

ORMOND BEACH DOWNTOWN OVERLAY DISTRICT REDEVELOPMENT REGULATIONS

*Prepared by: Ormond Beach Planning Department
Date: May 2010*



SECTION 2-70 DOWNTOWN OVERLAY DISTRICT

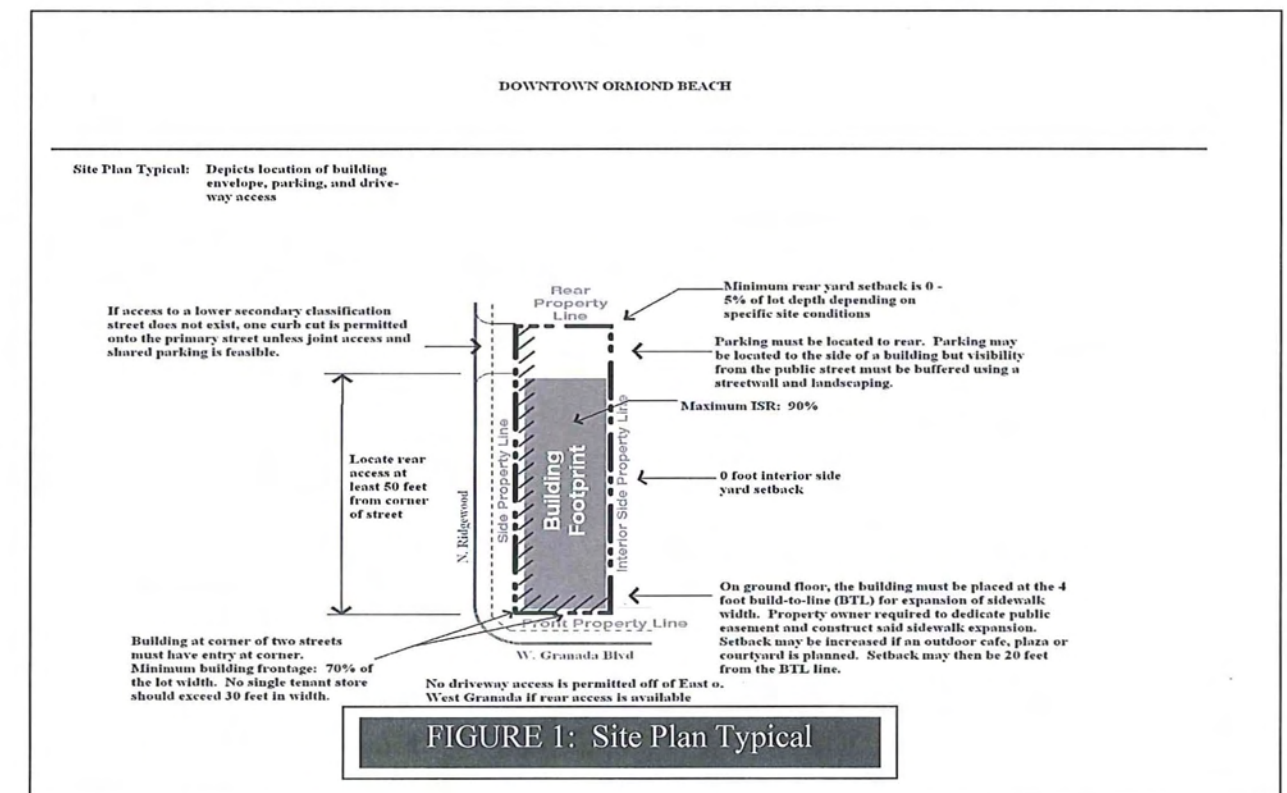
A. PURPOSE: The purposes of the Downtown Overlay District (DOD) are to promote development of a compact, pedestrian-oriented downtown consisting of a high-intensity employment, vibrant and dynamic mixed use areas, and residential living environments that provide a broad range of housing types and tenures; promote a diverse mix of residential, business, commercial, office, institutional, educational, cultural, and entertainment activities for workers, visitors, and residents; encourage pedestrian-oriented development that is within walking distance of and supports transit opportunities at densities and intensities that will help to support transit usage and town center businesses; create a sense of place that is unique, attractive, and is a memorable destination for visitors and residents; enhance the community's character through the promotion of high quality urban design; and implement the vision expressed in the adopted 2007 Downtown Redevelopment Master Plan. The land area to which this section applies is the Downtown Community Redevelopment Area boundaries.

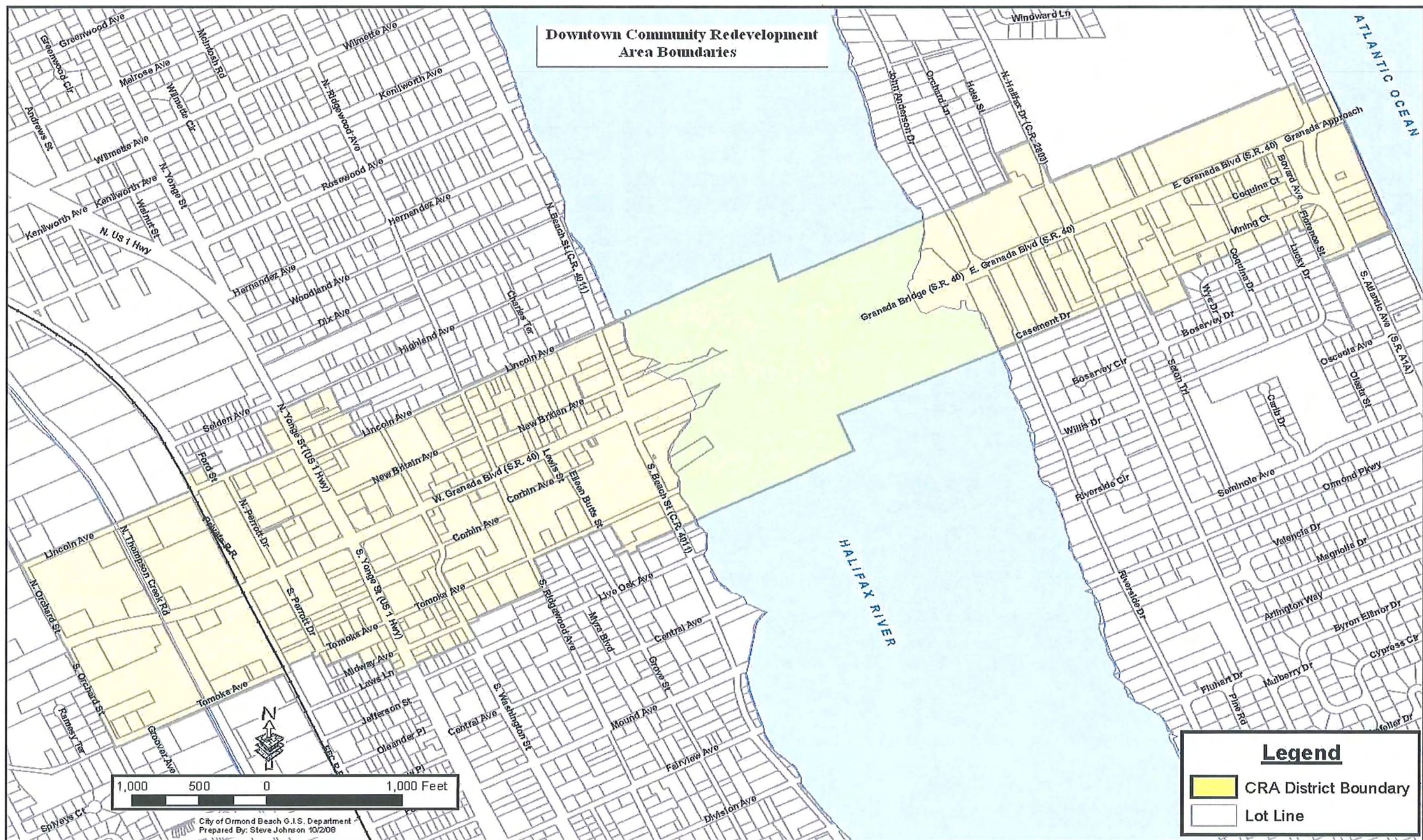
B. REGULATING PLAN (See Regulating Plans): The DOD District consist of Regulating Plans depicting preferred concepts that reflect the existing and desired building placements articulated for the Creek, River and Ocean District within the Downtown Redevelopment Master Plan. The three districts served by transit are the:

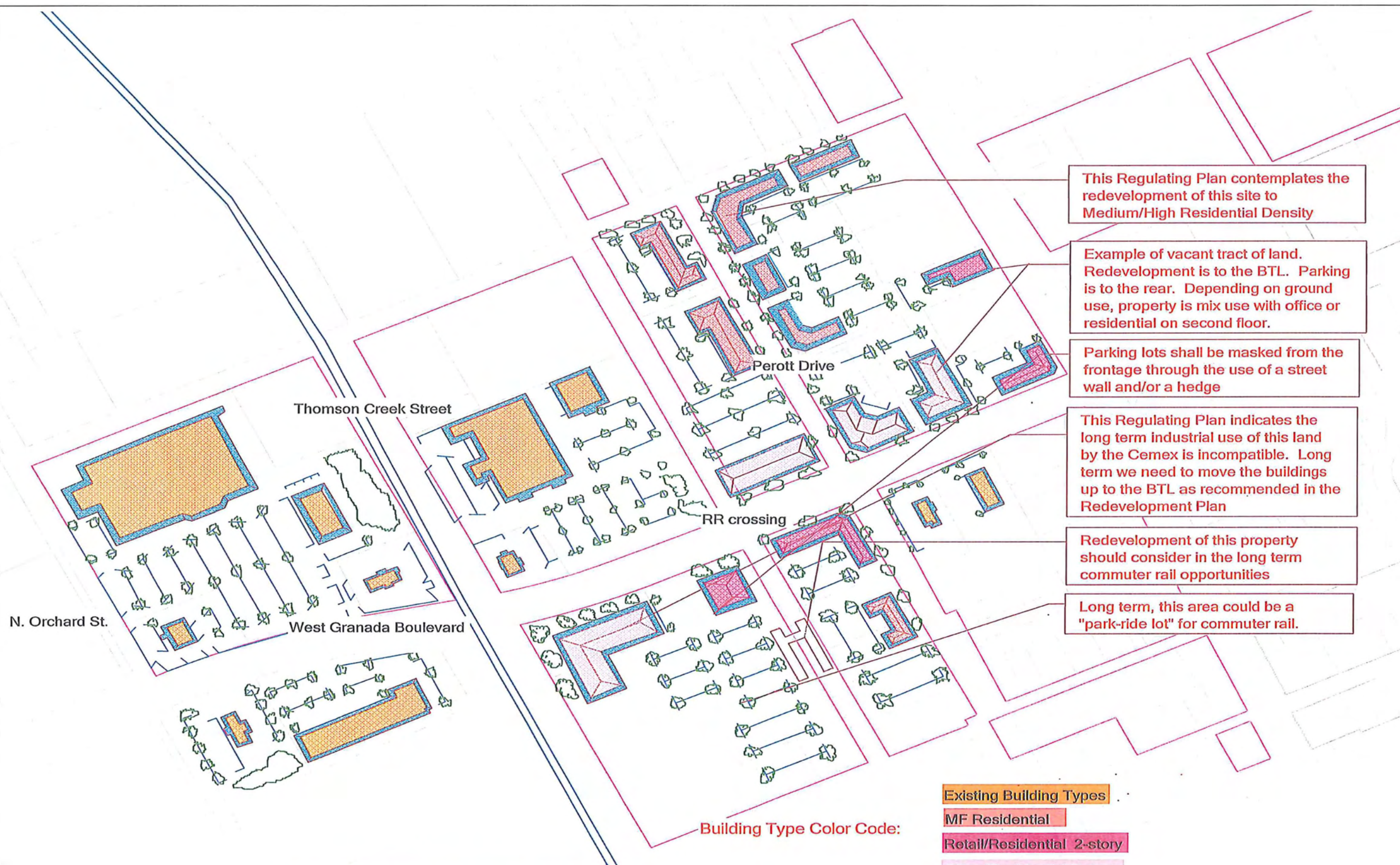
- (1) **Creek District.** This sub-district is primarily intended to enhance the existing suburban style development pattern. This sub-district is a prime location for workforce housing for both tenure types. Redevelopment of industrial uses upon vacancy should be to medium and high density housing since the current employment per acre estimate for the Creek district is 9.49 which are the lowest of the three sub-districts. New buildings on unimproved parcels or where "tear down" of existing buildings occur shall line the Granada Boulevard frontage. Long term, redevelopment of the cement mixing plant to a use that could benefit commuter rail or local transit would be highly desirable;
- (2) **River District.** This district has a traditional downtown appearance which should be supported and enhanced with similar form and function. The office and retail service function in this district has a current employee per acre estimate of 12.34. The district regulations support the function of the town center's core role as a hub of city importance for business, communications, office, government, retail, culture, education, visitor accommodations, and entertainment. The regulations contained herein for this district support a mix of office, commercial, public, recreation, and entertainment uses. The River District also accommodates mixed use and medium and high residential projects along the parallel side street system to Granada Boulevard. The side street system and adjacent areas are primarily intended to accommodate medium to high density residential development and small scale ground-floor commercial uses with residential units above. This area also accommodates low-intensity office development compatible with the established residential character as well as to adjacent residentially zoned districts. The side street area is considered to be all of the parcels fronting New Britain Avenue from North Beach Street to US 1 and those properties fronting north and south oriented streets; and
- (3) **Ocean District.** This area is uniquely situated to take advantage of both the Halifax River and the Atlantic Ocean. More intensive infill housing south of Granada Boulevard as well as mix use development along Granada and the side street system incorporating a housing component is needed. The employee per acre in the District is the highest of the three districts at 25.16. The district is considered to be all parcels fronting Granada Boulevard from A1A to Riverside Drive/John Anderson Drive and the side street system on the south side of east side of Granada.

C. BUILDING ENVELOPE LAYOUT (See Figure 1: Site Plan Typical):

- 1) **Street Frontage:** Minimum 70%;
- 2) **Minimum interior side property line setback:** 0 feet;
- 3) **Building frontage in Figure 1** should not be construed as preventing the interconnection of on-premise sidewalks, courtyards or outdoor cafes from rear parking lots and secondary streets to the primary frontage street.
- 4) **Minimum rear yard setback:** 0-5% of lot depth depending on specific site plan conditions;
- 5) **Front setback:** 4 feet – Granada Boulevard; 5 feet side streets.
The following exceptions to the build-to-line (BTL) for front and street side building setbacks apply:
 - a) Buildings may be set back from the BTL to provide an articulated façade or accommodate an entrance feature provided the created space does not exceed 1 square foot for every linear foot of building frontage; or
 - b) Buildings may be setback in order to accommodate an outdoor eating area or café.
- 6) **In order to preserve the continuity of the street wall, no building may setback more than 20 feet from the BTL regardless of the exceptions provided above;**
- 7) **Floor Area Ratio:** To encourage mixed use buildings, an FAR of 1.0 shall be permitted;
- 8) **Lot Area per Unit (Density):** The minimum lot area per dwelling unit shall be 1000 and 500 square feet for mixed use buildings located on the side street system and Granada Boulevard respectively. See the Downtown Design Guidelines for an example of how this can be accommodated on a site. All other buildings shall be subject to the minimum square footage by bedroom in the respective zoning district;
- 9) **Landscaped buffers** shall not be required for any portion of the building that fronts a street.
- 10) **Maximum Impervious Surface:** 90%







This Regulating Plan contemplates the redevelopment of this site to Medium/High Residential Density

Example of vacant tract of land. Redevelopment is to the BTL. Parking is to the rear. Depending on ground use, property is mix use with office or residential on second floor.

Parking lots shall be masked from the frontage through the use of a street wall and/or a hedge

This Regulating Plan indicates the long term industrial use of this land by the Cemex is incompatible. Long term we need to move the buildings up to the BTL as recommended in the Redevelopment Plan

Redevelopment of this property should consider in the long term commuter rail opportunities

Long term, this area could be a "park-ride lot" for commuter rail.

- Existing Building Types
- MF Residential
 - Retail/Residential 2-story
 - Office/Residential 2-story

CREEK DISTRICT REGULATING PLAN

Redevelop side street to permit office and retail development with buildings to front and parking to rear.

Building wall materials may be combined on each facade only horizontally, with the heavier generally below the lighter. Street walls shall be made of brick, block or stucco to match facade of principal building. Windows shall use clear glass panels. All openings other than storefronts shall be square or vertical in proportion. Openings above 1st story shall not >50% of the total building wall area. Retail frontage facades shall be detailed as storefronts and glazed NLT 60% of the sidewalk-level story. Doors/windows that operate as sliders are prohibited along frontages. Pitched roofs shall be symmetrically sloped NLT 5:12. Flat roofs shall be enclosed by a parapets a minimum of 42" high or as required to conceal HVAC equipment.

No interior side setback is required.

A minimum of 60% of the street-facing building facade between 2 feet and 8 feet in height must have clear windows that permits views of indoor space or product display areas

Multi-family development (5-30 u./a)

Side Streets: ROW 50-60 feet. On Street Parking permitted. Where on-street parking is provided, that which is located along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the lot.

Shared off-street parking (Typical throughout)

While these drawings depict large building envelopes, the intent is to have no one occupant larger than a certain floor area size. For purposes of the downtown to permit a drug store, the maximum gross floor area per commercial applicant shall not exceed 15,000 square feet.

Larger buildings with entrances may include doors to individual shops or business lobby entrance entrances to pedestrian-oriented plaza's, or courtyard entrances to a cluster of shops or businesses

Blocks must not exceed [500] feet in length and must provide pedestrian linkages to parking at least every 250 feet.

N. Ridgewood Avenue

Beach Street

Buildings at corner of two streets shall have entry at corner (typical). This site is already built upon, consequently moving up to the BTL, multi-story or mix use would not apply unless the building was 100% removed.

No curb cuts are permitted for lots that have right of access from the rear of the lot to a public ROW

A minimum building height in the River District shall be two story. Ideal height is 3 stories. Because this site is vacant, redevelopment to mix use and multi-story would be required

Reduce parking requirement by 20% due to location along transit route. If public parking is located within 640 feet, no off site parking is required for tenant space <3,500 GSF. Tenant space > 3,500 square feet shall provide parking but such parking may be provided on sites elsewhere within the same pedestrian shed.

Vacate Lewis and convert to pedestrian walkway.

Buildings along SR 40 shall set back a maximum of 4 feet from the public ROW. A setback may be increased from the BTL to a maximum of 20 feet from public ROW if a courtyard, plaza, outdoor cafe or seating area is incorporated into the development adjacent to the public street

In the future, relocate school parking to a site along Tomoka Avenue and in-fill this site with retail/office/residential.

West Granada Boulevard

Tomoka Avenue

This Regulating Plan depicts long term that this parking lot fronting Granada be redeveloped with buildings fronting the ROW. Will require a partnership with School District to redevelop this parcel.

Minimum Street frontage: 70%

To encourage mix use, it is proposed that a maximum FAR of 1.0 be permitted.

To promote mix use buildings, flexible development standards are needed. Rather than minimum floor areas, this advocates a minimum lot area per dwelling unit. When residential development is provided on upper stories of a mix use building, the minimum lot area shall be 1452 feet per DU. This is over and above the minimum lot area needed for a ground floor commercial space.

Existing Building Types

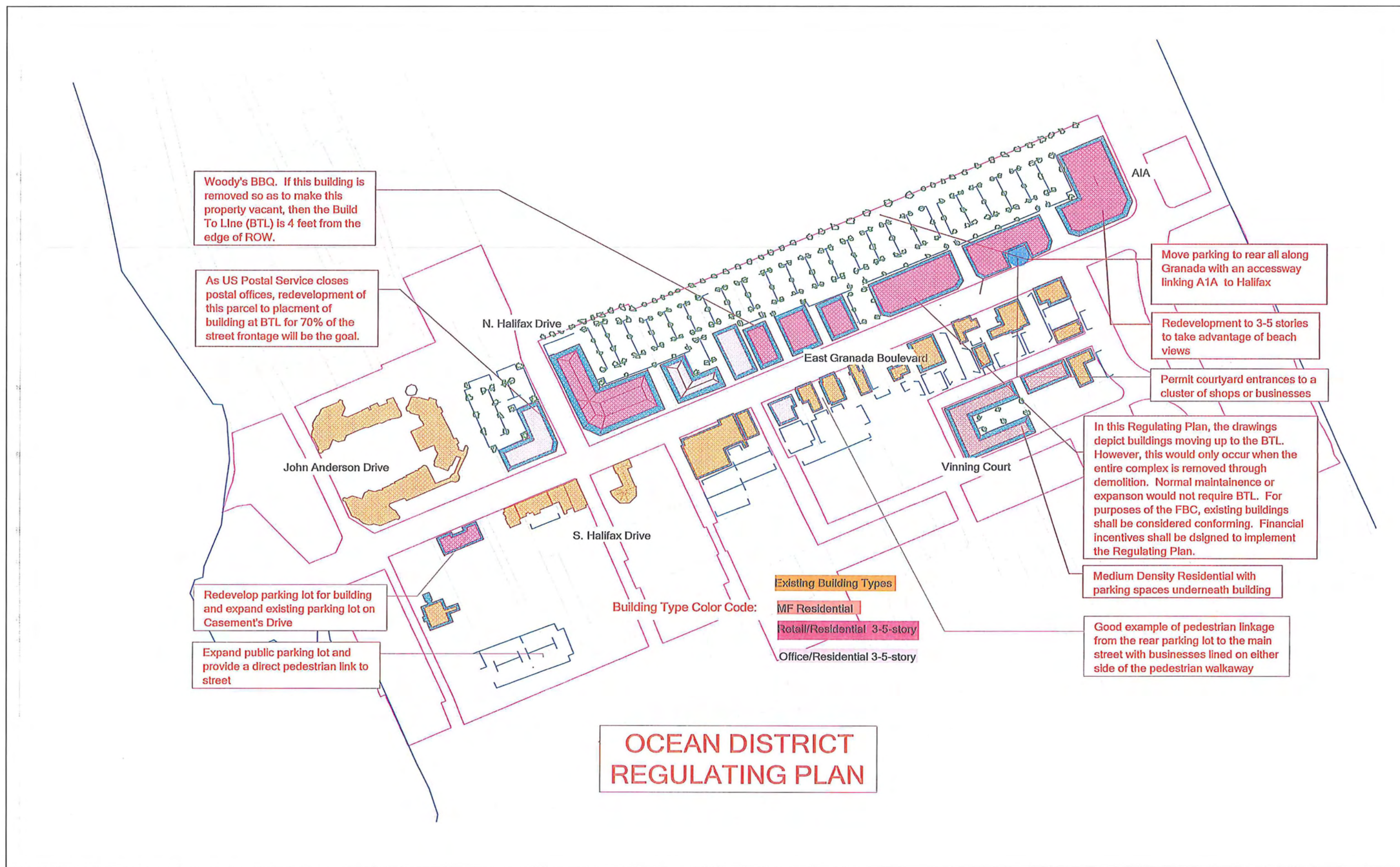
MF Residential

Retail/Residential 2-story

Office/Residential 2-story

Building Type Color Code:

RIVER DISTRICT REGULATING PLAN

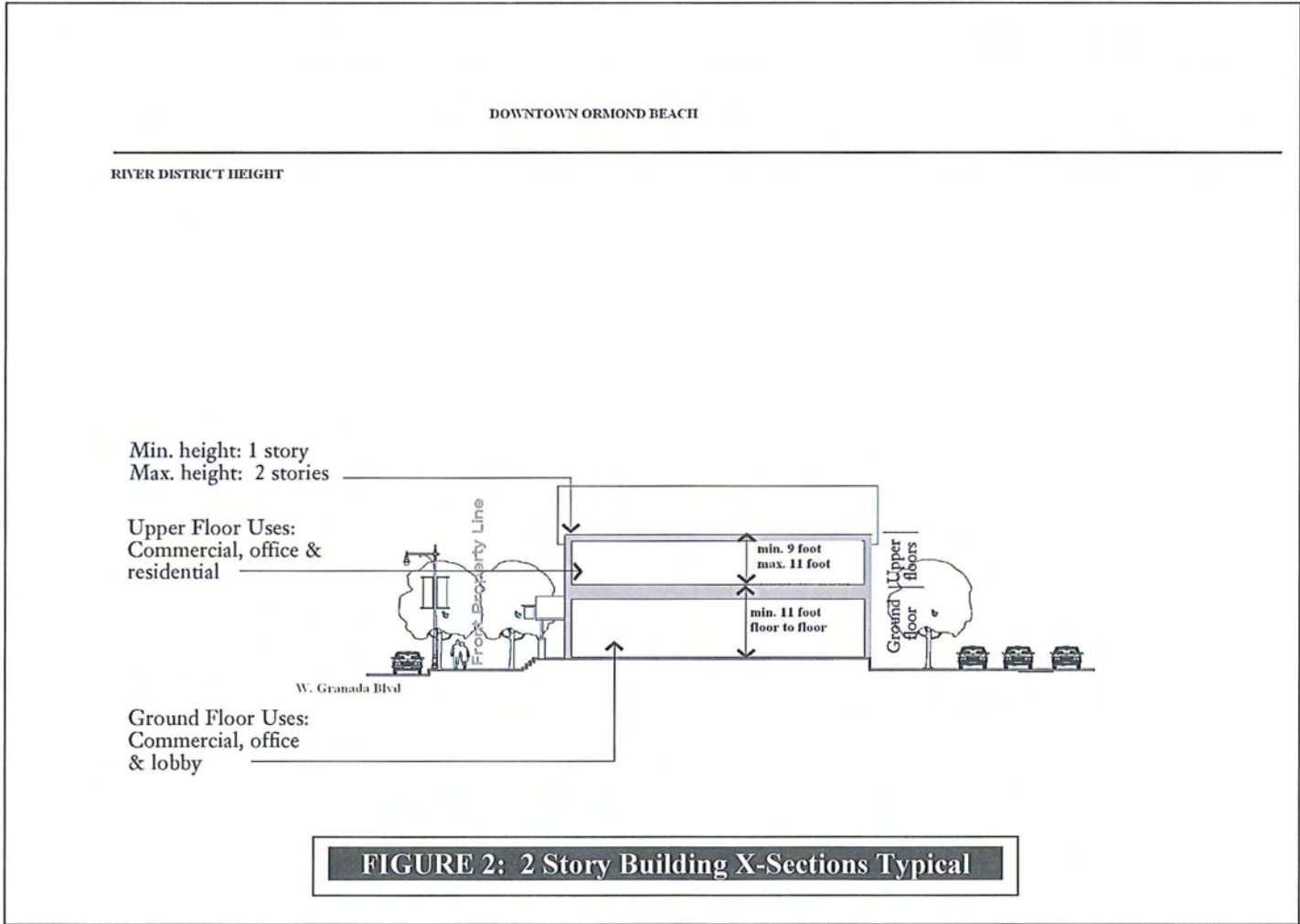
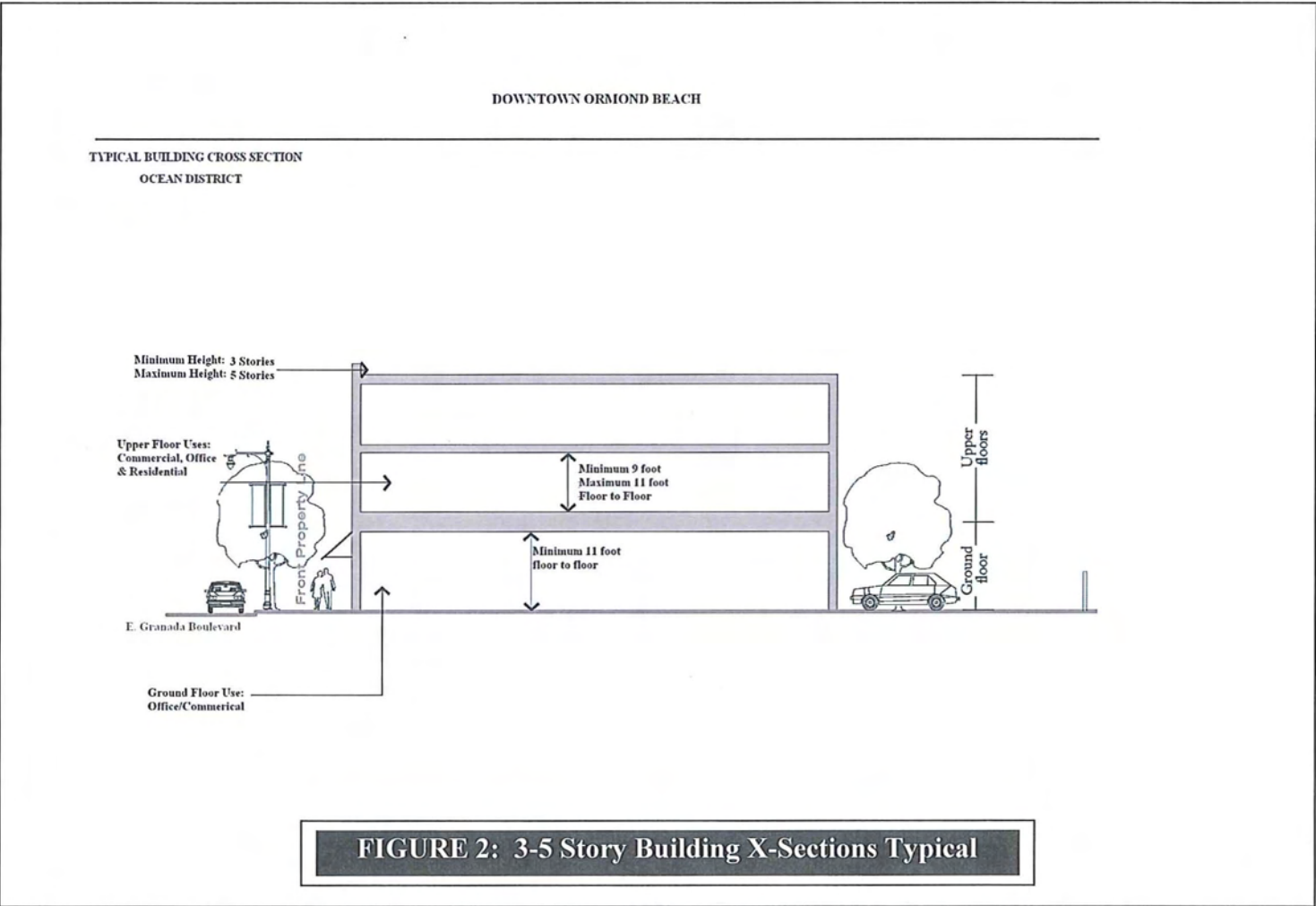


D. HEIGHT REQUIREMENTS (See Figure 2: Building Cross Section Typical):

- 1) Building Height: Height is measured in stories.
- 2) Table 1 depicts the heights by physical location and the district in which a building is located.
- 3) Redevelopment along that portion of New Britain adjacent to the Lincoln Historic District shall not exceed 2 story.

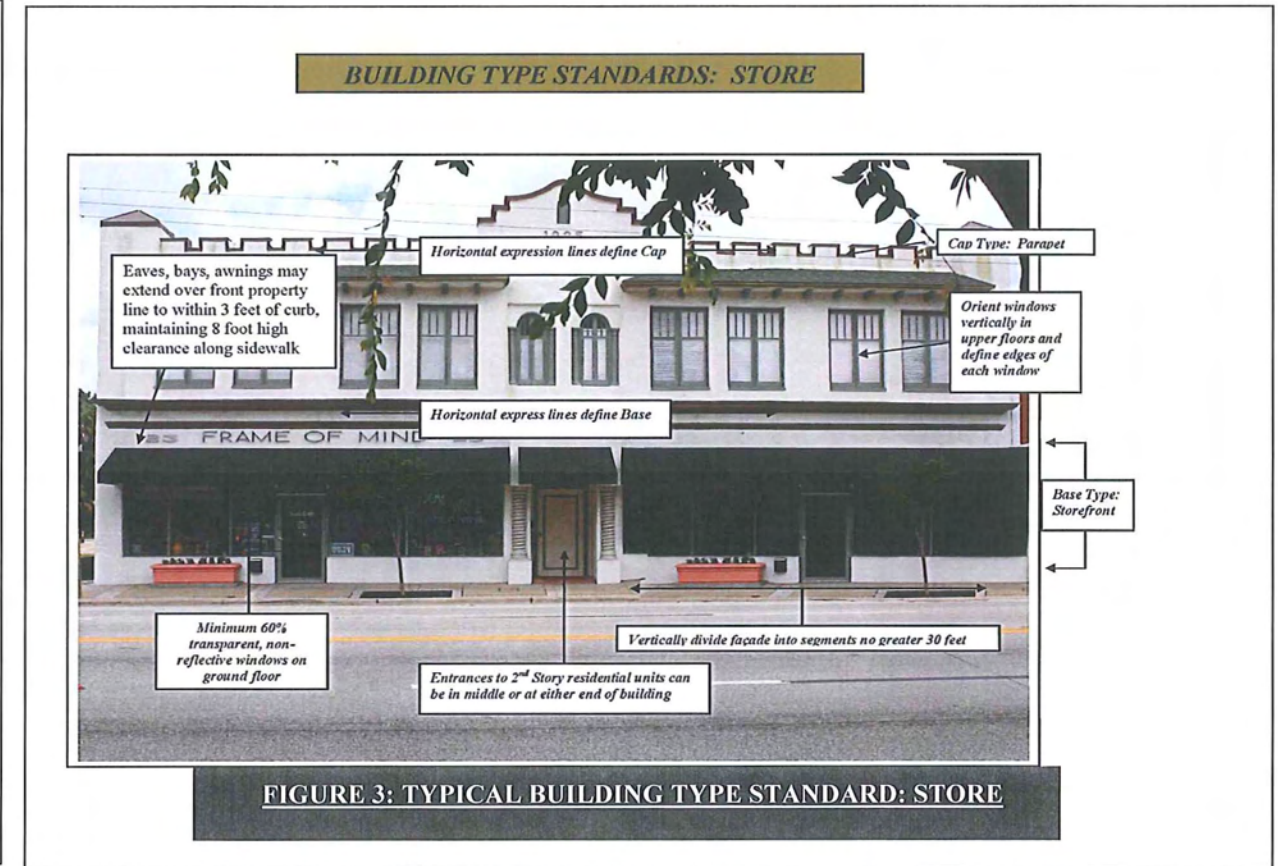
Table 1-Height by Location			
Location	Creek	River	Ocean
Granada	2 story	2 - 5 stories	3 – 5 stories

- 3) Floor-to-Floor heights and Floor Area of Ground-Floor Space: All commercial floor space provided on the ground floor of a mixed use building must have a minimum floor-to-ceiling height of (11) feet. All nonresidential floor space provided on the ground floor of a mixed use building must contain at least 800 square feet or 25% of the lot area whichever is greater on lots with street frontage of less than 50 feet OR at least 20% of the lot area on lots with 50 feet of street frontage or more; AND
- 4) Floor Heights: Allowable ground floor height is a minimum of 11 feet as measured floor to floor. Upper floor minimums shall be 9 feet, maximum 11 feet, as measured floor to floor.



E. FAÇADE REQUIREMENTS (See Figure 3: Building Type Standard: Store):

- 1) Window Transparency: A minimum of 60% of the street-facing building façade between 2 feet and 8 feet in height must comprise clear windows that allow views of indoor nonresidential space or product display areas. Windows shall use clear glass panels;
- 2) Building Entrance: Buildings located at the corner of two intersecting streets shall have the building entry located at the corner. Buildings entrances may include doors to individual shops or businesses, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses;
- 3) Façade Elements: There is not a specific design style advocated by this code. However all of the following elements should exist regardless of style:
 - a. A recognizable store front base exists. Doors/windows that operate as sliders are prohibited along frontages;
 - b. Horizontal expression lines exist to define the cap and base of the building;
 - c. Pitched roofs shall be symmetrically sloped NLT 5:12. Parapet is an allowable cap type, but it must be a minimum of 42" high or as required to screen all HVAC equipment from view on the principal street.
 - d. Upper story windows must be oriented vertically and window edges must be defined. All openings other than store-fronts shall be square or vertical in proportion. Openings above 1st story shall not >50% of the total building wall area;
 - e. The building shall not exceed a 3:1 horizontal to vertical ratio;
 - f. The façade shall be vertically divided into segments no larger than 30 feet; and
 - g. Building wall materials may be combined on each façade only horizontally, with the heavier generally below the lighter. Street walls shall be made of brick, block or stucco to match façade of principal building.
- 4) The Downtown Design Guidelines are incorporated herein for more detailed guidance on specific design elements such as proportion, wall and window pattern, materials, doors, ornamentation, color and skyline articulation.



F. ACCESS AND PARKING REQUIREMENTS:

1. Access:

- a. Location: On site surface parking lots are permitted only to the rear of a lot, fully screened from the front property line by a building. Parking may be placed on the side of a building but a street-wall with landscaping at the base of the wall must be provided. The street wall must be designed to screen the view of vehicles from the principal street. A 3 foot street-wall must be designed with the same building materials as the principal building;
- b. Driveways as a general rule shall not be permitted on Granada Boulevard. Access shall be taken from a lower classification street if available.; and
- c. Driveway access from a secondary access street must be located at least 50 feet from the front property line on Granada Boulevard.

2. Parking:

- a. There shall be provided on the same site with any use off-street parking, spaces for automobiles and bicycles in accordance with the requirements of Section 3-26 of the LDC. In all cases where bicycle parking is provided, such parking shall not be more inconveniently located than car parking and attempts should be made to have bicycle parking more convenient.
- b. Off-street parking requirements shall not be considered as providing required off-street parking facilities for any other use except as provided for when shared parking is proposed.
- c. Parking requirements for uses within the DOD shall vary according to the size of development, the location of public parking and transit availability. Where parking is required, parking may be provided through the use of shared parking, off-site valet or remote parking, a parking reduction study, a payment in lieu of on site parking, on site parking or a combination of these approaches. It is not the intent of this provision to limit the alternative parking approaches to those identified in this section. Other alternative approaches which have been used successfully in other downtown areas similar to Ormond Beach which are rational and based upon applied science may be considered;
- d. Due to transit availability, and the existence of on-street parking and public parking lots in the River District, the first 2,000 square feet of floor area for any new development within the River District shall be exempt from the minimum parking requirements as calculated in Section 3-26 of the Land Development Code (LDC);
- e. All other Districts (Ocean and Creek) such parking may be reduced by 25% due to transit availability.

- f. Where parking is required due to the size of the development or type of use, parking may be provided on-site, off-site through valet or remote parking, or through shared parking where the City is acts as the broker, coordinator, and approving authority for the shared parking; and
- g. When parking is provided as a principal or accessory use on site, parking may remain on a semi-improved surface such as shale or stone until a master stormwater conceptual permit is approved and implemented for the downtown. This option is at the sole discretion of the city and should not be construed as an entitlement by an individual property owner. Once improvements within the sub-basis area where the unimproved parking lot is located, the property shall be constructed and landscaped in accordance with Section 3-28 and Section 3-05 of the LDC respectively.

3. Alternative parking options to on-site parking provisions:

- a. Valet or Remote parking: Upon application to the City, a business may utilize offsite valet parking or provide remote parking to meet the parking requirements. Valet or remote parking need not be located on the same side of the street of the use to be serviced by such parking. If valet parking is to be used, the applicant must provide the location and number of the valet parking spaces, or the location and size of the valet parking zone being requested; the location of the off street parking area the valet parking operation intends to use for the storing of the vehicles, and a signed contract or agreement showing that the valet parking has acquired the legal right to store the vehicles; and proof of insurance as required by the City
- b. Payment in lieu of Parking: An applicant may elect to make a payment in lieu of parking to the City. Such payment shall be based upon the current construction cost of one surface parking space times the number of parking spaces. Payments shall be deposited to the City Tax Increment Financing Account for construction of parking based upon demand;
- c. Parking Study Reduction: A study prepared by a qualified transportation firm or individual may be used to support reduction of parking based upon the known characteristics of the use. It shall be at the City’s discretion to accept all, a portion, or none of the parking supported by the study; and
- d. Shared parking may be used, if feasible, to satisfy all or a portion of the minimum off-street parking requirements. Shared parking is permitted between different categories of uses or uses with different hours of operation provided the City acts as the broker, coordinator, and approving authority for the banking of parking arrangement. The Planning Director may authorize upon application the allocation, transfer and the use of public parking spaces and private spaces to another land use to serve as the required off-street parking based upon the percentage of required parking which is anticipated to be available by general use and time of day as indicated in Table 2 below.

Table 2: Percentage of Available Parking Permitted to be shared

General Use Classification	Weekdays			Weekends		
	12-7 am	7am-6pm	6pm-12am	12-7 am	7am-6pm	6pm-12am
Office	95	0	95	100	95	100
Retail	100	0	50	100	0	25
Restaurant	50	30	0	30	65	0
Lodging	0	35	0	0	35	0
Residential	0	50	20	0	25	25
Entertainment	95	80	0	95	50	0
Place of Worship	100	70	50	100	0	25

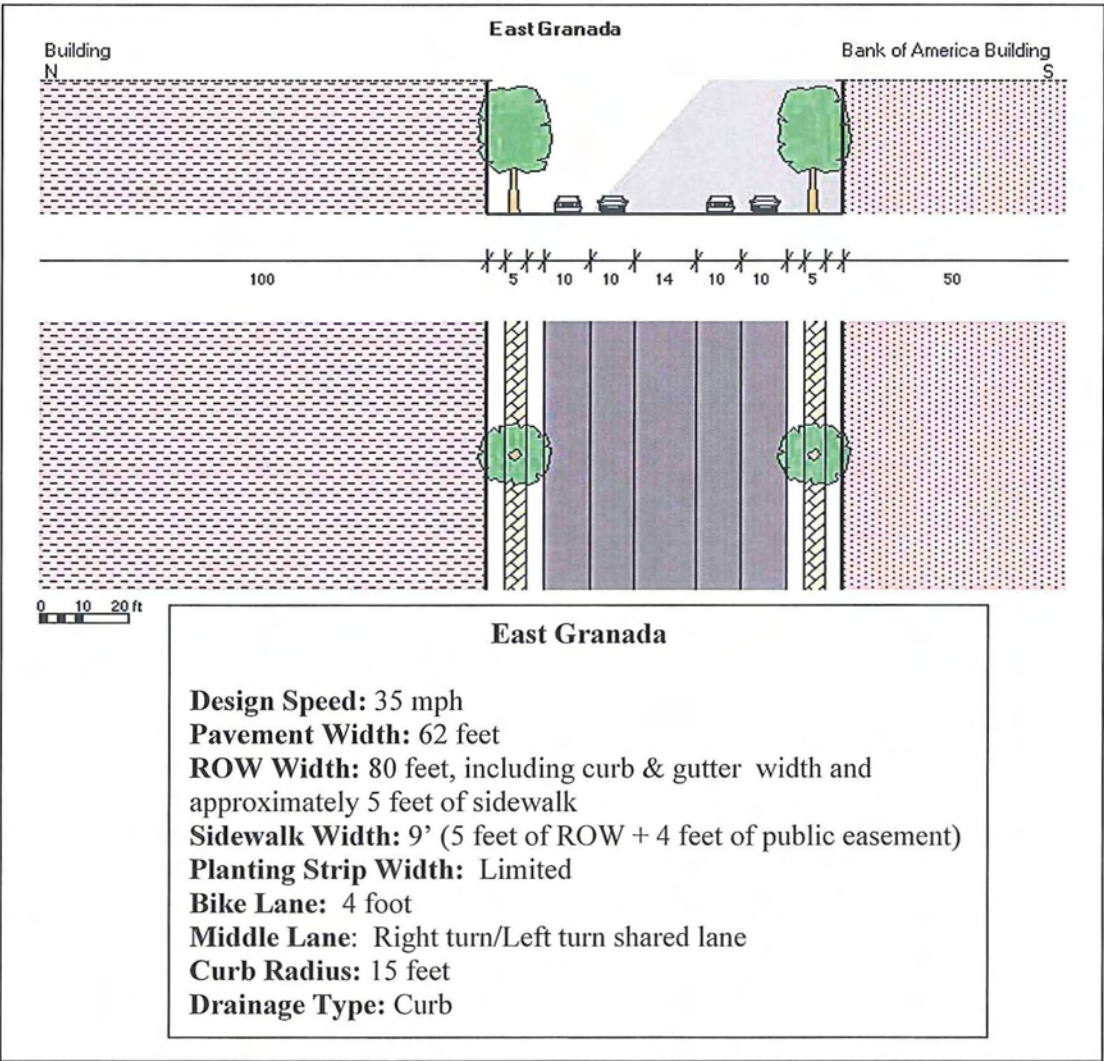
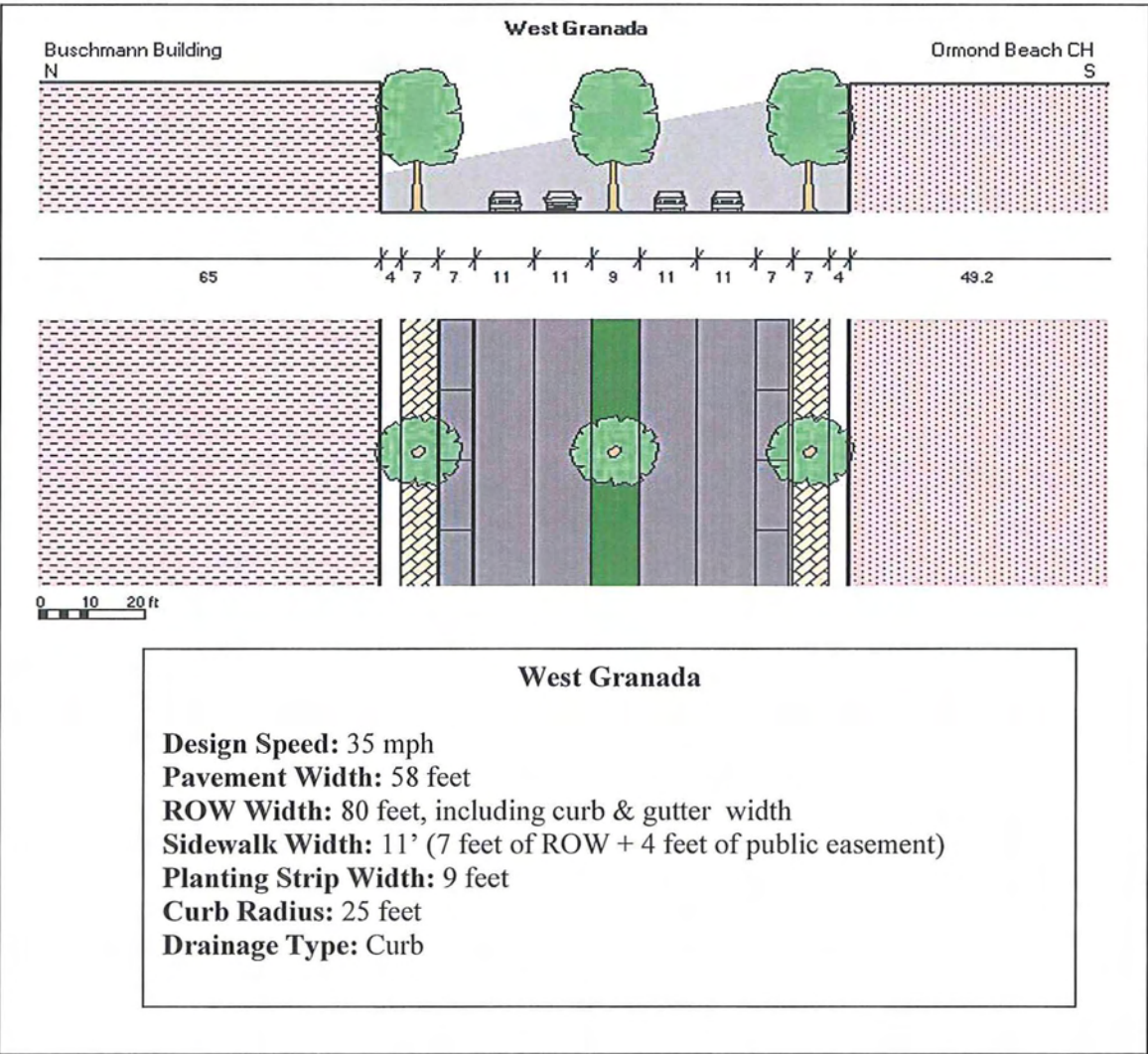
- e. Shared Use Parking Example: Assume a parcel in the downtown is to have a 5,000 square foot retail building constructed upon it. The LDC requires 25 spaces. However, only 12 spaces can be accommodated on site. A 20% reduction is permitted because a transit route exists reducing the required parking to 20 spaces. Based upon Table 2, the applicant for the retail establishment would be permitted to share 100% or 12 spaces from 12 am to 7am; no spaces from 7 am to 6 pm; and 50% or 6 spaces from 6 pm to 12 am. In return for the City permitting 8 spaces from a city owned 50 space parking lot located within 660 feet of the use in order for the applicant to meet his parking requirement of 20 spaces during the period of time the most number of parking is needed (7 am to 6 pm), the applicant would be required to permit the use of all 12 parking spaces for the public from 12 am to 7 am and 6 spaces from 6 pm to 12 am. The use of this parking by the public would be establishments which require parking at different hours than the retail use. In this example, the City has leveraged its 50 space parking lot by increasing the number of spaces available in the early morning to 62 spaces, 42 parking spaces during the day, and 56 spaces at night. The increased parking made available between 12 am to 7 am supports increased residential densities in the downtown while providing night time uses such as restaurants with a supply of parking required between 6 pm and 12 am. A public parking easement would be required from the owner of the 5,000 square foot retail building, but the easement would only be effective for as long as the shared parking arrangement continued. This easement could be terminated by the owner upon notice to city however the owner will still be required to provide the required parking to meet his day time need. In this example, the City is the banker, broker, coordinator, and approving authority for the shared parking arrangement.

G. PUBLIC SPACE STANDARDS:

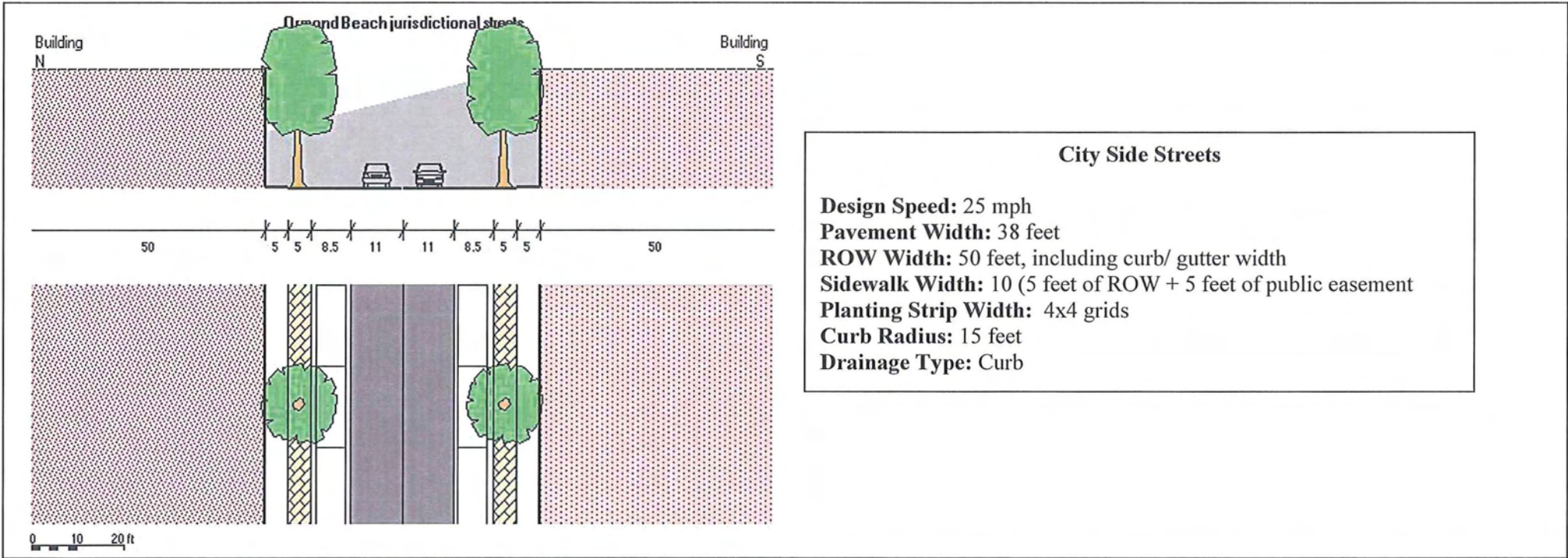
A. Streets within downtown Ormond Beach, regardless of jurisdiction, should be inviting public space and integral components of community design. The state and local street network provides for bicycle, pedestrian, and transit accessibility. All side streets parallel to and connecting to Granada Boulevard should continue to connect and not be vacated except for Lewis Street which should be vacated as a pedestrian connection. These local connections help create a network of public areas to allow free movement of automobiles, bicyclists and pedestrians. In order for this street network to be safe for motorists and pedestrians, all design elements must consistently be applied to calm automobile traffic. Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Pavement widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall street network. All new or renovated transportation infrastructure in the Ormond Beach Downtown CRA should achieve safety, comfort and convenience for all modes of travel, including pedestrians, bicyclists and transit riders, in addition to automobile traffic. The following is a checklist of elements that should be incorporated into all new developments or transportation projects in Downtown Ormond Beach:

- Provide sidewalk easements to expand the existing width of the current sidewalk on Granada Boulevard to eleven feet thus providing pedestrian safety as well as landscaping opportunities.
- Provide sufficient rights-of-way (50 foot width) on all other side streets to ensure required sidewalk width (5 feet wide-both sides); on-street parking (8.5 feet wide – both sides), two eleven foot wide through lanes; and two ½ foot curb and gutter on both sides is accommodated. The additional 5 foot setback shall be used to widen the sidewalk through dedication of a public easement.
- Include bicycle facilities on local access roadways and retrofit existing roadways with major reconstruction projects where feasible and without loss of on-street parking.
- In lieu of concurrency, all new development and (re) development shall contribute in the form of a fee to be used towards multi-modal improvements such as pedestrian sidewalks, bicycle trails and enhancements, and facility/operational improvements along the transit corridors.
- Provide full accessibility to all, including kids, seniors, and people with disabilities.

B. Granada Boulevard



C. New Britain/Perrot/Lincoln/Tomoka Streets



H. PERMITTED USES: In addition to the permitted, conditional, special, and accessory uses provided for within Article 2, Chapter 2, Section 2-24 for the B-4 (Central Business) zoning district, live/work units and residential units above nonresidential ground floor uses are permitted by right. Prohibited uses include: non-camouflaged telecommunication towers, new or used car lots, outdoor storage, and Type B & C Convenience Stores. The current uses located within the Downtown Overlay District which are considered prohibited may remain and re-establish through redevelopment however no such new use shall be permitted by right or through a PBD process. Where building use types are depicted on the Regulating Plan but are not permitted by the underlying land use and zoning, a land use and zoning change shall be required.

I. INCENTIVES:

1. To support development and redevelopment in the DDO, the Planning Director or designee may approve administrative relief of up to 20% to any dimensional requirement, yard or setback standard. In addition, development or redevelopment of uses which further the Regulating Plans, lot layout, and building design standards of this section shall be eligible for financial incentives for property improvement. Use or dimensional non-conformities may be permitted to expand provided the non-conforming conditions are improved and such expansions are consistent with this section.
2. Stormwater treatment on parcels involving lot coverage of less than <5,000 square feet of floor area and <4,000 square feet of impervious road surface for a total of 9,000 square feet shall not be required if the overall lot coverage is being reduced as a result of redevelopment. For parcels which have lot coverage of less than <5,000 square feet of floor area and <4,000 square feet of impervious road surface and redevelopment will increase the lot coverage but the floor area and impervious road surface is less than the 9,000 square feet of lot coverage, only the additional lot coverage shall require treatment. Financial incentives may be permitted

J. SIGNS: Monument, wall, projecting, awning, and canopy signs are permitted subject to the requirements contained in Section 3-48 E.

K. ADMINISTRATION: All current uses, buildings and lot layouts as of the date this section is adopted are considered conforming regardless of the illustrations depicted in the Regulating Plan and the text contained herein. Section B through J applies to all new development on vacant parcels or parcels which will have current building improvements removed for redevelopment. A Change of Use as defined by Section 2-64 D of the LDC, building expansions and other improvements regardless of valuation or a use vacant for greater than 6 months shall comply with the Design Guidelines only from Section E, F, H and J. Compliance with the Design Guidelines shall make the property eligible for financial assistance. Where the presence or absence of a provision exist in the DOD that thwart the implementation of the Redevelopment Plan, the Planning Director or designee is authorized to implement a different standard or provision provided the purposes of DOD are furthered by the alternative standard or provision. Where planned development is of such a type and nature that the internal and external operations has been demonstrated that the mix use and upper story construction is inappropriate, relief from these requirements may be granted administratively by the Planning Director or designee. The granting of relief shall be at the sole discretion of the City and shall not be considered a right by the applicant for development.

L. DESIGN GUIDELINES: The Downtown Overlay Design Guidelines are hereby adopted by reference and shall be utilized in determining both compliance with this code section as well as evaluating development proposals for eligibility under any financial incentive program offered by the Community Redevelopment Agency.