROVAL AND PERMITTING THROUGH THE CITY OF PORT ORANGE AND VOLUSIA COUNTY.
3. POTABLE WATER AND WASTEWATER UTILITIES WITHIN THE PROPERTY WILL BE PRIVATELY OWNED AND MAINTAINED

A circular professional engineer seal for Roger W. Stracula, State of Florida, License No. 52784. The seal features a five-pointed star in the center. The text "PROFESSIONAL ENGINEER" is written along the top inner edge, "STATE OF FLORIDA" along the top outer edge, "LICENSE" along the bottom inner edge, and "ROGER W. STRACULA" along the bottom outer edge. The license number "NO. 52784" is prominently displayed in the center.

CDP-2

CDP-2

--	--	--	--	--	--	--



IS DRAWING IS THE PROPERTY OF UP-AM, INC. ANY USE OR REPRODUCTION IN WHOLE OR PART IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF UP-AM, INC. COPYRIGHT 2003



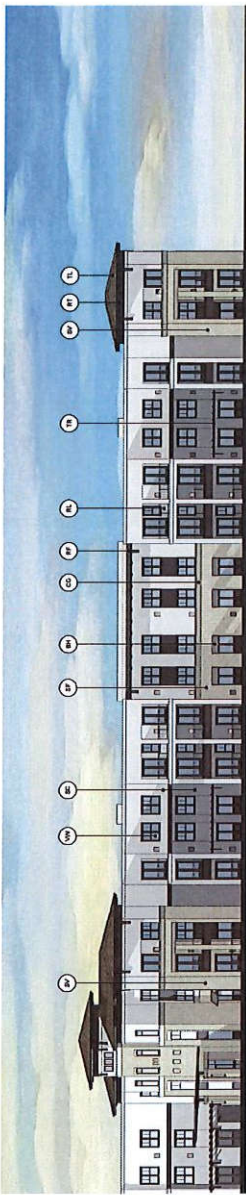
SUBJECT NO:	190211
DATE:	MAY 22, 2018
GN BY:	RWS
WN BY:	HMT
CHECKED BY:	RWS
RE:	AS SHOWN

●
—
●
●

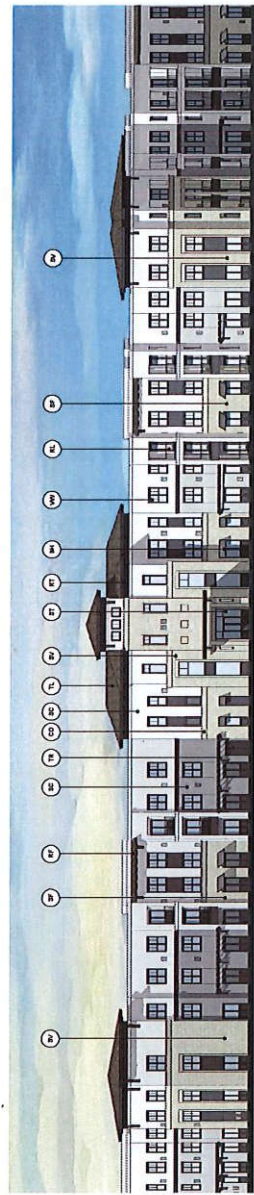
EXHIBIT "C" –Exterior Building Elevations

EXTERIOR ELEVATION LEGEND	
(A)	BAHAMA SHUTTER
(B)	PRECAST CONCRETE
(C)	ACCENT ROOF & BRACKETS
(D)	METAL RAILING
(E)	EXPOSED RAFTER TAILS
(F)	STUCCO
(G)	SPLIT-FACE MASONRY VENEER
(H)	ALUMINUM STOREFRONT
(I)	STONE VENEER
(J)	ASPHALT SHINGLE ROOF
(K)	ACCENT TRELLIS
(L)	VINYL WINDOW

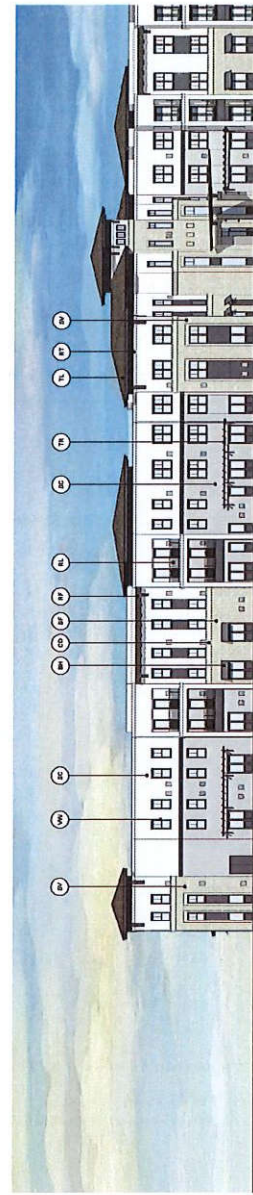
LEVEL 1	10'-0" ±
LEVEL 2	10'-0" ±
LEVEL 3	10'-0" ±
LEVEL 4	10'-0" ±
LEVEL 5	10'-0" ±
LEVEL 6	10'-0" ±
LEVEL 7	10'-0" ±
LEVEL 8	10'-0" ±
LEVEL 9	10'-0" ±
LEVEL 10	10'-0" ±
LEVEL 11	10'-0" ±
LEVEL 12	10'-0" ±
LEVEL 13	10'-0" ±
LEVEL 14	10'-0" ±
LEVEL 15	10'-0" ±
LEVEL 16	10'-0" ±
LEVEL 17	10'-0" ±
LEVEL 18	10'-0" ±
LEVEL 19	10'-0" ±
LEVEL 20	10'-0" ±
LEVEL 21	10'-0" ±
LEVEL 22	10'-0" ±
LEVEL 23	10'-0" ±
LEVEL 24	10'-0" ±
LEVEL 25	10'-0" ±
LEVEL 26	10'-0" ±
LEVEL 27	10'-0" ±
LEVEL 28	10'-0" ±
LEVEL 29	10'-0" ±
LEVEL 30	10'-0" ±
LEVEL 31	10'-0" ±
LEVEL 32	10'-0" ±
LEVEL 33	10'-0" ±
LEVEL 34	10'-0" ±
LEVEL 35	10'-0" ±
LEVEL 36	10'-0" ±
LEVEL 37	10'-0" ±
LEVEL 38	10'-0" ±
LEVEL 39	10'-0" ±
LEVEL 40	10'-0" ±
LEVEL 41	10'-0" ±
LEVEL 42	10'-0" ±
LEVEL 43	10'-0" ±
LEVEL 44	10'-0" ±
LEVEL 45	10'-0" ±
LEVEL 46	10'-0" ±
LEVEL 47	10'-0" ±
LEVEL 48	10'-0" ±
LEVEL 49	10'-0" ±
LEVEL 50	10'-0" ±
LEVEL 51	10'-0" ±
LEVEL 52	10'-0" ±
LEVEL 53	10'-0" ±
LEVEL 54	10'-0" ±
LEVEL 55	10'-0" ±
LEVEL 56	10'-0" ±
LEVEL 57	10'-0" ±
LEVEL 58	10'-0" ±
LEVEL 59	10'-0" ±
LEVEL 60	10'-0" ±
LEVEL 61	10'-0" ±
LEVEL 62	10'-0" ±
LEVEL 63	10'-0" ±
LEVEL 64	10'-0" ±
LEVEL 65	10'-0" ±
LEVEL 66	10'-0" ±
LEVEL 67	10'-0" ±
LEVEL 68	10'-0" ±
LEVEL 69	10'-0" ±
LEVEL 70	10'-0" ±
LEVEL 71	10'-0" ±
LEVEL 72	10'-0" ±
LEVEL 73	10'-0" ±
LEVEL 74	10'-0" ±
LEVEL 75	10'-0" ±
LEVEL 76	10'-0" ±
LEVEL 77	10'-0" ±
LEVEL 78	10'-0" ±
LEVEL 79	10'-0" ±
LEVEL 80	10'-0" ±
LEVEL 81	10'-0" ±
LEVEL 82	10'-0" ±
LEVEL 83	10'-0" ±
LEVEL 84	10'-0" ±
LEVEL 85	10'-0" ±
LEVEL 86	10'-0" ±
LEVEL 87	10'-0" ±
LEVEL 88	10'-0" ±
LEVEL 89	10'-0" ±
LEVEL 90	10'-0" ±
LEVEL 91	10'-0" ±
LEVEL 92	10'-0" ±
LEVEL 93	10'-0" ±
LEVEL 94	10'-0" ±
LEVEL 95	10'-0" ±
LEVEL 96	10'-0" ±
LEVEL 97	10'-0" ±
LEVEL 98	10'-0" ±
LEVEL 99	10'-0" ±
LEVEL 100	10'-0" ±



1 AL WING FRONT ELEVATION
 10'-0" ±



2 IL WING FRONT ELEVATION
 10'-0" ±



3 CENTRAL WING FRONT ELEVATION
 10'-0" ±



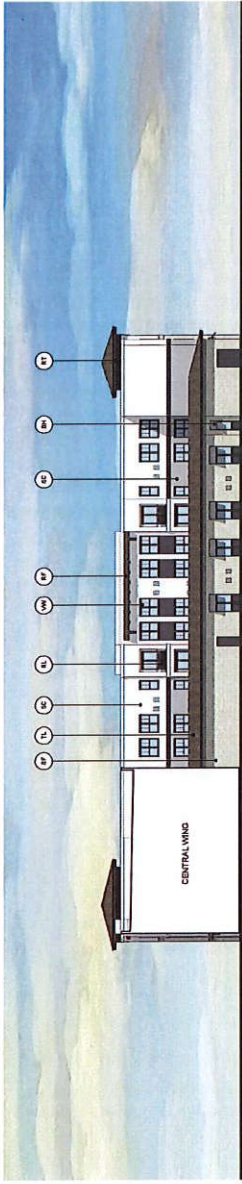
PROJ. NO. 119040.00
DRAWN: OZ
CHECKED: OZ
APPROVED: JAM
DATE: 2010-06-05

© OZ ARCHITECTURE
EXPERIENCE LIVING
PORT ORANGE
DESIGNED FOR
SCHEMATIC DESIGN

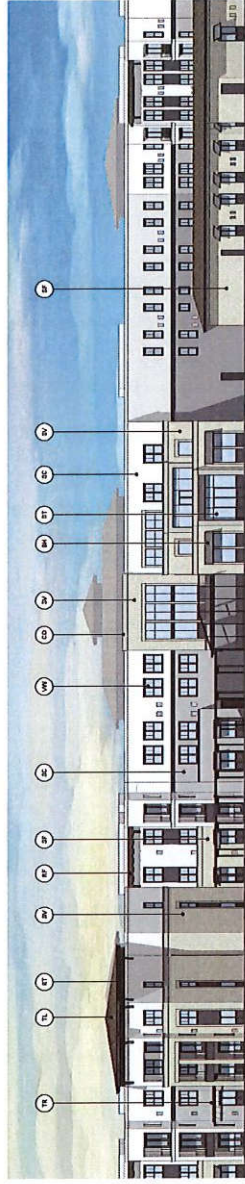
SHEET TITLE	SCALE	As indicated
BUILDING ELEVATIONS	SHEET NUMBER	

A-202

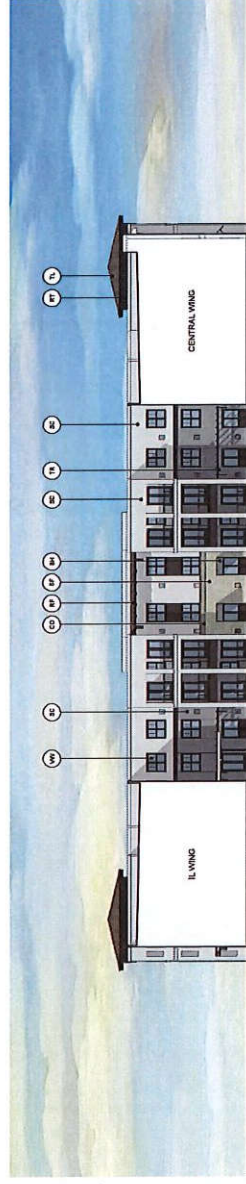
EXTERIOR ELEVATION LEADING	
(a)	BANANA SHUTTER
(b)	PRECAST CONCRETE
(c)	ACCENT ROOF & BRACKET
(d)	METAL RAILING
(e)	EXPONED RAFTER TAILS
(f)	STUCCO
(g)	SPALT-FACE MASONRY VENEER
(h)	ALUMINUM SIDING/FRONT
(i)	STONE VENEER
(j)	ASPHALT SHINGLE ROOF
(k)	ACCENT TRELLIS
(l)	VINYL WINDOW



3 AL WING REAR ELEVATION
1/8" = 1'-0"



2 CENTRAL WING REAR ELEVATION
1/8" = 1'-0"



1 IL WING REAR ELEVATION
1/4" = 1'-0"



STAFF REPORT
CASE NO. 19-60000004
REZONING/6015 Spruce Creek Road

REQUEST: Rezone +/- 7.58 acres from R-10SF (Single-Family Residential) to GPU (Government Public Use)

OWNER: Joseph & Kirstyn Wiggins; Billy & Nina Wiggins

APPLICANT: Scott Kischner, Christ the King Community Church International, Inc.

LOCATION: 6015 Spruce Creek Road (see Figure 1 – Location Map)

STAFF RECOMMENDATION: Approval

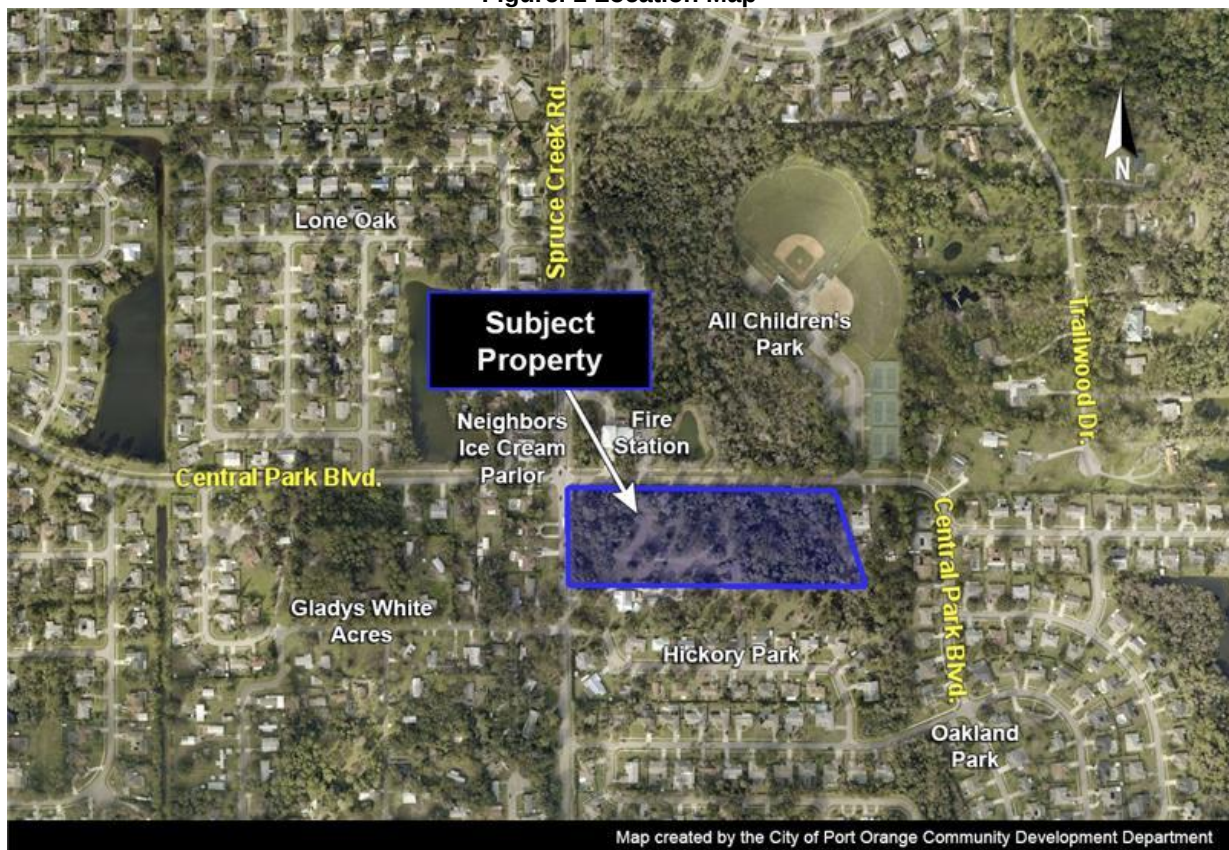
PLANNING COMMISSION DATE: July 25, 2019

STAFF CONTACT: Briana Conlan-King, Senior Planner (386) 506-5676

DISCUSSION

The applicant, Christ the King Church, is requesting to rezone the +/- 7.58-acre subject property from Single-family Residential (R-10SF) to Government/Public Use (GPU). The property is located at 6015 Spruce Creek Road, on the southeast corner of Central Park Boulevard and Spruce Creek Road. If approved, Christ the King Church intends to submit a site plan to develop a house of worship, an outdoor amphitheater with a flat gathering area and a raised stage, and a fellowship hall on the subject property.

Figure. 1 Location Map



The subject property was rezoned in June 2006 (Ordinance 2006-17), from Agricultural (A) to R-10SF (Single-family Residential), with the intentions of developing the property as a single-family residential subdivision with ten (10), quarter-acre lots. However, the proposed residential subdivision was not constructed.

According to the applicant, Christ the King Church currently rents space at Cypress Creek Elementary School on Sundays and is seeking a permanent location within the City. The primary use of the property will be on Sunday mornings, with the possibility of expanding to Saturday evening services in the future. The church plans to use the outdoor amphitheater as an additional gathering space for some services and other ministries. The church will also have office hours during the work week (Monday-Friday) and small group meetings in the evening hours on weekdays. According to the applicant, Christ the King Church has indicated that in the future the fellowship hall may be rented out to the public for events or functions, and if the need arises, they may pursue the option of adding pre-school as a part of their ministry. In developing the site, parking and access will be required according to the uses developed and requirements in the Land Development Code (LDC).

The rezoning request was reviewed according to the criteria established in Chapter 3, Section 7 of the Land Development Code (LDC) in terms of consistency with the Comprehensive Plan and consistency with the surrounding land uses and zoning.

Access to the property is available off Spruce Creek Road and Central Park Boulevard, and water and sewer are available to serve the property. As part of any future site development, a site plan will be required to be submit for the Staff Development Review Committee (SDRC) to review, and verify LDC requirements for architecture, landscaping buffers, building setbacks, parking lot and access drives, tree preservation, and infrastructure (water, sewer, sidewalks, etc.) are met to ensure compatibility with adjoining properties and confirm concurrency requirements for adequate public facilities. As with all development, the specific site development proposals for the subject property will be required to conduct a traffic analysis and will be subject to concurrency regulations at the time of development, requiring adequate transportation facilities to be provided or to mitigate the development's impacts. According to the latest traffic counts for Central Park Boulevard, Hensel Road, and Spruce Creek Road, there is currently remaining capacity for future development of this property (Table 1).

Table 1. Roadway Capacity for Central Park Blvd., Hensel Rd., and Spruce Creek Rd.

Roadway Segment	Roadway Classification	Maximum Capacity Vehicles per day	Current Vehicles per day	Remaining Capacity Vehicles per day	V/C Ratio*
Central Park Blvd.	Local	12,744	2,863	9,881	0.22
Hensel Rd.	Local	12,744	6,630	6,114	0.52
Spruce Creek Rd. (Taylor Rd. to Merrimac Dr.)	Collector	12,744	9,303	3,441	0.73
Spruce Creek Rd. (Merrimac to Central park Blvd.)	Collector	12,744	6,291	6,452	0.49

Source: Volusia County Traffic Engineering, 2018 Traffic Counts; Community Development, 2019 Traffic Counts

*Volume/Capacity (V/C) Ratio - Volume-Demand-to-Capacity Ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). A V/C ratio of 1.00 indicates the roadway is operating at its capacity.

Compatibility with Surrounding Uses and Zoning

The GPU district is intended to provide for public and quasi-public uses in a setting which recognize the special character and location requirements of such facilities. The proposed GPU zoning district permits all uses by any governmental entity or agency, nursing homes, private schools, charitable

organization offices, houses of worship, public utility stations/plants, adult/vocational education, cemeteries, and hospitals. The City's Comprehensive Plan, states that Public/Institutional uses are acceptable in a wide range of land use environments and, therefore, small and/or isolated properties of this type may be designated under any land use category where appropriate [Future Land Use Element, Policy 2.1.4]. Table 2 summarizes the land use and zoning of the adjacent properties and the Future Land Use and zoning maps are attached (Exhibit 1 and Exhibit 2). Within the City of Port Orange, there are properties zoned GPU adjacent to residential areas that are developed with houses of worships such as: 651 Taylor Rd., Port Orange United Church of Christ; 633 Herbert St., Chapel of Faith; 1495 Herbert St., High Point Pentecostal Church; and 201 Lafayette St., Catholic Church of the Epiphany.

Table 2. Surrounding Land Uses and Zoning

Direction	Existing Land Use	FLU Designation	Zoning District
North	Central Park Blvd right-of-way; Port Orange Fire-Station 72; All Children's Park	Public/Institutional	GPU (Government Public Use)
South	Single-family home	Suburban Residential (2-4 units/acre)	A (Agriculture)
West	Spruce Creek Rd right-of-way; Single-family home	Suburban Residential (2-4 units/acre)	R-10SF (Single-Family Residential)
East	Single-family home	Suburban Residential (2-4 units/acre)	A (Agriculture)

Consistency with Comprehensive Plan

According to the LDC, the subject property is designated *Suburban Residential (2-4 Units/Acre)* on the City's Future Land Use (FLU) map. The proposed GPU zoning district is consistent with the *Suburban Residential (2-4 Units/Acre)* FLU designation (Exhibit B). Future Land Use Element Policy 2.1.4 in the City's Comprehensive Plan recognizes that Public/Institutional uses, such as a house of worship and associated uses, are acceptable in a wide range of land use environments, and small isolated properties of this type may be designated under any land use category where appropriate, as determined by staff.

As part of the City's Comprehensive Plan, Future Land Use Element, Policy 3.2.2, the City planned and designated commercial nodes at intersections of roadways throughout the City. The functional classification of the adjacent roadways and size of the surrounding neighborhoods dictates the amount of commercial use at each node. The subject property is part of an established Neighborhood Commercial node at the intersection of Spruce Creek Road and Central Park Boulevard and is intended to support the convenience and service needs of the residences within a +/- 1-mile radius. This type of node typically consists of retail stores, restaurants, offices, and similar uses. Based on compatibility with adjacent zoning districts, availability of infrastructure, general charities of the area, and being within an established commercial node, staff believes that the requested zoning is appropriate for this location and consistent with Comprehensive Plan (Exhibit 3).

SMART GROWTH SUMMARY

The proposed rezoning is considered an infill development of a parcel within an existing built area that is already served by public infrastructure (water, sewer, and roads). The subject property is served by a sidewalk network that connects to Spruce Creek Road and Taylor Road to promote walking and biking from existing neighborhoods to a public and quasi-public use that could be developed on the subject property. According to the applicant, the majority of the membership is Port Orange residents.

PUBLIC NOTICE

A Public Notice sign was posted on the site on June 28, 2019. As of July 19, 2019, staff has received six (6) phone calls, two (2) email and one (1) citizen walk-in requesting general information regarding the proposed rezoning. The main concern from callers was traffic impacts to the area.

RECOMMENDATION

Staff recommends approval of the request to rezone +/- 7.58 acres, located at 6015 Spruce Creek Road from R-10SF (Single-Family Residential) to GPU (Government Public Use).

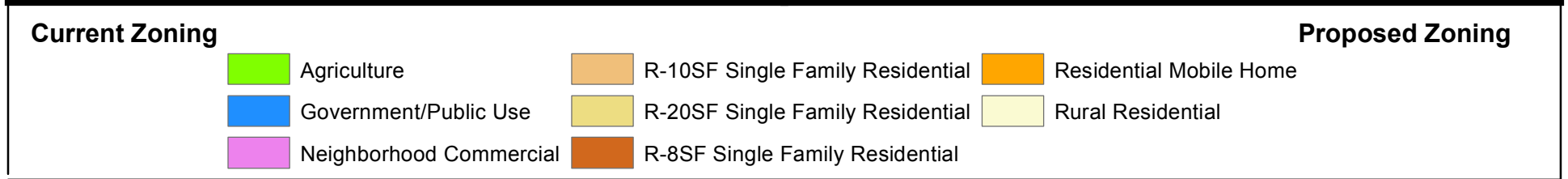
ATTACHMENTS:

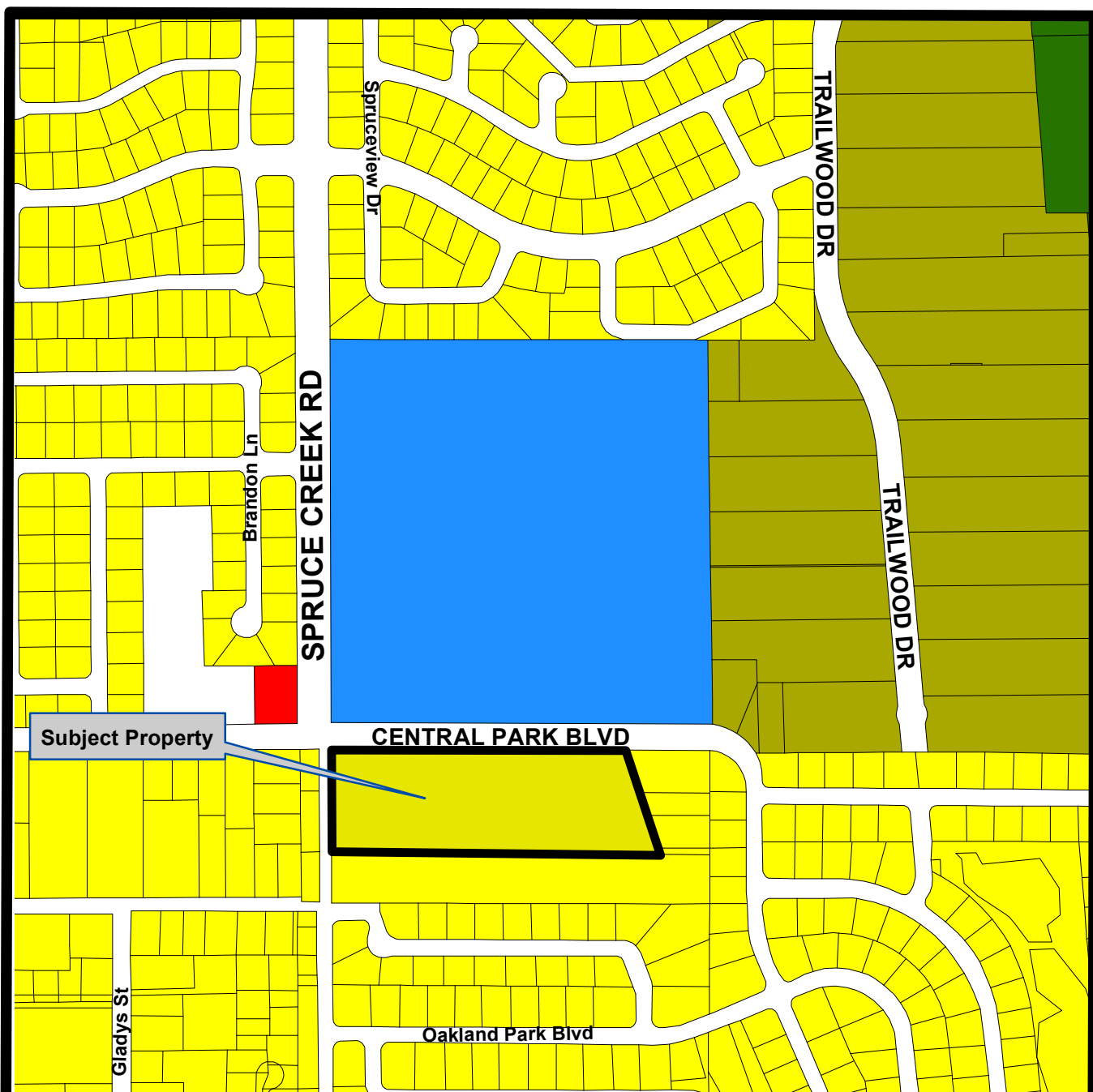
Exhibit 1 – Current and Proposed Zoning Map

Exhibit 2 – Current Future Land Use Map

Exhibit 3 – Future Land Use Element Map Figure 1.9 - General Location of Commercial Nodes

Exhibit 4 – List of Uses in GPU district





Future Land Use Designations

- | | | | |
|---|----------------------|---|----------------------|
|  | Commercial |  | Rural Transition |
|  | Conservation |  | Suburban Residential |
|  | Public/Institutional | | |



Exhibit 2 - Current Future Land Use Map

CITY OF PORT ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT

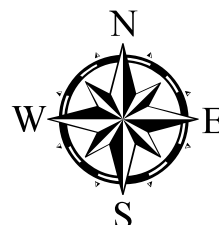
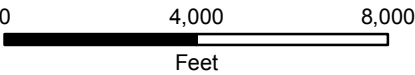
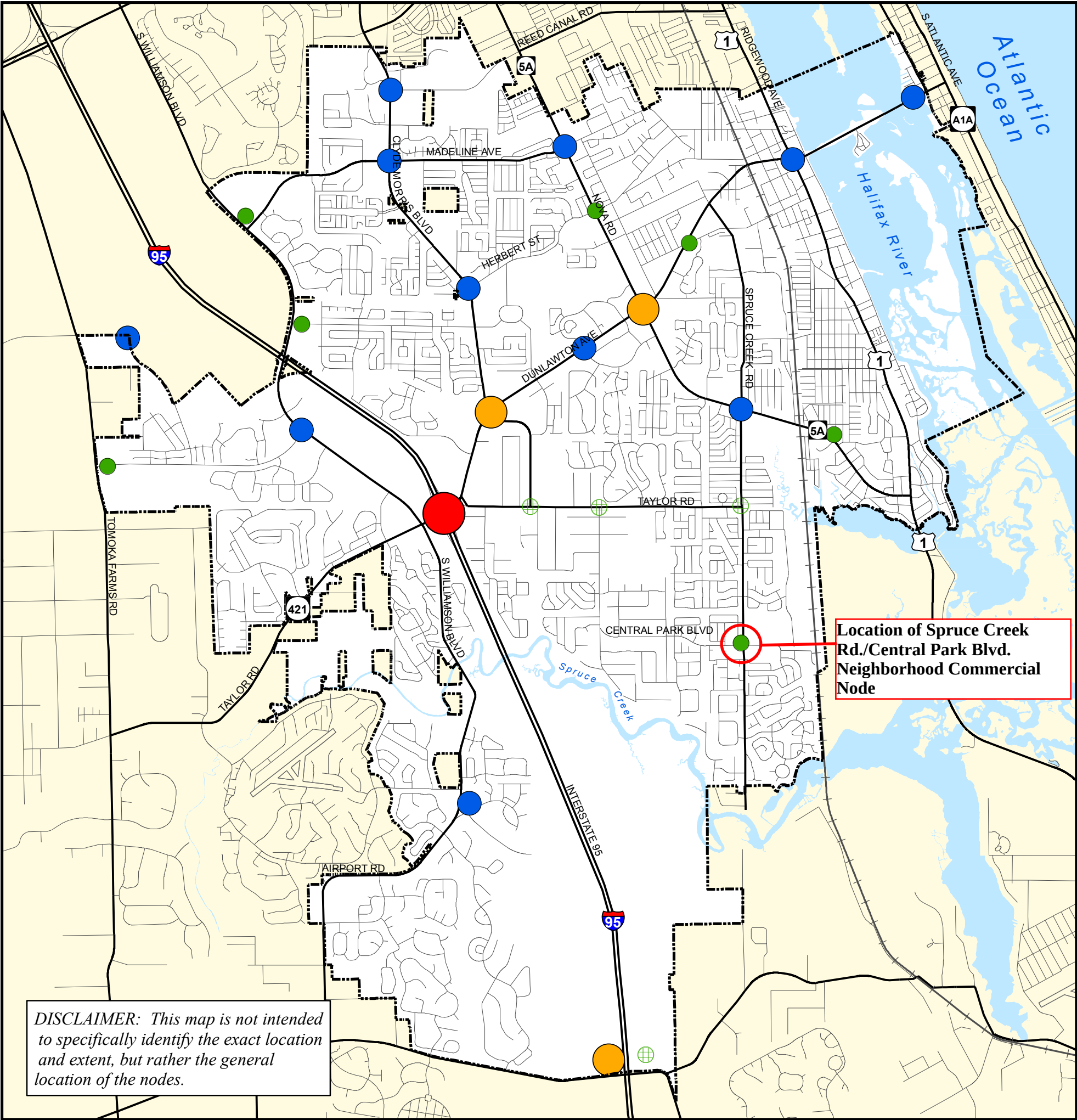


Exhibit 3



1 inch equals 4,000 feet



FIGURE 1 - 9

*General Location of
Commercial Nodes*

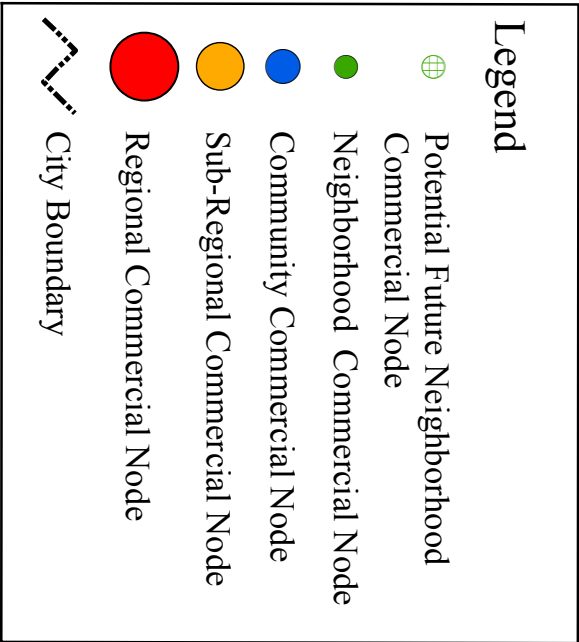


EXHIBIT 4

Government/Public Use – GPU LDC, Ch. 17, Sec. 26	
Permitted Uses:	
• Adult/vocational education • Cemeteries • Charitable organization offices • Hospitals • Medical offices/clinics • Houses of worship • Nursing homes • Private schools • Public utility stations/plants	
Permitted uses with special development requirements (chapter 18, section 4):	
• Child Care Centers • Community gardens	
Special exception uses (chapter 18, section 3):	
• Marina, recreational	



STAFF REPORT

SUBDIVISION FINAL PLAT & PLANS

Springs at Port Orange Subdivision

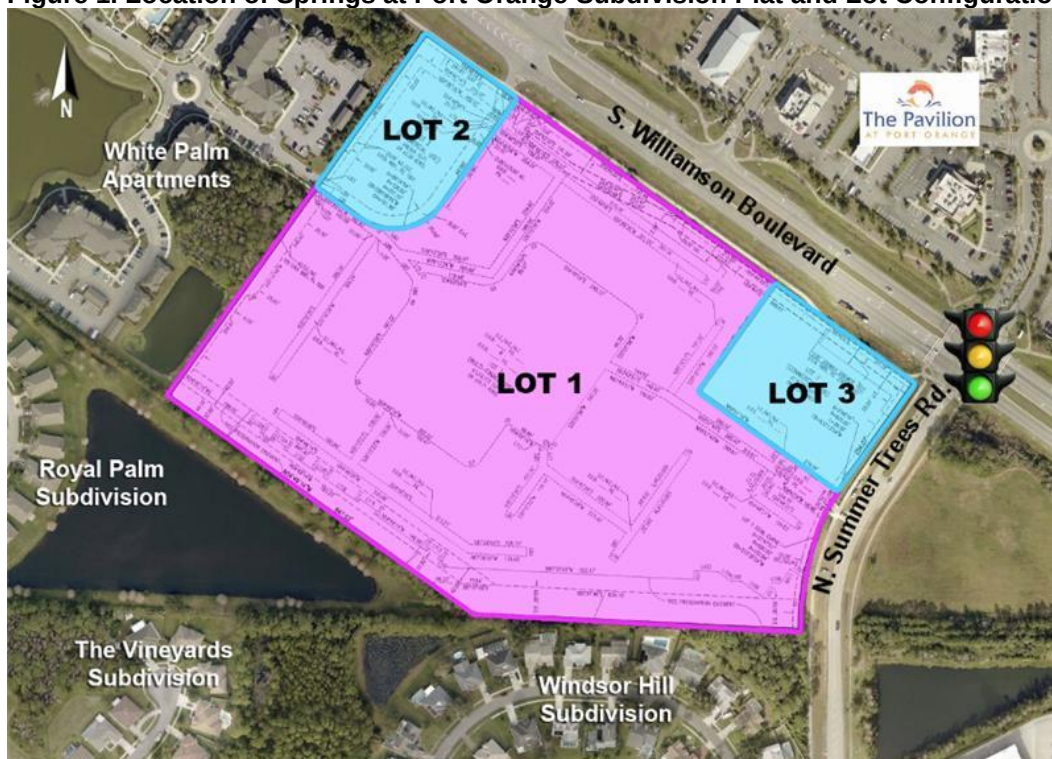
CASE NO. 18-50000002

REQUEST:	Approve the Springs at Port Orange Final Plat and Subdivision Plans
OWNER:	Port Orange Holding II, LLC
APPLICANT:	Continental 425 Fund, LLC
LOCATION:	South west corner of Williamson Boulevard and N. Summer Trees Road
STAFF RECOMMENDATION:	Approval
STAFF CONTACT:	Penelope Cruz, Planning Manager (386) 506-5671
PLANNING COMMISSION:	July 25, 2019

DISCUSSION

The applicant, Continental 425 Fund, LLC, requests approval of the Springs at Port Orange Subdivision Plat and Plans. The subject property is located at south-west corner of Williamson Boulevard and N. Summer Trees Road, across from the Pavilion at Port Orange. The proposed subdivision includes three (3) lots on approximately ± 29.5 acres, along with associated subdivision improvements. The portion of the 29.5-acre parcel to be subdivided as Lot 1 (24.71-acres) is currently being developed as the Springs at Port Orange apartment complex, and Lot 2 (2.26 acres) and Lot 3 (2.54-acres) are planned commercial outparcels.

Figure 1. Location of Springs at Port Orange Subdivision Plat and Lot Configuration



The subject property is currently zoned Planned Community-Agricultural – Workplace District. According to the Land Development Code (LDC), the zoning district supports commercial, office, industrial, and multifamily residential uses. It is intended to create a mixed-use, pedestrian-friendly community that increases the available inventory of commercial, industrial, and institutional land uses by integrating them with residential uses, to minimize automobile trips, and promote environmental protection.

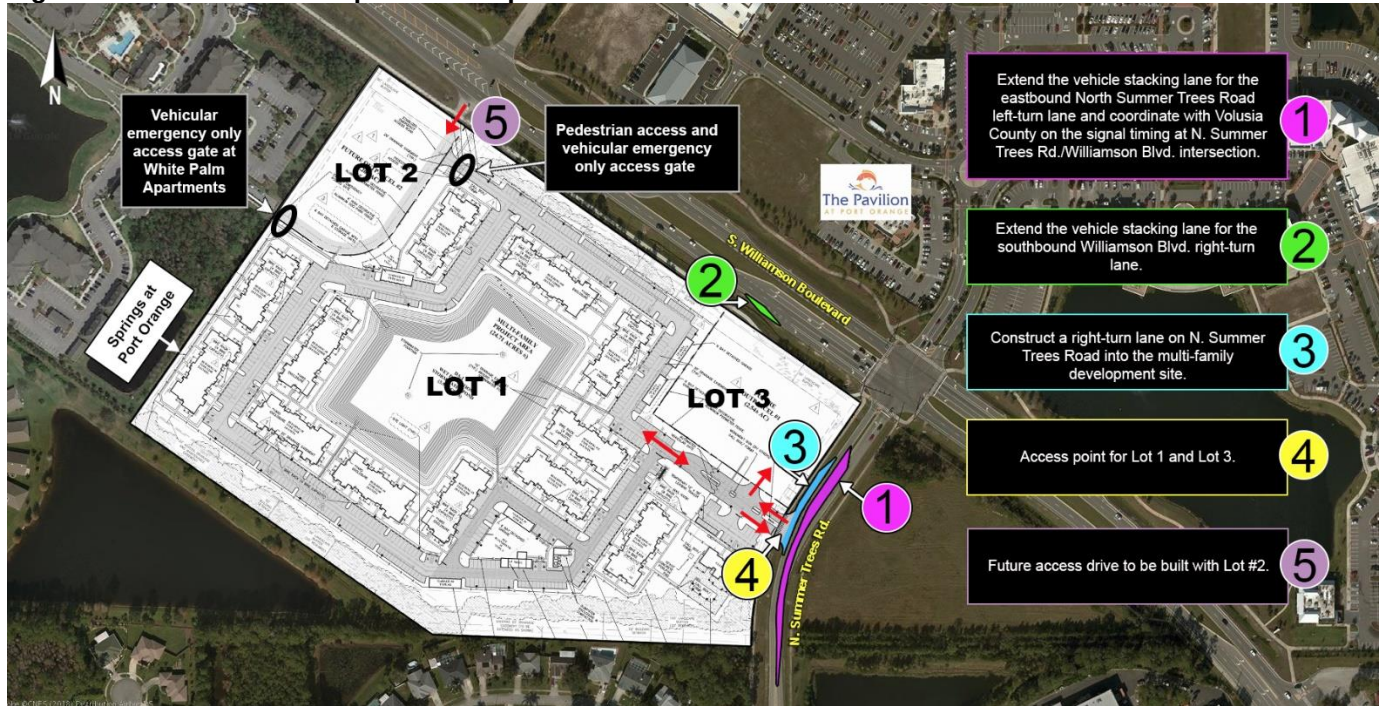
In 2018, the applicant received approval of a site plan to develop the Springs Apartments on the overall 29.5-acre subject property. As part of the site plan design, the developer indicated future plans to eventually subdivide the subject property to create a lot for the multi-family development (proposed Lot 1) and two commercial outparcels (proposed Lot 2 & 3). The multi-family development was designed to comply with the lot configuration of the proposed subdivision. There are currently no uses for the two proposed commercial outparcel lots along Williamson Boulevard. The associated infrastructure and stormwater improvements for the 3-lot subdivision will be constructed with the Springs Apartment project.

The subdivision plat and plans to subdivide the subject property have been reviewed by the Staff Development Review Committee (SDRC) and determined to be designed according to the requirements and dimensional standards of the City's Land Development Code (LDC). The subdivision improvements to be constructed or that are currently being constructed with the development of the Springs Apartment site include:

- Utility infrastructure to serve the three (3) lots;
- Access drive on N. Summer Trees Road to serve Lot 1 and 3;
- Infill of remaining walklights along Williamson Boulevard between White Palm Apartments and N. Summer Trees Road;
- Left turn lane into the property from N. Summer Trees Road;
- Right turn lane into property from N. Summer Trees Road;
- Extension of existing Williamson Boulevard right-turn lane on to N. Summer Trees Road;
- Stormwater pond on proposed Lot 1 that will serve as retention for all three (3) lots;
- Required access, drainage, and utility easements over the shared subdivision infrastructure that serves all three (3) lots; and
- Landscape buffers and tree preservation areas.

Lot 1 and Lot 3 will be accessed from a shared access drive off N. Summer Trees Road. Lot 2 will be accessed from Williamson Boulevard. At the time Lot 2 is developed, an access drive will be required to be constructed through Lot 2 that will serve as an emergency only access for Lot 1 and the adjacent Whiteplam Apartments. Cross-access easements will be provided between the lots and the adjacent property to the north in order for vehicles and pedestrians to move between the lots.

Figure 2. Access and Transportation Improvements



CONSISTENCY WITH THE COMPREHENSIVE PLAN

The proposed commercial subdivision is consistent with the Goals, Objectives, and Policies of the Comprehensive Plan and the *Planned Community-Westside* Future Land Use designation and the Planned Community Agriculture (PC-A) Workplace District zoning designation. The City's Comprehensive Plan states that the *Planned Community-Westside* area is intended to create a mixed-use, pedestrian-friendly community that increases the available inventory of commercial, industrial, and institutional land uses by integrating them with residential uses, minimizes automobile trips, and promotes environmental protection. The proposed subdivision provides the necessary infrastructure and buildable land to support the uses projected to be developed in this area of the City.

SMART GROWTH SUMMARY

The proposed subdivision supports Smart Growth as it provides developable land to support housing alternatives to residents and commercial/office uses to residents on the west side of Port Orange and is located within walking and biking distance of commercial and services uses at the intersection of Taylor Road/Williamson Boulevard and The Pavilion at Port Orange, and access to I-95 and bus service (in The Pavilion). This infill subdivision supports development that utilizes existing infrastructure (roads, sewer, water, schools, etc.) and discourages sprawl.

CONCURRENCY REVIEW

Public facilities and services such as roads, solid waste, public infrastructure, stormwater, schools, and recreation facilities are currently available to serve the proposed three (3) lots. This concurrency analysis was conducted during the review of the proposed subdivision and all public facilities and services will meet the adopted level-of-service standards or have been mitigated for in accordance with the City's concurrency management regulations.

Solid Waste: Onsite dumpsters for solid waste will be provided with development of each lot.

Water, Sewer, Reclaimed Water: The proposed subdivision will be served by potable water, sanitary sewer, and reclaimed water. All lots will be connected (Lot 1) or provided (Lots 2 and 3) with stub-outs for future connections to utilities. The developer will construct potable water, sanitary sewer, and reclaimed water lines in accordance with the utility plan for this subdivision.

Transportation: All site plan submittals for the three lots will be required to comply with the City's concurrency management in the LDC. Traffic studies will be required for proposed developments of these lots to fully assess the impacts of the proposed development on the surrounding roadway network and to identify any improvements that might be needed. Similar to other developments in the City, the developer may be required to enter into a Fair-Share and Concurrency Agreement with the City to pay for part of the scheduled improvements for an impacted area. As part of the development of Lot 1, a traffic study was prepared, and the developer entered into a Fair-Share and Concurrency Agreement with the City in December 2018 to mitigate the impacts from the development on Lot 1.

Stormwater Drainage: The stormwater drainage infrastructure for this subdivision will be a retention pond on Lot 1. The City's adopted level-of-service for stormwater drainage requires that all new retention/detention facilities be able to treat the runoff from a 25-year, 24-hour storm event and convey the runoff from a 100-year, 24-hour storm event without causing flooding or pollution of receiving water bodies. In addition, there must be no net loss of stormwater retention function as a result of development; therefore, the subdivision property must have the same ability to store and discharge water after development as it does before development occurs. The retention pond in Lot 1 will provide stormwater drainage for the entire 29.5-acre property (Lots 1-3) and meets the stormwater requirements of the City and St. Johns River Water Management District.

Schools: The Volusia County School District determined that there is adequate school capacity at existing schools for the estimated students anticipated to be generated by the Springs at Port Orange apartments on Lot 1. The two commercial outparcels are not subject to school concurrency regulations because commercial develop does not generate students.

Recreation: During the review of the Springs at Port Orange apartments on Lot 1 it was determined that there is available capacity at existing park facilities to accommodate the apartments. The two commercial outparcels are not subject to recreation concurrency regulations because commercial develop does not generate residents.

RECOMMENDATION

The Staff Development Review Committee (SDRC) has reviewed proposed subdivision and the Applicant will need to address some minor format comments with the subdivision plat prior to this item being considered by City Council.

Staff recommends **approval** of the Springs at Port Orange Final Plat and Subdivision Plans, subject to:

1. A resubmittal to address the remaining comments prior to scheduling for City Council review; and
2. Review by the City Attorney as to legal form and content.

ATTACHMENTS

1. Exhibit 1 – Current Future Land Use and Current Zoning Maps
2. Exhibit 2 – Springs at Port Orange Plat and Subdivision Plans
3. Exhibit 3 – Tree Preservation Chart

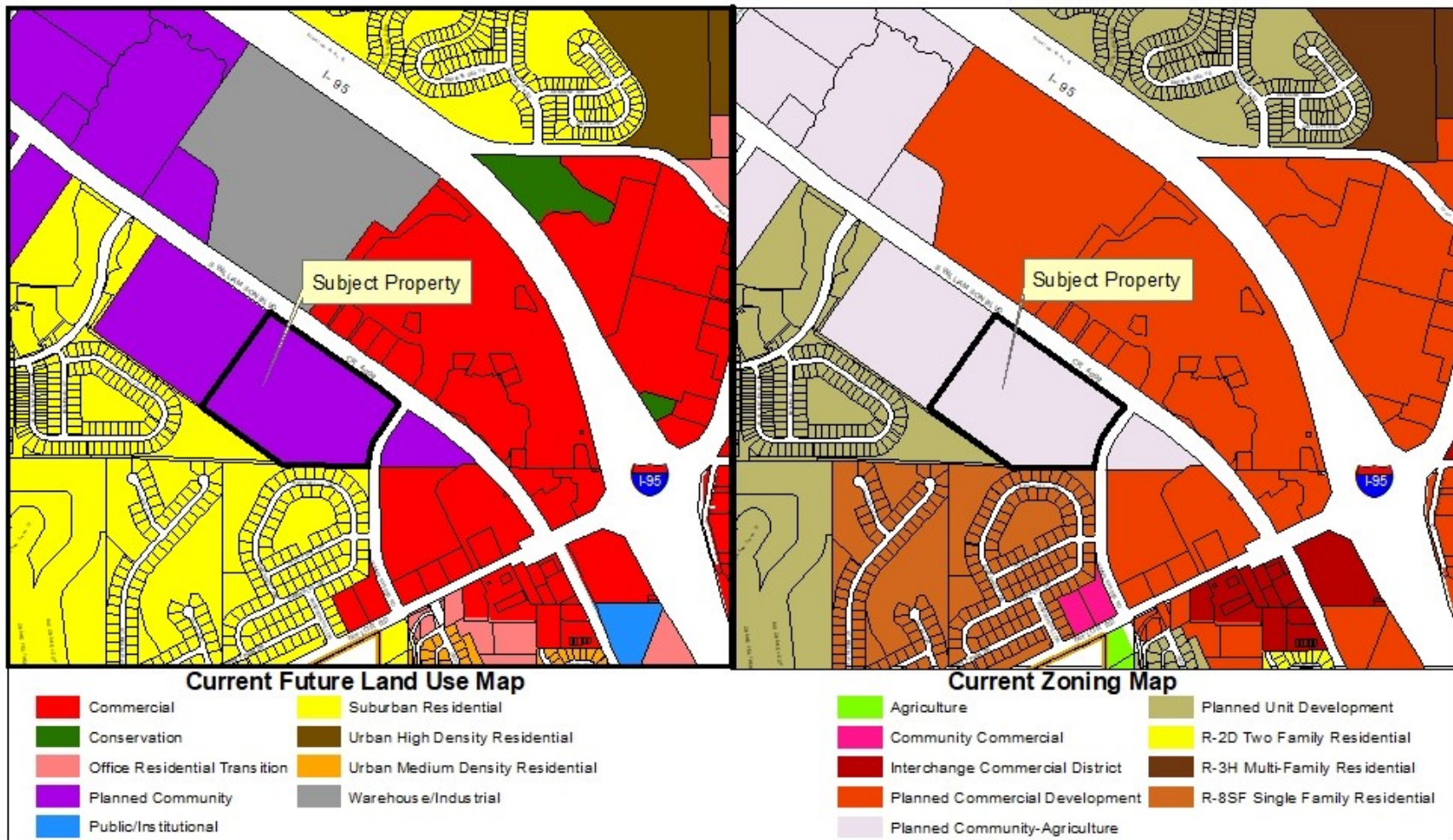


EXHIBIT 1

CASE NO. 18-50000002

DEPARTMENT OF COMMUNITY DEVELOPMENT



EXHIBIT 2

"SPRINGS AT PORT ORANGE"

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA

DESCRIPTION: (BY SLIGER & ASSOCIATES, INC., JOB NO. 18-0465)

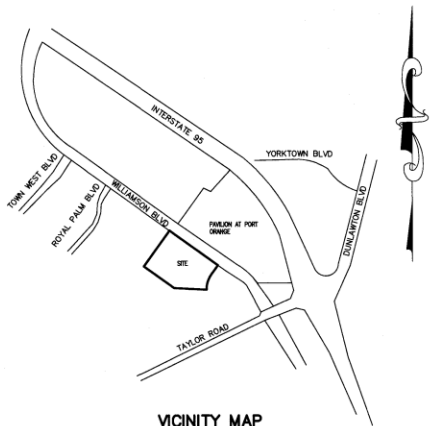
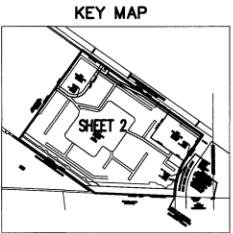
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, LYING SOUTHWESTERLY OF WILLIAMSON BOULEVARD (EAST COAST BELTLINE) AS RECORDED IN OFFICIAL RECORDS BOOK 3773, PAGE 0770 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND SOUTHERLY AND EASTERLY OF ROYAL PALM P.U.D. - PHASE I, AS RECORDED IN PLAT BOOK 49, PAGES 30-33, SAID PUBLIC RECORDS, AND ALSO LYING NORTHWESTERLY OF NORTH SUMMER TREES ROAD AS RECORDED IN BOOK 6112, PAGE 1199 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND ALSO LYING NORTH OF WINDSOR HILL - PHASE III, AS RECORDED IN MAP BOOK 44, PAGE 45 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 18, THENCE N87°37'06"W ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 18, N87°37'06"W, 352.00 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID NORTH SUMMER TREES ROAD, SAID POINT ALSO BEING THE NORTHEASTERLY CORNER OF SAID WINDSOR HILL - PHASE III AND THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 18 AND THE NORTH LINE OF SAID WINDSOR HILL - PHASE III, N87°37'06"W, 732.97 FEET TO THE NORTHEASTERLY BOUNDARY LINE OF SAID ROYAL PALM P.U.D. - PHASE I; THENCE ALONG SAID NORTHEASTERLY BOUNDARY LINE OF SAID ROYAL PALM P.U.D. PHASE I, N54°49'14"W, 847.03 FEET; THENCE DEPARTING SAID NORTHEASTERLY BOUNDARY OF ROYAL PALM P.U.D. - PHASE I, N35°10'46"E, 999.93 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID WILLIAMSON BOULEVARD (EAST COAST BELTLINE); THENCE ALONG SAID SOUTHWESTERLY RIGHT OF WAY LINE, S54°49'02"E, 1350.49 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID NORTH SUMMER TREES ROAD; THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE S35°06'13"W, 254.07 FEET TO THE BEGINNING OF A CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 600.00 FEET AND CENTRAL ANGLE OF 35°33'19"; THENCE IN A SOUTHERLY DIRECTION ALONG THE ARC OF SAID CURVE, 372.34 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,285,478 SQUARE FEET OR 29.511 ACRES, MORE OR LESS.

AREA TOTALS:

TOTAL LOT AREA = ±1,285,478 SQ. FT. OR ±29.51 ACRES
TOTAL AREA OF EASEMENTS = ±372,002 SQ. FT. (±8.54 ACRES)



GENERAL NOTES

- MONUMENTATION -- ■ DENOTES PERMANENT REFERENCE MONUMENT FOUND STAMPED AS NOTED
□ DENOTES PERMANENT REFERENCE MONUMENT SET (4X4 CONCRETE MONUMENT STAMPED LB 3019)
△ DENOTES PERMANENT CONTROL POINT SET (METAL DISK STAMPED LB 3019)
- ALL LINES ARE RADIAL RELATIVE TO ADJACENT CURVE UNLESS NOTED (NR)
(NR) - DENOTES A LINE NOT RADIAL RELATIVE TO ADJACENT CURVE.
- DIMENSIONS SHOWN ARE IN FEET AND DECIMALS THEREOF.
- ACCURACY: THE BOUNDARY LINEAR ERROR OF CLOSURE DOES NOT EXCEED 1:10,000. THE BOUNDARY ANGULAR ERROR OF CLOSURE DOES NOT EXCEED 15 SECONDS MULTIPLIED BY THE SQUARE ROOT OF THE NUMBER OF ANGLES TURNED.
- BEARINGS SHOWN HEREON ARE RELATIVE TO ASSUMED DATUM, BASED ON THE SOUTHERLY LINE OF THE SW 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, BEING N 89°37'06" W.
- NOTE: ALL MEASUREMENTS REFER TO HORIZONTAL PLANE IN ACCORDANCE WITH THE DEFINITION OF THE U.S. SURVEY FOOT OR METER ADOPTED BY THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY. ALL MEASUREMENTS SHALL USE THE 39.37/12=3.28083333333 EQUATION FOR CONVERSION FROM A U.S. FOOT TO METERS.
- NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL, IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- THIS PLAT IS SUBJECT TO ALL EASEMENTS OF RECORD AND RESERVATIONS OF EASEMENTS, INCLUDING BUT NOT LIMITED TO: DRAINAGE, UTILITY, AND ACCESS EASEMENTS. EASEMENTS GRANTED HEREON SHALL BE LOCATED AS FOLLOWS EXCEPT AS OTHERWISE NOTED ON THE PLAT: ENTIRE STREET FRONTAGES OF LOTS AND COMMON AREAS: 12.00 FEET WIDE.
- UTILITIES INCLUDE BUT ARE NOT LIMITED TO, SANITARY SEWER, POTABLE WATER, RECLAIMED WATER, STORM DRAINAGE, ELECTRIC, TELEPHONE, CABLE TELEVISION, SECURITY, NATURAL GAS, FIBER OPTIC, AND TELECOMMUNICATION.
- ALL PLATTED EASEMENTS, EXCLUSIVE OF PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY, SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGE. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY, SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
- BUILDING SETBACK REQUIREMENTS:
LOT 1
FRONT (STREET FRONTAGE): EQUAL TO LANDSCAPE BUFFER WIDTH OF 50.00 FEET
SIDE: 0.00 FEET FOR ATTACHED UNITS / 15.00 FEET BETWEEN BUILDINGS / 20.00 FEET FOR PERIMETER
REAR: 25.00 FEET / EQUAL TO THE BUILDING HEIGHT IF BUILDING EXCEEDS 25.00 FEET IN HEIGHT
LOTS 2 & 3
FRONT (STREET FRONTAGE): EQUAL TO LANDSCAPE BUFFER WIDTH
SIDE: 20.00 FEET
REAR: 25.00 FEET
- LOT COVERAGE REQUIREMENTS:
LOT 1
MINIMUM OPEN SPACE: 40% / MAXIMUM BUILDING COVERAGE: 50% / MAXIMUM BUILDING HEIGHT: 50 FT
LOT 2 & 3
MINIMUM OPEN SPACE: 30% / MAXIMUM BUILDING COVERAGE: 35% / MAXIMUM BUILDING HEIGHT: 60 FT
- THE PLAT PROPERTY IS SUBJECT TO THE MAINTENANCE AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 7095, PAGE 2291, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THIS PLAT IS SUBJECT TO THE DECLARATION OF EASEMENTS AND COVENANTS (RETENTION POND) RECORDED IN OFFICIAL RECORDS BOOK 6842, PG 1092, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THIS PLAT IS SUBJECT TO A DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS RECORDED IN ORB 6541, PAGE 1764 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THE TREE CONSERVATION EASEMENT AS GRANTED ON THIS PLAT IS A NONEXCLUSIVE EASEMENT FOR THE EXPRESS PURPOSE OF PRESERVATION OF TREES THEREIN. THE REMOVAL OF TREES WITHIN THE EASEMENT AREA IS PROHIBITED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE CITY OF PORT ORANGE. NOTWITHSTANDING THE FOREGOING, NOTHING HEREIN SHALL BE CONSTRUED TO LIMIT IN ANY WAY OR PREVENT (I) THE FEE SIMPLE OWNER'S USE AND ENJOYMENT OF THE LAND OUTSIDE THE EASEMENT AREA OR THE RIGHT TO CROSS AND RE-CROSS THE EASEMENT AREA WITH OTHER EASEMENTS; (II) THE MAINTENANCE OF THE DRAINAGE DITCH(ES) WITHIN THIS EASEMENT AREA CONSISTENT WITH THE TERMS AND CONDITIONS OF THOSE CERTAIN EASEMENTS RECORDED IN O.R.B. 4892, P.G. 3642 AND O.R.B. 6891, P.G. 1826 OF THE OFFICIAL RECORDS OF VOLUSIA COUNTY; (III) THE PLACEMENT AND MAINTENANCE OF SOD, LANDSCAPE PLANTS AND IRRIGATION LINES WITHIN THE EASEMENT AREA; OR (IV) NORMAL MAINTENANCE, SUCH AS MOWING, EDGING AND WEEDING.
- THIS PLAT IS SUBJECT TO CBL/BM PORT ORANGE WEST COMMUNITY DEVELOPMENT DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 6256, PAGE 3631, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THE CBL/BM PORT ORANGE WEST COMMUNITY DEVELOPMENT DISTRICT MAY IMPOSE AND LEVY TAXES OR ASSESSMENTS, OR BOTH TAXES AND ASSESSMENTS, ON THIS PROPERTY. THESE TAXES AND ASSESSMENTS PAY THE CONSTRUCTION, OPERATION, AND MAINTENANCE COSTS OF CERTAIN PUBLIC FACILITIES AND SERVICES OF THE DISTRICT AND ARE SET ANNUALLY BY THE GOVERNING BOARD OF THE DISTRICT. THESE TAXES AND ASSESSMENTS ARE IN ADDITION TO COUNTY AND OTHER LOCAL GOVERNMENTAL TAXES AND ASSESSMENTS AND ALL OTHER TAXES AND ASSESSMENTS PROVIDED FOR BY LAW.

CITY COUNCIL CERTIFICATE OF APPROVAL

THIS STATEMENT HEREBY CERTIFIES THAT THE PLAT ENTITLED "SPRINGS AT PORT ORANGE" WAS APPROVED BY THE PORT ORANGE CITY COUNCIL ON _____, 2019.

BY: _____
MAYOR OF THE CITY OF PORT ORANGE

ATTEST: _____
CITY CLERK OF THE CITY OF PORT ORANGE

PLANNING COMMISSION CERTIFICATE OF APPROVAL

THIS STATEMENT HEREBY CERTIFIES THAT THE PLAT ENTITLED "SPRINGS AT PORT ORANGE" WAS APPROVED BY THE PORT ORANGE PLANNING COMMISSION ON _____, 2019.

BY: _____
CHAIRMAN OF THE PORT ORANGE PLANNING COMMISSION

REVIEW BY SURVEYOR AND MAPPER FOR THE CITY

I HEREBY CERTIFY TO THE CITY, THAT I HAVE REVIEWED THE FOREGOING PLAT FOR COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND THAT I HAVE PROVIDED BOTH THE CITY AND THE SURVEYOR AND MAPPER OF RECORD A LIST OF DEVIATIONS, IF ANY, FROM SUCH REQUIREMENTS.

(SIGNATURE) _____ DATE: _____
(PRINT NAME) _____ P.L.S. NO.: _____

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THE FOREGOING PLAT AND FOUND THAT IT COMPLIES, IN FORM, WITH ALL REQUIREMENTS STATED IN CHAPTER 177, FLORIDA STATUTES, AND THAT IT WAS FILED FOR RECORD ON _____, 2019 AT _____ A.M. / P.M.

CLERK OF CIRCUIT COURT
VOLUSIA COUNTY, FLORIDA

CERTIFICATE OF SURVEYOR

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING A LICENSED AND REGISTERED SURVEYOR AND MAPPER, DOES HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON, ENTITLED "SPRINGS AT PORT ORANGE" WAS PREPARED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION, THAT THE PLAT COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF CHAPTER 177, PART 1, FLORIDA STATUTES, THAT ALL MONUMENTATION SHOWN HEREON OR REQUIRED PER CHAPTER 177, FLORIDA STATUTES, HAS BEEN PROPERLY PLACED AND THAT SAID LAND IS IN THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA.

J.E. ZAPERT, P.L.S. NO. 4046 DATE _____
3921 NOVA ROAD PORT
ORANGE, FL. 32127 (386)
761-5385

MAP BOOK: _____ PAGE: _____

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT CONTINENTAL 425 FUND, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, BEING THE OWNER IN FEE SIMPLE OF THE LANDS SHOWN AND DESCRIBED HEREON AS THE PLAT ENTITLED "SPRINGS AT PORT ORANGE", LOCATED IN THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, HEREBY DEDICATES THE EASEMENT AREAS SHOWN HEREON AND NOT GRANTED BY SEPARATE DOCUMENT FOR SANITARY SEWER MAINS, UTILITY EASEMENTS AND TREE PRESERVATION EASEMENTS TO THE CITY OF PORT ORANGE, FLORIDA. ALL SANITARY SEWER MAINS CONSTRUCTED WITHIN THE EASEMENT AREAS ENCOMPASSED BY THIS PLAT ARE HEREBY DEDICATED TO THE CITY OF PORT ORANGE, FLORIDA. THE 25.00' EMERGENCY ACCESS EASEMENT SHOWN ON LOT 2 IS HEREBY GRANTED TO THE CITY OF PORT ORANGE, FLORIDA. ALL GOVERNMENT ENTITIES HAVING JURISDICTION AND TO THE ADJOINING TAX PARCEL NO. 6318-00-00-0009 (WHITE PALM APARTMENTS), FOR EMERGENCY INGRESS AND EGRESS.

IN WITNESS WHEREOF, CONTINENTAL 425 FUND LLC, A WISCONSIN LIMITED LIABILITY COMPANY, HAS CAUSED THESE PRESENTS TO BE SIGNED, SEALED AND ATTESTED TO, BY THE PERSONS NAMED BELOW ON THIS _____ DAY OF _____, 2019.

WITNESSES: _____
CONTINENTAL 425 FUND LLC,
A WISCONSIN LIMITED LIABILITY COMPANY
BY: CONTINENTAL PROPERTIES COMPANY, INC.
A WISCONSIN CORPORATION, ITS MANAGER

PRINTED NAME: _____ BY: _____
DANIEL J. MINIHAN, PRESIDENT

PRINTED NAME: _____ ATTEST: _____
_____, VICE PRESIDENT

PRINTED NAME: _____

PRINTED NAME: _____

STATE OF WISCONSIN, COUNTY OF WAUKESHA

THIS IS TO CERTIFY THAT, ON _____ DAY OF _____, 2019, BEFORE ME, AN OFFICER DULY AUTHORIZED TO TAKE ACKNOWLEDGMENTS IN THE STATE AND COUNTY AFORESAID, PERSONALLY APPEARED

RESPECTIVELY, OF _____ INC., A WISCONSIN CORPORATION, EXECUTED THE FOREGOING DEDICATION AND SEVERALLY ACKNOWLEDGED THE EXECUTION THEREOF FOR AND ON BEHALF OF SAID CORPORATION. THEY (ARE) _____ (ARE NOT) _____ KNOWN TO ME OR HAVE PRODUCED _____ AS IDENTIFICATION AND THEY (HAVE) _____ (HAVE NOT) _____ TAKEN OATH.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL ON THE ABOVE DATE.

NOTARY PUBLIC
STATE OF WISCONSIN AT LARGE
MY COMMISSION EXPIRES: _____ SEAL
TITLE/RANK: _____
COMMISSION NUMBER: _____

JOINDER AND CONSENT TO DEDICATION

CIBC BANK USA, AN ILLINOIS STATE CHARTERED BANK, HEREBY CERTIFIES THAT IT IS THE HOLDER OF A MORTGAGE, LIEN, OR OTHER ENCUMBRANCE UPON THE PROPERTY SHOWN AND DESCRIBED HEREON AS THE PLAT ENTITLED "SPRINGS AT PORT ORANGE", LOCATED IN THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA. CIBC BANK USA, HEREBY JOINS AND CONSENTS TO THE DEDICATION OF THE EASEMENT AREAS FOR POTABLE WATER, FORCE MAIN, SANITARY SEWER MAINS, UTILITY EASEMENTS, TREE PRESERVATION AND ACCESS FOR EMERGENCY VEHICLES AND GOVERNMENT SERVICES ON SAID LANDS AS SHOWN ON THIS PLAT TO THE CITY OF PORT ORANGE, FLORIDA. AND AGREES THAT ITS MORTGAGE, LIEN, OR OTHER ENCUMBRANCE RECORDED IN OFFICIAL RECORDS BOOK _____ PAGE _____ OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SHALL BE SUBORDINATED TO THE SAID DEDICATION. IN WITNESS WHEREOF, _____ HAS CAUSED THESE PRESENTS TO BE SIGNED, ATTESTED, AND SEALED BY THOSE NAMED BELOW ON THIS _____ DAY OF _____, 2019.

CIBC BANK USA,
AN ILLINOIS STATE CHARTERED BANK

WITNESSES: _____
PRINTED NAME: _____ BY: _____
_____, PRINT _____

PRINTED NAME: _____ ATTEST: _____
_____, PRINT _____

PRINTED NAME: _____

PRINTED NAME: _____

STATE OF WISCONSIN, COUNTY OF WAUKESHA

THIS IS TO CERTIFY THAT, ON _____ DAY OF _____, 2019, BEFORE ME, AN OFFICER DULY AUTHORIZED TO TAKE ACKNOWLEDGMENTS IN THE STATE AND COUNTY AFORESAID, PERSONALLY APPEARED

RESPECTIVELY, OF _____ INC., A WISCONSIN CORPORATION, EXECUTED THE FOREGOING DEDICATION AND SEVERALLY ACKNOWLEDGED THE EXECUTION THEREOF FOR AND ON BEHALF OF SAID CORPORATION. THEY (ARE) _____ (ARE NOT) _____ KNOWN TO ME OR HAVE PRODUCED _____ AS IDENTIFICATION AND THEY (HAVE) _____ (HAVE NOT) _____ TAKEN OATH.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL ON THE ABOVE DATE.

NOTARY PUBLIC
STATE OF WISCONSIN AT LARGE
MY COMMISSION EXPIRES: _____ SEAL
TITLE/RANK: _____
COMMISSION NUMBER: _____

PREPARED BY:

SLIGER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
LICENSED BUSINESS CERTIFICATION #3019
3921 NOVA ROAD
PORT ORANGE, FL. 32127
(386) 761-5385
www.sligerassociates.com
Copyright © 2019 Sliger & Associates, Inc.



SHEET 1 OF 2

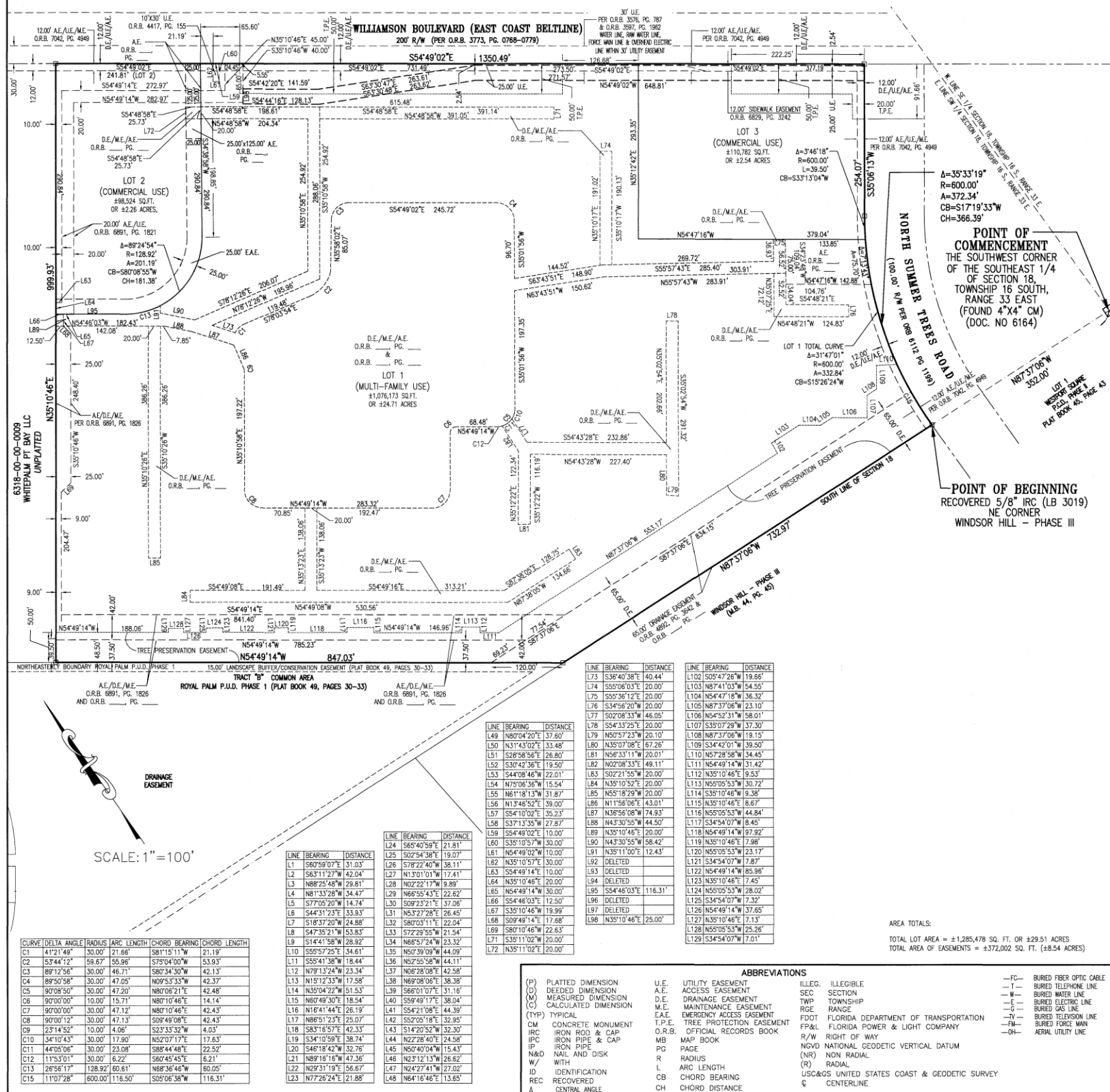
RECEIVED
6-21-19
CITY OF PORT ORANGE
Community Development

REVISED



"SPRINGS AT PORT ORANGE"

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA



MAP BOOK: _____ PAGE: _____

GENERAL NOTES

- MONUMENTATION - ■ DENOTES PERMANENT REFERENCE MONUMENT FOUND STAMPED AS NOTED
 □ DENOTES PERMANENT REFERENCE MONUMENT SET (4X4 CONCRETE MONUMENT STAMPED LB 3019)
 △ DENOTES PERMANENT CONTROL POINT SET (METAL DISK STAMPED LB 3019)
- ALL LINES ARE RADIAL RELATIVE TO ADJACENT CURVE UNLESS NOTED (NR)
 (NR) - DENOTES A LINE NOT RADIAL RELATIVE TO ADJACENT CURVE.
- DIMENSIONS SHOWN ARE IN FEET AND DECIMALS THEREOF.
- ACCURACY: THE BOUNDARY LINEAR ERROR OF CLOSURE DOES NOT EXCEED 1:10,000. THE BOUNDARY ANGULAR ERROR OF CLOSURE DOES NOT EXCEED 15 SECONDS MULTIPLIED BY THE SQUARE ROOT OF THE NUMBER OF ANGLES TURNED.
- BEARINGS SHOWN HEREON ARE RELATIVE TO ASSUMED DATUM, BASED ON THE SOUTHERLY LINE OF THE SW 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, BEING N 89°37'06" W.
- NOTE: ALL MEASUREMENTS REFER TO HORIZONTAL PLANE IN ACCORDANCE WITH THE DEFINITION OF THE U.S. SURVEY FOOT OR METER ADOPTED BY THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY. ALL MEASUREMENTS SHALL USE THE 39.37/12=3.28083333333333 EQUATION FOR CONVERSION FROM A U.S. FOOT TO METERS.
- NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- THIS PLAT IS SUBJECT TO ALL EASEMENTS OF RECORD AND RESERVATIONS OF EASEMENTS, INCLUDING BUT NOT LIMITED TO: DRAINAGE, UTILITY, AND ACCESS EASEMENTS. EASEMENTS GRANTED HEREON SHALL BE LOCATED AS FOLLOWS EXCEPT AS OTHERWISE NOTED ON THE PLAT: ENTIRE STREET FRONTS OF LOTS AND COMMON AREAS: 12.00 FEET WIDE.
- UTILITIES INCLUDE BUT ARE NOT LIMITED TO: SANITARY SEWER, POTABLE WATER, RECLAIMED WATER, STORM DRAINAGE, ELECTRIC, TELEPHONE, CABLE TELEVISION, SECURITY, NATURAL GAS, FIBER OPTIC, AND TELECOMMUNICATION.
- ALL PLATTED EASEMENTS, EXCLUSIVE OF PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY, SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES. HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGE. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY; SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
- BUILDING SETBACK REQUIREMENTS:
 LOT 1
 FRONT (STREET FRONTAGE): EQUAL TO LANDSCAPE BUFFER WIDTH OF 50.00 FEET
 SIDE: 0.00 FEET FOR ATTACHED UNITS / 15.00 FEET BETWEEN BUILDINGS / 20.00 FEET
 REAR: 25.00 FEET / TWICE THE BUILDING HEIGHT IF BUILDING EXCEEDS 25.00 FEET IN HEIGHT
 LOTS 2 & 3
 FRONT (STREET FRONTAGE): EQUAL TO LANDSCAPE BUFFER WIDTH
 SIDE: 20.00 FEET
 REAR: 25.00 FEET
- LOT COVERAGE REQUIREMENTS:
 LOT 1
 MINIMUM OPEN SPACE: 40% / MAXIMUM BUILDING COVERAGE: 50% / MAXIMUM BUILDING HEIGHT: 50 FT
 LOT 2 & 3
 MINIMUM OPEN SPACE: 30% / MAXIMUM BUILDING COVERAGE: 35% / MAXIMUM BUILDING HEIGHT: 60 FT
- THE PLAT PROPERTY IS SUBJECT TO THE MAINTENANCE AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 7095, PAGE 2291, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THIS PLAT IS SUBJECT TO THE DECLARATION OF EASEMENTS AND COVENANTS (RETENTION POND) RECORDED IN OFFICIAL RECORDS BOOK 6842, PG. 1092, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THIS PLAT IS SUBJECT TO AN AGREEMENT RECORDED IN ORB _____, PAGE _____ OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THE TREE CONSERVATION EASEMENT AS GRANTED ON THIS PLAT IS A NONEXCLUSIVE EASEMENT FOR THE EXPRESS PURPOSE OF PRESERVATION OF TREES THEREON. THE REMOVAL OF TREES WITHIN THE EASEMENT AREA IS PROHIBITED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE CITY OF PORT ORANGE. NOTWITHSTANDING THE FOREGOING, NOTHING HEREIN SHALL BE CONSTRUED TO LIMIT IN ANY WAY OR PREVENT (I) THE FEE SIMPLE OWNERS USE AND ENJOYMENT OF THE LAND OUTSIDE THE EASEMENT AREA OR (II) THE RIGHT TO CROSS AND RE-CROSS THE EASEMENT AREA WITH OTHER EASEMENTS; (II) THE MAINTENANCE OF THE DRAINAGE DITCH(ES) WITHIN THIS EASEMENT AREA CONSISTENT WITH THE TERMS AND CONDITIONS OF THOSE CERTAIN EASEMENTS RECORDED IN O.R.B. 4892, P.G. 3642 AND O.R.B. 6891, P.G. 1826 OF THE OFFICIAL RECORDS OF VOLUSIA COUNTY; (III) THE PLACEMENT AND MAINTENANCE OF SOD, LANDSCAPE PLANTS AND IRRIGATION LINES WITHIN THE EASEMENT AREA; OR (IV) NORMAL MAINTENANCE, SUCH AS MOWING, EDGING AND WEEDING.
- THIS PLAT IS SUBJECT TO CBL/BM PORT ORANGE WEST COMMUNITY DEVELOPMENT DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 6256, PAGE 3631, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- THE CBL/BM PORT ORANGE WEST COMMUNITY DEVELOPMENT DISTRICT MAY IMPOSE AND LEVY TAXES OR ASSESSMENTS, OR BOTH TAXES AND ASSESSMENTS, ON THIS PROPERTY. THESE TAXES AND ASSESSMENTS PAY THE CONSTRUCTION, OPERATION, AND MAINTENANCE COSTS OF CERTAIN PUBLIC FACILITIES AND SERVICES OF THE DISTRICT AND ARE SET ANNUALLY BY THE GOVERNING BOARD OF THE DISTRICT. THESE TAXES AND ASSESSMENTS ARE IN ADDITION TO COUNTY AND OTHER LOCAL GOVERNMENTAL TAXES AND ASSESSMENTS AND ALL OTHER TAXES AND ASSESSMENTS PROVIDED FOR BY LAW.

PREPARED BY:

SLIGER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

LICENSED BUSINESS CERTIFICATION #3019

3921 NOVA ROAD
PORT ORANGE, FL 32127

(386) 761-5385

www.sligerassociates.com

Copyright © 2019 Sliger & Associates, Inc.

SHEET 2 OF 2

SPRINGS AT PORT ORANGE

CITY OF PORT ORANGE - VOLUSIA COUNTY, FL

SUBDIVISION PLANS

OWNER:

CONTINENTAL 425 FUND LLC.
W134 N8675 EXECUTIVE PARKWAY
MENOMONEE FALLS, WI 53051
(262) 502-5500
CONTACT PERSON: ERIC E. THOM
e-mail: ethom@cproperties.com

CIVIL ENGINEER:

ZEV COHEN & ASSOCIATES, INC.
300 INTERCHANGE BLVD, SUITE C
ORMOND BEACH, FL 32174
(386) 677-2482
(386) 677-2505 (FAX)
CONTACT PERSON: HALUK KILIC, P.E.
e-mail: hkilic@zevcohen.com

SURVEYOR:

SLIGER & ASSOCIATES, INC.
3921 NOVA ROAD
PORT ORANGE, FL 32127
(386) 751-5385
(386) 760-0619 (FAX)
CONTACT PERSON: JOE ZAPERT
e-mail: jzapert@sligerassociates.com

GEOTECHNICAL ENGINEER:

UNIVERSAL ENGINEERING SCIENCES
911 BEVILLE RD., SUITE #3
SOUTH DAYTONA, FL 32119
(386) 756-1105
CONTACT PERSON: BRIAN POHL, P.E.
e-mail: bpohl@universalengineering.com

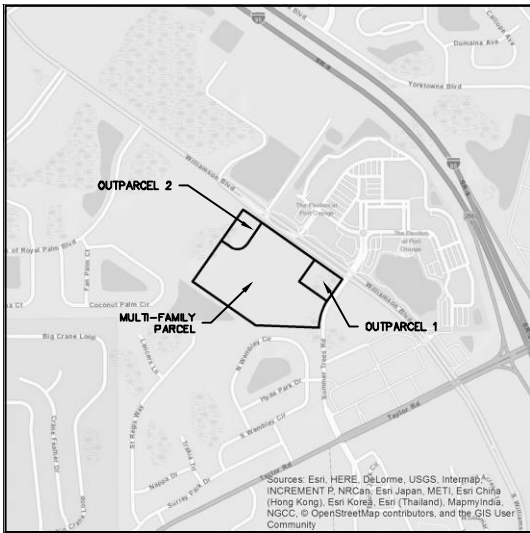
LANDSCAPE ARCHITECT:

ZEV COHEN & ASSOCIATES, INC.
300 INTERCHANGE BLVD, SUITE C
ORMOND BEACH, FL 32174
(386) 677-2482
(386) 677-2505 (FAX)
CONTACT PERSON: STEPHEN R. BURNS
e-mail: sburns@zevcohen.com

SITE INFORMATION:

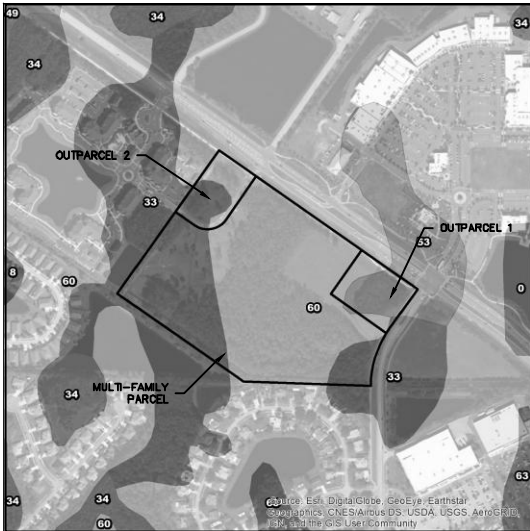
SITE ADDRESS:	5410 S WILLIAMSON BLVD, PORT ORANGE, FL 32128
TOTAL SUBDIVISION AREA:	± 29.51 ACRES
MULTI-FAMILY PROPERTY AREA:	± 24.71 ACRES
COMMERCIAL OUTPARCEL AREA #1:	± 2.54 ACRES
COMMERCIAL OUTPARCEL AREA #2:	± 2.26 ACRES
TAX PARCEL I.D. #:	6318-00-00-0010
EXISTING ZONING:	PC-A (PLANNED COMMUNITY-AGRICULTURAL)
PROPOSED ZONING:	PC-A (PLANNED COMMUNITY-AGRICULTURAL)
DISTRICT:	WORKPLACE DISTRICT
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	MULTI-FAMILY RESIDENTIAL AND COMMERCIAL
EXISTING FUTURE LAND USE:	PLANNED COMMUNITY
MINIMUM LOT SIZE:	¹ 1,800 SQ. FT. PER UNIT (MULTI-FAMILY), 30,000 SQ. FT (COMMERCIAL)
MINIMUM LOT WIDTH:	¹ 18 FT. PER UNIT (MULTI-FAMILY), 150 FT (COMMERCIAL)
MAXIMUM BUILDING HEIGHT:	¹ 50 FT (MULTI-FAMILY), 60 FT (COMMERCIAL) REQUIRED, 25 FT PROPOSED
MAXIMUM BUILDING COVERAGE:	50% (MULTI-FAMILY), 35% (COMMERCIAL)
MINIMUM OPEN SPACE:	40% REQUIRED (MULTI-FAMILY), 30% (COMMERCIAL)
COMMON OPEN SPACE:	1/3 OF MIN. OPEN SPACE REQUIRED, (MULTI-FAMILY), OR (COMMERCIAL)
SETBACKS:	
FRONT:	20 FT OR EQUAL TO RIGHT-OF-WAY LANDSCAPE BUFFER WIDTH REQUIRED, (MULTI-FAMILY), EQUAL TO RIGHT-OF-WAY LANDSCAPE BUFFER WIDTH (COMMERCIAL)
SIDE:	0 FT FOR ATTACHED UNITS, 15 FT BETWEEN BUILDINGS, 20 FT FOR PERIMETER (MULTI-FAMILY), 20 FT (COMMERCIAL)
REAR:	³ 25 FT (MULTI-FAMILY), 25 FT (COMMERCIAL)
REQUIRED LANDSCAPE BUFFER(S):	SOUTH: 20 FT REQUIRED, 50 FT & 100 FT PROVIDED WEST: 10 FT REQUIRED, 10 FT PROVIDED NORTH: 50 FT REQUIRED, 50 FT PROVIDED EAST: 20 FT REQUIRED, 20 FT PROVIDED
UTILITIES:	PROVIDED BY CITY OF PORT ORANGE
¹ ADDITIONAL HEIGHT FOR ARCHITECTURAL APPOINTMENTS AND OTHER STRUCTURES (INCLUDING CUPOLAS) MAY EXCEED A MAXIMUM OF TEN FEET ABOVE THE MAXIMUM BUILDING HEIGHT	
² APPLIES TO UNITS WITH INDIVIDUAL LOTS UNDER FEE SIMPLE OWNERSHIP	
³ MULTI-FAMILY BUILDINGS OF GREATER THAN 36 FEET IN HEIGHT SHALL HAVE A BUILDING SETBACK EQUAL TO OR GREATER THAN THE BUILDING HEIGHT, EXCEPT BEING A JAWDROPPED PROPERTY IS ZONED SINGLE FAMILY RESIDENTIAL, WHERE BUSH SETBACK SHALL BE EQUAL TO OR GREATER THAN THREE TIMES THE BUILDING HEIGHT (NOT INCLUDING ARCHITECTURAL APPOINTMENTS AS PERMITTED ABOVE)	

****NOTE: THE SITE PLAN APPROVAL WAS ISSUED SUBJECT TO THE ADMINISTRATIVE VARIANCE APPROVAL PURSUANT TO CH.9, ARTICLE II, SEC. 22.5 TO REDUCE THE NUMBER OF REQUIRED ON-SITE SPECIMEN TREES & CH.17, SECTION 26.5(c) TO REDUCE THE PERIMETER SIDE SETBACK FOR PARCEL#1/MULTI-FAMILY PARCEL ADJACENT TO LOT#3/OUTPARCEL #1 FROM 20FT TO 18FT (CASE NO. 18-9000000).****



VICINITY MAP

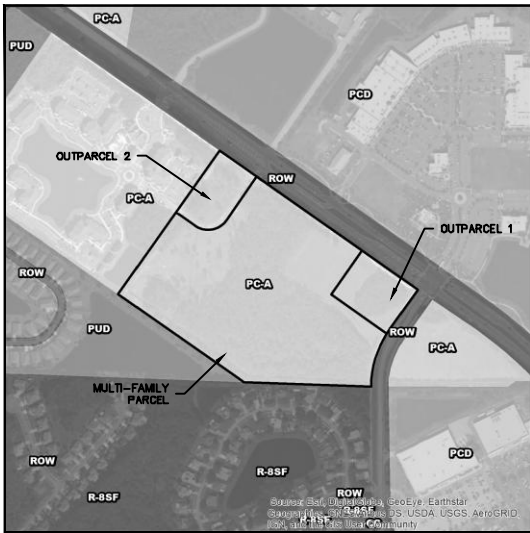
SCALE: 1" = 1000'



SOILS MAP

SCALE: 1" = 500'

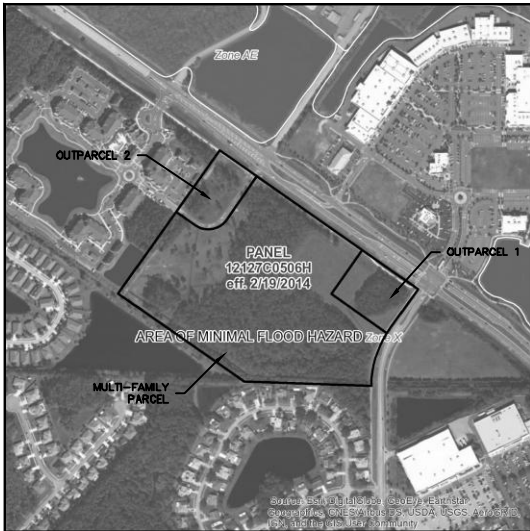
THE SITE LIES WITHIN THE FOLLOWING VOLUSIA COUNTY SOIL CLASSIFICATIONS:
0 - WATER; 5 - BASINGER FINE SAND, DEPRESSIONAL; 33 - MYAKKA FINE SAND, DEPRESSIONAL; 34 - MYAKKA ST. JOHNS COMPLEX; 49 - POMONA FINE SAND; 53 - POMPANA-PLACID COMPLEX; 60 - SMYRNA FINE SAND; 63 - TAVARES FINE SAND; 0 TO 5 PERCENT SLOPES



ZONING MAP

SCALE: 1" = 500'

CURRENT ZONING FOR THIS SITE IS: PC-A (PLANNED COMMUNITY-AGRICULTURAL)



FLOOD ZONE MAP

SCALE: 1" = 500'

THE PROPERTY LIES IN:
FLOOD ZONE X

SHEET INDEX:

C01 COVER SHEET
C02-C04 CONSTRUCTION NOTES
C05 DEMOLITION & EROSION CONTROL PLAN
C06 OVERALL DEVELOPMENT PLAN
C07-C13 CONSTRUCTION DETAILS

TP1-TP6 TREE PROTECTION PLAN & DETAIL

LEGAL DESCRIPTION:

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST, AND THAT PORTION OF THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 16 SOUTH, RANGE 32 EAST, ALL IN VOLUSIA COUNTY, FLORIDA, LYING SOUTHWESTERLY OF WILLIAMSON BOULEVARD (EAST COAST BELTLINE) AS RECORDED IN OFFICIAL RECORDS BOOK 3773, PAGE 0770 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND SOUTHERLY AND EASTERLY OF ROYAL PALM P.U.D. PHASE 1, AS RECORDED IN PLAT BOOK 48, PAGES 30-33, SAID PUBLIC RECORDS, AND NORTHWESTERLY OF SUMMERTREES ROAD, A 100 FOOT WIDE RIGHT OF WAY PER OFFICIAL RECORDS BOOK 0112, PAGE 1198, SAID PUBLIC RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 18, THENCE N87°37'06"W ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 18, A DISTANCE OF 382.00 FEET TO THE WESTERLY LINE OF SUMMERTREES ROAD, A 100 FOOT WIDE RIGHT OF WAY AS DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 0112, PAGE 1198, SAID PUBLIC RECORDS; THENCE CONTINUE N87°37'06"W ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 18, A DISTANCE OF 732.97 FEET TO THE NORTHEASTERLY BOUNDARY LINE OF SAID ROYAL PALM P.U.D. PHASE 1; THENCE ALONG SAID NORTHEASTERLY BOUNDARY LINE, N54°49'14"W, 2017.53 FEET, THENCE CONTINUE ALONG THE BOUNDARY LINE OF SAID ROYAL PALM P.U.D. PHASE 1, N35°10'46"E, 1000.00 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID WILLIAMSON BOULEVARD, THENCE DEPARTING SAID BOUNDARY LINE OF ROYAL PALM P.U.D. PHASE 1, S54°49'02"E ALONG SAID SOUTHWESTERLY RIGHT OF WAY LINE OF WILLIAMSON BOULEVARD, 2520.99 FEET TO THE WESTERLY LINE OF SAID SUMMERTREES ROAD; THENCE DEPART THE SOUTHWESTERLY LINE OF SAID WILLIAMSON BOULEVARD S35°08'13"W ALONG THE WESTERLY LINE OF SAID SUMMERTREES ROAD, 254.07 FEET TO THE BEGINNING OF A CURVE, CONCAVE EASTERLY, HAVING A CENTRAL ANGLE OF 35°33'29" AND RADIUS OF 600.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID WESTERLY LINE OF SUMMERTREES ROAD, 372.36 FEET TO THE POINT OF BEGINNING.
LESS AND EXCEPT:
A PORTION OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 16 SOUTH, RANGE 33 EAST AND THAT PORTION OF THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 16 SOUTH, RANGE 32 EAST, ALL IN VOLUSIA COUNTY, FLORIDA, LYING SOUTHWESTERLY OF WILLIAMSON BOULEVARD (EAST COAST BELTLINE) AS RECORDED IN OFFICIAL RECORDS BOOK 3773, PAGE 0770 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AND SOUTHERLY AND EASTERLY OF ROYAL PALM P.U.D. PHASE 1, AS RECORDED IN PLAT BOOK 48, PAGES 30-33, SAID PUBLIC RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 18, THENCE N87°37'06"W ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 18, A DISTANCE OF 1084.97 FEET TO THE NORTHEASTERLY BOUNDARY LINE OF SAID ROYAL PALM P.U.D. PHASE 1, THENCE ALONG SAID NORTHEASTERLY BOUNDARY LINE, N54°49'14"W, 847.03 FEET TO THE POINT OF BEGINNING; THENCE ALONG SAID NORTHEASTERLY BOUNDARY LINE, N54°49'14"W, 1170.50 FEET; THENCE CONTINUE ALONG THE BOUNDARY LINE OF SAID ROYAL PALM P.U.D. PHASE 1, N35°10'46"E, 1000.00 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID WILLIAMSON BOULEVARD; THENCE DEPARTING SAID BOUNDARY LINE OF ROYAL PALM P.U.D. PHASE 1, S54°49'02"E ALONG SAID SOUTHWESTERLY RIGHT OF WAY LINE OF WILLIAMSON BOULEVARD, 1170.50 FEET; THENCE DEPART THE SOUTHWESTERLY LINE OF SAID WILLIAMSON BOULEVARD S35°10'46"W, 999.93 FEET TO THE TO THE POINT OF BEGINNING.

PROJECT DESCRIPTION:

SUBDIVISION CONSISTING OF 24.71 AC MULTI-FAMILY PROPERTY (PARCEL-1), 2.54 AC COMMERCIAL OUTPARCEL (PARCEL-2), AND 2.26 AC COMMERCIAL OUTPARCEL (PARCEL-3) WITH A SHARED MASTER STORMWATER POND.

MANDATORY PRE-CONSTRUCTION MEETING NOTE:

NO CONSTRUCTION ON THE PROPOSED PORTIONS OF THIS PROJECT MAY COMMENCE UNTIL A MANDATORY PRE-CONSTRUCTION MEETING IS HELD WITH THE CITY.



CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

NO.	DATE	SUBMITTALS	REVISIONS
1	02/15/2014	SUBDIVISION PLAN AND PLAN SUBMITTAL	
2	02/15/2014	REVISIONS TO SUBDIVISION PLAN AND PLAN SUBMITTAL	
3	02/15/2014	REVISIONS TO SUBDIVISION PLAN AND PLAN SUBMITTAL	

SPRINGS
AT PORT ORANGE
SUBDIVISION PLANS
COVER SHEET

PROJECT NO:	ZC-1106/
DESIGNED BY:	HL
DRAFTED BY:	HR
CHECKED BY:	HL
UNAWING FILE:	C01-17007_COV.DWG
DATE:	1/06/13
SCALE:	AS SHOWN
SHEET:	C01 OF 13

- GENERAL NOTES:**
- ALL DISTURBED AREAS SHALL BE SODDED OR SEEDED AND MULCHED.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING ALL ELEVATIONS OF EXISTING UTILITIES SHOWN OR NOT SHOWN PRIOR TO CONSTRUCTION AND FOR NOTIFYING THE VARIOUS UTILITY COMPANIES TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION, DISRUPTION OF SERVICE OR CLARIFICATION OF ACTIVITY REGARDING SAID UTILITY. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN CROSSING AN UNDERGROUND UTILITY. WHEN LOCATED, UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY DURING RELOCATION. OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF DAMAGES TO EXISTING UTILITIES.
 - ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS.
 - THE LENGTH OF ALL DRAINAGE PIPES AND LOCATION OF ALL DRAINAGE STRUCTURES ARE APPROXIMATE. THE LOCATION OF THE DRAINAGE STRUCTURES SHALL DETERMINE THE LENGTH OF PIPE.
 - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE AN "AS-BUILT" SURVEY OF THE COMPLETED CONSTRUCTION. THE "AS-BUILT" SURVEY SHALL BE PREPARED IN ACCORDANCE WITH APPROPRIATE GOVERNMENTAL REGULATIONS AND SHALL BE SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR.
 - THE CONTRACTOR SHALL MAINTAIN, AT THE JOB SITE, A RECORD COPY OF ALL CONSTRUCTION DRAWINGS AND SPECIFICATIONS ON WHICH ALL FIELD CHANGES ARE TO BE SHOWN. THESE CHANGES ARE TO BE INCORPORATED IN THE "AS-BUILT" SURVEY FURNISHED TO THE ENGINEER.
 - CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL REQUIRED PERMITS THE CONTRACTOR SHALL MAINTAIN COPIES OF ALL RELEVANT PERMITS AVAILABLE ON THE JOB SITE AT ALL TIMES.
 - PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION COMPANIES TO DETERMINE THE TYPE AND LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA OF CONSTRUCTION.
 - ELECTRIC AND TELEPHONE SERVICES TO BE UNDERGROUND PER CITY OF DAYTONA BEACH LAND DEVELOPMENT CODE.
 - OPERATION AND MAINTENANCE OF THE STORMWATER SYSTEM WILL BE PROVIDED BY THE OWNER OF PROPERTY.
 - MAINTENANCE IS TO INCLUDE:
 - BI-WEEKLY MOWING OF SIDESLOPES FOR VEGETATION CONTROL.
 - QUARTERLY INSPECTION AND/OR CLEANING OF CATCH BASINS TO KEEP FREE OF SAND AND DEBRIS.
 - ALL DISTURBED AREAS SHALL HAVE GRASS/VEGETATION ESTABLISHED PRIOR TO THE INSPECTION FOR THE CERTIFICATE OF OCCUPANCY TO THE SATISFACTION OF THE OWNER, THE GOVERNMENTAL AGENCY AND THE ENGINEER OF RECORD.
 - CONTACT THE TECHNICAL SERVICES BUREAU TO DETERMINE THE INSPECTIONS NEEDED FOR THIS FACILITY.
 - ALL REQUIRED FIRE LINES AND FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE START OF CONSTRUCTION.
 - DURING CONSTRUCTION, AN ALL-WEATHER ACCESSIBLE ROADWAY SHALL BE MAINTAINED AT ALL TIMES FOR FIRE APPARATUS.
 - NOTIFY THE CITY OF PORT ORANGE 48 HOURS PRIOR TO THE START OF CONSTRUCTION AT 386-756-5366. PLEASE SEND COPY OF ALL TESTING REPORTS, EXCEPT STRUCTURAL, TO THE ENGINEERING DIVISION.
 - ALL CONSTRUCTION SHALL COMPLY WITH THE STANDARD CONSTRUCTION DETAILS AS ADOPTED BY RESOLUTION OF THE CITY COUNCIL. ANY DEVIATION FROM THE ADOPTED STANDARDS SHALL BE CLEARLY NOTED AS SUCH IN ALL PLANS AND SPECIFICATIONS. IF INADVERTENT DEVIATIONS IN PLANS ARE NOT SO NOTED, ADOPTED STANDARDS SHALL APPLY.
 - THE VERTICAL DATUM FOR THIS PROJECT REFER TO NAVD 1988

CONTRACTOR REQUIREMENTS FOR SITE CLEARING, GRADING, AND EROSION CONTROL DESIGN AND CONSTRUCTION NOTES:

THE FOLLOWING MEASURES REPRESENT MINIMUM STANDARDS TO BE ADHERED TO BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION OF A PROJECT. THE CITY RESERVES THE RIGHT TO REQUIRE ADDITIONAL MEASURES TO BE EMPLOYED WHEN WARRANTED BY EXTREME CONDITIONS AND/OR THE FAILURE OF THE CONTRACTOR TO EMPLOY THE APPROPRIATE EROSION CONTROL BEST MANAGEMENT PRACTICES. FAILURE TO COMPLY WITH THESE PROVISIONS SHALL RESULT IN THE ISSUANCE OF A "STOP WORK ORDER".

NO DISRUPTION OF PROPOSED CONSERVATION EASEMENTS, NATURAL BUFFERS, OR WATER BODIES IS PERMITTED. THE CONTRACTOR SHALL LOCATE THESE AREAS ON SITE AND BARRICADE THEM TO AVOID ANY UNAUTHORIZED CLEARING, BARRICADES AND LOCATED AT THE DRIP LINE OF EXISTING NATIVE TREES OR AT THE EDGE OF THE NATIVE UNDER- STORY HABITAT, WHICHEVER IS NEAREST TO THE CONSTRUCTION ACTIVITY.

1. SPECIMEN AND HISTORIC TREES, CONSERVATION EASEMENTS, NATURAL VEGETATION BUFFERS, AND SIMILAR AREAS MUST BE PROTECTED BY BARRICADES OR FENCING PRIOR TO CLEARING. BARRICADES ARE TO BE SET AT THE DRIP LINE OF THE TREES AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. BARBED WIRE IS NOT PERMITTED AS A PROTECTIVE BARRIER.

2. WHERE A CHANGE OF GRADE OCCURS AT THE DRIP LINE OF A SPECIMEN TREE, SILT FENCES WILL BE REQUIRED DURING CONSTRUCTION AND RETAINING WALLS SHALL BE INSTALLED PERMANENTLY.

3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL PROTECTIVE VEGETATION BARRICADES AND EROSION CONTROL STRUCTURES AND MEASURES IN PLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORK INCLUDING PRELIMINARY GRUBBING. THESE MEASURES INCLUDE, BUT ARE NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCES, SYNTHETIC JUTE BALES, WATTLE, &/OR HAVE BEST MANAGEMENT PRACTICES (BMP'S) AS REQUIRED. SILT FENCES, TURBIDITY BARRIERS, FURTHER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EROSION CONTROL DEVICES THROUGHOUT THE DURATION OF THE ENTIRE PROJECT. MAINTENANCE SHALL INCLUDE PERIODIC INSPECTION AND REMOVAL OF DEBRIS ABUTTING EROSION CONTROL DEVICES AS SPECIFICALLY IDENTIFIED IN CHAPTER 1, ARTICLE 1, SECTION 5 OF THE LAND DEVELOPMENT CODE.

4. PRIOR TO THE INSTALLATION OF ANY FILL MATERIALS ON SUBJECT SITE, SILT FENCES SHALL BE INSTALLED (1) ALONG SUBJECT SITE BOUNDARY AND PROPERTY LINES, (2) AT THE EDGE OF CONSERVATION EASEMENTS AND WETLANDS, (3) ADJACENT TO NATURAL LANDSCAPE BUFFERS, (4) AROUND THE PERIMETER OF EXISTING STORM WATER TREATMENT FACILITIES, AND (5) AT ANY ADDITIONAL AREAS THAT THE CITY DEEMS NECESSARY TO BE PROTECTED FROM EROSION. DURING CONSTRUCTION, THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 25 FEET OF ANY OF THE AFORESAID LOCATIONS. WHILE THESE ITEMS REPRESENT THE MINIMUM REQUIREMENTS, THE CITY RESERVES THE RIGHT TO IMPROVE ADDITIONAL PROTECTIVE MEASURES, AS DEEMED NECESSARY. SITE VISITS CONDUCTED AS PART OF THE STANDARD REVIEW OF THE SITE-SPECIFIC ABC CLEARING PERMIT APPLICATION AND THROUGHOUT PROJECT CONSTRUCTION.

5. WHERE FILL MATERIAL IS INTENDED TO BE INSTALLED ADJACENT TO EXISTING VEGETATION WHICH IS INTENDED TO REMAIN NATURAL, THE CONTRACTOR MAY INSTALL SILT FENCING AS A TREE PROTECTION MEASURE, IN LEU OF INSTALLING EITHER ORANGE MESH FENCING OR GRASS MATS. THE CONTRACTOR SHALL ADVISE THE CITY. IF THE SILT FENCE FAILS TO PROVIDE ADEQUATE PROTECTION FROM IMPACT DUE TO CONSTRUCTION, THEN ADDITIONAL CONSTRUCTION FENCING OR WOOD BRACING SHALL BE REQUIRED.

6. AT A MINIMUM, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. SUFFICIENT GRASS COVERAGE IS TO BE ESTABLISHED WITHIN TWO WEEKS.

7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR THROUGH SCHEDULING, TO MINIMIZE THE DISTURBANCE OF SITE AREAS THAT HAVE BEEN BROUGHT TO THEIR PROPOSED FINAL GRADE, WITHIN SEVEN (7) DAYS OF BRINGING TO SUBSIAL GRADE OR ARE INACTIVITY IN CONSTRUCTION, THE CONTRACTOR SHALL INSTALL SEED AND MULCH OR SOD, AS REQUIRED.

8. FOR INDIVIDUAL CONSTRUCTION PROJECTS INVOLVING MULTIPLE PHASES, (PHASING IS REQUIRED FOR SITES 30 ACRES AND LARGER) UPON COMPLETION OF EACH PHASE OF THE PROJECT, SEEDING AND MULCHING AND / OR SODDING IS TO BE PERFORMED PRIOR TO COMMENCING THE NEXT PHASE OF CONSTRUCTION.

9. ONCE AN AREA IS SEEDED OR SODDED, IT MUST BE MAINTAINED BY THE CONTRACTOR TO ALLOW THE GRASS TO BECOME ESTABLISHED. IF THE GRASS IS NOT ESTABLISHED WITHIN TWO WEEKS THE CITY MAY REQUIRE THE CONTRACTOR TO RE-SEED OR A NON-VEGETATIVE OPTION MAY BE EMPLOYED.

10. ANY BURNING OF CLEARED MATERIALS MUST BE INSPECTED AND PERMITTED ON A DAILY BASIS CONTACT THE FIRE MARSHALL AT 756-5401 PRIOR TO EACH DAY OF DESIRED BURNING.

12. ABSOLUTELY NO BURYING OF LEASTED MATERIALS IS PERMITTED.

13. THE REMOVAL OF ALL VEGETATION AND TOPSOIL ON THE FUTURE ROADWAY, PARKING AND BUILDING LOT AREAS IS REQUIRED TO BE COMPLETED PRIOR TO THE PLACEMENT OF FILL ON THOSE AREAS. THE TOPSOIL MAY BE TEMPORARILY STOCKPILED AND USED AS TOPSOIL OVER OVER PROPOSED GREEN AREAS SUCH AS PLANT BEDS, SODDED AREAS, AND WHERE TREES ARE TO BE INSTALLED OR RELOCATED.

14. A SIGNED, DATED, AND SEALED LETTER FROM A SOILS ENGINEER OR THE ENGINEER OF RECORD CERTIFYING THAT THE AREAS TO BE FILLED HAVE BEEN STRIPPED OF ORGANIC MATERIALS, MUST BE SUBMITTED TO THE CITY PRIOR TO FILLING.

15. FILL MATERIAL IS TO BE PLACED IN ONE FOOT LIFTS AND COMPACTED TO THE APPROPRIATE DENSITY (98% FOR PAVED AREAS AND 95% FOR BUILDING PADDS AND ALL OTHER AREAS AS PER AASHTO T-180).

16. DURING SUBDIVISION DEVELOPMENT WHEN FUTURE BUILDING LOTS ARE FILLED AS PART OF THE OVERALL SUBDIVISION IMPROVEMENTS, COMPACTION TEST REPORTS MUST BE PERFORMED ON THE BUILDING LOTS AT 300 FOOT INTERVALS. THESE TESTS ARE TO BE PERFORMED IN ONE-FOOT VERTICAL INCREMENTS. THE RESULTS OF THESE TESTS ARE TO BE SUBMITTED TO THE CITY UPON COMPLETION OF THE TESTS.

17. IF ANY MUCK MATERIAL IS DISCOVERED, IT SHALL BE REQUIRED TO BE REMOVED AND REPLACED WITH A SUITABLE MATERIAL THAT IS PROPERLY BACKFILLED, COMPACTED AND TESTED USING AASHTO T-180 MODIFIED PROCTOR METHOD

18. STOCKPILING IS NOT GENERALLY PERMITTED BY THE CITY. WHEN ALLOWED, STOCKPILES SHALL NOT EXCEED SIX FEET IN HEIGHT MEASURED FROM THE MINIMUM GRADE AT A MINIMUM DISTANCE OF 10 FEET FROM ANY FUTURE ROADWAY OR EXCESS OF TWENTY DAYS SHOULD BE SEEDED AND MULCHED IMMEDIATELY UPON PLACEMENT OF THE FILL.

19. SOILS ARE TO BE STABILIZED BY WATER OR OTHER MEANS DURING CONSTRUCTION. THIS IS INTENDED TO REDUCE SOIL EROSION AND THE IMPACT TO NEIGHBORING COMMUNITIES. ADEQUATE WATERING METHODS SHOULD BE EMPLOYED TO COVERAGE OF THE ENTIRE AREA. METHODS TO BE EMPLOYED INCLUDE, BUT ARE NOT LIMITED TO, WATER TRUCKS, PERMANENT VEGETATIVE COVER, METHODS TO BE EMPLOYED INCLUDE, BUT ARE NOT LIMITED TO, WATER TRUCKS, PERMANENT IRRIGATION SYSTEMS, TEMPORARY SPRINKLER SYSTEMS OPERATED BY PUMPING UNITS CONNECTED TO WET RETENTION PONDS, TEMPORARY IRRIGATION SYSTEMS MOUNTED AT STOCKPILE AREAS, AND OTHER METHODS AS DEEMED NECESSARY BY THE CITY.

20. ALL FILL MATERIALS LOCATED BENEATH STRUCTURES AND PAVEMENT SHALL CONSIST OF CLEAN GRANULAR SAND FREE FROM ORGANICS AND SIMILAR MATERIAL THAT COULD DECOMPOSE.

21. ALL FILL TO BE PLACED IN LANDSCAPED AREAS SHALL HAVE A PH RANGE BETWEEN 5.5 AND 7.5, BE ORGANIC IN NATURE, FREE OF ROCKS AND DEBRIS, OR MATCH NATIVE EXISTING SOILS

STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES:

ALL MATERIALS AND INSTALLATION METHODS USED FOR LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS FOR SUBDIVISIONS AND SITE PLANS SHALL BE IN CONFORMANCE WITH THE CITY, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND THE FOOT ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION).

- ALL STORM SEWERS AND CULVERTS LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE A MINIMUM OF CLASS III REINFORCED CONCRETE. PIPE, OUTSIDE OF ROADWAY EASEMENTS AND R.O.W., PIPE MAY BE MADE OF ALTERNATE MATERIALS INCLUDING:
 - A. SMOOTH INNER WALL HIGH DENSITY POLYETHYLENE (HDPE) IN ACCORDANCE WITH AASHTO M-294, AASHTO M-7, ASTM D3550 AND ASTM D2412 FOR SIZES UP TO 42" IN DIAMETER.
 - B. PVC IN ACCORDANCE WITH THE PROVISION NOTED IN THE "SEWER DETAILS" IN THESE SPECIFICATIONS.
- ALL STORM SEWER PIPE JOINTS LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE ENTIRELY WRAPPED WITH FILTER FABRIC WITH A MINIMUM WIDTH OF 24" AND A MINIMUM OF 24" OVERLAP. SECURED WITH PLASTIC OR STAINLESS BANDS. GASKETS ARE NOT PERMITTED AS AN EQUIVALENT SUBSTITUTE FOR MEETING THIS REQUIREMENT. THIS PRACTICE IS ENCOURAGED ON PRIVATE SITES. ADDITIONALLY, ALL JOINTS SHALL BE RUBBER GASKETED FOR BOTH ROUND AND ELLIPTICAL PIPE.
- DEPTH OF COVER MEASURED TO THE TOP OF PIPE (NOT INCLUDING THE BELL JOINT) SHALL BE A MINIMUM OF 1 FOOT. DEVIATION FROM THIS REQUIREMENT MAY BE ALLOWED BY INCREASING THE PIPE'S STRUCTURAL CAPACITY. THIS DEVIATION MUST BE SPECIFIED ON THE PLANS APPROVED FOR CONSTRUCTION AND SUBSEQUENTLY REFLECTED ON THE SHOP DRAWINGS AND AS-BUILT PLANS.
- ALL STORM DRAINAGE PIPES LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE A MINIMUM OF FIFTEEN INCH (15") DIAMETER OR EQUIVALENT AND BE DESIGNED FOR A MINIMUM OF A TWENTY-FIVE (25) YEAR STORM OF TWENTY-FOUR (24) HOUR DURATION. STORM DRAINAGE PIPES SMALLER THAN 15" ARE PERMITTED ON PRIVATE SITE PLANS PROVIDING THAT MAINTENANCE SHALL BE PERFORMED BY THE OWNER.
- STORM INLETS, MANHOLES, AND CATCH BASINS SHALL BE EITHER POURED IN PLACE OR PRECAST REINFORCED CONCRETE. STRUCTURE CHANGE OF SIZE OR CHANGE AT EACH CHANGE IN PIPE DIRECTION. ALL STRUCTURES SHALL BE IN COMPLIANCE WITH ASTM C-478 AND SHALL HAVE 6" THICK WALLS. 6" THICK WALLS MAY BE PERMITTED PROVIDING THAT THE PLANS SPECIFY INCREASED REINFORCEMENT IN ACCORDANCE WITH FOOT STANDARD INDEX NO. 201 IN ADDITION, THIS REQUIREMENT MUST BE REFLECTED ON BOTH THE SHOP DRAWING AND AS-BUILT PLANS.
- STORM INLETS SHALL BE SPACED IN SUCH A MANNER AS TO ACCEPT ONE HUNDRED (100) PERCENT OF THE DESIGN STORM RUNOFF WITHOUT IMPEDING THE FLOW OF TRAFFIC. FOR ROADWAY SITES WITH DESIGN SPEEDS OF 40 MPH AND LESS AND WITHOUT FULL WIDTH SHOULDERS, SPREAD RESULTING FROM A RAINFALL INTENSITY OF FOUR INCHES (4") PER HOUR SHALL NOT EXCEED ONE-HALF OF THE TRAVEL LANE ADJACENT TO THE CUTTER FOR SITE PLANS. INLET SPACING SHALL BE DESIGNED TO ACCEPT ONE HUNDRED (100) PERCENT OF THE RUNOFF FROM A RAINFALL INTENSITY OF FOUR INCHES (4") PER HOUR WITHOUT RESULTING IN PONDS OF WATER AROUND THE INLET.
- RETENTION AREA WATER DEPTHS SHALL BE FOUR FEET(4") MINIMUM TO TWELVE FEET(12") MAXIMUM, MEASURED FROM THE N.W.L. (NORMAL WATER LEVEL).
- FOR CONNECTIONS BETWEEN INLETS WITH PIPING 15" IN DIAMETER AND LARGER, THE MAXIMUM DISTANCES BETWEEN INLETS AND / OR CLEAN-OUT JUNCTION BOXES SHALL BE 300 FEET. CULVERTS SHALL BE SLOPED TO MAINTAIN A MINIMUM SELF-CLEANING VELOCITY OF 3 FEET PER SECOND USING A MANNING'S 'N' OF 0.012. SPACING FOR CLEAN-OUTS AND INLETS FOR SMALLER PIPING SHALL BE REDUCED AND EVALUATED ON A CASE BY CASE BASIS.
- THE MAXIMUM PERMISSIBLE SLOPE OF ANY NEW SITE GRADING IS 3:1 (HORIZONTAL:VERTICAL). THIS LIMIT SHALL BE APPLIED TO ALL AREAS EXCEPT STORMWATER CONVEYANCE AND TREATMENT SYSTEMS WHICH HAVE A MAXIMUM SLOPE OF 4:1 (EXCEPT BELOW THE WATER TABLE WHERE SHARPER SLOPES ARE PERMISSIBLE).
- PIPED STORMWATER SYSTEMS SHALL HAVE A MINIMUM DRAINAGE MAINTENANCE EASEMENT WIDTH OF 20 FEET, AND MAY BE INCREASED DEPENDING UPON THE SIZE AND DEPTH OF PIPE.
- CONCRETE EROSION CONTROL MUST BE PROVIDED WHERE SWALES OR CULVERTS INTERCEPT DRAINAGE DITCHES.
- LAKE INFLOW AND OUTLET STRUCTURES SHALL GENERALLY BE CONSTRUCTED WITH REINFORCED CONCRETE AND SHALL BE SUBJECT TO THE APPROVAL OF THE CITY SKIMMERS FOR WET PONDS SHALL BE CONSTRUCTED SUCH THAT THE BOTTOM EXTENDS 6" BELOW THE NORMAL WATER LEVEL AND 6" ABOVE THE OVERFLOW. FOR DRY PONDS, THE SKIMMER BOTTOM SHALL BE SET 6" BELOW THE LOWEST OVERFLOW ELEVATION AND 6" ABOVE THE HIGHEST POINT OF OVERFLOW. ALL SKIMMERS SHALL BE CONSTRUCTED OF MINIMUM 1/4" THICK ALUMINUM OR FIBERGLASS ADEQUATELY SUPPORTED TO PREVENT DEFLECTION.
- SOIL EROSION CONTROL MEASURES, SATISFACTORY TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT AND THE CITY, SHALL BE EMPLOYED DURING CONSTRUCTION.
- THE CITY MAY REQUEST THAT THE DEVELOPER SUBMIT A REPORT BY A QUALIFIED HYDROLOGIST ON THE IMPACT THE LAKE WILL HAVE ON NEIGHBORING WATER TABLE ELEVATIONS BOTH DURING CONSTRUCTION AND AFTER LAKE COMPLETION. THE CITY MAY REQUIRE GROUNDWATER MONITORING DURING THE LAKE EXCAVATION.
- ADEQUATE MAINTENANCE EASEMENTS OR RIGHTS-OF-WAY AS APPROVED BY THE CITY SHALL BE PROVIDED AROUND THE ENTIRE PERIMETER AND ASSOCIATED OUTFALLS DISCHARGING INTO AND OUT OF LAKES. APPLICABLE CROSS SECTIONS SHALL BE INCLUDED ON FINAL DEVELOPMENT PLANS.
- DEVELOPMENT PLANS FOR ALL STORMWATER MANAGEMENT SYSTEMS SHALL CONTAIN POP-OFF DATA (OVERFLOW), BOTTOM ELEVATION, NORMAL WATER LEVELS, MEAN ANNUAL SEASONAL HIGH WATER TABLE ELEVATION, TREATMENT VOLUME AND CORRESPONDING ELEVATION, 100 YEAR HIGH WATER LEVELS, AND THE DESIGN TAILWATER ELEVATION (IF APPLICABLE).
- IN GENERAL, ALL RETENTION / DETENTION SITES MUST BE CONSTRUCTED ON ALL PROJECTS PRIOR TO ANY ROAD, PARKING LOT, OR BUILDING CONSTRUCTION OR AS CURRENT PERMIT CONDITIONS REQUIRE. SEWER AND WATER MAINS MAY BE INSTALLED PRIOR TO RETENTION/DETENTION SITE CONSTRUCTION IF DETERMINED IS NOT REQUIRED.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ANY AND ALL DEWATERING PERMITS THATMAY BE REQUIRED.
- WHEN CULVERTS ARE INSTALLED TO MAINTAIN THE FLOW OF EXISTING DRAINAGE WAYS WHERE NEWLY PROPOSED ROADS WOULD OTHERWISE SEVER THE DRAINAGE WAY, THEN CULVERTS CROSSING RIGHTS-OF-WAY SHALL EXTEND FROM RIGHT-OF-WAY LINE TO RIGHT-OF-WAY LINE UNDER THE ROADWAY. CULVERTS SHALL BE DESIGNED TO ACCOMMODATE THE YEAR - 24 HOUR STORM EVENT WITHOUT FLOODING ADJACENT PROPERTY OR SURCHARGING THE SAID ROADWAY.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW AND MAINTAIN A COPY OF THE SURVAY PERMIT AND THE NPDES PERMIT AT THE CONSTRUCTION SITE, AND ABIDE BY ALL CONDITIONS OF THE PERMIT.
- LANDSCAPE PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS.
- SPECIFY MAXIMUM UN-GRASSED AREA AFTER 30 DAYS GROW IN PERIOD AS 4 SQ. FT.

ROADWAY AND PARKING AREA DESIGN AND CONSTRUCTION NOTES:

ALL MATERIALS AND INSTALLATION METHODS USED FOR LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS FOR SUBDIVISIONS AND SITE PLANS SHALL BE IN CONFORMANCE WITH THE CITY, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND THE FOOT ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION).

- ALL RIGHT-OF-WAY OTHER THAN ROADWAY AREAS SHALL BE GRASSED AND MULCHED OR SODDED. ALL SLOPES STEEPER THAN 6:1 SHALL REQUIRE SODDING. THE CITY RESERVES THE RIGHT TO REQUIRE SODDING IN SPECIAL AREAS WHERE EROSION IS A CONCERN.
- THE FOLLOWING WILL BE THE STANDARD PROTECTION FOR DITCHES UNLESS DRAINAGE CALCULATIONS INDICATE OTHERWISE:

SWALE PROFILE GRADES	PROTECTION REQUIRED
0.2 % TO 1.0 %	GRASSING AND MULCHING
1.0 % TO 4.0 %	SODDING
4.0 % AND GREATER	DITCH PAVING
- THE PAVEMENT, BASE, AND SUBBASE THICKNESS PRESENTED ON DETAILS REPRESENTS THE MINIMUM REQUIREMENTS FOR LOCAL PUBLIC STREETS AND PRIVATE PARKING LOTS. THE CITY RESERVES THE RIGHT AT ITS DISCRETION TO INCREASE THESE REQUIREMENTS FOR COLLECTOR AND ARTERIAL ROADWAYS AND PRIVATE PARKING LOTS SUBJECT TO HEAVY VEHICULAR COMMERCIAL TRAFFIC.
- THE DEVELOPER SHALL PROVIDE AT THEIR OWN EXPENSE A CERTIFIED SOILS ENGINEERING LABORATORY TO PERFORM ALL FIELD AND LABORATORY TESTING REQUIRED TO VERIFY THAT THE CONSTRUCTION IS IN COMPLIANCE WITH THE CITY'S MINIMUM STANDARDS. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO ENSURE THAT COPIES OF ALL TEST REPORTS ARE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO THE PROJECT FINAL INSPECTION IN ORDER TO ALLOW PROJECT ACCEPTANCE BY THE CITY.
- THE LIMITS OF STABILIZED SUBBASE SHALL EXTEND TO A DEPTH OF SIX INCHES (6") BELOW THE BOTTOM OF THE BASE AND OUTWARD TO TWELVE INCHES (12") BEYOND THE CURB.
- THE STABILIZING MATERIAL, IF REQUIRED, SHOULD BE A HIGH BEARING VALUE SOL, SAND-CLAY, LIMEROCK, OR RECYCLED CONCRETE, SELL, OR OTHER MATERIAL AS APPROVED BY THE CITY'S DESIGNATED SITE INSPECTOR AND A LICENSED SOILS ENGINEER.
- THE SUBBASE SHALL BE STABILIZED NOT LESS THAN FORTY (40) POUNDS LIMEROCK BEARING RATIO (LBR) TO A 6" MINIMUM DEPTH, A COMPACTION OF NO LESS THAN NINETY-EIGHT (98 %) PERCENT DENSITY BASED ON AASHTO T-180 SHALL BE REQUIRED.
- FOR ROADWAYS, TESTS FOR SUBBASE BEARING CAPACITY AND COMPACTION SHALL BE DONE AT A MINIMUM OF EVERY 300 FEET AND SHALL BE STAGGERED TO THE LEFT, RIGHT, AND AT CENTER LINE OF THE ROADWAY FOR SITE PLANS. TEST SHALL BE PERFORMED FOR EVERY 600 SQUARE YARDS OF STABILIZED AREA, OR PORTIONS THEREOF.
- BASES FOR ALL STREETS SHALL HAVE A MINIMUM SIX INCH (6") DEPTH. SOL CEMENT BASES SHALL HAVE A STRENGTH OF 350 POUNDS PER SQUARE INCH AT 7 DAYS COMPACTED TO 98% DENSITY PER AASHTO T-99. STANDARD PROCTOR TEST IN CONFORMANCE WITH SECTION 270 OF STANDARD F.D.O.T. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION). RECYCLED CONCRETE OR LIMEROCK BASES SHALL BE COMPACTED TO 98% MAXIMUM DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
- SOIL CEMENT AND RECYCLED CONCRETE MIX DESIGNS SHALL BE SUBMITTED BY A LICENSED SOILS ENGINEER TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO THE START OF SUBBASE PREPARATION. ALL MIX DESIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
- CEMENT DELIVERY TICKETS SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR AT THE TIME OF PLACEMENT. IF THE INSPECTOR IS NOT ON SITE THROUGHOUT THE ENTIRE INSTALLATION, ACCUMULATED DELIVERY TICKETS CAN BE PROVIDED TO THE INSPECTOR BY THE CONTRACTOR ON THE FOLLOWING DAY.
- TESTING OF THE IN-PLACE BASE SHALL BE DONE AT INTERVALS EQUIVALENT TO SUBGRADE TESTING AND SHALL CONSIST OF, AS A MINIMUM, A MOISTURE CONTENT AND COMPACTION TEST.

ROADWAY AND PARKING AREA DESIGN AND CONSTRUCTION NOTES: (CONT.)

- PORTLAND CEMENT CONCRETE, LIMEROCK, RECYCLED CONCRETE, OR FULL DEPTH ASPHALT PAVEMENT MAY BE USED IN PLACE OF SOIL CEMENT BASE. ALL BASE AND ROADWAY DESIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
- SOIL CEMENT BASE MATERIAL CONSTRUCTION SHALL BE CONTINUOUSLY SUPERVISED BY A SOILS TESTING LABORATORY AT THE DEVELOPER'S EXPENSE. THE TESTING LABORATORY SHALL PROVIDE AN ON-SITE TECHNICIAN CERTIFIED IN THE INSTALLATION OF SOIL CEMENT WITH THE CERTIFICATION RECOGNIZED BY F.D.O.T.
- SOIL CEMENT PAVEMENT BASES WITH THE CURE COAT APPLIED SHALL BE ALLOWED TO CURE A MINIMUM OF SEVEN (7) DAYS UNDER NO TRAFFIC PRIOR TO PLACING ANY ASPHALT SURFACE. (TEST REPORTS ARE REQUIRED TO BE DELIVERED TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO SURFACE USAGE.)
- RECYCLED CONCRETE CAN BE USED AS AN ALTERNATIVE BASE MATERIAL PROVIDED THE MATERIAL IS A MINIMUM OF 60% CARBONATE LIME AND MAGNESIUM. THE MATERIAL SHALL BE LIMITED TO MAXIMUM OF 3 % OF WATER SENSITIVE CLAY MATERIAL. LIQUID LIMIT SHALL NOT EXCEED 35 AND BE NON-PLASTIC, AND THE PLASTICITY INDEX SHALL NOT EXCEED 10. THE MATERIAL SHALL NOT CONTAIN ORGANIC MATERIAL, CHERTY OR OTHER EXTREMELY HARD PIECES, CLUMPS, BAKALITE, OR OTHER MATERIALS. GASKETS ARE NOT PERMITTED AS AN EQUIVALENT SUBSTITUTE FOR PROPER BONDING, FINISHING, OR STRENGTH OF THE RECYCLED CONCRETE BASE. FOR BASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 1" SEVE AND FOR SUBBASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 1-1/2" SIEVE. FOR BOTH APPLICATIONS, THE MATERIAL SHALL BE GRADED UNIFORMLY DOWN TO DUST AND THE MINIMUM LBR VALUES ARE TO BE NOT LESS THAN 150. COURSE AGGREGATE USED IN THE RECYCLED CONCRETE SHALL HAVE A MAXIMUM LOSS OF 48% PER LOS ANGELES ABRASION TEST. ALL MATERIALS SHALL BE WELL GRADED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN SECTION 204, F.D.O.T., STANDARD SPEC. FOR ROAD AND BRIDGE CONSTRUCTION, (LATEST EDITION).
- RECYCLED CONCRETE OR LIMEROCK FOR BASE OR SUBBASE APPLICATIONS SHALL BE ALLOWED ON CITY ROADWAYS ONLY WHERE THE LOWEST ELEVATION OF THE ROADWAY SUBBASE IS A MINIMUM OF 6" ABOVE THE SEASONAL HIGH GROUNDWATER TABLE AS CERTIFIED BY A FLORIDA LICENSED PROFESSIONAL SOILS ENGINEER AND SUBSEQUENTLY APPROVED FOR BY THE CITY. IN AREAS NOT MEETING THESE STANDARDS A SOIL CEMENT BASE WILL BE REQUIRED. THE CRUSHING OF RECYCLED CONCRETE SHALL BE DONE PRIOR TO THE MATERIAL BEING PLACED IN THE ROADWAY. TESTING SHALL HAVE THE SAME REQUIREMENTS AND BE PERFORMED AT THE SAME LOCATION AND INTERVALS AS REQUIRED FOR LIMEROCK.
- DESIGN MIXES AND PRODUCT GRADATION INFORMATION FOR ALL MATERIALS TO BE INSTALLED AS PART OF THE LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS SHALL BE SUBMITTED TO THE CITY'S DESIGNATED SITE INSPECTOR FOR ACCEPTANCE BY THE CITY. THE INFORMATION SHALL BE SUBMITTED NO LESS THAN THREE (3) WORKING DAYS PRIOR TO ANY CONSTRUCTION. SUBMITTALS SHALL INCLUDE, BUT NOT BE LIMITED TO, INFORMATION TO EVALUATE THE MATERIALS PROPOSED FOR INSTALLATION AS SUBBASE, BASE, AND PAVEMENT FOR ALL ROADWAY AND PARKING AREA SURFACES AS WELL AS SIMILAR INFORMATION FOR ALL OTHER CONCRETE SIDEWALKS, CURBS, AND COMPARABLE STRUCTURES AND APPLICATIONS.
- ALL WEARING COURSE HOT MIX AGGREGATES SHALL BE VIRGIN MATERIAL. THE USE OF RECYCLED ASPHALT MATERIAL (RAP) IN WEARING COURSE MIXES IS NOT ALLOWED.
- PRIOR TO PLACEMENT FLORIDA STATE CERTIFIED BATCH PLANTS MUST CERTIFY TO THE CITY'S RESIDENT PROJECT INSPECTOR THAT THE ASPHALT DELIVERED TO THE SITE IS IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
- EXTRACTION AND GRADATION TESTS ON ASPHALT MIXES SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR FOR EVERY 2500 SQUARE YARDS OF ASPHALT, OR PART THEREOF, TO ENSURE THAT DESIGN MIXES MEET THE CITY STANDARD SPECIFICATIONS.
- FIELD TESTING OF THE ASPHALT PAVEMENT SHALL BE DONE AT INTERVALS EQUIVALENT TO SUBGRADE TESTING AND SHALL CONSIST OF, AS A MINIMUM, A COMPACTION TEST, ASPHALT PAVEMENT SHALL BE COMPACTED TO 98% DENSITY PER FM 1-7238 (METHOD B), NUCLEAR DENSITY TEST, "BACKSCATTER METHOD".
- IN ADDITION TO THE FIELD DENSITY TESTS NOTED, THE CITY RESERVES THE RIGHT TO REQUIRE CORE SAMPLES OF PAVEMENT SECTIONS EXTRACTED AND TESTED BY A CERTIFIED SOILS ENGINEERING LABORATORY AT THE DEVELOPER'S EXPENSE. THE CITY'S DESIGNATED SITE INSPECTOR SHALL DESIGNATE THE LOCATIONS OF THE TEST CORE LOCATIONS.
- THE ROADWAY CROWN SHALL HAVE A STANDARD ONE QUARTER INCH (1/4") PER FOOT SLOPE.
- ALL ROADWAYS WITH CURB AND GUTTER SECTIONS SHALL HAVE AS A STANDARD A MINIMUM LONGITUDINAL SLOPE OF 0.30%. THE ROADWAY CENTERLINE SHALL BE CLEARLY MARKED ON THE DESIGN PLANS. AT A MINIMUM, DESIGN ROADWAY CENTERLINE ELEVATIONS SHALL BE NOTED AT ALL GRADE CHANGES AND AT 100' INTERVALS ALONG THE ROADWAY PROFILE ON BOTH THE DESIGN PLANS AND AS-BUILT DRAWINGS.
- THE FINISHED PAVEMENT EDGE SHALL BE WITHIN ONE QUARTER INCH (1/4") ABOVE THE ADJACENT CONCRETE CURB FOR CURBS COLLECTING AND CONVEYING STORMWATER.
- CONCRETE CURBS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS AND ALL CONCRETE CURBS SHALL BE CONSTRUCTED WITH 3000 P.S.I. CONCRETE AT 28 DAYS. CONCRETE CURBING, SIDEWALKS, PAVEMENT AND SIMILAR CONCRETE AREAS SHALL BE SAW CUT WITHIN 4 TO 18 HOURS OF PLACEMENT. SAW CUTS SHALL BE 1/4" IN WIDTH TO A DEPTH OF 1/4 OF THE TOTAL DEPTH OF CONCRETE OR 1-1/2", WHICHEVER IS LESS. SAW CUTS SHALL BE LOCATED AT INTERVALS OF TEN FEET (10') WITH EXPANSION JOINTS AT STREET INTERSECTIONS, RADIOUS POINTS, STRUCTURES AND ALONG CURVES AT SIXTY FEET (60') INTERVALS. ALL EXPANSION JOINT MATERIAL IS REQUIRED TO BE INSTALLED THROUGH THE ENTIRE DEPTH OF THE CONCRETE CURB. FOR LINEAL SECTIONS OF CURBS, EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF FIVE-HUNDRED FEET (500') AND SHALL BE 1/2" IN WIDTH.
- AN "X" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF WATER DISTRIBUTION SYSTEM VALVE.
- A "Y" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL RECLAIMED WATER SERVICES.
- A " + " SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL POTABLE WATER SERVICES.
- THREE (3) CONCRETE CYLINDERS SHALL BE TAKEN AND TESTED (1 IN 14 DAYS AND 1 IN 28 DAYS) FOR EVERY SEVENTY-FIVE (75) CUBIC YARDS OF CONCRETE OR LESS PLACED. TEST RESULTS SHALL THEN BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR AS THEY BECOME AVAILABLE.
- A CONCRETE SLUMP TEST SHALL BE REQUIRED WITHIN THE FIRST 30 CUBIC YARDS OF CONCRETE. THEREAFTER, SLUMP TESTS SHALL BE REQUIRED FOR EVERY THIRTY (30) CUBIC YARDS OF CONCRETE, OR FRACTION THEREOF, WITH CORRECTION OF THE RESULTS PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR. THE SLUMP TEST SHALL MEET THE REQUIRED MIX DESIGN ON EACH LOAD DELIVERED.
- THE DEVELOPER SHALL PROVIDE ALL REQUIRED PAVEMENT MARKINGS ON ALL ROADWAYS PER CITY, COUNTY, AND STATE REQUIREMENTS. CENTERLINE STRIPES SHALL BE PROVIDED ON EXTENSIONS OF CITY COLLECTOR OR ARTERIAL ROADS, COUNTY ROADS, STATE HIGHWAYS, AND ALONG LOCAL STREETS IN THE VICINITY OF THEIR INTERSECTION WITH THE ABOVE MENTIONED ROADWAYS.
- A FDOT APPROVED STOP SIGN AND A 24"-WIDE WHITE THERMOPLASTIC STOP BAR ARE REQUIRED AT ALL ROADWAY INTERSECTIONS.
- ALL TRAFFIC CONTROL DEVICES PLACED AT INTERSECTIONS, PRIVATE STREETS, PUBLIC STREETS, COUNTY ROADS, AND STATE HIGHWAYS WITHIN THE CITY LIMITS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE MAINTENANCE-OF-TRAFFIC (MOT) INSTALLATION AND SUBSEQUENT OPERATION SHALL BE OVERSEEN BY A CONTRACTOR CERTIFIED BY THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION, OR EQUIVALENT CERTIFICATION RECOGNIZED BY FDOT.
- THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR TRAFFIC CONTROL DEVICES TO THE CITY FOR INSTALLATION. STREET SIGNS AND STOP SIGNS SHALL BE PLACED WITHIN THE CITY LIMITS, BUT NOT LIMITED TO PRIVATE STREETS, PUBLIC STREETS, COUNTY ROADS, AND STATE HIGHWAYS WITHIN THE CITY LIMITS.
- THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR ALL STREET LIGHTS PRIOR TO ACCEPTANCE OF THE PROJECT BY THE CITY.
- FOUR FOOT (4') WIDE SIDEWALKS SHALL BE PROVIDED ON BOTH SIDES OF ALL RESIDENTIAL STREETS. (SEE DETAIL, INDEXES M-2 AND M-3).
- BKE PATHS SHALL BE CONSTRUCTED EIGHT FEET (8') IN WIDTH ALONG ARTERIAL HIGHWAYS AS DIRECTED BY THE CITY. (SEE DETAIL, INDEXES M-2 AND M-3).
- STANDARD TURNING RADI FOR INTERSECTIONS:

RESIDENTIAL STREETS WITH STATE & COUNTY ROADWAYS OR MAJOR THOROUGHFARES WITHIN THE CITY	35-50 FT
ENTRANCES TO COMMERCIAL SITES OFF OF CITY STREETS	35-50 FT
INTERSECTIONS INTERIOR IN SUBDIVISIONS	30 FT

SHOULD VOLUSIA COUNTY OR THE FLORIDA DEPARTMENT OF TRANSPORTATION (F.D.O.T.) DETERMINE THAT LARGER RADI ARE WARRANTED WITHIN THEIR RIGHT-OF-WAY, THE LARGER RADI SHALL PREVAIL.
- CONSTRUCTION METHODS AND DESIGN FOR CONCRETE PAVEMENT SHALL CONFORM TO FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
- ALL CONTRACTORS THAT ARE PERFORMING THE CONSTRUCTION OF LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS (INCLUDING WATER MAINS, SANITARY SEWER MAINS, RECLAIMED WATER MAINS, STORM WATER PIPES AND INLETS, ROADWAYS, AND PARKING AREAS) SHALL BE CERTIFIED WITH THE STATE OF FLORIDA BOARD OF PROFESSIONAL REGULATIONS (BPR) FOR THE TYPE OF WORK THAT THEY PERFORM.
- ALL CONTRACTORS THAT ARE PERFORMING THE CONSTRUCTION WORK OF LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS SHALL BE LICENSED BY THE STATE OF FLORIDA AND REGISTERED WITH THE CITY OF PORT ORANGE. THE LICENSE AND REGISTRATION SHALL PERTAIN DIRECTLY TO THE TYPE OF WORK BEING PERFORMED.
- EXCEPT AS PROVIDED IN THE LAND DEVELOPMENT CODE, ALL ELECTRIC, TELEPHONE, TELEVISION LINES AND SIMILAR UTILITIES ARE REQUIRED TO BE INSTALLED UNDERGROUND AT THE EXPENSE OF THE OWNER, DEVELOPER, AND BUILDER.
- UTILITY DEPTH:
 - HIGH VOLTAGE UTILITIES SUCH AS POWER (FEEDER, SERVICE, AND DROPS) SHALL BE BURIED A MINIMUM OF 30 INCHES IN DEPTH.
 - LOW VOLTAGE UTILITIES SUCH AS PHONE AND CABLE TV SHALL BE BURIED A MINIMUM OF 18 INCHES IN DEPTH FOR FEEDER AND SERVICES. SERVICE DROPS SHALL BE BURIED A MINIMUM OF 12 INCHES IN DEPTH.
 - IN NO INSTANCE SHALL THE DEPTH OF COVER BE LESS THAN 30" FROM FINISHED GRADE TO THE TOP OF PIPE FOR POTABLE WATER MAINS, SANITARY SEWER MAINS, AND RECLAIMED WATER MAINS. HOWEVER, IN THE EVENT THAT THIS CONDITION CANNOT BE MET DUE TO UNANTICIPATED CONFLICTS DURING THE CONSTRUCTION PROCESS, DUCTILE IRON PRESSURE CLASS 350 OR CONCRETE ENCASEMENT MAY BE USED AS APPROVED BY THE CITY PUBLIC UTILITIES DEPARTMENT.
- LANDSCAPE PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF UNDERGROUND AND OVERHEAD PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS

REQUIREMENTS FOR AS-BUILT DRAWINGS:

- IN ORDER TO ENSURE THAT NEW SUBDIVISIONS AND SITE PLANS ARE CONSTRUCTED SUBSTANTIALLY IN ACCORDANCE WITH CITY REGULATIONS AND THE APPROVED DRAWINGS, THE FOLLOWING INFORMATION IS REQUIRED ON ALL SUBDIVISION AS-BUILT DRAWINGS.
- INDIVIDUAL PLAN AND PROFILE SHEETS FOR ALL ROADS AND SANITARY SEWER LINES, SHOWING MANHOLES, INLETS, AND PIPE CROSSINGS. PLAN AND PROFILE SHEETS SHALL SHOW SANITARY LINES AND ALL OTHER BURED UTILITIES THAT CROSS SEWER LINES, AND ANY THAT PARALLEL AND ARE WITHIN TEN FEET OF SANITARY SEWER LINES. PLAN SHEETS SHALL BE DRAWN AT A SCALE OF ONE (1) INCH EQUAL TO FORTY (40) FEET HORIZONTAL. PROFILES SHALL BE DRAWN AT ONE (1) INCH EQUAL TO FOUR (4) FEET VERTICAL.
 - PAVEMENT AND CURB WIDTHS SHALL BE VERIFIED AND DIMENSIONED FOR EACH STREET AT EACH BLOCK. (FOR SUBDIVISIONS) AND AS APPROPRIATE TO CONFIRM PAVING LIMITS (ON SITE PLANS).
 - ALL RADI AT INTERSECTIONS SHALL BE VERIFIED AND DIMENSIONED. THIS INFORMATION IS TO BE CLEARLY INDICATED ON THE AS-BUILT.
 - ROADWAY ELEVATIONS SHALL BE RECORDED AT ALL GRADE CHANGES, 100' INTERVALS LONG ROADWAY, AND OTHER INTERVALS AS NEEDED ALONG ALL STREETS. STREET CENTERLINE AND CURB INVERT ELEVATIONS SHALL BE RECORDED AS NOTED. THE AS-BUILT CENTERLINE PROFILE OF ALL STREETS SHALL ALSO BE SHOWN ON THE PLAN AND PROFILE. SOIT IT MAY BE COMPARED TO THE DESIGNED GRADE LINE ON THE ELEVATION. THE AS-BUILT CENTERLINE LONGITUDINAL GRADE DOES NOT MEET THE CITY MINIMUM STANDARDS, ADDITIONAL LONGITUDINAL GRADES OF THE ADJACENT CURBING AND SIMILAR ROADWAY CROSS-SECTION SURVEYS TO VERIFY THE CORRECT CROSS SLOPE, SHALL BE REQUIRED TO VERIFY THAT THE SYSTEM WILL FUNCTION AS ORIGINALLY DESIGNED.
 - STORM DRAINAGE STRUCTURES SHALL BE LOCATED AND / OR DIMENSIONED FROM CENTERLINES OR LOT LINES AS APPROPRIATE.
 - STORM DRAINAGE PIPE INVERT AND INLET ELEVATIONS SHALL BE RECORDED AND CLEARLY DENOTED AS AS-BUILT INFORMATION. DESIGN ELEVATIONS SHALL BE CROSSED OUT AND AS-BUILT INFORMATION WRITTEN NEXT TO IT.
 - STORM DRAINAGE PIPE MATERIAL, LENGTH, AND SIZE SHALL BE MEASURED AND / OR VERIFIED. THIS INFORMATION IS TO BE CLEARLY INDICATED AS BEING AS-BUILT INFORMATION.
 - ALL APPLICABLE TOPOGRAPHIC INFORMATION PERTINENT TO THE ON-SITE DRAINAGE SYSTEM, SUCH AS DITCHES, SWALES, LAKES, CREEKS, ETC., THAT ARE DEEMED NECESSARY BY THE CITY TO VERIFY THE FUNCTIONAL PERFORMANCE OF THE STORMWATER SYSTEM, SHALL BE NOTED. NORMALLY, RECORDING ELEVATIONS EVERY 100 FEET AT THE TOP OF BANK AND TOE OF SLOPE WILL BE REQUIRED. MEASUREMENTS SHALL BE TAKEN AND RECORDED IN ORDER TO ACCURATELY REPRODUCE THE ROADWAY CENTERLINES AND TO PLANT THE LINE WHENEVER POSSIBLE. CONTOUR LINES SHALL BE UTILIZED TO GRAPHICALLY DESCRIBE THESE TOPOGRAPHIC FEATURES.
 - RETENTION AREAS SHALL HAVE THEIR TOP-OF-BANK AND BOTTOM ELEVATIONS RECORDED. ACTUAL MEASUREMENTS SHALL BE TAKEN AND DIMENSIONS RECORDED OF THE SIZE OF ALL RETENTION AREAS. MEASUREMENTS SHALL BE DONE FROM TOP-OF-BANK TO TOP-OF-BANK WITH SIDE SLOPES INDICATED. SEPARATE CALCULATIONS SHALL BE SUBMITTED TO INDICATE REQUIRED AND PROVIDED RETENTION VOLUMES.
 - ACTUAL MATERIALS USED AND ELEVATIONS AND DIMENSIONS OF OVERFLOW WEIR STRUCTURES AND SKIMMERS SHALL BE NOTED ON THE AS-BUILT.
 - STORM DRAINAGE SWALE CENTERLINES SHALL BE LOCATED AND ELEVATIONS OF FLOW LINE AND TOP OF BANK SHALL BE RECORDED EVERY 100 FEET. SIDE SLOPES SHALL ALSO BE INDICATED.
 - SANITARY SEWER MANHOLES SHALL BE VERIFIED AND DIMENSIONED FROM STREET CENTERLINES OR LOT LINES AS APPROPRIATE. PLAN AND INVERT ELEVATIONS SHALL BE RECORDED AND NOTED. THIS INFORMATION SHALL BE CLEARLY INDICATED AS BEING AS-BUILT INFORMATION. DESIGN ELEVATIONS SHALL BE CROSSED OUT AND AS-BUILT INFORMATION WRITTEN NEXT TO IT.
 - FOR SUBDIVISIONS, PROPOSED DESIGN FINISHED FLOOR ELEVATIONS SHALL APPEAR ON ALL SUBDIVISION LOTS ON THE APPROPRIATE PLAN AND MASTER DRAWING. THIS SHALL BE AS NOTED ON THE MASTER DRAINAGE PLAN. SANITARY SEWER LINE LENGTHS, SIZES, MATERIAL, ETC., SHALL BE VERIFIED AND RECORDED. THIS INFORMATION IS TO BE CLEARLY INDICATED AS BEING AS-BUILT INFORMATION.
 - SEWER LATERALS SHALL BE VERIFIED AND RECORDED AT THEIR CLEAN-OUT LOCATIONS. STATIONING AND OFFSET DISTANCES SHALL BE MEASURED FROM DOWNSTREAM MANHOLES TOWARDS UPSTREAM MANHOLES.
 - LIFT STATIONS AND FORCE MAINS SHALL BE VERIFIED AND DIMENSIONED FROM STREET CENTERLINES OR LOT LINES AS APPROPRIATE. FORCE MAIN DEPTH AND LOCATION INCLUDING VALVES WILL BE PROVIDED AND TIED TO PERMANENT ABOVE GRADE FEED LINES. THE APPROVED PLAN SHALL BE VERIFIED AND RECORDED. THIS INFORMATION SHALL BE CLEARLY INDICATED AS BEING AS-BUILT INFORMATION. BURIED ELECTRICAL SERVICE LINE SHALL BE CLEARLY DIMENSIONED, LOCATED, AND LABELED.
 - CURB CUTS OR METAL TABS, USED TO MARK SEWER LATERALS, WATER SERVICES AND WATER VALVES, SHALL BE VERIFIED FOR PRESENCE AND ACCURACY OF LOCATION.
 - POTABLE AND RECLAIMED WATER MAIN LINES SHALL BE DIMENSIONED OFF THE BACK OF CURB, OR EDGE OF PAVEMENT IF NO CURB IS PRESENT. WATER MAIN LINE MATERIAL, SIZE, LENGTH AND DEPTH PLACED SHALL ALSO BE NOTED. LOCATIONS OF VALVES SHALL BE TIED TO PERMANENT ABOVE GRADE. (3) THREE PERMANENT ABOVE GRADE FEATURES. THIS INFORMATION SHALL BE CLEARLY INDICATED AS BEING AS-BUILT INFORMATION.
 - POTABLE AND RECLAIMED WATER VALVES, TEES, BENDS, ALL SERVICES, AND FIRE HYDRANTS SHALL BE LOCATED BY TYING THEM TO SANITARY SEWER MANHOLES. SIMILARLY, FORCE MAIN VALVES, TEES, AND BENDS SHALL BE LOCATED IN THE SAME MANNER. STATIONING AND OFFSET DISTANCES SHALL BE MEASURED FROM DOWNSTREAM MANHOLES TO UPSTREAM MANHOLES.
 - FOR PERPENDICULAR CROSSINGS OF STORMWATER, SANITARY SEWER, POTABLE WATER, OR RECLAIMED WATER, THE AS-BUILT PLANS SHALL CLEARLY INDICATE WHICH UTILITIES ARE LOCATED OVER OR UNDER OTHER UTILITIES, AS NECESSARY.
 - ANY SPECIAL FEATURES SUCH AS, CONCRETE FLUMES, LAKE BASINS, WALLS, FENCING, ETC., WHICH WERE A PART OF THE APPROVED CONSTRUCTION DRAWINGS SHOULD ALSO BE LOCATED AND DIMENSIONED.
 - IF AN APPROVED SUBDIVISION PLAT OR SITE PLAN SHOWS A CONSERVATION EASEMENT, THE PROJECT SURVEYOR SHALL PROVIDE THE EXACT LOCATION OF THE SPECIMEN

SPRINGS SUBDIVISION AT PORT ORANGE, FLORIDA - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE - PLANS - 03-12-2018 - PRINTED: 1/27/2018 10:53 PM

STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES									
ALL MATERIALS AND INSTALLATION METHODS USED FOR LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS FOR SUBDIVISIONS AND SITE PLANS SHALL BE IN CONFORMANCE WITH THE CITY, FOOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND THE FOOT ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION). 1. ALL STORM SEWERS AND CULVERTS LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE A MINIMUM OF CLASS B REINFORCED CONCRETE PIPE. OUTSIDE OF ROADWAY EASEMENTS AND R.O.W., PIPE MAY BE MADE OF ALTERNATE MATERIALS INCLUDING: A. SMOOTH INNER WALL HIGH DENSITY POLYETHYLENE (HDPE) IN ACCORDANCE WITH AASHTO M-284, AASHTO M-27, ASTM D3350 AND ASTM D3441 FOR SIZES UP TO 42" IN DIAMETER OR B. PVC IN ACCORDANCE WITH THE PROVISION NOTED IN THE "SEWER DETAIL" OF THESE SPECIFICATIONS. 2. ALL STORM SEWER PIPE JOINTS LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE ENTIRELY WRAPPED WITH FILTER FABRIC WITH A MINIMUM WIDTH OF 24" AND A MINIMUM OF 24" OVERLAP SECURED WITH PLASTIC OR STAINLESS STEEL BANDS. EASEMENTS ARE NOT PERMITTED AS AN EQUIVALENT SUBSTITUTE FOR MEETING THIS REQUIREMENT. THIS PRACTICE IS ENCOURAGED ON PRIVATE SITES. ADDITIONALLY, ALL JOINTS SHALL BE RUBBER GASKETED FOR BOTH ROUND AND ELLIPTICAL PIPE. 3. DEPTH OF COVER MEASURED TO THE TOP OF PIPE (NOT INCLUDING THE BELL JOINT) SHALL BE A MINIMUM OF 1 FOOT. DEVIATION FROM THIS REQUIREMENT MAY BE ALLOWED BY INCREASING THE PIPE'S STRUCTURAL CAPACITY. THIS DEVIATION MUST BE SPECIFIED ON THE PLANS APPROVED FOR CONSTRUCTION AND SUBSEQUENTLY REFLECTED ON THE SHOP DRAWINGS AND AS-BUILT PLANS. 4. ALL STORM DRAINAGE PIPES LOCATED IN ROADWAY RIGHTS-OF-WAY AND ROADWAY EASEMENTS SHALL BE A MINIMUM OF FIFTEEN (15") DIAMETER OR EQUIVALENT AND BE DESIGNED FOR A MINIMUM OF A TWENTY-FIVE (25) YEAR STORM OF TWENTY-FOUR (24) HOUR DURATION. STORM DRAINAGE PIPES SMALLER THAN 18" ARE PERMITTED ON PRIVATE SITE PLANS PROVIDING THAT MAINTENANCE SHALL BE PERFORMED BY THE OWNER. 5. STORM INLETS, MANHOLES, AND CATCH BASINS SHALL BE EITHER POURED IN PLACE OR PRECAST REINFORCED CONCRETE. STRUCTURES SHALL BE REQUIRED AT EACH CHANGE OF PIPE SIZE OR CHANGE IN PIPE DIRECTION. ALL STRUCTURES SHALL BE IN COMPLIANCE WITH ASTM C-478 AND SHALL HAVE 6" THICK WALLS. 6" THICK WALLS MAY BE PERMITTED PROVIDING THAT THE PLANS SPECIFY INCREASED REINFORCEMENT IN ACCORDANCE WITH FOOT STANDARD INDEX NO. 201. IN ADDITION, THIS REQUIREMENT MUST BE REFLECTED ON BOTH THE SHOP DRAWING AND AS-BUILT PLANS. 6. STORM INLETS SHALL BE SPACED IN SUCH A MANNER AS TO ACCEPT ONE HUNDRED (100) PERCENT OF THE DESIGN STORM RUNOFF WITHOUT IMPEDING THE FLOW OF TRAFFIC. FOR ROADWAY SECTIONS WITH DESIGN SPEEDS OF 45 MPH AND LESS AND WITHOUT FULL WIDTH SHOULDERS, SPACING RESULTING FROM A RAINFALL INTENSITY OF FOUR INCHES (4") PER HOUR SHALL NOT EXCEED ONE-HALF OF THE TRAVEL LANE ADJACENT TO THE GUTTER. FOR SITE PLANS, INLET SPACING SHALL BE DESIGNED TO ACCEPT ONE HUNDRED (100) PERCENT OF THE RUNOFF FROM A RAINFALL INTENSITY OF FOUR INCHES (4") PER HOUR WITHOUT RESULTING IN PONDING OF WATER AROUND THE INLET. 7. RETENTION AREA WATER DEPTHS SHALL BE FOUR FEET(4') MINIMUM TO TWELVE FEET(12') MAXIMUM, MEASURED FROM THE N.W.L. (NORMAL WATER LEVEL).									
	<table><tr><td>STANDARD CONSTRUCTION DETAIL</td><td>FILE NAME:</td></tr><tr><td>STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES</td><td>ST5.DWG</td></tr><tr><td></td><td>DETAIL REF:</td></tr><tr><td></td><td>ST-4</td></tr></table>	STANDARD CONSTRUCTION DETAIL	FILE NAME:	STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST5.DWG		DETAIL REF:		ST-4
STANDARD CONSTRUCTION DETAIL	FILE NAME:								
STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST5.DWG								
	DETAIL REF:								
	ST-4								
REV. 12/08									

STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES (CONT'D.)									
8. FOR CONNECTIONS BETWEEN INLETS WITH PIPING 15" IN DIAMETER AND LARGER, THE MAXIMUM DISTANCES BETWEEN INLETS AND / OR CLEAN-OUT JUNCTION BOXES SHALL BE 300 FEET. CULVERTS SHALL BE SLOPED TO MAINTAIN A MINIMUM SELF-CLEANING VELOCITY OF 3 FEET PER SECOND USING A MANNING'S "N" OF 0.015. SPACING FOR CLEAN-OUTS AND INLETS FOR SMALLER PIPING SHALL BE REDUCED AND EVALUATED ON A CASE BY CASE BASIS. 9. THE MAXIMUM PERMISSIBLE SLOPE OF ANY NEW SITE GRADING IS 3:1 (HORIZONTAL:VERTICAL). THIS LIMIT SHALL BE APPLIED TO ALL AREAS EXCEPT STORMWATER CONVEYANCE AND TREATMENT SYSTEMS WHICH HAVE A MAXIMUM SLOPE OF 4:1 (EXCEPT BELOW THE WATER TABLE WHERE SHARPER SLOPES ARE PERMISSIBLE.) 10. PIPED STORMWATER SYSTEMS SHALL HAVE A MINIMUM DRAINAGE MAINTENANCE EASEMENT WIDTH OF 20 FEET, AND MAY BE INCREASED DEPENDING UPON THE SIZE AND DEPTH OF PIPE. 11. NORMAL ROADSIDE SWALES ARE PERMITTED TO BE CONSTRUCTED TO A MAXIMUM DEPTH OF 18" BELOW THE OUTSIDE EDGE OF PAVEMENT OR CONCRETE CURB. 12. CONCRETE EROSION CONTROL MUST BE PROVIDED WHERE SWALES OR CULVERTS INTERCEPT DRAINAGE DITCHES. 13. LAKE INFLOW AND OUTLET STRUCTURES SHALL GENERALLY BE CONSTRUCTED WITH REINFORCED CONCRETE AND SHALL BE SUBJECT TO THE APPROVAL OF THE CITY. SHAMERS FOR NET PONDING SHALL BE CONSTRUCTED SUCH THAT THE BOTTOM EXTENDS 8" BELOW THE NORMAL WATER LEVEL AND 6" ABOVE THE OVERFLOW. FOR DRY PONDING, THE SHAMER BOTTOM SHALL BE SET 6" BELOW THE LOWEST OVERFLOW ELEVATION AND 6" ABOVE THE HIGHEST POINT OF OVERFLOW. ALL BRIDGES SHALL BE CONSTRUCTED OF MINIMUM 1/4" THICK ALUMINUM OR FIBERGLASS ADEQUATELY SUPPORTED TO PREVENT DEFLECTION. 14. SOIL EROSION CONTROL MEASURES, SATISFACTORY TO THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT AND THE CITY, SHALL BE EMPLOYED DURING CONSTRUCTION. 15. THE CITY MAY REQUEST THAT THE DEVELOPER SUBMIT A REPORT BY A QUALIFIED HYDROLOGIST ON THE IMPACT THE LAKE WILL HAVE ON NEIGHBORING WATER TABLE ELEVATIONS BOTH DURING CONSTRUCTION AND AFTER LAKE COMPLETION. THE CITY MAY REQUIRE GROUNDWATER MONITORING DURING THE LAKE EXCAVATION. 16. ADEQUATE MAINTENANCE EASEMENTS OR RIGHTS-OF-WAY AS APPROVED BY THE CITY SHALL BE PROVIDED AROUND THE ENTIRE PERIMETER OF ALL LAKES AND ASSOCIATED OUTFALLS DISCHARGING INTO AND OUT OF LAKES. APPLICABLE CROSS SECTIONS SHALL BE INCLUDED ON FINAL DEVELOPMENT PLANS. 17. DEVELOPMENT PLANS FOR ALL STORMWATER MANAGEMENT SYSTEMS SHALL CONTAIN: POP-OFF DATA (OVERFLOW), BOTTOM ELEVATION, NORMAL WATER LEVELS, MEAN ANNUAL SEASONAL HIGH WATER TABLE ELEVATION, TREATMENT VOLUME AND CORRESPONDING ELEVATION, 100 YEAR HIGH WATER LEVELS, AND THE DESIGN TAILWATER ELEVATION (IF APPLICABLE).									
	<table><tr><td>STANDARD CONSTRUCTION DETAIL</td><td>FILE NAME:</td></tr><tr><td>STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES</td><td>ST5.DWG</td></tr><tr><td></td><td>DETAIL REF:</td></tr><tr><td></td><td>ST-5</td></tr></table>	STANDARD CONSTRUCTION DETAIL	FILE NAME:	STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST5.DWG		DETAIL REF:		ST-5
STANDARD CONSTRUCTION DETAIL	FILE NAME:								
STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST5.DWG								
	DETAIL REF:								
	ST-5								
REV. 12/08									

STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES (CONT'D.)									
18. IN GENERAL, ALL RETENTION / DETENTION SITES MUST BE CONSTRUCTED ON ALL PROJECTS PRIOR TO ANY ROAD, PARKING LOT, OR BUILDING CONSTRUCTION COMMENCING OR AS CURRENT FUTURE CONDITIONS DICTATE. SEWER AND WATER MAINS MAY BE INSTALLED PRIOR TO RETENTION/DETENTION SITE CONSTRUCTION IF DEWATERING IS NOT REQUIRED. 19. THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ANY AND ALL DEWATERING PERMITS THAT MAY BE REQUIRED. 20. WHEN CULVERTS ARE INSTALLED TO MAINTAIN THE FLOW OF EXISTING DRAINAGE WAYS WHERE NEWLY PROPOSED ROADS WOULD OTHERWISE SEVER THE DRAINAGE, THEN CULVERTS CROSSING RIGHTS-OF-WAY SHALL EXTEND FROM RIGHT-OF-WAY LINE TO RIGHT-OF-WAY LINE UNDER THE ROADWAY. CULVERTS SHALL BE DESIGNED TO ACCOMMODATE THE FLOW FROM THE 100 YEAR - 24 HOUR STORM EVENT WITHOUT FLOODING ADJACENT PROPERTY OR SURROUNDING THE ROAD ROADWAY. 21. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW AND MAINTAIN A COPY OF THE SLOPED PERMIT AND THE NPDES PERMIT AT THE CONSTRUCTION SITE, AND ABIDE BY ALL CONDITIONS OF THE PERMIT. 22. LANDSCAPE PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS.									
	<table><tr><td>STANDARD CONSTRUCTION DETAIL</td><td>FILE NAME:</td></tr><tr><td>STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES</td><td>ST6.DWG</td></tr><tr><td></td><td>DETAIL REF:</td></tr><tr><td></td><td>ST-6</td></tr></table>	STANDARD CONSTRUCTION DETAIL	FILE NAME:	STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST6.DWG		DETAIL REF:		ST-6
STANDARD CONSTRUCTION DETAIL	FILE NAME:								
STORM DRAINAGE DESIGN AND CONSTRUCTION NOTES	ST6.DWG								
	DETAIL REF:								
	ST-6								
REV. 12/08									

RECLAIMED WATER DESIGN NOTES									
1. ALL RECLAIMED WATER MAINS SHALL BE Laid ON A FIRM FOUNDATION WITH ALL UNSUITABLE MATERIAL (MUCK, ROCK, COQUINA, ETC.) REMOVED AND REPLACED WITH CLEAN GRANULAR MATERIAL. ALL RECLAIMED WATER MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES (3.0 FEET) AND A MAXIMUM DEPTH OF 48 INCHES (4.0 FEET) FROM FINAL GRADE EXCEPT AT LOCATIONS OF UTILITY CROSSINGS OR WITH SPECIAL APPROVAL WHEN IT IS DETERMINED TO BE IN THE BEST INTEREST OF THE CITY. 2. RECLAIMED WATER VALVES SHALL BE PLACED AT ALL STREET INTERSECTIONS AND AT MAXIMUM SPACINGS OF 300.0 FEET. 3. AT ALL RECLAIMED WATER MAIN TEES AND CROSSES, VALVES SHALL BE INSTALLED ON ALL LINES EXCEPT ONE. 4. AS STANDARD PRACTICE RECLAIMED WATER MAINS SHALL BE INSTALLED 4 FEET OFF THE BACK OF THE CURB ON THE OPPOSITE SIDE OF THE POTABLE WATER LINES OR AS APPROVED BY THE CITY. 5. RECLAIMED WATER SERVICES SHALL BE NORMALLY DOUBLE 1.127" SERVICES LOCATED AT SIDE LOT LINES ALTERNATING WITH POTABLE WATER SERVICE LOCATIONS. IN INSTANCES WHERE RECLAIM WATER SERVICES NEED TO BE OFFSET, 1" SINGLE SERVICES SHALL BE SPECIFIED. THESE SERVICES MAY BE OFFSET FROM THE LOT LINE A MAXIMUM DISTANCE OF 2.0'. 6. MAXIMUM OBTAINABLE SEPARATION OF PUBLIC RECLAIMED WATER MAINS, STORMWATER MAINS, AND SANITARY SEWER MAINS SHALL BE MAINTAINED. A MINIMUM HORIZONTAL SEPARATION OF FIVE (5) FEET (CENTER TO CENTER) OR THREE (3) FEET (OUTSIDE TO OUTSIDE) SHALL BE MAINTAINED BETWEEN RECLAIMED WATER MAINS AND SEWAGE MAINS. WHERE RECLAIMED WATER AND SANITARY SEWAGE MAINS CROSS WITH LESS THAN EIGHTEEN (18) INCHES VERTICAL CLEARANCE, THE SANITARY SEWAGE MAIN SHALL BE TWENTY (20) FEET OF EITHER CONCRETE ENCASED PVC PIPE OR ENCASED IN A WATERTIGHT CARRIER PIPE, CENTERED ON THE POINT OF CROSSING. 7. A 75 FOOT SETBACK DISTANCE SHALL BE PROVIDED FROM PUBLIC ACCESS REUSE WETTED AREAS TO ANY PUBLIC AND ANY PRIVATE POTABLE WATER SUPPLY WELLS. 8. LOW TRAJECTORY NOZZLES ARE REQUIRED WITHIN 100 FEET OF PUBLIC EATING, DRINKING OR BATHING FACILITIES. 9. FOR CONSTRUCTION PURPOSES, THE PLANS SHALL DIMENSION THE PROPOSED LOCATIONS OF ALL RECLAIMED WATER MAINS MEASURED FROM THE BACK OF CURB OR EDGE OF PAVEMENT IF NO CURB EXISTS. 10. ALL H.D.P.E. PIPE RECLAIMED WATER MAINS SHALL BE S.D.S.L. UNLESS SPECIFICALLY NOTED OTHERWISE. THE HOPE PIPE SHALL BE SIZED TO MATCH THE EXTERNAL DIAMETER OF THE PVC OR DR PIPE TO WHICH IT IS ATTACHED. 11. LANDSCAPE PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS. 12. LARGE COMMERCIAL WATER AND RECLAIMED WATER METERS GREATER THAN 2" TAKE A MINIMUM OF 6 WEEKS FOR DELIVERY AFTER FEES ARE PAID TO THE CITY. IN ADDITION ALL METERS AND VALVES 2" AND GREATER SHALL BE INSTALLED BY THE OWNER/DEVELOPER/CONTRACTOR. THE FEES COLLECTED BY THE CITY IS FOR MATERIALS ONLY. ALL METERS, 1.127" AND LESS SHALL BE INSTALLED BY THE CITY. 13. THE CITY REQUIRES DOUBLE SERVICE INSTALLATIONS WHEREVER FEASIBLE. WHEN DESIGN CONFLICTS EXIST, SINGLE SERVICES MAY BE ALLOWED. THIS MAY APPLY AT STORMWATER INLETS, FIRE HYDRANTS, FPL TRANSCONDUITS, ETC. AND OTHER LOCATIONS DEEMED APPROPRIATE BY THE CITY.									
	<table><tr><td>STANDARD CONSTRUCTION DETAIL</td><td>FILE NAME:</td></tr><tr><td>RECLAIMED WATER DESIGN NOTES</td><td>RW1.DOC</td></tr><tr><td></td><td>DETAIL REF:</td></tr><tr><td></td><td>RW-1</td></tr></table>	STANDARD CONSTRUCTION DETAIL	FILE NAME:	RECLAIMED WATER DESIGN NOTES	RW1.DOC		DETAIL REF:		RW-1
STANDARD CONSTRUCTION DETAIL	FILE NAME:								
RECLAIMED WATER DESIGN NOTES	RW1.DOC								
	DETAIL REF:								
	RW-1								
REV. 12/08									

RECLAIMED WATER CONSTRUCTION NOTES									
1. THE CITY'S PUBLIC UTILITIES DEPARTMENT (386) 506-5750 SHALL BE GIVEN A MINIMUM OF 2 BUSINESS DAYS ADVANCE NOTICE (NOT INCLUDING HOLIDAYS OR WEEKENDS) PRIOR TO BEGINNING ANY RECLAIMED WATER SYSTEM CONSTRUCTION. 2. DEWATERING SHALL BE PROVIDED TO KEEP GROUNDWATER ELEVATION A MINIMUM OF 6 INCHES BELOW RECLAIMED WATER MAIN BRING LANE. 3. ALL RECLAIMED WATER MAINS SHALL BE Laid ON A FIRM FOUNDATION WITH ALL UNSUITABLE MATERIAL (MUCK, ROCK, COQUINA, ETC.) REMOVED AND REPLACED WITH CLEAN GRANULAR MATERIAL. ALL RECLAIMED WATER MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES (3.0 FEET) AND A MAXIMUM DEPTH OF 48 INCHES (4.0 FEET) FROM FINAL GRADE EXCEPT AT LOCATIONS OF UTILITY CROSSINGS OR WITH SPECIAL APPROVAL WHEN IT IS DETERMINED TO BE IN THE BEST INTEREST OF THE CITY. 4. TRENCHES SHALL BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE CITY WITH MINIMUM COMPACTION OF 98% IN PAVED AREAS AND A MINIMUM COMPACTION OF 95 % IN UNPAVED AREAS ACCORDANCE WITH AASHTO T-990. 5. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT TRENCH COMPACTION TESTS BE PROVIDED AT POINTS 1 FOOT ABOVE THE PIPE AND AT 1 FOOT VERTICAL INTERVALS TO FINISH GRADE, AT A MINIMUM SPACING OF EVERY 300 FEET. 6. 3" METALLIZED PIPE LOCATION TAPE SHALL BE LOCATED BETWEEN 15" AND 24" BELOW FINISHED GRADE OR AS SPECIFIED BY MANUFACTURER FOR ALL PVC LINES. MANNER TAPE SHALL BE PROVIDED ON ALL DRP PIPE ALSO. 7. ALL SINGLE RESIDENTIAL WATER SERVICES SHALL BE 1" AND DOUBLE RESIDENTIAL SERVICES SHALL BE 1.127" SERVICES SHALL BE CTS 3408 HIGH DENSITY POLYETHYLENE TUBING RATED FOR A MINIMUM OF 200 PSI WITH SORE (CTS). THE TUBING SHALL HAVE A VIRGIN HIGH DENSITY POLYETHYLENE CENTER FOR WHICH THE MANUFACTURER SHALL FURNISH A CERTIFICATE OF PURITY. THE TUBING SHALL BE LAYED IN COLOR AND SHALL HAVE THE WORDS "RECLAIMED WATER" PERMANENTLY PRINTED ON THE OUTSIDE. THE TUBING SHALL HAVE UV PROTECTION AND SHALL NOT BE AFFECTED BY DIRECT SUNLIGHT. THE TUBING SHALL COMPLY WITH OR EXCEED THE APPLICABLE STANDARDS OF A.S.D.M. D1248, D3350, D2239, D2737, N.S.F.-34 AND A.W.W.A. C905 AND SHALL COME WITH A LIFETIME WARRANTY. APPROVED SIZES: 1", 1.127" AND 2" DIAMETERS. 8. ALL RECLAIMED WATER SERVICE ENDINGS SHALL BE MARKED WITH A 4" X 4" LUMBER (PRESSURE TREATED) EXTENDING 4 FEET ABOVE GRADE, WITH WATER SERVICES SECURED 12" MAXIMUM ABOVE THE GROUND AND ANY 1/2" BRANCHES FOR DOUBLE SERVICES SHALL BE 12" ABOVE GROUND LEVEL. ALL SERVICES SHALL BE LOCKED. 9. ALL RECLAIMED WATER VALVES SHALL BE ADJUSTED TO FINISH GRADE AND THE CAPS SHALL BE PAINTED LAVENDER OR PURPLE TO MAKE THEM PLAINLY DISTINGUISHABLE. 10. AS STANDARD PRACTICE RECLAIMED WATER MAINS SHALL BE INSTALLED 4 FEET OFF THE BACK OF THE CURB ON THE OPPOSITE SIDE OF THE POTABLE WATER LINES OR AS APPROVED BY THE CITY. 11. ALL RECLAIMED WATER MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES. IN SPECIAL CASES WHERE IT IS IMPOSSIBLE OR INAPPROPRIATE TO PROVIDE ADEQUATE COVER, DUCTILE IRON PRESSURE CLASS 350 OR CONCRETE ENCASMENT MAY BE USED AS APPROVED BY THE CITY. 12. THE CONTRACTOR SHALL NOTIFY THE CITY'S DESIGNATED INSPECTOR PRIOR TO ATTEMPTING TO CLEAN ANY RECLAIMED WATER MAIN FOR USE. THE INSPECTOR SHALL COORDINATE WITH CITY PERSONNEL AT THE RECLAIMED WATER PLANT 2 BUSINESS DAYS PRIOR TO BEGINNING ANY FULL-DIAMETER FLUSH OF MAINS. THE CONTRACTOR WILL CONDUCT A STANDARD WATER PRESSURE TEST, 150 PSI STATIC PRESSURE FOR A PERIOD OF									
	<table><tr><td>STANDARD CONSTRUCTION DETAIL</td><td>FILE NAME:</td></tr><tr><td>RECLAIMED WATER CONSTRUCTION NOTES</td><td>RW2.DOC</td></tr><tr><td></td><td>DETAIL REF:</td></tr><tr><td></td><td>RW-2</td></tr></table>	STANDARD CONSTRUCTION DETAIL	FILE NAME:	RECLAIMED WATER CONSTRUCTION NOTES	RW2.DOC		DETAIL REF:		RW-2
STANDARD CONSTRUCTION DETAIL	FILE NAME:								
RECLAIMED WATER CONSTRUCTION NOTES	RW2.DOC								
	DETAIL REF:								
	RW-2								
REV. 12/08									



Haluk Kiliç	
HALUK KILIÇ, P.E. NO. 8121 NOT VALID WITHOUT SEAL	
SCALE: AS SHOWN	
SHEET: C04	OF 13

SPRINGS AT PORT ORANGE SUBDIVISION PLANS CONSTRUCTION NOTES

CITY OF PORT ORANGE VOLUSIA COUNTY, FLORIDA

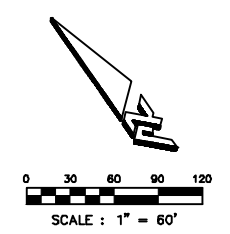
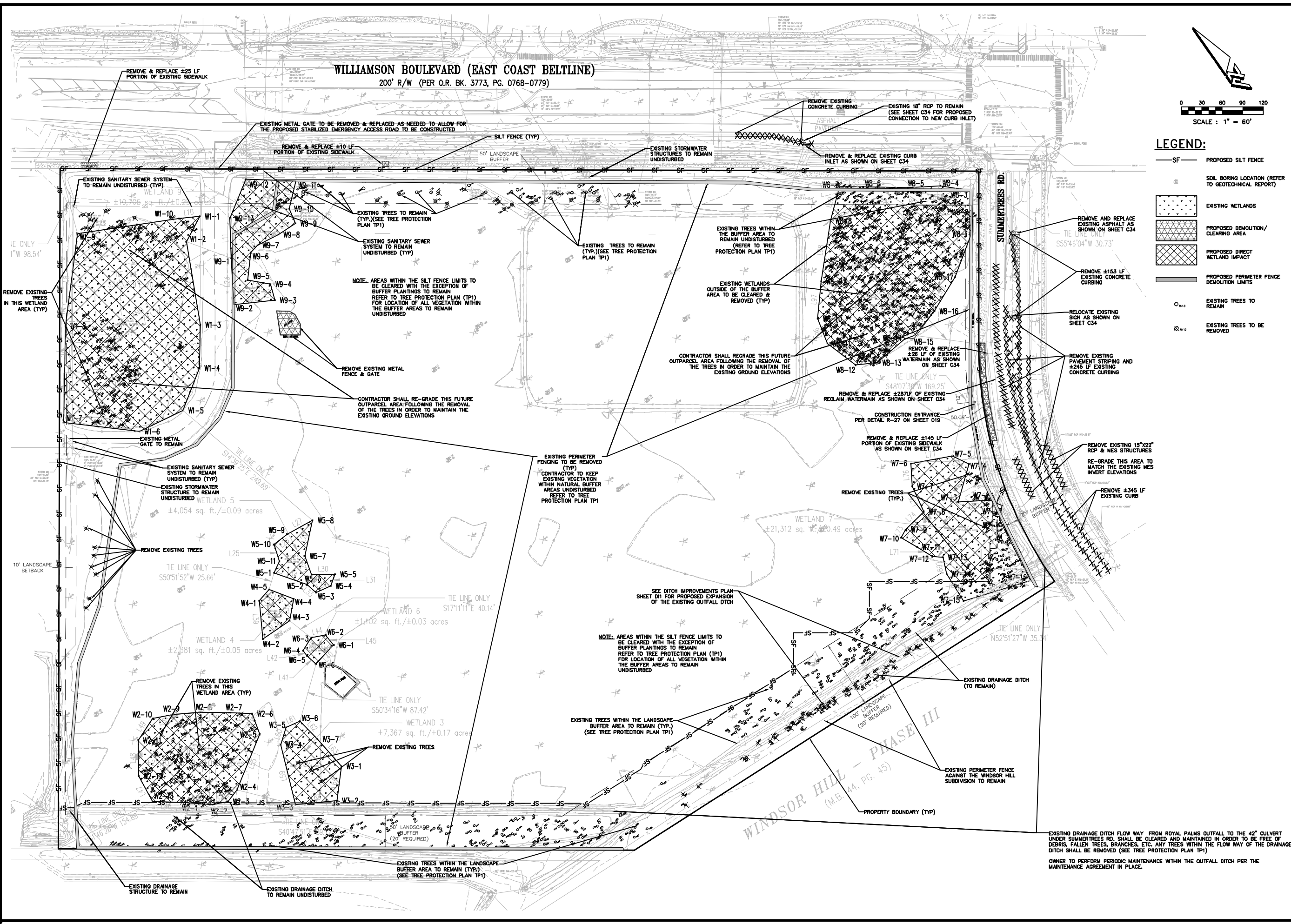
PROJECT NO:	ZC-1/06/
DESIGNED BY:	HK
DRAFTED BY:	IR
CHECKED BY:	HK
UNAWAYING FILE:	C02-C04-17067_NOT_DWG
XREFS:	1/06-T13.DWG
REVISIONS:	



CIVIL ENGINEERING	LANDSCAPE ARCHITECTURE
ENVIRONMENTAL	PLANNING
TRANSPORTATION	

NO.	DATE	SUBMITTALS	REVISIONS	BY	CHKD	DATE
1	03/14/18	SUBDIVISION PLAN AND PLAN SUBMITTAL		HK	IR	
2	03/14/18	REVISIONS TO CITY OF PORT ORANGE COMMENTS DATED 03-14-18		HK	IR	
3	03/14/18	REVISIONS TO CITY OF PORT ORANGE COMMENTS DATED 03-14-18		HK	IR	
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

	ZEV COHEN & ASSOCIATES, INC. REGISTERED PROFESSIONAL ENGINEER NO. 12476 FLORIDA WWW.ZEVCOHEN.COM
---	---



- LEGEND:**
- SF PROPOSED SILT FENCE
 - SOIL BORING LOCATION (REFER TO GEOTECHNICAL REPORT)
 - EXISTING WETLANDS
 - PROPOSED DEMOLITION/CLEARING AREA
 - PROPOSED DIRECT WETLAND IMPACT
 - PROPOSED PERIMETER FENCE DEMOLITION LIMITS
 - EXISTING TREES TO REMAIN
 - EXISTING TREES TO BE REMOVED



CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

NO.	DATE	SUBMITTALS	REVISIONS
1	08/14/18	SUBDIVISION PLAN AND PLAN SUBMITTAL	
2	08/14/18	REVISIONS TO SUBDIVISION PLAN AND PLAN SUBMITTAL	
3	08/14/18	REVISIONS TO SUBDIVISION PLAN AND PLAN SUBMITTAL	

**SPRINGS
AT PORT ORANGE
SUBDIVISION PLANS
DEMOLITION & EROSION
CONTROL PLAN**

PROJECT NO:	ZC-17067
DESIGNED BY:	HK
DRAFTED BY:	HR
CHECKED BY:	HK

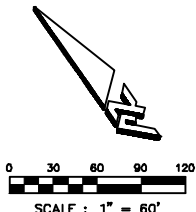
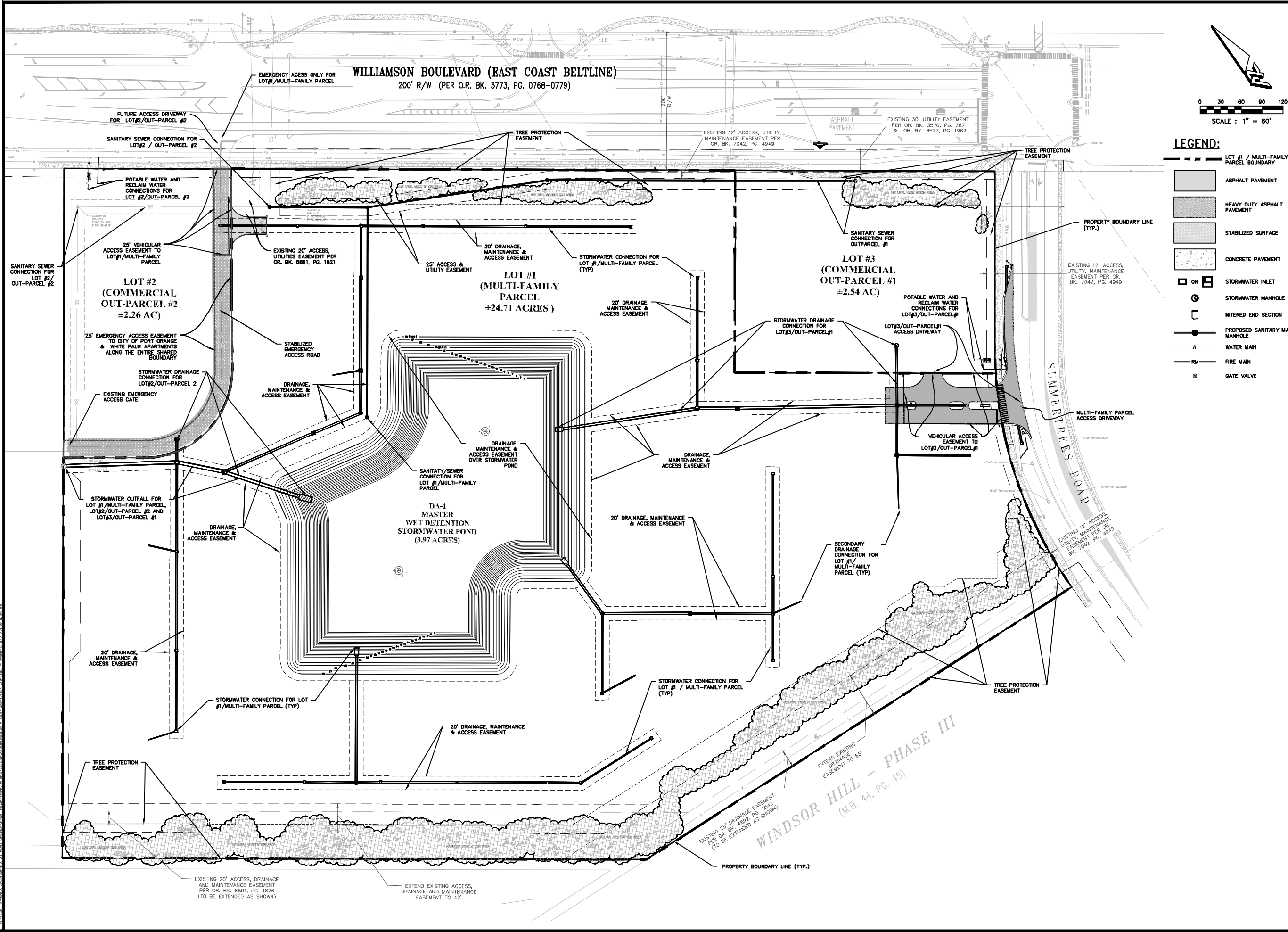
UNDRAWING FILE: C05-17067_ECP.DWG
XREFS: 17067-T3.DWG
XREFS: 17067-BASE.DWG

Haluk Kiliç

HALUK KILIÇ, P.E. NO. 8121
NOT VALID WITH THIS SEAL

SCALE: 1"=60'

SHEET: C05 OF 13



LEGEND:

- LOT #1 / MULTI-FAMILY PARCEL BOUNDARY
- ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STABILIZED SURFACE
- CONCRETE PAVEMENT
- STORMWATER INLET
- STORMWATER MANHOLE
- MITERED END SECTION
- PROPOSED SANITARY MAIN AND MANHOLE
- WATER MAIN
- FIRE MAIN
- GATE VALVE

ZEV COHEN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
ENVIRONMENTAL PLANNING
TRANSPORTATION
WWW.ZEVCOHEN.COM

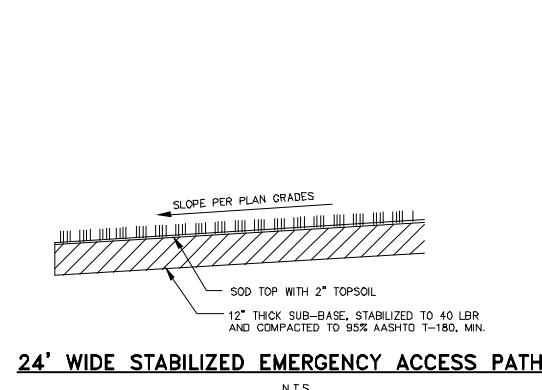
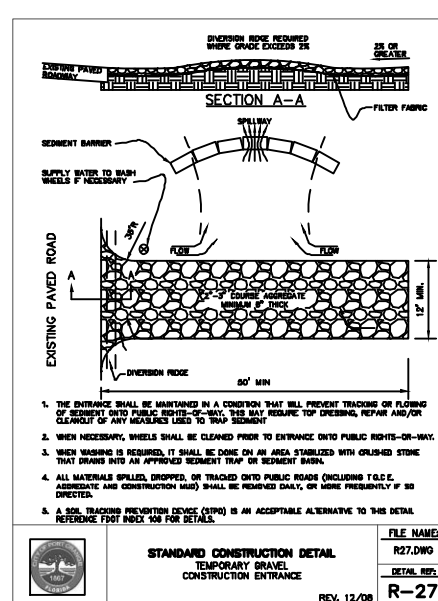
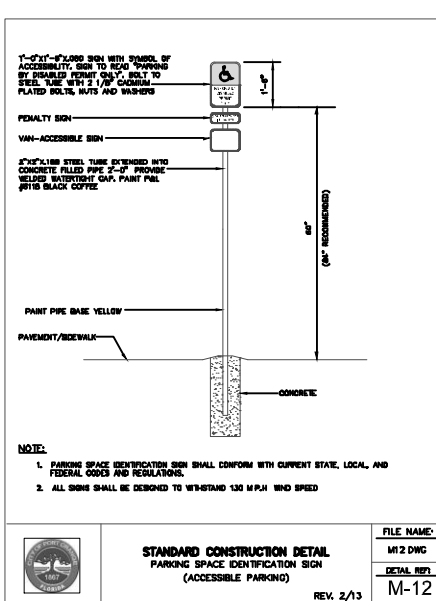
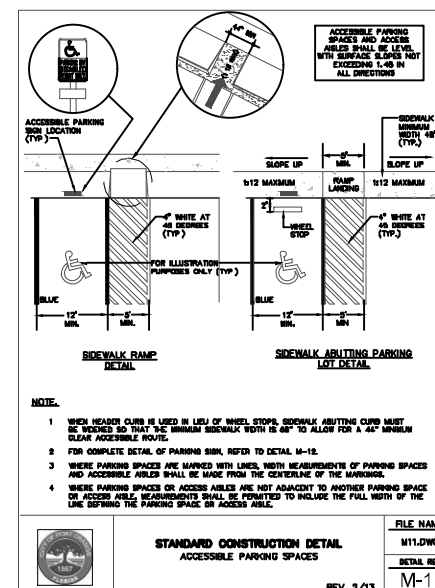
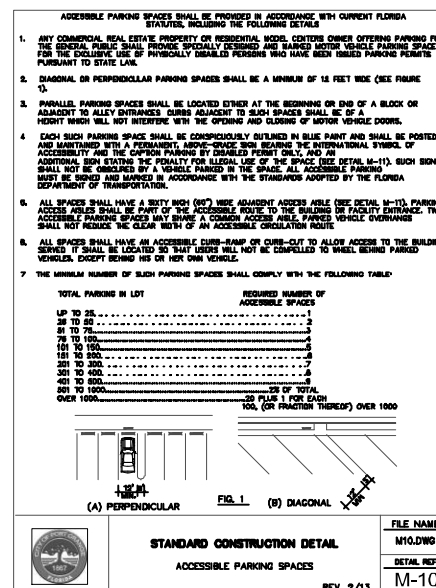
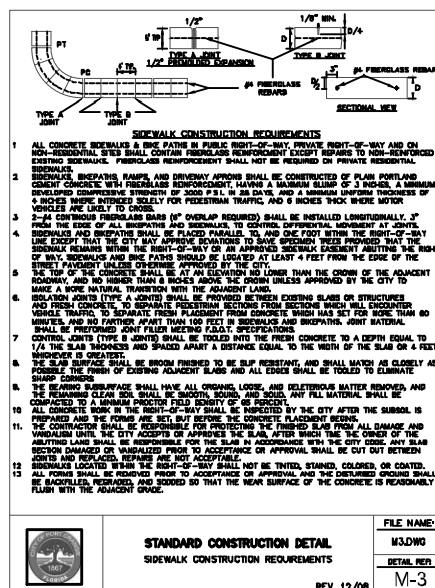
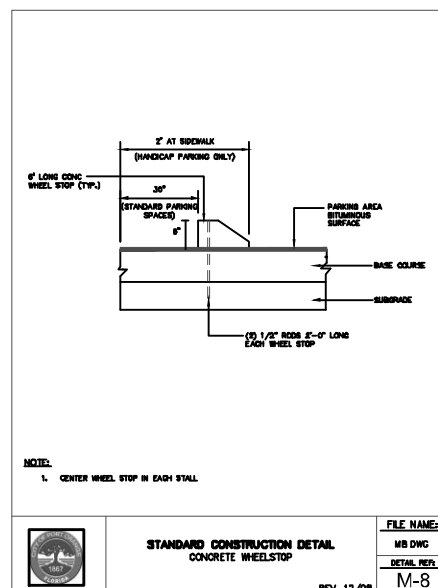
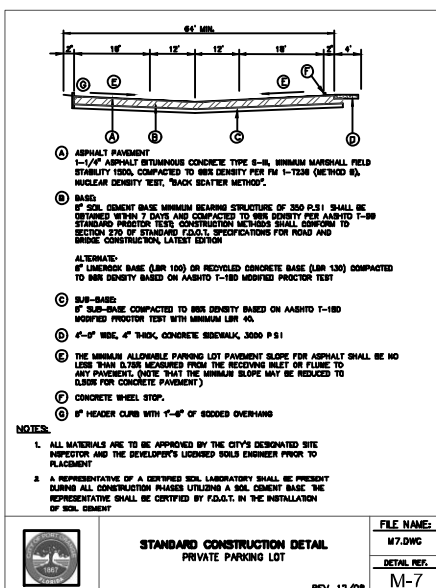
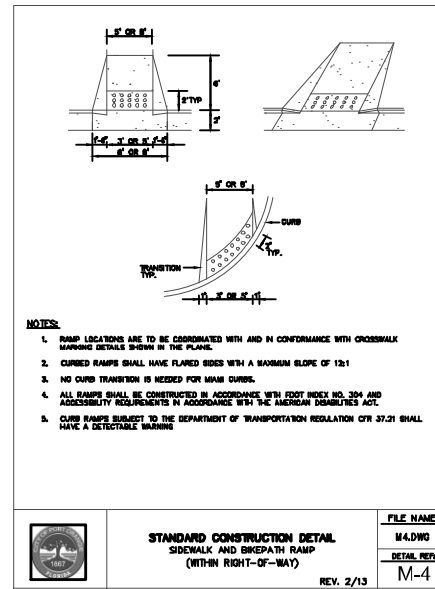
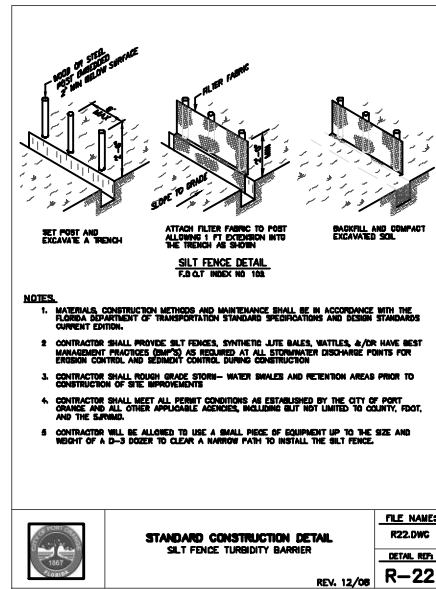
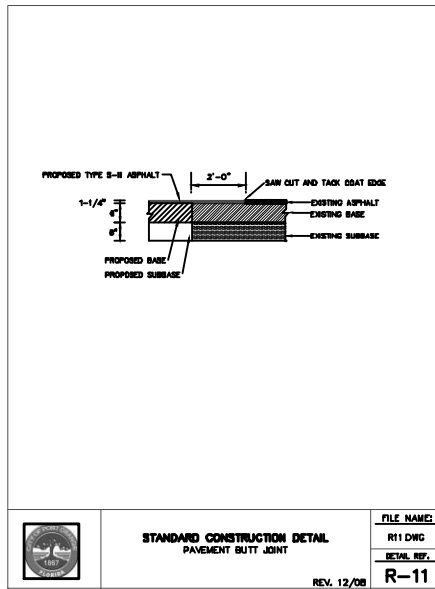
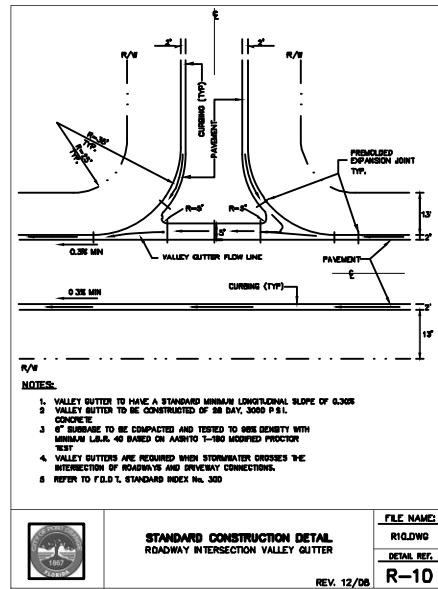
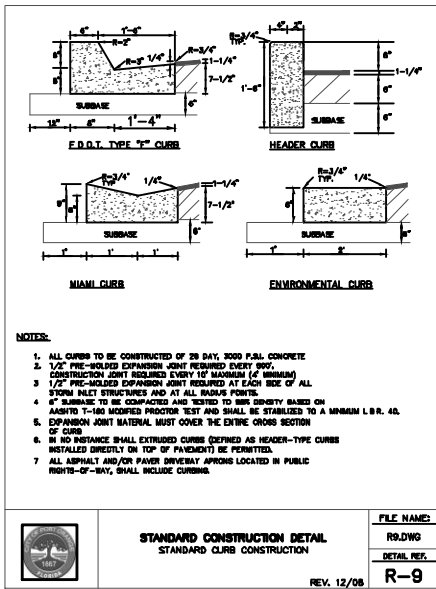
NO.	DATE	SUBMITTALS	REVISIONS
1	05/14/2018	SUBDIVISION PLAN AND PLAN SUBMITTAL	
2	06/08/2018	REVISIONS PER CITY OF PORT ORANGE COMMENTS DATED 05/10/18	
3	06/08/2018	REVISIONS PER CITY OF PORT ORANGE COMMENTS DATED 05/22/18	

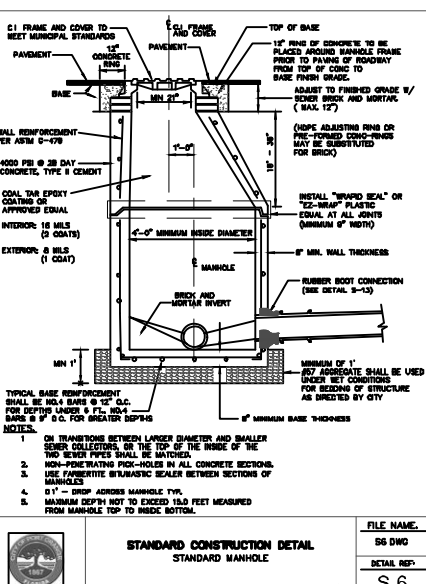
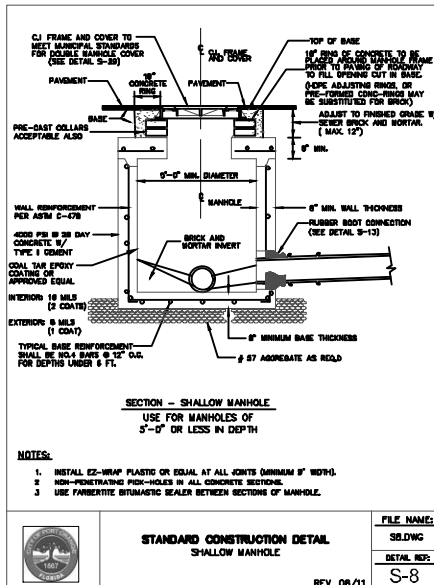
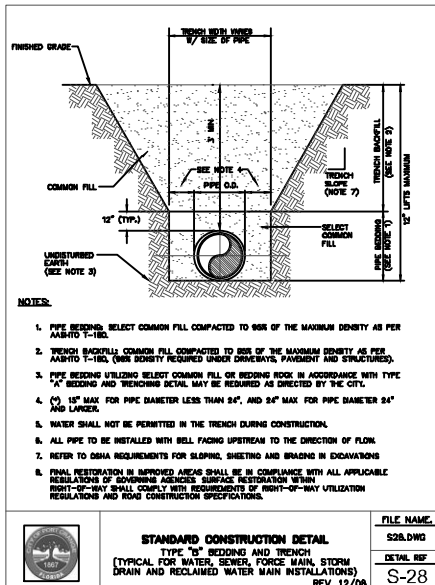
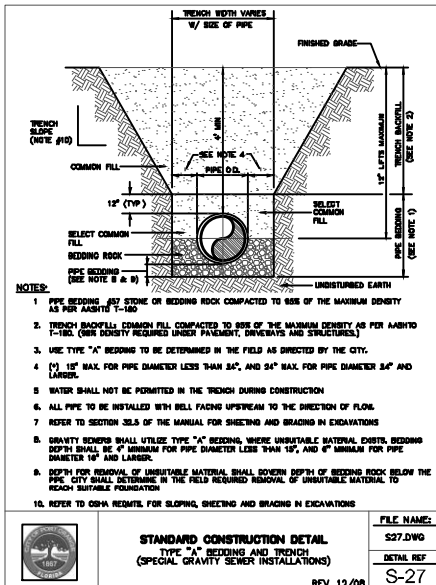
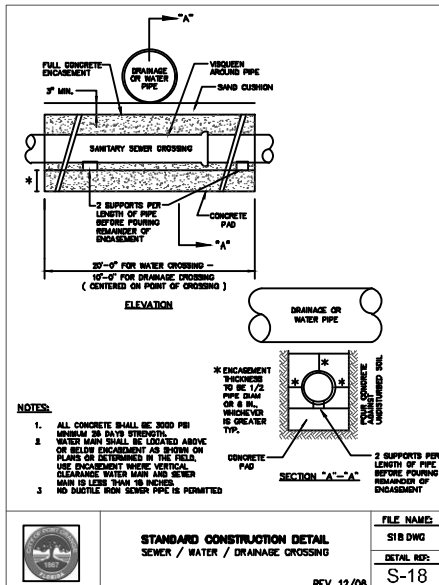
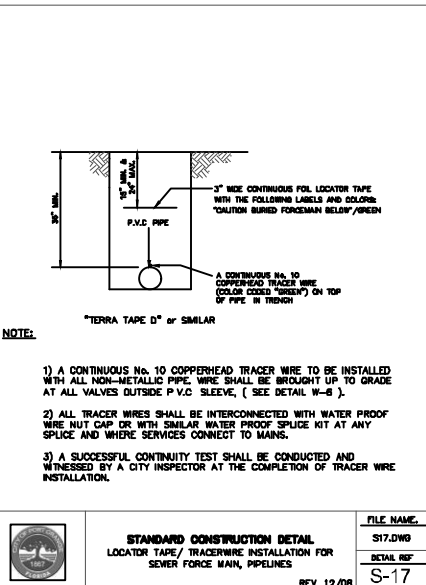
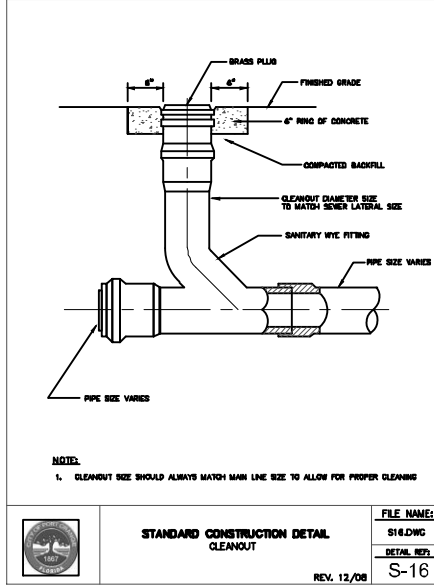
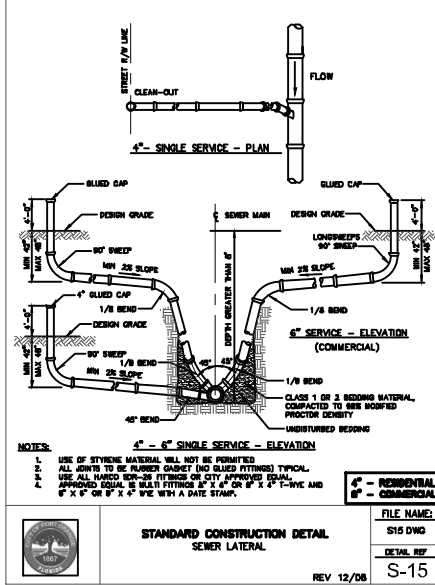
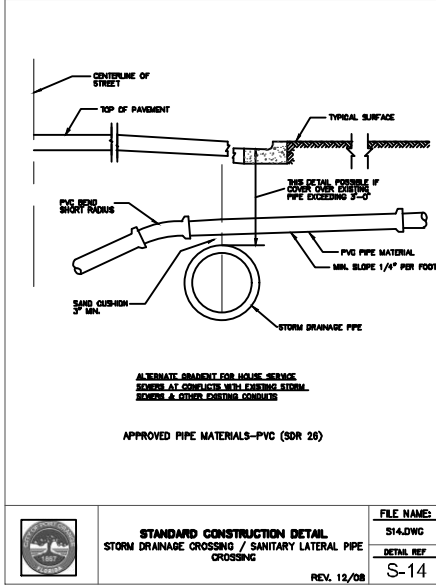
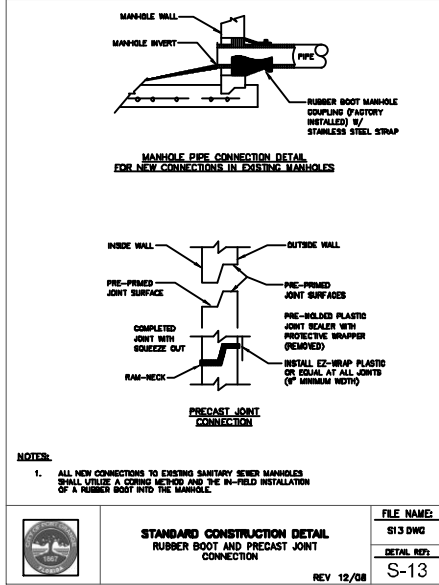
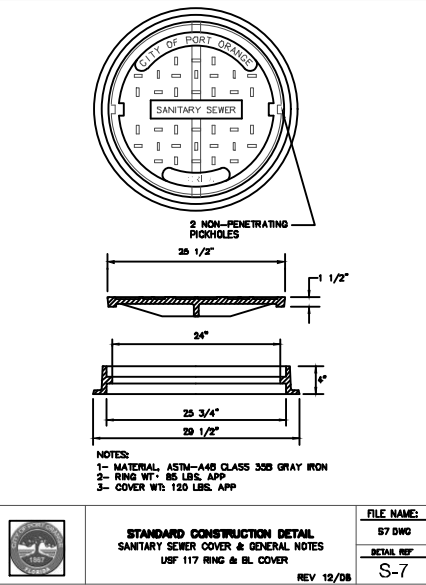
**SPRINGS AT PORT ORANGE
SUBDIVISION PLANS
OVERALL DEVELOPMENT PLAN**
CITY OF PORT ORANGE
VOLUSIA COUNTY, FLORIDA

PROJECT NO:	ZC-1/06/
DESIGNED BY:	HK
DRAFTED BY:	HR
CHECKED BY:	HK

UNAWING HLE: C06-17007_00P.DWG
XREFS: 1/06-T03.DWG
XREFS: 17007_BASE.DWG

Haluk Kiliç
HALUK KILIC, P.E. NO. 3821
NOT VALID WITHOUT SEAL
SCALE: 1"=60'
SHEET: C06 OF 13





City of Port Orange Public Utilities Department
List of Approved Products

Sanitary Sewer & Force Main 12/08

Air Release Valves	
MANUFACTURER	MODEL #
A.R.I.	D-025P (Plastic)

Gate Valves and Tapping Valves - Resilient Seated (AKWA CS09 and CS15) 24" or Smaller	
MANUFACTURER	MODEL #
American AVK Co.	Series 3, 18, 25, 45, 55, & 66
Clow	Model 2638 and 2639
Mueller	A-2360, A-2361, T-2360 & T-2361
American Flow Control	Series 2500

Joints Restrained - PVC Only	
MANUFACTURER	MODEL #
EBBA from Inc.	Series 1500/1800 2000/2500/2800
Star Pipe	Starpipe Series 1000/1100/1200/4000
Clow Lock SLC	PV-Lock for PVC
Sigma	Cam-Lock (111 & 120) & Bell-Lock (115 & 165)
Smith-Blair	

STANDARD CONSTRUCTION DETAIL
SANITARY SEWER & FORCE MAIN APPROVED PRODUCTS

REV. 12/08

FILE NAME: S5.DWG
SHEET NO: S-5



CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
TRANSPORTATION

NO.	DATE	SUBMITTALS	REVISIONS
1	08/14/10	SUBMISSION	PLAN AND SUBMITTAL
2	08/14/10	REVISION	PLAN AND SUBMITTAL
3	08/14/10	REVISION	PLAN AND SUBMITTAL

SPRINGS AT PORT ORANGE
SUBDIVISION PLANS
CONSTRUCTION DETAILS

CITY OF PORT ORANGE

PROJECT NO: ZC-1/06/
DESIGNED BY: HK
DRAFTED BY: IR
CHECKED BY: HK

UNAWING FILE: C07-038-17067_DET.DWG
XREFS: 1/06/T13.DWG
XREFS:

Haluk Kilic
REGISTERED PROFESSIONAL ENGINEER
NO. 10000
FLORIDA

SCALE: AS SHOWN

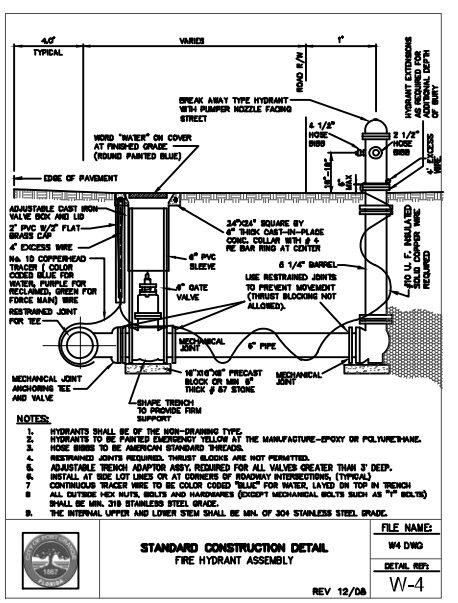
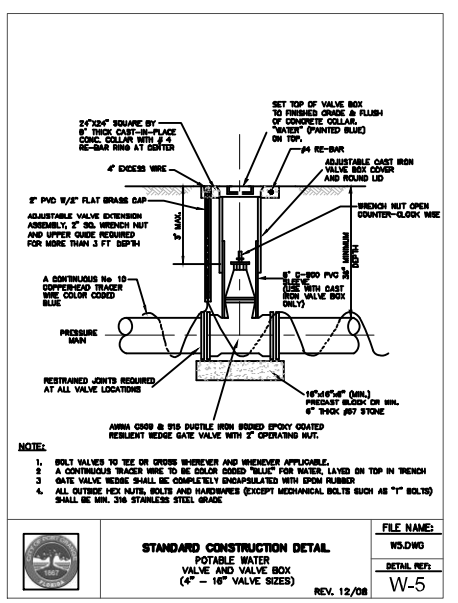
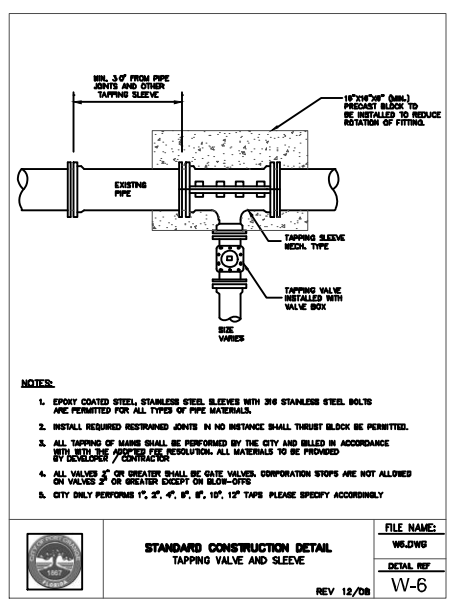
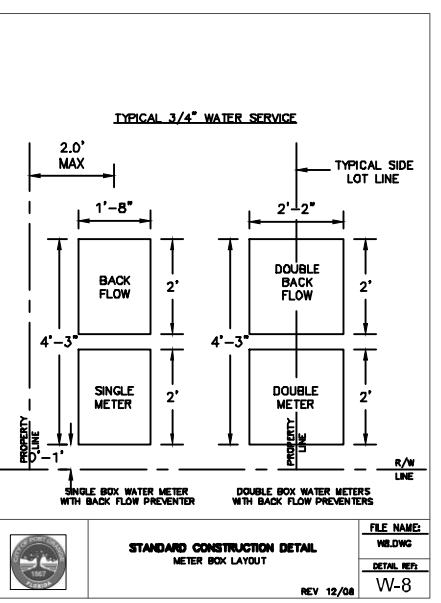
SHEET: C08 OF 13

NO.	DATE	SUBMITTALS	REVISIONS
1	07/14/16	SUBDIVISION PLAN AND PLAN SUBMITTAL	
2	08/04/16	REVISED PER CITY OF PORT ORANGE COMMENTS DATED 06-22-16	
3	08/04/16	REVISED PER CITY OF PORT ORANGE COMMENTS DATED 06-22-16	

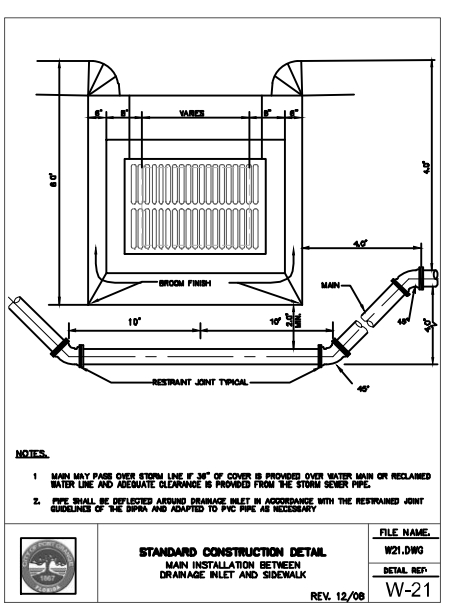
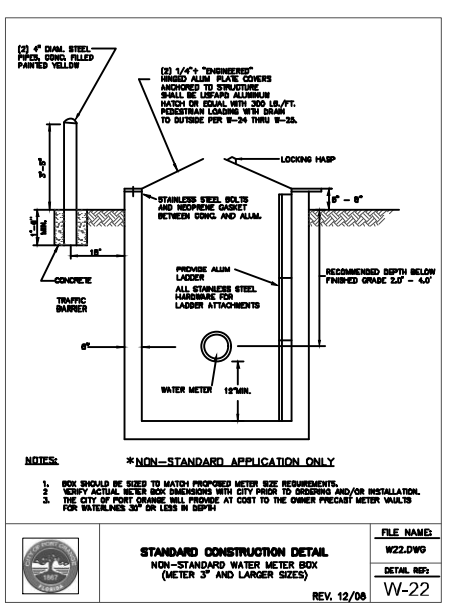
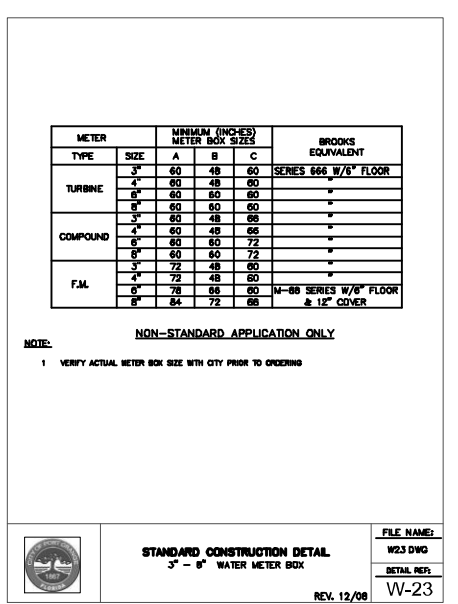
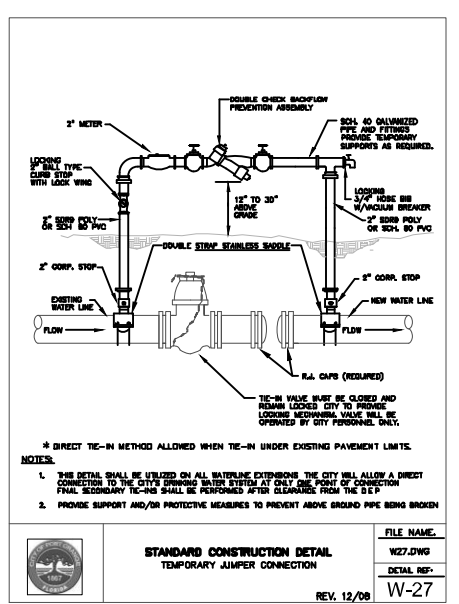
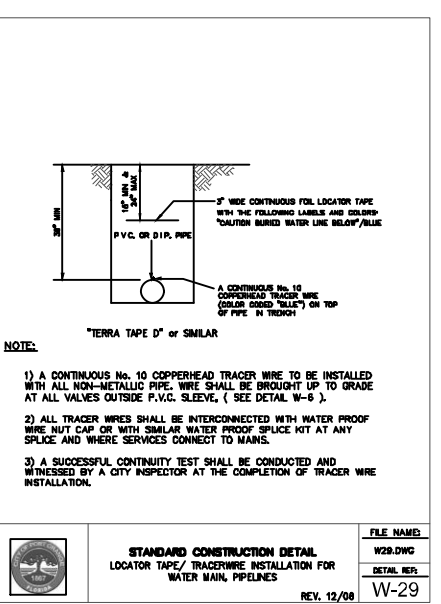
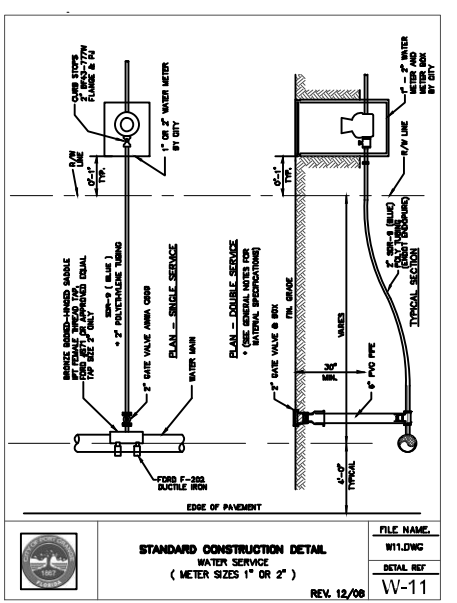
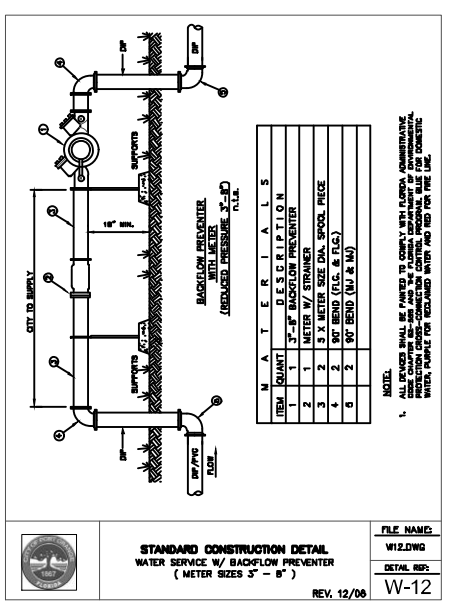
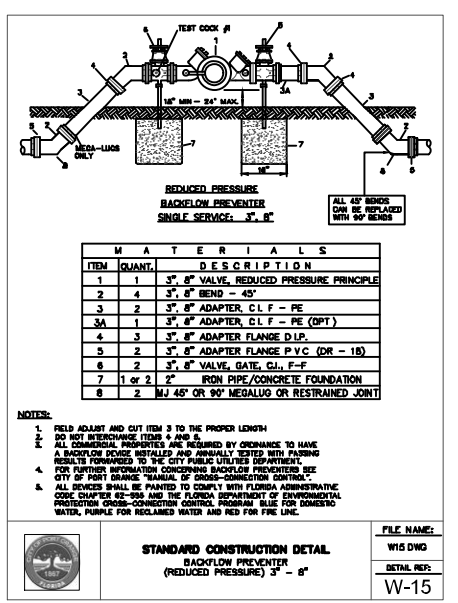
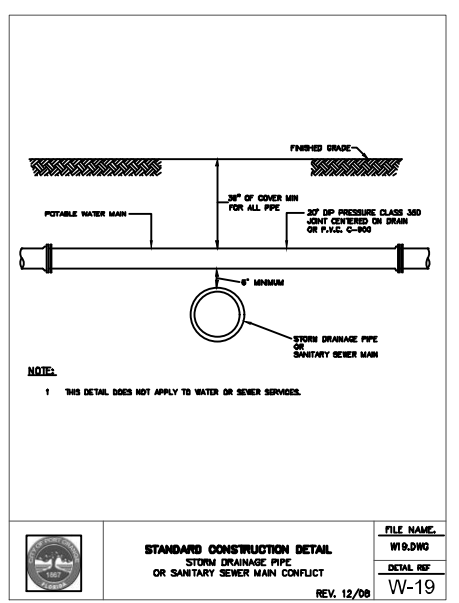
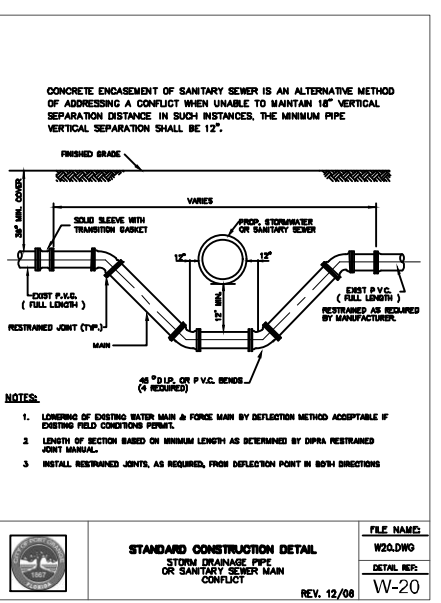
SPRINGS
AT PORT ORANGE
SUBDIVISION PLANS
CONSTRUCTION DETAILS

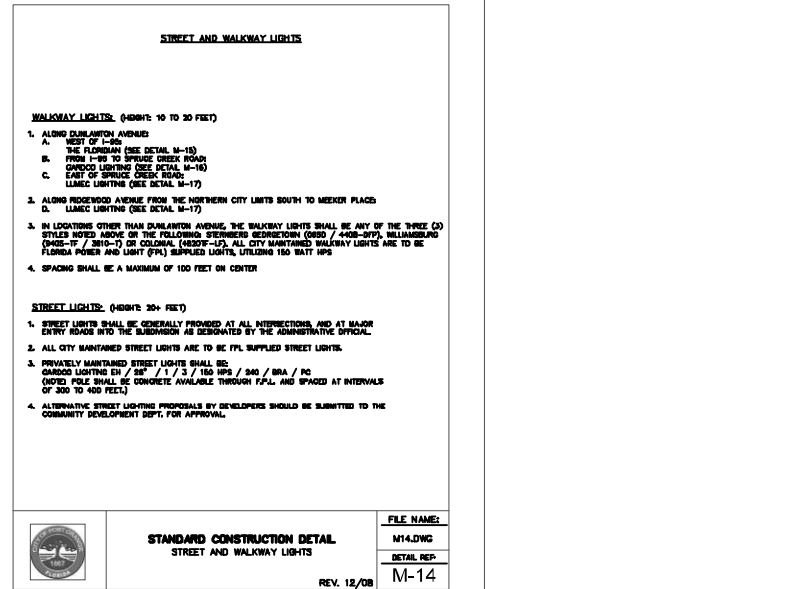
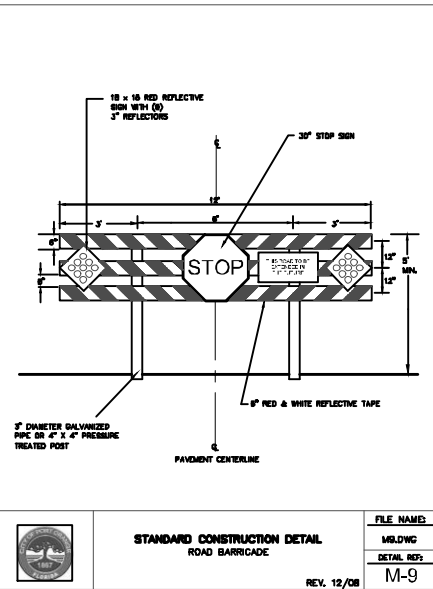
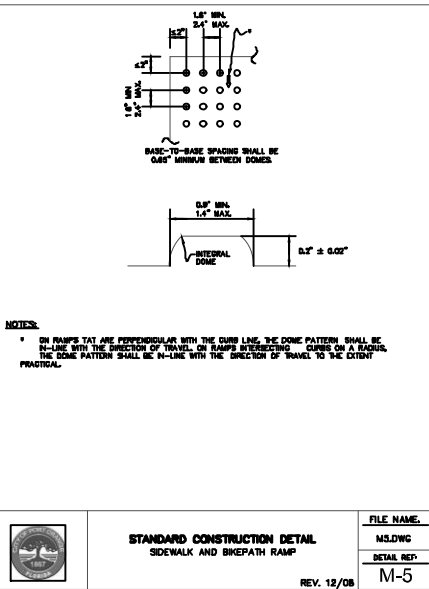
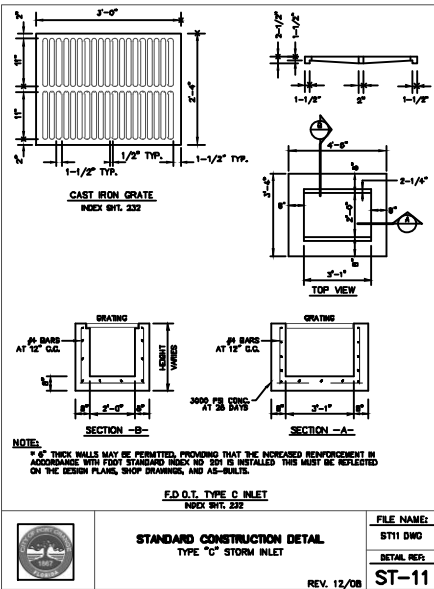
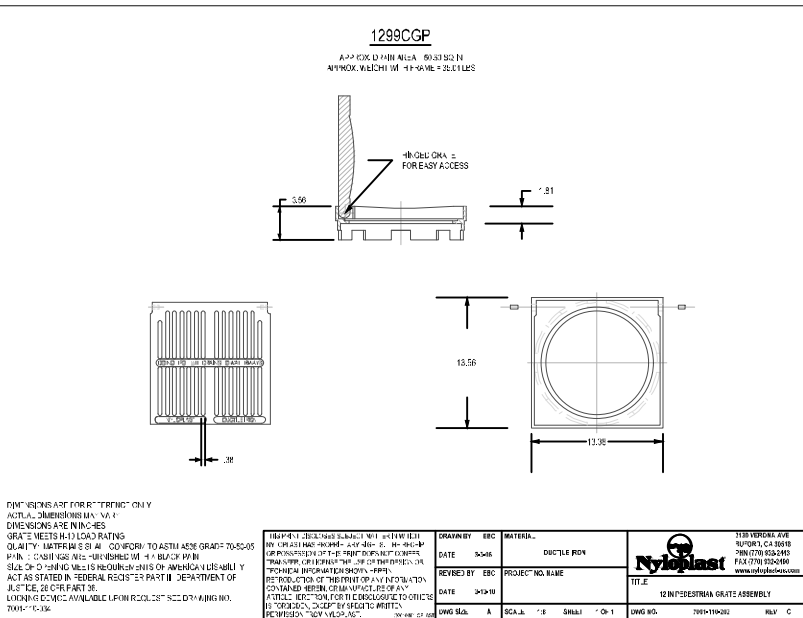
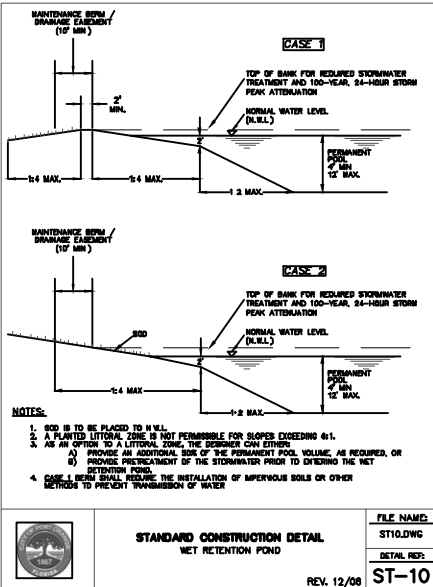
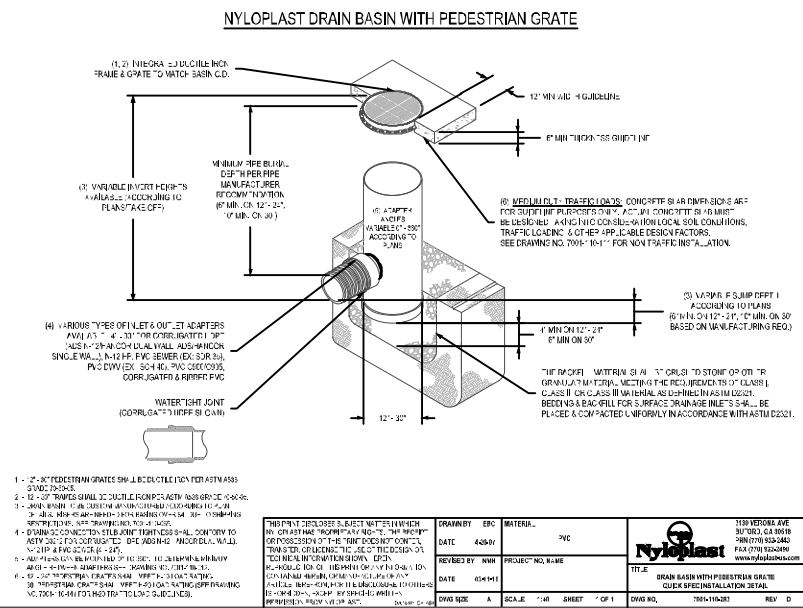
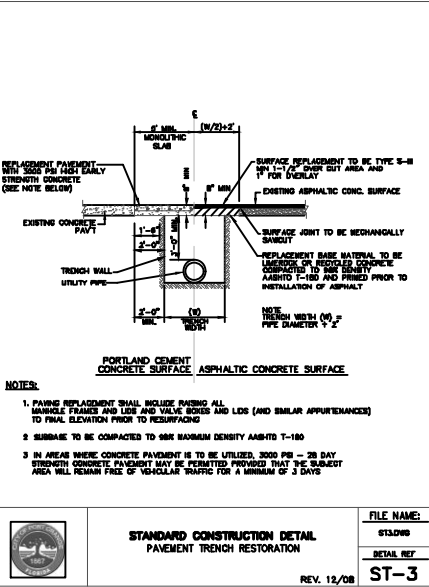
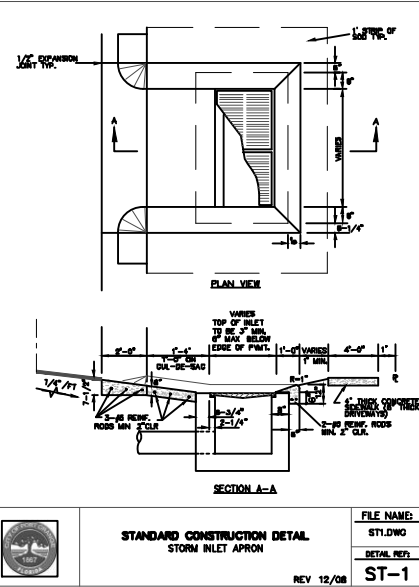
PROJECT NO: ZC-11067
DESIGNED BY: HK
DRAFTED BY: IR
CHECKED BY: HK

UNAWING FILE: C37-033-17067_DET.DWG
XREFS: 1/06-T13.DWG
XREFS:
HALUK KILIC, P.E., N.E. 3121
NOT VALID FOR SEAL
SCALE: AS SHOWN



City of Port Orange Public Utilities Department List of Approved Products	
Potable Water	
12/08	
Fire Hydrant (5 1/2\"/>	





CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

NO.	DATE	SUBMITTALS	REVISIONS
1	12/12/08	1	1
2	12/12/08	2	2
3	12/12/08	3	3

SPRINGS
AT PORT ORANGE
SUBDIVISION PLANS
CONSTRUCTION DETAILS

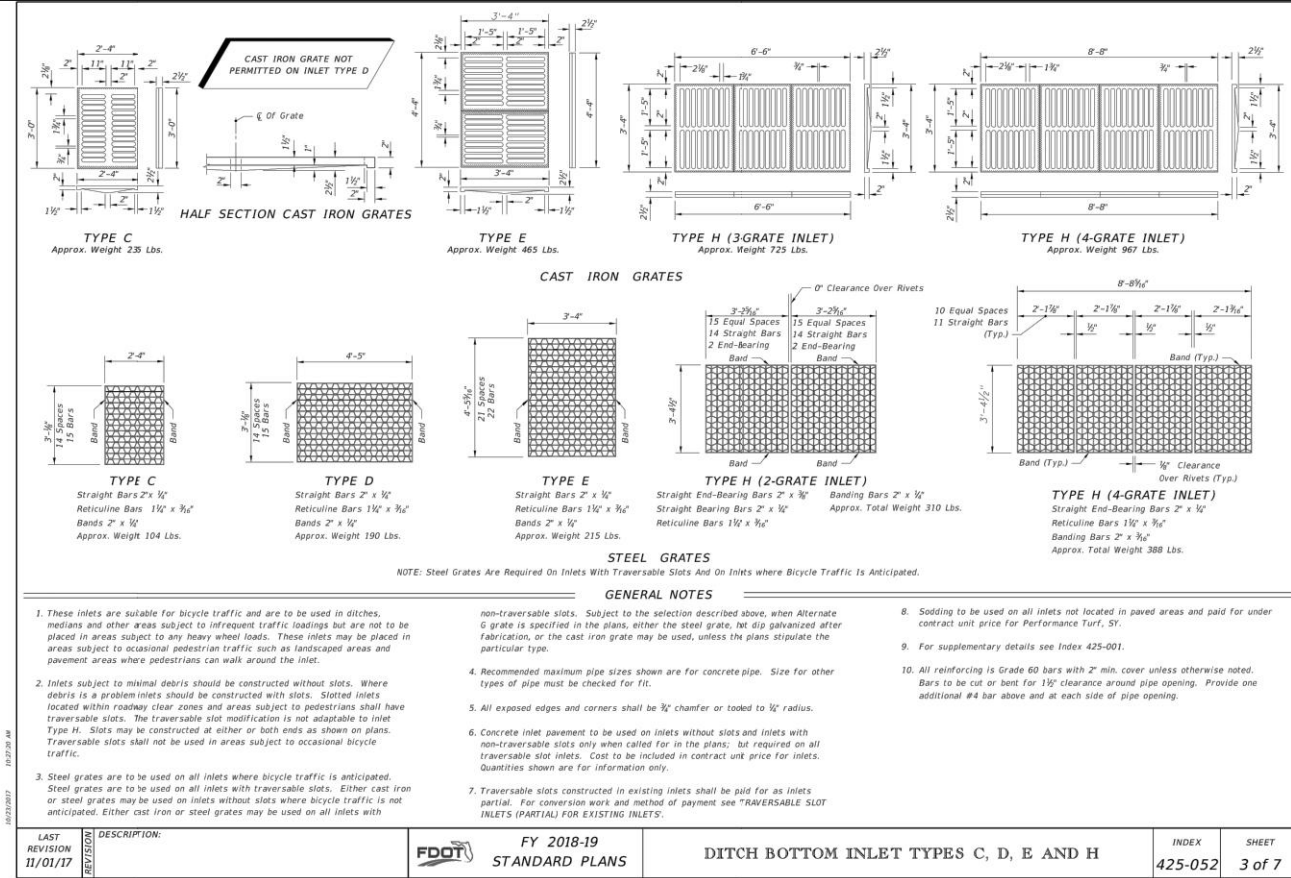
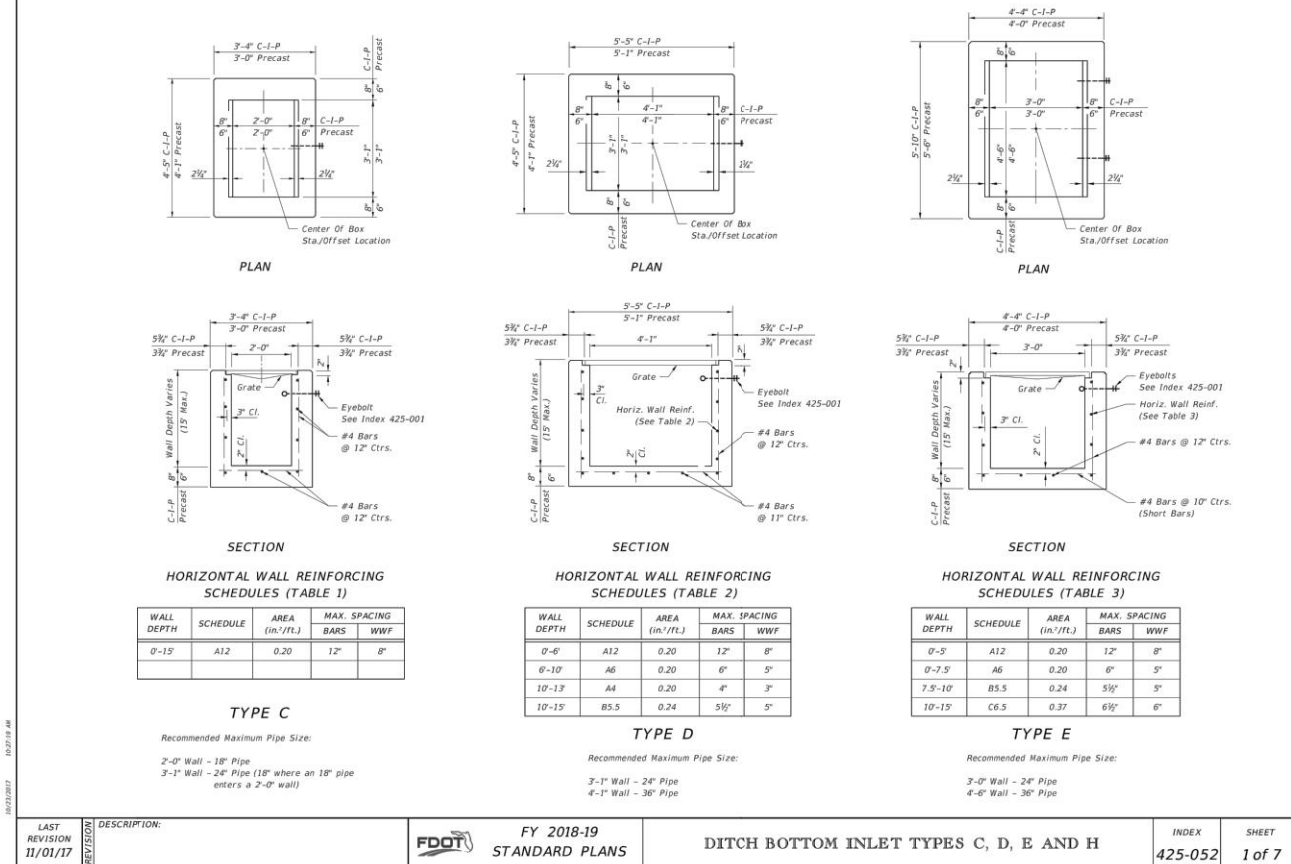
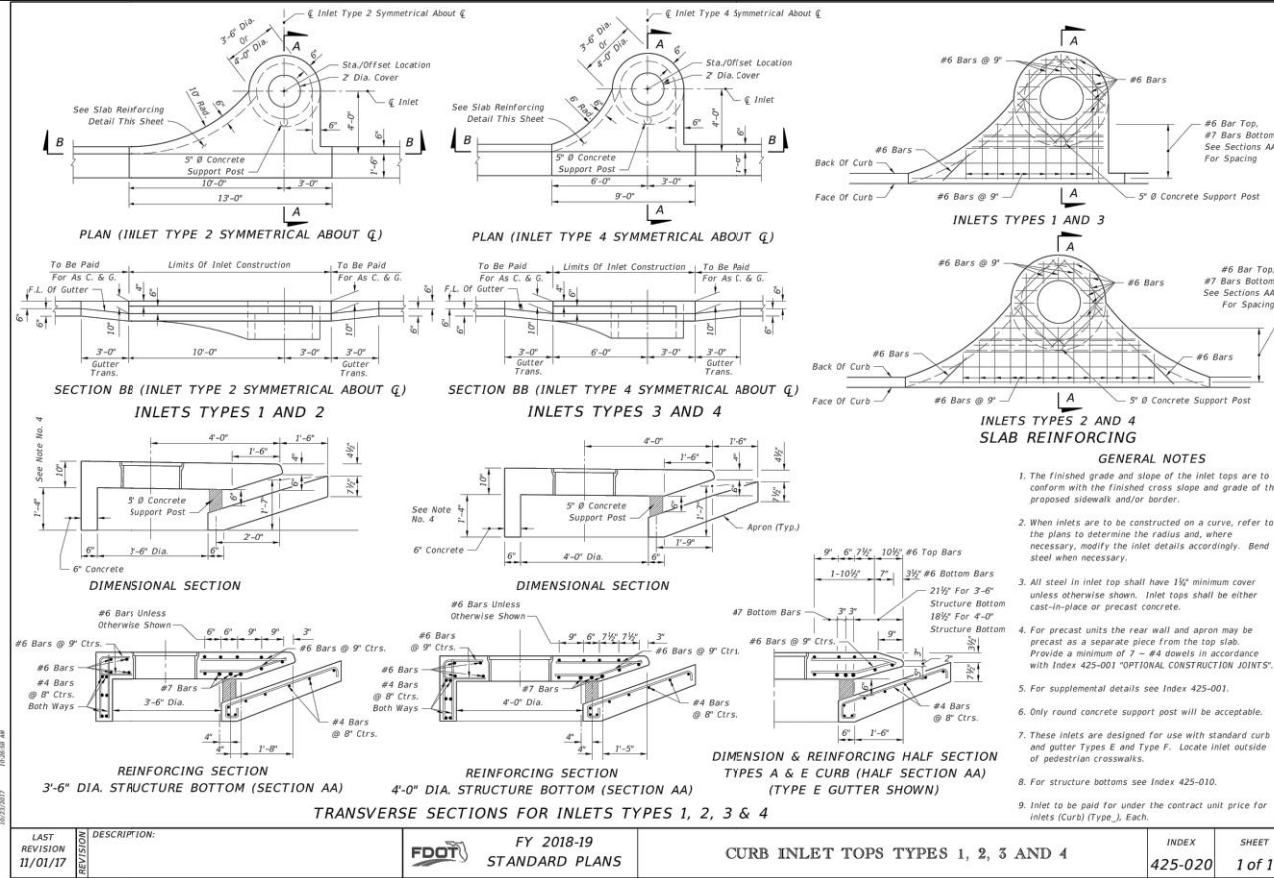
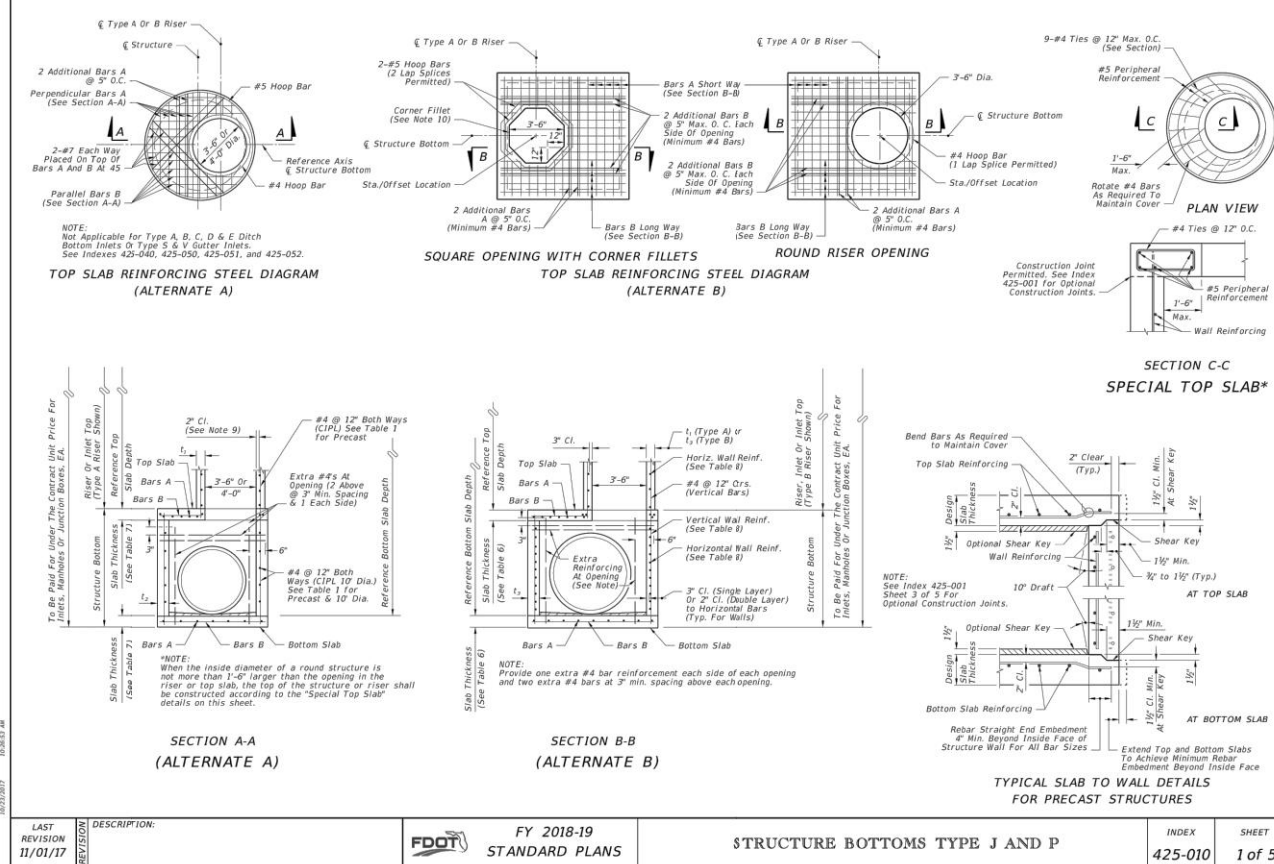
PROJECT NO: ZC-1106/
DESIGNED BY: HK
DRAFTED BY: IR
CHECKED BY: HK

UNAWING FILE: C37-038-17067_DET.DWG
XREFS: 1/06-T13.DWG
XREFS:



HALUK KILIÇ, P.E. NO. 3121
NOT VALID WITHOUT SEAL
SCALE: AS SHOWN
SHEET: C10 OF 13

SPRINGS AT PORT ORANGE SUBDIVISION PLANS 001-50-100-DEWG - PRINTED 12/22/2017 10:34:18 AM



ZEV COHEN & ASSOCIATES, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

NO.	DATE	SUBMITTALS	REVISIONS
1	12/22/2017	1	1
2	12/22/2017	2	2
3	12/22/2017	3	3

SPRINGS AT PORT ORANGE SUBDIVISION PLANS CONSTRUCTION DETAILS

PROJECT NO: ZC-1/06/
DESIGNED BY: HK
DRAFTED BY: IR
CHECKED BY: HK



UNAWING FILE: C37-033-17067_DET.DWG
XREFS: 1/06/T13.DWG
XREFS:
SCALE: AS SHOWN
SHEET: C11 OF 13

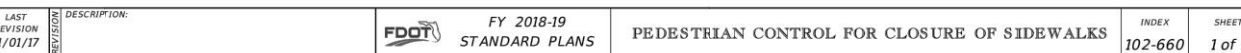
LAST REVISION 11/01/17	DESCRIPTION:	 FY 2018-19 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX 430-021	SHEET 1 of 6
------------------------------	--------------	--	---------------------------------	------------------	-----------------

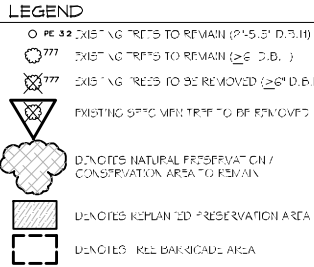
DESCRIPTION:	 FY 2018-19 STANDARD PLANS	SIDE DRAIN MITERED END SECTION	INDEX 430-02
--------------	--	--------------------------------	-----------------



S = minimum shoulder width
 L = Length of shoulder taper in feet
 W = Width of total shoulder in feet
 (combined paved and unpaved width)
 S = Posted speed limit (mph)

ST SION 11/17	DESCRIPTION:	 FY 2018-19 STANDARD PLANS	TWO-LANE, TWO-WAY, WORK ON SHOULDER	INDEX 102-602	SHEET 1 of 1
---------------------	--------------	--	-------------------------------------	-------------------------	------------------------





**ZEV COHEN
& ASSOCIATES, INC.**
300 HYDEPARK BLVD., STE. C
ORLANDO FL 32834
WWW.ZEVCOHEN.COM

CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
PLANNING
TRANSPORTATION

[illegible]

SPRINGS AT PORT ORANGE SUBDIVISION PLANS TREE PROTECTION PLAN & DETAILS

CITY OF PORT ORANGE VOLUSIA COUNTY FLORIDA

PROJECT NO: ZC 17067

DESIGNED BY: SMG

DRAFTED BY: SMG

CHECKED BY: SKB

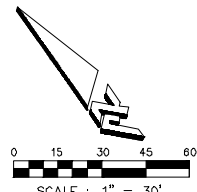
DRAWING FILE: 17067_SP-TP.DWG
XREF'S: 17067BAS.DWG
XREF'S: 17067SURVX.DWG



NOT VALID WITHOUT SEAL

SCALE: AS SHOWN

SHEET: **TP3** OF **6**





(3) 5/83

NO.	DATE	SUBMITTALS / REVISIONS
-----	------	------------------------

VOLUISIA COUNTY FLORIDA

CITY OF PORT ORANGE

© 2006 The Authors

SHEET: TP6 OF 6

Species	DBH	Pinus elliptica	5.3	Pinus elliptica	4.1
Pinus elliptica	2.9	Pinus elliptica	5	Pinus elliptica	3
Pinus elliptica	3.4	Pinus elliptica	5.7	Pinus elliptica	4.5
Pinus elliptica	4.1	Pinus elliptica	4.4	Pinus elliptica	3.1
Quercus laurifolia	3.5	Pinus elliptica	3.1		
Pinus elliptica	5.2	Pinus elliptica	5	Total Trees:	182
Taxodium distichum	3.5	Pinus elliptica	3.7		
Pinus elliptica	2.6	Pinus elliptica	4.5		
Pinus elliptica	4.9	Pinus elliptica	3.4		
Pinus elliptica	5.4	Pinus elliptica	5		
Pinus elliptica	5.5	Pinus elliptica	5.3		
Pinus elliptica	2.7	Pinus elliptica	4.7		
Pinus elliptica	4.6	Pinus elliptica	5.3		
Pinus elliptica	3.4	Pinus elliptica	4		
Pinus elliptica	4	Magnolia virginiana	4.2		
Pinus elliptica	5.3	Pinus elliptica	3.5		
Pinus elliptica	3	Pinus elliptica	5.2		
Pinus elliptica	3.2	Pinus elliptica	4.8		
Pinus elliptica	3	Pinus elliptica	4.1		
Pinus elliptica	3.1	Pinus elliptica	2.4		
Pinus elliptica	5.3	Pinus elliptica	3.6		
Quercus laurifolia	4.5	Pinus elliptica	4.1		
Pinus elliptica	5.4	Pinus elliptica	4.1		
Pinus elliptica	4	Pinus palustris	4.6		
Pinus elliptica	4.6	Pinus elliptica	4.4		
Ilex coccinea	3.2	Pinus elliptica	5.2		
Pinus elliptica	3.2	Pinus elliptica	3.7		
Pinus elliptica	3.1	Pinus elliptica	3.8		
Pinus elliptica	4.3	Pinus elliptica	3.3		
Pinus elliptica	3.5	Pinus elliptica	4.1		
Magnolia grandiflora	3.1	Pinus elliptica	3.1		
Pinus elliptica	4.6	Pinus elliptica	3		
Pinus elliptica	2.6	Pinus elliptica	4.1		
Pinus elliptica	3.6	Pinus elliptica	3.7		
Pinus elliptica	5.3	Pinus elliptica	4.5		
Pinus elliptica	3	Pinus elliptica	2.6		
Pinus elliptica	4.4	Pinus elliptica	4.8		
Pinus elliptica	2.9	Pinus elliptica	5.1		
Pinus elliptica	4.3	Pinus elliptica	3.4		
Pinus elliptica	5.4	Pinus elliptica	3.6		
Pinus palustris	2.6	Pinus elliptica	4		
Pinus elliptica	2.7	Pinus elliptica	2.8		
Pinus elliptica	3	Pinus elliptica	4		
Pinus elliptica	4.6	Pinus elliptica	5.3		
Pinus elliptica	4.5	Pinus elliptica	3		
Pinus elliptica	3.3	Pinus elliptica	3.5		
Pinus elliptica	3.6	Pinus elliptica	4.6		
Pinus elliptica	4.9	Pinus elliptica	4.8		
Pinus elliptica	5.6	Pinus elliptica	4.1		
Pinus elliptica	3.7	Pinus elliptica	5.6		
Pinus elliptica	2.5	Pinus elliptica	3.4		
Pinus elliptica	2.7	Pinus elliptica	4.6		
Taxodium distichum	4.3	Pinus elliptica	4.1		
Taxodium distichum	4	Pinus elliptica	4.4		
Taxodium distichum	3.2	Pinus elliptica	4		
Pinus elliptica	4.5	Pinus elliptica	3.4		
Pinus elliptica	2.9	Pinus elliptica	4.4		
Taxodium distichum	4.4	Pinus elliptica	5.5		
Pinus elliptica	4.3	Ilex coccinea	5.5		
Taxodium distichum	4.6	Pinus elliptica	3.4		
Taxodium distichum	2.9	Quercus myrtilloides	3.6		
Taxodium distichum	4	Quercus myrtilloides	4.4		
Taxodium distichum	2.9	Ilex coccinea	3.5		
Taxodium distichum	3.1	Ilex coccinea	3.1		
Taxodium distichum	4.6	Pinus elliptica	3		
Pinus palustris	2.9	Ilex coccinea	4.1		
Pinus elliptica	2.6	Ilex coccinea	4.5		
Pinus elliptica	2.7	Pinus elliptica	4		
Quercus geminata	4.3	Pinus elliptica	5.4		
Pinus palustris	5.1	Pinus elliptica	5.1		
Quercus laurifolia	3.7	Pinus elliptica	3.5		
Pinus elliptica	3.4	Pinus elliptica	3.7		
Pinus elliptica	2.9	Pinus elliptica	2.2		
Pinus elliptica	4.7	Pinus elliptica	3.1		
Pinus elliptica	4	Pinus elliptica	4.5		
Pinus elliptica	5.1	Pinus elliptica	3.9		
Pinus elliptica	3	Pinus elliptica	5		
Pinus elliptica	4.8	Pinus elliptica	2.6		
Pinus elliptica	4.6	Pinus elliptica	5.4		
Pinus elliptica	3.9	Pinus elliptica	2.8		
Pinus elliptica	4.2	Pinus elliptica	4.5		
Pinus elliptica	3.5	Pinus elliptica	3.7		
Pinus elliptica	5.3	Pinus elliptica	4		
Pinus elliptica	4	Pinus elliptica	2.6		
Pinus elliptica	4.1	Pinus elliptica	2.6		
Pinus elliptica	4.2	Pinus elliptica	3.5		
Pinus elliptica	2				

[illegible]

* 359 TREES ARE

EXHIBIT 3

Tree Preservation Chart - Springs at Port Orange Subdivision

15% Tree Preservation Area

	Required 15% Tree Preservation Area	Tree Preservation Area Provided
Total Site Area	29.51 Acres	4.92 Acres

Specimen Tree Calculations

Total Site Area	29.51 Acres
# of Specimen Trees	0 Specimen Trees
Specimen Trees Per Acre	0.03 Specimen Trees/Acre
Percentage of Specimen Trees to Remain [LDC, Ch 9, Sec 16]	80%
Specimen Trees to Remain in Common Area	n/a

Minimum Tree Coverage Requirement - 1 Tree/2,500 SF

Total Site Area	29.51 Acres
Required # of New or Existing Trees (1/2,500 SF)	514 Trees
Trees Provided (New and Existing) as Part of Development Plan	336 New + 539 Existing Trees = 875
Existing Trees in 15% Tree Preservation Area to Remain	539 Existing Trees

Tree Mitigation

Not Required with this Subdivision



STAFF REPORT

First Amendment to the Riverwalk Amended and Restated Master Development Agreement CASE NO. 19-40000004

Request:	Approve the First Amendment to the Riverwalk Amended and Restated Master Development Agreement (MDA)
Location:	East of Ridgewood Avenue, south of Ocean Avenue, north of Herbert Street (see Figure 1).
Owners:	Halifax River Partners, LLC; Port Orange Town Center Community Redevelopment Agency; City of Port Orange
Applicant:	Josif Atanasoski, Manager, Halifax River Partners, LLC
Staff Recommendation:	Approval
Staff Contact:	Penelope Cruz, Planning Manager (386) 506-5671
Planning Commission:	July 25, 2019

DISCUSSION

The proposed First Amendment to the Riverwalk Amended and Restated Master Development Agreement (MDA) is to defer the recording of the subdivision plat for the project area (Figure 1) and certain Phase 1 site improvements until September 20, 2020. The current MDA requires the subdivision plat to subdivide the project area into 9 lots to be recorded and all Phase 1 site improvements, except the restaurant on the point, to be completed by September 20, 2019. There is no change to the September 20, 2019 completion date in the current MDA for the 23-foot-wide public trail and park and associated site improvements (landscape, benches, light poles, stormwater for trail, etc.), burying of the FPL power lines, and underground utilities improvements in the former Halifax Drive right-of-way.

Figure 1. Location Map



In addition to the proposed amendment to the MDA, there are additional associated documents that may require City Council approval. If one of the associated documents is not approved or modified, it could require modifications to the MDA amendment. Amendments to following documents are anticipated to be considered prior to or in conjunction with the proposed MDA amendment. Some of the items require Planning Commission and the Port Orange Town Center CRA recommendation and some items only require Council approval.

- Amendment to the Economic Development Incentives Agreement
- Amendment to the Exchange Agreement for the Cardwell Funeral Home Property; and
- Parking Easement Agreement for Special Event Parking on Halifax River Partners, LLC Property

The Riverwalk Amended and Restated Master Development Agreement (MDA) was approved by the City Council in September 2016 and established a phasing plan along with specific timeframes for completion of the Public Trail and Park, recording of the subdivision plat for the MDA project area, and site and subdivision improvements for Phase 1 of the Riverwalk development, and completion of the restaurant on the point. The project is still expected to be completed in five phases (Figure 2), with each phase being required to have adequate access and infrastructure to support development. The majority of the site improvements (utilities, stormwater landscape buffers, and improved public trail), restaurant on the point property, and demolition of the Cardwell Funeral Home are to be completed with Phase 1. The residential condominium buildings will be constructed in Phases 2 and 3 and additional marina boat slips will be constructed in Phases 4 and 5.

In 2016, Phase 1 also included the Captain Daddy's Riverboat Restaurant, 38-slip marina and parking for these uses. However, due to damage caused by Hurricane Matthew in October 2016, the riverboat restaurant removed, and the marina closed in 2018. At this time, neither of these uses have been reopened.

Figure 2. Original 2016 Approved Phasing Map



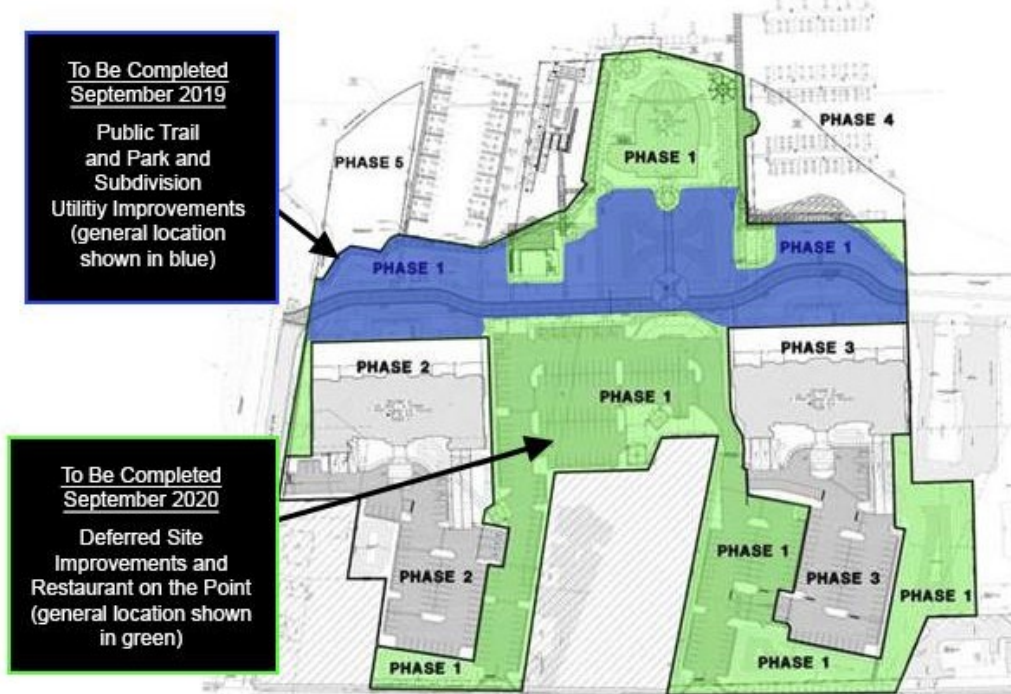
According to the applicant, the intent of the proposed First Amendment is to defer the recording of the subdivision plat and construction of Phase 1 site improvements (parking lot, landscaping, sidewalk, stormwater, turn lanes) that serve the private development in Phase 1, and allow for temporary parking within the project area so the 38-slip marina can re-open to the public. There is no change to the September 20, 2019 completion date in the current MDA for the 23-foot-wide public trail and park and associated site improvements (landscape, benches, light poles, stormwater for trail, etc.), burying of the FPL power lines, and underground utilities improvements in the former Halifax Drive right-of-way. The applicant indicated that the modifications to the MDA are to accommodate the development of the project, but due to unforeseen conditions, the developer of the project is requesting to defer some of the Phase 1 requirements until September 2020. The Phase 1 improvements being requested to be deferred are to support the private development proposed on the point property and the developer anticipates development of the restaurant on the point in 2020. Therefore, the applicant is requesting to defer certain Phase 1 site improvements (parking lots, turn lanes, stormwater, landscaping, and sidewalks) required in the original MDA to be completed by September 20, 2019 to now be completed by September 20, 2020.

There are no specific criteria to be used as a base for staff recommendations for several of the requested deviations from the original MDA. Staff recommendations on zoning matters are generally based on consideration of compatibility with adjacent uses, availability of adequate infrastructure and consistency with adopted plans (such as Comprehensive Plan, City Vision, budget, etc.) The proposed timing of developing Phase 1 is different than originally planned in the Riverwalk Amended and Restated Master Development Agreement (MDA) and will require Planning Commission and Council direction on whether the specific deviations to the completion date for certain Phase 1 improvements and the recording date of the subdivision plat will be acceptable.

If approved, the proposed First Amendment will defer the completion date for recording of the subdivision plat and completion and acceptance of the certain Phase 1 site improvements that are required for the operation of the proposed restaurant on the point to September 20, 2020 (Figure 3). The proposed First Amendment (see Exhibit 1) provides the following:

- Defer the date the 9-lot subdivision plat for the project area is to be recorded from September 20, 2019 to September 20, 2020;
- Defer the construction of the permanent parking lot and associated stormwater and installation of landscape buffers, landscape islands in the parking lot, sidewalks and irrigation on Lot 4 and Lot 9 in Phase 1 to September 20, 2020;
- Defer the completion of the two (2) left-turn lanes on Ridgewood Avenue in Phase 1 to September 20, 2020;
- Defer the construction of a 12' sidewalk along Ridgewood Avenue to September 20, 2020;
- Provide the developer the ability to develop temporary parking on the Cardwell Parcel or within the MDA project area to re-open the 38-slip marina, with temporary parking to be removed by September 20, 2020; and
- Provide the City Manager the authority to extend the deadline dates in the MDA as amended for delays as determined by the City Manager and Developer.

Figure 3. General location of items to be deferred to September 2020



As part of the proposed First Amendment to the Riverwalk Amended and Restated Master Development Agreement (MDA), the property owner has agreed to allow the City to use the lands west of the public trail for overflow parking during approved City special events. The City and Developer will need to enter into a Parking Easement Agreement memorializing the terms and conditions for this use.

The Staff Development Review Committee (SDRC) has reviewed the proposed amendment and the applicant will need to address some comments such as correcting formatting errors prior to this item being considered by City Council.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The subject property is designated Planned Community-Riverwalk on the City's Future Land Use (FLU) Map. The original MDA was found to be consistent with the City's Comprehensive Plan when it was approved in 2016. The proposed amendment does not change the FLU designation for the property and is consistent with the general intent of the Comprehensive Plan.

PUBLIC NOTICE

On June 28, 2019, yellow public notice signs were posted on the property to notify the public of the requested amendment. As of July 19, staff has not received and inquires.

RECOMMENDATION

Staff recommends **approval** of the First Amendment to the Riverwalk Amended and Restated Master Development Agreement, subject to review by the City Attorney as to legal form and content.

ATTACHMENT

Exhibit 1 – First Amendment to the Riverwalk Amended and Restated Master Development Agreement

EXHIBIT 1



REVISED

Prepared By:

Jeffrey P. Brock, Esq
Smith Bigman Brock, P.A.
444 Seabreeze Blvd. – Suite 900
Daytona Beach, FL 32118

Return Recorded Document to:

Records Clerk
City of Port Orange
1000 City Center Circle
Port Orange, FL 32129

FIRST AMENDMENT TO THE RIVERWALK AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO THE RIVERWALK AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT (the “First Amendment”), is entered into by and between HALIFAX RIVER PARTNERS, LLC, a Florida limited liability company, (“Owner/Developer”) Josif Atanasoski, Manager, having a mailing address of 1800 No. U.S. Highway 1, Ormond Beach, FL 32174 and the CITY OF PORT ORANGE, a Florida municipal corporation, having a mailing address of 1000 City Center Circle, Port Orange, FL 32129 (the “City”), (collectively the “Parties”), who hereby agree and covenant as follows:

WHEREAS, the Parties previously entered into that certain Riverwalk Amended and Restated Master Development Agreement dated September 20, 2016 and recorded in Official Records Book 7306, Page 1188, Public Records of Volusia County, Florida (the “MDA”); and

WHEREAS, the former Riverboat Restaurant was destroyed by Hurricane Matthew in 2016 and is no longer in operation or part of the project area; and

WHEREAS, the Parties desire to amend the MDA as more particularly set forth below.

NOW THEREFORE, the Parties hereby agree as follows;

1. The recitals stated above are true and correct and are incorporated herein by reference.
2. Paragraph 6 of the MDA, “Phasing” is hereby amended to delete subparagraph “a.” in its entirety.
3. Paragraph 6 of the MDA, “Phasing” is hereby amended to revise subparagraph “g.” as follows: The improvement listed as iii, iv, v, and viii shall be completed by September 20, 2019 and the remaining improvements shall be completed by September 20, 2020

- i. All the improvements on Lot 4 of the proposed subdivision plat referenced herein, also referred to as the "point", including a restaurant and the associated site improvements, extending into the intracoastal river within the mixed-use area except for the 2 multi-purpose marina buildings and the 58-slip marina.
- ii. The shared permanent parking facilities as shown on the CDP, located on Lot 9 of the proposed subdivision plat.
- iii. The PTP, including landscaping within the utility corridor, lights, stormwater, benches, trash receptacles, and other amenities.
- iv. Off-site work on the portion of Ocean Avenue to complete the PTP to the north side of the Ocean Avenue right-of-way where the PTP continues into the City's Riverwalk Park.
- v. Necessary utilities to service all proposed lots indicated on the Conceptual Replat, incorporated herein by reference on the CDP (Exhibit "E") and utilities to maintain service to off-site property currently served with laterals on the Project Area Property.
- vi. All stormwater improvements serving all phases except for structures and dry retention in the two condominium tower parking areas.
- vii. Landscaping, except around the condominium tower footprints and condominium parking areas.
- viii. Demolition of Cardwell structures, including the building and all subsurface structures and soils.
- ix. Temporary parking for the existing marina as described in this amendment
- x. An Eight (8) foot pedestrian pathway on Lot 4. the subject of the pedestrian easement referenced in subsection 3.e.x, of this Agreement and as generally shown on Exhibit 1. attached hereto and made apart hereof by reference.

4. Paragraph 7 of the MDA, "Subdivision" is hereby amended to revise subparagraph "f." as follows:

f. Owner/Developer shall record the plat as referenced herein and approved by the City of Port Orange on or before September 20, 2020.

5. Paragraph 12 of the MDA, "Bonding" is hereby amended to revise subparagraph "b." as follows:

b. Prior to the close of escrow, a separate bond, letter of credit or cash deposit shall be provided by the Owner/Developer to the City, to be held in escrow, guaranteeing the completion of the demolition and construction of the Public Trail and Park (PTP) and associated PTP utilities, stormwater and landscaping as set forth on plans stamped "Approved for Construction," in the amount of two (2) years of the net income for the Cardwell property along with a timing requirement that the PTP and the associated PTP improvements shall be complete within 12 months from the commencement of construction. The remaining Phase I improvements, as set forth in paragraph 6.g. of the MDA, as amended herein, shall be complete on or before September 20, 2020. If construction of all Phase I improvements, as set forth in paragraph 6.g. of the MDA, are not complete within the allotted time, then

Owner/Developer shall be responsible for paying to the City the amount of two times the annual income of the Cardwell property.

6. Paragraph 18 of the MDA, “Parking” is hereby amended to revise subparagraph “d.” as follows:

d. Prior to the issuance of a certificate of occupancy for any use in Phase I or September 20, 2020, whichever date is earlier, Owner/Developer shall complete the permanent parking facilities for the Phase I, as set forth in this MDA and as otherwise required by the City’s LDC.

7. Paragraph 18 of the MDA, “Parking: is hereby amended to revise subparagraph, “e.”, as follows:

f. The Owner/Developer may use the Cardwell Parcel to comply with the parking requirement if the former 39 slip marina is re-opened. Prior to use of this parcel for parking, the demolition of Cardwell structures, including the building and all subsurface structures and soils shall be completed, and work approved by the City. If the City still owns the parcel at the time the marina is re-opened and parking is required, a license agreement approved by the City Council between the City, Owner/Developer, and marina tenant is required prior to use of parcel for parking. The temporary parking on this parcel or in the Project Area for the Marina shall comply with the following.

- i. The temporary parking lot shall be constructed in conformance with the standards set forth herein and as approved by the City, requiring a paved, stabilized shell or gravel parking lot with stormwater facilities, and an ADA compliant walkway from the temporary parking to the marina facilities as shown on the approved subdivision construction plans.
- ii. Landscaping for the temporary parking facilities, as required by the LDC and this Agreement shall not be required during the period of time set forth in this section.
- iii. Temporary lighting for the temporary parking area and designated pedestrian crosswalk and pathway to the riverboat restaurant and marina shall be required
- iv. The allowance of the temporary parking may require a site plan or building permit and shall expire upon completion of on September 20, 2020

8. Paragraph 21 of the MDA, “Effective Date/Expiration” is hereby amended to revise subparagraph (a) as follows:

a. The effective date of this Agreement shall be upon the recording of the Agreement, and the recording shall occur within 30 days of the City Council approval. If

all PTP improvements and associated PTP utilities, stormwater drainage, and landscaping are not commenced by September 20, 2018 and completed by September 20, 2019, then this Agreement shall expire, except as amended by city council. The city council may consider the Developer/Owner's timely request for an ordinance amendment to extend the time for expiration of this Agreement. The remaining Phase I improvements, as set forth in paragraph 6.g. of the MDA, including but not limited to the completion of the restaurant, shall be completed on or before Four (4) years from the date of approval of this Agreement. The Owner/Developer, their successors or assigns, shall not be relieved of the prior obligations to develop infrastructure, landscaping, or any other common features required to serve the existing marina as provided in Paragraph 6.a. of this Agreement. This obligation shall survive and shall not terminate in the event that this Agreement expires. Once construction commences on the PTP and associated PTP improvements all construction activities associated with the PTP and the associated PTP improvements shall be completed within twelve (12) months.

9. Prior to the commencement of construction of the Phase I paved parking lot the Developer shall allow the City to use the lands west of the PTP for overflow parking during special City events. The City and Developer shall enter into a Parking Easement Agreement memorializing the terms and conditions for this use.
10. The City Manager shall have the authority to extend the deadline dates in the MDA as amended by this amendment for delays as determined by the City Manager and Developer.
11. This First Amendment shall be effective upon recording in the public records of Volusia County, Florida.
12. All the provisions of the MDA not in conflict herewith shall remain in full force and effect and shall be supplemented for the matters specifically amended herein by this First Amendment. The MDA shall survive the execution of this First Amendment.

THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK.

IN WITNESS WHEREOF, the Parties have executed this First Amendment to the Riverwalk Amended and Restated Master Development Agreement, by and through their duly authorized representatives, on the respective dates shown below.

WITNESSES (as to both):

**CITY OF PORT ORANGE, a Florida
Municipal Corporation**

Signature

By: _____
_____, Mayor

Printed Name

Signature

Attest: _____
Robin L. Fenwick, CMC, City Clerk

Printed Name

Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by _____ and ROBIN L. FENWICK, Mayor and City Clerk, respectively, of the CITY OF PORT ORANGE, FLORIDA, a Florida municipal corporation, on behalf of the City. They are personally known to me and did not take an oath.

Notary Public, State of Florida at Large

My Commission Expires:

HALIFAX RIVER PARTNERS, LLC

WITNESSES:

Signature

Printed Name

Signature

Printed Name

By: _____
Josif Atanasoski, Manager

Date: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this _____ day of _____, 2019, by JOSIF ATANASOSKI, Manager of HALIFAX RIVER PARTNERS, LLC. He is personally known to me or has produced _____ as identification.

Notary Public, State of Florida at Large

My Commission Expires:



STAFF REPORT

CASE NO. 19-25000002

LDC Amendment/Chapters 2, 17, and 18

REQUEST:	Amend the Land Development Code (LDC) Chapters 2, 17, and 18, zoning for contractor businesses and motor vehicle sales, as part of an effort to update the LDC.
APPLICANT:	City of Port Orange
STAFF RECOMMENDATION:	Approval
STAFF CONTACT:	Penelope Cruz, Planning Manager (386) 506-5671
PLANNING COMMISSION:	July 25, 2019

INTRODUCTION

Staff has been updating the Land Development Code (LDC) in phases over the past several years. Prior amendments included updates to sign regulations, the “green” building initiative, erosion control, floodplain management, updates to Building Code references, county-wide Traffic Impact Analysis standards, school concurrency, Construction Standards modifications, fire impact fees, site plan and subdivision regulations, zero lot line homes in the R-2D zoning district, microbreweries, architecture requirements, economic development – Ridgewood targeted businesses, tree preservation, and others.

PROPOSED AMENDMENT

The Community Development Department has received several inquiries over the past year from residential/commercial contractor businesses (e.g. A/C repair/install, landscaping, home repair/construction, plumbing, electrical, and hardscape) about locating along Ridgewood Avenue in the Ridgewood Development (RD) zoning district, and from auto sale businesses about locating in the Commercial Industrial (CI) zoning district (see Exhibit 2). The proposed amendment to allow contractor businesses in the RD zoning district and auto sales in the CI zoning district as permitted uses would create opportunity for vacant sites or buildings within the RD and CI district to attract more potential tenants. The proposed LDC amendment also provides special development requirements for these uses to provide compatibility with the surrounding areas adjacent to possible site in the RD and CI zoning districts.

Proposed Use to be added to the RD Zoning District:

The LDC currently classifies any construction related business as a *Construction Contractor's Yard and Storage* use. This definition includes uses such as an A/C repair contractor to a national construction contractor. Currently, *Construction*

Contractor's Yard and Storage uses are permitted in the Commercial Industrial (CI) and Light Industrial (LI) zoning districts. In 2013, the *Construction Contractor's Yard and Storage* use was removed from the list of permitted uses in the Ridgewood Development (RD) Zoning District, as part of the Ridgewood Corridor Plan implementation, due to unwanted impacts to the adjacent residential areas.

The proposed LDC amendment is to create two use categories to allow for residential/commercial contractor businesses to locate in the RD zoning district with special development requirements to provide design criteria to mitigate impacts to adjacent properties and maintain aesthetics along the Ridgewood Corridor. The following definition is proposed to define a residential/commercial contractor businesses:

Construction and Home Improvement Contractor: Land and building where an office and construction materials are kept in association with contracting businesses or trades of a type that are specialized to assist in building construction and remodeling for residential or commercial customers and may include, but not be limited to, air conditioning/heating, landscaping, fencing, plumbing, pavers, painting, and aluminum, building construction, roofing, solar energy systems, but not including uses defined as Infrastructure construction contractor's yard and storage.

Businesses that meet this definition would be allowed to locate along the Ridgewood Corridor on property zoned RD, subject to special development requirements being met or constructed, such as to have an office building on site, screening of equipment and work vehicles, and restrictions on hours of operation. The *Construction and Home Improvement Contractor* use businesses are more geared to serving residential dwellings or commercial uses and require the visibility of being located on a commercial corridor. These businesses typically do not have the heavy equipment, trucks, and inventory as a larger scale contractor business does, so they require less area and can screen their materials and vehicles with fencing and landscaping. Allowing the residential/commercial contractor businesses to locate in the RD zoning district is a more refined approach to addressing this use that provides for economic development opportunities for underutilized sites along the corridor while preventing/minimizing impacts or compatibility issues with adjacent properties.

The following special development requirements are intended to provide sufficient buffers between non-commercial and commercial uses and minimize possible nuisances.

1. *The proposed site shall front on an arterial roadway.*
This requirement is intended to ensure that traffic impacts associated with the use are directed toward the arterial or major collector roadway.
2. *The proposed site shall be required to include an office building on the subject property for the construction and home improvement contractor business.*
This requirement is intended to ensure the site is not uses for storage only.

3. *The storage yard for all equipment and materials shall be completely enclosed and fully screened from any public or private rights-of-way or adjacent property with an opaque wood or PVC fence or masonry wall and a ten foot-wide (design type 2) bufferyard planted along the street side of the fence or wall, in addition to other landscaping required by the LDC.* Buffering shall be provided to effectively screen the proposed business from adjacent residential properties or public or private rights-of-way. A site development plan or building permit application will be reviewed for compliance with this requirement.
4. *The yard (not including any associated office use) shall only be allowed to operate between 6:00 a.m. and 9:00 p.m. on any particular day.* This requirement is to mitigate noise that could be created by loading and unloading equipment and vehicles.

The development or redevelopment of a building/site for a *Construction and Home Improvement Contractor* business would be required to comply with all site development requirements listed in the LDC and Code of Ordinances, such as landscape buffers, screen wall, stormwater, water, sewer, and reclaim lines, parking, appearance of the building, signage, noise ordinance, and other site requirements, that are finalized with a site plan or building permit.

Large-scale contractor businesses (hauling, site development, roadway construction, utility system installation, etc.) would be defined as *Infrastructure Construction Contractor Yard* and remain as only being permitted the CI and LI industrial zoning districts. These businesses are typically regional or national construction companies that require a large area for storage of heavy machinery, vehicles and materials, and do not require roadway frontage/visibility to sustain their business.

Infrastructure construction contractor's yard: Land or building where construction materials are kept in association with heavy construction contractors engaged in activities that may include, but not be limited to paving, highway construction, utility construction, road construction, hauling, machine construction, and utility system installation.

Both the *Construction and Home Improvement Contractor* and the *Infrastructure Construction Contractor Yard* use would be permitted in the CI and LI zoning district.

Add Motor Vehicle Sales as Use in CI Zoning District:

The proposed amendment would add *motor vehicle sales* as a permitted use with special development requirements in the Commercial Industrial (CI) zoning district. The properties in the City zoned CI are shown on Exhibit 2. Currently, *motor vehicle sales* uses are permitted in the Ridgewood Development (RD) and the Highway Commercial (HC) zoning districts.

The recent inquiries received to establish auto sales businesses in the CI zoning district are predominately where the sale of vehicles is through the internet with the inventory being stored inside the tenant space or an off-site storage area.

Currently, the CI zoning district allows a number of motor vehicle related uses (storage, repair facilities; service stations; towing and impoundment; truck/trailer/automobile rental; and wholesalers and distributors) but does not allow for motor vehicle sale.

Typically, industrial sites are not developed with excess parking beyond what is required by the LDC, so to ensure parking is available, the proposed special development requirement would require vehicle display areas to be located inside a building. Requiring the inventory associated with the auto sales use to be located within a building is to ensure that the parking lot and loading areas for an industrial site remains unobstructed so maneuverability needs of larger vehicles, forklifts/specialized equipment, and truck delivery is maintained. This requirement is based on a majority of the inquiries received being for multi-tenant industrial buildings where parking and loading is shared with industrial uses.

The lack of industrial tenants and an abundance of vacant space within the industrial zoning districts has resulted in more landlords looking to expand uses that can occupied their building(s). The lower demand for industrial space in the CI zoning district has made it possible for uses such as motor vehicles sales, health/exercise clubs, standard office to consider these properties.

The development or redevelopment of a building/site for an auto sales business would be required to comply with all site development requirements listed in the LDC and Code of Ordinances, such as landscape buffers, screen wall, stormwater, water, sewer, and reclaim lines, parking, appearance of the building, signage, noise ordinance, and other site requirements, and are finalized with a site plan or building permit.

RECOMMENDATION

Approval of the amendments to Chapters 2, 17, and 18 of the Land Development Code, subject to review by the City Attorney as to legal form and content.

ATTACHMENTS

Exhibit 1 – Proposed LDC Amendments to Chapters 2, 17 and 18

Exhibit 2 – Map of Ridgewood Development (RD) and Commercial Industrial (CI)
Zoned Properties

EXHIBIT 1

Chapter 2 - DEFINITIONS AND INTERPRETATIONS

Section 2: - Definitions.

~~*Construction contractor's yard and storage.* Land or building where construction materials are kept in association with such contracting businesses and may include, but not be limited to, air conditioning and heating, aluminum, building construction, hauling, machine construction, roofing, solar energy systems, utility system installation, and wallcovering.~~

Construction and Home Improvement Contractor. Land and building where an office and construction materials are kept in association with contracting businesses or trades of a type that are specialized to assist in building construction and remodeling for residential or commercial customers and may include, but not be limited to, air conditioning/heating, landscaping, fencing, plumbing, pavers, painting, and aluminum, building construction, roofing, solar energy systems, but not including uses defined as Infrastructure construction contractor's yard and storage.

Infrastructure construction contractor's yard. Land or building where construction materials are kept in association with heavy construction contractors engaged in activities that may include, but not be limited to paving, highway construction, utility construction, road construction, hauling, machine construction, and utility system installation.

Chapter 17 - ZONING DISTRICT REGULATIONS

Section 23: - Commercial industrial (CI) district.

[No changes to subsection (a)]

(b) Permitted uses.

- (1) Adult/vocational education.
- (2) Antennas.
- (3) Appliance/electronic repair shops.
- (4) Boat repair, engine.
- (5) Business services.
- (6) Commercial/industrial equipment and supplies.
- (7) Commercial/industrial services.
- (8) Commercial/industrial warehouses.
- ~~(9) Construction contractor's yard and storage.~~
- ~~(10) Fleet-based services.~~
- ~~(11) Greenhouses and nurseries (wholesale and retail).~~
- (11) Infrastructure construction contractor's yard.
- (12) Laboratory, research and development.
- (13) Laundry and dry cleaning plants.
- (14) Maintenance contractors.
- (15) Manufacturing: craftsman shops.
- (16) Manufacturing: fabrication.
- (17) Manufacturing: limited.
- (18) Mini-warehouses.
- (19) Motor vehicle and boat storage facilities.
- (20) Motor vehicle repair facilities.
- (21) Motor vehicle service stations.
- (22) Motor vehicle towing and impoundment.
- (23) Offices.
- (24) Taxidermy.
- (25) Transportation services.
- (26) Truck/trailer/automobile rental.
- (27) Wholesalers and distributors.

(c) *Permitted uses with special development requirements* (chapter 18, section 4).

- (1) Brewery (subsection 3.7).
- (2) Kennels (subsection 8).
- (3) Health/exercise club (subsection 6).
- (4) Motor vehicle sales (subsection 9.75).

[No changes to subsection (d)]

Section 24: - Light industrial (LI) district.

[No changes to subsection (a)]

(b) Permitted uses.

- (1) Airport and related activities.

- (2) Antennas.
- (3) Boat repair, body.
- (4) Boat repair, engine.
- (5) Commercial/industrial warehouse.
- ~~(6) Construction contractor's yard and storage.~~
- ~~(76) Crematoriums.~~
- ~~(87) Greenhouses and nurseries (wholesale only).~~
- (8) Infrastructure construction contractor's yard.
- (9) Laboratory, research and development.
- (10) Laundry and dry cleaning plants.
- (11) Manufacturing, craftsman shops.
- (12) Manufacturing, limited.
- (13) Manufacturing, fabrication.
- (14) Manufacturing, processing.
- (15) Motor vehicle repair facilities.
- (16) Motor vehicle towing and impoundment.
- (17) Offices.
- (18) Trucking terminals.

[No changes to subsections (c) and (d)]

Section 25: - Ridgewood development (RD) district.

[No changes to subsections (a) and (b)]

(bb) *Permitted uses with special development requirements* (chapter 18, section 4).

- (1) Assisted living facilities (subsection 1).
- (2) Brewery (subsection 3.7).
- (3) Child care centers (subsection 4).
- (4) Community gardens (subsection 5.1).
- (5) Construction and home improvement contractor (subsection 5.12).
- ~~(56) Craft food and beverage producer (subsection 5.15).~~
- ~~(67) Microbrewery (subsection 9.57).~~
- ~~(78) Nursing homes (subsection 10).~~

[No changes to subsections (c) through (h)]

Chapter 18 - CONDITIONAL USES, SPECIAL EXCEPTIONS AND PERMITTED USES WITH SPECIAL DEVELOPMENT REQUIREMENTS

Section 4: - Special development requirements for permitted uses.

[No changes to subsection (a)]

(b) *Special development requirements.*

[No changes to subsections (1) through (5.1)]

(5.12) Construction and home improvement contractor (RD)

(a) The proposed site shall front on an arterial roadway.

(b) The proposed site shall be required to include an office building on the subject property for the construction and home improvement contractor.

(c) The storage yard and all equipment and materials shall be completely enclosed and fully screened from any public or private rights-of-way or residential property with an opaque wood or PVC fence or masonry wall and a ten foot-wide (design type 2) bufferyard planted along the street side of the fence or wall, in addition to other landscaping required by this code.

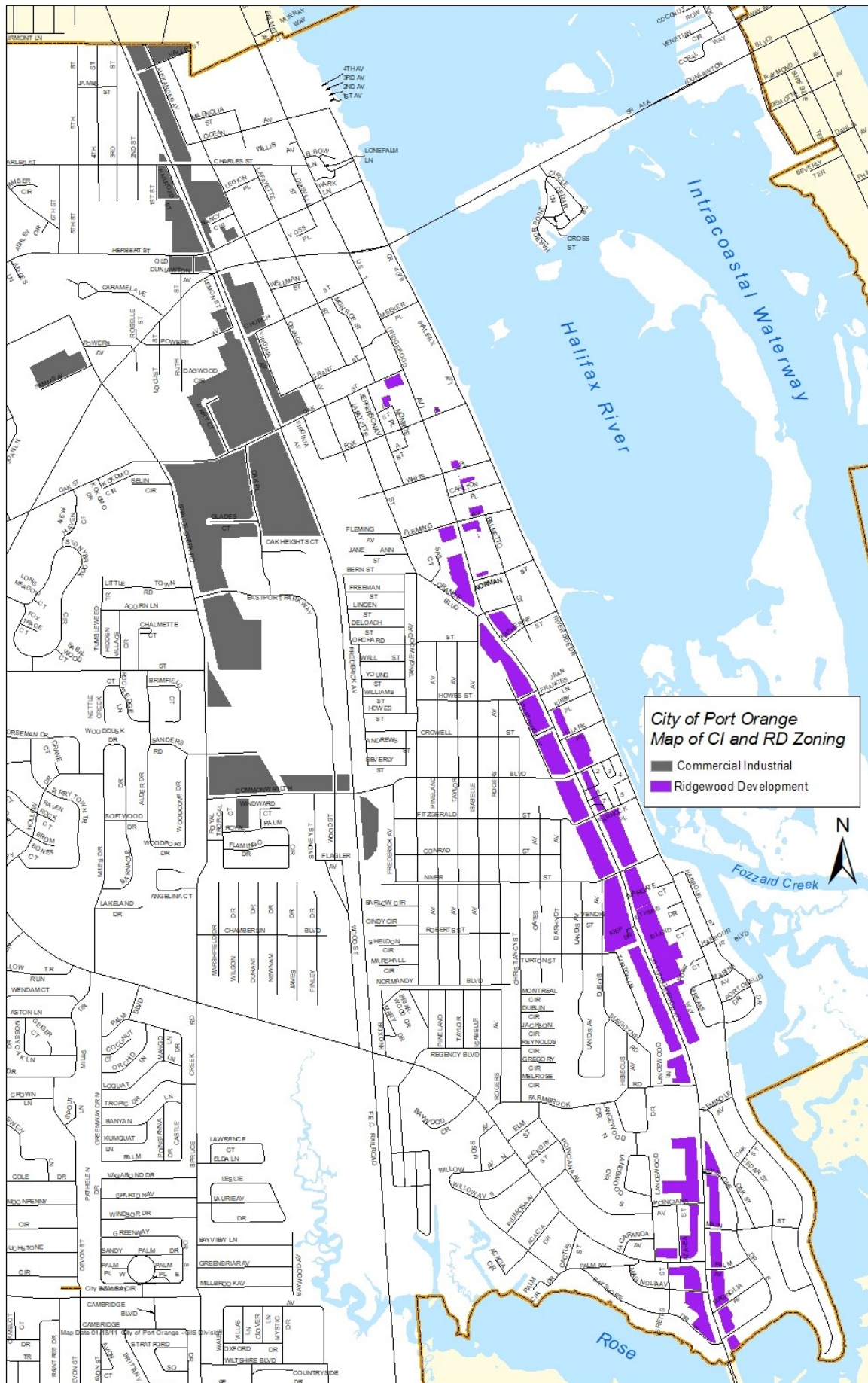
(ed) The yard (not including any associated office use) shall only be allowed to operate between 6:00 a.m. and 9:00 p.m. on any particular day.

[No changes to subsections (5.15) through (9.7)]

(9.75) Motor vehicle sales (CI).

(a) Motor vehicle display areas and storage of vehicles for sale must be in enclosed buildings.

EXHIBIT 2





STAFF REPORT

Administrative Rezoning / 415 Herbert Street
CASE NO. 19-60000006

REQUEST: Rezone ± 0.64 acres from Commercial Industrial (CI) to Government/Public Use (GPU)

LOCATION: 415 Herbert Street (Figure 1 – Location Map)

OWNER/APPLICANT: City of Port Orange

STAFF RECOMMENDATION: Approval

STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671

PLANNING COMMISSION DATE: July 25, 2019

PROPERTY OVERVIEW

The proposed administrative rezoning is to rezone the 0.64-acre parcel located at 415 Herbert Street from Commercial Industrial (CI) to Government/Public Use (GPU). The subject property is owned by the City of Port Orange and located east of the Florida East Coast (FEC) Railroad, north Herbert Street. The proposed GPU zoning district permits all uses by any governmental entity or agency, nursing homes, private schools, charitable organization offices, houses of worship, public utility stations/plants, adult/vocational education, cemeteries, and hospitals. If approved, the City of Port Orange, in partnership with the Port Orange Historical Trust and associated historic preservation organizations, intends to apply for grants to preserve the existing historic train depot on the subject property, restore it as a train museum, and operate the museum to promote railroad history and culture.

FIGURE 1. LOCATION MAP



DISCUSSION

In 1998, the train depot was added to the National Register of Historic Places (#98000057). According to the Port Orange Historical Trust, the train depot was constructed in 1894 by Florida East Coast (FEC) Railway as a depot for passengers and freight. In 2014, the Volusia County's Historic Preservation Board placed the Port Orange Train Depot on its Most Endangered Property List as it is the only historic transportation related building in the City of Port Orange and the only FEC resource remaining in Volusia County. In 2014, the Florida Division of Historic Resources (DHR) stated that to preserve the train depot on the National Register of Historic Places list, the it should remain in its current location at 415 Herbert Street adjacent to the railroad. The City acquired the subject property in May 2016 with the intention of preserving the train depot located on the property. Staff has prepared the administrative rezoning application to establish zoning at 415 Herbert Street to assist in obtaining grants to preserve the train depot at its current location and restore it as a museum to promote the history of the FEC railroad. The current zoning of the property does not support a public museum as a permitted use, therefore, the City is requesting the rezoning of the property to GPU.

FIGURE 2. PICTURES OF THE PORT ORANGE TRAIN DEPORT



According to Seth Bramson, a Florida East Coast (FEC) Railway historian, in the late 1800's, hundreds of passenger and freight depots were constructed by the FEC along the railway line that connected Jacksonville to Key West. Mr. Bramson states that only seven train depots remain in Florida, one of which is the Port Orange Train Depot, and that the Port Orange Train Depot is one of two remaining vernacular frame train depots constructed of wood.

The rezoning request was reviewed according to the criteria established in Chapter 3, Section 7 of the Land Development Code (LDC) in terms of consistency with the Comprehensive Plan and the surrounding land uses and zoning.

Consistency with Comprehensive Plan

The subject property currently has a Future Land Use (FLU) designation of *Warehouse/Industrial* (see Exhibit 1). The proposed GPU zoning district is consistent with the *Warehouse/Industrial* FLU designation. Future Land Use Element Policy 2.1.4 in the City's Comprehensive Plan recognizes that public/institutional uses are acceptable in a wide range of land use environments, and small isolated properties of this type may be designated under any land use category where appropriate, as determined by staff.

The City's Comprehensive Plan Future Land Use Element (FLUE) includes Objective 2.7 that states that the City, in cooperation with the Florida Department of State, Division of Historic Resources, should continue the use of land development regulations to protect, preserve, and rehabilitate identified or potential significant historic and archaeological resources. FLUE Policy 2.7.1 also states that the City should include historic and archaeological resources in land acquisition programs for open space, recreation, preservation, or conservation. Based on compatibility with adjacent zoning districts and availability of infrastructure, and policies in the City's Comprehensive Plan, staff believes that the requested zoning is appropriate for this location and it is consistent with the Comprehensive Plan.

Compatibility with Surrounding Uses and Zoning

According to the LDC, the purpose and intent of the "GPU" zoning district is to, "provide for public and quasi-public uses in a setting which recognizes the special character and location requirements of such facilities."

The GPU zoning district is consistent with the surrounding properties that are zoned for industrial, mixed-use, and medium-density residential uses. The subject property is adjacent to a single-family home and industrial uses to the north; office uses and Herbert Street to the south; the FEC railroad to the west; and single-family homes to the east (Table 1). The current adopted FLU designation for the subject property and the adjacent properties is identified on Exhibit 1. The current and proposed zoning classification of the subject property and adjacent properties are identified on Exhibit 2.

By rezoning this property to "GPU", and restoring the historic train depot as a train museum, it will provide the City with a unique historic resource for residents of Port Orange and visitors. As mentioned above, the location of the depot along the FEC

railway and its “historic” designation on the National Register of Historic Places is recognized as meeting the special character requirement of the GPU zoning district.

TABLE 1. SURROUNDING LAND USES AND ZONING

Direction	Existing Land Use	FLU Designation	Zoning District
North	Single-Family and Industrial	Urban Medium Density Residential (4-8 units/acre)	Commercial Industrial
South	Herbert Street Right-of-Way and Office	Office/Residential Transition	Office/Residential Transition
West	FEC Railroad	n/a	n/a
East	Single-Family	Warehouse/Industrial	Neighborhood Preservation

As part of any future site development, a site plan will be required to be submitted for staff review, to verify all LDC requirements are met, such as landscape buffers, parking, building setbacks, tree preservation, and infrastructure, to insure compatibility with adjoining properties and that adequate public facilities and services are available.

SMART GROWTH SUMMARY

The proposed rezoning promotes infill redevelopment of a parcel with an underutilized historic building served by public infrastructure (water, sewer, roads, and sidewalks) and creates a public space for residents and future visitors. The subject property is connected to an existing sidewalk network and connects to Herbert Street and Ridgewood Avenue to promote walking and biking from existing neighborhoods, parks (Riverwalk and Sugar Mill Gardens), and existing and future uses in the Port Orange Town Center CRA to a unique cultural and historic public facility within Port Orange.

PUBLIC NOTICE

On July 15, 2019, staff posted the property notifying the public of the proposed rezoning. As of July 19, staff have not been any calls or other inquiries received.

STAFF RECOMMENDATION

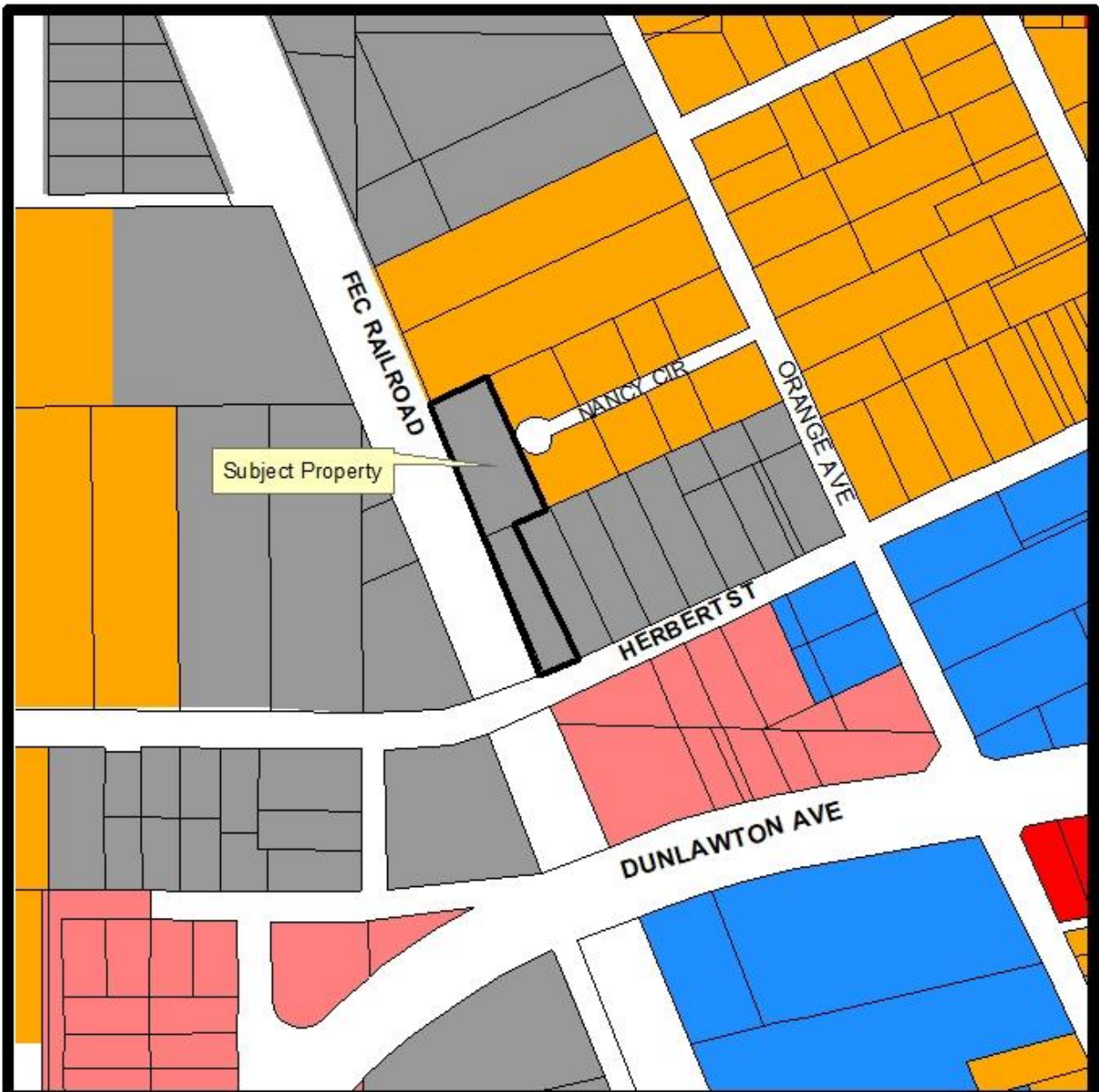
Staff recommends approval of the request to rezone ±0.64 acres from Commercial Industrial (CI) to Government/Public Use (GPU).

ATTACHMENTS

Exhibit 1 – Current Future Land Use Map

Exhibit 2 – Current and Proposed Zoning Map

Exhibit 3 – List of Uses from Government/Public Use, LDC, Ch. 17, Sec. 26



Future Land Use Designations

- | | |
|---|--|
|  Commercial |  Urban Medium Density Residential |
|  Office Residential Transition |  Warehouse/Industrial |
|  Public/Institutional | |



Exhibit 1 - Current Future Land Use Map

CITY OF PORT ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT



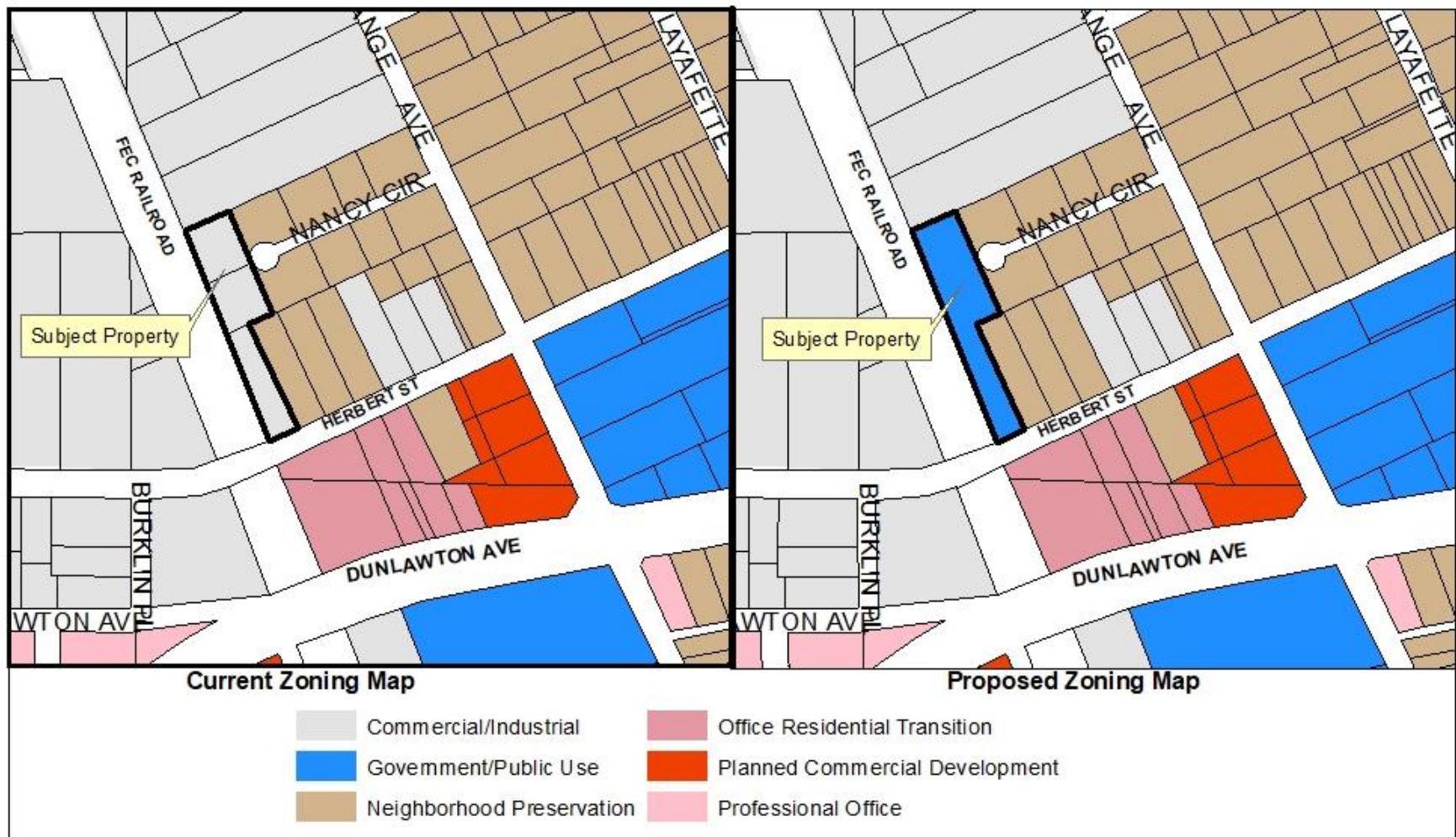


EXHIBIT 2

CASE NO. 19-60000006

DEPARTMENT OF COMMUNITY DEVELOPMENT



EXHIBIT 3

Government/Public Use – GPU LDC, Ch. 17, Sec. 26	
Permitted Uses:	
• Adult/vocational education • Cemeteries • Charitable organization offices • Hospitals • Medical offices/clinics • Houses of worship • Nursing homes • Private schools • Public utility stations/plants	
Permitted uses with special development requirements (chapter 18, section 4):	
• Child Care Centers • Community gardens	
Special exception uses (chapter 18, section 3):	
• Marina, recreational	