

YEAR 2025 COMPREHENSIVE PLAN



CITY OF ORMOND BEACH, FLORIDA

Adopted December 7, 2010

YEAR 2025 COMPREHENSIVE PLAN



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A. INTRODUCTION

This Chapter sets forth the guidelines and criteria for administering the Ormond Beach Comprehensive Plan. Proper Plan administration requires the establishment of procedures to ensure that the Plan provides for a means of Plan interpretation, Plan interpretation appeals, and Plan amendment.

B. PLAN INTERPRETATION

It is the responsibility of the Planning Department Director (hereinafter referred to as the Director) to interpret the Comprehensive Plan and its application to public and private land and to activities permitted thereon. Plan interpretations are to be based on the applicable text, maps, figures and tables within the adopted Comprehensive Plan along with the support documentation developed to support the Comprehensive Plan. Plan interpretations shall be based upon the following guidelines:

1. Use and Status of Support Documentation – The City’s supporting data and analysis establishes the base data compiled to support the Comprehensive Plan. The support documentation is not adopted as part of the Plan but may be used in any review, interpretation and update of the adopted Comprehensive Plan. The support documentation may be updated periodically and portions may be incorporated as a Plan amendment if deemed appropriate.
2. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:
 - a. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, summary table, or illustrative table, the text shall control.
 - b. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control.
 - c. In the event of an apparent conflict between Plan goals, objectives and policies or any other portion of the Plan text, the Plan goals, objectives and policies shall control.
3. Interpretation of Undefined Terms – Terms not otherwise defined herein shall be interpreted first by reference to the relevant provisions of the Local Government Comprehensive Planning and Land Development Regulation Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes or Administrative Rules if specifically defined therein; secondly, by reference to generally accepted planning or

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otherwise professional terminology if technical; and otherwise according to the latest edition of Webster's New Collegiate Dictionary.

4. Administrative Interpretations – It is the responsibility of the Director to make Comprehensive Plan administrative interpretations. Applications for an administrative interpretation together with the appropriate fee as may be required by resolution of the City Commission shall be filed with the Director. Administrative interpretations may be required as a result of one of the following actions:
 - a. Failure to obtain a Comprehensive Plan consistency finding based on submission of a building permit, or subdivision or site plan application:

In the event a building permit, or subdivision or site plan application is found inconsistent with the Plan, the application may be forwarded to the Director for an administrative interpretation. The building permit, or subdivision or site plan application shall serve as the application for an administrative interpretation.
 - b. Request for interpretation of land use designation boundaries:

Written requests are required for administrative interpretations related to land use designation boundaries. The request shall include a legal description of the parcel(s) and depending on the circumstance a current survey may be required. The applicant may submit additional materials that he feels supports his application and the Director may ask for additional information to explain said request.
 - c. Any other action that would require a Comprehensive Plan interpretation.

Any affected party may make application for an administrative interpretation of the Comprehensive Plan. The application would be for a set of circumstances not covered under one of the aforementioned interpretations. Specifically, the application shall include a written statement which clearly identifies the section or sections of the Plan for which an interpretation is required along with references to text, maps, figures and support document(s) which the applicant feels supports the application.
5. Administrative Interpretation of Plan Consistency and its Relationship to the Concurrency Provisions of the Capital Improvements Element – An administrative interpretation resulting in a determination of consistency does not constitute a determination of concurrency, which is a separate determination that is subject to Article 7, Concurrency Management, of the City Land Development Code and the concurrency provisions of the Comprehensive Plan's Capital Improvements Element.
6. Appeal of an Administrative Interpretation – Any administrative interpretation made by the Director under the provisions of this Chapter may be appealed to the City Commission. Appeals may be initiated by any person aggrieved, or by any officer, board, department or agency of City Government. An appeal shall be submitted within 10 days after rendition of the interpretation by filing with the Director and with the Legal Department, a written Notice of Appeal specifying its grounds together with the appropriate fee, as may be required by resolution of the City Commission. The appeal shall be submitted on a form prescribed by the Director.

Upon receipt of the Notice of Appeal, the Director shall transmit to the City Commission all documents, plans, papers, minutes, applications, recommendations or other materials relating to the appealed decision. In its deliberations, the City Commission shall decide that the interpretation of the Director is either consistent or inconsistent with the Comprehensive Plan and then shall direct the disposition of the appeal. In lieu of a consistency/inconsistency ruling, the Commission may determine that the scope of the appeal goes beyond a simple interpretation of the Plan and deals with a substantive issue affecting City policy. Having made such a determination, the City Commission may then refer the application to the Planning Board. The Board shall review the appeal to determine its policy implications and recommend whether or not the appeal would constitute a Comprehensive Plan amendment.

7. Recourses to Decisions of the City Commission – Any City Commission decision on an administrative interpretation may be appealed by an aggrieved person, to the Circuit Court for review by certiorari, within 30 days after the rendition of the City Commission decision. The aggrieved person shall notify all interested persons as required by law and shall have established a record before the City Commission during its hearing on the appeal.

C. PLAN AMENDMENTS

From time to time it will be necessary to amend the Comprehensive Plan to keep up with changing conditions, to comply with State mandated updates and evaluations, to achieve implementation of the Plan and to provide citizens and affected parties a means of recourse to participate in the City's Comprehensive Plan Program. All amendments to the Comprehensive Plan shall, as a minimum, comply with the advertising requirements as prescribed by Part II, Chapter 163 F.S. and by City Ordinance. Any action which requires that a change be made to any of the maps, text, figures, tables or charts and any other change having the effect of altering the use of land as prescribed by this Plan shall be deemed to require a Comprehensive Plan amendment. Plan amendments may be initiated by elected bodies, public agencies, appointed officials, advisory boards, public, semi-public or private utilities, individuals and groups, or any other affected person or combinations thereof.

1. Types of Comprehensive Plan Amendments – The Comprehensive Plan may be amended as a result of one of the following types of applications:
 - a. Mandated Amendment - an amendment required to comply with State laws and rules thereof. A mandated amendment would include court directed settlements in accord with State law.
 - b. Administrative Amendment – an amendment which is initiated by the City Commission through their own actions or acting on the advice or recommendation of the Planning Board, staff or other agency of government.

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- c. Development Amendment – an amendment which is initiated by the property owner or his authorized agent to change the Plan so that a particular development type or land use not otherwise consistent with the Plan, would become consistent following the adoption of the amendment. Applicants may be a single individual owning a single parcel or two or more individuals owning contiguous land areas. Applicants may also be an individual or groups of individuals owning 51% or more of the subject land area. Applicants may be private individuals sponsoring a residential, commercial, industrial or related use or a public agency sponsoring a public use amendment subject to the Comprehensive Plan.
 - d. Small Scale Development Amendment – a Development Amendment that qualifies under the small-scale development amendment provisions of Part II, Chapter 163.3187(1)(c) F.S. and Section 3, below. This Section exempts small-scale amendments from the two-a-year amendment limitations and provides for an accelerated review and adoption schedule.
2. Submission of an Application for a Comprehensive Plan Amendment –
- a. Mandated and Administrative Amendments shall not require a formal application, but shall be processed consistent with the amendment requirements of Part II, Chapter 163 F.S. and Administrative Rule 9J-5. No fee is required for a Mandated or Administrative Plan Amendment.
 - b. Development Amendment applications shall be submitted to the Planning Department on a form prescribed by the Director, together with the appropriate fee as may be required by resolution of the City Commission. Development Amendments may require a pre-application meeting. If required, the Planning Department will schedule the pre-application meeting and may invite other public agencies and representatives as appropriate to attend the meeting.
3. Notification Requirements of Small-Scale Development Amendments –

Small-Scale Development Amendments require the notification of adjacent property owners in the manner described herein:

For the purpose of a Small-Scale Amendment, adjoining property is intended to include property for which any portion of the boundary is contiguous to any portion of the boundary of the property encompassed by the proposed “Small-Scale Amendment and which is not owned or leased by the individual(s) having ownership of the property encompassed by the proposed Small-Scale Amendment. In the case of an intervening easement or right-of-way, this term shall mean the property adjoining said easement or right-of-way which is not owned by the owner(s) of the property encompassed by the proposed Small-Scale Amendment. Where the proposed Small-Scale Amendment encompasses part of a larger property owned or leased by the same individual(s), the boundary of the larger property shall be used to determine the adjoining property(ies).

At least ten days prior to the Planning Board scheduled public hearing date, the landowner, or his duly authorized agent, shall mail notice of the public hearing to the owner(s) of adjoining property. The latest ad valorem tax record shall be used to identify the name and address of the adjoining property owner(s).

Said notice, which is to be mailed by certified mail - return receipt requested, shall set forth the time, day, place and purpose of the public hearing. The Planning Department will provide the owner or his authorized agent with a notice form. The owner or his authorized agent shall acknowledge receipt of the notice form.

It is the intent of this provision that only one said mailing is required to be sent to the owner(s) of the property involved in the proposed Small-Scale Amendment which is not owned or leased by the owner(s) of the property encompassed by the proposed Small-Scale Amendment. A copy of said notice shall be available for public inspection during the Planning Department's regular business hours.

4. Processing of Plan Amendment Applications –

Upon the Director's determination that the application is complete, the Department shall prepare a staff report with all applicable exhibits, information and materials and schedule the application for a Planning Board hearing. The Planning Board shall consider the staff report and forward its recommendation on said Plan amendment to the City Commission. It shall be the responsibility of the City Commission to approve, approve with conditions, continue, or deny the Plan amendment. All Plan amendments must meet the requirements as set forth by Part II, Chapter 163, F.S. and Section 3 above, for Small-Scale Amendment and the applicable Rules of the Volusia Growth Management Commission. Plan amendments are not in effect until the Volusia Growth Management Commission makes a determination of consistency in accordance with their Rules and the Florida Department of Community Affairs determines that the Plan amendment is in compliance with Part II, Chapter 163 F.S. and Administrative Rule 9J-5.

D. RIGHT TO CHALLENGE DEVELOPMENT ORDER CONSISTENCY WITH COMPREHENSIVE PLAN

The right of any aggrieved or adversely affected party to bring action for injunctive or other relief against the City of Ormond Beach to prevent the City Commission from taking any action on a development order that is not consistent with the Comprehensive Plan shall be as set forth in Part II, Chapter 163.3215 F.S.

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<p style="text-align: center;">FUTURE LAND USE ELEMENT ESTABLISHMENT OF FUTURE LAND USE CATEGORIES</p>
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OVERVIEW

The Future Land Use Element establishes the pattern of land uses and location of urban growth for the City of Ormond Beach through 2025. It identifies locations in the City of Ormond Beach where various land uses and intensities of use will be permitted to occur in the future. It establishes and articulates broad policy in keeping with the traditional role of the comprehensive plan as a framework for future development.

The Future Land Use Element reflects previously adopted plans, current development trends, established land uses, and zoning patterns. Upon adoption, the Future Land Use Element sets forth the City's policy regarding future zoning and land use patterns. The major goal of the Future land Use Element is to achieve the highest quality of life for all the residents of the City, its visitors and businesses by managing growth in a manner that is consistent with sound social, economic, fiscal, and environmental principals. The element reflects existing urban service capacities and constraints, and it also establishes locations where future service improvements will follow.

Regarding public infrastructure, the areas adjacent to existing public infrastructure will be the primary areas for future infrastructure development. Expansion of existing facilities in a fiscally and environmentally appropriate manner will be the primary objective. The intent is to maximize efficiency of urban services through compact development and utilization of existing development and facilities for planned developments otherwise consistent with the City of Ormond Beach Comprehensive Plan.

In addition to encouraging development near existing or planned public facilities, areas that are outside the proposed development areas or contain environmentally sensitive or historical attributes will receive special attention to ensure proper management of the City's natural and historic resources.

The Future Land Use Element contains all of the material required by Section 163.3177(6)(a), (F.S.) and Section 9J-5.006, Florida Administrative Code (F.A.C.) which establish the minimum requirements for the content of the Future Land Use Element. The adopted components of the Future Land Use Element include the Goals, Objectives and Policies and the Future Land Use Map presented as Figure 1.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

FUTURE LAND USE CATEGORIES

The Future Land Use categories are declared to be a part of the adopted Future Land Use Policies. The below general future land use categories have been developed to help in the determination of where development should occur through 2025. The categories are described below:

1. Residential

A. Rural Estate/Agriculture (REA)

Purpose: To protect the rural character of certain sections of the City where lands are environmentally sensitive, and also to protect those areas where it is the desire of the property owners to maintain their exurban character. Limited agricultural uses, such as kennels and veterinarians, and institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: 1 unit per five acres

Maximum FAR: 0.2

B. Rural Residential (RR)

Purpose: To provide one-acre or larger “exurban” homesites for those landowners who desire a semi-rural environment in close proximity to urban facilities and services. Areas in this classification can also serve as a transition zone between Rural Estate/Agricultural uses and areas proposed for development at suburban level densities. Institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: 1 unit per 2.5 acres to 1 unit per acre

Maximum FAR: 0.2

C. Suburban Low Density Residential (SLDR)

Purpose: To establish development guidelines, densities and land uses appropriate to the undeveloped and outlying suburban areas of the City, including areas that may be the subject of future annexations within the Ormond Water and Sewer Utility Service Area. It is the intent of the SLDR District to establish density standards that will achieve an intensity of development approximately 20% to 30% less than in the urban core (e.g., 1.6 to 2.5 units per acre, gross density) while encouraging smart growth principles such as compact and cluster development to reduce the cost of extending utilities and allow for the efficient delivery of government services.

Maximum potential density or holding capacity within the SLDR District is determined on a case by case basis based on site specific conditions relative to on-site environmental constraints and the availability of central water and sewer services. Environmental constraints for each parcel of property proposed for development are synthesized from high water table, soil characteristics and flood prone area data derived from the U.S. Soil Conservation Service study and the National Flood Insurance Program maps.

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This information is used by the applicant to arrive at the maximum potential density, or holding capacity, for a particular parcel of land. Actual densities may differ from the maximum potential densities due to zoning requirements that establish minimum lot sizes and setbacks and due to environmental protection requirements that are designed to maintain the integrity of the natural ecological system. The actual density figure is dependent upon the degree of severity of the environmental constraints, the availability of central utilities, and the type of development that is proposed.

Limited daily need retail, not to exceed 20% of the gross project area, and institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: Minimum .2-6 units per acre. Requires holding capacity analysis per the Land Development Code

Maximum FAR: 0.2

D. Low Density Residential (LDR)

Purpose: To protect and encourage the continued development of typical single-family residential areas and stabilize and protect the character of such neighborhoods. Institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: up to 4.3 units per acre

Maximum FAR: 0.2

E. Medium Density Residential (MDR)

Purpose: To allow a variety of highly aesthetic dwelling units, encouraging the establishment of recreation areas and open space and discouraging look-alike rows of dwellings. MDR also allows the development of relatively low density duplex, townhouse and multi-family projects which emphasize open space and maintain a low profile, thus maximizing the compatibility with single-family areas. Institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: Minimum 5-12 units per acre except in the Downtown Community Redevelopment Area where 5 - 15 units shall be allowed.

Maximum FAR: 0.3

F. High Density Residential (MDR)

Purpose: To provide lands suitable for the development of multi-family residential structures. Institutional uses may be permitted in accordance with the maximum floor area ratio.

Density: Minimum 12-32 units per acre

Maximum FAR: 0.3

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

2. Commercial

A. General Commercial (GC)

Purpose: A multi-use land use category to provide for the sales of retail goods and services, high density multi-family, professional offices and services, and restaurants, depending on the range of population to be served and the availability of transit. For projects that propose a mixture of residential and non-residential uses, the minimum FAR should be 0.2.

Density: Maximum: 32 units per acre.

Maximum FAR: 0.7

B. Heavy Commercial (HC)

Purpose: A multi-use land use category to provide for the sale, service, display, and storage of certain commodities which, by their nature, are not compatible with most retail uses. Such uses are often related to the automobile, but may also include business and home improvement services. For projects that propose a mixture of residential and non-residential uses, the minimum FAR should be 0.2.

Density: Maximum: 18 units per acre.

Maximum FAR: 0.8

C. Tourist Commercial (TC)

Purpose: A multi-use land use category to provide uses along the Atlantic Ocean, SR A1A and highway interchanges, that include transit availability, retail services, tourist attractions, restaurants, multi-family and lodging to visitors to the City. For projects that propose a mixture of residential and non-residential uses, the minimum FAR should be 0.2.

Density: Maximum: 32 units per acre.

Maximum FAR: 1.5

D. Office/Professional (OP)

Purpose: A multi-use land use category to provide areas served by transit for use by general office, medical and professional uses and accessory retail sales and personal services. It is expected that at least 30% of the undeveloped office/professional lands in the City will be developed with multi-family residential uses and adult care/retirement facilities. This category may permit as accessory retail sales and personal services as uses in association with office development. For projects that propose a mixture of residential and non-residential uses, the minimum FAR should be 0.2.

Density: Maximum: 15 units per acre.

Maximum FAR: 0.5

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

E. Low Intensity Commercial (LIC)

Purpose: A multi-use land use category to depict those areas of the city that are now developed, or appropriate to be developed, for retail, office and professional services, residential, and restaurants consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas. For projects that propose a mixture of residential and non-residential uses, the minimum FAR should be 0.2.

Density: Maximum 10 units per acre.

Maximum FAR: 0.6

3. Public Institutional

A. Public Institutional (PI)

Purpose: This category includes governmental and public uses, such as City Hall, post offices, fire and police stations, and libraries; educational facilities, such as elementary, middle, and high schools, whether public, parochial or private; cemeteries; religious facilities; airport, hospitals, and other facilities, such as civic associations and service clubs, child care centers, and facilities for the care of the aged and infirm. Public uses are provided for in all zoning districts either as permitted or special exception uses.

The City does not have a special zoning district for this land use category. Therefore the underlying zoning district may be any district, provided that it is compatible with the surrounding zoning districts and the use of the parcel is consistent with the uses allowed in the district. In districts where such uses may be questionable, a public hearing may be required.

Due to the scale and impracticability of showing all public/institutional uses, such uses are not always shown on the Land Use Map, even when permitted.

Density: Maximum: Not permitted.

Maximum FAR: 0.8

4. Industrial

A. Light Industrial/Utilities (LI/U)

Purpose: To provide for the location of light industrial operations and similar uses and would generally include the I-1 (Light Industrial) type of development as stipulated in the zoning district regulations. This land use category also includes areas of the City which will be used for public utilities such as water and wastewater treatment plants, water tanks, and power stations and transit.

Density: Not permitted.

Maximum FAR: 0.8

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

B. Heavy Industrial

Purpose: To depict those areas of the City that are now developed, or appropriate to be developed, in a general industrial manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics. Heavier industrial land uses are generally appropriate to locations with sufficient size to encourage either an industrial park type arrangement with provision for internal service access or as a stand alone industrial location, both of which incorporate adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served directly by an arterial road network as well as by transit.

Density: Not permitted.

Maximum FAR: 0.75

5. Recreation/Open Space

A. Recreation/Open Space (R/OS)

Purpose: To provide land for public, semipublic, or privately-owned areas intended for active recreational uses. Permitted uses within this category include ball fields, golf courses, archery ranges, sports complexes, outdoor recreation areas, contoured golf courses, public parks, picnic areas and gymnasiums. Recreation uses are provided for in all zoning districts as principal uses or special exceptions depending on the specific districts and whether they are public or private and indoor or outdoor.

Density: Not permitted.

Maximum FAR: 0.5

6. Open Space/Conservation

A. Open Space/Conservation (OS/C)

Purpose: This category includes two (2) subcategories: Parks, which includes public areas used for passive recreation, and Conservation which consists of areas within the City that have significant limitations to development, related to elevations, soils, probability of flooding, relationship to a major water body, wetland characteristics, or similar factors. This category of land use is applicable to all zoning districts.

Density: Not permitted.

Maximum FAR: 0.5

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 1. LAND USE DISTRIBUTION

FUTURE DEVELOPMENT AND REDEVELOPMENT ACTIVITIES SHOULD BE DIRECTED IN APPROPRIATE AREAS AS DEPICTED ON THE FUTURE LAND USE MAP TO MEET THE LAND USE NEEDS OF THE ANTICIPATED POPULATION, IN A MANNER CONSISTENT WITH SOUND PLANNING PRINCIPLES, THE GOALS, OBJECTIVES AND POLICIES CONTAINED HEREIN, AND THE DESIRED COMMUNITY CHARACTER.

THE FUTURE LAND USE ELEMENT SHOULD ALLOW LIMITED COMMERCIAL EXPANSION, PROMOTE INDUSTRIAL USE, AND MAINTAIN CURRENT RESIDENTIAL DENSITIES IN THE CORE AREA WHILE ESTABLISHING LOWER DENSITIES IN THE PERIMETER AREAS, FOCUSING REDEVELOPMENT IN THE DOWNTOWN COMMUNITY REDEVELOPMENT AREA, US1, AND SRA1A, AND PROVIDING OR A CONTINUED HIGH LEVEL OF OPEN SPACE. FUTURE GROWTH SHALL BE TIMED AND LOCATED TO MAXIMIZE EXISTING PUBLIC INFRASTRUCTURE.

OBJECTIVE 1.1. RESIDENTIAL LAND USE

Ensure the availability of adequate lands to meet the residential land use needs of the community.

POLICY 1.1.1.

The basic unit of measurement for residential density is dwelling unit per gross residential acre. In calculating maximum potential densities for any given parcel of property, such calculations shall be exclusive of that portion of the property, which is considered to be submerged lands. Assisted living facilities and transient lodging shall be measured based on the floor area ratio with the maximum number of units established in the Land Development Code.

POLICY 1.1.2.

Continue to promote sound planning for the location and design of new residential developments including on-site common open space and recreation facilities.

POLICY 1.1.3.

Preserve the character of existing neighborhoods by not allowing intrusion of land uses that would threaten to alter the neighborhood character and by encouraging voluntary rehabilitation and sound maintenance programs in viable neighborhoods which are capable of self-renewal and establishing code enforcement or public redevelopment activities in areas not capable of self-renewal.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 1.1.4.

Preserve the single-family estate character of oceanfront properties north of Granada Boulevard. Preserve the existing beachside, single-family residential areas, south of Granada Boulevard and east of South Atlantic Avenue, by maintaining their land use designation of “Low Density Residential.”

POLICY 1.1.5.

Encourage innovative design measures for new residential developments and ensure that adequate provision is made for neighborhood facilities suitable to the type of development proposed.

POLICY 1.1.6.

Provide the opportunity, through zoning and other land use controls, for the development of a variety of housing types (i.e., single-family, duplex, townhouse, multi-family) in both conventional, planned unit and cluster type developments, that will meet the varied needs of the citizens of Ormond Beach.

POLICY 1.1.7.

Continuously review and modify development and building regulations to provide for sound residential communities and quality housing.

POLICY 1.1.8.

Maintain the holding capacity requirement of the SLDR land use designation in the Land Development Code.

POLICY 1.1.9.

Medium and high density multi-family residential development shall be encouraged near employment centers with convenient access to public recreational facilities, the thoroughfare system and mass transit routes.

POLICY 1.1.10.

Provide opportunities for housing geared to lower income families and the elderly in close proximity to shopping areas, mass transit facilities, convenient shopping, hospitals and recreational opportunities by designating these “opportunity” areas as Medium Density Residential on the Future Land Use Map.

POLICY 1.1.11.

Encourage medium density multi-family residential development within the Downtown CRA and in areas where excessive commercial uses currently occur. Generally maintain

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

the current density ranges in the core City while providing for lower density development in the perimeter areas of the City.

POLICY 1.1.12.

The City shall continue to implement its Community Development Block Grant Program to improve the general quality of existing viable, but deteriorating neighborhoods, and remove blighting influences, in accordance with the programs described in the Housing Element. Building and housing codes shall be strictly enforced to help prevent or eliminate urban blight.

POLICY 1.1.13.

Encourage the redevelopment of blighted residential areas and promote the rehabilitation of deteriorated residential areas to increase the supply of housing.

POLICY 1.1.14.

Enhance community livability in the central core and older sections of the City by encouraging infill as appropriate, transit oriented development and walkable residential areas.

POLICY 1.1.15.

Densities in the Medium Density Residential (MDR) land use category shall be limited as provided in Section B of the Future Land Use Element. Notwithstanding, on or after April 1, 1993, whenever an individual site is designated MDR and zoned Manufactured Home Community District (T-1), the density of development of such site shall be limited to a maximum of 5 du/ac.

In the event that such site is subsequently rezoned or is otherwise developed under zoning provisions other than those for Manufactured Home Community District, the maximum density shall nevertheless remain 5 du/ac unless changed pursuant to a duly adopted amendment to the Comprehensive Plan.

POLICY 1.1.16.

Properties with the REA land use designation shall maintain their existing land use density. These properties shall not have their land use modified to permit more intensive residential uses.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

OBJECTIVE 1.2. COMMERCIAL LAND USE

Ensure that adequate amounts of land are available to meet the commercial land use needs of the community.

POLICY 1.2.1.

New development and redevelopment shall not exceed the FAR established in Section B of the Future Land Use Element. Parking garages shall not be calculated as floor area ratio.

POLICY 1.2.2.

Auto based strip commercial development along existing and future roads shall be discouraged while compact centers located near major intersections with adequate off-street parking shall be encouraged. Uses generating high traffic volumes should be restricted to corner locations.

POLICY 1.2.3.

Shopping centers shall be located in areas along arterials with secondary access to another collector or arterial street providing convenient access to surrounding residential areas as well as opportunity to facilitate return trips. Such uses shall provide adequate off-street parking and loading spaces; adequate on-site traffic circulation; and be encouraged to incorporate landscaping and other aesthetic amenities in their design.

POLICY 1.2.4.

Tourist oriented hotel/motel development and appropriate support facilities shall be located along A1A south of Granada Boulevard and near highway interchanges, and shall not be permitted to intrude into established residential areas north of Granada Boulevard nor established residential areas east of South Atlantic Avenue, further westward of A1A than is currently permitted south of Granada Boulevard.

POLICY 1.2.5.

The redevelopment and renewal of blighted commercial areas shall be encouraged.

POLICY 1.2.6.

New commercial development shall be required to provide appropriate buffers and landscaping to minimize negative impacts on surrounding uses.

POLICY 1.2.7.

Maintain the tourist commercial character of the A1A corridor, except as noted in Policies 1.1.4. and 1.2.4. Design guidelines should be established for all new

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development along the ocean so that, in the future, buildings will be homogeneous and compatible with surrounding constructions and will represent a common theme. Maintain oceanfront setbacks for properties located along the Atlantic Ocean. Oceanfront development should be airy and open with a minimum of interference with the ocean view and breeze.

POLICY 1.2.8.

Professional and medical uses shall be encouraged to locate along the Greenbelt corridor and in the area accessible to their respective clientele.

POLICY 1.2.9.

Commercial uses that require open storage should be developed with such areas in the rear while preserving the road frontage for offices, showrooms and landscaping. Adequate landscape buffers shall be provided and maintained by the property owner.

POLICY 1.2.10.

Commercial truck traffic not destined for residential areas should not travel through residential areas.

POLICY 1.2.11.

The present use of those sites that have billboards shall not be allowed to expand as long as the billboards, which are non-conforming structures, remain.

POLICY 1.2.12.

The City shall maintain an overlay district for US 1 that encourages redevelopment with a mixture of open space, commercial and industrial uses to the north and commercial to the south, to create an attractive entranceway to the City, as implemented by the Land Development Code.

POLICY 1.2.13.

Those properties for which a BPUD has been approved in the County can develop under those land uses, provided that the Development Agreement with the County is still valid and in effect. Applicants shall be encouraged to meet City land development standards.

POLICY 2.1.14.

The City shall maintain citywide architectural standards for the new development and redevelopment of existing buildings.

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OBJECTIVE 1.3. PUBLIC AND INSTITUTIONAL USES

Ensure that public and institutional facilities are developed in support of residential developments and are based on projected needs.

POLICY 1.3.1.

Avoid deterioration of existing City facilities, and encourage renovation or expansion where needed.

POLICY 1.3.2.

Coordinate with the School Board to provide for the location and development of schools where needed. Provide for shared use of facilities wherever feasible.

POLICY 1.3.3.

The location of public and institutional facilities shall maximize their efficient use, minimize their cost and impact on the natural environment, and provide for an adequate level-of-service.

POLICY 1.3.4.

Care facilities such as day-care centers, nursing homes and ALF's, should be located in areas where their impact will be reduced such as on the perimeter of residential neighborhoods, or within residential neighborhoods on sites that can be developed with adequate buffers to prevent noise, visual, or traffic impacts on residential properties. When located in residential areas, they shall be designed in a way that will not interfere with the character of the neighborhood.

POLICY 1.3.5.

Public and private schools may be located in all zoning districts permitted under the residential and commercial land use classifications, except for the B-2 (Neighborhood Commercial) and the B-6 (Oceanfront Tourist Commercial) zoning district in the Tourist Commercial classification.

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OBJECTIVE 1.4. UTILITY/INDUSTRIAL LAND USES

Provide sufficient land area for the location of utility/industrial land uses, and encourage light industrial development in order to provide increased employment opportunities and to broaden the City's economic base.

POLICY 1.4.1.

Light industry shall be encouraged to locate in the community in those areas where transportation, power, and water and sewer facilities are available or can be provided, and where impact on surrounding residential areas and the environment can be kept to a minimum.

POLICY 1.4.2.

Heavy industrial uses shall be located to minimize impacts to adjoining properties, especially residential uses. It is anticipated that some heavy industrial uses will be annexed into the City as they require connection to City utilities. In general, the heavy industrial land use category should be used sparingly and where no adverse impacts can be demonstrated.

POLICY 1.4.3.

Continue to develop the Airport Business Park and encourage employee-intensive, light industry to locate there.

POLICY 1.4.4.

Excessive air, noise, water, and visual pollution from industrial activities shall be prohibited and incorporation of landscaping and other aesthetic amenities in industrial project design shall be encouraged.

POLICY 1.4.5.

Industrial uses shall provide required buffers and landscaping to minimize the negative impact on surrounding less intensive uses.

POLICY 1.4.6.

Development of industrial sites shall be coordinated with the Goals and Policies of the Conservation Element.

POLICY 1.4.7.

Industrial sites with rail access shall be preserved to the maximum extent possible.

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POLICY 1.4.8.

Blight in industrial areas should be avoided. Code enforcement activities shall continue to target such areas.

POLICY 1.4.9.

Industrial uses that require open storage of materials should not occupy sites along major roads. Where such uses occur, the road frontage shall be dedicated to showroom, office and landscaping uses, with the open storage proportion located in the rear. Adequate landscape buffers shall be provided and maintained by the property owner.

POLICY 1.4.10.

Industrial truck traffic not destined for residential areas should not travel through residential neighborhoods.

POLICY 1.4.11.

Adequate sites shall be provided for utility facilities and services (solid waste, drainage, potable water, sanitary sewer, electric, and telephone). Such facilities and services shall be improved and expanded to maintain adopted level of service standards consistent with the Capital Improvements Element.

POLICY 1.4.12.

Industrial and commercial operations shall minimize or, where possible eliminate, the following impacts on the environment:

- a. Odor, fumes, vapors and gases;
- b. Erosion and stormwater runoff;
- c. Noise;
- d. Fire and explosion hazards;
- e. Radioactive elements;
- f. Electromagnetic interference;
- g. Smoke, dust and dirt;
- h. Vibrations;
- i. Glare;
- j. Hazardous Waste;
- k. Toxic Waste; and
- l. Petroleum contaminants.

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OBJECTIVE 1.5. RECREATION/OPEN SPACE

The City shall acquire or dedicate lands for the provision or expansion of active recreation facilities to meet the existing and future needs of the population, as determined in Capital Improvements Element.

POLICY 1.5.1.

The recreation impact fee rebate program should be continued to offset the recreation and open space impacts of new development.

POLICY 1.5.2.

The City shall upgrade existing facilities when needed to assure that they provide for adequate active recreation opportunities.

OBJECTIVE 1.6. OPEN SPACE/CONSERVATION USE

The City shall acquire or dedicate lands to ensure their protection where there are environmental assets that shall be preserved, as well as providing community access and/or recreation opportunities/value to the community.

POLICY 1.6.1.

The City shall upgrade existing City-owned parks when, as financially feasible, to assure that they provide for adequate access to passive recreation areas.

POLICY 1.6.2.

The City shall maintain a zoning category to assure protection of open space/conservation uses entitled: “Special Environmental District” (SE). The following criteria shall apply to the implementation of this Policy:

- The SE district applies to all Department of Environmental Protection or Army Corps of Engineers jurisdictional wetland lines. This area includes mosquito impoundment districts.
- The SE district applies to environmentally sensitive areas designated for public acquisition and protection or areas currently in public ownership which should be subject to open space and conservation type land uses.

POLICY 1.6.3.

Project existing agricultural lands by allowing existing agricultural operations to continue; rezoning of these lands should not occur unless requested by property owners.

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POLICY 1.6.4.

Encourage retention of natural vegetation and use of native plant species in all projects in order to reduce irrigation needs and minimize vegetation loss during deep freeze periods, protect wildlife habitat areas, and provide suitable natural open space areas in the urban environment.

POLICY 1.6.5.

The City shall continually consider the acquisition of sensitive lands in the US 1 North corridor and in the flood prone area south of Granada Boulevard that are shown in the Future Land Use Map as Open Space/Conservation for passive open space use. Environmentally sensitive areas as defined in Policy 4.1.1. of this Element with an underlying land use in the Land Use Element are to be carefully monitored for on and off-site environmental impacts during the site plan review process.

OBJECTIVE 1.7 ACTIVITY CENTERS

The City of Ormond Beach establishes the “Activity Center” land use classification to encourage the development of master planned, mixed-use developments that serve as a catalyst for economic development opportunities and provide for balanced, integrated communities.

POLICY 1.7.1.

The application of the Activity Center land use designation shall be limited to properties with minimum area of 2,000 acres that are under single ownership. A Development of Regional Impact or rezoning to Planned Development shall be required of all properties designated as “Activity Center” on the Future Land Use Map. The Florida Community Renewal Act of 2009 identified that property owners can decide to not participate in the DRI process if the project is located a Dense Urban Land Areas (DULA’s). The City is a DULA, as so designated by the Florida Department of Community Affairs in July 2009. To ensure that there is a coordinated and integrated development, all property designated as “Activity Center” shall be required to have a zoning classification of “Planned Development.” The City shall not use the “Activity Center” land use to prematurely develop lands in a fashion that encourages sprawl. Sprawl shall be identified by the following conditions:

1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low density or single-use development or uses in excess of the demonstrated need.
2. Fails to maximize use of existing and future public facilities and services.
3. As a result of premature or poorly planned conversion of rural land to other uses, fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural

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- groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
4. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural activities, as well as passive agricultural activities, dormant, unique prime farmlands and soils.
 5. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
 6. Fails to provide a clear separation between rural and urban uses.
 7. Results in the loss of significant open space.

POLICY 1.7.2.

Development proposals for property designated as “Activity Center” shall provide for a diversity of land uses, including, but not limited to industrial, manufacturing, commercial, office and residential. Emphasis shall be placed on developments that integrate linkages between related land uses; for example, a development that minimizes home to work trips through shorter distance and/or public transportation.

POLICY 1.7.3.

The following guidelines and standards shall be established through the DRI and rezoning to Planned Development procedures and shall, at a minimum, address the following:

1. Integration of land uses and enhancement of economic and environmental opportunities;
2. Urban design and architectural control;
3. Coordinated, transportation systems and access management standards;
4. Innovative land use standards designed to protect and enhance environmental resources;
5. Coordinated and orderly provision of public utilities; and
6. Comprehensive provision of educational and recreational activities and facilities. This will require the coordination and approval of the DRI and/or rezoning to “Planned Development” by the appropriate staff member of the Volusia County School Board.

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7. The following are specific design guidelines that are established to ensure that projects developed within the “Activity Center” land use provide for a balanced and sustainable mix of uses. All development shall, at a minimum, be required to:
 - A. Provide visual harmony by, but not limited to, such mechanisms as sign control (i.e., number, height and copy area), establishing landscape screening/buffering requirements (i.e., width and composition), requiring the use of underground utilities, and establishing building setbacks and height requirements;
 - B. Encourage building orientation which promotes interaction between different projects and discourages creating unnecessary separation or the isolation of projects;
 - C. Use shared parking, access and loading facilities, as practical in an effort to reduce impervious surfaces;
 - D. Promote vehicular, pedestrian, and non-vehicular movement throughout the Activity Center;
 - E. Provide a network of unifying open spaces (said open spaces shall be in, or predominantly in, a natural state) which promote linkage with other adjoining developments; and
 - F. Use common frontage/service roads where appropriate; and
 - G. Use shared or joint facilities, such as stormwater, bus stops, and utility easements.
8. The “Activity Center” land use must provide for a balance of uses within a framework of transportation, social and economic connectivity. The following guidelines will be applied to all projects developed through either a DRI or Planned Development within the “Activity Center” land use category:
 - A. There shall be a industrial component located near major transportation facilities to provide for employment opportunities and expansion of the City’s economic base. The development within these areas shall focus on manufacturing, distribution, and warehousing. Other ancillary uses may be allowed provided it is compatible with the industrial uses.
 - B. There shall be commercial retail located at critical points to serve local and regional needs. Local retail uses shall be integrated within both residential and non-residential areas, for example within industrial and office complexes the integration of convenience shopping and restaurant uses will be encouraged. The development of town centers shall be identified so that vertical integration of office, retail and residential uses shall be massed in a compact urban form. Lastly, the location of regional retail centers should be located and developed in a manner that does not prohibit the development of industrial and office uses, nor shall it be inconsistent with efforts to develop compact town centers.

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POLICY 1.7.4

There are limited opportunities to use this designation, given the existing land use pattern within the City and properties in adjacent unincorporated Volusia County. There is a property that is identified as "Ormond Crossings". This property is located west of US 1 and straddles both sides of 1-95. There are approximately 3,095 acres of land included in this amendment that will be under the sole ownership of one corporation, Tomoka Holdings, L.L.C. The following provides generalized standards for any property that the City determines to be appropriate for this land use classification. There are also specific standards established solely for the "Ormond Crossings" development. The following are general standards that apply to all properties designated as "Activity Center" on the City's Future Land Use Map:

1. Land uses within Activity Centers shall include residential, office, business park/flex space, light industrial, mini-warehouse, warehouse, commercial, institutional, schools and recreation. The density and intensity of each land use and the percentage distribution among the mix of uses shall be provided in each land use plan amendment designating an Activity Center.
2. Contain a minimum of 2,000-acres under single ownership.
3. Located adjacent to major transportation systems such as interstate and intrastate highways, transit/bus route, rail lines and/or the municipal airport to ensure access to various modes of travel.
4. Incorporate a balanced integration of varied land uses that are interrelated and dependant on each other. For example, multi-family elements in close proximity to retail and work-related uses.
5. Provide for a land use pattern that emphasizes employment-based uses (light industrial, manufacturing, distribution, and corporate headquarters), daily and regional retail and various residential uses.
6. The land use pattern within Activity Centers shall be designed to ensure sufficient connectivity between these uses through various travel opportunities. The intent is to internalize the trips and minimize the length of the home to work; home to school, and home to shopping trips.
7. Integrate urban design and architectural standards that provide for enhanced value and improved use of space. Typical standards would include, but not be limited to, the regulation and design of signage, tree preservation and landscape buffering, building placement and architectural style, parking arrangement and orientation, and pedestrian/ transit opportunities.
8. Establishing specific master plans for the protection and enhancement of natural resources, including but not limited to, wetlands, protected species and protection of the floodplain.

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9. Site development/civil engineering plans that emphasize connection to public supplies of water, sanitary sewer and effluent that provide incentives to projects to develop in areas appropriate for development.
10. Traffic circulation and access management that integrate the project into the local, county, regional and State road system in a manner that maintains the applicable level of service. The focus is to ensure that the appropriate facility is being used to move the maximum volume of traffic in the most efficient way.
11. Establishing a master plan for recreational, public safety and educational facilities to serve the development. Emphasis shall be placed on integration of educational and recreational facilities to better serve the population. Public safety facilities shall be designed to serve the entire project and shall be constructed at time where there are adequate response times from the various public safety providers.

POLICY 1.7.5.

The application of the Activity Center land use designation shall be limited to properties with minimum area of 2,000 acres that are under single ownership. A Development of Regional Impact or rezoning to Planned Development shall be required of all properties designated as “Activity Center” on the Future Land Use Map. The Florida Community Renewal Act of 2009, identified that property owners can decide to not participate in the DRI process if the project is located a Dense Urban Land Areas (DULA’s). The City is a DULA, as so designated by the Florida Department of Community Affairs in July 2009. To ensure that there is a coordinated and integrated development, all property designated as “Activity Center” shall be required to have a zoning classification of “Planned Development.” The City shall not use the “Activity Center” land use to prematurely develop lands in a fashion that encourages sprawl. Sprawl shall be identified by the following conditions:

1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low density or single-use development or uses in excess of the demonstrated need.
2. Fails to maximize use of existing and future public facilities and services.
3. As a result of premature or poorly planned conversion of rural land to other uses, fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
4. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural activities, as well as passive agricultural activities, dormant, unique prime farmlands and soils.
5. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy of providing and maintaining facilities and services,

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- including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
6. Fails to provide a clear separation between rural and urban uses.
 7. Results in the loss of significant open space.

POLICY 1.7.6.

The following guidelines and standards shall be established through the rezoning to Planned Development procedures and shall, at a minimum, address the following:

1. Integration of land uses and enhancement of economic and environmental opportunities;
2. Urban design and architectural control;
3. Coordinated, transportation systems and access management standards;
4. Innovative land use standards designed to protect and enhance environmental resources;
5. Coordinated and orderly provision of public utilities; and
6. Comprehensive provision of educational and recreational activities and facilities. This will require the coordination and approval of the rezoning to “Planned Development” by the appropriate staff member of the Volusia County School Board.
7. The following are specific design guidelines that are established to ensure that projects developed within the “Activity Center” land use provide for a balanced and sustainable mix of uses. All development shall, at a minimum, be required to:
 - A. Provide visual harmony by, but not limited to, such mechanisms as sign control (i.e., number, height and copy area), establishing landscape screening/buffering requirements (i.e., width and composition), requiring the use of underground utilities, and establishing building setbacks and height requirements;
 - B. Encourage building orientation which promotes interaction between different projects and discourages creating unnecessary separation or the isolation of projects;
 - C. Use shared parking, access and loading facilities, as practical in an effort to reduce impervious surfaces;
 - D. Promote vehicular, pedestrian, and non-vehicular movement throughout the Activity Center;
 - E. Provide a network of unifying open spaces (said open spaces shall be in, or predominantly in, a natural state) which promote linkage with other adjoining developments; and
 - F. Use common frontage/service roads where appropriate; and

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- G. Use shared or joint facilities, such as stormwater, bus stops, and utility easements.

POLICY 1.7.7.

The Ormond Crossings Activity Center is a project that consists of 2,940 acres of land situated southwest of the FEC Railroad, north of the City of Ormond Beach Municipal Airport, east of the Flagler County line. There are 155-acres of land located between the FEC Railroad and US 1 that was part of the original annexation. This area is disconnected from the Activity Center project by the FEC Railroad and is best developed under the commercial and industrial land uses that were originally assigned by the City or Volusia County.

The owner of the property, Tomoka Holdings, L.L.C., working in conjunction with the City, plans to develop the property for a mixed-use development. The City of Ormond Beach vision, as defined by the City Commission in July 2004, establishes specific design, use and development goals for the entire property. The property owner has cooperated with the City of Ormond Beach and prepared a Preliminary Assessment Report that provides better details and direction to the vision established by the City Commission. Both of these documents have been referenced and shall be used for conceptual guidance of the review of the rezoning to “Planned Development.” There are specific conditions that establish minimum standards for the development within the “Activity Center” and the City cannot approve any development orders that deviate from those standards. The standards applicable to the Ormond Crossings project include the following:

1. The project shall consist of a mixture of uses, with the following establishing the minimum building area allocated by use. In order to ensure that the project provides the necessary economic diversity there shall be a minimum of 1,000-acres of land (inclusive of rights-of-way, wetlands and stormwater facilities) to be developed for a “Commerce Park” that will have a mixture of industrial, warehousing, distribution, office and limited retail. This will be coordinated with retail and residential uses in order to minimize net external trips outside the boundary of the Activity Center land use area. The following table establishes the maximum intensities of the uses allowed within the Ormond Crossings project. The table reflects the development intensities required by the City of Ormond Beach and Volusia County in order to ensure a viable economic impact to the area.

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Ormond Crossing Activity Center Land Use

Land Use	Total Non-Residential Building Area ⁽¹⁾	Dwelling Units
Commerce Park:		
Office	900,000 sq. ft.	
Business Park/Flex Space	350,000 sq. ft.	
Light Industrial	800,000 sq. ft.	
Mini-warehouse	240,000 sq. ft.	
Warehouse	560,000 sq. ft.	
Commercial	200,000 sq. ft.	
Institutional	165,000 sq. ft.	
Elementary School	720 students	
Residential:		2,950

2. The list of uses identified in the previous table reflects the ideal mixture of uses based on current market conditions. The conversion of non-residential uses within the Ormond Crossings Activity Center to residential or retail commercial uses is strictly prohibited, but the conversion of non-residential uses to other non-residential use, excluding commercial retail, shall be allowed based on the net impacts of the proposed use on the roads, water, sewer and stormwater utilities. Any conversion to a different use cannot create additional impact on these facilities since these intensities and uses reflect the maximum impacts estimated to be produced by the land use mix shown in the table. The amount of a particular non-residential land use within Ormond Crossings may increase or decrease, provided:
- A. Aggregate potable water, wastewater and reclaimed water demands of Ormond Crossings shall not exceed the totals proposed for the uses identified in the table above. Any change of land use must address changes to the potable water usage and identify if the potable water capacity allocation under the applicable consumptive use permit is available.
 - B. The intensity within the Business Park shall not exceed 1.0 FAR on any individual building site or an average .35 FAR throughout the entire Business Park.
 - C. The building height shall not exceed 75'.
 - D. Increasing the number of residential units and retail commercial uses is strictly prohibited.
 - E. The change will not increase total offsite traffic impacts from the project (4,551 Net External Peak Hour Trips).

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3. The development of this mixed-use project shall incorporate focal points of retail, office, residential and open space to create “Town Centers” that will provide a variety of services to corporate, industrial and residential developments located throughout the project. The final development shall incorporate residential uses in urban, suburban and rural settings. Densities shall be established in the Planned Development Orders, but the total number of units allocated to the portion of Ormond Crossings project in Ormond Beach shall not exceed 2,950 units. There shall be a fixed number of units allowed in the Ormond Beach portion of the project. The final residential densities shall be coordinated with the adjacent uses to ensure compatibility. It is important that the Planned Development use development standards that encourage the use of buffers and clustering of units to ensure that the rural and natural resources of the area are protected. To encourage compact urban development higher density residential uses should be integrated into the office and commercial development occurring within the project. Due to the amount of environmentally sensitive lands located at the southwest portion of the Ormond Crossings Activity Center, west of I-95, near Durand Acres, the use of clustering to establish large tracts of open land for preservation and conservation shall be encouraged.
 - A. Provision of utilities and other urban infrastructure shall be the responsibility of the Developer and shall be coordinated with the adjacent counties and municipalities to ensure efficiency. The City shall work with the Developer to establish a Community Redevelopment Agency that will facilitate the design and construction of a “spine road” that serves as a principal arterial roadway. This roadway shall provide for elevated crossings of the Florida East Coast Railroad and I-95 so as to connect the east and west sides of the project. The road shall span from US1 on the east side of I-95 to over I-95 and terminate at Tymber Creek Road on the west side of I-95.
 - B. The I-95 and US1 corridors provide for valuable inter and intrastate transportation. The visual impact of this project on these two roadways has been identified as a primary concern by the City Commission. The Planned Development zoning development orders shall include specific design standards for the appearance of the project adjacent to these roadways. The plans shall also include an access management plan that protects the efficiency of the roadway by limiting driveway access, limited number of full turning movement intersections and a hierarchy of principal arterial, collector and local roads that feed into US1.
 - C. The project shall provide for a master plan regarding wetland impacts and mitigation. The plan shall also address floodplain issues, such that there is a comprehensive approach to the wetland and flood-prone areas to be impacted by development. The primary purpose is to identify marginal wetland areas that may be developed as well as larger pristine areas that should be protected. The second purpose is to establish a mitigation plan that allows for the transfer of impacts and mitigation that preserves and protects large ecosystems within the project boundary.

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- D. The interim use of the property for silviculture, pasture lands and similar low-intensity agricultural uses shall be allowed. A site will no longer be deemed to be in a bona fide agricultural use after there is an active development proceeding on the site. Active development shall mean a site plan or subdivision application for non-agricultural uses has been reviewed and approved by the City. Intensive agricultural uses such as mining, animal/crop processing or animal holding pens for food production shall not be allowed within the project. Provisions implementing this policy shall be incorporated into the Planned Development zoning.
- E. The primary goal of the Ormond Crossings development is to provide an opportunity for the development of industrial uses on the east side of I-95 that is integrated with other commercial, office and residential uses. The final outcome is an integrated mixed-use development that provides opportunities for work, home, social/cultural and preservation of natural resources. The following are guidelines to be used in the drafting of the Planned Development rezoning.
1. Accessibility: In regard to the Ormond Crossings project, accessibility is a primary resource to draw both employment-based users. It is understood that market conditions indicated that the development of the property for residential uses can be accomplished quickly. The primary rationale for attempting to diversify the land uses for non-residential uses is to capitalize on the accessibility to truck and rail freight. This provides the area with a strong attraction. In order to assure that the diversity of land uses within this project is realized, the following conditions should be in place:
 - a. Thoroughfares identified to service industrial uses shall be identified through the zoning to Planned Development. These roads shall be designed to accommodate the loading and travel demands of the pending industrial users. Integration with a grid or modified grid system shall be incorporated into the final design to ensure simplicity in movement of truck and passenger vehicles. The integration of multi-modal opportunities shall be developed and incorporated into the design of all development types.
 - b. Integration with non-industrial uses within Ormond Crossings shall be accomplished through a series of collector roads that connect to the proposed arterial roadway that connects US.
 - c. Residential development shall be laid out such that each neighborhood shall provide pedestrian connectivity throughout the neighborhood to sidewalks, off-street paths and roadways. The integration of multi-modal opportunities shall be developed and incorporated into the design of all development types.
 - d. Commercial and office uses shall provide for vehicular, pedestrian and multi-modal accessibility throughout the development.

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2. Land Use Compatibility: The balancing of industrial retail, residential land use with the natural resources within the Ormond Crossings area is the principal concern of the City. The project provides opportunities to attract significant employment-based land uses, as well as opportunities to preserve, protect and enhance significant natural resources. The following guidelines shall be used as additional requirements to Federal, State and Regional regulations:
 - a. Industrial land uses shall be located to minimize potential negative impacts to wetlands and upland systems. The primary location of intensive industrial uses shall be concentrated on the east side of I-95. There are wetlands of varying quality located on this side of I-95. The large cypress dome located near Harmony Road and Pineland Trail should be preserved and integrated into the stormwater management systems. This area also serves as a potential buffer to the residential uses located south of Ormond Crossings. The other significant wetland resources consist of wet prairies and isolated cypress domes. All of this area has been impacted by wildfires and silviculture. The development of industrial uses adjacent to the FEC railroad shall be done in a fashion that limits negative impacts to those wetland resources that are to be preserved. Preservation shall be through either public ownership or through private ownership with conservation easements granted to the City and other reviewing agencies.
 - b. Traditional retail and industrial uses along the US 1 corridor, outside the Activity Center area, shall be allowed, however there shall be sufficient standards to ensure:
 - 1) Architectural and landscaping standards that provide for a coordinated and unified development theme to ensure stability and vitality along the corridor;
 - 2) Integration of public spaces connected to the retail areas such as linear park, sidewalks and trails to ensure that pedestrian and bicycle traffic can easily access the retail centers; and
 - 3) Development of access easements and/or frontage road systems to ensure connectivity between sites and encouraging traffic to remain off of US 1.
 - c. Office, Multi-family residential and retail uses shall be encouraged to be developed in a "Town Center". The exact location and size shall be determined by the final conceptual plan for the master plan for the Planned Development zoning, but the following guidelines shall be used to finalize the land use plan:
 - 1) Town centers shall have automobile and pedestrian access from local streets to encourage connection to the adjacent neighborhoods;

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- 2) The development standards for town center shall encourage and include for vertical mixes of uses within the same structure such that residential, office, commercial and parking needs are serviced within one building;
- 3) The town center mix of uses shall include uses that provide for employment based uses (office, service centers, and administrative facilities) combined with service and daily retail needs to service both the residents within the town center and the adjacent residential neighborhoods; and
- 4) The use of civic plazas, parks, and defined open space shall be used with streetscape treatments and urban design standards to ensure that the built environment addresses the functional and aesthetics needs of the residents and businesses within the town center; and
- 5) Corporate offices and research and development uses may be located on both sides of I-95 within the Commerce Park. Additionally, these types of uses are appropriate at the interchange of US 1 and I-95 and along the US 1 and I-95 corridors where the buildings, landscaping and design of the site serve as landmarks identifying the Ormond Crossings project to the public;
- 6) Wetland communities have been identified and cataloged as part of the comprehensive plan amendment process. This has identified the need to preserve and protect significant resources that are located along the City municipal boundary with Flagler County. The primary areas targeted for preservation are the uplands and wetlands located in Flagler County that cross into Ormond Beach at the southwest quadrant of the Ormond Crossings project. There are pockets of isolated wetlands throughout the site. The goal is to use an ecosystems management philosophy of protecting both wetland and uplands in both Ormond Beach and Flagler County. The final outcome will be large tracts of land preserved through either public ownership or conservation easement;
- 7) Public structures/parks shall be integrated on both sides of I-95. The need for approximately 45-acres of additional park land will be needed on the west side of I-95. There is approximately 20-acres needed on the east side of I-95. The City working with the property owner will either purchase or extend impact fees in lieu of credit for some portions of these lands. Additionally, the Volusia County School Board will be required to review and approve the Planned Development to ensure that there are adequate facilities being provided to address the intensification of the residential uses. There are opportunities within the town centers of the project to incorporate recreational, social and educational facilities;

FUTURE LAND USE ELEMENT

GOALS OBJECTIVES AND POLICIES

- 8) The Developer shall deed an elementary school site to the Volusia County School Board, using a deed form acceptable to the City and the School Board, the Developer shall deed this land to the School Board prior to the City issuing building permits for residential development within the Ormond Crossing project. The school site shall contain a minimum of 20 contiguous, reasonably compact useable, upland acres and shall be located proximate to the residential land uses within the Ormond Crossings project. The Developer working with the School Board and the City shall provide for interconnected bicycle and pedestrian trails systems that provide direct access from the residential areas of the project;
- 9) Archeological Resources shall be protected by requiring that all development be consistent with currently adopted standards within the City of Ormond Beach Land Development Code. At a minimum, construction personnel at the Ormond Crossings project shall be notified through posted advisories or other methods of the potential for artifact discoveries and to report suspected findings to the Developer. In the event of discovery of artifacts of historic, archeological or paleontological significance during development of Ormond Crossings, the Developer shall stop construction at the site of discovery and notify the City and the Division of Historic Resources (DHR) of the Florida Department of State. From the date of notification, development shall be suspended within a radius of 100 feet around the site of discovery for a period of 120-days to allow for evaluation of the site. The Developer shall provide proper protection of the discovery to the satisfaction of the DHR, Volusia County and the City;
- 10) The Developer shall provide for affordable housing to persons who are considered to be within the low and moderate income levels. Low and moderate income are defined as 60% of AMI to 80% of AMI. AMI is Area-wide Median Income. Those units set aside to meet the minimum number units as established in the Planned Development zoning shall be subject to covenants and restrictions to assure the continued affordability of the units;
- 11) Energy conservation shall require that all residential construction within the Ormond Crossings Activity Center shall utilize energy saving techniques consistent with the EnergyStar standard for new homes. Non-public and public common facilities, such as community clubhouse buildings, shall follow the elements of sustainable development standard established by appropriate organizations, such as Leadership in Energy and Environmental Design (LEED) or Florida Green Building Coalition (FGBC). Commercial and Industrial buildings are encouraged to follow these standards to the maximum

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extent feasible. Additionally, the development shall utilize “dark skies” measures to reduce light pollution, subject to the City’s review and approval as based on the latest standards for safety and security; and

- 12) The Developer shall deed to the City a fire station site, acceptable to the City, containing up to 3 upland acres, which shall be located within a service delivery area acceptable to the City for purposes of providing fire and emergency management services to the Project. The fire station site shall be deeded to the City free of charge, on a form acceptable to the City, and shall be free and clear of liens or encumbrances. The Developer shall convey title to the fire station site to the City within 90 days following a request from the City. The Developer is responsible for the full cost of construction of the structure and purchase of a pumper and ladder truck, as specified by the City of Ormond Beach Fire Department.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 2. LAND USE COMPATIBILITY

THE LAND USE ELEMENT SHALL, ENSURE THAT LAND USES ARE AVAILABLE IN A COMPATIBLE ARRANGEMENT MAXIMIZING EFFICIENT USE OF PUBLIC INFRASTRUCTURE WHILE MINIMIZING NEGATIVE IMPACTS UPON EACH OTHER. THE CITY SHALL ENSURE ADEQUATE MANAGEMENT OF FUTURE DEVELOPMENT THROUGH THE CONTINUED REVIEW OF EXISTING REGULATIONS AND, WHERE NECESSARY, THE GENERATION, ADOPTION AND IMPLEMENTATION OF EFFECTIVE COMPREHENSIVE AND EQUITABLE DEVELOPMENT STANDARDS IN ORDER TO FURTHER THE QUALITY OF NEW DEVELOPMENT.

OBJECTIVE 2.1. DEVELOPMENT REGULATIONS

The City's Land Development Code shall include innovative techniques to guide development of land in such a manner as not to reduce reliance upon land use type separation as the sole way of assuring compatibility of various uses. This would include increased landscaping, buffering, fencing (and walls), lighting, signage and architectural controls.

POLICY 2.1.1.

The City shall adopt and maintain land development regulations that contain specific provisions required to implement the Comprehensive Plan and which at a minimum:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water bodies consistent with this Plan and ensure the compatibility of adjacent land uses;
- c. Provide for open space;
- d. Protect the City's natural resources;
- e. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- f. Protect potable water well fields and aquifer recharge areas;
- g. Regulate signage;
- h. Ensure safe and convenient traffic flow on and off site and vehicle parking needs;
- i. Provide that development orders and permits issued shall not result in a reduction below the Level of Service standards adopted in the Comprehensive Plan;
- j. Provide for the transfer of development rights;

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

- k. Contain performance standards for protecting archaeological or historically significant properties or buildings;
- l. Protect against adverse impacts to wildlife and their habitats; and
- m. Provide architectural control regulations for commercial, multi-family and industrial buildings.

POLICY 2.1.2.

Innovative land development regulations which may include planned developments, mixed use land use development techniques, form based regulations and redevelopment plans for the Downtown Community Redevelopment Area, shall be encouraged where appropriate.

POLICY 2.1.3.

The City shall, through the site plan review process, carefully evaluate potential on-site and off-site environmental impacts and require appropriate buffers and other site design features for development in those areas defined as “Environmentally Sensitive” in Policy 4.1.1. of this Element.

POLICY 2.1.4.

The City shall maintain an on-going, informal program to research and evaluate alternative development controls including performance standards, and solicit input from other planning agencies, private developers and concerned citizens.

POLICY 2.1.5

Where commercial and/or industrial uses abut residential areas, the City shall continue to require the provision of appropriate buffers and establish operational and development standards to reduce or eliminate any negative environmental impacts (e.g., excess noise, odor, or light intrusion) that such commercial uses may generate.

POLICY 2.1.6.

The City shall periodically review and revise its existing zoning, landscaping, and environmental control regulations to ensure their effectiveness in controlling development activities in compliance with the intent of the Land Use Element.

POLICY 2.1.7.

Existing zoning shall be changed as necessary to be consistent with the Land Use Element.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 2.1.8.

The City shall review existing strip commercial developments to improve their function, access, appearance, and other aspects that make strip commercial development undesirable, as provided by the non-conforming provisions of the Land Development Code.

POLICY 2.1.9.

Infrastructure and utility structures, such as cellular communication towers, water, sewer and energy transmission facilities shall be designed and located to minimize adverse visual impacts on the landscape. Utilities shall locate underground to the maximum extent possible.

POLICY 2.2.10.

The City shall continually review existing zoning regulations to incorporate requirements that would help reduce the impact that a high intensive use would have on a less intensive use.

POLICY 2.2.11.

The City will encourage the elimination and inconsistent with the City's character through its Land Development Code regulations. Uses inconsistent to the Comprehensive Plan shall be brought into conformance with a change of use or when they have been vacant for six months or longer.

OBJECTIVE 2.2. CONCURRENCY

The City shall approve development only where it demonstrates that the impacts of such development do not degrade the established level-of-service standards for public facilities and services below acceptable levels.

POLICY 2.2.1.

Development orders and permits shall be specifically conditioned on the availability of facilities and services necessary to serve the proposed development, in accordance with the Concurrency Management System.

POLICY 2.2.2.

Future land use designations, requests for rezoning, and development approval shall be coordinated with the availability of adequate facilities and services including, but not limited to, schools, roads, solid waste collection, stormwater management, fire and police protection, emergency medical services, potable water and sanitary sewer services, parks

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

and recreation, cultural facilities, telephone and electric service, general public administration, and evacuation facilities.

POLICY 2.2.3

Require that water supply, production facilities and C.U.P. capacity is available for new site plan and/or subdivision developments, prior to issuance of development orders.

OBJECTIVE 2.3. URBAN SPRAWL

The City shall manage the available supply of developable land by delineating the amount of land and by distributing the types of land uses needed to accommodate growth and development. The City shall, through intergovernmental coordination, discourage urban sprawl by directing urban development to the areas within its urban service area boundaries.

POLICY 2.2.1.

The City shall limit urban sprawl by directing urban growth to those areas where public facilities and services are available.

POLICY 2.2.3.

The City recognizes that the urban growth area must be relatively stable and shall thus resist expansion of the area unless it can be demonstrated that the supply of available land inside the urban boundary will be exhausted within a five-year period.

POLICY 2.2.4.

Future urban development requiring access or connection to public facilities shall be located within the incorporated area or within the designated urban service boundaries in the unincorporated areas established by interlocal agreement.

POLICY 2.2.5.

In order to protect natural resources, new development and redevelopment shall be encouraged to infill existing developed areas.

OBJECTIVE 2.4. SMART GROWTH

Future land use designations, requests for rezoning, and development approval shall be in accordance with smart growth principals to foster a sense of community including:

- **Creating a range of housing opportunities;**

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

- **Creating walkable neighborhoods;**
- **Encouraging stakeholder collaboration;**
- **Fostering a sense of place;**
- **Promoting mixed land uses;**
- **Preserving open space, and agricultural and environmentally sensitive lands;**
- **Providing a variety of transportation choices;**
- **Directing development towards existing public facilities; and**
- **Promoting compact building design.**

POLICY 2.4.1.

Encourage development projects to include homes affordable to a diversity of income ranges.

POLICY 2.4.2.

Ensure opportunities for meaningful stakeholder participation throughout all stages of planning and policy implementation.

POLICY 2.4.3.

Maintain a sense of place by preserving the character of historic districts and areas in the City with a high concentration of locally designated historic properties and cultural resources through preservation, maintenance and rehabilitation of resources to the greatest extent possible.

POLICY 2.4.4.

Maintain a sense of community through the landscaping of parks, recreation areas and medians as well as the City's greenbelt overlay district.

POLICY 2.4.5.

Encourage a mix of land uses and expand housing choices by developing areas of infill or underutilized vacant land in the downtown.

POLICY 2.4.6.

Direct future growth away from environmentally sensitive areas.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 2.4.7.

Encourage cluster development which promotes the efficient use of open space and reduces development costs, in areas where services and facilities exist or are planned.

POLICY 2.4.8.

Expand transportation choices by ensuring an efficient network of roads, sidewalks, and bike paths that are safe for pedestrians, bicyclists and vehicular traffic.

POLICY 2.4.9.

Implement Transit Oriented Development in accordance with the Transportation Element.

POLICY 2.4.10.

Direct development towards existing residential communities and planned growth areas already served by infrastructure, to utilize resources that existing neighborhoods offer, thereby conserving open space and natural resources on the urban fringe.

POLICY 2.4.11.

Promote shared driveway access, shared parking spaces, and coordinated site plan designs to avoid new commercial strip development.

POLICY 2.4.12.

Promote environmental protection, reduced natural resource consumption and energy management into the design and construction of buildings.

OBJECTIVE 2.5. COMPREHENSIVE PLAN AMENDMENTS

The City shall review proposed text and Future Land Use Map amendments based upon state requirements, Volusia County regulations, and the Goals, Objectives, and Policies of the City's Comprehensive Plan.

POLICY 2.5.1.

The intensity of use in non-residential categories shall be measured by five (5) parameters that are common to the type and character of development that generally prevails in each category. These include percentage of impervious surface or its converse, the amount of open space and landscaping; the height of buildings; the amount of traffic generation; visual impact in terms of aesthetic considerations; and external impacts in the form of odor, noise, glare, vibrations and air pollution. The following table has developed to measure intensity levels for non-residential uses.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

Land Use Designation	Impervious Surface	Height	Traffic Generation	Visual Impact	Glare Noise Odor	Total	Intensity Level
General Commercial	5	2	5	3	3	18	4
Heavy Commercial	5	2	4	5	5	21	6
Tourist Commercial	5	5	3	4	3	20	5
Office/Professional	4	4	4	2	1	15	2
Industrial/Utilities	3	2	3	4	4	16	3
Government/Institutional	2	2	4	1	1	10	1

POLICY 2.5.2.

The following criteria shall be used in reviewing Comprehensive Plan amendments:

1. Consistency with the Goals, Objectives, and Policies of this Plan.
2. Consistency with state requirements, including 9J-5 and Florida Statutes requirements.
3. If the amendment is a map amendment, is the proposed change an appropriate use of land.
4. If the amendment is a map amendment, the impacts on the Level of Service of public infrastructure including schools, roadways, utilities, stormwater, and park and recreation facilities.
5. If the amendment is a map amendment, impacts to surrounding jurisdictions.

POLICY 2.5.3.

All Comprehensive Plan amendments shall require the advertising and notification requirements of Florida Statutes and Chapter I, Introduction, Plan Administration of this Comprehensive Plan.

OBJECTIVE 2.6. SUSTAINABILITY

Promote compact, mixed-use, and energy efficient development arranged to encourage pedestrians, bicycle and transit use, to reduce greenhouse gases (GHGs).

POLICY 2.6.1.

The City shall seek opportunities to implement green and sustainable initiatives regarding, but not limited to, carbon footprint reduction, water and 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.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 2.6.2.

Develop an Energy Efficiency and Conservation Strategy and an Energy Conservation Master Plan in accordance with the Energy Efficiency and Conservation Block Grant Program to develop City GHGs emissions baseline data, to set GHG emission goals and develop strategies to reduce green house gases.

POLICY 2.6.3.

Promote technology to change and adapt the heating, cooling, insulation, ventilation, and lighting systems of structures to achieve greater energy efficiency.

POLICY 2.6.4.

Encourage the maintenance, restoration and adaptive reuse of existing urban areas, including buildings, infrastructure and other assets, to reduce energy use and Vehicle Miles Traveled (VMTs).

POLICY 2.6.5.

Encourage integration of passive solar design, green roofs, active solar and other renewable energy sources into development projects through the Land Development Code.

POLICY 2.6.6.

Encourage urban design strategies that maximize use of renewable, sustainable, active and passive sources of energy design in architecture.

POLICY 2.6.7.

Encourage food production for local consumption to reduce VMTs, thereby reducing GHG, by encouraging farmers markets and community gardens.

POLICY 2.6.8.

The potential for reducing Vehicle Miles Traveled (VMTs) and GHG emissions shall be considered in all location and investment decisions for public facilities.

POLICY 2.6.9.

Promote the redevelopment of brownfield and greyfield sites to reduce VMTs to reduce pressures for greenfield development.

POLICY 2.6.10.

Support technology and business practices that enable people to reduce VMTs from home to work, including increased flexibility for home office uses.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 2.6.11.

Provide educational materials regarding energy efficiency, sustainable design, and climate change that encourage community residents and business owners to invest in energy-efficiency improvements through community outreach efforts, such as the City's Website.

POLICY 2.6.12.

Encourage design techniques and materials that reduce heat absorption, thereby reducing the heat island effect.

POLICY 2.6.13

The designated Transportation Concurrency Exception Areas as identified in the Transportation Element and depicted as Figures 6 through 10 in the Future Land Use Map Series, shall also be designated as the City's Energy Conservation Areas.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 3. BUILDING HEIGHT

THE CITY SHALL MAINTAIN HEIGHT RESTRICTIONS TO PRESERVE THE LOW RISE CHARACTER OF THE CITY.

OBJECTIVE 3.1. HEIGHT LIMITS

Height limits shall be maintained consistent with the voter approved charter amendments.

POLICY 3.1.1.

In order to maintain consistency with the 2006 City Charter amendment, there shall be a limitation such that all buildings within the corporate limits of the City of Ormond Beach will not exceed a maximum height of 75' as per the approved 2006 charter amendment.

POLICY 3.1.2.

Any multi-family or nonresidential building taller than seventy-five (75) feet that existed on November 14, 2006, or (ii) the only development order that received final development approval before November 14, 2006, for the construction of a multi-family building over seventy-five (75) feet in height, so long as the development order has not lapsed, expired or been terminated. Any such building may be maintained, repaired, constructed and reconstructed to the same height and within the same building footprint as it existed on November 14, 2006, and in accordance with any applicable development order then in effect, subject to any other applicable federal, state and local laws.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 4. PROTECTION OF NATURAL AND HISTORIC RESOURCES

THE CITY SHALL ENSURE THAT PLANNING AND DEVELOPMENT POLICIES MANAGE, CONSERVE, AND PROTECT THE NATURAL, SCENIC AND HISTORIC RESOURCES AND ENVIRONMENTAL QUALITY OF THE CITY.

OBJECTIVE 4.1. DEVELOPMENT IN “ENVIRONMENTALLY SENSITIVE” AREAS

The City shall monitor and review any development that occurs or is proposed to occur in or adjacent to "Environmentally Sensitive" areas to ensure that new development and site management practices are compatible with the ecological function of these areas.

POLICY 4.1.1.

Environmentally sensitive land shall be designated as follows:

1. All areas of the City shown as “Open Space/Conservation” on the Future Land Use Map.
2. All areas proposed for acquisition for conservation (e.g., Conservation and Recreational Lands, Land and Water Conservation Fund, Volusia County Land Acquisition Trust Fund proposal sites).
3. Halifax River and adjacent lands including wetlands and vegetative buffers.
4. Tomoka River and adjacent lands including wetlands and vegetative buffers.
5. Intact sand dunes and beach.
6. All creeks or streams, adjacent lands including wetlands and vegetative buffers (e.g., Thompson’s, Strickland, Groover, Priest, and Dodson’s Creeks; Misner’s Branch and the Little Tomoka River).
7. All floodways and flood prone areas.
8. Critical habitat areas for designated flora, fauna, and marine species.
9. Primary aquifer recharge areas.
10. Wellfield protection zones of influence associated with municipal wellfields.
11. Areas subject to erosion.
12. Tomoka Marsh Aquatic Preserve and the Tomoka River Manatee Sanctuary.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 4.1.2.

The City shall continue planning efforts to more specifically define “Environmentally Sensitive” areas and assist developers in minimizing environmental impacts through location and design measures.

POLICY 4.1.3.

The City shall establish regulations and standards to protect wellfields and their wellfield protection zones of influence, when determined by the St. Johns River Water Management District, from negative impacts.

POLICY 4.1.4.

Any activity proposed in or adjacent to environmentally sensitive lands shall be consistent with the requirements of the appropriate policies of the Comprehensive Plan and City ordinance and any adopted management plans.

POLICY 4.1.5.

The City shall refer, as appropriate, development proposals in or adjacent to environmentally sensitive areas to the respective Federal, State and regional agencies for their review and comment.

POLICY 4.1.6.

The City shall, in conjunction with the Department of Environmental Protection, maintain and review its environmental protection regulations as necessary to protect environmentally sensitive lands within the Tomoka Marsh Aquatic Preserve and shall continue to review development activity to ensure general consistency with the Tomoka Marsh Aquatic Preserve Management Plan.

POLICY 4.1.7.

Dredge spoil sites are a public use required for the safe and efficient operation of the Intracoastal Waterway. It is the legislative mandate of the Florida Inland Navigation District (FIND) to provide all lands necessary for the construction, operation and maintenance of the Atlantic Intracoastal Waterway in Florida. Site selection for spoil sites are performed by FIND in conformance with their legislative mandate. Site inventories as part of FIND’S annual public facilities report shall be submitted to the City annually starting with the 1998 annual report.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 4.1.8.

The City shall be notified by the Florida Department of Environmental Protection when FIND submits a permit for a new or modified dredge spoil site. The City Commission may submit comments to the Florida Department of Environmental Protection regarding the consistency/inconsistency of the permit application with the City's Comprehensive Plan compatible with the provisions of Chapter 403(24)(a), Florida Statutes.

POLICY 4.1.9.

No new spoil islands shall be developed except when showing that their development is in the public interest and a hardship would result if the development is not authorized consistent with Rule 18.012, Florida Administrative Code.

POLICY 4.1.10.

Proposals for the public development of spoil islands within the City of Ormond Beach should receive public comments through a public hearing conducted within the City limits of Ormond Beach, consistent with Rule 18.012, Florida Administrative Code.

POLICY 4.1.11.

Unauthorized structures that have been constructed on spoil islands shall be removed in a manner consistent with Rule 18.012, Florida Administrative Code.

POLICY 4.1.12

The City of Ormond Beach adopts and incorporates the Ormond Scenic Loop & Trail vision statement and map series in the Future Land Use Element as included in the adopted Ormond Scenic Loop & Trail Corridor Management Plan.

OBJECTIVE 4.2. FLOOD CONTROL AND STORMWATER RUNOFF

Through the provisions of the Land Development Code, the City shall manage development to minimize flood damage and runoff from development to lessen the potential degradation of the City's surface water bodies, as per the intent of the Conservation, Coastal Management and Utilities Elements of the City's Comprehensive Plan.

POLICY 4.2.1.

The City shall review all development plans to ensure that development is consistent with the City's Flood Damage Control, Surface Water Runoff Control, and Wetlands Protection provisions in the Land Development Code and the Comprehensive Plan, and that all practical and feasible measures have been incorporated to minimize flood damage potential.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 4.2.2.

The City shall use detailed area-wide drainage plans to reduce flooding potential and minimize direct discharge of stormwater runoff into surface water bodies. The City shall cooperate with Volusia County and adjoining communities in this effort.

POLICY 4.2.3.

Wherever feasible, the viability of natural drainage systems shall be maintained to prevent potential flooding problems and costly structural water control measures.

POLICY 4.2.4.

On an ongoing basis, the City shall update its mapping of flood prone areas to include an inventory of existing land uses, structures susceptible to damage and flooding, and an inventory of flood water conveyance structures and features. The update shall be incorporated into the Comprehensive Plan Update and shall further inventory and analyze future land uses proposed for flood prone areas to determine the suitability of such uses.

OBJECTIVE 4.3. PRESERVATION OF NATURAL FLORA AND FAUNA

The City shall encourage developers to incorporate, to the extent feasible, retention of natural vegetation in project design and ensure that significant aesthetic and natural features are not destroyed.

POLICY 4.3.1.

All new developments shall be reviewed for potential adverse environmental impacts.

POLICY 4.3.2.

The City shall maintain on-going programs that identify and preserve unique aesthetic and natural features.

POLICY 4.3.3.

The City shall, in cooperation with Volusia County, monitor and analyze surface water quality in the Tomoka River and Halifax River. The City shall take remedial action and adopt new regulations, as appropriate to maintain or improve its quality.

OBJECTIVE 4.4. COORDINATION WITH NATURAL RESOURCES

The density and intensity of future land uses and any proposed development activity shall be coordinated with the natural conditions of the area, including topography, drainage, and soil conditions in order to maintain and protect vital natural functions and environmentally sensitive areas.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 4.4.1.

Review land use change and development approval requests for potential impact on natural conditions and for consistency with the environmental protection requirements of the Surface Water Runoff Control, Wetlands Protection, and Flood Damage Control Ordinances and with the Utilities, Coastal Management and Conservation Elements of the Comprehensive Plan.

POLICY 4.4.2.

Encourage the use of cluster development or innovative design measures to ensure the protection of natural resources.

POLICY 4.4.3.

The City shall update its Land Development Code, as necessary, to maintain specific and detailed provisions which regulate the use of land and water bodies consistent with the Comprehensive Plan and to ensure the compatibility of such uses with the natural resources of the community.

POLICY 4.4.4.

The location, development, and significance of topography, vegetation, wildlife habitat, flood hazard, the 100-year flood area, and soils for a particular site will be determined during the development review process from information required to be submitted to the City, in accordance with the criteria of Environmental Assessment Reports and that criteria of the relative ordinances for tree protection, wetlands protection, stormwater management, and flood damage control. This shall include recordation of Federal Emergency Management Administration (FEMA) flood zone designations on site plans and plats.

OBJECTIVE 4.5. SIGNIFICANT ARCHITECTURAL, ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES

The City shall continue to maintain land development regulations that identify, designate, and protect historic resources.

POLICY 4.5.1.

The City shall maintain the Local Landmark List and continue to identify and designate historically significant sites and buildings.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 4.5.2.

The City shall continue to implement the historic preservation ordinance that protects historic landmarks from alteration or demolition, and apply it to architectural, archaeological and paleontological resources in accordance with the Cultural and Historic Resources Element.

OBJECTIVE 4.6. ENVIRONMENTAL CORE OVERLAY

To support the protection and enhancement of environmentally sensitive corridors, wildlife habitat, connected wetlands, and natural hydrologic functions throughout Volusia County and the City of Ormond Beach.

POLICY 4.6.1.

To support the protection and enhancement of environmentally sensitive corridors, wildlife habitat, connected wetlands, and natural hydrologic functions throughout Volusia County and the City of Ormond Beach, the city adopts the Environmental Core Overlay or “ECO” Map as a component of the Future Land Use Map series.

POLICY 4.6.2.

The City supports the adopted smart growth goals, objectives and policies of the County’s Comprehensive Plan and will actively participate with Volusia County and local jurisdictions in the further development of policies that serve to manage future development that occurs within developable tracts of the adopted ECO Map.

POLICY 4.6.3

Where land is partially or fully within ECO, proposed development activities shall be encouraged to utilize innovative and flexible land development and planning techniques such as transfer of development rights.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 5. ANNEXATION

THE CITY PROVIDES UTILITY SERVICE BEYOND IT'S MUNICIPAL LIMITS AND SHALL REQUIRE THAT ANY CONNECTION TO THE CITY UTILITIY SYSTEM EITHER ANNEX INTO THE CITY OR ENTER INTO AN ANNEXATION AGREEMENT IF NOT CONTIGIOUS FOR UTILITY SERVICE.

OBJECTIVE 5.1. ANNEXATION

Newly annexed areas and new development shall not impose additional tax burdens on City residents or adversely impact City managed natural resources, public facilities and services, including potable water, sanitary sewer, drainage, solid waste, parks and recreation and cultural facilities. Future land uses shall be located consistent with the provision of public facilities and services.

POLICY 5.1.1.

Properties that are annexed into the City of Ormond Beach shall be assigned a similar land use that existed in Volusia County. Property owners may apply for more intensive land uses, but shall be required to provide the data and analysis to justify the increase in density and/or intensity.

POLICY 5.1.2.

The cost of off-site water and sewer trunk lines shall be borne by the developer with reimbursements limited to the amount specifically provided for in the impact fee structure for such areas.

POLICY 5.1.3.

Impact fee districts shall be established with the impact fee rate structure reflective of the availability or non-availability of a trunk line system. The plant impact fee shall be paid on the same basis as the remainder of the City, even where development is converted from on-site to City systems.

POLICY 5.1.4.

Water and/or sewer service may be provided to areas considered suitable for future annexation but which are not presently contiguous to the City provided that:

1. The applicant records an agreement to annex at the time the property is contiguous.
2. The development is found generally consistent with the goals and policies of the SLDR district or other appropriate land use designation.
3. The development is contiguous to an urban water and/or sewer service area.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

4. As otherwise provided by interlocal agreement with another governmental entity. (As amended by Ordinance 92-31, adopted on October 6, 1992.)

POLICY 5.1.5.

Proposed developments in annexed areas that are not located in close proximity to water and sewer infrastructure may be allowed to provide interim on-site water and sewer infrastructure, provided that all necessary State permits are secured; the development is dry-lined and all related infrastructure is in place to ensure future connection to the City system when available. To facilitate connection, impact fees shall be prepaid, bonded for, or otherwise guaranteed in a manner acceptable to the City.

POLICY 5.1.6.

New development shall be encouraged to provide on-site amenities commensurate with their projected populations including common open space, recreation facilities including game courts, swimming pools, community centers and tot-lots.

POLICY 5.1.7.

The City shall cooperate with the County in establishing urban service areas as appropriate for police, fire, recreation, cultural and other activities and centers so that appropriate impact fees can be paid or bonded for development in the unincorporated area that may be annexed to the City, or such funds transferred to the City where the impact fee had previously been collected by Volusia County.

POLICY 5.1.8.

The City shall not reject annexation requests of strip commercial uses based solely on their design or functionality.

POLICY 5.1.9.

All new development proposing the use of interim package plants shall occur in an orderly and economical manner, with those areas having the greatest combined complement of urban public facilities and services receiving development first. New land areas will be staged for urbanization in a contiguous manner that minimizes additional public investments.

GOAL 6. PLANNING PROCESS

CONTINUE TO IMPLEMENT A PERMANENT AND EFFECTIVE LOCAL LAND USE PLANNING PROCESS, BASED ON SOUND PROFESSIONAL PLANNING PRINCIPLES AND THE DESIRES OF THE CITIZENRY TO GUIDE THE FUTURE DEVELOPMENT OF THE CITY TO ENSURE THE HIGHEST QUALITY OF LIFE POSSIBLE FOR ALL EXISTING AND FUTURE RESIDENTS.

OBJECTIVE 6.1. PUBLIC PARTICIPATION

The City should continue to provide adequate opportunity for citizen initiative and participation in the planning process. This shall include notification procedures appropriate to the planning issue.

POLICY 6.1.1.

The City, through the City Commission, the Planning Department, and advisory boards, shall continue to solicit public input and involvement in all areas of planning.

POLICY 6.1.2.

The City Commission and the Planning Department shall continue and, where necessary, improve and initiate measures to increase citizen awareness concerning planning issues.

OBJECTIVE 6.2 COORDINATION OF POPULATION WITH HURRICANE EVACUATION PLANS

New development and coastal area population densities shall be coordinated with the local peacetime emergency management plan and any other interagency hurricane evacuation plans.

POLICY 6.2.1.

New development shall be managed so that public facility and service needs required to meet adopted hurricane evacuation times and needs as maintained at the adequate level-of-service.

POLICY 6.2.2.

All requests for rezoning and land uses changes shall be considered in coordination with the criteria of the Coastal Management Element and the Comprehensive Emergency Management Plan.

GOAL 7. DOWNTOWN COMMUNITY REDEVELOPMENT AREA

THE DOWNTOWN MASTER PLAN UPDATE WAS ADOPTED BY THE CITY COMMISSION ON SEPTEMBER 18, 2007. COVERING THE AREA BETWEEN ORCHARD STREET AND THE OCEAN AND BETWEEN LINCOLN AND TOMOKA AVENUES, THE PLAN REPRESENTS THE CITIZENS' VISION FOR REDEVELOPMENT AND GROWTH. THE VISION ENCOMPASSES THE FOLLOWING THEMES.

- FOSTER A PEDESTRIAN ORIENTED DOWNTOWN RETAILING PLACE;
- PROMOTE A SENSE OF PLACE AND PHYSICAL PRESENCE;
- ENHANCE "COMMUNITY" UTILIZING THE ARTS AND DOWNTOWN'S CULTURAL ASSETS;
- MAXIMIZE THE WATERFRONT AS AN ASSET FOR REDEVELOPMENT;
- RECLAIM GRANADA BOULEVARD AS A SHARED PUBLIC REALM;
- PRESERVE RESIDENTIAL NEIGHBORHOODS;
- CREATE A SUPPORTIVE REGULATORY ENVIRONMENT; AND
- HAVE A BIAS FOR ACTION.

THE PLAN ADDRESSES A WIDE RANGE OF ISSUES INCLUDING INFILL DEVELOPMENT, RECREATION, LAND DEVELOPMENT REGULATIONS, PUBLIC ART, STREETScape IMPROVEMENTS, AND PUBLIC PARKING. FUTURE DEVELOPMENT, REDEVELOPMENT, AND CITY CAPITAL INVESTMENT IN THE REDEVELOPMENT AREA SHALL BE CONSISTENT WITH THE MASTER PLAN, AS AMENDED.

OBJECTIVE 7.1. DEVELOPMENT AND REDEVELOPMENT REGULATIONS

Acknowledging that development and redevelopment in the Downtown Community Redevelopment Area is unique based on its location, history, and existing development pattern, the City shall continue developing regulations that promote development consistent with the recommendations of the adopted Master Plan.

POLICY 7.1.1.

The City shall utilize a Form Based Code to implement the vision stated in the adopted 2007 Downtown Redevelopment Master Plan.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 7.1.2.

The Ormond Beach Community Redevelopment Area through the adoption of the 2007 Downtown Redevelopment Master Plan for the Downtown Overlay District has established a Form Based Code that places an emphasis on the relationship between the street and buildings, pedestrian and vehicles, public and private spaces, and the relationship between multiple buildings, a block, a neighborhood and transitions in scale.

POLICY 7.1.3.

In the Downtown Redevelopment Area only, building orientation for vacant sites shall be close to the street with “build to” lines at the front setback line. Main entrances should face the street or the street corner when located along two streets and parking shall be located to the rear of the building.

POLICY 7.1.4.

In accordance with the adopted 2007 Downtown Redevelopment Master Plan, new development and redevelopment shall be incentivized by providing alternative parking provisions to include:

- Off site parking facilities;
- Parking reductions due to transit availability;
- Parking waivers for smaller tenant spaces; and
- Shared parking between day and evening users.

POLICY 7.1.5.

New developments which build residential medium or high density infill housing, either as stand alone or incorporated into mixed use projects are encouraged and shall take priority in financial assistance from the City.

POLICY 7.1.6.

The Land Development Code shall be amended and maintained to allow urban style signage within the commercial areas of the Downtown Community Redevelopment Area stressing wall, canopy, and projecting signs as opposed to pole and ground signage.

POLICY 7.1.7.

New Development and redevelopment where the building is substantially removed (>50% of floor area), the building shall be set at the build-to-line. ROW dedication or a private easement for increased sidewalk shall be required. Development may be placed behind the build-to-line if an outdoor café or courtyard is planned.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 7.1.8.

To promote development and redevelopment within the Downtown, the City shall pursue a downtown stormwater conceptual permit from St. John's River Water Management District as an alternative to individualized stormwater retention and treatment.

POLICY 7.1.9.

The City shall include incentives in the development review process to encourage upper story residential development with supporting uses such as ground floor retail and office development.

OBJECTIVE 7.2. PUBLIC INVESTMENT

The City shall utilize Tax Increment Financing to develop infrastructure and capital projects to further the Redevelopment Plan.

POLICY 7.2.1.

The City shall pursue the underground placement of utilities where deemed financially feasible within the Downtown Community Redevelopment Area.

POLICY 7.2.2.

The City shall evaluate stormwater needs in the Downtown Community Redevelopment Area and implement a program of public retention areas to support intensive redevelopment of existing sites whenever practical.

POLICY 7.2.3.

Financial assistance programs shall be designed and implemented to further the implementation of the vision expressed in text and renderings contained in the Redevelopment Master Plan .

POLICY 7.2.4.

The City shall continually assess and implement a streetscape program along Granada Boulevard and other major roadways in the Downtown Community Redevelopment Area. The streetscape program should include street trees, decorative pavers and lighting, way-finding signage, and street furniture.

POLICY 7.2.5.

The City shall continue to review and improve the public park facilities in the Redevelopment area and provide a full range of recreational opportunities, such as fishing, tot lots, performance and festival areas.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 7.2.6.

The City shall utilize a portion of the Tax Increment Financing funds to provide continued maintenance of public streetscape improvements within the Downtown Community Redevelopment Area.

POLICY 7.2.7.

The City shall continue to work with organizations such as Ormond MainStreet, the Chamber of Commerce, and the Art Museum, as well as business and property owners to implement capital projects in Downtown Master Plan Update.

OBJECTIVE 7.3. PARKING

The City shall encourage the shared parking of private parking lots, public on-street parking, and public parking lots within the Downtown Community Redevelopment Area.

POLICY 7.3.1.

The City shall pursue a market based approach to required off-street parking in the Downtown Overlay District. Off-street on-site parking is permitted, but public parking may be counted towards the parking requirement provided such parking is within the downtown pedestrian walking shed distance.

POLICY 7.3.2.

The City shall establish pedestrian sheds denoting walkability between existing public offsite parking lots and destination points within the Downtown Overlay District.

POLICY 7.3.3.

The City shall provide additional public parking in the Downtown Overlay District when it is determined through parking studies that parking demand exceeds parking supply.

POLICY 7.3.4.

The Land Development Code shall be maintained to allow for parking waivers in the Downtown Community Redevelopment Area, utilization of public lots for commercial parking calculations, and shared private parking lots.

POLICY 7.3.5.

While on-street parking along Granada Boulevard within the Downtown Community Redevelopment Area is regulated by the Florida Department of Transportation, the City's desire is to maintain existing on-street parking and expand where possible.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 7.3.6.

Wherever possible, local roads within the redevelopment area shall provide on-street parking.

POLICY 7.3.7.

The City shall continually identify opportunities to provide public parking where demand exceeds supply within the Downtown Community Redevelopment Area.

OBJECTIVE 7.4. ENERGY MANAGEMENT PRACTICES

Promote effective energy management practices in the downtown community redevelopment community area.

POLICY 7.4.1.

Encourage an urban design pattern in redevelopment areas, where appropriate, that will reduce vehicle miles travelled among trip destinations.

POLICY 7.4.2.

Continue developing new regulations to the land development code that will support the development of energy efficient infill and redevelopment of commercial and industrial areas.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

GOAL 8. ECONOMIC DEVELOPMENT

TO PROMOTE AND SUPPORT POSITIVE ECONOMIC PROSPERITY BY CONDUCTING STRATEGIC ACTIVITIES DESIGNED TO EXPAND AND DIVERSIFY THE EXISTING ECONOMY AND CREATE ADDITIONAL EMPLOYMENT AND INVESTMENT OPPORTUNITIES.

OBJECTIVE 8.1. BALANCED ECONOMIC GROWTH

The City shall implement economic development using a number of strategies including a Strategic Economic Development Plan designed to encourage investment in Ormond Beach and by being proactive in business retention, expansion, and attraction.

POLICY 8.1.1.

The City shall maintain a working relationship with the Ormond Beach business community and update economic development assistance programs as necessary.

POLICY 8.1.2.

The City shall continually work to expand the Ormond Beach non-residential tax base and other revenue sources.

POLICY 8.1.3.

The City shall continue economic investment activities that provide financial incentives for business expansion and development that creates livable wage jobs for its residents.

POLICY 8.1.4.

The City shall continue to collect, analyze and disseminate relevant economic data and information in order to develop effective programs, projects, and activities to achieve its economic development goals.

POLICY 8.1.5.

The City shall coordinate marketing strategies to attract regional, national, and international companies to the City.

POLICY 8.1.6.

The City shall identify and recruit industries involved in the “Green” sustainable energy related research, development, and manufacturing industries.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

POLICY 8.1.7.

The City shall continue to partner with Volusia County and the Ormond Beach Chamber of Commerce to promote economic development within Ormond Beach.

POLICY 8.1.8.

The City shall consider the impacts on neighborhoods and environmental protection as well as job and tax base growth when evaluating proposed development classified as heavy industrial.

POLICY 8.1.9.

The City shall see new business location and existing business expansion that are compatible with the City's land use plans and policies.

OBJECTIVE 8.2. BUSINESS RECRUITMENT, REDEVELOPMENT AND FUTURE BUSINESS CENTERS

The City shall ensure a sufficient amount of commercial and light industrial properties available for business recruitment and to work with property owners to redevelop vacant and underutilized properties in Ormond Beach.

POLICY 8.2.1.

The City shall promote and create financial and other incentives for redevelopment of the downtown, community development areas, considering in particular opportunities for adaptive reuse and for small business on infill sites.

POLICY 8.2.2.

The City shall continually attract new industries to locate at the Ormond Beach Municipal Airport and Airport Business Park and other industrial parks in the City.

POLICY 8.2.3.

The City shall assist development to understand and use the Brownfields Redevelopment Program to encourage redevelopment of areas with real and/or perceived environmental contamination.

POLICY 8.2.4.

The City shall continue to review and update land development regulations that encourage the redevelopment of areas of the City (such as Downtown CRA, US1, and SRA1A) that have existing infrastructure and are vacant or underutilized.

FUTURE LAND USE ELEMENT GOALS OBJECTIVES AND POLICIES

OBJECTIVE 8.3. PLANNING FOR ECONOMIC DEVELOPMENT

POLICY 8.3.1.

All City departments shall program funding for the maintenance and expansion of infrastructure necessary for business attraction in all areas of the city.

POLICY 8.3.2

All City development-related departments shall regularly evaluate development review procedures to ensure that they are efficient. Inefficient programs and procedures shall be modified consistent with Smart Growth principles to provide certainty in the process with review and approval at the lowest possible level.

POLICY 8.3.3.

The City shall regularly evaluate the demand for land designated for economic activity, and the availability and location of land suited for economic development activities, and opportunities for revitalization and reuse.

**TABLE 1
PERCENTAGE OF DISTRIBUTION OF LAND
ACCORDING TO LAND USE DESIGNATION**

LAND USE DESIGNATION	1988		1995		2008	
	Area (acres)	% of Total	Area (Acres)	% of Total	Area (acres)	% of Total
Residential	3,752	44%	8,090	60%	9,199	44%
Commercial	403	5%	546	4%	1,436	7%
Institutional	670	8%	803	6%	898	4%
Industrial	275	3%	336	3%	630	3%
Recreation/Open Space	3,497	41%	3,627	27%	5,537	26%
Activity Center	N/A				3,095	15%
TOTAL	8,597	100%	13,402	100%	20,715	100%

Source: City of Ormond Beach Planning Department and GIS Division

Note: 2008 excludes 2,204 acres of water and roads within City limits. Total gross area of the City in 2008 is 22,919 areas.

**FUTURE LAND USE ELEMENT
GOALS OBJECTIVES AND POLICIES**

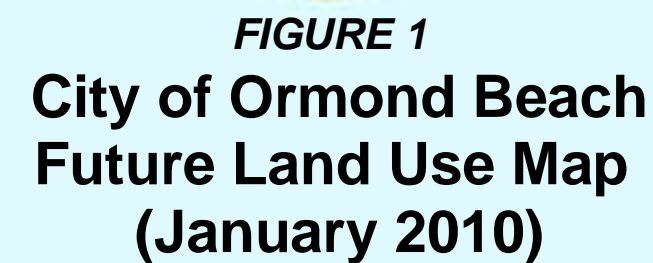
**TABLE 2
DEVELOPED AND UNDEVELOPED LAND
ACCORDING TO LAND USE DESIGNATION**

Land Use Classification	Developed Property		Undeveloped Property		Total (Acres)	% of Total
	Area (Acres)	% of Total	Area (acres)	% of Total		
Institutional	849	95%	49	5%	898	4%
Office/Professional	263	62%	159	38%	421	2%
General Commercial	583	86%	92	14%	675	3%
Tourist Commercial	186	85%	34	15%	220	1%
Heavy Commercial	106	88%	14	12%	120	1%
Industrial/Utilities	371	59%	259	41%	630	3%
Activity Center	1,270	0%	1,825	100%	3,095	14%
High Density Residential	101	97%	3	3%	104	.5%
Medium Density Residential	1,027	81%	244	19%	1,271	6%
Low Density Residential	4,505	90%	519	10%	5,024	22%
Suburban Low Density Residential	1,152	77%	349	23%	1,501	7%
Rural Estate	795	70%	348	30%	1,143	5%
Rural Residential	139	89%	17	11%	156	1%
Recreation/Open Space	N/A	N/A	N/A	N/A	532	2%
Open Space/Conservation	N/A	N/A	N/A	N/A	5,005	22%
Water bodies/ROW	N/A	N/A	N/A	N/A	2,204	10%
CITY TOTAL AREA					22,919	

Source: City of Ormond Beach Planning Department

**TABLE 3
POPULATION PROJECTIONS 2000-2025**

Year	Population Projection
2000 (Census)	36,301
2005 (BEBR Estimate)	39,683
2009 (BEBR Estimate)	40,832
2010	42,533
2015	45,951
2020	48,880
2025	51,079



- Rural Estate/Agriculture (REA)
- Rural Residential (RR)
- Suburban Low Density Residential (SLDR)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Office/Professional (O/P)
- Tourist Commercial (TC)
- General Commercial (GC)
- Heavy Commercial (HC)
- Public/Institutional (P/I)
- Activity Center (AC)
- Industrial/Utilities (I/U)
- Recreation/Open Space (R/OS)
- Open Space/Conservation (OS/C)
- Ormond Beach City Limits

**YEAR 2025
COMPREHENSIVE PLAN**

DENSITY/INTENSITY RESTRICTIONS			
PROJECT	LAND USE	ORD. #	RESTRICTION
1. Calvary Church	TC	2007-39	790 AADT
2. 1287 W Granda Blvd	OP	2008-22	900 AADT
3. Marshside	SLDR	2008-54	3.47 UPA
4. River Oaks	SLDR	2008-54	1.74 UPA

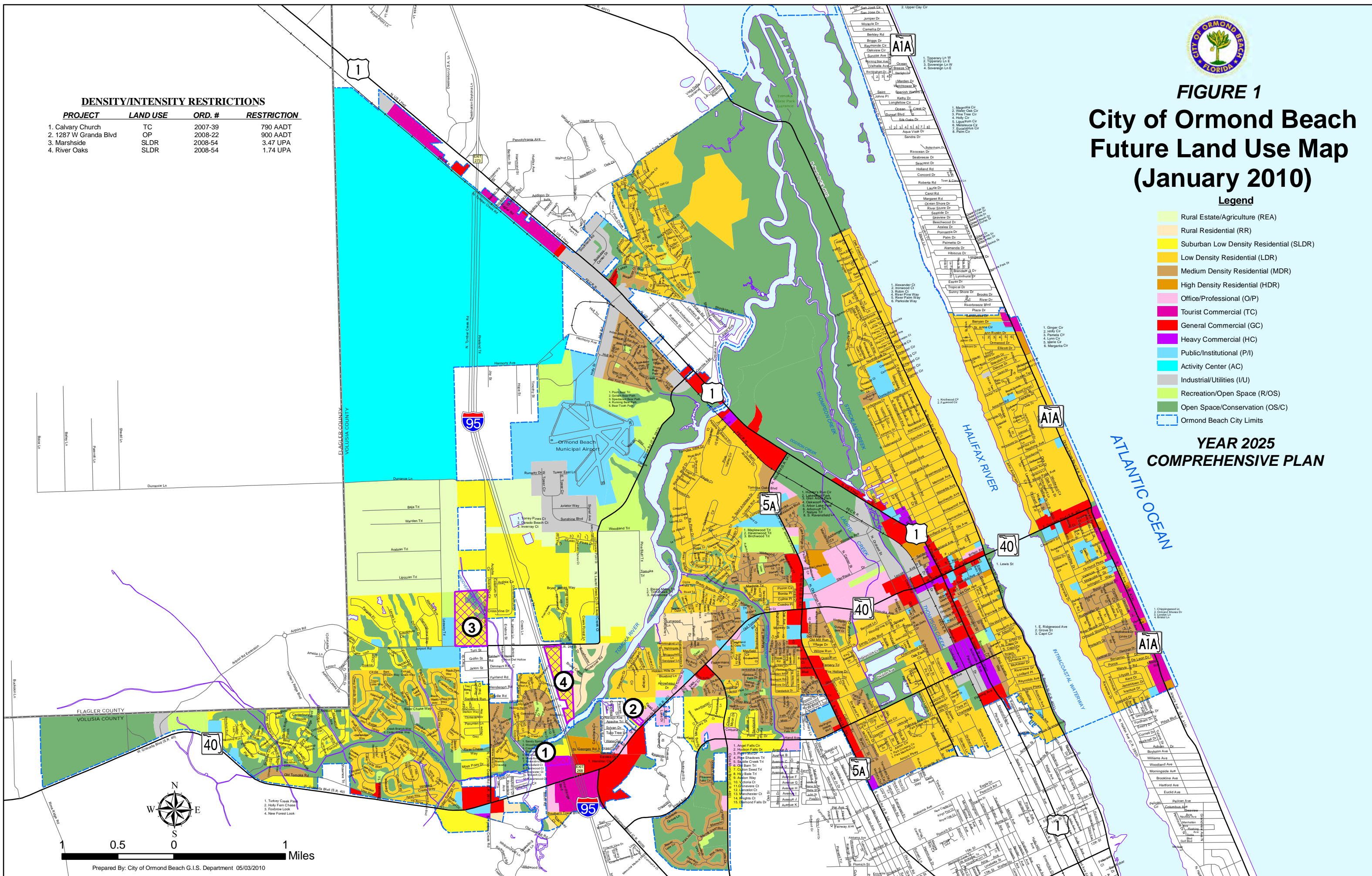




FIGURE 2

City of Ormond Beach Vacant Land Map

Legend

- Vacant Land
- Ormond Beach City Limits

YEAR 2025 COMPREHENSIVE PLAN

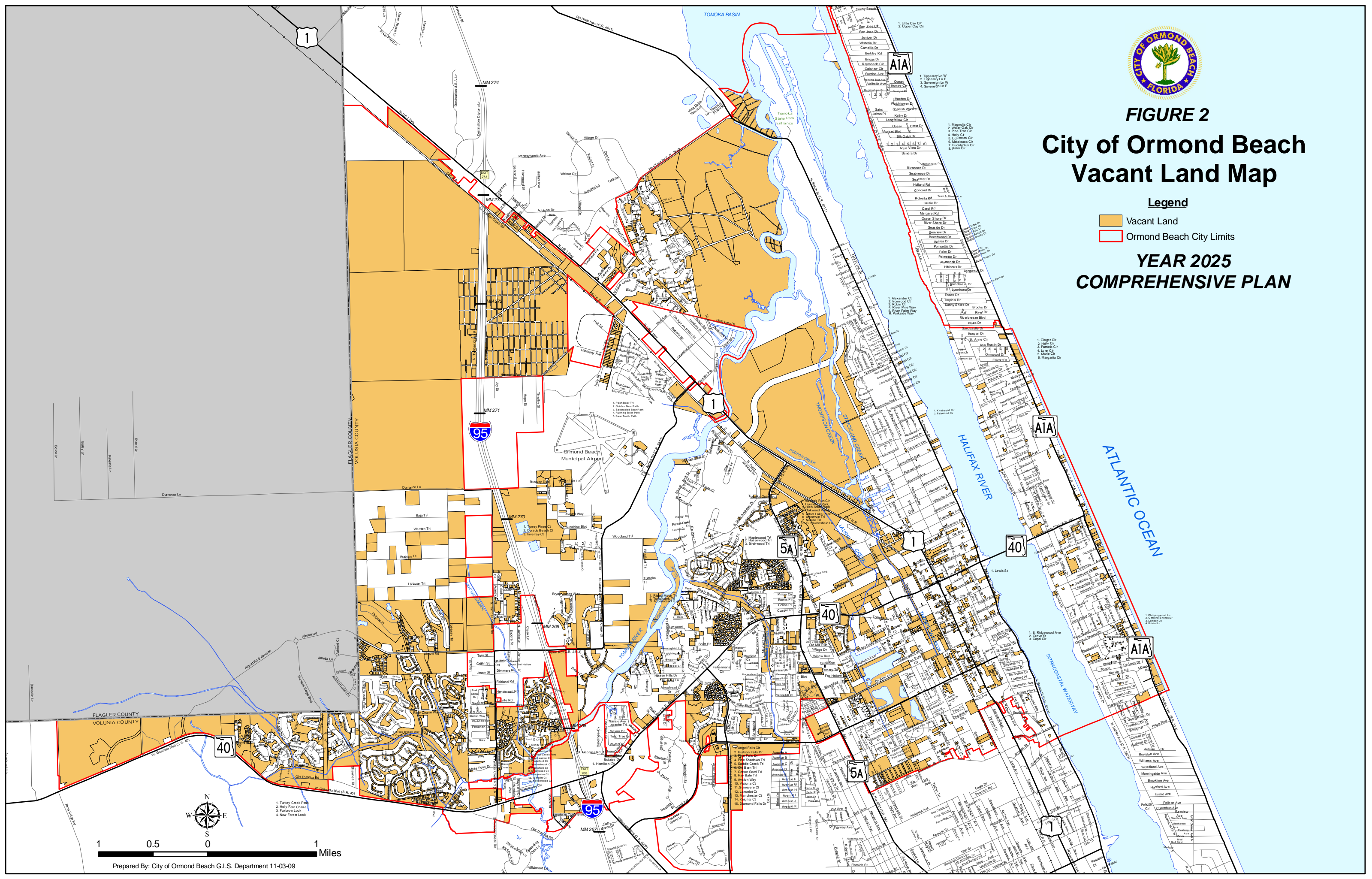




FIGURE 3

City of Ormond Beach Wetland Vegetation Map

Legend

Wetland Vegetation *

Water *

* Source: St. Johns River Water Management District

Ormond Beach City Limits

**YEAR 2025
COMPREHENSIVE PLAN**

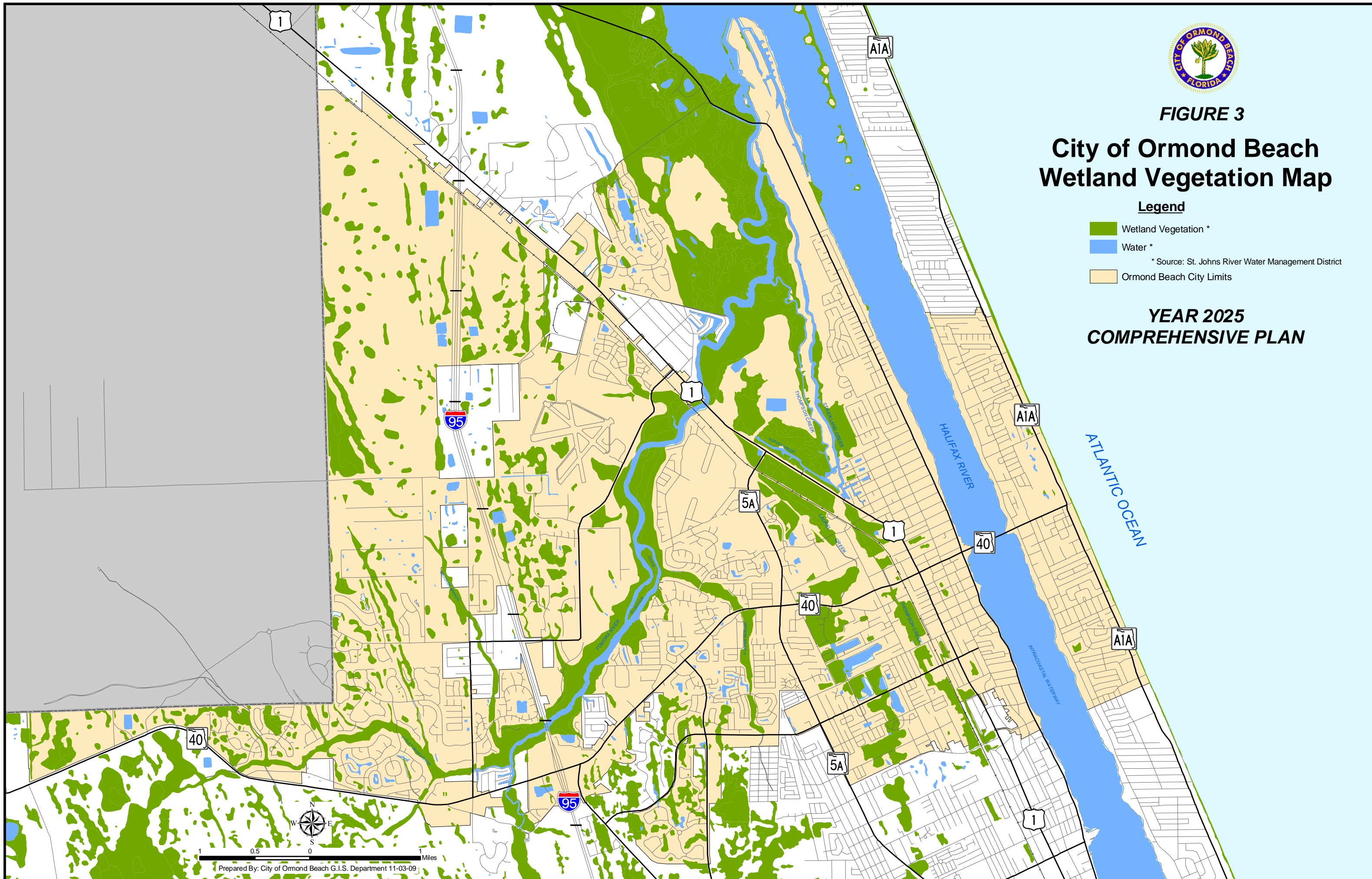




FIGURE 5
City of Ormond Beach
Energy Conservation Areas Map

Legend

- Votran Bus Stops**
- Trails
- Sidewalks
- Bike Paths
- Transportation Concurrency Exception Areas
- Mixed Use Corridor
- Ormond Beach City Limits
- Environmental Core Overlay*
- Parks
- Downtown Community Redevelopment Area
- Associated Uses**
- Recreation/Open Space
- Open Space/Conservation

** Source: VOTRAN

* Source: Volusia County GIS

YEAR 2025
COMPREHENSIVE PLAN

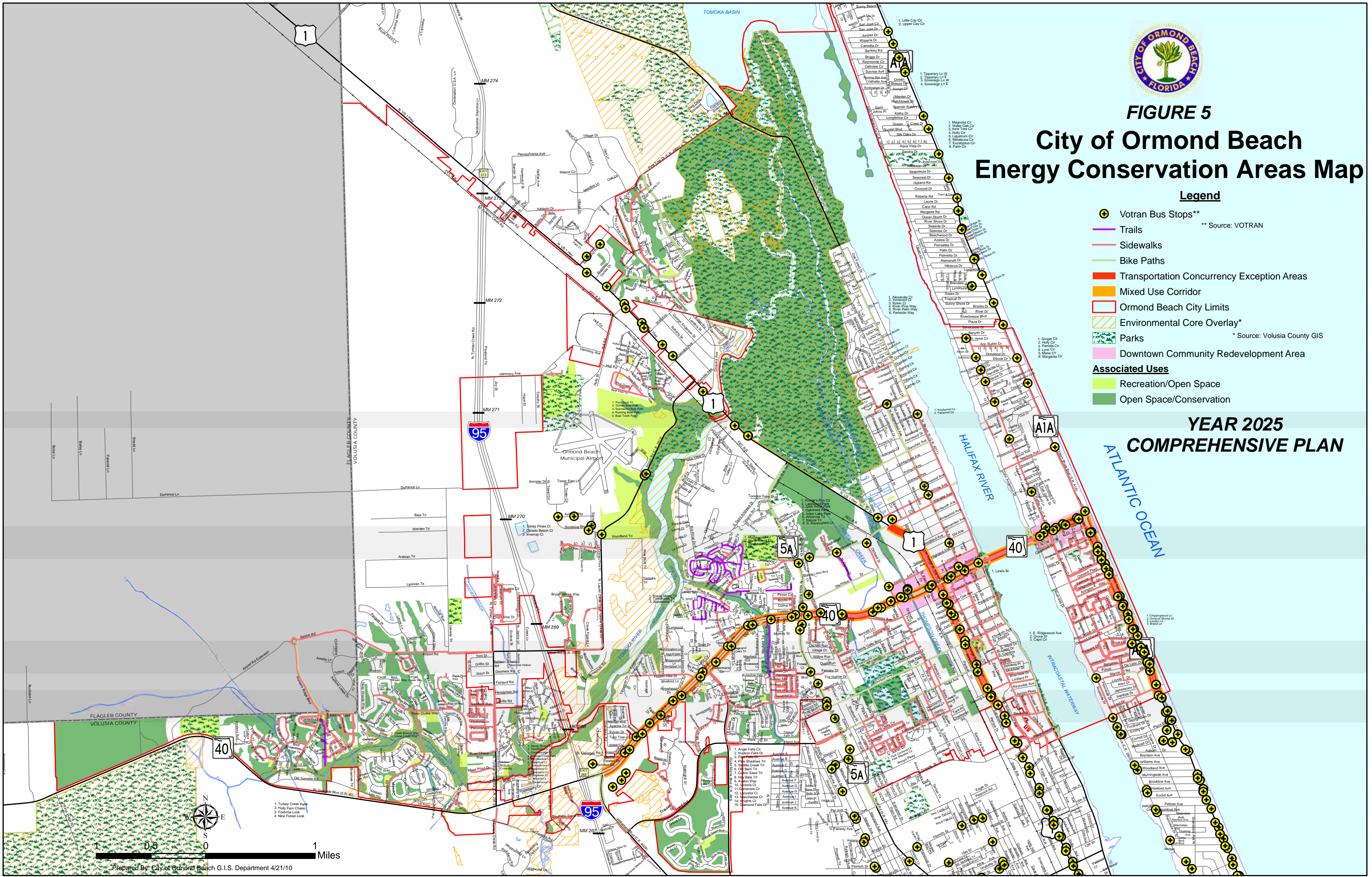




FIGURE 6
City of Ormond Beach
A1A Transportation
Concurrency Exception Area Map

YEAR 2025
COMPREHENSIVE PLAN

Legend

- Lot Line
- A1A TCEA
- Ormond Beach**
City Limits

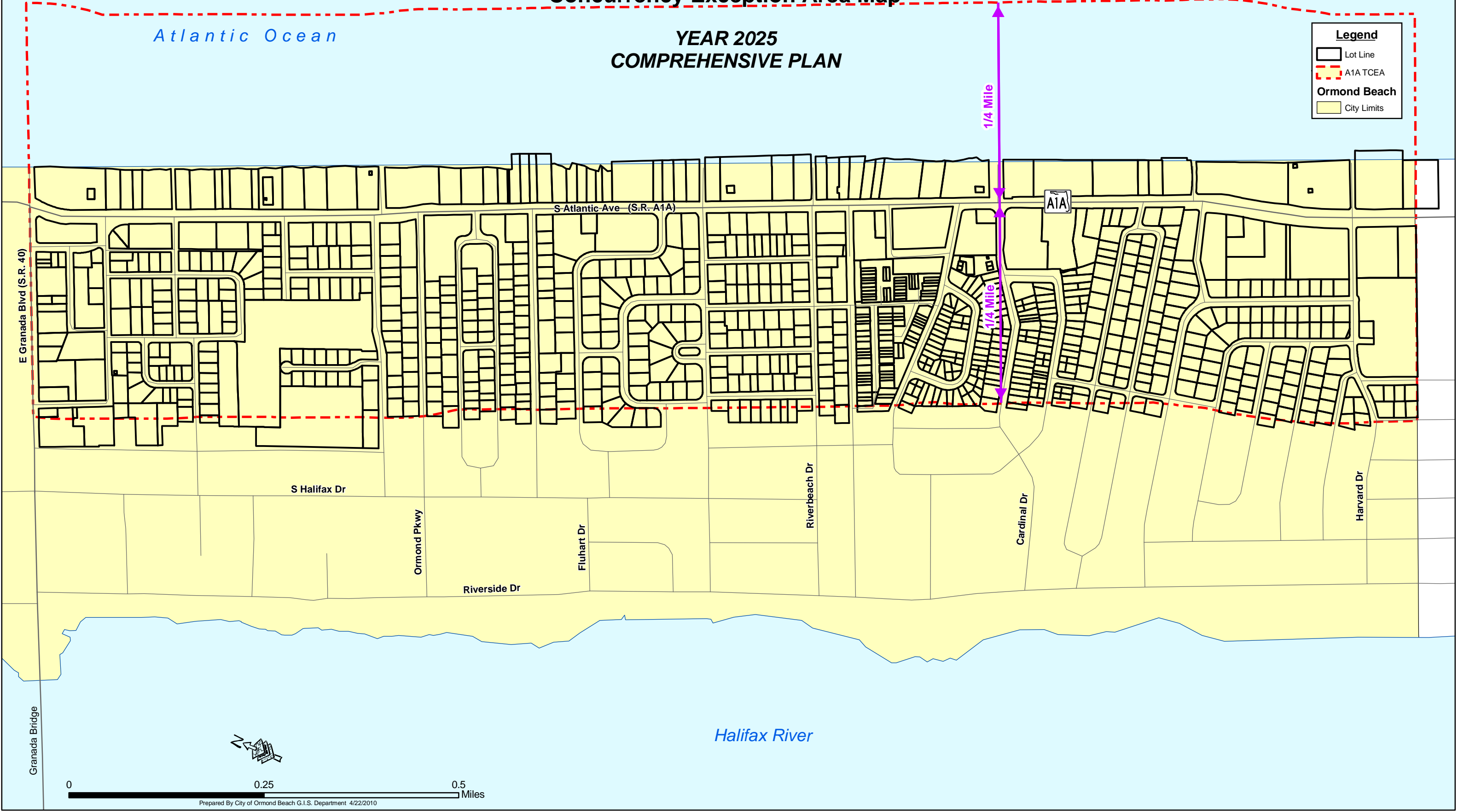




FIGURE 7
City of Ormond Beach
Downtown Transportation
Concurrency Exception Area Map
YEAR 2025
COMPREHENSIVE PLAN

Legend

- Lot Line
- Downtown TCEA
- Ormond Beach
- City Limits

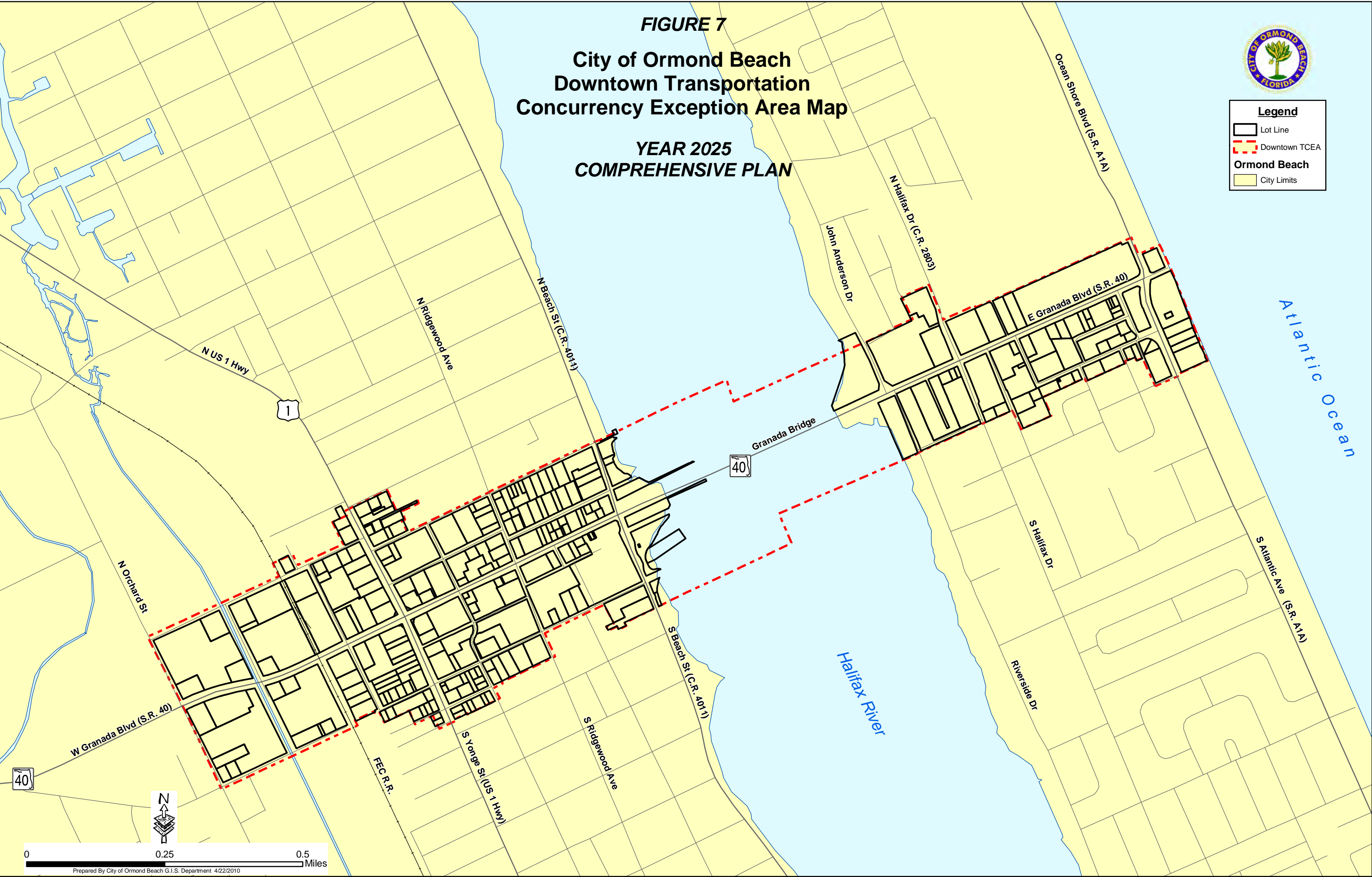


FIGURE 8

**City of Ormond Beach
State Road 40 Transportation
Concurrency Exception Area Map**

**YEAR 2025
COMPREHENSIVE PLAN**



Legend

- Lot Line
- S.R. 40 TCEA
- Ormond Beach
- City Limits

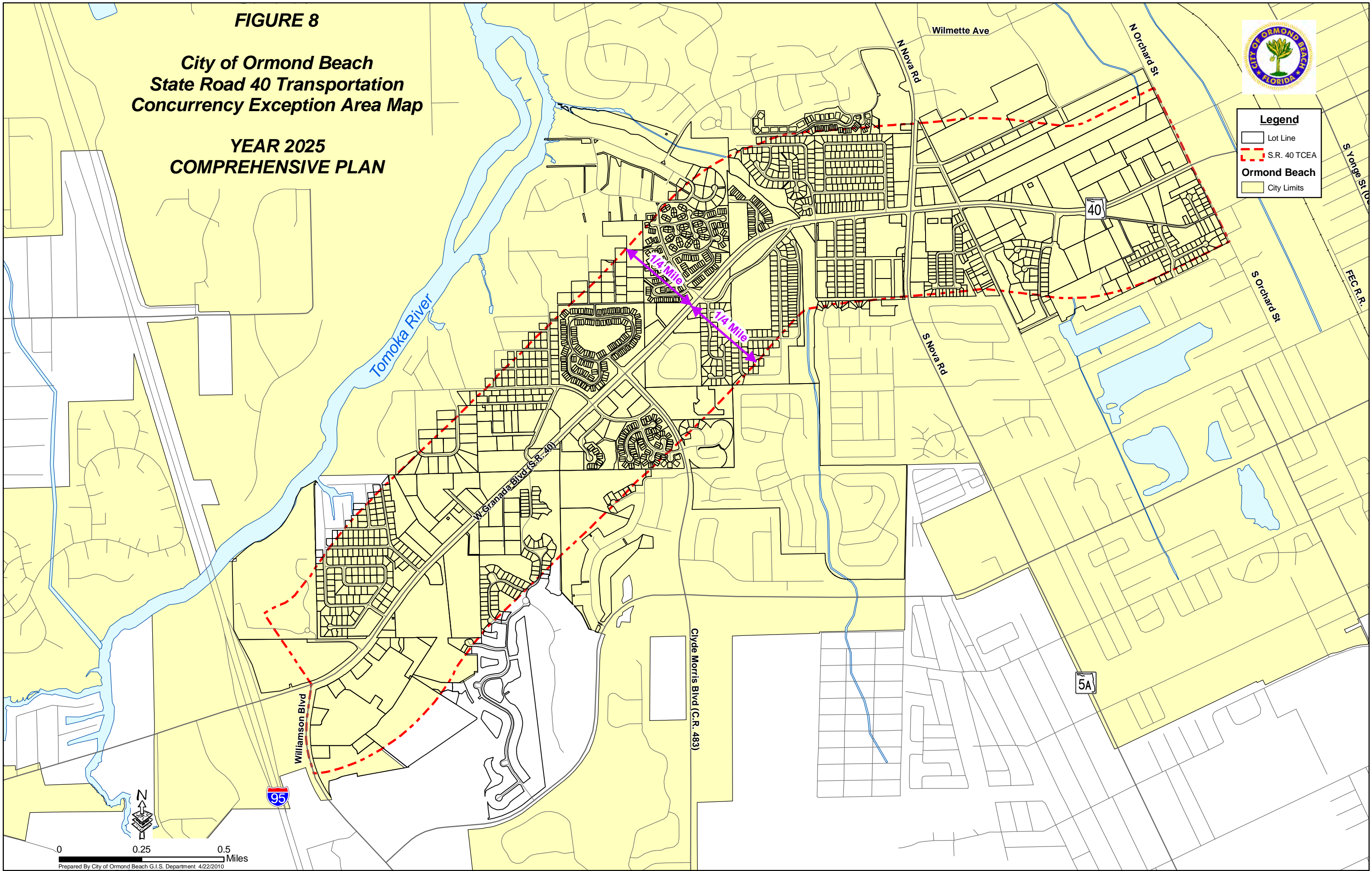




FIGURE 9
City of Ormond Beach
U.S. 1 Transportation
Concurrency Exception Area Map

YEAR 2025
COMPREHENSIVE PLAN

Legend

- Lot Line
- US1 TCEA
- Ormond Beach**
 - City Limits

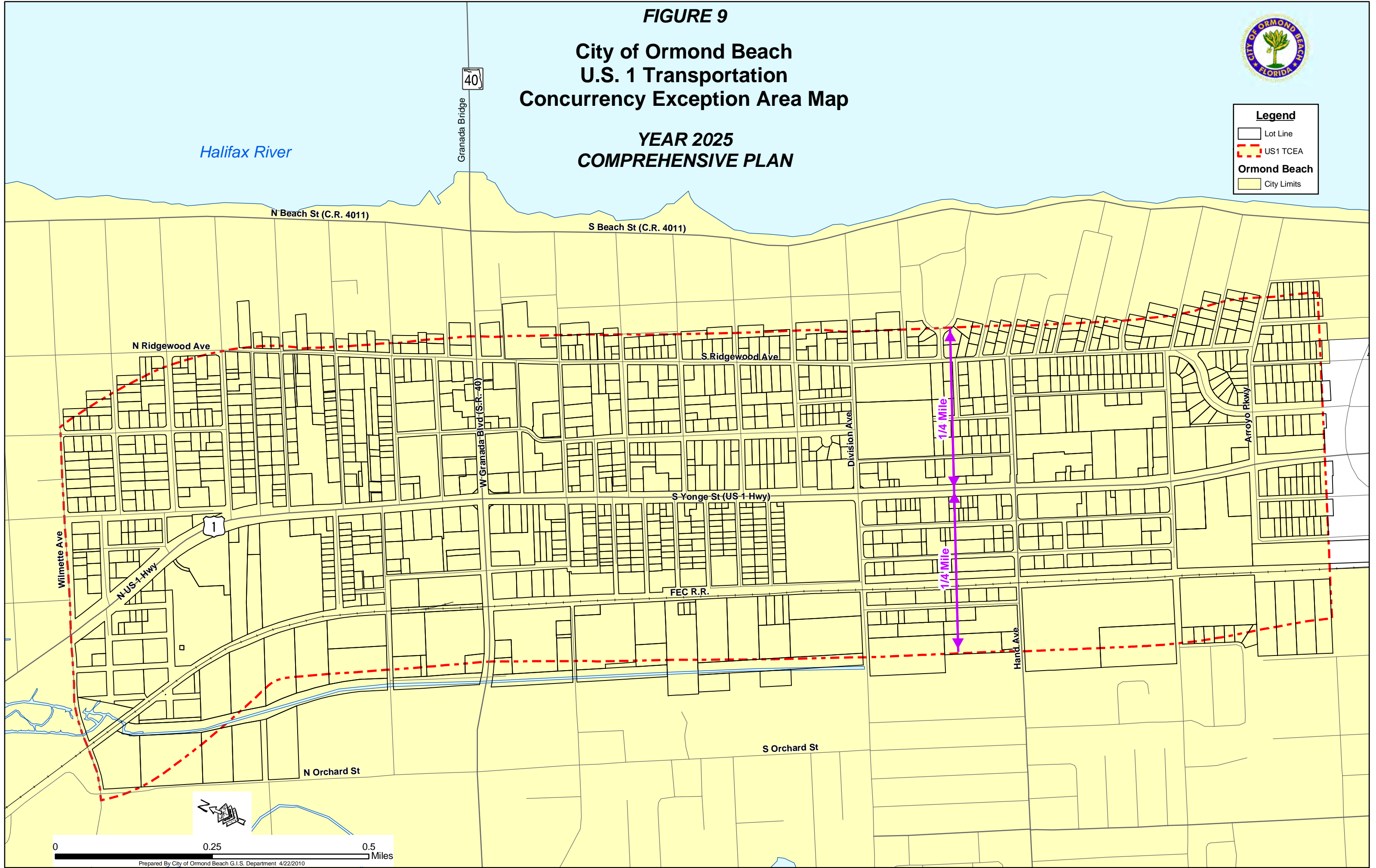


FIGURE 10

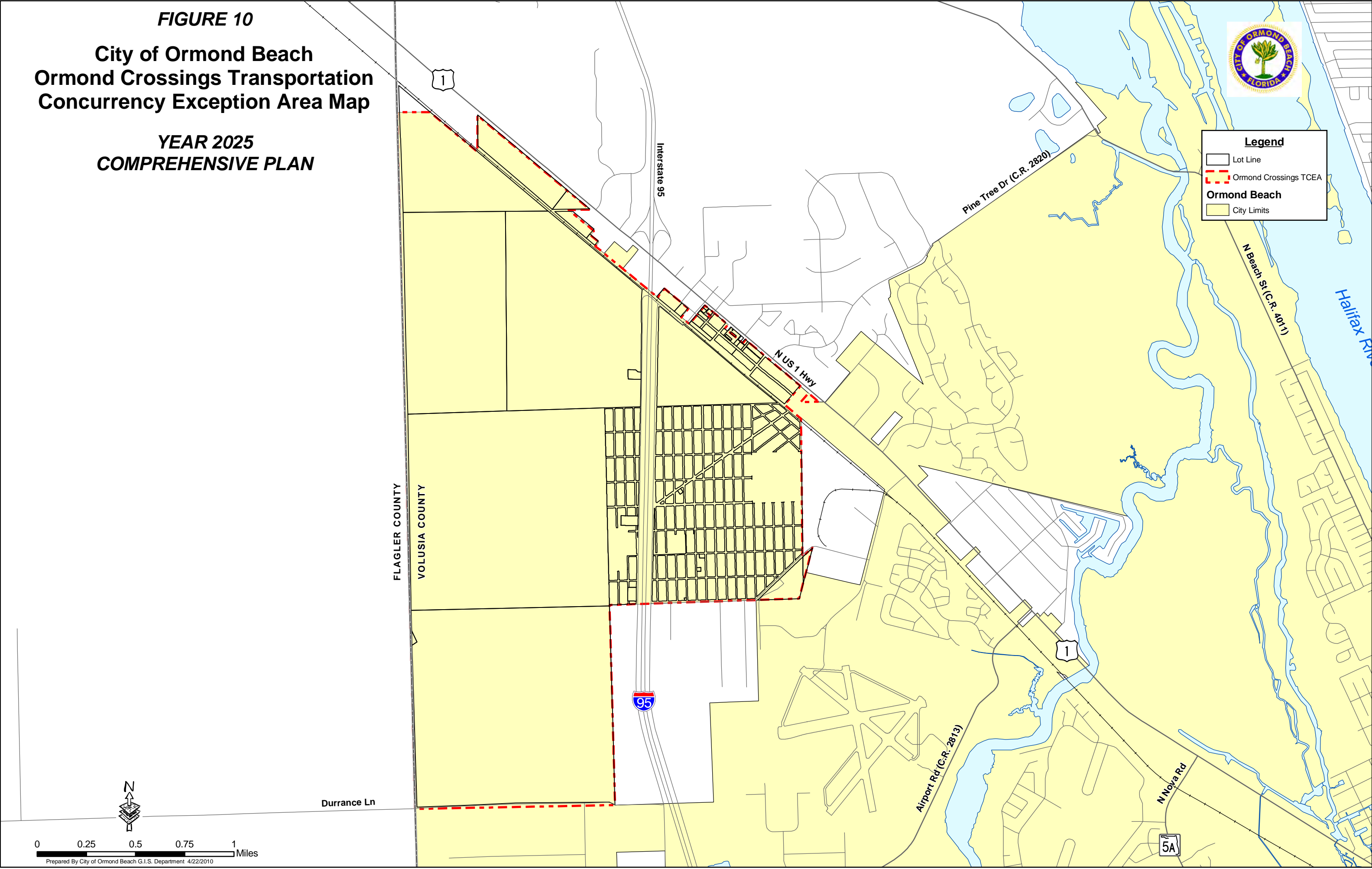
**City of Ormond Beach
Ormond Crossings Transportation
Concurrency Exception Area Map**

**YEAR 2025
COMPREHENSIVE PLAN**



Legend

- Lot Line
- Ormond Crossings TCEA
- Ormond Beach**
- City Limits



TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES
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TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GENERAL STATEMENT

THE OBJECTIVES AND POLICIES PRESENTED IN THIS ELEMENT ARE BASED UPON THE 2008 EVALUATION APPRAISAL REPORT. THE CITY RECOGNIZES IT CAN NOT CONTINUE TO RELY ON INCREASING ROADWAY CAPACITY AS ITS SOLE TRANSPORTATION STRATEGY. TO THAT END, A MULTI-MODAL STRATEGY IS PRESENTED THAT PLACES GREATER EMPHASIS ON REDUCING VEHICLE MILES TRAVELED (VMT) THAN PROVIDING MORE ROADWAY SUPPLY. THIS STRATEGY PROVIDES FOR FUTURE ROADWAY CORRIDOR PRESERVATION, MORE EFFECTIVE ACCESS MANAGEMENT, GREATER EMPHASIS ON PEDESTRIANS AND BIKE TRAILS, AND IMPLEMENTATION OF SMART GROWTH DESIGN PRINCIPLES TO AREAS WHERE (RE) DEVELOPMENT SHOULD OCCUR BASED UPON CURRENT TRANSIT CORRIDORS.

WHILE THE CITY IS DESIGNATED A DENSE URBAN LAND AREA (DULA) AND IS EXEMPT FROM STATE TRANSPORTATION CONCURRENCY (TOP DOWN) CITYWIDE, THE CITY (BOTTOM UP) IS REQUIRING THAT TRANSPORTATION IMPACTS ON STATE, COUNTY AND CITY ROADWAYS BE MITIGATED EXCEPT FOR THE DOWNTOWN, AIA (SR 40 SOUTH TO THE CITY LINE), US 1 (FROM WILMETTE AVENUE SOUTH TO THE CITY LINE); AND SR 40 (FROM AIA TO I95). FOR THESE AREAS, VOTRAN PROVIDES CORE BUS SERVICE WHICH WILL BE ENHANCED THROUGH DEVELOPMENT AND (RE) DEVELOPMENT AT HIGHER DENSITIES AND INTENSITIES. DEVELOPMENT AT OR ABOVE THRESHOLDS RECOMMENDED BY VOTRAN TRANSIT DESIGN GUIDELINES SHALL BE REQUIRED TO MAKE TRANSIT FACILITY OR OPERATIONAL IMPROVEMENTS.

THROUGHOUT THE CITY LEVEL OF SERVICE (LOS) FOR PERCENTAGE OF SIDEWALK COVERAGE LINKING RESIDENTIAL AREAS TO DESTINATION POINTS AND TRANSIT STOPS WILL BE ESTABLISHED AND ADOPTED INTO THE COMPREHENSIVE PLAN BY JULY 2012. WHERE SIDEWALK LOS IS BELOW THE ADOPTED LOS, APPLICANTS FOR DEVELOPMENT AND (RE) DEVELOPMENT SHALL BE REQUIRED TO CONSTRUCT OR PAY A FEE IN LIEU OF TO IMPROVE THE CURRENT SIDEWALK LOS TO THE ADOPTED LOS WITHIN THE ¼ MILE PEDESTRIAN SHED THAT SERVES THAT PARTICULAR DEVELOPMENT.

ORMOND BEACH DUE TO ITS SIZE AND LOCATION HAS A LIMITED ROLE IN DEVELOPING TRANSPORTATION DEMAND MANAGEMENT STRATEGIES, HOWEVER, THE CITY IS HOME TO MANY INDUSTRIAL USERS MOSTLY LOCATED ON US 1 BETWEEN WILMETTE AVENUE AND THE I95 INTERCHANGE THAT COULD BENEFIT FROM A PRIVATELY ORGANIZED TRANSPORTATION MANAGEMENT INITIATIVE (TMI) OPERATED THROUGH AN EXISTING ENTITY

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

SUCH AS THE CHAMBER OF COMMERCE OR ECONOMIC DEVELOPMENT ORGANIZATION THAT COULD MARKET, ADVOCATE AND HOST TDM INITIATIVES.

GOAL 1. LAND USE

PROMOTE A BALANCED, AFFORDABLE, RELIABLE, CONVENIENT AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM THAT SUPPORTS THE LAND USE VISION OF THE ORMOND BEACH COMPREHENSIVE PLAN.

OBJECTIVE 1.1. STRATEGIC INTERMODAL SYSTEM

Protect Florida's Strategic Intermodal System (SIS) by preserving future ROW corridors.

POLICY 1.1.1.

The City shall utilize Map 1 entitled, "The Future Traffic Circulation Map" as well as Tables 6 and 7 of the Future Land Use Element for addressing its long range transportation needs.

POLICY 1.1.2.

The Future Traffic Circulation Map shall be derived primarily through use of MPO travel demand forecast models, where applicable, and shall reflect the MPO Adopted Cost Feasible Plan, locally designated corridors, corridors identified for Project Development Studies and any future identified corridors. The Future Traffic Circulation Map shall not be subject to the financially feasible criteria applied to the five and ten year planning horizon.

POLICY 1.1.3.

The City shall utilize the long-range traffic circulation map for:

- a. Review of all proposed development orders for consistency with the map;
- b. Establishing the long range (2035) level of service standards on major existing or future roadways by determining the resultant level of service on each roadway impacted by a project travel demand as determined using the MPO, or other travel demand forecasting models;
- c. Reviewing all proposed capital projects proposed to widen existing or develop new major roadways. All capital projects shall be consistent with the Future Traffic Circulation Map; and
- d. Achieving consistency of this comprehensive plan where appropriate with: the long range transportation plans of all local governments adjacent to Ormond Beach; the FDOT's Transportation Plan and approved work program; and the MPO's transportation improvement plan.

OBJECTIVE 1.2. STUCTURE FREE RIGHT(S)-OF-WAY

The City shall insure the availability of structure free right(s)-of-way for major and important minor roadways and for Votran transit corridors necessary or desirable to accommodate projected travel demand in 2035.

POLICY 1.2.1.

The City shall adopt a major thoroughfare provision in the LDC which:

- a. References the Future Traffic Circulation Map that will provide for adequate traffic circulation within the city;
- b. Identifies the right-of-way widths for each roadway in a manner consistent with the Future Traffic Circulation Map and in a manner consistent with the inventory of right-of-way already provided by Ormond Beach, other local governments, or the State of Florida;
- c. Establishes the Future Traffic Circulation Map as the official listing of right(s)-of-way to be reserved pursuant to Policy 2.2.2 below; and
- d. Establishes procedures and guidelines for the appropriate amendment of the map.

POLICY 1.2.2.

A right-of-way protection provision shall be adopted for the purpose of protecting right(s)-of-way necessary to develop the roadway network shown on the Future Traffic Circulation Map. This right-of-way protection is required so as to insure compliance with long range level of service standards established by those policies within the comprehensive plan. Such ordinance shall prohibit the development of any structures, parking areas, or drainage facilities (except as allowable on an interim basis) within the corridors indicated on the Future Traffic Circulation Map or within any other surface transportation corridors (i.e. rail corridors) identified by FDOT. Other uses, consistent with this comprehensive plan, may be considered within the protective right-of- way. Nothing in the right-of-way protection ordinance shall preclude location of temporary uses within protected right(s)-of-way. Any right-of-way protected under the right(s)-of-way protection ordinance may be dedicated to Ormond Beach during the development of a project. Dedication shall be accompanied with a Level 1Environmental Audit of the ROW dedicated or the parcel from which the ROW was dedicated whichever is appropriate. Any such dedication shall not be subject to time limits on right(s)-of-way reservation as required by Chapter 336 F.S. As used in this policy, “corridors” means that area of protected right-of-way for any roadway, as generally configured and as located on the Future Traffic Circulation Map. Protected right(s)-of-way shall be defined as:

1. Required right-of-way on either side of the centerline of an existing roadway shown as having more lanes on the Future Traffic Circulation Map than the number of lanes currently existing.
2. Required right-of-way for roadway or other transportation corridors for which no centerline has been established. The location of the roadway right(s)-of-way shall be established during the review of proposed projects in proximity to future roadway corridors located on the

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Future Traffic Circulation Map. These newly established alignments selected during project review shall be continuous so as to provide for a continuous travel corridor of sufficient width to accommodate an appropriate cross section as required by city policy for facility types specified on the Future Traffic Circulation Map.

POLICY 1.2.3.

The City shall ensure that protected right(s)-of-way are reserved at the time of project review for issuance of a level of service compliance decision. Failure to reserve protected right(s)-of-way as a condition of level of service determination shall be considered a violation of the 2035 (long range) level of service standard for that roadway and shall, therefore, be prohibited. Such ordinance shall also contain mitigation measures designed in part to preclude the taking of private property unless fair compensation for any such taking is provided. These measures shall address properties which are located in a manner or exhibit characteristics that precludes the reasonable use of such property if the protected right-of-way is maintained free of drainage facilities, structures, or parking during the development of the property. Measures may include, but not be limited to:

1. The transfer of development right(s), which may be considered pursuant to future land use policy from the area within a protected right-of-way to an area outside of the protected right-of-way on the same project site.
2. The reduction of required building setbacks, required buffers, and other requirements otherwise contained in this comprehensive plan or contained in other local land development regulations, if such reduced requirements are considered on a case-by-case basis and are granted pursuant to a finding of overriding public interest by the local government.

POLICY 1.2.4.

Adopt a right-of-way reservation ordinance that requires the dedication to Ormond Beach as a condition of issuance of a level of service compliance finding. Upon adoption of an ordinance, or upon recording of any update to the Future Traffic Circulation Map, the reserved right(s)-of-way shall be prohibited from all development of drainage facilities, parking or structures, and dedication of the reserved right-of-way shall be required upon issuance of the development order for any property encompassing said right-of-way. Appropriate access through reserved right-of-way as determined by Ormond Beach, will be permitted. Any such reservation of right-of-way for a particular transportation corridor shall be effective for a period not to exceed five years from time of initial right-of-way reservation, unless the extends this five-year period in one-year increments not to exceed an additional five-year period.

POLICY 1.2.5.

The City shall provide, on an annual basis, and to the Florida Department of Transportation (FDOT) a listing of those State right(s)-of-way for which right-of-way protection or right-of-way reservation is in effect pursuant to the above policies, and for which level of service is worse than, or is projected within the next five years to decline to a level of service that is worse than, adopted level of service. Also, to coordinate with the Metropolitan Planning Organization and

FDOT, so as to establish increased priorities for construction of improvements to such roadways based on enhanced availability facilitated by the City's plan and right-of-way protection or reservation ordinances.

POLICY 1.2.6.

Pursue advanced acquisition of easements and rights-of-way to reduce project costs and adverse impacts from road projects.

POLICY 1.2.7.

Prepare engineering plans for future transportation improvements in advance of funding commitments for construction in order to clarify and secure right-of-way requirements and to develop improved cost estimates.

POLICY 1.2.8.

All building setbacks shall be measured from the future right(s)-of-way line.

POLICY 1.2.9.

The impact of new and/or widened right(s)-of-way on existing residential use or residentially zoned property shall be minimized by the use of walls or combination of berm/landscape buffers, as appropriate to the particular site. Impacts to be considered shall include noise levels, safety, aesthetics, usefulness and property values. Walls and other buffers will be constructed by developers.

POLICY 1.2.10.

No existing right(s)-of-way for major roads shall be abandoned, vacated or otherwise conveyed from public ownership unless a positive recommendation has been made by the Site Plan Review Committee to the City Commission that the right-of-way will not be needed for the future expansion of the roadway as required in Table 6, "Future Roadway Functional Classification."

OBJECTIVE 1.3. FUTURE ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

New streets and intersections shall be planned, designed, constructed and operated to be consistent with Table 6 – Future Roadway Functional Classification System as well as maximize safety and convenience.

POLICY 1.3.1.

All new streets shall be paved with a minimum paved driving surface to meet the requirements of the Land Development Code.

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POLICY 1.3.2.

Pursue advanced acquisition of easements and rights-of-way to reduce project costs and adverse impacts from road projects.

POLICY 1.3.3.

Prepare engineering plans for future transportation improvements in advance of funding commitments for construction in order to clarify and secure right-of-way requirements and to develop improved cost estimates.

POLICY 1.3.4.

Implement traffic calming and other measures where needed to encourage motorists to drive with caution and consideration in residential communities.

POLICY 1.3.5.

Work with FDOT to incorporate medians and separate turning lanes in the design or redesign of roadways having four or more travel lanes.

OBJECTIVE 1.4. ACCESS MANAGMENT

Protect existing roadway capacity through access management by ensuring on-site circulation for new development shall not interrupt traffic flow on public road facilities.

POLICY 1.4.1.

All land use plan amendments, zonings, plats and site plans requiring City approval and access to Federal, State, County and City roads shall comply with the following access management strategies, if determined applicable to the location:

- a. Traffic circulation and maneuvering shall be accomplished on-site;
- b. Driveway entrances and exits shall be located as far as possible from street intersections;
- c. Nonresidential lots having frontage on two or more public streets shall have access to the street(s) with the lowest functional classification;
- d. Interior throughways within parking areas shall be separated from parking aisle areas;
- e. Peripheral outparcels designed for freestanding uses shall be integral parts of the total interior circulation system for a larger site;
- f. Driveways should align with opposite driveways;
- g. Joint curb cuts, cross-access easements, internal access for outparcels and other transportation system management strategies shall be employed to effectively reduce the number of curb cuts and median openings on all public road facilities;

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- h. Curb cuts for driveways shall be minimized, and the location and number of cuts should relate to lot size, turnover rate, relationship to adjoining streets and the type of clientele served. Access points shall be designed to prevent hazards to vehicular or non-vehicular traffic. Turnout lanes and traffic dividers shall be provided on abutting roadways and on-site where existing or anticipated heavy flows of traffic indicate the need;
- i. Internal streets, roads, driveways and parking, loading and service areas shall be designed so as to provide safe and convenient vehicular access to all uses and facilities;
- j. Development proposals exceeding the thresholds established in the 2008 Votran Transit Design Guidelines shall include transportation demand management strategies, such as: ride sharing, van pooling, car pooling, flextime and bicycle usage, as methods to alleviate the need for automobile trips;
- k. Joint curb cuts with adjacent development parcels shall be provided where feasible;
- l. Residential and non-residential developments shall provide internal as well as external connectivity in order to support public transportation facilities for bicyclists and pedestrians;
- m. Reduce and consolidate private entrances, median crossovers, and similar disruptions to traffic flow;
- n. Minimum throat distances shall be established for driveway entrances based upon the floor area size of developments to ensure development related traffic does not disrupt through traffic on public roadways;
- o. New residential developments that exceed 200 average daily trips should provide emergency access independent of the primary access to the development as determined acceptable by the SPRC; and
- p. Residential subdivisions shall have internal road, pedestrian, and bicycle connectivity between each other.

OBJECTIVE 1.5. TRANSPORTATION CONCURRENCY EXCEPTION AREAS

Establish Transportation Concurrency Exception Areas along Votran core transit corridors to support intensified mix use development and redevelopment as measured by floor area, impervious surface, and density along commercial corridors and in the downtown redevelopment area.

POLICY 1.5.1.

As depicted on Figures 6 through 9 of the Future Land Use Element, the following corridors and parcels fronting and having access within ¼ mile of said corridors shall be designated Transportation Concurrency Exception Areas (TCEAs):

- a) A1A from SR 40 south to the city line;
- b) SR 40 from A1A to Williamson Boulevard; and
- c) US 1 from Wilmette Avenue south to the city line.

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POLICY 1.5.2.

Development and redevelopment within designated TCEAs is exempt from traditional state-mandated transportation concurrency requirements but shall comply with Objective 1.6 of the Transportation Element and associated policies as well as transit design principles.

POLICY 1.5.3.

Development and redevelopment within TCEAs shall enhance community design by incorporating the following mobility strategies:

- a) Transportation demand management;
- b) Transportation system management;
- c) Alternative modes of transportation;
- d) Land use densities and intensities to support alternative modes of transportation;
- e) Mix of land uses;
- f) Plans to maintain or improve connectivity between all modes of transportation; and
- g) Transit and pedestrian-oriented design.

POLICY 1.5.4.

By July 2011, the City shall enter into an Interlocal Agreement with Volusia County for development of a transit option as an alternative to the current road mitigation policy contained in the Volusia County's Traffic Impact Assessment Guidelines which is applicable to the City's TCEAs.

POLICY 1.5.5.

The mobility fee (s) (transit, and non-motorized) which replace the local impact fee within the TCEAs shall become effective on the effective date of the Comprehensive Plan. All three fees shall be assessed outside of the TCEAs.

POLICY 1.5.6.

A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units. Residential units may be vertically or horizontally mixed with the non-residential portion of the development.

OBJECTIVE 1.6. MULTI-MODAL STRATEGIES

Coordinate a multi-modal strategy with transportation planning and the land use element to provide alternative travel modes which are sufficient to accommodate the uses depicted on the Future Land Use Map and adopted Downtown Community Redevelopment Area Plan.

POLICY 1.6.1.

Multi-Modal Corridors shall be established for roadway corridors which have at least three of the following characteristics:

- a) Presence of transit;
- b) Opportunities for redevelopment or infill development;
- c) Downtown; and
- d) Constrained roadways.

POLICY 1.6.2.

The TCEAs identified on Figures 6 through 10 shall also be classified as Multi-Modal Corridors and all Multi-Modal strategies shall apply to the corridors.

POLICY 1.6.3.

The land use and transportation strategies that support and fund mobility are contained in the Ormond Beach Multi-Modal Strategy, October 2010, which is adopted and incorporated herein as part of the comprehensive plan, and shall be adhered to as it relates to the non-motorized and transit vision plans articulated therein.

POLICY 1.6.4.

Where development proposals that are consistent with the City's Future Land Use Map (FLUM) in terms of both land use type and density or intensity and located along the Multi-Modal Corridors where current and projected 2017 level-of-service standards are currently met, the following strategies will be implemented:

- a) Access management;
- b) Bike facilities; and
- c) Sidewalk connectivity.

POLICY 1.6.5.

Where development proposals are consistent with the City's FLUM in terms of land use type and density and intensity, but are located along Multi-Modal Corridors where current and projected 2017 level-of-service standards will not be met, the following strategies will be implemented:

- a) All of the strategies identified in policy 1.6.4.; and
- b) On or off site transit facility improvements as recommended by Votran.

POLICY 1.6.6.

Where development proposals require a comprehensive plan amendment in order to be consistent with the City's FLUM in terms of land use and density or intensity for property that is

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located on Multi-Modal Corridors where current and projected 2017 level-of-service standards are currently met, the following strategies will be implemented:

- a) All of the strategies identified in policy 1.6.4.;
- b) All of the strategies identified in policy 1.6.5.; and
- c) A negotiated contribution for operations to support existing or enhanced transit service.

POLICY 1.6.7.

The City shall not encourage development proposals that require comprehensive plan amendments in order to be consistent with the City's FLUM in terms of land use and density or intensity for property that is located on Multi-Modal Corridors where current and projected 2017 level-of-service standards are not being met.

POLICY 1.6.8.

Until the completion of redevelopment plans for A1A and US 1, the City shall review and require development to comply with the standards contained in Votran's Transit Guidelines and to provide on-site and off-site transit improvements, as necessary.

POLICY 1.6.9.

Redevelopment plans on A1A and shall identify:

- a) Areas where private investment supports efficient transit operations and related facilities shall be located;
- b) Infrastructure needs;
- c) Opportunities for density bonuses which shall not exceed the densities illustrated below, intensity transfers, affordable housing, and alternative forms of transportation to ensure level of service standards are maintained and improved;

Maximum Densities for A1A and US 1 TCEAs		
	Proposed	
Land Use Classification	Density	FAR
Low Density Residential	4.3 upa	0.2
Medium Density Residential	5-15 upa	0.3
Tourist Commercial	32	1.5
General Commercial	32	0.7
Heavy Commercial	18	0.8
Public Institutional	N/A	0.8
Recreation/Open Space	N/A	0.5

- d. Land assembly opportunities; and
- e. Public parking areas in lieu of private on-site parking.

POLICY 1.6.10.

The City shall evaluate land use plan amendments for reductions in vehicle Miles traveled along Multi-Modal Corridors in accordance with the City's adopted Multi-Modal Strategy.

POLICY 1.6.11.

The City shall utilize enhanced access management strategies along the Multi-Modal Corridors to improve the efficiency of the corridors.

POLICY 1.6.12.

For all land use plan amendments, re-zonings, plats, and site plans where the development proposal exceeds the thresholds contained in Votran's Transit Guidelines, Votran shall be requested to review and provide the City and the applicant transit improvement options.

POLICY 1.6.13.

The City shall adopt a redevelopment plan and implementing strategies for the US 1 CRA Corridor by December 2012 and for the A1A CRA Corridor by December 2014. After the redevelopment plan is adopted, it shall be incorporated into the comprehensive plan through an amendment to the comprehensive plan.

OBJECTIVE 1.7. ALTERNATIVE MODES OF TRANSPORTATION

The City shall promote alternative modes of transportation through the construction of bike paths, pedestrian facilities and the use of transit.

POLICY 1.7.2.

Bike lanes shall be established where feasible on one side of every arterial (except I-95) and collector street with sidewalks established on the opposite side of the street.

POLICY 1.7.3.

The City shall incorporate Votran as a reviewing entity for those developments which meet or exceed the recommended review thresholds contained in Votran's Transit Design Guidelines, as amended.

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POLICY 1.7.4.

In order to promote pedestrian safety, pedestrian activated walk signals shall be incorporated at all signalized intersections in Downtown Ormond Beach, at beach access points and other appropriate areas as warranted.

POLICY 1.7.5.

The City shall continue to implement its adopted 2002 Sidewalk Master Plan as amended to add sidewalks based upon evaluation criteria that includes safety, school access, recreational access, and transit access and road classification. Amendments shall be included in the annual update of the Capitol Improvements Element and in the non-motorized fee calculation.

POLICY 1.7.6.

The City shall permit a payment in lieu of sidewalk construction for development if it is determined that the need for sidewalk is much greater in other areas of the city.

POLICY 1.7.7

The City shall implement the Bicycle and Pedestrian Safety Master Plan recommendations prepared by the VTPO for all elementary schools within the City through its annual sidewalk program.

POLICY 1.7.8.

The City shall educate the public as to the benefits of bicycling and walking and other non-motorized transportation options including those benefits related to improving air quality, reducing energy consumption, reducing congestion, stimulating the economy and promoting health and physical fitness.

POLICY 1.7.9

Increase the use of transportation alternatives to the automobile by providing increased opportunities for the use of transit, and encouraging carpools, vanpools, walking and bicycling, and by reducing the need for new or expanded automobile and automobile parking facilities.

POLICY 1.7.10

Encourage the use of alternative fuels for City vehicles, transit vehicles and as feasible, any other motor vehicles as a means of reducing greenhouse gas emissions and conserving energy.

OBJECTIVE 1.8. TRANSIT DESIGN PRINCIPLES

Integrate transit supportive design policies into the Land Development Code.

POLICY 1.8.1.

Reduce the amount of parking in new development and redevelopments by promoting and permitting the following strategies:

- a) Shared parking between uses which have different peak parking characteristics,
- b) Encouraging grass parking for low trip generating land uses;
- c) Accepting alternative parking demand ratios based upon parking studies; and
- d) Establishing parking maximum ratios of no more than 2.0 spaces per residential unit and 3 parking spaces/1000 square feet of office or retail floor area.

POLICY 1.8.2

Financial and regulatory incentives shall be tailored to favor single parcel, mixed use developments. The City shall provide the following incentives to encourage a horizontal or vertical mixed use component containing residential and non-residential uses:

- a) Flexible parking requirements in accordance with Policy 7.1.4 of the Future Land Use Element; and
- b) Funding assistance through loans and grants through Tax Increment Financing.
- c) Public, regional stormwater facilities in lieu of private individual site specific storm water retention.
- d) Administrative regulatory relief as it pertains to dimensional and yard standards.

POLICY 1.8.3.

To recognize the availability of transit, on-site parking requirements outside of the Downtown Redevelopment Area shall be reduced by 20% for all development and redevelopment along a recognized Multi-Modal Corridor.

POLICY 1.8.4.

Provide bicycle parking and separate, high quality, pathway connections for pedestrians and bicycles between internal parts of a development as well as to adjacent parcels.

POLICY 1.8.5.

Applicants for individual development projects shall be required to fund and maintain continuity of off-site transit, roadways, circulation between adjacent parcels, and provide easements for trails, pathways, or sidewalks.

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POLICY 1.8.6.

Sidewalks shall have direct connections between main building entry points and designated transit stops.

POLICY 1.8.7.

By July 2012, the City shall incorporate level of service standards for sidewalk coverage within Multi-Modal Corridors into the Comprehensive Plan to ensure connectivity exists between residential areas, shopping areas, public services, recreation, and transit stops.

GOAL 2. MITIGATION

ALL DEVELOPMENT AND (RE) DEVELOPMENT OUTSIDE OF LOCALLY DESIGNATED TCEA'S SHALL BE REQUIRED TO MITIGATE IMPACTS OF DEVELOPMENT ON STATE, COUNTY AND CITY ROADS.

OBJECTIVE 2.1. MITIGATION

All new developments that may be considered significant traffic generators shall provide a traffic impact assessment consistent with the requirements in the City's Land Development Code and if required, transportation improvements to mitigate their impacts on the City's transportation system.

POLICY 2.1.1.

The City shall utilize Volusia County Metropolitan Planning Organization's (VCMPO) Transportation Impact Analysis (TIA) Guidelines Methodology as the principal means for assessing site development impacts on state, county and city roads.

POLICY 2.1.2.

New development shall construct that portion of any proposed road identified in the Long Range Traffic Circulation Map that abut or bisect their property and shall align new roads with existing and proposed facilities.

POLICY 2.1.3.

Mitigation funded through monetary or Proportionate Fair Share contributions may include either singularly or in combination any of the following improvements: road improvements, transit facility improvements, transit operation contributions, bicycle trail construction, TDM strategies, or other appropriate measures which reduce vehicle miles traveled.

POLICY 2.1.4.

The City shall adopt level of service standards adopted for roadways Citywide outside of the TCEAs as amended and listed in the Capital Improvements Element of the Comprehensive Plan.

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POLICY 2.1.5.

The following roadways within the City are considered constrained for road widening purposes only by their respective jurisdiction:

Constrained roads by jurisdiction	City	County
SR 40 from Nova to A1A	X	
A1A from North City Line to SR 40	X	
A1A from SR 40 to South City line	X	
John Anderson Drive from City Halifax to SR 40	x	
US 1 from Wilmette to the southern city line	X	
North and South Beach Street from Big Tree Drive to the city line respectively		x

GOAL 3. DECISION-MAKING AND DESIGN

TRANSPORTATION DECISION-MAKING AND DESIGN SHALL TAKE INTO CONSIDERATION THE PHYSICAL ENVIRONMENT THROUGH WHICH ROADWAYS PASS THROUGH.

OBJECTIVE 3.1. DESIGN

The transportation system shall be designed to: 1) be context sensitive, thereby improving integration of roads into the physical environment and community; and 2) promote aesthetics through the creation of overlay districts and the provision of appropriate landscaping of medians which will not adversely impact public safety.

POLICY 3.1.1.

Medians in subdivision roadways shall utilize drought resistant landscaping whenever possible. Irrigation systems shall be installed in the landscaped medians and maintained in perpetuity by property owner associations.

POLICY 3.1.2.

The City shall utilize Greenbelt and Gateway Preservation District Standards on selected major arterial and collector roadways leading into the City. Enhanced setback distances, building design and ground mounted signs shall be signature elements to creating attractive entranceways into the City.

POLICY 3.1.3.

The City shall not as a general policy support improving roadway LOS, regardless of roadway jurisdiction, at the expense of reducing or eliminating landscaped medians, except for as approved by the City Commission.

POLICY 3.1.4.

The City shall formally recognize and provide appropriate protection for scenic highways and roadways.

POLICY 3.1.5.

The City shall assist the Corridor Management Entity to implement the vision statement within the adopted Corridor Management Plan of the Florida State designated Ormond Scenic Loop and Trail.

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GOAL 4. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT STRATEGIES DESIGNED TO INCREASE TRANSPORTATION SYSTEM EFFICIENCY BY MANAGING THE DEMAND SIDE OF THE DEMAND/CAPACITY RELATIONSHIP THUS REDUCING TOTAL VEHICLE TRIPS.

OBJECTIVE 4.1. TRANSPORTATION DEMAND MANAGEMENT

Promote Transportation Demand Management (TDM) to support efficient use of the transportation and transit system.

POLICY 4.1.1.

Develop TDM strategies and programs in cooperation with the VCMPO, VOTRAN, FDOT and other local jurisdictions.

POLICY 4.1.2.

Work with the School District, city residents, developers, homeowner associations and property management companies through residential based programs to promote the use of Votran, non-motorized travel, and other alternatives

POLICY 4.1.3.

Work with the Chamber of Commerce or similar entity dedicated to economic development and business prosperity to establish a Transportation Management Initiative (TMI) designed as an Employer Outreach Service to market TDM programs, advocate transit improvements, and act as host of ridesharing databases for industrial concerns located at the City's Airport Business Park and Ormond Crossing.

POLICY 4.1.4.

Develop a multi-modal access guide providing concise information about how to use various travel modes to get to a particular destination. The multi-modal guide should include but shall not be limited to the following information:

- a) Maps and graphics on how to use transit as well as walk and bicycle to a particular destination;
- b) Transit information such as frequency, fares, routes, and schedules;
- c) Contact information for transit providers, to include telephone numbers;
- d) Contact information;
- e) Times and distances for those walking from a transit stop to a particular destination such as the beach;

- f) Information about other modes, such as schedules and contact information for airport service;
- g) Information for people with disabilities, such as how to make transit access arrangements;
and
- h) Information on bicycle facilities, such as parking, at destinations.

POLICY 4.1.5.

Require all development and (re) development to incorporate bicycle facilities such as bike racks into the overall design of the site and require all developments which exceed the Votran Transit Guideline thresholds for review to also incorporate lockers and showers to support employees to walk or bicycle to and from work.

POLICY 4.1.6.

Require all applicants requesting a city approval whose development exceed the Votran Transit Guidelines thresholds to show evidence that they have analyzed and evaluated potential TDM strategies.

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GOAL 5: ORMOND CROSSINGS ACTIVITY CENTER

THE ORMOND CROSSINGS ACTIVITY CENTER SHALL INCORPORATE A MOBILITY STRATEGY THAT ENSURES THAT A TRANSPORTATION NETWORK (ROAD, TRANSIT, TRAVEL DEMAND MANAGEMENT) IS IN PLACE TO FACILITATE AN ECONOMICALLY VIABLE COMPONENT OF THE CITY'S ECONOMIC DEVELOPMENT GOALS. THIS SHALL BE IMPLEMENTED THROUGH THE APPLICATION OF A TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) SO THAT MULTIPLE TRANSPORTATION MITIGATION SOLUTIONS THAT INCLUDE ROADWAY IMPROVEMENTS, MULTI-MODAL OPPORTUNITIES AND TRANSPORTATION DEMAND MANAGEMENT SYSTEMS CAN BE USED TO PROVIDE FOR A SUSTAINABLE TRANSPORTATION NETWORK.

OBJECTIVE 5.1. ORMOND CROSSINGS ACTIVITY CENTER TRANSPORTATION CONCURRENCY EXCEPTION AREA

Consistent with Section 163.3180, *Florida Statutes*, the City hereby establishes a Transportation Concurrency Exception Area (TCEA) for the Ormond Crossings Activity Center to support a mixed-use development and address redevelopment concerns by implementing a mobility strategy that addresses the impacts to the City and County road network, as well as emphasizing opportunities for transit-oriented design, integrated pedestrian and bicycle facilities, and transportation demand management strategies that mitigates for its impacts to the regional network.

POLICY 5.1.1.

The City has determined that it is good public policy to use multiple methods of transportation mitigation that can be developed through the Ormond Crossings TCEA since the associated mobility strategy addresses the impacts of a mixed-use Activity Center that is located within a Dense Urban Land Area as defined in Section 163.3164, *Florida Statutes*, and facilitates the implementation of the Ormond Crossings/North Mainland Community Redevelopment Master Plan.

POLICY 5.1.2.

The City, working in coordination with the Developer of the Ormond Crossings Activity Center, shall complete the mitigation measures set forth in Policy 6.1.3 to ensure implementation of a mobility strategy that addresses the transportation impacts of the Ormond Crossings Activity Center project.

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POLICY 5.1.3.

The City shall require that the Developer of the Ormond Crossings Activity Center mitigate for cross-jurisdictional transportation impacts in accordance with the standards established by the Volusia County Metropolitan Planning Organization as follows:

- a. No later than July 31, 2013, the Developer shall pay the Florida Department of Transportation ("FDOT") \$500,000 as funding for a PD&E study for general consideration of State Road 40 improvements from Tymber Creek Road to I-95 (the "PD&E study"). The limits of the PD&E study will be subject to the FDOT's discretion. If the PD&E study is completed and/or paid for prior to July 31, 2013, instead of paying the \$500,000 to the FDOT, the Developer shall apply the \$500,000 to traffic related improvements that benefit Ormond Crossings as the City directs, or at the direction of the City, some or all of the \$500,000 shall be applied to improvements or operations that have the affect of reducing vehicle miles traveled from and to Ormond Crossings. In the event the \$500,000 is paid to FDOT for the PD&E study, and Developers, builders or property owners at Ormond Crossings have paid or thereafter pay mobility fees that are collected for the purpose of funding state transportation improvements, including studies like the PD&E study, then the Developer may be entitled to mobility fee credits from the FDOT or the State of Florida.
- b. Subject to approval of Volusia County (the "County"), the Developer shall upgrade the approximately 4.15 mile segment of Tymber Creek Road from Airport Road to the I-95 underpass near the project's northern boundary (the "Tymber Creek Road Upgrade"). The Tymber Creek Road Upgrade shall consist of upgrading and repaving Tymber Creek Road within the existing right-of-way to a standard 2-lane typical cross section acceptable to the County. "Upgrade" shall mean utilizing existing pavement and road base to the maximum extent possible and providing lane widths and shoulders meeting the County's currently adopted standards for a 2-lane undivided roadway. The Developer is not responsible for new drainage improvements, modifying existing turn lanes previously installed at the entrance to the Southern Pines subdivision or building sidewalks or bicycle trails along the roadway. The Tymber Creek Road Upgrade shall commence within 1-year of the first subdivision or site plan approval for the portion of Ormond Crossings that is located west of I-95 and shall be completed within 1-year from the date of commencement. If the County does not approve all or a portion of the roadway improvements as proposed in this paragraph, instead of completing those roadway improvements, the Developer shall make alternative related improvements or contributions to operations as provided for in paragraph 22 below.
- c. As a contribution to the future 4-laning of Tymber Creek Road from Peruvian Trail to Airport Road (the "Tymber Creek 4-laning"), the Developer shall defer its right to use or sell transportation impact fee credits to which it may be entitled in connection with the Tymber Creek Road Upgrade until the County has collected \$3,500,000 of transportation impact fees in connection with building permits issued for construction at Ormond Crossings, provided the County agrees to escrow or otherwise earmark the \$3,500,000 to construct the Tymber Creek Road 4-laning when the County has acquired any necessary right-of-way, designed and permitted the Tymber Creek Road 4-laning and has sufficient additional funds available, if additional funds are needed, to construct that roadway improvement. Developer's agreement to defer the use or sale of transportation impact fee credits shall not reduce the

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

amount of transportation impact fee credits to which the Developer may be entitled pursuant to the applicable County ordinance or a separate agreement between the Developer and Volusia County.

- d. The Developer, the City and the North Mainland/Ormond Crossings CRA Authority ("CRA Authority") shall pursue the design and construction of Crossings Boulevard, including the overpass of I-95, to address the conditions of blight identified in the Master Redevelopment Plan North Mainland CRA, dated March 2005. A portion of the funding for the improvement shall be generated through the use of tax increment funds ("TIF") and a portion shall be provided by the Developer or generated by the proposed Ormond Crossings Community Development District (CDD) through the use of special assessment bonds.
- e. The segment of Crossings Boulevard from US-1, including a railroad fly-over, to a round-about will be part of Ormond Crossings Phase A ("Segment 1"). The Developer shall design and permit Segment 1 and the Developer or the CDD shall loan sufficient funds to the CRA Authority (the "Segment 1 Loan") so the CRA Authority can commence construction of Segment 1 within 5 years after the Phase A plat is recorded. The terms and conditions of the Segment 1 Loan shall be provided for in a separate agreement between the Developer or the CDD and the CRA Authority, provided that regardless of the amount of the loan to the CRA Authority, repayment, including reimbursement of the lender's cost of money, shall be limited to the extent that the County's contribution of TIF shall be limited to \$4,000,000 and the City's contribution shall be limited to \$8,000,000, totaling a maximum contribution of \$12,000,000. Segment 1 shall be designed and constructed as a 4-lane divided roadway with landscaped medians. The roadway shall be completed prior to the project exceeding 2,017 net peak-hour external trips.
- f. Crossings Boulevard shall be extended from Segment 1, including an I-95 fly-over, to connect to an internal roadway within Ormond Crossings, west of I-95 ("Segment 2"). The Developer or the CDD shall commence design and permitting of Segment 2 at such time as the CRA Authority provides written notice that it can reasonably foresee having the ability, within 2 years, to repay the Segment 1 Loan. The Developer or the CDD shall proceed with the construction of Segment 2 upon repayment of the Segment 2 Loan or as soon as the design and permitting of Segment 2 are completed, whichever is later. Segment 2 shall be designed and constructed as a 2-lane undivided roadway, but the Developer shall provide sufficient right-of-way to accommodate widening to a 4-lane divided cross section in the future. The roadway shall be completed prior to the project exceeding 4,000 net peak-hour external trips.
- g. The Developer shall construct or cause a successor developer or developers to construct an internal roadway system that provides a connection from the terminus of Segment 2 to US-1, northwest of its interchange with I-95. That roadway connection to US-1 shall be completed prior to buildout of 1,000 residential units at Ormond Crossings.
- h. Within 6 months following commencement of construction of Segment 1 by the CRA Authority, the Developer or the CDD shall commence construction of a road segment from the point of terminus of Segment 1 northward to connect to Tymber Creek Road via an I-95 underpass (the "East-West Connector Road"). The East-West Connector Road shall be

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

completed within 1 year following commencement or when Segment 1 is completed, whichever is later.

- i. The Developer shall install a traffic signal at US-1 and Broadway Avenue and turn lane improvements (the "Broadway Signal and Turn Lanes"). The Broadway Turn Lane improvements shall consist of an eastbound left-turn lane, through lane, and right-turn lane on Broadway Avenue at US 1 and a southbound right-turn lane on US-1 at Broadway Avenue. The Turn Lane improvements shall be constructed prior to the eastbound (Broadway Avenue) approach traffic exceeding 53 vehicles during the eight highest hours of an average weekday, as documented in the Annual Report. The Broadway Signal shall be installed within one year of when the eastbound (Broadway Avenue) approach traffic meets traffic signal warrants based on FDOT study procedures.
- j. The Developer shall install a traffic signal and additional turn lanes at US-1 and Hull Road (the "Hull Road Signal and Turn Lanes"). The Hull Road Signal and Turn Lanes shall consist of a southbound () right-turn lane at Hull Road, extension of the northbound (US-1) left-turn lane to 600 feet, and signalization. Construction shall be completed by December 31, 2012, provided that if the traffic signal is not warranted or if there have been no certificates of occupancy issued within Ormond Crossings by then, the Hull Road Signal and Turn Lanes shall be installed and constructed within 1-year following the date the traffic signal is warranted or the first certificate of occupancy has been issued, whichever is later.
- k. The Developer shall install the Broadway Signal as specified in number 9 above. The Developer shall also install traffic signals at the entrances to Ormond Crossings from north and south of the I-95 interchange when traffic meets the traffic signal warrants based on the FDOT study procedures. Concurrently with the installation of each of those three signals, the Developer shall also install communication cable connecting the new traffic signals to adjacent traffic signals within 0.5 mile along US-1. Within 6 months following a request from the City or County, but not later than December 31, 2020, the Developer shall provide the City with a timing study for the traffic signals on US-1 from the traffic signals on from the northern entrance to Ormond Crossings on US-1 to the southern entrance on at Crossing Boulevard/Pine Tree Road.
- l. Prior to the project exceeding 2,275 net external peak-hour trips, the Developer shall complete the following improvements at the I-95/US-1 interchange:
 1. At the I-95 southbound ramps, add a second southbound I-95 to southbound US-1 left-turn lane, convert the existing inside left-turn lane to a shared through/left-turn lane and extend the southbound I-95 to northbound US-1 right-turn lane to 550 feet.
 2. At the I-95 northbound ramps, add a second I-95 northbound to US -1 southbound left-turn lane and extend the northbound I-95 to northbound US-1 right-turn lane to 550 feet.
 3. In the event adjustments to existing traffic signals are necessary with the ramp improvements, the Developer shall make those adjustments but shall not be required to upgrade the signals with mast arms.
- m. All roadways within Ormond Crossings shall be designed and constructed in accordance with applicable standards of the FDOT, the County or the City, depending on the agency responsible for the particular roadway. All site plan and site specific development issues

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

shall be addressed in the PMUD and as part of the subdivision and site plan review processes to ensure compliance with the City's Comprehensive Plan. The Developer shall be responsible for construction of new roadways and improvements, based on the City's local road design standards, to portions of Pineland Trail and Harmony Avenue that are within or bordering Ormond Crossings, which will be reviewed and approved through the PMUD and site plan processes to insure compliance with the City's requirements. The layout, design and roadway construction standards shall be determined by City staff in accordance with the typical City roadway details during the rezoning and development approval processes. The Developer has a right under the Planned Mixed Use Development (PMUD) zoning process to request waivers and alternative design standards as prescribed by the City's Land Development Code or as may be provided for in the PMUD. If increased roadway capacity resulting from improvements by the Developer to City streets or roadways is not all required for project related traffic, the Developer or assignee may be entitled to credits for transportation impact fees due to the City in connection with construction within the project. Any transportation impact fee credits shall be determined in accordance with the provisions of the City's impact fee ordinance or separate agreement between the Developer and the City.

- n. Except as provided for herein with respect to Crossings Boulevard or hereafter specifically agreed in writing, the City and the entity with jurisdiction over the facilities have no financial responsibility to contribute to or participate in the funding of the design, engineering, permitting and/or construction of roadway improvements for Ormond Crossings.
- o. In order to provide safe access and preserve operational capacity, left and right turn deceleration lanes shall be installed by the Developer at all entrances to Ormond Crossings on collector and arterial roadways, as determined by the appropriate maintaining agency. Pedestrian and transit considerations shall be considered in the design. The Developer and the appropriate maintaining agency shall confirm the need for and the cost of signalization at the entrances to Ormond Crossings consistent with policies of the appropriate governmental entity and when nationally recognized warrants (FHWA's Manual of Uniform Traffic Control Devices) are met. Signal costs at entrances to Ormond Crossings are the financial responsibility of the Developer through buildout of the project.
- p. As part of the Ormond Crossings Activity Center mobility strategy, the City will emphasize the use of a multi-modal transportation district for the project and surrounding area that includes, but is not limited to transit services, facilities and amenities as well as transit oriented development practices and principles to accommodate growth in the area. Ormond Crossings shall adhere to transit oriented development design principles and concepts within an area appropriate for future transit (see "Accessing Transit, design handbook for Florida Bus Passenger Facilities," FDOT, Version II 2008). The Developer shall provide annual reports based on methodology acceptable to the City. The City shall use the annual reports to determine if changes to the transportation demand management or multimodal system are warranted. The City shall provide the annual reports to Volusia County and Votran to ensure a coordinated effort for the multimodal improvements and operations. Prior to the issuance of the first certificate of occupancy, the Developer shall enter into an agreement which addresses roadway and transit capital, operations and maintenance funding. This agreement shall be reviewed and updated five years after the original approval by the City and Votran,

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

and thereafter shall be reviewed and updated as part of the annual reports required as part of the Activity Center designation.

- q. In the interest of safety, and to promote alternative forms of transportation, the Developer shall provide the following bicycle and pedestrian systems:
 - 1. The on-site bicycle systems shall be connected into any adjacent external bicycle systems existing at the time of construction;
 - 2. Covered walkways shall be designed into the front of non-residential structures to the maximum extent practicable;
 - 3. In all areas of Ormond Crossings where cycling will be accomplished on both sidewalk/bikeways and streets, appropriate signage identifying bike routes will be installed;
 - 4. Connections for bicyclists and pedestrians shall be provided between residential neighborhoods, employment centers and commercial areas to the maximum extent practical;
 - 5. Bicycle support facilities (e.g., parking and lockers) shall be provided at commercial areas and all work areas.
- r. The following transit related actions are required:
 - 1. Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary to augment and facilitate the operations of transit service to the site as determined by the City in consultation with Votran;
 - 2. Transit pull-out bays and transit shelters as required by the City in consultation with Votran shall be constructed on-site by the Developer;
 - 3. A site shall be provided for multiple future transit stops to accommodate buses at a location determined by the City in consultation with Votran and the Developer at the time of site plan approval;
 - 4. At the City's request, the Developer shall enter into an agreement with the City in consultation with Votran in order to determine the appropriate number and location of pull-out bays, transit shelters, covered walkways and their location on the site, the size of a future transit super-stop if determined by the City to be appropriate for the estimated ridership, and the viability of a CDD operated internal tram system to provide transportation to destinations and transit stops within the project; and
 - 5. When studies are conducted to implement bus service, the Developer shall fully cooperate with the City in donating necessary right-of-way that may be necessary for the route, transit stations, park & ride facilities and other accoutrements deemed warranted by Votran, in consultation with the City.
- s. The Developer shall promote and encourage variable work hours and flextime participation by on-site employers. The Developer, employers and owners shall make known to tenants and residents that Ormond Crossings has access to an existing ride-sharing program operated by Votran. Transit and current ride-sharing information shall be prominently displayed in all public gathering areas, in employment centers and other areas as suggested by Votran and the City. Transit access on public rights-of-way, if necessary, shall be provided to meet Votran

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

specifications to facilitate transit to the site. To reduce peak hour trips, the Developer (CDD or property owners associations) may designate a part-time ride sharing coordinator who is responsible for working with the area transit provider, conducting employee ridesharing campaigns within the project, publicity, processing applications, distribution information (including transit information).

- t. The Developer shall coordinate with the City, Votran, the CDD and any property owners associations to ensure the provision of park and ride spaces on site and construct an area for use as a rideshare lot to lessen the overall impacts on regional roadways. Spaces for at least 200 vehicles shall be provided and may be shared with parking for commercial land uses. The park and ride spaces shall be proximate to the bus transit stops when established. Park and ride spaces shall be aggregated into groupings of not less than 25 spaces per designated park and ride area, which shall be indicated with appropriate signage. The Developer shall coordinate with City and Votran to accomplish these requirements at the time of site development.
- u. In order to minimize impacts to the roadway network, roads within Ormond Crossings shall, subject to environmental constraints, be interconnected to the maximum extent feasible as determined by the City. The project will generally be connected to existing neighborhoods and will tie into local streets, where feasible and as deemed appropriate by the appropriate local government.
- v. The transportation mitigation projects and other mitigation activities to reduce vehicle miles traveled from and to Ormond Crossings are sufficient for the impacts of the project, including impacts on Volusia County roadways. The City hereby acknowledges and agrees that by complying with the provisions of this mitigation strategy, the Developer shall be entitled to fully and completely develop Ormond Crossings without further transportation improvements. If any of the transportation mitigation projects are unnecessary because they were or are being undertaken by a third party or are not possible because they are not approved by the entity with jurisdiction or for any other reason, the Developer shall make alternative traffic related improvements or contributions to operations that have the affect of reducing vehicle miles traveled from and to Ormond Crossings as directed by the City, provided that any alternative mitigation of offsite transportation impacts shall not exceed the cost of the individual transportation mitigation projects being replaced.

POLICY 5.1.4.

The City and Volusia County shall use the Traffic Impact Assessment Guidelines and Methodology approved by the Volusia County Metropolitan Planning Organization (VCMPO) as the principal method of assessing the impacts of the Ormond Crossings project on the local and county road networks. The Developer, the City and Volusia County agree that the mitigation projects identified in Policy 6.1.3 constitute a reasonable mitigation solution pursuant to the VCMPO cross jurisdictional impact guidelines and the mobility strategy implemented as part of the Ormond Crossings Activity Center TCEA. The successful completion of the improvements identified in Policy 6.1.3 addresses the impacts from the project and thereby exempts the project from any and all additional extra-jurisdictional analysis and mitigation not otherwise identified herein.

OBJECTIVE 5.2. PUBLIC INFRASTRUCTURE AND FACILITIES

The Ormond Crossings Activity Center project provides the City with the opportunity to master plan a mixed-use development, including the needed public facilities required to meet the minimum levels of service or the requirements of the City's Mobility Plan as established in this comprehensive plan.

POLICY 5.2.1.

The City shall utilize an annual monitoring process to analyze and where necessary amend the CIE and other related elements to ensure that public infrastructure and facilities are in place or have a financially feasible commitment to construct the infrastructure or facilities in order to assure adherence to the City's mobility strategies for the Ormond Crossings Activity Center.

POLICY 5.2.2.

As part of the implementation of the Ormond Crossings/North Mainland CRA Master Plan and the Ormond Crossing TCEA mobility strategies, the City shall establish in the Ormond Crossings Activity Center a principal arterial roadway, to be known as Crossings Boulevard, which will provide for accessibility between residential, commerce center, retail and service land uses.

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

TABLE 6 - FUTURE ROADWAY FUNCTIONAL CLASSIFICATION

Page 1 of 2

Street	SEGMENT		Functional Classification	No. of Lanes	Type of Facility
	From	To			
I-95	North City Limits	South City Limits	Principal Arterial	6	Divided-Limited Access
US 1	North City Limits	South City Limits	Principal Arterial	6	Divided
Nova Road	US 1	Wilmette	Principal Arterial	4	Divided
Nova Road	Wilmette	South City Limits	Principal Arterial	6	Divided
SR 40 (Granada)	US 1	West City Limits	Principal Arterial	4	Divided
SR 40	A-1-A	John Anderson	Minor Arterial	4	Undivided
SR 40	John Anderson	Beach Street	Minor Arterial	4	Divided
SR 40	Beach Street	US 1	Minor Arterial	5	Undivided
SR A-1-A	SR 40	South City Limits	Principal Arterial	4	Divided
SR A-1-A	SR 40	North City Limits	Minor Arterial	2	Undivided
Clyde Morris Boulevard	SR 40	South City Limits	Minor Arterial	4	Divided
Beach Street	SR 40	South City Limits	Minor Arterial	2	Undivided
Beach Street	SR 40	North City Limits	Major Collector	2	Undivided
Airport Road	US 1	Tymber Creek Road	Minor Arterial	2	Undivided
Airport Road	Tymber Creek Road	SR 40	Minor Arterial	2	Undivided
Williamson	SR 40	South City Limits	Minor Arterial	4	Divided
Tymber Creek Road	Airport Road	South City Limits	Minor Arterial	4	Divided
Tymber Creek Road (CR 2013)	Airport Road	US 1	Minor Arterial	4	Divided
Ormond Crossing Boulevard	US 1	Tymber Creek Road	Minor Arterial	2	Undivided
John Anderson Drive (Constrained)	Halifax Drive	SR 40	Major Collector	2	Undivided
Amsden Road	John Anderson Drive	SR A-1-A	Minor Collector	2	Undivided
Halifax Drive	John Anderson Drive	Fluhart Drive	Major Collector	2	Undivided
Riverside Drive	Fluhart Drive	South City Limits	Major Collector	2	Undivided
Riverbeach Drive	Riverside Drive	SR A-1-A	Major Collector	2	Undivided
Harvard Drive	Riverside Drive	SR A-1-A	Major Collector	2	Undivided
Neptune Avenue	John Anderson Drive	SR A-1-A	Major Collector	2	Undivided
Sanchez Avenue	Yonge Street	Beach Street	Major Collector	2	Undivided
Wilmette Avenue	Nova Road	Beach Street	Major Collector	2	Undivided
Yonge Street	US 1	Sanchez Avenue	Major Collector	2	Undivided
Domicilio	Northbrook	Beach Street	Major Collector	2	Undivided
Center Street	Wilmette	South City Limits	Minor Collector	2	Undivided

Street	SEGMENT		Functional Classification	No. of Lanes	Type of Facility
	From	To			
Orchard Street	N. of Sterthaus	Hand Avenue	Major Collector	2	Undivided
Tomoka	SR 40	Beach Street	Minor Collector	2	Undivided
Ormond Parkway	SR A-1-A	Halifax Drive	Minor Collector	2	Undivided
Kings Road	Nova Road	Division	Minor Collector	2	Undivided
Sterthaus	Orchard	Nova Road	Minor Collector	2	Undivided
The Main Trail	Nova Road	SR 40	Minor Collector	2	Divided
Hammock Lane	Kings Road	Orchard	Minor Collector	2	Undivided
Sunshine Boulevard	Airport Road	Tower Circle	Minor Collector	2	Undivided
Runway Drive Extension	W. Tower Circle	Pineland Trail	Minor Collector	2	Undivided
Fluhart	Riverside Drive	Halifax	Major Collector	2	Undivided
Pineland Trail	Airport Road	US 1	Minor Arterial	2	Undivided
Ridgewood	Domicilio	Hand Avenue	Major Collector	2	Undivided
Division	Nova Road	Beach Street	Major Collector	2	Undivided
Hull Road	US 1	Pineland Trail	Major Collector	2	Undivided
Hand Avenue	Nova Road	SR 40	Minor Collector	4	Divided
New Collector	Airport Road	Pineland Trail	Major Collector	2	Undivided
Shadow Crossings Coll.	SR 40	Airport Road	Minor Collector	2	Divided
South St. Andrews Drive	Rio Pinar Drive	North St. Andrews Drive	Minor Collector	2	Undivided
Rio Pinar Drive	South St. Andrews Drive	North St Andrews Drive	Minor Collector	2	Undivided
North St. Andrews Drive	Rio Pinar Drive	S. St. Andrews Dr.	Minor Collector	2	Undivided
Tomoka Oaks Boulevard	South St. Andrews Dr.	Nova Road	Minor Collector	2	Divided
Lincoln Avenue	Orchard Street	US 1	Minor Collector	2	Undivided
Thompson Creek Road	Lincoln Avenue	Division Avenue	Minor Collector	2	Undivided
Fleming Avenue	Nova Road	West of F.E.C.R.R.	Minor Collector	2	Undivided
Fleming Avenue	East of F.E.C.R.R.	Beach Street	Minor Collector	2	Undivided
Ann Rustin	Halifax	SR A-1-A	Minor Collector	2	Undivided
Standish	John Anderson	SR A-1-A	Minor Collector	2	Undivided
Rio Pinar Trail	South St. Andrews Dr.	The Main Trail	Subdivision Feeder	2	Undivided
Iroquois Trail	South St. Andrews Dr.	The Main Trail	Subdivision Feeder	2	Undivided
Hand Avenue	Ridgewood	Nova Road	Major Collector	2	Undivided
Crossings Boulevard	US 1 (east of I-95)	East-west Road	Principal Arterial	4	Divided
Crossings Boulevard	East-west Road	Tymber Creek	Major Collector	2	Divided

Source: Harland Bartholomew & Associates, Inc.

**TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

TABLE 7 - ROADWAY DESIGN STANDARDS

Type of Street	Minimum Right-of-Way Width	Lane Width	No. of Lanes	Drainage Structure	ADT Served	Sidewalk/ Bikeway*	Intersects with	Land Access
Principal Arterial	120'-300'	12'	4-6	Curb & Gutter (urban) Swale (rural)	15,000 +	Yes	Minor Arterials, Major Collectors, Minor Collectors	Limited to Major Trip Generators
Minor Arterial	120'	12'	2-5	Curb & Gutter (urban) Swale (rural)	10,000 - 30,000	Yes	Principal Arterials, Major Collectors, Minor Collectors	Limited to Major Trip Generators
Major Collector	80'	12'	2-4	Curb & Gutter	3,000 - 12,000	Yes	Principal Arterials, Minor Arterials, Minor Collectors	Limited Direct Access
Minor Collector	60'-80'	12'	2-4	Miami Curb	1,500 3,000	Yes	Subdivision Feeders, Major Collectors, Arterials	Limited Direct Access
Subdivision Feeder	60'	11'	2	Miami Curb	500 - 1,500	Yes	Local Access, Minor Collectors, Cul-de-Sacs	Direct Access
Local Access	50'	10'	2'	Miami Curb	500	Yes	Subdivision Feeders, Minor Collectors, Cul-de-Sacs	Direct Access
Cul-de-Sacs	50'	10'	2	Miami Curb	Less than 200	No	Local Access Subdivision Feeder	Direct Access

- Sidewalks shall have a minimum width of five feet. Bikeways shall consist of either bicycle lanes or bicycle paths. Bicycle lanes at the edge of streets shall have a minimum paved width of four feet in each direction. Bicycle paths separated from the street shall have a minimum paved width of five feet for one-way traffic and ten feet for two-way traffic.

Source: Harland Bartholemew & Associates, Inc.



FIGURE 1

City of Ormond Beach Long Range Traffic Circulation Map

LEGEND

CLASSIFICATION

- PRINCIPAL ARTERIAL (ROW 120' - 130')
- MINOR ARTERIAL (ROW 120')
- MINOR ARTERIAL - CORRIDOR (UNIMPROVED)
- MAJOR COLLECTOR (ROW 80')
- MINOR COLLECTOR (ROW 60' - 80')
- MINOR COLLECTOR - CORRIDOR (UNIMPROVED)
- SUBDIVISION FEEDER (ROW 60')
- ORMOND BEACH

**YEAR 2025
COMPREHENSIVE PLAN**

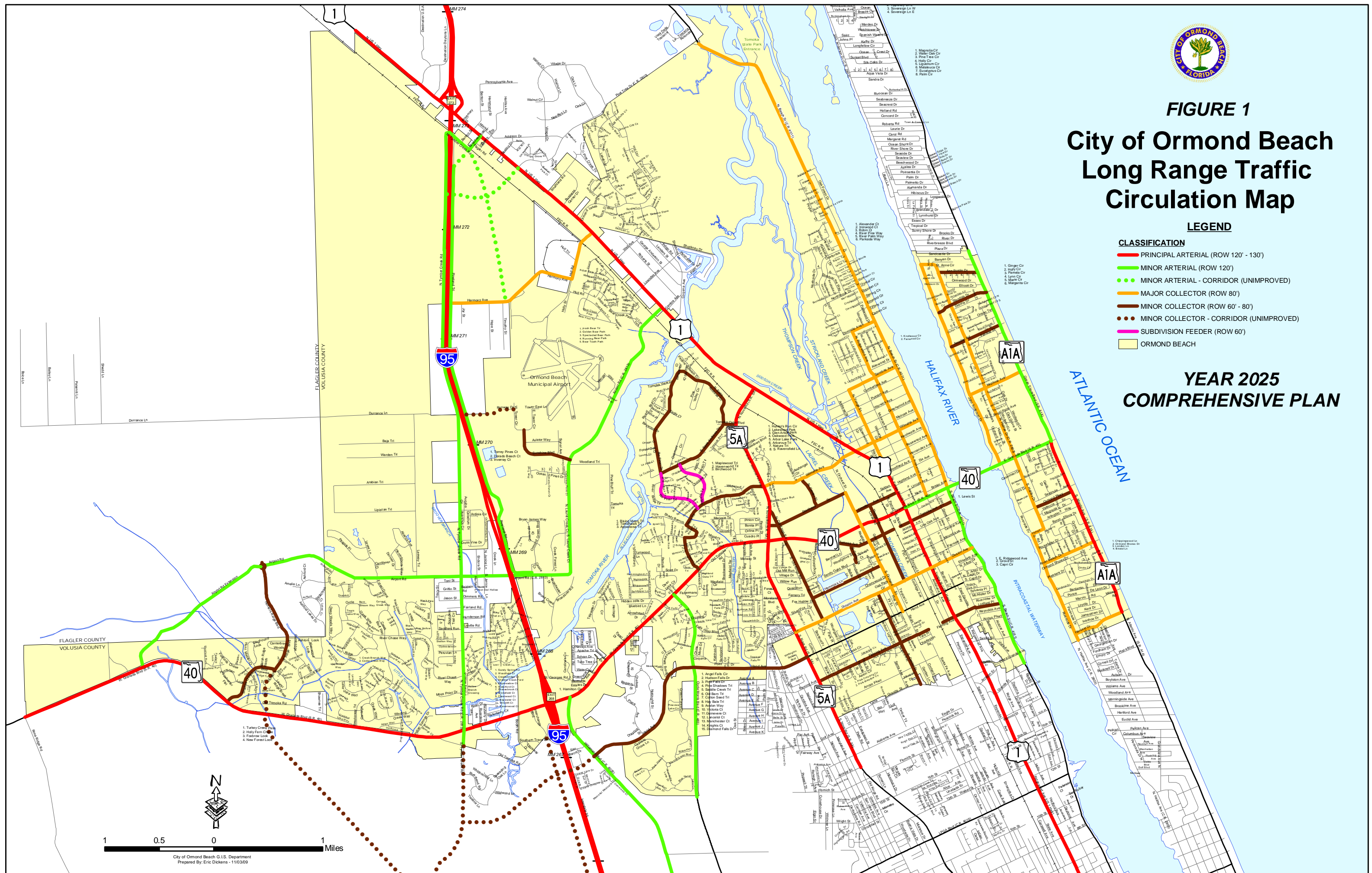




FIGURE 2
City of Ormond Beach
Adopted Level Of Service Standards Map

Legend

Allowable LOSS

- C
- D
- E

Jurisdiction of LOSS

- State
- County
- City

Ormond Beach

- City Limits

YEAR 2025
COMPREHENSIVE PLAN

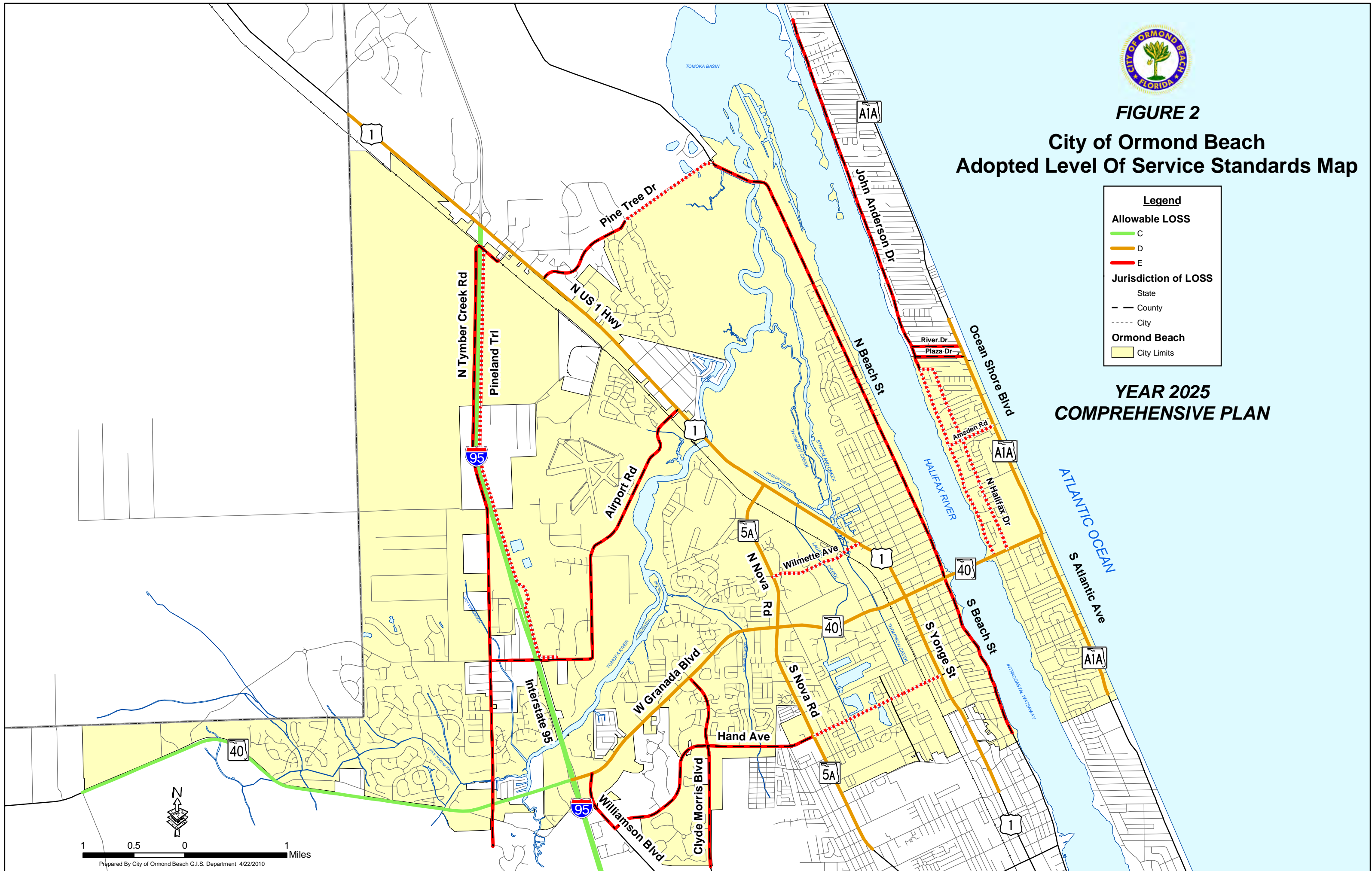
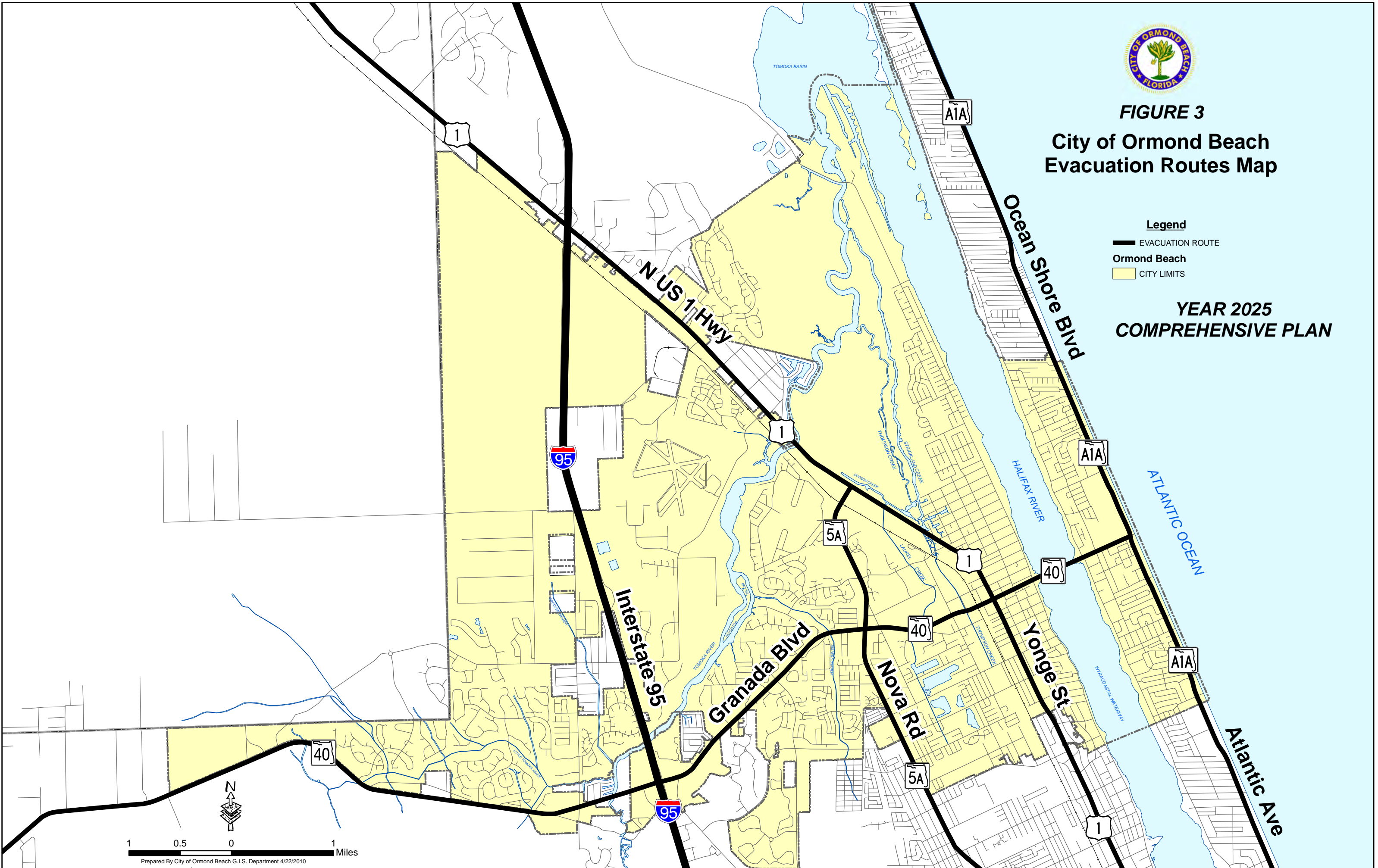
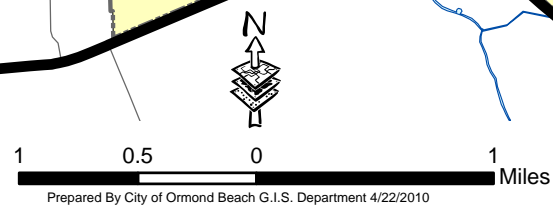




FIGURE 3
City of Ormond Beach
Evacuation Routes Map

Legend
— EVACUATION ROUTE
Ormond Beach
CITY LIMITS

YEAR 2025
COMPREHENSIVE PLAN



<p style="text-align: center;">UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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UTILITIES ELEMENT
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GOAL 1.A SANITARY SEWER

THE CITY SHALL PROVIDE FOR MUNICIPAL SANITARY SEWER FACILITIES WITH SUFFICIENT CAPACITY TO COLLECT, TRANSMIT AND TREAT SANITARY SEWER FLOWS THROUGHOUT THE DEFINED SERVICE AREAS DURING THE PLANNING PERIOD AND THAT MEET OR EXCEED THE CALCULATED LEVEL-OF-SERVICE STANDARDS ESTABLISHED FOR THE SANITARY SEWER SYSTEM. SUCH FACILITIES SHALL MEET OR EXCEED STATE AND FEDERAL REQUIREMENTS FOR MUNICIPAL SANITARY SEWER TREATMENT INCLUDING THE ESTABLISHED WATER QUALITY-BASED EFFLUENT LIMITATIONS ESTABLISHED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE CITY SHALL ALSO APPROPRIATELY REGULATE THE USE OF INDIVIDUAL ON-SITE WASTEWATER TREATMENT SYSTEMS AND PACKAGE TREATMENTS SYSTEMS.

GOAL 1.B POTABLE WATER

THE CITY SHALL PROVIDE FOR MUNICIPAL POTABLE WATER SUPPLY FACILITIES WITH SUFFICIENT CAPACITY FOR RAW WATER SUPPLY, TREATMENT, AND TRANSMISSION OF POTABLE WATER TO MEET CONSUMPTION DEMANDS THROUGHOUT THE DEFINED SERVICE AREAS DURING THE PLANNING PERIOD AND THAT MEET OR EXCEED THE CALCULATED LEVEL-OF-SERVICE STANDARDS ESTABLISHED FOR THE POTABLE WATER SYSTEM. SUCH FACILITIES SHALL MEET OR EXCEED STATE AND FEDERAL REQUIREMENTS FOR MUNICIPAL POTABLE WATER QUALITY, THE CITY SHALL ALSO APPROPRIATELY REGULATE THE USE OF INDIVIDUAL WELL AND POTABLE WATER PACKAGE TREATMENT SYSTEMS.

OBJECTIVE 1.1. CAPITAL IMPROVEMENTS FUNDING

The potable water, wastewater treatment and reuse irrigation systems shall continue to be operated efficiently and effectively and on an enterprise basis with established user fees to meet the operational costs and impact fees to construct new or expand existing facilities.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.1.

Areas that are not presently served with potable water and sanitary sewer trunk lines shall be assessed a differential impact fee.

POLICY 1.1.2.

Owners, operators and managers should undertake efforts to obtain optimum operating levels and facility longevity so as to maximize the use, effectiveness and efficiency of existing facilities.

OBJECTIVE 1.2. EFFLUENT REUSE

The City shall continue to operate a wastewater treatment plant effluent reuse distribution system that provides an orderly and cost-effective method of distributing reuse irrigation water to the several major reuse target areas and for residential irrigation.

POLICY 1.2.1.

The effluent at point of discharge shall meet or exceed the standards established by the Department of Environment Protection (FDEP).

POLICY 1.2.2.

Monitoring equipment and appropriately trained personnel shall be provided at the wastewater plant to ensure the continuous quality of the effluent. The City's Utility Division shall each year, as the effluent reuse system expands, publically educate its customers on the benefits of participating in the re-use system.

POLICY 1.2.3

New residential developments, in the vicinity of reclaimed water transmission mains, shall install 'dry-lines' for reclaimed water service. Subdivisions with greater than 100 homes shall provide on-site storage and pumping for peak flow attenuation. Developers have the option of contributing to a reclaimed water construction fund if the development is not in an area scheduled to receive reclaimed water service.

POLICY 1.2.4

The City shall implement water conservation and reuse practices as well as demand reduction strategies that are conditions of the City's current Consumptive Use Permit.

POLICY 1.2.5

The City will implement the alternative water supply projects scheduled for completion by 2013 as identified in the Water Supply work Plan.

OBJECTIVE 1.3. INTERIM “PACKAGE-TYPE” WASTEWATER TREATMENT FACILITIES

The use of interim or package-type wastewater treatment facilities shall be regulated by the Land Development Code and restricted as necessary to protect the public health and welfare and to protect the natural resources of the City.

POLICY 1.3.1.

Interim or small “package-type” wastewater treatment plants with a capacity of less than 500,000 shall not be allowed in areas where improper levels of treatment and/or inadequate effluent disposal may result in adverse impacts on water resources (e.g., groundwater aquifers and surface water systems), unless each plant’s owner provides sufficient financial resources to the City to assume responsibility for operating and maintaining the collection, treatment and effluent disposal components in compliance with regulatory requirements and standards.

POLICY 1.3.2.

Interim or “package-type” wastewater treatment facilities shall be phased out upon notice that access to the system is available. The cost of such connection to the public system shall be the sole responsibility of the owner of the private system.

POLICY 1.3.3.

An interim package treatment plant may be permitted when all conditions for establishment of such a plant, as provided for in the Land Development Code (LDC) and City Code of Ordinances, exist.

OBJECTIVE 1.4. INDIVIDUAL WASTE TREATMENT/DISPOSAL SYSTEMS

Individual waste treatment/disposal systems, including septic tanks, will be located, constructed and operated so that, either on an individual or cumulative basis, such facilities will not adversely impact public health or water quality.

POLICY 1.4.1.

On-site wastewater treatment in areas served by centralized wastewater treatment shall be prohibited. However, a private on-site waste water system may be permitted subject to state laws governing siting and installation provided soil conditions are conducive and the lack of a publicly owned treatment system for service exists.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.4.2.

Property owners shall be principally responsible for paying the capital costs related to connecting to the City's central sewer system when individual lot septic tank failures are sufficient in numbers to cause health and water quality concerns.

POLICY 1.4.3.

The City shall establish criteria in the LDC that governs the appropriateness of phasing out septic tank systems in favor of connecting to publicly owned treatment systems.

POLICY 1.4.4.

Minimum lot sizes and associated conditions shall be utilized when prohibiting the use of on-site wastewater systems or permitting such systems when publically owned centralized treatment systems are not available.

POLICY 1.4.5.

Minimum setbacks shall be established and utilized for the location of on-site wastewater systems from the 100-year floodplains, upland/wetlands systems, and the mean high water mark of natural occurring waterbodies of courses.

POLICY 1.4.6.

The City shall continually enforce policies that require existing homes located on lots smaller than one acre and that have septic tank systems to connect to the City central sewer system when the gravity sewer system is within 100 feet of the lot line and the home can connect by gravity to the system. The City may create assessment districts, where appropriate, to retrofit a neighborhood with sewer lines and lift stations.

OBJECTIVE 1.5. GROWTH MANAGEMENT

All new development shall occur in an orderly and economical manner, to the maximum extent possible, with those areas having the greatest combined complement of urban public facilities and services being targeted first. New land areas should be staged for urbanization in a contiguous manner that minimizes additional public investments.

POLICY 1.5.1.

Access to municipal wastewater interceptor or major transmission lines outside of designated urban service areas shall not be permitted except in cases of overriding public benefit and when the area is included or added to a designated urban service area. Consideration shall be given to the following minimum criteria/procedures in the implementation of this Policy.

- a. Encouragement of future growth and development to occur within areas of existing or planned wastewater service.
- b. Wastewater transmission or interceptor lines shall not be extended to accommodate premature forms of development.

POLICY 1.5.2.

The provision of public facilities and services is intended to serve as a growth management measure, as such provision shall be undertaken and expanded within existing or identified future designated facility service areas and discouraged elsewhere, except in cases of overriding public benefit or where needed to meet the needs of existing development.

POLICY 1.5.3.

The location and timing of providing public facilities and services shall be used as methods of implementing the Comprehensive Plan and associated sound and reasonable growth management policies and plans, and for the establishment of a direct, objective relationship between the entire array of public facilities and services and land use intensities.

POLICY 1.5.4.

The Departments of Public Works, and Planning and Zoning, and the Divisions of Public Utilities, and Engineering, shall maintain facility demand and capacity information as development orders or permits are issued and shall prepare annual summaries of capacity and demand information for each facility and service area. This shall be accomplished through the concurrency management system, as provided in the Land Development Code.

OBJECTIVE 1.6. LEVEL-OF-SERVICE STANDARDS (LOSS) AND CONCURRENCY

Potable Water and Sanitary Sewer facilities shall be maintained and expanded as needed to meet or exceed adopted LOSS. Minimum LOSS standards shall be met when planning capital improvements and reviewing applications for development approval.

POLICY 1.6.1.

The City shall apply level-of-service standards that shall be used as the basis for determining the availability of facility capacity and the demand generated by development in accordance with the Capital Improvements Element.

POLICY 1.6.2.

New development shall be approved by the City only in areas where public or private facilities are available, under construction, or where funds have been committed or scheduled for construction concurrent with the impacts of the new development.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.6.3.

Existing development with private water supplies not having adequate flow, pressure or poor water quality for fire fighting shall be required to connect to the City water system upon notice of availability. Impact fees and meter installation charges will be borne by the property owner.

POLICY 1.6.4.

Property owners shall be responsible for full capital costs incurred by the City providing water mains and fire hydrants to areas where developments, due to poor water quality or well failure, have inadequate flow or pressure.

POLICY 1.6.5.

The City shall issue Concurrency Certificates concurrent with issuance of a Development Order signifying that facilities and services are available under the City's District issued C.U.P. for which if no building permit is applied for and received within a specified time period as provided for in the LDC that such reservation of capacity shall expire

POLICY 1.6.6.

The withdrawals of water for potable purposes from surface or groundwater supply sources in quantities which would result in the depletion, degradation, contamination or destruction of water resources or natural systems shall be prohibited.

POLICY 1.6.7.

The quality and quantity of potable water used to protect public health and safety require maintenance of adequate water pressures to meet fire flow requirements; monitoring of water quality conditions in the supply system distribution lines to ensure compliance with primary drinking water standards and effluent reuse systems designed to meet the fire flow requirements.

POLICY 1.6.8.

A peak day, domestic demand factor shall be established to determine the required capacity for public potable water systems and sanitary sewer systems. The Utilities Master Plan shall be utilized to review and update these factors as necessary.

POLICY 1.6.9.

The City shall update its water and sewer 'Master Plan' every five years to determine capital needs to maintain the established level of service.

OBJECTIVE 1.7. CAPITAL FACILITIES CONSTRUCTION

The City shall ensure that potable water and sanitary sewer facilities are available to meet Level-of-Service Standards.

POLICY 1.7.1.

The Capital Improvements Planning process and Capital Improvements Element shall be utilized to plan, design, and construct cost feasible capital projects in order to maintain LOSS.

POLICY 1.7.2.

Projected demands through the year 2015 shall be met by undertaking those projects as identified in the Capital Improvements Element.

POLICY 1.7.3.

Projects needed to correct existing deficiencies shall be given priority in the formulation and implementation of the annual work programs of the City Department responsible for the project.

POLICY 1.7.4.

No permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard.

POLICY 1.7.5.

The City will maintain a five-year schedule of capital improvement needs for public facilities, to be updated annually in conformance with the review process for the Capital Improvement Element of this plan. All Capital Improvement projects in the annual budget shall be consistent with the Comprehensive Plan.

POLICY 1.7.6.

All wellfields shall be developed and protected in accordance with the provisions for Public Water Supply Wellfield Protection in the Land Development Code.

POLICY 1.7.7.

The City shall continue to implement and develop wellfield expansion programs in accordance with guidelines established in the Utility Master Plan.

<p>UTILITIES ELEMENT</p> <p>DRAINAGE AND STORMWATER MANAGEMENT SUBELEMENT</p> <p>GOALS, OBJECTIVES AND POLICIES</p>
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GOAL 2. DRAINAGE AND STORMWATER MANAGEMENT

THE CITY SHALL CONTINUE TO IMPLEMENT A DRAINAGE AND STORMWATER MANAGEMENT POLICY THAT: INCORPORATES THE NEED FOR AN EFFECTIVE DRAINAGE AND STORMWATER MANAGEMENT SYSTEM; INVENTORIES EXISTING DRAINAGE AND STORMWATER MANAGEMENT SYSTEMS WITHIN THE CITY; DESCRIBES EXISTING DRAINAGE AND STORMWATER MANAGEMENT SYSTEMS AND THEIR FUNCTIONS; REQUIRES AS MUCH NATURAL STORMWATER MANAGEMENT AS IS FEASIBLE; AND SETS PERFORMANCE STANDARDS TO MAINTAIN A DESIRED LEVEL OF WATER RECHARGE AND SURFACE WATER QUALITY AND WORKS WITH OTHER ENTITIES, BOTH PUBLIC AND PRIVATE, TO ENSURE THE EXECUTION OF THIS GOAL AND ITS ASSOCIATED OBJECTIVES AND POLICIES.

OBJECTIVE 2.1. STORMWATER MANAGEMENT UTILITY

The City shall implement the adopted Stormwater Management Plan in order to prioritize improvements and expansions to the Stormwater Management System.

POLICY 2.1.1.

Develop a public information program that promotes public awareness of the stormwater problems and fosters public participation in the continued implementation of the Stormwater Management Plan through the capital improvements planning process.

POLICY 2.1.2.

The Stormwater Master Plan shall address the impact that stormwater runoff from existing roads has upon receiving waters and address corrective actions. Corrective actions should include both structural and non-structural measures. Structural measures include retrofitting existing roadways with effective stormwater management facilities. Non-structural measures include increased street sweeping and increased storm sewer cleaning. The capital Improvements Plan shall be utilized as the principal mechanism in scheduling improvements identified in the Stormwater Master Plan while the Stormwater Utility Fee shall be chief funding source for stormwater implementation.

POLICY 2.1.3.

The City's stormwater management system shall be designed and developed to connect and integrate wetlands as a primary means to clean and recharge the aquifer.

OBJECTIVE 2.2. DEVELOPMENT REVIEW

Development activities shall be conducted to ensure the public safety and, at the same time, protects and enhances surface water quality of the surface waters, the functioning values of wetlands, and other natural design features, and aquifers recharge.

POLICY 2.2.1.

New stormwater management systems shall be built consistent with best available technologies in the field of stormwater design and treatment. The City shall continue to perform field inspections of non-residential and residential development to ensure the stormwater system designs are built and function according to approved stormwater management plans.

POLICY 2.2.3.

The utilization of either Best Management Practices (BMPs') shall be required during road construction, urban development, agricultural, and silviculture activities to protect natural water bodies and wetlands from pollutants and siltation.

POLICY 2.2.4.

Stormwater management systems that utilize isolated wetlands, shall provide diversion of the "first flush" of stormwater to separate facilities.

POLICY 2.2.5.

Sufficient water shall be retained on-site to support natural groundwater and surface water levels throughout the year, to allow aquifer recharge and avoid overdrawing natural watersheds.

POLICY 2.2.6.

Drainage and stormwater management systems shall use natural systems to the greatest extent possible, and land development modifications shall resemble natural features to the greatest extent practicable.

POLICY 2.2.7.

The following criteria shall apply when considering applications for development activities that utilize wetlands as part of the stormwater management system:

- a. Stormwater outfalls from a development may be directed to the wetland only when free of debris and free of chemical pollutants and silt that will adversely impact wetlands, and only

UTILITIES ELEMENT

GOALS, OBJECTIVES AND POLICIES

at rates that do not disturb vegetation or increase turbidity. Sheet flow and other overland drainage of runoff shall be controlled.

- b. The proposed action shall not cause stormwater runoff on the wetland to take place at a rate that would exceed the natural rate.
- c. The allowed total increased runoff, in combination with the total fill allowed, shall not cause total natural flood-storage capacity of the wetland to fall below, or fall below further, the projected volume of runoff on the whole developed wetland watershed generated by a 100-year frequency, 24-hour duration rainfall event.

POLICY 2.2.8.

Owner/operators of stormwater management systems shall be effectively required to maintain their systems according to the requirements of their Development Orders and Building Permits.

POLICY 2.2.9.

Open spaces shall be designed for multiple purposes and arranged to connect isolated wetlands so as to provide wildlife corridors and stormwater management conveyance.

POLICY 2.2.10.

Developers shall produce for examination, by the City, justified computer models and other data that objectively provide information relevant to their proposed projects.

POLICY 2.2.11.

Existing natural drainage systems shall be incorporated into the development's stormwater management system consistent with the performance standards for protection of wetlands.

POLICY 2.2.12.

Stormwater management systems shall be designed to ensure that post-development runoff does not exceed pre-development levels, in terms of the volume, rate, timing and pollutant load of runoff.

POLICY 2.2.13.

Development shall preserve or restore the natural shorelines and stabilizing shoreline vegetation of waterbodies. Buffers shall also be required along with the establishment of berm and swale systems near the shoreline to slow and filter runoff from development.

POLICY 2.2.14.

Alteration of natural stream channels shall be prohibited.

POLICY 2.2.15.

Stormwater runoff shall be detained for a sufficient amount of time, as needed, to provide for the settling and filtration of pollutants to the maximum extent possible before discharging into a surface waterbody or recharging into the groundwater as required by State regulations.

POLICY 2.2.16.

All drainage ditch or mosquito control ditch depths shall be tied to groundwater levels so as not to adversely impact wetland functions. Ditches in excess of three (3) feet in depth will be permitted on a case-by-case basis if sufficient information is provided to demonstrate a reasonable assurance that no adverse impact will result.

POLICY 2.2.17.

Discharge from drainage or mosquito control ditches directly to surface water bodies or open water streams shall be discouraged and minimized. Discharge into existing compatible wetlands or constructed retention basins that have been seeded and/or vegetated with wetland plant species shall be encouraged.

POLICY 2.2.18.

Drainage or mosquito control ditches shall be constructed as ditches to meet requirements, with gently sloping sides not to exceed a 4:1 slope. The City will encourage the minimization of ditch construction, use of alternate methods of insect control, or restoration of areas currently drained by historical ditches.

POLICY 2.2.19.

There shall be no direct surface water connection from dredged or excavated areas to natural surface water bodies or open water streams (except for marinas on a case-by case basis).

POLICY 2.2.20.

If an outfall from a dredged or excavated area is necessary to remove excess stormwater, then the outfall shall either be routed through a compatible wetland or a shallow retention basin constructed and seeded or vegetated with wetland plant species to act as a filter for runoff.

POLICY 2.2.21.

Roads shall be placed to minimize the need for cut and fill, and all cut and fill banks shall be stabilized with minimum maintenance materials to prevent continuing erosion problems.

POLICY 2.2.22.

The City shall require where appropriate the planting of wetland vegetation to stabilize eroding shorelines in low-wave-energy areas which helps reduce turbidity and improve water quality.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 2.2.23.

Retention and detention facilities shall be constructed consistent with design and performance criteria which include:

- a) Restricting public access;
- b) Sloping;
- c) Stabilization of banks;
- d) Oil or grease contamination; discharges to an Outstanding Florida Water (OFW);
- e) Use of wetlands for stormwater management and treatment compatible with the ecological characteristics of such wetlands that shall not degrade the wetland by disrupting the normal range of water level fluctuations necessary for sustaining the natural hydroperiod of the wetland; and
- f) Provisions, where appropriate, to utilize stormwater management systems for reclaimed water storage and/or augmentation.

POLICY 2.2.24.

Environmental assessments of stormwater facilities shall be required of development on the basis of its location, magnitude, and character in order to assess the impacts of stormwater runoff and related facilities upon water quality, fish and wildlife values, floodplains, wetlands, and other environmentally sensitive areas.

POLICY 2.2.25.

No development will be allowed that poses a threat of releasing harmful quantities of pollutants to surface waters during flooding.

POLICY 2.2.26.

Roadway designs in wetland areas will provide for the capture and diversion of stormwater runoff from roadway surfaces in wetland areas to upland stormwater retention/detention ponds for treatment prior to discharge to receiving water bodies and wetlands.

POLICY 2.2.27.

The LOSS, in accordance with the Capital Improvements Element, shall apply in the review of development activity:

POLICY 2.2.28.

The discharge of waters from a retention basin into surface water bodies and open water streams shall be discouraged and minimized. Discharge into existing, compatible wetlands shall be encouraged whenever possible.

POLICY 2.2.29.

Prior to construction, the City must receive and approve the applicant's proposal of the entity to be responsible for operation and maintenance of the permitted stormwater management system with the designation of the proposed entity. The City shall receive and approve a document enumerating enforceable affirmative obligations of the entity such as a homeowner's association, to properly operate and maintain the stormwater management system for its expected life. The documents may consist of a showing of compliance with the City's acceptance of portions of the system for maintenance; articles of incorporation for condominium or homeowner's association; or plat or deed restrictions apportioning maintenance responsibility.

POLICY 2.2.30.

All detention system surface areas shall consist of a littoral zone that is available for biological assimilation of pollutants. The extent of littoral zone requirements will be based on the ratio of vegetated littoral zone to the surface area of the pond at the controlled elevation. The width shall ensure adequate filtration of surface water runoff, provide for control of erosion and sedimentation; and offer wildlife habitat areas.

POLICY 2.2.31.

Dry retention areas shall have at least one foot of freeboard above the 25-year designated high water table.

OBJECTIVE 2.3. ADMINISTRATION

The City shall continue to administer, in a cost-effective and environmentally safe manner, drainage and stormwater management facilities and services consistent with the Land Development Code (LDC) as supported by the stormwater utility fee, user fees and impact fees. Existing deficiencies shall be corrected and the extension or increase in the capacity of the City drainage and stormwater management system shall be coordinated to meet existing and future needs as determined by the Stormwater Master Plan, to maximize the use of existing facilities, and to discourage urban sprawl.

POLICY 2.3.1.

Priority for capital improvements shall be given to the correction of existing deficiencies as determined by the adopted Stormwater Master Plan.

POLICY 2.3.2.

The City shall coordinate the extension of, or increase in, the capacity of drainage and stormwater management facilities with the needs of the public by ensuring that no development is approved unless the facilities are in place or scheduled to be in place concurrent with development and consistent with the adopted level-of-service standards.

<p>UTILITIES ELEMENT SOLID WASTE SUBELEMENT GOALS, OBJECTIVES AND POLICIES</p>

GOAL 3. SOLID WASTE

THE CITY SHALL CONTINUE TO PROVIDE EITHER DIRECTLY OR BY CONTRACT WITH A PRIVATE ENTITY AN ADEQUATE SOLID WASTE COLLECTION, TRANSFER, AND RESOURCE RECOVERY SYSTEM TO MEET THE NEEDS AND DEMANDS OF THE CURRENT AND FUTURE POPULATION WHILE PROTECTING AND ENHANCING THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL QUALITY OF THE CITY AND CO-OPERATING WITH THE COUNTY AS NECESSARY TO EVENTUALLY ELIMINATE THE USE OF LANDFILLS.

OBJECTIVE 3.1. CITY LANDFILL

The City shall continue to monitor the groundwater and surface water in the vicinity of the landfill after closure to determine if the landfill has any adverse impacts on the environment.

POLICY 3.1.1.

The City will monitor its closed Class III landfill in accordance with Florida Department of Environmental Protection (FDEP) rules.

POLICY 3.1.2.

The City shall continue to implement a program of data collection, monitoring, and periodic review of groundwater and surface water quality parameters to be able to effectively assess if any environmental impacts or health hazards may be associated with leachate.

POLICY 3.1.3.

The City shall continue to manage a long-term monitoring program at the landfill that includes at a minimum the following:

- a. All landfill groundwater monitoring wells monitored on an annual basis.
- b. Landfill monitoring wells will be tested for water quality parameters in accordance with FDEP requirements.

- c. Periodic review of data collected and overall monitoring program results.
- d. Correction of any problem discovered by the monitoring.

POLICY 3.1.4.

The City shall utilize reclaimed landfill sites for municipal recreation purposes consistent with the Recreational and Open Space Master Plan.

OBJECTIVE 3.2. SOLID WASTE COLLECTION

The City shall effectively and efficiently operate a solid waste collection system to maximize the use of existing facilities and services and shall provide service to all residential and non-residential establishments within the City limits.

POLICY 3.2.1.

The City shall continue to incrementally expand its solid waste collection system to meet the needs of new growth and to maintain existing levels-of-service.

POLICY 3.2.2.

The City shall maintain the Solid Waste Disposal and Collection as an Enterprise Fund to pay for solid waste collection and transfer expenses.

POLICY 3.2.3.

The level-of-service standard for determining the availability of County Landfill facility capacity and the demand generated by development shall be in accordance with the Capital Improvements Element.

POLICY 3.2.4.

The City shall maintain a separate trash handling system for the collection of refrigerators, freezers, appliances, (white goods) and large piles of yard trash.

OBJECTIVE 3.3. RESOURCE RECOVERY AND VOLUME REDUCTION

The City shall continue to administer resource recovery and volume reduction practices to conserve natural resources and reduce landfill space requirements, and maximize the use of existing facilities and services.

POLICY 3.3.1.

The City shall participate in the design, implementation, and evaluation of local recycling and waste management programs.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 3.3.2.

Alternative disposal methods for yard trash shall be continued in cooperation with the County.

POLICY 3.3.3.

The City shall reduce the volume of non-hazardous municipal solid waste disposed of in the County landfill by thirty percent of the October FY 1995-96 volume. No more than one-half of this thirty percent shall be met with a reduction in yard trash, white goods, scrap metal, construction debris, and tires while the other half may be met with a reduction in paper goods, perishable foods, plastic goods, and metal and glass containers.

POLICY 3.3.4.

Through the development review process, the City shall ensure that commercial and industrial establishments participate in recycling efforts.

POLICY 3.3.5.

The City shall implement recycling programs and participate in any County resource recovery programs as necessary to achieve reductions in solid waste as mandated by State law.

POLICY 3.3.6.

The City shall maintain a non-residential development recycling program which targets industrial and commercial establishments.

POLICY 3.3.7.

An adequate public participation rate in recycling shall be maintained to meet State requirements for volume reduction.

POLICY 3.3.8.

The City shall inform and educate the public about recycling and products which are not recyclable, cannot be converted or cannot be used.

OBJECTIVE 3.4. ADMINISTRATION AND DEVELOPMENT REVIEW

The City shall continue to administer, in a cost-efficient and environmentally safe manner, a collection and transfer solid waste system that is fully supported by user fees and that is designed to effectively meet the needs of existing and future residents.

POLICY 3.4.1.

The City's Department of Finance and Public Works shall work together to maintain a full cost accounting and reporting system for the collection and transfer of solid waste in compliance with the Solid Waste Management Act.

POLICY 3.4.2.

The City will participate in the "Keep Volusia Beautiful" program to control the problem of littering and illegal dumping.

POLICY 3.4.3.

The City shall support the County to maintain landfill location determination criteria designed to address minimum size criteria, minimum distance from residential areas, schools and hospitals, minimum distance from streams, aquifer recharge areas, and wetlands, stays out of 100-year floodplain, and determines maximum distance from main roads.

POLICY 3.4.4.

Solid waste generated within the City limits shall continue to be collected on a regularly scheduled basis.

POLICY 3.4.5.

Residential, commercial, and industrial development shall adequate landfill space to meet the solid waste needs anticipated to be generated by the proposed development activity in accordance with interim review of development activities and with the Land Development Code. All proposals for development shall include an analysis of the amount and types of solid waste to be generated and ability of the City and County to accommodate the new demand. No development shall be approved unless there is sufficient collection, transfer and disposal resources available to meet the new demand consistent with LOSS.

<p>UTILITIES ELEMENT HAZARDOUS MATERIAL AND WASTE SUBELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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GOAL 4. HAZARDOUS MATERIALS AND WASTE

THE PUBLIC HEALTH, SAFETY AND WELFARE SHALL BE PROTECTED FROM THE IMPROPER MANAGEMENT OF HAZARDOUS WASTES AND MATERIALS USED AND GENERATED IN AND TRANSPORTED THROUGH THE CITY.

OBJECTIVE 4.1. HAZARDOUS WASTE PROGRAM DEVELOPMENT

The City shall continue its cooperation with the County to reduce improper hazardous storage and disposal. The City may consider disposal options which include privatization of service or interlocal agreements with the County.

POLICY 4.1.1.

Hazardous waste generators shall develop and submit to the City a hazardous waste management program at site plan submittal to protect the citizens and the environment from misuse, spills, and improper disposal. The purpose of the hazardous waste management plan is to ensure the safest and most efficient use and disposal of hazardous materials.

POLICY 4.1.2.

Business/industrial park storage/transfer facilities shall, at a minimum, conform to FDEP transporter permitting requirements.

POLICY 4.1.3.

Each business/industrial park shall secure, prior to leasing or selling any lots or parcels, arrangements with an FDEP permitted hazardous waste management company to pick up and transfer waste from the park on a regularly scheduled basis.

POLICY 4.1.4.

All users and generators shall properly store and dispose of hazardous materials and waste upon adoption of this plan. The following criteria shall apply in the implementation of this Policy:

- a. Large quantity generators (companies that generate in excess of 2,200 lbs./month) and industrial/commercial parks containing generators that produce waste not suitable for recycling, exchange or reuse shall be encouraged to reduce hazardous waste volumes and to obtain necessary permits to develop on-site treatment facilities to render the waste non-hazardous.
- b. Existing Federal and State regulations relating to storage, transfer, and disposal shall be stringently enforced through coordinated efforts at both State and local levels.
- c. On-site verification of a generator compliance with applicable rules and regulations shall be made, at a minimum, once a year.

OBJECTIVE 4.2. DEVELOPMENT REGULATIONS

All development activities shall provide protection to the environment and the public welfare from any hazardous wastes consistent with the provisions of the Land Development Code.

POLICY 4.2.1.

The City shall not admit those types and quantities of industrial wastes that are harmful or damaging to the structures, processes, or operation of the sewage works.

POLICY 4.2.2.

The industrial user of the sewer system shall provide such preliminary treatment or handling of its waste as may be necessary to modify any objectionable characteristics or constraints.

POLICY 4.2.3.

The City shall require safe management, manufacture, transportation, usage, and disposal of hazardous materials.

POLICY 4.2.4.

The City shall continue to require all buildings scheduled for demolition or renovation be surveyed by the applicant for the presence of asbestos. Asbestos shall be removed prior to demolition. Any asbestos removal and disposal shall be performed by a contractor licensed by the Florida Department of Professional Regulation.

POLICY 4.2.5.

The City shall enforce the asbestos removal provisions adopted in the Florida Building Code in regard to asbestos removal during demolition or construction activities.

<p>UTILITIES ELEMENT NATURAL GROUNDWATER RECHARGE SUBELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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GOAL 5. POTABLE WATER SUPPLY

THE PUBLIC SHALL BE ENSURED AN ADEQUATE SUPPLY OF SAFE, POTABLE WATER WHICH IS OBTAINED FROM THE HIGHEST QUALITY SOURCE AVAILABLE AND IS PROTECTED FROM CONTAMINATION.

OBJECTIVE 5.1. DEVELOPMENT REVIEW

Natural groundwater protection standards shall be utilized in review of development activities as provided by the Land Development Code.

POLICY 5.1.1.

Saltwater intrusion shall be prevented by limiting potentially harmful water extraction and ensuring adequate recharge.

POLICY 5.1.2.

The use of native and drought-resistant vegetation in landscaping shall be encouraged by providing developers with a list of appropriate native vegetation at site plan application.

POLICY 5.1.3.

The City shall continue to deliver effluent for reuse as a component of its effluent disposal program for environmentally and economically suitable areas. The City shall consider providing economic incentives to developments, agricultural operations, and business which limit potable water consumption by using effluent reuse systems.

POLICY 5.1.4.

The City shall continue to administer an emergency water shortage plan.

POLICY 5.1.5.

Land use decisions and development approvals shall be consistent with adopted comprehensive water basin management plans. Water supply, production facilities, conveyance lines and C.U.P.

capacity shall be available for new site plan and/or subdivision developments, prior to issuance of development orders.

POLICY 5.1.6.

The use of procreation of native vegetation and/or drought resistant vegetation shall be required on development projects when irrigation water is drawn from sources which are critical to limiting saltwater intrusion.

POLICY 5.1.7.

Industries which utilize or generate hazardous materials shall be sited and designed so as to minimize the threat of surface water or groundwater contamination.

POLICY 5.1.8.

The City shall continue to apply regulations and procedures to control permanent water table drawdown in accordance with the County minimum environmental standards and the provisions of the Land Development Code.

POLICY 5.1.9.

Encourage Volusia County to maintain a functioning positive (pumped) drawdown system, in its “high-rise” landfills, to continually extract the mass of accumulating leachate and properly treat it.

POLICY 5.1.10.

Removal of the confining layer of material separating the bottom of borrow pits from the top of the Floridan Aquifer shall be prohibited as provided by the Land Development Code.

POLICY 5.1.11.

Water management plans shall be designed to approximate pre-development recharge conditions.

POLICY 5.1.12.

Land use planning and land development approvals shall reflect the limitations of available water supplies. The City shall continue to use its concurrency management system to limit development potential in accordance with available raw water production, treatment, distribution and permitted withdrawal capacity.

UTILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.1.13.

The watershed upstream of surface water potable water supplies shall be protected. Activities within the watershed should not reduce the volume of water available under low-flow conditions; or reduce the quality of the surface water below State standards.

POLICY 5.1.14.

The disposal of non-hazardous wastes shall be managed and controlled to prevent surface water and groundwater contamination. The City shall continue to implement a groundwater and surface water monitoring program to detect potential contamination by leachate.

POLICY 5.1.15.

Marinas which service boats with on-board sewage facilities shall be required to provide sewage pumpout and treatment facilities and to provide for the appropriate effluent disposal method. Such pumpout and treatment facilities shall be maintained in good working order to assure the contamination of groundwater or surface water, in accordance with the provisions of the Florida Administrative Code, F.A.C. does not occur.

POLICY 5.1.16.

Industries which use hazardous materials or generate hazardous wastes shall be regulated to prohibit the release of hazardous materials in violation of State water quality standards for groundwater and surface waters.

POLICY 5.1.17.

The withdrawal or discharge of water which alters hydroperiods, discharge volumes, in-stream velocities, surface water stages or groundwater levels so as to cause a significant, adverse effect on natural water-dependent ecosystems is prohibited. Such projects shall be permitted only in cases of overriding public benefit, such as alterations in the stage or flow of surface waters as a part of any government sanctioned program of flood control, water quality restoration, habitat restoration or exotic plant control and shall be designed and operated so as to minimize harm to non-target organisms or natural ecosystems.

POLICY 5.1.18.

The City shall determine water supply levels-of-service in conjunction with the St. John River Water Management District. Land development permits will be subject to those limitations.

POLICY 5.1.19.

The City shall issue no development orders or development permits without first consulting appropriate water suppliers to determine whether adequate water supplies to serve the development will be available no later than the anticipated date of issuance by the City of a Certificate of Occupancy or its functional equivalent. The City will also ensure that adequate

water supplies and facilities are available and in place prior to issuing a Certificate of Occupancy or its functional equivalent.

OBJECTIVE 5.2. INTERGOVERNMENTAL COORDINATION

The City shall coordinate with the St. Johns River Management District to develop intergovernmental responses to groundwater problems.

POLICY 5.2.1.

The City shall maintain a water supply facilities work plan that is coordinated with St. Johns River Water Management District's District Water Supply Work Plan by updating the work plan within 18 months of an update to the District's District Water Supply Plan that affects the City.

POLICY 5.2.2.

The City will participate in the development of updates to St. Johns River Water Management District's water supply assessment and District Water Supply Plan and other water supply development-related initiatives facilitated by the District's that affect the City.

OBJECTIVE 5.3. WATER CONSERVATION

The City shall continue to review water conservation measures that encourage water conservation. The City shall follow all water conservation plans approved by St. John's River Water Management District as part of the City's Consumptive Use Permit (C.U.P.).

POLICY 5.3.1.

The Public Works and Utilities Department shall monitor per capita finished water consumption rates and shall develop an action plan to reduce per capita consumption if the per capita consumption exceeds by 25% the average gross per capita consumption of 110 gallons per day (gpd).

POLICY 5.3.2.

Potable water supplies shall be conserved to the maximum extent practicable through the continued implementation of water conservation techniques and programs. Such techniques and programs may include, but are not limited to:

- a. The City shall work through the Water Authority of Volusia (WAV) to incentivize water conservation using low-flow showers and toilets, rain sensors for lawn irrigation, and xeriscape.
- b. The City will continue to implement and expand its program to provide for water reuse and/or reclamation and where appropriate require effluent reuse for irrigation, industrial use and other appropriate non-potable water use applications.

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- c. The City shall require new development to install ‘dry-lines’ for reclaimed water distribution. Developments with greater than 100 units shall provide on-site storage and pumping, integrated with the stormwater management system. Under certain conditions, the developer may be allowed to contribute an equivalent value of the infrastructure into a reclaimed water construction fund.
- d. The City shall purchase a leak detection systems by 2010 which will enable water distribution crews to monitor the entire City’s water distribution system through the use of leak noise loggers.

POLICY 5.3.3.

Non-potable water use demands shall be met using water of the lowest quality supply which is both available and acceptable for the intended application. Water reuse or water reclamation programs should be used, wherever economically and environmentally feasible, to reduce groundwater or surface water withdrawals for water use applications which do not require potable water.

POLICY 5.3.4.

The City shall utilize a low pressure reverses osmosis (LPRO) treatment process which permits the use of brackish groundwater which is lower quality water source from the Upper Floridan Aquifer. Future needs may require to the City to use the Lower Floridan Acquirer as an alternative water source.

POLICY 5.3.5.

The City shall maintain a comprehensive program responsible for educating businesses and residents of: the City’s current water conservation policies, the fragility of the aquifer, methods to reuse and conserve water, well abandonment problems and rules, and encouragement of the use of drought resistant plants (xeriscape).

POLICY 5.3.6.

The City of Ormond Beach will plan for municipal service areas or extend water and sewer services into unincorporated Volusia County in a manner consistent with the Volusia County Comprehensive Plan.

POLICY 5.3.7.

The City of Ormond Beach will implement all water conservation practices that are conditions of the C.U.P.

OBJECTIVE 5.4. NATURAL GROUNDWATER AQUIFER PROTECTION

The City shall protect the functions of designated natural groundwater aquifer recharge areas as provided by the Land Development Code.

POLICY 5.4.1.

The City shall regulate land use and development to protect functions of the designated recharge areas.

POLICY 5.4.2.

Prime groundwater recharge areas and other recharge areas which have been identified by the ECFRPC or subsequently by the City to maintain the quality and quantity of water in aquifers from which potable water supplies are drawn, shall be protected. Activities within recharge areas shall not reduce the volume of recharge (i.e., increase the total volume of post-development runoff), or reduce the quality of groundwater below State standards.

POLICY 5.4.3.

No commercial or industrial mining shall be allowed in prime groundwater recharge areas or in the watersheds of surface waters used as potable water supplies in order to prevent potentially adverse effects on water quality.

OBJECTIVE 5.5. PUBLIC WATER SUPPLY WELLFIELD PROTECTION

The City of Ormond Beach will safeguard the public health, safety and welfare of its citizens by appropriately regulating the storage, handling, use or production of hazardous substances within the well field protection areas surrounding public water supply wells and well fields.

POLICY 5.5.1.

The City shall continue to apply regulations and procedures contained in the Land Development Code concerning Public Water Supply Well Field Protection.

POLICY 5.5.2.

Land uses or activities which, by their nature, represent a substantial risk to the quality or quantity of water from established public well fields or the watershed of surface water supplies shall be excluded from the immediate vicinity of such well fields or surface water supplies so as to minimize the threat to the public water supply. Conversely, the siting of new public water supplies shall avoid proximity to established land uses which may harm the water supply from that source.

UTILITIES ELEMENT

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POLICY 5.5.3.

The storage, use, disposal or production of hazardous or toxic substances and that certain land uses involving regulated or generic substances located within the “Primary and Secondary Well Field Protection Zones” surrounding public water supply wells and well fields that are potentially harmful to the drinking water of the City will be prohibited or severely restricted.

POLICY 5.5.4.

The City shall maintain a ‘Primary Well Field Protection Zone,’ which is defined as the land area immediately surrounding any public water supply well and extending a radial distance of two hundred (200’) feet, or that area that is within the first twenty (20%) percent of the total radial distance of the cone of influence, whichever is greater.

POLICY 5.5.5.

The City shall maintain a ‘Secondary Well Field Protection Zone’ which is defined as the land area surrounding the ‘Primary Well Field Protection Zone,’ and extending a radial distance of eight hundred (800’) feet from the ‘Primary Well Field Protection Zone,’ or that area within the cone of influence exclusive of the ‘Primary Zone,’ whichever is greater.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES
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<p style="text-align: center;">CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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GOAL 1. WATERSHEDS, LAKES AND RIVERS

THE CITY SHALL MAINTAIN AND, TO THE MAXIMUM EXTENT FEASIBLE, PROMOTE PROGRAMS TO ENHANCE THE FUNCTIONAL, AESTHETIC AND QUALITATIVE VALUE OF THE HALIFAX RIVER, THE TOMOKA RIVER, THEIR MAJOR TRIBUTARIES, AND ARTIFICIALLY CONSTRUCTED LAKES.

OBJECTIVE 1.1. SPECIES DIVERSITY

The City shall maintain the native aquatic and wetland floral and faunal species diversity of the upper Halifax River and Tomoka River.

POLICY 1.1.1.

The City shall continue to cooperate with State and regional agencies and adjacent local governments in a comprehensive study and inventory of invertebrates and seagrasses in the portions of the Halifax River and the Tomoka Marsh Aquatic Preserve which are located within the City.

POLICY 1.1.2.

The City shall continually identify and prohibit activities that would have a significantly adverse effect on existing eelgrass or seagrass beds. When specific activities are identified, provisions to prohibit and mitigate adverse impacts from said activities shall be incorporated into the Land Development Code.

POLICY 1.1.3.

The City shall continue to request that the State adopt an effective management plan with appropriate funding and personnel to provide meaningful management for the Tomoka Marsh Aquatic Preserve.

POLICY 1.1.4.

The City, in cooperation with State, regional, and local agencies, shall participate in a program to enhance the aesthetic, recreational, botanical, fish, and wildlife values, of spoil islands.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.5.

The City shall continue to work with the Florida Department of Environmental Protection to expand the Tomoka Marsh Aquatic Preserve boundaries to include Dodson Creek, Strickland Creek, and the portion of Thompson Creek east of US 1.

POLICY 1.1.6.

The City shall cooperate with State, regional and local governmental agencies, in an endangered species information program.

POLICY 1.1.7.

Historic stream courses, saltwater marshes, freshwater marshes, and other wetlands shall not be channelized or impeded and shall be retained in their current condition consistent with the wetland regulations of Objective 5.4.

OBJECTIVE 1.2. SURFACE WATER QUALITY

The City shall protect, enhance, and improve the ambient surface water quality of the Halifax River, the Tomoka River and their tributaries.

POLICY 1.2.1.

The City shall coordinate with the Florida Department of Environmental Protection, the St. Johns River Water Management District, the Ponce Deleon Port Authority, and other local governments in the maintenance of an on-going water quality sampling and monitoring program that identifies baseline conditions and standards as parameters to measure changes in water quality.

POLICY 1.2.2.

The City shall, in cooperation with local, regional and State agencies, adopt standards to identify, monitor, and manage point and non-point pollution source discharges. This shall include, at a minimum, a review and update of all non-point source discharge permits, checking for accuracy and completeness.

POLICY 1.2.3.

If a central wastewater system is not available, on-site sewage treatment and disposal systems shall not be allowed on lots less than one acre in size.

POLICY 1.2.4.

On-site waste treatment system facilities and drainfields shall not be located within 75 feet of the 100-year floodplain; within 75 feet of an upland/wetland interface; or within 120 feet of the

mean high water mark of any surface water body, whichever is greater. On-site waste treatment systems should be located as far inland from a water body or wetlands as possible.

POLICY 1.2.5.

The City shall continually enforce policies that require existing homes located on lots smaller than one acre and that have septic tank systems to connect to the City central sewer system when it is within 100 feet of the lot line. The City may create assessment districts, where appropriate, to retrofit a neighborhood with sewer lines and lift stations.

POLICY 1.2.6.

The City shall continue to expand its effluent reuse program consistent with the St. Johns River Water Management District permit conditions and recommendations.

POLICY 1.2.7.

By the year 2010, the City shall develop a plan to further reduce the amount of treated effluent discharged to the Halifax River to 10% of the total volume of wastewater treated at the plant.

POLICY 1.2.8.

The operation of the stormwater control utility and the retrofitting of stormwater outfalls shall comply with the recommendations of the adopted Stormwater Master Plan.

POLICY 1.2.9.

The City shall coordinate with State, regional, and local agencies in permitting the construction of new marina facilities; marinas shall not be located in the Tomoka River or its tributaries.

POLICY 1.2.10.

In order to protect surface waters from the activities of adjacent property owners, the City shall educate residents regarding deliberate deposition of lawn debris, washing paint brushes, the use of fertilizers and chemicals or the storage of hazardous chemicals and fuel supplies in close proximity to water bodies. "Close proximity" shall be defined with regard to the proposed activity and the degree to which the adjacent water body is to be protected.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.3. INTERGOVERNMENTAL COORDINATION

The City shall continue to promote intergovernmental coordination to maintain or improve the water quality, water quantity, recreational, fish, and wildlife resource values of the Halifax River, the Tomoka River, and their tributaries.

POLICY 1.3.1.

On a continuous basis, the City shall support and promote programs to improve natural tidal flushing action for the Halifax River to restore ambient water quality.

POLICY 1.3.2.

The City shall coordinate its water quality testing program with appropriate State, regional and local government testing programs to ensure efficient use of resources and to eliminate duplication of effort.

POLICY 1.3.3.

In cooperation with State, regional, and local agencies, including the Volusia County Sheriff's Department, the City shall participate where possible in a river safety program that utilizes to the maximum extent possible miscellaneous media sources, newspaper advertising, signs, and literature to prevent surface water pollution, to protect manatees and other wildlife, and to promote proper boating safety standards.

OBJECTIVE 1.4. ECOLOGICAL BALANCE

The City shall continue to review development proposals and establish programs to balance the functioning values of the Halifax River and the Tomoka River in order to maintain an optimum combination of aesthetic, ecological, recreational, and historical resources.

POLICY 1.4.1.

On a continuing basis, the City shall coordinate the identification and protection of significant archaeological, ecological, historical, and paleontological sites under and along the Tomoka River with other agencies and private organizations. This shall include promoting studies by colleges, universities, and researchers and requiring archaeological studies by developers for projects in areas that may contain significant resources.

POLICY 1.4.2.

On a continuous basis, the City shall encourage college and university studies of the Halifax and Tomoka Rivers.

POLICY 1.4.3.

On a continuous basis, the City shall seek to acquire suitable property to meet public access requirements adjacent to the Tomoka River and its tributaries and the Halifax River for passive park and canoe access facilities.

POLICY 1.4.4.

In order to effectively monitor the effects of development activities on surface water conditions, the applicant or its successors shall provide, as determined by the City, the establishment and operation of a surface water and wetland biological monitoring program.

POLICY 1.4.5.

In calculating maximum potential density or maximum permitted density for any given parcel of property, such calculations shall be exclusive of that portion of the property which is considered to be submerged lands.

OBJECTIVE 1.5. ARTIFICIAL LAKES

Artificially constructed lakes shall be designed and located so as to not negatively affect the aesthetics, ambient water quality, biotic composition/diversity, environmental integrity, flood capacity, public health and safety, or recreational values of the upper Halifax River, the Tomoka River, or their tributaries.

POLICY 1.5.1.

Artificially constructed lakes shall not be included in stormwater management systems which have outfalls into the upper Halifax River, the Tomoka River, or their tributaries without review and recommendations by the Site Plan Review Committee that all pertinent ordinances and standards have been met and that the discharge to the receiving waters will not degrade ambient surface water quality.

POLICY 1.5.2.

Artificially constructed lakes shall not be excavated in wetland systems in the upper Halifax River, the Tomoka River, or their tributaries and shall not lower water levels in these systems.

OBJECTIVE 1.6. REZONING

Rezoning shall be consistent with the Comprehensive Plan and with the objective of preserving ecological systems and the aesthetic qualities of the community.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.6.1.

All rezoning shall be compatible with the objective of protecting wildlife and the environment consistent with the Comprehensive Plan.

POLICY 1.6.2.

The City shall maintain the zoning district entitled “Special Environmental District” (SE). The following criteria shall apply to the implementation of this policy:

A. The SE district applies to all Department of Environmental Protection or Army Corps of Engineers jurisdictional wetland lines:

1. not protected preserved by a conservation easement; and
2. or part of an approved Master Land Use Plan for a Planned Residential Development.

This area includes mosquito impoundment districts.

B. The SE district applies to environmentally sensitive areas designated for public acquisition and protection or areas currently in public ownership which should be subject to open space and conservation type land uses.

POLICY 1.6.3.

In cases where land development regulations and land use classifications will eliminate any reasonable use of real upland property, consideration will be given to public acquisition.

GOAL 2. FLOODPLAINS

THE CITY SHALL CONTINUE TO IMPLEMENT CURRENT PROGRAMS AND STUDY AND ADOPT NEW PROGRAMS TO MINIMIZE PUBLIC AND PRIVATE LOSSES AND THREATS TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO FLOOD CONDITIONS AND HAZARDS.

OBJECTIVE 2.1. FLOOD DAMAGE

Flood damage prevention shall be accomplished through restricting new development from obstructing the flow of water and increasing flood heights within a floodplain. To offset any loss of flood storage capacity, compensatory storage is required for new fill, or other obstruction, put in the floodplain by providing an at least equal volume to replace the lost flood storage volume.

POLICY 2.1.1.

The City shall protect the natural functioning values of the floodplains to the maximum extent feasible through wetland buffer requirements, compensatory storage, conservation easements and tree protection ordinances.

POLICY 2.1.2.

The City shall require all new development occurring within the 100-year floodplain to provide for the protection of adjacent properties.

POLICY 2.1.3.

The City shall regulate the deposition of fill material within a floodway in order to prevent damage to the public, as an uncontrolled river may, at flood state, pose a threat to life and property in excess of that anticipated by the 100-year storm in the floodway fringe areas.

POLICY 2.1.4.

Sites for the creation of compensatory storage volume, commensurate with any flood storage volume lost as a result of development activities (including roadways) in the 100-year floodplain, shall be on the same or adjacent site or within the same hydraulically connected basin in order to provide for effective storage volume within the floodplain, but shall not be located within land areas identified for preservation purposes, such as wildlife corridors, or as being within the jurisdictional wetland limits of regulatory agencies, except for the purpose of providing pretreated stormwater storage capacity.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 2.1.5.

Special Flood Hazard Areas shall be interpreted as that portion of the site lying within the boundaries of the 100-year floodplain based on the Official Federal Emergency Management Agency Flood Insurance Study and corresponding Flood Insurance Rate Maps.

POLICY 2.1.6.

The City shall ensure that fill material or other structures do not adversely obstruct the movement of floodwaters natural overland sheetflow or pose a threat to the public health, safety, and welfare.

POLICY 2.1.7.

Areas not filled within the floodplain are to be generally left in their natural state. However, such areas may be used to meet landscaping and/or retention requirements, provided that the design of development is consistent with City codes and standards.

OBJECTIVE 2.2. FLOODPLAIN MANAGEMENT

All development shall continue to be reviewed in accordance with the floodplain management criteria of the City's Flood Hazard Area section of the Land Development Code, as amended, and other applicable policies as contained within the Code of Ordinances and the Comprehensive Plan.

POLICY 2.2.1.

The City shall constantly enforce the flood hazard provisions of Chapter 3, Article II of the Land Development Code which shall contain, at a minimum, provisions for:

- a. Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;
- b. Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- c. Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;
- d. Controlling filling, grading, dredging, and other development which may increase flood damage; and,
- e. Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

POLICY 2.2.2.

The City shall continue to develop and enforce a floodplain management program that balances the public interest in regulating the use of private property against the interests of private landowners.

POLICY 2.2.3.

The City shall continue to participate in the National Flood Insurance Program.

POLICY 2.2.4.

All development, rezoning, and changes in land classifications shall be reviewed and measured against the environment's capacity to accommodate such action and the extent of harm which the proposed development, rezoning and change in land use may impose upon the established and proper use of neighboring lands.

POLICY 2.2.5.

The City shall periodically review its zoning regulations to ensure that the density which is permitted under each zoning category is consistent with the City's desire to protect the natural functioning values of the floodplain and to protect the quality and quantity of surface water resources.

POLICY 2.2.6.

Floodplains whose functional values have been degraded or destroyed through human intervention should be restored, if possible, by acquisition of historic floodplain lands. Various state, regional and local land acquisition programs shall be used for this purpose.

POLICY 2.2.7.

The City shall perpetually enforce the flood hazard provisions of the Land Development Code and amend it as necessary to incorporate recently updated flood insurance studies and flood insurance rate maps and to further bring it into full compliance with revisions of the national flood insurance program floodplain management criteria.

POLICY 2.2.8.

All new public buildings and infrastructure shall be located outside the 100-year floodplain to the maximum extent feasible. Appropriate flood proofing measures shall be undertaken for any public buildings located within the floodplain. Any pump stations or other electrical and mechanical equipment shall be designed to be protected from physical damage by the 100-year flood.

**CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

POLICY 2.2.9.

The City shall coordinate its floodplain management programs with appropriate Federal, State, regional, and local governments.

GOAL 3. GROUNDWATER

THE CITY SHALL SECURE PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE, AND PROTECT THE QUALITY AND QUANTITY OF GROUNDWATER RESOURCES IN ORDER TO ENSURE A SAFE AND ADEQUATE WATER SUPPLY FOR PRESENT AND FUTURE GENERATIONS AND, TO PRESERVE GROUNDWATER RESOURCES PRESENTLY IN USE.

OBJECTIVE 3.1. SALTWATER INTRUSION AND RECHARGE

The City shall prevent saltwater intrusion by limiting potentially harmful water extractions and ensuring recharge occurs to the maximum extent practical and technically feasible.

POLICY 3.1.1.

Water conservation measures shall be maintained in the plumbing codes (e.g., require new construction to install water conserving plumbing fixtures) and shall be updated as the technology becomes available.

POLICY 3.1.2.

The City shall continue to deliver effluent for reuse as a component of its effluent disposal program to the maximum extent possible. This shall include “dry-line” requirements for new developments.

POLICY 3.1.3.

The City shall obtain water through interconnections with adjacent utility systems.

POLICY 3.1.4.

Potable water withdrawal from areas east of the County buffer zone shall be pumped at an appropriate volume and rate to avoid both saltwater intrusion and decreased aquifer levels. These actions shall be consistent with the City’s approved wellfield operating plan.

OBJECTIVE 3.2. INTERGOVERNMENTAL COORDINATION

Coordinate with Federal, State, regional, and other local agencies to develop intergovernmental responses to groundwater problems.

POLICY 3.2.1.

The City shall maintain and periodically review potable water supply wellfield protection standards, by designing land use controls that provide long-term protection from contamination, and by establishing criteria for regulations to ensure proper handling, utilization, storage, and

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

disposal of chemicals, fuels, and other hazardous materials within the City, to avoid groundwater contamination.

POLICY 3.2.2.

The City shall maintain formal lines of communication with Federal, State, and local agencies so that the City Police and Fire Departments can be prepared when hazardous materials are transported through the City.

POLICY 3.2.3.

On a continuous basis, the City's Engineering Division shall revise its estimates of safe yield for the Volusia-Floridan Sole Source Aquifer.

OBJECTIVE 3.3. AQUIFER PROTECTION

Excavation projects shall not harm the Volusia-Floridan Sole Source Aquifer.

POLICY 3.3.1.

The City shall prohibit removal of the confining layer of material separating the bottom of borrow pits from the top of the Volusia-Floridan Sole Source Aquifer.

OBJECTIVE 3.4. GROUNDWATER CONTAMINATION

The City shall act to prevent groundwater contamination and to ensure that any contamination will be quickly detected and subjected to a swift and effective response.

POLICY 3.4.1.

On a continuous basis, the City shall maintain its extensive water quality testing program at and near the City landfill in order to monitor groundwater quality parameters.

POLICY 3.4.2.

The City shall maintain and periodically review the provisions of the Land Development Code concerning abandoned gasoline tanks, to comply with applicable State and County regulations.

POLICY 3.4.3.

Groundwater resources shall be protected from leaking underground storage tanks by the utilization of state-of-the-art leak prevention technology (such as double-walled storage tanks).

OBJECTIVE 3.5. DEVELOPMENT

All requests for development shall be reviewed to ensure that potential impacts of the proposed development activity do not degrade the quantity and quality of groundwater resources.

POLICY 3.5.1.

Depending upon site locations and intensity of development, applicants for development may be required to provide the City with sufficient information for review of the potential impact on the groundwater resources of the City and region.

POLICY 3.5.2.

The City shall continue to require such information which shall include, but not be limited to, site hydrology, geology, geologic maps, surficial aquifer characteristics, confining unit definitions, water table contour map, direction and rate of groundwater flow, maximum/minimum recorded water table elevations, aquifer relationship to local geology, location of local discharge features, background water quality, suitability for irrigation and wastewater reuse, Volusia-Floridan Sole Source Aquifer characteristics, and potentiometric surface map.

POLICY 3.5.3.

Development within the zone of influence of wellfields shall be regulated and permitted to ensure no degradation of the quality and quantity of groundwater.

POLICY 3.5.4.

Fuel dispensing and storage facilities shall be prohibited within the zone of influence of any wellhead and wellfield.

POLICY 3.5.5.

To the maximum extent possible, the City shall encourage irrigation water to be furnished from community suppliers such as a City or neighborhood reuse system; and the City should discourage the use of individual non-potable wells.

POLICY 3.5.6.

The Volusia-Floridan Sole Source Aquifer should not be used to meet non-potable irrigation needs.

POLICY 3.5.7.

Individual well pumpage rates shall be matched to site specific hydrological characteristics in order to avoid excessive groundwater drawdowns in the Floridan Aquifer.

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POLICY 3.5.8.

The use of air/water heat pumps shall be consistent with the requirements of the Land Development Code.

GOAL 4. POTABLE WATER

THE CITY SHALL PROVIDE AN ADEQUATE QUANTITY AND QUALITY OF POTABLE WATER TO ACCOMMODATE EXISTING AND FUTURE DEMANDS WITHOUT HARMING GROUNDWATER RESOURCES.

OBJECTIVE 4.1. POTABLE WATER SERVICES

Provision of potable water services shall be extended where needed, economically feasible, and environmentally acceptable.

POLICY 4.1.1.

The City shall provide potable water service to existing or platted subdivisions throughout its service area.

POLICY 4.1.2.

The availability of groundwater supplies which may effectively be extracted, treated, and delivered in a cost-effective manner shall be a contingency for development approval.

OBJECTIVE 4.2. INTERGOVERNMENTAL COORDINATION

The City shall cooperate and coordinate the provision of water supplies with State, regional, and local governments.

POLICY 4.2.1.

The City shall cooperate with Volusia County through County grants or County established assessment districts to retrofit subdivisions approved by the County that were developed with individual wells, and are in need of central water service.

POLICY 4.2.2.

The City shall maintain a combined and connected series of finished water interconnects with adjoining utilities' water systems.

POLICY 4.2.3.

The City shall continue to cooperate with the St. Johns River Water Management District in dealing with water shortages and enforcing water use restrictions. Implementation of this policy shall include the following:

- a. Interpret District procedures associated with declaring and rescinding a water shortage;

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

- b. Designate one or more persons to be a liaison with the District concerning water shortage related matters and the enforcement of District water use restrictions;
- c. Amend its ordinance, as needed, to facilitate local enforcement of District water use restrictions;

OBJECTIVE 4.3. WATER CONSERVATION

In order to maintain adequate potable water supplies to meet public health, safety, and welfare needs and minimize adverse economic, social, and environmental impacts, the City shall encourage and require water conservation.

POLICY 4.3.1.

The City shall continue to participate in Local, District, State, and Federal public awareness programs to inform the public of the benefits of reducing water usage.

POLICY 4.3.2.

The City shall discourage the over-watering of lawns and other landscaping plants, particularly when automatically timed sprinkler systems are used. The City shall require the use of “rain sensors” as required by Florida Statutes.

POLICY 4.3.3.

The City shall continue to prohibit the sprinkling of lawns during hours of high evaporation potential.

POLICY 4.3.4.

Water reuse or water reclamation programs shall be used to reduce groundwater and surface water withdrawals for water use applications which do not require potable water. This requirement includes dry-lines for reclaimed water in new developments and the use of stormwater as a reclaimed water augmentation source, where feasible.

POLICY 4.3.5.

The City shall encourage the implementation of a combined effluent reuse system, with adjacent utility providers, including Holly Hill, Daytona Beach and Volusia County.

GOAL 5. VEGETATION

THE CITY SHALL PROVIDE FOR THE PROTECTION, ENHANCEMENT, AND MANAGEMENT OF SIGNIFICANT NATURAL VEGETATIVE COMMUNITIES IN ORDER TO MAINTAIN THEIR ECOLOGICAL, AESTHETIC, ECONOMIC AND RECREATIONAL VALUES.

OBJECTIVE 5.1. ECOLOGICAL COMMUNITIES

The City shall maintain and periodically review standards and programs that maintain upland ecological communities to the maximum extent feasible within the City.

POLICY 5.1.1.

An inventory of natural vegetative communities shall be provided by the applicant for all development proposals requiring site plan or plat approval. The applicant shall provide a plan for protection of species which are designated by either State or Federal agencies as endangered, threatened, or of special concern.

POLICY 5.1.2.

The City shall maintain, refine, and expand its FLUCCS inventory and make such information available to land developers.

POLICY 5.1.3.

Ecologically viable portions of natural upland plant communities including, but not limited to, rare or endangered ecosystems within proposed urban development sites, should be preserved and maintained in their original state, to the greatest extent practicable.

POLICY 5.1.4.

The City shall maintain and periodically review provisions in the Land Development Code to preserve the upland buffers of native vegetation; significant habitat area (including wildlife corridors); scenic vistas; areas where native vegetation is important to impede erosion, and other areas where the public interest is best served by preserving native vegetation.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.1.5.

The City shall maintain and periodically review standards that preserve the present forested tree cover to the maximum extent practical.

POLICY 5.1.6.

The City shall preserve designated canopy roads and Greenbelts as implemented by the Land Development Code.

POLICY 5.1.7.

The City shall minimize the clearing of trees for rights-of-way, to protect existing habitats as implemented by the Land Development Code.

POLICY 5.1.8.

Significant mesic or xeric communities shall not be disturbed or affected by water detention, retention, or reuse activities or structures as implemented by the Land Development Code.

OBJECTIVE 5.2. HABITAT AND DEVELOPMENT

Balance the combination of aesthetic, ecological, recreational and utilitarian qualities of the land for the long-term public interest.

POLICY 5.2.1.

Require habitat corridors and buffers of sufficient length and width to protect the long-term viability of significant habitat areas, for designated plant and animal species.

POLICY 5.2.2.

The development plan review process shall consider the overall impact of a project on adjoining ecosystems.

POLICY 5.2.3.

Require property owners to protect wetland systems in accordance with the criteria and standards for each wetland classification as noted under Objective 5.4 of this Element and in the City Wetlands Protection section of the Land Development Code, Chapter 3, Article II.

POLICY 5.2.4.

In cooperation with adjacent governmental entities, ensure the survival of significant habitat areas, habitat corridors and specimen trees.

POLICY 5.2.5.

Work with adjacent governmental entities to ensure that planned wildlife corridors are contiguous and provide for unimpeded movement of wildlife.

POLICY 5.2.6.

Manage undeveloped City-owned lands for the long-term public interest, doing so in a manner by which the City sets an example for private development to follow. For example, the City should follow Ecosystems Management Practices as defined by the Department of Environmental Protection when applicable.

POLICY 5.2.7.

Development may incorporate isolated wetlands into effective stormwater management systems, provided that the stormwater runoff is treated prior to entering any wetland system, so that the wetland is used for nutrient and volume attenuation.

POLICY 5.2.8.

Make land use decisions in conjunction with the carrying capacity of the land and its ecosystems.

POLICY 5.2.9.

On a continuous basis, the City shall study and upgrade as necessary its buffer width requirements for projects abutting waterways and wetlands.

POLICY 5.2.10.

On a continuous basis, the City shall coordinate and cooperate with contiguous governmental entities to protect environmentally sensitive vegetative habitats which extend into contiguous jurisdictions.

POLICY 5.2.11.

The area of land disturbed by development shall be as small as practicable. Those areas which are not to be disturbed shall be protected by an adequate barrier from construction activity. Whenever possible, natural vegetation shall be retained and protected.

POLICY 5.2.12.

Land that has been cleared for development and upon which construction has not commenced shall be protected from erosion by appropriate techniques designed to revegetate the area.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.2.13.

Wherever feasible, site design shall accommodate any designated plant species with protected status which are in the path of development; where this is not feasible, these plants will be relocated to protected sites having appropriate growing conditions, whenever possible.

POLICY 5.2.14.

To preserve wetlands, the lateral distance of groundwater drawdown influence shall not adversely affect protected wetlands or their functions. The applicant shall demonstrate to the City Engineer through a series of borings or field permeability tests that the subsurface, groundwater, and permeability conditions shall not receive a significant negative impact. The applicant shall provide a calculation of the maximum horizontal or vertical drawdown that can be anticipated beyond the maximum perimeters of any borrow pit, detention, or retention area.

POLICY 5.2.15.

The City of Ormond Beach shall cooperate with Volusia County in the development of an interpretive/educational signage program along the Ormond Scenic Loop & Trail. The program shall include a requirement for signage and information that highlight the flora, fauna, land forms, water bodies and historical/archeological resources allocated along the corridor.

POLICY 5.2.16.

The City and Volusia County, in conjunction with the Ormond Scenic Loop & Trail Corridor Management Entity shall develop and implement a plan for safe, public parking to allow the safe enjoyment of the natural and scenic resources.

OBJECTIVE 5.3. NATIVE LANDSCAPING

The City shall promote the use of native drought-resistant vegetation in landscaping. The maximum amount of protection possible shall be provided for existing trees and other vegetation in order to assist in the control of flooding, soil erosion, dust, heat, air, and noise pollution and to improve the appearance, environmental character, and value of the total urban area and to protect nearby properties.

POLICY 5.3.1.

The City shall continue to promote and encourage xeriscape design concepts for landscaping single-family homes by providing builders, landscape designers, homeowners, and the general public with informational brochures describing xeriscape.

POLICY 5.3.2.

The City shall require that at least 50% of the landscape vegetation used on a project reviewed by the Site Plan Review Committee be comprised of drought resistant native vegetation in harmony with site specific conditions.

POLICY 5.3.3.

Vegetation on new City landscaping projects shall be comprised of at least 50% native drought resistant vegetation.

POLICY 5.3.4.

All new development and expansions of existing development, except for single-family homes in an existing subdivision, shall provide for the protection of native vegetation on the site. Existing developments should utilize native plants in common areas (entranceways, pavilions) in instances where replanting or relandscaping becomes necessary.

POLICY 5.3.5.

Native vegetation shall be used to the maximum extent possible to meet landscaping and open space requirements.

POLICY 5.3.6.

Exotic plant species, as listed as exempt species in Chapter 3, Article II of the Land Development Code, shall be removed from development sites during the time of construction.

POLICY 5.3.7.

Development shall preserve fifty (50%) percent of ecologically viable portions of natural upland plant communities, including rare or endangered ecosystems, present on-site.

OBJECTIVE 5.4. WETLAND PRESERVATION

Wetland areas within the City shall be preserved in accordance with a City that incorporates the need for wetlands preservation; directs incompatible uses away from wetland areas; promotes economic development that creates long-term jobs by establishing a means to allow wetland impacts for industrial land uses in platted industrial parks; inventories existing wetlands within the City; sets performance criteria to maintain wetland functions; establishes transition zones; and establishes land use policies for transition zones; and establishes standards for mitigation based on a policy of no-net-loss of wetland functions as a last resort.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.4.1.

It is the policy of the City to require proper planning to avoid or minimize damage to wetlands; to require that activities not dependent upon a wetland location be located at upland sites; to allow wetland losses only where all practicable measures have been applied; to reduce those losses that are unavoidable and in the public interest; to require silviculture to comply with all requirements; to provide for mitigation in the form of wetland restoration, wetland creation or upland preservation; to offset further losses; to promote economic development that creates long-term, value added jobs by allowing wetland impacts in excess of minimum requirements under certain conditions for commercial, industrial, and office/professional land uses, subject to applicable county, state and federal wetland regulations; and to provide for the protection of wetlands under the City's land development regulations to be adopted and implemented consistent with Section 163.3202, F.S.

POLICY 5.4.2.

Land use planning and site design shall support development patterns which minimize the impact of development on wetland communities. As a result of development, there shall be no net loss of wetlands functions or values, nor shall wetlands functions and values be degraded.

POLICY 5.4.3.

All development shall comply with wetland protection requirements of all Federal, State, and regional agencies.

POLICY 5.4.4.

The City shall require a wetland permit for any development that proposes to alter a wetland system and the permit shall clearly show the proposed alteration and mitigation. A Wetland Management Plan shall be required for all development that may adversely affect wetland systems and the requirements shall be contained in the Land Development Code.

POLICY 5.4.5.

No activities in or affecting wetlands shall destroy natural wetland functions important, unless otherwise mitigated, to the general welfare by:

- a. Decreasing breeding, spawning, nesting, wintering, feeding, or other critical habitat for fish and wildlife, including rare, threatened and endangered plant and animal species, commercially and recreationally important fish and wildlife and species of special concern;
- b. Interfering with the natural exchange of nutrients needed by fish and other forms of wildlife;
- c. Reducing groundwater recharge;
- d. Destroying sites needed for educational and scientific research.

POLICY 5.4.6.

The City shall continue to require and enforce the provision and maintenance of adequate and undisturbed upland buffers of native vegetation adjacent to the Halifax River, the Tomoka River, and all of their associated tributaries and wetlands.

A minimum shoreline requirement shall be applied for all new development to protect wildlife and marine life habitat areas and the adjacent surface water quality. The minimum shoreline setbacks shall be as follows:

- a. Tomoka River and the Little Tomoka River: A minimum of 120 feet from the mean high water mark or 50 feet from the upland/wetland interface line, whichever is greater. The minimum setback may be reduced where a planned overlay district is approved for sites where a bluff of ten feet (10') above the mean high water mark exists along the river.
- b. Halifax River: A minimum of 30 feet from the mean high water line or upland/wetland interface, or as stipulated by a specific zoning district rear yard setback contained in the Land Development Code, whichever is greater. The minimum setback may be reduced where a planned overlay district is approved for sites where a bluff of ten (10') feet above the mean high water mark exists along the river.
- c. Mosquito Control Ditches; Strickland, Dodson, and Thompson Creeks; and Misner's and Groover Branches: A minimum of 60 feet from the mean high water mark or 50' from the upland/wetland interface line, whichever is greater.
- d. For those waterways listed under "c" above, the shoreline and wetland setback may be adjusted downward on a case-by-case basis, to be no less than 30 feet from the mean high water mark or no less than 25 feet from the upland/wetland interface, whichever is greater. A request for a reduction may be considered, provided that the associated wetland and upland buffer areas are predominantly herbaceous in nature, and the functioning values of the wetland and upland buffer areas are poor for such factors as wetland wildlife quality, and quantity, and sediment and turbidity control and surface water runoff control. A determination to allow a reduction in the buffer width shall be based on a finding of conformance to all of the following criteria as conducted through the development review process:
 1. The developable portion of the property is less than 150 feet deep for existing lots of record, as of the date of adoption of the Comprehensive Plan.
 2. The proposed development shall be connected to a central water and sewer system.
 3. The proposed development shall not adversely impact the hydroperiod and other functioning values of the adjacent wetland as determined by review of a Wetlands Management Plan, which is required to be submitted under the Wetlands Protection Ordinance.
 4. The proposed development shall provide one-to-one mitigation for reduction in standard, by enhancing the functioning values of the on-site upland and wetland buffer areas.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.4.7.

The City shall maintain Land Development Code regulations consistent with the minimum standards for wetland protection as approved by Volusia County. These standards address the identification of wetlands, mitigation requirements to ensure that there is no net loss of wetlands within the City limits, and a minimum 25 foot wide buffer upland and adjacent to wetlands requirements.

POLICY 5.4.8.

All new development shall submit to the City a description of all watercourses, water bodies and wetlands on or adjacent to the site or into which surface waters flow. Information regarding their water quality and the current water quality classification, if any, given them by the Florida Department of Environmental Regulation, Army Corps of Engineers, St. Johns River Water Management District, and the Florida Department of Environmental Protection shall be included.

POLICY 5.4.9.

No development shall be approved unless it satisfies the provisions of the City's Land Development Code and the SJRWMD rules for Management and Storage of Surface Waters (MSSW), Chapter 40C-4, F.A.C.

POLICY 5.4.10.

The City will protect wetland systems through public acquisition or purchase of development rights, environmental conservation easements, cluster zoning, land banking and mitigation.

POLICY 5.4.11.

The City shall encourage the incorporation of isolated wetlands into stormwater management systems as detention facilities to avoid the filling and excavating of wetlands. Whenever isolated wetlands are used for stormwater detention, hydroperiods and stage elevations shall be designed to maintain the existing natural wetlands community, except where permitting agencies agree that the imposition of conditions which favor a different plant community is more desirable for the purpose of providing habitat, improving water quality or enhancing other wetland values. In order to maintain the long-term viability of isolated wetlands used for retention, stormwater shall be treated to meet the general water quality criteria of c.62, F.A.C., prior to its discharge in isolated wetlands.

POLICY 5.4.12.

The City shall continue to investigate methods to safely utilize wetlands to further treat treated wastewater as an alternative to discharging effluent into the surface waters of the City.

POLICY 5.4.13.

Any drainage that occurs adjacent to a wetland will be separated by an adequate buffer, liner or other means to avoid changes in the wetland's hydroperiod.

POLICY 5.4.14.

Biological monitoring activities, including shallow groundwater levels, shall be undertaken by the developer at various locations for the purpose of evaluating wetland biological productivity and condition.

POLICY 5.4.15.

The applicant shall take positive steps to correct or mitigate any unnecessary degradation of water or wetland quality caused by site development as determined by St. Johns River Water Management District, the Florida Department of Environmental Protection, the Army Corps of Engineers, or the City.

POLICY 5.4.16.

Roadway designs in or near wetland areas will provide for the capture and diversion of stormwater runoff from roadway surfaces in wetland areas to upland stormwater retention/detention ponds for treatment prior to discharge into receiving water bodies.

POLICY 5.4.17.

On-site wastewater treatment systems shall not be allowed within 75 feet landward of the upland/wetland interface or the 100-year floodplain boundary or within 120 feet of the shoreline edge, whichever is more restrictive.

POLICY 5.4.18.

No wells shall be allowed to be constructed in wetlands.

POLICY 5.4.19.

Where artificially constructed lakes adjoin or are within 100 feet of a wetland, design elevations of such lakes will be controlled to maintain or recreate historic water levels and hydroperiods of the adjacent or nearby wetland system. Under no circumstances shall the lakes be allowed to draw down the water table within 300 feet of a wetland.

POLICY 5.4.20.

The City shall prohibit construction projects utilizing any dewatering process from discharging into a designated wetlands area.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.4.21.

Limit the extensive utilization of fill material in uplands, if its utilization results in extensive or significant wetland alteration.

POLICY 5.4.22.

Wetlands shall not be used as primary sediment traps during development. No grading, cutting or filling shall be commenced until erosion and sedimentation control devices have been installed between the disturbed area and the wetlands.

POLICY 5.4.23.

The City shall prohibit direct discharge of stormwater into wetland areas.

POLICY 5.4.24.

The minimum distance between the edge of each stormwater retention/detention pond and adjacent wetlands shall be 300 feet, unless the St. Johns River Water Management District and/or the City accepts tests, calculations or other information furnished by the applicant through the permitting process which clearly demonstrates that deviation from the 300 feet distance would not degrade the wetlands in any way.

POLICY 5.4.25.

Although the use of wetlands for storing and purifying water is encouraged, care must be taken not to overload their capacity, thereby harming the wetlands and transitional vegetation. Wetlands should not be damaged by the construction of detention ponds.

POLICY 5.4.26.

Retention and detention ponds shall be used to retain and detain the increased and accelerated runoff which the development generates. Water shall be released from detention ponds into wetlands at a rate and in a manner approximating the natural flow which would have occurred before development.

POLICY 5.4.27.

Agricultural drainage ditches and mosquito control ditches that adversely affect the hydroperiod of natural wetland systems shall be prohibited.

POLICY 5.4.28.

Proposed activities which would destroy or degrade the function of wetlands shall not be permitted except where such activities are not contrary to the public interest and where there is no practical alternative which reduces or avoids impacts to wetlands. Unavoidable losses of

viable wetlands should be mitigated through the demonstrably successful restoration, creation or (where no other alternative is feasible) preservation of wetlands.

POLICY 5.4.29.

The purpose of mitigation is to offset unavoidable environmental impacts. Mitigation plans should consider the function of existing natural resources and provide comparable functions after mitigation is completed. Mitigation plans should maximize the preservation of existing natural resources. The mitigation plans shall consider the following methods, in order of priority in which they should be utilized:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action;
- b. Minimizing impacts by limiting the degree or magnitude of the action or its implementation;
- c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- e. Compensating for the impact by replacing or providing substitute resources or environments through creation of new wetlands, enhancement of existing wetlands or re-establishment of wetlands or significant upland areas which are no longer functioning due to significant alteration in the past.

POLICY 5.4.30.

Where all or part of a wetland is destroyed or substantially altered by development, an acceptable mitigation plan shall include at least:

- a. Compensatory wetland mitigation ratios shall be consistent with the ratio established for each wetland classification. Wetland-to-wetland compensation should be like kind replacement, i.e., saltwater system for saltwater system, freshwater for freshwater where practicable;
- b. Specific design requirements based upon conditions of the site and the type of wetland to be treated or restored;
- c. Periodic monitoring to remove exotic or nuisance vegetation;
- d. Monitoring and replacement to assure a survival rate of 80% wetland vegetation for a minimum of three (3) years; and
- e. An upland habitat as an adjacent buffer on mitigated sites.

POLICY 5.4.31.

An acceptable mitigation plan shall be reasonably and technically feasible. Mitigation through restoration of other degraded wetlands or preservation of significant upland areas is preferred over wetland creation.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.4.32.

Mitigation shall take place as follows (ranked in preference): (1) on site or (2) in close proximity and within the same drainage basin or (3) an approved mitigation bank.

POLICY 5.4.33.

A mitigation plan approved by a Federal, State or regional agency shall be presumed to be acceptable provided, however, if no such mitigation plan is required by the approved permit from the Federal, State, or regional agency, then the local government may at its option adopt a mitigation plan in compliance with this section.

POLICY 5.4.34.

An applicant who carries out a compensatory mitigation plan shall at least grant to the City a conservation easement on the newly created or restored wetland and buffer or preserved significant upland area to protect it from future development. A legal mechanism which protects the area in perpetuity other than a conservation easement may be deemed appropriate on a case by case basis to carry out the purpose of the subsection.

POLICY 5.4.35.

The City shall utilize the Uniform Mitigation Assessment Method (UMAM), pursuant to Section 62-345, F.A.C., to determine the amount of mitigation needed to offset a wetland impact.

GOAL 6. FISH AND WILDLIFE

MAINTAIN, PROTECT, PRESERVE, OR INCREASE EXISTING NATIVE FISH AND WILDLIFE SPECIES IN TERMS OF OVERALL POPULATION AND DIVERSITY.

OBJECTIVE 6.1. CONSERVATION

The City and any development activity shall ensure that viable sized tracts of unique and significant natural habitat areas and wildlife corridors are preserved and protected with adequate buffers of native vegetation and an effective management plan in order to minimize the adverse effect of development or recreation activity on fish and wildlife. Fisheries, fishes, wildlife, and wildlife or marine life habitats shall be conserved, appropriately used, and protected, particularly those which are threatened, endangered, or of special concern.

POLICY 6.1.1.

The City shall maintain the provisions of the Land Development Code that incorporate 1) the creation of viable wildlife habitats and corridors and 2) the preservation of sustainable vegetative mosaics of significant native faunal and floral habitat and wildlife corridors into the development review process to ensure that natural habitat areas are protected to the maximum extent feasible on both site-specific and macro levels from the cumulative effects of growth and development.

POLICY 6.1.2.

If it is presumed that a designated species may be present on the basis of general characteristics including the number and types of plant communities, the linear amount of “edge” such as the boundaries between woods and grasslands, the presence of water, and the presence of movement corridors between habitat areas, the City shall require applicants for development to assess the impact of development on designated species. Designated species shall include those classified, by either the Florida Game and Freshwater Fish Commission or the U.S. Fish and Wildlife Service, as endangered, threatened, or species of special concern, or those species actively being considered for designation. When estimating the impact of proposed development, the applicant may be required to conduct an inventory of existing wildlife and vegetation on the site.

POLICY 6.1.3.

No more than 20% of the habitat area for designated species may be disturbed, whether cleared, filled or otherwise altered. Any development which disturbs designated species habitat areas shall prepare a workable management plan for those affected species. Such management plan shall be reviewed and approved by the respective State agencies.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 6.1.4.

The City shall monitor and review development and recreation activities, in conjunction with other agencies, along the Tomoka River and its tributaries to identify the impacts that development and recreation have on fish and wildlife within the rivers' and creeks' riparian wildlife corridor.

POLICY 6.1.5.

In order to maintain the biological integrity of the riparian wildlife corridor associated with the Tomoka River and its tributaries, the City shall continue to ensure that the width of the corridor does not diminish below present levels by preserving all connected wetland areas and requiring upland and shoreline buffers.

POLICY 6.1.6.

The City shall coordinate with the St. John's River Water Management District (SJRWMD) to inventory and analyze the extent of wildlife and make recommendations to maintain or prevent the significant decline of wildlife diversity in SJRWMD designated Riparian Habitat Protection Zones.

POLICY 6.1.7.

The City shall maintain in the development review process the review and consideration of the cumulative and macro level impacts upon native faunal and floral species, their habitats, and wildlife corridors.

POLICY 6.1.8.

The City shall cooperate with local, State, regional and Federal agencies as needed to update inventory and analysis of the quantity and quality of existing aquatic and terrestrial habitat and movement corridors.

POLICY 6.1.9.

The City will enforce riparian wildlife corridor standards to prevent the diminishing of wildlife diversity beyond the baseline diversity similar to but not less than six-hundred (600') foot St. John's River Water Management District (SJRWMD) Tomoka River Riparian Habitat Protection Zone.

POLICY 6.1.10.

On a continuous basis, the City shall update its Land Development Code to incorporate the most recent information and to best ensure protection of sea turtles.

POLICY 6.1.11.

The City shall prohibit the release of balloons into the atmosphere, except for balloons associated with educational, scientific, or transportation purposes.

POLICY 6.1.12.

The City shall maintain standards, within the land development regulations for identification and preservation of floral and faunal habitats and wildlife corridors.

POLICY 6.1.13.

Site development related activities shall not result in the harming, pursuit, or harassment of wildlife species classified as endangered, threatened or a species of special concern by either the State or Federal governments in contravention of applicable State or Federal laws. Should such species be determined to be residing on, or be otherwise significantly dependent upon the project site, the developer shall cease all activities which might negatively affect that individual or population and immediately notify the Florida Game and Freshwater Fish Commission or Florida Department of Environmental Protection, the United States Fish and Wildlife Service, and the City. Proper protection and habitat management, to the satisfaction of all agencies, shall be provided by the developer.

POLICY 6.1.14.

To minimize dependency on groundwater for irrigation and to prompt retention of wildlife habitat, native vegetation shall be utilized in landscaping to maximum extent practicable.

POLICY 6.1.15.

The City shall ensure that protected and designated environmental system corridors remain intact even after annexation.

POLICY 6.1.16.

If a habitat mitigation plan is required by an agency, the City shall ensure that the applicant provides for on-site direct supervision during the construction process and any post-construction modifications. Permit conditions of other agencies shall be submitted to the City and enforced.

POLICY 6.1.17.

The City shall encourage the Volusia Council of Governments to maintain a clearinghouse for environmental and natural resource studies and recommendations by both public and private organizations.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 6.1.18.

Marinas shall not be permitted in areas which are determined to be critical to the survival of the manatee. This includes the Tomoka River, Thompson Creek, Strickland Creek, and Dodson Creek. In addition, construction of new or the expansion of existing boat facilities in these areas shall be consistent with the Manatee Protection Plan for Volusia County dated August 23, 2005 (adopted by Volusia County on September 8, 2005) and the requirements of the City of Ormond Beach Land Development Code, whichever is more restrictive.

POLICY 6.1.19.

Where a site is found to be inhabited by a gopher tortoise population that meets or exceeds the Florida Game and Freshwater Fish Commission's threshold of "significant" gopher tortoise habitat or which comprises part of a gopher tortoise population that may, in the aggregate, meet or exceed this threshold, the property owner shall protect such habitat areas through the use of conservation easements, deed restrictions, or common open space areas. As an alternative, gopher tortoises may be relocated only in conformance with an approved gopher tortoise relocation plan.

POLICY 6.1.20.

Any bridge or road crossings over water bodies and/or wetlands shall be designed and constructed to minimize the right-of-way width, minimize overstory removal, and provide adequate space under the span of road to accommodate large wildlife movement and shall not impede anticipated water flows.

POLICY 6.1.21.

Land development proposals shall be reviewed to protect the natural functions of ecologically viable wildlife, fisheries and marine habitats. Applicants for development shall prepare a suitable alternative management plan, as per Policy 6.1.2, when local, State, or Federally listed vegetative, wildlife and marine species occur within project boundaries.

POLICY 6.1.22.

The City shall maintain development review standards for projects which impact habitats of endangered and threatened species or species of special concern. The type and occurrence of such habitats shall be as determined by the City, the County or the appropriate Federal (USFWS) and State (FGWFC, FDEP, ECFRPC) agencies. These review standards shall address at minimum:

- a. Proper siting of development structures and infrastructure, including clustering of dwelling units or buildings away from such habitats;
- b. Management plans which protect fish and wildlife designated as endangered, threatened or species of special concern;

- c. Mitigation plans for such habitat which is unavoidably altered;
- d. Restrictions on the use of such habitats to those which are found to be compatible with the requirements of wildlife species which are threatened, endangered, or of special concern.

POLICY 6.1.23.

The City shall establish management plans for specific endangered and otherwise designated species. At minimum, these plans shall:

- a. Provide for the coordination of Federal, State, local, and private activities involving protection of the particular species;
- b. Establish public education programs;
- c. Provide for the minimization of activities which directly or indirectly adversely impact the particular species listed above; and
- d. Establish standards for habitat protection, and/or relocation of species, where appropriate.

POLICY 6.1.24.

The City shall establish and maintain programs to reduce, and eliminate, where possible, pollution activities which adversely impact endangered species, including illegal dumping of solid and hazardous waste, littering near open water bodies, and the outdoor release of balloons.

POLICY 6.1.25.

Marine, brackish, and freshwater habitats necessary for the continued ecological stability of fisheries and water-dependent wildlife shall be identified and protected through, at minimum, coordination with the Florida Game and Freshwater Fish Commission, Florida Department of Environmental Protection, and other governmental agencies as appropriate.

POLICY 6.1.26.

The City shall continue to ensure the protection of manatees by, at minimum: supporting the Tomoka River Manatee Sanctuary; supporting the regulation and enforcement of boat speeds; regulating safety and water sport activities; utilizing the boat facility siting plan in Phase II of the Manatee Protection Plan for Volusia County dated August 23, 2005; monitoring and ensuring the proper maintenance of extensive signage denoting manatee habitat and associated boat speed zone; requiring mitigation through contributions to the Manatee Conservation Fund; and ensuring the distribution of educational materials about manatees and their protection at boat launch and marina facilities. All manatee protection measures shall be consistent with the Manatee Protection Plan for Volusia County dated August 23, 2005 (adopted by Volusia County on September 8, 2005).

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 6.1.27.

Land use activities adjacent to the following areas:

- Open space/conservation areas and recreation/open space areas designated in the Future Land Use and Recreation/Open Space Elements;
- Tomoka Marsh Aquatic Preserve;
- Tomoka River Manatee Sanctuary;
- Tomoka River OFW;
- Tomoka State Park; and
- Wetlands,

shall be limited to non-intensive uses such as Environmental Systems Corridors, Agriculture, rural, or low density residential and office/professional or neighborhood commercial. All proposed land use activities must ensure that such activities will not degrade the natural physical, biological, aesthetic, or recreational functions of such lands and shall provide for the preservation and protection of such areas in accordance with the appropriate standards including, but not limited to, setback requirements, buffers, wetland and floodplain policies.

POLICY 6.1.28.

Planning and approval of development projects shall avoid adverse impacts to species listed as endangered, threatened or species of special concern to the greatest extent practicable. Where suitable habitat on a project site is utilized by a listed species, a management plan designed to minimize harm to the species and its habitat should be prepared by the developer and adherence to the plan made a condition of development approval. Management plans shall be reviewed and approved by the appropriate State agency (FGFWFC or FDEP) and the U.S. Fish & Wildlife Service prior to their approval by the City.

POLICY 6.1.29.

The City shall support the protection of critical habitat for endangered and threatened species to the maximum extent feasible. "Critical habitat" shall include those habitat types, or specific geographical locations, which are designated as such by the USFWS, NMFS, FGFWFC, FDEP, FDACS, or the RPC.

GOAL 7. USES OF NATURAL RESOURCES

THE CITY SHALL PROVIDE FOR THE PROTECTION AND SENSITIVE USE OF NATURAL RESOURCES THROUGH DEVELOPMENT REGULATIONS AND PUBLIC PROGRAMS.

OBJECTIVE 7.1. LAND ACQUISITION

The City shall support the acquisition of unique or environmentally significant properties for public conservation reservations and maintain its proposed level-of-service for passive parks.

POLICY 7.1.1.

Upon adoption of the Comprehensive Plan, the City shall require developments along the Tomoka River and its tributaries with individual properties of five acres or larger to include all wetlands in a conservation easement to the City. The easement shall not prohibit the construction of an elevated wooded catwalk to the waterway, provided the construction is done in the most environmentally sound manner. Developments, when property along a waterway or wetland is divided into tracts of less than 5 acres, shall put those wetlands in either public or semipublic (e.g., homeowner's association) control; properties with multiple riparian ownership of less than 5 acres which are under homeowner association control shall grant a conservation easement to the City. For lots of less than 5 acres, if part of a subdivision project, only one community dock shall be allowed.

POLICY 7.1.2.

On a continuous basis, the City shall consider acquisition of vacant lands abutting the Tomoka River, its tributaries, Dodson Creek and the Halifax River.

POLICY 7.1.3.

The City shall, in coordination with local and State agencies, participate in a strategy to acquire environmentally sensitive lands.

OBJECTIVE 7.2 IMPACT ASSESSMENT

All development activities shall properly assess impacts on the environment and provide an effective mitigation plan as required.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 7.2.1.

The City shall require Environmental Assessment Reports for all planned unit developments, subdivisions, and other development that must comply with the special requirements of the residential suburban zoning district and that must prepare a water management plan in accordance with the provisions of the Land Development Code.

OBJECTIVE 7.3. SUSTAINABILITY

Promote energy conservation techniques such as the use of alternative and renewable energy sources thereby increasing energy efficiency.

POLICY 7.3.1

Encourage the production and use of energy generated from renewable resources.

POLICY 7.3.3

The built environment and urban design should maximize natural areas and assets and incorporate Florida Friendly landscaping to reduce energy and water consumption.

POLICY 7.3.4

Create, protect and manage systems of green infrastructure (i.e., urban forests, parks and open spaces, green roofs, natural drainage systems).

POLICY 7.3.5

Protect and enhance green spaces to provide natural carbon sinks in soils, vegetation, and streambeds to mitigate carbon emissions.

POLICY 7.3.6

Encourage site design techniques that restore natural “green infrastructure” (i.e., urban forests, parks and open spaces, natural drainage systems) instead of relying solely on engineered systems that require higher energy and carbon inputs.

GOAL 8. AIR QUALITY

MAINTAIN THE PRESENT HIGH LEVEL OF AIR QUALITY FOR HUMAN HEALTH, SAFETY, AND WELFARE, AND PROTECTION OF THE NATURAL ENVIRONMENT.

OBJECTIVE 8.1. STANDARDS

Prevent the degradation of the City's air quality below baseline standards.

POLICY 8.1.1.

No industrial or commercial business which emits air pollutants which would degrade the City's ambient air quality will be permitted unless it can be proven to the City that all available pollution control devices and practices will be installed as a part of the development upon occupancy.

POLICY 8.1.2.

The City shall encourage alternative modes of transportation by promoting the use of bicycles by building more bike lanes, bike paths, and bike racks, and requiring more improved pedestrian sidewalks.

POLICY 8.1.3.

The City shall support, by Resolution, an inspection program by the Police Department to identify vehicles which fail to meet pollution control standards as mandated by Florida Statutes.

POLICY 8.1.4.

New facilities housing the young, the elderly or the handicapped shall be prohibited from locating near point air pollution sources and vice versa. Playgrounds and active recreation areas shall also be located a safe distance from these sources.

POLICY 8.1.5.

Construction, excavation, and land clearing activities shall minimize the exposed ground surface area. Any area that is to be exposed for an extended time period shall be mulched or sodded.

POLICY 8.1.6.

In the interest of safety and air quality control, residential development shall construct a system of bikeways or provide for bicycles in the construction of the internal roadway system which will provide bicycle travel between:

- a. Homes and schools

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

- b. Homes and employment centers
- c. Homes and neighborhood commercial centers.

POLICY 8.1.7.

External bicycle systems which provide for bicycle traffic to adjacent residential, employment, and educational centers shall be connected by development and the provision for facilitating the movement of bicycle traffic to nearby external residential, employment and educational centers shall be considered during the site plan review process.

POLICY 8.1.8.

Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary to augment and facilitate the operations of off-site transit and bicycle facilities.

POLICY 8.1.9.

The City shall continue to require all buildings scheduled for demolition or renovation be surveyed by the applicant for the presence of asbestos. Asbestos shall be removed prior to demolition. Any asbestos removal and disposal shall be performed by a contractor licensed by the Florida Department of Professional Regulation.

POLICY 8.1.10.

The City shall enforce Section 104.1.10 of the currently adopted Florida Building Code in regard to asbestos removal during demolition or construction activities.

OBJECTIVE 8.2. SITE PLAN REVIEW

The City shall review through the site plan review process the change in levels of air pollutants considered hazardous to health or damaging to property (including but not limited to carbon monoxide, sulfur oxides, hydrocarbons, particulates, nitrogen oxides, photochemical oxides); the effective or visual aesthetics, in terms of opacity and shade of emitted smoke plumes.

POLICY 8.2.1.

The City shall require all industrial and certain commercial development and residential development to prepare an Environmental Assessment Report to analyze and estimate the net change in levels and distribution of pollution caused by the development activity.

POLICY 8.2.2.

The shade and opacity of smoke emitted from developments can be quickly determined by a trained inspector making comparisons with a Ringelmann Chart, which is simply a set of illustrations of different densities.

POLICY 8.2.3.

Development activity which creates an odor on the scale of 2, 3, or 4 shall be located at sufficient distances from residential neighborhoods to reduce the odor to, at minimum, a level of 1.

The intensity of odors can most simply be determined by using a zero-to-four scale, as follows:

- 0 No sensation of odor.
- 1 Just detectable odor (the threshold dilution).
- 2 Distinct and definite odor whose unpleasant characteristics are revealed or foreshadowed (the recognition threshold).
- 3 Odor strong enough to cause a person to attempt to avoid it completely.
- 4 Odor so strong as to be overpowering and intolerable for any length of time.

POLICY 8.2.4.

Air modeling shall be accomplished using guidelines adopted by the FDEP or, if none are adopted, using a methodology agreed upon by the City, Volusia County, and FDEP. If the air modeling specified above results in any predictions of one hour or eight hour CO concentrations at or above the Federal and State standards, then ambient air monitoring for CO will be conducted at an appropriate locations(s) determined by the City of Ormond Beach, Volusia County, FDEP and the East Central Florida Regional Planning Council. This monitoring will meet all applicable State and Federal standards for CO monitoring including season, location, duration, instrumentation, quality control and quality assurance.

POLICY 8.2.5.

Should the air monitoring specified above indicate that a violation of Florida Ambient Air Quality (FAAQ) standards has occurred, and the modeling indicates that ten (10%) percent or more of the CO is attributable to project traffic, then the applicant shall pursue one or any combination of the following until modeling indicates that the FAAQ's will be achieved:

- a. Not commence the next development or monitoring phase;
- b. Participate in cost-sharing of roadway improvements;
- c. Implement an active Transportation System Management program.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 9. MINING AND MINERALS

MINING EXTRACTION ACTIVITIES SHALL BE CONDUCTED IN A MANNER THAT MINIMIZES IMPACT ON THE ENVIRONMENT AND SURROUNDING LAND USES.

OBJECTIVE 9.1. SAFETY STANDARDS

Mineral extraction activities shall be accomplished in a manner consistent with applicable aesthetic, engineering, environmental, health, noise, recreation, and safety standards.

POLICY 9.1.1.

The City shall maintain the provisions of the Land Development Code concerning effective mineral extraction to achieve an aesthetically pleasing landscape compatible with adjacent land uses. Native vegetative buffers shall be used minimize soil erosion. Buffers shall also be established between the mining activity and adjacent existing and planned future land uses.

POLICY 9.1.2.

On a continuous basis, the City shall coordinate with local governments, the FDEP and SJRWMD to ensure that the mined areas are reclaimed in accordance with current law and permit conditions.

POLICY 9.1.3.

If a mine requires “dewatering”, the discharge shall occur from one cell of the project site to another cell. Off-site discharge shall be prohibited.

OBJECTIVE 9.2. HISTORIC SITES

Mineral extraction activities shall “respect” paleontological, archaeological, and historic sites.

POLICY 9.2.1.

The City shall initiate cooperative efforts with other government agencies and private organizations to identify and evaluate existing or potential extraction sites that are likely to contain significant paleontological, archaeological or historical resources.

POLICY 9.2.2.

Any excavation or mining activity which uncovers or appears to be disturbing archaeological or paleontological resources shall be held in abeyance until a preliminary assessment can determine the probability of significant archaeological or paleontological assets.

POLICY 9.2.3.

The City shall maintain the regulations in the Land Development Code that regulate the process for dealing with potential archaeological or paleontological resources. This shall include cooperation with the Museum of Arts and Sciences, the Volusia Anthropological Society, and the State Bureau of Historical Resources.

OBJECTIVE 9.3. COMMUNITY BENEFIT

Mineral extraction activities will generate a net benefit to the community.

POLICY 9.3.1.

The City shall require developers or owners to provide restoration plans for new or currently active borrow pits, so that once the material extraction has been completed, the former pits will continue to benefit the overall community.

POLICY 9.3.2.

The City shall require dry hydrants be installed at appropriate sites adjacent to strategically located borrow pits, to ensure an adequate fire protection capacity.

POLICY 9.3.3.

Mining operators shall demonstrate financial responsibility to pay for necessary corrective actions or repairs to roadways, buildings, other structures, groundwater, or surface water and to reclaim the site to prescribed specifications upon completion of mineral extraction activities.

OBJECTIVE 9.4. RESOURCE PROTECTION

Mining activities shall not adversely affect the quality of air, groundwater and surface water and land and wildlife.

POLICY 9.4.1.

Phasing of extractive activities shall be used as a device to assure that only small areas are affected by such activities at one time.

POLICY 9.4.2.

The City shall require that a geophysical log series (from wells or other acceptable means) be prepared for the proposed site to assess the hydrogeologic character of the site.

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POLICY 9.4.3.

Mineral and sand extraction activities shall not remove or disturb any impervious layer (e.g., clay) that naturally segregates the surficial aquifer from the Floridan Aquifer.

POLICY 9.4.4.

Once extraction ceases, appropriate usage limits regarding septic and stormwater systems are to be implemented to ensure protection of surface water, groundwater and the Volusia-Floridan Sole Source Aquifer.

POLICY 9.4.5.

Formerly mined areas may not be incorporated into a stormwater retention or detention system until an engineering, hydrologic, or hydrogeologic determination has been made showing an adequate confining layer, segregating water in the pit from the Volusia-Floridan Sole Source Aquifer.

GOAL 10. HAZARDOUS WASTES

THE CITY SHALL ENSURE THAT THE GENERATION, USE, STORAGE, TRANSPORTATION, AND COLLECTION OF HAZARDOUS OR TOXIC CHEMICALS, MATERIALS, OR SUBSTANCES WITHIN THE CITY SHALL CONSTITUTE NO SIGNIFICANT THREAT TO THE GENERAL HEALTH, SAFETY, AND WELFARE.

OBJECTIVE 10.1. SARA TITLE III COMPLIANCE

The City shall ensure compliance with SARA Title III provisions and shall ensure the proper management of hazardous materials to protect the public health, safety, and welfare and to protect natural resources.

POLICY 10.1.1.

The City shall continue to identify all industries and businesses within its boundaries which generate, use, or store hazardous or toxic chemicals, materials, or wastes.

POLICY 10.1.2.

The Fire Department shall maintain the information from Policy 10.1.1 (above) in its computer database.

POLICY 10.1.3.

The City shall continue a public information campaign oriented to industries, businesses, and homes to educate people about safe use and disposal of hazardous or toxic substances.

POLICY 10.1.4.

The City, in conjunction with the Central Florida Local Emergency Planning Committee (LEPC) shall regulate and manage hazardous waste to protect the public health, safety and welfare and to protect natural resources as per the standards and guidelines established under Goal 3.2 in the Utilities Element.

OBJECTIVE 10.2. EMERGENCY PREPAREDNESS

The City shall be fully prepared for a hazardous or toxic accident or incident, with up-to-date plans, training, and equipment.

POLICY 10.2.1.

On a continuous basis, the appropriate personnel shall be kept abreast of the appropriate accident/incident response training.

CONSERVATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 10.2.2.

On a continuous basis, up to date monitoring and accident/incident response equipment shall be maintained in quantities specified by Federal or State guidelines.

POLICY 10.2.3.

The City shall update its Hazardous Materials Response Plan on a continuous basis.

POLICY 10.2.4.

The City shall attempt to recover from any potentially liable third party any cost that it incurs from any hazardous or toxic accident/incident.

GOAL 11. SOIL AND EROSION

THE CITY SHALL ENSURE THE APPROPRIATE CONSERVATION AND USE OF SOIL RESOURCES.

OBJECTIVE 11.1. DEVELOPMENT

Incorporate the inherent limitation of existing soils in land planning and development, and minimize impacts, which result in soil erosion.

POLICY 11.1.1.

Prior to any land disturbance associated with land development activities, except in previously approved subdivisions, the applicant shall indicate on a site plan those areas of highly erodible soils, as defined by the U.S. Department of Agriculture Soil Conservation Service, and avoid and minimize disturbance to those areas to the maximum extent feasible.

POLICY 11.1.2.

Building and other construction in soils which are determined to be hydric in character, as defined by the USDASCS and the Florida Department of Agriculture, shall be prohibited except to accommodate an overriding public interest and except as allowed within the wetland regulations.

POLICY 11.1.3.

The City shall require excavation sites to be designed and executed to resemble and function as natural systems.

POLICY 11.1.4.

Residential site design shall be based on data contained in the U.S. Soil Conservation Service's soils report, unless a detailed soils analysis is undertaken and accepted by the City and the USDASCS regional field or State soil scientist.

POLICY 11.1.5.

The applicant of proposed development activities shall be responsible for implementing measures prior to and during construction activities on the project site to ensure that sedimentation and/or erosion problems are not created in receiving wetlands or other water-bodies.

**CONSERVATION ELEMENT
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POLICY 11.1.6.

Septic tanks shall not be located in areas designated by the U.S. Soil Conservation Service as having severe or moderate limitations for septic tank development.

POLICY 11.1.7.

In connection with development, all swales, retention, and detention areas shall be sodded or vegetated to help prevent erosion and facilitate efficient maintenance.

GOAL 12. LOW IMPACT DEVELOPMENT

FOR NEW DEVELOPMENT AND REDEVELOPMENT, APPLY BETTER SITE DESIGN AND LOW IMPACT DEVELOPMENT (LID) TECHNIQUES, AND PURSUE COMMITMENTS TO REDUCE STORMWATER RUNOFF VOLUMES AND PEAK FLOWS, TO INCREASE GROUNDWATER RECHARGE, AND TO INCREASE PRESERVATION OF UNDISTURBED AREAS.

OBJECTIVE 12.1. LAND DEVELOPMENT CODE AMENDMENTS

By 2010 the City shall amend the Land Development Code to implement Low Impact Development techniques.

POLICY 12.1.1.

Integrate into the Land Development Code (LDC) the source control concept which places a greater importance on managing smaller, cost-effective landscape features located on each lot rather than through costly pipe and pond stormwater management design.

POLICY 12.1.2.

Maintain or improve infiltration, frequency and volume of discharges, and groundwater recharge by placing greater emphasis on reducing pervious surfaces, functional grading, open channel sections, and the increase use of bioretention/filtration landscaped areas.

POLICY 12.1.3.

Integrate alternative stormwater management practices such as on-lot microstorage, functional landscaping, open drainage swales, reduced imperviousness, flatter grades, increased runoff travel time, and depression storage into a multifunctional site design.

POLICY 12.1.4.

Reduce the use of centralized best management practices (BMPs) such as storm water ponds through the use of Integrated Management Practices (IMPs) which are distributed in small portion of a lot or parcel and near the source of impacts.

POLICY 12.1.5.

Amend the LDC and Construction Details to permit LID designs that can significantly reduce development costs through smart site design by:

- Reducing impervious surfaces (roadways), curb, and gutters;
- Decreasing the use of storm drain piping, inlet structures, and
- Eliminating or decreasing the size of large stormwater ponds.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES	
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**COASTAL MANAGEMENT ELEMENT
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COASTAL ELEMENT GOALS, OBJECTIVES AND POLICIES

DEFINITIONS

COASTAL HIGH HAZARD AREA (CHHA): THAT PORTION OF THE CITY WITHIN THE “THREAT ‘A’ EVACUATION ZONE” (CATEGORY 1 AND 2 STORMS), AS IDENTIFIED IN FIGURE 1.

COASTAL PLANNING AREA: CRITERIA FOR DETERMINING THE BOUNDARIES OF THE COASTAL AREA WITHIN THE JURISDICTION OF THE CITY OF ORMOND BEACH ARE LISTED IN CHAPTER 9J-5, FLORIDA ADMINISTRATIVE CODE (F.A.C.) RULE 9J-5 STATES THAT THE COASTAL AREA MAY BE AN AREA OF THE LOCAL GOVERNMENT’S CHOOSING; HOWEVER, THIS AREA MUST ENCOMPASS WATER AND SUBMERGED LANDS OF OCEANIC WATER BODIES OR ESTUARINE WATER BODIES; SHORELINES ADJACENT TO OCEANIC WATERS OR ESTUARIES; COASTAL BARRIERS; LIVING MARINE RESOURCES; MARINE WETLANDS; WATER-DEPENDENT FACILITIES OR WATER-RELATED FACILITIES ON OCEANIC OR ESTUARINE WATERS; OR PUBLIC ACCESS FACILITIES TO OCEANIC BEACHES OR ESTUARINE SHORELINES; AND ALL LANDS ADJACENT TO SUCH OCCURRENCES WHERE DEVELOPMENT ACTIVITIES WOULD IMPACT THE INTEGRITY OR QUALITY OF THE ABOVE. FIGURE 2 DISPLAYS THE COASTAL AREA OF THE CITY.

HURRICANE VULNERABILITY ZONE: THAT PORTION OF THE CITY WITHIN THE “THREAT ‘B’ EVACUATION ZONE” (CATEGORY 3 TO 5 STORMS), AS IDENTIFIED IN FIGURE 1.

GOAL 1. LAND USE

GROWTH AND LAND USE SHALL BE MANAGED AND DEVELOPMENT ACTIVITIES RESTRICTED TO CONSERVE, PROTECT, AND RESTORE COASTAL RESOURCES.

OBJECTIVE 1.1. COMPATIBLE LAND USE

The City shall ensure that adjacent land uses are developed in a manner that minimizes conflict and maximizes compatibility, as implemented by Chapters 2 and 3 of the Land Development Code.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.1.

The City shall continue to utilize the citywide architectural standards for the A1A corridor south of Granada Boulevard to ensure compatibility to architectural design.

POLICY 1.1.2.

The intrusion or impact of commercial or industrial uses on residential areas shall be avoided and in cases where they are adjoining land uses, then sufficient and aesthetically pleasing screening or buffering and other measures shall be provided to mitigate against such impacts, including noise, glare, and traffic congestion, as implemented by Chapter 3, Article V of the Land Development Code.

POLICY 1.1.3.

The City shall closely monitor development on the barrier island in the unincorporated area north of the City Limits to ensure that development does not lower level-of-service standards for traffic, potable water and sanitary sewer, public access, and hurricane evacuation below acceptable levels.

POLICY 1.1.4.

Historical, civic, cultural, recreational, economic, and residential land uses in the Central Business District area shall be developed in compatibility with each other so that visual and functional continuity is achieved.

OBJECTIVE 1.2. SHORELINE LAND USE

Proposed shoreline land development shall be evaluated on the basis of the type of land use proposed, compatibility to adjacent land uses, and impact on water quality, coastal resources, public access, public infrastructure, and hurricane evacuation times, as implemented by Chapter 2 and 3 of the Land Development Code.

POLICY 1.2.1.

The following general shoreline land use priorities are established as guidelines for the review of applications for zoning, plan amendments, or development orders:

- a. Water dependent environmentally sensitive uses such as the maintenance and protection of fish and wildlife production through the preservation of marine wetlands;
- b. Water dependent uses such as water dependent recreation and urban residential uses, with development set back a distance from the river, creek, or dune, to minimize flood hazards, clearance of vegetation and surface water degradation; consistent with other Sections of this Element and of the Conservation Element;
- c. Of lowest priority are those uses which are non-water dependent, non-water enhanced and which would result in an irretrievable commitment of coastal resources. Land uses which

require channel modifications, dredging and filling, and point source pollution discharges should be prohibited.

Atlantic Ocean Shoreline Land Use:

POLICY 1.2.2.

The shoreline along the Atlantic Ocean, south of Granada Boulevard, shall be designated predominantly for water enhanced tourist/commercial land uses, except for those contiguous areas of existing, unique single-family development as defined by Policy 1.2.5, Future Land Use Element.

POLICY 1.2.3.

The shoreline along the Atlantic Ocean, north of Granada Boulevard, shall remain single-family residential, except for the existing multi-family, hotel/motel, and timeshare resorts.

POLICY 1.2.4.

The City will exercise the full extent of its jurisdictional authority to respect, protect and preserve the private property rights, inclusive of littoral rights, of the owners of those lands lying westerly of the mean high water line, subject only to those public recreational uses of the sandy area seaward of and adjacent to the mean high tide as have been ancient, reasonable, without interruption, and free from dispute.

Halifax River Shoreline Land Use:

POLICY 1.2.5.

The shoreline land uses along the Halifax River shall remain single-family residential except for passive parks that provide public access to the waterway.

Tomoka River and Tributaries Shoreline Land Use:

POLICY 1.2.6.

The shoreline land uses of the Tomoka River and its tributaries shall be single-family residential or multi-family residential when part of a PRD submittal that provides for maximum protection of tributaries.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.2.7.

The City shall continue to make efforts to acquire by fee simple interest or less than fee simple interest, wetlands associated with the Tomoka River and its tributaries.

POLICY 1.2.8.

Land development on the Tomoka River shall protect the natural wetland vegetation and associated upland buffers consistent with the Conservation Element and Chapter 3, Article II of the Land Development Code.

OBJECTIVE 1.3. REDEVELOPMENT

The City shall encourage redevelopment that results in more compact and efficient development patterns and shall discourage redevelopment of stable neighborhoods.

POLICY 1.3.1.

Redevelopment shall be compatible with adjacent historic and archaeological resources.

POLICY 1.3.2.

When redevelopment is proposed, a number of concerns shall be addressed by the applicant regarding phasing, parking, drainage, landscaping, and landscape maintenance, improvement and maintenance of common recreational areas, effects on the traffic circulation network, including hurricane evacuation times impacts on natural resources. Phased improvements including drainage, parking, landscaping, and Homeowners' Association facilities (if appropriate) shall be correlated with the issuance of building permits, lot sales, and Certificates of Occupancy.

POLICY 1.3.3.

Consideration shall be given to public access to the beach or waterways so a redevelopment proposal to convert single-family to a high-density project will require access easements to be granted.

POLICY 1.3.4.

Redevelopment within the Downtown shall be consistent with and further the Downtown Community Redevelopment Agency Master Plan Update prepared by Glatting Jackson, adopted September 19, 2007.

OBJECTIVE 1.4. ECONOMIC STABILITY

The City shall structure an economic base capable of providing maximum employment opportunities and income to the City's residents.

POLICY 1.4.1.

A business climate shall be maintained, which provides opportunities for the growth and expansion of new and existing businesses to provide quality employment for the City's residents without degrading the environment, quality of life, or ability of the City to provide public services and facilities.

POLICY 1.4.2.

The City shall continually recognize problems of the economic growth areas and act as a conduit between public and private resources to provide incentives and supports that generate new private investments.

OBJECTIVE 1.5. LAND DEVELOPMENT REGULATIONS

The City shall continue to administer and review land use regulations that provide for the location, extent and distribution of land uses consistent with the protection of coastal resources and the preservation of fiscal stability. The land development regulations shall ensure that the provision of roads, potable water, sanitary sewer, drainage, parks and recreation, and solid waste facilities and services, or any other facilities required to maintain the adopted Level-of-Service standards shall be consistent and planned with the level of development proposed in the Future Land Use Element.

POLICY 1.5.1.

The fiscal impact of new growth and development shall be minimized by the use of various fiscal management and assessment techniques, including level-of-service standards, special assessment districts, development exactions, and impact fees in order to attempt to get new growth and development to pay for itself.

POLICY 1.5.2.

Land uses which have significant adverse impact on coastal resources to the point where they would cease to be viable as a result of the proposed land use shall be appropriately regulated.

POLICY 1.5.3.

A variety of tools and techniques will be maintained in the Land Development Code in order to effectively manage growth. The City shall maintain within the Land Development Code procedures and standards for public protection and acquisition of land, public improvements, environmental controls, zoning techniques, subdivision techniques, tax and fee systems, and controls on the land.

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POLICY 1.5.4.

Designated natural resource areas, significant environmental or ecological features, critical wildlife habitat, environmental system corridors or conservation areas shall be protected through a variety of mechanisms including buffer zones, restoration, limiting density and intensity, conservation easements, acquisition, density transfers, transfer of development rights (TDRs), purchase of development rights or land exchanges.

POLICY 1.5.5.

The priority for new development shall be in areas of urban infill in order to contain sprawl, use existing developable lands, maximize the provision of urban services and facilities and protect remaining coastal habitat and marine resources.

POLICY 1.5.6.

The City shall continue to designate a proportion of its public water capacity to the unincorporated North Peninsula area consistent with the interlocal agreement with the County.

POLICY 1.5.7.

The specific and cumulative impacts of development or redevelopment upon water quantity, wildlife habitat, and living marine resources shall be limited in accordance with the policies set forth by the Future Land Use Element, Conservation Element, Utilities Element, and the Coastal Management Element.

POLICY 1.5.8.

The City shall continue to direct growth away from the CHHA by utilizing land use controls, acquisition techniques, and other methods as deemed appropriate.

OBJECTIVE 1.6. PERFORMANCE STANDARDS FOR DEVELOPMENT

New development activity shall abide by standards established for determining appropriate densities, intensities, buffer zones, resource protection and location for development proposed in and adjacent to aquatic and natural preserves, wildlife refuges, and environmental system corridors, natural wetland systems, floodplains, and critical habitat areas, in order to protect the natural character, scenic values and public benefit of these areas.

POLICY 1.6.1.

The City shall continue to evaluate zoning to identify, review, and prepare recommendations for, lands zoned for development which are inconsistent or incompatible with the protection or conservation of coastal resources.

POLICY 1.6.2.

The City shall continue to utilize innovative and alternative zoning districts or techniques to protect coastal resources. Such techniques could include overlay districts, floating zones, bonus ordinances, performance standards, quality development programs, Transferable Development Rights, or other incentive-based methods.

POLICY 1.6.3.

The City's Stormwater Master Plan shall contain a database and information system on land use and acreage by watershed within the City limits. This should be coordinated with the County and other adjacent coastal municipalities to annually update this data.

POLICY 1.6.4.

The City shall annually prepare a monitoring and status report for distribution to the public and elected officials. The Report shall contain the results of changes that have occurred in land use and development within each watershed.

POLICY 1.6.5.

The City shall cooperate and coordinate with adjacent local governments, State agencies, and special districts in developing consistent standards, criteria and land development regulations for protection of coastal resources.

POLICY 1.6.6.

The first priority for providing new slips is for the expansion of existing marinas, then to new areas for marinas meeting specific siting criteria.

POLICY 1.6.7.

The City shall maintain as part of the Land Development Code and apply standards for marina siting or expansion to include the following criteria with priority given to expansion of existing marinas.

POLICY 1.6.8.

Docking facilities shall only be approved which require a minimal or no dredging and/or filling to provide access by canal, channel, or road. This restriction shall also apply to widening and/or deepening any existing canal or channel, but not to regular maintenance dredging and filling to meet depth standards of existing canals or channels. Preference shall be given to marina sites with natural channels. In the event that dredging is required, the mooring areas and the navigation access channels shall not be dredged to depths greater than those necessary to prevent prop dredging. Any required dredging shall utilize appropriate construction techniques and

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materials to comply with State water quality standards (e.g., turbidity screens, hydraulic dredges, properly sized and isolated spoil deposition area to control spoil dewatering).

POLICY 1.6.9.

In reviewing applications for new or expanded docking facilities, ways to improve, mitigate, or restore adverse environmental impacts caused by previous activities shall be explored. This may include shallowing dredged areas, restoring wetland or submerged vegetation, or marking navigational channels. Such mitigation or restoration may be required as a condition of approval for new, renewed, or expanded facilities.

GOAL 2. NATURAL RESOURCES AND LIVING MARINE RESOURCES

THE CITY SHALL CONSERVE, PROTECT, AND RESTORE NATURAL SYSTEMS. DEVELOPMENT ACTIVITIES SHALL PROTECT AND PRESERVE WHERE PRACTICAL AND DESIRABLE THE ECOLOGICAL, AESTHETIC, AND ECONOMIC VALUE OF NATURAL RESOURCES.

OBJECTIVE 2.1. TOMOKA RIVER AND ITS TRIBUTARIES

The Tomoka River, its tributaries, and associated natural systems shall be protected to maintain and enhance the aesthetic, recreational, and natural values of the river corridor system.

POLICY 2.1.1.

The Tomoka River and its tributaries are designated a Manatee Sanctuary to ensure that the endangered manatee is protected from any adverse impacts from recreation uses and adjacent land uses.

POLICY 2.1.2.

The City shall continue to assist in the implementation of the Tomoka River Aquatic Preserve Management Plan.

POLICY 2.1.3.

In the interest of protecting the manatees and the shoreline against erosion and protecting the public health, safety, and welfare, the City shall maintain the following restrictions on motor boats and personal watercraft for the Tomoka River and its tributaries:

- a. No motor speed zone year-round in Thompson's Creek, and the Little Tomoka River (west of Tymber Creek Road).
- b. Idle speed zone year-round in:
 1. Strickland Creek; and
 2. Dodson Creek; and
 3. all mosquito-control ditches intersecting the Tomoka River;
 4. Tomoka River
 - (a) from I-95 south; and
 - (b) from US 1 to the north boundary of Tomoka Estates;
- c. Slow speed zone year-round in the Tomoka River from the north boundary of Tomoka Estates to the southern boundary of Tomoka State Park;

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- d. Caution zone year-round in the Tomoka River from US 1 to I-95 provided that:
 - 1. the maximum speed around that large island located approximately half-way between I-95 and US 1 is limited to 25 mph, with one-way boat traffic around the island; and
 - 2. the maximum speed in the remainder of the aforescribed caution speed zone is limited to 30 mph.

POLICY 2.1.4.

Mosquito control practices that require habitat modification or manipulation shall be avoided unless there is no reasonable alternative and failure to conduct such practices would result in a threat to public health. The following criteria shall apply in the implementation of this Policy:

- a. To the maximum extent possible, existing privately owned mosquito control impoundments shall be managed for both pest control and fisheries habitat.
- b. Impounding as a management practice should be a technique of last resort and only initiated after a thorough and exhaustive search has been made of alternative courses of action.
- c. This does not preclude habitat modification which may be necessary for the reintroduction of existing impoundments into the estuarine system.

POLICY 2.1.5.

The City shall not allow rotary ditching of spoil islands unless it is demonstrated to not adversely affect the water quality of the surrounding surface waters.

POLICY 2.1.6.

The City shall continue to encourage the State to acquire the property known as the Rivers Site and incorporate it into the Tomoka State Park.

POLICY 2.1.7.

The City shall continue to prohibit personal watercraft in the Tomoka River and its tributaries in coordination with Volusia County and the Department of Environmental Protection.

POLICY 2.1.8.

The City shall continue a program that establishes baseline water quality data and monitors water quality changes over time for the surface waters of the City as part of permit approvals.

POLICY 2.1.9.

The City shall promote and encourage low-impact recreational usage of the Tomoka River, such as canoeing, small outboard motor boats, fishing and nature observation that is compatible with the Manatee Sanctuary objectives.

POLICY 2.1.10.

The City, in cooperation with the Florida Department of Environmental Protection, Volusia County and the Tomoka State Park, shall monitor boating and personal watercraft usage and prepare a study regarding public usage and capacity for the waterways, effectiveness of existing boat and personal watercraft regulations. The study shall recommend options for controlling public use of the waterways including, in cooperation with Volusia County and the Sheriff's office, the feasibility of local regulation of boat traffic as provided for in Florida Statutes.

OBJECTIVE 2.2. FISH AND WILDLIFE

The City shall protect and preserve the City's fish and wildlife habitat areas from development practices which may jeopardize their ecological and economic value and shall maintain and restore habitat areas under public ownership.

POLICY 2.2.1.

The entire area within the City limits shall continue to be designated a bird sanctuary.

POLICY 2.2.2.

No dredging or filling shall be performed within designated estuarine waters, except for those occasions when there is an overriding public interest or for private access recreational facilities.

POLICY 2.2.3.

Activities within the estuaries that will adversely impact seagrass beds and other valuable submerged aquatic vegetation shall be prohibited, unless an overriding public interest can be shown and adequate mitigation and monitoring measures are included.

POLICY 2.2.4.

The City shall continue to administer and effectively enforce Chapter 2, Article II of the Land Development Code to protect the threatened and endangered sea turtles from the emission of light from areas on or adjacent to the beach. Additionally, the city shall consider financially supporting volunteer organizations that help relocate sea turtles to safe nesting areas.

POLICY 2.2.5.

The disturbance of sea turtle nesting areas shall be prohibited.

POLICY 2.2.6.

The City shall encourage the County to restrict mechanical beach cleaning activities during the nesting period for sea turtles.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 2.2.7.

Manatees shall be protected through the regulation of boat speeds and the prohibition of marinas in the designated Tomoka River Manatee Sanctuary.

POLICY 2.2.8.

The City shall, in cooperation with various governmental agencies, adopt a Wildlife Corridor Management Plan along the Tomoka River, similar to but not less than six hundred (600') foot St. John's River Water Management District (SJRWMD) Tomoka River Riparian Habitat Protection Zone, to maintain and enhance the riparian wildlife diversity. In the interim, the City shall continue to preserve contiguous wetland systems and review development proposals with the intent of maintaining the diversity of riparian wildlife.

POLICY 2.2.9.

The City shall support a manatee public awareness program (in consultation with FDEP and Volusia County) which will include the posting of signs to advise boat users that manatees are an endangered species which frequent the waters of the region's estuaries and lagoons and the provision of manatee literature at conspicuous locations.

POLICY 2.2.10.

In order to maintain good water quality in stormwater management detention ponds and maximize the provision of fish and wildlife habitat, stormwater management systems with permanently wet detention ponds shall be designed, operated and maintained so as to resemble a natural pond to the greatest extent practicable. A natural pond design should include: a littoral zone comprised of native emergent and submerged aquatic macrophytic vegetation; a deep, open-water limnetic zone free of rooted emergent and submerged vegetation; and, where feasible, an upland buffer of native trees, shrubs and understory vegetation.

GOAL 3. BEACH AND DUNES

THE CITY SHALL PROTECT, ENHANCE, AND RESTORE THE FUNCTIONING OF THE BEACH AND DUNE SYSTEMS AND REGULATE DEVELOPMENT ACTIVITIES THAT WOULD DAMAGE OR DESTROY SUCH SYSTEMS.

OBJECTIVE 3.1. BEACH AND DUNE ASSESSMENT REPORT

The City shall require multi-family, tourist/commercial, and subdivision shoreline development and redevelopment proposals along the Atlantic Ocean to submit a Beach and Dune Assessment Report, which is to include a form with a checklist of items to be submitted. The following policies shall apply in implementation of the objective that a beach and dune assessment report be prepared:

POLICY 3.1.1.

The Land Development Code shall require that a Beach and Dune Assessment Report be prepared for multi-family, tourist/commercial, and shoreline development and redevelopment proposals along the Atlantic Ocean.

OBJECTIVE 3.2. DUNE SYSTEM PRESERVATION AND PROTECTION STANDARDS

The City will regulate new development and redevelopment and monitor existing development to preserve and protect the dune system, as implemented in the Land Development Code.

POLICY 3.2.1.

The City shall regulate new construction activities seaward of the Coastal Construction Control Line consistent with the policies of the Department of Environmental Protection.

POLICY 3.2.2.

The City shall coordinate with the Florida Department of Environmental Protection to ensure the preservation and maintenance of beach/dune vegetation.

POLICY 3.2.3.

Because beach/dune vegetation will provide for varying degrees of continued growth of the dunes which form a buffer area and give protection from storm damage to coastal structures and property, the following general standards for development shall be established in cooperation with DEP:

- a. To protect the crest and face of the dune system, which is the area closest to the wind and wave action of the active beach where grasses such as sea oats, vines, and other low-lying plants are dominant, the area seaward of the bulkhead line will be preserved such that no development or construction activities shall be allowed except in the overriding public

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interest and then only when such alteration is mitigated by the creation of dunes at a 4 to 1 compensatory dune mitigation ratio.

- b. When vegetation seaward of the bulkhead line is sparse or has been damaged by pedestrian or other activities, revegetation shall be undertaken.
- c. 20% of the natural dune vegetation remaining on the site shall be preserved.

POLICY 3.2.4.

The City shall require, to the maximum extent possible, the use and preservation of existing natural vegetation.

POLICY 3.2.5.

Property owners shall be required to seek advice from the Department of Environmental Protection before the cutting, pruning, or removal of beach/dune vegetation.

POLICY 3.2.6.

Alternatives to seawalls shall be encouraged with priority given to soft engineering techniques, such as sand nourishment, the development of new sand dunes, or the enhancement of existing or historical dunes. Any beach stabilization measures shall be required to provide for dune preservation enhancements, creation or restoration.

POLICY 3.2.7.

Excavation and clearing of properties abutting the beach or containing significant dune systems shall provide for the sensitive reuse of the vegetation and sand by transplantation and relocation in order to reestablish the dunes. Significant dune systems located seaward of the Coastal Construction Control Line that are excavated or disturbed for development and construction shall be mitigated by the creation of dunes at a dune compensatory mitigation ratio of 2 to 1. Dune creation shall occur on-site or as close to the site as possible.

POLICY 3.2.8.

Exotic trees and plants not indigenous to the beach and dune environment shall be prohibited. Exotic plant species removed shall be in conjunction with Policy 2.3.4. Removed plants shall be replanted with native species as deemed appropriate by the City's Landscape Architect.

POLICY 3.2.9.

Reconstruction or replacement of existing hard erosion control structures along the oceanfront which are more than seventy-five (75%) percent destroyed shall meet the criteria contained under Objective 3.4, except for maintenance and care of structures which are needed to protect evacuation routes and public facilities and utilities. Any such reconstruction or replacement shall be done in conjunction with State Statutes.

POLICY 3.2.10.

Structural development along beaches fronting the Atlantic Ocean shall enhance and not further degrade the coastal beach and dune system. The following criteria shall apply in the implementation of this Policy:

- a. Shoreline buffer zones shall be established to protect and preserve the coastal beach and dune systems fronting the Atlantic Ocean.
- b. Structures shall be prohibited within the established buffer areas except where an overriding public interest is apparent for public park and recreation facilities, or for structures that are necessary for reasonable access and are elevated above the dune vegetation.
- c. Buffer areas shall be measured at least thirty (30') feet landward from the bulkhead line or measured in accordance with the criteria of the Land Development Code which states that no structures are allowed to extend beyond a line projected between the average of the existing buildings rear setback within 800' to the north and south of the site.

POLICY 3.2.11.

The City shall utilize outside technical assistance and expertise available in the coastal geology/engineering field within the FDEP, school system, or other local governments to aid in the review of development proposals along the Atlantic Coastline that may potentially harm the beach and dune system.

POLICY 3.2.12.

Sand fences should be allowed, provided they are designed and constructed to maximize dune rebuilding and minimize disturbance to sea turtle nesting areas.

OBJECTIVE 3.3. BEACH/DUNE WALKWAY STANDARDS

Beach and dune walkways shall be designed to protect coastal vegetation and dune areas and constructed to maintain or enhance pedestrian access to the beach as implemented in the Land Development Code.

POLICY 3.3.1.

Walkways and walkovers are required at all public access points and adjacent to all new multi-family dwelling structures, timeshare resorts, hotel/motel complexes, and other commercial establishments.

POLICY 3.3.2.

The City shall ensure that all applicable permits from other regulatory agencies such as the Department of Environmental Protection have been received before issuance of a building permit for the walkway or walkover.

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POLICY 3.3.3.

Walkways and walkovers shall be constructed in a manner that minimizes short-term disturbances to the dune system and existing vegetation.

POLICY 3.3.4.

Replacement of any vegetation destroyed during construction of the walkway or walkover with similar plants suitable for beach/dune stabilization is required.

POLICY 3.3.5.

Walkways or walkovers constructed across vegetated dunes or across heavily vegetated beach berms shall be pile-supported and elevated above the vegetation and dune system.

POLICY 3.3.6.

Stairs from existing seawalls except for single-family homes shall be amortized and replaced with a walkway or walkover by the year 2010, and it shall be built at least thirty (30") inches above the dunes in order to allow for the restoration of the associated dune system.

OBJECTIVE 3.4. SEAWALLS AND REVETMENTS

Permits for the construction of seawalls and revetments shall be reviewed and approved consistent with the following Policies in order to protect, to the maximum extent possible, the natural functioning values of the beach and dune system and to allow the beach and dunes system to erode and recover without the need for shoreline control structures.

POLICY 3.4.1.

Single-family lots with less than 200 linear feet of ocean frontage if abutted by existing seawalls on both sides, shall be allowed to continue the seawall or revetment to fill in the gap, as implemented by the Land Development Code.

POLICY 3.4.2.

Proposed armoring which does not abut existing armoring, or for multi-family or commercial projects, shall be designed so as to not significantly interfere with normal beach processes, or adversely impact critical wildlife habitat.

POLICY 3.4.3.

All new or reconstructed armoring projects shall, upon completion, be covered by an artificial dune with appropriate planting of dune vegetation. The property owners are responsible for proper long-term maintenance of these structures and dunes.

POLICY 3.4.4.

Seawalls and revetments shall be allowed only if conditioned upon dune creation and restoration and the preparation of long-term management plans. In addition to such armoring, added protection shall be provided in the form of a fore dune, at least one-half the height of the armoring, but not less than six (6') feet, and with a forward slope no greater than fifteen (15°) degrees. The top of this dune shall be vegetated with native dune vegetation. The forward edge would be more effective with a sand trap, for example, sand trapping lattice fence. The line shall be marked at intervals of not less than fifty (50') feet with the notice, "DUNE RECOVERY AREA – NO TRESPASSING." If access across the recovery area is needed, an appropriate elevated walkover ought to be provided. The walkover shall be adequately maintained, or the access point closed.

POLICY 3.4.5.

Native dune vegetation atop the protected area shall extend not less than thirty (30') feet inland, unless otherwise provided by existing construction permits. New development shall direct surface and building runoff from rainwater to a vegetated swale area to the maximum extent practical.

POLICY 3.4.6.

Gaps Less than 200 Feet in Width - Gaps in seawalls and revetments which are less than 200 feet in width may be filled by a seawall or revetment. The type chosen shall be generally of the style and type of the adjacent ones, and shall be of reinforced concrete of thickness to withstand 30-year direct wave impact, and should extend at least four (4') feet below and fourteen (14') feet above the zero vertical datum. The back area of the structure shall be filled with sand.

POLICY 3.4.7.

Gaps Over 200 Feet but Less Than 1,000 Feet – On a showing of need for protection of life and property, gaps over 200 but less than 1,000 feet may be protected by armoring. The protection shall be designed to prevent high-velocity back-wash, to withstand 30-year direct wave impact and should extend at least four (4') feet below and fourteen (14') feet above the zero vertical datum. Ends should be generally of the style and type of the protection being joined.

The back area of the armoring shall be sand filled. Armoring which has internal gaps, such as boulders, should have a long life sand retainer. The armoring of such systems should be inspected at not less than five-year intervals. Deterioration of the sand retainer should be cause for rebuilding of the armoring system.

Where gap-filling is not requested, or allowed, a fore-dune may be constructed.

POLICY 3.4.8.

Gaps Greater than 1,000 Feet in Extent – Except on a showing of extreme hazard to life and property, gaps greater than 1,000 feet between existing beach armoring should be protected

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solely by “soft protection.” This may be the natural beach process, or it may be an enhancement of this process, for example, by the establishment of a fore-dune and vegetated recovery area as described above. Reduction of dune height and/or destruction of native dune vegetation in such gaps shall be forbidden, except that structures allowed by existing permits may be constructed. If gaps of this size are filled due to a determination of hazard, they should conform to the requirements for gaps of 200-1,000 feet.

GOAL 4. WATER QUALITY OF ESTUARIES AND OCEAN

THE CITY SHALL PROTECT, ENHANCE, AND IMPROVE THE WATER QUALITY OF THE ESTUARIES AND OCEAN.

OBJECTIVE 4.1. OCEAN WATER QUALITY

The City shall continuously review development and devise standards and programs to protect ocean water quality.

POLICY 4.1.1.

New development shall not directly discharge stormwater or effluent into the coastal beach area.

POLICY 4.1.2.

Berm and swales shall be required for new development abutting the coastal beaches and dune systems.

POLICY 4.1.3.

All new development on the barrier island shall be required to connect to central water and sewer.

POLICY 4.1.4.

Backwashing of pools into the ocean/beach area shall be prohibited.

POLICY 4.1.5.

The City shall encourage the State and Federal government to prohibit oil drilling offshore of City Limits.

OBJECTIVE 4.2. ESTUARINE WATER QUALITY

The City shall continuously review development and devise standards and programs to protect, enhance, and improve estuarine water quality so that there is no further degradation of the water quality.

POLICY 4.2.1.

Direct discharge of untreated stormwater from new development into surface waters shall be prohibited and no new point sources of pollution shall be permitted.

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POLICY 4.2.2.

In coordination with other governmental entities, the City shall continue efforts to procure funding to develop a strategy to provide central sewer to the unincorporated area of the North Peninsula where there is a proliferation of package treatment plants and septic tanks. This strategy shall include the feasibility of the County establishing a tax assessment district for the installation of municipal sewer lines and extension of trunk lines to the wastewater treatment plant.

POLICY 4.2.3.

The City shall protect and ensure there is no further degradation of the water quality of the estuarine system.

POLICY 4.2.4.

The City shall cooperate with other governmental entities to develop a strategy to provide central water and sewer services to the west portion of the City, including but not limited to: Tomoka Estates, Tomoka View, Tanglewood, and Twin Rivers and Riverbend Estates.

POLICY 4.2.5.

Septic tanks shall not be permitted within 120 feet of the mean high water mark or 75 feet of the upland/wetland interface, whichever is greater.

POLICY 4.2.6.

The City shall utilize a monitoring program so that point and non-point pollution sources and facilities which are identified as potential water quality problems are regularly and periodically inspected.

POLICY 4.2.7.

The City shall continue to upgrade its existing sewage treatment plant. As additional sewage treatment plants are constructed and/or the existing plant is expanded, a concerted effort and commitment shall be made to utilize the highest level of treatment possible, or alternative methods of effluent disposal such as re-use and land spreading/spray irrigation should be used to reduce nutrient loadings to the rivers and estuaries.

POLICY 4.2.8.

Best management practices shall be maintained in the Land Development Code that limit the amount of sediment reaching all surface waters. These practices shall be used in agriculture, silviculture, construction, dredge and fill operations, and stormwater management systems. Erosion and sediment control provisions shall be incorporated as part of the development review process.

POLICY 4.2.9.

The construction of future municipal stormwater management systems and the redesign of existing systems shall consider the timing of discharge of fresh water to the estuary, the hydroperiod of the wetlands as well as the potential loadings and shall maximize the use and preservation of existing wetlands. Stormwater systems should be designed to gradually release water via sheet flow through natural or constructed wetlands.

POLICY 4.2.10.

No development shall be permitted to degrade the Class III waters of the Tomoka River, a designated Outstanding Florida Waters water body.

POLICY 4.2.11.

The City shall require all PRD's and multi-family greater than fifty (50) units, commercial and industrial development greater than ten (10) acres, adjacent to the Halifax River, the Tomoka River, and tributaries to properly assess the potential impacts of the project on the surface waters by preparing an individual surface water monitoring program to assess the predevelopment condition. After the initial baseline data is completed, the monitoring shall continue through the construction phase. The monitoring program shall be designed to detect any decline in water quality as defined by ambient standards as approved by the City Engineer. Should any decline in water quality be attributable to the development project, suitable actions shall be undertaken to test further the source and to make recommendations for immediate corrective actions. The monitoring program shall continue for the life of the project with reports submitted to the City yearly for the first 5 years after construction and then every 5 years thereafter.

POLICY 4.2.12.

All development shall review and report on their stormwater management system and provide an assessment of the impacts of the development with regards to the established ambient chemical and biological conditions of the wetlands and waters within and adjacent to the subject site.

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GOAL 5. HURRICANE EVACUATION/COASTAL FLOOD HAZARDS

THE CITY SHALL PLAN AND IMPLEMENT PROGRAMS AND DEVELOPMENT REGULATIONS TO LESSEN THE IMPACT OF A DESTRUCTIVE STORM ON THE PUBLIC HEALTH, SAFETY AND WELFARE, INCLUDING PUBLIC FACILITIES AND NATURAL RESOURCES.

OBJECTIVE 5.1. PUBLIC INFORMATION

The City shall continue to implement an effective public information program to inform the public of hurricane vulnerability zones, hurricane evacuation plans, and post-disaster redevelopment programs, as implemented by the City's Peacetime Emergency Plan.

POLICY 5.1.1.

Any public relations program explaining to the coastal residents the potential threat from hurricane hazards will be coordinated with the schools, hospitals, Chamber of Commerce, assisted living facilities, day care centers, and local, regional, State, and Federal governments.

POLICY 5.1.2.

The City shall continually ensure that collateral materials, such as brochures, posters, and hurricane tracking maps are available for distribution to the general public. City departments shall act as distribution sites.

POLICY 5.1.3.

All condominiums, timeshare resorts, hotels/motels, apartments, subdivisions, and redevelopment projects shall properly notify all residents of potential flood hazards and hurricane evacuation routes.

POLICY 5.1.4.

Timeshare resorts, hotels/motels, and condominiums shall display hurricane warning and evacuation information material in a prominent place.

POLICY 5.1.5.

- a. The City shall continue to implement a City-prepared Local Peacetime Emergency Management Plan as approved by the City Commission.

POLICY 5.1.6.

- a. An annual update will be prepared by May 1st, by appropriate staff explaining the Local Peacetime Emergency Plan, analyzing any problems and making specific recommendations for change.

POLICY 5.1.7.

The City Fire department shall maintain an inventory all sites where hazardous waste may be generated, stored, or transported and which are located on the barrier island and in the hurricane vulnerability zone. The City will also coordinate with County, Regional, State, and Federal jurisdictions to ensure that hazardous substances are properly managed and stored to prevent contamination during a coastal storm event.

POLICY 5.1.8.

The current Local Peacetime Emergency Plan shall be modified as necessary by appropriate staff to comply with the Policies under this Objective, and shall contain step-by-step details for post-disaster recovery operations.

OBJECTIVE 5.2. COASTAL EVACUATION TIMES

The City shall maintain the Coastal Evacuation time, as adopted, based on a level-of-service standard D during time of hurricane in any category storm.

POLICY 5.2.1.

A level-of-service standard shall be maintained, defining 14 hours as the maximum time to evacuate the population-at-risk within the City's hurricane vulnerability zone and defining 6 hours as the maximum clearance time as implemented in the Land Development Code.

POLICY 5.2.2.

The City will make all efforts possible to ensure that evacuation orders are issued in a timely manner to ensure the safe and orderly evacuation of the population. Orders should be issued at least 14 hours before projected hurricane landfall.

POLICY 5.2.3.

Land development-decisions, as regulated by the Land Development Code, affecting the barrier island and hurricane vulnerability zone shall consider the impact to evacuation times. Consequently, no development order shall be issued if the impact of such development reduces the levels-of-service below an acceptable level, unless mitigation is provided.

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POLICY 5.2.4.

All new development located in the Hurricane Vulnerability Zone shall prepare a report indicating the impact of such development on the hurricane evacuation time standards as implemented by the Land Development Code.

POLICY 5.2.5.

In order for an applicant to conduct a transportation analysis and determine the impacts of development on the hazard clearance time, the following needs to be submitted by the applicant for development (as implemented by the Land Development Code).

OBJECTIVE 5.3. PUBLIC FACILITIES AND INFRASTRUCTURE

Public facilities and infrastructure shall be constructed and maintained in order to protect the public health, safety, and welfare during coastal storm events.

POLICY 5.3.1.

The City shall support, through Metropolitan Planning Organization efforts, improvements to existing bridges to facilitate evacuation and to improve public access to the beach.

POLICY 5.3.2.

Future roadway improvements shall minimize the impact of flooding and storm damage on evacuation route facilities.

POLICY 5.3.3.

In cooperation with other governmental agencies, the City shall ensure evacuation routes are designated in such a way as to distribute traffic demand to provide optimum utilization of available roadway facilities. This will include the redistribution of a portion of the traffic from the Granada Bridge to the Seabreeze Bridge.

POLICY 5.3.4.

Public expenditures shall be prohibited that will encourage new development inside the Coastal High Hazard Area (CHHA), unless the expenditures are consistent with policies specifically identified in the Coastal Management Element or cross-referenced to another appropriate element, and included in the Capital Improvements Element. This prohibition does not include: expenditures associated with redevelopment or development of properties in accordance with previously approved subdivisions or site plans; public access and recreation facilities; or resource restoration projects and facilities.

POLICY 5.3.5.

If constructed, all public facilities in the Hurricane Vulnerability Zone shall be flood proofed to minimize damages from storms and hurricanes.

POLICY 5.3.6.

The City shall continually update and maintain a contingency and management plan in the event of significant damage to the municipal wastewater treatment plant located on Wilmette Avenue.

POLICY 5.3.7.

The City shall continually participate in a “hazard identification and vulnerability assessment” study of public infrastructure in the Hurricane Vulnerability Zone and Coastal High Hazard Area. Capital improvement programming and land development regulations shall be adopted or revised, as necessary, to establish a continuing program of hurricane mitigation.

POLICY 5.3.8.

If feasible, and where State funds are anticipated to be needed, public infrastructure presently within the Coastal High Hazard Area shall be relocated outside of said area when repairing/replacing the infrastructure. If relocation of the infrastructure is deemed by the City to not be feasible, any reconstruction or repair of the infrastructure necessitating State funds shall be designed as to be consistent with the provisions of the Coastal Management Element.

OBJECTIVE 5.4. SHELTER FOR POPULATION

In cooperation with the American Red Cross, Volusia County, and other governmental agencies, the City shall designate hurricane evacuation shelters to protect the population in the region-wide Hurricane Vulnerability Zone.

POLICY 5.4.1.

In cooperation with the American Red Cross, Volusia County, and other governmental agencies, the City shall maintain hurricane emergency shelter facilities to accommodate at least 23% of the population in the Hurricane Vulnerability Zone, based upon a standard of 40 square feet of shelter space per person.

POLICY 5.4.2.

New hurricane emergency shelter space shall not be located in the Hurricane Vulnerability Zone.

OBJECTIVE 5.5. POST-DISASTER REDEVELOPMENT

The City shall follow the provisions of the County Post-Disaster Relief Plan and the City's Peacetime Management Plan during post-disaster redevelopment efforts. If necessary, amendments may be made to the Comprehensive Plan based upon updated Post-Disaster Relief Plans as they occur.

POLICY 5.5.1.

The Post-Disaster Relief Plan shall include: the identification of land areas that should not be reconstructed; abandonment and/or relocation of buildings, rebuilding of public facilities; and reconstruction with structural modifications.

POLICY 5.5.2.

The Post-Disaster Relief Plan shall also identify structures 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 the acquisition of storm-damaged property in the Hurricane Vulnerability Zone.

POLICY 5.5.3.

The Post-Disaster Relief Plan shall establish principles for repairing, replacing, modifying, or relocating public facilities in the Hurricane Vulnerability Zone.

POLICY 5.5.4.

The Planning Department shall review the feasibility of a build-back policy, to be applied after a disaster. The Planning Department will prepare recommendations for the City Commission by 2010.

POLICY 5.5.5.

The City's Peacetime Emergency Management Plan for post-disaster relief in the form of disaster assessment, the provision of temporary housing, and the provision of individual assistance shall be coordinated with the appropriate governmental agencies and shall be updated as needed.

POLICY 5.5.6.

Following a hurricane event, mitigative actions shall be undertaken to reduce or avoid future property damage through the implementation of programs based upon the following criteria:

- a. Post-hurricane mitigation should include mechanisms for the relocation of structures significantly damaged as the result of a major storm event.

- b. Land acquisition programs should include provisions for the timely redirection of funds directed toward the acquisition of beach and estuarine properties which should not be redeveloped.
- c. The redevelopment and rebuilding of facilities which serve to encourage growth in vulnerable areas should be limited to those instances where it is necessary in order that needed public services are provided to existing development.
- d. If rebuilt, structures which suffer damage in excess of fifty (50%) of their appraised value shall be rebuilt to meet all current requirements, including those enacted since construction of the structure.
- e. Structures which suffer repeated damage to pilings, foundations, or load bearing walls shall be required to rebuild landward of their current location or to modify the structure to delete the areas most prone to damage.

POLICY 5.5.7.

Within 24 hours after a hurricane, the City Commission shall meet to hear preliminary damage assessments, appoint a Recovery Task Force, and consider a temporary moratorium on building activities not necessary for the public health, safety, and welfare.

POLICY 5.5.8.

The Recovery Task Force shall include the City Manager, Planning Director, City Engineer, Chief Building Official, City Attorney, Facilities Maintenance Manager, Police and Fire Chiefs, Public Works Director, Public Utilities Manager, and other members as directed by the City Commission. Staff shall be provided by the departments whose directors sit on the Task Force. The Task Force shall be terminated after implementing its responsibilities under Policies 5.5.9, 5.5.10 and 5.5.11.

POLICY 5.5.9.

The Recovery Task Force shall: review and decide upon emergency building permits; coordinate with State and Federal officials to prepare disaster assistance applications; analyze and recommend to the City Commission hazard mitigation options including reconstruction or relocation of damaged public facilities; design a redevelopment plan; and recommend amendments to the Comprehensive Plan, Local Peacetime Emergency Plan, and other appropriate policies and procedures.

POLICY 5.5.10.

Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long term redevelopment activities shall be postponed until the Recovery Task Force has completed its task.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 5.5.11.

The Recovery Task Force shall propose Comprehensive Plan amendments which reflect the recommendations in any interagency hazard mitigation reports or any other reports.

GOAL 6. PUBLIC ACCESS TO THE BEACH AND WATERWAYS

THE CITY SHALL 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. BEACH DRIVING

Beach driving shall continue in a manner that maximizes public safety and minimizes destruction to the beach and dune system.

POLICY 6.1.1.

The City will encourage driving on the beach to be continued south of Granada, but limited to Standish Drive north of Granada, due to high tides and soft sand hazards. During exceptionally high tides, the beach should be closed to driving.

POLICY 6.1.2.

The area of the beach north of Standish Avenue should continue to be a “No Driving Zone” and a designated “Safe Play Zone” for children.

POLICY 6.1.3.

The City will encourage the County to prohibit vehicles from driving or parking on the beach that leak oil, gas, and anti-freeze or any other hazardous materials with specific penalties established and with enforcement by appropriate personnel such as the Beach Rangers.

POLICY 6.1.4.

The City shall encourage the County to regulate beach driving in such a manner that it minimizes the danger to the nesting areas of least terns and sea turtles.

OBJECTIVE 6.2. JURISDICTIONAL RESPONSIBILITY FOR THE BEACH

The City shall ensure, to the extent possible, that County management of the coastal beaches and approaches of the City, as well as County regulation of the beaches and public beach access and use, is consistent with the purpose and intent of the City to protect the public health, safety, and welfare and to protect the environment. The City shall further respect the private property rights of oceanfront property owners.

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 6.2.1.

The City shall continue to participate in the activities of the County entity responsible for beach related policies. The City Commission, as a whole, shall entrust its representative(s) to make specific recommendations for amending The Unified Beach Code consistent with the interests of the City. The following criteria shall apply in implementation of this Policy:

- a. City staff shall annually review the Unified Beach Code with regard to the comprehensive regulation of public health, safety, and welfare on and pertaining to the beach, including, but not limited to, regulation of: individual conduct; pedestrian safety; vehicular access and fees; operation and parking of vehicles on beaches and approaches; and vendors, concessionaires, and special events.
- b. The City Commission shall annually appoint a representative(s) to the County entity responsible for beach related policies.

POLICY 6.2.2.

In coordination with the County, the City shall ensure that the County is expending funds to maintain a uniform level-of-service on the beach responsive to use and demand. If it is determined that level-of-services are diminishing below an acceptable level to the community, then the City shall notify the County.

OBJECTIVE 6.3. BEACH TOLLS

In cooperation with the County, the City shall minimize potential adverse impacts caused by the collection of beach tolls such as increased traffic congestion, reduction of vehicular access points to the beach, and reduction in tourist activity.

POLICY 6.3.1.

Since beach ramp closings during the toll season severely restrict public access to the beach, the City shall ensure that the minimum standards for beach access are maintained by either requesting the County to open more ramps or by encouraging the County to utilize the beach vehicular ramps as parking areas.

POLICY 6.3.2.

The City will continue to encourage the County to adopt a level-of-service standard for beach access of an average one-quarter mile intervals which should be maintained throughout the year.

OBJECTIVE 6.4. OFF-BEACH PARKING

The City shall encourage the County to provide off-beach parking facilities as appropriate to maintain or improve public access to the beach provided, however, that no sections of the beach that are presently available for parking are closed.

POLICY 6.4.1.

Since the County has exclusive authority to regulate public beach access, including parking of vehicles on beaches and approaches as per the County Charter, then the City shall encourage the County to provide for off-beach parking facilities to the maximum extent feasible and to the extent that the County incurs the cost of construction and maintenance of said facilities.

POLICY 6.4.2.

The City shall prohibit the vacation of public right-of-way that provides or could provide public access to the beach or off-beach parking without an equivalent type of access.

OBJECTIVE 6.5. BEACH ACCESS FACILITY MAINTENANCE AND AMENITIES

In the interest of the public health, safety, and welfare, the City shall monitor the services of the County to ensure that beach access facilities are properly maintained.

POLICY 6.5.1.

The County shall be encouraged by the City to provide amenities such as showers and rest rooms at the various beach access facilities.

OBJECTIVE 6.6. DOCKS AND MARINAS

Docks and marinas shall be constructed and expanded to protect the natural resources and public health, safety, and welfare as implemented by the Land Development Code.

POLICY 6.6.1.

Marinas shall not be located in the Tomoka River or its tributaries.

POLICY 6.6.2

Marinas shall not be located adjacent to residential neighborhoods unless a 100-foot vegetated buffer is established to screen the business activity.

POLICY 6.6.3.

Dock facility standards and marina siting standards shall be maintained in the Land Development Code. Docks, boathouses, and other similar structures proposed for the Halifax River, Tomoka River and its canals and tributaries shall be constructed in accordance with the Land Development Code regulations.

OBJECTIVE 6.7. SCENIC ROUTES AND OVERLOOKS

The City shall establish scenic routes and overlooks to preserve the natural beauty and scenic vistas of the Community.

POLICY 6.7.1.

The City shall maintain the following scenic route designations:

- a. US 1 from Thompson's Creek to Nova Road;
- b. All of Beach Street;
- c. All of John Anderson Drive;
- d. All of Riverside Drive;
- e. Addison Drive;
- f. SR A1A (Ocean Shore from SR 40 (Granada Blvd.) to the northern city limit; and
- g. SR 40 (Granada Blvd.) from SR A1A (Ocean Shore/South Atlantic Blvd.) to Beach Street.

POLICY 6.7.2.

Scenic routes shall be protected by the following criteria:

- a. The City shall preserve and nurture the existing canopy of native vegetation over the scenic roadways by developing a program of replanting in areas where the cover is nominal or diminishing.
- b. Any widening of the roadways shall mitigate against the loss of canopy by planting mature trees at least three (3) to five (5) years in advance of the planned construction.
- c. Lots adjacent to scenic roadways shall be developed in such a manner that maximizes the scenic vistas from the roadway.
- d. Front yard setback requirements shall be established for lots fronting scenic roadways and routes.

POLICY 6.7.3.

The City shall continue to provide scenic overlooks and parking areas along the scenic roadways.

POLICY 6.7.4.

If the City owns the land in the future, a scenic overlook shall be established on US 1 between Thompson's Creek and the Tomoka River.

POLICY 6.7.5.

Priority for bike paths construction shall be for scenic highways and scenic routes excluding those bike paths necessary for public safety.

POLICY 6.7.6.

The City shall continue to encourage the County to retain a maximum allowable speed limit of 35 miles per hour on the North Beach Street scenic corridor. The City shall continue to, in cooperation with the County, develop procedures for maintaining or reducing the number of vehicular trips including the provision of an alternative roadway to meet traffic circulation demands.

POLICY 6.7.7.

The City shall, through interlocal agreement with adjacent local governments, establish corridor management strategies and recommendations to protect the scenic quality of the identified scenic roadways by limiting or prohibiting commercial or industrial land uses, conducting an inventory of existing land uses and ownership patterns, establishing desired right-of-way widths, establishing standards for additional screening, buffering, and setbacks, controlling access, and including urban design criteria for structures and signage.

POLICY 6.7.8.

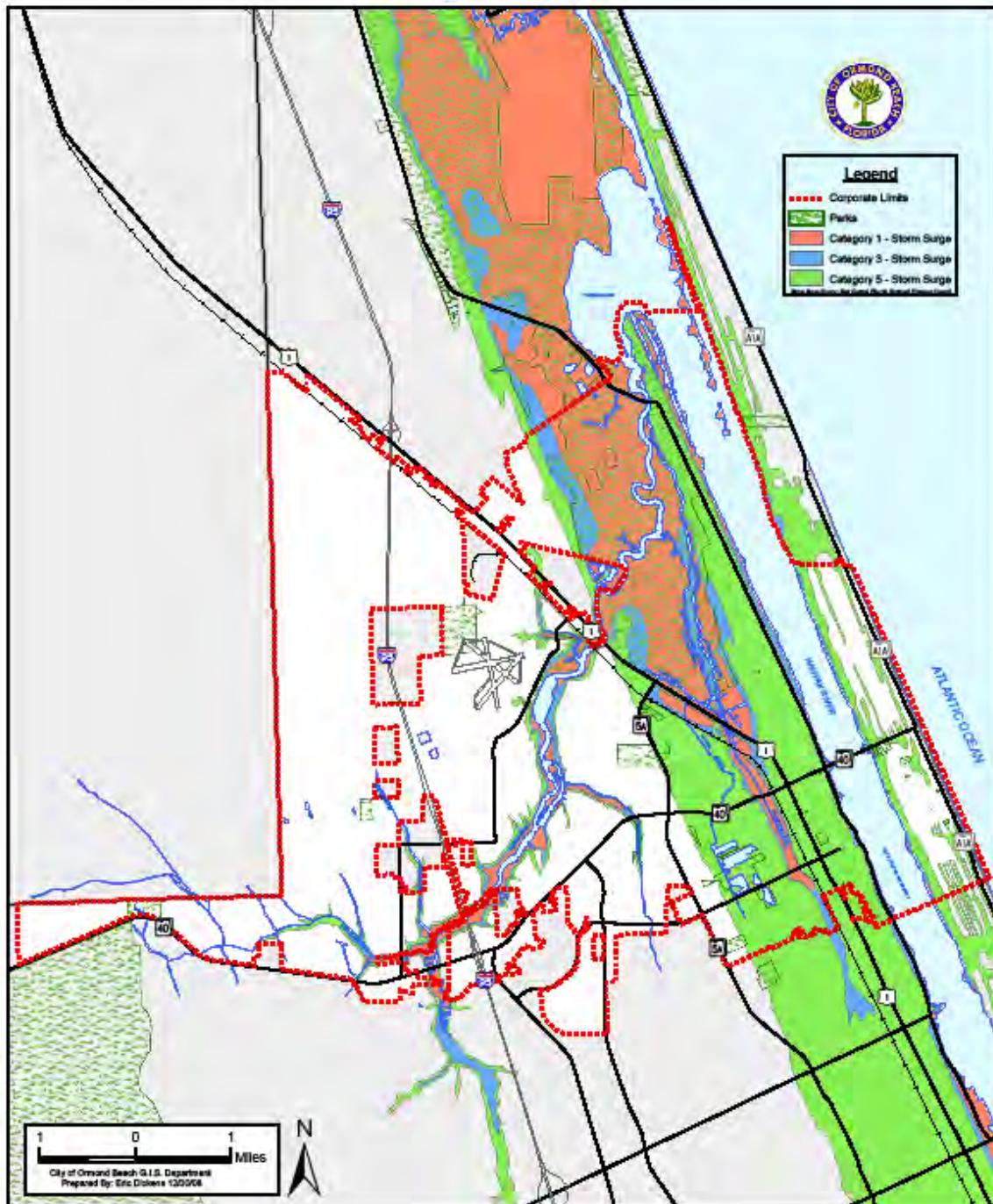
Signage shall be maintained that designates Scenic Roadways.

POLICY 6.7.9.

The Land Development Code provisions that implement this objective may include land use controls such as overlay districts or site plan review requirements to maintain the natural appearance and aesthetics of the Scenic Routes.

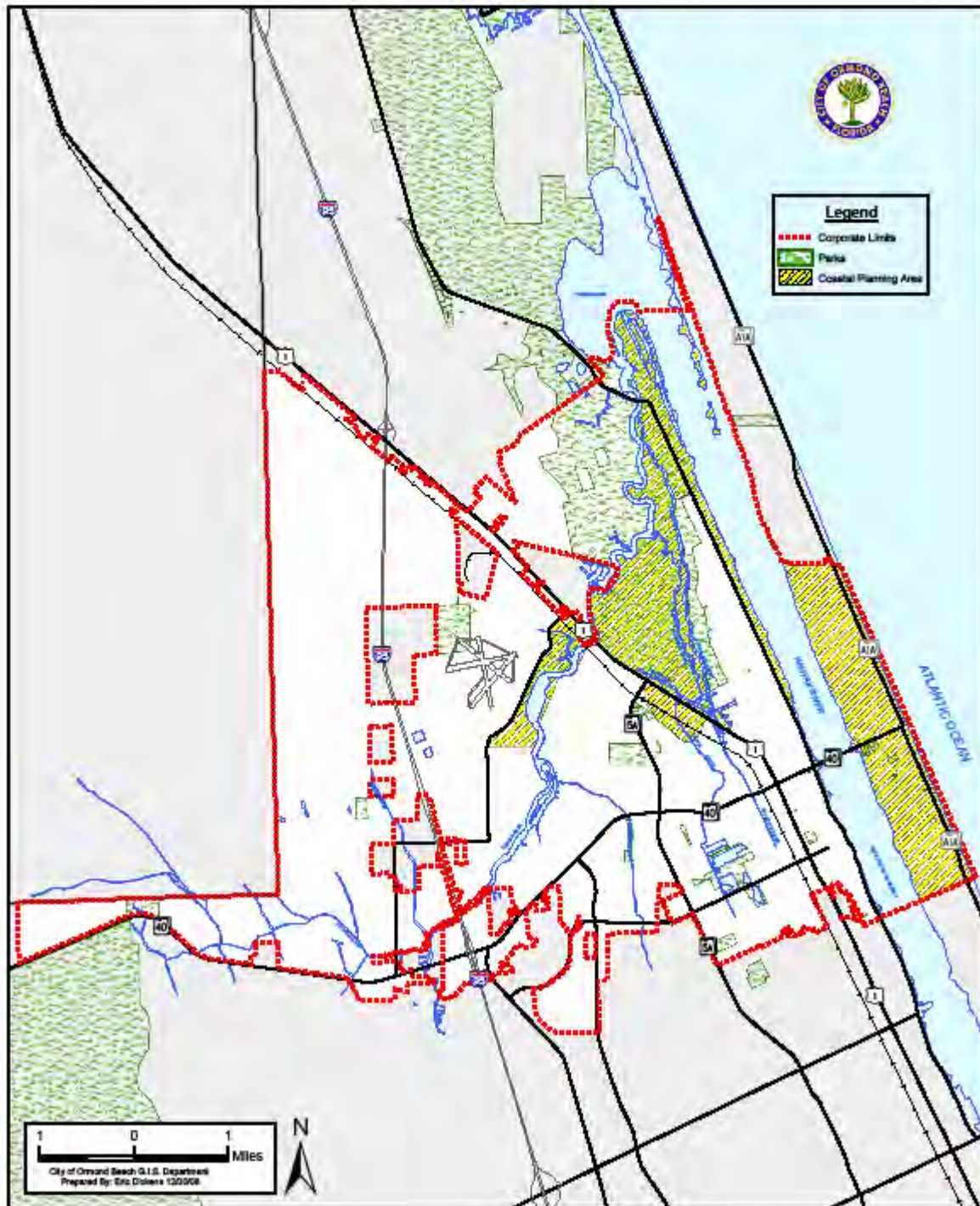
STORM SURGE MAP

Figure #1



COASTAL PLANNING AREA

Figure #2



HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

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<p style="text-align: center;">HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES</p>

GOAL 1. HOUSING SUPPLY

ENSURE THE AVAILABILITY OF SAFE AND ADEQUATE HOUSING UNITS OF DIFFERENT TYPES, SIZES, AND PRICE RANGES TO MEET THE NEEDS OF ALL CURRENT AND FUTURE RESIDENTS.

OBJECTIVE 1.1. HOUSING SUPPLY

The City shall continue to facilitate the private production of a housing supply, including adequate sites for mobile homes or manufactured housing and low and moderate income housing, which will meet future community needs and offset housing deficiencies as noted in this Element.

POLICY 1.1.1.

A housing impact analysis shall be performed for all proposed City ordinances affecting development to ensure such provisions do not unnecessarily increase housing cost or inhibit innovative housing layout and design.

POLICY 1.1.2.

Land use plan amendments which increase density shall occur in areas with few environmental constraints and where adequate public infrastructure and services exist.

POLICY 1.1.3.

The City shall support Volusia County's housing programs that conserve or increase the supply of standard housing affordable to low and moderate income households.

POLICY 1.1.4.

The City shall support the Ormond Beach Housing Authority's efforts to provide housing assistance to lower and very-low income residents of the City.

POLICY 1.1.5.

The City shall establish an Affordable Housing Task Force every five years from the date of the previous Housing Plan update to review progress on previous Plan implementation and make new affordable housing recommendations if needed.

HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.6.

By 2012, the City shall create a housing partnership involving the County, City, financial institutions, and community-based non-profits for the purpose of providing financial and technical resources to assist the production of affordable housing that is designed for universal accessibility.

POLICY 1.1.7.

The City shall support public-private partnerships that provide for the housing needs of very-low, low and moderate income residents utilizing Federal, State and local housing programs.

POLICY 1.1.8.

The City shall coordinate, with Volusia County, the efforts by Halifax Habitat for Humanity to purchase lots for the purpose of constructing homes for qualified low to moderate income families.

POLICY 1.1.9.

By 2010, the City shall have implemented the recommendations of the 2008 Housing Study Update Plan.

POLICY 1.1.10.

By 2012, the City shall have developed an Excel-Based Housing Demand Forecast Model to ensure that the available residential land use acreage and its densities remain in balance with the expected to reside population.

POLICY 1.1.11.

The City shall support and promote the concept of universal accessibility for all new housing created in the City by the private housing market.

POLICY 1.1.12.

By the year 2010, the City shall have implemented the Affordable Housing Task Force recommended changes to the City's permitting process related to enhance the efficiency of development services.

OBJECTIVE 1.2. PROVISION OF ADEQUATE SERVICES AND FACILITIES

Each existing housing development and residential neighborhood along with all new housing development shall meet existing adopted level of service standards.

POLICY 1.2.1.

The general residential development pattern in the City should be in accord with the community's growth strategy for residential densities, as stipulated within the Future Land Use Element.

POLICY 1.2.2.

Large scale residential development shall be required to provide a wide range of services and facilities in accordance with their relative size of development, in order to meet the needs of their residents and eliminate or reduce direct or indirect cost in providing such facilities by the general public.

POLICY 1.2.3.

The City shall continue to develop facilities and services master plans that guide residential development patterns in a manner that encourages compact development and discourages urban sprawl.

POLICY 1.2.4.

The City shall ensure the continued improvement of public services and facilities in areas which are experiencing deterioration in order to encourage reinvestment by the private sector and promote a residential environment that fosters community pride and provides safe and sanitary living conditions.

POLICY 1.2.5.

The City's Land development Code shall designate lands for residential development consistent with the availability of public facilities at the Level-of-Service as outlined in this Comprehensive Plan for all households, including low and moderate income families, mobile and manufactured homes, group homes and foster facilities and households with special needs.

OBJECTIVE 1.3 GREEN BUILDING AND SUSTAINABLE DEVELOPMENT

Encourage resource efficient green building, and sustainable development practices to enhance energy efficiency of housing in Ormond Beach.

POLICY 1.3.1.

Encourage installation of renewable energy systems by homeowners.

POLICY 1.3.2.

Encourage the incorporation of green building practices into development projects.

HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.3.3.

Provide educational materials regarding energy efficiency, sustainable design, and climate change, that encourage residents and business owners to invest in energy-efficiency improvements through community outreach efforts through the City's website.

POLICY 1.3.4.

The City shall promote energy conservation techniques that incorporate Federal Energy Star Standards, as consistent with the requirements of the Florida Building Code.

POLICY 1.3.4.

Encourage building orientation that maximizes energy efficiency and fosters the use of alternative energy sources where appropriate, such as solar or wind energy systems, to reduce the demand for electricity and reduce greenhouse gas emissions.

POLICY 1.3.5.

Encourage appropriate orientation of trees and shrubs on a development site to reduce cooling loads by taking advantage of evapo-transpiration and shade.

POLICY 1.3.6.

Promote building design appropriate for local climate conditions.

POLICY 1.3.7.

The City shall encourage the construction of energy efficient housing by exploring innovative regulations through nationally recognized green building standards, that promote energy conserving and environmentally sensitive technologies.

GOAL 2. NEIGHBORHOOD MAINTENANCE

TO ENSURE AND PROMOTE THE MAINTENANCE AND ENHANCEMENT OF RESIDENTIAL NEIGHBORHOODS.

OBJECTIVE 2.1 NEIGHBORHOOD MAINTENANCE

As a matter of on-going policy, the City will promote the maintenance, protection and, if necessary, the rejuvenation of City neighborhoods and residential areas, to encourage the highest quality housing and living environment possible.

POLICY 2.2.1.

By 2011, the City shall have developed and employed a neighborhood classification model designed to monitor neighborhood conditions, classify neighborhoods by a standardized condition and identify a comprehensive strategy for delivery of city services using a neighborhood focus.

POLICY 2.2.2.

By 2010, the City shall adopt an unsafe building abatement code to address vacant and derelict buildings to reduce blighting influences on commercial corridors and in residential neighborhoods.

POLICY 2.2.3.

Code enforcement, linked with housing rehabilitation assistance, shall be a principal conservation strategy for residential neighborhoods which are determined to be stable by the City's Neighborhood Classification Model.

POLICY 2.2.4.

The City's Neighborhood Improvement Division shall provide in tandem with the issuance of housing code enforcement violations, information services provided by Volusia County Community Services for Ormond Beach.

POLICY 2.2.5.

Active citizen participation shall be incorporated into neighborhood planning efforts.

POLICY 2.2.6.

The City shall incorporate into the Land Development Code a formalized compatibility screening procedure to assist development applicants in identifying and mitigating conflicts in order to protect residential neighborhoods from incompatible land uses.

HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 3: PRESERVATION AND REHABILITATION

PRESERVE AND EXPAND THE SUPPLY OF QUALITY HOUSING UNITS FOR LOW AND MODERATE INCOME HOUSEHOLDS BY SUPPORTING THE BUILDING OF NEW UNITS, REHABILITATION OF SUBSTANDARD UNITS, AND THE PREVENTION OF LOSS AND DETERIORATION OF EXISTING AFFORDABLE UNITS.

OBJECTIVE 3.1. REHABILITATION OF SUBSTANDARD HOUSING

All housing in the City which is found to be substandard but economically feasible to repair should be rehabilitated to increase the availability of standard housing and ensure that all housing in the City provides safe and adequate shelter to its occupants.

POLICY 3.1.1.

The City shall actively support the provision of housing services by Volusia County Community Services, Halifax Habitat for Humanity and other non-profit housing organizations in the Ormond Beach area.

POLICY 3.1.2.

As a matter of on-going policy, rehabilitation of housing units should be in conjunction with other neighborhood revitalization activities and facility improvements, as appropriate, to improve the overall quality of housing and neighborhood environments.

POLICY 3.1.3.

Neighborhood restoration efforts shall seek to maintain neighborhood identity and integrity.

OBJECTIVE 3.2. COORDINATION OF HOUSING ACTIVITIES

The City shall establish partnerships with private and public non-profit groups, private developers and other affordable housing providers.

POLICY 3.2.1.

The City shall utilize, to the maximum extent possible, non-profit community-based organizations to assist in the acquisition, rehabilitation, and construction of affordable housing.

POLICY 3.2.2.

The City shall support multi-jurisdictional approaches affordable housing issues in Volusia County.

GOAL 4: HOME OWNERSHIP

INCREASE HOME OWNERSHIP OPPORTUNITIES BY REDUCING THE TOTAL COST OF HOUSING IN THE MARKET PLACE.

OBJECTIVE 4.1. HOUSING OPPORTUNITIES

The City shall ensure, on a continual basis, that a variety of housing, including mobile homes or manufactured housing, affordable and rural housing is developed in the community to provide for the varied life-styles of its existing and future residents. The identification of historically significant housing shall continue in accordance with existing ordinances and as described in the Future Land Use Element, Coastal Management Element, Cultural Affairs Element, and Recreation and Open Space Element.

POLICY 4.1.1.

By 2010, the City shall utilize style neutral single-family residential design standards for all residential dwellings in order to address resident concerns regarding compatibility of manufactured housing in single-family residential neighborhoods.

POLICY 4.1.2.

The City shall incorporate affordable housing techniques into the Land Development Code such as Transfer of Development Rights, mandatory inclusionary zoning and density bonuses to increase the number of affordable lots and homes available to low and moderate income households.

POLICY 4.1.3.

The City shall ensure, through the Land Development Code, the availability of safe and adequate housing units of different types, sizes and price ranges to meet the needs of all current and future residents.

POLICY 4.1.4.

The City shall pursue affordable housing techniques designed to reduce the cost burden to low and moderate income households thus making affordable housing already available in the marketplace more accessible.

POLICY 4.1.5.

When provided by developers, the percentage affordable ratio shall be adjusted by area and by size of the development. Depending upon the geographic location, percentages may vary. In existing areas of the City where there is a significant population of low income and moderate

HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

income groups, then a base percentage of 10% would apply, while elsewhere the base percentage may be 5%. The 10 percentage areas are generally identified as follows:

- 1) CDBG Priority Area: An area bounded on the north by Highland/Selden Avenue, the south by the City limits, the east by South Ridgewood, and the west by the Florida East Coast Railroad tracks. (As amended by Ordinance 93-14, adopted on April 6, 1993.)
- 2) Barrier Island South: An area bounded on the north by Seminole Avenue, the south by the City limits, the east by A1A, and the west by Riverside Drive (south of the Fluhart Drive and Riverside Drive intersection).
- 3) Granada/Wilmette North: An area bounded on the north by Wilmette Avenue and its extension, the south by Granada Boulevard, the east by Orchard Street and the west by Nova Road.
- 4) Granada/Division South: An area bounded on the north by Granada Boulevard, the south by Division Avenue.

Low and moderate income housing units shall be dispersed throughout new development projects in a way that preserves the ambient character of the project and ensures assisted and non-assisted units shall not be distinguishable externally.

POLICY 4.1.6.

Mix use buildings incorporating residential and commercial development in the downtown shall have priority over single use buildings when applying for financial assistance from the City through the Tax Increment Financing District.

POLICY 4.1.7.

The City housing policy shall promote universal accessibility as a design option for housing of the elderly and various income level families.

POLICY 4.1.8.

Through the development review process and the administration of regulatory controls, the City will consider opportunities for the private sector to develop innovative housing prototypes and creative residential land use arrangements to foster varied housing opportunities by types and cost.

POLICY 4.1.9.

The City shall continue to maintain an inventory all public lands and buildings and, upon query by non-profit housing organizations, report to the City Commission the feasibility of such public lands and buildings being made available for low and moderate income housing.

POLICY 4.1.10.

Mobile Homes shall be allowed in the T-2 zoning districts. T-2, the Manufactured Home Community District, will allow for a self-contained planned community under single ownership and featuring extensive on-site recreation facilities, landscaping and innovative design.

POLICY 4.1.11.

The City shall continue to implement standards, regulations, and guidelines for the protection and improvement of historically significant housing, consistent with the criteria contained within the Future Land Use, Coastal Management, Cultural Affairs and Recreation and Open Space Elements.

OBJECTIVE 4.2 HOUSING COSTS

The City shall support and promote the provision of affordable housing, including mobile homes and manufactured housing, to all segments of the City population.

POLICY 4.2.1.

The City shall monitor all land and building development ordinances, regulations, and the permitting process to identify conflicting requirements, eliminate excessive and unnecessary regulations, and provide flexibility in the provision of housing through innovative technologies.

POLICY 4.2.2.

On an on-going basis, the City shall utilize automated processes to improve building and inspection services in order to provide time sensitive turnaround approvals.

POLICY 4.2.3.

Developers may apply for any of the following regulatory relief provisions as part of a development that incorporates low and moderate income housing units:

- a. Waiver of development fees related to approvals.
- b. Allowance of increased densities to accomplish affordable housing goals. The percentage of low and moderate housing set aside and accompanying density bonus may increase in proportion to one another but in no case shall it exceed 20%.
- c. Reduction of parking and setback requirements, particularly for housing designed for the elderly.
- d. Modification of sidewalk and street requirements, particularly in developments designed for the elderly.

HOUSING ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 5: EQUAL HOUSING

PERMIT HOUSEHOLDS TO FREELY CHOOSE AMONG THE DIFFERENT OPTIONS AND TENURES WHICH ARE AVAILABLE IN AN UNRESTRICTED MARKET.

OBJECTIVE 5.1. EQUAL HOUSING

The City shall ensure that equal housing opportunities are realized by all residents regardless of race, color, religion, ancestry, sex, familial status, national origin, handicap or place of birth.

POLICY 5.1.1.

The City shall continue to enforce its Fair Housing Ordinance, continually monitoring housing practices for possible housing discrimination.

POLICY 5.1.2.

The City shall ensure housing opportunities for all current and future residents, with an emphasis on the needs of the financially, socially, and/or physically disadvantaged, and those displaced due to City actions.

OBJECTIVE 5.2. GROUP HOMES AND FOSTER CARE FACILITIES

The City shall continue to permit in residential areas group homes and foster care facilities licensed or funded by the Department of Children and Family Services.

POLICY 5.2.1.

The City shall encourage the integration of special residential uses, licensed group homes, and foster care facilities into all residential areas, except those areas considered flood prone, where adequate supporting infrastructure and nearby medical and public facilities are available.

POLICY 5.2.2.

The City shall maintain provisions in the Land Development Code to allow smaller group homes (up to six residents) be permitted by right in all residential districts. Larger group homes shall be permitted as a conditional use in all single-family residential districts and by right in all multi-family districts.

GOAL 6: JOBS AND HOUSING BALANCE

ENCOURAGE A BALANCED AND MIXED ECONOMIC COMMUNITY.

OBJECTIVE 6.1. JOBS AND HOUSING BALANCE

The City shall promote, through its economic development efforts, a higher job to housing growth ratio.

POLICY 6.1.1.

Increase the job/housing ratio from 1.10 (2008) to 1.25 (2015) by creating higher value added jobs.

POLICY 6.1.2.

By 2015, the cost of housing shall closely mirrors the median wage structure of the City's economic base.

<p style="text-align: center;">RECREATION AND OPEN SPACE ELEMENT</p> <p style="text-align: center;">GOALS, OBJECTIVES AND POLICIES</p>
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RECREATION AND OPEN SPACE ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1. RECREATION AREAS AND FACILITIES

PROVIDE AN ACCEPTABLE QUALITY, QUANTITY, AND VARIETY OF ACTIVE AND PASSIVE RECREATION AREAS AND FACILITIES NECESSARY TO MEET THE EXISTING AND FUTURE RECREATIONAL NEEDS OF ALL THE CITY'S RESIDENTS AND OF ITS VISITORS.

OBJECTIVE 1.1. LEVEL OF SERVICE STANDARDS

The City shall require of new development activities concurrency with the adopted level-of service standards according to the adopted Parks and Recreation Master Plan Study, as amended.

POLICY 1.1.1.

The City shall apply level-of-service standards park categories and facilities in accordance with the adopted Parks and Recreation Master Plan Study as amended and listed in the Capital Improvements Element of the Comprehensive Plan.

POLICY 1.1.2.

Parks and recreational facilities shall be located throughout the City to allow access opportunities to all segments of the population.

POLICY 1.1.3.

The City shall continue to provide sufficient lighting where needed at any active recreation facilities existing at that time.

POLICY 1.1.4.

The City shall continue to acquire the appropriate acreage for neighborhood and community park and recreation sites to meet its level-of-service standards when necessary.

POLICY 1.1.5.

Alligator Island shall be maintained under the Open Space/Conservation land use designation.

POLICY 1.1.6.

The City's facility needs and program planning shall be determined through a continuous assessment of facility capacities and community needs, thorough surveys, citizen responses, civic

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

interaction, and population growth. Surveys shall be completed by April of each year by the Leisure Services and Planning Departments. The following criteria shall be applied in implementation of this policy.

- a. Coordination with other City departments and civic groups of studio (e.g., continuing education) programs, special events and referral services. Such programs shall be available for all ages and not limited to any level of proficiency.
- b. Coordination of or liaison to the development of other community enhancement projects (e.g., Santaland Art in the Park, and Easter Egg Hunt).
- c. Develop an outreach strategy that provides recreation activities and programs on a neighborhood basis.
- d. Determine the need for additional multi-diversified leisure facilities to better accommodate existing and future needs.
- e. Survey of the use of recreation facilities by developmentally disabled and physically handicapped people. The plan shall further contain specific recommendations for correcting existing deficiencies and meeting future needs.
- f. Assess the special population needs and provide structured activities for youth and adults that would interface with mainstream youth programs.

OBJECTIVE 1.2. MAINTENANCE

To maximize the responsible use of existing public lands and facilities, City parks and recreation facilities shall be maintained by the City's Leisure Services Department in order to promote public use and community pride, and discourage vandalism.

POLICY 1.2.1.

The City shall manage undeveloped City-owned land for the long-term public interest, doing so in a manner by which the City sets an example for others to follow.

POLICY 1.2.2.

The City shall maintain its boat ramps, piers, docks, and other water-access facilities in a safe and operable condition.

POLICY 1.2.3.

By 2025, the City shall develop a facility at Central Park to support after school programs and other activities.

POLICY 1.2.4.

The City shall actively maintain any saltmarsh areas adjacent to City property to be free of litter and/or other garbage.

POLICY 1.2.5.

The City shall continue to provide information and interpretive signs at all City-operated boat ramps to alert users of the endangered manatees, the Tomoka River Manatee Sanctuary, and the City personal watercraft ordinance.

OBJECTIVE 1.3. LAND USE COMPATIBILITY

Balance the functioning value of the natural environment so there is an optimum combination of aesthetic, ecological, and recreation values.

POLICY 1.3.1.

Use park systems or open space to buffer incompatible land uses, where parks or open spaces are compatible with these land uses.

POLICY 1.3.2.

To the extent practical based on available funding, the City shall acquire or preserve lands with unique environmental assets, as well as provide community access and/or recreation opportunities/value to the community.

POLICY 1.3.3.

To the maximum extent consistent with Federal, State, and City objectives, policies, and responsibilities, multiple uses of public lands shall be considered, to reduce the cost of and expedite the acquisition of additional needed public lands.

OBJECTIVE 1.4. ACCESS AND DEVELOPMENT

The City shall maintain and improve access to its parks, recreation, and open space areas, facilities, programs, and events and encourage development of facilities, programs, and events of state and regional excellence.

POLICY 1.4.1.

The Leisure Services Department shall develop and distribute literature and maps listing the parks, leisure service sites, and historic sites located within the City, their facilities, location, and operating hours.

POLICY 1.4.2.

The Leisure Services Department shall, prepare an annual report that in general describes the status of for presentation to the City Commission that department's functions in the City; assess the general needs of the population; describes event which affect or are affected by that department; and assesses interdepartmental and intergovernmental areas of concern and proposed solutions to these areas of concern.

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.5. FUNDING

The City shall develop a fiscally sound public parks recreation facilities program.

POLICY 1.5.1.

The City shall continue to pursue outside funding sources by monitoring on an on-going basis, the availability of parks and recreation grants and funds. The applications shall be submitted in a timely manner to ensure procurement and proper outside review.

POLICY 1.5.2.

A user fee system shall continue to be an integral and vital component of the overall funding mechanism for recreation programs and events. The following criteria shall apply in implementation of this policy:

- a. The fee shall be reasonably established and shall not restrict access on the basis of affordability.
- b. The City shall periodically review the fee structures of other local government jurisdictions and per capita operating expenses and recurring capital expenses as a basis for determining the equity of the fee structure.
- c. Reasonable fees shall be established for use of all City facilities based on the type of event, the particular facility and the expected number of people attending.
- d. The fee schedule shall be reviewed and updated on an annual basis.

POLICY 1.5.3.

The City shall continue to financially support the activities, events, and programs offered by the Leisure Services Department, in order to maintain programs at their current level-of-service in accordance with the adopted Parks and Recreation Master Plan as amended.

POLICY 1.5.4.

The City shall continue to assess a Recreational Impact Fee per the City Land Development Code in order to provide for the acquisition and development of additional recreational space and facilities needed by the occupants of such new residential dwelling units.

POLICY 1.5.5.

New development shall be encouraged to provide land for accessible and usable public parks in accordance with the adopted Parks and Recreation Master Plan Study as amended and the City Land Development Code.

POLICY 1.5.6.

The City shall continue to charge a non-residents fee determined by the Leisure Services Department and the City Commission for the use of City recreation facilities.

POLICY 1.5.7.

The City shall continue to utilize user fee charges for services and facilities to help offset costs at recreation sites.

OBJECTIVE 1.6. BEACH ACCESS

The City shall recommend policies and programs to Volusia County that maintain and improve public access to beach recreational opportunities;

POLICY 1.6.1.

Participate in and encourage State, Regional, and County programs to provide on and off-site beach parking.

OBJECTIVE 1.7. BICYCLING OPPORTUNITIES

Safe bicycling opportunities, for both recreation and transportation, shall be provided within the city where possible.

POLICY 1.7.1.

Bicycle facilities shall be incorporated into arterial and collector roadway construction widening, and reconstruction plans and programs as provided by the Land Development Code.

POLICY 1.7.2.

The City shall cooperate with bicycle organizations, law enforcement agencies, and the FDOT to promote a bicycle safety program; this shall include a program in the schools and a media information program.

POLICY 1.7.3.

Bicycle facilities connecting schools with nearby active recreation areas shall be a priority of the City.

POLICY 1.7.4.

The City shall continue to provide bicycle facilities at all City-owned buildings or facilities that are open to the public.

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.7.5.

When providing bicycle and pedestrian pathways the City shall determine, through its traffic consultant, upon which streets or roads bicycle traffic would constitute an unacceptable hazard. This shall also determine the time of day when this hazard would exist.

POLICY 1.7.6.

The City shall maintain regulations requiring new developments to incorporate bicycle and pedestrian paths as an integral part of their transportation plans.

POLICY 1.7.7

To the extent practical, utility easements (overhead transmission lines, gas and water) shall be considered in the development of trails to provide for connections and linkages to neighborhoods, and recreation and open space facilities.

POLICY 1.7.8

The following criteria shall be used in prioritizing bicycle facility improvements:

- a. Beach access points and crossings;
- b. Proximity to major public parks, cultural facilities, public schools, high-density residential and commercial areas.
- c. Lack of alternative routes;
- d. Streets serving important transit stops;
- e. Areas exhibiting high incidence of vehicle accidents with bicycles; and
- f. Arterial and collector streets.

POLICY 1.7.9

The City, in cooperation with the County and FDOT, shall encourage the installation of bicycle detection devices at traffic activated signals on arterial and collector streets, subject to the availability of funding.

OBJECTIVE 1.8. CONSERVATION

Active and passive recreation facilities shall be designed and used in a manner that protects the quality of the natural systems including, but not limited to, the surface waters, significant wildlife habitats, designated species habitats, and wetlands. The permitting criteria of Federal, State, and regional agencies shall be met during the design and construction of active and passive recreation facilities.

POLICY 1.8.1.

The use of off-road recreational vehicles in wetland or upland habitats shall be limited to the maximum extent allowed by law.

POLICY 1.8.2.

New proposed land development adjacent to parks, recreation, and conservation areas shall be compatible with both natural systems and the intended function of the park, recreation, or conservation area.

POLICY 1.8.3.

The City shall acquire sensitive lands to meet open space objectives and/or adopt regulations to protect and enhance the functional values of such lands.

OBJECTIVE 1.9. ADA STANDARDS

Public recreation facilities shall both accommodate and integrate handicapped and disabled persons consistent with Federal and State standards.

POLICY 1.9.1.

The City shall provide physical programs for the handicapped and disabled of all ages, based upon demand.

POLICY 1.9.2.

Recreation facility construction or renovation shall be designed to accommodate and integrate the handicapped and disabled consistent with Federal and State ADA standards.

POLICY 1.9.3.

When possible, handicap access to the beach shall be improved by the process of handicap parking spaces and pedestrian beach access ramps.

POLICY 1.9.4.

Playgrounds shall include handicap and disability accessible and usable facilities, to integrate handicapped children into the mainstream.

POLICY 1.9.5.

The City shall construct playgrounds oriented towards handicapped children.

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.10. INTERGOVERNMENTAL COORDINATION

The provision of recreation programs and facilities shall be coordinated among adjacent local government jurisdictions and private sector providers to develop the most cost-effective services to the public.

POLICY 1.10.1.

The City shall notify in a timely manner, for review and comment, the Tomoka State Park management and provide information regarding any development activities and ordinances that may significantly affect the park environment and operations.

POLICY 1.10.2.

The City shall continue to actively participate in the Volusia County land acquisition program and request utilization of such funds for open space land purchases within the City as appropriate and to the maximum extent feasible.

POLICY 1.10.3.

The City shall submit when appropriate and applicable, grant applications to local, state and federal grant programs for the acquisition, planning and development/management of City-owned lands. Programs include, but are not limited to:

- Florida Recreation and Development Assistance Program;
- Land and Water Conservation Fund Program;
- Florida Forever;
- Florida Boating Improvement Program;
- Save our Rivers Program (SJRWMD);
- Ponce DeLeon Port Authority;
- Florida Inland Navigation District;
- Florida Communities Trust Program; and
- ECHO.

POLICY 1.10.4.

The City shall continue to submit applications for grants under programs sponsored by various State and regional governments including the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, and the Florida Inland Navigation District.

POLICY 1.10.5.

The City shall enter into agreements, as appropriate, with private institutional recreation organizations to provide services and programs including joint use of facilities and personnel.

POLICY 1.10.6

Wherever possible, Ormond Beach Recreational trail corridors shall be coordinated with other national level trails such as the East Coast Greenway, as well as other state trail systems.

OBJECTIVE 1.11. DEVELOPMENT ACTIVITIES

The City shall periodically review and amend the Land Development Code relative to current open space definitions and standards to implement the Recreation and Open Space Element. The following policies shall apply to the review of development activities and the conduct of public activity.

POLICY 1.11.1.

The following shall be applied by the City to protect and provide buffers, greenbelts, and recreation within the open space system:

- a. Regulate the use of land and water consistent with the Future Land Use, Conservation, and Coastal Management Elements.
- b. Ensure the protection of natural vegetation and unique land features.
- c. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management.
- d. Maintain and protect major environmental areas, parks, preserves, wildlife management areas and refuges.
- e. Provide mechanisms for the on-site transfer of development rights as per the Future Land Use Element.
- f. Develop performance standards for protecting lands with historic, scenic, recreational or environmental significance.
- g. Protect against significant adverse impacts to wildlife, wildlife habitats/corridors.

POLICY 1.11.2.

Innovative techniques shall be utilized to protect identified open space areas. Such techniques could include overlay districts, flood zones, performance standards, or other incentive-based methods.

POLICY 1.11.3.

Designated open space areas encompassing natural resource areas, significant environmental features, marine and wildlife habitats, conservation or potential recreation areas shall, at minimum, be protected, by buffer zones, deed restrictions, limiting density and intensity of

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

development, conservation easements, acquisition, transfer of development rights, and purchase of development rights or land exchanges.

POLICY 1.11.4.

Criteria and standards to be used for reviewing development proposals within existing and proposed open space areas shall be maintained in the Land Development Code. Upon adoption of the plan, site specific analysis shall include an Environmental Assessment Report as per the criteria of the Conservation Element to be submitted, reviewed and approved prior to the issuance of a development order.

POLICY 1.11.5.

Coordinate with local governments, State and other public agencies in developing consistent standards, criteria and land development regulations for the protection of open space areas.

OBJECTIVE 1.12. LAND ACQUISITION

The City shall continue to increase the public provision, protection and enhancement of open space by utilizing the Volusia County Land Acquisition Program with the cooperation of the Florida Forever, Save Our Rivers, Land and Water Conservation Fund, County Port Authority, St. Johns River Water Management District land acquisition programs, and similar programs to acquire by purchase or donation those lands identified by the City Commission. Provision of open space by private enterprise shall be accomplished through donation or requirements for dedication of open and common space as specified in the Land Development Code.

POLICY 1.12.1.

Land or easements suitable for the provision of open space shall be encouraged as donations from public agencies and private enterprises. The location, shape, size and character shall be evaluated for applicability to City land development regulations. The City is not obligated to accept donations of open space areas from public areas and private enterprise.

POLICY 1.12.2.

Open Space areas shall be preserved for the following types of development:

- a. Residential development required to provide park needs and open space areas as required by the Land Development Code.
- b. Planned overlay districts required to provide open space and common open space per the Land Development Code.
- c. Development plans encompassing valuable resource habitats such as, but not limited to, environmental corridors as identified in the Conservation and Future Land Use Elements.
- d. Non-residential development required to provide open space areas as required by the Land Development Code.

OBJECTIVE 1.13. SCENIC HIGHWAYS AND CORRIDOR CONNECTIVITY

Provide for recreational corridors to link the City-owned parks as well as other open space/conservation areas.

POLICY 1.13.1.

The City shall designate scenic roadways in accordance with State and Federal programs, as provided for by the Coastal Management Element and the Land Development Code.

POLICY 1.13.2.

The City's standards designed to ensure preservation of the scenic value of designated routes shall be maintained in the Land Development Code.

POLICY 1.13.3.

The City shall continue to coordinate with utility companies the potential multi-use concept for open space and recreation uses within utility easements.

POLICY 1.13.4.

To the extent practical, utility easements (overhead transmission lines, gas and water, sewer and drainage) shall be made available for bike path, nature, jogging, and horse trail development. This off-road corridor system shall be designed and developed to connect neighborhoods and communities to recreation and open facilities.

POLICY 1.13.5.

Open space systems or conservation areas identified for potential outdoor classroom sites or nature study facilities shall be provided with the appropriate access facilities. Facilities shall include, but are not limited to: on-site circulation system elements, natural trails, above ground boardwalks and limited passive areas designated for picnicking.

POLICY 1.13.6.

Public access to the beach and waterways shall be provided in accordance with the policies under Goal 7 of the Coastal Management Element.

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.14. ORMOND CROSSINGS ACTIVITY CENTER

The City working with the Developer of the Ormond Crossings Activity Center shall develop a comprehensive approach to address existing and projected deficiencies so that there are adequate facilities to serve the residents of Ormond Crossings.

POLICY 1.14.1.

Within 90 days of the effective date of the comprehensive plan amendments establishing the Activity Center land use category and applying it to the Ormond Crossings Activity Center, the Developer shall deed to the City the title to a 17-acre parcel that is located immediately north of the Airport Sports Complex and fronts on Harmony Trail.

POLICY 1.14.2.

The Developer shall deed to the City a total of 45-acres of land to be used for parks and recreation purposes. The land may be divided up to 5 separate park sites within the Ormond Crossings Activity Center subject to the approval of the City, if it is determined that providing multiple parks sites minimizes automobile traffic and encourages pedestrian and bicycle access to the park facilities.

POLICY 1.14.3.

Based on the projected population associated with this proposed amendment, the Developer of the property shall be responsible for the following improvements. These improvements shall be completed prior to the issuance of the certificate of occupancy for the 1,000th dwelling unit within the Ormond Crossings Activity Center.

- a. A public community center with a minimum of 6,000 square feet of building area;
- b. A trail system, including a minimum of .75 miles of hard surface walkway;
- c. 1 Picnic shelter with restrooms;
- d. 1 soccer/football field;
- e. 1 baseball/softball field;
- f. 2 outside basketball courts with lights;
- g. 2 shuffle board courts;
- h. 1 bocce ball court;
- i. 1 tennis court; and
- j. 1 racquetball court.

Based on the projected population associated with this proposed amendment, the Developer of the property shall be responsible for the following improvements. These improvements shall be completed prior to the issuance of the certificate of occupancy for the 2,000th dwelling unit.

- a. 1 community center that can be either public or private with a total minimum building area of 4,000 square feet;
- b. A trail system, including a minimum of .525 miles of hard surface walkways;
- c. Passive park area of 36.5 acres;
- d. 1 off-leash dog park;
- e. 1 covered playground area;

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES AND POLICIES

- f. 1 baseball/softball field;
- g. 2 outside basketball courts with lights;
- h. 2 shuffle board courts;
- i. 1 bocce ball court;
- j. 2 tennis courts; and
- k. 1 racquetball court.

The City acknowledges that the need for recreational facilities is a function of the population therefore adjustments to these requirements can be expected to occur as the project proceeds. The City also reserves the right to request cash in lieu of improvements when it proves that funding will provide the City with a greater benefit and compliance with the minimum level of service standards.

<p style="text-align: center;">CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES</p>

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<p>CAPITAL IMPROVEMENTS ELEMENT GOALS OBJECTIVES AND POLICIES SCHEDULE OF IMPROVEMENTS MONITORING / EVALUATION</p>

GOALS, OBJECTIVES AND POLICIES

GOAL 1. LEVEL OF SERVICE STANDARDS

PUBLIC FACILITIES SHALL BE PROVIDED IN A TIMELY AND EFFICIENT MANNER AS NECESSARY TO CORRECT EXISTING DEFICIENCIES IN THE LEVEL-OF-SERVICE FOR POTABLE WATER, SANITARY SEWER, SOLID WASTE, TRAFFIC CIRCULATION, AND PARKS AND RECREATION AND TO MEET FUTURE DEMANDS GENERATED FROM NEW DEVELOPMENT THROUGH THE USE OF SOUND FISCAL PRACTICES.

OBJECTIVE 1.1. CAPITAL IMPROVEMENTS

Capital Improvements identified in other plan Elements shall be provided to correct existing deficiencies, accommodate future growth, and to replace deteriorated or obsolete facilities in an economically and energy efficient manner, as indicated in the schedule of improvements in this Element.

POLICY 1.1.1.

The City shall include capital improvement projects that are either: 1) required to meet adopted level of service standards; 2) implemented Goals, Objectives and Policies of the Comprehensive Plan; and 3) determined to be of relatively large scale in cost (\$25,000.00 or greater) in the Schedule of Improvements of this Element.

POLICY 1.1.2.

As per Section 163.3177, F.S., all capital improvement projects proposed by the City shall be consistent with the Comprehensive Plan.

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.3.

All capital improvements included in the Capital Improvements Element schedule of improvements shall be included in the City's annual capital budget.

POLICY 1.1.4.

Proposed capital improvement projects that compete for funding within the same funding source and as identified annually through the concurrency management system shall be evaluated and ranked in order of priority according to the following guidelines:

- a. The extent to which the project is necessary to protect public health and safety.
- b. Capital improvements needed to address existing deficiencies.
- c. Maintenance of adopted levels-of-service.
- d. The impact that the project would have on the local budget.
- e. Reduction of future improvements costs.
- f. Encouragement of infill development and/or preservation or achievement of full use of existing facilities.
- g. Promotion of efficient development and prevention of urban sprawl.
- h. Consistency with FDOT and other State and regional plans.

POLICY 1.1.5.

The Capital Improvements Element shall be reviewed on an annual basis and modified as necessary in accordance with Section 163.3187, F.S. Corrections, updates and modifications concerning costs; revenue sources; acceptance of facilities, pursuant to dedications which are consistent with the plan; or the date of construction of any facility enumerated in the CIE may be accomplished by ordinance and shall not be deemed to be amendments to the Comprehensive Plan.

POLICY 1.1.6.

The comprehensive planning process shall be used to ensure that present and future public facility and service needs are planned and provided in a timely and efficient manner, while safeguarding the health safety and welfare of the public and natural environment.

POLICY 1.1.7.

The provision of the public services and facilities shall be planned and coordinated so that the provision of public services and facilities occurs in a manner which encourages growth to be orderly and, to the extent feasible, is compatible with existing and desired land uses.

POLICY 1.1.8.

Public facilities, services, and programs shall be designed to service the intensities of development projected in State, regional and local comprehensive and functional plans and other planning documents.

POLICY 1.1.8:

Integrate energy cost reduction measures into the budget process.

POLICY 1.1.9

Government buildings and facilities shall incorporate and recognize urban design principles. Life cycle costs should be considered in the design and construction of government facilities. The City shall implement an Energy Efficiency and Conservation Plan including a program to track the use of energy and water in facilities owned by the City and reducing energy consumption as it relates to budgetary constraints. The City shall require energy efficient retrofits of existing facilities, where feasible, and will ensure energy efficient objectives are met in the planning and construction of any new facilities. The City shall consider a Sustainability Index for use in assessing proposed capital projects.

OBJECTIVE 1.2. COASTAL HIGH HAZARD AREA

The City shall limit future public expenditures for capital improvements which promote growth within Coastal High Hazard Areas, except for public land acquisition, enhancement of natural resources, or other projects as identified in the Coastal Management Element and, except for projects already in progress and continuing in good faith at the time of plan adoption.

POLICY 1.2.1.

The City shall expend funds in Coastal High Hazard Areas for the provision of improvements needed to correct existing deficiencies to maintain their existing capacity.

POLICY 1.2.2.

The City shall continue to provide recreational facilities as needed within Coastal High Hazard Areas.

POLICY 1.2.3.

The City shall not construct any new public facilities in the coastal high-hazard areas, except for:

- a. Conservation, natural resource protection and preservation, conservation groundwater aquifer recharge, resource restoration facilities, public access facilities, stormwater management and passive recreation and recreation support facilities;

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

- b. Facilities necessary to improve hurricane evacuation time and/or mitigate storm damage to existing development; and
- c. Reconstruction of public facilities essential to maintaining the public health and safety shall only occur if such structures can meet the most current hurricane wind velocity standards contained in the adopted building code.

POLICY 1.2.4.

The City shall study, existing public facilities located in the Coastal High Hazard Area that can be replaced over a twenty- (20-) year period.

POLICY 1.2.5.

Further development of facilities located in the Coastal High Hazard Area shall be discouraged excluding beach-related capital facilities, including, but not limited to, access ramps and pedestrian walkways.

OBJECTIVE 1.3. CONCURRENCY MANAGEMENT SYSTEM

The City shall continue to implement and periodically review its concurrency management system. The concurrency management system shall ensure the management of the land development process in a way that public facility needs identified within plan Elements are provided as needed but not in excess of the City's financial capacity to operate such facilities.

POLICY 1.3.1.

The provision of public facilities and services is intended to serve as a growth management measure, as such provision shall be undertaken and expanded within existing or identified future designated facility service areas and discouraged elsewhere, except in cases of overriding public benefit or where needed to meet the needs of existing development.

POLICY 1.3.2.

The City shall use the following level-of-service standards to determine the impacts of new development and redevelopment upon public facility provision:

- a. **Fire Fighting:** All development having a density equivalent to or greater than one (1) unit per acre shall be served by a public/private central water system capable of delivering the required fire flows having adequate fire fighting capacity of a minimum of 500 gpm or greater as determined by the Chief Fire Official in conjunction with the City Engineer (or its equivalent where a sprinkler system is used) and minimum 20 psi residual for a minimum two- (2-) hour duration depending upon the specific structure and/or use. Single-family home development at less than one (1) unit per acre or less, or other development of equivalent intensity (e.g., average daily water use of less than 300 gpd

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

per acre), may be served by an individual well. All required fire flows will be in addition to the peak daily demand established.

- b. Parks (acres per population): ~~40~~13 acres per 1,000 population

A capital facilities recovery fee to develop lands dedicated by developers to meet the acreage level of service standards shall be pursued. The recovery fee may be either assessed to the developer of the subdivision or the builder of the home in the form of an impact fee.

Subdivisions which provide private recreation lands and facilities shall be provided a credit against the land dedication and capital facilities recovery fee.

- c. Roads: The following level of service standards are adopted for roadways Citywid:

	LOS Daily	LOS Peak Hour
City	C	D
County	D	E
State	C (SIS/FIHS)	D (TRIP)

- d. Water:

Raw:	An average daily volume of 124 gallons of raw water per capita per day.
Potable:	An annual average daily volume of 110 gallons per capita per day.
Reclaimed:	An average of daily volume of 600 GPD per ERU.

- e. Sanitary Sewer: An annual average daily volume of 281 gallons equivalent residential unit (ERU).

- f. Solid Waste:

Average residential pick-ups per truck	1,600
Average commercial pick-ups/truck/route	155
Average residential pick-ups/man/day	226
Pounds/capita/day for residential, commercial and industrial waste	5.69
Pounds/capita/day for special wastes.....	3

- g. Drainage: The difference in the volume of run-off for 25 years frequency, 24-hour duration storm event between pre-development and post-development conditions shall be

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

retained on-site. The difference between the pre-development and post-development conditions for peak run-off rates for the 100-year frequency, 24-hour duration rainfall event shall be retained on-site. Individual development facility capacity shall be maintained so that there is no potential flooding increase above the base year elevation. There shall be no degradation of water quality of Class III waters. An equal or greater volume of storage capacity must be created for any volume of the regulatory flood that would be displaced by fill or structures. The velocity of the regulatory flood must not be adversely altered on any watercourse. Areas not filled are to generally be left in their natural state. However, such areas may be used to meet landscaping and/or retention requirements, provided that the design is consistent with the then-existing City standards and ordinance requirements. Fill limitations consistent with the Land Development Code and the performance standards for each wetland classification established by the Conservation Element shall be enforced for all developments lying within areas of special flood hazard, as defined by the 100-year floodplain boundaries of the FEMA FIRM maps.

POLICY 1.3.3.

The City shall maintain provisions in the Land Development Code that will ensure that, at the time a development order is issued, adequate facility capacity is or will be available when needed to serve the development.

POLICY 1.3.4.

The City shall evaluate proposed plan amendments and requests for new development based on the following guidelines:

- a. Creates potential public hazard.
- b. Accentuates any existing facility deficiencies.
- c. Generates public facility demands that could be accommodated by scheduled capacity increases in the capital improvements schedule.
- d. Conforms with the Future Land Use Map (Future Land Use Element) and service areas (Utilities Element).
- e. Affects other agencies' facilities plans.
- f. Conforms to the Conservation Element's policies for natural resource protection.
- g. Conforms to the Coastal Management Element's policies for limiting specific and cumulative impacts of development or redevelopment upon wetlands, water quality and quantity, wildlife habitat, living marine resources, and beach and dune systems.
- h. Minimizes impacts to surrounding jurisdictions.

OBJECTIVE 1.4. IMPACT FEES

Future development projects shall pay their fair share of the cost of providing facilities and services required to maintain adopted level-of-service standards as specified in the Land Development Code. Impact fees, developer dedications and contributions shall be required in an amount equal to the cost of the infrastructure required to serve the development.

POLICY 1.4.1.

Recreation impact fees shall be continued and refined as needed to adequately maintain adopted LOS standards.

POLICY 1.4.2.

Water and sewer impact fees shall be periodically reviewed and adjusted as needed to assure that revenues are equal to growth-related capital expenditures, and to adequately maintain adopted LOS standards.

POLICY 1.4.3.

The City shall annually review the fee schedules of all impact fee ordinances and adjust the fee schedules to reflect the pro-rata share of costs needed to finance improvements necessitated by new development.

POLICY 1.4.4.

The City shall continue to require that developers build water, sewer and reclaimed water infrastructure, local streets and internal collectors and provide off-site improvements needed for their development including but not limited to acceleration/deceleration lanes, turning lanes and traffic signals. Such improvements shall not be eligible for impact fee reimbursements.

OBJECTIVE 1.5. FISCAL RESOURCES

The City shall manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

POLICY 1.5.1.

In providing capital improvements funded by general obligation bond issues, the City shall limit outstanding indebtedness to no greater than five (5%) percent of its property tax base.

POLICY 1.5.2.

The City shall continue to adopt an annual capital budget and a five- (5) year capital improvement program as part of its budgeting process.

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.5.3.

The City shall continue its efforts to secure State or Federal grants or private funds whenever available for capital improvements financing, through actively seeking and applying for grants and, if required, providing matching funds for grants.

POLICY 1.5.4.

Prior to scheduling any referenda to finance capital projects, the City shall make every effort to identify alternative funding sources.

POLICY 1.5.5.

Prior to the issuance of Certificates of Occupancy, the City shall provide for all public facilities needed to serve developments for which development orders were previously issued.

POLICY 1.5.6

The Capital Improvements Element will be financially feasible in accordance with state law.

POLICY 1.5.7

If a Capital improvement is needed to maintain a level of service standard, then new development will be required to contribute its fair share toward the improvement.

POLICY 1.5.8

Encourage investment in capital projects that will utilize municipal energy production in an environmentally responsible manner.

OBJECTIVE 1.6. LOCAL AND REGIONAL FACILITIES & SERVICES

The City shall require that necessary local and regional facilities and services be available concurrent with the impacts of development through the adoption of a concurrency management system as implemented by the Land Development Code.

POLICY 1.6.1.

The City shall verify that all public facilities needed to serve new development have been provided prior to the approval of an application for final subdivision plan or final site plan.

POLICY 1.6.2.

The City shall continue to implement a concurrency management system to:

- a. Determine whether necessary facilities identified within the City's Capital Improvements Element, including Traffic Circulation, Recreation and Open Space, and Utilities are being constructed in accordance with the schedules in the Comprehensive Plan.

- b. Update annually existing level-of-service, committed capacity as defined in the Land Development Code, and facility needs prior to and in conjunction with the annual update of the Capital Improvements Element, except that a shorter time frame, daily, monthly, or semi-annually, will be used as appropriate where the level-of-service is near capacity.

The City plat approval process will require that necessary regional and local facilities and services be available concurrent with the impacts of development after the adoption of the concurrency management system through any of the following situations:

1. The necessary facilities are in place at the time a plat approval is issued, or a plat approval is issued subject to the condition that the necessary facilities will be in place when the impacts of the development occur.
2. The necessary facilities are under construction at the time a plat approval is issued.
3. The necessary facilities are the subject of a binding contract executed for the construction of those necessary facilities at the time a plat approval is issued. Capacity to meet LOS for sanitary sewer, potable water, drainage and solid waste shall be in place prior to awarding concurrency status for any development order.
4. The necessary road facilities as listed in the first three (3) years of the FDOT Five-Year Work Program have been included in the Volusia County or City of Ormond Beach annual budget at the time a plat approval is issued. A plan amendment is required to eliminate, defer or delay construction of any road or mass transit facility or service which is needed to maintain the adopted level-of-service standards and which is listed in the five- (5-) year schedule of capital improvements.

For those parcels that do not require platting, the above steps will be considered at the time of site plan and review. In such cases the words “site plan” will replace “plat approval” wherever it appears above.

POLICY 1.6.3

Capital Improvements necessary for water supply concurrency will be identified and included in the annual update to the Capital Improvements Schedule.

OBJECTIVE 1.7. INTERGOVERNMENTAL COORDINATION

Intergovernmental cooperation and coordination shall be established and maintained in order to plan for and provide the best methods for providing efficient, cost-effective, and environmentally sound public facilities and services.

POLICY 1.7.1.

Effective administrative and procedural mechanisms which promote the coordination, planning and provision of public facilities and services shall be used at every possible opportunity. Adherence to this policy cluster, at a minimum, shall include the following actions:

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

- a. The City shall establish formal and informal methods of contact and communication with adjacent and/or affected units of local government concurrent with the initiation of planning for new public facilities or improvements to existing public facilities for the purpose of interjurisdictional coordination in the planning, construction and operation of such facilities, where appropriate.
- b. Administrative and procedural mechanisms shall be used to more effectively coordinate, plan and provide public facilities and services.

OBJECTIVE 1.18. ORMOND CROSSINGS ACTIVITY CENTER

The Ormond Crossings Activity Center provides the City with the opportunity to master plan a mixed-use development, including the needed public facilities required to meet the minimum levels of service established in this comprehensive plan.

POLICY 1.18.1.

The City shall monitor the progress of the development to analyze and where necessary amend the CIE and other related elements to ensure that public infrastructure and facilities are in place to ensure that minimum levels of service are maintained at the lowest possible cost to the City. The following is a list of improvements that may be required, as identified in the Ormond Crossings Activity Center Development Agreement. This list is to be used for general planning purposes and provide guidelines to the City. This policy shall not be interpreted to mean that changes to the development plan for the identified improvement cannot occur in the future. Given the potential time needed for this project to reach build-out, changes are to be expected. This policy provides a process and background for future capital planning efforts of the City.

SCHEDULE OF IMPROVEMENTS

The tables on the following pages of the Capital Improvements Element will be used to effectively stage the timing, estimated cost, and revenue sources of the capital improvements projected for the future. All items listed are consistent with individual Comprehensive Plan Elements.

The first part of each table will include the projected improvements for the period between Fiscal Years 2008-09 and 2012-13 in one- (1-) year increments.

The table also specifies the type of work that is needed such as addressing an existing deficiency, a projected deficiency, or if the project consists of a repair, renovation or replacement of an existing facility.

MONITORING / EVALUATION

The Capital Improvements Element requires a continuous program for monitoring and evaluation, and pursuant to Chapter 163, F.S., the Element must be reviewed every year to ensure that the fiscal resources are available to provide public facilities needed to support adopted LOS standards.

Programs that will be adopted to ensure that the Goals, Objectives and Policies established in the Capital Improvements Element include:

- a. The Concurrency Management System (described in the Introduction Section).
- b. Annual review of the CIE.
- c. Annual review of the City's budget to determine if all capital improvement projects are consistent with all Comprehensive Plan Elements and that the proposed projects will further the Goals, Objectives and Policies of the Comprehensive Plan.

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

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Table A
Leisure Services
Capital Improvements Schedule
September, 2009

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
Neighborhood Parks									
1	South Ormond Neighborhood Park Field Renovations	FRDAP	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	Recreation Element - Obj. 1.1
		Property Taxes - General Capital Improvements Program (CIP)	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	
2	South Ormond Neighborhood Park Improvements	Property Taxes - General Capital Improvements Program (CIP)	\$ 205,000	\$ -	\$ -	\$ -	\$ -	\$ 205,000	Recreation Element - Obj. 1.1
Community Parks									
3	Gymnastic Center Improvements	Property Taxes - General CIP	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000	Recreation Element - Obj. 1.1
4	Nova Community Park Racquetball Courts	Property Taxes - General CIP	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	Recreation Element - Obj. 1.1
		FRDAP	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	
5	Nova Community Park Renovations	Property Taxes - General CIP	\$ -	\$ 60,000	\$ 135,000	\$ 52,000	\$ -	\$ 247,000	Recreation Element - Obj. 1.1
		FRDAP	\$ -	\$ -	\$ 135,000	\$ -	\$ -	\$ 135,000	
6	Nova Community Skate Park Rebuild	Property Taxes - General CIP	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	Recreation Element - Obj. 1.1
		FRDAP	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	
7	Ormond Beach Sports	Property Taxes - General CIP	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000	Recreation Element - Obj. 1.1

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
8	Ormond Crossings-Land for Airport Sports Complex/Community Parks	Developer Exaction	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 4,500,000 -	\$ 5,500,000	Recreation Element - Obj. 1.14
Cultural									
9	Performing Arts Center Marquee Replacement	Property Taxes - General CIP	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	Recreation Element - Obj. 1.1
10	The Casements Architectural Improvements (Phase 1)	Property Taxes - Tax Increment Financing	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 295,000	Recreation Element - Obj. 1.1
		Ecological Cultural Heritage Outdoors	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	
TOTAL			\$1,900,000	\$ 60,000	\$420,000	\$ 202,000	-\$4,950,000	\$ 7,532,000	

FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14
Property Taxes - General CIP	\$ 355,000	\$ 60,000	\$ 210,000	\$ 127,000	\$ 250,000	\$ 1,002,000
FRDAP Grant	\$ -	\$ -	\$ 210,000	\$ 75,000	\$ 200,000	\$ 485,000
Property Taxes TIF	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 295,000
ECHO Grant	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Developer Exaction	\$1,000,000	\$ -	\$ -	\$ -	\$4,500,000	\$5,500,000
TOTAL	\$1,900,000	\$ 60,000	\$ 420,000	\$ 202,000	\$4,950,000	\$ 7,532,000

Table B
Utilities
Capital Improvements Schedule
September, 2009

#	Project Description/ Area	Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	Relationship to Comprehensive Plan	Relationship to Water Supply Work Plan Project #
Waste Water Expansion										
1	Force Main Improvements	State Revolving Fund (CF)	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	Utilities Element - Objs. 1.1, 1.7 and 1.8	20
		St. Johns River Water Management District (SJRWMD) Grant	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000		
		Wastewater Impact Fees	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000		
2	Hunter's Ridge Irrigation	SRF Loan (CF)	\$ -	\$ -	\$ 670,000	\$ -	\$ -	\$ 670,000	Utilities Element - Objs. 1.2	21
		Reuse Impact Fees	\$ -	\$ -	\$ 410,000	\$ -	\$ -	\$ 410,000		
3	Waste Water Plant Rehab Expansion	SRF Loan (CF)	\$ 15,820,000	\$ -	\$ -	\$ -	\$ -	\$ 15,820,000	Utilities Element - Objs. 1.1, 1.7 and 1.8	22
Waste Water System Improvements										
4	Pump Station Repair & Replacement	SRF Loan (CF)	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ 435,000	Utilities Element - Objs.1.1, 1.7 and 1.8	29
5	Sanitary Sewer Pipeline Repair	409-Water and Waste Water R and R	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	Utilities Element - Objs.1.1, 1.7 and 1.8	N/A
6	US1 Sewer Service	Water and Sewer Chargers	\$ 350,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ 950,000	Utilities Element - Objs.1.1, 1.7 and 1.8	N/A
7	Ormond Crossings System Improvements	Developer Fair Share	\$ -	\$ -	\$ -	\$ -	\$ 2,940,000	\$ 2,940,000	Future Land Use Element, Directive Text for Ormond Crossings	1

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**Table B
Utilities
Capital Improvements Schedule
September, 2009**

#	Project Description/ Area	Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	Relationship to Comprehensive Plan	Relationship to Water Supply Work Plan Project #
Water System Expansion										
8	Distribution System	SRF Loan	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	Utilities Element - Objs.1.1, 1.7 and 1.8	1
		Bond Proceeds	\$ 1,350,000	\$ 2,680,000	\$ 650,000	\$ 1,100,000	\$ -	\$ 5,780,000	Utilities Element - Objs.1.1, 1.7 and 1.8	1
9	Lime Softening Facility Upgrades	Water and Sewer Charges	\$ 165,000	\$ 6,500	\$ -	\$ -	\$ -	\$ 171,500	Utilities Element - Objs.1.1, 1.7 and 1.8	3, 13, 14, 15
10	Rima Ridge Wells	Bond Proceeds (CF)	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ 720,000	Utilities Element - Objs.1.1, 1.7 and 1.8	2
Water System Improvements										
11	High Service Pumps - VFD Project	Water and Sewer Charges	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	Utilities Element - Objs.1.1, 1.7 and 1.8	10
12	Cross Section Control Panel	Water and Sewer Charges	\$ 55,000	\$ 55,000	\$ 55,000	\$ 90,000	\$ 90,000	\$ 345,000	Utilities Element - Objs.1.1, 1.7 and 1.8	N/A
13	Hydrant Replacement	Water and Sewer Charges	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ 600,000	Utilities Element - Objs.1.1, 1.7 and 1.8	9
14	LPRO Process Upgrades	Water and Sewer Charges	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	Utilities Element - Objs.1.1, 1.7 and 1.8	N/A
15	Meter Installations - New	Water and Sewer Charges	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 450,000	Utilities Element - Objs.1.1, 1.7 and 1.8	N/A
16	Pep Tanks	Pet Tank Fees	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000	Utilities Element - Objs.1.1, 1.7 and 1.8	10

Table B
Utilities
Capital Improvements Schedule
September, 2009

#	Project Description/ Area	Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	Relationship to Comprehensive Plan	Relationship to Water Supply Work Plan Project #
17	Utility Relocation	Water and Sewer Charges	\$ 630,000	\$ -	\$ -	\$ -	\$ -	\$ 630,000	Utilities Element - Objs.1.1, 1.7 and 1.8	15
18	Water Plant Install of Dust Arrestor/Bag Shaker	Water and Sewer Charges	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000	Utilities Element - Objs.1.1, 1.7 and 1.8	16, 17
19	Water Plant Membrane Replacement	Water and Sewer Charges	\$ -	\$ -	\$ 365,000	\$ -	\$ -	\$ 365,000	Utilities Element - Objs.1.1, 1.7 and 1.8	18
20	Reuse System Improvements	SRF Loan	\$ -	\$ 4,370,000	\$ -	\$ -	\$ -	\$ 4,370,000	Utilities Element - Objs.1.1, 1.7 and 1.8	23, 24, 25
21	Ormond Crossings Service Improvements	Developer Fair Share	\$ -	\$ -	\$ -	\$ -	\$ 3,820,000	\$ 3,820,000	Future Land Use Element, Directive Text for Ormond Crossings	1
TOTAL			\$ 25,575,000	\$ 8,181,500	\$ 3,220,000	\$ 1,660,000	\$9,970,000	\$45,606,500		

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**Table B
Utilities
Capital Improvements Schedule
September, 2009**

FUNDING SCHEDULE

Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14
SRF	\$ 21,455,000	\$ 4,370,000	\$ 670,000	\$ -	\$ -	\$ 26,495,000
SJRWMD Grant	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000
Wastewater Impact Fee (Waste IF)	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
Bond Proceeds	\$ 2,070,000	\$ 2,680,000	\$ 650,000	\$ 1,100,000	\$ -	\$ 6,500,000
Reuse Impact Fee	\$ -	\$ -	\$ 410,000	\$ -	\$ -	\$ 410,000
Water and Sewer Charges	\$ 1,820,000	\$ 501,500	\$ 860,000	\$ 530,000	\$ 180,000	\$ 3,891,500
Pep Tank Charges	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000
409-Water and Waste Water R and R	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Developer Fair Share	\$ -	\$ -	\$ -	\$ -	\$ 6,760,000	\$ 6,760,000
TOTAL	\$ 25,575,000	\$ 8,181,500	\$ 3,220,000	\$ 1,660,000	\$ 6,970,000	\$ 45,606,500

Table C
Transportation
Capital Improvements Schedule
September, 2009

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
1	Road Repair/ Reconstruction	Property Taxes - Transportation (CF)	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	Transportation Element - Obj. 1.1
2	Hull Road Turn Lane	Property Taxes -General Capital Improvements Program (CIP)	\$ 18,750	\$ -	\$ -	\$ -	\$ -	\$ 18,750	Transportation Element - Obj. 1.1
		Metropolitan Planning Organization	\$ 56,250	\$ -	\$ -	\$ -	\$ -	\$ 56,250	
3	Collector Road Upgrades	Grant	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000	Transportation Element - Obj. 1.1
		Property Taxes - Transportation (FB)	\$ 515,000	\$ -	\$ -	\$ -	\$ -	\$ 515,000	
		Bond Proceeds	\$ 1,070,000	\$ 2,150,000	\$ -	\$ -	\$ -	\$ 3,220,000	
4	Road Resurfacing	Local Option Gas Tax	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ 2,000,000	Transportation Element - Obj. 1.1
		Property Taxes - Transportation	\$ 125,000	\$ 200,000	\$ 225,000	\$ 200,000	\$ 700,000	\$ 1,450,000	

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
5	Sidewalks	Property Taxes - Transportation	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	CIE - Obj. 1.3
6	SR 40 Signal Interconnect	Property Taxes -General Capital Improvements Program (CIP)	\$ 33,700	\$ 22,500	\$ -	\$ -	\$ -	\$ 56,200	CIE - Obj. 1.3
		Metropolitan Planning Organization	\$ -	\$ 168,700	\$ -	\$ -	\$ -	\$ 168,700	CIE - Obj. 1.3
7	Nova Road Audible Pedestrian Signals	Property Taxes -General Capital Improvements Program (CIP)	\$ 17,200	\$ 11,500	\$ -	\$ -	\$ -	\$ 28,700	CIE - Obj. 1.3
		Metropolitan Planning Organization	\$ -	\$ 86,000	\$ -	\$ -	\$ -	\$ 86,000	CIE - Obj. 1.3
8	Tomoka State Park Sidewalk	FDOT	\$ -	\$ 379,040	\$ -	\$ -	\$ -	\$ 379,040	CIE - Obj. 1.3
		City in-kind Services	\$ -	\$ 94,760	\$ -	\$ -	\$ -	\$ 94,760	
9	SR 40 PD&E Study (Tymber Creek to I-95)	Developer	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000	Transportation Element - Obj. 2.1
10	Upgrade and re-paving 2.5 segment of Tymber Creek Road to a standard 2-lane typical cross section	Developer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000 Beyond Five Years	Transportation Element - Obj. 2.1
11	SR 40 Multi Use Trail	ARRA	Phase 1 \$ 179,000	Phase 3 \$ 587,000	\$ -	\$ -	\$ -	\$ 950,000	Transportation Element - Objs. 1.6, 1.7, and 1.8
			Phase 2 \$ 184,000						

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
12	Adaptive Control System	Volusia County	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	Transportation Element - Obj. 2.
13	Crossings Boulevard (Segment 1)	CRA/Developer	\$ -	\$ -	\$ -	\$ -	\$8,500,000	\$8,500,000	Transportation Element Policy 6.1.3
14	Crossings Boulevard (Segment 2)	CDD/Developer	\$ -	\$ -	\$ -	\$ -	\$8,000,000	\$8,000,000	Transportation Element Policy 6.1.3
15	I-95/US-1 Interchange ramp improvements	Developer	\$ -	\$ -	\$ -	\$ -	\$ -	Beyond Five Years	Transportation Element Policy 6.1.3
TOTAL			\$4,258,900	\$4,199,500	\$1,025,000	\$1,450,000	\$17,200,000	\$28,133,400	

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**Table C
Transportation
Capital Improvements Schedule
September, 2009**

FUNDING SCHEDULE

Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14
Property Taxes - Transportation	\$1,050,000	\$ 200,000	\$225,000	\$200,000	\$700,000	\$ 2,375,000
Metropolitan Planning Organization	\$ 56,250	\$ 254,700	\$ -	\$ -	\$ -	\$ 310,950
City in-kind Services	\$ -	\$ 94,760	\$ -	\$ -	\$ -	\$ 94,760
Bond	\$1,070,000	\$2,150,000	\$ -	\$ -	\$ -	\$ 3,220,000
Property Taxes - CIP	\$ 69,650	\$ 34,000	\$ -	\$ -	\$ -	\$ 103,650
FDOT	\$ -	\$ 379,040	\$ -	\$ -	\$ -	\$ 379,040
Gas Tax	\$ 500,000	\$ 500,000	\$500,000	\$ 500,000	\$ -	\$ 2,000,000
Developer	\$ -	\$ -	\$ -	\$ 750,000	\$16,509,000	\$ 750,000
Grant	\$1,150,000	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000
Volusia County	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000
ARRA	\$ 363,000	\$ 587,000	\$ -	\$ -	\$ -	\$ 950,000
TOTAL	\$4,258,900	\$ 4,199,500	\$1,025,000	\$1,450,000	\$17,200,000	\$28,133,400

Table D
Volusia County Metropolitan Planning Organization (MPO) Projects
 Capital Improvements Schedule
 September, 2009

#	PROJECT DESCRIPTION/AREA	FUNDING SOURCE	FY 09-10	FY 10-11	FY 11-12	FY 13-14	FY 13-14	FY 09-14	RELATIONSHIP TO COMPREHENSIVE PLAN
1	Tymber Creek Road SR 40 to Peruvian Lane	Volusia County	\$ 5,100,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 5,600,000	Transportation Element - Obj. 1.1
2	SR 5 (US 1)/SR 40 Intersection Improvement	FDOT	\$1,979,245	\$ -	\$ 102,690	\$ -	\$ -	\$ 2,081,935	Transportation Element - Obj. 1.1
TOTAL			\$7,079,245	\$ 500,697	\$ 102,690	\$ -	\$ -	\$ 7,681,935	

FUNDING SCHEDULE

Funding Source	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 09-14
Florida Department of Transportation	\$1,979,245	\$ 500,000	\$ -	\$ -	\$ -	\$ 5,600,000
Volusia County	\$5,100,000	\$ -	102,690	\$ -	\$ -	\$ 2,081,935
TOTAL	\$7,097,245	\$ 500,000	\$102,690	\$ -	\$ -	\$ 7,681,935

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

Table E
Volusia County School District Five-Year Work Program
September, 2009

#	PROJECT DESCRIPTION/AREA	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
New Construction						
1	*Marks, George Elm - Replacement	\$ -	\$ -	\$ -	\$ 971,290	\$ 17,682,000
2	New Elm "A" Relieve Cypress Creek, Horizon, Chisholm	\$ -	\$ -	\$ -	\$ -	\$ 988,000
3	New Elm "C" Relieve Pathways, Pine Trail	\$ -	\$ -	\$ -	\$ -	\$ 988,000
4	*New K-8 "FF" Relieve New Smyrna Mid, Indian River, Edgewater	\$ -	\$ -	\$ 1,120,000	\$ -	\$ 38,750,000
5	Pierson/Seville Replacement	\$ -	\$ -	\$ -	\$ -	\$ 18,600,000
New Construction TOTAL		\$ -	\$ -	\$ 1,120,000	\$ 971,290	\$ 77,008,000
Major Projects at Existing Schools & Facilities						
6	Deltona HS - Reroof Campus	\$ 2,880,000	\$ -	\$ -	\$ -	\$ -
7	Enterprise Elm - Addition	\$ -	\$ -	\$ 4,500,000	\$ 500,000	\$ -
	Enterprise Elm - 9 Classroom Addition	\$ 2,880,000	\$ -	\$ -	\$ -	\$ -
	Friendship Elm - 9 Classroom Addition	\$ 2,880,000	\$ -	\$ -	\$ -	\$ -
	Holly Hill Mid - Demo Buildings	\$ -	\$ 410,000	\$ -	\$ -	\$ -
	Horizon Elm - 9 Classroom Addition	\$2,880,000	\$ -	\$ -	\$ -	\$ -
8	Pine Ridge HS - HVAC Bldg. 5	\$ 1,516,000	\$ -	\$ -	\$ -	\$ -

#	PROJECT DESCRIPTION/AREA	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
9	Portables - Lease	\$ 1,200,000	\$ 1,000,000	\$ 250,000	\$ 250,000	\$ 250,000
10	Portables - Moves & Compliance	\$ 690,000	\$ 640,000	\$ 590,000	\$ 540,000	\$ 490,000
11	Seabreeze HS - 10 Year Sports Complex Lease	\$ 600,000	\$ -	\$ -	\$ -	\$ -
12	Southwestern Mid - Additions	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ 500,000
13	Sunrise Elm - 9 Classroom Addition	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -
14	Various Schools - Minor Projects	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000	\$ 1,300,000
15	Various Facilities - Facilities Review Projects	\$ 3,872,422	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000
Major Prjs. @ Existing Schools/Fac. TOTAL		\$ 23,608,422	\$ 16,350,000	\$ 15,140,000	\$ 10,590,000	\$ 10,040,000
Facilities Management						
16	Facilities Mgmt. - Various Projects	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Technology						
17	Network, EDP & Communications Equipment	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000
System-wide Equipment & Vehicles						
18	Various Schools & Departments - Furniture and Equipment	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000
Buses						
19	Transportation Dept. - Bus Replacement	\$ -	\$ -	\$ -	\$ -	\$ 7,239,765
Transfers						
20	Transfers - Debt Service-Impact Fee	\$ 7,488,108	\$ 7,490,909	\$ 2,681,218	\$ 2,681,258	\$ 2,681,278
21	Transfers - Debt Service-LCIF	\$ 4,446,525	\$ 4,448,975	\$ 4,447,292	\$ 4,449,432	\$ 7,069,654
22	Transfers - Debt Service-Sales Tax	\$ 39,664,477	\$ 39,663,041	\$ 44,472,641	\$ 44,467,584	\$ 47,306,833

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

#	PROJECT DESCRIPTION/AREA	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
23	Transfers - Equipment Leases & Property Insurance	\$ 3,411,250	\$ 3,411,250	\$ 3,411,250	\$ 3,411,250	\$ 3,411,250
24	Transfers - Maintenance	\$ 15,800,000	\$ 15,800,000	\$ 15,800,000	\$ 15,800,000	\$ 15,800,000
Total Transfers		\$ 70,810,360	\$ 70,814,175	\$ 70,812,401	\$ 70,809,524	\$ 76,269,015
GRAND TOTAL		\$ 108,218,782	\$ 100,964,175	\$ 100,872,401	\$ 96,107,814	\$ 184,356,780

Table F
2025 Mass Transit Schedule of Capital and Operating Improvements
September, 2010

Project No.	Project Description	Expense Type	Projected Total Cost ¹	FY 1	General Location	Other Funding Sources	Consistency with Other Elements
1	SR 40 Transit Service Expansion	Capital	2,460,000	2018	See Figure 8 of the Future Land Use Element	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
		Operating	15,536,000	2018-2025			
2	US 1 Transit Service Expansion	Capital	1,760,000	2016	See Figure 9 of the Future Land Use Element	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
		Operating	14,160,000	2016-2025			
3	A1A Transit Service Expansion	Capital	1,170,000	2016	See Figure 6 of the Future Land use Element	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
		Operating	9,480,000	2016-2025			
4	Transit Amenities	Capital	2,200	2010	Citywide	Transit Fee	Yes
5	Transit Amenities	Capital	75,000	2011	Citywide	Transit Fee	Yes
6	Transit Amenities	Capital	125,000	2012	Citywide	Transit Fee	Yes
Total			44,768,200	2010-2025			

¹Transit Fee portion equals \$4,704,200 and the balance of \$40,064,000 will be funded from other sources noted under Other Funding Sources

**CAPITAL IMPROVEMENTS ELEMENT
GOALS, OBJECTIVES AND POLICIES**

**Table G
2025 Non-Motorized Schedule of Capital Improvements
September, 2010**

Project No.	Project Description	Expense Type	Projected Total Cost	FY 1	General Location	Other Funding Sources	Consistency with Other Elements
1	SR 40 Sidewalk and Trails Expansion	Capital	\$190,000	2012-2025	See Map 3 of the Adopted Ormond Beach Multi-Modal Strategy	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
2	US 1 Sidewalk and Trails Expansion	Capital	\$190,000	2012-2025	See Map 3 of the Adopted Ormond Beach Multi-Modal Strategy	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
3	Sidewalk connectivity Projects (A1A and Trails)	Capital	\$190,000	2012-2025	See Map 3 of the Adopted Ormond Beach Multi-Modal Strategy	FDOT, FTA, TIF, Mobility Fee and other local jurisdictions	Yes
4	Trail Amenities	Capital	\$105,000	2012-2025	Citywide	Mobility Fees	Yes
5	Tomoka Park Trail	Capital	\$473,812	2012	See Map 6 of the Adopted Ormond Beach Multi-Modal Strategy	Federal (XU), Mobility Fee	Yes
6	SR 40 Trail Phase 3	Capital	\$455,233	2014	See Map 4 of the Adopted Ormond Beach Multi-Modal Strategy	Federal (XU), Mobility Fee	Yes
7	Thompson Creek Trail	Capital	\$950,000	2020	See Map 5 of the Adopted Ormond Beach Multi-Modal Strategy	Federal (XU), Mobility Fee, and TIF	Yes

Project No.	Project Description	Expense Type	Projected Total Cost	FY 1	General Location	Other Funding Sources	Consistency with Other Elements
8	Osceola/Ormond/Tomoka/Pathway/Pine Trail ELEM pedestrian/bike improvements	Capital	\$225,000	2012-2025	Not Available	Federal and Mobility Fee	Yes
9	Sidewalk enhancements from existing 5 foot wide to 8 foot wide	Capital	\$215,000	2022-2025	Citywide	Federal and Mobility Fee	Yes
Total			\$2,994,045.00				

<p style="text-align: center;">INTERGOVERNMENTAL COORDINATION ELEMENT</p> <p style="text-align: center;">GOALS, OBJECTIVES AND POLICIES</p>

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INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1. COORDINATION

THE CITY SHALL ESTABLISH AND MAINTAIN EFFECTIVE COORDINATION TO ADDRESS MULTI-JURISDICTIONAL ISSUES OF CONCERN AND TO IMPLEMENT THE CITY'S COMPREHENSIVE PLAN.

OBJECTIVE 1.1. CAPITAL IMPROVEMENTS

The City shall provide public facilities in a timely and efficient manner, coordinating planning, acquisition, development, funding, and improvements with other governments and agencies to the greatest extent possible.

POLICY 1.1.1.

Intergovernmental cooperation and coordination shall be maintained in order to plan for and provide efficient, cost effective, and environmentally sound public facilities and services.

POLICY 1.1.2.

Effective procedural mechanisms which promote the coordination, planning and provision of public facilities and services shall be used at every possible opportunity. Adherence to this policy, at a minimum, shall include the following actions:

- a. The City shall maintain formal and informal channels of communication with appropriate units of government in order to provide opportunity for interjurisdictional coordination in the planning, construction and operation of new or expanded public facilities.
- b. The City shall continue to review all Army Corps of Engineers (ACOE), Florida Department of Environmental Protection (DEP) and St. Johns River Water Management District (SJRWMD), permit applications and offer comments to the permitting agency in a timely manner in order to ensure that such permits are consistent with City policy.
- c. On an ongoing basis, the City shall provide information on Cultural Affairs programs, economic development, public safety, active and passive recreation, transportation, and utilities capital improvement projects with adjacent and/or affected governments and utilities.
- d. The City shall coordinate with Federal, State, regional and local permitting agencies to ensure that all permits be received by the time of the issuing of a development order.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.3.

The City shall maximize grant and revenue funds for capital improvement projects.

OBJECTIVE 1.2. COASTAL MANAGEMENT

The City shall coordinate and cooperate with other governmental units and agencies to effectively and efficiently manage coastal resources.

POLICY 1.2.1.

The City shall cooperate with the Volusia Council of Governments (VCOG) to establish and maintain intergovernmental coordination mechanisms as needed for the proper management of coastal resources.

POLICY 1.2.2.

The City shall review the Comprehensive Plans and any amendments thereto of the adjacent municipalities, Volusia County, and Flagler County to determine if coastal resources including the Halifax River, the Tomoka River and its tributaries, the barrier island, and any associated wetlands are being managed in a consistent manner.

POLICY 1.2.3.

The City shall cooperate as provided for by the County Home Rule Charter and State Statutes in joint planning and management programs with adjacent municipalities and counties and other public agencies that operate governments within its boundaries for mosquito impoundments, beach renourishment, hurricane evacuation, provision of public access, providing water dependent use sites, controlling stormwater, reducing wastewater treatment plant discharges into the lagoon, and coordinating efforts to protect designated and other rare species.

POLICY 1.2.4.

The City shall maintain an intergovernmental coordination mechanism that provides potentially affected municipalities, counties, and agencies opportunities for review and comment of development proposals.

POLICY 1.2.5.

The City shall encourage the State and regional permitting agencies to require that a proposed project not be consistent with local government comprehensive plans and land development regulations before issuing a development permit.

POLICY 1.2.6.

The City, in cooperation with the DEP, shall support the protection of the Tomoka Marsh Aquatic Preserve in accordance with the DEP Management Plan and the City Comprehensive Plan.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.2.7.

The City shall cooperate with the County in the development and implementation of minimum standards for environmental protection in accordance with the Volusia County Home Rule Charter.

POLICY 1.2.8.

The City shall work cooperatively with Flagler County to ensure responsible development in the upstream portions of the Tomoka River watershed such that the River is not adversely impacted.

POLICY 1.2.9.

The city shall continue to monitor and implement legislative changes in environmental protection measures.

POLICY 1.2.10.

On a continuous basis the City shall review and implement stormwater quality programs and regulations as proposed by the Federal Environmental Protection Agency, the DEP, and the SJRWMD.

POLICY 1.2.11.

The City shall support and participate in the preparation of management plans, water quality studies, and sampling programs in conjunction with Volusia County, the East Central Florida Regional Planning Council (ECFRPC), the SJRWMD, the Department of Health and Rehabilitative Services, and DEP.

POLICY 1.2.12.

Land use decisions shall be consistent with the natural resource protection policies contained within the East Central Florida Strategic Regional Policy Plan and the State Comprehensive Plan.

POLICY 1.2.13.

The City shall review proposed development activity for consistency with appropriate portions of resource management protection plans addressing the estuaries, beach and dune systems, and the barrier island. The following criteria shall apply in implementation of this policy:

- a. The City shall forward all development proposals adjacent to the Tomoka River Aquatic Preserve to the DEP for its review and comment.
- b. The City shall cooperate with State and regional efforts to coordinate management of the Tomoka Marsh Aquatic Preserve, including participation in watershed committees, basin-wide stormwater management planning, and development of best management practices.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

- c. The City shall assist the ECFRPC and the SJRWMD in the protection of regionally significant coastal resources.

OJECTIVE 1.3. CONSERVATION

The City shall, through cooperative programs and intergovernmental coordination, and through membership in various intergovernmental coordination organizations, promote and foster the effective conservation of natural resources.

POLICY 1.3.1.

The City, in cooperation with other governments and governmental agencies shall protect the floodplain, and maintain the surface water quality, as well as native aquatic and wetland floral and faunal species diversity of the upper Halifax River, the Tomoka River and its tributaries.

POLICY 1.3.2.

The City shall continue to cooperate with State and regional agencies and adjacent local governments in updating information available on floral and faunal species, significant habitat areas, wildlife movement corridors, and existing and necessary protection mechanisms.

POLICY 1.3.3.

The City shall, continue to work in partnership with Volusia County on matters related to designated species.

POLICY 1.3.4.

Basin-wide management programs shall assure that historic stream courses are not channelized or impeded but retained in their current condition.

POLICY 1.3.5.

The City shall support the maintenance of the “Outstanding Florida Waters” status for that portion of the Tomoka River extending from US 1 to US 92.

POLICY 1.3.6.

The City shall, in cooperation with local, regional, and State agencies, implement the stormwater management plan that maintains or improves ambient surface water quality and protects natural drainage features (See Utilities Element for criteria).

POLICY 1.3.7.

On a continuous basis, the City shall cooperate with Federal, State, regional, and local agencies to acquire and/or protect unique, environmentally sensitive, or recreationally significant properties.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.3.8.

On a continuous basis, the City shall coordinate the identification and protection of significant archeological, historical, and paleontological sites with the appropriate agencies and organization.

POLICY 1.3.9.

The City shall continue to cooperate with Federal, State and local agencies to maximize the protection of natural floodplain functions and to improve floodplain information.

POLICY 1.3.10.

On a continuous basis, the City shall coordinate and cooperate with adjacent governments and agencies to ensure the protection of wildlife corridors and significant floral and faunal habitats, which extend into contiguous jurisdictions.

POLICY 1.3.11.

The City shall coordinate and cooperate with other governments and agencies to preserve air quality when presented with appropriate opportunities.

POLICY 1.3.12.

On a continuous basis, the City shall coordinate and cooperate with local governments, the FDEP, and SJRWMD to ensure that mineral extraction sites are reclaimed according to current law and permit requirements.

POLICY 1.3.13.

The City shall maintain standards in the Land Development Code for the identification and management of potentially significant archaeological or paleontological resources.

OBJECTIVE 1.4. RECREATION AND OPEN SPACE

The City shall cooperate and coordinate with adjacent local governments and other public agencies to effectively and efficiently provide acceptable and affordable levels of service standards for municipal recreation and open space facilities.

POLICY 1.4.1.

The City shall cooperate and coordinate with other government agencies to develop waterfront recreation facilities.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.4.2.

The City shall continue to encourage Volusia County and the State to provide well maintained high quality beach accesses with adequate parking to serve the park.

POLICY 1.4.3.

On a continuous basis, the City shall encourage Volusia County to maintain and improve existing beach access and provide future access when needed in a manner which does not create a negative impact on Ormond Beach.

POLICY 1.4.4.

The City shall cooperate with other governments and agencies to provide a safe and effective bicycle facilities network. The following criteria shall apply in implementation of this policy:

- a. The City shall cooperate with Florida Department of Transportation (DOT), DEP, VCOG, Metropolitan Planning Organization (MPO), Volusia County, and the School Board to develop an interconnected bicycle facilities network.
- b. The City shall cooperate with VCOG, the School Board, law enforcement agencies, and the FDOT to promote a bicycle safety program; this shall include a program in the schools and a media information program.
- c. The City shall maintain the requirements for the provision of bicycle lanes and racks through the Land Development Code.

POLICY 1.4.5.

The provision of recreation programs and facilities shall be coordinated among adjacent local government jurisdictions and agencies to develop the most cost-effective services to the public.

POLICY 1.4.6.

The City shall work in cooperation with the School Board and the MPO to develop and implement Bike/Ped School safety Studies.

POLICY 1.4.7.

The City shall continue to submit grant applications when appropriate and applicable under programs sponsored by Federal, State, regional governments, and the County Land Acquisition Trust Fund.

POLICY 1.4.8.

The City shall notify in a timely manner, for review and comment, the Tomoka State Park management and provide information regarding any development activities and ordinances that may significantly affect the park environment and operations.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.5. CULTURAL AFFAIRS

The City shall continue to promote cultural affairs through coordination and cooperation with other governments and agencies.

POLICY 1.5.1.

The City shall continue to identify and pursue outside funding sources when appropriate and applicable by monitoring the availability of cultural grants and funds on an on-going basis.

POLICY 1.5.2.

In cooperation with Volusia County, the City shall ensure that Ormond Beach residents have adequate and acceptable access to a fully-operational public library system.

POLICY 1.5.3.

The City shall coordinate with the County Library to maximize public participation.

OBJECTIVE 1.6. HOUSING

The City shall continue to coordinate with the appropriate public agencies to provide affordable housing.

POLICY 1.6.1.

The City shall continue to coordinate with Volusia County, the State of Florida, and the Department of Housing and Urban Development (HUD) to provide Community Development Block Grant funds to eligible persons.

POLICY 1.6.2.

On an ongoing basis, the City staff shall research and make available to the City Commission information about all new Federal, State, and local housing assistance programs.

POLICY 1.6.3.

The City shall cooperate with Florida Department of Children and Families to ensure the availability of adequate sites for group homes or foster care facilities.

POLICY 1.6.4.

The City shall continue to coordinate its housing programs with those of Volusia County and the adjacent municipalities.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 1.7. LAND USE

The City shall coordinate the review of proposed development activity with adjacent local governments and with State, regional, and local public agencies.

POLICY 1.7.1.

The City shall cooperate with the appropriate local governments and public agencies to promote compact development patterns and to discourage urban sprawl.

POLICY 1.7.2.

The City shall continue to coordinate with local, State and regional agencies to ensure public infrastructure and facilities will be provided concurrent with the impacts of development as mandated by Florida Statutes.

POLICY 1.7.3.

The City shall continue to request that State and regional permitting agencies not permit a project unless the development proposal is consistent with the City Comprehensive Plan and Land Development Code.

POLICY 1.7.4.

The City shall actively participate in organizations formed to promote systematic growth and development, including the ECFRPC, the VCOG, the MPO, and Volusia Growth Management Commission, to discourage urban sprawl adjacent to or near the City's urban fringe.

POLICY 1.7.5.

The City shall work cooperatively with Flagler County, adjoining cities, and Volusia County to ensure that development in the upstream portions of the Tomoka River watershed does not adversely impact water quality of the Tomoka River.

POLICY 1.7.6.

The City shall resolve annexation issues through its active participation in the Volusia Growth Management Commission.

OBJECTIVE 1.8. TRAFFIC CIRCULATION

The City shall continue to coordinate its transportation plans with Federal, State, regional, and local agencies in order to maintain the adopted level-of-service.

POLICY 1.8.1.

The City shall continue to coordinate transportation planning and the provision of transportation facilities with the appropriate public agencies to the maximum extent feasible.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.8.2.

The City shall continue to coordinate and cooperate with the FAA and FDOT to operate the Ormond Beach Municipal Airport.

POLICY 1.8.3.

The City shall coordinate its transportation planning with Volusia County 2035 Long Range Transportation Plan (VCLRTP), MPO, Volusia County, FDOT, Votran, VCOG, and other appropriate agencies to the maximum extent feasible.

POLICY 1.8.4.

The City shall coordinate proposed transportation Level-of-Service Standards with FDOT and adjacent local government jurisdictions.

POLICY 1.8.5.

The City shall continue to request that the County collect and disburse transportation impact fee funds in impact fee zones that are designed to ensure that the payer of the fee is in fact the benefactor of the fee.

POLICY 1.8.6.

The City shall develop in association with Votran and the Volusia County Metropolitan Planning Organization multi-modal strategies that reduce vehicles miles traveled.

POLICY 1.8.7.

Ormond Beach will support proposed TCEAs for road corridors east of Interstate 95 in the adjacent jurisdiction of The City of Daytona Beach when such TCEAs include multi-modal transportation strategies that are complementary to the City's TCEAs.

OBJECTIVE 1.9. UTILITIES

The City shall coordinate the provision of utilities infrastructure and service with Federal, State, and local agencies.

POLICY 1.9.1.

The City shall coordinate the provision of potable water with Federal, State, and local agencies and develop intergovernmental responses to groundwater problems.

POLICY 1.9.2.

The City shall provide raw water to its residents in cooperation with the DEP, the SJRWMD, and Volusia County.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.9.3.

The City shall continue to provide solid waste collection in cooperation with DEP and Volusia County.

POLICY 1.9.4.

The City and the County shall work in cooperation to implement the hazardous waste management program.

POLICY 1.9.5.

The City shall coordinate and cooperate with adjacent jurisdictions to participate in basin-wide stormwater management studies for the Halifax River and Tomoka River.

POLICY 1.9.6.

The City shall participate in drainage studies for the Halifax River and Tomoka River basins, when available or through direct coordination with affected entities.

OBJECTIVE 1.10. CONFLICT RESOLUTION

Maintain and increase the use of intergovernmental planning agencies for discussion and resolution of multi-jurisdictional issues. This objective shall be achieved through the implementation of the policies associated with this objective.

POLICY 1.10.1.

Continue active membership and support of intergovernmental planning agencies to resolve issues and disputes through mechanisms such as VCOG, MPO, VGMC, ECFRPC and the Florida Growth Management Conflict Resolution Consortium.

POLICY 1.10.2

Support the efforts to plan for the regional management of water resources.

POLICY 1.10.3.

Work with VGMC to ensure coordination of all planning activities mandated by the Comprehensive Plan.

OBJECTIVE 1.11. JOINT PLANNING AREAS

Identify, implement, and coordinate joint planning areas for annexation and service provision.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.11.1.

The City will continue to coordinate with the Volusia Council of Governments, VGMC, Volusia County, the Cities of Holly Hill and Daytona Beach, and other jurisdictions when annexations occur.

POLICY 1.11.2.

The City will provide a copy of its published or posted notice of annexation, to the Volusia County Council as required by Florida Statutes as amended.

POLICY 1.11.3.

The City will continue to provide potable water and sewer service within its identified service boundary areas.

POLICY 1.11.4.

The City will continue to coordinate procedures through interlocal agreements with Volusia County and other adjoining jurisdictions, as appropriate, on the review of development orders and guaranteed compliance with the City of Ormond Beach Land Development Code for projects requesting City utility services.

POLICY 1.11.5.

The City will promote sound growth management by providing city services to contiguous areas before non-contiguous areas.

OBJECTIVE 1.12. JOINT PROCESSES FOR COLLABORATIVE PLANNING AND DECISION MAKING

Identify and describe joint processes for collaborative planning on population projections, school siting, facilities subject to concurrency, facilities with countywide significance, and problematic land uses.

POLICY 1.12.1.

The City will continue to coordinate with the Volusia County Growth Management Department, the Volusia Council of Governments, the MPO, the University of Florida Bureau of Economic and Business Research, and other agencies in order to develop citywide and countywide population projections that include expected growth shown in the comprehensive plan for the City. In addition, the City will use these mutually agreed upon and coordinated population figures in the comprehensive plan.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.12.2.

City staff will coordinate annually, or more often as needed, with Volusia County staff for the purpose of determining future unincorporated area needs for water and sewer within each respective unincorporated area served by the county.

POLICY 1.12.3.

The City will forward requests for access to County or State maintained roadways to each respective agency for comment concerning their respective plans and policies.

POLICY 1.12.4.

The City will coordinate with service providers that have no regulatory authority over the use of land in the City to develop recommendations that address ways to improve coordination of the City's concurrency management methodologies and systems, and levels-of-service.

POLICY 1.12.5.

The City will enter into an interlocal agreement with Volusia County for joint projects identified in the City's Stormwater Management Plan and the County's Stormwater Management Plan.

POLICY 1.12.6.

The Planning Department will coordinate concurrency reviews with the respective City Departments, Volusia Council of Governments and any other agencies as deemed appropriate and necessary.

POLICY 1.12.7.

The City will continue to coordinate with Volusia County for the provision of countywide facilities, including but not limited to, solid waste disposal and the Volusia County Emergency Operations Center.

POLICY 1.12.8.

The City will forward notice of proposed future land use plan policies related to hurricane shelters and evacuation routes, as well as map amendments resulting in an increase in population within coastal high hazard areas, to the ECFRPC and the Volusia County Emergency Management Department to determine hurricane shelter space availability and the effect of increased evacuating populations on evacuation clearance times and routes.

POLICY 1.12.9.

The City shall forward site plans to Votran in accordance with defined thresholds as stated in the Volusia County Transit Design Guidelines.

GOAL 2. JOINT PLANNING PROCESS

ESTABLISH AND MAINTAIN A COOPERATIVE RELATIONSHIP BETWEEN THE CITY OF ORMOND BEACH AND SCHOOL DISTRICT TO PROVIDE AN EFFECTIVE JOINT PLANNING PROCESS INCLUDING PROCEDURES TO COORDINATE LAND USE PLANNING WITH THE DEVELOPMENT OF SCHOOL FACILITIES INCLUDING PUBLIC SCHOOL SITING, CALCULATION POPULATION PROJECTIONS, AND PROVIDE FOR THE DEVELOPMENT OF PUBLIC EDUCATION FACILITIES CONCURRENTLY WITH RESIDENTIAL DEVELOPMENT AND OTHER PUBLIC FACILITIES AND SERVICES.

OBJECTIVE 2.1. INTERGOVERNMENTAL COORDINATION

The City of Ormond Beach shall establish coordination mechanisms with the School Board to achieve a collaborative effort to identify school needs, provide for schools facilities and implement school concurrency using consistent supporting data and analysis.

POLICY 2.1.1.

In cooperation with the School Board, the City of Ormond Beach shall adopt and implement the interlocal agreement as required by Section 1013.33 F.S., which includes procedures for:

- a. Coordinating and sharing information;
- b. Educational and ancillary siting procedures;
- c. Comprehensive plans and plan amendment review;
- d. Site design and development plan review;
- e. Joint development of schools, parks and other uses;
- f. School concurrency implementation;
- g. Implementation and amendments; and
- h. Resolution of disputes.

POLICY 2.1.2.

In accordance with the schedule established in the interlocal agreement, the City of Ormond Beach shall continue to send a representative to meet with School Board and other local government representatives to review data and annually approve a projection of the amount, type, and distribution of population growth and student enrollment. Data shall include but not be limited to:

- a. Capital budgets for each jurisdiction;
- b. School Board five-year facilities work program;
- c. School Board educational plant survey (every fifth year);
- d. Volusia County five-year road improvement program;

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

- e. Anticipated new development, infill development and redevelopment; and
- f. Student enrollment and school utilization including portable classroom assignments.

POLICY 2.1.3.

The City of Ormond Beach shall provide the School Board with a copy of each planning board and Council/Commission agenda.

POLICY 2.1.4.

The City of Ormond Beach and the School Board shall coordinate the acquisition and development of sites for future educational and ancillary facilities in accordance with the process established in the interlocal agreement.

POLICY 2.1.5.

The City of Ormond Beach shall continue to implement school concurrency and Section 206 of the Volusia County Charter no later than February 1, 2008.

POLICY 2.1.6.

The City of Ormond Beach shall provide notice to adjacent jurisdictions as required by the Volusia County Interlocal Agreement for School Planning when school capacity in the adjacent jurisdiction is anticipated to be applied to meet concurrency requirements for proposed residential development.

OBJECTIVE 2.2. MONITORING AND EVALUATION

The City of Ormond Beach shall regularly monitor and evaluate the implementation of the Public School Facilities Element to assure compliance with the provisions of the comprehensive plan and the interlocal agreement, to assure the use of best practices in the joint planning of school facilities, and to provide for the continuing coordination of school planning.

POLICY 2.2.1.

In accordance with the interlocal agreement but no less than once per year, the City of Ormond Beach shall submit a report to the School Board reporting on the implementation actions and coordinated planning efforts for planning and developing school facilities including joint development opportunities. If the School Board finds that implementation of the plan or interlocal agreement is not occurring, the School Board shall make recommendations to the City of Ormond Beach of steps necessary to achieve successful implementation.

POLICY 2.2.2.

For each comprehensive plan amendment reviewed by the Volusia Growth Management Commission (VGMC), the City of Ormond Beach shall identify in the VGMC application

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

support materials how anticipated impacts of the proposed amendment to school facilities are addressed.

POLICY 2.2.3.

The City of Ormond Beach shall appoint a citizen to serve as a member of the oversight committee created by the adopted Interlocal Agreement and shall appoint a staff member to serve on the technical committee created by the adopted Interlocal Agreement.

<p style="text-align: center;">CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1. CULTURAL ACTIVITIES AND HISTORIC RESOURCES

THE CITY SHALL MAINTAIN A BALANCE OF CULTURAL ACTIVITIES AND HISTORIC_RESOURCES APPROPRIATE TO RESIDENTS OF ALL AGES, NATIONAL ORIGINS, AND ECONOMIC LEVELS.

OBJECTIVE 1.1. ACCESS AND DEVELOPMENT

The City shall maintain and improve access to its historic and cultural resources and encourage the development of programs and encourage the development of cultural programs of State and regional excellence.

POLICY 1.1.1.

The Leisure Services Department shall serve as a community arts agency to provide a mechanism for social and leisure interaction and awareness in the community. The Department shall organize, schedule, coordinate, promote and supervise cultural and historic civic activities such as a concert series, a community arts outreach program, continuing exhibits by local and regional-national artists and other special events utilizing City and other public facilities.

POLICY 1.1.2.

The City's cultural and historic activities and programs shall be determined through a continuous assessment of community needs, as identified through surveys, citizen responses, civic interaction, and population growth in conjunction with Recreation Policy 1.1.9.

POLICY 1.1.3.

The appropriate City advisory boards shall continue to provide advice and make recommendations on matters related to cultural and historic resources and activities, per the criteria in the City's Land Development Code.

POLICY 1.1.4.

The Leisure Services Department shall report the needs for building and grounds maintenance to the Chief Building Official and Facilities Maintenance Manager, respectively, to ensure orderly and responsible maintenance and conduct of facilities.

CULTURAL AFFAIRS ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.1.5.

The Department shall prepare and submit, in April of each year, an annual report that describes the status of cultural and historical affairs in the City. The report shall assess the general needs of the population, evaluate the City's cultural and historic activities and programs, assess interdepartmental and intergovernmental areas of concern, and assess the condition of cultural and historic facilities. The annual report shall include recommendations for specific program changes, budgetary needs, and schedule of events.

OBJECTIVE 1.2. MAINTENANCE

The City shall continue to maintain and improve cultural and historic facilities to prevent deterioration and to maintain the aesthetics qualities of the community.

POLICY 1.2.1.

The Rockefeller Gardens Park shall be restored to its "Rockefeller Era" condition. Plans for the development of this Park have been programmed as part of the 2009-2014 5-year Capital Improvements Program.

POLICY 1.2.2.

The City will encourage private entities to create, maintain, and promote a new Birthplace of Speed Museum exhibit.

POLICY 1.2.3.

The Ames House, cottage and grounds shall continue to be maintained and used by the City's Legal Department. The grounds shall continue to be available for use by civic groups and residents.

POLICY 1.2.4.

The Bailey-Riverbridge Gardens Park shall continue to be maintained to prevent deterioration and to ensure public access, and shall continue to be available for use by civic groups and residents.

POLICY 1.2.5.

The Indian Mound Park site shall be developed with amenities on site such as an interpretation center that explains the history of Indians in the area and displays certain related artifacts. No playground or other non-archaeological facilities shall be permitted on-the site.

CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.2.6.

The building and landscaping at the Senior Center/Performing Arts Center shall continue to be properly maintained.

POLICY 1.2.7.

The Quality of Life Board, the Public Works Department and the Leisure Services Department shall annually evaluate conditions at the City's parks, recreation, and cultural facilities to ensure that the landscaping of such facilities are maintained in good condition and are aesthetically pleasing (pursuant to Recreation Policy 1.1.9).

POLICY 1.2.8.

The Ormond Memorial Art Museum and Gardens shall continue to be properly maintained and operated by the City so as to promote and encourage outstanding Florida Artists. The following criteria shall apply in implementation of this policy:

- a. The Museum's Malcolm Fraser Art Exhibit shall be properly maintained and available to the public free of an admission charge.
- b. The Ormond War Memorial Art Gallery Corporation is encouraged to continue functioning as an operating body to manage and direct the museum with responsibilities to publish newsletters, coordinate volunteer groups, curate exhibitions, grant writing, fund-raising, and outreach public relations projects with school and civic related groups.
- c. Due to the public-private partnership as it relates to administrations and maintenance, the Museum shall work cooperatively with the appropriate City departments to establish operational rules and regulations.

POLICY 1.2.9.

The Leisure Services Department and the Quality of Life Board will periodically consider creating an Art in Public Places Program, which may require that one (1%) percent of the value of all new industrial and commercial structures over \$500,000 or new public buildings be required to provide on-site art amenities for review by the Quality of Life Board and approval by the City Commission.

OBJECTIVE 1.3. FACILITIES AND PROGRAMS

The City shall develop fiscally sound cultural and historical facilities and programs.

POLICY 1.3.1.

The City shall maintain the Friends of the Performing Arts Center and other foundations for the purpose of receiving and dispensing funds donated from various sources. This foundation shall be a City-sponsored, private, non-profit corporation US Code Title 26, 501(c)(3) as registered with the State of Florida, Department of Agriculture and Consumer Services. By so doing, the

CULTURAL AFFAIRS ELEMENT GOALS, OBJECTIVES AND POLICIES

City is eligible for receiving tax-deductible contributions and certain grants that are usually available only to non-profit organizations.

POLICY 1.3.2.

The City shall continue to work with the Florida Department of State for Florida Endowment Arts Fund monies for the purpose of establishing a City investment fund to generate interest income to offset operating expenses.

POLICY 1.3.3.

The City shall continue to financially support the cultural activities and programs offered by the Leisure Services Department.

POLICY 1.3.4.

The City shall continue to pursue outside funding sources by monitoring on an on-going basis the availability of cultural and historic grants and funds. Applications shall be submitted in a timely manner to ensure procurement and proper outside agency review.

POLICY 1.3.5.

A user fee system shall continue to be an integral and vital component of the overall funding mechanism for cultural and historic programs and events. The following criteria shall apply in implementation of this policy:

- a. The fee shall be reasonably established and shall not restrict access on the basis of affordability.
- b. The City shall periodically review the fee structures of other local government jurisdictions as a basis for determining the equity of the fee structure.
- c. Reasonable fees shall be established for use of all City facilities based on the type of event, the particular facility and the expected number of people of attending.
- d. Fees shall be established, as necessary, for cultural programs such as dance, ballet, arts and crafts but shall not be established for admission into the Memorial Art Museum's Malcolm Fraser Art Exhibit.
- e. The fee schedule shall be reviewed and updated on an annual basis.

OBJECTIVE 1.4. SENIOR PROGRAMS AND FACILITIES

The City shall operate a senior citizen program and maintain a senior center facility that offers a diversity of activities and events to meet the full range of user interests.

CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.4.1.

The City, through the Leisure Services Department, shall provide services designed to increase community involvement and to improve employment opportunities for the elderly.

POLICY 1.4.2.

The City shall, in cooperation with the Volusia County School Board, support efforts to increase the participation of the elderly in education and social service programs serving children.

POLICY 1.4.3.

The City shall continue to study the need and availability of adequate transportation for the elderly to facilitate participation in senior activities and events and to ensure adequate accessibility.

POLICY 1.4.4.

The Senior Center shall offer support services for the elderly that provide mechanisms for achieving maximum self-sufficiency, self-support and personal independence.

POLICY 1.4.5.

The City shall offer an active participation program for seniors, to include theatre productions, concerts, dancing, and arts and crafts.

OBJECTIVE 1.5. SPECIAL EVENTS

The City shall support special events such as street fairs, festivals, performances, special audience programs (Very Special Arts), and art exhibits in developing a leisure time policy for use of recreation facilities to ensure a balanced recreation program that highlights the cultural and historic tradition of the City and supports the activity preferences of ethnic and racial groups by exposing the public to the music and art of different eras of time and of different folk cultures.

POLICY 1.5.1.

The City shall consider, but not limit itself to, Special events including a downtown area festival, neighborhood festivals and other art festivals. The City shall also consider sponsoring and providing fireworks at the 4th of July festival.

OBJECTIVE 1.6. INTERGOVERNMENTAL COORDINATION

The City will cooperate and coordinate with other local, State and Federal governments to ensure that cultural and historic services are available to City residents.

CULTURAL AFFAIRS ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.6.1.

Coordination shall be maintained with the State in the development of a strategy for the construction of arts facilities based on a City assessment of needs and capabilities. This shall be accomplished with the City assessment pursuant to Recreation Element Policy 1.1.9. The following minimum criteria and procedures shall be adhered to in the implementation of this policy:

- a. Maintain an inventory of existing facilities, to include stage size, seating capacity, and display areas, which currently provide access to cultural activities.
- b. Develop criteria and procedures for evaluating and determining the locations, extent, and types of public need for additional facilities to provide public access to cultural activities and performances.
- c. Develop a strategy to encourage the renovation of existing facilities which show potential for future use in providing increased public access to cultural activities; and the construction of new facilities, as determined by need, which will provide additional public access to cultural activities.
- d. Develop a strategy for the identification and/or establishment of financial mechanisms necessary for the construction of arts and cultural activities.
- e. Develop a strategic plan based on the adopted Parks and Recreation Master Plan Study as it relates to cultural and historical services events, programs, and classes.

POLICY 1.6.2.

The City shall strive to expand and strengthen organizational ties with outside agencies and the private sector. Increased emphasis shall be placed on financial support from the general public and the private sector to assist in the provision of increased cultural and historic opportunities in the region, so as to accomplish:

- a. An increased frequency of cultural and historical events;
- a. A reduction in participatory costs or greater availability of scholarships so that cultural and historical events are economically accessible to the region's population; and
- b. Enhanced identification, preservation and use of historic properties and resources.

OBJECTIVE 1.7. HISTORIC RESOURCES

Historic resources listed on, or eligible for listing on the Florida Master Site File or *National Register of Historic Places* shall be taken into consideration in development projects, with such programs and activities being implemented in a manner sufficient to protect and ensure the protection and preservation of historic and archaeological resources.

CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

POLICY 1.7.1.

Additions or modifications to historic resources shall ensure that the architectural form, qualities and integrity of those resources be protected, preserved, and enhanced as possible. If the additions or alterations are ever removed, the essential form and integrity of the historic structure will be unimpaired.

POLICY 1.7.2.

The historic property shall be used for purposes that are the same as, or compatible with, the original uses(s), or as adaptive reuse in order to preserve and maintain the integrity of the original structure.

POLICY 1.7.3.

The identification and evaluation of adverse impacts on historic sites, structures or properties include assessments of, but are not limited to:

- a. The visual continuity of the historical resource's immediate surroundings;
- b. The degree of compatibility between the historical resource and proposed land uses in the immediate vicinity;
- c. The maintenance of an historical resource with other ancillary or supporting structures and appurtenances such as fences, walkways, outbuildings, plants and trees which might be an important part of the entity's history, function, or purpose;
- d. The maintenance of the relative prominence of an historical resource in terms of height, accessibility, view distance and linear distance from other buildings and structures; and
- e. Prior to the approval for a development or project, a determination of the effects on any historic resource that is included in or eligible for inclusion in the *National Register of Historic Places* and locally designated landmarks and districts shall be made, with consultations being undertaken with the Florida Division of Historic Resources, as required by the Land Development Code.

POLICY 1.7.4.

If an historic resource is to be demolished, destroyed, or substantially altered in a way which adversely affects the character, form, integrity, or other qualities which contribute to its historical, architectural, or archaeological values, timely actions developed in consultation with the Florida Division of Historic Resources shall be taken to determine that no feasible and prudent alternative to the proposed demolition, destruction, or alteration exists.

POLICY 1.7.5.

In situations where no such practicable alternative is determined to exist, timely actions shall be taken either to avoid or mitigate the adverse impacts, or to undertake an appropriate

CULTURAL AFFAIRS ELEMENT GOALS, OBJECTIVES AND POLICIES

archaeological salvage excavation, data recording, or other appropriate actions to document the resource as it existed prior to destruction or alteration.

POLICY 1.7.6.

The City shall exercise caution to assure that any historic and archaeological resources within its control are not inadvertently transferred, sold, demolished, destroyed, substantially altered, or allowed to deteriorate significantly.

POLICY 1.7.7.

Based on recommendations of the Florida Division of Historic Resources staff, special field surveys of historic and archaeological resources will be required to identify the extent of potential endangerment resulting from the proposed projects.

- a. A determination of need for such surveys shall be made by the Florida Division of Historic Resources and City staff.
- b. The design and procedures of such surveys and mitigative measures shall be developed in consultation with the Florida Division of Historic Resources and the City's Historic Landmark Preservation Board.
- c. New information on previously unrecorded historic resources shall be transmitted to the Florida Division of Historic Resources.

POLICY 1.7.8.

Following the discovery of unknown archaeological or historic resources or remains, the Florida Division of Historic Resources shall be immediately notified and development activities shall be stopped until a professional archaeologist determines an appropriate area that should be protected and the discovery can be investigated and determined as to its significance or lack thereof.

POLICY 1.7.9.

Chapter 872, Florida Statutes, shall be implemented upon discovering burial sites or human remains during development activities.

POLICY 1.7.10.

Methods of rehabilitation and public accessibility to historic resources shall be developed in consultation with the Florida Division of Historic Resources, with emphasis being placed on public access, interpretative programs, and exhibits designed to increase public awareness, understanding and enjoyment of historic resources.

POLICY 1.7.11.

The identification and evaluation of adverse impacts on archaeological sites or areas from adjacent land uses include assessments of, but are not limited to:

CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

- a. The effects of proposed land uses in the immediate vicinity of the archaeological resource in terms of its continued existence and maintenance or integrity; and
- b. The relationship, role, and function of the archaeological resource to the surrounding land uses and activities, which based on applicable standards, are designed as either:
 - “Desirable” which includes: protection of its intrinsic value as an archaeological resource; incorporation into an harmonious development pattern; adequate protection while providing for public access and information about the archaeological resource; incorporation in site development plans as green space; conservation area, passive recreational area, or other land uses which do not disturb the ground; or “Undesirable” which includes: destruction, damage, or diminishment resulting from land modification and site development activities; purposeful looting and vandalism; incompatible land uses and activities resulting in changes in surface water or groundwater levels due to drainage modifications or groundwater chemistry due to the introduction of pollutants.

POLICY 1.7.12.

Efforts shall be made to promote increased public awareness of and access to an expanded variety of cultural programs and historical resource appreciation activities in the City.

POLICY 1.7.13.

Archaeological resources shall be protected from vandalism and destruction. Adherence to this policy, at a minimum, will require the following actions:

- a. Continued anonymity of the exact locations of archaeological resources in remote locations or situations where adequate site protection or security would be difficult to provide.
- b. Enhanced site security and property protection systems and procedures shall be utilized as needed.
- c. Preparation and dissemination of increased levels of public information on the extent of vandalism and theft in terms of losses of historic resources, diminished usage, and the public costs of repair and replacement, with the information being disseminated via posters, television and radio public service announcements, news releases, and information to interested organizations.

POLICY 1.7.14.

Old King’s Road is a significant historic resource which shall be recognized and interpreted for the benefit of the citizens.

CULTURAL AFFAIRS ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 2. HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

CONSISTENT WITH THE FUTURE LAND USE, HOUSING, CULTURAL AFFAIRS, AND RECREATION AND OPEN SPACE ELEMENTS, THE CITY SHALL PROTECT AND PRESERVE HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES.

OBJECTIVE 2.1. HISTORIC OVERLAY DISTRICT

The City shall consider the creation of historic overlay districts to protect significant historic areas.

POLICY 2.1.1.

District Regulations contained in Chapter 3, Article VI of the Land Development Code shall be maintained and periodically reviewed in order to protect the character of existing properties and to prevent negative impacts from new development.

POLICY 2.1.2.

The Planning Department shall perform a detailed survey to identify the predominant architectural features, colors, and materials of any area targeted for the designation.

POLICY 2.1.3.

A setback policy shall be maintained for those properties located on the west side of North and South Beach Street which shall not be less than the average building setback of all existing single-family dwelling units within 300 feet of either side of the proposed single-family dwelling unit.

POLICY 2.1.4.

The City shall consider the addition of Streetscape elements such as pavers, street lamps, street signs, and historical markers, that would project a common theme for each historic district.

POLICY 2.1.5.

The City shall consider, on an ongoing basis, the feasibility of historic districts in other areas of the City.

CULTURAL AND HISTORICAL RESOURCES ELEMENT GOALS, OBJECTIVES AND POLICIES

OBJECTIVE 2.2. PROTECTION OF HISTORIC, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

Development activities shall protect significant historic, archaeological, and paleontological resources to the extent practicable and in the public interest. When no other practicable alternative exists to the proposed development activity, appropriate management and mitigation plans shall be prepared and implemented by the applicant for such development activity.

POLICY 2.2.1.

Coordination shall be maintained with the Florida Division of Historic Resources, for review of development activities in potentially significant historic, archaeological, and paleontological areas. If the State determines that an area is potentially significant, an archaeological or historic survey shall be prepared by the applicant prior to development approval and in accordance with criteria established and recommended by the Florida Division of Historic Resources.

POLICY 2.2.2.

All capital improvement projects shall be devised and implemented in a manner sufficient to protect and preserve significant historic, archaeological, and paleontological resources.

POLICY 2.2.3.

The City shall maintain and periodically review the standards, regulations, and guidelines for the protection of historic, archaeological, and paleontological resources contained within the Land Development Code.

POLICY 2.2.4.

Implement historic preservation regulations in support of the Historic Landmark Preservation Board in accordance with the Historic Districts and Landmarks section of the City's Land Development Code.

POLICY 2.2.5.

Work with the State to update the existing Florida Master Site File information as appropriate. Said update, as is economically feasible, may be undertaken in its entirety, or in increments in accordance with applicable grant application cycles.

<p style="text-align: center;">PUBLIC SCHOOL FACILITIES ELEMENT</p> <p style="text-align: center;">GOALS, OBJECTIVES AND POLICIES</p>

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<p style="text-align: center;">PUBLIC SCHOOL FACILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES</p>
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GOAL 1. COLLABORATION

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 of Ormond Beach 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 of Ormond Beach 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 the City of Ormond Beach are based on consistent data.

POLICY 1.1.2.

The City of Ormond Beach shall provide the representative of the School Board with copies of all meeting agendas and staff reports.

POLICY 1.1.3.

The City of Ormond Beach 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 of Ormond Beach 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 of Ormond Beach 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

PUBLIC SCHOOL FACILITIES ELEMENT GOALS, OBJECTIVES AND POLICIES

for the Industrial, Recreation/Open Space, and Open Space/Conservation 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.

POLICY 1.2.3.

The City of Ormond Beach 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 of Ormond Beach shall encourage the School Board to land bank sites for future use as school facilities. The City of Ormond Beach 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 of Ormond Beach 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 of Ormond Beach shall consider required infrastructure to service existing and proposed schools and any land banked school sites.

OBJECTIVE 1.3. ENHANCE COMMUNITY DESIGN

The City of Ormond Beach shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities serve as community focal points and are compatible with surrounding land uses.

POLICY 1.3.1.

The City of Ormond Beach 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 of Ormond Beach 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 of Ormond Beach 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 of Ormond Beach specifying operating procedures and maintenance and operating responsibilities.

POLICY 1.3.4.

The City of Ormond Beach shall reduce hazardous walking conditions consistent with Florida's Safe Ways to School Program. In conjunction with the School Board, the City of Ormond Beach 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 of Ormond Beach 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.
4. The City of Ormond Beach 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 of Ormond Beach 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.

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POLICY 1.4.1.

The City of Ormond Beach 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 of Ormond Beach 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 OF ORMOND BEACH 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 CITY OF ORMOND BEACH'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 OF ORMOND BEACH 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 of Ormond Beach, 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 (LOS) 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.

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; and
5. Special Purpose Schools: 100% of permanent FISH capacity.

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POLICY 2.1.3.

The following schools shall achieve the adopted level of service no later than the identified date. The level of service presented in the following table is the tiered level of service that shall apply to that school unit for the date noted in the table.

School	LOS	DATE
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

(Note: This policy designates a tiered LOS for those schools that exceed the desired levels at the end of the 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 of Ormond Beach 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.

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 of Ormond Beach 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.

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POLICY 2.2.7.

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.

POLICY 2.2.8.

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.

POLICY 2.2.9.

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 Section 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 Section 206. 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 by Volusia County to exclude the subject parcel.

OBJECTIVE 2.3. PROCESS FOR SCHOOL CONCURRENCY IMPLEMENTATION

In coordination with the School Board, the City of Ormond Beach will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City of Ormond Beach 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.
3. The developer executes a legally binding commitment with the School Board and the City of Ormond Beach 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 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.
3. 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.
4. 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.
5. 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

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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 of Ormond Beach 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 of Ormond Beach shall continue to implement the school concurrency ordinance (Ord. 2-8-3), 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.

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, 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 generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.
3. Concurrency service areas shall not be considered contiguous when the concurrency service areas 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. (Refer to graphic examples.)
4. When capacity in an adjacent concurrency service area 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.

OBJECTIVE 2.4. PROPORTIONATE SHARE MITIGATION

The City of Ormond Beach 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 City of Ormond Beach, and the applicant which shall be executed prior to the City of

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Ormond Beach 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. Up front payment of interest and other costs of borrowing;
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;

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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 of Ormond Beach 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 of Ormond Beach 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 of Ormond Beach 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.

The City of Ormond Beach adopts by reference the School Board's five-year work program approved annually each September as part of the overall School District budget. The City of Ormond Beach shall review the annual work program to verify that it is financially feasible and will maintain the level of service standards by the end of the five-year period.

School Planning Areas

