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FUTURE LAND USE ELEMENT

Future Land Use Element

Purpose

The purpose of the Future Land Use Element is to guide the future development, redevelopment and maintenance of the City. This is accomplished by achieving a future land use pattern that provides for the sufficient supply of land to meet growth demands, ensures that land uses are located in a rational and efficient manner and promotes economic development. The element also seeks to achieve a high-quality urban environment through improved appearance, sound development, protection of natural and historic assets and by providing for sufficient infrastructure. The Future Land Use Element also has policies to ensure that the City's land uses are compatible with adjacent municipalities and that unique and specific neighborhood issues are addressed in a manner that provides neighborhood improvement and protection.

The goals, objectives, and policies need to be revised to add new initiatives; modify partially completed initiatives, and/or eliminate completed initiatives. The maps associated with the existing Future Land Use Element are not GIS-based. The City proposed a GIS-based Future Land Use Map with the first cycle 2007 amendments that will allow the public to interact with the City's Land Use Element. The City's residential growth from 1998 to 2005 was stagnant. Beginning in 2005 there have been a number of development and redevelopment proposals that should strengthen the City's residential base. There are also opportunities to perform more neighborhood-based community planning, using the individual neighborhood policies to ensure desired growth or redevelopment.

Findings

The objectives of the Future Land Use Element have either been achieved, are being achieved or are being maintained. EAR-based amendments should include revisions to the Future Land Use Element and map series which include revising all goals, objectives, and policies to add any new initiatives and/or eliminate completed initiatives.

Key Planning Issues

Amendments to the Future Land Use Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) The goals, objectives, and policies are revised to add new initiatives; modify partially completed initiatives, and/or eliminate completed initiatives reflected in the Evaluation and Appraisal Report.
- 2) The maps associated with the Future Land Use Element are updated. The City proposed a GIS-based Future Land Use Map with the first cycle 2007 amendments that will allow the public to interact with the City's Future Land Use Element. EAR-based amendments include revisions to the Future Land Use Element and map series which include revising all goals, objectives, and policies to add any new initiatives, modify completed initiatives, and/or eliminate completed initiatives.
- 3) Density Ranges have been clarified for the residential land use categories.
- 4) Policies are included to establish urban design standards for certain areas and neighborhoods of the City and include target dates for consideration.
- 5) Monitoring timeframes have been established for some policies and programs.
- 6) Neighborhood policies were numbered for easier reference.



FUTURE LAND USE ELEMENT

Goals, Objectives and Policies

GOAL 1 To achieve a future land use pattern that provides for sufficient supply of land to meet growth demands ensures that land uses are located in a rational and efficient manner, and promotes economic development.

Objective 1.1 Generalized Future Land Use Map

The Land Development Code, including zoning maps, shall be maintained to permit future land uses in accordance with the Generalized Future Land Use Map and phase such developments in accordance with the objectives and policies of this Land Use Element Comprehensive Plan.

Policy 1.1.1 The City's Land Development Code, including the zoning atlas, shall achieve the locational objectives of the Generalized Future Land Use Map.

The Generalized Future Land Use Map FLU 1: (Ordinance #09-278)

The purpose of the Generalized Future Land Use Map series is to depict the City's future land use pattern. The distribution, extent, and location of each future land use type are shown on the future land use maps. The border between one land use type and another is not meant to be exact. The goals, objectives and policies of this plan should be used in conjunction with this map to establish land development regulations and when issuing development orders. Several uses of land and various zoning districts may be consistent within a future land use category. The Future Land Use Map is not to be interpreted as authorization to use and develop property in a certain manner. Development orders and land development regulations shall be the required authorization. In practice, when questions arise as to whether a land use proposal is consistent with the Future Land Use Map and it appears that a proposed land use is not in an appropriate area on the land use map, the City shall use the following criteria in determining conformance to the Future Land Use Map:

1. the extent of departure from the appropriate land use area.
2. conditions in the area that would support the use in the proposed area.
3. consistency with the goals, objectives and policies in this comprehensive plan.
4. impact on other jurisdictions.

Policy 1.1.2. The following description of the Future Land Use categories sets forth the dominant use envisioned in each area on the Land Use Map. Other uses may be approved by the City in such areas in accordance with the City's Land Development Code (LDC).

LOW INTENSITY URBAN: This designation provides a mechanism to protect environmental site features. Any land use considered to be urban may be permitted within this category and shall be developed in accordance with the Future Land Use Element. Up to 25% of the gross acreage may consist of



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non-residential land uses including, but not limited to, commercial, office, warehouse, distribution, recreation, and amusements located in planned zoning districts. Non-residential uses including public schools shall be located in such a manner that will provide compatibility with residential uses. In addition, high traffic-generating non-residential uses shall be concentrated on major roadway corridors.

Land uses considered to be urban will be serviced by central utilities and designed to protect sensitive wetlands. The gross density is 1 dwelling unit per gross acre on all affected lands. Density transfers from the PES overlay areas to the LIU areas will permit net densities exceeding 1 dwelling unit per acre on uplands. However, the average net densities will not exceed 4 dwelling units per acre. Eighteen percent (18%) of this area shall be green area of which at least fifty percent (50%) shall be preservation of uplands sited in an ecologically strategic manner. Building coverage on commercial and residential lots shall not exceed 50% of the total site. Any exceptions to the foregoing limitations on density require either an amendment to this category or specific authority under an applicable neighborhood policy in the Future Land Use Element

PASSIVE PARK/BUFFER AREA: An upland buffer adjacent to the Tomoka River. No development of these areas is permitted except mitigation and nature trails.

POTENTIAL ENVIRONMENTALLY SIGNIFICANT (PES): Potential areas of highly valued habitat, which provide protection of functionally interconnected wetland and upland systems, shall be designated as PES.

Permitted land uses in the PES are limited to such uses as silviculture, unimproved pasture, passive recreation, mitigation, utility corridors, and other agricultural activities that do not degrade high value wetland systems. Roadway and stormwater facilities may be allowed provided adverse impacts to wildlife corridors or environmentally sensitive lands are avoided or mitigated.

Actual boundaries of the potential high value environmental systems will be determined based on site-specific information in accordance with all statutes, laws, regulations and agency rules then in effect.

At such time as a permitting or mitigation agreement is reached regarding the PES areas and/or when platting occurs, PES areas shall be incorporated in the overall mitigation plans. When an area designated PES is determined not to contain federal or state designated threatened or endangered species and/or wetland and upland systems that are important to corridor conditions or contain high value environmentally sensitive lands as determined by the statutes or rules then in effect, the land use will revert to the underlying use designated on the Future Land Use Map consistent with Neighborhood S, K, and V policies concurrent with an amendment to the comprehensive Plan, or may be redesignated to a more appropriate urban use at a later date in accordance with an amendment procedure of the adopted Comprehensive Plan. (Ordinance #07-356)



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URBAN TRANSITION: An area that serves as a transition between the City's low intensity urban areas and Volusia County's land uses off-site. It shall be developed in accordance with Neighborhood V policies of the Future Land Use Element. Urbanization within the Urban Transition Areas of the Future Land Use Map, which shall include public schools, shall be limited until 2010.

The Urban Transition (UT) area includes areas of Potential Environmental Significant (PES) land as well as large areas of developable lands. The exact location of PES lands shall be made at a future date when detailed information is available.

Overall residential densities in the area shall be no greater than one dwelling unit per two gross acres. Planned Development zoning shall be required in this area to allow flexibility in lot sizes or to encourage clustering of development, while providing protection to quality ecosystems. A minimum open space requirement of fifty percent (50%) shall be required. Wetlands may not account for more than one half (1/2) of this requirement. This open space should be located in a manner that enhances the areas to be dedicated to conservation and/or complements adjacent offsite open space. The open space may include recreational uses (i.e. golf courses, and equestrian trails etc.). All development shall be designed in a manner that minimizes and/or avoids impacts on environmentally sensitive wetlands systems and/or allows the connection of wildlife corridors.

Non-residential uses shall be limited to that necessary to support the residential demands generated within the urban transition area. Intensities and densities shall be limited to the lesser of what is allowed in compatible zoning districts or a maximum of 50% building coverage. Until the year 2010, development of any lands in the UT area at a density other than the interim holding density is precluded unless the following two conditions are met: the land holding capacity of the approved Daytona Beach Future Land Use Element of the Comprehensive Plan indicates a deficiency of residential lands within the 20 year projections, and there has been an orderly and progressive westerly development of the Low Intensity Urban Area (LIU). Until such time as the above two conditions have been met development of the UT area may only occur at the interim density of one (1) unit per twenty-five (25) gross acres.

RESIDENTIAL

- Level 1** A residential area with densities not exceeding 8 dwelling units per acre. (Ordinance #09-278)
- Level 2** A residential area with densities not exceeding 20 dwelling units per acre. Such areas can be used as transitional areas between more intensive urban uses and less intensive uses and shall permit public schools. (Ordinance #09-278)
- Level 3** A residential area with densities not exceeding 40 dwelling units per acre. (Ordinance #09-278)

COMMERCIAL: The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the



FUTURE LAND USE ELEMENT

application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Retail: An area composed primarily of retail establishments, but typically containing other commercial uses including amusements located in planned zoning districts. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre.

Commercial Amusement: An area containing primarily family entertainment facilities together with ancillary and auxiliary purposes in connection with the conduct thereof. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre.

Tourist Accommodations: An area composed primarily of accommodations for short-term visitors. In addition, amusements and restaurants located in planned zoning districts on the oceanfront may be permitted. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre.

Office Transitional: An area primarily for office, public schools and multi-family uses. The floor area ratio shall not exceed 3 or the residential density shall not exceed 40 dwelling units per acre.

Low Intensity Commercial: An area primarily of retail, personal services, office, and restaurants. The floor area ratio shall not exceed 1 or the residential density shall not exceed 10 dwelling units per acre.

Professional/Office: An area primarily of general/medical offices and business and personal services. The floor area ratio shall not exceed 1 or the residential density shall not exceed 10 dwelling units per acre.

REDEVELOPMENT AREAS: The Main Street, Downtown, Midtown, South Atlantic and Ballough Road Redevelopment areas contain a mixture of urban land uses particular to these redevelopment areas. FLU 3 provides specific land uses for these redevelopment areas and the purpose, floor area ratio and residential density of the land uses are provided in Section 8, Redevelopment Element, Policy 1.1.11. **(Ordinance #09-278)**

MIXED USES: An area generally suitable for a variety of land uses including light industrial, office, tourist accommodations, retail, multi-family residential, assisted living facilities, hospitals, public schools and planned amusements. Residential uses shall be located in such a manner that will provide compatibility with the nonresidential uses.

The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the application of zoning and



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other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Except as may be provided in the various neighborhood policies in this plan, or in Policy 1.1.11 of Section 8, the Redevelopment Element, a development's floor area ratio shall not exceed 3 and residential density shall not exceed 25 dwelling units per acre.

All development in the mixed-use category east of I-95 shall be approved as part of a planned development and be reviewed as per Volusia Growth Management Commission (VGMC) Resolution No. 94-2. The purpose is to allow assessments of potential impacts on adjacent or affected jurisdictions.

INTERCHANGE COMMERCIAL: An area generally oriented to interstate highway traffic and suitable for commercial development, including amusements in planned districts. Intensities and densities shall be limited to compatible zoning districts, but in no case will exceed a maximum of 60% building coverage or a maximum density of 40 dwelling units per acre.

LIMITED INTERCHANGE OVERLAY: A designation that permits the extension of adjacent auto-mall uses from an Interchange Commercial area into another future land use category without affecting the boundaries of that underlying category. The Limited Interchange Overlay category shall apply only to the land so designated on the Future Land Use Map and shall be developed according to Neighborhood T Policies of the Future Land Use Element.

INDUSTRIAL: The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Local Service Industry. An area generally containing industrial and service related activities catering to local markets. Floor area ratio shall not exceed 1.

General Industry. An area generally containing industrial, office, and service related activities of a larger scale and serving regional and national markets. In addition, amusements located in planned zoning districts may be permitted. Floor area ratio not to exceed 0.7.

GOVERNMENT/INSTITUTION: The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Administration. An area generally containing public and quasi-public office type support facilities. Floor area ratio shall not exceed 3.



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Airport Operations. An area used to accommodate airport operations. The County of Volusia through interlocal agreement issues development orders and regulated the use of land on airport property. Unless provided for in the Volusia County Comprehensive Plan the floor area ratio for lands supporting airport operations shall not exceed a floor area ratio of .5

Schools. An area generally set aside for the location of sizable educational facilities including public schools.

Hospitals. An area generally containing sizable hospital and medical related land uses. The floor area ratio shall not exceed .6.

Churches. An area generally containing sizable religious institutions and their support facilities. The floor area ratio shall not exceed 0.5.

Cemeteries. An area generally for cemeteries and their support facilities. Impervious surfaces shall not exceed 20%.

CONSERVATION: An area identified for the purpose of protecting natural resources and environmental quality. Such areas should be left in their natural state except for compatible resource-based park and recreational facilities. Floor area ratio shall not exceed .1. In addition, public property may be utilized for resource management purposes pursuant to a specific provision of a Neighborhood Policy.

PARKS/RECREATION: An area generally set aside for park and recreational activities or having potential for the location of such use. The underlying zoning and land development regulations shall prevail, but acquisition should be emphasized. In addition, the Generalized Future Land Use Map contains a symbol - P - that represents a generalized area for a future park.

The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Depending on the nature of the facility, impervious surfaces should not exceed 80%.

GOLF COURSE: This area may encompass greens and all other playing features, as well as stormwater management facilities and ancillary uses such as clubhouses, parking and maintenance facilities related to golf courses.

Impervious surfaces shall not exceed 5%.

Policy 1.1.3

When interpreting permitted residential densities, the Comprehensive Plan shall determine the maximum density permitted within each land use category. Compliance with the City's Land Development Code shall be used to further determine a site's density.



FUTURE LAND USE ELEMENT

Policy 1.1.4 The City shall maintain land development regulations that shall require any applications for rezoning to a higher density to demonstrate that the higher density is consistent with all elements of this Comprehensive Plan.

Policy 1.1.5 All development orders and land development regulations, including but not limited to zoning, shall be consistent with the Future Land Use Map. Zoning shall be applied in a manner that corresponds to market demand. Any new zoning category shall fit within one of the land use categories in Policy 1.1.2. The City may provide interim zoning categories consistent with the plan for areas of the City and then rezone such areas to a planned district category when specific development proposals warrant.

Policy 1.1.6 The City shall maintain its Land Development Code in a manner that is consistent with this Comprehensive Plan.

Corresponding Zoning Categories:

The City shall keep on file a zoning matrix, which establishes zoning districts, which correspond to specific land use categories. It shall be used as a guide when determining appropriate zoning for land and reviewing rezoning requests.

Policy 1.1.7 The City shall utilize the neighborhood development policies for further direction or specific neighborhood issues as contained in this element.

Objective 1.2 Traffic

Maintain a future land use pattern that minimizes travel time, provides the most efficient use of land, and minimizes adverse impacts. In addition continue to coordinate coastal population densities with appropriate hurricane evacuation plans.

Policy 1.2.1 The Land Development Code shall be maintained in a manner that will cause future major traffic generators to be located in close proximity to thoroughfares, which have the capacity to carry the additional traffic generated by such developments. All future rezoning shall be consistent with this policy.

Policy 1.2.2 Maintain the Land Development Code in a manner that ensures adequate off-street parking and on-site traffic flow.

Policy 1.2.3 Ensure that projected population growth corresponds to appropriate hurricane evacuation plans and future development does not exceed those objectives and policies for evacuating population as contained under Objective 5.1 of the Coastal Management Element. In addition, the City will periodically request the Volusia County MPO to evaluate hurricane evacuation.

Objective 1.3 Commercial Land

The City's supply of commercial land shall be sufficient to accommodate both local demand and the demand for regional facilities, since the City of Daytona Beach is the central city in Halifax metropolitan area.

Policy 1.3.1 Future automobile dealerships shall be concentrated on Tomoka Farms Road and Nova Road (north of US 92). (Ordinance #09-278)



FUTURE LAND USE ELEMENT

Policy 1.3.2 Through site plan and plat reviews, traffic generated from future commercial and industrial development shall be directed away from residential areas.

Objective 1.4 Economic Base

Achieve a diversification of the City's economic base so that light industrial and business employment and other clear basic economic activities will have increased 10% by the year 2015. (Ordinance #09-278)

Policy 1.4.1 The City shall provide industrially zoned vacant land available with full urban services in greater amounts than previous markets have absorbed.

Policy 1.4.2 Attract regional and national headquarters of new and/or expanding sports-related business through pursuing grants and supporting the Volusia County Economic Development Council.

Policy 1.4.3 Although light industrial development is highest priority, the City shall also assist in the development of high quality family tourist/entertainment complexes; i.e. resort hotels, amusement parks, marinas, performing arts theaters, and other cultural facilities by maintaining appropriate development incentives.

Objective 1.5 Residential

The City shall maintain an adequate supply of residential land which will provide a wide range of housing opportunities. (Ordinance #09-278)

Policy 1.5.1 Ensure a surplus of available undeveloped residential land for both single family, multi-family housing opportunities by providing a variety of residential zoning districts on undeveloped property throughout the City.

Policy 1.5.2 Maintain the City's neighborhood maintenance program through ongoing scheduled code enforcement in all residential areas.

Policy 1.5.3 Use the Land Development Code to prohibit non-residential uses in residential areas unless their impacts can be effectively mitigated.

Policy 1.5.4 The City shall continue to permit affordable and workforce housing (based on the type of construction and appearance criteria) in all residential areas of the City. The type of manufactured housing that is typically identified with the term "mobile home" shall be located in areas specifically and currently dominated by "mobile home use."

Policy 1.5.5 No land use plan amendments or zoning changes shall be granted on the barrier island which would create a net increase in overall planned residential densities and thereby reduce hurricane evacuation times below the established level-of-service standard.

Policy 1.5.6 By 2013, the City shall revise its Land Development Code to encourage/promote the use of infill sites and redevelopment sites for the provision of workforce housing. The Land Development Code may include incentives and/or relaxation or modification of City codes to permit qualified "workforce housing" to locate in these areas. (Ordinance #09-278)



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Objective 1.6 City-Wide Land Use Affecting Redevelopment Areas

Enhance the viability of the City's redevelopment areas by controlling future development Citywide; measurability shall be whether the assessed property value stabilizes or increases in each of the redevelopment areas as compared to previous years.

Policy 1.6.1 The redevelopment land development regulations and program budgets shall reflect regulatory and financial incentives to encourage (re)location in the Redevelopment Areas.

Policy 1.6.2 To help support ongoing redevelopment efforts and planning for new efforts, a "Central Business District" (CBD) shall be maintained and updated as necessary. A map delineating the CBD shall be maintained as part of the Future Land Use Map series. Regulations and public investments shall give special attention to the needs and opportunities within the CBD and in the redevelopment area, including but not limited to, modified development standards and procedures and modified level of service standards. Specifically, the City will consider the establishment of unique development standards (including height, setbacks, density, parking, and other technical standards), which may be applied within the CBD to reflect the opportunities and limitations of the area. The City will also maintain a development review process that ensures adequate flexibility is given to the support developments within the CBD. For information on the establishment of "Transportation Concurrency Exception Areas" (TCEA), see the Traffic Section of the Transportation Element policy 1.3.10 and the Redevelopment Element Objective 1.5 and its associated policies.

Objective 1.7 Airport Land Use

Maintain compatibility between airport operations and the City's Future Land Use Plan Map.

Policy 1.7.1 Ensure the City maintains land development regulations that prohibit the further development of high concentrations of population residing within airport approach and take-off zones. The City has provided in its zoning regulations, a provision to limit the extent of development activity in locations which are affected by the 65 LDN noise contour created by the Airport in order to avoid unsuitable or incompatible land uses.

Policy 1.7.2 The City shall maintain in its Land Development Code noise abatement requirements for residential developments where mandated by the Federal Government within the Daytona Beach International Airport 65 LDN or higher noise contour.

Objective 1.8 Parks and Open Space

Maintain a Land Development Code that helps the City supplement its parkland acquisition and improvement program.

Policy 1.8.1 The City shall locate future parks as prescribed in the Recreation and Open Space Element of this Comprehensive Plan.



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GOAL 2 Achieve a high quality urban environment through improved appearance, sound development, protection of natural and historic assets and by providing for sufficient infrastructure.

Objective 2.1 Application of Standards

Unless provided by law, 100 percent of all new construction, including public projects, will meet or exceed the City's Land Development Code.

Policy 2.1.1 No agency shall be exempt from the City's Land Development Code unless authorized through special legislation or special agreement where the public benefits for such exemptions outweigh the public cost. The Land Development Code shall reflect this policy.

Objective 2.2 Uses Inconsistent with City's Character

Improve land values and upgrade uses incompatible with the community's character Citywide with highest priority placed on upgrading International Speedway Boulevard, Mason Avenue, Atlantic Avenue and Ridgewood Avenue. Measurability shall be an increase in overall property assessment on International Speedway Boulevard (east of Nova Road) and on North Ridgewood Avenue.

Policy 2.2.1 Maintain in the City's Land Development Code, updated standards for: access, buffers, landscaping, fences and walls, and the maintenance and use of common areas in residential developments and adjacent commercial areas to ensure their long term success. By 2014, establish urban design standards in the Land Development Code. (Ordinance #09-278)

Policy 2.2.2 Through the rezoning and plan review process, the City shall protect residential neighborhoods from the encroachment of incompatible land uses. The type of protection may include land use transition areas, urban design standards and preventing the location of a particular land use near a residential area depending upon the intensity of the non-residential use.

Policy 2.2.3 The City's appearance development standards shall be maintained and upgraded as necessary.

Policy 2.2.4 Continue to maintain updated construction standards in the Building Code.

Policy 2.2.5 Maintain the Land Development Code in a manner that preserves and provides open space and wetlands.

Policy 2.2.6 Maintain the Land Development Code in a manner that: 1) promotes innovative design, and provides for a higher degree of environmental protection than what may be available through conventional zoning; 2) continues to allow for a trade off of lower development costs through the clustering of buildings and in some cases higher intensities; and 3) continue to provide a mechanism to ensure private roads and common areas are maintained.



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Policy 2.2.7 Development west of I-95 shall be primarily Planned Developments, which achieve the following benefits:

- Efficient use of land
- Greater protection of natural resources
- Reduced infrastructure costs and corresponding savings to the consumer
- Attractive and compatible design

Policy 2.2.8 The Land Development Code shall require that residential subdivisions be designed so all individual lots have sole access to the internal street system with peripheral lots buffered from major roads. Further regulations for non-residential subdivisions shall be provided by the City to ensure lots are adequately sized and access is limited.

Objective 2.3 Infrastructure

Adequate public water, sewer and drainage shall be provided for 100 percent of new developments; existing infrastructure deficiencies will be corrected to the extent that is financially feasible.

Policy 2.3.1 Requests to increase land use intensity shall demonstrate the adequacy of public facilities and services to serve the increase. The Land Development Code shall be maintained in a manner that requires development orders be supported with a report that identifies the impact of the proposed development on the public infrastructure.

Policy 2.3.2 The City shall acquire, through purchase or dedication, adequate lands for community facilities, fire stations, police substations and libraries as the need expands.

Policy 2.3.3 The City shall continue to enforce its Stormwater Management Ordinance and provide drainage facility improvements to address existing and future needs as set forth in the Infrastructure Element.

Policy 2.3.4 By 2011 The City shall develop additional development standards within the LDC that will reduce flooding problems in flood-prone areas as specified in neighborhood policies pertaining to Neighborhoods G, H, I, and J. (Ordinance #10-52)

Objective 2.4 Natural and Historic Resources

Maintain land use practices that are compatible with and protect the natural resources of a site such as wetlands, vegetative cover, floodplains, topography, wildlife habitat, soils, historic and cultural resources, and scenic resources, and to notify owners of historic structures of programs available to restore such structures.



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Policy 2.4.1 The City's wetlands protection regulations, which provide for buffers and permit mitigation shall be maintained (in conformance with County-wide minimum standards) and enforced.

Policy 2.4.2 The City shall continue to meet the federal mandates with respect to flood damage protection through updating the Land Development Code consistent with any new federal requirements.

Policy 2.4.3 Water wellfields and their cones of influence as shown on the land use map series shall be protected from adverse impacts of development. Future land uses shall be restricted in these areas and standards shall be maintained in the City's Land Development Code.

Hazardous substances identified in the Florida Administrative Code and Code of Federal Regulations are prohibited in the primary wellfield protection zone. The Land Development Code shall provide for the regulation of existing non-conforming uses. Within the secondary wellfield protection zone substances on non-residential properties may be permitted upon compliance with federal and state containment standards.

Policy 2.4.4 The City shall maintain and expand, when appropriate, its Historic Districts and sites, and associated Historic Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand, when appropriate, its local register of historic places. The City shall require a certificate of appropriateness before any designated historic property is altered, demolished or relocated. The City shall maintain the 6 existing National Register Historic Districts. Every three years starting in 2011, the City shall evaluate the potential for creation of additional districts. The City shall allow special uses of historic properties to encourage the preservation of such properties.

Policy 2.4.5 The LDR site plan review requirements shall require that topographic and soil conditions shall be considered in the design of all land development proposals. The City shall continue to enforce the standard building code provisions for development on questionable soils. All site plan and subdivision reviews shall ensure that land developments are sensitive to the topographic condition at a site.

Policy 2.4.6 The City, in concert with the Florida Inland Navigation District, hereby designates the dredge material management sites as identified in the "Long Range Dredge Material Management plan for the Intercoastal Waterway in Volusia County, Florida" prepared by Taylor Engineering Inc., September 1993. The sites in Daytona Beach are identified as Site V-29 located at Bethune Point and V-25 located south of LPGA Blvd. and west of Jimmy Ann Drive. These sites are sufficient to meet demand well beyond the planning horizon of this Comprehensive Plan. The sites are identified on the City's Generalized Future Land Use Map.

The criteria utilized and as contained in the above document employed in selecting these sites involve: 1) Engineering/Operational Considerations as follows: Capacity, Adequate Dike Material, Pumping Distance, Pipeline Access, Upland Access, and Soil Properties; 2) Environmental Considerations as follows: Wetland Impacts, Upland Impacts, Buffer Area, Archeological Value, and Groundwater Conditions; 3) Socioeconomic or Cultural



FUTURE LAND USE ELEMENT

Considerations, as follows: Land Use, Zoning and Comprehensive Plans, and Property Ownership

Objective 2.5 Landscaping and Scenic Beautification

Beautify major thoroughfares and entranceways to the City through a variety of aesthetic treatments including landscaping of medians, rights-of-way, parkages, gateways and other areas along the street.

Policy 2.5.1 The City shall actively pursue funding for landscaping of major thoroughfares with highest priority placed on Atlantic Avenue, International Speedway Boulevard, Ridgewood Avenue, Dr. Martin Luther King Boulevard streetscape, Dr. Mary McLeod Bethune Boulevard streetscape, Beville Road beautification from US 1 to I-95, I-4/I-95 Interchange, all bridges over the Halifax River, LPGA Boulevard from I-95 to Williamson Boulevard, Nova Road from Beville Road to Mason Avenue, Orange Avenue from US 1 to Atlantic Avenue, Atlantic Avenue corridor, Mason Avenue/Seabreeze Avenue, Beach Street streetscape, Palmetto Avenue streetscape, Surfside Village streetscape. This funding may consist of any type of grant, Florida Department of Transportation funds, or money from other applicable sources. In addition, the City shall actively pursue funding for historic preservation as required by Historic and Cultural Facilities Element Policy 2.2.6. (Ordinance #09-278)

Policy 2.5.2 Entrances along major corridors to the City, its Redevelopment Areas, and the beach shall be treated as major gateways. Funding for aesthetic treatments along these areas shall be pursued.

Objective 2.6 Green and Sustainable Strategies

The City shall develop green and sustainable land use strategies that protect the natural environment.

Policy 2.6.1 The City shall continue to seek ways and opportunities to implement green and sustainable initiatives regarding, but not limited to, carbon footprint reduction, water conservation and reuse, recycling, waste and energy reduction, reuse of resources, greater operational efficiency, land use and transportation practices, multi-pollutant prevention, and environmental improvements. (Ordinance #09-278)

GOAL 3 Ensure that the City's land uses are compatible with adjacent municipalities.

Objective 3.1 Compatibility with Other Municipalities

The City shall achieve 100 percent referral of its boundary land use plan amendments to the County Growth Management Commission.

Policy 3.3.1 The City shall review the land use element of adjacent jurisdictions when considering development proposals which might adversely impact such jurisdictions.



FUTURE LAND USE ELEMENT

Objective 3.2 Unincorporated Areas

Ensure that land uses in the unincorporated areas adjacent to the City are planned in a manner that is compatible with land uses in the City. Participate in the Volusia County Growth Management Commission to coordinate planning and ensure compatibility.

Policy 3.2.1 Through participation in the Volusia County Growth Management Commission ensure that all plan amendments involving unincorporated areas adjacent to the City or in the City service areas contain a growth management strategy. Such a strategy shall identify an approach to containing, directing or phasing growth in a manner that will achieve a compact, compatible and contiguous urban development pattern while protecting the area's natural resources.

The City shall work with property owners to determine advantages to annexation.

GOAL 4 Ensure that unique and specific neighborhood issues are addressed in a manner that provides neighborhood improvement and protection.

Objective 4.1 The City's Land Development Code shall be maintained in a manner that carries out 100 % of the following policies. All future development orders shall be 100% consistent with such policies.



FUTURE LAND USE ELEMENT

NEIGHBORHOOD DEVELOPMENT POLICIES

The following neighborhood-specific land use and revitalization policies constitute a supplement to the preceding policies and are hereby adopted as part of this plan. FLU 8 is a map that identifies neighborhood boundaries. Such boundaries are hereby adopted as part of this plan. The future land use boundaries in many of the neighborhoods illustrated on the Future Land Use Map are generalized graphic representation of where land uses should occur and may be moved up to 600 feet either direction of the limits shown on the Future Land Use Map to protect the environment, to accommodate property lines, rights-of-way, easements, to correspond to major physical or man-made boundaries (including, but not limited to roads, canals, power transmission corridors, etc.), or to adjust to actual jurisdictional boundaries. (Ordinance #09-278)

NEIGHBORHOOD A

Development Policies:

- (a) **Issue:** This issue involves determining the best use of land on the west side of Atlantic Avenue generally north of University Boulevard to Bellair Plaza; how the large single-family area in this neighborhood is to be preserved; and the need to minimize traffic congestion on A-1-A.

(1) **Policy:** The west side of A-1-A should be developed only as tourist accommodations and multi-family uses.

(2) **Policy:** All development along the west side of SR A-1-A within Neighborhood A, that is abutting or within 50-feet of a Level 1 or Level 2 residential land use designation, except that existing Bellair Plaza site, shall be limited to a maximum building height of three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. (Ordinance #07-423)

(3) **Policy:** The existing Bellair Plaza site is developed as a commercial shopping center. Redevelopment of the site for structures over 65-feet in height shall require a planned development zoning designation to allow public review of proposed projects. (Ordinance #07-423)

- (b) **Issue:** Should the City maintain an area for exclusive single-family estates on the oceanfront?

(1) **Policy:** The last remaining oceanfront single-family zoning district is located in this neighborhood and shall be preserved.

- (c) **Issue:** The area bounded by North Halifax Avenue, University Boulevard, Chaffee Place, and Wilmans Boulevard was rezoned to a medium density residential district to accommodate the mixture of single-family and medium residential uses and protect the surrounding large single-family neighborhood.



FUTURE LAND USE ELEMENT

(1) Policy: Code enforcement efforts shall be taken to maintain and upgrade the area.

(d) Issue: Should the City maintain the large riverfront estates in this area?

(1) Policy: The City shall preserve the large riverfront estates in this neighborhood by maintaining low-density zoning and by not permitting the future subdivision of these lands.

(2) Policy: The maximum height along the riverfront in Neighborhood A shall be limited to three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height.

(e) Issue: Should the City improve the appearance of the Atlantic Avenue corridor?

(1) Policy: The City shall maintain the median islands on A-1-A in an attractively landscaped manner and encourage attractive redevelopment of private properties with urban design standards for landscaping, signage and architectural controls.

(f) Issue: The City recognizes that tourism is its basic economic activity. The City also recognizes that a sufficient supply of motel units must be available within the City, particularly on the oceanfront.

(1) Policy: The City shall not rezone property along the oceanfront to permit retail uses on the east side of A-1-A except as provided for on the Future Land Use Map.

(g) Issue: The City intends to protect established beachside neighborhoods with single-family residential zoning from the impact of any future bridges.

(1) Policy: The City will not allow any new bridges to be located in Neighborhood A.

NEIGHBORHOOD B

Portions of this neighborhood are in the City's Redevelopment Area. For other specific policies in this areas see the Redevelopment Element.

Development Policies:

(a) Issue: The large residential/professional zoning districts within the interior of Neighborhood B are adversely affecting the neighborhood's residential quality.

(1) Policy: By 2012, the RP zoning districts north of Main Street to Seabreeze Boulevard on the peninsula shall be surveyed to identify areas where strictly residential development could be maintained or other appropriate uses could be established through administrative rezoning.

(b) Issue: Oakridge Avenue area has become a major City thoroughfare due to the new bridge. There is always pressure to commercialize such thoroughfares.



FUTURE LAND USE ELEMENT

(1) Policy: Oakridge Avenue shall be preserved as an office transitional district containing professional offices and multi-family uses. No commercial retail zoning will be extended into this area. The City's land development regulation that permits greater intensity in the RP zoning district along major roads shall be maintained. This provision can provide incentives for increased employment and residential uses in the area, which can help support the Seabreeze business district.

- (c) Issue:** Seabreeze Boulevard has been changed to a one-way system due to the new bridge. This will likely impact the businesses. How should the City ensure the preservation of the sound, attractive Seabreeze Business District?

(1) Policy: Preserve and improve the Seabreeze Business District through code enforcement.

- (d) Issue:** The City recognizes that tourism is its basic economic activity. The City also recognizes that a sufficient supply of motel units must be available within the City, particularly on the oceanfront.

(1) Policy: The City shall not rezone property along the oceanfront to permit retail uses as a principal use except as in concert with the Redevelopment Element and as provided for in the Future Land Use Map.

- (e) Issue:** The land on the west side of Atlantic Avenue generally north of Riverview Boulevard to University Boulevard was involved in several requests for T-3 zoning. The T-2a zoning category was created in order to serve as a compromise zoning for this area. No rezoning requests for T-2a have been received by the City.

(1) Policy: This area should be redeveloped in a manner that allows tourist accommodations, multi-family, professional and business services (T-2a zoning). The City shall maintain the non-retail zoning in this area and particularly prevent the encroachment of restaurants.

- (f) Issue:** It is expected that the west side of Halifax Avenue will receive pressures for commercial and office development.

(1) Policy: The City shall maintain the residential character of riverfront property excepting existing commercial areas except in concert with the Redevelopment Element and except Riverfront Mixed Use areas located on the northwest corner of Oakridge Boulevard and Halifax Avenue that are developed as Planned Commercial Developments.

(2) Policy: The area north of Main Street to Oakridge Boulevard has nationally recognized historic single-family homes, generally from Ora street to Earl street and Auditorium to Main Street that should be maintained as single-family homes with a maximum building height of three stories (35-feet plus 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, and the area beginning at Earl Street to Ora Street shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt at the existing height. (Ordinance #07-423)



FUTURE LAND USE ELEMENT

(3) Policy: Development around the bridges at the beachside gateways, including from Oakridge Boulevard to Glenview Boulevard, may be appropriate areas for heights greater than 65-feet. Site development for structures over six stories shall be required to obtain a planned development zoning designation to allow public review of proposed projects. Existing structures in excess of 65-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 65-feet holding a valid active site plan or having a current application on file for a development in excess of 65-feet on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. (Ordinance #07-423)

(4) Policy: Development from Glenview Boulevard to University Boulevard shall be limited to three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed maybe rebuilt, at the existing height. (Ordinance #07-423)

(g) Issue: The large residential area south of Main Street in Neighborhood B has experienced physical deterioration.

(1) Policy: The City shall concentrate its efforts to promote single-family redevelopment in the area as set forth in the Redevelopment Element.

(h) Issue: The area north of Glenview and south of University is expected to receive pressures for office and business zoning and increased residential densities. The Seabreeze-University Neighborhood Watch has formed to address issues of neighborhood concern.

(1) Policy: The City shall work with the Seabreeze-University Neighborhood Watch to preserve the residential character of the area and address neighborhood concerns.

(i) Issue: How will future redevelopment along the west side of SR A-1-A transition with the national historic districts and single-family homes? (Ordinance #07-423)

(1) Policy: All development along the west side of SR A-1-A within Neighborhood B, that is abutting a Level 1 residential land use designation shall be limited to a maximum building height of three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. (Ordinance #07-423)

(2) Policy: All development from International Speedway Boulevard to Harvey Avenue between Grandview Avenue and A-1-A shall be a planned development with heights required to transition from Commercial on A-1-A to residential along Grandview Avenue. (Ordinance #07-423)



FUTURE LAND USE ELEMENT

(3) Policy: All development from Glenview Boulevard to University Boulevard within Neighborhood B, that is abutting or within 50-feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. (Ordinance #07-423)

- (j) Issue:** The City had committed to acquire and develop a park on the approximately 3.0 acre parcel having Volusia County Parcel Identification Number 04-15-33-01-02-0050, generally located east of Atlantic Avenue and south of Main Street. The City has completed the construction of the park. The Future Land Use designation for the park land is being changed to **Public Use Parks & Recreation** as requested as part of a Florida Community Trust (FCT) grant that was used to acquire the land.

(1) Policy: The City will develop a transfer of development rights (TDR) program by 2012 and transfer the development rights from the park site to another parcel(s) in the Main Street Redevelopment Area for projects that are in keeping with the goals, objectives and policies of the Redevelopment Element and the Redevelopment Plan. (Ordinance #09-278)

NEIGHBORHOOD C

Portions of this neighborhood are in the City's Redevelopment Area. For specific policies in those areas, see the Redevelopment Element. (Ordinance #09-278)

Development Policies:

- (a) Issue:** The City recognizes that tourism is its basic economic activity and that a sufficient supply of motel units must be available within the City, primarily on oceanfront property.

(1) Policy: The City shall not rezone property along the oceanfront to a category that permits retail activities as a principal use, except as provided for on the Generalized Future Land Use Map.

- (b) Issue:** The Silver Beach Avenue area is located on a major City thoroughfare. There is always pressure to commercialize such thoroughfares.

(1) Policy: Silver Beach Avenue shall be preserved as an office transitional district containing professional offices and multi-family uses. No commercial retail zoning will be extended into this area.

- (c) Issue:** Should the City preserve the residential character of riverfront property?

(1) Policy: The City shall not permit the zoning of riverfront property to a category that permits non-residential uses. In order to maintain the existing low-density residential estate type developments adjacent to certain portions of the Halifax River, the City shall not increase the permitted densities, or alter the permitted land uses.



FUTURE LAND USE ELEMENT

(2) Policy: The maximum height along the riverfront in Neighborhood C shall be limited to three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed maybe rebuilt, at the existing height. (Ordinance #07-423)

(3) Policy: Development around the bridges at the beachside gateways may be appropriate areas for heights greater than 35-feet. Site development for structures over three stories shall be required to obtain a planned development zoning designation to allow public review of proposed projects. (Ordinance #07-423)

- (d) Issue:** The BR-1 district located on East International Speedway Boulevard at the northern limits of Neighborhood C requires no off-street parking. The area's businesses lack adequate off-street parking.

(1) Policy: By 2010 the City shall investigate means of insuring that the businesses in the BR-1 district provide their share of the cost of necessary public parking facilities.

- (e) Issue:** The large multi-family areas north of Silver Beach Avenue have begun to experience decline.

(1) Policy: The City shall maintain the large single-family districts through a code enforcement program and encouraging the replacement of dilapidated structures with new single-family development.

- (f) Issue:** The South Peninsula area was annexed and zoned to City zoning districts.

(1) Policy: This area shall be maintained primarily as a single-family residential neighborhood. Multi-family rezonings shall not be allowed. (Ordinance #07-423)

- (g) Issue:** There is a segment of A1A that is developed as single-family residential. The maximum height along the west side of SR A-1A should be limited to protect and preserve single-family homes. (Ordinance #07-423)

(1) Policy: All development along the west side of SR A-1-A within Neighborhood C that is abutting or within 50-feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any proposed development in excess of 35-feet holding a valid active site plan on September 1, 2007, shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height.

(2) Policy: The City shall maintain the single-family zoning district and uses in this area.



FUTURE LAND USE ELEMENT

- (h) **Issue:** The City intends to protect established beachside neighborhoods with single-family residential zoning from the impacts of any future bridges.

(1) **Policy:** The City will not allow any new bridges to be located in Neighborhood C.

- (i) **Issue:** The maximum height along the west side of SR A-1-A should be limited to protect and reserve single-family homes. (Ordinance #07-423)

(1) **Policy:** All development along the west side of SR A-1-A within Neighborhood C that is abutting or within 50-feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35-feet plus a maximum of 10-feet for architectural design). No space above 35-feet shall be utilized for living space. Existing structures in excess of 35-feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. Any approved development in excess of 35-feet holding a valid active site plan on September 1, 2007 shall not become subject to the restrictions of this policy until September 1, 2011, or until the site plan lapses, whichever occurs later; and after construction, shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. (Ordinance #07-423)

NEIGHBORHOOD D

Portions of this neighborhood are in the City's Redevelopment Area. For specific policies in those areas, see the Redevelopment Element.

Development Policies:

- (a) **Issue:** The areas along Madison Avenue and a portion of North Beach Street are zoned BR-1 and do not require on-site parking.

(1) **Policy:** By 2010, the City shall examine methods of requiring that the businesses in the area provide their share of the cost of necessary public parking facilities. (Ordinance #09-278)

- (b) **Issue:** The large BR-1 zoning district south of Mason Avenue on Ridgewood Avenue is deteriorated. The area has no setbacks and no parking requirements. This in turn has promoted congestion and unattractive strip commercial development. Should the City attempt to improve conditions in this area?

(1) **Policy:** By 2010, develop a detailed improvement plan, which could be implemented through cooperative efforts by businessmen and government.

- (c) **Issue:** Should the City attempt to provide public off-street parking in the BR-1 district on Ridgewood Avenue in this neighborhood?

(1) **Policy:** By 2010, investigate means of insuring the businesses in this BR-1 district provide their share of the cost of necessary public parking facilities.

- (d) **Issue:** Should the large office transitional zone on Ridgewood Avenue be maintained?

(1) **Policy:** The large office transitional district zoned BP on Ridgewood Avenue shall be retained from Taylor Avenue on the north and San Juan Avenue on the south. No retail uses shall be allowed to encroach into this area.



FUTURE LAND USE ELEMENT

- (e) **Issue:** Should the residential enclave along the Halifax River be preserved? This area is experiencing private rehabilitation of the houses.
- (1) **Policy:** To maintain existing residential property and encourage rehabilitation of existing structures.
- (f) **Issue:** Mason Avenue is unsightly. Should the City initiate efforts to upgrade the appearance of this thoroughfare?
- (1) **Policy:** The City shall assist in the improvement of the appearance of Mason Avenue through the continued enforcement of ordinances. Property owners are encouraged to make improvements.
- (g) **Issue:** Ridgewood Avenue is one of the City's major arterial highways. How may this highway's appearance be improved?
- (1) **Policy:** The City shall maintain this major road as a scenic thoroughfare. The City shall require front yard landscaping on Ridgewood Avenue, as redevelopment occurs. It is important to attempt to preserve the remaining large oak trees.
- (h) **Issue:** The underutilization of properties along the western side of North Beach Street is an impediment to redevelopment within the Ballough Road Redevelopment Area and this Neighborhood. The City should develop strategies and encourage redevelopment to address the issues of existing blight and provide commercial and residential opportunities for redevelopment.
- (1) **Policy:** To encourage redevelopment along the west side of the North Beach Street corridor, the property at the northwest corner of the intersection of North Beach Street and North Street should be redeveloped from the existing mobile home use. The floor-area ratio of commercial uses for this property shall be limited to 0.6 floor-area ratio, consistent with the urban, commercial and residential transitional nature of this area. The property shall undergo a rezoning to Planned Development to ensure that the proposed uses, buffers, and site design are compatible with the surrounding properties.

NEIGHBORHOOD E

This neighborhood is all contained in the Downtown Redevelopment Area. See Redevelopment Element for policies.

NEIGHBORHOOD F

Development Policies:

Note: Issue and policies no longer relevant since a site plan has already been approved for this site.

- (a) **Issue:** The shoreline of the Halifax River is an attractive place to live.
- (1) **Policy:** Maintain private property along the shore of the Halifax River for residential uses.



FUTURE LAND USE ELEMENT

- (b) **Issue:** In this neighborhood, Ridgewood Avenue is evolving into a professional office and business office thoroughfare. This stretch of Ridgewood Avenue will receive pressures for commercialization.

(1) **Policy:** With the exception of the existing neighborhood convenience store and florist, the large office transitional area located adjacent to Ridgewood Avenue shall be retained as a central location for major office developments. Retail rezoning is to be prohibited. By 2014, the City shall study the feasibility of permitting personal services and limited retail uses in this corridor.

- (c) **Issue:** Ridgewood Avenue, the major north-south artery in this neighborhood, carries numerous residents and visitors daily.

(1) **Policy:** Ridgewood Avenue is designated a scenic thoroughfare. Landscaping within front yards shall be preserved and as property is redeveloped, landscaping along this thoroughfare shall be provided. It is important to attempt to preserve the remaining magnificent oak trees.

- (d) **Issue:** Certain areas adjacent to the F.E.C. Railroad are no longer suitable for residential use.

(1) **Policy:** The City shall permit the expansion of industrial zoning adjacent to the F.E.C. Railroad, to the north of Shady Place on a case-by-case basis.

NEIGHBORHOOD G

Portions of this neighborhood are in the City's Redevelopment Area. For specific policies in those areas, see the Redevelopment Element. (Ordinance #09-278)

Development Policies:

- (a) **Issue:** There are large areas in Neighborhood G that are developed as single-family residential uses and zoned high density residential (during and subsequent to the Urban Renewal Program). Many of these areas are deteriorating as adjacent properties are converted to apartments.

(1) **Policy:** The City shall develop and maintain a strategy to preserve and upgrade the surviving homogeneous single-family areas.

- (b) **Issue:** Mason Avenue is a major thoroughfare utilized by residents and tourists. It has deteriorated in physical appearance.

(1) **Policy:** The City shall actively pursue the organization of the Mason Avenue merchants to find voluntary means for improving the appearance of this thoroughfare. Design standards and technical advice will be provided. By 2013, the City shall consider the feasibility and format of urban design standards for this area. If appropriate, urban design standards shall be adopted by 2014. (Ordinance #09-278)

- (c) **Issue:** Nova Road is a major thoroughfare adjacent to this neighborhood. The City is attempting to protect Nova Road's scenic qualities as it becomes more commercialized.

(1) **Policy:** The City shall continue to maintain Nova Road as a scenic thoroughfare and require the maintenance of a 25-foot landscaped frontage.



FUTURE LAND USE ELEMENT

- (d) **Issue:** Large single-family areas are showing signs of deterioration.
- (1) **Policy:** To establish an on-going code enforcement program, as staffing allows.
- (e) **Issue:** Should the City utilize code enforcement, CBDG grants and encourage private redevelopment of Dr. Mary McLeod Bethune Boulevard?
- (1) **Policy:** The City shall work with the Second Avenue Merchants' Association to promote revitalization and a streetscape program for Dr. Mary McLeod Bethune Boulevard.
- (f) **Issue:** The property at the southeast intersection of Mason Avenue and Nova Road shown as Commercial (Retail) on the Generalized Future Land Use Map (FLU 1 revised) is suitable for commercial retail land uses because of its proximity to two arterial roadways and its ability to serve an existing and growing retail market area. Development on this property should be sensitive to the nearby residential community and its traffic impacts should be limited to ensure adequate traffic flow on the roadway system.
- (1) **Policy:** To ensure the existing and projected roadway system serving this property is maintained at an adequate level of service from traffic generated from this property the land uses developed shall be limited to a commercial floor area ratio (FAR) of 0.25. In addition, residential land uses shall be prohibited on this property. To ensure commercial development on this property is compatible with the nearby residential community there shall be adequate buffers, landscaping, and high quality architectural standards, which will be achieved through a Planned Commercial Development (PCD) zoning classification.
- (g) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is hemmed in between two old dune lines generally paralleling these two roads, with no significant outfall (i.e. canal) to the Halifax River like our neighboring municipalities. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties.
- (1) **Policy:** By 2011 the City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements.
- (2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary.
- (3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. (Ordinance #10-52)



FUTURE LAND USE ELEMENT

NEIGHBORHOOD H

This neighborhood is entirely within the Midtown Redevelopment Area. See Redevelopment Element for policies. (Ordinance #09-278)

Development Policies:

- (a) **Issue:** Neighborhood H is one of the most congested and densely developed areas in the City. The BA (Business Automotive) zoning along a portion of West International Speedway Boulevard (the Halifax area's major tourist entrance road) has developed as an unattractive strip commercial road.

(1) **Policy:** The City shall require landscaping of property adjacent to West International Speedway Boulevard without penalizing those who eliminate some off-street parking. The City shall permit the expansion of parking lots to the north and south of this thoroughfare provided landscaping is planted along West International Speedway Boulevard.

- (b) **Issue:** Nova Road, bordering this neighborhood to the west, is heavily traveled by residents and tourists.

(1) **Policy:** The City shall continue to maintain this highway as a scenic thoroughfare and require the landscaping of a 25-foot frontage.

- (c) **Issue:** There are both sound and unsound single-family areas within Neighborhood H that are zoned high density residential.

(1) **Policy:** The small unsound residential properties within this neighborhood should be allowed to be redeveloped at a medium rather than a high-density residential level. Sound areas should be maintained single-family.

- (d) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is hemmed in between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties.

(1) **Policy:** By 2011 the City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements.

(2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary.

(3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. (Ordinance #10-52)



FUTURE LAND USE ELEMENT

NEIGHBORHOOD I

Portions of this neighborhood are in the City's Redevelopment Area. For specific policies in those areas, see the Redevelopment Element.

Development Policies:

- (a) **Issue:** There are no public recreation areas provided in this neighborhood for field sports.

(1) **Policy:** The large open areas in this neighborhood under the control of the Volusia County School Board should be made available for neighborhood park and recreational uses. By 2010, the City shall initiate the establishment of cooperative agreements with the school system to make these areas available for field sports.

- (b) **Issue:** Nova Road is the western boundary of this neighborhood. The City currently has a policy to ensure that this section of Nova Road is developed in an attractive manner.

(1) **Policy:** Nova Road shall be designated as a scenic thoroughfare in this neighborhood. By 2014, the City and the State D.O.T. shall work out a plan to beautify the Nova Canal area.

- (c) **Issue:** The residential uses adjacent to the F.E.C. Railroad in this neighborhood are no longer suitable for this area. Should these uses be preserved?

(1) **Policy:** The City shall permit the expansion of industrial zoning districts along the F.E.C. Railroad corridor on a case-by-case basis.

- (d) **Issue:** There are sound single-family areas in this neighborhood beginning to experience declines in their physical appearance. Should the City make efforts to terminate this decline?

(1) **Policy:** The City shall preserve these sound single-family areas through a program of code enforcement and use of community development programs to assist and bring into compliance. (Ordinance #09-278)

- (e) **Issue:** The city-owned 9.2-acre property located at the southeast and northeast corners of Nova Road and Orange Avenue and also between Jean Street and Caroline Street south of Orange Avenue represents a commercial redevelopment opportunity due to its good access and visibility and central location. However any development on this site should limit impacts to those that are currently allowed, to not further impact area infrastructure. (Ordinance #09-278)

(1) **Policy:** The Future Land Use Map designation for this property shall be further restricted in that the Floor Area ratio shall be capped at 1.24 and the number of residential units per acre shall not exceed 21.2.



FUTURE LAND USE ELEMENT

- (f) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is hemmed in between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties.

(1) Policy: By 2011 the City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements.

(2) Policy: Developments in this area shall be held to higher stormwater retention standards when deemed necessary.

(3) Policy: The City shall strive to acquire properties for stormwater retention and flood control within this area. (Ordinance #10-52)

NEIGHBORHOOD J

Development Policies:

Note: Issue and policy no longer relevant.

- (a) **Issue:** Nova Road is the western boundary to this neighborhood. The thoroughfare carries numerous residents and tourists.

(1) Policy: The City shall maintain the scenic thoroughfare designation for Nova Road requiring a 25-foot landscaped frontage.

- (b) **Issue:** When the City approved the concept and zoning for the golf course condominiums, there was concern expressed by the neighborhood that access would be provided through Fairway Estates subdivision. To address residents' concerns, the City Commission provided that the Lockhart Street right-of-way in this area shall be a perpetual buffer between the golf course and the Fairway Estates subdivision.

(1) Policy: Lockhart Street is not to be improved for public access and the City shall preserve and maintain this right-of-way as a buffer.

(NOTE: Study complete; Future Land Use Map reflects appropriate land use.)

- (c) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is hemmed in between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties.



FUTURE LAND USE ELEMENT

(1) Policy: By 2011 the City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements.

(2) Policy: Developments in this area shall be held to higher stormwater retention standards when deemed necessary.

(3) Policy: The City shall strive to acquire properties for stormwater retention and flood control within this area. (Ordinance #10-52)

NEIGHBORHOOD K

Development Policies:

(a) Issue: The undeveloped area north of Mason Avenue adjacent to the northerly extension of Clyde Morris Boulevard and southeast of Jimmy Ann Drive is zoned single family. There is little incentive in this area to develop a single-family subdivision.

(1) Policy: At the immediate northeast corner of Mason Avenue and Clyde Morris Boulevard, commercial retail uses may be established.

(2) Policy: The property along the north side of Clyde Morris Boulevard may allow office, storage and service related businesses and retail activities as an accessory use.

(3) Policy: The remainder of the property may be developed as medium density residential.

(4) Policy: Within the above three areas the following activities shall be prohibited: restaurants, lounges, unscreened storage, heavy industry and auto sales and services as a principal use.

(5) Policy: Adequate road systems shall be provided as part of subdivision proposals as required for the development of these areas.

(b) Issue: The large open areas next to the Westside Elementary School are under-utilized as recreation areas for neighborhood youth.

(1) Policy: The City shall seek a cooperative agreement with the Volusia County School Board to provide neighborhood recreational uses and expand the facilities at Derbyshire Park.

(c) Issue: There are three heavily traveled thoroughfares traversing this neighborhood, Nova Road, LPGA Boulevard and Clyde Morris Boulevard that have undeveloped properties with scenic attributes.

(1) Policy: LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a 50' scenic setback, ground monument signs, and consistent architectural and landscape themes.



FUTURE LAND USE ELEMENT

(2) Policy: The area along both sides of LPGA Boulevard as shown on the Generalized Future Land Use Map is suited for mixed uses. Permitted uses shall include light industrial, offices, tourist accommodations, Level 3 residential with a minimum density of 15 dwelling units per acre and a maximum density of 25 dwelling units per acre, and commercial retail. Commercial retail uses shall be limited on LPGA Boulevard to three of the following six corners: Clyde Morris Boulevard at LPGA Boulevard, NE, SE, NW, and SW corners; and Williamson Boulevard at LPGA Boulevard, NE and SE corners. No intersection shall have all four corners developed as commercial retail.

(3) Policy: The City shall maintain the Clyde Morris Boulevard and Nova Road segments as scenic thoroughfares and require the landscaping and maintenance of front yards.

(d) Issue: Mason Avenue has developed into an unsightly commercial strip.

(1) Policy: The City shall investigate methods of promoting the voluntary beautification of private property along Mason Avenue. The City shall establish standards to create a landscaped strip adjacent to this street, and not penalize property owners who may lose some off-street parking. The City may allow for the expansion of off-street parking to the north, if property owners agree to beautify Mason Avenue. By 2014, the City shall draft and consider adoption of urban design standards for this corridor.

(e) Issue: A minimum amount of the mixed use areas should be developed as residential to encourage the provision of housing that is accessible to jobs.

(1) Policy: A minimum of 12% and a maximum of 30% of the total area designated as mixed use within the combination of Neighborhoods K, S, T, and U shall be developed as residential with a maximum of 25 dwelling units per acre.

(e) Issue: In the western areas of the City, future land use designations are more conceptual than those in the eastern extents of the City. Future land use designations in this area should therefore represent a more flexible, long-term approach.

(1) Policy: The boundaries in Neighborhood K illustrated on the Future Land Use Map are generalized graphic representations of where land uses should occur and may be moved up to 600 feet either direction of the limits shown on the Future Land Use Map to protect the environment, to accommodate property lines, rights-of-way, easements, to correspond to major physical or man-made boundaries (including, but not limited to roads, canals, power transmission corridors, etc.), or to adjust for actual jurisdictional boundaries.

(f) Issue: Parks and Recreational Areas serve many interests and people of all ages. Residential Development shall be permitted, but at a density such that the demand of parks and recreational areas shall not exceed the availability.

(1) Policy: The Future Land Use designation for the 16-acre parcel located east of Clyde Morris Boulevard approximately 1,000 feet north of LPGA Boulevard, identified as "Office Transition" shall be further restricted in accordance with the following condition:



FUTURE LAND USE ELEMENT

The “Office Transition” land use category shall be permitted to allow residential development; however, the density shall be reduced from the allowable density of 40 dwelling units per acre to 8 dwelling units per acre.

(2) Policy: The Future Land Use designation for the 68-acre parcel located east of Clyde Morris Boulevard north of Rifle Range Road, identified as “Office Transition” shall be further restricted in accordance with the following condition:

The “Office Transition” land use category shall be permitted to allow residential development; however, the density shall be reduced from the allowable density of 40 dwelling units per acre to 20 dwelling units per acre for 58.89 acres of the 68 acre parcel (area depicted as exhibit “K” attached) and from 40 dwelling units per acre to 8 dwelling units per acre for the remaining 9.11 acres.

(g) Issue: The portion of land generally 650 feet east of Clyde Morris Boulevard, north of Strickland Range Road, and south of Avenue K consists of a number of small lots that do not comply with existing City or Volusia County Subdivision requirements.

(1) Policy: To ensure City infrastructure is maintained at an adequate level of service, the 88 acres under unified ownership, as shown on Exhibit “A” shall be developed as low density planned development, where the maximum dwelling units per acre shall be limited to 3.3 dwelling units per acre.

NEIGHBORHOOD L

Development Policies:

(a) Issue: As the Halifax area continues to grow, there will be an increasing need for centralized, regional medical facilities.

(1) Policy: The City is in agreement with hospital officials’ intent to use their property for expansion of medical facilities and parking. (Ordinance #09-278)

(b) Issue: There is a lack of apartment units in close proximity to the Halifax Hospital and the Daytona State College.

(1) Policy: Certain areas north of the hospital and east of the College should be available for multiple family housing. The City may increase the amount of multi-family zoning in these areas, provided it is compatible with well established single-family neighborhoods.

(c) Issue: The City has maintained a policy to protect property along West International Speedway Boulevard, between Clyde Morris Boulevard and Nova Road, as an attractive entrance way to the City.

(1) Policy: The City identifies this segment of West International Speedway Boulevard as a scenic thoroughfare. Any future rezoning along this street segment shall be limited to large lot office with special setback and front yard landscaping requirements. Said requirements shall have a minimum 40-foot landscaped front yard. In addition, the City shall require the D.O.T. to landscape the medians on West International Speedway Boulevard.



FUTURE LAND USE ELEMENT

- (d) **Issue:** The Daytona State College is experiencing growth as enrollments increase. This growth will continue consistent with the area's population growth, if the City permits the College to expand.

(1) **Policy:** To allow for the expansion of the College's activities into the immediate area.

- (e) **Issue:** Mason Avenue serves as this neighborhood's northern boundary. Many businesses along this thoroughfare are unattractive.

(1) **Policy:** Improve the appearance of Mason Avenue through continued enforcement of the Landscape Ordinance and the organization of local businessmen and property owners. The City shall establish standards for street-side landscaping and the implementation of urban design standards.

- (f) **Issue:** Nova Road serves as this neighborhood's eastern boundary.

(1) **Policy:** The City shall maintain this area as a scenic thoroughfare and shall continue to enforce the landscaped setback requirements.

- (g) **Issue:** Clyde Morris Boulevard is located at the western edge of this neighborhood. This area is highly visible and possesses an attractive image.

(1) **Policy:** The City shall maintain Clyde Morris Boulevard as a scenic thoroughfare. By 2014, the City will establish special requirements for the landscaping of front yard frontages and urban design standards.

- (h) **Issue:** The large single-family area is showing signs of decline.

(1) **Policy:** To establish an on-going housing code enforcement program.

NEIGHBORHOOD M

Development Policies:

- (a) **Issue:** The Highlands Subdivision is one of the City's oldest and best maintained residential areas.

(1) **Policy:** To conserve the Highlands neighborhood and protect it from deterioration through the maintenance of a program of code enforcement.

- (b) **Issue:** Airport property fronting on Clyde Morris Boulevard was developed for non-residential activities.



FUTURE LAND USE ELEMENT

- (1) **Policy:** The City shall require the preservation of a 500' buffer strip between the Highlands area and the Embry-Riddle Aeronautical University property, as shown on the Airport Master Plan, to provide for a separation of the residential area from non-residential developments.
- (c) **Issue:** Tuscawilla Park was given to the City to serve as an in-town forest preserve. The land contains a variety of native vegetation unique to a (sensitive) Hydric Hammock.
- (1) **Policy:** The City shall maintain Tuscawilla Park as a forest preserve and nature park. The City shall attempt to expand the Park by acquisition of undeveloped parcels located directly to the south, as County, State and Federal funding allows.
- (d) **Issue:** Nova Road north of Bellevue Avenue has been the subject area for rezoning requests to allow automotive uses. This type of zoning has created unsightly areas such as exist on West International Speedway Boulevard and Mason Avenue.
- (1) **Policy:** The non-BA zoning shall be maintained and requests for automotive zoning shall not be encouraged.
- (e) **Issue:** West International Speedway Boulevard is developed primarily as single-family with deep landscaped front yards. This contributes to the attractive image of this segment of West International Speedway Boulevard. There have been requests to rezone this area to more intensive uses.
- (1) **Policy:** This segment of West International Speedway Boulevard shall be designated a scenic thoroughfare. Future rezonings of this land shall be limited to large parcel office developments and a scenic setback will be maintained.
- (f) **Issue:** Nova Road is an attractive major thoroughfare on the eastern edge of this neighborhood.
- (1) **Policy:** Nova Road shall be maintained as a scenic thoroughfare requiring the landscaping of front yards. The City shall initiate a program to beautify the canal frontage with landscaping, soliciting support from the D.O.T. and area beautification agencies.
- (g) **Issue:** Clyde Morris Boulevard is an attractive non-commercial thoroughfare located on the western border of Neighborhood M.
- (1) **Policy:** This segment of Clyde Morris Boulevard shall be designated a scenic thoroughfare and requirements for the landscaping of frontages shall be established. Densities and the heights of structures shall be limited to ensure that future development is compatible with the Airport impacts.
- (h) **Issue:** There is undeveloped property located on the north side of Bellevue Avenue west of Nova Road that is zoned single-family and is within the flight path. There is little incentive to develop the property for single-family residential uses.
- (1) **Policy:** The City shall maintain the special use process that permits certain non-residential uses in the residential zones within the 65 LDN or greater noise contour for the Daytona Beach Airport, while insuring nearby established residential areas are protected.



FUTURE LAND USE ELEMENT

NEIGHBORHOOD N

Development Policies:

- (a) **Issue:** Nova Road is an attractive major thoroughfare in this area of the City. How can the City ensure that this image is preserved as lands adjacent to it are developed?

(1) **Policy:** Nova Road shall be maintained as a scenic thoroughfare requiring the landscaping of front yards.

- (b) **Issue:** Clyde Morris Boulevard is an attractive primarily undeveloped thoroughfare at the western boundary of this neighborhood. How can the City maintain this attractive image?

(1) **Policy:** Clyde Morris Boulevard shall be designated a scenic thoroughfare for this neighborhood and requirements for the landscaping of frontages shall be established.

- (c) **Issue:** The property at the corner of Beville Road and Clyde Morris Boulevard has received requests for commercial zoning.

(1) **Policy:** This property shall only be rezoned Planned Commercial Development (PCD) pursuant to a PCD Agreement; the PCD Agreement shall address permissible uses in light of traffic and access management and buffering of adjacent residential areas from the uses allowed for the property by the PCD.

- (d) **Issue:** Property at the corner of Shady Place and Nova Road is zoned M-2, industrial, and is in a residential area.

(1) **Policy:** The current use is consistent with the existing zoning and is considered compatible with the adjacent area.

- (e) **Issue:** The goals, objectives, and policies of the Economic Element of this Comprehensive Plan (reference goal 1, objective 1.1, and 1.1.9) call for attracting businesses that provide value-added employment opportunities that will establish the City of Daytona Beach as a center for high technology design and manufacturing in motor sports and aviation-related industries and provide better paying jobs for its residents.

Policies call for work with Embry Riddle Aeronautical University, University of Central Florida, Bethune Cookman University, Daytona State College and Enterprise Florida to attract international businesses to the area through their alumni and business networks.

Further there are policies that direct the City to assist in the establishment of industrial parks development entities for construction of manufacturing facilities shells to attract businesses to the area.

Other policies in the Economic Element call for providing information to all existing and potential manufacturers about the Consortium for Design Automated Manufacturing at Embry Riddle Aeronautical University and assist in the establishment of public-private partnerships in information technologies. In addition, there is a policy that directs the City to assist Embry Riddle Aeronautical University in the establishment of a high-technology business incubator and the development of specialty software and an engineering/science business cluster. In addition, objective 1.4 of the Future Land Use



FUTURE LAND USE ELEMENT

Element calls for the diversification of the City's economic base. Policy 1.4.1 of that element calls for increasing the supply of industrial land.

(1) Policy: The City shall participate in a partnership with Embry Riddle Aeronautical University, Volusia County, The Florida Department of Transportation and The Volusia County School Board to establish a Research Park along the Clyde Morris Boulevard corridor south of the Embry Riddle Aeronautical University campus on lands identified on the Generalized Future Land Use Year 2010 Map as General Industry and Passive Park/Buffer and as made part of this Comprehensive Plan.

The Research Park shall:

1. Limit uses to those that relate to the aerospace industry, related fields and support industries and have no adverse impacts on nearby residential uses.
2. Provide a fifty-foot buffer adjacent to any residential planned area.
3. Have high quality architectural, landscape standards and site amenities.
4. Are contained in a planned zoning district that demonstrates adhering to these requirements and limitations.
5. The City shall maintain and enforce those performance standards contained in the Land Development Code to control traffic, hours of operation, noise, vibration, smoke, odors, and radiation. (Ordinance 06-285)

NEIGHBORHOOD O

Development Policies:

- (a) Issue:** This neighborhood is primarily composed of mobile home parks. To the south of Big Tree Road and directly to the west of Nova Road is an undeveloped Hydric Hammock. This area is part of the Tuscawilla soil type and contains oaks and other deciduous trees.

(1) Policy: The City shall encourage other forms of residential development in the area west of Nova Road and south of Big Tree Road. The City shall require that parts of the Hammock area be preserved or not intensively developed. The use of techniques such as transfer of development rights and cluster zoning shall be encouraged.

- (b) Issue:** Clyde Morris Boulevard borders this neighborhood to the west.

(1) Policy: The City establishes Clyde Morris Boulevard as a scenic thoroughfare and shall maintain requirements for the landscaping of frontages. As property adjacent to this road is annexed, the scenic designation shall be extended accordingly.

- (c) Issue:** Nova Road has some large undeveloped and attractively vegetated sites adjacent to it in this neighborhood.

(1) Policy: The City shall maintain Nova Road in this area as a scenic thoroughfare and require the landscaping of front yards as property is developed and redeveloped.

- (d) Issue:** This area borders the service area between Daytona Beach and Port Orange.

(1) Policy: All annexation and land use designations shall be coordinated with the City of Port Orange.



FUTURE LAND USE ELEMENT

- (e) **Issue:** The property at the southwest intersection of Big Tree Road and Nova Road shown as Commercial (Retail) on the Generalized Future Land Use Map ([FLU 1 Revised](#)) is suitable for commercial retail land use because of its proximity to two arterial roadways and its ability to serve an existing and growing retail market area. Development on this property should be sensitive to the neighborhood and its traffic impacts should be limited to ensure adequate traffic flow on the roadway system.

(1) Policy: To ensure the existing and projected roadway system serving this property is maintained at an adequate level of service from traffic generated from this property the land uses developed shall be limited to a commercial floor area ratio (FAR) of .317 on the entire commercial retail property. In addition, any residential land uses or mixture of commercial and residential uses shall be limited to the same trip generation volume generated by the .317 commercial retail FAR would create on this property. To ensure commercial development on this property is compatible with the neighboring developments there shall be provided adequate buffers, landscaping, and high quality architecture, which will be achieved through the adherence to the City of Daytona Beach Land Development Code. The Planning Board shall review site plans for this property to ensure compliance and compatibility. In addition this entire commercial retail area shall be designed as a unified development.

NEIGHBORHOOD P

Development Policies:

- (a) **Issue:** The area along Mason Avenue in the Madison Heights area was zoned according to the results of public hearings held when the area was annexed.

(1) Policy: The area between Clyde Morris Boulevard and Kentucky Street shall not be rezoned to allow retail or automotive uses.

- (b) **Issue:** The lands between the industrial park and Williamson Boulevard should serve to provide a buffer to the Indigo residential area.

(1) Policy: The area to the east of Williamson Boulevard, north of International Speedway Boulevard and south of Mason Avenue shall be preserved for a variety of multi-family, professional office and light industrial uses. Marginal access roads and other designs shall be required in order to limit the number of access points.

- (c) **Issue:** The multi-family residential land north of the Volusia Mall is attractive to commercial interests. The land is beginning to be developed as residential, providing locations for residents in close proximity to the City's expanding employment areas, west of Bill France Boulevard.

(1) Policy: The City shall preserve the large area north of the Volusia Mall as a nearby residential area for employees of the City's major industrial parks to the west.

- (d) **Issue:** The residential area north of the Volusia Mall will support (at a medium density zoning classification) several thousand persons when fully developed. There is no public park or recreation facility located in this neighborhood.

(1) Policy: The City shall evaluate the feasibility of providing a neighborhood park next to the fire station on Mason Avenue as part of its parks recreation master plan.



FUTURE LAND USE ELEMENT

- (e) **Issue:** West International Speedway Boulevard just east of the I-95 interchange is one of the most heavily traveled roads in the east central Florida region. The initial image of the Daytona Beach area is presented by this road.

(1) **Policy:** The City shall ensure that large medians are preserved and shall provide attractive landscaping within these medians. The City shall continue to accept contributions from the community to maintain this beautification.

- (f) **Issue:** The industrial park along West International Speedway Boulevard, opposite the Speedway, at Industrial Parkway, has experienced vacancies. What should be the future development for this area, which is along US 92, the Gateway to the entire Halifax Area? How can the City ensure the area be redeveloped in a safe, orderly and attractive manner?

(1) **Policy:** The commercial retail areas on US 92, as shown on the Future Land Use Map, shall be limited to Planned Commercial Zoning Districts (PCD). In addition, to discourage the appearance of small lots with individual businesses and sign clutter, and as a general guideline there shall be no more than one out parcel per 300 feet of frontage on US 92. As part of the PCD, signage shall be limited to monument signs. Access shall be limited to Industrial Parkway with possibly right turn, ingress/egress on US 92. Other issues to be resolved include the design of Industrial Parkway to serve the area, upgraded architecture, and high quality landscaping.

- (g) **Issue:** The Volusia Medical Park Subdivision has an Office Transitional future land use designation. The single-family and multi-family uses surrounding the subdivision could be adversely impacted by uses permitted within these categories.

(1) **Policy:** The City shall not rezone the Volusia Medical Park subdivision to a zoning category that would permit the more intense uses which could negatively impact the surrounding residential uses.

- (h) **Issue:** The owner of the Indigo Lakes Golf Course desires to provide residential opportunities along the existing golf course and modernize the golf course and clubhouse facilities. How will the proposed development ensure compatibility to the existing residential development?

(1) **Policy:** The approximately 28.23 acres, as shown on Exhibit "A", shall be designated "Level 1 Residential" land use, up to a maximum density of 8 dwelling units per acre.

(2) **Policy:** The approximately 24.89 acres, as shown on Exhibit "A", located along Williamson Boulevard and Indigo Drive shall be designation "Level 2 Residential" land use and be limited to 10 dwelling units per acre.

(3) **Policy:** In order to ensure compatibility between the proposed development and existing single-family homes, if a building is proposed within 300 linear feet from existing single-family homes, the maximum height of the building shall be 35 feet. Any other buildings within this area shall not exceed a height of 48 feet.

(4) **Policy:** Any development on the two parcels listed above shall be processed as a Planned Development.



FUTURE LAND USE ELEMENT

NEIGHBORHOOD Q

Development Policies:

- (a) **Issue:** The Daytona Beach International Airport, the major user of land in Neighborhood Q, has a tremendous impact on the City and is a major activity supporting the City's economy.

(1) Policy: Future plans for development of major airport facilities shall be reviewed by the City to ensure that the impact on surrounding areas will not be adverse. Existing agreements with the County regarding land development shall maintain our review of development projects.

(2) Policy: In order to allow for the development of Airport property for other than Airport usage, the City will require the County to submit Airport master plans to the City for review, prior to County Council adoption. The City will review such plan to ensure that future developments on Airport property do not adversely impact adjacent City neighborhoods or the City's capacity to service such developments.

(3) Policy: To allow for the possible expansion of Embry-Riddle Aeronautical University as a major educational institution for the area, the Office Transitional land use designation on Catalina Drive may include student dormitories and other educational facilities.

- (b) **Issue:** The City must continue to provide available sites for industrial expansion and ensure that a level of competition exists for industrial promotional activities.

(1) Policy: Property directly south of Bellevue Avenue (south of the airport) should be developed as a combination of light industrial warehousing, and office uses. The M-4 (Industrial Park) category is suitable. Between this area and the planned residential uses along Beville Road, there should be a buffer area.

- (c) **Issue:** The Beville Road area is a prime growth area. Pressures to develop land adjacent to this major arterial are intense.

(1) Policy: The north side of Beville Road, generally between Clyde Morris Boulevard and the entrance to the Pelican Bay development, shall be developed as office and/or medium density residential use.

(2) Policy: The City shall permit a single shopping center meeting community shopping center standards around the lake at the northeast intersection of Beville Road and Williamson Boulevard.

(3) Policy: In order to reduce the potential for future traffic problems along Beville Road, the City shall not zone property in a manner that promotes small lot development. The area adjacent to Beville Road west of Williamson Boulevard is suitable for Interchange Commercial and PCD zoning. This zoning will minimize small lot development.

(4) Policy: Neighborhood retail centers shall be limited to the intersections of Yorktown Boulevard and Beville Road.



FUTURE LAND USE ELEMENT

- (5) Policy:** Commercial development along Beville Road, west of Clyde Morris Boulevard shall be encouraged to be part of a larger PUD and not in the form of strip commercial.
- (6) Policy:** Maintain limited access to properties abutting Beville Road by requiring access to such properties from intersecting collector roads, where it is possible to do so, encouraging frontage or marginal access roads.
- (7) Policy:** The City shall maintain Clyde Morris Boulevard, Beville Road, Williamson Boulevard and Hancock Boulevard as scenic thoroughfares with special requirements for landscaped front yards.
- (8) Policy:** Along Beville Road, from Williamson Boulevard intersection west to I-95, lands may be set aside for large parcel interchange commercial.
- (d) Issue:** A large area of land southwest of the Daytona Beach International Airport is undeveloped and under the same ownership. This area is a prime area for economic growth, with excellent access to the regional transportation network and high visibility from I-95. The development of this area must consider airport noise impacts, the proximity of single-family residential areas to the south, appearance, and the need for adequate infrastructure, access, and internal traffic circulation.
- (1) Policy:** As shown on the Generalized Future Land Use Map, the areas identified as “commercial/mixed use” along both sides of Williamson Boulevard, north of Beville Road, are appropriate for retail, tourist accommodation, office transitional, and multi-family residential land uses. No truck stop will be located in this area. Agriculture shall be a permitted use.
- (2) Policy:** Generally, intersections with Beville Road should be coordinated so that a few major entrances (signalized where appropriate) are coordinated with existing major entrances on the south side. A single major intersection should be planned to accommodate the areas on both sides of Beville Road, west of Williamson, subject to FDOT approval. The City will help coordinate entrances and intersections with FDOT (for Beville Road) and Volusia County (for Williamson Boulevard).
- (3) Policy:** This area represents a gateway entrance to the City. All adjacent developments should be designed with a compatible appearance (including compatible architecture and landscaping scheme) and so as to be functionally integrated. A consistent, well landscaped corridor should be developed along Beville Road and Williamson Boulevard in conjunction with the development of individual projects.
- (4) Policy:** Developments immediately north of Beville Road and east of Williamson Boulevard should be designed to be generally compatible with the appearance of existing residential and office development on the south side of the highway, including scale, architectural compatibility, and landscaping compatibility.
- (5) Policy:** Residential uses should not generally be permitted in areas subject to the LDN 65 or higher noise contour. All development on the north side of Beville Road should be designed with consideration of appropriate noise mitigation techniques, as appropriate.



FUTURE LAND USE ELEMENT

- (6) **Policy:** Individual development proposals shall be reviewed through the planned development process to ensure the provisions of the Plan are met and to address design issues peculiar to each project. This should not, however, be interpreted as requiring all development to be carried out under a single large planned development zoning.
- (e) **Issue:** The boundaries of land use classifications may have to be adjusted as the final actual alignment of the runway and the ownership boundaries for the airport are determined.
- (1) **Policy:** Once the final boundaries of the airport acquisition are determined, the City will process a plan amendment to reflect boundaries on the Future Land Use Map (FLUM).
- (f) **Issue:** Efforts by the City to establish appropriate policies for land use and development should not interfere with acquisition of areas for airport expansion.
- (1) **Policy:** The commercial/mixed use area at the southeast corner of the Bellevue Avenue Extension/Williamson Boulevard intersection may be developed pursuant to the development standards established under the County plan for the Halifax Activity Center.

NEIGHBORHOOD R

Development Policies:

- (a) **Issue:** The Beville Road area is a prime growth area in the City. How should the City ensure that this area develops properly and serves the community?
- (1) **Policy:** Unincorporated areas south of the Pelican Bay R-PUD, adjacent to the proposed extension of the Williamson Boulevard and south of the Georgetown multi-family area shall be developed at an overall density not to exceed 4 dwelling units per acre as these areas are brought into the City. The City shall encourage the development of these areas to follow a large tract residential planned unit development approach.
- (2) **Policy:** Future residential areas along Beville Road are encouraged to utilize PUD zoning categories where mixing of development types and land uses are proposed.
- (3) **Policy:** The Pelican Bay R-PUD shall not exceed a gross density of 4 dwelling units per acre.
- (4) **Policy:** Provide a community park in Neighborhood R.
- (5) **Policy:** A neighborhood shopping center may be established at the future planned intersection of Clyde Morris Boulevard and Big Tree Road. The center shall be designed as an integrated unit. Any subdivision of this land shall follow a master plan.
- (6) **Policy:** Neighborhood retail areas shall be located at the intersection of Yorktown Boulevard and Beville Road and in the Pelican Bay PUD.
- (7) **Policy:** Commercial development along Beville Road, west of Clyde Morris Boulevard shall be encouraged to be part of a larger PUD and not in the form of strip commercial.



FUTURE LAND USE ELEMENT

(8) Policy: Maintain limited access to properties abutting Beville Road by requiring access to such properties from intersecting collector roads, where it is possible to do so, encouraging frontage or marginal access roads.

(9) Policy: Along Beville Road, from the Williamson Boulevard intersection west to I-95, lands may be set aside for large parcel interchange commercial.

(10) Policy: The area adjacent to Beville Road, Clyde Morris Boulevard, and Williamson Boulevard shall be developed as an attractive entrance way to the City and that future development along this corridor shall be designed to achieve this end. The City has designated this area a scenic thoroughfare and will maintain special landscaping and setback requirements of 50 feet for Beville Road and Williamson Boulevard, and 25 feet for Clyde Morris Boulevard for buildings and vehicular use areas, from the right-of-way.

(b) Issue: The large undeveloped area south of Beville Road, between I-95 and Williamson Boulevard, provides an opportunity for major development to service the interstate. This development must consider the need for preserving and protecting the existing Pelican Bay neighborhood.

(1) Policy: Major internal streets, including both the north-south collector road and east-west roads connecting this road to Williamson Boulevard, shall be subject to significant landscaping on adjacent lots, “parkway” design principles (meandering route, variable medians, and significant median and edge landscaping), low monument signage (5 foot maximum overall height) and interesting pavement treatments (such as brick pavers).

(2) Policy: Uses shall be designed and oriented to reduce visibility of service areas (loading, mechanical equipment) from major external and internal routes.

(3) Policy: Pedestrian linkages between adjoining uses shall be enhanced.

(4) Policy: Building architecture (including scale, color, and style) shall be coordinated. Architectural styles would be similar to that demonstrated by the ICI-Gale development at the intersection of Beville Road and Williamson Boulevard (southeast quadrant).

(5) Policy: Individual projects shall be coordinated through planned development zoning: subdivision platting shall be used to coordinate development of infrastructure, including the major internal road network. Access to individual properties shall be coordinated – not every parcel will be permitted direct access to the major internal road network.

(6) Policy: Uses in the interchange commercial area shall be limited to retail uses associated with the traveling public, as well as hotels, motels, restaurants, and other uses directly related to the needs of travelers. Truck stops shall be prohibited. Large retail establishments oriented to local consumers shall also be prohibited. Within this interchange area there shall be a sub-area extending south of a line lying 800± feet south of, and parallel to, the southerly line of the Beville Road right-of-way in which retail uses shall be restricted to a FAR of 0.25 and office uses shall be restricted to a FAR of 0.50.

(7) Policy: Billboards on the property shall be removed at the time of development approval.



FUTURE LAND USE ELEMENT

(8) Policy: Uses shall be limited to the scale and intensity, which can be supported by the internal road systems, as well as by the capacity of intersections with the major road system (specifically Beville Road and Williamson Boulevard). This must be demonstrated before zoning changes or development orders can be approved.

- (c) Issue:** Access to Beville Road, Williamson Boulevard and close proximity to the I-95 and I-4 interchange make this neighborhood well situated for a variety of urban land uses. In order to ensure infrastructure costs are controlled, compatible development results and open space is maintained, the density and intensity of development in this neighborhood should be lower than the core area of the City.

(1) Policy: Development on the property identified as Parcel Number 6212-00-00-0023 shall be limited to a maximum gross floor area of 75,000 square feet of nonresidential land uses. Residential development on the property identified as Parcel Number 6212-00-00-0019 shall be restricted to a maximum of 1,000 dwelling units.

- (d) Issue:** There are long range transportation plans to extend Madeline Avenue from its current terminus at Williamson Boulevard, but there are no rights-of-way or funds available to construct this extension.

(1) Policy: Sufficient land shall be reserved for the extension of Madeline Avenue west of its current terminus on the property identified as parcel Number 6212-00-00-0019. Madeline Avenue shall be constructed in conjunction with any subdivision improvements on the property. The value of the land and the costs of construction may be eligible for impact fee credits for improvements to the road network as may be allowed by law.

- (e) Issue:** The western portion of this neighborhood located south of Beville Road, between I-95 and Williamson Blvd contains significant wetland resources.

(1) Policy: Residential development of the property identified as Parcel Number 6212-00-00-0019 will be governed by a Residential Planned Unit Development (RPUD) Agreement, which will require minimum upland buffered transitions to all wetland areas of no less than 25-feet in width and the clustering of development in the southern half of the site in order to direct development away from high quality wetlands area and minimize negative impacts to wetland resources. The RPUD agreement will require that a minimum of 50% of the parcel shall be devoted to natural preservation areas. The value of land within the natural preservation areas that may be conveyed to the public for recreational use may be eligible for impact fee credits for additions to the City's supply of parkland as may be allowed by law.

NEIGHBORHOOD S

- (a) Issue:** The City's large M-4 industrial park district west of Bill France Boulevard and north of West International Speedway Boulevard is almost completely developed. The City is rapidly depleting its supply of available industrial sites.

(1) Policy: The undeveloped area north of Mason Avenue, south of Clyde Morris Boulevard and east of the planned extension of Bill France Boulevard shall be reserved for industrial park development.



FUTURE LAND USE ELEMENT

(2) Policy: The area along both sides of LPGA Boulevard is suited for mixed uses. Permitted uses shall include light industrial, offices, tourist accommodations, assisted living facilities, hospitals, with a F.A.R. no greater than 0.6, Level 3 residential with a minimum density of 15 dwelling units per acre and a maximum density of 25 dwelling units per acre and commercial retail. Commercial retail shopping centers shall be limited on LPGA Boulevard to three of the following six corners: Clyde Morris Boulevard @ LPGA, NE, SE, NW, and SW corners, and Williamson Boulevard @ LPGA Boulevard, NE, and SE corners. Convenience stores may be located in other areas where they function as a part of a larger development. No intersection shall have all four corners developed as any type of commercial retail use, including shopping centers or convenience stores. (Ordinance #06-285)

(b) Issue: The area along I-95 is highly visible and provides visitors with one of their first impressions of the City.

(1) Policy: The City shall encourage light industrial and office uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards.

(c) Issue: The LPGA Boulevard Interchange, at the Interstate, shall provide a new entrance to the City.

(1) Policy: LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a 50' scenic setback, ground monument signs, and consistent architectural and landscape themes. Where easements may be permitted within the setback, they shall be landscaped in accordance with a plan approved by the City.

(d) Issue: A minimum amount of the mixed use areas should be developed as residential to encourage the provision of housing that is accessible to jobs.

(1) Policy: A minimum of 12% and a maximum of 30% of the total area designated as mixed use within the combination of Neighborhoods K, S, T, and U shall be developed as residential with a maximum density of 25 dwelling units per acre.

(e) Issue: The Commercial Retail land use allows non-residential development at a maximum floor area ratio of 3 and a maximum residential density of 40 dwelling units per acre.

(1) Policy: The maximum FAR for non-residential development and the maximum density for residential development for the property described in "Exhibit A" shall be reduced from the permitted FAR of 3 to 0.25, and from the permitted density of 40 dwelling units per acre to 20 dwelling units per acre, respectively. (Ordinance 05-61)

(f) Issue: The subject property is proposed to be developed as a comprehensive medical campus containing hospital and medical related uses. The mixed use land use designation, however, allows for a variety of land uses.

(1) Policy: Permitted uses for the development of the property described in "Exhibit A" shall be devoted to hospital and hospital related land uses, including but not limited to medical office, pharmacy, guest housing, medical supplies and equipment, health and exercise (to include a freestanding health club), daycare, and retail uses ancillary to hospital. The maximum FAR shall be reduced from the permitted FAR of 3 to 0.23. (Ordinance 05-63)



FUTURE LAND USE ELEMENT

- (g) Issue:** The undeveloped property located on north side of Hand Avenue, east of Williamson Boulevard and I-95 having Volusia County Parcel Identification numbers of 30143200000011 and 3014200000015 has a future land use designation of Residential Level 2, which permits residential development with density ranging from 9-20 dwelling units per acre to include single-family residential development. However, transportation facilities serving the subject property cannot accommodate traffic generated from single-family residential development.

(1) Policy: The property shall be restricted to multi-family residential development.

- (h) Issue:** The undeveloped property located on north side of Hand Avenue, east of Williamson Boulevard and I-95 having Volusia County Parcel identification Numbers 30143200000011 and 3014200000015 has frontage along a major road within the City. Therefore it is appropriate and consistent with other development in the area for the subject property to have a Scenic Corridor setback.

(1) Policy: A 25-foot scenic setback shall be required along Hand Avenue. The setback shall contain landscape planting in accordance with Article 16, Section 4.

NEIGHBORHOOD T

- (a) Issue:** Areas adjacent to the Tomoka River are considered high value environmentally sensitive wetlands and should be protected.

(1) Policy: The exceptional environmental community in this area should be preserved through intelligent development techniques such as PD or cluster zoning and a wetlands ordinance.

- (b) Issue:** The area between the Interstate and the Tomoka River is highly visible from the Interstate.

(1) Policy: The City shall encourage light industrial uses at this location but shall prohibit outside storage.

(2) Policy: A limited Interchange Overlay land use designation shall be established for the General Industrial area located on the west side of I-95, and south of the LPGA Interchange. In the Limited Interchange Overlay Area, auto-mall uses may be permitted to extend southward into the General Industry area located along the west side of I-95, to the south of the LPGA interchange, but only under the following conditions:

- The General Industry land uses continue to apply.
- A Planned Development process shall be required for auto-mall development that will insure:
 - Unified or very compatible appearance and design standards for signage, landscaping and architecture.
 - The projects are consistently connected with an internal access driveway connection.
 - Pedestrian pathways are provided between dealerships.



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- Tomoka Farms Road is extended meeting the functional and aesthetic design criteria already established for the original auto-mall project.
 - The expansion of the auto-mall concept must be incremental, with each new project located directly adjacent to an existing auto-mall project.
 - The proposed extension of Dunn Avenue is the southern limit of the potential expansion.
 - The auto-mall use shall be limited to a FAR of 0.35.
- (c) **Issue:** The area along the Interstate is highly visible and provides the visitor with one of their first impressions of the City.
- (1) **Policy:** The City shall encourage light industrial and office uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards.
- d) **Issue:** The LPGA Boulevard Interchange at the Interstate shall provide a new entrance to the City.
- (1) **Policy:** LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a minimum 50' scenic setback, ground monument signs, and consistent architectural and landscape themes. Where easements may be permitted within the setback, they shall be landscaped in accordance with a plan approved by the City.
- (2) **Policy:** The area along LPGA Boulevard is suited for mixed uses. Permitted uses shall include light industrial, offices, tourist accommodations, Level 3 residential with a maximum density of 25 dwelling units per acre, and commercial retail.
- (e) **Issue:** Dunn Avenue, a major roadway through this area, will make the area highly visible.
- (1) **Policy:** Scenic setbacks shall be established for this portion of Dunn Avenue by 2012. Modifications to the strict requirements may be made through PD Agreements provided the intent of the scenic setback design approach is achieved.
- (f) **Issue:** A minimum amount of mixed use areas should be developed as residential to encourage the provision of housing that is accessible to jobs.
- (1) **Policy:** A minimum of 12% and maximum of 30% of the total area designated as mixed use within the combination of Neighborhoods K, S, T and U shall be developed as residential with a maximum density of 25 dwelling units per acre.
- (2) **Policy:** The parcel of land on LPGA, 1,000 feet west of the intersection of Champions Drive and LPGA, is suitable for neighborhood commercial uses with a maximum floor area ratio of 0.07. Due to the frontage of LPGA Boulevard, the parcel is not suitable for residential development and it shall be prohibited.



FUTURE LAND USE ELEMENT

NEIGHBORHOOD U

- (a) **Issue:** Areas adjacent to the Tomoka River are considered high value environmentally sensitive wetlands and should be protected.

(1) **Policy:** The exceptional environmental community in this area should be preserved through intelligent development techniques such as PD. or cluster zoning and the City's wetlands regulations.

- (b) **Issue:** The City and Consolidated Tomoka Land Company are in partnership to develop the area from I-95 to LPGA Boulevard and the City has authorized development of a championship golf course in this area.

(1) **Policy:** This area shall be developed primarily as a single-family residential neighborhood with some Level 2 residential uses and a municipal golf course; the course will be professionally designed. Commercial zoning will be limited to neighborhood and community shopping centers, and offices. Retail commercial development shall be designed in a unified manner to ensure limited access to major roads, limited signage, unified landscaping and stormwater management.

- (c) **Issue:** The area between the Interstate and the Tomoka River is highly visible from the Interstate.

(1) **Policy:** The City shall encourage light industrial uses at this location but shall prohibit outside storage.

- (d) **Issue:** West International Speedway Boulevard is one of the most heavily traveled roads in the east central Florida region. The initial image of the Daytona Beach area is presented by this road.

(1) **Policy:** The City shall ensure that large medians are preserved. Within the medians, the City shall provide attractive landscaping. The City shall solicit contributions from the community to provide this beautification.

- (e) **Issue:** The area along I-95 is highly visible and provides the visitor with one of their first impressions of the City.

(1) **Policy:** The City shall encourage light industrial and office uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards.

- (f) **Issue:** LPGA Boulevard is a major arterial, which will be highly traveled.

(1) **Policy:** LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a minimum 50' scenic setback, ground monument signs, and consistent architectural and landscape themes. Where easements may be permitted within the setbacks, they shall be landscaped in accordance with a plan approved by the City.

(1) **Policy:** The area along LPGA Boulevard is suited for mixed uses. Permitted uses shall include light industrial, offices, tourist accommodations, Level 3 residential with a maximum density of 25 dwelling units per acre, and commercial retail.



FUTURE LAND USE ELEMENT

- (g) **Issue:** Dunn Avenue, a major roadway through this area, will make the area highly visible.

(1) **Policy:** Scenic setbacks shall be established for this portion of Dunn Avenue. Modifications to the strict requirements may be made through PD Agreements provided the intent of the scenic setback design approach is achieved.

- (h) **Issue:** A minimum amount of the mixed use areas should be developed as residential to encourage the provision of housing that is accessible to jobs.

(1) **Policy:** A minimum of 12% and a maximum of 30% of the total area designated as mixed use within the combination of Neighborhoods K, S, T and U shall be developed as residential with a maximum density of 25 dwelling units per acre.

- (i) **Issue:** Commercial development northwest of the intersection of US 92 and Tomoka Farms Road should be undertaken with careful attention to possible impacts on the Tomoka River and on traffic at this intersection.

(1) **Policy:** Development shall be processed under the planned development provisions of the Land Development Code.

- (j) **Issue:** Properties within those portions of this neighborhood located adjacent to and south of US 92, west of the Tomoka River and east of Frances Drive shall be developed in order to ensure adequate protections for environmental resources. (Ordinance 06-285)

(1) **Policy:** Land that carries the Mixed Use Future Land Use classification within the above-described portion of Neighborhood "U" shall not be permitted to develop industrial or multi-family uses. Permitted uses within this area of Neighborhood "U" shall include office, retail, commercial, hotel/motels and warehouses. Traffic generation from proposed uses within the Neighborhood "U" area will be limited to the trip generation rates for Office Park use pursuant to the ITE Trip Generation Manual, 6th Edition. The maximum potential Floor Area Ratio for projects within this area of Neighborhood "U" shall be 0.35. Projects within this area of Neighborhood "U" shall be developed under a Planned Development zoning district to ensure adequate protection of environmental resources. (Ordinance 06-285)

NEIGHBORHOOD V

- (a) **Issue:** In the areas located west of the Bennett Swamp, development should be limited to achieve consistency with the City's future holding capacity, to create an orderly transition from undeveloped to urban to ensure that adequate urban services are available to service development and to provide environmental protection to the City's natural resources.

(1) **Policy:** The Urban Transition (UT) is intended to provide land to support the long range growth and urbanization of the City of Daytona Beach into the mid 21st Century. The density of the Urban Transition area shall be no greater than one (1) unit per two (2) gross acres. A minimum open space requirement of fifty percent (50%) shall be required. Wetlands may not account for more than one-half (1/2) of this requirement. In order to discourage urban sprawl an interim holding density of one (1) unit per twenty-five (25) gross acres shall be applied to the UT area. Until the year 2010, development of any lands in the UT area at a density other than the interim holding density is precluded unless the following two conditions are met: the land holding



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capacity of the approved Daytona Beach Future Land Use Element of the Comprehensive Plan indicates a deficiency of residential lands within the 20-year projections, and there has been an orderly and progressive westerly development of the Low Intensity Urban Area (LIU). Until the year 2010 or until such time as the above two conditions have been met, development of the UT area may only occur at the interim density of one (1) unit per twenty-five (25) gross acres.

- (b) **Issue:** The City accepts the findings contained in the Rima Ridge Investigation for Indigo Development, Inc. by Briley, Wild and Associates, Inc. dated August 1992. This study indicates that the Rima Ridge is not a prime recharge area.

(1) **Policy:** Development of Rima Ridge will be in such a manner so as to enhance the recharge capability of the Ridge.

- (c) **(Reserved)**

- (d) **Issue:** While future development is generally restricted within this neighborhood, some limited development will be appropriate in the vicinity of Indian Lake Road and the County's facilities which exist in that area. Such development should be limited to protect the City's well fields and to preserve the larger area for appropriate future development.

(1) **Policy:** Within the area shown as General Industrial, developments shall be restricted to those which will not adversely affect the City's wells, and appropriate design features shall be required in accordance with the following conditions:

- The General Industrial Land Use category shall be greatly reduced in allowable intensity of development from the permitted FAR of 0.75 to a FAR of 0.25, in order to reduce the size and scale of development, the number of potential employees, and land devoted to parking.
- The General Industrial category shall be further restricted by prohibiting any use or activity involving the handling or storage of hazardous substances, regulated as follows:
- Florida Substance List as identified in CH 38F-41 F.A.C.
- Title 40 of the Code of Federal Regulations Points:
- 261 Identification and Listing of Hazardous Wastes
- 302.4 Table 302.4 List of Hazardous Substances and Reportable Quantities
- 355 Appendix A and B List of Extremely Hazardous Substances
- The Future Land Use designation titled "Overlay For Potential Environmental Significance Area" remains in place as follows, and under the following conditions:



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- Once actual boundaries of these potential high value systems are determined based upon specific information in accordance with all statutes, laws, regulations and agency rules then in effect, the City shall provide said area a greater degree of protection by:
 - Applying a land use designation of Conservation and providing mechanisms to ensure continuous maintenance of wildlife corridors, environmentally significant lands, habitat areas, mitigation where appropriate and required upland buffers.
 - Requiring a conservation easement.
 - A Master Stormwater Management Plan shall be designed to protect and enhance wetland areas and enhance the recharge capability of the site.
 - The City will utilize its flood plain protection criteria to reduce impact of development on the water resource related benefits of the 100-year flood plain.
 - Industrial Land uses shall be clustered to provide for development on the areas of the site that have been previously disturbed by on-going silviculture activities.
- (e) **Issue:** The State Division of Forestry and the St. John's River Water Management District have acquired a large area in this neighborhood for the expansion of the Tiger Bay State Forest.
- (1) **Policy:** Appropriate resource management activities, including silviculture, shall be permitted on public property pursuant to "Silviculture Best Management Practices, 1993" published by the Florida Department of Agriculture and Consumer Services, Division of Forestry, and consistent with the resource management plan for the state forest.
- (f) **Issue:** While future development in this neighborhood is generally restricted to protect natural resources in the area, the City has made some investments in water and wastewater infrastructure along West International Speedway Boulevard. Because of the presence of this infrastructure, some limited development is appropriate along the north side of West International Speedway Boulevard in the vicinity of the access ramp to I-4. This development should be limited to preserve the integrity and function of the environmentally sensitive lands in this area.
- (1) **Policy:** The Future Land Use Map designation for the 58.7± acre area located on Old Deland Road, approximately one half mile west of LPGA Boulevard, identified as "General Industry" shall be further restricted in accordance with the following conditions:
- The 'General Industry' land use category shall be reduced in allowable intensity of development from the permitted FAR of 0.7 to an FAR of 0.5, in order to limit the size and scale of development, the number of potential employees and the land devoted to parking.



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- The restrictions listed in the Issue E Policy related to the handling or storage of hazardous substances and the application of the Planned Industrial Development district shall also apply to this area.

(g) Issue: As identified by Policy 2.2.7 of the Future Land Use element, the 2000-acre property lying north and west of LPGA Boulevard west of I-95 and identified on Exhibit 1-V(i), is located within a designated urban area of the City. Development of this area shall achieve efficient use of land. The current density of one dwelling unit per gross acre is inconsistent with urban development patterns.

(1) Policy: Within the area identified on Exhibit 1-V(i).

- Residential development shall be permitted at a gross density of two (2) dwelling units per acre and an average net density of four (4) dwelling units per acre. Within residential subdivisions clustering shall be used to protect environmental site features and encourage the higher average net density referenced herein.
- Non-residential uses shall not exceed 22.5% of the 2,000 acres; non-residential development shall not exceed a floor area ratio of 0.3.

(2) Policy: Development applications shall be reviewed to ensure that project design has reasonably maximized the use of clustering of residential units to minimize impacts to wetlands.

(3) Policy: Applicants will be required to comply with the wetland buffer requirements of the St. Johns River Water management District and or the USACOE.

(4) Policy: The use of private wells and septic tanks are prohibited in the subject area.

(h) Issue: The 2000-acre property lying north and west of LPGA Boulevard west of I-95 and identified on Exhibit 1-V(i), is located within a designated urban area of the City. Development will not occur instantaneously over the 2,000 acres, but rather will be developed in increments as residential developers acquire portions of the lands associated with this application. The following policies are intended to ensure that adequate infrastructure is provided in a manner timed to development. (Ordinance #06-163)

(1) Policy: The applicant shall demonstrate the amount of development that may be accommodated without a failure in the transportation network. Development in the area shall be limited to this amount of development until improvements to the network are planned and programmed or funding commitments are made by the developer that would allow an increase in the number of units. (Ordinance #05-64)

(2) Policy: The applicant shall demonstrate the amount of development that may be accommodated without a shortfall in the ability of the City to serve the recreational/park needs of its residents. Development in the area shall be limited to this amount of development until improvements to the recreational system are planned or funding commitments are made by the developer that would allow an increase in the number of units. Any shortfall may be remedied by donation of land, payment of impact fees for recreational purposes, or the provision of such services by others. (Ordinance #05-64)

(3) Policy: The applicant shall provide a master utility plan that identifies the potential location of utilities prior to development in the area. The plan shall demonstrate that the service lines are appropriately sized and located to extend utility service to the



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surrounding undeveloped property to the north and west for future development. (Ordinance #05-64)

(4) Policy: The applicant shall provide a recreational/parks master plan that identifies the potential location for mini-parks and neighborhood parks prior to development in the area. The plan shall demonstrate that the acreage standards as well as facility standards, as identified by the City's Comprehensive Plan, are sufficient to accommodate the recreational needs of the residents in the area. (Ordinance 05-64)

(5) Policy: The use of private wells and septic tanks are prohibited in the subject area.

(6) Policy: Development applications shall be reviewed to ensure that project design has reasonably maximized the use of clustering of residential units to minimize impacts to wetlands.

- (i) Issue:** Residential and commercial development in Neighborhood V should be limited. Development utilizing mixed use Future Land Use Designation shall be encouraged for property that abuts an interstate highway and is in reasonable proximity to a ramp of an interchange. Existing infrastructure must be reasonably approximate to the site and existing infrastructure must have sufficient capacity to support the proposed development.

(1) Policy: For the property described in Exhibit A (eastern side of the intersection of I-4 to the south and International Speedway Boulevard to the North (US 17-92), the maximum FAR for non-residential development utilizing the Mixed Use Future Land Use Designation shall 0.25 and shall not exceed 25% of the site or 36 acres. The maximum density for residential development utilizing the Mixed Land Use Designation shall be 4 dwelling units per gross acre. Residential development requires the dedication of parkland and/or open space to meet the applicable concurrency impact. (Ordinance #06-285)

- (j) Issue:** The Riverbend Community Church property located on a total of 65 acres, located on the west side of Tymber Creek Road, south of SR 40 and west of I-95 having Volusia County Parcel Identification Numbers of 36143100000257 and 36143100000256 has a future land use designation of Government/Institution (Churches) which permits a maximum FAR of 0.5. (Ordinance #07-423)

(1) Policy: The property shall be restricted to an FAR of 0.3.

- (k) Issue:** The Riverbend Community Church property located on a total of 65 acres, located on the west side of Tymber Creek Road, south of SR 40 and west of I-95 having Volusia County Parcel Identification Numbers of 36143100000257 and 36143100000256 has frontage along Tymber Creek Road, a major road within the City. Therefore it is appropriate and consistent with other development in the area for the subject property to have a Scenic Corridor setback.

(1) Policy: A 50-foot scenic setback shall be required along Tymber Creek Road with the exception that wet detention ponds be deemed to comply with this provision if they meet the following criteria: that the top of bank be located a minimum 20-feet from the right of way, that the wet detention pond have a minimum width at the water surface of 50-feet, and that the wet detention pond occupy no more than 20% of the total Tymber Creek Road 50-foot buffer area. The setback shall contain landscape planting in accordance with Article 16, Section 4.



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- (l) **Issue:** The 43 acres of Retail Commercial land located west of I-95, south of the City Limits of Ormond Beach and east of Old Tomoka Road is located immediately adjacent to the west side of Interstate-95. A majority of the property is suitable for urban development while western parts of the property are environmentally sensitive. In addition, the property was previously located within unincorporated Volusia County and was subject to the Natural Resource Management (NRMA) overlay. (Ordinance #09-278)

(1) Policy: Access to SR 40 and close proximity to the 1-95 interchange make the northern portion of this neighborhood well situated for a variety of urban land uses. In order to ensure infrastructure costs are controlled, compatible development results and open space is maintained, floor area ratios for nonresidential development in this neighborhood should be lower than the core area of the City.

(2) Policy: Commercial Retail land uses on 43 acres of Retail Commercial land located west of I-95, south of the City Limits of Ormond Beach and east of Old Tomoka Road shall be limited to a maximum FAR of .195. Additionally, residential development shall be prohibited on this property.

(3) Policy: Development of the property shall be governed by a Planned Commercial Development (PCD) Agreement which will address the physical and environmental dichotomy of the property. The PCD will address utilization of the property from a physical and environmental perspective to allow commercial development and still provide buffered transitions to environmentally sensitive areas as well as buffer areas to help shield any adjacent residential land uses.

(4) Policy: A minimum of 20% of the required open space stemming from that portion of the property previously located in the NRMA shall be comprised of contiguous upland habitat sited in an ecologically strategic manner (e.g., adjacent to wetlands contiguous to off-site conservation areas). Wetlands shall not account for more than 50% of total required open space.

(5) Policy: The building coverage shall not exceed 40 percent of the entire site.

(6) Policy: Prior to development approvals, the owners of this property and future property owners shall dedicate to the appropriate governmental entity or agency right-of-way needed for future roadways located on this property, as identified in current and future versions of the City, County, and FDOT's Capital Improvement Plan(s) and Future

Traffic Circulation Map(s). (Ordinance #09-278)

- (m) **Issue:** The 375± acre tract known as "Anderson-Cloar" located northwest of the I-95/LPGA interchange; with the following Short Parcel Numbers: 5205-00-00-0010, 5205-00-00-0030, 4231-00-00-0010, 5204-00-00-0030, 5208-00-00-0010, 5209-00-00-0040, and ; 4136-00-00-0270; and with the Low Intensity Urban and Potentially Environmentally Significant land use classifications is intended to provide development that will maximize development potential and efficient use of public infrastructure to support long range growth and urbanization of the City of Daytona Beach. The environmental goals of this area include development strategies using compact development forms, a mix of uses, better use of existing infrastructure, and preservation of environmentally sensitive areas. (Ordinance #09-339)



FUTURE LAND USE ELEMENT

- (1) **Policy:** Residential units shall be limited to no more than 191. This land use designation includes a mixture of single, townhome and multi-family structure types.
- (2) **Policy:** Commercial space may not exceed 250,000 square feet on the overall property.
- (3) **Policy:** Mixed uses may occur as well as commercial, office, financial, civic, cultural and related activities.
- (4) **Policy:** Civic, institutional, and commercial activity should be embedded in neighborhood centers, not isolated in remote single-use complexes.
- (5) **Policy:** Recreation uses are allowable and may include facilities such as fields, courts, playgrounds, pools, picnic areas and active or passive open space.
- (6) **Policy:** A minimum open space requirement of 25% of site uplands in the Low Intensity Urban (LIU) category shall be required.
- (7) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use category (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including requiring Planned Unit Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
- (8) **Policy:** Lands within the PES land use category shall be maintained free of structures or other modifications to the natural landscape, excluding approved drainage conveyances; and excluding walkways, park benches and similar amenities for public use.
- (9) **Policy:** Thoroughfare crossings, utility crossings, drainage conveyances when necessary and trails may be allowed.
- (10) **Policy:** Individual developments within this area shall have an allowable intensity development of .30 FAR in order to limit the scale of development and the land devoted to parking.
- (11) **Policy:** A minimum 100-foot right-of-way from this property to LPGA Boulevard must be secured before any development plan is approved.
- (12) **Policy:** The applicant shall demonstrate the amount of development that may be accommodated without a shortfall in the ability of the City to serve the recreational/park needs of its residents. Any shortfall may be remedied by donation of land, payment of impact fees for recreational purposes, or the provision of such services by others. The applicant shall also provide a recreational/parks master plan that identifies the conceptual location for mini-parks and neighborhood parks prior to development in the area. The plan shall demonstrate that the acreage standards as well as facility standards, as identified by The City's Comprehensive Plan, are sufficient to accommodate the recreational needs of the residents in the area.



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Transportation Element (Traffic Section):

Purpose

To establish goals, objectives, and policies pertaining to funding, developing, and maintaining an efficient road network that serves existing and future development.

Key Planning Issues

- 1) Policy including Level of Service Standards has been reviewed to see if there have been LOS changes (no changes).
- 2) Policy that calls for LDC to include roadway standards has been revised to indicate this has been accomplished, and that these standards will be maintained.
- 3) Policy that calls for evaluation of roads that are approaching failure has been assigned threshold (90% of maximum service volume) for such evaluation.
- 4) List of constrained roadways has been updated and policy has been revised to recommend strategies for corrective action for such facilities.
- 5) Typo in policy that calls for monitoring of traffic volume of roads when they reach their MINIMUM level of service volume has been corrected to read MAXIMUM, and the policy has been updated to call for alternative strategies to mitigate impacts.
- 6) Policies pertaining to backlogged facilities have been deleted, as the state no longer uses this term.
- 7) Policy pertaining to roadway plans has been “synched” to MPO’s use of short-term (five-year) and long-term plans.
- 8) Mobility strategies have been added to policy pertaining to transportation improvement strategies in redevelopment areas.
- 9) Policy pertaining to list of county and state roads in need of improvement has been updated.
- 10) Policy revised to promote interaction with MPO to implement that agency’s long-term plan and also to implement other improvements not included with that plan but needed. Specific MPO improvements have been deleted with generic reference to MPO plan projects.
- 11) Policy added to call for alternative mitigation strategies such as improved transit, transportation demand management (TDM), and transportation system management (TSM).
- 12) Policy modified to call for collection of accident reports for arterial roads only (and not for collector roads).
- 13) Redundant policy eliminated (calls for City to work with MPO and state to work toward area-wide concurrency management).



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

- 14) Policy modified regarding City support of the latest Central Florida Regional Planning Model and its periodic updating. Policy also continues commitment of City participation in MPO Transportation Plan update anticipated every three to five years.
- 15) Policy revised that calls for City to through land development regulations separate vehicular from non-vehicular traffic (defining the latter term to include pedestrian and bicycle movement).
- 16) Policy calling for protection of neighborhoods from traffic impacts adds traffic calming measures to list of measures that should be employed.
- 17) Policy that calls for coordination with state and MPO by certain date has been revised to reflect this will occur on an ongoing basis.
- 18) Elimination of policy that calls for establishments of Park and Ride lots on the fringe of the City for outlying commuters, as it is no longer relevant (according to EAR).
- 19) Policy updated to change long-range transportation plan horizon year to 2025.



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Goals, Objectives and Policies

GOAL 1 To promote safe and efficient traffic circulation serving existing and future land uses.

Objective 1.1 The City shall follow this traffic circulation section and enforce the City's Land Development Code in a manner that ensures adequate transportation facilities are achieved before development demands occur or concurrent with such development.

Policy 1.1.1 The City shall use its Land Development Code concurrency management system to monitor development trends and traffic service levels to ensure that new development does not precede provision for needed transportation facilities.

Policy 1.1.2 The City's Future Traffic Circulation Plan shown on Figure 2.5 identifies the transportation infrastructure and needs to support the growth for roadways within the City boundaries. (Ordinance #09-278)

Objective 1.2 Impact Fees/Gas Tax

The City shall annually evaluate Volusia County's transportation impact fee and gas tax revenues and expenditures as they relate to the City to assure fair share allocation.

Policy 1.2.1 The City shall support the County's program to finance thoroughfare system improvements necessitated by new development through the use of impact fees provided such fees are collected and used in an equitable and responsible manner.

Objective 1.3 Level-of-Service Standards

The City's Land Development Code shall include a simple and expeditious concurrency management system that will ensure that adopted levels of service are maintained.

Policy 1.3.1 The City shall annually review the Metropolitan Planning Organization's (MPO) transportation planning model and encourage its periodic update to ensure existing and future needs are accurately identified.

Policy 1.3.2 Consistent with the East Central Florida Comprehensive Regional Policy Plan and the Florida Department of Transportation (FDOT), Daytona Beach adopts the following peak hour Level-of-Service standards for the Daytona Beach transportation network except as may be provided in other policies of this element.

Functional Classification	Minimum Level of Service
Limited Access Highways	C
Primary Arterials	D
Minor Arterials and Collectors	E



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Policy 1.3.3 By the Future Traffic Circulation Plan, the City designates a functional classification of arterial and collector streets. All other roadways are "local" streets. These facilities shall be defined as follows:

- | | |
|------------|--|
| Arterial. | Serve major through-type traffic destinations and high traffic volumes. They provide service connecting the City to the region and state. They are maintained by the State and County and are eligible to receive federal and state aid. |
| Collector. | Utilized for intra-community travel and serve to connect neighborhoods. They provide a connection between local roads and arterials and carry moderate traffic volumes. |
| Local. | Primary function is to provide access to individual properties, to provide circulation within subdivisions and other developments. Traffic volumes are light. Usually the City's responsibility is to maintain. |

Policy 1.3.4 Minimum right-of-way requirements including typical sections for arterial, collector, and local road facilities shall be retained in the City's Land Development Code.

Policy 1.3.5 For those roadway facilities which are operating within 90% of their adopted level of service and are not scheduled in at least the third year of either the FDOT or Volusia County Five Year Road Program, the City shall allow the developer of property affecting said roadway to, at their expense, perform an evaluation (in redevelopment areas, the City may perform the evaluation) and provide to the City evidence that the roadway is operating at an acceptable level of service and that the proposed use would not lower the level of service below the adopted standard.

Policy 1.3.6 In coordination with the FDOT, the MPO, Volusia County and the ECFRPC, the following State maintained thoroughfares are designated as constrained:

US 92 from Williamson Blvd. to US 1 (SIS)

US 92 from US 1 to Beach St.

SR A1A from Plaza Blvd. to Thames Ave.

SR 5A from 6th St. to Beville Rd. (Ordinance #09-278)

Although these roadways may be constrained, in that it would be extremely expensive to obtain additional rights of way, improvements within the rights of way, may be possible. In addition alternatives to roadway widening should be considered such as Transportation System Management (TSM), Transportation Demand Management (TDM) and Transit. The City shall work through the MPO and with the FDOT to develop such improvements. (Ordinance #09-278)



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Policy 1.3.7 On State and County roads designated as constrained, the State and Volusia County will maintain the existing road; however the State and County shall not schedule improvements to increase the number of through lanes. The City shall closely monitor the traffic volumes on designated constrained facilities and at the time a constrained facility reaches its maximum acceptable level-of-service, the City shall not allow further development which cannot provide acceptable mitigative measures to the adverse traffic impacts of the proposed development. The City may also develop appropriate mitigation for such roadways including improved transit service, Transportation Demand Management strategies, and Transportation System Management strategies. (Ordinance #09-278)

Policy 1.3.8 The City recognizes the special circumstances involved in the redevelopment of older areas and the Central Business District (CBD), and establishes the following areas as “Transportation Concurrency Exception Areas” (TCEA):

Main Street Redevelopment Area
Downtown Redevelopment Area (CBD)

Transportation level of service standards within these areas may be reduced below the standards otherwise in effect under this Plan. See also Redevelopment Element Objective 1.5 and its policies.

Objective 1.4 Improvement Project Schedules

In order to correct existing and projected roadway deficiencies, undertake appropriate roadway projects according to a short term (five-year) timeframe and a long-term timeframe (2025).

Policy 1.4.1 In order to correct existing roadway deficiencies, through the MPO urge Volusia County and the State of Florida to undertake the following projects as soon as funding is available.

- FDOT Improvement Projects:
- Limited Access Highways: (required LOS C)
- (None operating below required LOS)
- Primary Arterials: (required LOS D)

1) SR 483/ Clyde Morris Boulevard from US Highway 92 to Beville Road. The segment was identified to operate below the adopted LOS “D” standard based on existing conditions. This roadway segment is classified as a four-lane primary arterial with a maximum volume to capacity ratio of 1.07. (Ordinance #09-278)

- Minor Arterials and Collectors: (required LOS E)
- (None operating below Required LOS)
- Volusia County Improvement Projects:
- Primary Arterials: (required LOS -D)



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

- 1) Williamson Boulevard from LPGA Boulevard to US 92. The segment is classified as a two-lane primary arterial roadway. The critical volume to capacity ratio for the segment is 1.10. Williamson Boulevard is currently a funded roadway.
 - 2) CR 483/Clyde Morris Boulevard from Hand Avenue to LPGA Boulevard. The segment is currently operating below the adopted LOS standard with a critical volume to capacity ratio of 1.10. (Ordinance #09-278)
- Minor Arterials and Collectors: (required LOS - E)
 - (None operating below required LOS)

Note: "Funded" projects are in the FDOT 5 year program or the County 5 year program.

Policy 1.4.2 In order to correct the 2025 deficiencies shown in Figure 3.3 Future Level of Service Map and identified in the Daytona Beach Area-wide Study and Volusia County 2025 Long Range Transportation Plan, through the MPO urge Volusia County and the State of Florida to undertake, at a minimum and as soon as possible those improvements not yet complete as identified in the MPO 2025 Long Range Transportation Plan. (Ordinance #09-278)

Objective 1.5 Assist the Volusia County MPO in updating their Traffic Planning Model in conjunction with the updating of the "MPO Transportation Plan Update"

The City shall encourage the MPO to establish the following priority guidelines:

- a. whether the project is needed to protect public health and safety, to fulfill Daytona Beach's legal commitment to ensure adequate facilities and services, or to preserve or achieve full use of existing facilities;
- b. whether the project increases the efficiency of use of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking adequate service, or promotes in-fill development;
- c. whether the project represents a logical extension of facilities and services within a designated Urban Service Area.

Policy 1.5.1 Monitor Volusia County's program establishing county road projects to encourage that projects needed to correct existing deficiencies, transit improvements, Transportation Demand Management (TDM) strategies, and Transportation System Management (TSM) strategies will be considered to have higher priority than new roadway projects, except where road projects are constructed and dedicated by private development efforts. (Ordinance #09-278)

Policy 1.5.2 The Planning and Redevelopment Department will compile annual accident frequency reports for all arterial roads.



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Objective 1.6 Intergovernmental Coordination

Through regular attendance (at least 90 percent) at MPO and TCC meetings, coordinate planning, funding and implementation efforts with all relevant levels and agencies of government including the FDOT five-year plan and County transit plans.

Policy 1.6.1 In cases where communities in Volusia County are dealing with developments that may impact the City of Daytona Beach, the City of Daytona Beach shall strive to develop interlocal agreements that will provide for the recovery of the cost of new services and/or facilities needed in the City of Daytona Beach created by such developments and encourage the VGMC to review the current system.

Policy 1.6.2 Daytona Beach shall work with the Volusia County MPO and the Volusia Growth Management Commission in order to foster joint planning, funding, and coordination of transportation facilities in the incorporated and unincorporated portion of the county.

Policy 1.6.3 The City shall continue to coordinate with the Volusia County MPO in the development of the FDOT Five-Year Road Program.

Policy 1.6.4 Daytona Beach shall coordinate any changes in its adopted level of service standards through the Volusia Growth Management Commission and the ECFRPC. Achievement of the level of service standards established by the City and Volusia County prior to 2010 will depend upon additional revenue sources identified and implemented. In the event that such revenue sources are not implemented, Daytona Beach shall re-evaluate the adopted level-of-service standards and adjust them accordingly.

Policy 1.6.5 The City's Main Street Redevelopment Program shall support Volusia County's efforts to improve traffic circulation and increase off-street parking to serve the Ocean Center and Peabody Auditorium especially when the facilities have concurrent events.

Policy 1.6.6 Through the MPO and the Volusia Growth Management Commission, the City shall periodically assess the mass transit and traffic circulation plans of Volusia County and other coastal municipalities in order to ensure that all traffic circulation plans remain updated and consistent with each other and that modeling approaches are the most precise available.

Policy 1.6.7 The City will continue to coordinate with County and State as appropriate regarding transportation improvements and planning. (Ordinance #09-278)

Objective 1.7 Future Land Use Controls

Maintain a land use pattern that supports and is compatible with the function of the roadway system that is designed to serve it. Higher trip generators are to be located adjacent to and at the intersections of arterial roadways with lower trip generators located adjacent to collector and local streets.



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

- Policy 1.7.1** The City shall support the latest Central Florida Regional Planning Model and encourage it be periodically updated. Participate in the MPO Transportation Plan update, anticipated every three to five years, to ensure projected roadway improvements reflect projected developments within the City.
- Policy 1.7.2** The City shall with each request to amend the Future Land Use Map and / or zoning map review the roadway system designed to serve the land use proposed and deny such requests where adequate facilities are not planned.
- Policy 1.7.3** The City's Land Development Code shall be maintained to ensure that internal traffic circulation systems separate vehicular from non-vehicular traffic including pedestrians and bicycles.
- Policy 1.7.4** The City's Land Development Code shall be maintained in a manner that requires state permits for access to state roads in compliance with the applicable Florida Administrative Code.
- Objective 1.8** Residential Impacts
- No street improvements shall adversely impact single-family areas.
- Policy 1.8.1** Consider the widening of collector and feeder streets only after all reasonable alternatives for increasing traffic capacity and flow on arterial streets have been exhausted.
- Policy 1.8.2** New commercial and industrial districts shall be located in accordance with the Future Land Use Map and be in such a manner that traffic which serves these districts is not forced through adjacent or nearby residential neighborhoods.
- Policy 1.8.3** The City shall consider the use of the following alternatives in order to minimize the impacts of heavy traffic volumes on residential neighborhoods:
- Closing segments of local streets
 - Creating one-way streets
 - Eliminating secondary access to commercial or other heavy traffic generators with access on local residential streets
 - Utilizing traffic calming techniques
- Policy 1.8.4** In the review of new developments, the City shall give particular attention:
- Use of curved streets and traffic calming
 - Discouragement of single family residential lots fronting on collector or arterial streets
 - Requiring adequate buffering between residential uses and major roadways



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Objective 1.9 Right-of-Way Preservation

No development orders shall be issued which are inconsistent with the Future Traffic Circulation Map. Developments falling within future roadway corridors designed to serve such land uses according to this plan shall be incorporated into subdivision plats and/or deeded and improved in accordance with the Land Development Code.

Policy 1.9.1 The City, (in concert with the FDOT) Volusia County, and the MPO will attempt to assist in the reservation of strategically located lands needed for roadway improvements prior to the development of such lands through whatever legal means are available to control land development.

Policy 1.9.2 The City will work with the FDOT, Volusia County and the MPO to develop a means to preserve and protect future rights-of-way to accommodate new transportation links identified in this Traffic Circulation Element, so the purchase of these areas will not later be precluded by development or land costs.

Policy 1.9.3 Daytona Beach shall require applicants for new development proposals to dedicate the right-of-way necessary for future thoroughfare system improvements at the time of development approval as determined in the City's Land Development Code.

Policy 1.9.4 Through the MPO, the City shall on an ongoing basis coordinate with Volusia County, the State, and other agencies to identify necessary right-of-way for future transportation needs and other land development controls to protect existing and future right-of-way corridors.

Objective 1.10 Subdivision Streets

The City's Land Development Code shall be maintained in a manner that includes provisions to improve street layout design.

Policy 1.10.1 The subdivision regulations shall be maintained in a manner that:

- Requires the use of frontage roads parallel to major arterials in order to maintain the function and safety of these roads; avoid the connection of unnecessary and numerous access points directly onto major arterials; and where possible, ingress and egress should be controlled by service and access roads.
- Local residential, commercial, and industrial streets be provided with adequate off-street parking and walkways designed for pedestrian convenience and safety.
- Access points be designed that minimize hazardous or inconvenient traffic circulation patterns.

Objective 1.11 Traffic Safety

Protect the lives and safety of pedestrians and motorists by annually spending at least \$100,000 to upgrade transportation facilities to reduce conflicts and hazardous conditions and Volusia County to appropriate safety funds in the City where necessary.



TRANSPORTATION ELEMENT (TRAFFIC SECTION)

Policy 1.11.1 Pursue an ongoing program, through the Public Works Department, of implementing relatively minor projects, such as improving traffic signal synchronization or timing, addition of turn lanes, re-assessment of street signage, improving street markings, encouraging curb cut reductions and/or cross-access agreements, installing continuous turn lanes, generally improving street geometrics, and other improvements that will lead to smoother traffic flow.

Objective 1.12 Land Development Code

Maintain a Land Development Code that adequately provides for transportation facilities.

Policy 1.12.1 The City's Land Development Code shall provide for the review and, when necessary, requirements for the provision of adequate areas for public transportation facilities when developments generate sufficient demand.

Objective 1.13 Bike Paths

The City shall continue to support the development of bicycle facility development in the City consistent with the MPO long-range transportation plan as updated.

Policy 1.13.1 Continue to cooperate with the VOTRAN via the MPO by providing population data in order to ensure that adequate bus service is available to meet travel demand and the needs of the City of Daytona Beach. Emphasis shall be placed on providing services for low income populations to activity centers, public services, employment areas and regional shopping centers.

Policy 1.13.2 Maintain in the City's Land Development Code for the construction of interconnected bike path facilities to serve all new planned developments, subdivisions and attractions where future demands warrant.

Policy 1.13.3 Where feasible through street and park improvements projects consistent with the MPO 2025 Long Range Transportation Plan, enhance the existing City bicycle system in a manner that encourages the use of bicycles as an alternate means of transportation. In addition, the City shall actively pursue grant funding when available for bike paths, pedestrian systems, parking facilities including Beville Road bike path, beachside parking facilities and Surfside Village beach access.

Policy 1.13.4 Maintain requirements for a sidewalk system in the Land Development Code, giving highest priority to linking residential neighborhoods to schools, recreation areas and to shopping areas and providing separate pedestrian and bicycle facilities in those areas that have, or may be anticipated to have, significant conflicts between automobile traffic and bicyclists or pedestrians.

Note: The objective relative to resource planning and management plans (9J-5.007(3)(b)3 is not applicable



TRANSPORTATION ELEMENT (MASS TRANSIT SECTION)

Transportation Element (Mass Transit Section):

Purpose

To encourage coordination with VOTRAN on improvements to transit service within the City.

Key Planning Issues

- 1) Revises date to increase beachside trolley service and establish in downtown area to 2012.
- 2) Policy revised to require that City produce annual report on VOTRAN seasonal and peak service.



TRANSPORTATION ELEMENT (MASS TRANSIT SECTION)

Goals, Objectives and Policies

GOAL 1: The City shall encourage VOTRAN to continue to provide a coordinated mass transit system to the citizens of Daytona Beach at an acceptable level of service.

Objective 1.1 Beachside Trolley Service

The City shall encourage VOTRAN to increase its trolley service along A-1-A to in part serve as a parking shuttle for off-beach parking and provide trolley service to the downtown area by 2012.

Policy 1.1.1 The City will monitor Volusia County's expansion of the VOTRAN trolley service to ensure it keeps pace with demand.

Policy 1.1.2 Through the MPO, the City shall encourage VOTRAN to develop a comprehensive approach to providing benches where needed.

Objective 1.2 Bus Service

The City shall assist the Volusia County Metropolitan Planning Organization (MPO) in their efforts to achieve zero (0) reduction in VOTRAN'S mass transit and para-transit service within Daytona Beach.

Policy 1.2.1 The City representatives shall regularly attend the MPO and related Technical Coordinating Committee meetings, and use this forum to see that VOTRAN reviews and considers the feasibility of extending its routes in response to proposed new "attractor" development and "transit dependent" residential development.

Objective 1.3 Bus Transfer Facility / Bus Stop Amenities

The City shall assist Volusia County in keeping the VOTRAN bus passenger transfer terminal downtown and improving bus stops.

Policy 1.3.1 The City through its representatives on the Volusia County MPO shall support the planning and programming of upgrades to the Downtown Transfer Terminal and the inventory of bus stops throughout the City. VOTRAN's inventory of major trip generators and the conditions of associated bus stop facilities shall be updated by 2012.

Objective 1.4 Level-of-Service Standards

The City shall periodically monitor VOTRAN bus service to identify when there is a decline in level-of-service sufficient to require improvements.

Policy 1.4.1 The City shall support the following level-of-service standards for fixed-route public transportation. Fixed route public transportation shall be provided when the minimum residential and nonresidential floor space areas are exceeded. This policy is intended to be consistent with that contained in the Volusia County Comprehensive Plan. Volusia County is the government in Volusia County that provides such transit service.



TRANSPORTATION ELEMENT (MASS TRANSIT SECTION)

Type of Service	Fixed Route Transit Level of Service Thresholds		
	Headway ¹ (minutes)	Minimum Residential Density (dwelling Units / acre)	Minimum Downtown ² Non-Res Floor Space (millions of sq. ft.)
Minimum Local Bus	60	4	3.5
Intermediate Local Bus	30	17	7
Frequent Local Bus	10	15	17
Express Bus - Walk Access	30	15 (avg. over 2 sq. mi.)	50
Express Bus - Drive Access	20	3 (avg. over 20 sq. mi.)	20

1. "Headway" is defined as the time between transit vehicle arrivals.

2. "Downtown" is defined here as a "continuous cluster of non-residential use" and is larger than the more narrowly defined CBD (Central Business District)

Source: Volusia County Transit Development Plan 2007-2016

Policy 1.4.2 Daytona Beach shall recommend that VOTRAN provide additional mass transit services during special events and peak tourist seasons through regular attendance at MPO and related Technical Coordinating Committee meetings. Daytona Beach, through coordination with VOTRAN, shall prepare an Annual Monitoring Report to document the existing transit service activities during the seasonal and peak periods. In addition, the Annual Monitoring Report will propose expanded transit services anticipated for the next fiscal year. The Annual Monitoring Report shall be completed on or before December 31st of each year. (Ordinance #09-278)

GOAL 2: Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups with both regular and specialized service.

Objective 2.1 Buses with Wheel Chair Lifts

The City will continue to support the expansion of bus service to accommodate the handicapped as the population expands.

Policy 2.1.1 The City will continue to support expansion of para-transit services provided by VOTRAN.

GOAL 3: The City will work to establish a role for The City of Daytona Beach within a regional commuter rail transit system.

Objective 3.1 **Regional Commuter Rail System**

The City shall encourage participation in a regional commuter rail system as part of a citywide, multi-model transportation system.

Policy 3.1.1 The City will support efforts by the State of Florida to develop a regional commuter rail system that will operate along the east coast of Florida, with a station located in The City of Daytona Beach. (Ordinance #09-278)



TRANSPORTATION ELEMENT (AVIATION SECTION)

Transportation Element (Aviation Section)

Purpose

To encourage coordination with County and Airport on improvements to International Airport.

Key Planning Issues

- 1) Revises date to revise Interlocal Agreement such that City will review and comment on all land uses proposed for Airport.
- 2) Changes airport references from regional to international.



TRANSPORTATION ELEMENT (AVIATION SECTION)

Goals, Objectives and Policies

GOAL 1 To realize Daytona Beach International Airport's facilities to adequately serve the future needs of the Airport service area.

Objective 1.1 Land Use

Maintain review of developments on Airport property in accordance with an interlocal agreement with Volusia County. All development shall be consistent with the City's Comprehensive Plan for this area, which shall reflect updated Airport master plans provided such plans are coordinated with City.

Policy 1.1.1 The City shall expand its Airport Interlocal Agreement with Volusia County to require a review and comment on all future land uses at the Daytona Beach International Airport to ensure the consistency with all elements of the City's Comprehensive Plan.

Policy 1.1.2 This agreement shall specify that any impact on surrounding City infrastructure caused by Airport expansion activities shall be mitigated, as indicated in the Airport Master Plan and Airport DRI, through County improvements to the impacted infrastructure; this shall include run-off impact on natural resources.

Policy 1.1.3 The City shall maintain a representative on the Airport Land Development Committee.

Objective 1.2 Surface Transportation

Through attendance at the Metropolitan Planning Organization meetings, participation with the Technical Coordinating Committee and expansion of the interlocal agreements with Volusia County, (See Policy 1.1.1 and 1.1.2) the City will cooperate with these agencies to coordinate surface transportation to the Airport. This coordination will further the Goals, Objectives and Policies contained in the City's Traffic and Mass Transit Elements.

Policy 1.2.1 To maintain Level of Service standards on the three principal access roads to the airport; Clyde Morris Boulevard Williamson Blvd. and International Speedway Blvd. in accordance with the Traffic Section of the Transportation Element.

Policy 1.2.2 As a member of the Volusia County MPO the City shall support the maintenance of an accurate traffic model and necessary road improvement projects to ensure roadways do not fall below the transportation level of service standards as contained in this plan.

Policy 1.2.3 Through the MPO, urge VOTRAN maintain its Route 9 bus service to the Airport.

NOTE: Remaining goals, objectives and policies contained in 9J-5.009(3) Ports, Aviation & Related Facilities do not apply, since the Daytona Beach International Airport is not owned or operated by the City and the City contains no deepwater port.



HOUSING ELEMENT

Housing Element

Purpose

The purpose of the Housing Element is to develop appropriate plans and policies to meet identified or projected deficits in the supply of housing for moderate-income, low-income, and very-low income households, group homes, foster care facilities, and households with special housing needs, including rural and farm worker housing. These plans and policies are intended to address government activities as well as provide direction and assistance to the efforts of the private sector.

The current plan uses 1990 Census data to assess the housing needs in the City. However, much has happened in the last decade. The state grew at a very fast pace and most cities and counties did their best to keep up with that growth. The Housing Element goals, objectives and policies (GOPs) have been reviewed to determine their status (if they have been accomplished or need to stay in the plan) and whether they are still relevant or need to be amended to reflect more current conditions and priorities. Also the City, through Land Design Innovations, Inc, completed an Affordable/Workforce Housing Final Report in November, 2007, which is used as the basis for many of the proposed changes to the Housing Element. This report is included by reference as the data and analysis for the Housing Element.

Key Planning Issues

Amendments to the Housing Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) The current element focuses heavily on the provision of affordable housing for the very-low and low-income households but does not address medium-income families. Additionally, the element currently focuses on new development as the only alternative for the provision of housing. As the City reaches build-out, it is imperative that the Housing GOPs address infill and redevelopment. As noted above, the plan introduced several strategies to encourage the provision of affordable housing by the private sector. However, these incentives have not been used as much as expected for various reasons. As part of this comprehensive plan update, the City will reassess the strategies to determine how they can be improved and complemented with new strategies currently used successfully in other communities. These strategies are contained in the Affordable/Workforce Housing Final Report dated November 12, 2007, prepared by Land Design Innovations, Inc. on behalf of the City.
- 2) The set of goals, objectives and policies (GOPs) were updated and broadened to reflect more recent figures and the new planning timeframes.
- 3) The GOPs were rearranged so that all policies under each objective are relevant and implement the objective. Several objectives were found to be too specific and should become policies under a new or existing objective.
- 4) Based on the growth pressures and need to focus on more compact development patterns, the element is refocused on infill and redevelopment, especially for the provision of affordable housing.
- 5) Utilizing the November 2007 study, the City will assess the need for new mechanisms in light of rising housing and land costs.



HOUSING ELEMENT

Goals, Objectives and Policies

GOAL 1 To assure the availability of sound and affordable housing for all current and future residents of Daytona Beach.

Objective 1.1 New Construction

Assist the private sector in providing the necessary additional housing units to support the planning horizon population projection.

Policy 1.1.1 Utilize the Future Land Use Map and zoning map to assure a continued supply of vacant, underutilized or redevelopable land designated for a diversity of housing types including single-family, multi-family and manufactured housing.

Policy 1.1.2 The City shall continue to use a review process for residential development which minimizes delay while ensuring quality control. The City shall periodically review this process and maintain a review timeline which is consistent with the City's funding sources. (Ordinance #09-278)

Policy 1.1.3 The City shall adopt into the Land Development Code standards that expedite affordable housing projects to a greater degree than other projects.

Policy 1.1.4 The City shall consider the impact of proposed policies, procedures, regulations, and ordinances on housing costs prior to approving such actions.

Policy 1.1.5 Through ongoing revisions to the Local Housing Assistance Plan (LHAP), the City shall consider revisions to the Comprehensive Plan and Land Development Code to encourage the provision and retention of affordable housing.

Objective 1.2 Substandard Housing

Reduce the number of substandard housing units in the City.

Policy 1.2.1 The City shall continue to monitor the housing standards portion of the Land Development Code to assess its effectiveness in achieving cost-effective correction of substandard housing through code enforcement.

Policy 1.2.2 The City shall continue its housing programs to affordable income households, and shall continue to evaluate the efficiency of these programs.

Policy 1.2.3 The City shall annually evaluate the concentrated housing code enforcement program and redefine code enforcement practices as necessary.

Policy 1.2.4 The City shall maintain its partnership with other housing agencies to provide neighborhood housing services on a city-wide basis.

Policy 1.2.5 The historic district zoning provisions relative to the South Beach Street Historic District shall maintain the single-family character of the areas that are predominately single family.

Policy 1.2.5.1 The City shall encourage the provision of workforce housing as part of existing or mixed use developments. (Ordinance #09-278)



HOUSING ELEMENT

- Policy 1.2.6** The City shall maintain and expand when appropriate its Historic Districts and sites, and associated Historic Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand when appropriate its local register of historic places. The City shall require a certificate of appropriateness before any designated historic property is altered, demolished or relocated. The City shall maintain the 6 existing National Register Historic Districts. By 2009, the City shall evaluate the potential for creation of additional districts. The City shall allow special uses of historic properties to encourage the preservation of such properties.
- Policy 1.2.7** The following principles shall guide the City's conservation, rehabilitation, and demolition programs:
- focus demolition efforts in those parts of the City where there are units which cannot reasonably be rehabilitated;
 - Focus rehabilitation efforts in those areas where there are units which may be reasonably rehabilitated and owners cannot afford to do it themselves.
 - Continue historic area programs and investigate new areas for historic designation.
- Policy 1.2.8** By 2012, the City shall evaluate best available data such as the Shimberg Report and the Census to obtain an estimate of the amount of substandard housing within the City and work to reduce that number by ¼ (25%) by the year 2017.
(Ordinance #09-278)
- Policy 1.2.9** The City shall encourage the provision of workforce housing as part of existing or mixed use developments. (Ordinance #09-278)
- Policy 1.2.10** The City shall continue to use CDBG relocation funds to assist needy households faced with substantial rehabilitation or demolition. The City shall assist eligible households to relocate (temporarily during rehabilitation) due to substandard housing. (Ordinance #09-278)
- Objective 1.3** **Very Low, Low and Moderate (Workforce) Income Housing**
- The Future Land Use Map shall maintain adequate amounts of vacant, infill, underutilized or redevelopable land that may be used in order to help meet the need for sites to serve very low, low and moderate income new construction.
(Ordinance #09-278)
- Policy 1.3.1** Utilize the Future Land Use Map, zoning map and Infrastructure Element to assure a continued supply of vacant land for all types of affordable housing, and adequately served by City water and sewer.
- Policy 1.3.2** The City shall continue to use its housing funds and other sources of funding to provide seed money and technical assistance to non-profit corporations that provide housing assistance or construction for all levels of affordable income households.
- Policy 1.3.3** The City shall continue to use its Community Development Division programs to help provide assistance for all levels of affordable income with special emphasis on the promotion of owner-occupied units.



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- Policy 1.3.4** The City will encourage and assist the County and other municipalities to promote a “fair share” distribution of low and moderate income housing throughout the County and to promote fair housing, free of discrimination. In developing fair share formulas, the City will encourage the use of appropriate sources of housing data, including, but not limited to, US Census data, Schimberg Center projections of future housing supply and demand, and data supplied in conjunction with DRI housing analyses. The objective of a fair share distribution system is to ensure that low and moderate income housing opportunities are distributed throughout the County (including the cities and the unincorporated areas) in general proportion to the distribution of employment opportunities to low and moderate income households in these areas. If a fair share housing distribution formula is developed, the City will advocate that it be implemented through interlocal agreement(s) with the participating local governments.
- Policy 1.3.5** The City, in partnership with the County, other local governments, the private sector for-profit, and the private non-profit sector, shall support the provision of facilities and services for the homeless throughout the County.
- Policy 1.3.6** The City, through its Land Development Code, shall maintain a mechanism that permits density bonuses of at least 10% for projects that provide very low and low income housing units, provided that the increased density is consistent with all other goals, objectives and policies of this plan including, but not limited to, environmental and concurrency goals. Other incentives such as, but not limited to, flexible zoning standards for affordable housing, subsidized fees or other mechanisms that will reduce the cost of providing affordable housing, shall be considered by the City by 2010 and every three years thereafter. (Ordinance #09-278)
- Policy 1.3.7** The City will continue efforts to maximize opportunities for private sector involvement in the formation of community-based non-profit organizations to actively participate in the provision of affordable and workforce housing.
- Policy 1.3.8** The City Community Development Division will continue to support community-based non-profit organizations including, but not limited to, Habitat for Humanity in their efforts to provide adequate housing at a cost affordable to low-income residents by providing land that is acquired by the City or other assistance.
- Policy 1.3.9** The City shall continue to participate in the State Housing Initiatives Partnership Program as specified in the 1992 William Sadowski Affordable Housing Act.
- Policy 1.3.10** The City will continue to be active in housing issues through the Community Development Division in the following ways: providing informational and technical assistance to the public on affordable housing programs, completing housing inventories (by 2011 for the next inventory) and assessments working to increase local utilization of state and federal funding programs, and coordinating with the Planning Division.



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Policy 1.3.11 The City shall follow its Local Housing Incentives Ordinance which establishes a local housing partnership, administrative responsibilities, and a local Affordable Housing Advisory Committee. The City shall pursue opportunities to increase the availability of workforce housing and shall implement and encourage the use of its affordable housing ordinance contained in the Land Development Code (Article 17, Section II). (Ordinance #09-278)

Objective 1.4 Group Homes

Continue to accommodate group homes, ALF's and foster care facilities through expedited development review provisions consistent with requirements of Florida law.

Policy 1.4.1 Continue to maintain, consistent with the law, provisions for ALF's, group homes and foster care facilities through zoning policy, avoiding undue concentrations.

Objective 1.5 Restoration/Preservation

The City shall encourage historic preservation efforts through enforcement and adoption of historic preservation regulations and offering assistance to prospective restoration projects. (Ordinance #09-278)

Policy 1.5.1 The Permits and Licensing Division shall continue to perform historic preservation monitoring activities, including the referral of building/demolition permit applications that impact historic properties to the Historic Preservation Board.

Objective 1.6 Affordable Housing Advisory Committee

Maintain the Affordable Housing Advisory Committee to oversee housing policy implementation.

Policy 1.6.1 The City shall maintain the Affordable Housing Advisory Committee composed as required by Florida Statutes. The City Code shall establish the general duties and responsibilities of the Committee. (Ordinance #09-278)

Objective 1.7 Sustainable Housing

The City shall support energy efficiency and the use of renewable energy resources in existing housing and in the design and construction of new housing. (Ordinance #09-278)

Policy 1.7.1 The City shall encourage support for residential construction that meets the United States Green Building Council (USGBC) Leadership and Energy and Environmental Design (LEED®) rating system, the Florida Green Building Coalition standards, the Green Building Initiative's Green Globes rating system, or any other nationally recognized, high-performance green building rating system. (Ordinance #09-278)

Policy 1.7.2 The City shall educate residents on home energy reduction strategies.

Policy 1.7.3 The City shall not prohibit the appropriate placement of photovoltaic panels. The City shall develop and adopt review criteria to establish the standards for the appropriate placement of photovoltaic panels. (Ordinance #09-278)



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Note: Farmworker housing: the closest sizable farms are located over 25 miles to the southwest of the City; therefore this issue is not applicable.



INFRASTRUCTURE ELEMENT

Infrastructure Element

Purpose

To provide and maintain the public infrastructure in a manner that will ensure public health, safety and quality of life for Daytona Beach.

Key Planning Issues

- 1) Potable water and well-field protection.
- 2) Drainage and floodplains.
- 3) Regional Water Supply Plan and the 10-Year Water Supply Plan, which is being done in conjunction with a separate City initiated amendments.
- 4) The Element was amended to clarify policies as well as delete obsolete or completed goals, objectives or policies. New deadlines were also established for policies and the names of committees and groups were updated to reflect current affiliations.



INFRASTRUCTURE ELEMENT

Goals, Objectives and Policies

GOAL 1 To provide and maintain the public infrastructure in a manner that will ensure public health, safety and quality of life for Daytona Beach.

Objective 1.1 Current Deficiencies and Replacement - Sanitary Sewers

Policy 1.1.1 The City shall continue to plan the construction of a force main to eliminate a constriction in the system under the Tomoka River that will increase regional capacity. (Ordinance #10-52)

The City shall continue to expand its reuse water distribution system and complete sanitary sewer replacement projects.

Objective 1.2 Current Deficiencies and Replacement - Potable Water

The City has sufficient capacity to meet current level of service standards for water treatment. There are no large scale and high cost potable water improvements necessary to meet current demand

There are no capital projects as defined by the Florida Administrative Code necessary to replace an existing potable water facility. There are ongoing replacement projects that will be undertaken that are generally small scale and relatively low in cost.

Objective 1.3 Future Needs - Potable Water and Sanitary Sewer

The City shall require all new development to have central water and sewer service. Existing development shall be served as required by the Volusia County Health Department.

Policy 1.3.1 The City's Land Development Code shall continue to require all new development to have central water and shall be amended by 2012 to require all new development to have sewer service. Central water and sewer shall also be required for any existing developments within the City limits not currently served, where health problems exist provided they meet the requirements of the Volusia County Health Department, a local agent for the Florida Department of Environmental Protection. (Ordinance #09-278)

Policy 1.3.2 The City will continue to plan for the replacement and improvement of a Halifax River subaqueous potable water line crossing allowing for future demand.

Policy 1.3.3 When it is not feasible for the City to upgrade water and/or sewer lines or lift stations for new development, the City shall allow for such improvement when private developers bear the cost of extending water and sewer trunk lines and upgrades to existing lift stations. (Ordinance #10-52)

Objective 1.4 Future Needs - Solid Waste

Continue to assist Volusia County in meeting their objective of maintaining the rate of reduction in the amount of their solid waste stream by 30% and meet additional State waste reduction goals as they are enacted.

Policy 1.4.1 The City shall maintain a system of full commercial and residential recycling and assist the County in enforcing commercial recycling.



INFRASTRUCTURE ELEMENT

Objective 1.4A County Coordination

By State law, solid waste disposal is a County responsibility; therefore, the City will continue to coordinate closely with the County on all solid waste matters.

Policy 1.4.1A The City will provide solid waste, land use and population data to the County annually to assist in their capacity planning.

Objective 1.5 Level of Service

The City shall provide an adequate level of service during the planning period; see policies for measurable standards.

Policy 1.5.1 Sanitary sewer: The City sanitary sewer collection and treatment system shall accommodate an average daily flow of at least 150 gallons per person (permanent resident) per day.

Policy 1.5.2 Solid waste: The City contractor's trucks and the County disposal system shall be able to accommodate the hauling needs of the City and support the City's solid waste level of service standard.

Policy 1.5.3 Potable Water: The City's water system shall provide 150 gallons per person (permanent resident) per day and comply with the requirements of DEP and St. Johns River Water Management District. The residual main pressure shall be a minimum of at least 20 pounds per square inch with adequate system storage capacity to meet design criteria for fire protection.

Policy 1.5.4 Drainage: Unless otherwise provided for in applicable neighborhood policies that are stricter, the following standards shall apply. Off-site facilities shall accommodate runoff from a 6.5-inch rainfall of 24-hour duration which is a 5-year frequency storm. New developments shall meet Class A standards, i.e. stormwater levels at or below edge of roadway pavement while the eastern urbanized area shall meet Class B, i.e. more than one half of roadway width above water. The development code shall detail this distinction. All storm sewer reconstruction in areas of Type "A" soils shall include exfiltration pipes to reduce drainage flows into waterbodies. (Ordinance #10-52)

Runoff from a 25-year frequency, 24-hour duration storm shall be accommodated by all on-site stormwater management facilities. The first one-half inch of rainfall shall be detained (with filtration) on-site and in other ways, conformance with Chapter 17-25 FAC less the exemptions shall be achieved.

Policy 1.5.5 Runoff from a 25-year frequency, 24-hour duration storm shall be accommodated by all on-site stormwater management facilities. The first one-half inch of rainfall shall be detained (with filtration) on-site and in other ways, conformance with Chapter 62-25 FAC less the exemptions shall be achieved.

Objective 1.6 Water Conservation

The City shall maintain requirements for water conserving plumbing fixtures through its Land Development Code, supplemented by City landscaping policy and spray irrigation.



INFRASTRUCTURE ELEMENT

- Policy 1.6.1** The City shall maintain conformance with the Florida Building Code and the State Water Conservation Act, which addresses water-conserving plumbing fixtures and xeriscape landscape requirements.
- Policy 1.6.2** The City shall initiate the use of xeriscape landscaping where reuse water is not available in street medians to reduce water consumption.
- Policy 1.6.3** The City shall maximize the use of reuse water along the existing reuse water distribution system. When the supply of reuse water significantly increases, the City shall consider expanding the system. The City will annually review the supply and demand volumes.
- Policy 1.6.4** The City will work through the Eastern Volusia Regional Water Authority to pursue regional projects in water conservation, reuse, future water supply, stormwater remediation and other areas. (Ordinance #10-52)
- Objective 1.7** Wellfields
- The City shall maintain its wellfield protection regulations.
- Policy 1.7.1** Working with the County and the Eastern Volusia Regional Water Authority, the City shall maintain its wellfield protection provisions as part of its Land Development Code and these provisions will be maintained pursuant to Rule 62-521, Florida Administration Code.
- Policy 1.7.2** The Land Development Code shall also address preservation of natural drainage, wetland and native vegetation features, particularly the Tomoka River.
- Policy 1.7.3** The City Utility Department shall continue to monitor chloride levels in the eastern wellfields in order to avoid salt water intrusion and thus contamination.
- Policy 1.7.4** The St. Johns River Water Management District is mandated by Florida law to prepare a long-range water supply plan for the area. As a member of the Eastern Volusia Regional Water Authority, the City shall see that the St. Johns River Water Management District maintains and updates its long range water supply source plan.
- Objective 1.8** Urban Sprawl: Water and Sewer
- The City shall not extend residential water and sewer lines west of the current service area boundary before 2020.
- Policy 1.8.1** The City shall reevaluate and update where necessary Resolution 1955-66 to ensure private developers pay their fair share of the cost of extending water and sewer trunk lines.
- Policy 1.8.2** Any extension into unincorporated Volusia County shall be done in conformance with the intergovernmental local agreement.
- Objective 1.9** Deficiencies and Needs - Drainage
- The City shall continue to implement drainage improvement projects to resolve drainage problems.



INFRASTRUCTURE ELEMENT

- Policy 1.9.1** The City shall maintain its stormwater utility fee system to finance stormwater improvements.
- Policy 1.9.2** The City shall place higher priority on projects that impact the Nova Canal Basin.
- Policy 1.9.3** The Stormwater utility fee shall be maintained in order to fund both routine maintenance and capital improvements.
- Policy 1.9.4** To reduce flooding problems in flood-prone neighborhoods, the City shall initiate and continue implementation of a program that installs back flow preventer devices on stormwater pipes connecting to the Nova Canal. (Ordinance #10-52)
- Objective 1.10** Floodplains
- The City's Land Development Code shall be maintained in a manner that protects the natural function of floodplains and is consistent with law. In January of each year the City will evaluate the net change of flood plain areas to ensure the capacity of the flood plains are not reduced.
- Policy 1.10.1** The City's stormwater management regulations shall be maintained in a manner that is consistent with the regulations of Volusia County and the St. Johns River Water Management District.
- Policy 1.10.2** The City will continue to require that development within 100-year floodplains provide compensating storage volume equal or greater to the fill put on the property in question. (Ordinance #10-52)
- Objective 1.11** Drainage Coordination
- The City shall continue coordination with Volusia County and the municipalities in the Halifax area in the maintenance of the County Areawide Master Drainage Plan.
- Policy 1.11.1** The City shall continually pursue interlocal agreements with the County and affected municipalities to fund areawide stormwater improvement projects.
- Policy 1.11.2** The City will work through the Eastern Volusia Regional Water Authority to pursue regional stormwater projects to relieve flooding problems. (Ordinance #10-52)



COASTAL MANAGEMENT ELEMENT

Coastal Management Element

Purpose

The purpose of the Coastal Management Element is to conserve, protect and manage the coastal resources of the City of Daytona Beach by managing growth and land use so as not to damage or destroy those resources. The element is required by Rule 9j-5.012, F.A.C. The element's focus is on proper use and management of the City's resources, which is key to the tourism industry. The element contains objectives and policies that provide for the responsible use and management of coastal resources related to development activities and the protection, enhancement and restoration of the beach and fore-dune systems.

Key Planning Issues

Amendments to the Coastal Management Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) Florida Statute required incorporating Working Waterfront-related Goals, Objective and Policies into the comprehensive plan. The priority concerns include protecting environmental and cultural resources, providing public access, preventing losses from disasters and enhancing the waterfront economy.
- 2) In May 2002 the Florida Legislature amended Section 163.3191(2) (m), Florida Statutes to require "an evaluation of whether any past reduction in land use density impairs the property rights of current residents when redevelopment occurs. The City has identified strategies to address redevelopment feasibility and the property rights of affected residents.
- 3) The State Legislature's House Bill HB 1359 required a new Coastal High Hazard Area definition to be incorporated into the comprehensive plan. Coastal High Hazard Area has been defined as "the area below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.
- 4) The State Legislature's House Bill required the adoption of a Level of Service (LOS) for evacuation clearance times for a Category 5 storm event. Although there have not been impacts to the LOS along the major corridors that are in the coastal high hazard area it is important to maintain a level of service at or above the adopted level of service during a Category 5 storm event.
- 5) Goals, objectives and policies have been revised to add new initiatives; modify partially completed and/or eliminate completed initiatives.



COASTAL MANAGEMENT ELEMENT

Goals, Objectives and Policies

GOAL 1 Conserve, protect and manage the coastal resources of the City of Daytona Beach, including the wetland and upland ecosystem so as to maintain and enhance native habitats, floral and faunal species diversity, water quality and natural surface-water characteristics.

Objective 1.1 Wetlands Protection Ordinance

The City shall maintain a management program to ensure the long-term protection and enhancement of selected natural upland and wetland habitats and water quality.

Policy 1.1.1 The City shall achieve this objective through adoption and implementation of wetland regulations (as provided for in the Conservation Element).

Policy 1.1.2 Development adjacent to estuarine and riverine shoreline areas shall maintain a habitat buffer zone to protect or conserve the canopy, understory and ground cover of native upland vegetation and wetlands.

Objective 1.2 Living Marine Resources

Reduce the pollution of surface waters so that the environmental quality of the City's marine, estuarine, and freshwater systems is maintained or improved to meet or exceed State standards for class three waters or Outstanding Florida Waters where applicable.

Policy 1.2.1 In coordination with the County and state where there is an incidence of manatees in the Halifax River, boat speeds should be regulated and a program to educate the public should be maintained.

Policy 1.2.2 The City shall maintain its wastewater reuse system to eliminate all wastewater discharges into the Halifax River by the year 2018 and consider constructing some additional in-water settling basins and exfiltration systems, as well as continuing to apply City stormwater and wetland regulations.

Policy 1.2.3 Maintain the City's Land Development Code in a manner that ensures all new development and redevelopment meet federal, state and county minimum requirements that limit the impacts on living marine resources such as mangroves, sea grasses and sea turtles.

Objective 1.3: The City of Daytona Beach shall protect the waterway resources within its jurisdiction by regulating boating impacts to this environmental resource.

Policy 1.3.1 The City shall not allow more than 4,182 powerboat slips to be constructed within the City limits based upon data and research compiled in the Manatee Protection Plan for Volusia County (dated October 19, 2005). Of the 4,182 slips that are allowed, 1,522 are existing and were taken into account during preparation of the MPP.



COASTAL MANAGEMENT ELEMENT

- Policy 1.3.2** In order to ensure that public access to the Halifax River is maintained, beginning in 2006, the City shall reserve 25% of the unallocated powerboat slips identified in Policy 1.3.1 for use by the general public. The 1:4 ratio of public vs. private powerboat slips shall be reviewed at least once every five years thereafter to ensure that the allocation of available powerboat slips is balanced with demand.
- Policy 1.3.3** Waterfront single-family residential lots will not be denied their riparian rights to construct a dock per lot. If single-family residential lots are subdivided subsequent to the approval of the Manatee Protection Plan for Volusia County, each additional lot shall represent one powerboat slip to be deducted from the total, if available, to ensure that the total allocation of 4,182 slips is not exceeded.
- Policy 1.3.4** Where the opportunity exists, the sharing of multi-slip facilities and aggregation of slips shall be encouraged during development and redevelopment, including for single-family residences.
- Policy 1.3.5** Activities regulated or allowed by the City that could potentially adversely affect manatees must be offset by conservation measures. Measures designed to protect manatees must be consistent with the Manatee Protection Plan for Volusia County (dated October 19, 2005). This plan includes (but is not limited to this list) a boat facility siting plan (wet and/or dry slips, and/or boat ramp parking spaces), the requirement of mitigation through contribution to the manatee conservation fund, and other conservation measures such as educational requirements.
- Policy 1.3.6** The data and analysis used to determine the allowable densities of powerboat slips shall be monitored by the re-evaluation of data on at least a five-year basis. This re-evaluation can be in association with or concurrent with the re-evaluation of the Manatee Protection Plan.
- GOAL 2** To conserve, protect and restore coastal resources by managing growth and land use so as not to damage or destroy those resources.
- Objective 2.1** Land Use
- In coordination with federal, state, and county agencies designated as responsible, maintain land use regulations that provide for the location, extent and distribution of land uses consistent with the protection of coastal resources to include working waterfronts.
- Policy 2.1.1** The Land Development Code shall be maintained in a manner that contains standards for appropriate densities, intensities, buffer zones, resource protection, and location for development adjacent to aquatic and natural preserves, ocean beach and dune systems, wildlife refuges and environmental system corridors to protect the natural character, scenic values and public benefit of these areas. All standards shall be coordinated with established federal, state, and county agency requirements.
- Policy 2.1.2** Development shall not be allowed to adversely impact coastal resources or the functions of conservation areas.



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Objective 2.2 Water-Dependent Uses

Upon adoption of the Comprehensive Plan, the City shall maintain first priority for water-dependent usage along this shoreline, but continue to allow water-related uses.

Policy 2.2.1 The City shall maintain a high priority for redevelopment projects on the waterfront to include resort hotels (and related uses) on the ocean and marinas (and related uses) on the river.

Policy 2.2.2 Through its Land Development Code, the City shall ensure visibility of the ocean and the Halifax River from roads adjacent to these coastal resources by setback and yard controls.

Objective 2.3 Working Waterfronts

The City of Daytona Beach shall protect working waterfronts by protecting environmental and cultural resources, providing public access, helping to prevent losses from disasters and enhancing the waterfront economy.

Policy 2.3.1 By 2012, the City shall research best policy practices regarding working waterfronts and amend its Land Development Code to utilize innovative or alternative zoning practices as well as adopt incentive strategies. (Ordinance #09-278)

GOAL 3 To protect, enhance and improve the quality of the estuarine environment.

Objective 3.1 Water Quality

To monitor estuarine water quality by participating in and encouraging an area-wide program of on-going water quality sampling and monitoring, thereby establishing base line conditions and identifying standards as parameters to measure future changes in water quality and achieve measurable improvement.

Policy 3.1.1 In coordination with Volusia County, monitor and improve estuarine water quality by establishing an ongoing water quality sampling and monitoring program, establishing base line conditions and identifying standards as parameters to measure changes in water quality. (Ordinance #09-278)

Policy 3.1.2 The City shall continue to participate in projects of sewage effluent disposal such as re-use and land spreading/spray irrigation to reduce nutrient loadings to the rivers and estuaries.

Policy 3.1.3 Maintain provisions for best management practices in the City's Land Development Code that limit the amount of sediment reaching all surface waters. These practices shall be used in construction, dredge and fill operations, and stormwater management systems. Maintain erosion and sediment control provisions as part of the development review process.

Policy 3.1.4 The City's Land Development Code, as they control the construction of future stormwater management systems and the redesign of existing systems, shall be maintained in a manner that considers the timing of discharge of fresh water to the estuary, the hydroperiod of the wetlands as well as the potential loadings. New stormwater systems should be designed to gradually release water via sheet flow through natural or constructed wetlands. The use of



COASTAL MANAGEMENT ELEMENT

pipes, ditches and canals which transport large volumes of fresh water rapidly to the estuaries shall be discouraged except in emergency situations that threaten public health and welfare. (Ordinance #10-52)

Policy 3.1.5 The City shall continue to implement with other coastal cities and Volusia County the Master Stormwater Management Plan that sets minimum standards by watershed. The plan addresses specific and cumulative impacts to prevent estuarine pollution and control surface-water runoff. City stormwater direct outfalls shall be reduced.

Policy 3.1.6 The City shall continue its commitment to improve and enhance water quality and estuarine conditions through intergovernmental cooperation by a variety of mechanisms such as:

- Participation in ad-hoc or other special technical advisory committees.
- Exchange of data and information among and between the County and the municipalities as well as Flagler and Brevard Counties.
- Continue to participate in the Halifax River Task Force.

Policy 3.1.7 All drainage systems with direct discharge into the Tomoka River and/or its tributaries, either natural or man-made, shall conform to the Outstanding Florida Water (OFW) quality standards as required by the Florida Department of Natural Resources and the St. Johns River Water Management District. CH 40C-42-021 F.A.C. (R 10.91) Regulation of Stormwater Management Systems.

GOAL 4 Protect, enhance and restore the functioning of the beach and fore-dune systems and prohibit development activities that would damage or destroy such systems.

Objective 4.1 Beach and Dune

Participate in a beach preservation program with Volusia County and coordinate the permitting of development in this area with appropriate state agencies.

GOAL 5 Lessen the impact of a destructive storm on human life, property, public facilities and natural resources.

Objective 5.1 Evacuation of Population

Maintain the clearance time for the evacuation of the population in the Hurricane Vulnerability Zone at standards established by the East Central Florida Regional Planning Council or at 6 hours based on a level of service standard "D" during time of hurricane in any category storm, whatever is less.

Policy 5.1.1 Any land use plan amendments in the Hurricane Vulnerability Zone shall be assessed to achieve a reduction (or shall not increase) in the clearance time for evacuation of the population in the Hurricane Vulnerability Zone above 6 hours.



COASTAL MANAGEMENT ELEMENT

- Policy 5.1.2** In 2011 and every five (5) years thereafter the City shall assess the impact of new residential development on hurricane evacuation network to ensure it will not increase clearance time for evacuation of the population in the Hurricane Vulnerability Zone above 6 hours or the standard established in ECFRPC analysis whatever is less.
- Policy 5.1.3** Use the MPO to assure that the County and State provide adequate roadway capacity to facilitate the evacuation of residents in the Hurricane Vulnerability Zone by achieving two short run bridge improvements one short-range improvement (Carlton Blank Bridge) and one long-range (Main Street or Memorial Bridge).
- Policy 5.1.4** Daytona Beach shall coordinate a Peacetime Emergency Plan and evacuation plan with the applicable Federal, State and Regional agencies and other local municipalities. This coordination will be accomplished by membership, cooperation and regular attendance at meetings held by the Volusia County Office of Civil Preparedness Advisory Board. This Board represents the lead agency for disaster planning within the County.
- Policy 5.1.5** Maintain evacuation Level of Service along the major corridors that are in the coastal high hazard area (Peninsula Dr. to A1A, Beach St. to Peninsula Dr, US 1 to Beach St, Martin Luther King to US 1 and Nova to Martin Luther King).
- Policy 5.1.6** Maintain at or above adopted Level of Service for the following bridge segments Seabreeze/Oakridge, Main Street, US 92/International Speedway Blvd and Orange Avenue.
- Policy 5.1.7** Continue to review proposed projects in the Coastal High Hazard area for traffic impacts. (Ordinance #09-278)
- Objective 5.2** Hurricane Shelters
- The City of Daytona Beach in cooperation with the American Red Cross and Volusia County shall designate hurricane evacuation shelters to protect the population in the Hurricane Vulnerability Zone.
- Policy 5.2.1** The City of Daytona Beach in cooperation with the American Red Cross and Volusia County shall designate hurricane evacuation shelters to accommodate at least 23% of the population in the Hurricane Vulnerability Zone based upon a standard of 20 square feet of shelter space per person. Every two years the demand for shelters shall be reviewed to determine if this standard is met and the City shall notify Volusia County and the American Red Cross of the demand requirements.
- Policy 5.2.2** New hurricane emergency shelter space shall not be located in the Hurricane Vulnerability Zone.
- Objective 5.3** Mitigation of Property Damage
- Maintain land development regulations governing development in the Hurricane Vulnerability Zone and Coastal High Hazard Area that minimize danger to life and property.



COASTAL MANAGEMENT ELEMENT

- Policy 5.3.1** All public facilities in the Hurricane Vulnerability Zone and designated coastal high hazard areas shall be required to meet current standards for hurricane vulnerability and flood proofing whenever redevelopment occurs to ensure minimum damages from storms and hurricanes.
- Policy 5.3.2** The City shall maintain the Federal FEMA and State Coastal Zone Protection Act requirements for flood damage prevention and coastal construction.
- Policy 5.3.3** Maintain and update Hurricane Vulnerability Zone regulations that provide for: setbacks in areas of critical erosion, conservation and enhancement of beaches and foredunes, appropriate requirements for structural wind resistance and flood plain management and all appropriate County peacetime emergency plan recommendations.
- Policy 5.3.4** No future residential land use plan or zoning amendments shall result in an increase of permitted residential dwelling unit density on the barrier island.
- Objective 5.4** Post-Disaster Redevelopment
- By 2018 modify/expand the Emergency Management Plan to include a section on Post-Disaster Redevelopment.
- Policy 5.4.1** By 2018, Volusia County and Daytona Beach shall undertake an evaluation of the long-term problems related to post-disaster relief and redevelopment. If necessary, amendments shall be made to the Comprehensive Plan based upon the Post-Disaster Redevelopment section within the Emergency Management Plan, the County Peacetime Emergency Plan and related findings.
- Policy 5.4.2** The Post-Disaster Redevelopment section within the Emergency Management Plan shall also identify properties in the Coastal High Hazard area that might be of some utility for public access to coastal beaches and waterways, and make recommendations for acquisition when post-disaster opportunities arise. It shall establish guidelines for determining priorities for Federal, State, County and City acquisition of storm-damaged property in the Hurricane Vulnerability Zone to the extent available revenues can be used for such property acquisition. Note: There is no history of repeated hurricane damage.
- Policy 5.4.3** The Post-Disaster Redevelopment section within the Emergency Management Plan shall contain a build-back policy to be applied after a hurricane or other disaster.
- Policy 5.4.4** The City shall limit redevelopment in areas of repeated damage and incorporate appropriate recommendations of inter-agency hazard mitigation reports in the Post-Disaster Redevelopment section within the Emergency Management Plan.
- Policy 5.4.5** Existing residential units destroyed in a disaster may be rebuilt to the same density (limited to the pre-disaster number of units and square footage).
- Policy 5.4.6** Infill or redevelopment densities and intensities in coastal high hazard areas shall be consistent with existing adjacent development but at densities and intensities no greater than the adopted future land use designations.



COASTAL MANAGEMENT ELEMENT

Objective 5.5 Coastal High-Hazard Definition

The City shall maintain its Future Land Use Map and Coastal Management Element to include the new definition of coastal high-hazard area and depicting the coastal high-hazard area on the Future Land Use Map series.

Policy 5.5.1 The coastal high-hazard area is the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. (Ordinance #09-278)

Objective 5.6 Coastal High-Hazard Infrastructure

The City shall continue to require development to meet the Florida Department of Environmental Protection requirements in the Coastal High Hazard Area, which are lands east of the coastal construction control line and includes the F.E.M.A. V-zones.

Policy 5.6.1 The City's capital improvement schedule shall not include any projects in the Coastal High Hazard Area that would subsidize private development other than projects meeting adopted Redevelopment objectives.

Objective 5.7 The City shall limit public expenditures in the coastal high-hazard area to the restoration or enhancement of natural resources, the improvement of the Boardwalk park, historic Bandshell and related facilities and projects which meet the City's Redevelopment objectives located within the City's Redevelopment Area upon adoption of this plan.

Objective 5.8 The City shall maintain control of residential development in coastal high hazard areas to ensure adequate hurricane evacuation and protection of property.

GOAL 6 Maintain and improve public access to the sovereign lands of the coastal management area through the provisions of coastal beach access facilities, fishing piers, boat ramps and marinas.

Objective 6.1 Public Access

Volusia County shall continue to maintain the portions of the existing 28 access facilities (18 vehicular and 10 walkways) that are its responsibility and which exceed their standard to average a public access point every one quarter mile.

Policy 6.1.1 To help relieve peak season beach congestion, emphasis on new parking spaces will be placed near vehicular beach ramps at Broadway Avenue, Revilo Boulevard, and Main Street in the City of Daytona Beach. The City supports the County's efforts to provide off-beach parking in these areas.

Policy 6.1.2 Daytona Beach shall prohibit the vacation of public rights-of-way that provide or should provide public access to the beach or off-beach parking without an equivalent type of access. All Coastal Beach Access Facilities shall include access to a public road.

Policy 6.1.3 The City shall, in cooperation with Volusia County, ensure that an ocean fishing pier exists in the Daytona Beach Main Street Redevelopment.



COASTAL MANAGEMENT ELEMENT

Policy 6.1.4 The City shall preserve its existing boat ramps, which exceed the County standard of 1 ramp lane per every 7,500 residents.

Objective 6.2 Marinas

The City shall preserve existing marinas and promote the expansion of marina activity in the Ballough Road, South Atlantic, Main Street and Downtown redevelopment areas.

Policy 6.2.1 The City shall maintain, as part of its Land Development Code, standards for marina siting or expansion including the following criteria with priority given to expansion of existing marinas:

- a. Consistent with FAC, Rule 9J-5.012(3)(c)(9) and (4), and Section 163.3178(6), F.S.
- b. Marinas shall be located in Redevelopment areas.
- c. Sufficient upland areas to accommodate needed support facilities such as adequate parking, dry storage, work areas, hurricane contingency planning, stormwater management facilities, and other non-water dependent uses shall be provided.
- d. The marina areas and navigation access channels shall not be dredged to depths greater than necessary to prevent prop dredging.
- e. Marina basins shall be given high priority where there is an existing basin and access channel and adequate depths to accommodate the proposed use.
- f. Facilities should be designed to maximize or improve water circulation patterns and shall not adversely affect existing circulation patterns.
- g. Prior to the operation of any new marina fueling facility or expansion of an existing facility, a fuel management/spill contingency plan shall be developed. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods and materials to be used in the event of a spill.
- h. Sewage pump-out service and facilities shall be available and accessible to all new boat slips constructed or renovated, inside marinas.

GOAL 7 Public services and facilities shall be adequate and available to serve both current and future residents.

Objective 7.1 Concurrency

The land development regulation and concurrency management system shall, with authorized exceptions, ensure that the provision of roads, potable water, sanitary sewer, drainage and solid waste facilities and services required to maintain the adopted Level of Service standards shall be consistent and phased with the level of development proposed in the Future Land Use Element.



COASTAL MANAGEMENT ELEMENT

Policy 7.1.1 Development or redevelopment within the coastal areas shall have public services and facilities available concurrent with the impacts of development in accordance with the appropriate elements of this Comprehensive Plan.

Policy 7.1.2 The City will give capital improvement program priority to sewage treatment and stormwater projects and the State will be urged to fund the bridge improvements.

Objective 7.2 Public Buildings

Ensure through capital improvement programming and site selection, that public developments meet the needs of population growth and are limited in areas susceptible to damage from storms or flooding.

Policy 7.2.1 Future school facilities shall be located outside of areas susceptible to hurricane storm damage or areas prone to flooding unless flood proof or consistent with Federal Flood Mandates, or as consistent with F.S. 235 and F.A.C. Rule 6A-2 regarding floodplain and school building requirements.

Policy 7.2.2 Work with the Red Cross in the identification and designation of school facilities as hurricane evacuation and emergency shelters.

Policy 7.2.3 Locate new fire and law enforcement facilities outside of the areas susceptible to hurricane storm damage or flooding where feasible. Continue to update procedures as part of the Peacetime Emergency Plan for emergency fire and police protection and response.

Note: The following policies are not applicable:

- 9J-5.012(3)(c)11 and 14, since there is no deepwater port nor resource protection plan applicable to the City.



CONSERVATION ELEMENT

Conservation Element

Purpose

The purpose of the Conservation Element is to protect the natural resources of the City of Daytona Beach. The element identifies important resources, defines conservation and outlines programs for implementation. The conservation element has one main goal: *“To preserve and enhance the significant natural features in the City.”* The element provides protection for air quality, provides drainage practices and programs that minimize water pollution, and protects natural resources, marine habitats, floodplains and aquifers.

Key Planning Issues

Amendments to the Conservation Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) Amendments include consideration of the Regional Water Supply Plan and City's 10-Year Water Supply Plan. The EAR based amendments are being coordinated with the City, who is processing the amendments associated with the 10-Year Water Supply Plan as a separate initiative.
- 2) Water Conservation and alternative water sources.



CONSERVATION ELEMENT

Goals, Objectives and Policies

- GOAL 1** To preserve and enhance the significant natural features in Daytona Beach.
- Objective 1.1** Air Quality
- The City shall maintain standards in its Land Development Code limiting dust associated with construction and provide for expansion of transportation facilities to limit traffic congestion. (Note: traffic congestion may cause air pollution)
- Policy 1.1.1** The City shall maintain in its Land Development Code requirements that construction sites use techniques to minimize blowing dust.
- Policy 1.1.2** The City shall coordinate its efforts with the MPO and Volusia County to continue programs of street widening and traffic intersection/signal improvements to minimize delay. See Transportation Element.
- Policy 1.1.3** The City shall maintain updated provisions in its Land Development Code that require industrial processing uses to demonstrate the provision of air pollution control devices.
- Objective 1.2** Water Pollution
- Continue to pursue drainage practices and programs that minimize ground, estuarine (fisheries) and surface water pollution; see policies for measurability.
- Policy 1.2.1** The City shall meet all wastewater effluent treatment disposal requirements included in the NPDES permit issued by the Florida Department of Environmental Protection. (Ordinance #09-278)
- Policy 1.2.2** Maintain an ongoing planning program (ideally jointly with the County) with the goal of mitigating the impact of direct stormwater outfalls into the Halifax River.
- Policy 1.2.3** The City shall utilize its emergency water conservation program should a water shortage develop as well as determine possible alternative water sources; enforcement shall be implemented in tandem with the St. Johns River Water Management District. In coordination with Volusia County and the St. Johns River Water Management District, the City shall maintain minimum standards for water conservation during normal times.
- Policy 1.2.4** Maintain its controls over hazardous wastes, erosion and the requirement that all new development connect with sanitary sewers.
- Policy 1.2.5** The City shall maintain its wellfield protection ordinance in the City's Land Development Code. (Reference: Infrastructure Element Policy 1.7.1) (Ordinance #09-278)



CONSERVATION ELEMENT

Policy 1.2.6 In addition to maintaining the wellfield protection regulations relative to hazardous waste storage, the City shall assist the County in its hazardous waste management program, which includes:

- abandoned dump site inventory
- transfer facility operation at Tomoka Farms Landfill
- twice a year household collections
- amnesty days and collection (for fee) from industry
- "generator" inspections (mostly industry)
- Monitoring of disposal by private contractor (in South Carolina)

Policy 1.2.7 All drainage systems with direct discharge into the Tomoka River and/or its tributaries, either natural or man-made, shall conform to the Outstanding Florida Water (OFW) quality standards as required by the Florida Department of Natural Resources and the St. Johns River Water Management District. CH 40C-42.021 F.A.C. (R 10/91) Regulation of Stormwater Management Systems.

Objective 1.3 Natural Resources Protection

The City shall maintain city-wide environmental controls in their land development regulations for the Tomoka River corridor (and adjacent relevant areas) to avoid any further degradation of existing vegetative and wildlife habitats and sensitive soil communities.

Policy 1.3.1 The City shall adopt land development regulations consistent with best planning practices. These wetland regulations shall generally require retention of hydro-ecological systems where the wetlands and uplands function as a productive unit resembling the original landscape. The regulations shall also require upland buffers of at least 25 feet or the minimum required by Volusia County environmental code provisions, whichever is greater. The regulations shall also encourage secondary linkage to nearby corridors, even if by artificial means; construction of new corridors should be considered as a form of mitigation where appropriate. Further, for areas west of I-95, the regulations shall:

- Generally require wetlands with high value to be preserved with only limited impacts that are (i) unavoidable, such as public roads and utilities, and (ii) mitigated;
- Authorize wetlands with a moderate value to be incorporated into the surface water management system where practicable or where alterations are mitigated;
- Authorize wetlands with a low value to be altered with minimal or no mitigation.

For purposes herein the Wetlands Map, FLU 17, preliminary assigns wetlands value as "high", "medium", and "low". The Map is based on criteria as presented in the Center for Wetlands, University of Florida Technical Report No. 41 (January 1983), which criteria include size, connectedness, landscape diversity, quality of surrounding landscape, intactness and uniqueness.



CONSERVATION ELEMENT

- Policy 1.3.2** The Recreation and Open Space Element recommendation for a community park southwest of the airport shall include the maximum amount of native vegetation, which is consistent with the design of the park. The City shall explore the possibility of using airport property for recreational purposes.
- Policy 1.3.3** The City shall maintain a permit system that requires the St. Johns River Water Management District approval to ensure consideration of the wildlife habitats (shown on Figure 7.2).
- Policy 1.3.4** The City shall adopt land development regulations which prohibit fill of the floodplain without off-setting storage capacity. See also Policy 1.3.1.
- Policy 1.3.5.** Development in habitat areas listed by the State of Florida and the U.S. Fish and Wildlife Service as Endangered, Threatened or Species of Special Concern shall not be adversely impact the listed species. The City's Land Development Code shall also encourage secondary linkage to nearby wildlife corridors, even if by artificial means; construction of new corridors should be considered as a form of mitigation where appropriate.
- Policy 1.3.6.** The Land Development Code shall require an Environmental Impact Assessment to be submitted and reviewed prior to the issuance of a development order for areas that contain listed species or native wetlands as identified by this element, and for any area within the PES overlay. The Assessment shall be used to determine compliance with this Objective. The Assessment must address the methodology used. For purposes of identifying wetlands, the Assessment may use the methodology used in the Center for Wetlands, University of Florida Technical Report No. 41 referenced above.
- Objective 1.4** Marine Habitats
- The City shall protect marine habitats including beach dunes and the Halifax River to foster sea turtle and manatee protection
- Policy 1.4.1** In coordination with the County, State and Federal Governments, the City shall participate in endangered and threatened species preservation programs to further sea turtle conservation on the beach including dune restoration, public education, and management of lighting, and manatee conservation in the Halifax River; public education and boat speed enforcement and location of boat launch and docking facilities.
- Policy 1.4.2** The City shall cooperate with the County on their plan for beach dune restoration.
- Note: Policies 1.2.1-1.2.8 all impact the regional fisheries.
- Objective 1.5** Floodplains
- Within the 100-year floodplain, the City shall continue to only issue building permits if the first floor is above the flood elevation.
- Policy 1.5.1** Maintain its Flood Damage Prevention regulations to assure that all new construction meets floodplain standards, with particular attention to the I-95 corridor.



CONSERVATION ELEMENT

Policy 1.5.2 As redevelopment occurs along the Halifax River, special efforts should be made to place first floor elevations above the floodplain.

Note: There are no commercially valuable minerals or recharge areas within the City therefore these items are not applicable.

Objective 1.6 Protection of the Aquifer

While Rima Ridge is not a prime recharge area, it does have low to moderate recharge potential, which can be enhanced through sound development practices.

Policy 1.6.1 The recommendations contained in the Rima Ridge Investigation for Indigo Development, Inc. by Briley, Wild and Associates, Inc. dated August 1992, shall be considered prior to any development of Rima Ridge.

Policy 1.6.2 The City shall promote the Florida-Friendly Landscaping™ program and shall consider utilizing Florida-Friendly Landscaping™ techniques and plants for city-owned property. (Ordinance #09-278)



RECREATION AND OPEN SPACE ELEMENT

Recreation and Open Space Element

Purpose

The purpose of the Recreation and Open Space Element is to put forth goals, objectives and policies to help ensure the provision of open space and a parks and recreation system that meets the needs of the residents of Daytona Beach.

The City of Daytona Beach has an extensive system of parks both passive and active as well as open space and recreational facilities. The City has cultural facilities that include the municipal stadium, the Peabody Auditorium and the band shell. Five school parks are partially open to City residents per an interlocal agreement with the Volusia County School Board.

Key Planning Issues

Amendments to the Recreation and Open Space Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed. The Amendments have sought to address the following key planning issues.

- 1) A Parks and Recreation Master Plan has not been developed and adopted as currently required by the comprehensive plan. Therefore, the date for the City has been extended to 2012.
- 2) Guidelines for public park design have also not yet been adopted. Policy 1.2.3 is being amended to establish a new deadline to create a design guideline for new parks.
- 3) The Land Development Code still does not have regulations to ensure adequate open space and recreational facilities for new development.
- 4) The acreage LOS does not address the deficiencies of some types of facilities and programs in different areas of the City since it only requires certain acreage per population city-wide. Geographical standards are not maintained in the plan or in a master plan.
- 5) The City has also identified an issue with providing convenient locations and time availability for facilities and programs equally to all City residents. For example, there are certain areas of town which do not have tennis facilities or bicycle trails. In addition, some citizens have expressed interest in programs but are unable to utilize them because of their location. Transportation is an issue for some City residents so distance to facilities and programs is an important issue.
- 6) The City has determined that there is need for a Parks and Recreation Master Plan and plans to create one in the near future. The City, however, must identify and secure funding to budget for the study. This Master Plan may include geographical level of standards.
- 7) Leisure Services has identified a need to create policies which support pedestrian-friendly development standards to enhance walkability throughout the City. This should be coordinated with the Urban Design major issue.
- 8) The City has also recognized a need to adopt a policy in the Comprehensive Plan to ensure that there are matching dollars in the City's budget for grants such as the Florida Recreation Development Assistance Program (FRDAP).



RECREATION AND OPEN SPACE ELEMENT

Goals, Objectives and Policies

GOAL 1 To provide an open space, parks and recreation system that meets the needs of the residents of Daytona Beach.

Objective 1.1 Level-of-Service Standards

The following level-of-service standards for parks and recreational facilities are hereby adopted:

Policy 1.1.1 The Parks System shall provide a level-of-service of 3.5 acres per 1,000 permanent residents and actively pursue park development.

Policy 1.1.2 Maintain parkland development regulation standards for parks.

Maintain park and recreation level of service standards in the Land Development Code.

Policy 1.1.3 The following recreation facility development level-of-service standards will be adopted:

Recreation Facility	Level-of-Service Standard
Tennis Courts	1/3,000
Basketball Courts	1/3,000
Ballfields	1/4,000
Swimming Pools	1/30,000
Racquet/Handball Courts	1/15,000
Fitness Trails	1/40,000
Golf Course (18H)	1/30,000
Gymnastics Center	1/60,000
Football Stadium	1/60,000

Objective 1.2 Land Development Regulations

The City shall maintain and develop regulations which ensure adequate recreational facilities and open space areas are provided for new residential subdivisions, impose recreational impact fees and implement guidelines for public park design.

Policy 1.2.1 The City shall maintain up-to-date standards for handicapped parking, railings, entrances and bathrooms at City parks and recreational facilities.

Policy 1.2.2 The City shall maintain development standards for bike paths and bike parking facilities at City parks and recreational facilities.

Policy 1.2.3 The City shall create and adopt design guidelines for new park design by the year 2012.

Policy 1.2.4 The City shall maintain open space definitions and development standards in the Land Development Code.



RECREATION AND OPEN SPACE ELEMENT

Policy 1.2.5 The City shall adopt development standards in the Land Development Code by 2012 to require walkability and connectivity in new development as well as re-development. (Ordinance #09-278)

Objective 1.3 Public Access to Recreational Sites

The City shall continue to provide improved public access to recreational sites within the City. The access plan will upgrade access and parking to recreational sites, and maintain and improve access to the recreational sites for the elderly, handicapped and transportation disadvantaged people within Daytona Beach.

Policy 1.3.1 Coordinate the planning and development of public access areas with the Volusia County Parks and Recreation and Planning Departments and the Volusia County Coastal Management element.

Policy 1.3.2 The City shall work with the County to coordinate public access points to water areas in Daytona Beach. Maintain the following level-of-service standards for public access to water areas in Daytona Beach.

Atlantic Ocean - 1 access point / 1/4 mile
Intracoastal Waterway/Halifax River - 1 access
point / mile
Tomoka River - 1 access point / mile

Policy 1.3.3 By 2012, the City shall coordinate with the MPO to prepare and adopt an access plan that will set standards to maintain and improve the public automobile, bicycle, and pedestrian access to recreational sites within the City.

Policy 1.3.4 By 2015, the City shall complete improvements to Derbyshire and Bethune Point parks, making them more accessible to pedestrians and bicycles.

Policy 1.3.5 As the City makes capital improvements to its parks and recreational facilities, the City shall improve access to recreational sites within the City for the elderly, handicapped and transportation disadvantaged people of Daytona Beach. The City shall also use the MPO to urge the East Volusia Authority (VOTRAN) to maintain and improve transit service to the recreational sites within Daytona Beach for the elderly, handicapped and other transportation disadvantaged groups of Daytona Beach.

Policy 1.3.6 The City shall create or improve facilities supporting and links connecting recreational trails and greenways.

Policy 1.3.7 The City of Daytona Beach shall include waterways in its comprehensive system of public and private recreation sites and work to ensure public access to these sites.



RECREATION AND OPEN SPACE ELEMENT

Objective 1.4 Joint-Use Recreation Agreements

The City shall pursue and implement new joint use recreation agreements with other recreational facility providers such as Volusia County Schools and other municipalities to identify potential cost savings for the public. (Ordinance #09-278)

Policy 1.4.1 The City shall evaluate the demand and feasibility of joint-use agreements for the utilization of supplemental recreational facilities within the City on an annual basis. Special emphasis should be placed on joint-use agreements with the YMCA, County Recreation and Volusia County Schools to provide activities and areas open to the public on weekends and after school and work hours.

Policy 1.4.2 The City shall work to establish one new joint-use recreation agreement per year.

Objective 1.5 Park Land Enhancement Plan

By 2015, establish an enhancement plan for park lands and open spaces in Daytona Beach. The plan shall be updated annually.

Policy 1.5.1 When possible, new parklands shall be chosen from significant vegetative areas purchased by the City and identified in the Conservation Element.

Policy 1.5.2 Each year the City shall identify roads in need of beautification and prepare plans for such. The road beautification projects shall be identified each year in the Capital Improvement Plan. (Ordinance #09-278)

Policy 1.5.3 Use the site planning process to mitigate the impacts of any new surrounding land uses on the quality of existing and proposed park lands.

Policy 1.5.4 Adopt a handicapped access plan by 2012 to convert all existing parks and recreational facilities to handicap accessible.

Policy 1.5.5 The City's current supply of park land is sufficient to meet projected residential demand through the planning horizon of 2025. The City will evaluate residential population projections in 2015 to determine if projected demand will necessitate expansion of the supply of park land before the year 2025.

Objective 1.6 Financing

Adequately finance the City's future capital needs for parks and recreation facilities.

Policy 1.6.1 The Land Development Code shall maintain provisions for land dedication to fund new park lands.

Policy 1.6.2 The City shall actively pursue funding for upgrading all City parks, including grants, general funds and user fees.



RECREATION AND OPEN SPACE ELEMENT

- Policy 1.6.3** Each year the City shall identify needed matching funds for parks and recreation related grants. The matching funds shall be identified in the City's budget. (Ordinance #09-278)
- Objective 1.7** Coordinating Public and Private Resources
- Coordinate public and private resources to maintain and expand recreation and open space opportunities in Daytona Beach.
- Policy 1.7.1** The City shall review development plans and continue to require private enterprise to dedicate open space and park land for public use as part of its Land Development Code when warranted. The City shall adopt Land Development Code regulations by 2012 delineating specific requirements and conditions for developers to dedicate open space and park land. (Ordinance #09-278)
- Policy 1.7.2** The City shall review plats and development plans and continue to require bicycle and/or pedestrian paths as part of its Land Development Code regulations when warranted. The City shall adopt Land Development Code regulations by 2012 implementing this policy.
- Policy 1.7.3** The City shall continue to expand the development and maintenance of parks, recreational facilities and open space areas within Daytona Beach through interlocal agreements with the Volusia County School Board.
- Objective 1.8** Monitoring
- Evaluate the Recreation and Open Space Element as part of the evaluation of the entire plan.
- Policy 1.8.1** The Daytona Beach Development and Administrative Services and Leisure Services Departments, shall schedule a workshop during the future Evaluation and Appraisal Report processes with the Planning Board to review and modify the Recreation and Open Space Element's goals, objectives and policies, level-of-service standards and development plan and make revisions as necessary. (Ordinance #09-278)
- Objective 1.9** The City will use public land acquisition and conservation easements to provide natural areas and open space.



REDEVELOPMENT ELEMENT

Redevelopment Element

Purpose

The purpose of the redevelopment element is to identify the specific deficiencies and assets of a designated area and to evaluate the existing and potential uses, identify specific measures for arresting decline, facilitating new development and enhancing the quality of life for residents of the area. The Redevelopment Element is an optional element that is not required by Florida Statutes.

Key Planning Issues

Amendments to the Redevelopment Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) Goals, objectives and policies have been revised to add new initiatives; modify partially completed and/or eliminate completed initiatives.
- 2) Included new policy to redevelop existing historical commercial structures to convert upper floors to be residential and allow the density to exceed the current max of 40 dwelling units per acre.



REDEVELOPMENT ELEMENT

Goals, Objectives and Policies

- GOAL 1** To encourage public and private cooperative efforts that result in: the creation of environmentally and economically sound and aesthetically pleasing new development and rehabilitated projects; the stimulation and attraction of private investment in redevelopment areas; increased employment opportunities, better service to residents and tourists; and improvements in the tax base consistent with the adopted Redevelopment Area Plans.
- Objective 1.1** Regulatory Controls and Incentives
- Through regulatory controls and incentives, encourage investment in new development and rehabilitation that will improve assessed property values by 3% per year, and maintain a minimum of 85% building occupancy in the City's Redevelopment Areas.
- Policy 1.1.1** Maintain and encourage investor confidence by continuing to enforce mandatory maintenance for all commercial and residential structures in the redevelopment areas.
- Policy 1.1.2** Implement redevelopment category rezonings as needed to recruit and enhance developments that are consistent with redevelopment plans and neighborhood polices.
- Policy 1.1.3** Establish and maintain a fast track development review process expediently reviewed and approved by the applicable Redevelopment Board.
- Policy 1.1.4** All new construction, exterior building and site renovations within the redevelopment zoning districts and areas shall meet redevelopment appearance standards and design guidelines.
- Policy 1.1.5** Evaluate and update the architectural design standards to improve the quality and appearance of developments in the redevelopment areas.
- Policy 1.1.6** Evaluate and update regulations affecting use of historic structures to encourage investment and stability in the historic districts.
- Policy 1.1.7** Maintain the regulatory incentive to expand the length of the boardwalk in the Main Street Redevelopment Area in conjunction with new developments and as opportunities arise.
- Policy 1.1.8** Evaluate the potential of establishing a neighborhood planning and implementation program in other redevelopment area neighborhoods similar to the Surfside Village neighborhood plan.
- Policy 1.1.9** Develop and implement a corridor plan for West International Speedway Boulevard in the Midtown Redevelopment Area to improve the attractiveness of the corridor as the City's main tourist road and discourage automobile-related uses.
- Policy 1.1.10** Update the Main Street Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance area convention and tourism business.



REDEVELOPMENT ELEMENT

- Policy 1.1.11** Update the Midtown Area Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance the area's residential neighborhoods and primary corridors, such as Orange Avenue, George Engram Boulevard, Martin Luther King Jr. Boulevard to be attractive and compatible with surrounding uses.
- Policy 1.1.12** Update the Downtown and Ballough Road Area Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance the area with an emphasis on urban residential, office, shopping and entertainment. (Ordinance #09-278)
- Policy 1.1.13** The following description of Future Land Use categories sets forth the dominant uses envisioned in the Downtown, Ballough Road, Midtown, South Atlantic and Main Street Redevelopment Areas as depicted on the generalized future land use map (FLU 3). A separate map was created for these Redevelopment Areas to implement the future land use strategies contained in the currently-adopted redevelopment plans for these areas. Other uses such as churches and public uses may be approved by the City in such areas in accordance with the City's Land Development Code. All development orders shall be consistent with this Element and the generalized future land use map.

Future Land Use Categories for Downtown and Ballough Road Areas

The following future land use categories are hereby established:

RESIDENTIAL

- Level 2 Density limits as described in Policy 1.1.2 of the Future Land Use Element.
- Level 3 Density limits as described in Policy 1.1.2 of the Future Land Use Element.

COMMERCIAL

Commercial Mixed-Use - An area generally containing a mixture of land uses with commercial being the principal land use. Development in this area shall not exceed a floor area ratio of 3 or a residential density of 40 dwelling units per acre.

Office - An area containing primarily office uses. Development in this area shall not exceed a floor area ratio of 2.

Office/Residential Transitional - An area primarily for office and multi-family uses. Development in this area shall not exceed a floor area ratio of 2 or a residential density of 20 dwelling units per acre.

INDUSTRIAL

Local Service Industry - An area generally containing industrial and service-related activities serving local markets. Development in this area shall not exceed a floor area ratio of 2.



REDEVELOPMENT ELEMENT

GOVERNMENT/INSTITUTION

Public/Institutional - An area generally containing public and quasi-public office type support facilities. Development in this area shall not exceed a floor area ratio of 2.

PUBLIC USE PARKS & RECREATION

An area generally set aside for park and recreational activities or having potential for the location of such use. The underlying zoning and land development regulations shall prevail, but acquisition should be emphasized.

The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the city may limit such densities and intensities through the application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this plan are achieved.

Depending on the nature of the facility impervious surfaces should not exceed 80%.

MIXED-USE

High Intensity - An area generally containing a mixture of high intensity land uses consisting of all the above categories except industrial. However, industrial may be approved as a conditional use in the Ballough Road Redevelopment area. Development in this area shall not exceed a floor area ratio of 10.

Medium Intensity - An area generally containing a mixture of medium intensity land uses consisting of all the above categories except industrial. However, industrial may be approved as a conditional use in the Ballough Road Redevelopment area. Development in this area shall not exceed a floor area ratio of 6.

DENSITY BONUS

The following residential density bonus shall be applicable only to the Commercial Mixed Uses and High Intensity Mixed Use Future Land Use categories, as more particularly described below. Under no circumstances shall the sum of all bonuses awarded to an individual project exceed 10 units per acre. The City Commission may award residential density bonuses based on the following point system that satisfies policies of the Redevelopment Element:



REDEVELOPMENT ELEMENT

	Public Benefit	Maximum Number of Units
a.	Exhibit design that encourages pedestrian activities and utilization of on-site commercial uses and amenities.	1
b.	Site is served by transit, and incorporates design features that promote and facilitate transit use.	1
c.	Provide squares, plazas, courtyards, esplanades, promenades, extend streetscapes or other improved open space for use by the general public.	3
d.	Provision of stormwater improvements that are designed to accommodate capacity beyond what is required to serve the subject property.	2
e.	Dedication of public recreation or open space.	2
f.	Public parking on site or contribution to City provided public parking.	2
g.	Incorporation of affordable housing within the project site, one unit per bonus unit, or contribution to City fund to provide affordable housing.	4
h.	Other public benefits consistent with the Downtown/Balough Road Redevelopment Area Plan at the discretion of the City Commission.	4

The size of the density bonus shall be determined by the City Commission with regard to how well the project satisfies these criteria. The City Commission's determination shall be a quasi-judicial decision made in conjunction with the Commission's review of a Planned Unit Development and Preliminary Plan, and shall be based upon application of the above criteria to the specific and detailed provisions of the Planned Unit Development Agreement and Preliminary Plan. For properties located between North Palmetto Avenue, North Beach Street, International Speedway Boulevard, and Mary McLeod Bethune Boulevard, the Planned Unit Development and preliminary Plan approved for a density bonus shall be protective of the Halifax River view corridor for properties located to the west of North Palmetto Avenue.

Location: Only properties of more than four (4) acres within the High Intensity Mixed Use or Commercial Mixed uses Future Land Use category shall be eligible for the density bonus. In addition, such properties must be located within the Downtown Redevelopment Area, and within the following boundaries:



REDEVELOPMENT ELEMENT

- A. To the east: North Beach Street
- To the west: North Ridgewood Avenue
- To the north: Fairview Avenue
- To the south: International speedway Boulevard
- B. 957 North Beach Street, located at the northern City limit at the northeast corner of Sickler Drive and North Beach Street.

HISTORIC PRESERVATION

Policy: Commercial buildings designated as historic structures or contributing structures in the South Beach Street Historic District may be redeveloped with residential densities up to 60 dwelling units per acre in the Downtown Redevelopment Area to encourage the conversion of upper floors of historic commercial structures to residential. (Ordinance #09-278)

Policy: The following properties located in the Old Daytona Historic District that are in multi-family use on or before August 8, 2007 are permitted to maintain their multi-family use status:

Address	Acreage	Ex. Density/Acre
440 South Palmetto Avenue	0.14	21
208 Loomis Avenue	0.09	33
124 Loomis Avenue	0.08	25
116 Loomis Avenue	0.1	20
131 Loomis Avenue	0.13	15
102-108 Gardiner Avenue	0.17	23
505 South Palmetto Avenue	0.25	20
517 South Palmetto Avenue	0.18	16
126 Gardiner Avenue	0.09	33
527 South Palmetto Avenue	0.17	29
533 South Palmetto Avenue	0.17	29
538 South Palmetto Avenue	0.13	15
208 Cedar Street	0.29	10
203 Cedar Street	0.15	26
610 South Palmetto Avenue	0.18	27
630 South Palmetto Avenue	0.18	11
615 South Palmetto Avenue	0.3	10

Future Land Use Categories for the Main Street and South Atlantic Areas:

The following future land use categories are hereby established:

HIGH INTENSITY MIXED USE

Provides for a variety, and flexible arrangement, of mixed uses on designated property east of Atlantic Avenue. Development in this area shall not exceed a floor area ratio of 10.

The mixed uses include the following:



REDEVELOPMENT ELEMENT

- Hotels/motels/condo hotels
- Time share/interval ownership/vacation club
- F.E.C. (family entertainment center) uses such as: water parks, ferris wheels, active exciting rides, miniature golf and similar uses
- Multi-screen theaters/high tech attractions, cutting edge cinema technology
- Sports bars, music theaters
- Interim and short-term parking (surface and garage)
- Shops and pubs
- Public passive and active parks, plazas and boardwalks, including extensions of the boardwalk
- Museums and similar attractions
- Public parking (garage or surface) for multiple properties and beach uses

These mixed uses shall only be allowed through a review and approval process that is based on the following concepts:

- It is a significant redevelopment project in size and/or quality of design and construction or rehabilitation of existing significant properties.
- If it is a private sector project, it will enhance the tax base and serve as a catalyst and work with adjacent public and private properties and/or future projects.
- It will be approved by the Main Street Redevelopment Area Board. The concept is to be expeditiously reviewed for approval, based upon high quality urban design, architecture and planning criteria.

Interim or existing permitted uses shall continue to be allowed and approved based upon current zoning and any appropriate rezoning to a traditional zoning district.

PEDESTRIAN ORIENTED USES

These uses are pedestrian scaled. Development in this area shall not exceed a floor area ratio of 4. Land uses may include the following:

- Business Travel Bureau and Visitor Center
- Retail, business services, professional services
- Thematic shops and restaurants, bars under certain conditions
- Surface parking for short-term, interim use
- Multi-screened theaters with leading edge technology
- Museums, including racing and motorcycle themed venues
- Music Theaters

PUBLIC/PRIVATE ENTERTAINMENT/PARKING MIXED USES

Provides for a variety and flexible arrangement of mixed uses. Development in this area shall not exceed a floor area ratio of 7.



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The mixed uses may include the following:

- Public uses such as the Ocean Center, Peabody Auditorium, new performing arts theaters
- Public parking (garage and surface)
- Private parking for short-term and interim uses
- Entertainment uses including Family Entertainment Centers (F.E.C.'s), high tech attractions, and cinemas of all types
- Plazas and pedestrian connections from major uses to Main Street, the beachside and River Thematic restaurants and shops as parts of large projects
- Conference and convention area expansion
- Time share vacation rental units
- Museums
- Major sports sales of new and/or customized, high quality motorcycles and accessories
- Hotels/motels/condo hotels
- Time share/interval ownership/vacation club

These mixed uses shall only be allowed through a review and approval process, based upon the following concepts:

- It is a significant redevelopment project based on property size and/or quality of design and construction and rehabilitation of existing significant projects
- Buffers (landscaped and structural) and other design concepts shall be employed where necessary when adjacent to less intensive uses
- It will be expeditiously reviewed for approval by Main Street/South Atlantic Redevelopment Board, based upon high quality urban design, architecture and planning concepts

Interim or existing permitted uses shall continue to be allowed under current zoning or any appropriate rezoning to a traditional zoning district.

RIVERFRONT MIXED USES

Provides for thematic uses of waterfront sites connected by docks and/or wharfs. Development in this area shall not exceed a floor area ratio of 2. Land uses include the following:

- Restaurants with outdoor terraces overlooking the river
- Public and private docks and wharfs to accommodate water taxis, eco-tourism boats, marina slips and short-term tie ups
- Short-term or interim parking
- Residential uses including single-family for historic properties and Level III on other properties
- Bed and breakfast
- Retail shops, professional and business services
- Various combinations for lodging (residential, time share and hotels) and entertainment



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The mixture of uses shall only be allowed through a review and approval process that is based on the following concepts:

- The lots containing the historic (industrialist) houses, as noted on the Generalized Future Land Use Map as a historic site, will only be allowed a mixture of uses and intensification of the site (or sites combined) if the historic property is saved and/or restored and the architecture is integrated into the new buildings and site work.
- It will be expeditiously reviewed for approval by Main Street/South Atlantic Redevelopment Board, based upon high quality urban design, architecture and planning concepts

Interim or existing permitted uses shall continue to be allowed and approved, based upon current zoning or any appropriate rezoning, to a traditional zoning district.

TRANSITIONAL OVERLAY

An area that separates a residential area from a commercial area, is designed to reduce the impact of the commercial area on the residential area and consists of existing residential uses, off-street surface parking lots, parks, plazas, and limited commercial uses. Development in this area shall not exceed a floor area ratio of 1.

COMMERCIAL MIXED USE

An area generally containing a mixture of land uses with commercial being the principal land use. Development in this area shall not exceed a floor area ratio of 3 and a residential density of 40 dwelling units per acre.

BOARDWALK ENTERTAINMENT

Development in this area shall not exceed a floor area ratio of 3. Land uses allowed include the following:

- Music theaters
- Bars, pubs, delis
- Second level outdoor uses
- Amusement uses/arcades
- Active exciting rides, F.E.C. uses of all types
- The pier uses, i.e., fishing, helicopter rides, spotlight shows that meet FAA approval, gondola rides, retail, music theater and FEC uses
- Retail, restaurants
- Public plaza space
- Second level enclosed uses based on urban design architecture and planning criteria approved with a coordinated boardwalk design concept including high intensity category uses
- Hotels/motels/condo hotels
- Time share/interval ownership/vacation club



REDEVELOPMENT ELEMENT

OFFICE/RESIDENTIAL TRANSITION

An area containing office developments for business and professional facilities and residential developments up to 20 dwelling units per acre. Development in this area shall not exceed a floor area ratio of 2.

RIVERFRONT LODGING

Development in this area shall not exceed a floor area ratio of 5. Land uses permitted are as follows:

- Residential uses of various types and densities up to Level III densities
- Timeshare/interval ownership, vacation, hotels, motels
- Public riverfront parks and plazas
- Restaurants integrated into, and designed as, a small component of a larger project
- Parking

SURFSIDE VILLAGE

An area containing Daytona Beach's historic surfside residential community including the following:

Single-family uses permitted by right with multiple family and office uses permitted as conditional uses based on high quality urban design, architecture and planning criteria. Development in this area shall not exceed a floor area ratio of 1.

- Regulatory emphasis including:
 - building and housing code enforcement
 - mandatory maintenance of buildings, lawns and lots
 - creation of a Historic District
 - incentive programs to spur improvements
 - public parks, plazas, pedestrian ways
 - parking
 - churches

LEVEL 1 RESIDENTIAL

Density limits as described in Policy 1.1.2 of the Future Land Use Element.

LEVEL 2 RESIDENTIAL

Density limits as described in Policy 1.1.2 of the Future Land Use Element.

LEVEL 3 RESIDENTIAL

Density limits as described in Policy 1.1.2 of the Future Land Use Element.

LINEAR OCEAN PARK USES

- Natural dune landscape
- Wood surfaced, boardwalk type beach event terraces for programmed events



REDEVELOPMENT ELEMENT

PUBLIC INSTITUTIONAL

Public parks, non-profit cemeteries, churches and other public/semi-public types of uses. Development in this area shall not exceed a floor area ratio of 2.

Future Land Use Categories for the Midtown Area: (Ordinance #09-278)

The following future land use categories are hereby established:

OFFICE/RESIDENTIAL TRANSITION

FAR and Density limits as described in Policy 1.1.2 of the Future Land Use Element

LEVEL 1 RESIDENTIAL

Density limits as described in Policy 1.1.2 of the Future Land Use Element.

LEVEL 2 RESIDENTIAL

Density limits as described in Policy 1.1.2 of the Future Land Use Element.

COMMERCIAL - RETAIL:

FAR and Density limits as described in Policy 1.1.2 of the Future Land Use Element

COMMERCIAL – OFFICE TRANSITIONAL:

FAR and Density limits as described in Policy 1.1.2 of the Future Land Use Element

INDUSTRIAL – LOCAL SERVICE:

FAR limits as described in Policy 1.1.2 of the Future Land Use Element

GOVERNMENT/INSTITUTION - SCHOOLS:

FAR limits as described in Policy 1.1.2 of the Future Land Use Element

GOVERNMENT/INSTITUTION - CHURCHES:

FAR limits as described in Policy 1.1.2 of the Future Land Use Element

PARKS/RECREATION:

FAR and Density limits as described in Policy 1.1.2 of the Future Land Use Element (Ordinance #09-278).

Objective 1.2 Economic Incentives

Through economic incentives, encourage investment in new development and rehabilitation that will improve assessed property values by 3% per year, and maintain a minimum of 85% building occupancy in the City's Redevelopment Areas.



REDEVELOPMENT ELEMENT

- Policy 1.2.1** Encourage public/private partnership projects using tax increment and other revenues as the public share.
- Policy 1.2.2** Combine efforts with the Chamber of Commerce, Volusia County Business Development and the City's Economic Development Advisory Board and use state and local incentives to actively-recruit new large scale developments that provide for sizable employment opportunities.
- Policy 1.2.3** Maintain the current residential and commercial grant programs.
- Policy 1.2.4** Develop small business development programs with loans and grants as incentives to expand or attract businesses to the redevelopment areas.
- Policy 1.2.5** Continue to facilitate public and/or private redevelopment projects identified in Redevelopment Implementation Plans.
- Policy 1.2.6** Develop incentives program that assists the preservation of historically significant buildings or contributing buildings to locally designated historic districts.
- Policy 1.2.7** Develop policies for use of TIF funds to encourage targeted new development in each of the redevelopment areas. (Ordinance #09-278)
- Policy 1.2.8** Maintain economic incentive mechanisms for model neighborhood programs that include grant funds for facade/exterior building, picket fencing and front porch improvements for all single family units, office, and multi-family units that have adequate paved parking lots that meet landscaped requirements.
1. Provide design and contractor coordination assistance for building improvements including:
 - a. landscaping
 - b. design assistance including xeriscaping options
 - c. bulk plant purchase and distribution
 2. Provide landscape grants for plants and separate landscape water meters
 3. Encourage community development programs for rental rehabilitation, emergency grants, etc.
- Policy 1.2.9** Develop strategies for land assemblage in targeted areas and provide economic incentives to encourage public / private partnerships. (Ordinance #09-278)
- Objective 1.3** Public Amenities
- Through public amenities, encourage investment in new development and rehabilitation that will improve assessed property values by 3% a year, and maintain a minimum of 85% building occupancy in the City's Redevelopment Areas.

Policy 1.3.1 Adopt and implement a master plan for the improvement of the Downtown waterfront that creates a balance between passive and active water-related uses that take advantage of the riverfront setting; establishes Downtown as an Arts, Culture and Recreation destination for the region with Jackie Robinson Ballpark, News Journal Performance Arts Center, Halifax Marina, and the Manatee Island Environmental Learning Center as key features; creates a sense of place with complimentary uses and strengthened connection between the retail district and the river; enhances the overall public realm of the riverfront with additional plazas and public spaces;



REDEVELOPMENT ELEMENT

identifies passive park and recreational opportunities that link with regional and national recreational trails for linear park development for the residents of downtown; and emphasizes greater use and public access to the Halifax River, water taxis, cultural and historic sites in Riverfront Park and City Island. (Ordinance #09-278)

Policy 1.3.2 Utilize incentive development code regulations and the developer negotiation process to create plazas and park areas aesthetically and functionally related to adjacent uses and the pedestrian and open space network and connect parking areas to public spaces.

Policy 1.3.3 Encourage the County of Volusia to expand the service area of the County Trolley system to include Beach Street, Main Street and major parking facilities in the Main Street and Downtown Redevelopment Areas. .

Policy 1.3.4 By the year 2010, property in the Ballough Road Redevelopment Area will be assembled for use as public parks, public waterfront access, and recreation areas.

Objective 1.4 Infrastructure Improvements

Through infrastructure improvements, encourage investment in new development and rehabilitation that will improve assessed property values by 3% per year, and maintain a minimum of 85% building occupancy in the City's redevelopment areas.

Policy 1.4.1 Use selected mobility projects in the Transportation Element to achieve turn lanes, synchronized traffic signals, road widening, investigate one-way pairs and new road construction to maintain efficient movement of vehicular traffic in redevelopment areas. Additional mobility options include, but are not limited to TDM, TSM, payment for increased transit services, bus shelters, bus pull out bays and the widening/construction of sidewalks.

Policy 1.4.2 Continue the streetscape program (see Capital Improvement Element) and coordinate strong community and MPO support to urge the FDOT to construct the streetscaping of Atlantic Avenue (SR A1A) from International Speedway Boulevard to South City limits and International Speedway Boulevard (US 92) from Lincoln Ave to beach access to achieve an integrated high quality pedestrian movement network in the Redevelopment Areas. (Ordinance #09-278)

Policy 1.4.3 Through public/private partnerships and the TIF Capital Budget construct additional public and private parking to accommodate development and improve the access to and image of existing public parking areas through lighting, signage and landscaping.

Policy 1.4.4 Seek local, state and federal funding for the development of water piers and facilities to support the development of water taxis as an alternate means of travel circulation in the redevelopment areas.

Policy 1.4.5 The City will continue efforts to streetscape high pedestrian areas in the redevelopment areas, such as Beach Street shopping district, Main Street entertainment district, and the Martin Luther King Boulevard / Mary McLeod Bethune neighborhood business district.



REDEVELOPMENT ELEMENT

- Policy 1.4.6** The Atlantic Avenue (SR A-1-A) corridor (from Atlantic Avenue east to the Ocean) is hereby designated as a local Scenic Byway and will be preserved/enhanced accordingly. Pursue designation of this corridor with the Florida Department of Transportation and the Federal Highway Administration as a State and National Scenic Byway.
- Policy 1.4.7** Continue to encourage and seek public/private funding for FPL and Bellsouth to place utilities underground during any City, County or State projects. (At a minimum install conduit in public projects for future underground utilities.)
- Policy 1.4.8** Develop residential street standards and evaluate the feasibility of a program to improve residential streets to the proposed standards.
- Policy 1.4.9** Through public-private partnerships encourage the support of mobility for new development and redevelopment in site design. The City may require developers to fund mobility projects within the TCEA in exchange for concurrency exceptions.
- Policy 1.4.10** The City shall seek all available local, state, and federal funds for the development and support of multi-modal mobility and the purposes of the two TCEAs within the City. (Ordinance #09-278)
- Objective 1.5 Transportation Concurrency Exception Area**
- The Main Street Redevelopment Area as shown on the Redevelopment Area Future Land Use Map and the Central Business District (Downtown Redevelopment Area) as described in Future Land Use Policy 1.6.4, are designated as Transportation Concurrency Exception Areas (TCEA). The Main Street TCEA is currently designated a redevelopment area TCEA and should be developed in accordance with the urban infill TCEA requirements to promote the downtown revitalization. The transportation needs of these areas will be addressed through the implementation of the following policies. (Ordinance #09-278)
- Policy 1.5.1** Parking controls will reduce trip length and total vehicle miles of travel in the TCEA. This will, in effect, increase the capacity of the roadways in the area. These parking controls are provided for in Policy 1.2.8 and 1.1.9 in this element.
- Policy 1.5.2** The City will work with the County the MPO and the FDOT to expand public transportation in the TCEA as well as promote the connection with the regional transportation system to better support network connectivity. Increasing public transportation in the area will reduce the demand on the transportation network by reducing the number of trips on the roadways. The City will continue to work with the County (VOTRAN) to expand the public transit serving the Downtown and Ballough Road redevelopment areas, including the establishment of a trolley route in this area by 2012. In addition the City will continue to assist VOTRAN with maintaining a high level of bus service throughout the TCEA (see Mass Transit Section of the Transportation Element, policy 1.1.1 for Level of service). (Ordinance #09-278)



REDEVELOPMENT ELEMENT

- Policy 1.5.3** The Main Street Redevelopment Area/TCEA and the Downtown Redevelopment Area will become more pedestrian-oriented. The City promotes revitalization by improving pedestrian access to the downtown through the provision of mixed land uses, parking controls, increased public transportation and increased pedestrian-oriented public spaces (such as parks and plazas).
- Policy 1.5.4** This TCEA will not adversely affect the Florida Intrastate Highway System (FIHS). The only FIHS facility in the City is I-95, which is six miles from the TCEA.
- Policy 1.5.5** The City shall consider all funding options available through private and/or public methods within the TCEA. These methods shall include, but are not limited to, direct public investments state of federal funding options, direct grants, special tax incentives and/or private developer contributions.
- Policy 1.5.6** For short term (within 3 years) transportation mobility options, the City shall identify the improvements funding source and timing of the improvement within the Capital Improvements Element of the City's Comprehensive Plan. The City shall review, document and incorporate the necessary mobility funding improvements and funding sources in the City's CIE by December 31, 2012.
- Policy 1.5.7** The City will coordinate with VOTRAN to derive appropriate performance measures to quantify the mode split percentages with both of the City's TCEA's. Special consideration shall be given to the mobility goals for sidewalks, bicycle paths and pedestrian uses. The performance measures will be developed and documented by December 31, 2012. (Ordinance #09-278)
- Policy 1.5.8** The City shall work with VOTRAN to increase the mass transit services to improve mobility and level of service within the Main Street Redevelopment Area/TCEA and the Downtown Redevelopment Area. Furthermore the Downtown Transfer Terminal is currently located within the Central Business District to promote mobility within the TCEA. The City will continue to coordinate with VOTRAN in the development of the bus system and bus stop amenities. A short-term and long-term multimodal transportation improvement schedule will be incorporated into the City's Capital Improvements Element by December 2012.



ECONOMIC ELEMENT

Economic Element

Purpose

The purpose of this Element is to generally set out certain overall economic goals that the City of Daytona Beach would like to accomplish. Along with these goals are supporting objectives and activities which when completed will accomplish all or part of the respective goal. The Economic Element puts forth Goals, Objectives, and Policies that encourage economic development through tourism and job growth which will in turn increase the tax base of the City of Daytona Beach as well as improve the quality of life of its citizens. The Economic Element is an optional element that is not required by Florida Statutes.

Key Planning Issues

Amendments to the Economic Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed. The Amendments have sought to address the following key planning issues.

- 1) Increase job growth within the City by attracting new businesses and encouraging expansions and spin-offs.
- 2) Identify, recruit and maintain Target Industries.
- 3) Research and create incentive programs and packages needed to recruit and maintain businesses.
- 4) Draw more tourism to Daytona Beach through the provision and advertisement of family friendly activities and events.
- 5) Create, maintain and enhance partnerships and participation with other organizations, such as the Chamber of Commerce and the Conventions and Visitors Bureau, to promote the City and its assets.
- 6) The City recognizes the need to establish a City entity which shall work to market and promote its art, cultural resources and other assets.



ECONOMIC ELEMENT

Goals, Objectives and Policies

GOAL 1 BUSINESS AND EMPLOYMENT

Retain, expand and attract industries, companies and businesses that provide high paying jobs with benefits for residents and that would create opportunities for business spin-offs and expansions, particularly those that would establish the City of Daytona Beach as a center for high technology design.

Objective 1.1 Retain, expand and attract industries, businesses and jobs, particularly in the City's targeted industries, such that the area average annual wage increases from the previous year.

Targeted Industries include: telecommunications, environmentally clean manufacturing, information technology, medical products, treatment and technology, boating, marine production and supplies, automotive and speed related sports industry i.e. motor sports, golf, tennis, aviation and related events.

Policy 1.1.1 Increase the percentage of higher paying industries and jobs such that the average annual wage increases from the previous year.

Policy 1.1.2 Increase the number of industries, business and jobs in the identified Targeted Industries such that the average annual wage increases from the previous year.

Policy 1.1.3 The City's Economic Development website shall link to various Federal, State, and local business incentives, programs and resources, to assist businesses to remain in or locate to the City.

Policy 1.1.4 Annually, in January, the City's Economic Development Advisory Board (EDAB) and staff will receive and review reports and information from the County and the Chamber to evaluate the success of their programs to (1) assist the City to increase the average annual wage from the previous year and (2) increase the number of jobs in Targeted Industries and (3) other activities.

Policy 1.1.5 Each November, the EDAB will assess the City's strengths, weaknesses, opportunities and threats (SWOT) with regards to whether the City is competing successfully for economic development and the Board's structure, staff, and processes to implement goals and objectives.

Policy 1.1.6 Produce an Annual Status Report reviewing County and Chamber programs, stated economic development goals and achievements.

Policy 1.1.7 Market and promote the advantages of locating business within the City's "special" areas, e.g. Brownfield, CRA, Enterprise Zone, and Weed & Seed.

Policy 1.1.8 The EDAB shall encourage development of pre-permitted "shovel ready" building sites.

Policy 1.1.9 Facilitate and support opportunities for business spin-offs, expansions and/or recruitment particularly in Targeted Industries.



ECONOMIC ELEMENT

Policy 1.1.10 Encourage Volusia County and the Chamber to pursue opportunities to add targeted industries and high paying jobs in the City.

Policy 1.1.11 Solicit help from various colleges and universities to assist in providing information to their alumni about opportunities to do business here in the City of their alma mater, thereby, helping to encourage business spin-offs, expansion and attraction of international businesses to the area.

Goal 2 TOURISM

Increase the number of tourists visiting, staying longer, and spending more dollars in the City through more family friendly activities, quality hotel, convention and meeting spaces, attractions, recreational and competitive sports activities.

Objective 2.1 Increase from the previous year the number of tourists visiting, staying longer and spending more dollars based on data to be provided by the Convention and Visitors Bureau.

The number of tourists shall be increased through more family friendly activities, new construction and/or rehabilitation of quality convention and hotel space, parks, entertainment variety, attractions and themed areas, expansion of recreational and competitive sports activities and venues, and by facilitating the effective marketing of area assets and cultural activities.

Policy 2.1.1 Assist the Ocean Center, Convention and Visitor's Bureau, Hotel/Motel Association and other entities involved in marketing, entertainment or tourism to enhance coordination of activities and grow conferences, exhibitions and arts and cultural events.

Policy 2.1.2 The City shall work to become more knowledgeable about tourism data and, on an annual basis, monitor and evaluate tourism data to assess tourism and raise it to a high emphasis throughout the City and within City government.

Policy 2.1.3 The City shall promote new construction and/or rehabilitation of parking areas, quality hotels, attractions, convention facilities and meeting spaces.

Policy 2.1.4 Through public/private partnership, facilitate the construction of parking, family friendly projects and entertainment centers.

Policy 2.1.5 Annually sponsor a joint meeting of the Chamber of Commerce, Volusia County, Convention and Visitors Bureau, Hotel/Motel Association, Daytona Beach Racing, Recreational Facilities Commission, Sports Organizing Committee and the Halifax Area Advertising Association to better coordinate plans to market area assets and recruit local, state, national and other organizations to hold their events in the City. (Ordinance #09-278)

Policy 2.1.6 Assist the Convention and Visitors Bureau, the Sports Organizing Committee, and the Daytona Beach Racing and Recreational Facilities Commission in developing programs for the targeted marketing of the Ladies Professional Golf Association Resort, the United States Tennis Association facility, pre- and post- speed week racing venues, and regional facilities to attract national and international visitors to golfing, rowing, sailing, fishing, biking, racing (touring motorsports), and other sporting and recreational events.



ECONOMIC ELEMENT

Policy 2.1.7 Work with and the Convention and Visitors Bureau, Educational Institutions, Historical Sites and Arts and Cultural Organizations to develop marketing programs to attract national and international visitors to elder hostels, ecotourism and other programs based on our educational, historical, and cultural facilities.

Policy 2.1.8 The City shall facilitate the development of motor sports and car related events such as antique car and auto shows, boat shows and other related events.

Policy 2.1.9 The City shall promote the adoption and marketing of one Master Events Calendar by 2010.

Policy 2.1.10 Work with the major tourism recruitment groups such as the Halifax Area Advertising (HAAA) and the Convention and Visitors Bureau (CVB) to adopt a goal of producing, promoting and supporting at least two (2) events per month.

Policy 2.1.11 Develop and adopt a Master Plan for all public areas in the City including the riverfront areas to facilitate development of viable events by 2011.

Policy 2.1.12 Encourage economically viable events that will provide funding for City services and minimize the impact on surrounding neighborhoods.

Goal 3 QUALITY OF LIFE

Increase the awareness of existing resident and tourism opportunities and the enhancement and/or creation of additional assets to improve the overall quality of life, including sports facilities and events, entertainment, recreational, and cultural choices particularly related to the areas of history, culture, food and music.

Objective 3.1 Annually, in January, the City shall evaluate and promote awareness of existing and newly created tourism opportunities/assets and activities particularly related to the arts, history, culture, food and music.

Policy 3.1.1 The City shall assist in the adoption, review and evaluation of a Master Events Calendar and a Master City Sites listing to provide to residents and visitors. (Ordinance #09-278)

Policy 3.1.2 Support the promotion of the Museum of Arts and Sciences as a Daytona Beach cultural magnet on an annual basis and assist in the development of international exhibitions and promotions.

Policy 3.1.3 By 2012, the City shall amend the Land Development Code to provide for the establishment of art districts that allow artists to live and work in studios conducive to their craft.

Policy 3.1.4 Encourage clustering of heritage and cultural resources and the marketing of same. Such resources include artists' districts, ethnic food festivals, music festivals and poetry readings.

Policy 3.1.5 Evaluate all potential historic neighborhoods for listing on the National Register of Historic Places to preserve, protect, and redevelop neighborhoods. Coordinate private and public support for the passage of the Federal Tax Credit Program for historic homes.



ECONOMIC ELEMENT

Goal 4 Attract and facilitate business startups and expansions in all business and industrial districts through business incentives, education, public safety, safe and buffered neighborhoods and streamlined permitting services.

Objective 4.1 Based on the City's Occupational Licenses increase the number and/or size of businesses in all the City's business and industrial districts in order to enhance the appraised value of property in the City.

Policy 4.1.1 Contact all existing businesses and all potential businesses within the City to make them aware of all redevelopment district and Enterprise Zone advantages, job creation, business expansion, building improvement, and tax incentives.

Policy 4.1.2 Provide a community resource database on all potential development sites.

Policy 4.1.3 Continue to create and fund incentives, such as the Façade and Remodeling Grant Programs to assist and enhance the appeal and appearance of eligible businesses.

Policy 4.1.4 Explore providing additional assistance to businesses located in the City that may be hired or selected as qualified vendors for the City.

Policy 4.1.5 Enforce a stronger set of codes for minimum appearance standards, off-site signs, and sign ordinances for all major corridors to insure property owners' investment and help to create the reality and perception of safe neighborhoods and a safe community.

Policy 4.1.6 Encourage property owners to redevelop and expand the Boardwalk in conjunction with new development north and south of the Main Street Pier.

Goal 5 **EDUCATIONAL RESOURCES**

Develop educational resources in the City as a key asset for economic growth and a valuable building block for the community.

Objective 5.1 Seek opportunities to partner with educational institutions to assist local businesses, research and business recruitment and support increases in the capacity of local educational institutions commensurate to meet the future needs of residents, local businesses and industry.

Policy 5.1.1 The City shall facilitate and support increases in the capacity of local education institutions commensurate to the meet the future needs of residents, local businesses and industry.

Policy 5.1.2 Coordinate when possible public and private educational institution's facility improvement with the City's capital improvement programs to maximize the benefits of these investments by both parties.

Policy 5.1.3 Encourage the school system to survey area industries and provide vocational training that would help ensure that local and potential businesses would have a pool of qualified employees.

Policy 5.1.4 Promote additional short and graduate level courses to assist engineering and manufacturing efforts within the City through the Volusia/Flagler Education Consortium.



ECONOMIC ELEMENT

Policy 5.1.5 The City shall encourage the development of occupational courses for students and for employees in high salary level jobs with benefits for residents.

Policy 5.1.6 The City shall encourage a better dialog between the City elected officials and the School Board by sponsoring an annual meeting.

Goal 6 INFRASTRUCTURE

The City will anticipate and have ready transportation, communication, utility, and infrastructure improvements needed to ensure quality of life and economic growth.

Objective 6.1 Annually evaluate the Five Year Capital Improvement Element of the City's Comprehensive Plan and any other major infrastructure investments to assess how the existing and future user needs are being met to ensure a superior quality of life and business growth.

Policy 6.1.1 Encourage the growth of the Daytona Beach International Airport and expansion of the cargo capabilities of the airport. Growth shall be measured by increases in passengers and destinations and expansion in cargo capabilities and fares.

Policy 6.1.2 The City shall continue to support development of a Research Park near Embry-Riddle University and the Airport and utilization of the Airport's free trade zone.

Policy 6.1.3 The City shall encourage VOTRAN to develop a plan to expand the Park and Ride program and to expand hours and frequency particularly when connecting to hotels, attractions and work centers. (Ordinance #09-278)

Policy 6.1.4 The City shall continue to support efforts to obtain a station for an I-4 passenger rail system.

Policy 6.1.5 Work with Florida East Coast Railroad, Amtrak and others to improve and ensure heavy rail access to the City and the Enterprise Zone.

Policy 6.1.6 Support continued funding to handle existing and future growth of the City's water and sewer systems and stormwater management.

Policy 6.1.7 Establish a policy of an assessment of districts for the purpose of maintaining and improving existing and new streetscape and infrastructure projects in the City.

Policy 6.1.8 Capital improvement funds shall be budgeted in accordance with the ability to be used as matching funds for grants to restore, enhance, and expand infrastructure, public parks, waterfront access, public parking, waterfront circulation, entertainment, recreational and sporting facilities, and the arts.

Policy 6.1.9 Seek funding to restore, enhance, and expand public parks, beachfront access, public parking, beachfront circulation, entertainment, recreational, and sporting facilities.

Policy 6.1.10 Ensure that all infrastructure improvements proposed are in compliance with the Americans with Disabilities Act and all elements of the Comprehensive Plan address increases in access, programs, and facilities for disabled citizens.



ECONOMIC ELEMENT

- Policy 6.1.11** Advise the Affordable Housing Advisory Committee, the Board of Adjustment, the Board of Building Codes, the Historic Preservation Board, the Planning Board, the Senior Citizen Advisory Board, the Children and Family Services Advisory Board, and the City Commission on all issues regarding the quality of life for disabled citizens.
- Policy 6.1.12** By 2011, the City shall adopt Land Development Code regulations to ensure that all residential, commercial, and public developments are designed to accommodate fiber optics and technological advances.
- Policy 6.1.13** The City shall ensure that telecommunication towers and developments are designed in the best interest for public allocation, location, and appearance.
- Policy 6.1.14** Explore a city-wide utility for the provision of telecommunications services.



HISTORIC AND CULTURAL FACILITIES ELEMENT

Historic and Cultural Facilities Element

Purpose

The purpose of the Historical and Cultural Facilities element is to identify and protect areas, sites and structures having architectural, historical or cultural significance and to make available cultural facilities and programs that meet the needs of the community. The Historic and Cultural Facilities Element is an optional element that is not required by Florida Statutes.

Key Planning Issues

Amendments to the Historic and Cultural Facilities Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

- 1) Many of the policies within the Historic and Cultural Facilities Element have not been implemented; therefore new deadlines have been established. For example, new deadlines have been created for the City to perform a facility and program inventory and to complete an assessment of the historic and cultural needs of the entire community.
- 2) The element was also amended to reflect current conditions and the new planning horizon of 2025.



HISTORIC AND CULTURAL FACILITIES ELEMENT

Goals, Objectives and Policies

GOAL 1 To make available cultural facilities and programs that meets the needs of the community.

Objective 1.1 Needs Assessment

The City shall analyze issues relating to existing and future needs of the community for cultural and historical facilities and activities.

Policy 1.1.1 By 2012, perform a facility and program inventory which will assist in determining the types of facilities, capacities and activities to be scheduled. The inventory shall be updated annually.

Policy 1.1.2 By 2012, complete an assessment for the cultural needs of the entire community.

Objective 1.2 Cultural Facilities Enhancement

The City shall facilitate the provision of adequate cultural facilities by providing leadership to support and nurture future and current facilities.

Policy 1.2.1 The City shall continue to participate on The Arts and Entertainment Committee, which is sponsored by the Conventions and Visitor's Bureau, to organize and coordinate efforts related to cultural facilities and activities. A member of City staff shall continue to sit on the board of the Arts and Entertainment Committee. (Ordinance #09-278)

Policy 1.2.2 The Arts and Entertainment Committee shall coordinate with the Peabody Advisory Board to consolidate efforts to maintain and expand cultural opportunities in Daytona Beach. Functions of the committees include serving as a clearing house in order to be proactive in procuring grants for community wide events, developing long-range planning goals, and encouraging joint-programming efforts. The committees will work closely with City staff.

Policy 1.2.3 The City recognizes and values the contributions made by the following organizations and facilities in order to improve cultural and historical opportunities for the residents and visitors of Daytona Beach:

Art League of Daytona Beach
Daisy Stocking Park Bandshell
Daytona Beach Bandshell (Ocean Front)
Daytona Beach Choral Society
Daytona Beach Civic Ballet
Daytona Beach Manatee Island
Friends of the Bandshell
Daytona State College (DSC) Cultural Arts Program
Daytona State College Lively Arts Center
Daytona State College Southeast Museum of Photography
Daytona Beach Peabody Auditorium
Daytona Beach Symphony Society
Daytona Playhouse
Florida International Festival
Mary McLeod Bethune Performing Arts Center
Museum of Arts and Sciences, Inc.



HISTORIC AND CULTURAL FACILITIES ELEMENT

Halifax Historical Society Museum
Howard Thurman Home
Jackie Robinson Ball Park
Josie Roger's Home
Mary McLeod Bethune Home
Old Daytona Historic Districts
Surfside Village
Tarragona Arch
Visitors and Convention Bureau

Policy 1.2.4 The City shall continue support of the Cultural and Historic Tourism Economic Development Marketing Matching Grant program and seek to leverage federal, state and other funds to match the City's capital and other programs.

Policy 1.2.5 The City will coordinate with the Convention and Visitors Bureau to continue to create pamphlets identifying cultural and historical destinations in Daytona Beach.

Objective 1.3 Art Districts

The City shall provide incentives to cause the establishment of art districts in redevelopment areas which allow artists to live and work in studios conducive to their craft.

Policy 1.3.1 Dedicate redevelopment funding to provide banners creating a festive arts atmosphere.

Objective 1.4 Art in Public Places

The City shall provide locations for works of art to be viewed and enjoyed by the public.

Policy 1.4.1 By 2012, the City shall create a sub-committee to select various public locations throughout the City acceptable for displaying sculptures, statues and other works of art.

Policy 1.4.2 The sub-committee shall be charged with choosing pieces of art which will be semi-permanent and change based on a predetermined schedule.

Policy 1.4.3 By the year 2012, the City shall create an ordinance directing up to 1% of the construction cost of any City public building for the purchase of art to be selected by an Art in Public Places committee. The ordinances for Volusia County and State of Florida shall be used as a model.

Goal 2 To preserve and protect the City's historic resources

Objective 2.1 The City shall maintain and expand when appropriate its Historic Districts and sites, and associated Historic Preservation Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand when appropriate its local register of historic places. The City shall maintain the 6 existing National Register Historic Districts. By 2012, the City shall evaluate the potential for creation of additional districts.



HISTORIC AND CULTURAL FACILITIES ELEMENT

- Policy 2.1.1** The City shall continue to have a historic preservation board. By 2012, the City shall review properties in the City to determine if its local register should be expanded. The City shall require a certificate of appropriateness before any designated historic property is altered, demolished or relocated. The City shall allow special uses of historic properties to encourage the preservation of such properties.
- Policy 2.1.2** Maintain land use practices that are compatible with and protect historic resources, and to notify owners of historic structures of programs available to restore such structures.
- Policy 2.1.3** The historic district zoning provisions relative to the South Beach Street Historic District shall be maintained to encourage single-family residential use of these structures; related thereto. The City shall continue to work with neighborhood leaders to implement a program of "neighborhood confidence building".
- Policy 2.1.4** The principles contained in Housing Element Policy 1.2.7 shall guide the City's conservation, rehabilitation, and demolition programs,
- The City shall continue historic area programs and investigate new areas for historic designation.
- Policy 2.1.5** Continue to assist the preservation of historically significant buildings and districts through national landmark, national register, local or individual historic district designations.
- Policy 2.1.6** The City shall provide funding to place significant publicly owned historical sites on the National Register of Historic Places and pursue grant funding to assist in the preservation of the site and development of appropriate museum, recreational, entertainment or educational facilities.
- Policy 2.1.7** By 2012, the City shall become a Certified Local Government through the State of Florida Division of Historical Resources. (Ordinance #09-278)



INTERGOVERNMENTAL ELEMENT

Intergovernmental Element

Purpose

The purpose of the Intergovernmental Coordination Element is to establish and maintain processes to assure coordination and consistency with other governmental entities where necessary to implement the City's Comprehensive Plan.

Key Planning Issues

Amendments to the Intergovernmental Coordination Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed. The amendments to the Intergovernmental Coordination Element sought to address the following key planning issues.

- 1) The EAR based amendments will be coordinated with the amendments associated with the Regional Water Supply Plan and the City's 10-Year Water Supply Plan being prepared by a separate City initiative.
- 2) Joint planning and annexation processes.
- 3) Joint Infrastructure Areas -- Creation of a map to help eliminate duplication of services with adjacent jurisdictions.



INTERGOVERNMENTAL ELEMENT

Goals, Objectives and Policies

GOAL 1 To maintain or establish processes to assure coordination with other governmental entities where necessary to implement this plan.

Objective 1.1 Comprehensive Plan Coordination

Coordinate the City plan with all adjacent governmental entity comprehensive plans by City attendance at over 90 percent of all meetings of agencies established to provide for interlocal cooperation and coordination, including but not limited to Volusia Growth Management Commission (VGMC), Metropolitan Planning Organization (MPO) and the MPO Technical Coordination Committee (TCC).(Ordinance #09-278)

Policy 1.1.1 City officials shall maintain liaison with the County Planning Department and the five contiguous municipalities relative to any major development impacts along common boundaries by sending them notices of land use plan amendment applications, and using the Growth Management Commission as a coordination forum.

Policy 1.1.2 The City shall continue to maintain active participation in the VGMC and other area organizations to monitor the comprehensive plans of Volusia County and the municipalities to ensure consistency and mitigate potential impacts.

Policy 1.1.3 Regular attendance at MPO and TCC meetings shall be used to coordinate transportation planning.

Policy 1.1.4 The City will coordinate with the Volusia County School Board to locate future school facilities in accordance with F.S. 325.193(7).

Policy 1.1.5 The City will continue to be an active member of the MPO to assure a voice on hurricane evacuation planning.

Objective 1.2 Implementation Coordination

Coordinate City plan implementation with other governmental agencies on a formal basis as specifically outlined in the Intergovernmental section of each element; measurability shall be achievement of specific agreements identified herein.

Policy 1.2.1 The City Manager shall oversee the implementation of the intergovernmental recommendations outlined in this Plan, providing information to other public entities as necessary. These recommendations are hereby incorporated as policies within this element in furtherance of 9J-5.015(3) (c) 1 and 6.

Policy 1.2.2 The City shall use the East Central Florida Regional Planning Council (ECFRPC) mediation process should any conflicts arise that can not be solved through the VGMC or MPO.

Policy 1.2.3 The City Manager shall monitor the water and sewer service area interlocal agreement with the County and other participating jurisdictions to help avoid any annexation issues.



INTERGOVERNMENTAL ELEMENT

Policy 1.2.4 The City shall use the Eastern Volusia Regional Water Authority and interlocal agreements with the County as vehicles to achieve coordinated planning and implementation relative to the Halifax River estuary, including water sampling and drainage improvements.

Policy 1.2.5 The City shall encourage the siting and collocation of public schools and other public facilities as permitted land uses. To the maximum extent possible, new public facilities shall be located, designed, and constructed on or adjacent to library, community center, park and/or recreational facilities.

Objective 1.3 Level of Service Standards Coordination

Assure level of service standards coordination with other governmental entities by continuing City representation on the County MPO (and thus liaison with FDOT), and formal agreements with Volusia County for solid waste disposal; termination of such formal agreements would be measurable.

Policy 1.3.1 In particular, City officials shall work with all agencies involved in establishing roadway level of service standards to identify acceptable standards, special transportation designations and project funding.

Policy 1.3.2 The City shall continue to refine its agreements with the County and private haulers relative to solid waste collection and disposal, and will seek to establish appropriate agreements regarding use of the County landfill.

Objective 1.4 Joint-Planning and Infrastructure Areas

The City shall coordinate with Volusia County, the Volusia Council of Governments, the Volusia Growth Management Commission and any other jurisdiction as appropriate to establish a more comprehensive and integrated annexation process and create and adopt a Joint Infrastructure Areas Map.

Policy 1.4.1 The City's annexation process shall require the following data and procedures:

- Advance notice of an annexation to the County and other interested parties.
- An accurate legal description and delineation of the area to be annexed.
- Statement of State Law Compliance.
- Demonstrate the City's ability to serve the area.
- Demonstrate consistency with the City's Comprehensive Plan.
- Coordination with the State Comprehensive Plan Amendment Review Process.

Policy 1.4.2 Joint Infrastructure Service Areas

By 2012, the City shall coordinate with adjacent jurisdictions to develop a Joint Infrastructure Service Area Map to delineate service areas and to help eliminate duplication of services. (Ordinance#09-278)



CAPITAL IMPROVEMENT ELEMENT

Capital Improvement Element

Purpose

The purpose of the Capital Improvement Element is to put forth goals, objectives and policies that help to ensure the City has the necessary public facilities for its residents and plans growth in a manner that is fiscally responsible. The element establishes policy to correct existing deficiencies, accommodate planned growth and replace obsolete and/or worn out facilities.

Key Planning Issues

Amendments to the Capital Improvement Element per the Evaluation and Appraisal Report and those required per state legislation have been addressed.

The amendments to the Capital Improvement Element sought to address the following key planning issues.

1. Concurrency --The policies related to concurrency were revised to clarify their meaning and intent.
2. The EAR based amendments were coordinated with the amendments associated with the update of the CIE required by Senate Bill 360, which requires a financially feasible plan. The Five Year Capital Improvements Program will also be incorporated into the element with these amendments.
3. EAR based amendments to the CIE will also be coordinated with the amendments associated with the adoption of the 10-Year Water Supply Plan.



CAPITAL IMPROVEMENT ELEMENT

Goals, Objectives and Policies

GOAL 1 To undertake capital improvements necessary to keep its present public facilities in good condition and to accommodate new development, within sound fiscal practices.

Objective 1.1 The Annual Capital Improvement Program Process

As it prepares its five-year capital improvements program and annual capital budget each year, the City will utilize the Comprehensive Plan's Capital Improvement Element for guidance.

Policy 1.1.1 The operating budget shall continue to accommodate annual systematic replacements such as police cars while the Capital Program and budget shall continue to be used for long-term replacements particularly water and sewer equipment upgrades, street reconstruction, redevelopment projects and any major City construction projects.

Policy 1.1.2 The City staff will present studies and recommendations regarding capital improvement needs to the City Commission, whereby the City Commission can establish goals and objectives, which shall be the basis of the City's Capital Improvement Program.

Policy 1.1.3 The City's fiscal policies for directing capital expenditures shall use the following criteria to set priorities in evaluating projects, as per Future Land Use Element and other elements:

1. Public Hazards: for example, replacement of water supply equipment.
2. Environmental Hazards: prime examples would be sewage treatment or stormwater improvements that reduce pollution particularly in the Halifax River.
3. Redevelopment: projects that enhance the Downtown, Main Street, Ballough Road, Midtown, and South Atlantic Redevelopment Areas.
4. Deficiencies: elimination of any public facility capacity deficits not covered under items 1-3.
5. Western Growth: projects that assist the orderly western extension of development.
6. Neighborhood Revitalization: projects that enhance the CDBG target areas, particularly Neighborhoods G, H and I.

In setting priorities within these subject areas, the following additional criteria shall be used:

- Ability to finance: can the project be funded without the need for additional bonding or significant increase in the annual Capital Project Fund amount?
- Job and tax base: does it further tourism or other job and tax base goals which in turn benefit the General Fund?
- County, State or Water Management District projects: does it support or leverage state funds such as improvements to State highways?



CAPITAL IMPROVEMENT ELEMENT

Policy 1.1.4 Continue to pursue a prudent policy in terms of borrowing for major capital improvements; in no case borrow more than 15 percent of the total assessed value for general obligation bond issues.

Objective 1.2 Level of Service

The City's concurrency management system shall be utilized to determine current levels of service and to identify capital facility needs.

Policy 1.2.1 Sanitary sewer: the City sanitary sewer collection and treatment system shall accommodate an average daily flow of at least 150 gallons per person (permanent resident) per day.

Policy 1.2.2 Solid waste: the City contractor's trucks and the County disposal system shall be able to accommodate the County's level of service standard. The City's contractor will be responsible for removing all solid waste excluding special and unique generators and shall maintain a fleet and equipment to support the City's LOS standard for solid waste. (Ordinance #09-278)

Policy 1.2.3 Potable water: the City's water system shall provide 150 gallons per person (permanent resident) per day. The residual main pressure shall be a minimum of at least 20 pounds per square inch with adequate system storage capacity to meet design criteria for fire protection.

Policy 1.2.4 Drainage: Off-site facilities shall accommodate runoff from a 6.5 inch rainfall of 24-hour duration which is a 5 year frequency storm; new developments shall meet Class A standards, i.e. stormwater levels at or below edge of roadway pavement while the eastern urbanized area shall meet Class B, i.e. more than one-half of the roadway width above water. The development code shall detail this distinction. All storm sewer reconstruction in areas of Type "A" Soils shall include exfiltration pipes to reduce drainage flows into waterbodies.

Runoff from a 25-year frequency, 24-hour duration storm shall be accommodated by all on-site stormwater management facilities. The first one-half inch of rainfall shall be detained (with filtration) on-site and in other ways, conformance with Chapter 17-25 FAC less the exemptions shall be achieved.

Policy 1.2.5 Parks: the City shall maintain a park and open space level- of-service standard of 3.5 acres per 1,000 permanent resident population. The following recreation facility development level-of-service standards will be adopted:

Recreation Facility	LOS Standard
Tennis Courts	1/3,000
Basketball Courts	1/3,000
Ball fields	1/4,000
Swimming Pools	1/30,000
Racquet/Handball Courts	1/15,000
Fitness Trails	1/40,000
Golf Course (18H)	1/30,000
Gymnastics Center	1/60,000
Football Stadium	1/60,000
(Ordinance #09-278)	



CAPITAL IMPROVEMENT ELEMENT

Policy 1.2.6 Traffic Circulation:

Consistent with the East Central Florida Comprehensive Regional Policy Plan and the FDOT, Daytona Beach adopts the following peak hour Level-of-Service standards for the Daytona Beach transportation network except as may be provided in other policies of this plan.

Functional Classification	Minimum Level of Service
Limited Access Highways	C
Primary Arterials	D
Minor Arterials and Collectors	E

Policy 1.2.7 Mass Transit:

The City shall support the following level-of-service standards for fixed-route public transportation. Fixed route public transportation shall be provided when the minimum residential and non-residential floor space areas are exceeded. This policy is intended to be consistent with that contained in the Volusia County Comprehensive Plan. Volusia County is the government in Volusia County that provides such transit service.

Type of Service	<u>Fixed Route Transit Level of Service Thresholds</u>		
	Headway ¹ (minutes)	Minimum Residential Density (dwelling Units / acre)	Minimum Downtown ² Non-Res Floor Space (millions of sq. ft.)
Minimum Local Bus	60	4	3.5
Intermediate Local Bus	30	17	7
Frequent Local Bus	10	15	17
Express Bus - Walk Access	30	15	50
Express Bus - Drive Access	20	(avg. over 2 sq. mi.)	20
		3 (avg. over 20 sq. mi.)	

1. "Headway" is defined as the time between transit vehicle arrivals.

2. "Downtown" is defined here as a "continuous cluster of non-residential use" and is larger than the more narrowly defined CBD (Central Business District)

Source: Volusia County Transit Development Plan 2007-2016

Policy 1.2.8 The City shall maintain a system to annually monitor the impact of development upon the level-of-service standards.

Objective 1.3 Private Development Financing of Infrastructure

Maintain a concurrency management system that outlines how future development projects will pay their fair share of the public improvement needs they generate; see policies for specifics.

Policy 1.3.1 The Land Development Code shall maintain a site plan review process that requires on-site detention and drainage structures acceptable to regional environmental agencies.



CAPITAL IMPROVEMENT ELEMENT

- Policy 1.3.2** The City shall maintain the Land Development Code provisions that require mitigation of adverse impacts on the City's levels of service in order to obtain development orders. Such provisions include the private financing of public improvements.
- Policy 1.3.3** The City shall continue to use tax increment financing as a means to help fund improvements within the redevelopment areas.
- Policy 1.3.4** The City shall maintain requirements specifying the public/private cost sharing of water and sewer line extensions with developers paying a percentage of the cost except in special circumstances.
- Objective 1.4** Concurrency
- Maintain a concurrency management system that ensures that public facilities and services necessary to support development are funded in a timely manner and that ensures implementation of improvements recommended in other elements. (Ordinance#09-278)
- Policy 1.4.1** The development code shall be maintained in a manner that contains provisions which specify that no development order shall be issued unless the public facilities necessitated by the development (in order to maintain level of service standards) will be in place or will be available in accordance with Florida law concurrent with the impacts of the development, as described in Section 1.6 (Implementation)
- Policy 1.4.2** Statutory (Section 163.3167) (8), F.S.) and Common Law or equitable estoppel vesting shall form the basis for any consideration of vesting development rights in the City's Concurrency Management System.
- Objective 1.5** Coastal High Hazard Area
- The City shall control development in the coastal high hazard area in a manner that minimizes property damage and ensures adequate hurricane evacuation.
- Policy 1.5.1** The City will not include any projects in the Capital Improvement Schedule that will serve to subsidize private development in the Coastal High Hazard Area; exceptions might be water-oriented recreational facilities such as fishing piers that might have private concessions on them.
- GOAL 2** Provide for a financially feasible public school facilities program.
- Objective 2.1** Level of Service Standards
- The City shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard. This level of service standard shall be consistent with the level of service standard adopted in the interlocal agreement entered into by the School Board and the local governments within Volusia County.
- Policy 2.1.1** The level of service standard adopted by City shall be applied consistently by all local governments within Volusia County and by the School Board district- wide to all schools of the same type.



CAPITAL IMPROVEMENT ELEMENT

Policy 2.1.2 The uniform, district-wide level of service standard is as follows:

Elementary Schools: 115% of permanent FISH capacity for the concurrency service area.

K- 8 Schools: 115% of permanent FISH capacity for the concurrency service area.

Middle Schools: 115% of permanent FISH capacity for the concurrency service area.

High Schools: 120% of permanent FISH capacity for the concurrency service area.

Special Purpose Schools: 100% of permanent FISH capacity

Policy 2.1.3 The following schools shall achieve the designated level of service no later than the identified date.

School	DATE
Sugar Mill Elementary	July 1, 2012
Horizon Elementary	July 1, 2012
Pine Trail Elementary	July 1, 2014

Source: Volusia County Interlocal Agreement

Objective 2.2 School Capital Facilities Planning

The City shall cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with adopted level of service standards for public schools.

Policy 2.2.1 By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the most current capital facilities plan (Capital 5- Year Work Program) adopted by the Volusia County School District. (Ordinance #10-52)

Policy 2.2.2 The City shall coordinate with the School Board and adopt development conditions to ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.



CAPITAL IMPROVEMENT SCHEDULE

City of Daytona Beach 2009-2014 Schedule of Capital Improvements

Project Description	Project Location	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Source of Funds	Comp Plan Consistency
PARKS (none) (see note 1)								
ROADS SR 483/Clyde Morris Blvd (see note 2)	SR 483/Clyde Morris Blvd – from SR 600/US 92 to SR 400/Beville Rd.	\$3,823,099					DIH XU – State Funding	Volusia MPO TIP
MASS TRANSIT (none) (see note 3)								
SOLID WASTE (none) (see note 4)								
SANITARY SEWER (none) (see note 5)								
WATER/WATER SUPPLY Potable Water River Crossing (see note 6)	Earl Street Crossing/Halifax River	\$1,500,000					WIF – Water Impact Fees	Water Supply Work Plan/ Infrastructure Element
CUP Reclaimed Project (see note 7)	Reclaimed Water Service Area						Future Bond Sale	
STORMWATER (see Note 8)	Madison Avenue Pipe Debris & Desilting Removal South Street Stormwater Improvements North Street Pond Pump Station and Emergency Forcemain North and Mark Stormwater Kennedy Road, 3 rd , 4 th , & 6 th Street Stormwater Improvements Midtown Stormwater Mediation Phase 1	\$96,000 \$1,645,000	\$295,500		\$2,000,000 \$1,948,700 \$6,900,000		Stormwater Improvement Fund FDEP State Revolving Loan Grant money (budgeted) & in-kind services Future Bond Sale Stormwater Improvement Fund Future Bond Sale	Future Land Use, Element Future Land Use, Element Future Land Use, Element Future Land Use, Element Future Land Use, Element
TOTAL		\$7,064,099	\$295,500		\$10,848,700			

CAPITAL IMPROVEMENTS THE CITY OF DAYTONA BEACH HAS FISCAL RESPONSIBILITY FOR WHICH ARE NECESSARY TO REDUCE EXISTING LEVEL OF SERVICE DEFICIENCIES, REMAIN ABREAST OF REPLACEMENTS AND MEET FUTURE LEVEL OF SERVICE DEMANDS AS SET FORTH IN THIS COMPREHENSIVE PLAN



CAPITAL IMPROVEMENT SCHEDULE

- Note 1: Capital Improvements Element policy 1.2.5 calls for maintenance of a level of service standard of 3.5 acres of park land per 1,000 permanent residents. The City's supply of park land is sufficient to meet this standard for the five year schedule.
- Note 2: There are no roads the city is fiscally responsible for in the functionally classified transportation system that are currently operating below an acceptable level of service or are projected to be operating below an acceptable level of service during the five year planning timeframe. For County, State and Federal roadways see Appendix E, the Volusia MPO TIP.
- Note 3: The city is not fiscally responsible for the mass transit system serving the metropolitan area. The mass transit system in Volusia County is funded and managed by the County of Volusia. The city's participation is through the Volusia County MPO. The city's Mass Transit Section of the Transportation Element of this plan reflects this means of service. Volusia County's MPO TIP provides the identification of improvements necessary for the maintenance of adequate levels of service.
- Note 4: The city is not fiscally responsible for the maintenance of adequate solid waste disposal sites. Solid waste disposal facilities are funded and managed by the County of Volusia. The city utilizes a private contractor to collect and dispose of solid waste generated by properties in the city. There are no landfill capacity problems for the time frame of this plan 2025. The city's Infrastructure Element of this plan reflects this provision of service. Volusia County's Comprehensive plan Schedule of Capital Improvements provides the identification of improvements necessary to provide landfill capacity to maintain adequate levels of service.
- Note 5: There are no sewer improvements necessary to maintain adequate levels of service for the period provided in this schedule.
- Note 6: This project is referred to as Project #041210, Potable Water River Crossing. The Funding Source is WIF – Water Impact Fee. The Water Distribution System on the Peninsula is served by four sub aqueous crossings. Three 16-inch diameter crossings and one 14-inch crossing. The 14-inch crossing was installed in the early 1950's and has failed several times in the past 15 years. The water line is currently out-of-service due to three known breaks under the river. The line, due to size, age, and location needs to be replaced. These projects are reflected in the City's 10-Year Water Supply Work Plan CIS, currently under review by the Department of Community Affairs. See Appendix D.
- Note 7: CUP Reclaimed Project is a condition of the City's CUP Permit and will be funded through a future bond issue. This project qualifies as a Water Supply capital project and is found in the City's 10-Year Water Supply Work Plan CIS, currently under review by the Department of Community Affairs. See Appendix D.
- Note 8: The stormwater projects listed in the CIE are briefly described below:
- North Street Pond Pump Station and Emergency Forcemain - A pump and forcemain discharge proposed for the North Street Pond to be used for emergency conditions to provide an outfall for North Street pond when it is unable to discharge to the Nova Canal system as a result of high stages in the canal. The forcemain will ultimately discharge into the Root Canal via the Madison Ave. gravity main.
 - Madison Avenue Pipe Debris and De-silting Removal - This project consists of de-silting the Madison Avenue Stormwater System from Aberdeen Street to Root Pond.



CAPITAL IMPROVEMENT SCHEDULE

- North Street and Mark Avenue Stormwater Improvements – The proposed project includes three interconnected wet detention ponds, a control structure with a pump to lower pond elevations prior to significant rainfall events, and installation of 7 backflow preventers to keep peak stages from the Nova Road Canal from backing up into the neighborhood. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.
- Kennedy Road 3rd, 4th, and 6th Street Stormwater Improvements - This project will provide water quality treatment in an area where none currently exists. The conveyance system improvements shall consist of piping the open ditches with upsized pipes to lower the peak stage for the 100-year flood. The street elevations in the area are low and are inundated with excess runoff that cannot enter the Nova Canal. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.
- South Street Stormwater Improvements - The South Street Stormwater Improvement project includes replacing double 93" x 64" corrugated metal stormwater pipes (CMP) constructed in the 1940's from US1 to Beach Street and lining the system in the FDOT right of way. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.
- Midtown Area South of Orange Avenue - Stormwater Remediation and Flood Protection - A phased approach for implementing a series of projects located within the area bounded by Nova Rd., Orange Ave., Ridgewood Ave. and Beville Rd. to mitigate flooding has been developed. The goal of phasing this project is to allow each phase to comprehensively build on the previous phases and increase the level of flood protection for the area. These phases are identified in Preliminary Design Reports by GAI for Storm Remediation and Flood Protection resulting from the 2009 May flood event.

Phase 1 – Improvements to the Samuel L. Butts Park Drainage Basin

- Construction of a new stormwater storage pond of approximately 11-acres.
- Install gravity interconnections between all of the existing and proposed ponds.
- Replacement of the existing Butts Park pump station with a new (elevated) pump station that will send flow into the existing gravity outfall.
- Improvements to the existing stormwater drainage and collection system to the existing and proposed ponds.
- Isolation of the existing stormwater system from Nova Canal using backflow preventing valves.

Phase 2 – Addition of Golf Course Pond & Pumped Stormwater Conveyance

- Installation of an elevated pump station at Butts Park. This pump station will send flow through a new stormwater force main that runs south and east through the City Golf Course along Wilder Boulevard to the Halifax River. Installation of an elevated pump station at a proposed City Golf Course Pond. This pump station will send flow from the proposed City Golf Course Pond and manifold into the proposed stormwater main from the proposed Butts Park Pump Station.
- Construction of a 12-acre City Golf Course Pond for stormwater storage.
- Recommendation to purchase three privately owned parcels adjacent to the Nova Canal, located between Jean Street and Caroline Street for the construction of large retention pond. The pond would be interconnected with the existing area pond system.

Phase 3 – Wilder Ave/ Fairway Estates Area Stormwater Improvements

- Construction of inlets and storm sewers to intercept stormwater at the Fairway Estates and Woodcliff Subdivisions that cannot flow into the Nova Canal when the canal is high during large events.
- Construction of a pumping station to take intercepted flow towards the east to the golf course pond constructed in Phase 2.



CAPITAL IMPROVEMENT SCHEDULE

- Installation of back flow prevention devices on the connections to the Nova Canal from this area in order to keep the canal from backing into the neighborhood.

Phase 4 – Stormwater Flood Attenuation/Water Quality, Infrastructure Drainage Improvements

- Acquire Property to construct additional ponds in the basin for flood attenuation and water quality benefits.
- Construct new inlets and storm sewers to intercept stormwater drainage in the basin. Many streets have little to no stormwater conveyance systems.



PUBLIC SCHOOLS FACILITIES ELEMENT

Public Schools Facilities Element

Purpose

The 2005 Florida Legislature adopted requirements that strengthen the relationship between land use planning and development, and planning for public schools and availability of school capacity. Therefore, the purpose of the Public School Facilities Element is to link growth and development to school planning and capacity and to establish school concurrency. The Public School Facilities Element will help to coordinate the planning efforts of the City with those of the School District.

Findings

The Public School Facilities Element was adopted by Ordinance No. 08-169 at the July 16, 2008 City Commission Meeting separate from the EAR and EAR based amendments. Therefore no changes are being proposed to the element with these amendments. The Public School Facilities Element is being included in order to create a complete Comprehensive Plan document to be adopted by the City.



PUBLIC SCHOOLS FACILITIES ELEMENT

Goals, Objectives and Policies

GOAL 1 Collaborate and coordinate with the School Board of Volusia County to provide and maintain a public education system which meets the needs of Volusia County's current and future population.

Objective 1.1 Coordination and Consistency

The City shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency between local government comprehensive plans and public school facilities and programs.

Policy 1.1.1 Pursuant to the procedures and requirements of the adopted interlocal agreement, the City shall coordinate with the School Board on growth and development trends, general population and student projections to ensure that the plans of the School Board and City are based on consistent data.

Policy 1.1.2 At the time of transmittal of the Public Schools Facilities Element, the City shall develop a report of projects not subject to school concurrency and submit the report to the School Board within thirty (30) days of transmittal. The report shall include the type, number and location of residential units that have received subdivision or site plan approval and provide a projected annual rate of growth for such projects.

Policy 1.1.3 The City shall provide the representative of the School Board with copies of all meeting agendas and staff reports.

Policy 1.1.4 The (local government) shall meet at least annually with representatives from the School District and the other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.

Objective 1.2 School Facility Siting and Availability

The City shall coordinate with the School Board on the planning and siting of new public schools and ancillary facilities to ensure school facilities are coordinated with necessary services and infrastructure and are compatible and consistent with the comprehensive plan.

Policy 1.2.1 The City shall coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan. Schools shall be permitted in all future land use classifications except for industrial land use classifications and environmentally restricted land use classifications.

Policy 1.2.2 Coordination of the location, acquisition, phasing and development of future school sites and ancillary facilities shall be accomplished through the procedures adopted in the interlocal agreement



PUBLIC SCHOOLS FACILITIES ELEMENT

- Policy 1.2.3** The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school. If deemed necessary, the parties may enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required improvements.
- Policy 1.2.4** The City shall encourage the School Board to land bank sites for future use as school facilities. The City shall coordinate with the School Board on the acquisition and use of land banked sites in the same manner as established for other sites in order to ensure adequate infrastructure is planned and constructed in advance of school construction.
- Policy 1.2.5** The City shall protect schools and land banked school sites from the adverse impact of incompatible land uses by providing the School District with the opportunity to participate in the review process for all proposed development adjacent to schools.
- Policy 1.2.6** In developing capital improvements plans and programs for public services, the City shall consider required infrastructure to service existing and proposed schools and any land banked school sites.
- Objective 1.3** Enhance Community Design
- The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities in order to serve as community focal points and are compatible with surrounding land uses.
- Policy 1.3.1** The City shall coordinate with the School Board on opportunities for the expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.
- Policy 1.3.2** The City shall collaborate with the School Board on the siting of public facilities such as parks, libraries, and community centers near existing or planned public schools, to the extent feasible.
- Policy 1.3.3** The City shall look for opportunities to co-locate and share the use of public facilities when preparing updates to the comprehensive plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities. Co-located facilities shall be governed by a written agreement between the School Board and the City specifying operating procedures and maintenance and operating responsibilities.
- Policy 1.3.4** The City shall reduce hazardous walking conditions consistent with Florida's Safe Ways to School Program. In conjunction with the School Board, the City shall implement the following strategies:
1. New developments adjacent to schools shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned schools and shall connect to the neighborhood's pedestrian network.
 2. New development and redevelopment within two miles of a school shall be required to provide sidewalks within or adjacent to the property for the corridor that directly serves the school or qualifies as an acceptable designated walk or bicycle route to the school.
 3. In order to ensure continuous pedestrian access to public schools, the City shall consider infill sidewalk and bicycle projects connecting networks serving schools as part of the annual capital budget process. Priority shall be given to hazardous walking conditions pursuant to Section 1006.23, Florida Statutes.



PUBLIC SCHOOLS FACILITIES ELEMENT

4. The City shall coordinate with the Metropolitan Planning Organization to maximize the funding from the Florida Department of Transportation and other sources that may be devoted to improving pedestrian networks serving schools.

Policy 1.3.5 The City and School Board shall coordinate with Volusia County Emergency Services on efforts to build new school facilities, and facility rehabilitation and expansion, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

Objective 1.4 Coordinate Comprehensive Plan Amendments and Development Orders with School Capacity.

Manage the timing of new development to coordinate with adequate school capacity as determined by the Volusia County School District.

Policy 1.4.1 The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments and other land use decisions including but not limited to developments of regional impact School Board review shall follow the policies and procedures set forth in the interlocal agreement.

Policy 1.4.2 Amendments to the future land use map shall be coordinated with the School Board and the Public School Facilities Planning Maps.

Policy 1.4.3 Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

GOAL 2 Implement Public School Concurrency

The City shall assure the future availability of public school facilities to serve new development consistent with the adopted level of service standards. This goal will be accomplished recognizing the School District's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools and the (local government's) authority for land use, including the authority to approve or deny comprehensive plan amendments re-zonings or other development orders that generate students and impact the public school system. The City shall operate and maintain in a timely and efficient manner adequate public facilities for both existing and future populations consistent with the available financial resources.

Objective 2.1 Level of Service Standards

The City through coordinated planning with the School District and implementation of its concurrency management system shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard within the period covered by the five-year schedule of capital improvements. These standards and the concurrency management system shall be consistent with the interlocal agreement approved by the School Board and the local governments in Volusia County.

Policy 2.1.1 The level of service standards for schools shall be applied consistently by all the local governments in Volusia County and by the School Board district-wide to all schools of the same type.



PUBLIC SCHOOLS FACILITIES ELEMENT

Policy 2.1.2 Consistent with the interlocal agreement, the uniform, district-wide level-of-service standards are set as follows using FISH capacity based on the traditional school calendar:

1. Elementary Schools: 115% of permanent FISH capacity for the concurrency service area
2. K-8 Schools: 115% of permanent FISH capacity for the concurrency service area.
3. Middle Schools: 115% of permanent FISH capacity for the concurrency service area
4. High Schools: 120% of permanent FISH capacity for the concurrency service area.
5. Special Purpose Schools: 100% of permanent FISH capacity.

Policy 2.1.3 The following schools shall achieve the designated level of service no later than the identified date.

School	LOS	DATE
Sugar Mill Elementary		July 1, 2012
Orange City Elementary	117%	July 1, 2012
Horizon Elementary	158%	July 1, 2012
Freedom Elementary	126%	July 1, 2012
Osceola Elementary	117%	July 1, 2012
Ortona Elementary	150%	July 1, 2012
Ormond Beach Elementary	116%	July 1, 2012
Southwestern Middle	120%	July 1, 2013
New Smyrna Beach Middle	122%	July 1, 2014
Pine Trail Elementary		July 1, 2014

Source: Volusia County Interlocal Agreement School District

(Note: This policy is intended to designate backlogged a tiered LOS for those schools that exceed the desired levels at the end of the during the first five year capital improvements program).

Policy 2.1.4 The following schools shall be considered constrained schools at the designated LOS due to the inability to add capacity at the site and the nature of the communities they serve. Concurrency will be reviewed in the adjacent concurrency service areas and requests to increase residential densities in the constrained concurrency service areas will need to be accompanied by a plan to address school capacity.

School	LOS
Burns-Oak Hill Elementary	115%
Coronado Elementary	115%
Samsula Elementary	165%

Source: Volusia County Interlocal Agreement

Policy 2.1.5 The City and School Board recognize and agree that short-term changes in enrollment unrelated to new development approvals can and do occur and that students enrolling in their assigned school will be accepted consistent with the School District's constitutional obligations regardless of the utilization levels at the assigned school.



PUBLIC SCHOOLS FACILITIES ELEMENT

- Policy 2.1.6** If there is a consensus to amend any level of service, the amendment shall be accomplished by execution of an amendment to the interlocal agreement by all parties and the adoption of amendments to each local government's comprehensive plan. The amended level of service shall not be effective until all plan amendments are effective and the amended interlocal agreement is fully executed. No level of service standard shall be amended without showing that the amended level of service standard is financially feasible and can be achieved and maintained within the five years of the capital facilities plan.
- Objective 2.2** School Concurrency Service Areas
- The City shall establish School Concurrency Service Areas as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standard. Maps of the School Concurrency Service Areas are adopted in the Volusia County Interlocal Agreement for Public School Facilities Planning.
- Policy 2.2.1** The concurrency service area for elementary schools shall be the elementary school attendance boundary as represented on the map series "Public School Facilities Element Elementary School Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- Policy 2.2.2** The concurrency service area for middle schools shall be the middle school attendance boundary as represented on the map series "Public School Facilities Element Middle School Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- Policy 2.2.3** The concurrency service area for K-8 schools shall be the attendance boundary as represented on the map series "Public School Facilities Element K-8 Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference. (Note: no K-8 schools have been established at this time.)
- Policy 2.2.4** The concurrency service area for high schools shall be as represented on the map series "Public School Facilities Element High School Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- Policy 2.2.5** The concurrency service area for special use schools shall be district wide.
- Policy 2.2.6** The concurrency service area maps designate three areas where school capacity is not anticipated for the planning period.
- Policy 2.2.7** Within the central concurrency service areas all current and future students shall be assigned to schools designated for them as part of the School District's normal school assignment procedures. Requests for development orders for new development consistent with the future land use designations and existing residential zoning densities shall be evaluated for concurrency based on the assigned school and that school's concurrency service area. If adequate capacity is not available in the assigned concurrency service area, the proposed development shall be evaluated in comparison to the concurrency service areas adjacent to the assigned concurrency service area, subject to the limitations of Policy 2.3.7. The school district shall maintain a listing of assigned and adjacent concurrency service areas for each central school concurrency service area.



PUBLIC SCHOOLS FACILITIES ELEMENT

Policy 2.2.8 Requests to develop properties within the central school concurrency service areas at residential densities and intensities greater than the current land use or zoning designations shall be done via a comprehensive plan amendment consistent with the Volusia County Charter provision 206 regarding school planning. The comprehensive plan amendment shall demonstrate how school capacity will be met consistent with the terms of the First amendment to the Interlocal Agreement for Public School Facility Planning effective July 2007 and section 206 of the Volusia County Charter. If the project area is to be annexed by a municipality, the comprehensive plan amendment shall include an amendment of the central concurrency service area boundary to exclude the subject parcel.

Policy 2.2.9 Amendments to the School Concurrency Service Areas shall be completed according to the procedures specified in the Volusia County Interlocal Agreement for School Facilities Planning. Amendments to concurrency service areas shall consider the following criteria:

1. Adopted level of service standards shall not exceed the level of service standard within the initial five-year planning period
2. The utilization of school capacity is maximized to the greatest extent possible taking into account transportation costs, court approved desegregation plans, proximity to schools, ethnic and socio-economic diversity, subdivisions and neighborhoods, demographic changes, future land development patterns, crossing guard availability and other relevant factors.

Objective 2.3 Process for School Concurrency Implementation

In coordination with the School Board the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level of service standards for public schools.

Policy 2.3.1 School concurrency applies to residential development not otherwise exempt as specified by Policy 2.3.3

Policy 2.3.2 Development orders may be issued for residential development where:

1. Adequate school capacity as determined by the School Board exists or will be under construction for each level of school in the affected concurrency service area within three years after the issuance of the development order allowing the residential development.
2. Adequate school facilities, as determined by the School Board are available within an adjacent concurrency service area subject to the limitations of Policy 2.3.7. Where capacity from an adjacent concurrency service area or areas is utilized, the impacts of development shall be shifted to that area. If capacity exists in more than one concurrency service area or school within a concurrency service area, the School District shall determine where the impacts of development shall be allocated based on the School District policies for student assignment.



PUBLIC SCHOOLS FACILITIES ELEMENT

3. The developer executes a legally binding commitment with the School Board and City to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property as provided by Objective 2.4 and its supporting policies.

Policy 2.3.3 The following residential development shall be considered exempt from the school concurrency requirements:

1. Single-family lots of record existing as such at the time School Concurrency implementing ordinance is adopted which otherwise would be entitled to build, shall be exempt from School Concurrency requirements.
2. Any residential development or any other development with a residential component that received approval of a Final Development Order or functional equivalent or is otherwise vested prior to the implementation date of school concurrency, is considered or is exempt from concurrency under the City concurrency regulations is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency. Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.
3. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy by a resident under the age of fifty-five. Such deed restrictions must be recorded and be irrevocable for a period of at least thirty years. Group quarters that do not generate students including residential facilities such as jails, prisons, hospitals, bed and breakfast, hotels and motels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing and religious non-youth facilities.

Policy 2.3.4 The creation of subdivisions and/or single-family lots equal to or less than ten units shall be subject to school concurrency as part of an annual concurrency management review. The City shall report such projects to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.

Policy 2.3.5 The City shall maintain a school concurrency ordinance which establishes the application procedures and process for evaluating school capacity and making concurrency determinations consistent with the provisions of the interlocal agreement.

Policy 2.3.6 The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school within the affected concurrency service area consistent with the adopted level of service. The School Board may issue a certificate of school concurrency if sufficient capacity exists for the proposed development or the School Board may set forth conditions required to satisfy the requirements of school concurrency including proportionate share mitigation.



PUBLIC SCHOOLS FACILITIES ELEMENT

Policy 2.3.7 If the adopted level of service standard cannot be met within a particular concurrency service area as applied to an application for development order and if the needed capacity is available in one or more contiguous concurrency service areas or school attendance zones, then this capacity shall be applied to the concurrency evaluation of the application for development approval subject to the following limitations:

1. Areas established for diversity at schools shall not be considered contiguous.
2. Concurrency service areas or school attendance zones generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students beyond the abutting school attendance zone or requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.
3. Concurrency service areas or school attendance zones shall not be considered contiguous when the concurrency service areas or school attendance zones are separated by a natural or man-made barrier such as a river, water body or interstate highway that requires indirect transport of students through a third concurrency service area or school attendance zone. (Refer to graphic examples.)
4. When capacity in an adjacent concurrency service area or school attendance zone is allocated to a development application, assignment of the students to the school with available capacity may be accomplished by applying any of the techniques used to establish school attendance zones including modification of existing attendance zone boundaries or creation of island zones.
5. Student transportation not in conformance with the conditions established in items 1 through 4 above shall be permitted to allow student assignments based on specific educational programming options; to comply with State and Federal mandatory transfer opportunities; or for other transfer opportunities that School Board shall deem appropriate for the specific circumstances of an individual student.

Policy 2.3.8 If the adopted level of service cannot be met within a particular concurrency service area the School Board may apply one or more of the following techniques to maximize use of available capacity and provide for adequate numbers of student stations to meet current and future demand:

1. Construct new school facilities.
2. Construct additions to current facilities.
3. Adjust program assignments to schools with available capacity.
4. Modify attendance boundaries to assign students to schools with available capacity.
5. Eliminate variances to overcrowded facilities that are not otherwise restricted by State or Federal requirements.



PUBLIC SCHOOLS FACILITIES ELEMENT

OBJECTIVE 2.4 Proportionate Share Mitigation

The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible work program.

Policy 2.4.1 In the event that sufficient school capacity is not available in the affected concurrency service area, the developer shall have the option to propose proportionate share mitigation to address the impacts of the proposed development.

Policy 2.4.2 Mitigation shall be directed toward a permanent capacity improvement identified in the School Board's financially feasible work program which satisfies the demands created by the proposed development consistent with the adopted level of service standards.

Policy 2.4.3 Mitigation shall be directed to projects on the School Board's financially feasible work program that the School Board agrees will satisfy the demand created by the proposed development approval and shall be assured by a legally binding development agreement between the School Board, the (local government), and the applicant which shall be executed prior to the City issuance of the subdivision or site plan approval. If the School Board agrees to the mitigation, the School Board shall commit in the agreement to placing the improvement required for mitigation in its work plan.

Policy 2.4.4 The applicant's total proportionate share obligation shall be based on multiplying the number of needed student stations generated from the proposed project times the School Board's current cost per student station plus land cost for each type of school. The applicant's proportionate share mitigation obligation shall be credited toward any impact fee or exaction fee imposed by local ordinance for the same need on a dollar for dollar basis. (For example if the proportionate share mitigation provides only for land, the credit is applied only against that portion of the impact fee or other exaction devoted to land costs.)

Policy 2.4.5 The student generation rates used to determine the impact of a particular development shall be the student generation rates adopted in the most recent school impact fee study.

Policy 2.4.6 The cost per student station shall be the most recent actual costs per student station, and capitalization costs if applicable, paid by the School Board for the equivalent school facility.

Policy 2.4.7 Mitigation options must consider the School Board's educational delivery methods and requirements and the State Requirements for Educational Facilities and may include, but not be limited to, the following:

1. Donation of buildings for use as a primary or alternative learning facility.
2. Renovation of existing buildings for use as learning facilities.
3. Funding dedicated to or construction of permanent student stations or core capacity.
4. For schools contained in the School Board's adopted five-year capital facilities work program, upon agreement with the School Board, the applicant may build the school in advance of the time set forth in the five-year work program.
5. Dedication of a school site as approved by the School Board.
6. Up front lump sum payment of school impact fees.
7. Upfront payment of interest and other costs of borrowing.



PUBLIC SCHOOLS FACILITIES ELEMENT

8. Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements.
9. Payment of transportation costs associated with the movement of students as a result of overcapacity school.
10. Funding assistance with acquisition of school site.
11. Phasing of construction or delay of construction in order to timely plan for the availability of school capacity.
12. Establishment of an educational facilities benefit district.
13. Establishment of educational facilities mitigation banks.

Objective 2.5 Capital Facilities Planning

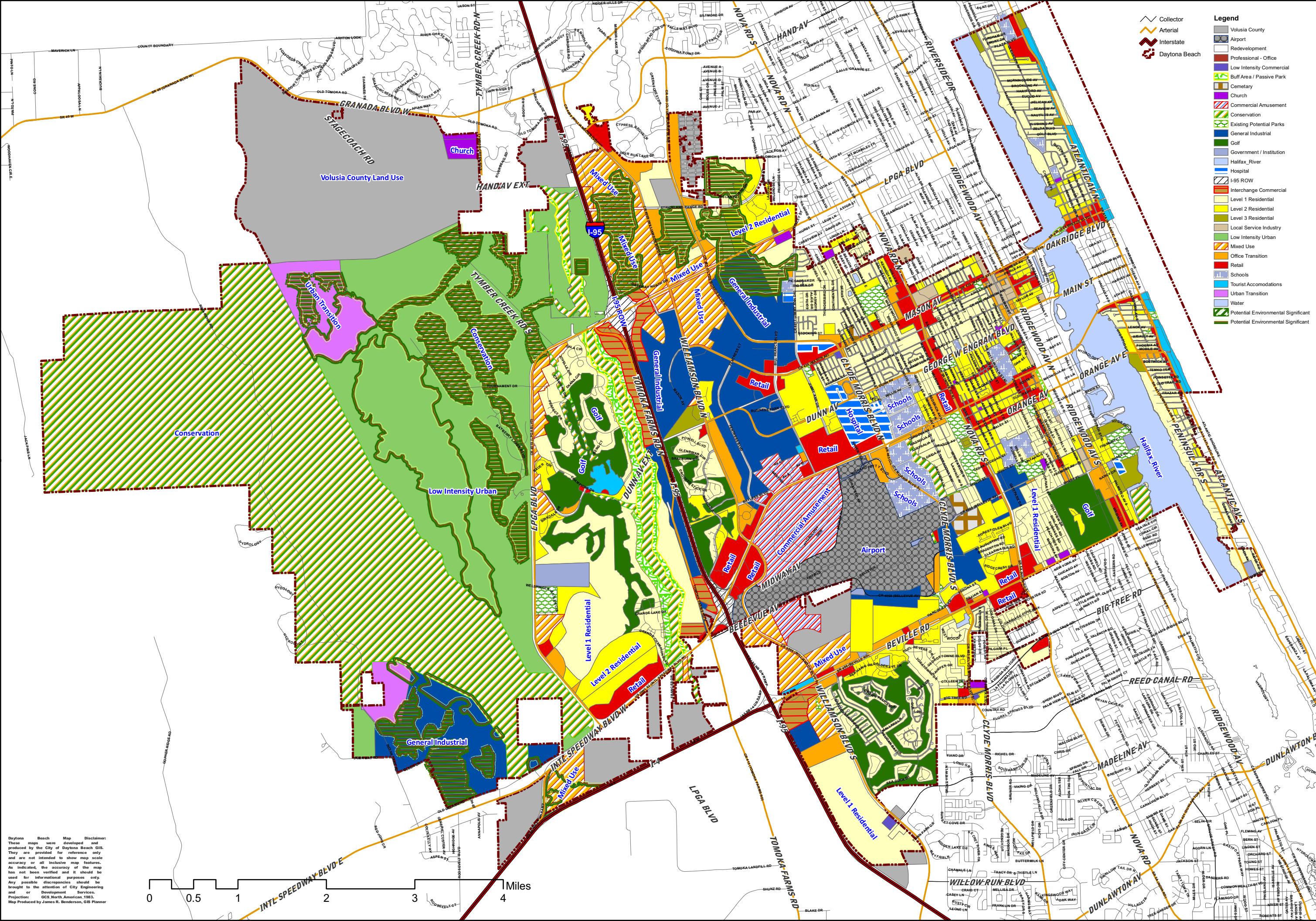
The City shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for schools.

Policy 2.5.1 In accordance with the adopted interlocal agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

Policy 2.5.2 The City shall ensure that future development pays a proportionate share of the costs of capital facilities capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.

Policy 2.5.3 By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the Volusia County School District five year work program approved in September of each year as part of the School District budget including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.





Daytona Beach Map Disclaimer:
These maps were developed and produced by the City of Daytona Beach GIS. They are provided for reference only and are not intended to show map scale accuracy or all inclusive map features. As indicated, the accuracy of the map has not been verified and it should be used for informational purposes only. Any possible discrepancies should be brought to the attention of City Engineering and Development Services.
Projection: GCS North American 1983.
Map Produced by James R. Benderson, GIS Planner



The City of Daytona Beach Generalized Future Land Use Map



FLU 1



CITY OF DAYTONA BEACH
REDEVELOPMENT FUTURE LAND USE

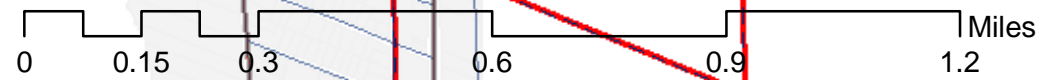


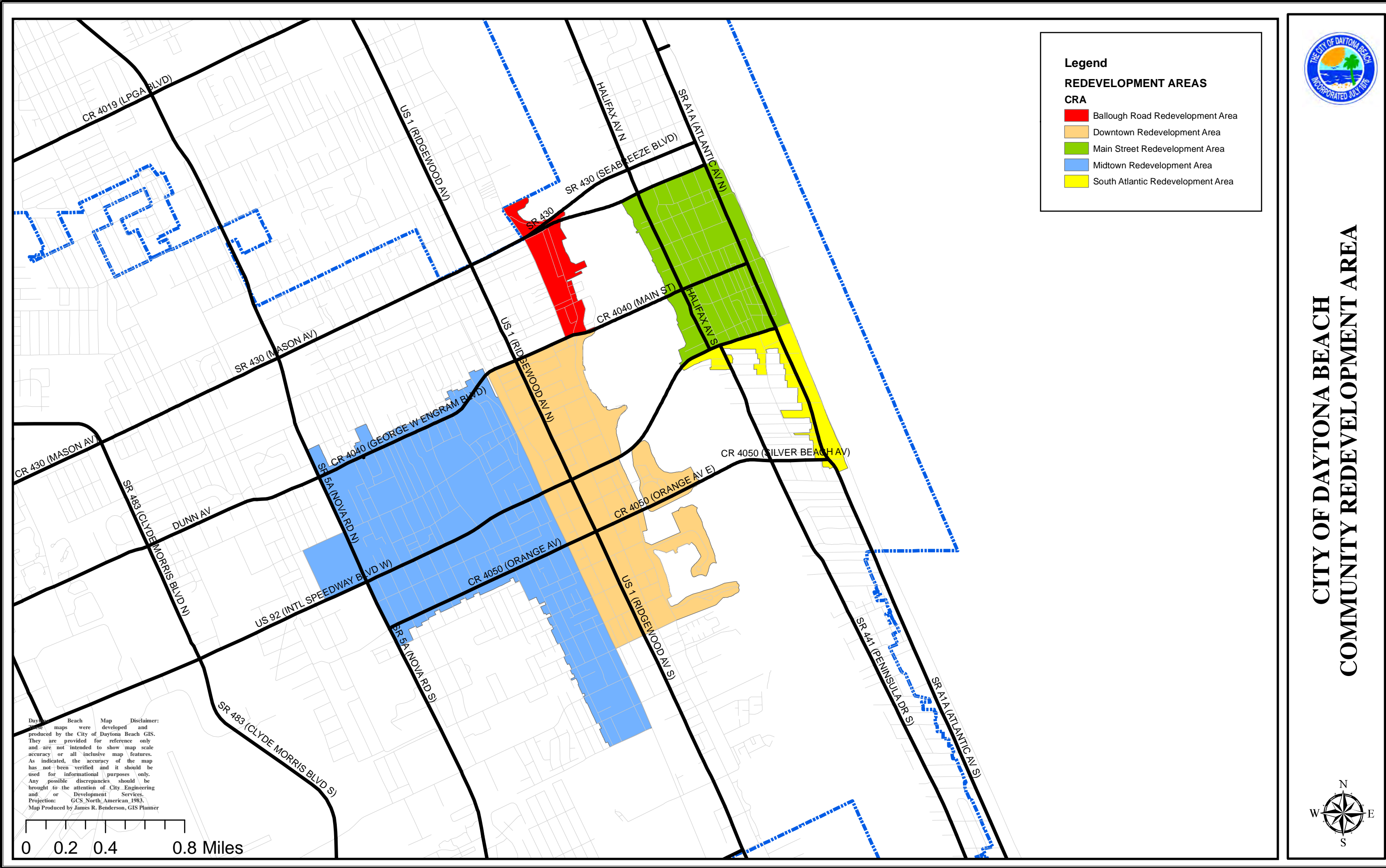
FLU 2

Legend

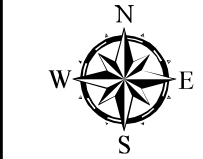
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- MARINA
- PROPOSED MARINA
- BOARD WALK ENT
- LINEAR OCEANFRONT
- TRANSITIONAL OVER
- PUB PRI ENT PARK MIX
- RIVERFRONT MIXED USE
- RIVERFRONT LODGE
- PEDESTRIAN ORI USE
- SURF VILLAGE
- HI INT MIXED USE
- MED INT MIXED USE
- LEVEL 1 RESIDENTIAL
- LEVEL 2 RESIDENTIAL
- LEVEL 3 RESIDENTIAL
- LOCAL SERVICE
- OFFICE
- OFFICE RESIDENTIAL
- PARKS RECREATION
- PUBLIC INSTI
- CITY LIMITS

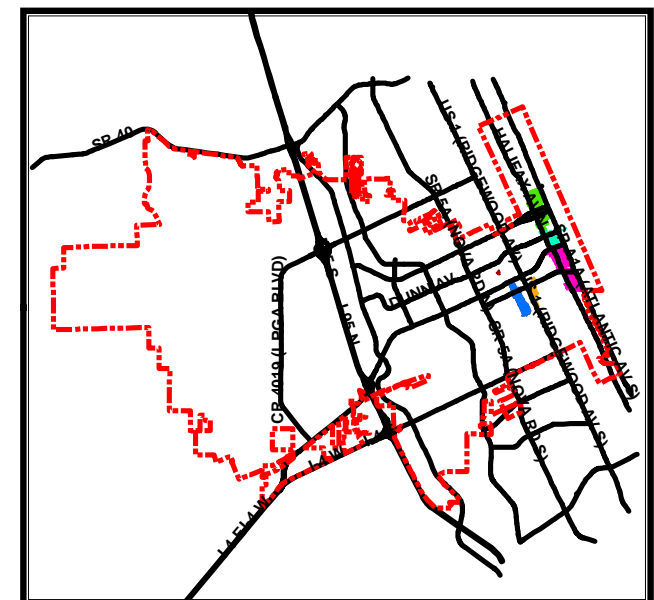
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Projection: GCS, North American, 1983.
Map Produced by James R. Benderson, GIS Planner



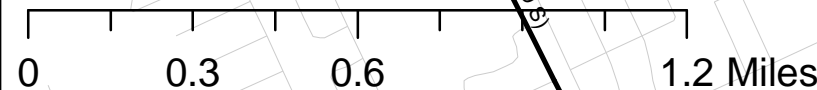


CITY OF DAYTONA BEACH
COMMUNITY REDEVELOPMENT AREA



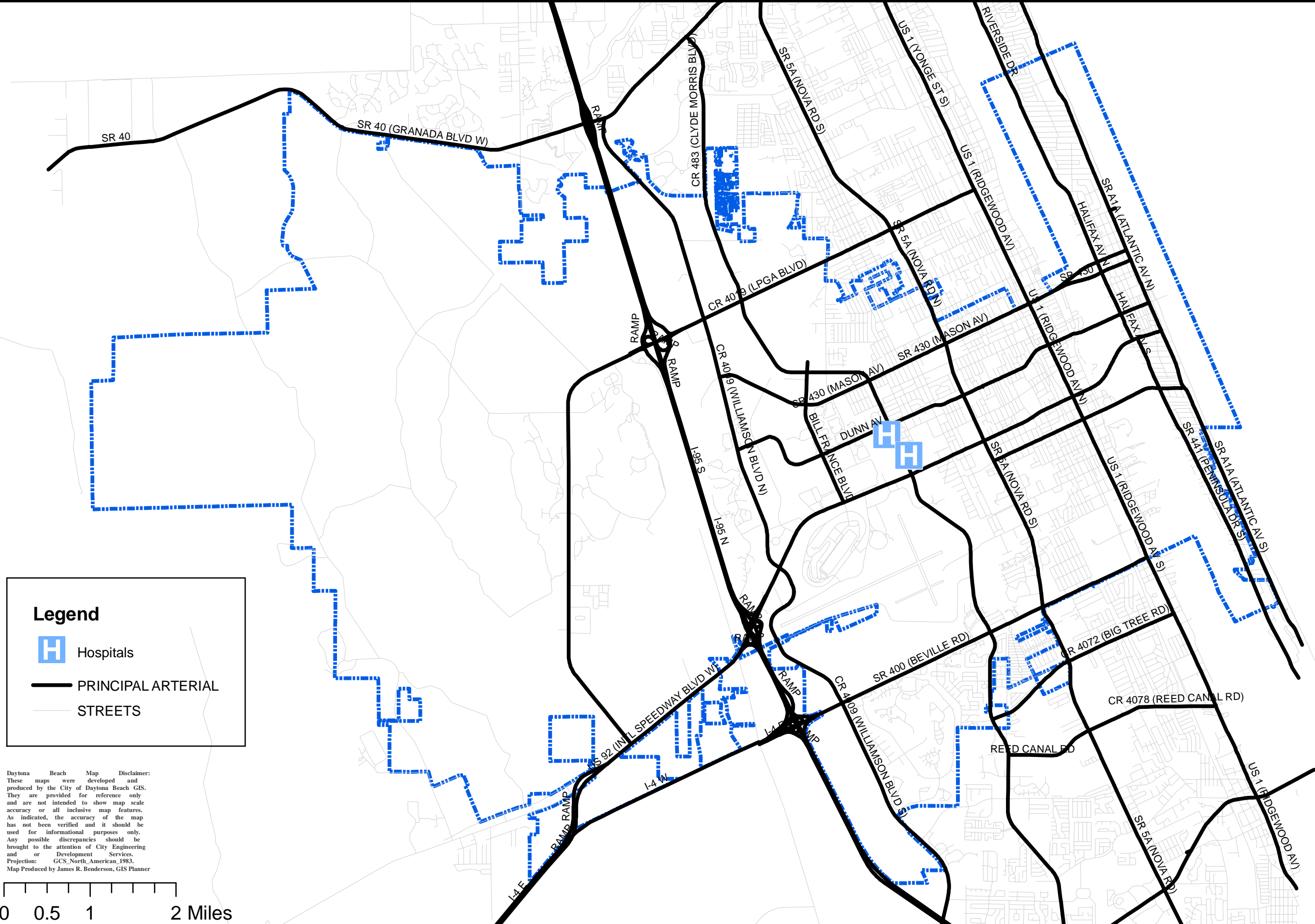
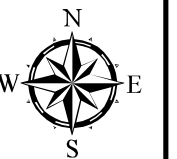


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Projection: GCS North American 1983.
Map Produced by James R. Benderson, GIS Planner





CITY OF DAYTONA BEACH HOSPITAL LOCATIONS



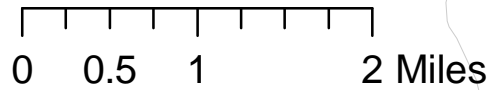
H

Hospitals

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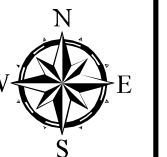
PRINCIPAL ARTERIAL
STREETS

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CITY OF DAYTONA BEACH LANDMARK TRAFFIC GENERATORS



Legend

Schools

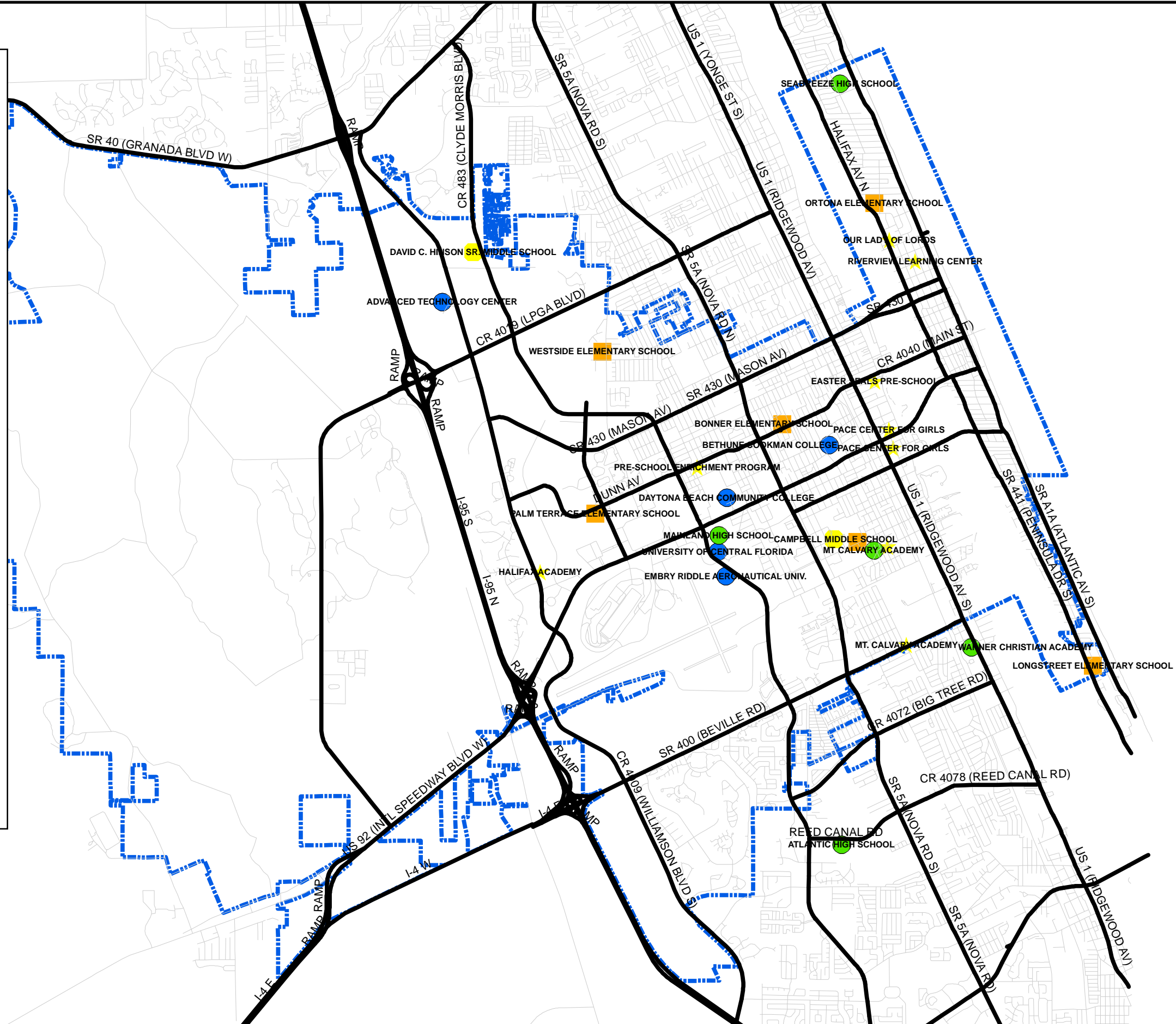
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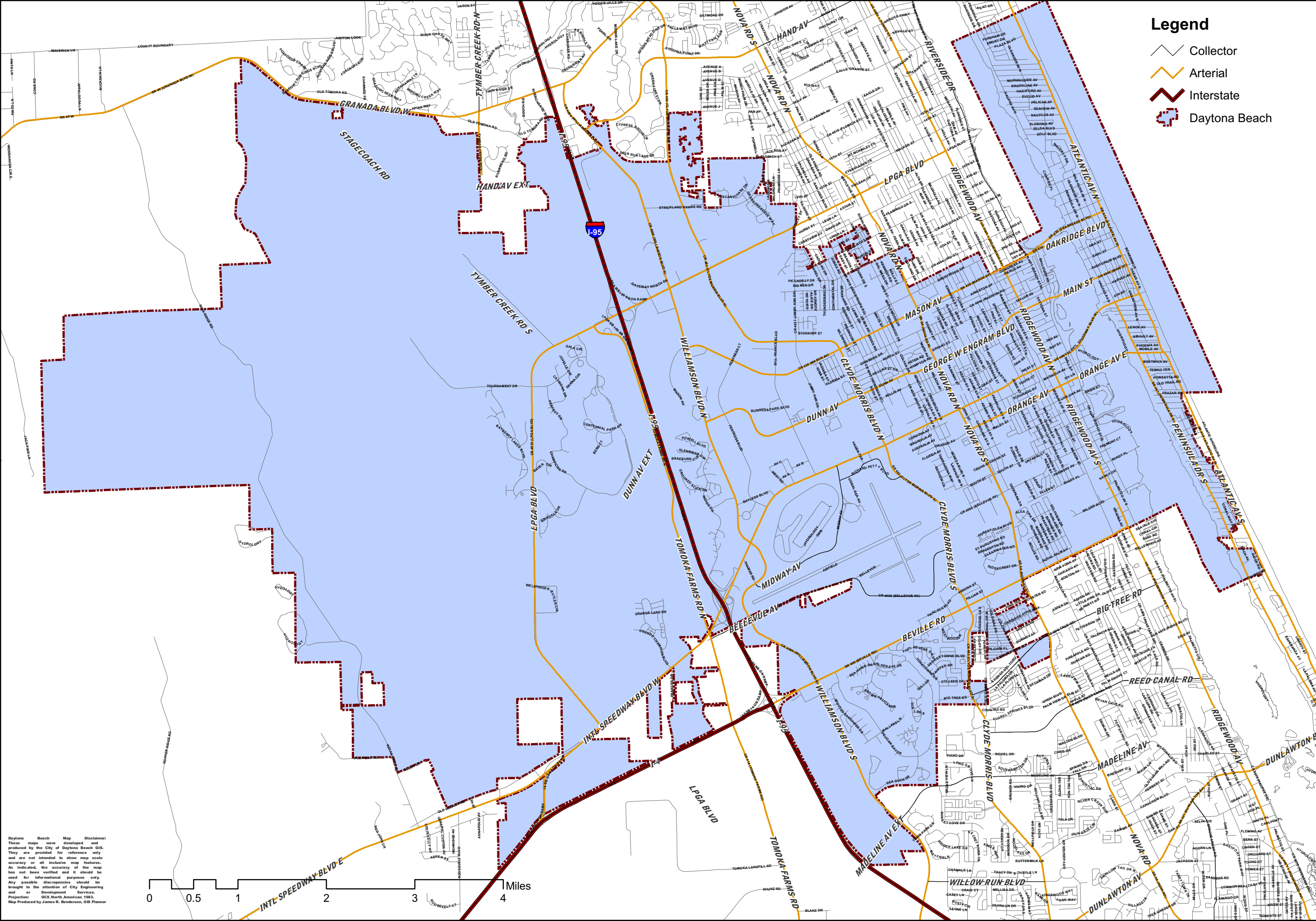
SCHOOLNAME

- ADVANCED TECHNOLOGY CENTER
- ATLANTIC HIGH SCHOOL
- BETHUNE COOKMAN COLLEGE
- BONNER ELEMENTARY SCHOOL
- CAMPBELL MIDDLE SCHOOL
- DAVID C. HINSON SR. MIDDLE SCHOOL
- DAYTONA BEACH COMMUNITY COLLEGE
- ★ DAYTONA BEACH FELLOWSHIP CHURCH
- ★ EASTER SEALS PRE-SCHOOL
- EMBRY RIDDLE AERONAUTICAL UNIV.
- ★ HALIFAX ACADEMY
- LONGSTREET ELEMENTARY SCHOOL
- MAINLAND HIGH SCHOOL
- MT CALVARY ACADEMY
- ★ MT. CALVARY ACADEMY
- ORTONA ELEMENTARY SCHOOL
- ★ OUR LADY OF LORDS
- ★ PACE CENTER FOR GIRLS
- PALM TERRACE ELEMENTARY SCHOOL
- ★ PRE-SCHOOL ENRICHMENT PROGRAM
- ★ RIVERVIEW LEARNING CENTER
- SEABREEZE HIGH SCHOOL
- TURIE T SMALL ELEMENTARY SCHOOL
- UNIVERSITY OF CENTRAL FLORIDA
- WARNER CHRISTIAN ACADEMY
- WESTSIDE ELEMENTARY SCHOOL

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0 0.5 1 2 Miles





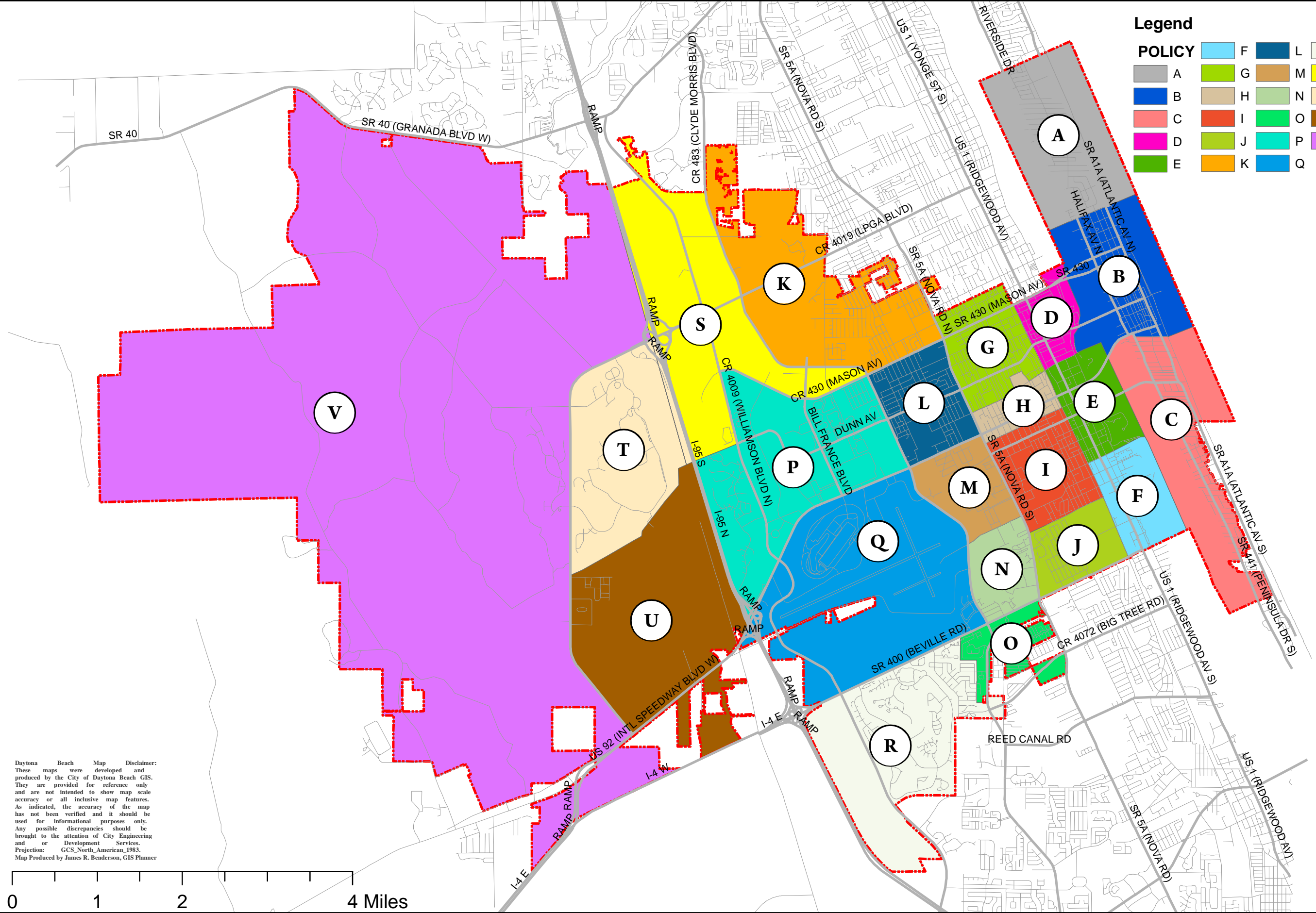
- Legend**
- Collector
 - Arterial
 - Interstate
 - Daytona Beach



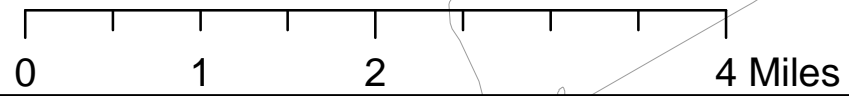
The City of Daytona Beach Municipal Boundary Map



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CITY OF DAYTONA BEACH NEIGHBORHOOD POLICY



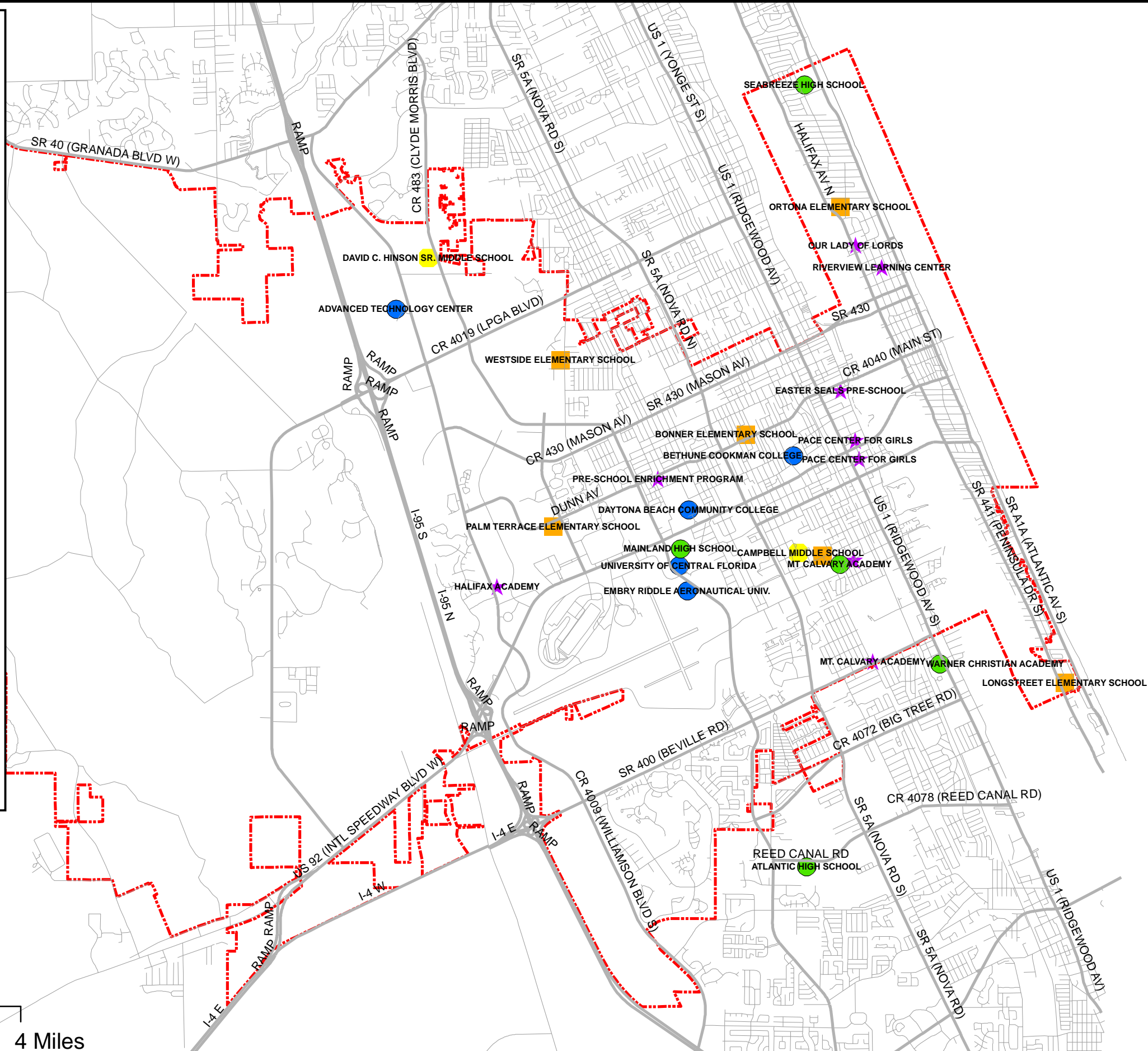
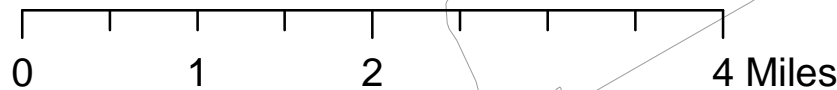


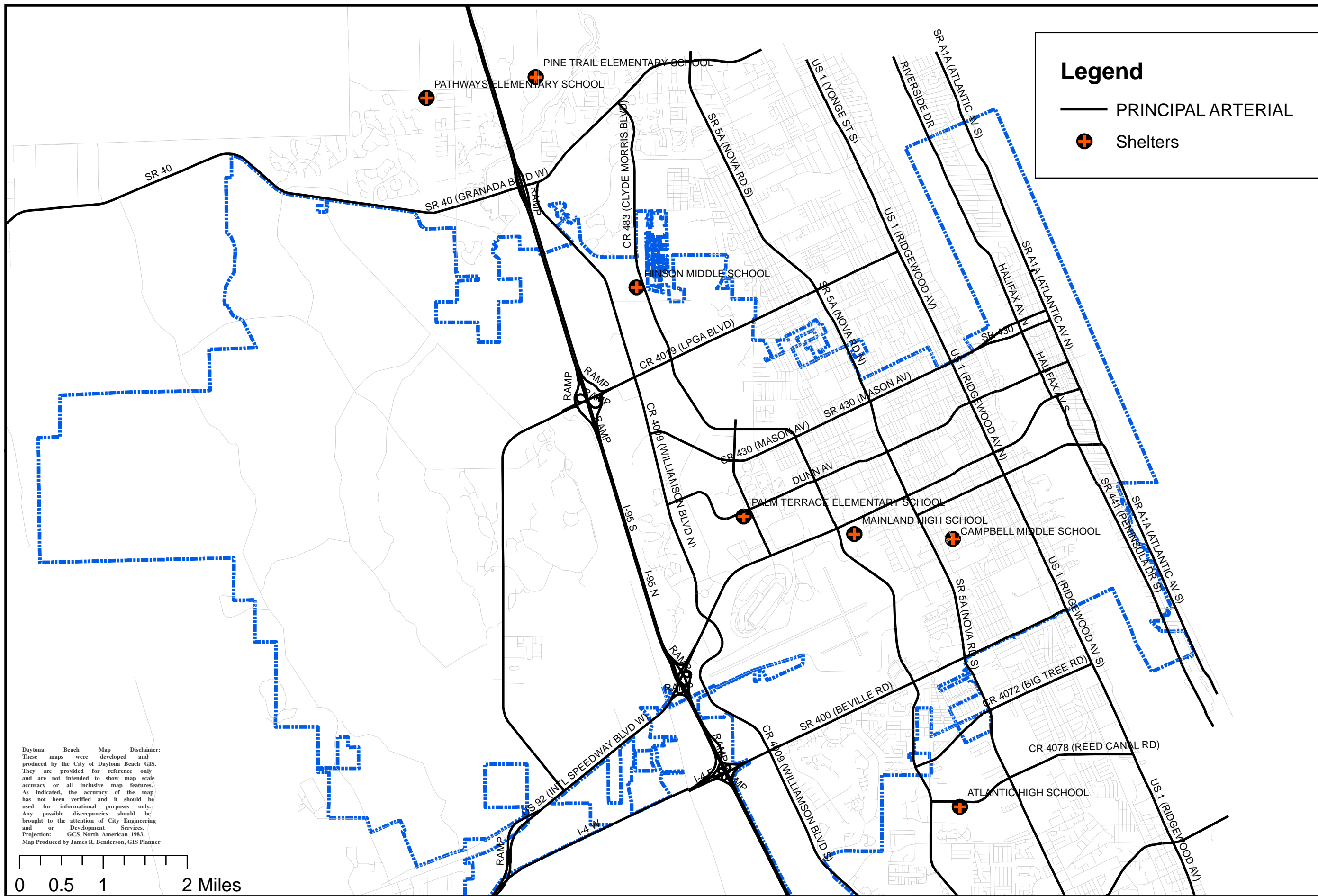
CITY OF DAYTONA BEACH
SCHOOLS PUBLIC & PRIVATE



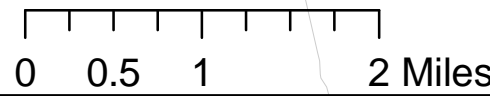
- PRINCIPAL ARTERIAL
[Red dashed line] CITY LIMITS
- Schools**
- [Blue circle] ADVANCED TECHNOLOGY CENTER
 - [Green circle] ATLANTIC HIGH SCHOOL
 - [Blue circle] BETHUNE COOKMAN COLLEGE
 - [Orange square] BONNER ELEMENTARY SCHOOL
 - [Yellow square] CAMPBELL MIDDLE SCHOOL
 - [Yellow square] DAVID C. HINSON SR. MIDDLE SCHOOL
 - [Blue circle] DAYTONA BEACH COMMUNITY COLLEGE
 - [Purple star] DAYTONA BEACH FELLOWSHIP CHURCH
 - [Purple star] EASTER SEALS PRE-SCHOOL
 - [Blue circle] EMBRY RIDDLE AERONAUTICAL UNIV.
 - [Purple star] HALIFAX ACADEMY
 - [Orange square] LONGSTREET ELEMENTARY SCHOOL
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 - [Green circle] MT CALVARY ACADEMY
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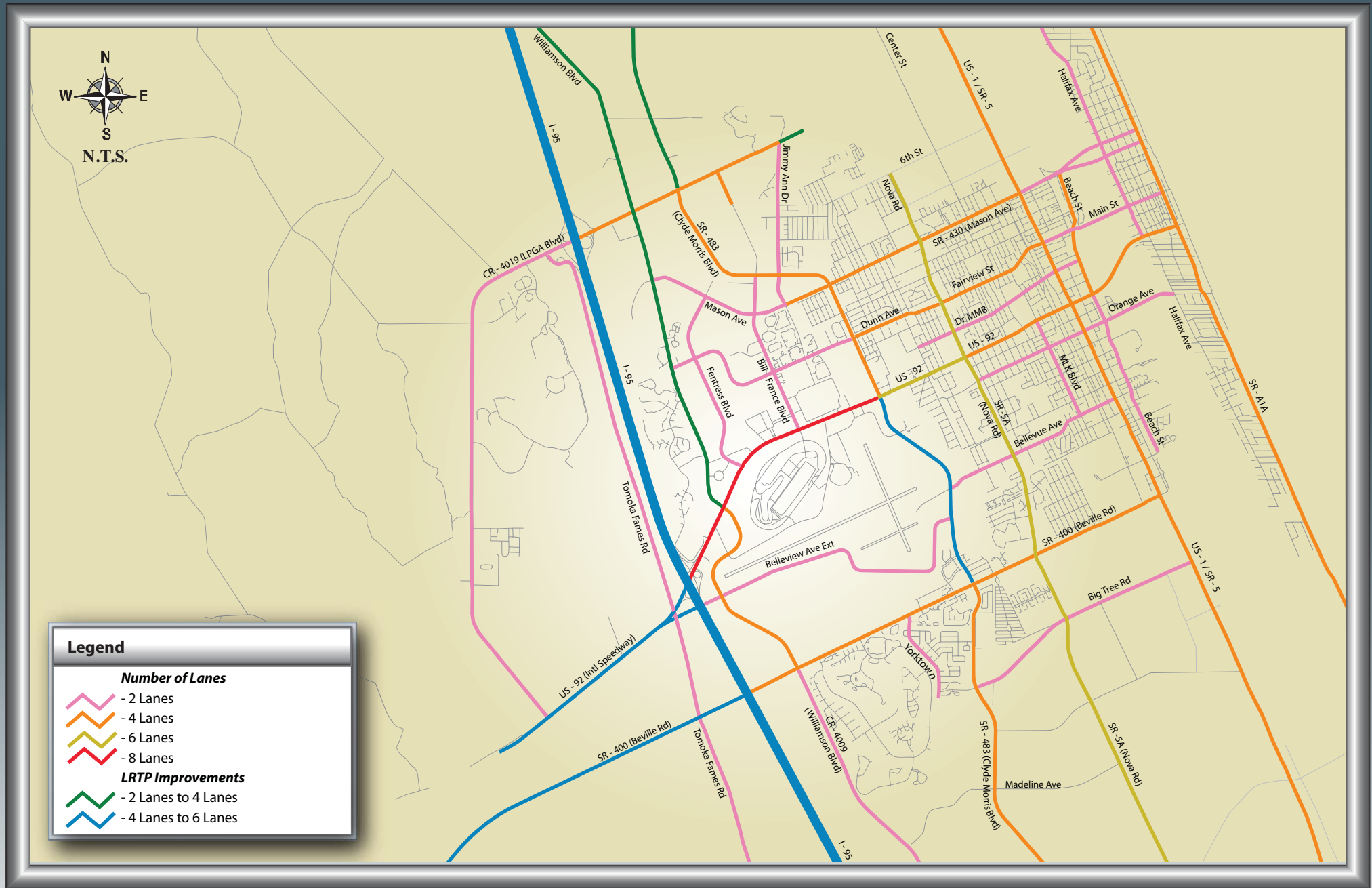


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CITY OF DAYTONA BEACH SHELTER LOCATION

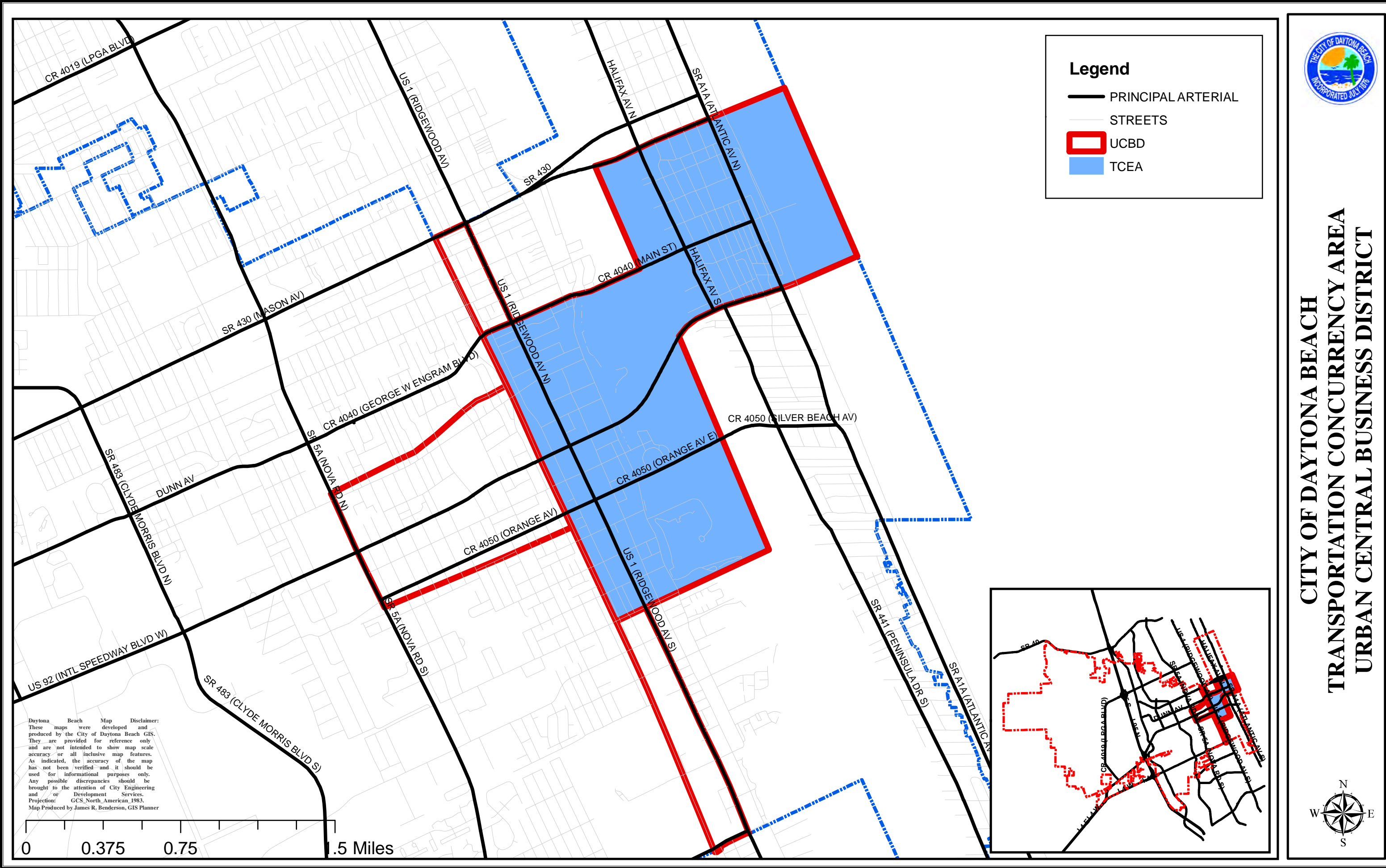


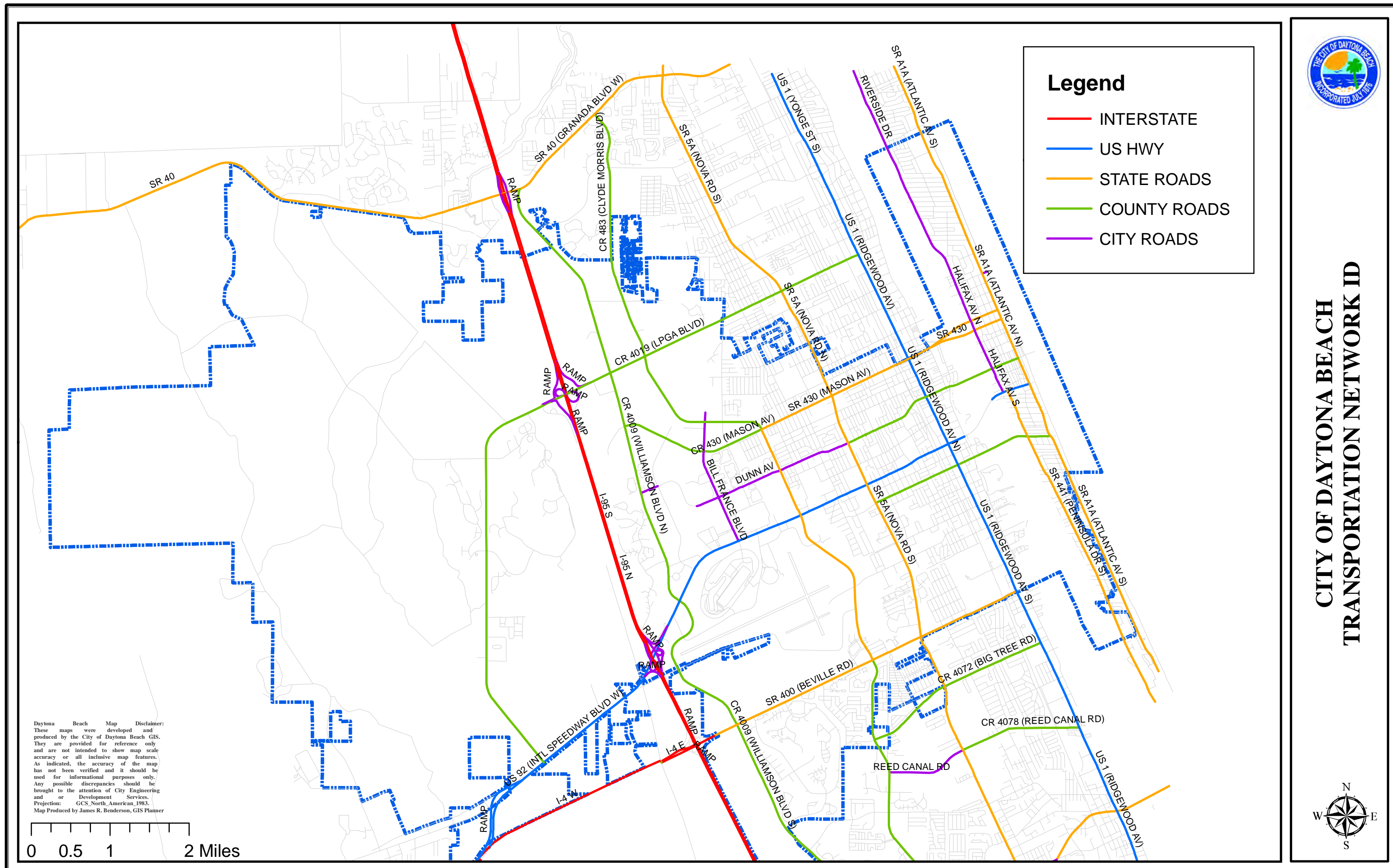


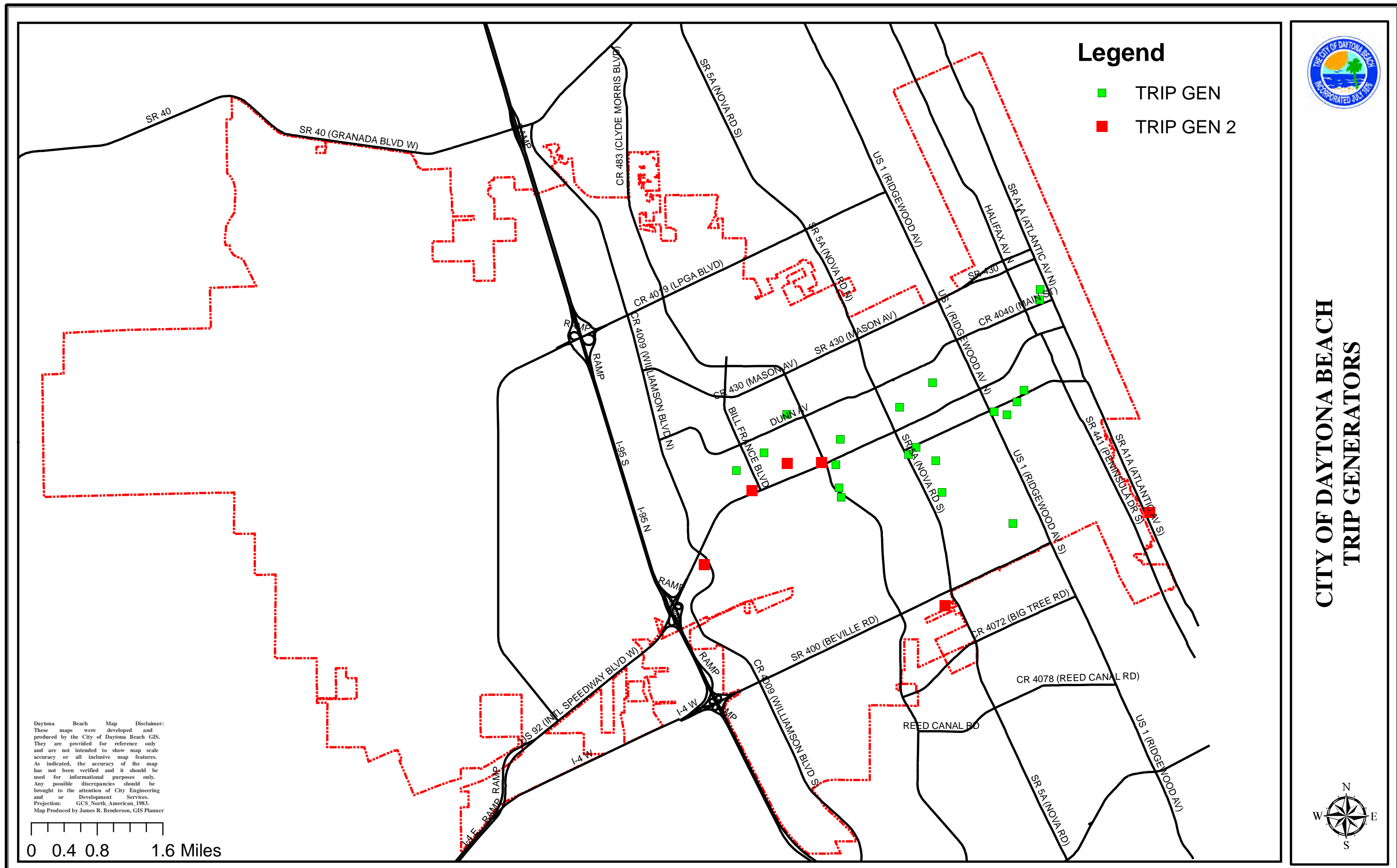
GMB Engineers & Planners, Inc.
2602 E. Livingston Street
Orlando, Florida 32803

City of Daytona Beach

FLU 10A
YR 2025 Future Transportation Map

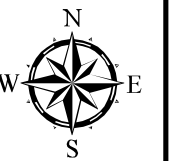








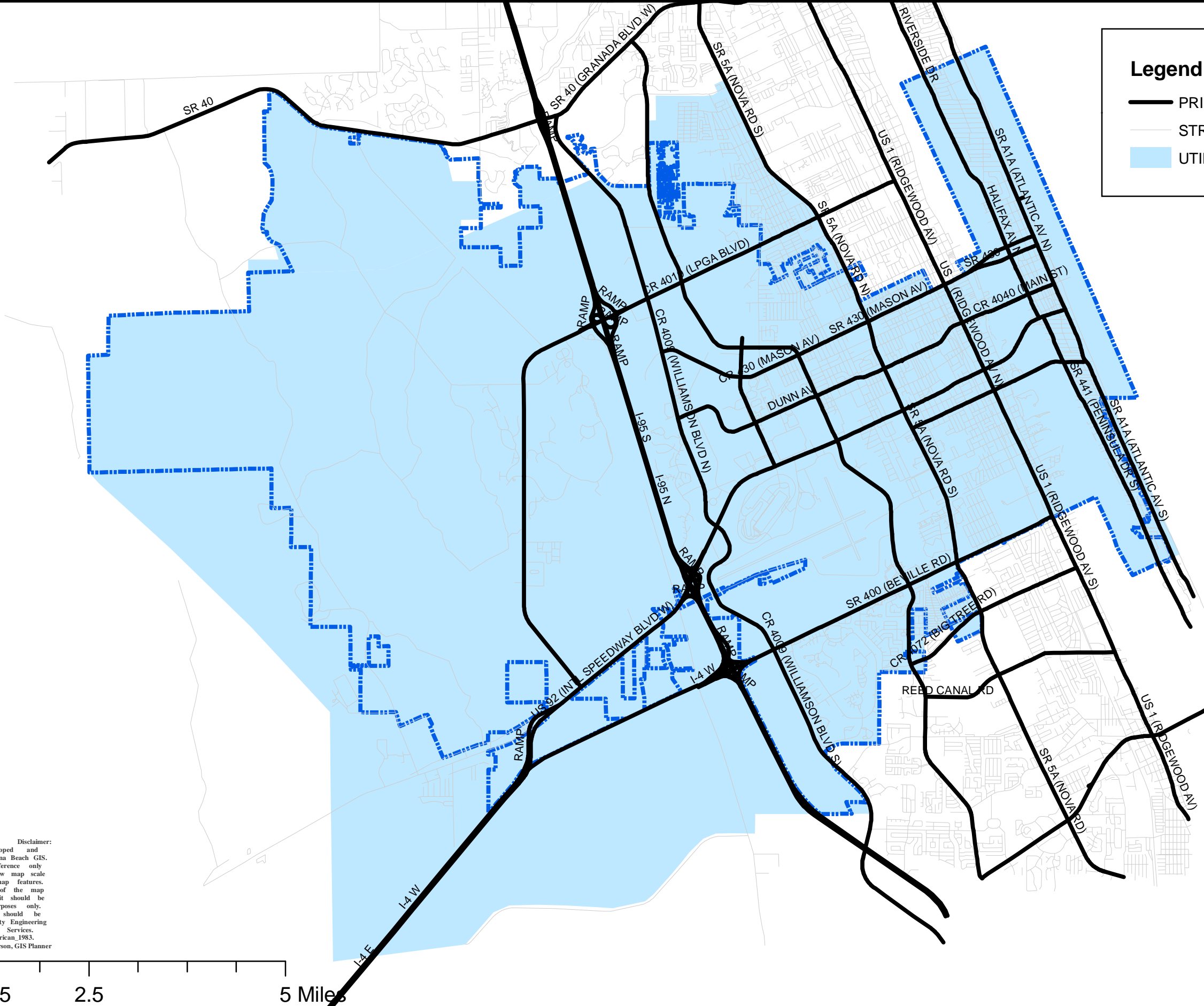
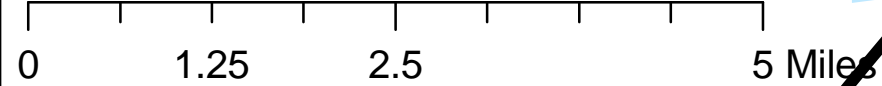
CITY OF DAYTONA BEACH
UTILITIES SERVICE AREA

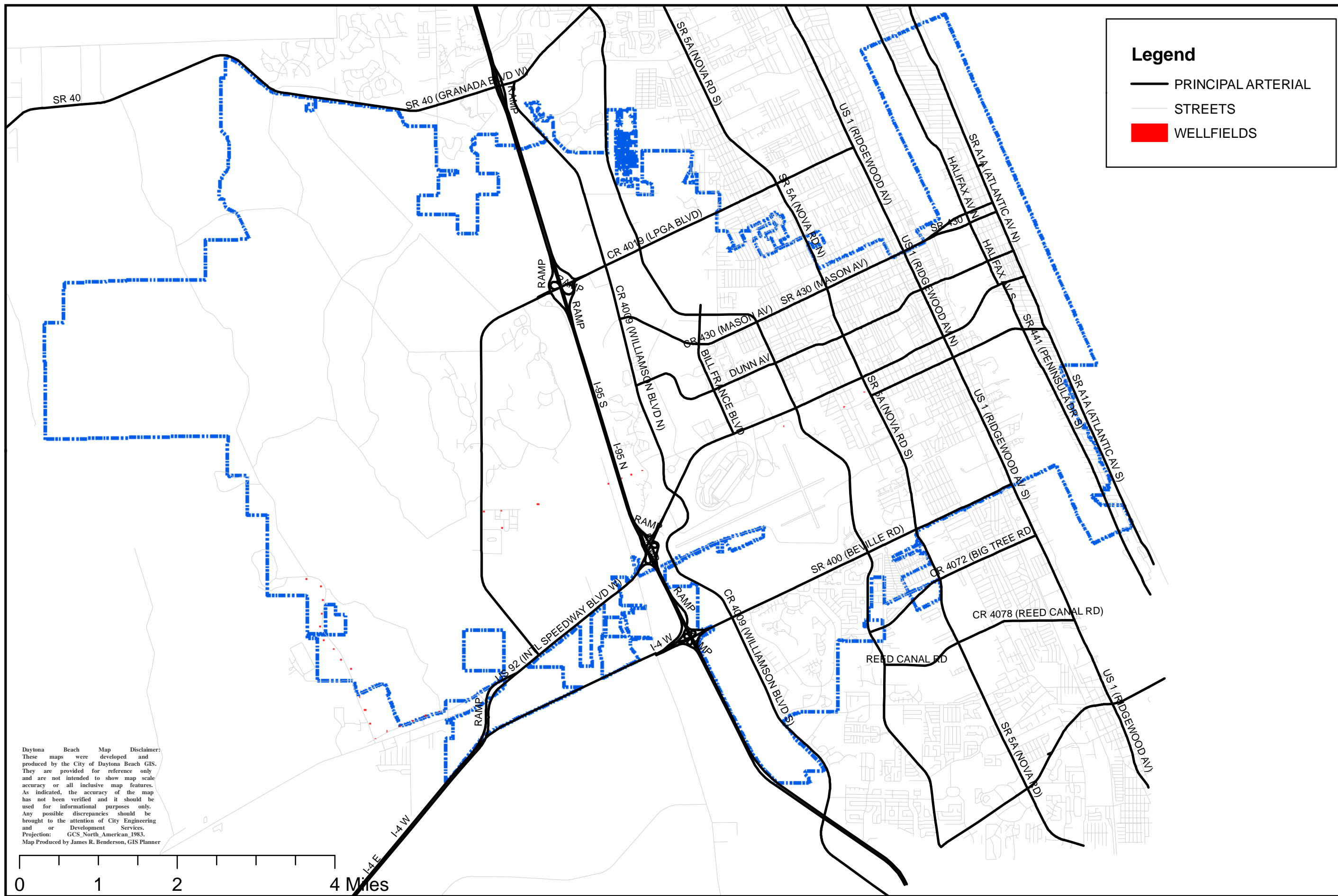


Legend

- PRINCIPAL ARTERIAL
- STREETS
- UTILITY SERVICE AREA

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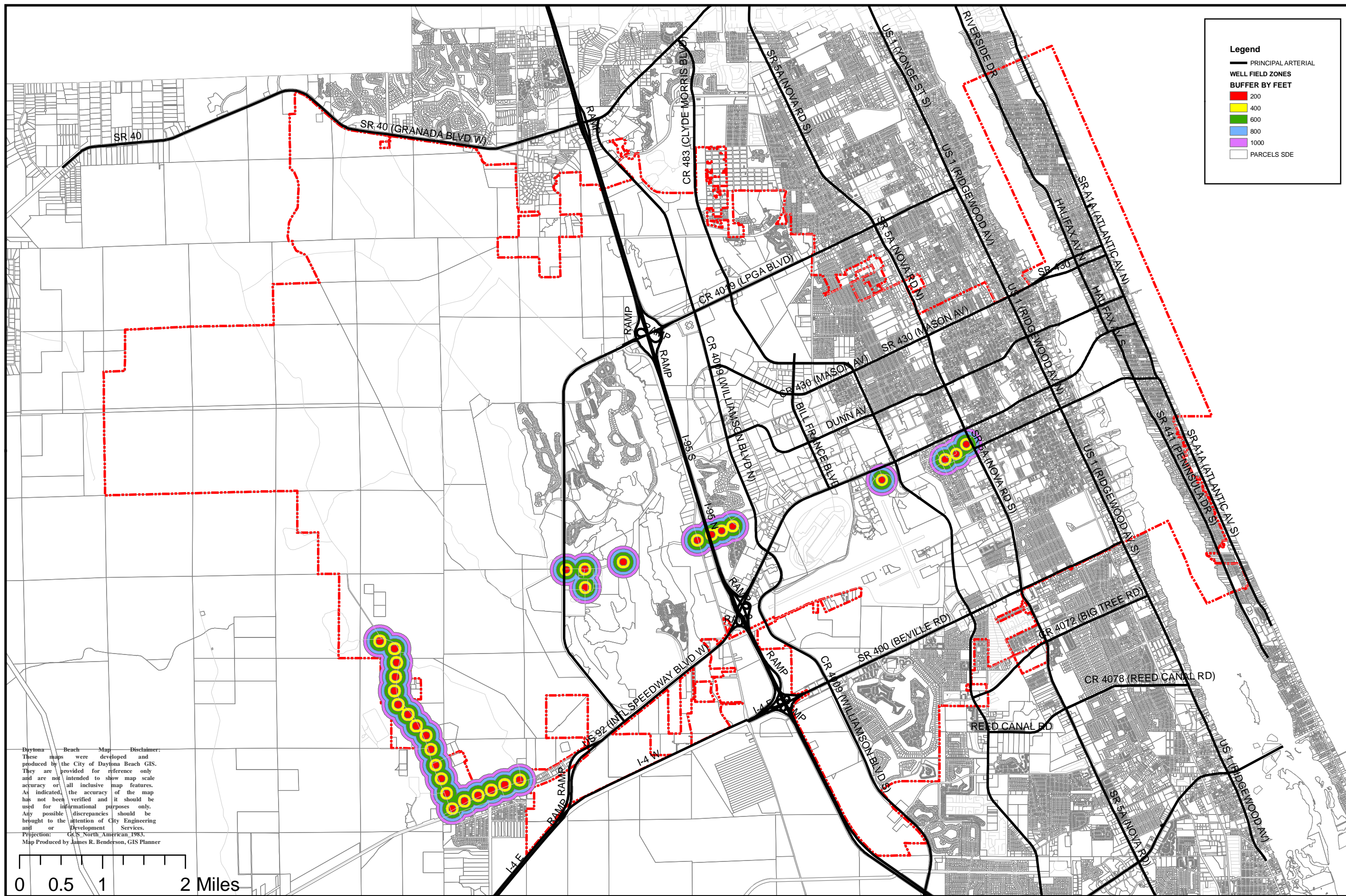


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CITY OF DAYTONA BEACH WELLFIELDS



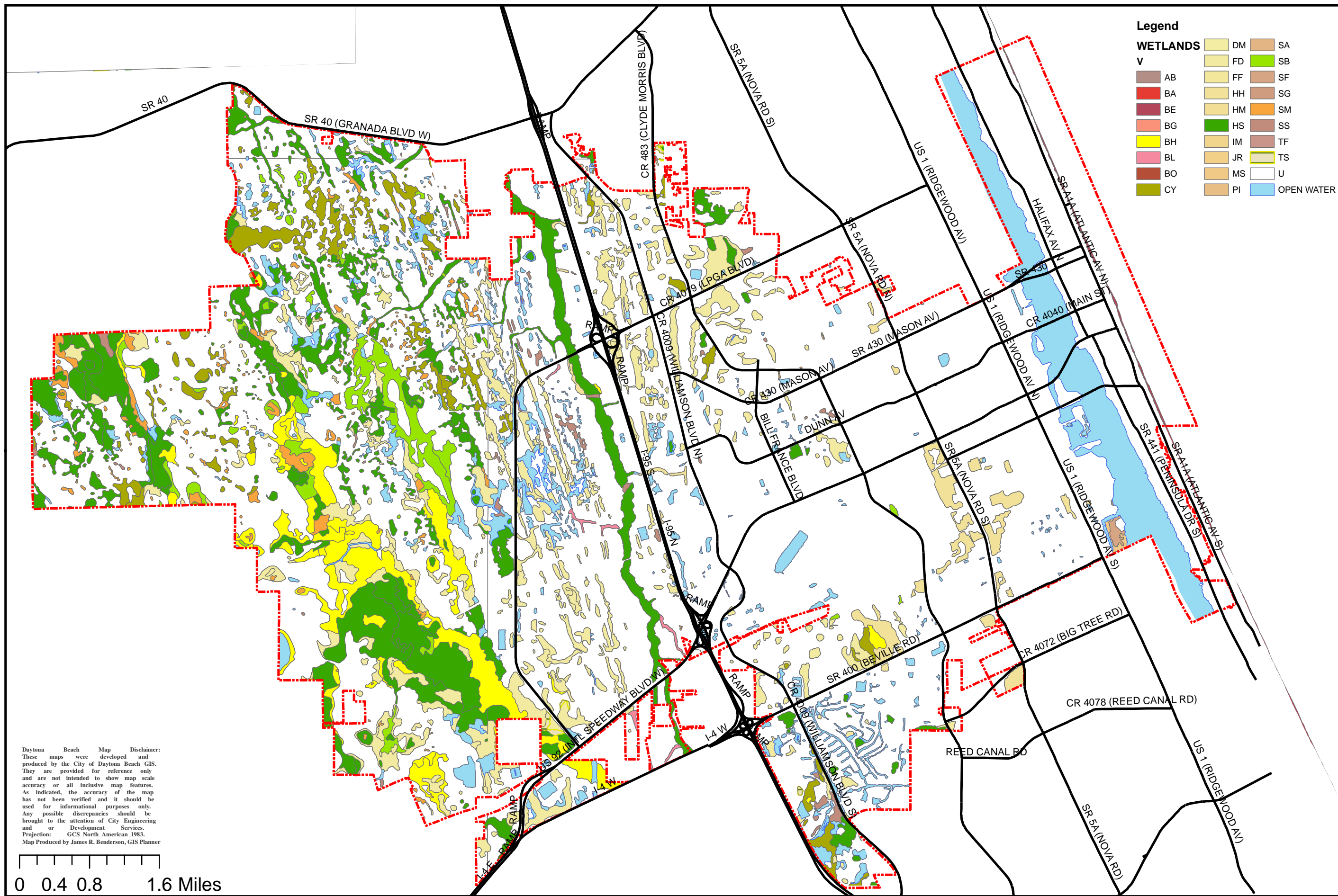


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CITY OF DAYTONA BEACH WELL FIELD BUFFER ZONES



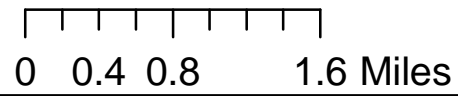


Legend

WETLANDS

AB	DM	SA
BA	FD	SB
BE	FF	SF
BG	HH	SG
BH	HM	SM
BL	IM	SS
BO	JR	TF
CY	MS	TS
	PI	U
		OPEN WATER

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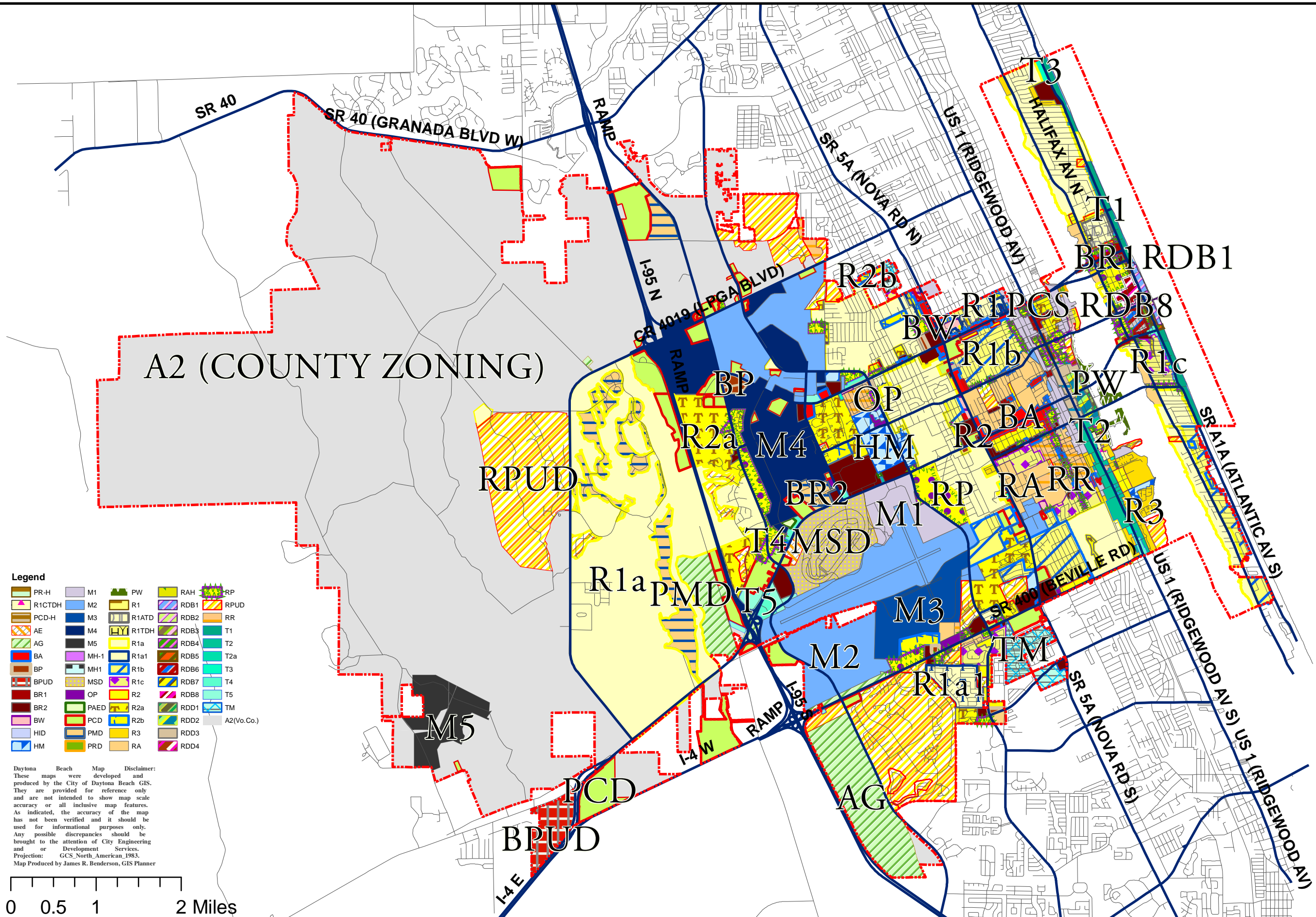


CITY OF DAYTONA BEACH WETLANDS CLASSIFICATION





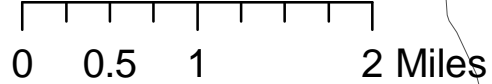
CITY OF DAYTONA BEACH
ZONING MAP

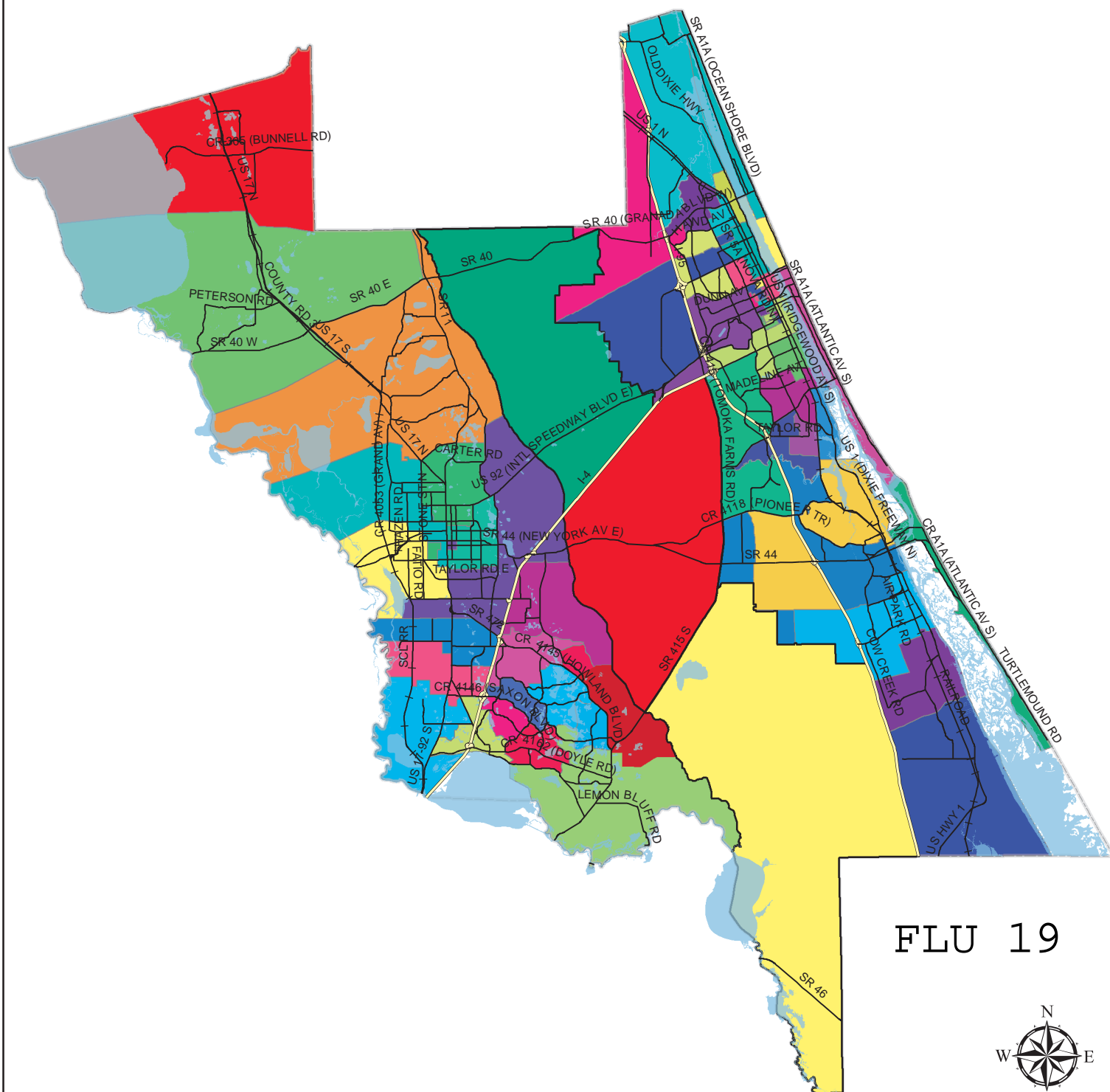


Legend

PR-H	M1	PW	RAH	RP
R1CTDH	M2	R1	RDB1	RPUD
PCD-H	M3	R1ATD	RDB2	RR
AE	M4	R1TDH	RDB3	T1
AG	M5	R1a	RDB4	T2
BA	MH-1	R1a1	RDB5	T2a
BP	MH1	R1b	RDB6	T3
BPUD	MSD	R1c	RDB7	T4
BR1	OP	R2	RDB8	T5
BR2	PAED	R2a	RDD1	TM
BW	PCD	R2b	RDD2	A2(Vo.Co.)
HID	PMD	R3	RDD3	
HM	PRD	RA	RDD4	

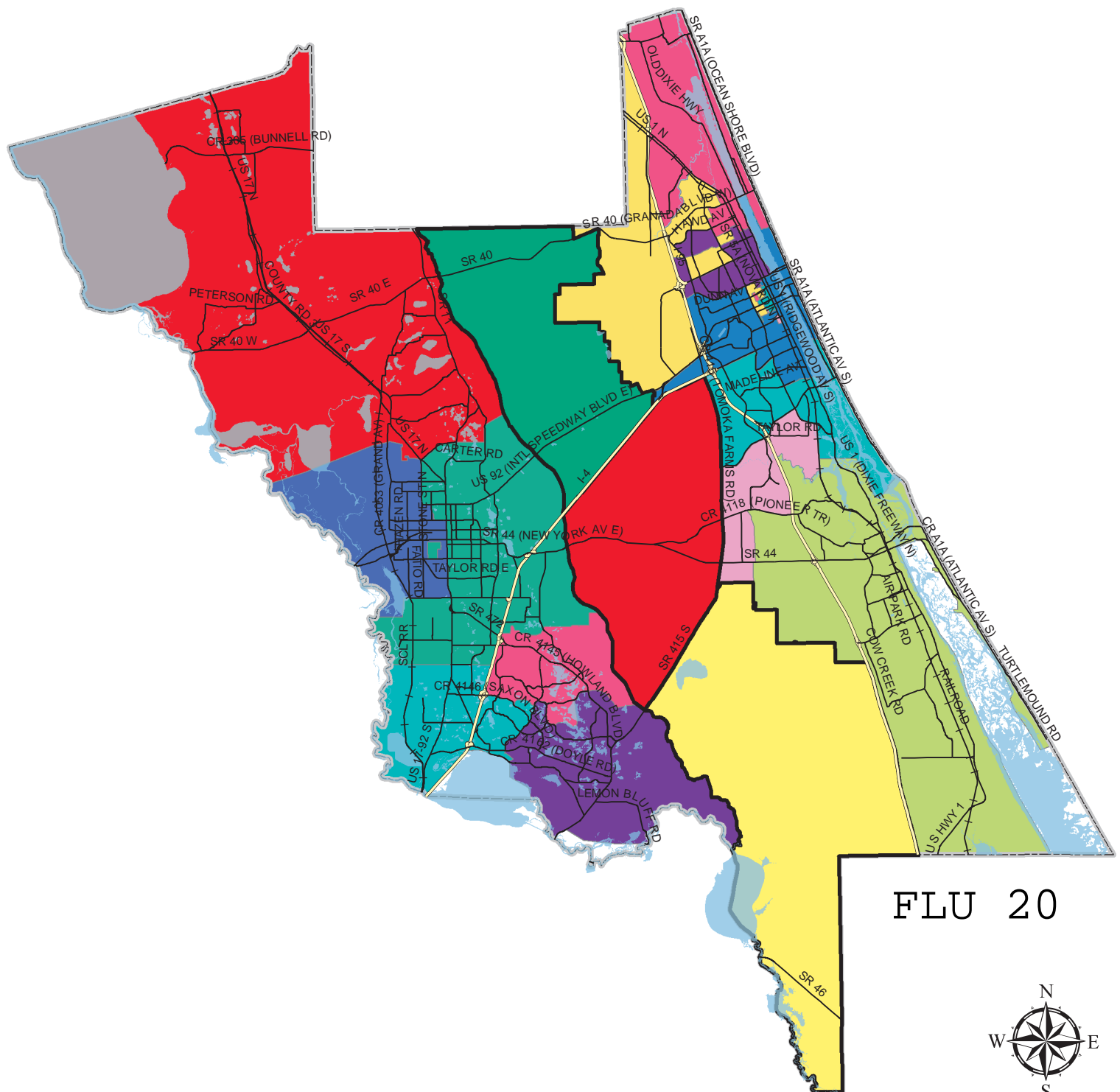
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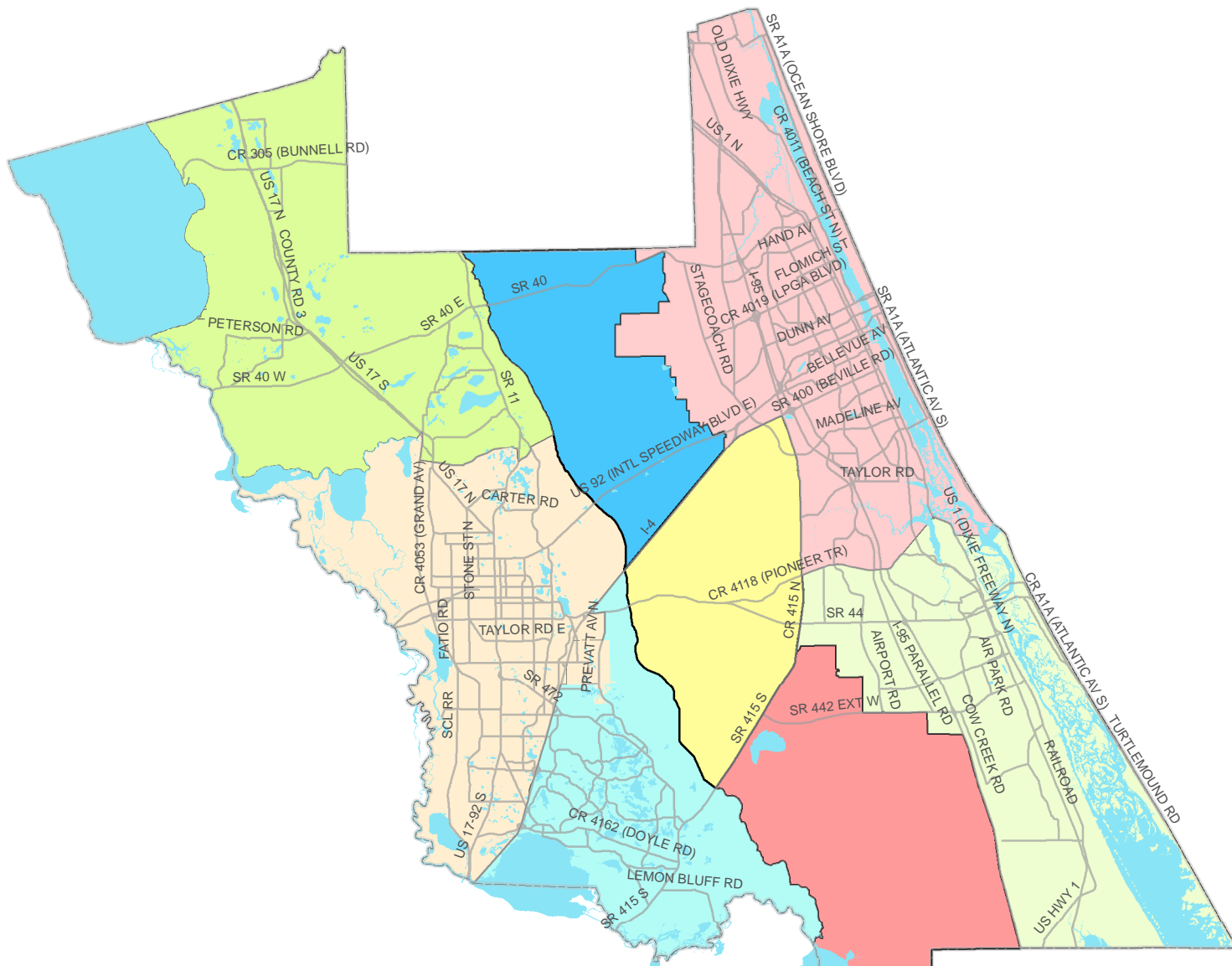


Created by Facilities Services
Effective: February 27, 2008

**Volusia
County
Schools**

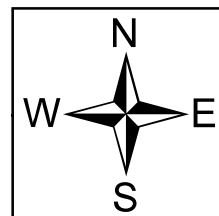


0 17,000 34,000 68,000 102,000 136,000 Feet



FLU 21

Halifax
Southeast
Central Northern
Central Middle
Central Southern
Northwest
West
Southwest



Created by Facilities Services
June 2007