Meeting Date: April 21, 2016

Agenda Item: 8-A

Report to Town Council

Topic: **Inlet Harbor Residential Development Plan**

Recommended Motion: **Approval of the Inlet Harbor Residential Development Plan subject to the determination of the arsenic safety levels prior to construction.**

Summary: **At its April 16, 2015 meeting, the Town Council approved the Comprehensive Plan Amendment ordinance (no. 2015-01), Rezoning ordinance (no. 2015-02), and Development Agreement for Inlet Harbor, Inc. The Development Agreement spells out the specific parameters, conditions, and requirements for a future 10-lot single-family residential subdivision. The attached plans for a bikepath, intersection improvements, drainage swale, and landscape buffer pursuant to the Inlet Harbor Residential Development Agreement have been reviewed by the Development Review Team and the Planning Board, with a recommendation from that Board to approve the proposed development plans subject to the resolution of outstanding technical comments prior scheduling for Town Council review. All technical comments have been addressed in the plans submitted for Council's review.**

Requested by: **Mr. Joulani, Planning & Development Director**

Approved by: **Ms. Witt, Town Manager**

MEMORANDUM

TOWN OF PONCE INLET, PLANNING AND DEVELOPMENT DEPARTMENT

The Town of Ponce Inlet staff shall be professional, caring and fair in delivering community excellence while ensuring Ponce Inlet obtain the greatest value for their tax dollar.

To:	Jeaneen Witt, Town Manager
From:	Michael E. Disher, AICP, Senior Planner MD
Through:	Aref Joulani, Director, Planning & Development Department
Date:	April 12, 2016
Subject:	Inlet Harbor Residential Development Plans

Request:	To approve the proposed development plans for a bikepath, intersection improvements, drainage swale, and landscape buffer pursuant to the Inlet Harbor Residential Development Agreement.
Location:	North of Inlet Harbor Road, west of S. Peninsula Drive
Applicant:	James S. Morris on behalf of Inlet Harbor, Inc., property owner
Recommendation:	***Approval***, subject to the resolution of outstanding technical comments prior to construction

MEETING DATE: April 21, 2016

AUTHORITY AND PROCESS

At its April 16, 2015 meeting, the Town Council approved the Comprehensive Plan Amendment ordinance (no. 2015-01), Rezoning ordinance (no. 2015-02), and Development Agreement for Inlet Harbor, Inc. The Development Agreement spells out the specific parameters, conditions, and requirements for a future 10-lot single-family residential subdivision. The Agreement requires the construction of certain infrastructure improvements to support the future subdivision, including a new 6'-wide bikepath along Inlet Harbor Road; replacement of the existing 6'-wide bikepath on S. Peninsula Drive with a new 8'-wide bikepath; safety improvements to the intersection at Inlet Harbor Road and Peninsula Drive; a drainage swale to relieve ponding at the west terminus of Inlet Harbor Road; and a landscape buffer between the existing boat storage stacks and the closest future residential lot. These improvements were planned to coincide with the Town's water and sewer line upgrades for this segment of Inlet Harbor Road.

The Inlet Harbor Residential Development Agreement required the subject plans to be submitted to the Town for review by December 15, 2015, and for the improvements on the plans to be installed by June 15, 2016. The construction deadline ensures that the bikepath and drainage improvements will be available and useable in a short time frame. It also ensures that the

landscape buffer will be well-established before the property is actually subdivided and the first houses are built.

The plans have been reviewed in accordance with the Agreement and with LUDC Section 6.6.6 (Development Plans and Subdivisions). In accordance with these documents, the Park Board reviewed the landscape plan on March 1, 2016, and the Planning Board reviewed the entire set of plans on March 29, 2016. Both Boards recommended approval. The Planning Board's recommendation was subject to conditions that will be discussed further in this report. The meeting minutes from both boards are provided on **Attachments A** and **B**.

DISCUSSION

The proposed plan set is provided with this report as **Attachment C**. The plan set consists of three separate documents, which are discussed separately below.

Bikepath Plan

The Bikepath Plan (Sheets C1-C10) shows the future location of a new 6'-wide bikepath on Inlet Harbor Road and a new 8'-wide bikepath replacing the existing 6'-wide bikepath on S. Peninsula Drive. As required by Paragraph 9.F. of the Agreement (**Attachment D**), the 8' bikepath replacement will extend north past the boundary of the future subdivision to Calumet Avenue. Low spots currently susceptible to puddling will be raised as well. Pursuant to the Agreement, the Town is to reimburse the Developer for the segment between the north property line of the future subdivision and Calumet Avenue, a distance of approximately 500 feet[1]. The bikepaths on both roads are positioned to minimize disturbance of specimen trees, many of which lie within the public right-of-way. The final location of the bikepaths will be determined in the field, and so may deviate somewhat from the plans. It is also expected that it may be necessary to trim low-hanging branches or possibly remove certain trees to create a clear and safe path for cyclists. In certain locations, the bikepath will need to encroach onto private property. The applicant will provide public access easements to allow cyclists and pedestrians to travel over those locations. The bikepath on Inlet Harbor Road will be illuminated by 4'-tall bollards that will be installed at the same time, as per Paragraph 9.G. of the Agreement.

The Bikepath Plan also depicts proposed safety improvements to the intersection of Inlet Harbor Road and S. Peninsula Drive (see close-up view, Sheet C5). These improvements, which were worked out with the Town Council in detail as part of the Development Agreement review and subsequently refined at the December 17, 2015 Council meeting, are intended to:

- Dedicate additional right-of-way to the Town for the proposed bikepath and other improvements;
- Increase the radius of the right-turn movement from the south-bound lane of S. Peninsula Drive west onto Inlet Harbor Road;
- Restripe the pedestrian crosswalk across Inlet Harbor Road and add detectable warning pads;
- Preserve existing trees at the northwest corner; and
- Remove the non-conforming Town directory sign, which will be replaced with a smaller sign at the southwest corner.

[1] It should be noted that the Agreement does not provide an arrangement or timeframe for the reimbursement to occur. These must be determined by the Town Council.

Buffer Drainage Plan

The buffer drainage plan, Sheet 1 of 1, shows a planned stormwater drainage detention area to be constructed on the north side of Inlet Harbor Road, immediately east of the easternmost boat storage stack. The drainage facility is required by Paragraph 8(b) of the Agreement (**Attachment E**) to transport and manage stormwater which currently ponds at the western end of Inlet Harbor Road. The facility will be constructed within a 40'-wide parcel running the depth of the subdivision from Inlet Harbor Road to the adjacent canal to the north. The parcel will not be a developable lot, and will be owned and maintained in perpetuity by Inlet Harbor, Inc and any subsequent owners. The improvement includes creating a shallow, 1'-deep sodded detention area and regrading the front 25 feet of the property from the existing edge of road pavement to encourage drainage flow. The site is currently used for overflow boat storage (**Attachment F**), which will cease once the facility is constructed. Note that the Agreement designates the northernmost 50' of the buffer parcel abutting the Inlet Harbor Canal as a wetland shoreline buffer easement, which will not be encroached upon for the buffering and retention purposes of this property.

Landscape Plan

Landscaping buffering is required between the future subdivision and the existing boat storage stacks by Paragraph 3.E of the Agreement (**Attachment G**) and by the LUDC Section 4.10.3. Planting location, specifications, and installation details are shown on Sheets LA-1 and LA-2. Irrigation plans and details are provided on Sheets LA-3 and LA-4. The proposed landscape buffer is intended to be planted along the eastern side of the drainage facility described above. Installing the plantings on the east side will create an immediate and effective buffer screen for the future owners of the adjacent lot, and also leave sufficient access for fire-fighting apparatus if necessary to reach the east side of the boat stack. The plantings will be located outside of the drainage detention area for ease of maintenance.

The10-foot wide landscape vegetated buffer will contain, in order of layering from west to east: 13 (10-foot high) Sea Breeze Bamboo; 54 (20-inch high) Florida Privet; 4 (18-foot high) Magnolia, spaced 35-feet apart on center; and 4 (8-foot high) Sea Grapes between each Magnolia, spaced 35-feet apart on center. This arrangement meets the minimum standards of LUDC Section 4.10.3.C, Table 4-16 "Landscape Coverage Requirements." Mulch will be installed in all landscape planting areas, which will each be bordered with raised timber to prevent washout of ground cover onto adjacent properties or the right-of-way, per LUDC section 4.10.3.D.3.c. Irrigation will be provided to all planting areas of sod and vegetation. Pursuant to Section 4.10.5.A.1.b of the LUDC and Paragraph 3.E of the Agreement, the Park Board reviewed and recommended approval of the proposed landscape buffer plan on March 1, 2016 (**Attachment A**).

Pocket Park

Not included in these plans is the design of the proposed "pocket park." The park, pursuant to Paragraphs 3 and 4 of the Agreement, must be designed and built by the Developer, after which it will be maintained by the Town. Last November, the applicant trimmed the vegetation at the intersection in order to improve visibility, highlight a specimen tree at the corner, and facilitate design of the pocket park and sign location. The identification sign for the development will also be located within the park. The park is to be built and turned over to the town in conjunction with the eventual subdivision of the property.

REVIEW CRITERIA

Pursuant to LUDC Section 6.6.6.B.5.b(2), the Town Council shall conduct a public hearing and consider six criteria in its review of development plans. These same criteria were considered by the Planning Board at its March 29, 2016 meeting (**Attachment B**). The criteria and staff's response are provided below:

(a) Characteristics of the site and surrounding area, including important natural and manmade features, the size and accessibility of the site, and surrounding land uses.

Staff response: The 4.48-acre property is currently vacant, with the eastern portion heavily wooded. The western half lies in the Coastal High Hazard Area. The properties to the east and south are developed as single-family residential. The properties to the west are all commercially zoned and are occupied by Inlet Harbor marina and restaurant. To the north is a canal and wetlands. The property is accessed from Inlet Harbor Road and S. Peninsula Drive.

Pursuant to Paragraph 7.D. of the Agreement (**Attachment H**), the Developer was required to submit a Phase 1 Environmental Site Assessment (ESA) for the portion of the property on which boats and vehicles had been parked. Phase 1 ESAs are typically used with commercial real estate due diligence and transactions in order to determine the potential for site contamination and other environmental constraints, along with associated risks and liability. Phase 1 ESA research includes a site visit, interviews, and review of documented records of the property and its surrounding area. Phase 1 ESAs are used to determine if any further environmental investigation is warranted. They are not meant to be a comprehensive investigation based on quantitative or qualitative analytical data. They do not include soil borings or lab work, which is undertaken with Phase 2 or Phase 3 studies if warranted.

The Phase 1 Environmental Site Assessment from Colella & Associates, Inc., dated November 2015, was submitted with the proposed development plans. The study area site map from the report is provided herein on **Attachment I**. Section 9.0 of the report (pg. 32), paragraph 9.1.1 states that a "Recognized Environmental Condition" may exist on the western portion of the property, based on an earlier 2000 soil assessment. According to the report, rezoning the property to residential has lowered the FDEP exposure threshold for arsenic, which was found at depths between 3-5 feet below ground in the 2000 study. The report goes on to say that arsenic is a naturally occurring compound in the soil and, "may reflect natural conditions and not any business activity." Per Paragraph 7.D of the Development Agreement, "if contamination is found and the rules of the Florida Department of Environmental Protection mandate it, monitoring and/or pollutant clean up paid for by Developer will be followed as required." Although the Phase 1 study identified the presence of arsenic based on earlier documentation, it did not state conclusively whether it is present in sufficient levels to pose a concern or whether further study and possible remediation is needed. Staff has requested the applicant provide documentation that answers these questions prior to the April 21, 2016 Town Council meeting. The Chief Building Official is authorized to request any geotechnical data necessary to make this determination as part of the permit application process[2].

[2] Pursuant to Section 107.1 of the 2014 BOAF Model Administrative Code

The applicant has agreed that no development on the Property shall be permitted until the need for treatment has been determined. In the event contamination exists at a level at which Florida Department of Environmental Protection would mandate monitoring and/or pollutant clean-up, the Developer shall pay the associated costs to perform the required mitigating activities. The Planning Board's recommendation of approval was conditioned on the degree of arsenic contamination being further explored and remediated if necessary prior to any construction taking place.

(b) Whether the concurrency requirements of Article 5 of this code could be met if the development were built.

Staff response: The proposed development plan consists of infrastructure to support the future subdivision of the property. The property is not being subdivided at this time, so there will be no immediate impacts on the Town's infrastructure and services until homes are constructed that will use those services. A concurrency review will be conducted as part of the Town's review of the subdivision plat when it is submitted.

(c) The nature of the proposed development, including land use types and densities; the placement of proposed buildings and other improvements on the site; the location, type, and method of maintenance of open space and public use areas; the preservation of natural features; proposed parking areas; internal traffic circulation system; the approximate total ground coverage of paved areas and structures; and types of water and sewage treatment systems.

Staff response: The proposed development consists of new bikepaths, intersection improvements, stormwater detention facility, and a landscape buffer. The bikepath and intersection within the public right-of-way will be maintained by the Town. The landscape buffer and drainage facility will be maintained in perpetuity as per the approved Development Agreement. Natural features will be preserved to the greatest extent possible with the construction of the new bikepath. Any trees to be trimmed or removed as part of this development are within the public right-of-way.

(d) Consistency of the proposed development with the comprehensive plan.

Staff response: The proposed Development Plan is consistent with the Ponce Inlet comprehensive plan. The Plan is intended to support infrastructure necessary for the future 10-lot single-family residential subdivision anticipated by the approved Inlet Harbor Residential Development Agreement and allowed as permitted uses by the property's Low-Density Single-Family Residential zoning and future land use designation.

(e) Conformity of the proposed development with this code and other applicable regulations.

Staff response: The proposed plans conform with the LUDC and the approved Inlet Harbor Residential Development Agreement.

(f) Concerns of surrounding landowners and other affected persons, presented as competent substantial evidence regarding one or more of the criteria of this subsection.

Staff response: Standard notification procedures were followed including letters sent to adjacent property owners, posting the property, and advertisement in the Daytona Beach *News-Journal*. These efforts were made to ensure that the public is aware of the proposed Development Plan and for them to have an opportunity to voice any questions and concerns. At the time of this writing, no public comments have been received. One member of the public commented on the plans at the March 29, 2016 Planning Board meeting (**Attachment B**)

OUTSTANDING TECHNICAL COMMENTS

A meeting of the Town's Development Review Team (DRT) was held on January 28, 2016, during which Staff and the Applicant discussed review comments regarding the proposed infrastructure plans. The plans were subsequently resubmitted on February 12, 2016 and again on March 28, 2016 addressing the outstanding technical comments. All comments on the plans have been addressed. The one issue remaining is with the determination of arsenic safety levels and the need for further testing and/or remediation.

RECOMMENDATION

Based on the findings of this report, Staff recommends ***approval*** of the Inlet Harbor Residential Development Plan. Staff's recommendation is subject to the determination of arsenic safety levels and the need for further testing and/or remediation prior to construction.

Aref Joulani, Director, Planning & Development Department — April 12, 2016 Date

Michael E. Disher, AICP, Senior Planner — April 12, 2016 Date

Attachments:

A. Minutes from 3-1-16 Park Board meeting
B. Draft minutes 3-29-16 Planning Board meeting
C. Inlet Harbor Residential Development Plan (Bikepath Plan, Buffer Drainage Plan, Landscape Plan)
D. Development Agreement, Paragraphs 9F, 9G
E. Development Agreement, Paragraph 8(b)
F. Location of future drainage area and buffer
G. Development Agreement, Paragraph 3E
H. Development Agreement, Paragraph 7D
I. Phase 1 Environmental Site Assessment study area map

- Easter Party – Davies Lighthouse Park, Saturday, March 26th
- ECHO Rangers – Ponce Preserve, Saturday, March 19th

She noted that the Basketball and Tennis courts in Pollard Park are closed until March 8th for court re-surfacing.

Mr. Gunter – Reported that Public Works is incorporating the dirt pile on South Peninsula Drive at the Ponce Preserve into the park's trails.

7. NEW BUSINESS:

a. Inlet Harbor Inc. – Landscape plans - Ms. Doster explained that the applicant is requesting approval of a 40-foot wide by 160-foot deep vegetative and landscape buffer on the western-most parcel of the recently approved Inlet Harbor single-family residential development, east of the Inlet Harbor boat stacks and as required by the Inlet Harbor Residential Development Agreement. Mr. Disher explained the process, noting that this is the first step in the review and approval process; the application will then go before the Planning Board for review, comment and recommendation(s), and will finally be brought to the Town Council for consideration.

Chairman Shaffer opened Board comments; seeing none, he closed Board comments and opened public comments.

Attorney Morris, representing the applicant, confirmed the information provided by Ms. Doster.

With no other public comment, Chairman Shaffer closed public comment.

Ms. Magrady moved to recommend approval of the landscape plan as submitted by Inlet Harbor, Inc., as it meets the requirements of the approved Development Agreement and the criteria of the LUDC, section 4.10.3, seconded by Vice-Chairman Smith. The motion was APPROVED 5-0, roll-call vote.

b. Sunshine Law & Ethics Training – Attorney Oded provided a review of the Board's duties and responsibilities. The Board watched the training DVD provided by the Town Attorney's office and participated in a brief Q&A session.

8. OLD BUSINESS:

a. Tennis Court Rentals by "for-profit" entities – Ms. Zengotita provided an updated staff report, which included draft versions of a *Tennis Court Use and Rental Policy for Profit Entities* and an *Instructor Agreement* based on the Boards discussion at the February meeting, and a report on court reservations, depicting peak reservation times. She reviewed the criterion indicated in the *Tennis Court Use and Rental Policy for Profit Entities*, and stated that Coach Tom Shea is present to answer the Board's questions.

Chairman Shaffer invited Coach Tom to speak to the Board. Coach Shea indicated that he was approached by several Ponce Inlet parents, asking if he could provide lessons

a. Inlet Harbor Development Application (Inlet Harbor, Inc, applicant) – Mr. Disher referenced the staff report dated March 22, 2016 (*attached*). He reviewed the applicant's request and noted the Development Agreement spells out the specific parameters, conditions, and requirements for development of the future 10-lot single-family residential subdivision. The Agreement did not *create* the subdivision, but rather *established parameters* for how the property must be subdivided and developed in the future. He stated that it is staff's intent to present this item to the Town Council for consideration on April 21, 2016.

He explained each of the provisions in further detail, including the construction of a bike path, a drainage plan, and a landscape buffer plan. Mr. Disher noted that the development plans are intended to implement and comply with the Development Agreement. Mr. Disher also referred to the *Phase I Environmental Site Assessment Report*, performed in November 2015 by Colella & Associates, Inc. of Port Orange, and noted that it indicates a presence of arsenic below the surface, which is noteworthy due to the change of zoning to residential. Due to the limited scope of the Phase 1 study, it is undetermined at this time if it will have to be remediated. He stated that staff is recommending approval of this application as it meets the six criteria in the LUDC. He then reviewed each of the six criteria, noting that the proposal is consistent with the Comp Plan and the Development Agreement, as well as the LUDC. Mr. Disher added that proper legal notice was made and staff has not received any verbal or written opposition or comments about this item. He noted that Attorney Jim Morris is present on behalf of the applicant.

Chairman Cannon asked for Board comment. Mr. Lowry asked if it was necessary for this Board to look at this item again, when the Town Council has already approved it and staff will ensure that it is built correctly. Mr. Disher explained that so far, the Town Council has only approved the Development Agreement. Board and Council review of the development construction plan is part of the process and the Code requires it. He noted that the item is before the Board tonight for recommendation of the (very-detailed) Development Permit, which is necessary for the construction phase of the infrastructure.

Chairman Cannon requested the applicant provide comment. Attorney Morris addressed the Board and stated that this is a quasi-judicial matter, which means that the Board sits in "judgment" to see if the application meets the criteria. He stated that Mr. Disher has confirmed that the application meets the criteria, and he accepts Mr. Disher's testimony. He stated that the infrastructure improvements are the "skeleton of the development." He noted that the sidewalk as shown on the drawings may differ when constructed because it will meander in order to save trees and ensure pedestrian safety, but added that those decisions will be made in the field by staff and the contractors. He addressed the ponding issues at the end of the public roadway and addressed the proposed stormwater drainage improvements. He confirmed that the stormwater swale will not empty directly into the canal, that it stops 50 feet from the canal and a conservation easement to the north. He said the Development Agreement is a balanced agreement between the owner and the Town. He summed-up by stating that the application conforms to the required criteria, so recommendation should be for approval.

Mr. Thompson stated that if there is naturally occurring arsenic present, does it lower the threshold. Mr. Disher said the report states there is a presence, but it does not determine what the source is. Attorney Morris concurred, adding that it could be from material that was taken from the canal, and there are minimum standards, which if exceeded, will be mitigated. Mr. Thompson asked if the lot widths are "locked-in", adding that there are beautiful trees on that property. Mr. Morris said the lot widths are locked-in at the street frontage line, but the lot lines toward the rear are irregular; he noted that their eventual development will comply with the town's tree standards.

Chairman Cannon referred to the swale - there is about 40 feet of space between the road and the swale, what material will that be made of? Atty. Morris said natural ground, grassy areas, with a taper up to the landscape materials and mulch in order to retain the water. He noted that Inlet Harbor Inc. will be responsible for the maintenance of the landscaping and the swale.

Chairman Cannon referenced the Development Agreement, and asked if the "stormwater collector in the public right-of-way" is depicted in these plans? Atty Morris said no, it is in the public improvements portion; it will be treated similar to a driveway apron and the roadway will be contoured to force water to travel towards the swale. Chairman Cannon asked Mr. Disher if he was comfortable with what is being presented, noting that he wants to know what the stormwater collector is. Attorney Morris stated it's like putting food into a can - the "collector" is the funnel that you would use to put the food in the can. Chairman Cannon asked if Mr. Disher was comfortable with that explanation, to which Mr. Disher said yes.

Chairman Cannon asked about the area which contains arsenic. Attorney Morris explained the area tested and possible sources, including naturally occurring, drainage, spoil materials, boat storage, etc. Chairman Cannon asked if the study determined the level of contamination. Attorney Morris said he will rely on what the report said, which is what Mr. Disher just read, since he does not have a copy of it with him; they determined a presence, but not at what level.

Chairman Cannon expressed concerns about putting in a swale and not knowing the level of contamination. Attorney Morris stated the Board is exceeding the scope of its authority; stating that there are steps we have to take, and if remediation is necessary, we (the applicant) will comply. He suggested that it be made part of the motion, noting that the owner must have permission from the Town before they can build. He added that this is not part of the Planning Board's responsibility.

Mr. Lowry said the ten lots can't be re-platted until they have the OK from the Town. Chairman Cannon said he's not concerned about the lots at this point, and asked Mr. Disher if he is comfortable with the sequence of events at this point. Mr. Disher said yes; and stated that the study area was the entire grassed-area, the scope of the study is all that is required for a Phase 1 study; Phase II is where drilling is done and soil-samples are taken. He noted that before any lots are created and any homes built, the owner will be required to test the soil.

Chairman Cannon said his concern is about the 50-foot wide swale and the possible contamination. Since it won't come back before the Board, how is that issue going to be

addressed? Mr. Disher said the report didn't make any specific recommendations; and since he is not an environmental expert, he's not comfortable offering an opinion. He added that the Board can make that as part of its recommendation that this issue be conclusively resolved.

Attorney Morris stated that the applicant can't go any further nor do any work, including applying for permits or testing, without first getting this Development Permit. He requested that the Board make this as part of its motion, and again expressed concern that the Board is exceeding its scope of jurisdiction. Mr. Disher said making that as part of the motion would be appropriate, but that staff and the building official will address these issues during their reviews. Mr DiCarlo asked if there is a difference in levels of contamination at the retention pond area as compared to the building lots. Mr. Disher said it is all part of the residential area.

With no other comments, Chairman Cannon closed Board comment and asked for public comment.

Robert Bullard, 4802 S. Peninsula Drive, expressed concerns about the intersection, noting that the curve of the roadway blocks the view of the intersection until it's too late, as evidenced by several accidents and near-misses. He suggested "creative landscaping" be used during the development of lots 8, 9, and 10 in order to save trees and provide better visibility of the intersection. He commented on the different levels associated with arsenic investigation and contamination.

With no other public comments, Chairman Cannon closed public comment.

Mr. Lowry moved to recommend approval of the proposed Inlet Harbor residential Development Plan, subject to resolution of outstanding comments, as it meets the six criteria, includes a bikepath, a drainage swale, and a landscape butter, with the understanding that the degree of arsenic contamination be further explored and remediated prior to construction; seconded by Mr. DiCarlo. The motion was APPROVED 5-0, roll-call vote.

9. PUBLIC COMMENT: Chairman Cannon asked for public comment; hearing none, he closed public comment.

10. BOARD DISCUSSION:

a. Annual Sunshine Law & Quasi-judicial training – Attorney Oded presented the Sunshine Law DVD as provided by the Town attorney's office. There were no questions.

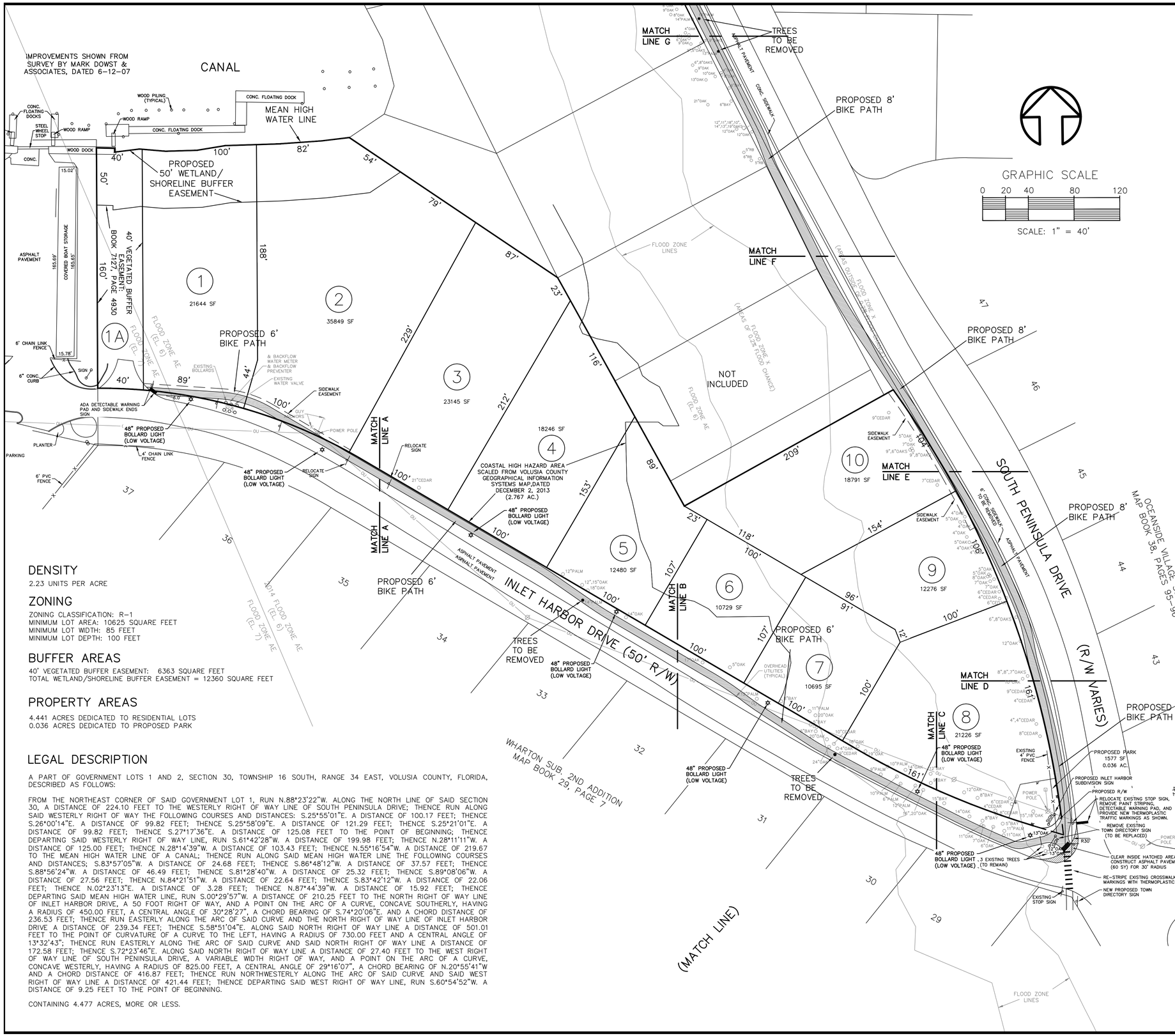
11. ADJOURNMENT: The meeting was adjourned at 7:00 PM.

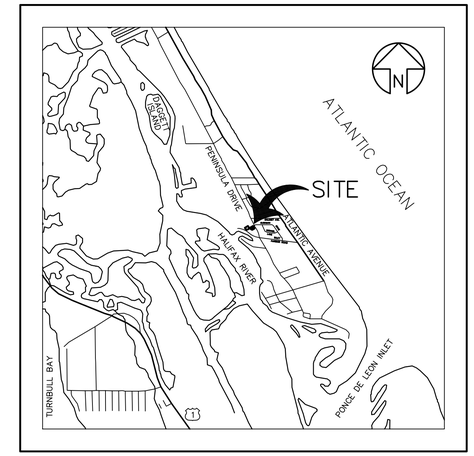
Next meeting date/time: April 26, 2016 at 5:30pm.

Prepared & submitted by,

_____

Peg Hunt, Town Board Secretary





VICINITY MAP
(NOT TO SCALE)

GENERAL NOTES:

1. LOCATION OF BIKEPATH TO BE STAKED IN FIELD AND REVIEWED BY TOWN STAFF PRIOR TO CONSTRUCTION.
2. POCKET PARK WILL BE CONSTRUCTED SEPERATELY AND PLANS WILL BE SUBMITTED TO THE TOWN FOR REVIEW PRIOR TO PLAT RECORDATION.
3. FLOOD MAPS BASED ON MAP COMMUNITY PANEL NO. FM12127C0533H & FM12127C0529H, EFFECTIVE DATE FEB. 19, 2014.

DENSITY

2.23 UNITS PER ACRE

ZONING

ZONING CLASSIFICATION: R-1
MINIMUM LOT AREA: 10625 SQUARE FEET
MINIMUM LOT WIDTH: 85 FEET
MINIMUM LOT DEPTH: 100 FEET

BUFFER AREAS

40' VEGETATED BUFFER EASEMENT: 6363 SQUARE FEET
TOTAL WETLAND/SHORELINE BUFFER EASEMENT = 12360 SQUARE FEET

PROPERTY AREAS

4.441 ACRES DEDICATED TO RESIDENTIAL LOTS
0.036 ACRES DEDICATED TO PROPOSED PARK

LEGAL DESCRIPTION

A PART OF GOVERNMENT LOTS 1 AND 2, SECTION 30, TOWNSHIP 16 SOUTH, RANGE 34 EAST, VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 1, RUN N.88°23'22"W. ALONG THE NORTH LINE OF SAID SECTION 30, A DISTANCE OF 224.10 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SOUTH PENINSULA DRIVE; THENCE RUN ALONG SAID WESTERLY RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: S.25°55'01"E. A DISTANCE OF 100.17 FEET; THENCE S.26°00'14"E. A DISTANCE OF 99.82 FEET; THENCE S.25°58'09"E. A DISTANCE OF 121.29 FEET; THENCE S.25°21'01"E. A DISTANCE OF 99.82 FEET; THENCE S.27°17'36"E. A DISTANCE OF 125.08 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID WESTERLY RIGHT OF WAY LINE, RUN S.61°42'28"W. A DISTANCE OF 199.98 FEET; THENCE N.28°11'11"W. A DISTANCE OF 125.00 FEET; THENCE N.28°14'39"W. A DISTANCE OF 103.43 FEET; THENCE N.55°16'54"W. A DISTANCE OF 219.67 TO THE MEAN HIGH WATER LINE OF A CANAL; THENCE RUN ALONG SAID MEAN HIGH WATER LINE THE FOLLOWING COURSES AND DISTANCES; S.83°57'05"W. A DISTANCE OF 24.68 FEET; THENCE S.86°48'12"W. A DISTANCE OF 37.57 FEET; THENCE S.88°56'24"W. A DISTANCE OF 46.49 FEET; THENCE S.81°28'40"W. A DISTANCE OF 25.32 FEET; THENCE S.89°08'06"W. A DISTANCE OF 27.56 FEET; THENCE N.84°21'51"W. A DISTANCE OF 22.64 FEET; THENCE S.83°42'12"W. A DISTANCE OF 22.06 FEET; THENCE N.02°23'13"E. A DISTANCE OF 3.28 FEET; THENCE N.87°44'39"W. A DISTANCE OF 15.92 FEET; THENCE DEPARTING SAID MEAN HIGH WATER LINE, RUN S.00°29'57"W. A DISTANCE OF 210.25 FEET TO THE NORTH RIGHT OF WAY LINE OF INLET HARBOR DRIVE, A 50 FOOT RIGHT OF WAY, AND A POINT ON THE ARC OF A CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 450.00 FEET, A CENTRAL ANGLE OF 30°28'27", A CHORD BEARING OF S.74°20'06"E. AND A CHORD DISTANCE OF 236.53 FEET; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE AND THE NORTH RIGHT OF WAY LINE OF INLET HARBOR DRIVE A DISTANCE OF 239.34 FEET; THENCE S.58°51'04"E. ALONG SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 501.01 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 730.00 FEET AND A CENTRAL ANGLE OF 13°32'43"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE AND SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 172.58 FEET; THENCE S.72°23'46"E. ALONG SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 27.40 FEET TO THE WEST RIGHT OF WAY LINE OF SOUTH PENINSULA DRIVE, A VARIABLE WIDTH RIGHT OF WAY, AND A POINT ON THE ARC OF A CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 825.00 FEET, A CENTRAL ANGLE OF 29°16'07", A CHORD BEARING OF N.20°55'41"W AND A CHORD DISTANCE OF 416.87 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID WEST RIGHT OF WAY LINE A DISTANCE OF 421.44 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE, RUN S.60°54'52"W. A DISTANCE OF 9.25 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.477 ACRES, MORE OR LESS.

NO.	DATE	APPR.	REVISION
2	3-19-16	MSD	REVISED PER CITY COMMENTS
1	2-12-16	MSD	REVISED PER CITY COMMENTS

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:40	msd	MATTHEW	MSD	12-18-15

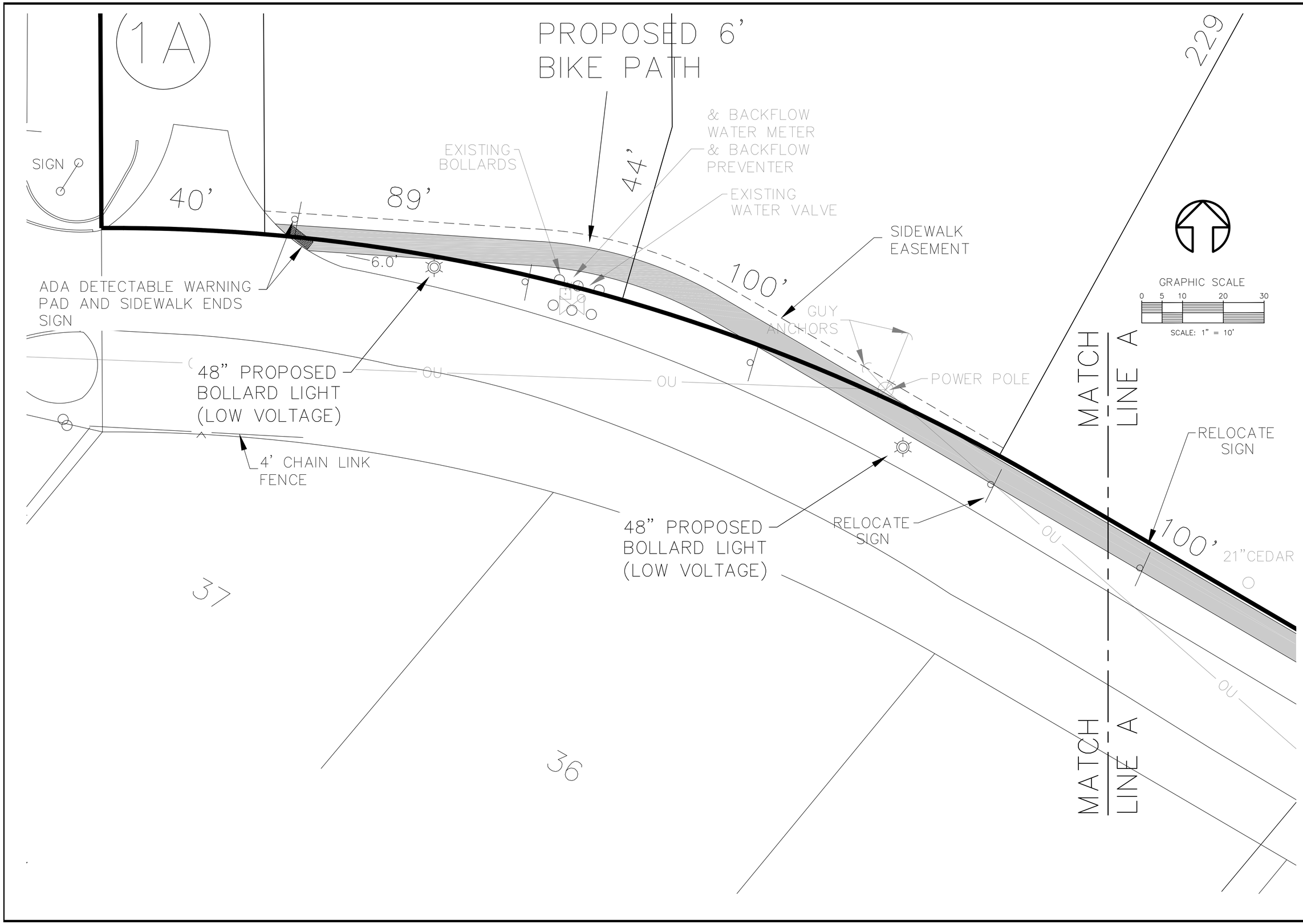
BY

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108

C1

1108TURN5



NO.	DATE	APPR.	REVISION
2	3-21-16	MSD	REVISED PER CITY COMMENTS
1	2-12-16	MSD	REVISED PER CITY COMMENTS

MARK DOWST & ASSOCIATES, INC.
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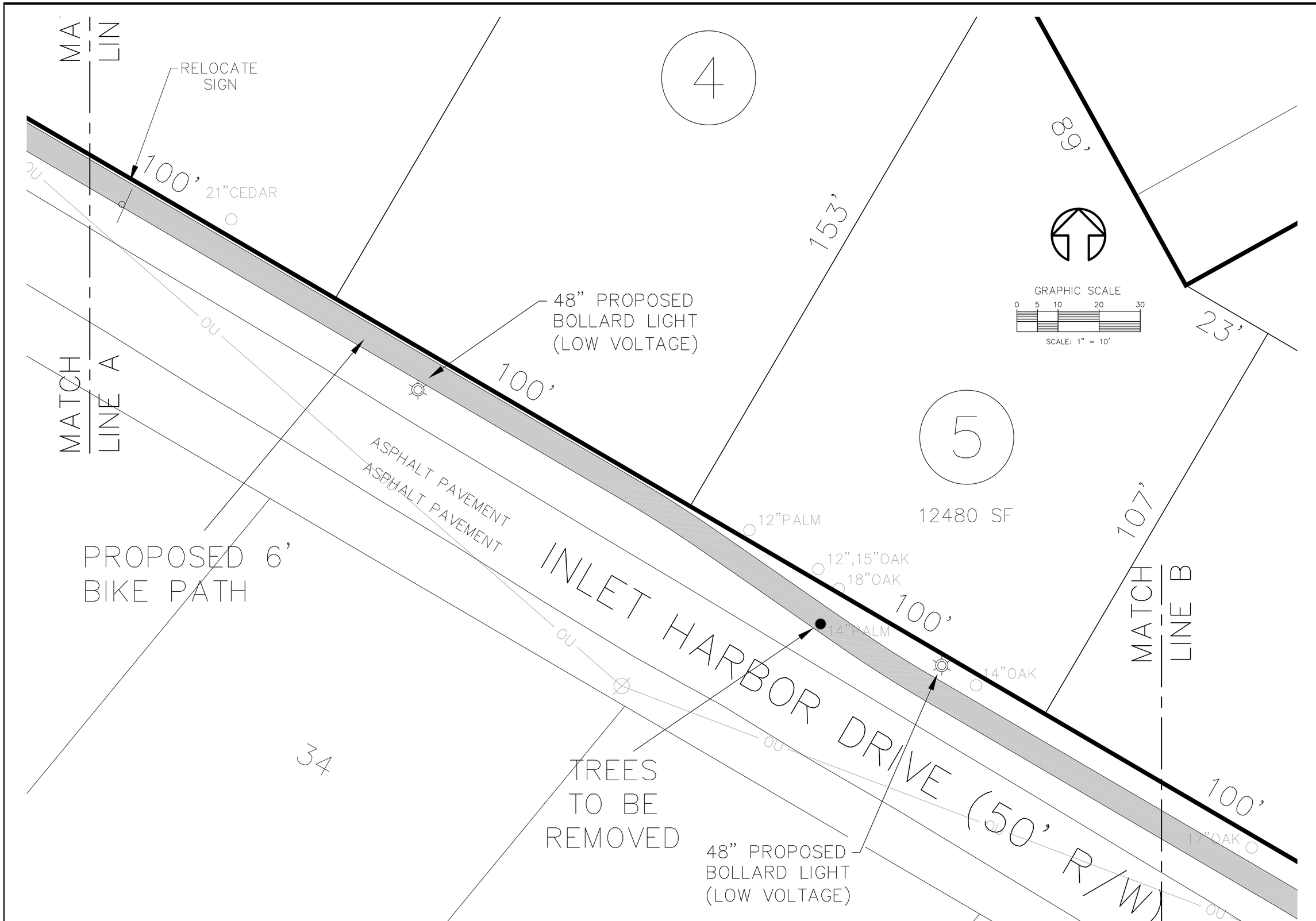
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999
EB 4335 LB 4335

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15
		BY		DATE

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108
C2
1108TURN5



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1	2-12-16	MSD	REVISED PER CITY COMMENTS

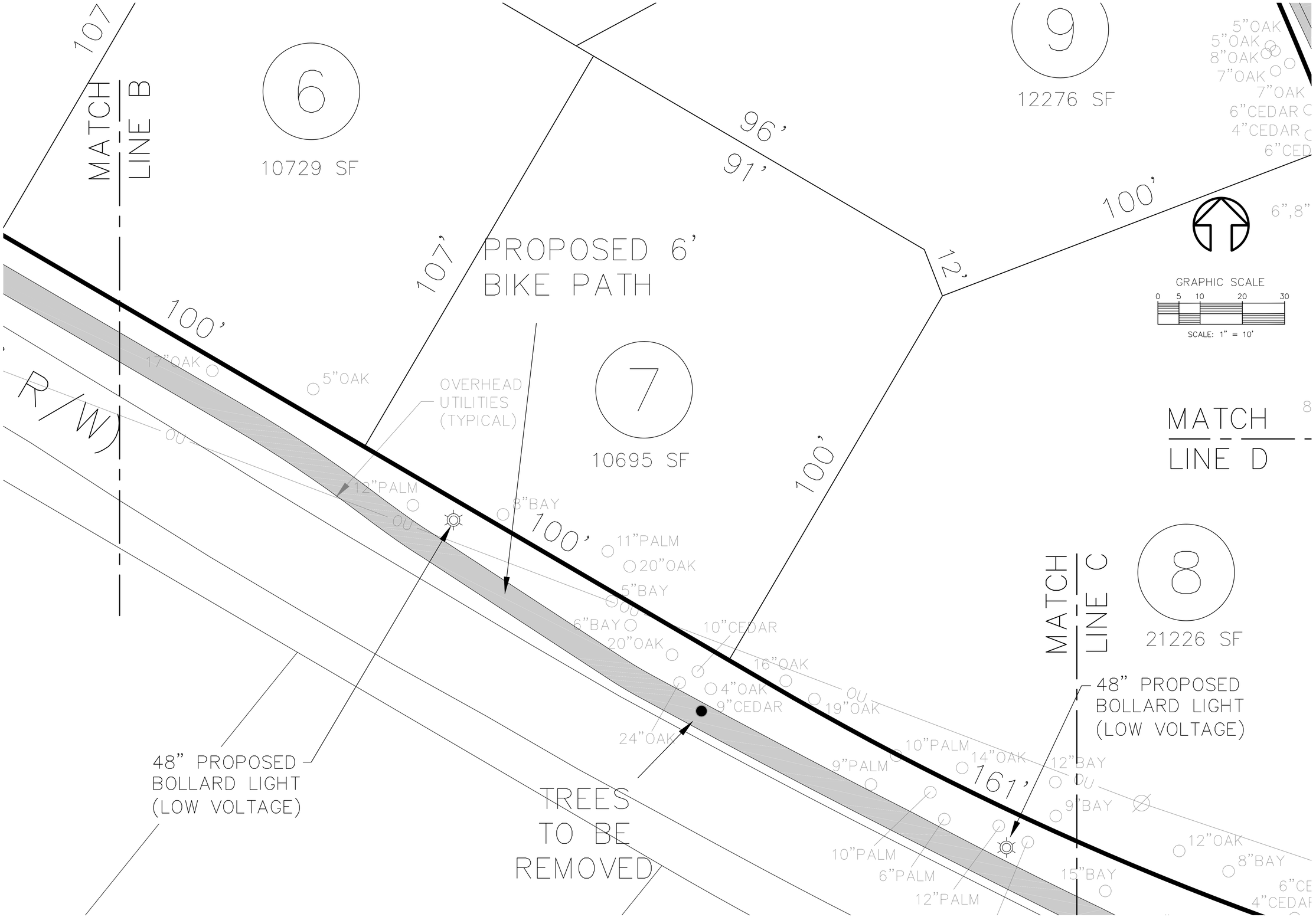
MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 • DAYTONA BEACH, FLORIDA 32118 • (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15
		BY	BY	DATE

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108 C3

1108TURN5



NO.	DATE	APPR.	REVISION
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1	2-12-16	MSD	REVISED PER CITY COMMENTS

MARK DOWST & ASSOCIATES, INC.
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EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 • DAYTONA BEACH, FLORIDA 32118 • (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15

BY DATE

BIKEPATH PLAN

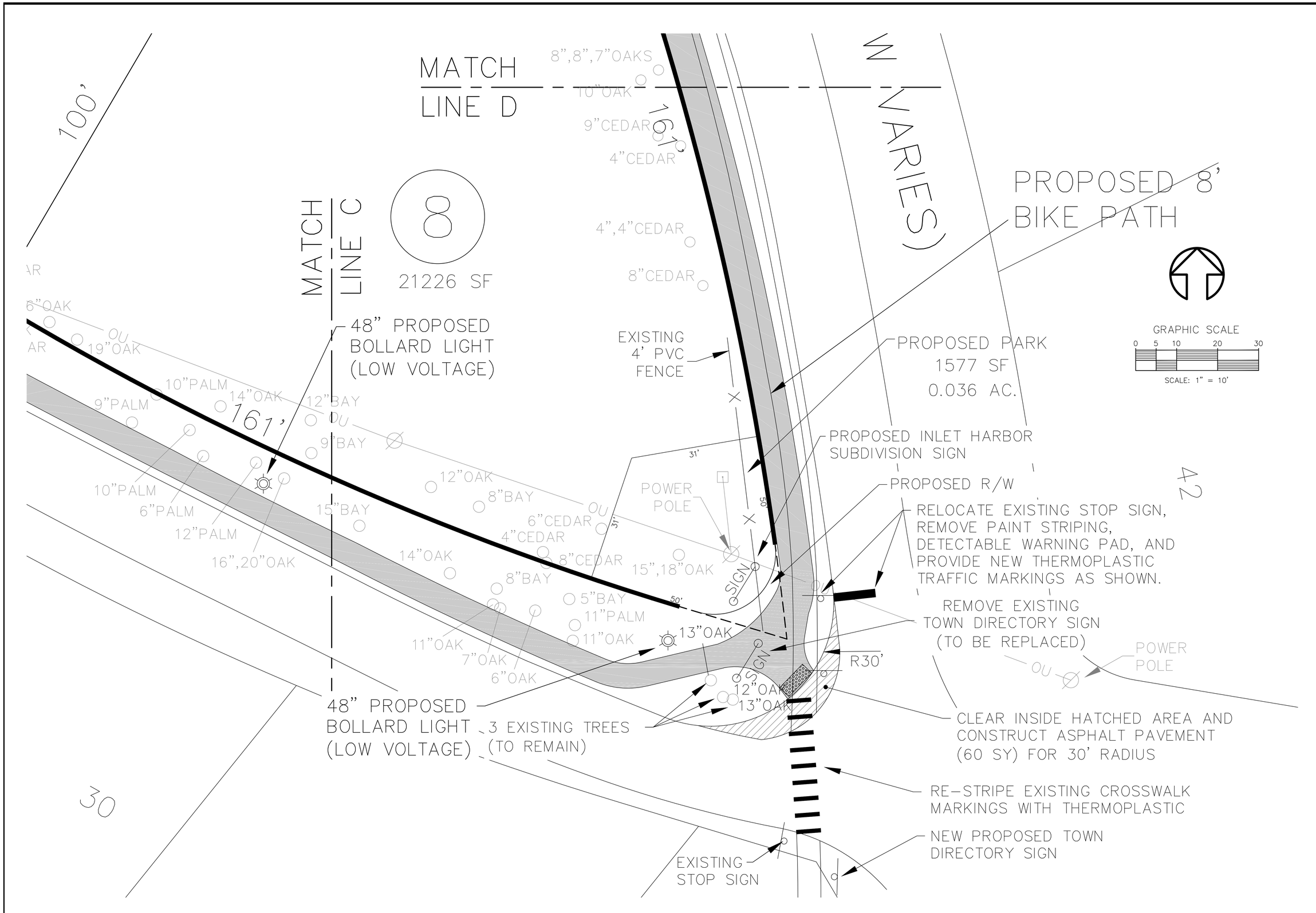
INLET HARBOR

PONCE INLET, FL

PROJECT NO. 1108

C4

1108TURN5



NO.	DATE	APPR.	REVISION
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1	2-12-16	MSD	REVISED PER CITY COMMENTS

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

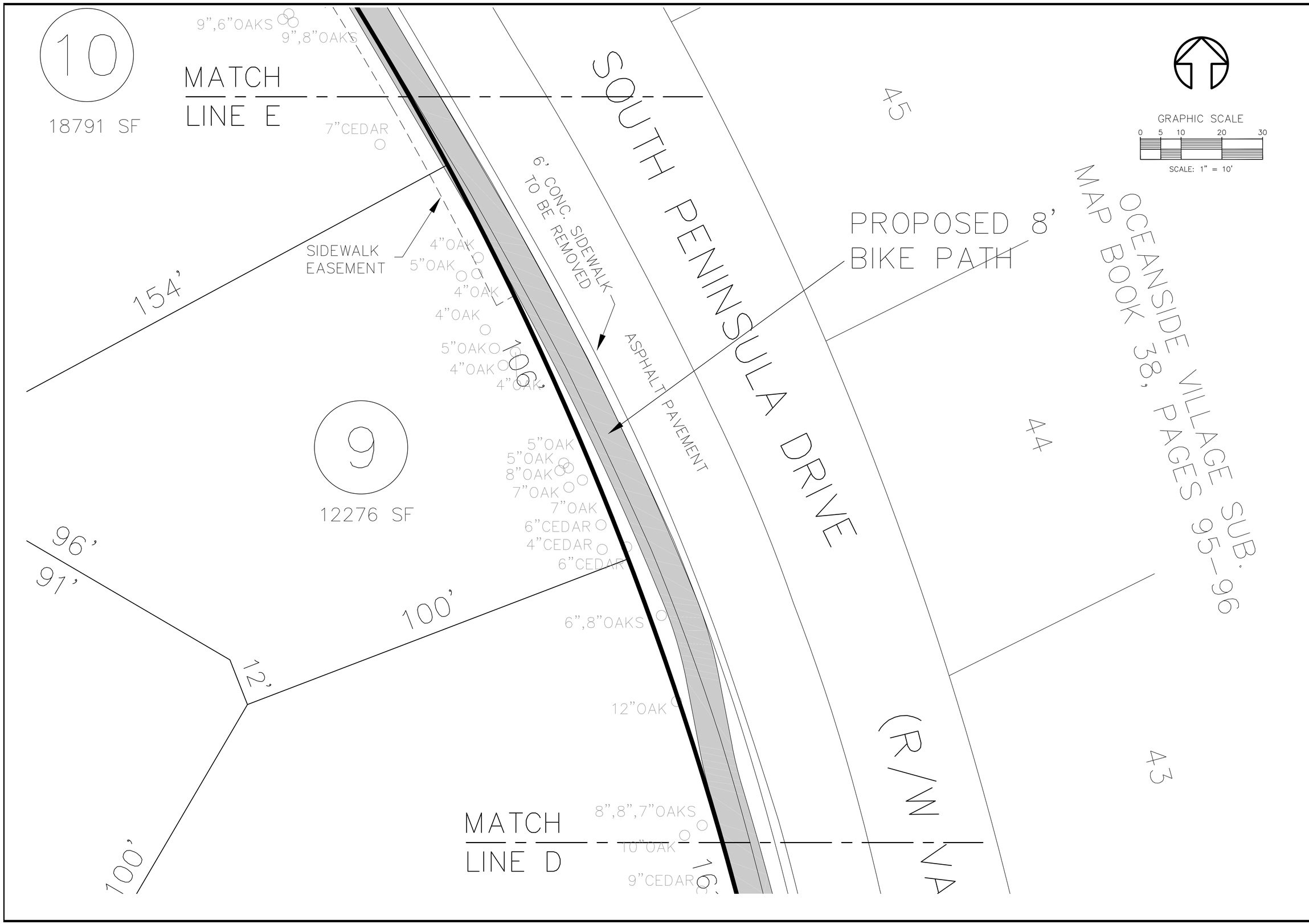
SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15

BY DATE

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108 C5

1108TURN5



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1	2-12-16	MSD	REVISED PER CITY COMMENTS

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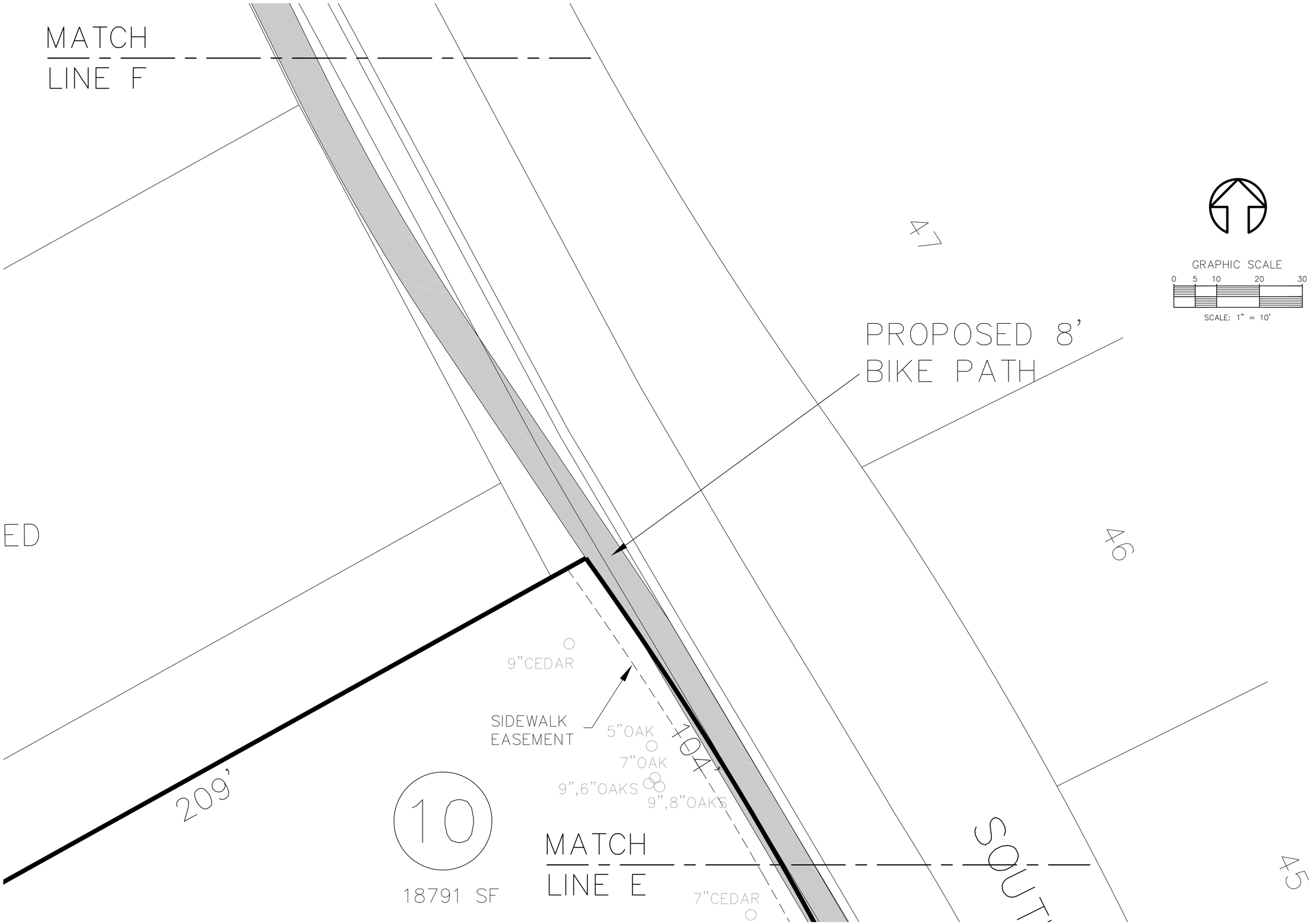
ENGINEERS * PLANNERS * SURVEYORS
536 N. HALIFAX AVENUE, SUITE # 100 • DAYTONA BEACH, FLORIDA 32118 • (386) 258-7999
EB 4335 LB 4335

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15

BY DATE

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108
C6
1108TURN5



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MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

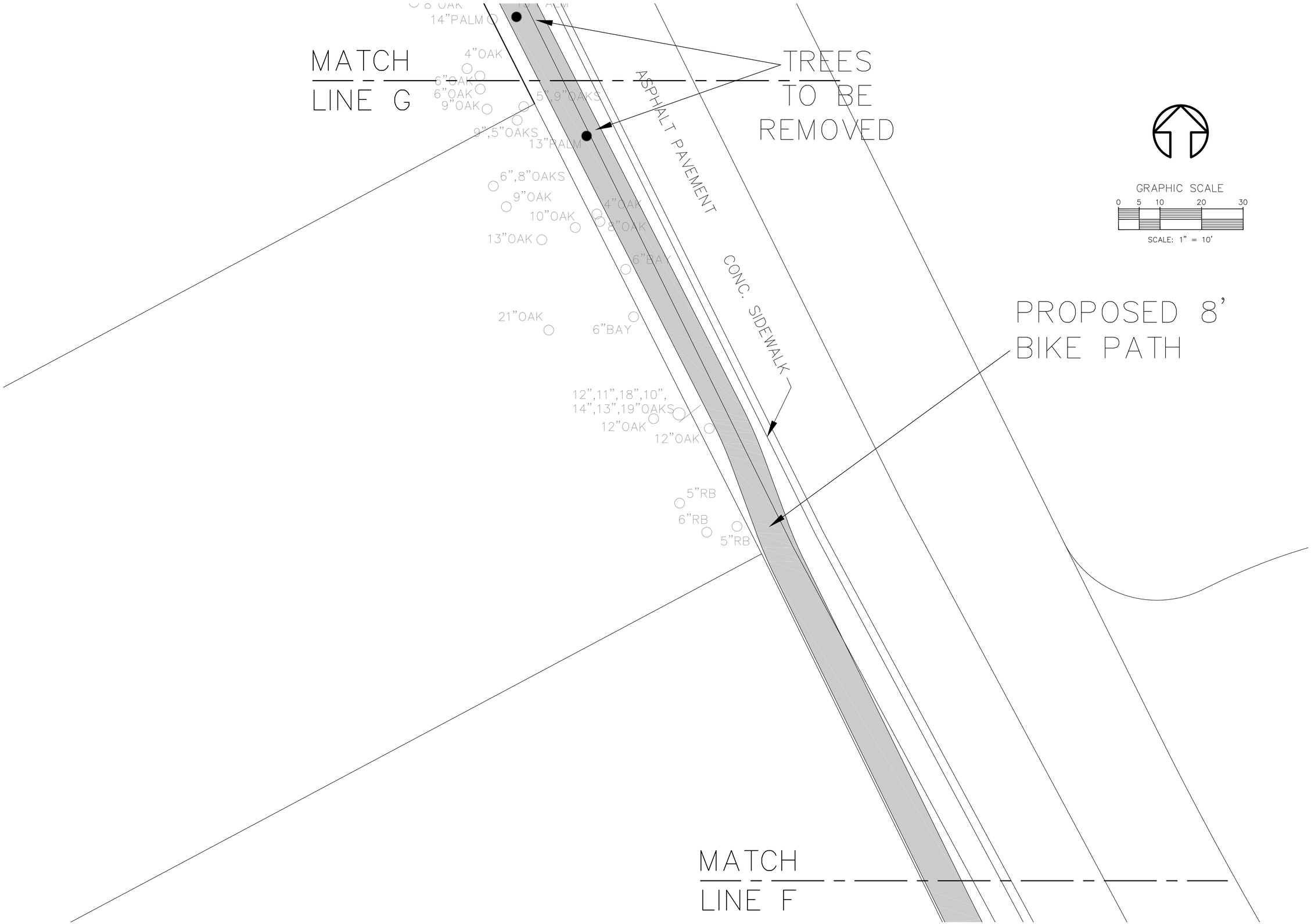
SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	12-14-15

BY DATE

BIKEPATH PLAN
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108 C7

1108TURN5



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1:10	MSD	MATTHEW	MSD	12-14-15

BY

BIKEPATH PLAN

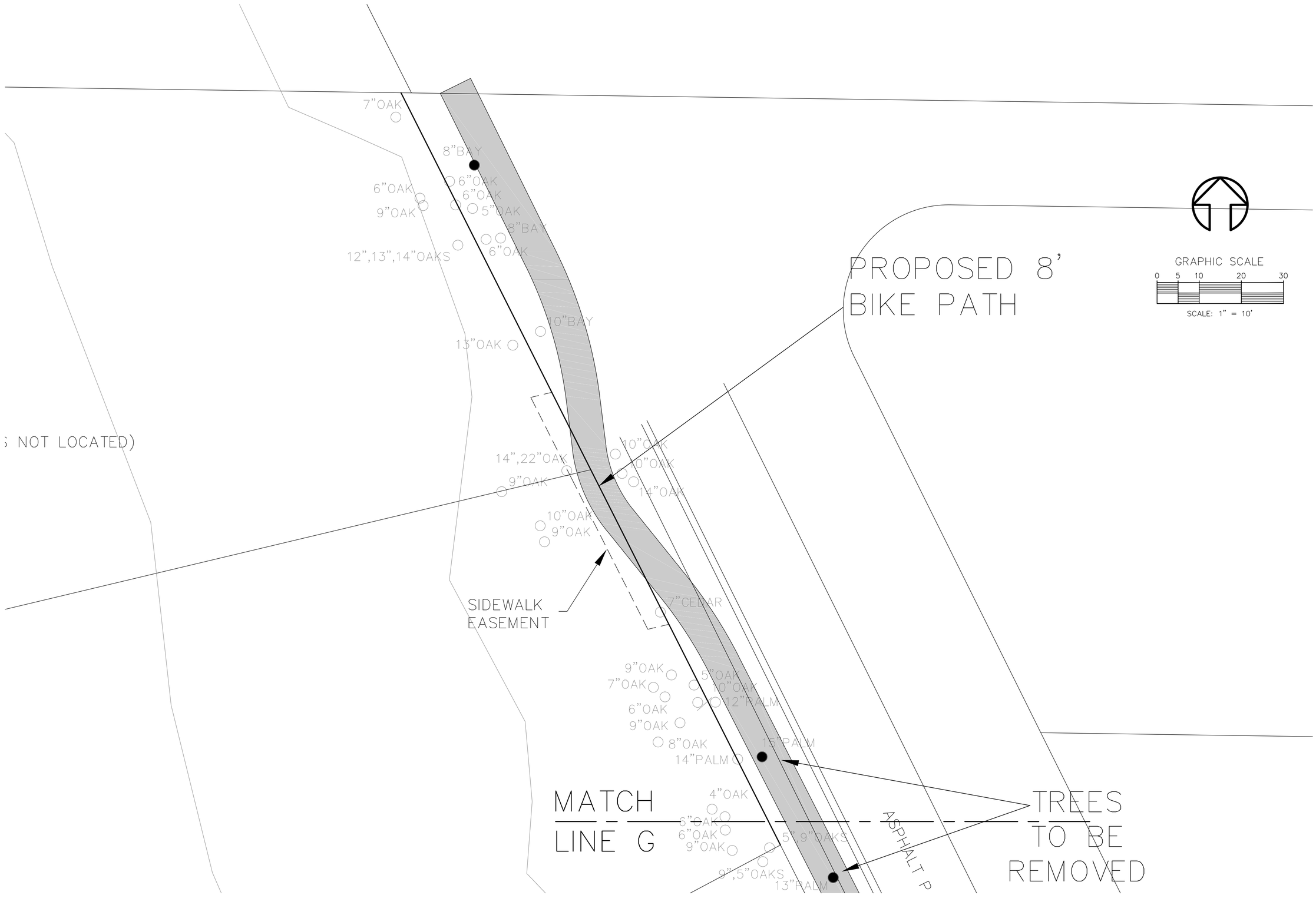
INLET HARBOR

PONCE INLET, FL

PROJECT NO. 1108

C8

1108TURN5



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1:10	MSD	MATTHEW	MSD	12-14-15

BY DATE

BIKEPATH PLAN

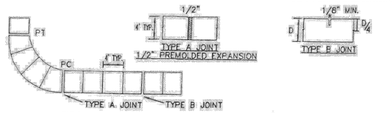
INLET HARBOR

PONCE INLET, FL

PROJECT NO. 1108

C9

1108TURN5



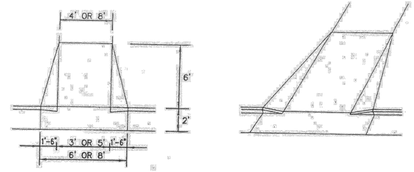
SIDEWALK CONSTRUCTION REQUIREMENTS

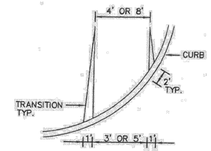
1. SIDEWALKS, BIKEPATHS, RAMPS, AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF PLAIN PORTLAND CEMENT CONCRETE WITH A MAXIMUM SLUMP OF 3 INCHES, A MINIMUM DEVELOPED COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS, AND A MINIMUM UNIFORM THICKNESS OF 4 INCHES WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6 INCHES THICK WHERE MOTOR VEHICLES ARE LIKELY TO CROSS.
2. SIDEWALKS AND BIKEPATHS SHALL BE PLACED PARALLEL TO, AND ONE FOOT WITHIN THE RIGHT-OF-WAY LINE EXCEPT THAT THE TOWN MAY APPROVE DEVIATIONS TO SAVE SPECIMEN TREES PROVIDED THAT THE SIDEWALK REMAINS WITHIN THE RIGHT-OF-WAY OR AN APPROVED SIDEWALK EASEMENT ABUTTING THE RIGHT OF WAY. SIDEWALKS AND BIKE PATHS SHOULD BE LOCATED AT LEAST 4 FEET FROM THE EDGE OF THE STREET PAVEMENT UNLESS OTHERWISE APPROVED BY THE TOWN.
3. THE TOP OF THE CONCRETE SHALL BE AT AN ELEVATION NO LOWER THAN THE CROWN OF THE ADJACENT ROADWAY, AND NO HIGHER THAN 6 INCHES ABOVE THE CROWN UNLESS APPROVED BY THE TOWN TO MAKE A MORE NATURAL TRANSITION WITH THE ADJACENT LAND.
4. ISOLATION JOINTS (TYPE A JOINTS) SHALL BE PROVIDED BETWEEN EXISTING SLABS OR STRUCTURES AND FRESH CONCRETE, TO SEPARATE PEDESTRIAN SECTIONS FROM SECTIONS WHICH WILL ENCOUNTER VEHICLE TRAFFIC, TO SEPARATE FRESH PLACEMENT FROM CONCRETE WHICH HAS SET FOR MORE THAN 60 MINUTES, AND NO FARTHER APART THAN 100 FEET IN SIDEWALKS AND BIKEPATHS. JOINT MATERIAL SHALL BE AS SPECIFIED IN F.D.O.T. STANDARDS AND SPECIFICATIONS AND SHALL BE RUBBER, PLASTIC OR OTHER APPROVED NON-BIODEGRADABLE ELASTOMERIC MATERIAL. WOOD AND DECCA-DRAIN STYLE POOL DRAINS ARE STRICTLY PROHIBITED.
5. CONTROL JOINTS (TYPE B JOINTS) SHALL BE TOOLED INTO THE FRESH CONCRETE TO A DEPTH EQUAL TO 1/4 THE SLAB THICKNESS AND SPACED APART A DISTANCE EQUAL TO THE WIDTH OF THE SLAB OR 5 FEET WHICHEVER IS GREATEST.
6. THE SLAB SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT, AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.
7. THE BEARING SUBSURFACE SHALL HAVE ALL ORGANIC, LOOSE, AND DELETERIOUS MATTER REMOVED, AND THE REMAINING CLEAN SOIL SHALL BE SMOOTH, SOUND, AND SOLID. ANY FILL MATERIAL SHALL BE COMPACTED WITH A VIBRATORY OR IMPACT COMPACTION MACHINE IN MAXIMUM 12 INCH LIFTS OR COMPACTED WITH A HAND TAMPER IN MAXIMUM 4 INCH LIFTS THE TOWN SHALL REQUIRE A COMPACTION TEST FOR EACH LIFT IF THE TOTAL FILLED SECTION IS MORE THAN 12 INCHES DEEP OR IF THE SUBSURFACE HAS BEEN DISTURBED MORE THAN 12 INCHES DEEP. WHERE SUCH TEST IS REQUIRED, THE RESULTS SHALL SHOW A MINIMUM PROCTOR FIELD DENSITY OF 95 PERCENT.
8. ALL CONCRETE WORK IN THE RIGHT-OF-WAY SHALL BE INSPECTED BY THE TOWN AFTER THE SUBSOIL IS PREPARED AND THE FORMS ARE SET, BUT BEFORE THE CONCRETE PLACEMENT BEGINS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SLAB FROM ALL DAMAGE AND VANDALISM UNTIL THE TOWN ACCEPTS OR APPROVES THE SLAB, AFTER WHICH TIME THE OWNER OF THE ABUTTING LAND SHALL BE RESPONSIBLE FOR THE SLAB IN ACCORDANCE WITH THE TOWN CODE. ANY SLAB SECTION DAMAGED OR VANDALIZED PRIOR TO ACCEPTANCE OR APPROVAL SHALL BE CUT OUT BETWEEN JOINTS AND REPLACED. REPAIRS ARE NOT ACCEPTABLE.
10. SIDEWALKS LOCATED WITHIN THE RIGHT-OF-WAY SHALL NOT BE TINTED, STAINED, COLORED, OR COATED.
11. ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACKFILLED, REGRADED, AND SODDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT GRADE.

PONCE INLET 1887 1963 FLORIDA

STANDARD CONSTRUCTION DETAIL
SIDEWALK CONSTRUCTION REQUIREMENTS

FILE NAME: CITYM2.DWG
DETAIL REF: M-2





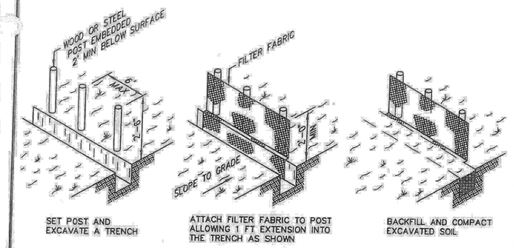
NOTES:

1. RAMP LOCATIONS ARE TO BE COORDINATED WITH AND IN COMFORMANCE WITH CROSSWALK MARKING DETAILS SHOWN IN THE PLANS.
2. CURBED RAMPS SHALL HAVE FLARED SIDES WITH A MAXIMUM SLOPE OF 12:1.
3. RAMPS SHALL HAVE A TACTUKE SURFACE, TEXTURED TO A DEPTH NOT EXCEEDING 1/8".
4. RAMPS ARE TO BE CONSTRUCTED AT ALL LOCATIONS SHOWN IN THE PLANS EVEN WHEN A SIDEWALK IS NOT CONSTRUCTED CONCURRENTLY.
5. NO CURB TRANSITION IS NEEDED FOR MIAMI CURBS.
6. ALL RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT INDEX NO. 304 AND HANDICAPPED ACCESSIBILITY REQUIREMENTS IN ACCORDANCE WITH THE AMERICAN DISABLITIES ACT.

PONCE INLET 1887 1963 FLORIDA

STANDARD CONSTRUCTION DETAIL
SIDEWALK AND BIKEPATH RAMP

FILE NAME: CITYM3.DWG
DETAIL REF: M-3



SILT FENCE DETAIL
F.D.O.T. INDEX NO. 102

NOTES:

1. MATERIALS, CONSTRUCTION METHODS AND MAINTENANCE SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND DESIGN STANDARDS CURRENT EDITION.
2. CONTRACTOR SHALL PROVIDE SILT FENCES AND HAY BALES AT ALL STORMWATER DISCHARGE POINTS FOR EROSION CONTROL AND SEDIMENT CONTROL DURING CONST.
3. CONTRACTOR SHALL ROUGH GRADE STORM-WATER SWALES AND RETENTION AREAS PRIOR TO CONSTRUCTION OF SITE IMPROVEMENTS.
4. CONTRACTOR SHALL MEET ALL PERMIT CONDITIONS AS ESTABLISHED BY THE TOWN OF PONCE INLET AND ALL OTHER APPLICABLE AGENCIES, INCLUDING BUT NOT LIMITED TO COUNTY, FDOT, AND THE SJRWMD.

PONCE INLET 1887 1963 FLORIDA

STANDARD CONSTRUCTION DETAIL
SILT FENCE TURBIDITY BARRIER

FILE NAME: CITYR22.DWG
DETAIL REF: R-22

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 TOWN 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".

1. NO DISTURBANCE 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 OTHER PROTECTIVE FENCING ARE TO BE 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.
2. 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.
3. WHERE A CHANGE OF GRADE OCCURS AT THE DRIP LINE OF A SPECIMEN TREE, SILT FENCES WILL BE REQUIRED DURING CONSTRUCTION AND RETAINING WALLS MUST BE INSTALLED PRIOR TO FINAL ACCEPTANCE BY THE TOWN.
4. 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, HAY BALES, SILT FENCES, AND FLOATING 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.
5. 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 TOWN DEEMS NECESSARY TO BE PROTECTED FROM POTENTIAL EROSION IMPACTS DURING CONSTRUCTION. THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 25 FEET OF ANY OF THE AFOREMENTIONED LOCATIONS. WHILE THESE ITEMS REPRESENT THE MINIMUM REQUIREMENTS, THE TOWN RESERVES THE RIGHT TO IMPOSE ADDITIONAL PROTECTIVE MEASURES, AS DETERMINED DURING ACTUAL SITE VISITS CONDUCTED AS PART OF THE STANDARD REVIEW OF THE SITE-SPECIFIC ABC CLEARING PERMIT APPLICATION AND THROUGHOUT PROJECT CONSTRUCTION.
6. 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 LIEU OF INSTALLING EITHER WOOD BRACING OR ORANGE MESH FENCING. THIS PRACTICE IS ENCOURAGED BY THE TOWN. IF THE SILT FENCE FAILS TO PROVIDE ADEQUATE PROTECTION FROM IMPACT DUE TO CONSTRUCTION, THEN ADDITIONAL CONSTRUCTION FENCING OR WOOD BRACING SHALL BE REQUIRED.
7. AT A MINIMUM, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. SUFFICIENT GRASS COVERAGE IS TO BE ESTABLISHED WITHIN THIRTY DAYS.
8. 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 TWENTY DAYS OF BRINGING A SUBJECT AREA TO ITS FINAL GRADE, THE CONTRACTOR SHALL INSTALL SEED AND MULCH OR SOD, AS REQUIRED.

PONCE INLET 1887 1963 FLORIDA

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

FILE NAME: CITYR25.DWG
DETAIL REF: R-25

CONTRACTOR REQUIREMENTS FOR SITE CLEARING, GRADING, AND EROSION CONTROL DESIGN AND CONSTRUCTION NOTES (CONTD.)

9. FOR INDIVIDUAL CONSTRUCTION PROJECTS INVOLVING MULTIPLE PHASES, 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.
10. ONCE AN AREA IS SEEDED OR SODDED, IT MUST BE MAINTAINED BY THE CONTRACTOR TO ALLOW THE GRASS TO BECOME ESTABLISHED.
11. 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 CLEARED 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 TOWN 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 PADS 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 TOWN 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 TOWN. WHEN ALLOWED, STOCKPILES SHALL NOT EXCEED SIX FEET IN HEIGHT MEASURED FROM THE ORIGINAL GRADE. AT A MINIMUM, STOCK PILES THAT WILL REMAIN IN PLACE IN EXCESS OF TWENTY DAYS SHOULD BE SEEDED AND MULCHED IMMEDIATELY UPON PLACEMENT OF THE FINAL LIFT.
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 ALLOW DAILY COVERAGE OF THE ENTIRE LIMITS OF ALL AREAS THAT DO NOT HAVE AN ESTABLISHED 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, WATER CANNONS, TEMPORARY IRRIGATION SYSTEMS MOUNTED ATOP STOCKPILE AREAS, AND OTHER METHODS AS DEEMED NECESSARY BY THE TOWN.
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.

PONCE INLET 1887 1963 FLORIDA

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

FILE NAME: CITYR26.DWG
DETAIL REF: R-26

48" BOLLARD DETAIL (LOW VOLTAGE)

NO.	DATE	APPR.	REVISION
1	3-21-16	MSD	REVISED PER CITY COMMENTS

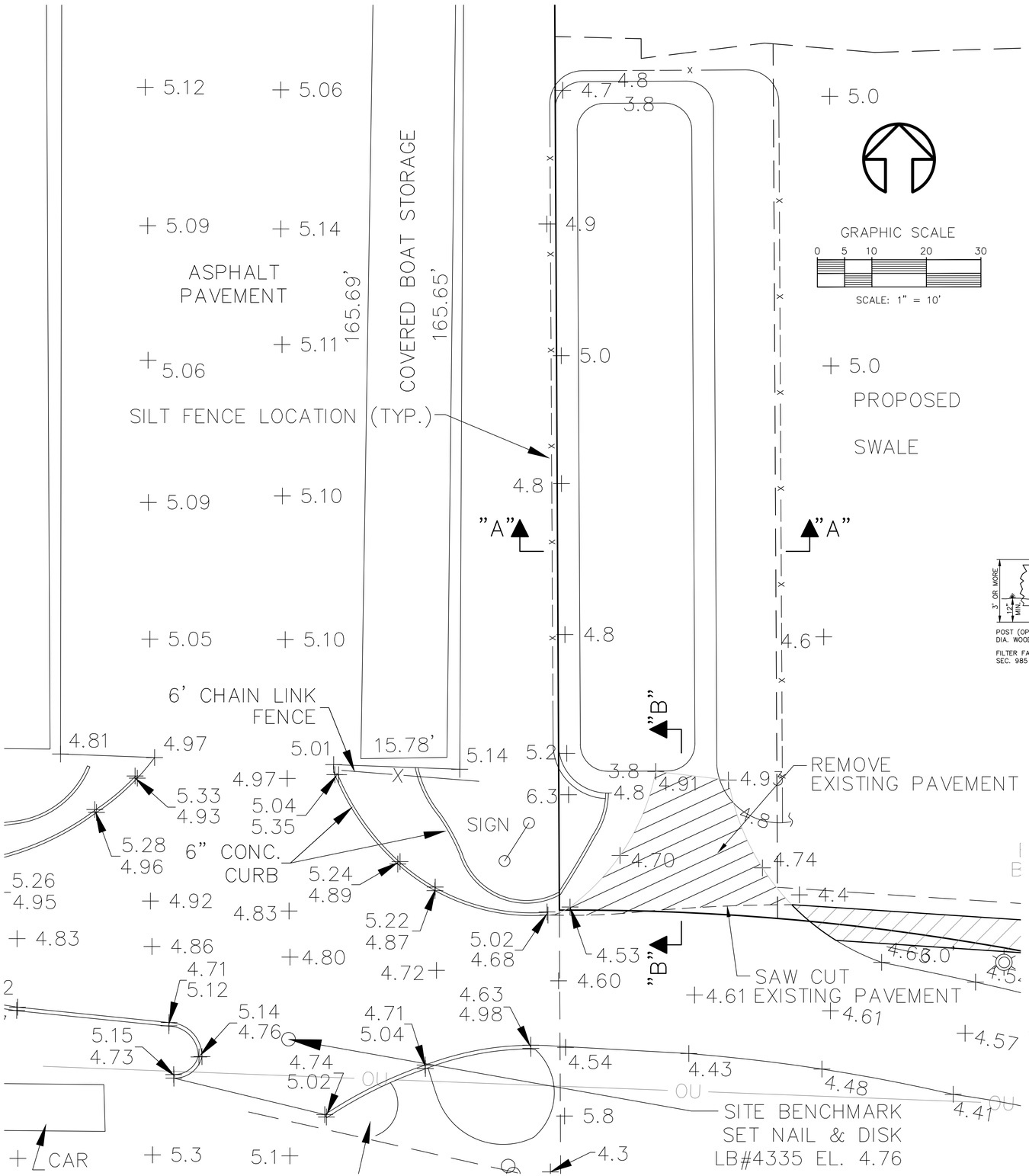
MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	MSD	MATTHEW	MSD	2-11-16
			BY	DATE

TOWN DETAILS
INLET HARBOR
PONCE INLET, FL

PROJECT NO. 1108 C10

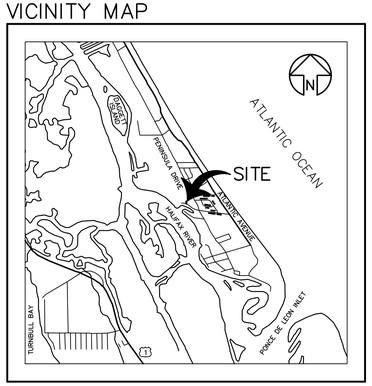
1108TURN5



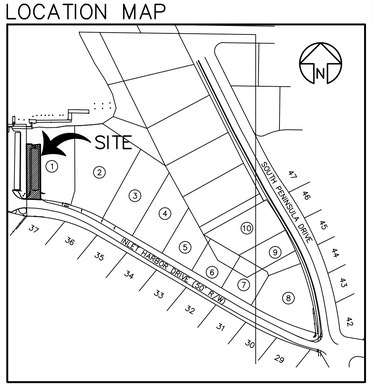
LEGEND

+ 24.44	EXISTING GRADE
25.55	PROPOSED GRADE
24	EXISTING CONTOUR
24	PROPOSED CONTOUR
	PROPOSED STORMWATER RUNOFF

VICINITY MAP



LOCATION MAP

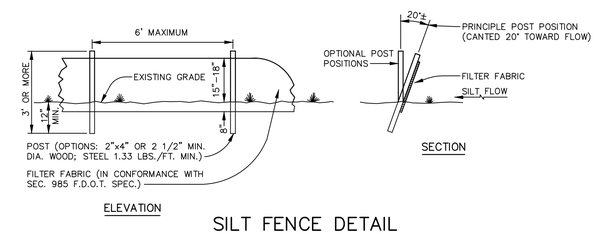


SITE DATA

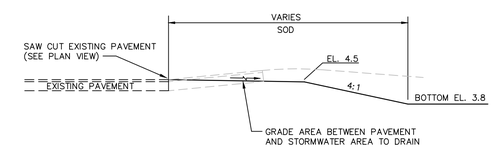
EXISTING FUTURE LAND USE: LOW DENSITY RESIDENTIAL
EXISTING ZONING: R-1
PROPOSED USE: LANDSCAPE BUFFER AND DRAINAGE
TOTAL PROJECT AREA: 0.15 ACRES

GENERAL NOTES

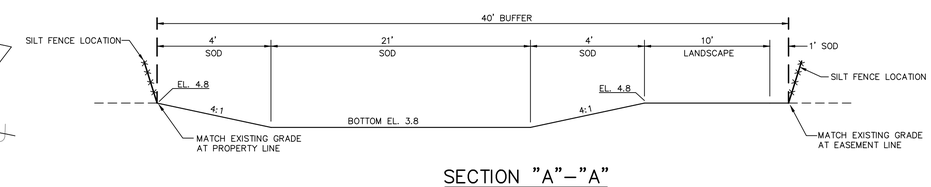
1. SCS SOIL TYPE:
   68 TURNBULL VARIANT, SAND – HYDROLOGIC GROUP C
2. TOPOGRAPHIC SURVEYS PERFORMED BY MARK DOWST AND ASSOCIATES, INC., PROJECT No. 1108, DATED 07-13-07.
3. ELEVATIONS REFER TO N.G.V.D. OF 1929 PER D.N.R. BENCHMARK NO. R-138, PUBLISHED ELEVATION 14.05 FEET.
   (TO CONVERT NGVD 1929 TO NAVD 1988 SUBTRACT 1.21 FT)
4. THE LOCATION OF ALL EXISTING UTILITIES AND SITE CONDITIONS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM BEST INFORMATION AVAILABLE, AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR INACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES, AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION OF UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLAN OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE CONTRACTOR. THE CONTRACTOR SHALL COOPERATE WITH THE RESPECTIVE UTILITY COMPANIES DURING RELOCATION OPERATIONS.
5. AREAS WITHIN THE PUBLIC RIGHT OF WAY AND OFFSITE WHICH HAVE BEEN DISTURBED BY CONSTRUCTION SHALL BE CLEARED OF ALL DEBRIS, REGRADED, AND SODDED SO AS TO RESTORE THE AREA TO A STABILIZED AND PLANTED STATE.
6. ALL SITEWORK MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FLORIDA D.O.T. STANDARD SPECIFICATIONS.
7. THE ONSITE DRAINAGE FACILITIES AND OTHER IMPROVEMENTS WILL BE MAINTAINED BY THE OWNER OR IT'S SUCCESSORS AND ASSIGNS.
8. THE CONTRACTOR SHALL TAKE REASONABLE STEPS TO PREVENT ONSITE EROSION AND SEDIMENT FROM LEAVING SITE DURING CONSTRUCTION. AT COMPLETION OF CONSTRUCTION, ALL NON-PAVED AREAS SHALL BE LANDSCAPED OR SODDED.
9. TAX PARCEL NUMBERS: 3430-00-01-0022
10. OWNER:
    INLET HARBOR, INC.
    133 INLET HARBOR ROAD
    PONCE INLET, FLORIDA



SILT FENCE DETAIL



SECTION "B"–"B"



SECTION "A"–"A"

NO.	DATE	APPR.	REVISION
1	02-11-16	MSD	REVISED PER CITY COMMENTS

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999
EB 4335 LB 4335

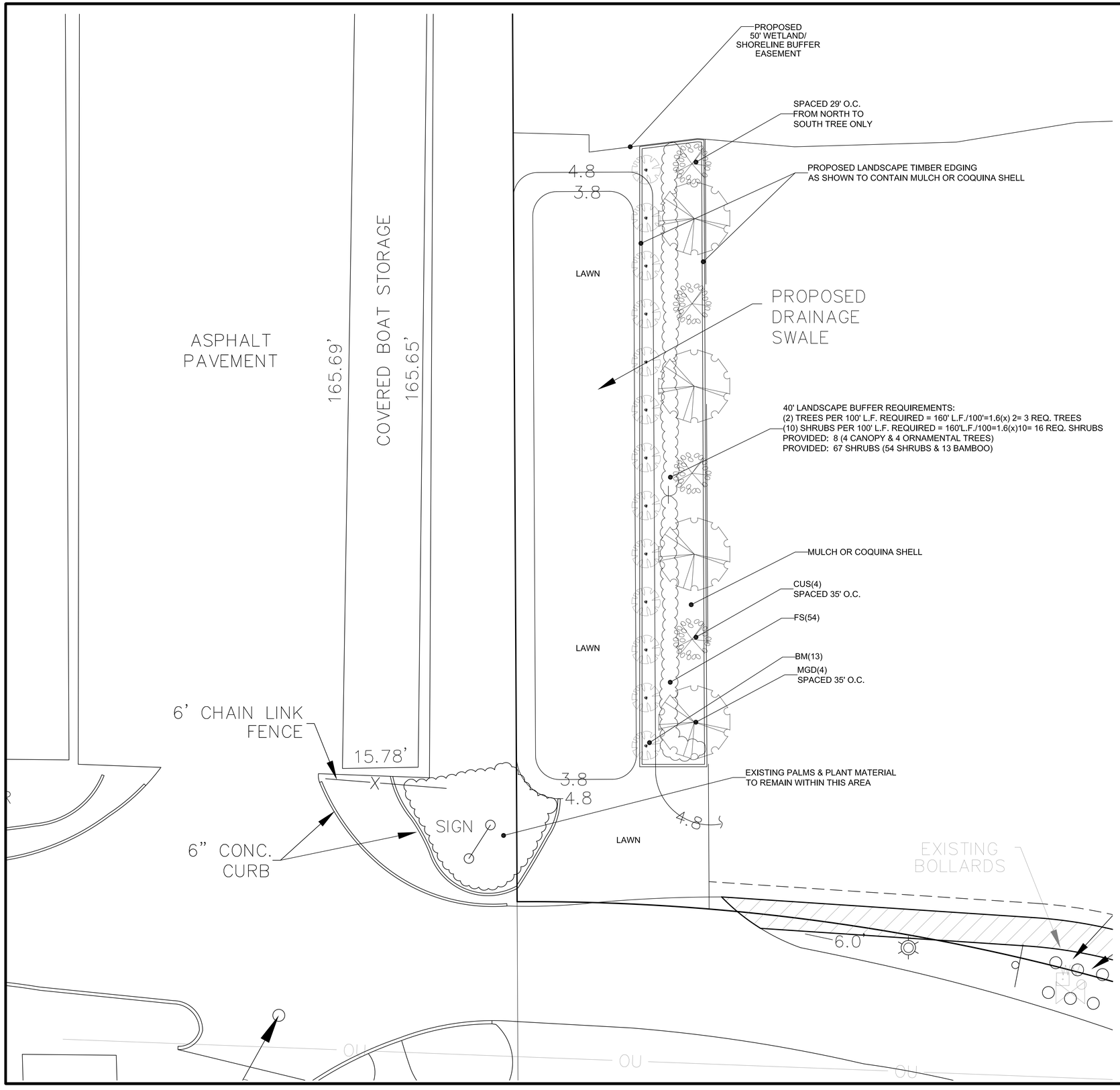
SCALE	DESIGNED	DRAWN	CHECKED	DATE
1" = 10'	MSD	MATTHEW	MSD	12-10-15

BY

BUFFER DRAINAGE PLAN
40' BUFFER AREA
PONCE INLET, FLORIDA

PROJECT NO. 1108

1108-BUFFER3



PLANT LIST:

QUAN.	KEY	BOTANICAL/COMMON NAME	DESCRIPTION
13	BM	Bambusa malingensis SEABREEZE BAMBOO	10' o.a. ht.; 7–10 canes min. 7 gal. 10' o.c.
4	CUS	Coccoloba uvifera SEAGRAPE STD.	8'ht.x 3' spr.; Spaced at 35' o.c. 1.5" DBH min. 30 gal. Single Trunk
4	MGD	Magnolia grandiflora 'D.D.Blanchard' D.D. BLANCHARD MAGNOLIA	18'ht.x 6'spr.; Spaced at 35' o.c. 2.5" DBH min. 200 gal.
54	FS	Forestiera segregata FLORIDA PRIVET	20"ht.x 18" spr. 3 gal. 30" o.c.
As Req.	LAWN	SEE PLANTING NOTES	solid even sod

GENERAL NOTES:

-The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The City shall not be responsible for any damages to utility or irrigation lines.

-Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.

-All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.

-All planting plans are issued as directives for site layout. Any deviations and site changes are to be brought to the attention of the Landscape Architect for clarification prior to installation.

- In the event mechanical equipment is installed on the site in a different area than shown on the plans or if mechanical equipment is added that is not shown on the plans it shall be fully screened by either fencing or vegetation or a combination of both.

PLANTING NOTES:

(See plant specification and details for additional standards)

-All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.

- All trees within lawn areas shall have a 48" diameter mulch ring.

- Sod is to be grade "A" weed free.

- All areas marked "LAWN" shall be sodded with St. Augustine 'Floratam' solid sod. See limit on plan. All areas marked 'Bahia Grass' shall be solid sodded with Paspalum notatum. All sod is to be laid level, tight, and cut even along planting beds.

- All plants are to be top dressed with a minimum of 3"-inch layer of shredded hardwood mulch or coquina shell, Grade A or equal.

-Planting plans shall take precedence over plant list in case of discrepancies.

-No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and / or deletions to the plant material must be approved by the project manager.

- Landscape Contractor is responsible for providing their own square footage takeoffs and field verifications for 100% sod coverage for all areas specified.

- All landscape areas are to be provided with automatic sprinkler system which will provide 100% coverage, and 50% overlap.

- All lawn located in parking islands is to be set flush with top of curb. Provide adequate soil to within 3" of top of curb.

- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable. (REFER TO PLANTING DETAILS)

- A clear zone free of obstruction must be maintained around all fire hydrants. The clear zone must be 7'-6" in front of and to the sides of fire hydrants, with a 4' clear zone to the rear. Fire Department connections shall have a clear zone of 7'-6" in front & to the sides.

GRAPHIC SCALE

0 5 10 20 30

SCALE: 1" = 10'

NO.	DATE	APPR.	REVISION
2	02-16-16	CSC	REVISED PER CITY PHONE CALL TODAY
1	02-11-16	CSC	REVISED PER CITY COMMENTS

Richard B. Pratt, Landscape Architecture, Inc.
1700 Sunset Harbor Rd.
Ormond Beach, FL 32176
Ph: (386) 672-2437 FAX (386) 672-0468
Certificate of Authorization No. C000003317

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1:10	CSC	CSC	RBT	12-10-15

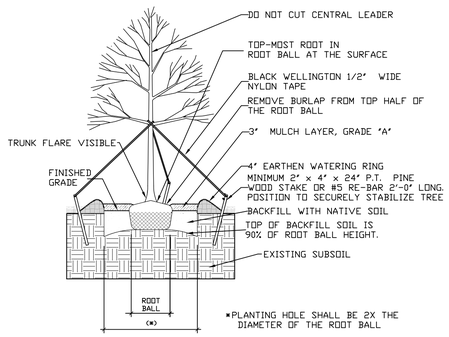
BY DATE

LANDSCAPE PLAN
40' BUFFER AREA
PONCE INLET, FL

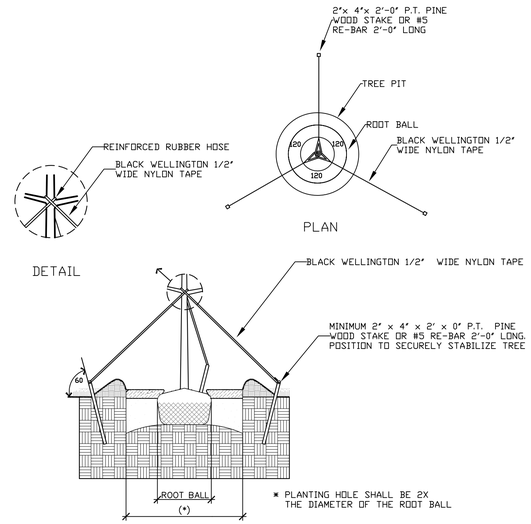
PROJECT NO. 1108

LA-1

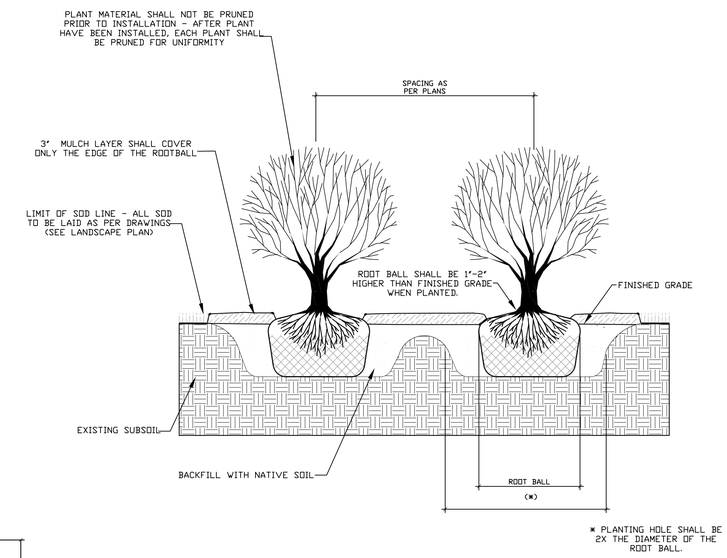
1108_SCREEN_LAND3



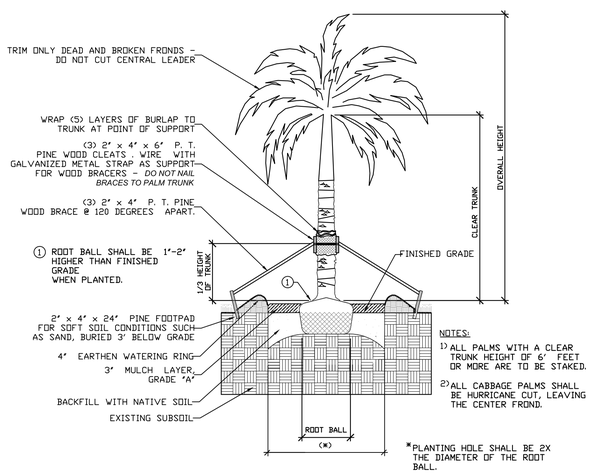
1 LARGE TREE PLANTING DETAIL



2 TYPICAL TREE GUYING DETAIL

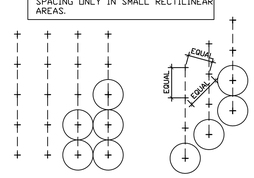


3 TYPICAL SHRUB PLANTING DETAIL

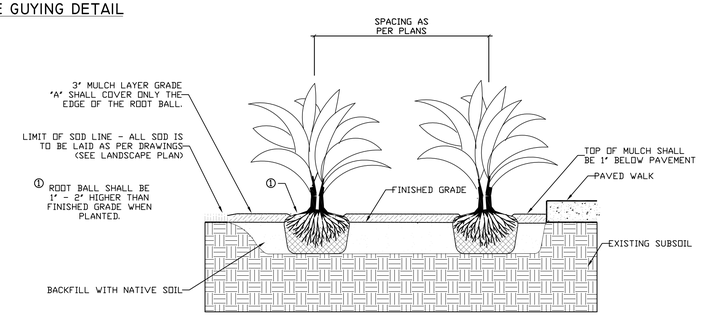


4 STRAIGHT TRUNK PALM DETAIL

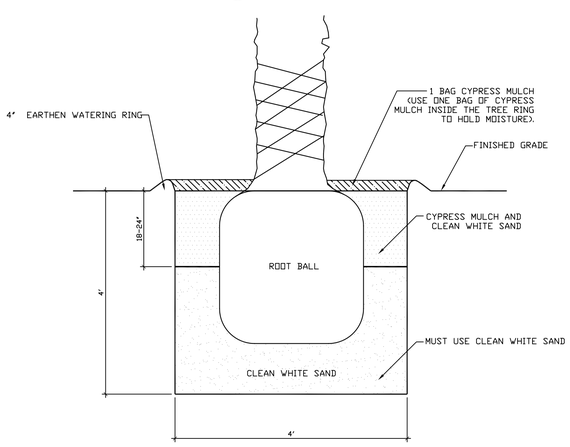
NOTE: IN MOST CASES, TRIANGULAR SPACING IS PREFERRED. USE SQUARE SPACING ONLY IN SMALL RECTILINEAR AREAS.



SQUARE SPACING TRIANGULAR SPACING



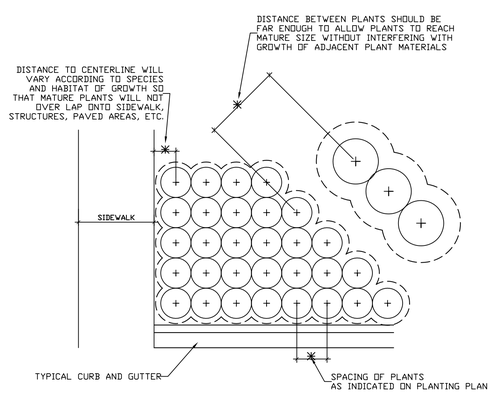
5 TYPICAL GROUND COVER PLANTING DETAIL



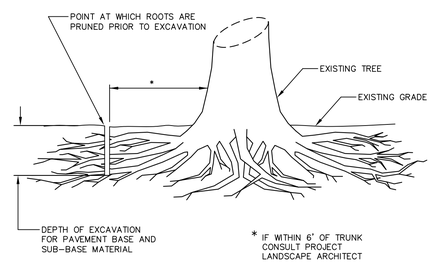
1) STAKING IS NOT RECOMMENDED ON PALMS UNDER 20' CT.

2) STAKING IS RECOMMENDED ON PALMS OVER 20' CT.

6 MEDJOOL PALM INSTALLATION SCHEMATIC
(INFORMATION BY GROUNDWORKS)



7 TYPICAL CONTAINER SPACING



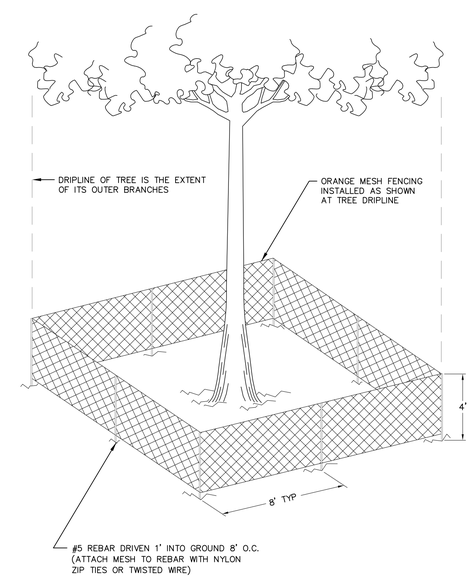
NOTES:

1) CUTS ARE TO BE MADE CLEANLY WITH A SHARP ROOT PRUNING TOOL (SUCH AS A DOSCO OR VERMEER ROOT PRUNER).

2) INSTALL ORANGE PLASTIC MESH TREE BARRIER, WITH REBAR SUPPORTS, AT POINT OF PRUNING AND CONTINUE COMPLETELY AROUND TREE, PROTECTING THE AREA WITHIN THE DRIPLINE (EXTENT OF OUTER BRANCHES).

3) ROOT PRUNING PROCEDURE MUST BE DONE AND INSPECTED PRIOR TO ISSUANCE OF A BUILDING PERMIT OR GRADING AND FILLING PEMIT.

8 ROOT PRUNING DETAIL



9 TREE BARRICADE DETAIL

NO.	DATE	APPR.	REVISION

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999
Richard B. Hall, Landscape Architect, Inc.
Landscape Architecture & Planning
115 Canal Street
Ponce Inlet, FL 32127
Ph. (386) 972-5457 Fax (386) 972-2488
Certificate of Authorization No. C000000227

SCALE	DESIGNED	DRAWN	CHECKED	BY
N.T.S.	CSC	CSC	RBT	
			DATE 12-08-15	DATE

LANDSCAPE DETAILS

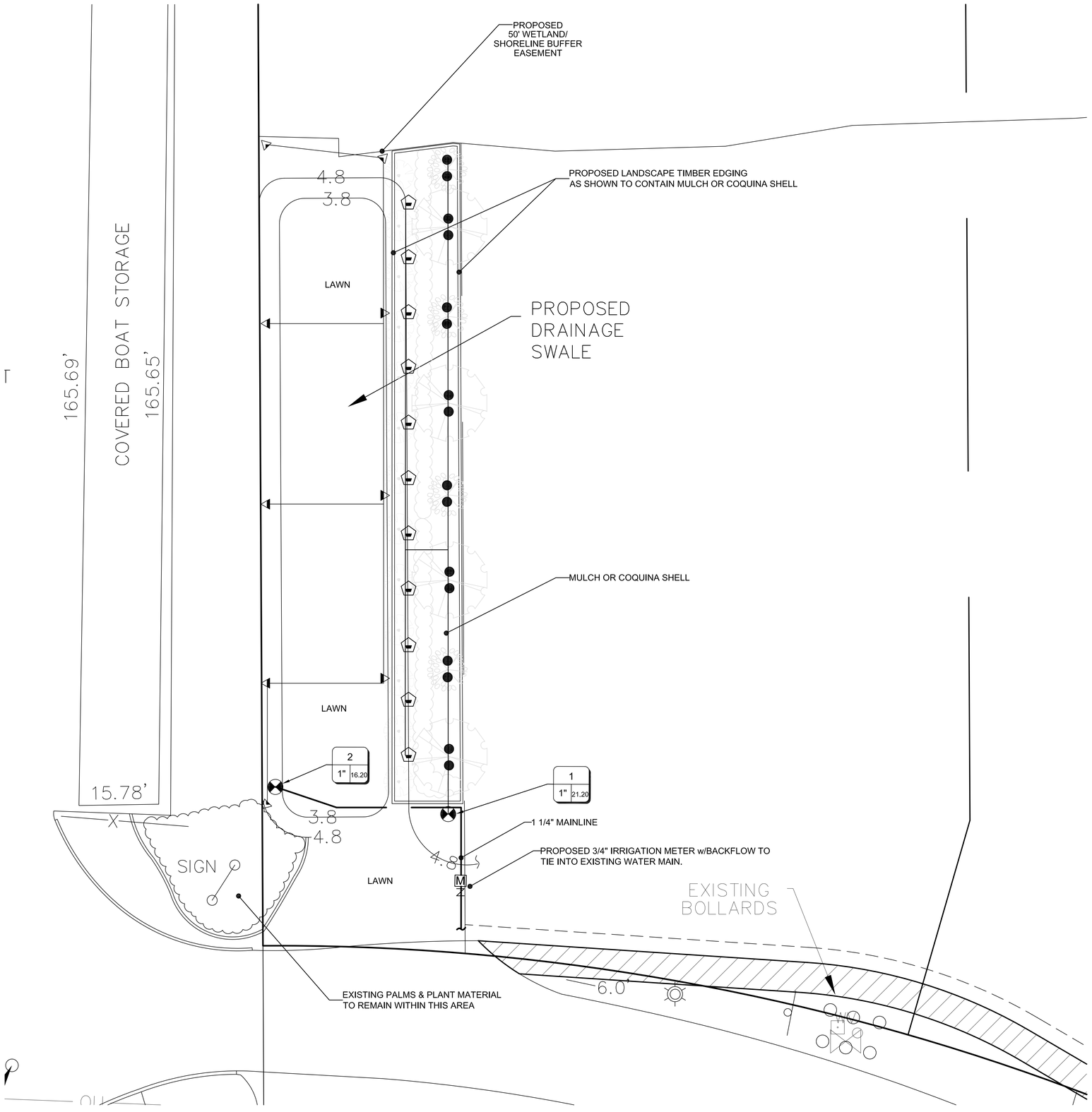
40' BUFFER AREA

PONCE INLET, FLORIDA

PROJECT NO. 1108

LA-2

1108_LANDET



IRRIGATION LEGEND:

TORO IRRIGATION 570Z PRX SERIES: MODEL#: 570Z–6P–PRX (LAWN AREA) & 570Z–12P–PRX (PLANTING BEDS)

HEAD SYMBOL:	IRRIGATION DESCRIPTION:
	PROPOSED SPECIAL PATTERNS – 9–SST (9'x18')
HUNTER IRRIGATION – PRO–SPRAY: MODEL#: PROS–06–PRS30 (6" Pop–Up)	
	PROPOSED PCN BUBBLER (.50 GPM) – MODEL#: 50
HUNTER IRRIGATION – PGP ROTOR: MODEL#: PGP–ADJ (4"Pop–Up–LAWN AREAS) & PGH–(12" Pop–Up–PLANTING BEDS)	
	PROPOSED PGP NOZZLE 3 (QUARTER) & NOZZLE 6 (HALF); (25–35' Radius)
	NEW SCHEDULE 40 PVC SLEEVE (SIZE AS NOTED)
	NEW SCHEDULE 160 PVC LATERAL 3/4" MIN. (SIZE AS NOTED)
	NEW SCHEDULE 40 PVC MAINLINE (1 1/4")
	PGV–101A (REFER TO PLAN)
C	HUNTER PRO–C CONTROLLER MODEL#: PC–300; 3 Stations (Plastic Cabinet)
M	PROPOSED 3/4" IRRIGATION METER TO CONNECT TO EXISTING WATER MAIN
Z	PROPOSED REDUCED PRESSURE BACKFLOW PREVENTER (SIZE AS REQUIRED)
RS	HUNTER MINI CLICK RAIN SWITCH IF NOT EXISTING OR OPERABLE

GRAPHIC SCALE

0 5 10 20 30

SCALE: 1" = 10'

NO.	DATE	APPR.	REVISION
1	02–16–16	CSC	REVISED PER PLANTING LAYOUT CHANGE

Richard B. Trott Landscape Architecture, Inc.
Richard B. Trott, RLA, ASLA, SPCD
Landscape Architect
112 Cedars, Ocala, Florida 34474
Ph: (386) 672–2487 FAX (386) 672–0488
Certificate of Authorization No. LC26000273

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258–7999
EB 4335 LB 4335

SCALE	DESIGNED	DRAWN	CHECKED	DATE
1" = 10'	CSC	CSC	RBT	12–09–15
			BY	DATE

IRRIGATION PLAN

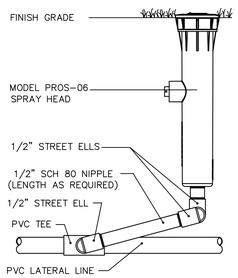
40' BUFFER AREA

PONCE INLET, FLORIDA

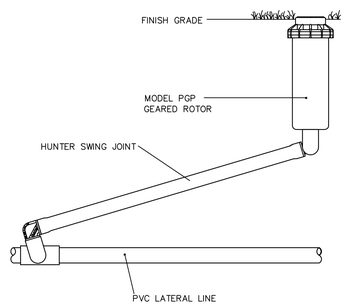
PROJECT NO. 1108

LA–3

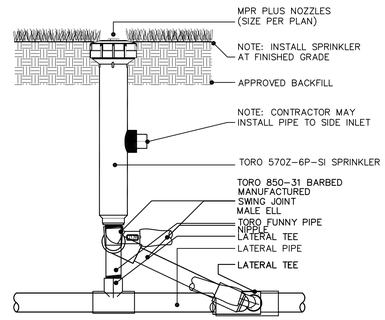
1108_SCREEN_IRRIG1



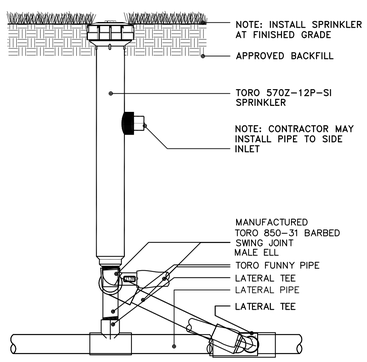
1 HUNTER PRO-SPRAY (PROS-06)



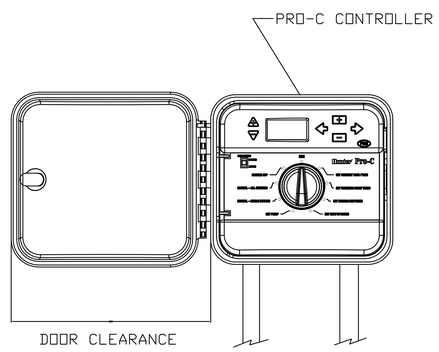
2 HUNTER PGP-SJ GEAR DRIVE



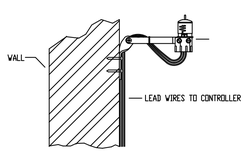
3 TORO 570Z-6P-SI



4 TORO 570Z-I2P-SI

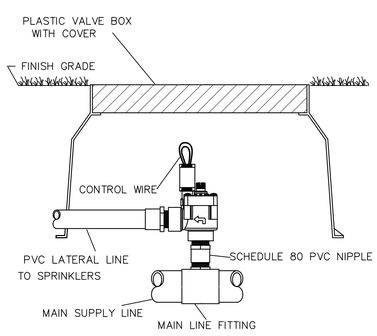


5 HUNTER PRO-C CONTROLLER (OUTDOOR)



NOTE:
MOUNT MINI-CLIK ON ANY SURFACE WHERE IT WILL BE EXPOSED TO UNOBSTRUCTED RAINFALL, BUT NOT IN THE PATH OF SPRINKLER SPRAY.

6 HUNTER MINI CLICK



7 HUNTER PGVI-ANGLE

IRRIGATION NOTES:

1. THE ENTIRE SYSTEM TO BE INSTALLED IN COMPLIANCE WITH ALL LOCAL CODES. CONTRACTOR TO SUPPLY AND INSTALL ALL CHECK VALVES, BACKFLOW PREVENTERS, PERMITS ETC... AS REQUIRED BY THESE CODES EVEN IF THOSE ITEMS ARE NOT SHOWN ON THE DRAWING.
2. ALL MAIN LINE PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 18" OF COVER AND ALL LATERIAL PIPING SHALL BE BURIED TO A MINIMUM DEPTH OF 12" OF COVER.
3. PIPE SIZES SHALL CONFORM TO THOSE ON THE DRAWINGS. THE SMALLEST LATERAL PIPE SIZE TO A SINGLE SPRAY OR ROTOR HEAD SHALL BE 3/4".
4. ALL REMOTE CONTROL VALVES, GATE VALVES AND QUICK COUPLERS SHALL BE INSTALLED IN VALVE BOXES.
5. ALL RISERS SHALL BE STAKED WITH A STEEL ANGLE AND SECURED WITH UV RESISTANT PLASTIC CABLE TIES. RISERS AND ANGLE SHALL BE PAINTED HUNTER GREEN.
6. ALL RISERS SHALL BE INSTALLED 12"-INCHES FROM ANY WALL AND A MINIMUM OF 18"-INCHES FROM ANY SIDEWALK, PATIO OR ROAD.
7. ALL LOW VOLTAGE WIRING TO BE #14 DIRECT BURIAL WIRE. COLORED RED FOR CONTROL WIRES AND WHITE FOR COMMON WIRES (UNLESS OTHERWISE INDICATED IN THE SPECIFICATIONS). NO CROSS CONNECTION BETWEEN CONTROLLERS SHALL BE ALLOWED. WIRE SPLICES SHALL BE MADE ONLY IN VALVE BOXES USING KING "ONE STEP" CONNECTORS AND SEALANT.
8. ANY PIPING OR VALVES SHOWN OUTSIDE THE PROPERTY LINE OR OUTSIDE OF A LANDSCAPE AREA IS SHOWN THERE FOR DESIGN CLARITY ONLY. ALL PIPING AND VALVES SHALL BE INSTALLED ON THE PROPERTY AND WITHIN LANDSCAPE AREAS.
9. FINAL LOCATION OF THE AUTOMATIC CONTROLLER(S) SHALL BE APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION.
10. ELECTRICAL SERVICE TO ALL EQUIPMENT SHALL BE PROVIDED TO A JUNCTION BOX AT THE EQUIPMENT LOCATION (BY OTHERS, NOT PART OF THIS CONTRACT). THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL CONNECTION FROM THE JUNCTION BOX TO ALL EQUIPMENT.
11. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKER HEADS AND VALVES TO PROVIDE OPTIMUM COVERAGE WITH MINIMAL OVERSPRAY ONTO WALKS, STREETS, WALLS ETC... IN ORDER TO ACCOMPLISH THIS, THE CONTRACTOR MAY SUBSTITUTE VARIABLE ARC NOZZLES IN PLACE OF THE SPECIFIED FIXED ARC NOZZLES WHERE NECESSARY. PRESSURE COMPENSATING SCREENS MAY ALSO BE USED TO REDUCE SPRAY DISTANCE.
12. ALL SPRINKLER EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.
13. ALL SLEEVES UNDER SIDEWALKS TO BE BURIED 6"-12" BELOW WALK SURFACE.
14. MAIN LINE MUST BE INSTALLED PER PLAN. OTHER LOCATIONS WILL NOT BE ACCEPTED.
15. ALL SPRAY HEADS OR NOZZLES IN PLANTING BEDS TO BE PLACED ON RISERS (SCH. 40) OF APPROPRIATE HEIGHT TO PLANTING AND RISERS TO BE PAINTED HUNTER GREEN.
16. ALL HEADS IN OPEN LAWN AREAS TO BE MOUNTED ON SWING JOINTS.
17. ALL MATERIALS TO BE NEW. ALL PIPE TO BE CUT SQUARELY AND BURRS REMOVED. ALL PVC JOINTS TO BE MADE WITH THE USE OF CLEANER, PRIMER AND CLEAN SOLVENT WELD.
18. ALL WORK TO BE DONE IN GOOD WORKMAN LIKE MANNER AND IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
19. ALL LINE LOCATIONS ARE APPROXIMATE. CONTRACTOR TO ADJUST TRENCHING IN THE FIELD FOR EXISTING CONDITIONS, PLANTINGS AND STRUCTURES.
20. HEAD LOCATIONS ARE APPROXIMATE. CONTRACTOR TO MAINTAIN 100% COVERAGE WITH 50% OVERLAP.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND EXISTENCE OF ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL VERIFY UTILITIES IN THE FIELD. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE AND SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING UTILITIES OR STRUCTURES.
22. THERE SHALL BE A ONE (1) YEAR GURANTEE ON ALL PARTS AND LABOR FROM THE DATE OF FINAL ACCEPTANCE.
AT THE END (1) YEAR FROM THE DATE OF FINAL ACCEPTANCE, THE CONTRACTOR SHALL CHECK AND ADJUST (IF NECESSARY) THE ENTIRE SYSTEM.
23. CONTRACTOR SHALL MARK STATIONS ON THE CONTROLLER PANEL TO CORRESPOND WITH THE ZONE NUMBERS ON THIS PLAN AND SET OPERATING SEQUENCE TO CORRESPOND TO THE NUMBERING.
24. ALL SLEEVES TO BE INSTALLED UNDER EXISTING ASPHALT OR WALKS TO BE INSTALLED BY DIRECTIONAL DRILL OR JACK & BORE UNDER THE PAVEMENT.
25. ALL VALVE BOXES SHALL BE FLUSH WITH FINISH GRADE AND HAVE A MINIMUM OF 3"-INCHES OF CHIP ROCK INSIDE THE BOX AROUND THE VALVE FOR POSITIVE DRAINAGE.

NO.	DATE	APPR.	REVISION
1	02-16-16	CSC	REVISED PER PLANTING LAYOUT CHANGE

Richard B. Hall, Landscape Architect, Inc.
LA Design Group, Inc. (LDG)
110 Cedar, Old Town
Fla. (386) 572-2457 FAX (386) 572-0488
Certificate of Authorization No. C000000031

MARK DOWST & ASSOCIATES, INC.
ENGINEERS * PLANNERS * SURVEYORS
EB 4335 LB 4335
536 N. HALIFAX AVENUE, SUITE # 100 * DAYTONA BEACH, FLORIDA 32118 * (386) 258-7999

SCALE	DESIGNED	DRAWN	CHECKED	BY	DATE
N.T.S.	CSC	CSC	RBT		12-10-15

IRRIGATION DETAILS/NOTES

40' BUFFER AREA

PONCE INLET, FLORIDA

PROJECT NO. 1108 LA-4

1108_IRRIGDET

ATTACHMENT D

Inlet Harbor Residential Development Agreement

9. INFRASTRUCTURE:

F. Bikepaths. Within six (6) months from the effective date of this Agreement, the developer will submit a development plan application for construction of a six (6') foot-wide bike path along the north right-of-way line of Inlet Harbor Road. The bikepath shall be placed within the right-of-way of Peninsula Drive and Inlet Harbor Road in the location that best ensures pedestrian safety. The development plan shall also include replacement of the existing six (6') foot-wide bikepath along the western right-of-way line of S. Peninsula Drive with a new eight (8') foot-wide bikepath. The Developer shall construct the bikepaths as part of the required subdivision improvements. The Town shall reimburse the Developer to further design and extend the replacement bikepath along S. Peninsula Drive from the north end of the Property, across the frontage of the Merrell property (4784 S. Peninsula Dr.), to the south right-of-way line of Calumet Avenue. The public bike path shall conform to the current standards of Ponce Inlet Code of Ordinances Section 18-33 and other applicable sections. The Developer shall dedicate public pedestrian/bikepath access easements on the subdivision plat to allow the public bikepaths to encroach onto the lots if necessary. After the bikepaths have been built, it shall be the responsibility of each subsequent lot owner to repair any damage to the bikepaths caused during construction on the lots.

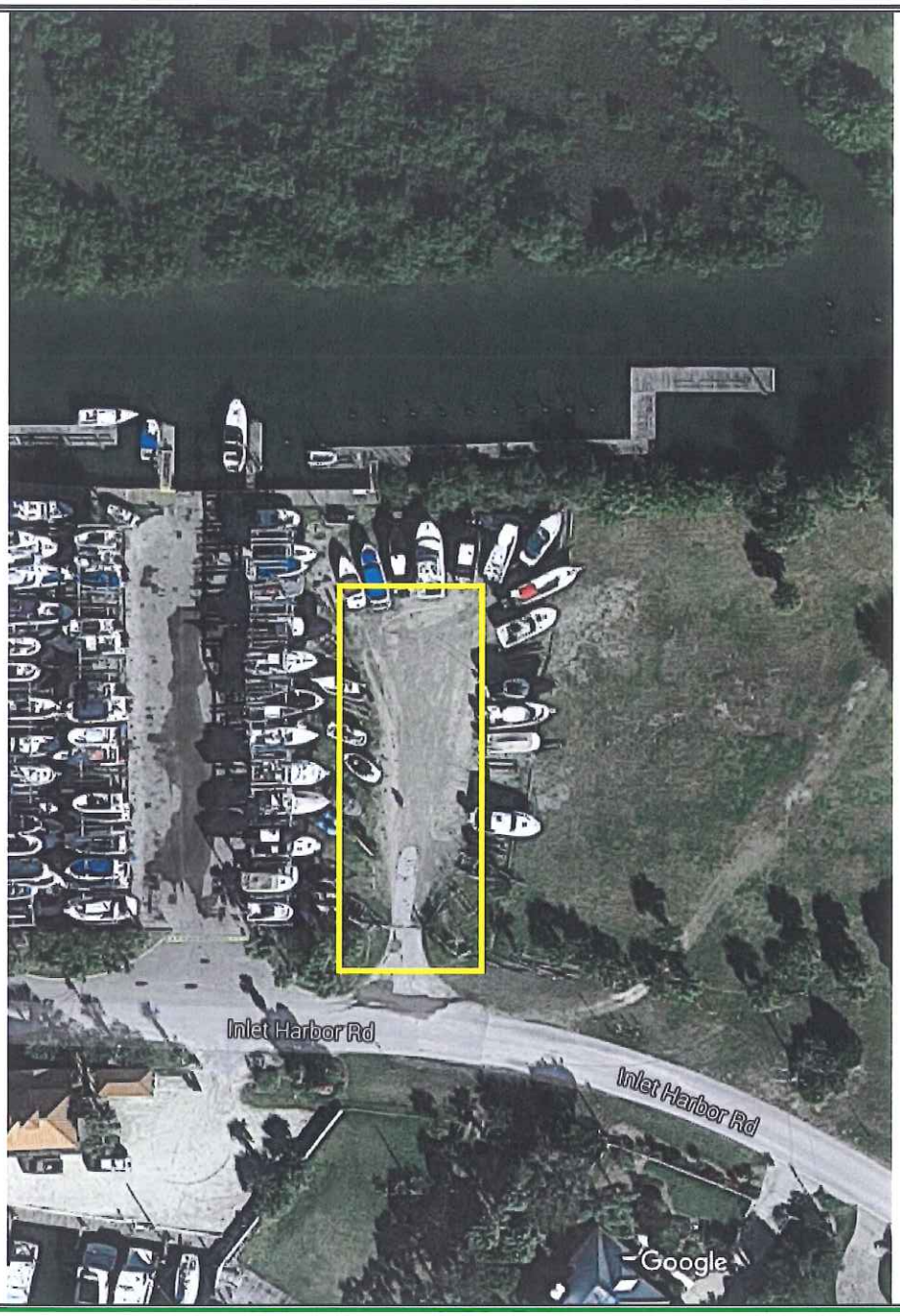
G. Street Lights. The Developer shall install illuminated bollards (4' tall) on the north side of the Inlet Harbor Road right of way. The bollard installation plan shall be submitted to the Town for review in conjunction with the bikepath development plan application, during which the final bollard design shall be determined that appropriately balances illumination, pedestrian safety, and shielding from glare. The maximum range of separation distances for the illuminated bollards shall be one hundred fifty (150') feet. Existing lights mounted on telephone/power poles shall be permitted to stay in place.

ATTACHMENT E

Inlet Harbor Residential Development Agreement

8. COASTAL HIGH HAZARD AREA- MITIGATION

(b) Within one (1) year after the effective date of this Agreement, to design and construct a stormwater collector in the public right of way at the western edge of Inlet Harbor Road to an offsite swale on land owned by Developer to legally transport and manage stormwater which currently ponds at the western end of Inlet Harbor Road. The stormwater drainage improvement in Inlet Harbor Road or on the 40 foot wide buffer shall not convey water onto Lot 1 or any other residential lot created on the Property. The Developer shall submit engineered plans for the drainage improvements to the Town for review and approval pursuant to Town standards no later than six (6) months from the effective date of this Agreement.



Location of 40' Drainage Area and Landscape Buffer

ATTACHMENT F

LOCATION MAP

TOWN OF PONCE INLET

N
W E
S

ATTACHMENT G

Inlet Harbor Residential Development Agreement

3. DEVELOPMENT PLAN:

E. Within one (1) year from the effective date of this Agreement, Inlet Harbor, Inc. shall install the plants and irrigation system to create a forty (40') foot wide buffer adjacent to the Inlet Harbor easternmost "stack house" boat storage building located on Inlet Harbor's commercial property. The area shall serve the dual purpose of supporting a landscape buffer to screen the residential lots to be created on the Property from the commercial activity occurring at the Inlet Harbor Marina and Restaurant property owned by Inlet Harbor, Inc. and as an area to manage a portion of the drainage from Inlet Harbor Road, an existing public street. To screen the residential use from the commercial light and noise of the Inlet Harbor Restaurant and Marina, the buffer shall be planted with a combination of canopy and understory trees, hedge shrubs, and bamboo to provide a vegetated buffer as required by the LUDC. The Developer shall submit a landscape and irrigation plan for the 40 foot wide buffer to the Town for review and approval no later than six (6) months from the effective date of this Agreement. The landscape plan shall include room to accommodate and not interfere with the functioning of the stormwater drainage swale to be constructed by the Developer at the west end of Inlet Harbor Road pursuant to Paragraph 8B in this Agreement. The Town shall review the landscape buffer plans pursuant to the LUDC, which requires review and recommendation by the Parks, Recreation, and Tree Advisory Board. The forty (40') foot wide buffer shall be located on a separate parcel between the Inlet Harbor Road right-of-way line and a point 50 feet south of the mean high water line of the canal north of the Property. The parcel supporting the 40 foot wide buffer shall be owned and maintained by Inlet Harbor, Inc. in perpetuity and made subject to a unity of title agreement. The buffer shall be protected by a buffer easement granted to the Town to be recorded at the same time this Agreement is recorded in the public records of Volusia County, Florida. Inlet Harbor, Inc., or its successors and assigns shall be responsible for maintaining the vegetative buffer described above. The language of the buffer easement shall allow the Town to access and maintain the buffer should the Developer fail to do so. In such instance, the Developer shall reimburse the Town for this service. The adjacent Inlet Harbor Restaurant and Marina boat stack business on the commercial property will continue after the Property is developed and sold as residential lots. The purchasers of residential lots will take title to the residential lots with notice of the existing business and its intended continuation; a plat notation to this effect shall be placed on the plat of the Property or any portion thereof and recorded in the Public Records of Volusia County, Florida.

ATTACHMENT H

Inlet Harbor Residential Development Agreement

7. DEVELOPMENT STANDARDS:

D. Environmental Audit. The Developer shall deliver a current, up-to-date Level I Environmental Assessment of the "spoil area" encompassing all areas on the Property previously filled between the "old growth" tree line and the area currently used for outdoor boat storage and maintenance adjacent to the easternmost boat storage stack house. The study area extent shall be determined and finalized by Town staff and the Developer's environmental consultants prior to commencement of the Assessment. The Developer shall submit the Assessment to the Town for review together with the landscape plan for the 40 foot wide buffer within six (6) months of the effective date of this Agreement. Following the study, if contamination is found and the rules of the Florida Department of Environmental Protection mandate it, monitoring and/or pollutant clean up paid for by Developer will be followed as required.

ATTACHMENT J

Inlet Harbor Residential Development Plans, App. No. 2016-0039

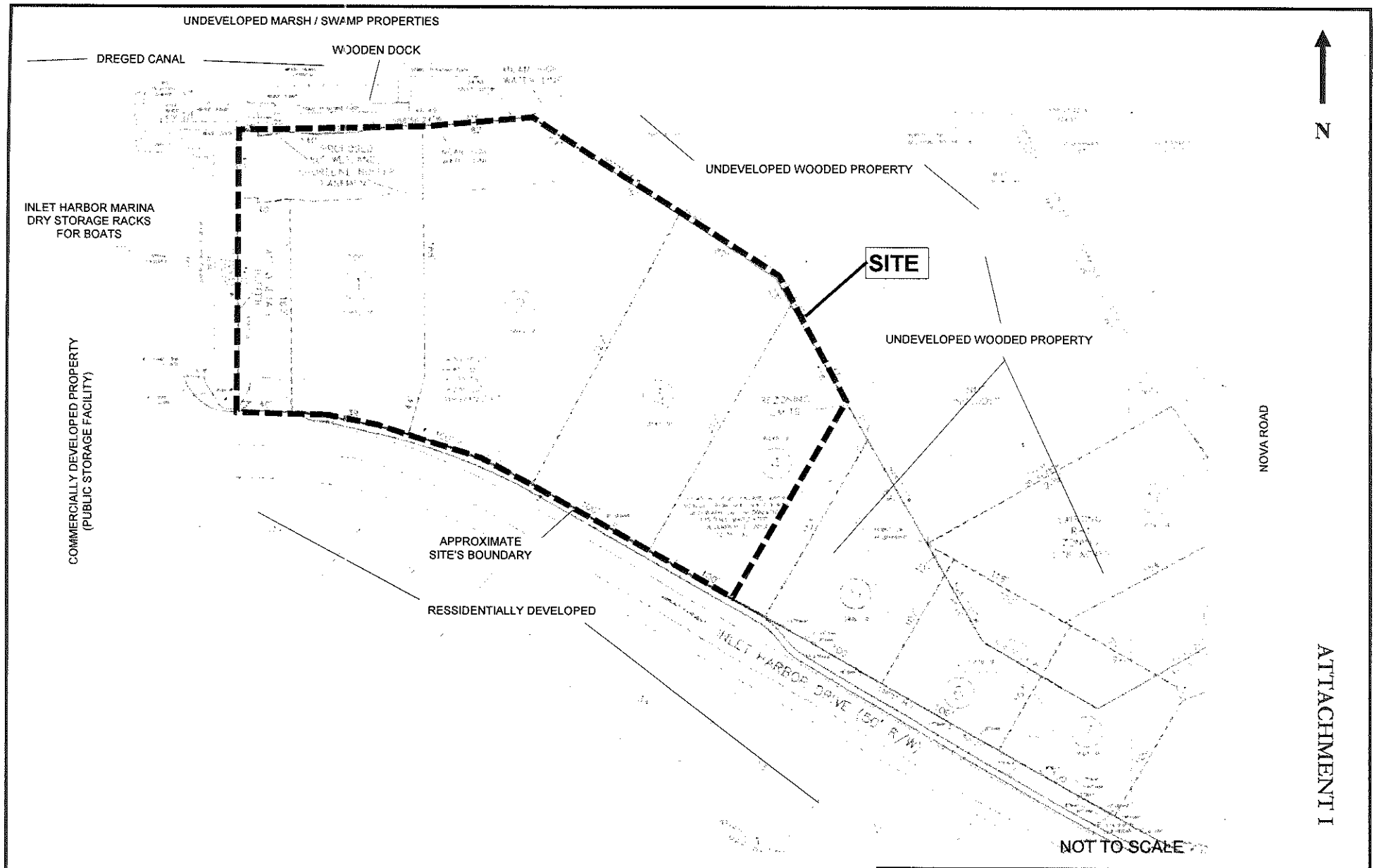
OUTSTANDING TECHNICAL REVIEW COMMENTS
4/7/16

The following outstanding technical comments from the Ponce Inlet Development Review Team (DRT) are based on its review of the revised Inlet Harbor Residential development plans submitted on February 12, 2016.

Planning & Zoning: Michael Disher, Sr. Planner – mdisher@ponce-inlet.org, (386) 236-2172

Phase 1 Environmental Assessment

1. **Advisory**: No residential development on the Property shall be permitted until the Developer has identified whether or not there is a need to address the lower exposure threshold for arsenic resulting from the rezoning of the property to residential, as identified in Phase 1 Environmental Site Assessment from Colella & Associates, Inc., dated November 2015. In the event contamination exists at a level at which Florida Department of Environmental Protection would mandate monitoring and/or pollutant clean-up, the Developer shall pay the associated costs to perform the required mitigating activities.



ATTACHMENT I

FIGURE 3
SITE MAP
UNDEVELOPED PROPERTY
INLET HARBOR ROAD
PONCE INLET, VOLUSIA COUNTY, FLORIDA

Proj. No. 15-109

COLELLA & ASSOCIATES, INC.

NOTE

SITE FEATURES AND CONDITIONS ARE APPROXIMATE AND BASED ON OBSERVATIONS AND REFERENCE DOCUMENTS.