



**CITY OF  
DAYTONA BEACH**

**Year 2045  
COMPREHENSIVE  
PLAN**

**AUGUST 2025  
Ordinance 2025-320**

*world famous*  
**DAYTONA  
BEACH**

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## INTRODUCTION

The City of Daytona Beach 2045 Comprehensive Plan sets out the long-term and short-term goals directing the creation of programs and policies that guide growth and development in an effective and orderly manner through the planning horizon. The ultimate goal of the Plan is to promote and protect the public health, safety, and welfare.

The Plan is comprised of thirteen elements containing a series of goals, objective and policies, along with a map series. Goals, objectives and policies are intended to be general rules of conduct and are often associated with more detailed and specific implementing rules, regulations and programs.

The thirteen elements of the Plan and the policy focus for each element is provided below.

### **Future Land Use Element**

- Achieve a land use pattern that provides for sufficient land to meet the needs of the population while supporting economic development.
- Promote a high-quality urban environment supported by adequate public infrastructure while protecting the natural environment and cultural resources.
- Maintain a development pattern that is compatible with adjacent municipalities.
- Support neighborhood development through alignment between the Redevelopment Element and the Neighborhood Development policies in the Future Land Use Element.
- Recognize the City of Daytona Beach's regulatory authority within the West International Speedway Boulevard Municipal Service Area.

### **Transportation Element**

- Promote a safe, multi-modal and efficient traffic circulation pattern.
- Provide a coordinated mass transit system.
- Coordinate review of development plans within Daytona Beach International Airport property to ensure consistency with the Plan and with the needs of the Airport service area.

### **Housing Element**

- Provide decent, safe, sanitary and affordable housing options for current and future residents.

### **Infrastructure Element**

- Coordinate the provision of public infrastructure to ensure public health, safety, and quality of life in the City.

### **Coastal and Conservation Management Element**

- Conserve, protect and manage the coastal and natural resources of the City.
- Lessen the impact of destructive storms and flooding on human life, property, public facilities and natural resources.
- Maintain public access to coastal resources.

### **Recreation and Open Space Element**

- Provide an open space, parks and recreation system that meets the needs of the City's residents.

### **Redevelopment Element**

- Encourage public and private cooperation to support redevelopment and rehabilitation projects that facilitate economic development and that provides employment, services and tourism opportunities.
- Support neighborhood development through alignment with the Neighborhood Development policies in the Future Land Use Element.

### **Economic Element**

- Retain, expand and attract industries, companies and businesses that provide high paying jobs with benefits for residents and that expand opportunities for business expansion, especially in the high technology design sector.
- Increase tourism through encouraging family friendly activities, recreational and competitive sports activities, attractions and convention spaces.
- Market tourist attractions, events, entertainment and recreation opportunities to residents and visitors.
- Provide incentives to attract new businesses and to support business expansions in targeted areas.
- Support and encourage educational resources to support economic growth.
- Provide transportation, communication, utility and infrastructure improvements needed to ensure quality of life and economic growth.

### **Historic and Cultural Facilities Element**

- Provide historic and cultural facilities and programs to meet the needs of the community.
- Preserve and protect the City's historic and cultural resources.

### **Intergovernmental Coordination Element**

- Maintain or establish processes to assure coordination with other governmental entities where necessary to implement the Plan.

### **Capital Improvement Element**

- Provide capital improvements necessary to keep present public facilities in good condition and to accommodate new development based on sound fiscal practices.
- Coordinate with the School Board to provide for a financially feasible public-school facilities plan.

### **Public Schools Facilities Element**

- Coordinate and collaborate with the School Board of Volusia County to provide and maintain a public education system which meets the needs of the current and future population.
- Ensure the availability of public-school facilities to serve new development.

### **Property Rights Element**

- Consider and respect private property rights in the City's decision-making process.

# 1. FUTURE LAND USE ELEMENT

## Goals, Objectives and Policies

**GOAL 1** To achieve a future land use pattern that provides for sufficient supply of land to meet growth demands by ensuring that land uses are located in a rational and efficient manner and promotes economic development. **(ORD. 25-320)**

**Objective 1.1 Generalized Future Land Use Map**

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

**Policy 1.1.1** The City's Land Development Code, including the zoning map, shall achieve the locational objectives of the Generalized Future Land Use Map. The Generalized Future Land Use Map FLU 1: **(Ord. 09-278) (ORD. 25-320)**

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

1. the extent of departure from the appropriate land use area.
2. conditions in the area that would support the use in the proposed area.
3. consistency with the goals, objectives and policies in this Comprehensive Plan.
4. impact on other jurisdictions.
5. impact on infrastructure and services including water, sewer, drainage, transportation, parks, mass transit, solid waste, and schools. **(Ord. 11-239)**

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

**LOW INTENSITY URBAN:** This designation provides a mechanism to protect environmental site features. Any land use considered to be urban may be permitted within this category and shall be developed in accordance with the Future Land Use Element. Up to 25% of the gross acreage may consist of non-residential land uses including, but not limited to, commercial, office, warehouse, distribution, recreation, and amusements located in planned zoning districts. Non-residential uses including public schools shall be located in such a manner that will provide compatibility with residential uses. In addition, high traffic-generating non-residential uses shall be concentrated on major roadway corridors.

Land uses considered to be urban will be serviced by central utilities and designed to protect sensitive wetlands. The gross density is 1 dwelling unit per gross acre on all affected lands. Density transfers from the PES overlay areas to the LIU areas will permit net densities exceeding 1 dwelling unit per acre on uplands. However, the average net densities will not exceed 4 dwelling units per acre. Eighteen percent (18%) of this area shall be green area of which at least fifty percent (50%) shall be preservation of uplands

sited in an ecologically strategic manner. Building coverage on commercial and residential lots shall not exceed 50% (FAR 0.5) of the total site. Any exceptions to the foregoing limitations on density require either an amendment to this category or specific authority under an applicable neighborhood policy in the Future Land Use Element. **(Ord. 06-116) (Ord. 09-278) (Ord.. 25-320)**

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

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

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

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

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

**URBAN TRANSITION:** An area that serves as a transition between the City's low intensity urban areas and Volusia County's land uses off-site. It shall be developed in accordance with Neighborhood V policies of the Future Land Use Element. **(25-320)**

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

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

Non-residential uses shall be limited to that necessary to support the residential demands generated within the urban transition area. Intensities and densities shall be limited to the lesser of what is allowed in compatible zoning districts or a maximum of 50% building coverage. Development of any lands in the UT area at a density other than the interim holding density is precluded unless the following two conditions are met: the land holding capacity of the approved Daytona Beach Future Land Use Element of the Comprehensive Plan indicates a deficiency of residential lands within the 20 year projections, and there

has been an orderly and progressive westerly development of the Low Intensity Urban Area (LIU). Until such time as the above two conditions have been met development of the UT area may only occur at the interim density of one (1) unit per twenty-five (25) gross acres.

## RESIDENTIAL

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

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

**Retail:** An area composed primarily of retail establishments, but typically containing other commercial uses including amusements located in planned zoning districts. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre. Multifamily uses are encouraged in this category, especially in mixed-use buildings.

**Commercial Amusement:** An area containing primarily family entertainment facilities together with ancillary and auxiliary purposes in connection with the conduct thereof. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre. Multi-family uses are encouraged in this category, especially in mixed-use buildings.

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

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

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

**Professional/Office:** An area primarily of general/medical offices and business and personal services. The floor area ratio shall not exceed 1 or the residential density shall not exceed 10 dwelling units per acre (including townhomes and similar residential building products). **(ORD. 25-320)**

**REDEVELOPMENT AREAS:** The Main Street, Downtown, Midtown, South Atlantic and Ballough Road Redevelopment areas contain a mixture of urban land uses particular to these redevelopment areas. FLU 3 provides specific land uses for these redevelopment areas and the purpose, floor area ratio and residential density of the land uses are provided in Section 8, Redevelopment Element, Policy 1.1.13. **(Ord. 09-278)**

**MIXED USES:** An area generally suitable for a variety of land uses including light industrial, office, tourist accommodations, retail, multi-family residential, assisted living facilities,

hospitals, public schools and planned amusements. Residential uses shall be located in such a manner that will provide compatibility with the nonresidential uses.

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

Except as may be provided in the various neighborhood policies in this Plan, or in Policy 1.1.11 of Section 8, the Redevelopment Element, a development's floor area ratio shall not exceed 3 and residential density shall not exceed 25 dwelling units per acre. **(Ord. 25-320)**

**INTERCHANGE COMMERCIAL:** An area generally oriented to interstate highway traffic and suitable for commercial development, including amusements in planned districts. Intensities and densities shall be limited to compatible zoning districts, but in no case will exceed a maximum FAR of 0.6 or a maximum density of 40 dwelling units per acre. **(Ord. 09-278) (Ord. 25-320)**

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

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

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

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

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

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

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

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

**Hospitals.** An area generally containing sizable hospital and medical related land uses. Except as may be provided in the various neighborhood policies of this Plan, the floor area ratio shall not exceed 1.0. **(Ord. 09-278) (Ord. 25-320)**

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

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

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

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

The intensities or densities described below are to be interpreted to be maximums. Depending on conditions peculiar to specific locations the City may limit such densities and intensities through the application of zoning and other land development regulations to under the maximum allowed to ensure the goals, objectives and policies of this Plan are achieved. The impervious surfaces should not exceed 80%. **(Ord. 25-320)**

**GOLF COURSE:** This area may encompass greens and all other playing features, as well as stormwater management facilities and ancillary uses such as clubhouses, parking and maintenance facilities related to golf courses. Impervious surfaces shall not exceed 5%.

- Policy 1.1.3** When interpreting permitted residential densities or non-residential intensities, the Comprehensive Plan shall determine the maximum density/intensity permitted within each land use category. Transfers of development rights may from time to time be authorized by the City Commission provided that the maximum densities/intensities for the transferor and transferee sites do not exceed the cumulative maximum densities/intensities otherwise established within the future land use category and (where applicable) neighborhood policies. Compliance with the City's Land Development Code shall be used to further determine a site's density/intensity. **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.1.4** The City shall maintain land development regulations that shall require any applications for rezoning to a higher density to demonstrate that the higher density is consistent with all elements of this Comprehensive Plan.
- Policy 1.1.5** All development orders and land development regulations, including but not limited to zoning, shall be consistent with the Future Land Use Map. Zoning shall be applied in a manner that corresponds to market demand. Any new zoning category shall fit within one of the land use categories in Policy 1.1.2. **(Ord. 25-320)**
- Policy 1.1.6** The City shall maintain its Land Development Code in a manner that is consistent with this Comprehensive Plan. Corresponding Zoning Categories:  
  
The City shall keep on file a zoning matrix, which establishes zoning districts, which correspond to specific land use categories. It shall be used as a guide when determining appropriate zoning for land and reviewing rezoning requests.
- Policy 1.1.7** The City shall utilize the neighborhood development policies for further direction or specific neighborhood issues as contained in this Element.
- Policy 1.1.8** The City shall update its Land Development Code (LDC) no later than December 2027 to permit floating solar facilities (defined in FSS 163.3205(2)) in locations described in FSS 163.32051, as amended. **(Ord. 25-320)**

**Objective 1.2 Traffic**

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

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

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

**Policy 1.2.3** Ensure that projected population growth corresponds to appropriate hurricane evacuation plans and future development does not exceed those objectives and policies for evacuating population as contained under Objective 5.2 of the Conservation and Coastal Management Element. In addition, the City will periodically request the Volusia-Flagler Transportation Planning Organization (VFTPO) to evaluate hurricane evacuation. **(Ord. 25-320)**

**Objective 1.3 Commercial Land**

The City's supply of commercial land shall be sufficient to accommodate both local demand and the demand for regional facilities. **(Ord. 25-320)**

**Policy 1.3.1** Tomoka Farms Road and Nova Road (north of US 92) are the locations where future automobile dealerships are to be concentrated. **(Ord. 09-278)**

Future auto dealerships (new or used) consistent with established trends and the growth and redevelopment of mid-town area from Mason Ave. to Int'l Speedway Blvd shall be limited to Nova Ave. north of Fifth (5<sup>th</sup>) Street and Tomoka Farms Road south to LPGA Blvd. to US-92/ISB. **(Ord. 25-320)**

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

**Policy 1.3.3** Resiliency Facilities, as defined by FSS 163.3210, are permitted and will continue to be permitted in all commercial, industrial, and manufacturing land uses and associated zoning districts. **(Ord. 25-320)**

**Objective 1.4 Residential**

The City shall maintain an adequate supply of mixed-use and residential land which will provide a wide range of housing opportunities. **(Ord. 09-278)**

**Policy 1.4.1** Maintain the City's neighborhood maintenance program through ongoing scheduled code enforcement in all residential areas.

**Policy 1.4.2** Unless otherwise permitted within each land use category, the Land Development Code should prohibit non-residential uses in residential areas unless their impacts can be effectively mitigated. **(Ord. 09-278)**

**Policy 1.4.3** As allowed by applicable law in effect at the time of building permit, the City shall continue to permit affordable and workforce housing in all residential areas of the City. **(Ord. 09-278) (Ord. 25-320)**

**Policy 1.4.4** The City shall maintain and update its Land Development Code to encourage/promote the use of infill sites and redevelopment sites for the provision of workforce housing. The Land Development Code may include incentives and/or relaxation or modification of City codes to permit qualified "workforce housing" to locate in these areas. **(Ord. 09-278) (Ord. 25-320)**

**Objective 1.5 City-Wide Land Use Affecting Redevelopment Areas**

Utilize the Comprehensive Plan and Land Development Code to enhance the viability of the City's redevelopment areas; measurability shall be whether the assessed property

value stabilizes or increases in each of the redevelopment areas as compared to previous years. **(Ord. 09-278) (Ord. 25-320)**

**Policy 1.5.1** The redevelopment land development regulations and program budgets shall reflect regulatory and financial incentives to encourage new development in the Redevelopment Areas.

**Policy 1.5.2** To help support ongoing redevelopment efforts and planning for new efforts, the Enterprise Zone shall be maintained and updated as necessary. A map delineating the CBD shall be maintained as part of the Future Land Use Map series. Regulations and public investments shall give special attention to the needs and opportunities within the CBD and in the redevelopment area, including but not limited to, modified development standards and procedures and modified level of service standards. Specifically, the City will consider the establishment of unique development standards (including height, setbacks, density, parking, and other technical standards), which may be applied within the CBD to reflect the opportunities and limitations of the area. The City will also maintain a development review process that ensures adequate flexibility is given to the support developments within the CBD. For information on the establishment of “Transportation Concurrence Exception Areas” (TCEA), see the Traffic Section of the Transportation Element policy 1.3.8 and the Redevelopment Element Objective 1.5 and its associated policies. **(Ord. 09-278)**

**Objective 1.6 Airport Land Use**  
Maintain compatibility between airport operations and the City's Future Land Use Plan Map. **(Ord. 09-278)**

**Policy 1.6.1** Ensure the City maintains land development regulations that prohibit the further development of high concentrations of population residing within airport approach and take-off zones. **(Ord. 25-320)**

**Policy 1.6.2** The City shall maintain in its Land Development Code noise abatement requirements for residential developments where mandated by the Federal Government within the Daytona Beach International Airport 65 LDN or higher noise contour. **(Ord. 09-278)**

**Objective 1.7 Parks and Open Space**  
Maintain a Land Development Code that helps the City supplement its parkland acquisition and improvement program.

**Policy 1.7.1** The City shall locate future parks as prescribed in the Recreation and Open Space Element of this Comprehensive Plan.

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

**Objective 2.1 Application of Standards**  
Unless provided by law, 100 percent of all new construction, including public projects, will meet or exceed the City's Comprehensive Plan and Land Development Code. **(Ord. 09-278) (Ord. 25-320)**

**Policy 2.1.1** No agency shall be exempt from the City's Land Development Code unless authorized through State Statutes, special legislation or special agreement where the public benefits for such exemptions outweigh the public cost. The Land Development Code shall reflect this policy. **(Ord. 09-278)**

**Policy 2.1.2** The City shall not amend its Comprehensive Plan, land use map, zoning districts, or land development regulations in a manner that would conflict with a resiliency facility's (as defined by FSS 163.3210) classification as permitted and allowable use and that would cause a resiliency facility to be a nonconforming use, structure, or development. **(Ord. 25-320)**

**Objective 2.2 Uses Inconsistent with City's Character**

Improve land values and encourage development or redevelopment of uses that are incompatible with the community's character Citywide, with highest priority placed on upgrading International Speedway Boulevard, Mason Avenue, Atlantic Avenue and Ridgewood Avenue. Measurability shall be an increase in overall property assessment on International Speedway Boulevard (east of Nova Road) and on North Ridgewood Avenue. **(Ord. 09-278) (Ord. 25-320)**

**Policy 2.2.1** Maintain in the City's Land Development Code, updated standards for: access, buffers, landscaping, fences and walls, and the maintenance and use of common areas in residential developments and adjacent commercial areas to ensure their long term success. **(Ord. 09-278) (Ord. 25-320)**

**Policy 2.2.2** Through the rezoning and plan review process, the City shall manage land use proposed adjacent to existing residential neighborhoods to mitigate potential negative encroachment of land uses found by the decision-making body of the City to be incompatible with continuation of the existing residential area. This section shall not be deemed to prohibit rezoning of residential zoning or land use designations found by the decision-making body of the City to be in transition or transitional from one area to another. The type of protection may include land use transition areas, landscape buffers, urban design standards and preventing the location of a particular land use near a residential area depending upon the intensity of the non-residential use. **(Ord. 09-278) (Ord. 25-320)**

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

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

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

**Policy 2.2.6** Maintain the Land Development Code in a manner that: 1) promotes innovative design and provides for a higher degree of environmental protection than what may be available through conventional zoning; 2) continues to allow for a trade off of lower development costs through the clustering of buildings and in some cases higher intensities; and 3) continue to provide a mechanism to ensure private roads and common areas are maintained. **(Ord. 09-278)**

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

- Efficient use of land
- Greater protection of natural resources
- Reduced infrastructure costs and corresponding savings to the consumer
- Attractive and compatible design **(Ord. 09-278)**

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

**Objective 2.3 Infrastructure**

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

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

- Policy 2.3.2** The City shall acquire, through purchase or dedication, adequate lands for community facilities, fire stations, police substations and libraries as the need expands.
- Policy 2.3.3** The City shall continue to enforce its Stormwater Management Ordinance and provide drainage facility improvements to address existing and future needs as set forth in the Infrastructure Element.
- Policy 2.3.4** All requests for development shall be reviewed to ensure that the potential impact of the proposed development does not degrade water supply capacity and public facility capacity, and that the appropriate department and/or provider is notified. A building permit or development order shall not be granted if adequate capacity is not available. **(Ord. 11-239)**
- Policy 2.3.5** The City will develop ordinances and regulations that, to the extent practical, require developers to extend existing potable lines needed to serve their proposed development. The City will also develop ordinances and regulations that will, to the extent practical, encourage developers of properties within designated reuse service areas to extend existing reuse lines to serve new development. **(Ord. 11-239)**
- Policy 2.3.6** The City shall continue to expand and make available reclaimed water in developed areas within the service area, and look for opportunities to partner on reuse and storage projects. **(Ord. 09-150) (Ord. 11-239)**
- Objective 2.4 Natural and Historic Resources**  
Maintain land use practices that are compatible with and protect the natural resources of a site such as wetlands, vegetative cover, floodplains, topography, wildlife habitat, soils, historic and cultural resources, and scenic resources, and to notify owners of historic structures of programs available to restore such structures.
- Policy 2.4.1** The City's wetlands protection regulations, which provide for buffers and permit mitigation shall be maintained (in conformance with County-wide minimum standards) and enforced.
- Policy 2.4.2** The City shall continue to meet the federal mandates with respect to flood damage protection through updating the Land Development Code consistent with any new federal requirements.
- Policy 2.4.3** Water wellfields and their cones of influence as shown on the land use map series shall be protected from adverse impacts of development. Future land uses shall be restricted in these areas and standards shall be maintained in the City's Land Development Code.
- Hazardous substances identified in the Florida Administrative Code and Code of Federal Regulations are prohibited in the primary wellfield protection zone. The Land Development Code shall provide for the regulation of existing non-conforming uses. Within the secondary wellfield protection zone substances on non-residential properties may be permitted upon compliance with federal and state containment standards. **(Ord. 09-278)**
- Policy 2.4.4** The City shall maintain and expand, when appropriate, its Historic Districts and sites, and associated Historic and Cultural Facilities Element and Historic Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand, when appropriate, its local register of historic places. The City shall require a certificate of appropriateness before any locally designated historic property is altered, demolished or relocated. The City shall maintain the 6 existing National Register Historic Districts. The City shall allow special uses of historic properties to encourage the preservation of such properties. **(Ord. 09-278) (Ord. 25-320)**
- Policy 2.4.5** The Land Development Code (LDC) site plan review requirements shall require that topographic and soil conditions shall be considered in the design of all land development proposals. The City shall continue to enforce the standard building code provisions for development on questionable soils. All site plan and subdivision reviews shall ensure that land developments are sensitive to the topographic condition at a site.
- Policy 2.4.6** The City, in concert with the Florida Inland Navigation District, hereby designates the dredge material management sites as identified in the "Long Range Dredge Material

Management plan for the Intracoastal Waterway in Volusia County, Florida" prepared by Taylor Engineering Inc., September 1993. The sites in Daytona Beach are identified as Site V-29 located at Bethune Point (Parcel 534006010010) and V-25 located south of LPGA Blvd. and west of Jimmy Ann Drive (Parcel 520200000860). These sites are sufficient to meet demand well beyond the planning horizon of this Comprehensive Plan. The sites are identified on the City's Generalized Future Land Use Map. **(Ord. 25-320)**

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

**Objective 2.5 Landscaping and Scenic Beautification**

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

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

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

**Objective 2.6 Green and Sustainable Strategies**

The City shall develop and maintain green and sustainable land use strategies that protect the natural environment. **(Ord. 09-278)**

**Policy 2.6.1** The City shall continue to seek ways and opportunities to implement green and sustainable initiatives regarding, but not limited to, carbon footprint reduction, water conservation and reuse, recycling, waste and energy reduction, reuse of resources, greater operational efficiency, land use and transportation practices (multi-modal options), multi-pollutant prevention, and environmental improvements. **(Ord. 09-278) (Ord. 25-320)**

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

**Objective 3.1 Compatibility with Other Municipalities**

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

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

**Objective 3.2 Unincorporated Areas**

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

- Policy 3.2.1** Through participation in the Volusia County Growth Management Commission ensure that all Plan amendments involving unincorporated areas adjacent to the City or in the City service areas contain a growth management strategy. Such a strategy shall identify an approach to containing, directing or phasing growth in a manner that will achieve a compact, compatible and contiguous urban development pattern while protecting the area's natural resources. The City shall work with property owners to determine advantages to annexation.
- Goal 4** **Encourage equalization of the City's overpopulation of Social Service providers to underserved areas outside of the City within Volusia-Flagler Counties.**
- Social Service Land Uses-**
- Objective 4.1** The City shall achieve a comparable percentage of social service providers to population as other areas outside of the City within Volusia-Flagler Counties.
- Policy 4.1.2** The City shall obtain a list of existing social service providers from sources including, but not limited to United Way, to compare with other populations outside of the City within Volusia-Flagler Counties, to determine whether Daytona Beach has a deficit or surplus.
- Policy 4.1.3** Only when there is a need for the social service providers in the City of Daytona Beach, as compared to other areas outside of the City, within Volusia-Flagler Counties, the City will consider permitting new social service providers on a case-by-case basis through the public and semi-public use process, unless otherwise specifically prohibited. **(Ord. 12-160)**
- GOAL 5** **Ensure that unique and specific neighborhood issues are addressed in a manner that provides neighborhood improvement and protection.**
- Objective 5.1** **Land Development Code**  
The City's Land Development Code shall be maintained in a manner that carries out 100% of the Neighborhood Development policies. All future development orders shall be 100% consistent with such policies.
- Policy 5.1.1** The Land Development Code shall align with the goals, objectives, and policies of the Redevelopment Element and the specific Neighborhood Development Policies in this Element to ensure existing neighborhoods are preserved and protected. **(Ord. 25-320)**
- GOAL 6** **West International Speedway Boulevard (ISB) Municipal Service Area (MSA) to implement the Planning, Development and Administrative authority of the Interlocal Service Boundary Agreement (ISBA) between the City of Daytona Beach and the County of Volusia pursuant to Chapter 171, Part II, Florida Statutes, as amended.**
- Objective 6.1** **West ISB MSA Planning, Development and Administrative Authority**  
The City shall have sole and singular authority within the boundaries of the MSA to apply the City's Comprehensive Land Use Plan and Zoning Map categories, to administer the codes and regulations, and provide for the enforcement codes pursuant to the Interlocal Service Boundary Agreement (ISBA) adopted by the City of Daytona Beach Commission and by the Volusia County Council effective and recorded on July 5, 2017, at Book 7419 Pages 1451 through 1464, of the Public Records of Volusia County, Florida.
- Policy 6.1.1** The West ISB Municipal Service Area (MSA), consistent with its related policy 1.4.3 of the Intergovernmental Coordination Element, is hereby established between the City and Volusia County as a means to coordinate planning and delivery of services related to future land use, public facilities and services, and protection of natural resources.
- Policy 6.1.2** Pursuant to the ISBA, the City may annex noncontiguous parcels and create enclaves within the MSA notwithstanding Intergovernmental Element Policy 1.4.1 **(Ord. 17-320)**

## 1.1 NEIGHBORHOOD DEVELOPMENT POLICIES

The following neighborhood-specific land use and revitalization policies constitute a supplement to the preceding policies and are hereby adopted as part of this Plan. The Neighborhood Policy Map is a map that identifies neighborhood boundaries. Such boundaries are hereby adopted as part of this Plan. The future land use boundaries in many of the neighborhoods illustrated on the Future Land Use Map are generalized graphic representation of where land uses should occur and may be moved up to 600 feet either direction of the limits shown on the Future Land Use Map to protect the environment, to accommodate property lines, rights-of-way, easements, to correspond to major physical or man-made boundaries (including, but not limited to roads, canals, power transmission corridors, etc.), or to adjust to actual jurisdictional boundaries. *(Ord. 09-278) (Ord. 25-320)*

### NEIGHBORHOOD A

#### Development Policies:

- (a) **Issue:** This issue involves determining the best use of land on the west side of Atlantic Avenue generally north of University Boulevard to Bellair Plaza; how the large single-family area in this neighborhood is to be preserved; and the need to minimize traffic congestion on A-1-A.
  - (1) **Policy:** The west side of A-1-A should be developed only as tourist accommodations and multi-family uses.
  - (2) **Policy:** All development along the west side of SR A-1-A within Neighborhood A, that is abutting or within 50 feet of a Level 1 or Level 2 residential land use designation, except that existing Bellair Plaza site, shall be limited to a maximum building height of three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. *(Ord. 07-423) (Ord. 09-278) (Ord. 25-320)*
  - (3) **Policy:** The existing Bellair Plaza site is developed as a commercial shopping center. Redevelopment of the site for structures over 65 feet in height shall require a planned development zoning designation to allow public review of proposed projects. *(Ord. 07-423)*
- (b) **Issue:** The City should encourage the existing single-family uses along the oceanfront.
  - (1) **Policy:** The last remaining oceanfront single-family zoning district is located in this neighborhood and shall not be rezoned.
- (c) **Issue:** The City should maintain the large riverfront estates in this area.
  - (1) **Policy:** The City shall preserve the large riverfront estates in this neighborhood by maintaining low-density zoning and by not permitting the future subdivision of these lands.
  - (2) **Policy:** The maximum height along the riverfront in Neighborhood A shall be limited to three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. *(Ord. 09-278) (Ord. 25-320)*
- (d) **Issue:** Atlantic Avenue is a highly travelled corridor.
  - (1) **Policy:** The City shall maintain the median islands on A-1-A in an attractively landscaped manner and encourage attractive redevelopment of private properties with urban design standards for landscaping, signage and architectural controls. *(Ord. 09-278)*
- (e) **Issue:** The City recognizes that tourism is its basic economic activity. The City also recognizes that a sufficient supply of tourist accommodations and restaurants must be available within the City, particularly on the oceanfront.
  - (1) **Policy:** Tourist accommodations and Restaurants as principal uses along the oceanfront shall be permitted. The City shall not rezone property along the oceanfront to permit other retail uses as a principal uses on the east side of A-1-A except as provided for on the Future Land Use Map. *(Ord. 18-69)*

- (f) **Issue:** The City intends to protect established beachside neighborhoods with single- family residential zoning from the impact of any future bridges.
- (1) **Policy:** The City will not allow any new bridges to be located in Neighborhood A.
- (g) **Issue:** The 3.6 +/- acre property located at 1216 North Atlantic Avenue in The City of Daytona Beach, subject to DEV2019-180 and commonly known as "Silver Hills" (the "Property") is suitable for several uses including but not limited to: multifamily development.
- (1) **Policy:** The Property shall be limited to a maximum of 250 units, (approximately 69 dwelling units per acre) and a floor area ratio (FAR) of 1. 82. **(Ord. 20-369)**

## NEIGHBORHOOD B

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

### Development Policies:

- (a) **Issue:** The large residential/professional zoning districts within the interior of Neighborhood B are adversely affecting the neighborhood's residential quality.
- (1) **Policy:** The RP zoning districts north of Main Street to Seabreeze Boulevard on the peninsula should be surveyed to identify areas where strictly residential development could be maintained or other appropriate uses could be established through administrative rezoning. **(Ord. 09-278)**
- (b) **Issue:** As a major City thoroughfare, Oakridge Avenue experiences pressure to commercialize.
- (1) **Policy:** Oakridge Avenue shall be preserved as an office transitional district containing professional offices and multi-family uses. No commercial retail zoning will be extended into this area. The City's land development regulation that permits greater intensity in the RP zoning district along major roads shall be maintained. This provision can provide incentives for increased employment and residential uses in the area, which can help support the Seabreeze business district.
- (c) **Issue:** The City recognizes that tourism is a large portion of the City's economic activity. The City also recognizes that a sufficient supply of tourist accommodations and restaurants must be available within the City, particularly on the oceanfront.
- (1) **Policy:** Tourist accommodations and restaurants as principal uses along the oceanfront shall be permitted. The City shall not rezone property along the oceanfront to permit other retail uses as a principal use except as in concert with the Redevelopment Element and as provided for in the Future Land Use Map. **(Ord. 12-159) (Ord. 18-69)**
- (2) **Policy:** The E-Zone Overlay land use designation allows retail uses along the oceanfront, either as principal uses or as part of a mixed use building between Auditorium Blvd. and Harvey Ave. and along the Daytona Beach Pier when developments satisfy land use, building form, architectural standards and review procedures set forth in the E-Zone Plan (Appendix A) and LDC. **(Ord. 12-159) (Ord. 18-124)**
- (d) **Issue:** It is expected that the west side of Halifax Avenue will receive pressures for commercial and office development.
- (1) **Policy:** The City shall maintain the residential character of riverfront property not including existing commercial areas unless in concert with the Redevelopment Element and unless Riverfront Mixed Use areas located on the northwest corner of Oakridge Boulevard and Halifax Avenue that are developed as Planned Commercial Developments. The E-Zone Overlay land use designation allows hotel/lodging and mixed use development along the riverfront property on both sides of Main St. between S. Halifax Ave. and the river when developments satisfy land use, building form, architectural standards, dense tree buffer standards and review procedures set forth in the E-Zone Plan and LDC. **(Ord. 12-159)**

- (2) **Policy:** The area north of Main Street to Oakridge Boulevard has nationally recognized historic single-family homes, generally from Ora street to Earl street and Auditorium to Main Street that should be maintained as single-family homes with a maximum building height of three stories (35 feet plus 10 feet for architectural design). No space above 35 feet shall be utilized for living space. The E-Zone Overlay land use designation allows retail development along the riverfront property on the north side of Main St. between S. Halifax Ave. and the river when developments satisfy land use, building form, architectural standards, dense tree buffer standards and review procedures set forth in the E-Zone Plan and the LDC. **(Ord. 07-423), (Ord. 09-278), (Ord. 12-159) (Ord. 25-320)**
- (3) **Policy:** Development around the bridges at the beachside gateways, including from Oakridge Boulevard to Glenview Boulevard, may be appropriate areas for heights greater than 65 feet. Site development for structures over six stories shall be required to obtain a planned development zoning designation to allow public review of proposed projects. Existing structures in excess of 65 feet shall be permitted to remain, and if destroyed may be rebuilt, at the existing height. **(Ord. 07-423) (Ord. 25-320)**
- (4) **Policy:** Development from Glenview Boulevard to University Boulevard shall be limited to three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space **(Ord. 07-423) (Ord. 09-278) (Ord. 25-320)**
- (e) **Issue:** The large residential area south of Main Street in Neighborhood B has experienced physical deterioration.
- (1) **Policy:** The City shall concentrate its efforts to promote single-family redevelopment in the area as set forth in the Redevelopment Element. The E-Zone Overlay land use designation abuts the residential area south of Main Street and has been prepared to require land uses, building forms and buffers in the overlay area so that redevelopment is compatible with the existing residential area. The E-Zone Overlay allows flex-lodging bungalows along both sides of S. Noble St. between Main St. and Harvey Ave., surface and garage parking, retail and mixed use adjacent to the existing residential use when developments satisfy land use, building form, architectural standards, buffer standards and review procedures set forth in the E-Zone Plan and LDC. **(Ord. 12-159)**
- (f) **Issue:** The area north of Glenview and south of University is expected to receive pressures for office and business zoning and increased residential densities. The Seabreeze-University Neighborhood Watch has formed to address issues of neighborhood concern.
- (1) **Policy:** The City shall work with the Seabreeze-University Neighborhood Watch to preserve the residential character of the area and address neighborhood concerns.
- (g) **Issue:** The City should encourage future redevelopment along the west side of SR A-1-A to compliment the National Register of Historic Places Historic Districts and single-family homes Along this corridor. **(Ord. 07-423) (Ord. 25-320)**
- (1) **Policy:** All development along the west side of SR A-1-A within Neighborhood B, that is abutting a Level 1 residential land use designation shall be limited to a maximum building height of three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. **(Ord. 07-423) (Ord. 278) (Ord. 25-320)**
- Recognizing that entertainment activity centers can be compatible to historic resources and surrounding healthy neighborhoods, research was conducted during formulation of the E-Zone Plan. An update of a 15 year old historic resources survey was conducted to inventory remaining historically significant buildings within the E-Zone study area. The boundary of the E-Zone Overlay land use designation and the allowed land uses inside the perimeter of the E-Zone Overlay were crafted to ensure a compatible transition to the adjoining homes and to the remaining historic buildings in the national Surfside Historic District. The E-Zone Overlay land use designation does not encompass any property having Levels 1 or 2 Residential land use designations. The only area where the E-Zone overlays the Surfside Village land use

designation is along S. Noble St. from Harvey Ave. northward a half block which only allows up to two story flex-lodging bungalows. **(Ord. 12-159)**

- (2) Policy:** All development from International Speedway Boulevard to Harvey Avenue between Grandview Avenue and A-1-A shall be a planned development with heights required to transition from Commercial on A-1-A to residential along Grandview Avenue. **(Ord. 07-423)**
  - (3) Policy:** All development from Glenview Boulevard to University Boulevard within Neighborhood B, that is abutting or within 50 feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. **(Ord. 07-423) (Ord. 09-278) (Ord. 25-320)**
- (h) Issue:** The Linear Oceanfront Overlay should encourage development to integrate with the Boardwalk and be complementary to remote parking and East/West beach access.
- (1) Policy:** The Land Development Code (LDC) should regulate the form and uses within the Overlay to encourage the integration with the Boardwalk. **(Ord. 25-320)**
- (i) Issue:** The 3.22 +/- acre property located at 100 and 101 Seabreeze Boulevard in the City of Daytona Beach, subject to the Overlook Residential Planned Unit Development Agreement (the "Property") is suitable for several uses including but not limited to: multifamily development..
- (1) Policy:** The Property shall be limited to a maximum of 236 units (approximately 74 dwelling units per acre). **(Ord. 24-335)**

## NEIGHBORHOOD C

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

### Development Policies:

- (a) Issue:** The City recognizes that tourism is its basic economic activity and that a sufficient supply of tourist accommodations and restaurants must be available within the City, primarily on oceanfront property.
- (1) Policy:** Tourist accommodations and Restaurants as principal uses along the oceanfront shall be permitted. The City shall not rezone property along the oceanfront to a category that permits other retail activities as a principal use, except as provided for on the Generalized Future Land Use Map. **(Ord. 18-69)**
- (b) Issue:** The Silver Beach Avenue area is located on a major City thoroughfare. There is always pressure to commercialize such thoroughfares.
- (1) Policy:** Silver Beach Avenue shall be preserved as an office transitional district containing professional offices and multi-family uses. No commercial retail zoning will be extended into this area.
- (c) Issue:** The City should preserve the existing residential character of riverfront property.
- (1) Policy:** The City shall not permit the zoning of riverfront property to a category that permits non-residential uses. In order to maintain the existing low-density residential estate type developments adjacent to certain portions of the Halifax River, the City shall not increase the permitted densities, or alter the permitted land uses.
  - (2) Policy:** The maximum height along the riverfront in Neighborhood C shall be limited to three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. **(Ord. 07-423) (Ord. 09-278) (Ord. 25-320)**
  - (3) Policy:** Development around the bridges at the beachside gateways may be appropriate areas for heights greater than 35 feet. Site development for structures over three stories shall be required to obtain a planned development zoning designation to allow public review of proposed projects. **(Ord. 07-423)**

- (d) Issue:** The BR-1 district located on East International Speedway Boulevard at the northern limits of Neighborhood C requires no off-street parking. The area's businesses lack adequate off-street parking.
- (1) Policy:** The City should investigate means of insuring that the businesses in the BR-1 district provide their share of the cost of necessary public parking facilities. **(Ord. 09-278)**
- (e) Issue:** The large multi-family areas north of Silver Beach Avenue have begun to experience decline.
- (1) Policy:** The City shall maintain the large single-family districts through a code enforcement program and encouraging the repair or the replacement of dilapidated structures. **(Ord. 25-320)**
- (f) Issue:** The South Peninsula area, starting at Main Street, was annexed and zoned to City zoning districts.
- (1) Policy:** This area shall be maintained primarily as a single-family residential neighborhood. Multi-family rezonings shall not be allowed. **(Ord. 07-423)**
- (g) Issue:** There is a segment of A1A that is developed as single-family residential. The maximum height along the west side of SR A-1A should be limited to protect and preserve single-family homes. **(Ord. 07-423)**
- (1) Policy:** All development along the west side of SR A-1-A within Neighborhood C that is abutting or within 50 feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. **(Ord. 09-278) (Ord. 25-320)**
- (2) Policy:** The City shall maintain the single-family zoning district and uses in this area.
- (h) Issue:** The City intends to protect established beachside neighborhoods with single-family residential zoning from the impacts of any future bridges.
- (1) Policy:** The City will not allow any new bridges to be located in Neighborhood C.
- (i) Issue:** The maximum height along the west side of SR A-1-A should be limited to protect and reserve single-family homes. **(Ord. 07-423)**
- (1) Policy:** All development along the west side of SR A-1-A within Neighborhood C that is abutting or within 50 feet of a Level 1 or Level 2 residential land use designation shall be limited to a maximum building height of three stories (35 feet plus a maximum of 10 feet for architectural design). No space above 35 feet shall be utilized for living space. **(Ord. 07-423) (Ord. 09-278) (Ord. 25-320)**
- (j) Issue:** For the six (6) acre property east of South Atlantic Avenue and immediately north of Sunsplash Park, which is included in the High Intensity Mixed Use Future Land Use category contained in the Redevelopment Element of the Comprehensive Plan, F.A.R. should be limited to 4.5. **(Ord. 25-320)**
- (1) Policy:** For the six (6) acre project property east of South Atlantic Avenue and immediately north of Sunsplash Park retail, commercial, restaurant, multifamily residential and office uses shall be permitted and shall be limited to 4.5 FAR, with retail uses limited to 250,000 square feet, office uses limited to 500,000 square feet, hotel uses limited to 1,300 rooms and multifamily residential uses limited to 150 dwelling units per acre. **(Ord. 16-313)**

## NEIGHBORHOOD D

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

### Development Policies:

- (a) Issue:** The large BR-1 zoning district south of Mason Avenue on Ridgewood Avenue is deteriorated. The area has no setbacks and no parking requirements. This in turn has promoted congestion and unattractive strip commercial development. The City shall require redevelopment to meet the Land Development Code which will improve conditions in this area. **(Ord. 25-320)**
- (1) Policy:** The City could develop a detailed improvement plan, which could be implemented through cooperative efforts by private and public coordination. **(Ord. 09-278) (Ord. 25-320)**
- (b) Issue:** The large office transitional zone on Ridgewood Avenue should be maintained. **(Ord. 25-320)**
- (1) Policy:** The large office transitional district zoned BP on Ridgewood Avenue shall be retained from Taylor Avenue on the north and San Juan Avenue on the south. Retail uses are discouraged in this area unless compatible with the surrounding area. **(Ord. 25-320)**
- (c) Issue:** The City encourages the residential enclave along the Halifax River to be preserved. This area is experiencing private rehabilitation of the houses.
- (1) Policy:** To maintain existing residential property and encourage rehabilitation of existing structures.
- (d) Issue:** Ridgewood Avenue is one of the City's major arterial highways and should be improved to enhance the appearance. How may this highway's appearance be improved?
- (1) Policy:** The City shall maintain this major road as a scenic thoroughfare. The City shall require front yard landscaping on Ridgewood Avenue, as redevelopment occurs. It is important to attempt to preserve the remaining large oak trees.
- (e) Issue:** The underutilization of properties along the western side of North Beach Street is an impediment to redevelopment within the Ballough Road Redevelopment Area and this Neighborhood. The City should develop strategies and encourage redevelopment to address the issues of existing blight and provide commercial and residential opportunities for redevelopment.
- (1) Policy:** To encourage redevelopment along the west side of the North Beach Street corridor, the property at the northwest corner of the intersection of North Beach Street and North Street should be redeveloped from the existing mobile home use. The floor-area ratio of commercial uses for this property shall be limited to 0.6 floor-area ratio, consistent with the urban, commercial and residential transitional nature of this area. The property shall undergo a rezoning to Planned Development to ensure that the proposed uses, buffers, and site design are compatible with the surrounding properties.
- (f) Issue:** Kingston Avenue west of Ridgewood Avenue serves as a transitional area between residential and more intense commercial and industrial uses; therefore, the City shall encourage uses compatible with the surrounding residential areas.
- (1) Policy:** Use of Parcel No. 5338-08-00-0210 shall be limited to self-storage, restaurant without drive through, personal services, business/professional service and medical/dental office related uses and including those uses customary and accessory to same. **(Ord. 24-371)**

## NEIGHBORHOOD E

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

### Development Policies:

**(a) Issue:** For the 6.9± acre project property immediately northeast of the intersection of West International Speedway Boulevard and Ridgewood Avenue, which is included in the High Intensity Mixed Use Future Land Use category and the Downtown Redevelopment Area contained in the Redevelopment Element of the Comprehensive Plan, development shall be allowed at an increase density (up to 150 dwelling units/acre) to provide for greater development opportunities.

**(1) Policy:** For the 5.94± acre project comprising the West block of the property immediately northeast of the intersection of West International Speedway Boulevard and Ridgewood Avenue, retail, commercial, restaurant (including service of alcoholic beverages), and office uses shall be permitted and shall be limited to 10.00 FAR, and multi-family residential uses limited to 150 dwelling units per acre. **(Ord. 20-272)**

**(b) Issue:** For the 6.4 +/- acre project property bounded by N. Palmetto Ave. to the west, Bay Street to the North, and North Beach Street to the East, which is included in the High Intensity Mixed Use Future Land Use category and the Downtown and Ballough Road Redevelopment Area contained in the Redevelopment Element of the Comprehensive Plan, development shall be allowed at an increased density (up to 150 dwelling units/acre) to provide for greater development opportunities.

For the 2.8 +/- acre project property bounded by N. Palmetto Ave. to the west, Mary Mcleod Bethune Boulevard to the North, and North Beach Street to the East, which is included in the High Intensity Mixed Use Future Land Use category and the Downtown and Ballough Road Redevelopment Area contained in the Redevelopment Element of the Comprehensive Plan, development shall be allowed at an increased density (up to 150 dwelling units/acre) to provide for greater development opportunities.

**(1) Policy:** For the 6.4 +/- acre project (Parcel ID Nos. 533856000010, 533856000011, 533902490321, 533856000051, 533856000021, 533902490040, 533902490350, and 533902490341), which is the subject of DEV2020-003, retail, commercial, restaurant (including service of alcoholic beverages), and office uses shall be permitted and shall be limited to 10.00 F.A.R., and multifamily residential uses limited to 150 dwelling units per acre. **(Ord. 21-13)**

**(2) Policy:** For the 2.8 +/- acre project (Parcel ID Nos. 5339-01-07-0030, 5339-01-07-0060, and 5339-01-07-0061), which is the subject of DEV2020-003, retail, commercial, restaurant (including service of alcoholic beverages), and office uses shall be permitted and shall be limited to 10.00 F.A.R., and multifamily residential uses limited to 150 dwelling units per acre. **(Ord. 21-13)**

## NEIGHBORHOOD F

### Development Policies:

**(a) Issue:** The shoreline of the Halifax River is an attractive place to live.

**(1) Policy:** Maintain private property along the shore of the Halifax River for residential uses.

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

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

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

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

## NEIGHBORHOOD G

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

### Development Policies:

- (a) **Issue:** There are large areas in Neighborhood G that are developed as single-family residential uses and zoned high density residential (during and subsequent to the Urban Renewal Program). Many of these areas are deteriorating as adjacent properties are converted to apartments.
  - (1) **Policy:** The City shall develop and maintain a strategy to preserve and upgrade the surviving homogeneous single-family areas.
- (b) **Issue:** Mason Avenue is a major thoroughfare utilized by residents and tourists. It has deteriorated in physical appearance.
  - (1) **Policy:** The City shall actively pursue the organization of the Mason Avenue merchants to find voluntary means for improving the appearance of this thoroughfare. Design standards and technical advice will be provided. **(Ord. 09-278) (Ord. 25-320)**
- (c) **Issue:** Nova Road is a major thoroughfare adjacent to this neighborhood. The City is attempting to protect Nova Road's scenic qualities as it becomes more commercialized.
  - (1) **Policy:** The City shall continue to maintain Nova Road as a scenic thoroughfare and require the maintenance of a 25-foot landscaped frontage.
- (d) **Issue:** As a major City thoroughfare, Dr. Mary McLeod Bethune Boulevard is highly visible and needs revitalization. **(Ord. 25-320)**
  - (1) **Policy:** The City shall work with the Second Avenue Merchants' Association to promote revitalization and a streetscape program for Dr. Mary McLeod Bethune Boulevard.
- (e) **Issue:** The property at the southeast intersection of Mason Avenue and Nova Road shown as Commercial (Retail) on the Generalized Future Land Use Map (FLU 1 revised) is suitable for commercial retail land uses because of its proximity to two arterial roadways and its ability to serve an existing and growing retail market area. Development on this property should be sensitive to the nearby residential community and its traffic impacts should be limited to ensure adequate traffic flow on the roadway system.
  - (1) **Policy:** To ensure the existing and projected roadway system serving this property is maintained at an adequate level of service from traffic generated from this property the land uses developed shall be limited to a commercial floor area ratio (FAR) of 0.25. In addition, residential land uses shall be prohibited on this property. To ensure commercial development on this property is compatible with the nearby residential community there shall be adequate buffers, landscaping, and compatible architectural designs, which will be achieved through a Planned Commercial Development (PCD) zoning classification.
- (f) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is located between two old dune lines generally paralleling these two roads, with no significant outfall (i.e. canal) to the Halifax River like our neighboring municipalities. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties. **(Ord. 10-52)**
  - (1) **Policy:** The City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements. **(Ord. 10-52)**

- (2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary. **(Ord. 10-52)**
- (3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. **(Ord. 10-52)**
- (g) **Issue:** The property located between Nova Road and Walker Avenue is developed with two major automobile dealerships. The lots on the west side of Walker Ave. having a combined frontage of 200 feet, as measured beginning approximately 150 feet south from the southwest corner of North St. and Walker Ave. between Nova Road and Walker Avenue were rezoned to allow consolidation into the automobile dealerships front on Nova Road and add mitigation measures to protect the adjacent residential parcels. **(Ord. 25-320)**
- (1) **Policy:** To rezone the residentially zoned lots on the west side of Walker Avenue having a combined frontage of 399 feet, as measured beginning approximately 150 feet south from the southwest corner of North St. and Walker Ave to Business Automotive (BA) and to require site plans for the property to provide the following mitigating effects to be applied to the newly zoned BA properties fronting on Walker Avenue. The Walker Avenue properties rezoned to BA shall be:
1. Incorporated into the site of the automobile dealerships on Nova Road;
  2. Title to the properties and the overall automobile dealership to which it is joined shall be subject to a unity of title agreement;
  3. The properties shall be enclosed with a screening wall and shall not be accessed from Walker Avenue, and;
  4. The properties shall be developed pursuant to current City landscape, lighting and screening requirements. **(Ord. 13-11)**
- (2) **Policy:** To rezone the residentially zoned lots on the west side of Walker Avenue having a combined frontage of 399 feet, as measured beginning approximately 350 feet south from the southwest corner of North St. and Walker Ave to Planned Development (PD) included in to the existing Daytona Toyota Planned District and to provide the following mitigating effects to be applied to the newly zoned PD properties fronting on Walker Avenue:
1. Incorporated into the site of the automobile dealerships on Nova Road;
  2. Title to the properties and the overall automobile dealership to which it is joined shall be subject to a unity of title agreement;
  3. The properties shall be enclosed with a screening wall and shall not be accessed from Walker Avenue, and;
  4. The properties shall be developed pursuant to current City landscape, lighting and screening requirements.

## NEIGHBORHOOD H

(This neighborhood is entirely within the Midtown Redevelopment Area. See Redevelopment Element for policies.)

### Development Policies:

- (a) **Issue:** Neighborhood H is one of the most congested and densely developed areas in the City. The BA (Business Automotive) zoning along a portion of West International Speedway Boulevard (the Halifax area's major tourist entrance road) has developed as an unattractive strip commercial road.
- (1) **Policy:** The City shall require landscaping of property adjacent to West International Speedway Boulevard without penalizing those who eliminate some off-street parking. The City shall permit the expansion of parking lots to the north and south of this thoroughfare provided landscaping is planted along West International Speedway Boulevard.

- (b) **Issue:** Nova Road, bordering this neighborhood to the west, is heavily traveled by residents and tourists.
- (1) **Policy:** The City shall continue to maintain this highway as a scenic thoroughfare and require the landscaping of a 25-foot frontage.
- (c) **Issue:** There are both single-family areas within Neighborhood H that are zoned high density residential.
- (1) **Policy:** The small residential properties within this neighborhood should be allowed to be redeveloped at a medium rather than a high-density residential level. Areas should be maintained single-family.
- (d) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is located between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties. **(Ord. 10-52)**
- (1) **Policy:** The City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements. **(Ord. 10-52)**
- (2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary. **(Ord. 10-52)**
- (3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. **(Ord. 10-52)**
- (e) **Issue:** The +/- 0.59 acre property which is the subject of DEV2022-205 is developed for industrial uses. Development limitations are appropriate to ensure compatibility of the site with surrounding areas.
- (1) **Policy:** The +/- 0.59 acre property which is the subject of DEV2022-205 and is comprised of Parcel Identification Nos. 533921030012, 533901230032, 53390123002A, 533901230031 shall be permitted to include heavy equipment sales, rental, or storage and storage yard uses, in addition to office, personal services, and retail uses that are compatible with the surrounding area. **(Ord. 25-200)**

## NEIGHBORHOOD I

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

### Development Policies:

- (a) **Issue:** Nova Road is the western boundary of this neighborhood. The City currently has a policy to ensure that this section of Nova Road is developed in an attractive manner.
- (1) **Policy:** When funding becomes available or improvement are required, The City and the FDOT coordinate to create a plan to beautify the Nova Canal area. **(Ord. 09-278) (Ord. 25-320)**
- (b) **Issue:** The residential uses adjacent to the F.E.C. Railroad in this neighborhood are no longer suitable for this area. The City should encourage compatible railroad uses to redevelopment adjacent to the F.E.C. Railroad. **(Ord. 25-320)**

- (1) **Policy:** The City shall permit the expansion of industrial zoning districts along the F.E.C. Railroad corridor on a case-by-case basis. **(Ord. 09-278)**
- (2) **Policy:** For the 3.5 acre project property, as shown on Exhibit A to Rezoning application DEV2019- 002, west of the F.E.C Railroad corridor, Industrial Local Service shall be permitted and shall allow the industrial and service related activities, which include the assembly, fabrication, and installation of fencing for the entire property, and storage and rental of trash receptacles, to be limited to the 0.6 acre parcel designated for such use, located at the SE corner of Orange Avenue & Lockhart Street PID 533901320020 as illustrated in Exhibit B to rezoning application DEV2019-002, catering to local markets. **(Ord. 20-125)**
- (c) **Issue:** There are single-family areas in this neighborhood beginning to experience declines in their physical appearance.
- (1) **Policy:** The City shall preserve these single-family areas through a program of code enforcement and use of community development programs to assist and bring into compliance. **(Ord. 09-278)**
- (d) **Issue:** The city-owned 9.2-acre property located at the southeast and northeast corners of Nova Road and Orange Avenue and also between Jean Street and Caroline Street south of Orange Avenue represents a commercial redevelopment opportunity due to its good access and visibility and central location.
- (1) **Policy:** The Future Land Use Map designation for this property shall be further restricted in that the Floor Area ratio shall be capped at 1.24 and the number of residential units per acre shall not exceed 35. Any development on this site should limit impacts to those that are currently allowed, to not further impact area infrastructure. **(Ord. 09-278) (Ord. 25-320)**
- (e) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency’s (FEMA) 100-year floodplain, the area is located between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties.
- (1) **Policy:** The City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements. **(Ord. 10-52)**
- (2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary. **(Ord. 10-52)**
- (3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. **(Ord. 10-52)**

## **NEIGHBORHOOD J**

### **Development Policies:**

- (a) **Issue:** Nova Road is the western boundary to this neighborhood. The thoroughfare carries numerous residents and tourists.
- (1) **Policy:** The City shall maintain the scenic thoroughfare designation for Nova Road requiring a 25-foot landscaped frontage.
- (b) **Issue:** When the City approved the concept and zoning for the golf course condominiums, there was concern expressed by the neighborhood that access would be provided through Fairway Estates subdivision. To address residents' concerns, the City Commission provided that the Lockhart Street

right-of-way in this area shall be a perpetual buffer between the golf course and the Fairway Estates subdivision.

- (1) **Policy:** Lockhart Street is not to be improved for public access and the City shall preserve and maintain this right-of-way as a buffer. (NOTE: Study complete; Future Land Use Map reflects appropriate land use.)
- (c) **Issue:** While much of the area generally located between Ridgewood Avenue and Nova Road is not within the Federal Emergency Management Agency's (FEMA) 100-year floodplain, the area is located between two old dune lines generally paralleling these two roads, with no outfall to bodies of water. This has resulted in severe localized flooding. Development standards for new construction require raising the level of buildings and paved areas, which exacerbates flooding problems for neighboring properties. **(Ord. 10-52)**
  - (1) **Policy:** The City shall develop additional LDC development standards that will reduce flooding problems in floodprone areas. Techniques may include but not be limited to maximum impervious surface coverage, increased open space and tree preservation areas, limitations on the use of fill, and other low impact development standards. Such mitigative strategies shall be proportional to the size of the property in question, with larger properties employing techniques such as stormwater parks and excess drainage capacity that may be provided in exchange with additional development entitlements. **(Ord. 10-52)**
  - (2) **Policy:** Developments in this area shall be held to higher stormwater retention standards when deemed necessary. **(Ord. 10-52)**
  - (3) **Policy:** The City shall strive to acquire properties for stormwater retention and flood control within this area. **(Ord. 10-52)**

## NEIGHBORHOOD K

### Development Policies:

- (a) **Issue:** The undeveloped area north of Mason Avenue adjacent to the northerly extension of Clyde Morris Boulevard and southeast of Jimmy Ann Drive is zoned single family. There is little incentive in this area to develop a single-family subdivision.
  - (1) **Policy:** The property along the north side of Clyde Morris Boulevard may allow office, storage and service related businesses and retail activities as a principal use. **(Ord. 09-278) (Ord. 20-367)**
  - (2) **Policy:** The remainder of the property may be developed as medium density residential. **(Ord. 09-278)**
  - (3) **Policy:** Within the above two areas the following activities shall be prohibited: restaurants, lounges, unscreened storage, heavy industry and auto sales and services as a principal use. **(Ord. 25-320)**
- (b) **Issue:** The large open areas next to the Westside Elementary School are under-utilized as recreation areas for neighborhood youth.
  - (1) **Policy:** The City shall seek a cooperative agreement with the Volusia County School Board to provide neighborhood recreational uses and expand the facilities at Derbyshire Park.
- (c) **Issue:** There are three heavily traveled thoroughfares traversing this neighborhood, Nova Road, LPGA Boulevard and Clyde Morris Boulevard that have undeveloped properties with scenic attributes.
  - (1) **Policy:** LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a 50' scenic setback, ground monument signs, and consistent architectural and landscape themes.
  - (2) **Policy:** The City shall maintain the Clyde Morris Boulevard and Nova Road segments as scenic thoroughfares and require the landscaping and maintenance of front yards. **(Ord. 09-278)**

- (d) **Issue:** Mason Avenue has developed into a dilapidated commercial strip.
- (1) **Policy:** The City shall investigate methods of promoting the voluntary beautification of private property along Mason Avenue. The City shall establish standards to create a landscaped strip adjacent to this street, and not penalize property owners who may lose some off-street parking. The City may allow for the expansion of off-street parking to the north, if property owners agree to beautify Mason Avenue. **(Ord. 09-278)**
- (e) **Issue:** In the western areas of the City, future land use designations are more conceptual than those in the eastern extents of the City. Future land use designations in this area should therefore represent a more flexible, long-term approach.
- (1) **Policy:** The boundaries in Neighborhood K illustrated on the Future Land Use Map are generalized graphic representations of where land uses should occur and may be moved up to 600 feet either direction of the limits shown on the Future Land Use Map to protect the environment, to accommodate property lines, rights-of-way, easements, to correspond to major physical or man-made boundaries (including, but not limited to roads, canals, power transmission corridors, etc.), or to adjust for actual jurisdictional boundaries. **(Ord. 09-278)**
- (f) **Issue:** Parks and Recreational Areas serve many interests and people of all ages. Residential Development shall be permitted, but at a density such that the demand of parks and recreational areas shall not exceed the availability.
- (1) **Policy:** The Future Land Use designation for the 16-acre parcel located east of Clyde Morris Boulevard approximately 1,000 feet north of LPGA Boulevard, identified as “Office Transition” shall be further restricted in accordance with the following condition:
- The “Office Transition” land use category shall be permitted to allow residential development; however, the density shall be reduced from the allowable density of 40 dwelling units per acre to 8 multi-family (or similar building type) dwelling units per acre. **(Ord. 07-237)**
- (2) **Policy:** The Future Land Use designation for the 68-acre parcel located east of Clyde Morris Boulevard north of Rifle Range Road, identified as “Office Transition” shall be further restricted in accordance with the following condition:
- The “Office Transition” land use category shall be permitted to allow residential development; however, the density shall be reduced from the allowable density of 40 dwelling units per acre to 20 dwelling units per acre for 58.89 acres of the 68 acre parcel (area depicted as exhibit “K” attached) and from 40 dwelling units per acre to 8 dwelling units per acre for the remaining 9.11 acres. **(Ord. 07-237)**
- (g) **Issue:** The portion of land generally 650 feet east of Clyde Morris Boulevard, north of Strickland Range Road, and south of Avenue K which is the subject of DEV2020-044, consists of a number of small lots that do not comply with existing City or Volusia County Subdivision requirements.
- (1) **Policy:** : To ensure appropriate development of the property and that City infrastructure is maintained at an adequate level of service, the 198 ± acres as shown on Exhibit “A” to DEV2020-044 shall be developed as a planned development, where the maximum residential density shall be a total of 350 units on that portion of the property designated “Level 1 Residential”, and a maximum nonresidential intensity on that portion of the property designated “Office Transition” of 60,000 square feet of gross floor area (F.A.R. of 1.70). The 68.93 +/- acres comprising Parcel ID Nos. 423300000080 and 423200000050 shall be restricted to use as a stormwater or compensatory storage pond location. **(Ord. 09-278) (Ord. 23-176)**
- (h) **Issue:** The Low Intensity Commercial Future Land Use for the 3.0± acre project property located north of LPGA Boulevard and east of Grand Preserve Way (PID# 520200000890) permits many uses that may negatively impact the surrounding residential area. In order to minimize and mitigate the potential negative impact of a broad range of commercial uses, Development uses for the subject site shall be limited to the following.

- (1) **Policy:** For the 3.0± acre project identified above the following uses are permitted - Antique store; Art gallery; Art, crafts, music, dance, photography, or martial arts studio/school; Bank or financial institution with drive-through service; Bank or financial institution without drive-through service; Book or media shop; Dry cleaning or laundry drop-off establishment; Dry cleaning or laundry establishment; Florist shop; Furniture or appliance store; Gift shop or stationery store; Grocery store; Home and building supply center; Jewelry store; Laundromat; Meat, poultry, or seafood market; Medical office; Personal services establishment; Professional office; Restaurant without drive-in or drive-through service; Other retail sales and service establishment & Shopping center. Outside storage or display shall be prohibited. **(Ord. 19-354)**
- (i) **Issue:** The City recognizes the benefit of low impact storage facilities to support the growing needs of residents in The City of Daytona Beach. Therefore, the City further seeks to encourage the development of Parcel Nos. 520222000030, 520200000835 and 423313000030 (the "Property") as commercial storage with accessory warehouse and office uses.
- (1) **Policy:** Subject to the following limitations: Parcel No. 423313000030 shall be limited to stormwater retention; and the overall development of the Property shall not exceed a FAR of 1.0. **(Ord. 20-249)**
- (j) **Issue:** The Project Epsilon Planned District is located in an appropriate location for residential and limited commercial development.
- (1) **Policy:** For the 65.4± acre property known as the "Project Epsilon Planned District" and subject to DEV2020-039, commercial development shall be limited to a 200,000 square feet and residential density shall be limited to 300 dwelling units.
- (2) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use overlay (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including requiring Planned Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations. **(Ord. 21-16)**
- (k) **Issue:** The Project Kappa Planned District is located in an appropriate location for residential and limited commercial development.
- (1) **Policy:** For the 9.8± acre property known as the "Project Kappa Planned District" and subject to DEV2020-038, commercial development shall be limited to a 125,000 square feet and residential density shall be limited to 200 dwelling units. Potential hotel uses on the site shall not exceed 200 rooms.
- (2) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use overlay (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including requiring Planned Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations. **(Ord. 21-18)**
- (l) **Issue:** The Project Sigma Planned District is located in an appropriate location for residential and limited commercial development.
- (1) **Policy -** For the 118± acre property known as the "Project Sigma Planned District" and subject to DEV2020-066, non-residential development shall be limited to a 600,000 square feet and residential density shall be limited to 700 residential units.
- (2) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use overlay (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
- (m) **Issue:** The Project Theta Planned District is located in an appropriate location for residential and limited commercial development.

- (1) **Policy** - For the 37.1± acre property known as the "Project Theta Planned District" and subject to DEV2020-064, non-residential development shall be limited to a 400,000 square feet and residential density shall be limited to 14 dwelling units/acre.
- (2) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use overlay (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including smart growth techniques, cluster zoning and implementing the City's wetland regulations.
- (n) **Issue:** The Reserve at Strickland Planned District is located in an appropriate location for residential and limited commercial development.
  - (1) **Policy:** For the 2.31± acre property designated as the commercial/office portion of the "Reserve at Strickland Planned District" and subject to DEV2024-335, non-residential development shall be subject to a limitation of development not exceeding 83 PM peak-hour trips. **(Ord. 25-33)**

## NEIGHBORHOOD L

### Development Policies:

- (a) **Issue:** As the Halifax area continues to grow, there will be an increasing need for centralized, regional medical facilities.
  - (1) **Policy:** The City is in agreement with hospital officials' intent to use their property for expansion of medical facilities and parking. In furtherance of that intent, medical facilities at or adjacent to the existing Halifax Hospital Medical Center shall be permitted to develop with a floor area ratio not to exceed 1.0. **(Ord. 09-278)**
- (b) **Issue:** The City has maintained a policy to protect property along West International Speedway Boulevard, between Clyde Morris Boulevard and Nova Road, as an attractive entrance way to the City.
  - (1) **Policy:** The City identifies this segment of West International Speedway Boulevard as a scenic thoroughfare. Any future rezoning along this street segment shall be limited to large lot office with special setback and front yard landscaping requirements. Said requirements shall have a minimum 40-foot landscaped front yard. In addition, the City shall require the D.O.T. to landscape the medians on West International Speedway Boulevard. **(Ord. 09-278)**
- (c) **Issue:** The Daytona State College is experiencing growth as enrollments increase. This growth will continue consistent with the area's population growth, if the City permits the College to expand.
  - (1) **Policy:** To allow for the expansion of the College's activities into the immediate area. **(Ord. 09-278)**
- (d) **Issue:** Mason Avenue serves as this neighborhood's northern boundary. Many businesses along this thoroughfare are unappealing.
  - (1) **Policy:** Improve the appearance of Mason Avenue through continued enforcement of the Landscape Ordinance and the organization of local businessmen and property owners. **(Ord. 25-320)**
- (e) **Issue:** Nova Road serves as this neighborhood's eastern boundary.
  - (1) **Policy:** The City shall maintain this area as a scenic thoroughfare and shall continue to enforce the landscaped setback requirements.
- (f) **Issue:** Clyde Morris Boulevard is located at the western edge of this neighborhood. This area is highly visible and possesses an attractive image.
  - (1) **Policy:** The City shall maintain Clyde Morris Boulevard as a scenic thoroughfare. **(Ord. 25-320)**

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## NEIGHBORHOOD M

### Development Policies:

- (a) **Issue:** Airport property fronting on Clyde Morris Boulevard was developed for non-residential activities.
- (1) **Policy:** The City shall require the preservation of a 500' buffer strip between the Highlands area and the Embry-Riddle Aeronautical University property, as shown on the Airport Master Plan, to provide for a separation of the residential area from non-residential developments.
- (b) **Issue:** Tuscawilla Park was given to the City to serve as an in-town forest preserve. The land contains a variety of native vegetation unique to a (sensitive) Hydric Hammock.
- (1) **Policy:** The City shall maintain Tuscawilla Park as a forest preserve and nature park. The City shall attempt to expand the Park by acquisition of undeveloped parcels located directly to the south, as County, State and Federal funding allows. **(Ord. 09-278)**
- (c) **Issue:** Nova Road north of Bellevue Avenue has been the subject area for rezoning requests to allow automotive uses. This type of zoning has created dilapidated areas such as the existing corridors of West International Speedway Boulevard and Mason Avenue.
- (1) **Policy:** The non-BA zoning shall be maintained and requests for automotive zoning shall not be encouraged.
- (d) **Issue:** With the exception of Mainland High School, that portion of West International Speedway Boulevard within Neighborhood M is developed with a low density of mixed uses comprised of single family homes, the Tarragona Tower (listed on the National Register of Historic Places), a bank, the Children's Advocacy Center and Tuscawilla Park. This contributes to the attractive image of this segment of West International Speedway Boulevard. There have been requests to rezone this area to more intensive uses.
- (1) **Policy:** This segment of West International Speedway Boulevard shall be designated a scenic thoroughfare. Future rezonings of this land shall be limited to large parcel office and low intensity commercial developments while a scenic setback shall be maintained, the specific parameters of which may be established through a PD rezoning. For any property developed with commercial uses, the maximum gross floor area dedicated to Restaurants and Retail Sales shall not exceed the aggregate of 50% of the gross floor area of all buildings in any individual development project. **(Ord. 14-240)**
- (e) **Issue:** Nova Road is a major thoroughfare on the eastern edge of this neighborhood.
- (1) **Policy:** Nova Road shall be maintained as a scenic thoroughfare requiring the landscaping of front yards. The City should initiate a program to beautify the canal frontage with landscaping, soliciting support from the D.O.T. and area beautification agencies.
- (f) **Issue:** Clyde Morris Boulevard is a major thoroughfare located on the western border of Neighborhood M.
- (1) **Policy:** This segment of Clyde Morris Boulevard shall be designated a scenic thoroughfare and requirements for the landscaping of frontages shall be established. Densities and the heights of structures shall be limited to ensure that future development is compatible with the Airport impacts.
- (g) **Issue:** There is undeveloped property located on the north side of Bellevue Avenue west of Nova Road that is zoned single-family and is within the flight path. There is little incentive to develop the property for single-family residential uses.
- (1) **Policy:** The City encourages uses that are compatible to airport areas and shall maintain the special use process that permits certain non-residential uses in the residential zones within the 65 LDN or greater noise contour for the Daytona Beach Airport, while insuring nearby established residential areas are protected.

## NEIGHBORHOOD N

### Development Policies:

- (a) **Issue:** Nova Road is a major thoroughfare in this area of the City. The City should ensure this image is preserved as lands adjacent to it are developed. **(Ord. 25-320)**
- (1) **Policy:** Nova Road shall be maintained as a scenic thoroughfare requiring the landscaping of front yards.
- (b) **Issue:** Clyde Morris Boulevard is a primarily undeveloped thoroughfare at the western boundary of this neighborhood. How can the City maintain this attractive image?
- (1) **Policy:** Clyde Morris shall be maintained as a scenic thoroughfare requiring the landscaping of front yards. **(Ord. 25-320)**
- (c) **Issue:** Property at the northeast corner of Shady Place and Nova Road is zoned M-3, industrial, and is in a residential area.
- (1) **Policy:** The current use is consistent with the existing zoning and is considered compatible with the adjacent area.
- (d) **Issue:** The goals, objectives, and policies of the Economic Element of this Comprehensive Plan (reference goal 1, objective 1.1, and 1.1.8) call for attracting businesses that provide value-added employment opportunities that will establish the City of Daytona Beach as a center for high technology design and manufacturing in motor sports and aviation- related industries and provide better paying jobs for its residents.

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

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

Other policies in the Economic Element call for providing information to all existing and potential manufacturers about the Consortium for Design Automated Manufacturing at Embry Riddle Aeronautical University and assist in the establishment of public-private partnerships in information technologies. In addition, there is a policy that directs the City to assist Embry Riddle Aeronautical University in the establishment of a high-technology business incubator and the development of specialty software and an engineering/science business cluster. In addition, objective 1.4 of the Future Land Use Element calls for the diversification of the City's economic base. Policy 1.4.1 of that element calls for increasing the supply of industrial land.

- (1) **Policy:** The City shall participate in a partnership with Embry Riddle Aeronautical University, Volusia County, The Florida Department of Transportation and The Volusia County School Board to establish a Research Park along the Clyde Morris Boulevard corridor south of the Embry Riddle Aeronautical University campus.

The Research Park shall:

1. Limit uses to those that relate to the aerospace industry, related fields and support industries and have no adverse impacts on nearby residential uses.
2. Provide a fifty-foot buffer adjacent to any residential planned area.
3. Have high quality architectural, landscape standards and site amenities.
4. Are contained in a planned zoning district that demonstrates adhering to these requirements and limitations.
5. The City shall maintain and enforce those performance standards contained in the Land Development Code to control traffic, hours of operation, noise, vibration, smoke, odors, and radiation. **(Ord. 06-285) (Ord. 09-278)**

## NEIGHBORHOOD O

### Development Policies:

- (a) **Issue:** To the south of Big Tree Road and directly to the west of Nova Road is an undeveloped Hydric Hammock. This area is part of the Tuscawilla soil type and contains oaks and other deciduous trees. This area is suitable for commercial retail land use because of its proximity to two arterial roadways and its ability to serve an existing and growing retail market area. Development on this property should be sensitive to the neighborhood and its traffic impacts should be limited to ensure adequate traffic flow on the roadway system. **(Ord. 25-320)**
- (1) **Policy:** To ensure the existing and projected roadway system serving this property is maintained at an adequate level of service from traffic generated from this property the land uses developed shall be limited to a commercial floor area ratio (FAR) of .317 on the entire commercial retail property. In addition, any residential land uses or mixture of commercial and residential uses shall be limited to the same trip generation volume generated by the .317 commercial retail FAR would create on this property. To ensure commercial development on this property is compatible with the neighboring developments there shall be provided adequate buffers, landscaping, and high quality architecture, which will be achieved through the adherence to the City of Daytona Beach Land Development Code. The Planning Board shall review site plans for this property to ensure compliance and compatibility. In addition this entire commercial retail area shall be designed as a unified development. **(Ord. 09-278) (Ord. 25-320)**
  - (2) **Policy:** The City shall encourage other forms of residential development in the area west of Nova Road and south of Big Tree Road. The City shall require that parts of the Hammock area be preserved or not intensively developed. The use of techniques such as transfer of development rights and cluster zoning shall be encouraged.
  - (3) **Policy:** The City shall maintain Nova Road in this area as a scenic thoroughfare and require the landscaping of front yards as property is developed and redeveloped. **(Ord. 25-320)**
- (b) **Issue:** Clyde Morris Boulevard borders this neighborhood to the west.
- (1) **Policy:** The City establishes Clyde Morris Boulevard as a scenic thoroughfare and shall maintain requirements for the landscaping of frontages. As property adjacent to this road is annexed, the scenic designation shall be extended accordingly. **(Ord. 09-278)**

## NEIGHBORHOOD P

### Development Policies:

- (a) **Issue:** The area along Mason Avenue in the Madison Heights area was zoned according to the results of public hearings held when the area was annexed.
- (1) **Policy:** The area between Clyde Morris Boulevard and Kentucky Street shall not be rezoned to allow retail or automotive uses. **(Ord. 16-315)**
- (b) **Issue:** The lands between the industrial park and Williamson Boulevard (East of N. Williamson Blvd., South of Dunn Ave. & North of W. International Speedway Blvd.) should serve to provide a buffer to the Indigo residential area. **(Ord. 25-320)**
- (1) **Policy:** The area to the east of Williamson Boulevard, north of International Speedway Boulevard and south of Mason Avenue shall be preserved for a variety of multi-family, professional office and light industrial uses. Marginal access roads and other designs shall be required in order to limit the number of access points. **(Ord. 09-278)**
- (c) **Issue:** The multi-family residential land north of the Volusia Mall is attractive to commercial interests. The land is beginning to be developed as residential, providing locations for residents in close proximity to the City's expanding employment areas, west of Bill France Boulevard.

- (1) **Policy:** The City shall preserve the large area north of the Volusia Mall as a nearby residential area for employees of the City's major industrial parks to the west. **(Ord. 09-278)**
- (d) **Issue:** The residential area north of the Volusia Mall will support (at a medium density zoning classification) several thousand persons when fully developed. There is no public park or recreation facility located in this neighborhood.
- (1) **Policy:** The City shall evaluate the feasibility of providing a neighborhood park next to the fire station on Mason Avenue as part of its parks recreation master plan. **(Ord. 09-278)**
- (e) **Issue:** West International Speedway Boulevard just east of the I-95 interchange is one of the most heavily traveled roads in the east central Florida region. The initial image of the Daytona Beach area is presented by this road.
- (1) **Policy:** The City shall ensure that large medians are preserved and shall provide attractive landscaping within these medians. The City shall continue to accept contributions from the community to maintain this beautification. **(Ord. 09-278)**
- (f) **Issue:** The industrial park along West International Speedway Boulevard, opposite the Speedway, at Industrial Parkway, has experienced vacancies. **(Ord. 25-320)**
- (1) **Policy:** The commercial retail areas on US 92, as shown on the Future Land Use Map, shall be limited to Planned Commercial Zoning Districts (PCD). In addition, to discourage the appearance of small lots with individual businesses and sign clutter, and as a general guideline there shall be no more than one out parcel per 300 feet of frontage on US 92. As part of the PCD, signage shall be limited to monument signs. Access shall be limited to Industrial Parkway with possibly right turn, ingress/egress on US 92. Other issues to be resolved include the design of Industrial Parkway to serve the area, upgraded architecture, and high quality landscaping.
- (g) **Issue:** The Volusia Medical Park Subdivision has an Office Transitional future land use designation. The single-family and multi-family uses surrounding the subdivision could be adversely impacted by uses permitted within these categories.
- (1) **Policy:** The City shall encourage the Volusia Medical Park subdivision to rezone to the PD zoning category. This would limit more intense uses that may negatively impact the surrounding residential uses. **(Ord. 25-320)**
- (h) **Issue:** The owner of the Indigo Lakes Golf Course desires to provide residential opportunities along the existing golf course and modernize the golf course and clubhouse facilities. The City shall ensure new development is compatible with existing residential development. **(Ord. 07-237)**
- (1) **Policy:** The approximately 28.23 acres, as shown on Exhibit "A", shall be designated "Level 1 Residential" land use, up to a maximum density of 8 dwelling units per acre. **(Ord. 07-237)**
- (2) **Policy:** The approximately 24.89 acres, as shown on Exhibit "A", located along Williamson Boulevard and Indigo Drive shall be designation "Level 2 Residential" land use and be limited to 10 dwelling units per acre. **(Ord. 07-237)**
- (3) **Policy:** In order to ensure compatibility between the proposed development and existing single-family homes, if a building is proposed within 300 linear feet from existing single-family homes, the maximum height of the building shall be 35 feet. Any other buildings within this area shall not exceed a height of 48 feet. **(Ord. 07-237)**
- (4) **Policy:** Any development on the two parcels listed above shall be processed as a Planned Development. **(Ord. 07-237)**
- (i) **Issue:** The area surrounding the intersection at US 92 and Clyde Morris continues to expand as local institutions, job centers, and other retailers in the vicinity continue to grow. The large, undeveloped property located north of the US92/Clyde Morris intersection directly across from Halifax Hospital presents an opportunity for the development of uses that compliment the surrounding urban area in an efficient manner.

- (1) **Policy:** The approximately 93.52+/- acre undeveloped property located on North Clyde Morris Boulevard north of the US92/Clyde Morris intersection directly across from Halifax Hospital shall be developed under the Mixed-Uses future land use and subject to maximum entitlements shown in the following Equivalency Matrix. Development of the property shall be limited to the uses and maximum entitlements for each land use shown in the Matrix, which are based on the lower value of either 90% of the pre-Mixed-Use (Hospital) amendment P.M. Peak Hour New External Trip figure for the property (4,201) or the Peak Hour Water and Sewer GPD at the pre-Mixed Use (Hospital) amendment rate of 1,785,000 GPD. Total development of the property shall permit a mix of the uses shown on accompanying chart, but in no event shall total development create impacts that exceed the P.M. Peak Hour New External Trip figure of 4,201 or the Peak Hour Water and Sewer GPD of 1,785,000 GPD. Development limitations due to P.M. Peak Hour New External Trips and water/sewer use shall be calculated using the following Matrix:

**EQUIVALENCY MATRIX & MAXIMUM DENSITY/INTENSITY  
BASED ON INDIVIDUAL LAND USE**

	1	2	3	4	5	6
Land Use	Average Daily Low Coefficient <sup>(1)</sup>	Maximum Units Governed by Water/Sewer <sup>(1)</sup>	P.M. Peak Hour Equation/Rate <sup>(2)</sup>	Maximum Units Governed by Traffic	Maximum Units Allowed	Units
Multi-Family	309	1,925	$T=0.55(X)+17.65$	7,279	1,925	DU
Hotel	100	5,950	$T=0.60(X)$	6,702	5,950	Rooms
Hospital	243	2,440	$T=0.93(X)$	4,324	2,440	KSF
Comm. College	10	59,500	$T=0.12(X)$	33,508	33,508	Students
Retail/Comm.	100	5,950	$\ln(T)=0.67\ln(X)+3.31$	1,714	1,714	KSF
Office	100	5,950	$T=1.12(X)+78.45$	3,520	3,520	KSF
Medical/Office	100	5,950	$\ln(T)=0.90\ln(X)+1.53$	1,847	1,847	KSF
Bus./Flex Space	100	5,950	$\ln(T)=0.90\ln(X)+0.85$	3,932	3,932	KSF

(1) Based on average peak flow of 595,000 GPD and peak flow of 1,785,000 (peak = 3.0).

(2) Institute of Transportation Engineers Trip Generation Manual, Use of Equation vs. Rate by ITE R2 value

(3) Maximum intensity does not account for pass-by reduction.

Notes:

Column 2, Maximum Units (Water/Sewer) = 595,000 GPD / Column 1 Average Daily Flow (e.g., 595,000 GPD / 309 = 1,925)

Column 5, Maximum Units Allowed = Smaller of Column 2, Maximum Units (Water/Sewer) and Column 4, Maximum Units (Traffic)

Flow rate sources have been provided by the City of Daytona Beach and Florida Department of Health.

Please see Tables 5.2.2, 5.2.3, 5.3.2, and 5.3.3 for detailed flow rates and sources. (Ord. 0-282) and (Ord. 14-32)

- (j) **Issue:** Certain areas north of International Speedway Boulevard across from the Daytona International Speedway are ideally located to accommodate Commercial Amusement land uses which will complement the world class events and operations at the speedway, including potentially compatible residential uses as allowed by the Commercial Amusement Future Land Use category. However, based on potential compatibility issues related to the intensity of non-residential uses in that area, and potential impacts of the residential development, the extent of such residential development should be appropriately limited.

- (1) **Policy:** The approximately 114 acres which is the subject of the Comprehensive Plan Future Land Use Map amendment request number DEV 2012-049 shall be restricted such that the Commercial Amusement Future Land Use on that property will allow development of no more than 1500 residential units. **(Ord. 12-289)**
- (2) **Policy:** The approximately 4.11 +/- acres which is the subject of Comprehensive Plan Future Land Use Map Amendment request number DEV 2021-154 shall be limited to 242,000 square feet of nonresidential uses. **(Ord. 22-279)**

## NEIGHBORHOOD Q

### Development Policies:

- (a) **Issue:** The Daytona Beach International Airport, the major user of land in Neighborhood Q, has a tremendous impact on the City and is a major activity supporting the City's economy. **(Ord. 09-278)**
- (1) **Policy:** Future plans for development of major airport facilities shall be reviewed by the City to ensure that the impact on surrounding areas will not be adverse. Existing agreements with the County regarding land development shall maintain our review of development projects.
  - (2) **Policy:** In order to allow for the development of Airport property for other than Airport usage, the City will require the County to submit Airport master plans to the City for review, prior to County Council adoption. The City will review such plan to ensure that future developments on Airport property do not adversely impact adjacent City neighborhoods or the City's capacity to service such developments.
  - (3) **Policy:** To allow for the possible expansion of Embry-Riddle Aeronautical University as a major educational institution for the area, the Office Transitional land use designation on Catalina Drive may include student dormitories and other educational facilities.
- (b) **Issue:** The Beville Road area is a prime growth area. Pressures to develop land adjacent to this major arterial are intense.
- (1) **Policy:** In order to reduce the potential for future traffic problems along Beville Road, the City shall not zone property in a manner that promotes small lot development. The area adjacent to Beville Road west of Williamson Boulevard is suitable for Interchange Commercial and PCD zoning. This zoning will minimize small lot development. **(Ord. 09-278)**
  - (2) **Policy:** Neighborhood retail centers shall be limited to the intersections of Yorktown Boulevard and Beville Road.
  - (3) **Policy:** Commercial development along Beville Road, west of Clyde Morris Boulevard shall be encouraged to be part of a larger PUD and not in the form of strip commercial.
  - (4) **Policy:** Maintain limited access to properties abutting Beville Road by requiring access to such properties from intersecting collector roads, where it is possible to do so, encouraging frontage or marginal access roads.
  - (5) **Policy:** The City shall maintain Clyde Morris Boulevard, Beville Road, Williamson Boulevard and Hancock Boulevard as scenic thoroughfares with special requirements for landscaped front yards.
  - (6) **Policy:** Along Beville Road, from Williamson Boulevard intersection west to I-95, lands may be set aside for large parcel interchange commercial. **(Ord. 09-278)**
- (c) **Issue:** A large area of land southwest of the Daytona Beach International Airport is undeveloped and under the same ownership. This area is a prime area for economic growth, with excellent access to the regional transportation network and high visibility from I-95. The development of this area must consider airport noise impacts, the proximity of single-family residential areas to the south, appearance, and the need for adequate infrastructure, access, and internal traffic circulation.
- (1) **Policy:** As shown on the Generalized Future Land Use Map, the areas identified as "commercial/mixed use" along both sides of Williamson Boulevard, north of Beville Road, are appropriate for retail, tourist accommodation, office transitional, and multi-family residential land uses. No truck stop will be located in this area. Agriculture shall be a permitted use.
  - (2) **Policy:** Generally, intersections with Beville Road should be coordinated so that a few major entrances (signalized where appropriate) are coordinated with existing major entrances on the south side. A single major intersection should be planned to accommodate the areas on both sides of Beville Road, west of Williamson, subject to FDOT approval. The City will help coordinate entrances and intersections with FDOT (for Beville Road) and Volusia County (for Williamson Boulevard).

- (3) **Policy:** This area represents a gateway entrance to the City. All adjacent developments should be designed with a compatible appearance (including compatible architecture and landscaping scheme) and so as to be functionally integrated. A consistent, well landscaped corridor should be developed along Beville Road and Williamson Boulevard in conjunction with the development of individual projects.
- (4) **Policy:** Developments immediately north of Beville Road and east of Williamson Boulevard should be designed to be generally compatible with the appearance of existing residential and office development on the south side of the highway, including scale, architectural compatibility, and landscaping compatibility.
- (5) **Policy:** Residential uses should not generally be permitted in areas subject to the LDN 65 or higher noise contour. All development on the north side of Beville Road should be designed with consideration of appropriate noise mitigation techniques, as appropriate.
- (6) **Policy:** Individual development proposals shall be reviewed through the planned development process to ensure the provisions of the Plan are met and to address design issues peculiar to each project. This should not, however, be interpreted as requiring all development to be carried out under a single large planned development zoning.
- (d) **Issue:** Efforts by the City to establish appropriate policies for land use and development should not interfere with acquisition of areas for airport expansion.
  - (1) **Policy:** The commercial/mixed use area at the southeast corner of the Bellevue Avenue Extension/Williamson Boulevard intersection may be developed pursuant to the development standards established under the County plan for the Halifax Activity Center.
- (e) **Issue:** The Hillwood Planned District is located in an appropriate location for limited industrial and commercial development.
  - (1) **Policy:** For the 211.0± acre property known as the "Hillwood Planned District" and subject to DEV2021-078, non-residential development, including commercial and light industrial uses, shall be limited to 8,690,220 square feet. **(Ord. 22-293)**

## NEIGHBORHOOD R

### Development Policies:

- (a) **Issue:** The Beville Road area is a prime growth area in the City. The City shall encourage smart growth principles with new and redevelopments.
  - (1) **Policy:** Unincorporated areas south of the Pelican Bay R-PUD, adjacent to the proposed extension of the Williamson Boulevard and south of the Georgetown multi-family area shall be developed at an overall density not to exceed 4 dwelling units per acre as these areas are brought into the City. The City shall encourage the development of these areas to follow a large tract residential planned unit development approach. **(Ord. 09-278)**
  - (2) **Policy:** Future residential areas along Beville Road are encouraged to utilize PUD zoning categories where mixing of development types and land uses are proposed.
  - (3) **Policy:** The Pelican Bay R-PUD shall not exceed a gross density of 4 dwelling units per acre. **(Ord. 09-278)**
  - (4) **Policy:** The developer shall provide a community park in Neighborhood R.
  - (5) **Policy:** A neighborhood shopping center may be established at Clyde Morris Boulevard and Big Tree Road. The center shall be designed as an integrated unit. Any subdivision of this land shall follow a master plan.
  - (6) **Policy:** Neighborhood retail areas shall be located at the intersection of Yorktown Boulevard and Beville Road and in the Pelican Bay PUD.
  - (7) **Policy:** Commercial development along Beville Road, west of Clyde Morris Boulevard shall be encouraged to be part of a larger PUD and not in the form of strip commercial.

- (8) **Policy:** Maintain limited access to properties abutting Beville Road by requiring access to such properties from intersecting collector roads, where it is possible to do so, encouraging frontage or marginal access roads.
- (9) **Policy:** Along Beville Road, from the Williamson Boulevard intersection west to I-95, lands may be set aside for large parcel interchange commercial. **(Ord. 09-278)**
- (10) **Policy:** The area adjacent to Beville Road, Clyde Morris Boulevard, and Williamson Boulevard shall be developed as an attractive entrance way to the City and that future development along this corridor shall be designed to achieve this end. The City has designated this area a scenic thoroughfare and will maintain special landscaping and setback requirements of 50 feet for Beville Road and Williamson Boulevard, and 25 feet for Clyde Morris Boulevard for buildings and vehicular use areas, from the right-of-way.
- (b) **Issue:** The large undeveloped area south of Beville Road, between I-95 and Williamson Boulevard, provides an opportunity for major development to service the interstate. This development must consider the need for preserving and protecting the existing Pelican Bay neighborhood.
- (1) **Policy:** Major internal streets, including both the north-south collector road and east-west roads connecting this road to Williamson Boulevard, shall be subject to significant landscaping on adjacent lots, “parkway” design principles (meandering route, variable medians, and significant median and edge landscaping), low monument signage (5 foot maximum overall height) and pavement treatments (such as brick pavers).
- (2) **Policy:** Uses shall be designed and oriented to reduce visibility of service areas (loading, mechanical equipment) from major external and internal routes.
- (3) **Policy:** Pedestrian linkages between adjoining uses shall be enhanced.
- (4) **Policy:** Building architecture (including scale, color, and style) shall be coordinated. Architectural styles would be similar to that demonstrated by the ICI-Gale development at the intersection of Beville Road and Williamson Boulevard (southeast quadrant). **(Ord. 09-278)**
- (5) **Policy:** Individual projects shall be coordinated through planned development zoning: subdivision platting shall be used to coordinate development of infrastructure, including the major internal road network. Access to individual properties shall be coordinated – not every parcel will be permitted direct access to the major internal road network. **(Ord. 09-278)**
- (6) **Policy:** Uses in the interchange commercial area shall be limited to retail uses associated with the traveling public, as well as hotels, motels, restaurants, and other uses directly related to the needs of travelers. Truck stops shall be prohibited. Large retail establishments oriented to local consumers shall also be prohibited. Within this interchange area there shall be a sub-area extending south of a line lying 800± feet south of, and parallel to, the southerly line of the Beville Road right-of-way in which retail uses shall be restricted to a FAR of 0.25 and office uses shall be restricted to a FAR of 0.50.
- (7) **Policy:** Billboards on the property shall be removed at the time of development approval.
- (8) **Policy:** Uses shall be limited to the scale and intensity, which can be supported by the internal road systems, as well as by the capacity of intersections with the major road system (specifically Beville Road and Williamson Boulevard). This must be demonstrated before zoning changes or development orders can be approved.
- (c) **Issue:** Access to Beville Road, Williamson Boulevard and close proximity to the I-95 and I-4 interchange make this neighborhood well situated for a variety of urban land uses. In order to ensure infrastructure costs are controlled, compatible development results and open space is maintained, the density and intensity of development in this neighborhood should be lower than the core area of the City.
- (1) **Policy:** Development on the property identified as Parcel Number 621200000023 shall be limited to a maximum gross floor area of 75,000 square feet of nonresidential land uses.

Residential development on the property identified as Parcel Number 62120000019 (a.k.a. Walker's Green) shall be restricted to a maximum of 1,000 dwelling units.

- (d) **Issue:** The western portion of this neighborhood located south of Beville Road, between I-95 and Williamson Blvd contains significant wetland resources.
- (1) **Policy:** Residential development of the property identified as Parcel Number 6212-00-00-0019 will be governed by a Planned Development (PD) Plan/Agreement, which will provide for upland buffered transitions to wetland areas as required by the St. Johns River Water Management District. The clustering of development in the southern half of the site is also required in order to direct development away from high quality wetlands areas and minimize negative impacts to wetland resources. The PD agreement will require that a minimum of 50% of the parcel shall be devoted to natural preservation areas. The value of land within the natural preservation areas that may be conveyed to the public for recreational use may be eligible for impact fee credits for additions to the City's supply of parkland as may be allowed by law. **(Ord. 09-278) (Ord. 20-273)**
- (e) **Issue:** The City recognizes that the area west of I-95 and Beville Road near the I-95 interchange should promote development activity that complements the future urban character of the area and encourages a mixture of uses for development. The +/- 383 acres of undeveloped property known as the "Kirton Tract" with the following Short Parcel Numbers: 523400000370, 620300000060 and 620300000010, is intended to provide a flexible arrangement suitable for promoting mixed use developments near I-95 to support the long-range growth and urbanization of the City of Daytona Beach. Such uses may include a mixture of commercial, light industrial and higher density residential.
- (1) **Policy:** The land use designation for the Kirton Tract shall encourage higher density development, but may include a mixture of single, townhome and multi-family structure types. A subdivided lot on the property shall not exceed 20 dwelling units per acre.
- (2) **Policy:** Total commercial space for a subdivided lot on the Kirton Tract may not exceed a FAR of 1.0 .
- (3) **Policy:** Mixed uses may occur as well as commercial, office, financial, civic, cultural and related activities.
- (4) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use category (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including requiring Planned Unit Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
- (5) **Policy:** Lands within the PES land use category shall be maintained free of structures or other modifications to the natural landscape, excluding approved drainage conveyances; and excluding walkways, park benches and similar amenities for public use.
- (6) **Policy:** Thoroughfare crossings, utility crossings, drainage conveyances when necessary and trails may be allowed.
- (7) **Policy:** Non-agricultural uses which generate noxious and offensive gasses fumes or odors, including but not limited to Asphalt Plant, Cement Concrete Batching Plant or Recycling/Waste Facility, shall not be permitted on the Kirton Tract.
- (8) **Policy:** The total trip generation by all development on the Kirton Tract shall not exceed 1,004 p.m. peak-hour two-way external trips unless the City receives a traffic impact analysis, based on a methodology approved by the City, the County of Volusia and FDOT, which demonstrates: (1) that the existing State and local roadway network can accommodate an increased number of trips, or (2) that mitigation will be required to address any roadway network impacts. **(Ord. 18-380)**
- (9) **Policy:** The existing borrow pit (PID#'s 523400000372 and 620200000020) shall be limited to stormwater use, the density and FAR associated with the Mixed Use FLU shall not be used as additional density and intensity for the ±383-acre Kirton Tract **(Ord. 23-111)**

## NEIGHBORHOOD S

### Development Policies:

- (a) **Issue:** The City's large M-4 industrial park district west of Bill France Boulevard and north of West International Speedway Boulevard is almost completely developed. The City is rapidly depleting its supply of available industrial sites.
- (1) **Policy:** The undeveloped area north of Mason Avenue, south of Clyde Morris Boulevard and east of the planned extension of Bill France Boulevard shall be reserved for industrial park development.
- (b) **Issue:** The area along I-95 is highly visible and provides visitors with one of their first impressions of the City.
- (1) **Policy:** The City shall encourage light industrial and office uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards.
- (c) **Issue:** The LPGA Boulevard Interchange, at the Interstate, shall provide a new entrance to the City.
- (1) **Policy:** LPGA Boulevard shall be developed as a gateway entrance to the City. The City's Land Development Code shall provide for a 50' scenic setback, ground monument signs, and consistent architectural and landscape themes. Where easements may be permitted within the setback, they shall be landscaped in accordance with a plan approved by the City.
- (d) **Issue:** The Commercial Retail land use allows non-residential development at a maximum floor area ratio of 3 and a maximum residential density of 40 dwelling units per acre.
- (1) **Policy:** The maximum FAR for non-residential development and the maximum density for residential development for the property described in "Exhibit A" shall be reduced from the permitted FAR of 3 to 0.25, and from the permitted density of 40 dwelling units per acre to 20 dwelling units per acre, respectively. **(Ord. 05-61)** and **(Ord. 09-278)**
- (e) **Issue:** The subject property, a 70 acre parcel on the west side of Williamson Boulevard and one mile south of State Road 40, is proposed to be developed as a comprehensive medical campus containing hospital and medical related uses. The mixed use land use designation, however, allows for a variety of land uses. **(Ord. 25-320)**
- (1) **Policy:** Permitted uses for the development of the property described in "Exhibit A" shall be devoted to hospital and hospital related land uses, including but not limited to medical office, pharmacy, guest housing, medical supplies and equipment, health and exercise (to include a freestanding health club), daycare, and retail uses ancillary to hospital. The maximum FAR shall be reduced from the permitted FAR of 3 to 0.23. **(Ord. 05-63)**
- (f) **Issue:** The undeveloped property located on north side of Hand Avenue, east of Williamson Boulevard and I-95 identified in DEV 2021-023 has frontage along a major road within the City. Therefore, it is appropriate and consistent with other development in the area for the subject property to have a Scenic Corridor setback. **(Ord. 09-278)** **(Ord. 21-340)**
- (1) **Policy:** A 25-foot scenic setback shall be required along Hand Avenue. The setback shall contain landscape planting in accordance with Article 16, Section 4.
- (g) **Issue:** The Interchange Commercial land use allows non-residential development not to exceed 60% building coverage and a maximum residential density of 40 dwelling units per acre.
- (1) **Policy:** The 39 +/- acre portion of the approximately 186.8 +/- acre property labeled as "Parcel 1" on Exhibit H to DEV2014-132 shall not exceed 400,000 square feet for non-residential development and have a maximum density of 0 dwelling units per acre for residential development.
- (2) **Policy:** The 23.8 +/- acre portion of the approximately 186.8 +/- acre property labeled as "Parcel 2" on Exhibit H to DEV2014-132 shall not exceed 250,000 square feet for non-

residential development and have a maximum density of 0 dwelling units per acre for residential development except as modified by Issue j, Policy 4 herein. **(Ord. 15-134) (Ord. 23-246)**

- (h) **Issue:** The area surrounding the intersection of Interstate 95 and LPGA Boulevard continues to expand as local institutions, job centers, and other retailers in the vicinity continue to grow. The large, undeveloped property located in the southeast quadrant of the Interstate 95 and LPGA Boulevard interchange shall be developed with uses that complement the surrounding urban area.
- (1) **Policy:** The approximately 124.1 +/- acre portion of the approximately 186.8 +/- acre undeveloped property labeled as "Parcel 3" on Exhibit H to DEV2014-132 shall allow nonresidential development not to exceed a floor area ratio of 0.7 and shall allow residential development not to exceed 400 dwelling units. **(Ord. 15-134)**
  - (2) **Policy:** The approximately 14.47 +/- acre portion of the approximately 124.1 +/- acre undeveloped property labeled as "Parcel 3" on Exhibit H to DEV2014-132 shall allow nonresidential development not to exceed a floor area ratio of 0.67246 and shall be allowed 150 additional dwelling units over the 400 dwelling unit limitation set forth in policy (1) above. **(Ord. 19-190)**
  - (3) **Policy:** The approximately 7.2 +/- acre portion of the approximately 118.1 +/- acre undeveloped property subject to DEV2021-066 shall allow an additional 166 additional dwelling units over the 550 dwelling unit limitation set forth in policy (2) above, and the 4.9 +/- acres of the 7.2 +/- acres not covered by Policy (2) shall be permitted a maximum FAR of 0.5858. **(Ord. 22-274)**
  - (4) **Policy:** The approximately 12.26 +/- acre undeveloped property known as Parcel A-1, Parcel A-2, Parcel A-3, Parcel A-4, Parcel A-5, Parcel A-6, and Parcel A-9, as illustrated and described on the subdivision plat for Tomoka Town Center Parcel A Replat, recorded in Map Book 61, Page 187, of the public records of Volusia County, Florida, shall be permitted an additional 175,000 sq. ft. over the limitation set forth in Issue (I) Policy 2 herein for a total allowable development area of 425,000 sq. ft. and the 56.7 +/- acres comprising a portion of "First Parcel" as illustrated on the Development Area Boundary Exhibit included in DEV2022-136 shall be reduced to a permitted maximum F.A.R. of 0.5988. Parcel A-7 and A-8 within Parcel A may not exceed 250,000 sq. ft. of the overall 425,000 sq. ft. permitted within Parcel A.
- (i) **Issue:** The undeveloped property located north of Dunn Avenue on either side of Mason Avenue, Having a Volusia County Parcel Identification Number of 521500000063, is located in close proximity to a number of major thoroughfares.
- (1) **Policy:** In an effort to reduce the effects of development on these roadways, development on the property shall have a maximum FAR of 0.60. **(Ord. 18-207)**
- (j) **Issue:** The Mixed Use land use designation allows non-residential development at a maximum floor Area Ratios (FAR) of 3.0 for the property of land containing approximately 82 +/- acres, north of Strickland Range Road and east land of Williamson Boulevard as referenced in Ord. 20-56.
- (1) **Policy:** The maximum floor area ratio for non-residential development for the property described in "Exhibit A attached to the ordinance which adopted this amendment shall be reduced from the permitted FAR of 3.0 to 0.25. **(Ord. 20-56)**
- (k) **Issue:** It is important that the 62.9 acre property with Parcel Identification Number 423200000010 have an internal road network connected to both North Clyde Morris Boulevard and North Williamson Boulevard so that residents/occupants and patrons of the development on the property can access either of those two adjoining roads directly. This will reduce capacity consumption by the residents/occupants and patrons of the development.
- (1) **Policy:** At buildout, the internal road network on the property shall be interconnected and will have access on both North Clyde Morris Boulevard and North Williamson Boulevard, so long as use permits for such access can be lawfully obtained. Nothing in this policy shall be deemed

to require such roads to be dedicated to the public. Furthermore, nothing in this policy shall preclude the developer of the property from gating all or any portion of the internal roads, nor shall anything in this policy preclude the City of Daytona Beach, if the roads or any portion of them are dedicated to the public, from installing appropriate traffic calming devices or improvements. **(Ord. 20-56)**

## NEIGHBORHOOD T

- (a) **Issue:** Areas adjacent to the Tomoka River are considered high value environmentally sensitive wetlands and should be protected.
- (1) **Policy:** The exceptional environmental community in this area should be preserved through intelligent development techniques such as PD or cluster zoning and a wetlands ordinance. **(Ord. 09-278)**
- (b) **Issue:** The area between the Interstate and the Tomoka River is highly visible from the Interstate.
- (1) **Policy:** The City shall encourage light industrial uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code (LDC) shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards. **(Ord. 25-320)**
- (2) **Policy:** A limited Interchange Overlay land use designation shall be established for the General Industrial area located on the west side of I-95, and south of the LPGA Interchange. In the Limited Interchange Overlay Area, auto-mall uses may be permitted to extend southward into the General Industry area located along the west side of I-95, to the south of the LPGA interchange, but only under the following conditions:
- The General Industry land uses continue to apply.
  - A Planned Development process shall be required for auto-mall development that will insure:
    - Unified or very compatible appearance and design standards for signage, landscaping and architecture.
    - The projects are consistently connected with an internal access driveway connection.
    - Pedestrian pathways are provided between dealerships.
    - Tomoka Farms Road is extended meeting the functional and aesthetic design criteria already established for the original auto-mall project.
    - The expansion of the auto-mall concept must be incremental, with each new project located directly adjacent to an existing auto-mall project.
    - The proposed extension of Dunn Avenue is the southern limit of the potential expansion.
  - The auto-mall use shall be limited to a FAR of 0.35. **(Ord. 09-278)**
- (c) **Issue:** Dunn Avenue, a major roadway through this area, will make the area highly visible.
- (1) **Policy:** A 50' landscape depth is required for Dunn Avenue, west of Clyde Morris Boulevard. Modifications to the strict requirements may be made through PD Agreements provided the intent of the scenic setback design approach is achieved. **(Ord. 09-278)**
- (d) **Issue:** For the 141.4± acre project property (a.k.a. Legends Preserve) located immediately northeast of the intersection of Thayer Canal and LPGA Boulevard. which is the subject of DEV2019-126. is appropriate for limited residential development.
- (1) **Policy:** For the entire 141.4± acre property. which is the subject of DEV2019-126, residential density shall be limited to 4.0 dwelling units/acre. **(Ord. 20-245)**
- (e) **Issue:** The Tymber Creek Planned District is located in an appropriate location for residential and limited commercial development.

- (1) **Policy:** For the 61.3 acre property known as the "Tymer Creek Planned District" and subject to DEV2018-175, commercial development shall be limited to a total of 250,000 square feet. **(Ord. 20-247)**

## **NEIGHBORHOOD U**

### **Development Policies:**

- (a) **Issue:** Areas adjacent to the Tomoka River are considered high value environmentally sensitive wetlands and should be protected.
- (1) **Policy:** The exceptional environmental community in this area should be preserved through intelligent development techniques such as PD, or cluster zoning and the City's wetlands regulations.
- (b) **Issue:** The area between the Interstate and the Tomoka River is highly visible from the Interstate.
- (1) **Policy:** The City shall encourage light industrial uses at this location but shall prohibit outside storage. Additionally, the City's Land Development Code shall provide for 50' scenic setbacks along the Interstate and shall not permit additional billboards. **(Ord. 25-320)**
- (c) **Issue:** West International Speedway Boulevard is one of the most heavily traveled roads in the east central Florida region. The initial image of the Daytona Beach area is presented by this road.
- (1) **Policy:** The City shall ensure that large medians are preserved. Within the medians, the City shall provide attractive landscaping.
- (d) **Issue:** LPGA Boulevard is a major arterial and a Gateway into the City.
- (1) **Policy:** The City's Land Development Code shall provide for a minimum 50' scenic setback, ground monument signs, and consistent architectural and landscape themes. Where easements may be permitted within the setbacks, they shall be landscaped in accordance with a plan approved by the City.
- (2) **Policy:** The area along LPGA Boulevard is suited for mixed uses. Permitted uses shall include light industrial, offices, tourist accommodations, Level 3 residential with a maximum density of 25 dwelling units per acre, and commercial retail.
- (e) **Issue:** Dunn Avenue, a major roadway through this area, which makes the area highly visible.
- (1) **Policy:** Scenic setbacks shall be maintained for this portion of Dunn Avenue. Modifications to the strict requirements may be made through PD Agreements provided the intent of the scenic setback design approach is achieved.
- (f) **Issue:** Commercial development northwest of the intersection of US 92 and Tomoka Farms Road should be undertaken with careful attention to possible impacts on the Tomoka River and on traffic at this intersection.
- (1) **Policy:** Development shall be processed under the planned development provisions of the Land Development Code.
- (g) **Issue:** Properties within those portions of this neighborhood located adjacent to and south of US 92, west of the Tomoka River and east of Frances Drive shall be developed in order to ensure adequate protections for environmental resources. **(Ord. 06-285)**
- (1) **Policy:** Land that carries the Mixed Use Future Land Use classification within the above-described portion of Neighborhood "U" shall not be permitted to develop industrial or multi-family uses. Permitted uses within this area of Neighborhood "U" shall include office, retail, commercial, hotel/motels and warehouses. Traffic generation from proposed uses within the Neighborhood "U" area will be limited to the trip generation rates for Office Park use pursuant to the ITE Trip Generation Manual, as amended. The maximum potential Floor Area Ratio for projects within this area of Neighborhood "U" shall be 0.35. Projects within this area of Neighborhood "U" shall be developed under a Planned Development zoning district to ensure adequate protection of environmental resources. **(Ord. 06-285) (Ord. 09-278)**

- (h) **Issue:** The approximately 138 +/- acres located south of West International Speedway Boulevard, north of Interstate 4, generally west of the Tomoka River, and generally east of a line that would extend south from the Frances Road terminus is intended for use as a church.
- (1) **Policy:** Development of the property shall be limited to all development thresholds set forth in Phase 1 by the First Baptist PCD Agreement, as recorded at Book 5626, Page 2777, Volusia County Public Records. The First Baptist PCD Agreement sets forth an overall building configuration that includes approximately 312,930 square feet of floor area. Amendments to the First Baptist PCD Agreement may be pursued without an accompanying Comprehensive Plan amendment, so long as the amendment does not increase overall floor area or impervious areas, or decrease overall open space, wetlands, or buffer areas. **(Ord. 10-281)**
- (i) **Issue:** The area surrounding the intersection of International Speedway Boulevard and N. Tomoka Farms Road continues to expand as local institutions, job centers, and other retailers in the vicinity continue to grow. The large, undeveloped property located at the northwest corner of International Speedway Boulevard and N. Tomoka Farms Road intersection presents an opportunity for the development of uses that complement the surrounding urban area.
- (1) **Policy:** The approximately 157 +/- acre portion of the approximately 227 +/- acre undeveloped property located on the northwest corner of International Speedway Boulevard and N. Tomoka Farms Road shall be developed under the Mixed-Uses future land use and subject to maximum entitlements shown in the following Equivalency Matrix. Development of the property shall be limited to the general uses and maximum entitlements for each land use shown in the Matrix, which are based on the lower value of either 80% of the pre-Mixed Use (Level 1 Residential, Interchange Commercial and Retail) amendment P.M. Peak Hour Net New External Trip figure for the property (5,193) or the Peak Daily Flow for Water and Sewer GPD at the pre-Mixed Use (Level 1 Residential, Interchange Commercial and Retail) amendment rate of 2,846,156 GPD. Total development of the property shall permit a mix of the uses shown on accompanying chart, but in no event shall total development create impacts that exceed the P.M. Peak Hour New External Trip figure of 5,193 or the Peak Daily Flow for Water and Sewer GPD of 2,846,156 GPD. Development limitations due to P.M. Peak Hour New External trips and water/sewer use shall be calculated using the following Matrix:

**EQUIVALENCY MATRIX & MAXIMUM DENSITY/INTENSITY BASED ON INDIVIDUAL LAND USE**

1	2	3	4	5	6	7
Land Use	Average Daily Flow Coefficient <sup>(1)</sup>	Maximum Units Governed by Water/Sewer <sup>(1)</sup>	P.M. Peak Hour Equation/Rate <sup>(2)</sup>	Maximum Units Governed by Traffic	Maximum Units Allowed	Units
Multi-Family <sup>(3)</sup>	250/unit	3,036	$T=0.55(X)+17.65$	9,410	3,036	DU
Hotel	100/unit	7,630	$T=0.60(X)$	8,655	7,630	Rooms
Light Industrial	0.1/sq.ft.	7,589	$T=1.43(X)-157.36$	3,742	3,742	KSF
Educational <sup>(4)</sup>	10/student	775,897	$T=0.12(X)$	43,276	43,276	Students
Retail/Comm <sup>(5), (6)</sup>	0.1/sq.ft.	7,589	$\ln(T)=0.67\ln(X)+3.31$	2,511	2,511	KSF
Office	0.15/sq.ft.	5,059	$T=1.12(X)+78.45$	4,567	4,567	KSF
Medical/Office	0.1/sq.ft.	7,589	$\ln(T)=0.90\ln(X)+1.53$	2,454	2,454	KSF
Bus/Flex Space <sup>(7)</sup>	0.1/ sq. ft.	7,589	$\ln(T)=0.90\ln(X)+0.85$	5,225	5,225	KSF

(1) Please see Tables 5.2.2, 5.2.3, 5.3.2, and 5.3.3 for detailed flow rates and sources. Based on 80% of the current allowable average daily flow of 948,718 GPD and peak flow of 2,846,156 (peak = 3). Maximum Units (Water/Sewer) = Average Daily Flow/Average Daily Flow per Unit of Measure (e.g.,  $(0.80 \times 953,819 \text{ GPD}) / 250 = 3,036$ )

(2) Institute of Transportation Engineers (ITE) Trip Generation Manual. Use of Equation vs. Rate determined by ITE R<sup>2</sup> value.

(3) Any residential use of the Property will not exceed 30% of the total area designated as mixed use and shall be developed as residential with a maximum density of 25 dwelling units per acre pursuant to the Neighborhood U Policy (h)(1) under the FLU Element of the Comprehensive Plan which is a maximum of 1,171 total dwelling units. The maximum density/intensity depicted in this matrix is included to be consistent with the calculations for the other uses listed.

(4) The ITE trip rate for a Community College was used to develop the individual worst-case intensity for the Educational land use.

(5) Maximum intensity does not take into account pass-by reduction.

(6) The ITE trip rate for a Shopping Center was used to develop the individual worse-case intensity for the Retail/Commercial land use, however all retail and commercial uses allowed per the Mixed-Use land use designation are permitted up to the trip cap of 5,193 p.m. peak-hour trips.

(7) Defined as 30% Office plus 70% Warehouse.

Column 6, Maximum Units Allowed = Smaller of Column 3 Maximum Units (Water/Sewer) and Column 5 Maximum Units (Traffic)

**(Ord. 14-156)**

(j) **Issue:** The 23.2+/- acre property, “Project Zeta” DEV2020-047 is located in an appropriate location for residential and limited commercial development.

(1) **Policy:** For the 23.2+/- acre property known as “Project Zeta” DEV2020-047 and subject to DEV2020-037 rezoning, non-residential development shall be limited to 95,000 square feet and residential density shall be limited to 300 multi-family or 100 townhome residential units. Development on the property shall not result in an increase in vehicular trips over 345 PM Peak-Hour two-way trips.

(2) **Policy:** This property is not required to be rezoned to a Planned Development (PD) Zoning District. **(Ord. 21-320)**

(k) **Issue:** The property located at 1500 Tomoka Farms Road, north of First Baptist Parkway and west of Tomoka Farms Road having Volusia County Parcel Identification (PID) number 523400000093 has a future land use designation of Residential Level 2, which permits residential development with density of 20 dwelling units per acre, which could have an impact to the transportation facilities serving the subject property.

(1) **Policy:** The approximately 46.81 +/- acre undeveloped property at 1500 Tomoka Farms Road (PID 523400000093) shall allow residential development not to exceed 500 dwelling units or 10.7 du/ac. **(Ord. 22-255)**

(l) **Issue:** The 4.20 +/- acre property located along Tomoka Farms Road known as Volusia County Property Appraiser Parcel Identification No. 523400000170 is located within the Mixed-Use Land Use classification and is appropriate for limited storage and accessory uses.

(1) **Policy:** A 4.20 +/- acre property is adjacent to a County designated throughfare road currently called Tomoka Farms Road. The property is identified as Volusia County Property Appraiser Parcel Identification No. 523400000170 (the subject parcel). The subject parcel as presently configured or as reconstituted in the future shall be limited to development for self-storage and accessory office uses, not to exceed a gross floor area of 160,000 sq. ft. of nonresidential development. The site may contain one (1) support dwelling unit for an employee of such uses. At the time of site plan submission for the property, or any portion thereof, the owner or developer of the subject property shall illustrate a cross ingress/egress connection to the north easterly portion of Volusia County Property Appraiser Parcel Identification No. 523400000110 which is directly south of the subject property on the west side of Tomoka Farms Road. The final site plan approval request for the subject property shall be accompanied by an ingress/egress easement which shall be subject to City legal department approval allowing vehicular and pedestrian access and requiring the owner of the subject Parcel 523400000170 to coordinate with the owner of the southerly Parcel 523400000110 to agree upon the terms of a shared ingress agreement between the two referenced parcels. Upon City approval, at the property owner’s expense, the fully executed easement shall be recorded in the official records of Volusia County and a certified copy of the recorded document shall be returned to the Daytona Beach City Clerk’s Office. The owner of the subject parcel may, at its sole discretion, subject to reasonable accounting standards and proof of expenditure, require the owner of the southerly parcel to pay no more than 50% of the fair share cost to maintain the easement and improved surface of the ingress/egress easement legally allowed to be used by both parties for all reasonable purposes. **(Ord. 24-493)**

(m) **Issue:** The Property subject to DEV2023-437 is located in an area that is supportive of limited residential uses.

(1) **Policy:** To ensure appropriate development of the property and that City infrastructure is maintained at an adequate level of service, the 30.8 ± acres of property, as shown on Exhibit “A”

to DEV2023-437 shall be developed as a planned development, where the maximum residential density shall be a total of 344 units. The final site plan approval request for the subject property shall be accompanied by an ingress/egress easement which shall be subject to City legal department approval allowing vehicular and pedestrian access and requiring the owner of the subject Parcel 523400000170 to coordinate with the owner of the southerly Parcel 523400000170 to agree upon the terms of a shared ingress agreement between the two referenced parcels. Upon City approval, at the property owner's expense, the fully executed easement shall be recorded in the official records of Volusia County and a certified copy of the recorded document shall be returned to the Daytona Beach City Clerk's Office. The owner of the subject parcel may, at its sole discretion, subject to reasonable accounting standards and proof of expenditure, require the owner of the southerly parcel to pay no more than 50% of the fair share cost to maintain the easement and improved surface of the ingress/egress easement legally allowed to be used by both parties for all reasonable purposes. **(Ord. 25-116)**

## **NEIGHBORHOOD V**

### **Development Policies:**

- (a) **Issue:** In the areas located west of the Bennett Swamp, development should be limited to achieve consistency with the City's future holding capacity, to create an orderly transition from undeveloped to urban to ensure that adequate urban services are available to service development and to provide environmental protection to the City's natural resources. **(Ord. 09-278)**

(1) **Policy:** This area is intended to provide land to support the long range growth and urbanization of the City of Daytona Beach into the mid 21<sup>st</sup> Century. The density of the area shall be no greater than one (1) unit per two (2) gross acres. A minimum open space requirement of fifty percent (50%) shall be required. Wetlands may not account for more than one-half (1/2) of this requirement. **(Ord. 09-278) (Ord. 25-320)**

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

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

- The General Industrial Land Use category shall be greatly reduced in allowable intensity of development from the permitted FAR of 0.75 to a FAR of 0.25, in order to reduce the size and scale of development, the number of potential employees, and land devoted to parking.
- The General Industrial category shall be further restricted by prohibiting any use or activity involving the handling or storage of hazardous substances, as regulated by the State and Federal procedures.
- The Future Land Use designation titled "Overlay For Potential Environmental Significance Area" remains in place as follows, and under the following conditions:
- Once actual boundaries of these potential high value systems are determined based upon specific information in accordance with all statutes, laws, regulations and agency rules then in effect, the City shall provide said area a greater degree of protection by:
- Applying a land use designation of Conservation and providing mechanisms to ensure continuous maintenance of wildlife corridors, environmentally significant lands, habitat areas, mitigation where appropriate and required upland buffers.
- Requiring a conservation easement.

- A Master Stormwater Management Plan shall be designed to protect and enhance wetland areas and enhance the recharge capability of the site.
  - The City will utilize its flood plain protection criteria to reduce impact of development on the water resource related benefits of the 100-year flood plain.
  - Industrial Land uses shall be clustered to provide for development on the areas of the site that have been previously disturbed by on-going silviculture activities.
- (c) **Issue:** The State Division of Forestry and the St. John's River Water Management District have acquired a large area in this neighborhood for the expansion of the Tiger Bay State Forest.
- (1) **Policy:** Appropriate resource management activities, including silviculture, shall be permitted on public property pursuant to "Silviculture Best Management Practices, (as amended)" published by the Florida Department of Agriculture and Consumer Services, Division of Forestry, and consistent with the resource management plan for the state forest.
- (d) **Issue:** While future development in this neighborhood is generally restricted to protect natural resources in the area, the City has made some investments in water and wastewater infrastructure along West International Speedway Boulevard. Because of the presence of this infrastructure, some limited development is appropriate along the north side of West International Speedway Boulevard in the vicinity of the access ramp to I-4. This development should be limited to preserve the integrity and function of the environmentally sensitive lands in this area.
- (1) **Policy:** The Future Land Use Map designation for the 58.7± acre area located on Old Deland Road, approximately one half mile west of LPGA Boulevard, identified as "General Industry" shall be further restricted in accordance with the following conditions:
- The 'General Industry' land use category shall be reduced in allowable intensity of development from the permitted FAR of 0.7 to an FAR of 0.5, in order to limit the size and scale of development, the number of potential employees and the land devoted to parking.
  - The restrictions listed in the Issue b Policy related to the handling or storage of hazardous substances and the application of the Planned Industrial Development district shall also apply to this area.
- (e) **Issue:** Residential and commercial development in Neighborhood V should be limited. Development utilizing mixed use Future Land Use Designation shall be encouraged for property that abuts an interstate highway and is in reasonable proximity to a ramp of an interchange. Existing infrastructure must be reasonably approximate to the site and existing infrastructure must have sufficient capacity to support the proposed development.
- (1) **Policy:** For the property described in Exhibit A (eastern side of the intersection of I-4 to the south and International Speedway Boulevard to the North (US 17-92), the maximum FAR for non-residential development utilizing the Mixed Use Future Land Use Designation shall 0.25 and shall not exceed 25% of the site or 36 acres. The maximum density for residential development utilizing the Mixed Land Use Designation shall be 4 dwelling units per gross acre. Residential development requires the dedication of parkland and/or open space to meet the applicable concurrency impact. **(Ord. 06-285) (Ord. 09-278)**
- (f) **Issue:** The Riverbend Community Church property located on a total of 65 acres, located on the west side of Tymber Creek Road, south of SR 40 and west of I-95 having Volusia County Parcel Identification Numbers of 36143100000257 and 36143100000256 has a future land use designation of Government/Institution (Churches) which permits a maximum FAR of 0.5.
- (1) **Policy:** The property shall be restricted to an FAR of 0.3. **(Ord. 07-423)**
- (g) **Issue:** The Riverbend Community Church property located on a total of 65 acres, located on the west side of Tymber Creek Road, south of SR 40 and west of I-95 having Volusia County Parcel Identification Numbers of 36143100000257 and 36143100000256 has frontage along Tymber Creek

Road, a major road within the City. Therefore it is appropriate and consistent with other development in the area for the subject property to have a Scenic Corridor setback.

- (1) **Policy:** A 50-foot scenic setback shall be required along Tymber Creek Road with the exception that wet detention ponds be deemed to comply with this provision if they meet the following criteria: that the top of bank be located a minimum 20 feet from the right of way, that the wet detention pond have a minimum width at the water surface of 50 feet, and that the wet detention pond occupy no more than 20% of the total Tymber Creek Road 50-foot buffer area. The setback shall contain landscape planting in accordance with Article 16, Section 4. **(Ord. 07-423)**
- (h) **Issue:** The 43 acres of Retail Commercial land located west of I-95, south of the City Limits of Ormond Beach and east of Old Tomoka Road is located immediately adjacent to the west side of Interstate-95. A majority of the property is suitable for urban development while western parts of the property are environmentally sensitive. In addition, the property was previously located within unincorporated Volusia County and was subject to the Natural Resource Management (NRMA) overlay. **(Ord. 09-278)**
- (1) **Policy:** Access to SR 40 and close proximity to the I-95 interchange make the northern portion of this neighborhood well situated for a variety of urban land uses. In order to ensure infrastructure costs are controlled, compatible development results and open space is maintained, floor area ratios for nonresidential development in this neighborhood should be lower than the core area of the City.
  - (2) **Policy:** Commercial Retail land uses on 43 acres of Retail Commercial land located west of I-95, south of the City Limits of Ormond Beach and east of Old Tomoka Road shall be limited to a maximum FAR of .195. Additionally, residential development shall be prohibited on this property.
  - (3) **Policy:** Development of the property shall be governed by a Planned Commercial Development (PCD) Agreement which will address the physical and environmental dichotomy of the property. The PCD will address utilization of the property from a physical and environmental perspective to allow commercial development and still provide buffered transitions to environmentally sensitive areas as well as buffer areas to help shield any adjacent residential land uses.
  - (4) **Policy:** A minimum of 20% of the required open space stemming from that portion of the property previously located in the NRMA shall be comprised of contiguous upland habitat sited in an ecologically strategic manner (e.g., adjacent to wetlands contiguous to off-site conservation areas). Wetlands shall not account for more than 50% of total required open space.
  - (5) **Policy:** The building coverage shall not exceed 40 percent of the entire site.
  - (6) **Policy:** Prior to development approvals, the owners of this property and future property owners shall dedicate to the appropriate governmental entity or agency right-of-way needed for future roadways located on this property, as identified in current and future versions of the City, County, and FDOT's Capital Improvement Plan(s) and Future Traffic Circulation Map(s).
- (i) **Issue:** The 115± acre tract known as "Anderson-Cloar" located northwest of the I-95/LPGA interchange; with the following Short Parcel Numbers: 42310000010 (portion), 52040000030, and 52090000040 (portion); and with the Low Intensity Urban and Potentially Environmentally Significant land use classifications is intended to provide development that will maximize development potential and efficient use of public infrastructure to support long range growth and urbanization of the City of Daytona Beach. The environmental goals of this area include development strategies using compact development forms, a mix of uses, better use of existing infrastructure, and preservation of environmentally sensitive areas. **(Ord. 09-339)**
- (1) **Policy:** Residential units shall be limited to no more than 1 unit per acre. This land use designation includes a mixture of single, townhome and multi-family structure types.
  - (2) **Policy:** Commercial space may not exceed 250,000 square feet on the overall property.

- (3) **Policy:** Mixed uses may occur as well as commercial, office, financial, civic, cultural and related activities.
  - (4) **Policy:** Civic, institutional, and commercial activity should be embedded in neighborhood centers, not isolated in remote single-use complexes.
  - (5) **Policy:** Recreation uses are allowable and may include facilities such as fields, courts, playgrounds, pools, picnic areas and active or passive open space.
  - (6) **Policy:** A minimum open space requirement of 25% of site uplands in the Low Intensity Urban (LIU) category shall be required.
  - (7) **Policy:** Lands within the Potentially Environmentally Significant (PES) land use category (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques **including requiring Planned Unit Development rezoning**, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
  - (8) **Policy:** Lands within the PES land use category shall be maintained free of structures or other modifications to the natural landscape, excluding approved drainage conveyances; and excluding walkways, park benches and similar amenities for public use.
  - (9) **Policy:** Thoroughfare crossings, utility crossings, drainage conveyances when necessary and trails may be allowed.
  - (10) **Policy:** Individual developments within this area shall have an allowable intensity development of .30 FAR in order to limit the scale of development and the land devoted to parking.
  - (11) **Policy:** A minimum 80-foot right-of-way from this property to LPGA Boulevard must be secured before any development plan is approved.
  - (12) **Policy:** The applicant shall demonstrate the amount of development that may be accommodated without a shortfall in the ability of the City to serve the recreational/park needs of its residents. Any shortfall may be remedied by donation of land, payment of impact fees for recreational purposes, or the provision of such services by others. The applicant shall also provide a recreational/parks master plan that identifies the conceptual location for mini-parks and neighborhood parks prior to development in the area. The plan shall demonstrate that the acreage standards as well as facility standards, as identified by The City's Comprehensive Plan, are sufficient to accommodate the recreational needs of the residents in the area. **(Ord. 09-339)**
- (j) **Issue:** As identified by Policy 2.2.7 of the Future Land Use Element, the 4,318 acre property depicted on Exhibit m-1 is located within a designated urban area of the City and has frontage along major roads including LPGA Boulevard, SR 40, and I-95. The property is adjacent to the City of Ormond Beach which abuts the north side of SR 40 and part of the southwest quadrant of the I-95 interchange. Recognizing that SR 40 must accommodate regional trips and local trips within and between both municipalities and unincorporated portions of Volusia County, and has had historic LOS issues and is expected to continue to have such issues, the City shall demonstrate a commitment to limiting impacts to the SR 40 link between Tymber Creek Road and I-95 by working with adjacent jurisdictions, FDOT, and the VFTPO to plan for alternative corridors. **(Ord. 10-281)**

The City will require that development of this area shall achieve efficient use of land and reduced infrastructure costs. The current residential density on portions of the property of one dwelling unit per one or more gross acres is inconsistent with urban development patterns and is inappropriate for lands within a City with central water and sewer. In addition, development will not occur instantaneously over the 4,318 acres, but rather will be developed at a rate determined by real market demand in compliance with the following development regulations. The following policies are intended to ensure that adequate infrastructure is provided in a manner timed to development and that the site is developed in a compact and contiguous manner so as to discourage urban sprawl, and that development methods compatible with adjacent uses and ecologically sensitive areas are utilized. The property shall be developed as

one or more Planned Unit Developments and be restricted by the following policies and development standards:

- (1) **Policy:** The future land uses of the 4,318 acres are Mixed Use, Low Intensity Urban (LIU) and Potentially Environmentally Sensitive (PES) as illustrated on the City's Official Future Land Use Map.
- (2) **Policy:** Current densities and intensities for the planning area shall be based upon existing maximum development yield of the entire 4,318 acres. Therefore, at this time, density and intensity shall not exceed 2,539 units and 3,319,688 square feet of nonresidential. Schools, police stations and fire stations are not included in this maximum square footage threshold. To encourage growth in proximity to currently urbanized areas, residential development shall be directed to those areas labeled A and B depicted on Exhibit m-2. **Notwithstanding the overall density limitations of this policy**, the density of Parcel 1, as identified in Exhibit 1 attached to DEV2017-132, shall be dictated by that language in Issue (p), Policies (1) and (2) of this Neighborhood V, the remainder of area B shall not exceed a gross density of 2.0 dwelling units per acre (DU/Acre) and Area A designated as Mixed Use shall not exceed a gross density of 20 DU/Acre. Clustering of residential units shall be required. Notwithstanding the overall intensity limitations of this policy, non-residential uses shall not exceed 22.5% of the total acres and shall not exceed a floor area ratio of 0.3 (**Ord. 18-382**)
- (3) **Policy:** The existing residential entitlements of the amendment area labeled C on exhibit m-2 are therefore transferred to areas A and B and the existing residential entitlements of the entire amendment area shall be developed on areas A and B. Area C may obtain additional residential development rights in the future through the City's Comprehensive Planning Process.
- (4) **Policy:** Portions of the area labeled as area C on Exhibit m-2 were previously designated as Urban Transition (426 acres) and Low Intensity Urban (1,027 acres) with a Neighborhood V Policy allowing a density of 2 DU's/acre and restricting non-residential uses to 22.5% of the total acres and a maximum floor area ratio of 0.3. This request reallocates all residential and a portion of the non-residential entitlements from area C to areas A and B. At such time as need is demonstrated and other justification is provided, the City may consider increasing the residential and non-residential entitlements within the parameters of these land use categories and other categories.
- (5) **Policy:** It is anticipated that development of the preferred development areas will likely originate along SR 40 with non-residential development intended to serve the existing residential on the north side of SR 40 and future residential to the south. While it is impossible to predict the final development timeline for the subject parcels, it is anticipated based on market conditions that initial development will be non-residential in nature and developer will ensure that there is sufficient non-residential development to support job creation and adequate commercial services for the planned residential development as it occurs over time.
- (6) **Policy:** The applicant shall reduce the impact on SR 40 by limiting the amount of retail development within 3000 linear feet of SR 40 to 653,400 square feet.
- (7) **Policy:** Construction of Tymber Creek Road shall be conveyed to the developer of Parcel 1, the 1,287 +/- acre property, which is within area B of the 4,318 acres. The developer of Parcel 1 shall complete construction of Tymber Creek Road to the extent that it is required to provide access to the development, but shall not be required to connect Tymber Creek Road to S.R. 40, as contemplated by the First Amendment to the Right-of-Way Agreement Tymber Creek Road and Stagecoach Drive as recorded in Volusia County Records Book 7269, Page 2341 (the "Roads Agreement"). However, the owner of Parcel 1 shall be required to dedicate a one hundred thirty feet (130') right-of-way to allow the connection of Tymber Creek Road, to the extent that they control such property, as would be required for the connection. Developer shall waive the right to receive impact fee credits related to the Tymber Creek Road right-of-way dedication. The Owners of the 4,318 acres shall dedicate, a 120' wide right-of-way for Tournament Drive to the extent said owners own or control the right-of-way as shown on

Exhibit B, attached to the Roads Agreement, and shall waive the right to receive impact fee credits related to the dedication. Dedication or conveyance of any right-of-way addressed above shall be consistent with the Roads Agreement. **(Ord. 18-382)**

- (8) **Policy:** Dedication of rights-of-way for retention areas related to Tournament Drive, by those property owners owning or controlling land pertinent thereto, shall be consistent with the Roads Agreement. However, dedication of retention areas on the property shown on Exhibit "C", as attached to the Roads Agreement, shall be limited to those areas identified for dedication on the same exhibit. **(Ord. 18-382)**
- (9) **Policy:** The developer will have a School Planning Capacity Enhancement Agreement in place by the time the new residential units exceed existing entitlements of 2,539 units. However, in the event that development of any of the 4,318 acres is age restricted, and the associated exemption is approved by the School Board, a School Planning Capacity Enhancement Agreement shall not be required for that portion of the 4,318 acres that is age restricted.
- (10) **Policy:** At such time as the City of Daytona Beach desires to construct a public facility on the subject property, land owner or developer will provide a developable and accessible up to five (5) acre site subject to the applicable impact fee credits as provided by law. The land owner or developer will work with the City to locate a mutually acceptable site on the subject property. Until such time as the City of Daytona Beach desires to construct a fire station or other public facility which will serve the subject property, the property can be served via SR 40 by City of Daytona Beach Fire station #7 and by the City of Ormond Beach and Volusia County Fire Stations per the existing Interlocal First Responder Agreement.
- (11) **Policy:** Parcel 1, as identified in Policy (2) herein, shall not be subject to the dedication requirements of Issue (n) Policy (10) above. However, 2.5 acres of Parcel 1, the location of which shall be agreed upon by the land owner or developer and City, shall be dedicated to the City for use as a fire station. The land owner or developer shall dedicate the 2.5 acres upon completion of the roadway that will provide access to the 2.5 acres and approval of the City's site plans for the fire station. Dedication of the 2.5 acres shall be subject to the applicable impact fee credits as provided by law.
- (12) **Policy:** Water and sewer service shall be provided to the subject property in accordance with the City of Daytona Beach and the City of Ormond Beach Interlocal Wholesale Water and Wastewater Service Area Agreement. The City of Ormond Beach shall provide water and sewer as the wholesale provider to the portions of the subject site that are within its service area. **If the City of Ormond Beach is unable to provide service, the City of Daytona Beach shall provide water and sewer service.**
- (13) **Policy:** Prior to approval of any site plan or subdivision plan, the applicant shall provide a master utility plan that identifies the potential location of utilities for that particular development area. The plan shall demonstrate that the service lines are appropriately sized and located. The utility master plan shall also include reuse water lines.
- (14) **Policy:** Recognizing that SR 40 has had historic LOS issues from multi-jurisdictional sources and will continue to have such issues, further land use amendments or development orders by the City within neighborhood V will demonstrate a commitment of the City, landowners, and developers to limit impacts (in the short term and long term) to the SR 40 link between Tymber Creek Road and Interstate 95. Such demonstration may include one or more of the following:
- Assisting in the funding of studies that plan for alternative corridors to relieve SR 40, particularly the Hand Avenue Extension
  - Assisting in providing alternative corridors
  - Requiring a land use mix that encourages trip capture
  - Coordinating with VOTRAN and other mass transit entities in processing development applications

- Requiring multi-modal design features in development design including bike lanes, pedestrian paths and/or bus stops
  - The landowner and its successors in title agree to work cooperatively with the City during the development review process to assure that adequate sites for municipal services (e.g., fire, police, etc.) are appropriately located.
- (15) Policy:** The City shall continue to participate in intergovernmental coordination activities with FDOT, the VFTPO, Volusia County and/or the City of Ormond Beach and in subsequent planning of roadway improvements that may be associated with the development of neighborhood V. To contribute to the resolution of roadway capacity issues on SR 40 (which is not within the corporate limits of the City), the City shall not allow development within neighborhood V to proceed, beyond the development thresholds indicated in these policies until the two "reliever" roadways extending southward from SR 40 to LPGA Boulevard (the southerly extension of Tymber Creek Road and extension of Tournament Drive) are completed as required in policy 7. These improvements are presently shown in the Volusia County 2025 Thoroughfare Map and in the City's Future Traffic Circulation Map. These improvements shall be shown in the City's Capital Improvements Program after 2015, and shall be funded per the terms of the Development Agreement dated August 3, 2018 between the land owner and Volusia County entitled "First Amendment to the Right-of-Way Agreement Tymber Creek Road and Stagecoach Drive and Right of Way Agreement Tournament Drive". These improvements may be advanced by earlier funding. In participation with FDOT and other willing partners, the City may further engage in or jointly fund planning activity with respect to extraterritorial alternate corridors that provide further relief to SR 40, including Hand Avenue extension the Tymber Creek Road and Tournament Drive extensions. **(Ord. 18-382)**
- (16) Policy:** In addition to the coordination required under Policy (8), the City shall provide information to Volusia County and FDOT in conjunction with its consideration of approval(s) of Planned Unit Development(s) within neighborhood V, as to the estimated timing of construction, anticipated timing of roadway improvements that will connect to State or County roads, and other proposed roadway improvements to be made or approved by the City that may affect the LOS on County and State roadways.
- (17) Policy:** Prior to approval of any Planned Unit Development Master Plan, the applicant shall demonstrate the amount of development that may be accommodated without a shortfall in the ability of the City to serve the recreational/park needs of its residents. Any shortfall may be remedied by donation of land, payment of impact fees for recreational purposes, or the provision of such services by others. The applicant shall also provide a recreational/parks master plan that identifies the conceptual location for mini-parks and neighborhood parks prior to development in the area. The plan shall demonstrate that the acreage standards as well as facility standards, as identified by the City's Comprehensive Plan, are sufficient to accommodate the recreational needs of the residents in the area.
- (18) Policy:** To improve the protection of habitat and environmentally sensitive areas of the site, all development shall be required to connect to central water and sewer and reclaimed water. If reclaimed water is not currently available to a particular site, a suitable alternative will be determined by the City.
- (19) Policy:** Lands formerly within the Volusia County Environmental Systems Conservation (ESC) land use category shall be preserved through development techniques including requiring Planned Unit Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
- (20) Policy:** To provide increased protection of ecologically sensitive lands (lands formerly within the NRMA and designated as ESC), these lands shall be designated in the City as Potentially Environmentally Significant (PES) and have their development rights extinguished except for those uses specifically permitted by the City's Comprehensive Plan.
- (21) Policy:** Lands with the PES land use category shall be maintained free of structures or other modification to the natural landscape, except for approved drainage conveyances,

thoroughfare crossings, utility crossings, walkways, park benches and similar amenities for public use.

- (22) Policy:** Development applications shall be reviewed by the City to ensure that project design has specifically addressed clustering residential units and buildings to minimize impacts to wetlands, providing a variety of housing choices, encouraging compact development and providing a mix of land uses.
- (23) Policy:** An environmental upland buffer shall be utilized to protect the functional abilities of preserved wetlands. The landward extent of the buffer shall be consistent with the wetland buffer requirements of the St. Johns River Water Management District and or the US Army Core of Engineers (USACOE).
- (24) Policy:** A fifty (50') foot Scenic setback shall be required along SR 40 (Granada Blvd.). The setback shall contain landscape planting in accordance with Article 16, Section 4 of the City of Daytona Beach Land Development Code or the article that is in place at the time of development approval.
- (25) Policy:** A minimum open space requirement of 25% of site uplands in the Low Intensity Urban (LIU) category shall be required. This shall include 10% of the site uplands in the form of a contiguous upland buffer along the western property line adjacent to the Tiger Bay State Forest. Land retained as open space shall be suitable for habitat protection.
- (26) Policy:** Development shall be required to use Florida Friendly landscaping.
- (27) Policy:** The design of stormwater treatment systems should ensure that the pre-development volume and natural fluctuation of runoff into wetlands are maintained. This shall be reviewed during site plan review to ensure compliance.
- (28) Policy:** Development applications shall be reviewed to ensure that they comply with the following Sustainable Neighborhood Guidelines:
- Community design shall encourage people to embrace alternative modes of transportation such as walking, bicycling and taking the bus. This shall be achieved through compact design, a mix of land uses, and as determined by the City, the provision of bike paths/lanes.
  - Shade shall be provided in the form of tree canopy or man-made structures to promote walkability along arterials and collectors by providing relief from direct sunlight.
  - Sidewalk connections will be provided between residential areas, retail centers and public destination points such as libraries, schools and parks.
  - Safely lit sidewalks with physical separation from adjacent roadways (via curbing or otherwise adequate spatial separation) shall be provided to encourage night-time use.
  - Lots shall be created so that driveways and buildings are located above the 100 year flood plain. If necessary, compensating storage shall be required to mitigate impacts to the floodplain. **(Ord. 10-281)**
- (k) Issue:** As identified by Policy 2.2.7 of the Future Land Use Element, the 164-acre property with a parcel ID number of 620400000020 is located within a designated urban area of the City. Development of this area shall achieve efficient use of land and reduced infrastructure costs. The current density of one dwelling unit per gross acre is inconsistent with urban development patterns. The property shall be developed as a Planned Unit Development and be restricted by the following development standards.
- (1) Policy:** This property shall have a future land use designation of Mixed Use on 80 +/- acres with a PES on 84 +/- acres of the site. The Mixed Use designation shall be limited to a maximum of 400,000 sq. ft. of non-residential and a maximum of 528 dwelling units. Development applications shall be reviewed to ensure that the proposed project design has: reasonably maximized the use of clustering of residential units and buildings to minimize impacts to wetlands, encouraged compact development and a mix of land uses and provided

sidewalk connections between residential areas, retail centers and public destination points such as libraries, schools and parks when feasible.

- (2) **Policy:** To provide increased protection of ecologically sensitive lands (lands formerly within the NRMA and designated as ESC), these lands shall be designated in the City as Potentially Environmentally Significant (PES) and have their development rights extinguished except for those uses specifically permitted by the City's Comprehensive Plan.
  - (3) **Policy:** Lands with the PES land use category shall be maintained free of structures or other modification to the natural landscape, except for approved drainage conveyances, thoroughfare crossings, utility crossings, walkways, park benches and similar amenities for public use.
  - (4) **Policy:** Lands within the former Environmental Systems (Conservation)(ESC) land use category and now City PES shall be preserved through development techniques including requiring Planned Unit Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations.
  - (5) **Policy:** A minimum open space requirement of 25% of site uplands in the Low Intensity Urban (LIU) category shall be required. 10% of the required 25% shall be in the form of an upland buffer along the wetland jurisdictional line in the eastern portion of the property.
  - (6) **Policy:** The applicant shall demonstrate the amount of development that may be accommodated without a shortfall in the ability of the City to serve the recreational/park needs of its residents. Any shortfall may be remedied by donation of land, payment of impact fees for recreational purposes, or the provision of such services by others. The applicant shall also provide a recreational/parks master plan that identifies the conceptual location for mini-parks and neighborhood parks prior to development in the area. The plan shall demonstrate that the acreage standards as well as facility standards, as identified by the City's Comprehensive Plan, are sufficient to accommodate the recreational needs of the residents in the area.
  - (7) **Policy:** If necessary, the applicant will coordinate with the City of Daytona Beach to locate and provide a site for a fire station to serve future development.
  - (8) **Policy:** Development beyond the current entitlements cannot proceed until the water demand necessitated by such an increase is accommodated by the City's adopted ten year water supply plan. (**Ord. 10-281**)
- (l) **Issue:** As identified by Policy 2.2.7 of the Future Land Use Element, the 1,614+/- acre property lying South of West Granada Boulevard/State Road 40 and West of Interstate 95, as identified on Exhibit 1 attached to the application for DEV2017-132, is located within a designated urban area of the City. Development of this area shall achieve efficient use of land. The current density of one dwelling unit per gross acre is inconsistent with urban development patterns planned for this area.
- (1) **Policy:** The property shall be permitted to be developed at up to a total of 3,250 dwelling units (2.01 DU/AC). Clustering or other low development techniques shall be used to protect high-quality environmental resources and preserve open space.
  - (2) **Policy:** Commercial uses shall not exceed a total of 200,000 square feet of gross floor area. (**Ord. 18-382**)
- (m) **Issue:** The 130+/- acre property lying West of LPGA Blvd. and identified in Exhibit "A" attached to application DEV2018-026, is located within a designated urban area of the City. Development of this area shall achieve efficient use of land and reduced infrastructure costs. The current density of one (1) dwelling unit per gross acre is inconsistent with urban development patterns planned for this area.
- (1) **Policy:** The 130+/- acres identified in Exhibit "A" attached to application DEV2018-026 shall be developed as a Planned Development. Residential development shall be permitted at a maximum gross density of two (2) dwelling units per acre and a maximum net density of four (4) dwelling units per acre. The residential subdivision shall be clustered to protect environmental site features and encourage the higher net density herein. There shall be no

non-residential uses within the site. All community facilities shall be considered accessory to the residential use.

- (2) **Policy:** The development shall be required to comply with the wetland buffer requirements of the St. Johns River Water Management District and/or the USACE.
  - (3) **Policy:** The use of private wells and septic tanks are prohibited in the subject area.
- (n) **Issue:** The 260± acre property designated as the "Cload Planned District", with the following Short Parcel Numbers: 413600000270, 520500000010, 520500000030, and a portion of 423100000010 & 5209-00-00-0040, and with the Level 1 Residential Future Land Use classification is well suited for Level 1 Future Land Use classification subject to the following use.
- (1) **(1) Policy:** For the 260± acre property designated as the "Cload Planned District" and shown on Exhibit "A" to DEV2019-151, development shall be limited to a maximum of 500 dwelling units and 10,000 square feet of private amenity uses.
  - (2) **(2) Policy:** Lands within the Potentially Environmentally Significant (PES) land use overlay (formerly in the Volusia County Environmental Systems Corridor (ESC) land use category) shall be preserved through development techniques including requiring Planned Development rezoning, smart growth techniques, cluster zoning and implementing the City's wetland regulations. **(Ord. 20-347)**
- (o) **Issue:** The Daytona Lakes RV Resort property consisting of a total of 353.4 acres located west and adjacent to the intersection of Interstate 4 and U.S. Highway 92 / International Speedway Boulevard, has a City future land use designation of Mixed Uses, which permits a maximum FAR of 3.0 and a maximum residential density of 25 units per acre.
- (1) **Policy:** The property consisting of 173.6 acres within Volusia County Parcel Identification Numbers of 620500000068 and 620800000020 shall be restricted to a maximum of 100,000 square feet of commercial development and either 480 RV spaces or 1 unit per acre of residential development. **(Ord. 21-22) (Ord. 23-157)**
  - (2) **Policy:** The property consisting of 179.8 acres within Volusia County Parcel Identification Numbers 620700000030, 620601340010, 620601330010, 620601320010, 620601310010, 620601300010, and 620601290010 shall be restricted to either 7200 RV spaces or 1 unit per acre of residential development. **(Ord. 23-157)**
- (p) **Issue:** The Reserve Planned District is located in an appropriate location for low density Multi-Family residential development.
- (1) **Policy:** (1) Policy - For the 90.0± acre property known as the "Reserve Planned District" and subject to DEV2021-034, residential density shall be limited to 560 residential units. **(Ord. 22-10)**
- (q) **Issue:** The ±859.60 acre property which is the subject of DEV2022-051 is master planned for a mixed use development including industrial, commercial, and residential uses. Development limitations are appropriate to ensure compatibility of the site with surrounding areas.
- (1) **Policy:** The ±859.60 acre property which is the subject of DEV2022-051 and is comprised of Parcel Identification Nos. 620500000010, 620500000020, 620600000010, 523100000010, 513600000010, 523200000013, 513600000014, 620500000051, 620501000010, 620501000011, 620501000050, 620501000100, 620501000090, and 620501000110 shall be limited to an overall trip generation rate of 27,494 P.M. peak hour trips. **(Ord. 22-415)**

## 2. TRANSPORTATION ELEMENT

### 2.1 TRAFFIC SECTION

#### Goals, Objectives and Policies

**GOAL 1** To promote safe, multi-modal, and efficient traffic circulation serving existing and future land uses.

**Objective 1.1 Adequate Transportation Facilities**

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

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

**Objective 1.2 Impact Fees/Gas Tax**

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

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

**Objective 1.3 Level-of-Service Standards**

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

**Policy 1.3.1** The City shall annually review the Volusia-Flagler Transportation Planning Organization's (VFTPO) transportation planning model and encourage its periodic update to ensure existing and future needs are accurately identified.

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

<u>Functional Classification</u>	<u>Minimum Level of Service</u>
Local Roads	E
Limited Access Highways	D
Primary Arterials	D
Minor Arterials and Collectors	E

**Policy 1.3.3** Utilizing the Functional Classification Map, the City designates a functional classification of arterial and collector streets. All other roadways are "local" streets. These facilities shall be defined as follows:

**Arterial.** Serve major through-type traffic destinations and high traffic volumes. They provide service connecting the City to the region and state. They are maintained by the State and Volusia County and are eligible to receive federal and state aid.

**Collector.** Utilized for intra-community travel and serve to connect neighborhoods. They provide a connection between local roads and arterials and carry moderate traffic volumes.

**Local.** Primary function is to provide access to individual properties, to provide circulation within subdivisions and other developments. Traffic volumes are light. Usually the City's responsibility is to maintain.

- Policy 1.3.4** Minimum right-of-way requirements including typical sections for arterial, collector, and local road facilities shall be retained in the City's Land Development Code.
- Policy 1.3.5** For those roadway facilities which are operating within 90% of their adopted level of service and are not scheduled in at least the third year of either the FDOT or Volusia County Five Year Road Program, the City shall allow the developer of property affecting said roadway to, at their expense, perform an evaluation (in redevelopment areas, the City may perform the evaluation) and provide to the City evidence that the roadway is operating at an acceptable level of service and that the proposed use would not lower the level of service below the adopted standard.
- Policy 1.3.6** The City, in coordination with the FDOT, the VFTPO, Volusia County and the ECFRPC, shall encourage improvements on roadways deemed to be constrained. Many improvements would be extremely expensive to obtain additional rights of way, however improvements within the rights of way, may be possible. In addition, alternatives to roadway widening should be considered such as Transportation System Management (TSM), Transportation Demand Management (TDM) and Transit. The City shall work through the VFTPO and with the FDOT to develop such improvements. **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.3.7** On State and Volusia County roads designated as constrained, the State and Volusia County will maintain the existing road; however the State and Volusia County shall not schedule improvements to increase the number of through lanes. The City shall closely monitor the traffic volumes on designated constrained facilities and at the time a constrained facility reaches its maximum acceptable level-of-service, the City shall not allow further development which cannot provide acceptable mitigative measures to the adverse traffic impacts of the proposed development. The City may also develop appropriate mitigation for such roadways including improved transit service, Transportation Demand Management strategies, and Transportation System Management strategies. **(Ord. 09-278)**
- Policy 1.3.8** The City recognizes the special circumstances involved in the redevelopment of older areas and the Central Business District (CBD), and establishes the following areas as "Transportation Concurrency Exception Areas" (TCEA):
- Main Street Redevelopment Area
  - Downtown Redevelopment Area (CBD)
  - Ballough Road Redevelopment Area
  - Midtown Redevelopment Area
  - South Atlantic Redevelopment Area
- Transportation level of service standards within these areas may be reduced below the standards otherwise in effect under this Plan. See also Redevelopment Element Objective 1.5 and its policies.
- Objective 1.4 Improvement Project Schedules**  
In order to correct existing and projected roadway deficiencies, undertake appropriate roadway projects according to a short term (ten-year) timeframe and a long-term timeframe (twenty-year).
- Policy 1.4.1** In order to correct existing roadway deficiencies, through the VFTPO urge Volusia County and the State of Florida to undertake priority projects in the VFTPO's Transportation Improvement Plan (TIP) and their Long-Range Transportation Plan (LRTP). **(Ord. 25-320)**
- Policy 1.4.2** In order to correct the deficiencies indicated on the VFTPO's adopted LRTP, the City shall urge Volusia County and the State of Florida to undertake, at a minimum and as soon as possible those improvements. **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.4.3** Support the construction of 3,500 parking spaces in well located multi-level parking garages or parking lots in the E-Zone, consistent with the E-Zone master plan (Appendix

A), using various innovative private and public cooperative financing mechanisms. **(Ord. 12-159)**

**Policy 1.4.4** Construct traffic improvements consistent with the E-Zone Master Plan (Appendix A).

**Objective 1.5 Assist the VFTPO in updating their Traffic Planning Model in conjunction with the updating of the “VFTPO Transportation Plan Update”.**

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

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

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

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

**Objective 1.6 Intergovernmental Coordination**

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

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

**Policy 1.6.2** Daytona Beach shall work with the VFTPO and the VGMC in order to foster joint planning, funding, and coordination of transportation facilities in the incorporated and unincorporated portion of the county.

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

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

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

**Policy 1.6.6** Through the VFTPO and the Volusia Growth Management Commission (VGMC), the City shall periodically assess the mass transit and traffic circulation plans of Volusia County and

other coastal municipalities in order to ensure that all traffic circulation plans remain updated and consistent with each other and that modeling approaches are the most precise available.

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

**Objective 1.7 Future Land Use Controls**

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

**Policy 1.7.1** The City shall support the latest Central Florida Regional Planning Model and encourage it be periodically updated. Participate in the VFTPO Transportation Plan update, anticipated every three to five years, to ensure projected roadway improvements reflect projected developments within the City.

**Policy 1.7.2** The City shall, with each request to amend the Future Land Use Map and / or zoning map review the proposed development and ensure there are adequate facilities in the roadway system to serve the land use proposed. If there is a deficiency, ensure adequate mitigation measures are taken by the applicant..

**Policy 1.7.3** The City's Land Development Code shall be maintained to ensure that internal traffic circulation systems separate vehicular from non-vehicular traffic including pedestrians and bicycles.

**Policy 1.7.4** The City's Land Development Code shall be maintained in a manner that requires state permits for access to state roads in compliance with the applicable Florida Administrative Code.

**Objective 1.8 Residential Impacts**

No street improvements shall adversely impact single-family areas.

**Policy 1.8.1** Consider the widening of collector and feeder streets only after all reasonable alternatives for increasing traffic capacity and flow on arterial streets have been exhausted.

**Policy 1.8.2** New commercial and industrial districts shall be located in accordance with the Future Land Use Map and be in such a manner that traffic which serves these districts is not forced through adjacent or nearby residential neighborhoods.

**Policy 1.8.3** The City shall consider the use of the following alternatives in order to minimize the impacts of high traffic volumes on residential neighborhoods:

- Increased connectivity
- Creating alternative networks
- Eliminating secondary access to commercial or other heavy traffic generators with access on local residential streets
- Utilizing traffic calming techniques

**Policy 1.8.4** In the review of new developments, the City shall give particular attention:

- Use of curved streets and traffic calming
- Discouragement of single family residential lots fronting on collector or arterial streets
- Requiring adequate buffering between residential uses and major roadways

**Objective 1.9 Right-of-Way Preservation**

Developments falling within future roadway corridors designed to serve such land uses according to this Plan shall be incorporated into subdivision plats and/or deeded and improved in accordance with the Land Development Code.

- Policy 1.9.1** The City, (in concert with the FDOT) Volusia County, and the VFTPO will attempt to assist in the reservation of strategically located lands needed for roadway improvements prior to the development of such lands through whatever legal means are available to control land development.
- Policy 1.9.2** The City will work with the FDOT, Volusia County and the VFTPO to develop a means to preserve and protect future rights-of-way to accommodate new transportation links identified in this Traffic Circulation Element, so the purchase of these areas will not later be precluded by development or land costs.
- Policy 1.9.3** Daytona Beach shall require applicants for new development proposals to dedicate the right-of-way necessary for future thoroughfare system improvements at the time of development approval as determined in the City's Land Development Code.
- Policy 1.9.4** Through the VFTPO, the City shall on an ongoing basis coordinate with Volusia County, the State, and other agencies to identify necessary right-of-way for future transportation needs and other land development controls to protect existing and future right-of-way corridors.
- Objective 1.10 Subdivision Streets**  
The City's Land Development Code shall be maintained in a manner that includes provisions to improve street layout design.
- Policy 1.10.1** The subdivision regulations shall be maintained in a manner that:
- Requires the use of frontage roads parallel to major arterials in order to maintain the function and safety of these roads; avoid the connection of unnecessary and numerous access points directly onto major arterials; and where possible, ingress and egress should be controlled by service and access roads.
  - Local residential, commercial, and industrial streets be provided with adequate off-street parking and walkways designed for pedestrian convenience and safety.
  - Access points be designed that minimize hazardous or inconvenient traffic circulation patterns.
- Objective 1.11 Traffic Safety**  
Protect the lives and safety of pedestrians and motorists by using safety strategies such as vision zero principles to upgrade transportation facilities to reduce conflicts and hazardous conditions and Volusia County to appropriate safety funds in the City where necessary.
- Policy 1.11.1** Pursue an ongoing program, through the Public Works Department, of implementing relatively minor projects, such as improving traffic signal synchronization or timing, addition of turn lanes, re-assessment of street signage, improving street markings, encouraging curb cut reductions and/or cross-access agreements, installing continuous turn lanes, generally improving street geometrics, and other improvements that will lead to smoother traffic flow.
- Policy 1.11.2** The City shall encourage, through the LDC, new and redevelopment to plan for pedestrian and vehicle interconnectivity between parcels in order to reduce the number of trips along major thoroughfares and provide safe access for pedestrians. (**Ord. 25-320**)
- Objective 1.12 Land Development Code**  
Maintain a Land Development Code that adequately provides for transportation facilities.
- Policy 1.12.1** The City's Land Development Code shall provide for the review and, when necessary, requirements for the provision of adequate areas for public transportation facilities when developments generate sufficient demand.

**Objective 1.13 Bike Paths**

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

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

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

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

**Policy 1.13.4** Maintain requirements for a sidewalk system (also encouraging multi-use paths) in the Land Development Code, giving highest priority to linking residential neighborhoods to schools, recreation areas and to shopping areas and providing separate multi-use paths for both pedestrian and bicyclists which may be anticipated to have, significant conflicts between automobile traffic and bicyclists or pedestrians. **(Ord. 25-320)**

## 2.2 MASS TRANSIT SECTION

### Goals, Objectives and Policies

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

**Objective 1.1 Beachside Trolley Service or Similar Service**

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

**Policy 1.1.1** The City will monitor Volusia County's VOTRAN trolley (or similar) service to ensure it keeps pace with demand.

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

**Objective 1.2 Bus Service**

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

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

**Objective 1.3 Bus Transfer Facility/Bus Stop Amenities**

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

**Policy 1.3.1** The City through its representatives on the VFTPO shall continue to support encourage the use of the Downtown Transfer Terminal and the inventory of bus stops throughout the City. *(Ord. 25-320)*

**Objective 1.4 Level-of-Service Standards**

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

**Policy 1.4.1** The City shall support VOTRAN's level-of-service standards for fixed-route public transportation. *(Ord. 25-320)*

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

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

**Objective 2.1 Buses with Wheelchair Lifts**

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

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

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

**Objective 3.1 Regional Commuter Rail System**

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

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

## 2.3 AVIATION SECTION

### Goals, Objectives and Policies

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

**Objective 1.1 Land Use**

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

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

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

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

**Objective 1.2 Surface Transportation**

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

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

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

**Policy 1.2.3** Through the VFTPO, urge VOTRAN maintain a bus service to the Airport.

### 3. HOUSING ELEMENT

#### Goals, Objectives, and Policies

**GOAL 1** To assure the availability of decent, safe, and sanitary housing options, including affordable housing for all current and future residents of Daytona Beach.

**Objective 1.1 New Construction**

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

**Policy 1.1.1** Utilize the Future Land Use Map and zoning map to assure a continued supply of vacant, underutilized or redevelopable land designated for a diversity of housing types including single-family, single-family attached, duplexes, accessory dwelling units, multi-family and manufactured housing. **(Ord. 25-320)**

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

**Policy 1.1.3** The City shall adopt into the Land Development Code standards that expedite affordable housing projects to a greater degree than other projects and prioritize projects which qualify under section 166.04151, Florida Statutes. **(Ord. 08-332) (Ord. 25-320)**

**Policy 1.1.4** The City shall consider the impact of proposed policies, procedures, regulations, and ordinances on housing costs prior to approving such actions. **(Ord. 08-332)**

**Policy 1.1.5** Through ongoing revisions to the Local Housing Assistance Plan (LHAP), the City shall consider revisions to the Comprehensive Plan and Land Development Code to encourage the provision and retention of affordable housing. **(Ord. 08-332)**

**Objective 1.2 Substandard Housing**

Reduce the number of substandard housing units in the City.

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

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

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

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

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

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

**Policy 1.2.6** The City shall maintain and expand when appropriate its Historic Districts and sites, and associated Historic Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand when appropriate its local register of historic places. The City shall require a certificate of appropriateness before any designated historic property is altered, demolished or relocated. The City shall maintain their existing National Register Historic Districts. The City shall continue to evaluate the potential for creation of additional districts. The City shall allow special uses of historic properties to encourage the preservation of such properties.

- Policy 1.2.7** The following principles shall guide the City’s conservation, rehabilitation, and demolition programs:
- Focus demolition efforts in those parts of the City where there are units which cannot reasonably be rehabilitated;
  - Focus rehabilitation efforts in those areas where there are units which may be reasonably rehabilitated and owners cannot afford to do it themselves.
  - Continue historic area programs and investigate new areas for historic designation.
- Policy 1.2.8** The City shall evaluate best available data such as the Shimberg Report and the Census to obtain an estimate of the amount of substandard housing within the City and shall continue to work to reduce that number. **(Ord. 09-278)**
- Policy 1.2.9** The City shall encourage the provision of workforce housing as part of existing or mixed use developments. **(Ord. 09-278)**
- Policy 1.2.10** The City shall continue to use CDBG relocation funds to assist needy households faced with substantial rehabilitation or demolition. The City shall assist eligible households to relocate (temporarily during rehabilitation) due to substandard housing. **(Ord. 09-278)**
- Objective 1.3 Very Low, Low and Moderate (Workforce) Income Housing**  
The Future Land Use Map shall maintain adequate amounts of vacant, infill, underutilized or redevelopable land that may be used in order to help meet the need for sites to serve very low, low and moderate income new construction. The City shall prioritize projects which qualify under section 166.04151, Florida Statutes. **(Ord. 09-278)**
- Policy 1.3.1** Utilize the Future Land Use Map, zoning map and Infrastructure Element to assure a continued supply of vacant land for all types of affordable housing, and adequately served by City water and sewer.
- Policy 1.3.2** The City shall continue to use its housing funds and other sources of funding to provide seed money and technical assistance to non-profit corporations that provide housing assistance or construction for all levels of affordable income households.
- Policy 1.3.3** The City shall continue to use its Community Development Division programs to help provide assistance for all levels of affordable income with special emphasis on the promotion of owner-occupied units.
- Policy 1.3.4** The City will encourage and assist the County and other municipalities to promote a “fair share” distribution of low and moderate income housing throughout the County and to promote fair housing, free of discrimination. In developing fair share formulas, the City will encourage the use of appropriate sources of housing data, including, but not limited to, US Census data, Schimberg Center projections of future housing supply and demand, and data supplied in conjunction with DRI housing analyses. The objective of a fair share distribution system is to ensure that low and moderate income housing opportunities are distributed throughout the County (including the cities and the unincorporated areas) in general proportion to the distribution of employment opportunities to low and moderate income households in these areas. If a fair share housing distribution formula is developed, the City will advocate that it be implemented through interlocal agreement(s) with the participating local governments.
- Policy 1.3.5** The City, in partnership with the County, other local governments, the private sector for-profit, and the private non-profit sector, shall support the provision of facilities and services for the homeless throughout the County.
- Policy 1.3.6** In addition to the provisions in section 166.04151, Florida Statutes, the City, through its Land Development Code, shall maintain a mechanism that permits density bonuses of at least 10% for projects that provide very low and low income housing units, provided that the increased density is consistent with all other goals, objectives and policies of this Plan including, but not limited to, environmental and concurrency goals. Other incentives such as, but not limited to, flexible zoning standards for affordable housing, subsidized fees or

other mechanisms that will reduce the cost of providing affordable housing. **(Ord. 09-278)**  
**(Ord. 25-320)**

**Policy 1.3.7** The City will continue efforts to maximize opportunities for private sector involvement in the formation of community-based non-profit organizations to actively participate in the provision of affordable and workforce housing as defined by FSS 380.0651(1)(h). **(Ord. 25-320)**

**Policy 1.3.8** The City Community Development Division will continue to support community-based non-profit organizations including, but not limited to, Habitat for Humanity in their efforts to provide adequate housing at a cost affordable to low-income residents by providing land that is acquired by the City or other assistance.

**Policy 1.3.9** The City shall continue to participate in the State Housing Initiatives Partnership Program as specified in the 1992 William Sadowski Affordable Housing Act.

**Policy 1.3.10** The City will continue to be active in housing issues through the Community Development Division in the following ways: providing informational and technical assistance to the public on affordable housing programs, completing housing inventories and assessments working to increase local utilization of state and federal funding programs, and coordinating with the Planning Division.

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

**Objective 1.4 Group Homes**

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

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

**Objective 1.5 Restoration/Preservation**

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

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

**Objective 1.6 Affordable Housing Advisory Board**

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

**Policy 1.6.1** The City shall maintain the Affordable Housing Advisory Board composed as required by Florida Statutes. **(Ord. 09-278)** **(Ord. 25-320)**

**Objective 1.7 Sustainable Housing**

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

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

**Policy 1.7.2** The City shall not prohibit the appropriate placement of photovoltaic panels. The City shall develop and adopt review criteria to establish the standards for the appropriate placement of photovoltaic panels. **(Ord. 09-278)** .

## 4. INFRASTRUCTURE ELEMENT

### Goals, Objectives and Policies

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

**Objective 1.1** **Current Deficiencies and Replacement - Sanitary Sewers**

The City has sufficient capacity to meet current level of service standards for sanitary sewer treatment.

**Policy 1.1.1** The City shall continue to expand its reuse water distribution system and complete sanitary sewer replacement projects.

**Objective 1.2** **Current Deficiencies and Replacement - Potable Water**

The City has sufficient capacity to meet current level of service standards for water treatment. There are ongoing improvement projects that will be undertaken as needed. **(Ord. 25-320)**

**Objective 1.3** **Future Needs - Potable Water and Sanitary Sewer**

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

**Policy 1.3.1** The City's Land Development Code shall continue to require all new development to have central water and to require all new development to have sewer service. Central water and sewer shall also be required for any existing developments within the City limits not currently served, where health problems exist provided they meet the requirements of the Volusia County Health Department, a local agent for the Florida Department of Environmental Protection. **(Ord. 09-278) (Ord. 23-403)**

**Policy 1.3.2** The City will develop ordinances and regulations that, to the extent practical, require developers to extend existing potable water lines and sanitary sewer mains needed to serve their proposed development. The City will also develop ordinances and regulations that will, to the extent practical, encourage developers of properties within designated reuse service areas to extend existing reuse lines to serve new development. **(Ord. 11-239)**

**Policy 1.3.3** The City of Daytona Beach, will strive to inventory the existing developments of more than 50 built residential lots with a density of more than one onsite sewage and disposal system (OSTDS; aka septic system) per acre and investigate the feasibility of providing public sanitary sewer availability to those developments within ten (10) years. The inventory and feasibility analysis will comply with s. 163.3177(6)(c)3, F.S. **(Ord. 25-320)**

**Objective 1.4** **Future Needs - Solid Waste**

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

**Policy 1.4.1** The City shall maintain a system of full commercial and residential recycling.

**Objective 1.5** **County Coordination**

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

**Policy 1.5.1** The City will provide solid waste, land use and population data to the County annually to assist in their capacity planning.

**Objective 1.6 Level of Service**

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

**Policy 1.6.1** Sanitary sewer: The City sanitary sewer collection and treatment system shall accommodate an average daily flow of at least 150 gallons per person (permanent resident) per day.

**Policy 1.6.2** Solid waste: The City contractor's trucks and the County disposal system shall be able to accommodate the hauling needs of the City and support the City's solid waste level of service standard.

**Policy 1.6.3** Potable Water: The City's water system shall provide 150 gallons per person per day and comply with the requirements of DEP and St. Johns River Water Management District. The residual main pressure shall be a minimum of at least 20 pounds per square inch with adequate system storage capacity to meet design criteria for fire protection. **(Ord. 11-239)**

**Policy 1.6.4** Drainage: Shall meet the requirements in the City's Land Development Code and applicable state regulations. **(Ord. 25-320)**

**Objective 1.7 Water Conservation**

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

**Policy 1.7.1** The City shall maintain conformance with the Florida Building Code and the State Water Conservation Act, which addresses water-conserving plumbing fixtures and xeriscape landscape requirements.

**Policy 1.7.2** The City shall initiate the use of xeriscape landscaping where reuse water is not available in street medians to reduce water consumption.

**Policy 1.7.3** The City shall maximize the use of reuse water along the existing reuse water distribution system. When the supply of reuse water significantly increases, the City shall consider expanding the system. The City will annually review the supply and demand volumes.

**Policy 1.7.4** The City shall use reclaimed water as described in Section 3.14 of the City's Water Supply Plan in lieu of surface water or groundwater allocated under Chapter 373, Part II, Florida Statutes, when the use of uncommitted reclaimed water is environmentally, economically, and technically feasible and of such quality and reliability as is necessary to the City. Accordingly, where consistent with this policy and Florida law, the City shall pursue water conservation and reuse projects and programs, by expanding the capacity and maximum flows through the reuse system. The City, as the owner of a permitted wastewater treatment and distribution facility, is the sole owner of any reclaimed water produced, and has the exclusive right to the use, distribution, storage, and recovery from storage of any reclaimed water generated by the City's wastewater treatment facilities. **(Ord. 11-239)**

**Policy 1.7.5** The City's Water Supply Facilities Work Plan ("Work Plan"), is incorporated into the Comprehensive Plan as Appendix B of the Infrastructure Element. The City must adopt updates to the Work Plan and related Comprehensive Plan policies, as necessary, within 18 months of an approved update to SJRWMD's regional water supply plan that affects the City, in accordance with Section 163.3177(6)(c)3, F.S. The Work Plan, shall be updated as necessary and shall be based on a minimum 10-year planning period. The listing of water supply projects within the Work Plan, and prioritization of the projects listed, will be based upon the CUP-required reuse master plan, other engineering studies, and other relevant information. **(Ord. 11-239) (Ord. 23-403) (Ord. 25-320)**

**Policy 1.7.6** If the City determines that a water supply project in the Work Plan is required within the next five years to address deficiencies in potable water service or to meet level of service standards for potable water service set forth in this Plan, the City shall include that project in the Capital Improvement Element.

The City shall pursue grant funding from the SJRWMD in order to implement alternative water supply projects included in the Work Plan, including for those projects that may have regional significance. If District funds are not available or matching fund or similar requirements associated with grant funding make the use of District funds impractical, the City shall pursue grant funding from other sources, and participation from other affected local government agencies and water utility providers, to make such projects cost feasible. The City shall update the Work Plan if necessary based upon future master planning documents. **(Ord. 11-239) (Ord. 23-403) (Ord. 25-320)**

**Policy 1.7.7** The City shall maintain water conservation standard through new initiatives to be adopted within the City code that address the following:

- Adopt a water conservation-promoting rate structure.
- Encourage reuse installation and connection in specified service areas.
- Require low-volume plumbing fixtures in all new construction.
- Require irrigation contractors to be licensed.
- Require rain sensors on all new irrigation systems.
- Require landscape plans to meet water-wise standards and criteria. **(Ord. 09-150) (Ord. 11-239)**

**Objective 1.8 Wellfields**

The City shall maintain its wellfield protection regulations.

**Policy 1.8.1** Working with the County the City shall maintain its wellfield protection provisions as part of its Land Development Code and these provisions will be maintained pursuant to Rule 62-521, Florida Administration Code. **(Ord. 23-403)**

**Policy 1.8.2** The Land Development Code shall also address preservation of natural drainage, wetland and native vegetation features, particularly the Tomoka River.

**Policy 1.8.3** The City Utility Department shall continue to monitor chloride levels in the eastern wellfields in order to avoid salt water intrusion and thus contamination.

**Policy 1.8.4** The St. Johns River Water Management District (SJRWMD) is mandated by Florida law (Chapter 373) to prepare a long-range regional water supply plan for the area. The City shall participate in the development of updates to SJRWMD's regional water supply plan and other related initiatives facilitated by SJRWMD that affect the City. **(Ord. 23-403)**.

**Objective 1.9 Urban Sprawl: Water and Sewer**

The City shall discourage extension of residential water and sewer lines west of the current service area boundary.

**Policy 1.9.1** When it is not feasible for the City to extend water and/or sewer lines and construct new lift stations, the City shall allow for such extensions and improvements when private developers bear the cost of extending water and sewer trunk lines. **(Ord. 10-52)**

**Policy 1.9.2** Any extension into unincorporated Volusia County shall be done in conformance with the intergovernmental local agreement.

**Objective 1.10 Deficiencies and Needs - Drainage**

The City shall continue to implement drainage improvement projects to resolve drainage problems.

**Policy 1.10.1** The City shall maintain its stormwater utility fee system to finance stormwater improvements.

**Policy 1.10.2** The City shall place higher priority on projects that impact the Nova Canal Basin.

**Policy 1.10.3** The Stormwater utility fee shall be maintained in order to fund both routine maintenance and capital improvements.

**Objective 1.11 Floodplains**

The City's Land Development Code shall be maintained in a manner that protects the natural function of floodplains and is consistent with law. In January of each year the City will evaluate the net change of flood plain areas to ensure the capacity of the flood plains are not reduced.

**Policy 1.11.1** The City's stormwater management regulations shall be maintained in a manner that is consistent with the regulations of Volusia County and the St. Johns River Water Management District.

**Policy 1.11.2** The City will continue to require that development within 100-year floodplains provide compensating storage volume equal or greater to the fill put on the property in question. **(Ord. 10-52)**

**Objective 1.12 Drainage Coordination**

The City shall continue coordination with Volusia County and the municipalities in the Halifax area in the maintenance of the County Areawide Master Drainage Plan.

**Policy 1.12.1** The City shall continually pursue interlocal agreements with the County and affected municipalities to fund areawide stormwater improvement projects.

## 5. CONSERVATION AND COASTAL MANAGEMENT ELEMENT

### Goals, Objectives and Policies

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

**Objective 1.1 Wetlands and Natural Resource Protection**

The City shall maintain a management program to ensure the long-term protection and enhancement of selected natural upland and wetland habitats (including the Tomoka River corridor and adjacent relevant areas) and water quality to avoid any further degradation of existing vegetative and wildlife habitats and sensitive soil communities. **(Ord. 25-320)**

**Policy 1.1.1** The City shall adopt land development regulations consistent with best planning practices for natural resource preservation. These wetland regulations shall generally require retention of hydro-ecological systems where the wetlands and uplands function as a productive unit resembling the original landscape. The regulations shall also require upland buffers of at least 25 feet or the minimum required by Volusia County environmental code provisions, whichever is greater. The regulations shall also encourage secondary linkage to nearby corridors, even if by artificial means; construction of new corridors should be considered as a form of mitigation where appropriate. Further, for areas west of I-95, the regulations shall:

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

For purposes herein the Wetlands Map uses the current St. Johns River Water Management District data. **(Ord. 06-116) (Ord. 25-320)**

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

**Policy 1.1.3** The City shall maintain a permit system that requires the St. Johns River Water Management District approval to ensure consideration of the wildlife habitats.

**Policy 1.1.4** The City shall maintain, and update as needed, land development regulations which prohibit fill of the floodplain without off-setting storage capacity.

**Policy 1.1.5.** Development in habitat areas listed by the State of Florida and the U.S. Fish and Wildlife Service as Endangered, Threatened or Species of Special Concern shall not adversely impact the listed species. The City's Land Development Code shall also encourage secondary linkage to nearby wildlife corridors, even if by artificial means; construction of new corridors should be considered as a form of mitigation where appropriate. **(Ord. 06-116) (Ord. 25-320)**

**Policy 1.1.6.** The Land Development Code requires an Environmental Impact Assessment to be submitted and reviewed prior to the issuance of a development order for areas that contain listed species or native wetlands as identified by this element, and for any area within the Potentially Environmentally Significant (PES) overlay. The Assessment shall be used to determine compliance with this Objective. The Assessment must address the methodology used. For purposes of identifying wetlands, the Assessment may use the current St. Johns River Water Management District's regulations. **(Ord. 06-116)**

- Policy 1.1.7** In order to protect the Aquifer and Rima Ridge, the City shall promote the Florida-Friendly Landscaping™ program and shall consider utilizing Florida-Friendly Landscaping™ techniques and plants for city-owned property and encouraging said techniques for private development. **(Ord. 09-278)**
- Objective 1.2 Living Marine Resources**  
Reduce the pollution of surface waters so that the environmental quality of the City's marine, estuarine, and freshwater systems is maintained or improved to meet or exceed State standards for class three waters or Outstanding Florida Waters where applicable.
- Policy 1.2.1** In coordination with the County and state where there is an incidence of manatees in the Halifax River, boat speeds should be regulated pursuant to the Manatee Protection Plan of Volusia County and a program to educate the public should be maintained. **(Ord. 25-320)**
- Policy 1.2.2** Maintain the City's Land Development Code in a manner that ensures all new development and redevelopment meet federal, state and county minimum requirements that limit the impacts on living marine resources such as mangroves, sea grasses and sea turtles.
- Objective 1.3 The City of Daytona Beach shall protect the waterway resources within its jurisdiction by regulating boating impacts to this environmental resource.**
- Policy 1.3.1** The City shall not allow more than 4,182 powerboat slips to be constructed within the City limits based upon data and research compiled in the Manatee Protection Plan for Volusia County (dated October 19, 2005).
- Policy 1.3.2** In order to ensure that public access to the Halifax River is maintained, the City shall reserve 25% of the unallocated powerboat slips identified in Policy 1.3.1 for use by the general public. The 1:4 ratio of public vs. private powerboat slips shall be reviewed at least once every five years thereafter to ensure that the allocation of available powerboat slips is balanced with demand.
- Policy 1.3.3** Waterfront single-family residential lots will not be denied their riparian rights to construct a dock per lot. If single-family residential lots are subdivided subsequent to the approval of the Manatee Protection Plan for Volusia County, each additional lot shall represent one powerboat slip to be deducted from the total, if available, to ensure that the total allocation of 4,182 slips is not exceeded.
- Policy 1.3.4** Where the opportunity exists, the sharing of multi-slip facilities and aggregation of slips shall be encouraged during development and redevelopment, including for single-family residences.
- Policy 1.3.5** Activities regulated or allowed by the City that could potentially adversely affect manatees must be offset by conservation measures. Measures designed to protect manatees must be consistent with the Manatee Protection Plan for Volusia County (dated October 19, 2005). This plan includes (but is not limited to this list) a boat facility siting plan (wet and/or dry slips, and/or boat ramp parking spaces), the requirement of mitigation through contribution to the manatee conservation fund, and other conservation measures such as educational requirements.
- Policy 1.3.6** The data and analysis used to determine the allowable densities of powerboat slips shall be monitored by the re-evaluation of data on at least a five-year basis. This re-evaluation can be in association with or concurrent with the re-evaluation of the Manatee Protection Plan.
- Objective 1.4 Air Quality**  
The City shall maintain standards in its Land Development Code limiting dust associated with construction and provide for expansion of transportation facilities such as multi-modal paths and transit options to limit traffic congestion. (Note: traffic congestion may cause air pollution)
- Policy 1.4.1** The City shall maintain in its Land Development Code requirements that construction sites use techniques to minimize blowing dust.

- Policy 1.4.2** The City shall coordinate its efforts with the Volusia Flagler Transportation Planning Organization (VFTPO) and Volusia County to continue programs of multi-modal roadway designs, alternative forms of transportation, and traffic intersection/signal improvements to minimize delay. See Transportation Element. **(Ord. 25-320)**
- Policy 1.4.3** The City shall maintain updated provisions in its Land Development Code that require industrial processing uses to demonstrate the provision of air pollution control devices and meet federal regulations.
- Objective 1.5 Water Pollution**  
Continue to pursue drainage practices and programs that minimize ground, estuarine (fisheries) and surface water pollution; see policies for measurability.
- Policy 1.5.1** The City shall meet all wastewater effluent treatment disposal requirements included in the National Pollutant Discharge Elimination (NPDES) permit issued by the Florida Department of Environmental Protection (FDEP). **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.5.2** The City shall utilize its emergency water conservation program should a water shortage develop as well as determine possible alternative water sources; enforcement shall be implemented in tandem with the St. Johns River Water Management District. In coordination with Volusia County and the St. Johns River Water Management District, the City shall maintain minimum standards for water conservation during normal times.
- Policy 1.5.3** Maintain its controls over hazardous wastes, erosion and the requirement that all new development connect with sanitary sewers.
- Policy 1.5.4** The City shall maintain its wellfield protection ordinance in the City's Land Development Code. **(Ord. 09-278)**
- Policy 1.5.5** In addition to maintaining the wellfield protection regulations relative to hazardous waste storage, the City shall assist the County in its hazardous waste management program.
- Policy 1.5.6** All drainage systems with direct discharge into the Tomoka River and/or its tributaries, either natural or man-made, shall conform to the Outstanding Florida Water (OFW) quality standards as required by the Florida Department of Natural Resources and the St. Johns River Water Management District. **(Ord. 25-320)**
- Objective 1.6 Resiliency**  
The City shall define "resiliency facility" as provided in FSS163.3210, as may be amended from time to time.
- Policy 1.6.1** The City shall not amend its comprehensive plan, land use map, zoning districts, or land development regulation in a matter that would conflict with a resiliency facility's classification as a permitted and allowable use and that would cause a resiliency facility to be a nonconforming use, structure or development. **(Ord. 25-320)**
- GOAL 2 To conserve, protect and restore coastal resources by managing growth and land use so as not to damage or destroy those resources.**
- Objective 2.1 Land Use**  
In coordination with federal, state, and county agencies designated as responsible, maintain land use regulations that provide for the location, extent and distribution of land uses consistent with the protection of coastal resources to include working waterfronts.
- Policy 2.1.1** The Land Development Code shall be maintained in a manner that contains standards for appropriate densities, intensities, buffer zones, resource protection, and location for development adjacent to aquatic and natural preserves, ocean beach and dune systems, wildlife refuges and environmental system corridors to protect the natural character, scenic values and public benefit of these areas. All standards shall be coordinated with established federal, state, and county agency requirements.
- Policy 2.1.2** Development shall not be allowed to adversely impact coastal resources or the functions of conservation areas.

**Objective 2.2 Water-Dependent Uses**

The City shall maintain first priority for water-dependent usage along this shoreline, but continue to allow water-related uses.

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

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

**Objective 2.3 Working Waterfronts**

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

**Policy 2.3.1** The City shall continue to research best policy practices regarding working waterfronts and amend its Land Development Code to utilize innovative or alternative zoning practices as well as adopt incentive strategies. **(Ord. 09-278)**

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

**Objective 3.1 Water Quality**

The City shall encourage protection and improvement of the estuarine water quality. **(Ord. 25-320)**

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

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

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

**Policy 3.1.4** The City's Land Development Code, as they control the construction of future stormwater management systems and the redesign of existing systems, shall be maintained in a manner that considers the timing of discharge of fresh water to the estuary, the hydroperiod of the wetlands as well as the potential loadings. New stormwater systems should be designed to gradually release water via sheet flow through natural or constructed wetlands. The use of pipes, ditches and canals which transport large volumes of fresh water rapidly to the estuaries shall be discouraged except in emergency situations that threaten public health and welfare. **(Ord. 10-52)**

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

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

- Participation in ad-hoc or other special technical advisory committees.
- Exchange of data and information among and between the County and the municipalities as well as Flagler and Brevard Counties.
- Coordination with the St. Johns River Water Management District in providing new programs, projects, and solutions to improve water quality and estuarine conditions. **(Ord. 09-150) (Ord. 11-239)**

- To the extent economically, environmentally, and technically feasible, expand the reclaimed water system in accordance with the Master Plan for Reuse Water and subsequent updates in an effort to improve water quality and estuarine conditions. **(Ord. 11-239)**

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

**Objective 4.1 Beach and Dune**

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

**Policy 4.1.1** The City shall also cooperate with the County on their plan for beach dune restoration.

**Objective 4.2 Marine Habitats**

The City shall protect marine habitats including beach dunes and the Halifax River to foster sea turtle and manatee protection

**Policy 4.2.1** In coordination with the County, State and Federal Governments, the City shall participate in endangered and threatened species preservation programs to further sea turtle conservation on the beach including dune restoration, public education, and management of lighting, and manatee conservation in the Halifax River; public education and boat speed enforcement and location of boat launch and docking facilities. **(Ord. 25-320)**

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

**Objective 5.1 Floodplains**

Within the 100-year floodplain, the City shall continue to only issue building permits if the first floor is above the flood elevation.

**Policy 5.1.1** Maintain its Flood Damage Prevention regulations to assure that all new construction meets floodplain standards, with particular attention to the I-95 corridor.

**Policy 5.1.2** As redevelopment occurs along the Halifax River, special efforts should be made to place first floor elevations above the floodplain.

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

**Objective 5.2 Evacuation of Population**

Maintain the clearance time for the evacuation of the population in the Evacuation Zone at standards established by the East Central Florida Regional Planning Council (ECFRPC) and Volusia County's Emergency Management Plan or at 6 hours based on a level of service standard "D" during time of hurricane in any category storm, whatever is less. **(Ord. 25-320)**

**Policy 5.2.1** Any land use plan amendments in the Coastal High Hazard Area and Evacuation Zone shall be assessed to achieve a reduction (or shall not increase) in the clearance time for evacuation of the population above 6 hours. **(Ord. 25-320)**

**Policy 5.2.2** Every five (5) years, the City shall assess the impact of new residential development on hurricane evacuation network to ensure it will not increase clearance time for evacuation of the population in the Coastal High Hazard Area and Evacuation Zone above 6 hours or the standard established in ECFRPC analysis and Volusia County's Emergency Management Plan whatever is less.

**Policy 5.2.3** Use the Volusia-Flagler Transportation Planning Organization (VFTPO) to assure that the County and State provide adequate roadway capacity to facilitate the evacuation of residents in Evacuation Zones. **(Ord. 25-320)**

**Policy 5.2.4** Daytona Beach shall coordinate with Volusia County on their Emergency Management Plan and evacuation plan including the applicable Federal, State and Regional agencies

and other local municipalities. This coordination will be accomplished by membership, cooperation and regular attendance at meetings held by the Volusia County Office of Civil Preparedness Advisory Board. This Board represents the lead agency for disaster planning within the County. This plan shall be reviewed and updated on a regular basis.

**Policy 5.2.5** Maintain evacuation Level of Service along the major corridors that are in the Coastal High Hazard Area and Evacuation Zones.

**Policy 5.2.6** Maintain at or above adopted Level of Service for the following bridge segments Seabreeze/Oakridge, Main Street, US 92/International Speedway Blvd and Orange Avenue.

**Policy 5.2.7** Continue to review proposed projects in the Coastal High Hazard Area for traffic impacts and impacts to vulnerable populations and their ability to evacuate in a timely manner. **(Ord. 09-278)**

**Objective 5.3 Hurricane Shelters**

Annually, the City of Daytona Beach in cooperation with the American Red Cross and Volusia County shall designate hurricane evacuation shelters to protect the population in Coastal High Hazard Area and Evacuation Zones.

**Policy 5.3.1** The City of Daytona Beach in cooperation with the American Red Cross and Volusia County shall designate hurricane evacuation shelters to accommodate at least 23% of the population in Evacuation Zones based upon a standard of 40 square feet of shelter space per person. Every two years the demand for shelters shall be reviewed to determine if this standard is met and the City shall notify Volusia County and the American Red Cross of the demand requirements.

**Policy 5.3.2** New hurricane emergency shelter space shall not be located in Coastal High Hazard Area or Evacuation Zones.

**Policy 5.3.3** Work with the Red Cross in the identification and designation of school facilities as hurricane evacuation and emergency shelters. **(Ord. 25-320)**

**Objective 5.4 Mitigation of Property Damage**

Maintain land development regulations governing development in Evacuation Zones and Coastal High Hazard Area that minimize danger to life and property.

**Policy 5.4.1** All public facilities in the Hurricane Vulnerability Zone and designated Coastal High Hazard Areas shall be required to meet current standards for hurricane vulnerability and flood proofing whenever redevelopment occurs to ensure minimum damages from storms and hurricanes.

**Policy 5.4.2** The City shall maintain the Federal FEMA and State Coastal Zone Protection Act requirements for flood damage prevention and coastal construction.

**Policy 5.4.3** Maintain and update Hurricane Vulnerability Zone regulations that provide for: setbacks in areas of critical erosion, conservation and enhancement of beaches and foredunes, appropriate requirements for structural wind resistance and flood plain management and all appropriate County peacetime emergency plan recommendations.

**Policy 5.4.4** No future residential land use plan or zoning amendments shall result in an increase of permitted residential dwelling unit density on the barrier island.

**Objective 5.5 Post-Disaster Redevelopment**

The City shall maintain an Emergency Management Plan including a section on Post-Disaster Redevelopment.

**Policy 5.5.1** Volusia County and Daytona Beach shall undertake an evaluation of the long-term problems related to post-disaster relief and redevelopment. If necessary, amendments shall be made to the Comprehensive Plan based upon the Post-Disaster Redevelopment section within the Emergency Management Plan, the County Peacetime Emergency Plan and related findings.

- Policy 5.5.2** The Post-Disaster Redevelopment section within the Emergency Management Plan shall also identify properties in the Coastal High Hazard Area that might be of some utility for public access to coastal beaches and waterways, and make recommendations for acquisition when post-disaster opportunities arise. It shall establish guidelines for determining priorities for Federal, State, County and City acquisition of storm-damaged property in the Hurricane Vulnerability Zone to the extent available revenues can be used for such property acquisition.
- Policy 5.5.3** The Post-Disaster Redevelopment section within the Emergency Management Plan shall contain a build-back policy to be applied after a hurricane or other disaster.
- Policy 5.5.4** The City shall limit redevelopment in areas of repeated damage and incorporate appropriate recommendations of inter-agency hazard mitigation reports in the Post-Disaster Redevelopment section within the Emergency Management Plan.
- Policy 5.5.5** Existing residential units destroyed in a disaster may be rebuilt to the same density (limited to the pre-disaster number of units and square footage).
- Policy 5.5.6** Infill or redevelopment densities and intensities in Coastal High Hazard Areas shall be no greater than the existing adopted future land use designations.
- Objective 5.6 Coastal High-Hazard Area Definition**  
The City shall maintain its Future Land Use Map and Coastal and Conservation Management Element to include the definition of Coastal High Hazard Area (CHHA) and shall provide a CHHA map as part of the Future Land Use Map series. **(Ord. 25-320)**
- Policy 5.6.1** The Coastal High Hazard Area, as defined by F.S. 163.3178.2(h), is the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. **(Ord. 09-278) (Ord. 25-320)**
- Objective 5.7 Coastal High Hazard Area Infrastructure**  
The City shall continue to require development to meet the Florida Department of Environmental Protection requirements in the Coastal High Hazard Area and lands east of the coastal construction control line.
- Policy 5.7.1** The City's capital improvement schedule shall not include any projects in the Coastal High Hazard Area that would subsidize private development other than projects meeting adopted Redevelopment objectives.
- Policy 5.7.2** The City shall limit public expenditures in the Coastal High Hazard Area to the restoration or enhancement of natural resources, the improvement of the Boardwalk park, historic Bandshell and related facilities and projects which meet the City's Redevelopment objectives located within the City's Redevelopment Area.
- Objective 5.8 The City shall maintain control of residential development in Coastal High Hazard Areas to ensure adequate hurricane evacuation and protection of property.**
- Policy 5.8.1** The City shall not allow increases to residential densities within the CHHA especially for vulnerable populations. **(Ord. 25-320)**
- Objective 5.9 Flood Risk**  
The City shall eliminate inappropriate and unsafe development, and mitigate the flood risk to existing and future development, in the coastal areas that are of high risk of flooding due to storm surge, high tide events, flash flood, stormwater runoff and sea level rise when opportunities arise.
- Policy 5.9.1** The City shall continue to include development and redevelopment principles, strategies and engineering solutions that reduce the flood risk in coastal areas which results from high tide events, storm surge, flash floods, stormwater runoff and the related impacts of sea level rise

- Policy 5.9.2** The city shall encourage the use of best management practices, development and redevelopment principles strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency (FEMA).
- Policy 5.9.3** The City shall continue to identify site development techniques and best management practices that may reduce losses due to flooding and claims made under flood insurance policies issued in the state.
- Policy 5.9.4** The City shall require redevelopment be consistent with or more stringent than the flood resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R., Part 60, as amended.
- Policy 5.9.5** The City shall require that any construction activities seaward of the Coastal Construction Control Lines established pursuant to F S 161 053 be consistent with F S 161, as amended.
- Policy 5.9.6** The City shall continue to participate in and comply with the National Flood Insurance Program (NFIP) regulations.
- Policy 5.9.7** The City shall continue to participate in the Community Rating System (CRS) administered by the Federal Emergency Management Agency (FEMA) to achieve flood insurance premium discounts for residents. **(Ord. 19-347)**
- GOAL 6** **Maintain and improve public access to the sovereign lands of the coastal management area through the provisions of coastal beach access facilities, fishing piers, boat ramps and marinas.**
- Objective 6.1** **Public Access**  
Volusia County shall continue to maintain the existing and any new portions of the vehicular and pedestrian access facilities that are its responsibility and which exceed their standard to average a public access point every one quarter mile. **(Ord. 25-320)**
- Policy 6.1.1** To help relieve peak season beach congestion, emphasis on new parking spaces will be placed near vehicular beach ramps at Broadway Avenue, Revilo Boulevard, and Main Street in the City of Daytona Beach. The City supports the County's efforts to provide off-beach parking in these areas.
- Policy 6.1.2** The City shall prohibit the vacation of public rights-of-way that provide or should provide public access to the beach or off-beach parking without an equivalent type of access. All Coastal Beach Access Facilities shall include access to a public road.
- Policy 6.1.3** The City shall, in cooperation with Volusia County, ensure that an ocean fishing pier exists in the Daytona Beach Main Street Redevelopment.
- Policy 6.1.4** The City shall preserve and maintain its existing public boat ramps. **(Ord. 25-320)**
- Objective 6.2** **Marinas**  
The City shall preserve existing marinas and promote the expansion of marina activity in the Ballough Road, South Atlantic, Main Street and Downtown redevelopment areas.
- Policy 6.2.1** The City shall maintain, as part of its Land Development Code, standards for marina siting or expansion including the following criteria with priority given to expansion of existing marinas:
- a. Consistent with F Section 163.3178(6), F.S. **(Ord. 25-320)**
  - b. Marinas shall be located in Redevelopment areas.
  - c. Sufficient upland areas to accommodate needed support facilities such as adequate parking, dry storage, work areas, hurricane contingency planning, stormwater management facilities, and other non-water dependent uses shall be provided.
  - d. The marina areas and navigation access channels shall not be dredged to depths greater than necessary to prevent prop dredging.

- e. Marina basins shall be given high priority where there is an existing basin and access channel and adequate depths to accommodate the proposed use.
- f. Facilities should be designed to maximize or improve water circulation patterns and shall not adversely affect existing circulation patterns.
- g. Prior to the operation of any new marina fueling facility or expansion of an existing facility, a fuel management/spill contingency plan shall be developed. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods and materials to be used in the event of a spill.
- h. Sewage pump-out service and facilities shall be available and accessible to all new boat slips constructed or renovated, inside marinas.

**GOAL 7      Public services and facilities within flood hazard areas shall be adequate and available to serve both current and future residents.**

**Objective 7.1      Concurrency**

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

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

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

**Objective 7.2      Public Buildings**

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

**Policy 7.2.1**      Future school facilities shall be located outside of areas susceptible to hurricane storm damage or areas prone to flooding unless flood proof or consistent with Federal Flood Mandates, or as consistent with state regulations regarding floodplain and school building requirements. **(Ord. 25-320)**

**Policy 7.2.2**      Locate new fire and law enforcement facilities outside of the areas susceptible to hurricane storm damage or flooding where feasible. Continue to update procedures as part of the Peacetime Emergency Plan for emergency fire and police protection and response.

## 6. RECREATION AND OPEN SPACE ELEMENT

### Goals, Objectives and Policies

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

**Objective 1.1 Level-of-Service Standards**

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

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

**Policy 1.1.2** Maintain parkland development regulation standards for parks. Maintain park and recreation requirements for development in the Land Development Code.

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

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

**Objective 1.2 Land Development Regulations**

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

**Policy 1.2.1** All City owned and maintained parks and recreational facilities shall be ADA compliant. *(Ord. 25-320)*

**Policy 1.2.2** The City shall maintain development standards for bike paths and bike parking facilities at City parks and recreational facilities pursuant to the Land Development Code.

**Policy 1.2.3** The City should create and adopt design guidelines for new park design to enhance community pride.

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

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

**Objective 1.3 Public Access to Recreational Sites**

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

- Policy 1.3.1** Coordinate the planning and development of public access areas with the Volusia County Parks and Recreation and Planning Departments and the Volusia County Coastal Management Element.
- Policy 1.3.2** The City shall work with the County to coordinate public access points to water areas in Daytona Beach. Maintain or enhance the following level-of-service standards for public access to water areas in Daytona Beach.
- Atlantic Ocean - 1 access point/1/4-mile
  - Intracoastal Waterway/Halifax River - 1 access point/mile
  - Tomoka River - 1 access point/mile
- Policy 1.3.3** The City shall coordinate with the (VFTPO) to prepare and adopt an access plan that will set standards to maintain and improve the public automobile, bicycle, and pedestrian access to recreational sites within the City.
- Policy 1.3.4** The City shall complete improvements to Derbyshire and Bethune Point parks, making them more accessible to pedestrians and bicycles.
- Policy 1.3.5** As the City makes capital improvements to its parks and recreational facilities, the City shall improve access to recreational sites within the City for the elderly, handicapped and transportation disadvantaged people of Daytona Beach. The City shall also use the VFTPO to urge the East Volusia Authority (VOTRAN) to maintain and improve transit service to the recreational sites within Daytona Beach for the elderly, handicapped and other transportation disadvantaged groups of Daytona Beach.
- Policy 1.3.6** The City shall create a network of recreational trails and greenways by establishing, connecting or improving existing recreational trails, greenways, and supporting facilities. **(Ord. 25-320)**
- Policy 1.3.7** The City of Daytona Beach shall include waterways in its m of public and private recreation sites and work to ensure public access to these sites.
- Objective 1.4 Joint-Use Recreation Agreements**  
The City shall pursue and implement new joint use recreation agreements with other recreational facility providers such as Volusia County Schools and other municipalities to identify potential cost savings for the public. **(Ord. 09-278)**
- Policy 1.4.1** The City shall evaluate the demand and feasibility of joint-use agreements for the utilization of supplemental recreational facilities within the City on an annual basis.
- Policy 1.4.2** The City shall work to establish new joint-use recreation agreements to enhance recreational opportunities for the community. **(Ord. 25-320)**
- Objective 1.5 Park Land Enhancement Plan**  
The City shall strive to establish an enhancement plan for park lands and open spaces in Daytona Beach. The plan shall be updated annually.
- Policy 1.5.1** When possible, new parklands shall be chosen from significant vegetative areas purchased by the City and identified in the Conservation and Coastal Management Element.
- Policy 1.5.2** Each year the City shall identify roads in need of beautification and prepare plans for such. The road beautification projects shall be identified each year in the Capital Improvement Plan. **(Ord. 09-278)**
- Policy 1.5.3** Use the site planning process to mitigate the impacts of any new surrounding land uses on the quality of existing and proposed park lands.
- Policy 1.5.4** On a routine basis, the City shall utilize population projections to determine if projected demand will continue to meet with established park land Level of Service (LOS). **(Ord. 25-320)**

**Objective 1.6 Financing**

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

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

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

**Policy 1.6.3** Each year the City shall identify needed matching funds for parks and recreation related grants. The matching funds shall be identified in the City's budget. **(Ord. 09-278)**

**Objective 1.7 Coordinating Public and Private Resources**

Coordinate public and private resources to maintain and expand recreation and open space opportunities in Daytona Beach.

**Policy 1.7.1** The City shall review development plans and continue to require private enterprise to dedicate open space and park land for public use as part of its Land Development Code when warranted. The City shall maintain and update as needed, Land Development Code regulations delineating specific requirements and conditions for developers to dedicate open space and park land. **(Ord. 09-278)**

**Policy 1.7.2** The City shall review plats and development plans and continue to require bicycle and/or pedestrian paths as part of its Land Development Code regulations when warranted. **(Ord. 25-320)**

**Objective 1.8 The City will use public land acquisition and conservation easements to provide natural areas and open space.**

**Policy 1.8.1** Through public-private partnerships, landbanks, and the similar, the City shall work to acquire available open space and natural areas and protect environmentally valuable lands with conservation easements and other conservation tools.

## 7. REDEVELOPMENT ELEMENT

### Goals, Objectives and Policies

- GOAL 1** To encourage public and private cooperative efforts that result in: the creation of environmentally and economically sound and aesthetically pleasing redevelopment and rehabilitated projects; the stimulation and attraction of private investment in redevelopment areas; increased employment opportunities, better service to residents and tourists; and improvements in the tax base consistent with the adopted Redevelopment Area Plans.
- Objective 1.1 Regulatory Controls and Incentives**  
Through regulatory controls and incentives, encourage investment in new development and rehabilitation that will improve assessed property values and support building occupancy in the City's Redevelopment Areas.
- Policy 1.1.1** Maintain and encourage investor confidence by continuing to enforce mandatory maintenance for all commercial and residential structures in the redevelopment areas.
- Policy 1.1.2** Implement redevelopment category rezonings as needed to recruit and enhance developments that are consistent with redevelopment plans and neighborhood polices.
- Policy 1.1.3** Maintain a fast track development review process expediently reviewed and approved by the applicable Redevelopment Board.
- Policy 1.1.4** All new construction, exterior building and site renovations within the redevelopment zoning districts and areas shall meet redevelopment appearance standards and design guidelines.
- Policy 1.1.5** Evaluate and update the architectural design standards to improve the quality and appearance of developments in the redevelopment areas.
- Policy 1.1.6** Evaluate and update regulations affecting use of historic structures to encourage investment and stability in the historic districts.
- Policy 1.1.7** Maintain the regulatory incentive to expand the length of the boardwalk in the Main Street Redevelopment Area in conjunction with new developments and as opportunities arise.
- Policy 1.1.8** Evaluate the potential of establishing a neighborhood planning and implementation program in other redevelopment area neighborhoods similar to the Surfside Village neighborhood plan.
- Policy 1.1.9** Develop and implement a corridor plan for West International Speedway Boulevard in the Midtown Redevelopment Area to improve the attractiveness of the corridor as the City's main tourist road and discourage automobile-related uses.
- Policy 1.1.10** Update the Main Street Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance area convention and tourism business.
- Policy 1.1.11** Update the Midtown Area Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance the area's residential neighborhoods and primary corridors, such as Orange Avenue, George Engram Boulevard, Martin Luther King Jr. Boulevard to be attractive and compatible with surrounding uses.
- Policy 1.1.12** Update the Downtown and Ballough Road Area Redevelopment Area Plan to provide revitalization strategies, development standards, and public infrastructure improvements to support and enhance the area with an emphasis on urban residential, office, shopping and entertainment. (*Ord. 09-278*)

**Policy 1.1.13** The City should support efforts towards establishing a Florida Main Street program for any of the three Redevelopment Areas to increase economic development and further a sense of place for the residents. (*Ord. 25-320*)

**Policy 1.1.14** The following description of Future Land Use categories sets forth the dominant uses envisioned in the Downtown, Ballough Road, Midtown, South Atlantic and Main Street Redevelopment Areas as depicted on the generalized future land use map and Table 1 within this Element. Other uses such as churches and public uses may be approved by the City in such areas in accordance with the City's Land Development Code. All development orders shall be consistent with this Element and the generalized future land use map.

#### **FUTURE LAND USE CATEGORIES FOR DOWNTOWN AND BALLOUGH RD AREAS**

The following future land use categories are hereby established:

##### **RESIDENTIAL**

A diverse set of housing types is encouraged in these redevelopment areas such as townhomes, workforce, and multi-family styles.

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

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

##### **COMMERCIAL**

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

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

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

##### **INDUSTRIAL**

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

##### **GOVERNMENT/INSTITUTION**

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

##### **PUBLIC USE PARKS & RECREATION**

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

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

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

##### **MIXED-USE**

**High Intensity:** An area generally containing a mixture of high intensity land uses consisting of all the above categories except industrial. However, industrial may be

approved as a conditional use in the Ballough Road Redevelopment area. Development in this area shall not exceed a floor area ratio of 10 and 40 units per acre.

**Medium Intensity:** An area generally containing a mixture of medium intensity land uses consisting of all the above categories except industrial. However, industrial may be approved as a conditional use in the Ballough Road Redevelopment area. Development in this area shall not exceed a floor area ratio of 6 and 20 units per acre.

**DENSITY BONUS**

The following residential density bonus shall be applicable only to the Commercial Mixed Uses and High Intensity Mixed Use Future Land Use categories, as more particularly described below. Under no circumstances shall the sum of all bonuses awarded to an individual project exceed 20 units per acre. The City Commission may award residential density bonuses based on the following point system that satisfies policies of the Redevelopment Element:

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

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

**Location:** Properties within the High Intensity Mixed Use or Commercial Mixed uses Future Land Use category shall be eligible for the density bonus. In addition, such properties must be located within the Downtown Redevelopment Area, and within the following boundaries:

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

**HISTORIC PRESERVATION**

**Policy:** Commercial buildings designated as historic structures or contributing structures in the South Beach Street Historic District may be redeveloped with residential densities up to 60 dwelling units per acre in the Downtown Redevelopment Area to encourage the conversion of upper floors of historic commercial structures to residential so long as the redevelopment does not have a negative impact on the historic designation. **(Ord. 09-278)**

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

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

## **FUTURE LAND USE CATEGORIES FOR THE MAIN ST. & SOUTH ATLANTIC AREAS:**

The following future land use categories are hereby established:

### **HIGH INTENSITY MIXED USE**

Provides for a variety, and flexible arrangement, of mixed uses on designated property east of Atlantic Avenue. Development in this area shall not exceed a floor area ratio of 10 and 40 units per acre. **(Ord. 25-320)**

The mixed uses include the following:

- Hotels/motels/condo hotels
- Time share/interval ownership/vacation club
- F.E.C. (family entertainment center) uses such as: water parks, ferris wheels, active exciting rides, miniature golf and similar uses
- Multi-screen theaters/high tech attractions, cutting edge cinema technology
- Sports bars, music theaters
- Interim and short-term parking (surface and garage)
- Shops and pubs
- Public passive and active parks, plazas and boardwalks, including extensions of the boardwalk
- Museums and similar attractions
- Public parking (garage or surface) for multiple properties and beach uses
- Multifamily residential, restaurant and office uses as limited by Neighborhood “C” policy **(Ord 16-313)**

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

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

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

### **PEDESTRIAN ORIENTED USES**

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

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

### **PUBLIC/PRIVATE ENTERTAINMENT/PARKING MIXED USES**

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

The mixed uses may include the following:

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

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

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

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

#### **RIVERFRONT MIXED USES**

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

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

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

- The lots containing the historic (industrialist) houses, as noted on the Generalized Future Land Use Map as a historic site, will only be allowed a mixture of uses and intensification of the site (or sites combined) if the historic property is saved and/or restored and the architecture is integrated into the new buildings and site work.

- It will be expeditiously reviewed for approval by Main Street/South Atlantic Redevelopment Board, based upon high quality urban design, architecture and planning concepts

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

#### **TRANSITIONAL OVERLAY**

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

#### **COMMERCIAL MIXED USE**

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

#### **BOARDWALK ENTERTAINMENT**

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

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

#### **OFFICE/RESIDENTIAL TRANSITION**

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

#### **RIVERFRONT LODGING**

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

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

#### **SURFSIDE VILLAGE**

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

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

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

**LEVEL 1 RESIDENTIAL**

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

**LEVEL 2 RESIDENTIAL**

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

**LEVEL 3 RESIDENTIAL**

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

**LINEAR OCEAN PARK OVERLAY**

The purpose of the Linear Park Overlay is to encourage connectivity to the Boardwalk. *(Ord. 25-320)*

**PUBLIC INSTITUTIONAL**

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

**E-ZONE OVERLAY**

The E-Zone Overlay is an optional Future Land Use designation in the core tourist area around the Ocean Center, Peabody Auditorium Boardwalk and Main Street. As this revitalization area is relatively small, the boundary of the E-Zone is shown on FLU Map 2.1 which is an enlargement of FLU Map 2. The E-Zone boundary is within the Main Street Area which was found to contain conditions of blight based upon data and information on file with the Redevelopment Division. The E-Zone is a revitalization project and is envisioned as a world-class entertainment district that will complement the Ocean Center, further Daytona Beach's image as a convention and family tourist destination, and reinforce the City's international reputation as the "World's Most Famous Beach." The E-Zone Overlay future land use designation provides for mixed use development consistent with the E-Zone Master Plan (Appendix A). The mixed uses include hotels, lodging, retail, restaurants, amusements, convention center, parking garages and surface parking lots, single family residential, multi-family residential, beach town square, visitor center, cultural attraction and public auditorium. *(Ord. 12-159)*

**FUTURE LAND USE CATEGORIES FOR THE MIDTOWN AREA:**

The following future land use categories are hereby established:

**LEVEL 1 RESIDENTIAL**

A residential area with densities not exceeding 8 dwelling units per acre.

**LEVEL 2 RESIDENTIAL**

A residential area with densities not exceeding 20 dwelling units per acre.

**COMMERCIAL - RETAIL:**

An area composed primarily of retail establishments. The floor area ratio shall not exceed 3 and the residential density shall not exceed 40 dwelling units per acre.

**COMMERCIAL – TRANSITIONAL:**

An area primarily for retail, personal services, office, and multi-family uses. The floor area ratio shall not exceed 2 and the residential density shall not exceed 40 dwelling units per acre.

**MIXED-USE:**

Medium Intensity - An area generally containing a mixture of medium intensity land uses consisting of residential and commercial uses. Development in this area shall not exceed a floor area ratio of 6 or a residential density of 40 dwelling units per acre.

The mixed uses include the following:

- Ground-floor retail uses, such as shops and restaurants
- Professional Offices
- Entertainment uses, such as multi-screen theaters
- Service uses that provide goods and services for neighborhood residents
- Multi-family residential uses
- Public passive and active parks and plazas
- Public parking (garage or surface) for multiple properties

Developments should be consistent with the Midtown Master Plan and be designed with an urban form and generally not include auto related uses.

**INDUSTRIAL – LOCAL SERVICE:**

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

**GOVERNMENT/INSTITUTION - SCHOOLS:**

An area generally set aside for the location of sizable educational facilities including public schools. Development in this area shall not exceed a floor area ratio of 1.

**PARKS/RECREATION:**

An area generally set aside for the location of public parks. (*Ord. 09-278*) and (*Ord. 14-180*)

**Objective 1.2 Economic Incentives**

Through economic incentives, encourage investment in new development and rehabilitation that will improve assessed property values and support building occupancy in the City's Redevelopment Areas. (*Ord. 25-320*)

**Policy 1.2.1** Encourage public/private partnership projects using tax increment and other revenues as the public share.

**Policy 1.2.2** Combine efforts with the Chamber of Commerce, Volusia County Business Development and the City's Economic Development Advisory Board and use state and local incentives to actively-recruit new large-scale developments that provide for sizable employment opportunities.

**Policy 1.2.3** Maintain the current residential and commercial grant programs.

**Policy 1.2.4** Develop small business development programs with loans and grants as incentives to expand or attract businesses to the redevelopment areas.

**Policy 1.2.5** Continue to facilitate public and/or private redevelopment projects identified in Redevelopment Implementation Plans.

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- Policy 1.2.6** Develop incentives program that assists the preservation of historically significant buildings or contributing buildings to locally designated historic districts.
- Policy 1.2.7** Develop policies for use of TIF funds to encourage targeted new development in each of the redevelopment areas. **(Ord. 09-278)**
- Policy 1.2.8** Maintain economic incentive mechanisms for model neighborhood programs that include grant funds for facade/exterior building, picket fencing and front porch improvements for all single family units, office, and multi-family units that have adequate paved parking lots that meet landscaped requirements. Encourage community development programs for rental rehabilitation, emergency grants, etc. **(Ord. 25-320)**
- Policy 1.2.9** Develop strategies for land assemblage in targeted areas and provide economic incentives to encourage public/private partnerships. **(Ord. 09-278)**
- Objective 1.3 Public Amenities**  
Through public amenities, encourage investment in new development and rehabilitation that will improve assessed property values and support building occupancy in the City's Redevelopment Areas.
- Policy 1.3.1** Adopt and implement a master plan for the improvement of the Downtown waterfront that creates a balance between passive and active water-related uses that take advantage of the riverfront setting; establishes Downtown as an Arts, Culture and Recreation destination for the region with Jackie Robinson Ballpark, News Journal Performance Arts Center, Halifax Marina, and the Riverfront Esplanade as key features; creates a sense of place with complimentary uses and strengthened connection between the retail district and the river; enhances the overall public realm of the riverfront with additional plazas and public spaces; identifies passive park and recreational opportunities that link with regional and national recreational trails for linear park development for the residents of downtown; and emphasizes greater use and public access to the Halifax River, water taxis, cultural and historic sites in Riverfront Park and City Island. **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.3.2** Utilize incentive development code regulations and the developer negotiation process to create plazas and park areas aesthetically and functionally related to adjacent uses and the pedestrian and open space network and connect parking areas to public spaces.
- Policy 1.3.3** Encourage the County of Volusia to expand and maintain the service area of the County Trolley system (or a similar service) to include Beach Street, Main Street and major parking facilities in the Main Street and Downtown Redevelopment Areas.
- Objective 1.4 Infrastructure Improvements**  
Through infrastructure improvements, encourage investment in new development and rehabilitation that will improve assessed property values and support building occupancy in the City's redevelopment areas.
- Policy 1.4.1** Use existing transportation plans to achieve turn lanes, synchronized traffic signals, road widening, and new road construction to maintain efficient movement of vehicular traffic in redevelopment areas. Additional mobility options include, but are not limited to Transportation Systems Management and Operations (TSM&O) payment for increased transit services, bus shelters, bus pull out bays and the widening/construction of sidewalks/multi-use paths.
- Policy 1.4.2** Continue the streetscape program (see Capital Improvement Element) and coordinate strong community and Volusia-Flagler Transportation Planning Organization (VFTPO) support to urge the FDOT to construct the streetscaping along Atlantic Avenue (SR A1A) to achieve an integrated high quality pedestrian movement network in the Redevelopment Areas. **(Ord. 09-278) (Ord. 25-320)**
- Policy 1.4.3** Through public/private partnerships and the Tax Increment Financing (TIF) Capital Budget construct additional public and private parking to accommodate development and improve

the access to and image of existing public parking areas through lighting, signage and landscaping.

**Policy 1.4.4** Seek local, state and federal funding for the development of water piers and facilities to support the development of water taxis as an alternate means of travel circulation in the redevelopment areas.

**Policy 1.4.5** The City will continue efforts to streetscape high pedestrian areas in the redevelopment areas. **(Ord. 25-320)**

**Policy 1.4.6** The Atlantic Avenue (SR A1A) corridor (from Atlantic Avenue east to the Ocean) is hereby designated as a local Scenic Byway and will be preserved/enhanced accordingly. The City should pursue designation of this corridor with the Florida Department of Transportation and the Federal Highway Administration as a State and National Scenic Byway.

**Policy 1.4.7** Continue to encourage and seek public/private funding for FPL and Bellsouth to place utilities underground during any City, County or State projects. (At a minimum install conduit in public projects for future underground utilities.)

**Policy 1.4.8** Develop residential street standards and evaluate the feasibility of a program to improve residential streets to the proposed standards.

**Policy 1.4.9** Through public-private partnerships encourage the support of mobility for new development and redevelopment in site design. The City may require developers to fund mobility projects within the Transportation Concurrency Exception Area (TCEA) in exchange for concurrency exceptions.

**Policy 1.4.10** The City shall seek all available local, state, and federal funds for the development and support of multi-modal mobility within the City. **(Ord. 09-278)**

**Objective 1.5 Transportation Concurrency Exception Area (TCEA)**

The Ballough Road, Downtown Redevelopment Area, Main Street Redevelopment Area, Midtown Redevelopment Area and South Atlantic Redevelopment Area as shown on the Community Redevelopment Area map (FLU 3) are designated as a Transportation Concurrency Exception Area (TCEA). The transportation needs of these areas will be addressed through the implementation of the following policies. **(Ord. 11-258)**

**Policy 1.5.1** Transportation Impact Analysis (TIA) reports shall be required of redevelopment and new development, where applicable per the Volusia-Flagler TPO Guidelines, as a tool to monitor development impacts.

**Policy 1.5.2** New development and redevelopment within the TCEA shall follow the objectives and policies of the respective areas' redevelopment plans and incorporating strategies that:

- a) Encouraging alternate modes of transportation and ride sharing to reduce the use of single-occupant vehicles.
- b) Evaluating on-site parking requirements to reduce pavement impacts and encourage the use of off-street parking.
- c) Providing opportunities for trip chaining (combining several trips in one outing) within the TCEA, thereby reducing vehicle miles travelled and greenhouse gas emissions.

**Policy 1.5.3** The City shall seek to create a more pedestrian-oriented and transit-friendly transportation network by utilizing a variety of context-sensitive designs for transportation facilities and urban design standards for new development and redevelopment, as applicable.

**Policy 1.5.4** The following mobility strategies shall be utilized within the TCEA, including that portion of the Strategic Intermodal System (SIS) within the TCEA, as appropriate:

- a) Transportation demand management programs including flexible work hours, carpooling/vanpooling, ridesharing, park and ride facilities, "kiss" and ride facilities, bus pass programs, etc., all designed to reduce the demand on transportation systems and reduce vehicle miles travelled.

- b) Transportation system management programs including intelligent transportation systems access management programs, signalization coordination and parking management, to efficiently manage the available transportation systems.
- c) Shared parking standards/regulations
- d) Reduced parking ratios to discourage automobile use and encourage transit use; providing for increase intensification of the site.
- e) Trolley service
- f) Water taxi service to serve areas within the TCEA and other communities along the Halifax River.
- g) Community transit service
- h) Safe and convenient parking facilities that accommodate pedestrians and bicyclists
- i) "Complete Streets" policy implementation
- j) Neighborhood traffic management programs
- k) Transit and pedestrian-oriented site design standards/regulations
- l) Pedestrian, bicycle, and transit facility amenities and enhancements such as landscaped and shaded routes and shelters

**Policy 1.5.5** The City shall implement the following "complete streets" principles in order to ensure that all modes of transportation are incorporated into proposed plans for roadway modifications within the TCEA. The intent of this policy is to develop a comprehensive, integrated, multi-modal street network by coordinating transportation planning strategies and private development activities that include, but are not limited to the following principles:

- a) "All users" are defined to include pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- b) There is a need for flexibility, given that all streets are different and user needs should be balanced.
- c) Complete streets solutions must fit into the context of the community.
- d) Where appropriate provide for sidewalks along both sides of the roadway.
- e) Provide or contribute appropriate bicycle facilities and improvements to existing bicycle infrastructure.
- f) Provide safe and convenient on-site pedestrian circulation.
- g) Provide cross-access connections/easements or joint driveways where available and cost effective.
- h) Provide land or easements for the construction of public sidewalks, and/or auxiliary transit support facilities consistent with the design standards of the *VOTRAN Transit Development Design Guidelines*, with appropriate credits for developer contributions.
- i) Where appropriate, developers may be required to construct improvements. The City may issue credits toward contribution requirements, if applicable.

**Policy 1.5.6** The city will work with state-wide, regional, and local agencies as well as with private partners to identify funding for mobility improvements within the TCEA.

**Policy 1.5.7** Where appropriate, developers may be required to fund or construct mobility improvements listed below. The City may issue credits toward contribution requirements, if applicable:

- a) Intersection or signalization modification to improve roadway operation;
- b) Addition of dedicated turn lanes into and out of developments;
- c) Construction of bus shelters and/or bus turn-out facilities;
- d) Provisions of bus pass programs to the residents/employees of a development;
- e) Construction of public sidewalks along street frontages where none currently exist;
- f) Widening of existing sidewalks to increase pedestrian mobility and safety;

- g) Provision of ride sharing or van pooling programs;
- h) Use of joint driveways or cross access to reduce curb cuts;
- i) Deeding of land and/or construction of new bicycle lanes, shared paths or sidewalks that provide local connectivity and reduce trips on major arterials.

- Policy 1.5.8** Parking controls will reduce trip length and total vehicle miles of travel in the TCEA. This will, in effect, increase the capacity of the roadways in the area. These parking controls are provided for in Policy 1.1.9 in this Element.
- Policy 1.5.9** The City will work with the County, the VFTPO and the FDOT to expand public transportation in the TCEA as well as promote the connection with the regional transportation system to better support network connectivity. Increasing public transportation in the area will reduce the demand on the transportation network by reducing the number of trips on the roadways. In addition the City will continue to assist VOTRAN with maintaining a high level of bus service throughout the TCEA (see Mass Transit Section of the Transportation Element, policy 1.1.1 for Level of service).
- Policy 1.5.10** Development within the TCEA will become more pedestrian-oriented. The City promotes revitalization by improving pedestrian access through the provision of mixed land uses, parking controls, increased public transportation and increased pedestrian-oriented public spaces (such as parks and plazas).
- Policy 1.5.11** The TCEAs will not adversely affect the Florida Intrastate Highway System (FIHS) nor the Strategic Intermodal System (SIS).
- Policy 1.5.12** The City shall consider all funding options available through private and/or public methods within the TCEA. These methods shall include, but are not limited to, direct public investments, state or federal funding options, direct grants, special tax incentives and/or private developer contributions.
- Policy 1.5.13** For short term (within 3 years) transportation mobility options, the City shall identify the improvements funding source and timing of the improvement within the Capital Improvements Element of the City's Comprehensive Plan. The City shall review, document and incorporate the necessary mobility funding improvements and funding sources in the City's Capital Improvement Element (CIE) annually.
- Policy 1.5.14** The City will coordinate with VOTRAN to derive appropriate performance measures to quantify the mode split percentages within the City's TCEA. Special consideration shall be given to the mobility goals for sidewalks, bicycle paths and pedestrian uses.
- Policy 1.5.15** The City shall work with VOTRAN to increase the mass transit services to improve mobility and level of service within the TCEA. Furthermore, the Downtown Transfer Terminal is currently located within the Central Business District to promote mobility within the TCEA. The City will continue to coordinate with VOTRAN in the development of the bus system and bus stop amenities. A short-term and long-term multimodal transportation improvement schedule will be incorporated into the City's Capital Improvements Element.
- Policy 1.5.16** The City shall monitor the success of the TCEA and its effect on infill development and redevelopment through the Evaluation and Appraisal Process (EAR) to ensure that the exception area is achieving its intended purpose of supporting infill development and redevelopment. Monitoring will include the amount of redevelopment by land use, implementation of mobility strategies, and adoption of design standards. Mobility strategies shall be evaluated as to their degree of success, and lack of success may require revisions or additions to the strategies. **(Ord. 11-258)**

**Table 1: Redevelopment Element Land Use**

	<b>Land Use</b>	<b>FAR/Density</b>	<b>Building Coverage/ISR</b>	<b>Intent</b>
<b><i>Downtown and Ballough Road</i></b>				
1	Residential Level 2	20 du/ac		
2	Residential Level 3	40 du/ac		
3	Commercial Mixed-Use	FAR = 3 40 du/ac		
4	Office	FAR = 2		Office
5	Office/Residential Transitional	FAR = 2 20 du/ac		Office and multi-family
6	Industrial – Local Service Industry	FAR = 2		Industrial and service-related activities serving local markets
7	Government/Institution – Public/Institutional	FAR = 2		Public and quasi-public office type support facilities
8	Public Parks & Recreation		ISR = 80%	Park and recreational activities or having potential for the location of such use
9	Mixed Use High Intensity	FAR = 10 40 du/ac		Containing a mixture of high intensity land uses consisting of all the above categories except industrial. However, industrial may be approved as a conditional use in the Ballough Road Redevelopment area
10	Mixed Use Medium Intensity	FAR = 6 20 du/ac		Containing a mixture of medium intensity land uses consisting of all the above categories except industrial. However, industrial may be approved as a conditional use in the Ballough Road Redevelopment area
11	Density Bonus	20du/ac		Residential density bonus shall be applicable only to the Commercial Mixed Uses and High Intensity Mixed Use Future Land Use categories
12	Historic Preservation	60 du/ac*		Commercial buildings designated as historic structures or contributing structures in the South Beach Street Historic District may be redeveloped with residential densities up to 60 dwelling units per acre in the Downtown Redevelopment Area
<b><i>Main Street and South Atlantic</i></b>				

	<b>Land Use</b>	<b>FAR/Density</b>	<b>Building Coverage/ISR</b>	<b>Intent</b>
1	High Intensity Mixed Use	FAR = 10		<p>Hotels/motels/condo hotels, time share/interval ownership/vacation club, family entertainment center (F.E.C.): water parks, ferris wheels, active exciting rides, miniature golf and similar uses. Multi-screen theaters/high tech attractions, cutting edge cinema technology. Sports bars, music theaters, interim and short-term parking (surface and garage), shops and pubs, public passive and active parks, plazas, and boardwalks, including extensions of the boardwalk, museums and similar attractions, public parking (garage and surface) for multiple properties and beach uses, multifamily residential, restaurant and office uses as limited by Neighborhood "C" policy (Ord 16-313).</p> <p>These mixed uses shall only be allowed through a review and approval process that is based on the following concepts: It is a significant redevelopment project in size and/or quality of design and construction or rehabilitation of existing significant properties, If it is a private sector project, it will enhance the tax base and serve as a catalyst and work with adjacent public and private properties and/or future projects, It will be approved by the Main Street Redevelopment Area Board. The concept is to be expeditiously reviewed for approval, based upon high quality urban design, architecture and planning criteria.</p> <p>Interim or existing permitted uses shall continue to be allowed and approved based upon current zoning and any appropriate rezoning to a traditional zoning district.</p>

	Land Use	FAR/Density	Building Coverage/ISR	Intent
2	Pedestrian Oriented Uses	FAR = 4		Business Travel Bureau and visitor center, retail, business services, professional services, thematic shops and restaurants, bars under certain conditions, surface parking short-term and interim use, multi-screened theaters, museums – including racing and motorcycle themed venues, music theaters
3	Public/Private Entertainment	FAR = 7		<p>Public uses: Ocean Center, Peabody Auditorium, new performing arts theaters; public parking (garage and surface); private parking for short-term and interim uses; entertainment uses: Family Entertainment Centers (F.E.C.'s), high tech attractions, cinemas of all types; plazas and pedestrian connections from major uses to Main Street, the beachside and River Thematic restaurants and shops as parts of large projects; conference and convention area expansion; time share vacation rental units; museums; major sports sales of new and/or customized, high quality motorcycles and accessories</p> <p>These mixed uses shall only be allowed through a review and approval process, based upon the following concepts: It is a significant redevelopment project based on property size and/or quality of design and construction and rehabilitation of existing significant projects, Buffers (landscaped and structural) and other design concepts shall be employed where necessary when adjacent to less intensive uses. It will be expeditiously reviewed for approval by Main Street/South Atlantic Redevelopment Board, based upon high quality urban design, architecture and planning concepts.</p>

	Land Use	FAR/Density	Building Coverage/ISR	Intent
				Interim or existing permitted uses shall continue to be allowed under current zoning or any appropriate rezoning to a traditional zoning district.
4	Riverfront Mixed Uses	FAR = 2		<p>Restaurants with outdoor terraces overlooking the river, public and private docks and wharfs to accommodate water taxis, eco-tourism boats, marina slips and short-term tie ups; short-term or interim parking, residential uses including single-family for historic properties and Level III on other properties, bed and breakfast, retail shops, professional and business services, various combinations for lodging (residential, time share and hotels) and entertainment.</p> <p>The mixture of uses shall only be allowed through a review and approval process that is based on the following concepts: The lots containing the historic (industrialist) houses, as noted on the Generalized Future Land Use Map as a historic site, will only be allowed a mixture of uses and intensification of the site (or sites combined) if the historic property is saved and/or restored and the architecture is integrated into the new buildings and site work; It will be expeditiously reviewed for approval by Main Street/South Atlantic Redevelopment Board, based upon high quality urban design, architecture and planning concepts.</p> <p>Interim or existing permitted uses shall continue to be allowed and approved, based upon current zoning or any appropriate rezoning, to a traditional zoning district.</p>

	<b>Land Use</b>	<b>FAR/Density</b>	<b>Building Coverage/ISR</b>	<b>Intent</b>
5	Transitional Overlay	FAR = 1		Existing residential uses, off-street parking lots, parks, plazas, and limited commercial uses
6	Commercial Mixed Use	FAR = 3 40 du/ac		
7	Boardwalk Entertainment	FAR = 3		Music theaters, bars, pubs, delis, second level outdoor uses, amusement uses/arcades, active exciting rides, F.E.C. uses of all types, the pier uses, i.e., fishing, helicopter rides, spotlight shows that meet FAA approval, gondola rides, retail, music theater and FEC uses; retail, restaurants, public plaza space, second level enclosed used based on urban design architecture and planning criteria approved with a coordinated boardwalk design concept including high intensity category uses, hotels/motels/condo hotels, time share/interval ownership/vacation club
8	Office/Residential Transition	FAR = 2 20 du/ac		Business and professional facilities, residential developments
9	Riverfront Lodging	FAR = 5		Residential uses of various types and densities up to Level III densities, timeshare/interval ownership, vacation, hotels, motels, public riverfront parks and plazas, restaurants integrated into, and designed as a small component of a larger project, parking
10	Surfside Village	FAR = 1		Single-family permitted by right, multi-family and office uses permitted as conditional uses.  Regulatory emphasis including: building housing code enforcement, mandatory maintenance of buildings, lawns and lots; creation of a Historic District, incentive programs to spur improvements, public parks, plazas, pedestrian ways, parking, churches

	Land Use	FAR/Density	Building Coverage/ISR	Intent
11	Level 1 Residential	8 du/ac		
12	Level 2 Residential	20 du/ac		
13	Level 3 Residential	40 du/ac		
14	Linear Ocean Park uses			Natural dune landscape, wood surfaces, boardwalk type bench event terraces for programmed events
15	Public Institutional	FAR = 2		Public parks, mom-profit cemeteries, churches and other public/semi-public types of uses
16	E-Zone Overlay			Hotels, lodging, retail, restaurants, amusements, convention center, parking garages and surface parking lots, single-family residential, multi-family residential, beach town square, visitor center, cultural attraction and public auditorium (Ord 12-159)
<b>Midtown Area</b>				
1	Level 1 Residential	8 du/ac		
2	Level 2 Residential	20 du/ac		
3	Commercial – Retail	FAR = 3 40 du/ac		Retail establishments
4	Commercial – Transitional	FAR = 2 40 du/ac		Retail, personal services, office, and multi-family uses
5	Mixed-use Medium Intensity	FAR = 6 40 du/ac		Ground-floor retail uses, such as shops and restaurants, professional offices, entertainment uses, such as multi-screen theaters, service uses that provide goods and services for neighborhood residents, multi-family residential uses, public passive and active parks and plazas, public parking (garage and surface)  Developments should be consistent with the Midtown Master Plan and be designed with an urban form and generally not include auto related uses.

	<b>Land Use</b>	<b>FAR/Density</b>	<b>Building Coverage/ISR</b>	<b>Intent</b>
6	Industrial – Local Service	FAR = 1		Light industrial and service-related activities catering to local markets
7	Government/Institution - Schools	FAR = 1		Location of sizable educational facilities including public schools
8	Parks/Recreation			Location of public parks

## 8. ECONOMIC ELEMENT

### Goals, Objectives and Policies

#### GOAL 1 BUSINESS AND EMPLOYMENT

**Retain, expand and attract industries, companies and businesses that provide high paying jobs with benefits for residents and that would create opportunities for business spin-offs and expansions, particularly those that would establish the City of Daytona Beach as a center for high technology design.**

**Objective 1.1 Retain, expand and attract industries, businesses and jobs, particularly in the City's targeted industries, such that the area average annual wage increases from the previous year.**

Targeted Industries include: telecommunications, environmentally clean manufacturing, information technology, medical products, treatment and technology, boating, marine production and supplies, automotive and speed related sports industry i.e. motor sports, golf, tennis, aviation and related events.

**Policy 1.1.1** Increase the percentage of higher paying industries and jobs such that the average annual wage increases from the previous year.

**Policy 1.1.2** Increase the number of industries, business and jobs in the identified Targeted Industries such that the average annual wage increases from the previous year.

**Policy 1.1.3** The City's Economic Development website shall link to various Federal, State, and local business incentives, programs and resources, to assist businesses to remain in or locate to the City.

**Policy 1.1.4** The City's Economic Development Advisory Board (EDAB) and staff will receive and review reports and information from the County and the Chamber, usually quarterly, to evaluate the success of their programs to (1) assist the City to increase the average annual wage from the previous year and (2) increase the number of jobs in Targeted Industries and (3) other activities.

**Policy 1.1.5** Biennially, starting in November, the EDAB will assess the City's strengths, weaknesses, opportunities and threats (SWOT) with regards to whether the City is competing successfully for economic development and the Board's structure, staff, and processes to implement goals and objectives.

**Policy 1.1.6** Market and promote the advantages of locating business within the City's "special" areas, e.g. Brownfield, CRA, and Opportunity Zones

**Policy 1.1.7** The EDAB shall encourage development of pre-permitted "shovel ready" building sites.

**Policy 1.1.8** Facilitate and support opportunities for business spin-offs, expansions and/or recruitment particularly in Targeted Industries.

**Policy 1.1.9** Encourage Volusia County and the Chamber to pursue opportunities to add targeted industries and high paying jobs in the City.

**Policy 1.1.10** Solicit help from various colleges and universities to assist in providing information to their alumni about opportunities to do business here in the City of their alma mater, thereby, helping to encourage business spin-offs, expansion and attraction of international businesses to the area.

**Objective 1.2 Economic Base**

Encourage a diversification of the City's economic base so that light industrial and business employment and other clear basic economic activities will increase. **(Ord. 09-278)**

**Policy 1.2.1** Attract regional and national headquarters of new and/or expanding sports-related business through pursuing grants and supporting the Volusia County Economic Development Council.

**Policy 1.2.2** Although light industrial development is highest priority, the City shall also assist in the development of high-quality family tourist/entertainment complexes; i.e. resort hotels, amusement parks, marinas, performing arts theaters, and other cultural facilities by maintaining appropriate development incentives. **(Ord. 25-320)**

**GOAL 2 TOURISM**

**Increase the number of tourists visiting, staying longer, and spending more dollars in the City through more family friendly activities, quality hotel, convention and meeting spaces, attractions, recreational and competitive sports activities.**

**Objective 2.1 Increase from the previous year the number of tourists visiting, staying longer and spending more dollars based on data to be provided by the Daytona Beach Area Convention and Visitors Bureau (CVB).**

The number of tourists shall be increased through more family friendly activities, new construction and/or rehabilitation of quality convention and hotel space, parks, entertainment variety, attractions and themed areas, expansion of recreational and competitive sports activities and venues, and by facilitating the effective marketing of area assets and cultural activities.

**Policy 2.1.1** Assist entities involved in marketing, entertainment or tourism to enhance coordination of activities and grow conferences, exhibitions and arts and cultural events.

**Policy 2.1.2** The City shall promote new construction and/or rehabilitation of parking areas, quality hotels, attractions, convention facilities and meeting spaces.

**Policy 2.1.3** Through public/private partnership, facilitate the construction of parking, family friendly projects and entertainment centers.

**Policy 2.1.4** Annually sponsor a joint meeting of the Chamber of Commerce, Volusia County, Convention and Visitors Bureau, other tourism related committees, and the Halifax Area Advertising Association (HAAA) to better coordinate plans to market area assets and recruit local, state, national and other organizations to hold their events in the City. **(Ord. 09-278) (Ord. 25-320)**

**Policy 2.1.5** Assist the Convention and Visitors Bureau, and other tourism related committees in developing programs for the targeted marketing of golfing events, pre- and post- speed week racing venues, and regional facilities to attract national and international visitors to golfing, rowing, sailing, fishing, biking, racing (touring motorsports), and other sporting and recreational events. **(Ord. 25-320)**

**Policy 2.1.6** Work with and the Convention and Visitors Bureau, Educational Institutions, Historical Sites and Arts and Cultural Organizations to develop marketing programs to attract national and international visitors to elder hostels, ecotourism and other programs based on our educational, historical, and cultural facilities.

**Policy 2.1.7** The City shall facilitate the development of motor sports and car related events such as antique car and auto shows, boat shows and other related events.

**Policy 2.1.8** Work with the major tourism recruitment groups such as the Halifax Area Advertising Association (HAAA) and the Convention and Visitors Bureau (CVB) to adopt a goal of producing, promoting and supporting events .

**Policy 2.1.9** Encourage economically viable events that will provide funding for City services and minimize the impact on surrounding neighborhoods.

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- GOAL 3            QUALITY OF LIFE**
- Increase the awareness of existing resident and tourism opportunities and the enhancement and/or creation of additional assets to improve the overall quality of life, including sports facilities and events, entertainment, recreational, and cultural choices particularly related to the areas of history, culture, food and music.**
- Objective 3.1    Annually, in January, the City shall evaluate and promote awareness of existing and newly created tourism opportunities/assets and activities particularly related to the arts, history, culture, food and music.**
- Policy 3.1.1    The City shall continue to update the Master Events Calendar on the City's website for residents and visitors. (Ord. 09-278)**
- Policy 3.1.2    Support the promotion of the Museum of Arts and Sciences (MOAS) as a Daytona Beach cultural magnet on an annual basis and assist in the development of international exhibitions and promotions.**
- Policy 3.1.3    Encourage heritage and cultural resources and the marketing of same. Such resources include artists' districts, ethnic food festivals, music festivals and poetry readings.**
- Policy 3.1.4    Evaluate all potential historic neighborhoods for listing on the National Register of Historic Places to preserve, protect, and redevelop neighborhoods.**
- GOAL 4            Attract and facilitate business startups and expansions in all business and industrial districts through business incentives, education, public safety, safe and buffered neighborhoods and streamlined permitting services.**
- Objective 4.1    Based on the City's Occupational Licenses increase the number and/or size of businesses in all the City's business and industrial districts in order to enhance the appraised value of property in the City.**
- Policy 4.1.1    Contact all existing businesses and all potential businesses within the City to make them aware of all redevelopment district and Opportunity Zone advantages, job creation, business expansion, building improvement, and tax incentives.**
- Policy 4.1.2    Continue to create and fund incentives, such as the Façade and Remodeling Grant Programs to assist and enhance the appeal and appearance of eligible businesses.**
- Policy 4.1.3    Explore providing additional assistance to businesses located in the City that may be hired or selected as qualified vendors for the City.**
- Policy 4.1.4    Enforce existing land development codes for minimum appearance standards, off-site signs, and sign ordinances for all major corridors to insure property owners' investment and help to create the reality and perception of safe neighborhoods and a safe community.**
- Policy 4.1.5    Encourage property owners to redevelop and expand the Boardwalk in conjunction with new development north and south of the Main Street Pier.**
- GOAL 5            EDUCATIONAL RESOURCES**
- Assist in developing educational resources in the City as a key asset for economic growth and a valuable building block for the community.**
- Objective 5.1    Seek opportunities to partner with educational institutions to assist local businesses, research and business recruitment and support increases in the capacity of local educational institutions commensurate to meet the future needs of residents, local businesses and industry.**
- Policy 5.1 1    Coordinate when possible public and private educational institution's facility improvement with the City's capital improvement programs to maximize the benefits of these investments by both parties.**

- Policy 5.1.2** Encourage the school system to survey area industries and provide vocational training that would help ensure that local and potential businesses would have a pool of qualified employees.
- Policy 5.1.3** Promote additional courses to assist engineering and manufacturing efforts within the City through the CareerSource Flagler Volusia’s Education and Industry Consortium (EIC).
- Policy 5.1.4** The City shall encourage the development of occupational courses for students and for employees in high salary level jobs with benefits for residents.
- Policy 5.1.5** The City shall encourage a better dialog between the City elected officials and the School Board by sponsoring an annual meeting. **(Ord. 25-320)**

**GOAL 6      INFRASTRUCTURE**

**The City will anticipate and have ready transportation, communication, utility, and infrastructure improvements needed to ensure quality of life and economic growth.**

- Objective 6.1** **Annually evaluate the Five-Year Capital Improvement Element of the City’s Comprehensive Plan and any other major infrastructure investments to assess how the existing and future user needs are being met to ensure a superior quality of life and business growth.**
- Policy 6.1.1** Encourage the growth of the Daytona Beach International Airport and expansion of the cargo capabilities of the airport. Growth shall be measured by increases in passengers and destinations and expansion in cargo capabilities and fares.
- Policy 6.1.2** The City shall continue to support development of a Research Park at Embry-Riddle University and the Airport and utilization of the Airport’s free trade zone.
- Policy 6.1.3** The City shall encourage VOTRAN (Volusia County’s public transportation system) to develop a plan to expand the Park and Ride program and to expand hours and frequency particularly when connecting to hotels, attractions and work centers. **(Ord. 09-278)**
- Policy 6.1.4** The City shall continue to support efforts to obtain a station for an I-4 passenger rail system.
- Policy 6.1.5** Work with Florida East Coast Railroad, Amtrak and others to improve and ensure heavy rail access to the City and Opportunity Zones.
- Policy 6.1.6** Support continued funding to handle existing and future growth of the City’s water and sewer systems and stormwater management.
- Policy 6.1.7** Establish a policy of an assessment of districts for the purpose of maintaining and improving existing and new streetscape and infrastructure projects in the City.
- Policy 6.1.8** Capital improvement funds shall be budgeted in accordance with the ability to be used as matching funds for grants to restore, enhance, and expand infrastructure, public parks, waterfront access, public parking, waterfront circulation, entertainment, recreational and sporting facilities, and the arts.
- Policy 6.1.9** Seek funding to restore, enhance, and expand public parks, beachfront access, public parking, beachfront circulation, entertainment, recreational, and sporting facilities.
- Policy 6.1.10** The City shall ensure that telecommunication towers and developments are designed in the best interest for public allocation, location, and appearance.

## 9. HISTORIC AND CULTURAL FACILITIES ELEMENT

### Goals, Objectives and Policies

**GOAL 1** To make available cultural facilities and programs that meets the needs of the community.

**Objective 1.1 Needs Assessment**

The City shall analyze issues relating to existing and future needs of the community for cultural and historical facilities and activities.

**Policy 1.1.1** Every ten (10) years, the City shall complete an assessment for the cultural needs of the entire community. (*Ord. 25-320*)

**Objective 1.2 Cultural Facilities Enhancement**

The City shall facilitate the provision of adequate cultural facilities by providing leadership to support and nurture future and current facilities.

**Policy 1.2.1** The Arts and Entertainment Committee shall coordinate with the Peabody Auditorium Advisory Board to consolidate efforts to maintain and expand cultural opportunities in Daytona Beach. Functions of the committees include serving as a clearing house in order to be proactive in procuring grants for community wide events, developing long-range planning goals, and encouraging joint-programming efforts. The committees will work closely with City staff.

**Policy 1.2.2** The City recognizes and values the contributions made by the following organizations and facilities in order to improve cultural and historical opportunities for the residents and visitors of Daytona Beach:

Art League of Daytona Beach  
Blodgett House  
Daisy Stocking Park Bandshell  
Daytona Beach Bandshell (Ocean Front)  
Daytona Beach Choral Society  
Daytona Beach Manatee Island  
Daytona State College (DSC) Cultural Arts Program  
Daytona State College Lively Arts Center  
Daytona State College Southeast Museum of Photography  
Daytona Beach Peabody Auditorium  
Daytona Beach Symphony Society  
Daytona Playhouse  
Friends of the Bandshell  
Halifax Historical Society Museum  
Hotchkiss House  
Howard Thurman Home  
Jackie Robinson Ball Park  
Josie Roger's Home  
Lillian Place  
Mary McLeod Bethune Performing Arts Center  
Museum of Arts and Sciences, Inc.  
Mary McLeod Bethune Home  
Old Daytona Historic District  
Surfside Village  
Tarragona Arch  
Visitors and Convention Bureau

**Policy 1.2.3** The City shall continue support the State historic, tourism, and cultural Matching Grant programs and seek to leverage federal, state and other funds to match the City's capital and other programs.

**Policy 1.2.4** The City will coordinate with the Convention and Visitors Bureau to continue to create pamphlets identifying cultural and historical destinations in Daytona Beach.

**Objective 1.3 Art Districts**

The City shall provide incentives to cause the establishment of art districts in redevelopment areas which allow artists to live and work in studios conducive to their craft.

**Policy 1.3.1** Dedicate redevelopment funding to provide banners creating a festive arts atmosphere.

**Objective 1.4 Art in Public Places**

The City shall provide locations for works of art to be viewed and enjoyed by the public.

**Policy 1.4.1** The City shall create a sub-committee to select various public locations throughout the City acceptable for displaying sculptures, statues and other works of art.

**Policy 1.4.2** The sub-committee shall be charged with choosing pieces of art which will be semi-permanent and change based on a predetermined schedule.

**Policy 1.4.3** The City shall create an ordinance directing up to 1% of the construction cost of any City public building for the purchase of art to be selected by an Art in Public Places committee. The ordinances for Volusia County and State of Florida shall be used as a model.

**GOAL 2 To preserve and protect the City's historic and cultural resources**

**Objective 2.1 Historic Districts and Sites**

The City shall maintain and expand when appropriate its Historic Districts and sites, and associated Historic Preservation Ordinance. The City shall continue to have a historic preservation board. The City shall maintain and expand when appropriate its local register of historic places. The City shall maintain the nine (9) existing National Register Historic Districts. The City shall continue to evaluate the potential for creation of additional districts.

**Policy 2.1.1** The City shall continue to have a historic preservation board. The City shall continue to review properties in the City to determine if its local register should be expanded. The City shall require a certificate of appropriateness before any designated historic property is altered, demolished or relocated. The City shall allow special uses of historic properties to encourage the preservation of such properties.

**Policy 2.1.2** Maintain land use practices that are compatible with and protect historic resources, and to notify owners of historic structures of programs available to restore such structures as referred in specific zoning districts.

**Policy 2.1.3** The historic district zoning provisions relative to the South Beach Street Historic District shall be maintained to encourage single-family residential use of these structures; related thereto. The City shall continue to work with neighborhood leaders to implement a program of "neighborhood confidence building".

**Policy 2.1.4** The principles contained in Housing Element Policy 1.2.7 shall guide the City's conservation, rehabilitation, and demolition programs,

The City shall continue historic area programs and investigate new areas for historic designation.

**Policy 2.1.5** Continue to assist the preservation of historically significant buildings and districts through national landmark, national register, local or individual historic district designations.

**Policy 2.1.6** The City shall provide funding to place significant publicly owned historical sites on the National Register of Historic Places and pursue grant funding to assist in the preservation of the site and development of appropriate museum, recreational, entertainment or educational facilities.

**Policy 2.1.7** Assist the Ocean Center Convention Center, Convention and Visitors Bureau, and other entities involved in marketing, entertainment or tourism to enhance coordination of activities and grow conferences, exhibitions and arts and cultural events.

- Policy 2.1.8** Work with the Convention and Visitors Bureau, Educational Institutions, Historical Sites and Arts and Cultural Organizations to develop marketing programs to attract national and international visitors to elder hostels, ecotourism and other programs based on our educational, historical, and cultural facilities.
- Policy 2.1.9** Support the promotion of the Museum of Arts and Science (MOAS) as a Daytona Beach cultural magnet on an annual basis and assist in the development of international exhibitions and promotions.
- Policy 2.1.10** Encourage heritage and cultural resources and the marketing of same. Such resources include artists' districts, ethnic food festivals, music festivals and poetry readings.
- Policy 2.1.11** Evaluate all potential historic neighborhoods for listing on the National Register of Historic Places to preserve, protect, and redevelop neighborhoods. Coordinate private and public support for the passage of the Federal Tax Credit Program for historic homes.
- Policy 2.1.12** Evaluate and update regulations affecting use of historic structures to encourage investment and stability in the historic districts.
- Policy 2.1.13** Develop incentives program that assists the preservation of historically significant buildings or contributing buildings to locally designated historic districts. **(Ord. 25-320)**

## 10. INTERGOVERNMENTAL COORDINATION ELEMENT

### Goals, Objectives and Policies

**GOAL 1** To maintain or establish processes to ensure coordination with other governmental entities where necessary to implement this plan.

**Objective 1.1 Comprehensive Plan Coordination**

Coordinate the City's Comprehensive Plan with all adjacent governmental entity comprehensive plans by City attendance at a majority of all meetings of agencies established to provide for interlocal cooperation and coordination, including but not limited to Volusia Growth Management Commission (VGMC), Volusia-Flagler Transportation Planning Organization (VFTPO) and the VFTPO Technical Coordination Committee (TCC). *(Ord. 09-278)*

**Policy 1.1.1** City officials shall maintain liaison with the County Planning Department and the five contiguous municipalities relative to any major development impacts along common boundaries by sending them notices of land use plan amendment applications, and using the Volusia Growth Management Commission as a coordination forum.

**Policy 1.1.2** The City shall continue to maintain active participation in the VGMC and other area organizations to monitor the comprehensive plans of Volusia County and the municipalities to ensure consistency and mitigate potential impacts.

**Policy 1.1.3** Regular attendance at VFTPO and TCC meetings shall be used to coordinate transportation planning.

**Policy 1.1.4** The City will continue to coordinate with the Volusia County School Board to locate future school facilities within the City.

**Policy 1.1.5** The City will continue to be an active member of the VFTPO to assure a voice on hurricane evacuation planning.

**Policy 1.1.6** Support the work of the East Regional Volusia Water Authority in planning solutions for the regional management of water resources. *(Ord. 09-150) (Ord. 11-239)*

**Policy 1.1.7** The City will maintain a water supply facilities work plan that is coordinated with SJRWMD's District Water Supply Plan by updating the work plan within 18 months of an update to the SJRWMD District Water Supply Plan that affects the City. *(Ord. 09-150) (Ord. 11-239)*

**Policy 1.1.8** The City shall provide an annual status report for the SJRWMD that documents all the activities taken to develop alternative water supplies working as a separate entity or in conjunction with other entities. *(Ord. 09-150) (Ord. 11-239) (Ord. 23-403)*

**Policy 1.1.9** The City will continue to work in coordination with the SJRWMD to identify and implement alternative water supplies and water conservation policies and programs. *(Ord. 09-150) and (Ord. 11-239) (Ord. 23-403)*

**Policy 1.1.10** The City shall coordinate with the County to maintain a comprehensive program responsible for educating businesses and residents about the City and County's current water conservation policies, the fragility of the aquifer, methods to reuse and conserve water, and benefits of water efficient landscaping. *(Ord. 09-150) (Ord. 11-239) (Ord. 23-403)*

**Policy 1.1.11** The City will maintain appropriate interlocal agreements with surrounding municipalities (South Daytona Beach, Daytona Shores, and Ormond Beach) that addresses water service areas and the efficient provision and distribution of potable water and reclaimed water to the City's water and reclaimed service area. *(Ord. 09-150) (Ord. 11-239)*

**Objective 1.2 Implementation Coordination**

Coordinate City Plan implementation with other governmental agencies on a formal basis as specifically outlined in the Intergovernmental section of each element; measurability shall be achievement of specific agreements identified herein.

**Policy 1.2.1** The City Manager or the most appropriate department head or city employee shall oversee the implementation of the intergovernmental recommendations outlined in this Plan, providing information to other public entities as necessary. These recommendations are hereby incorporated as policies within this Element. **(Ord. 25-320)**

**Policy 1.2.2** The City shall use the East Central Florida Regional Planning Council (ECFRPC) mediation process should any conflicts arise, that cannot be solved through the VGMC or VFTPO.

**Policy 1.2.3** The City Manager or designee shall monitor the water and sewer service area interlocal agreement with the County and other participating jurisdictions to help avoid any annexation issues.

**Policy 1.2.4** The City shall use interlocal agreements with the County as vehicles to achieve coordinated planning and implementation relative to the Halifax River estuary, including water sampling and drainage improvements. **(Ord. 23-403)**

**Policy 1.2.5** The City shall encourage the siting and collocation of public schools and other public facilities as permitted land uses. To the maximum extent possible, new public facilities shall be located, designed, and constructed on or adjacent to library, community center, park and/or recreational facilities.

**Objective 1.3 Level of Service Standards Coordination**

Assure level of service standards coordination with other governmental entities by continuing City representation on the VFTPO (and thus liaison with FDOT), and formal agreements with Volusia County for solid waste disposal; termination of such formal agreements would be measurable.

**Policy 1.3.1** In particular, City officials shall work with all agencies involved in establishing roadway level of service standards to identify acceptable standards, special transportation designations and project funding.

**Policy 1.3.2** The City shall continue to refine its agreements with the County and private haulers relative to solid waste collection and disposal and will seek to establish appropriate agreements regarding use of the County landfill.

**Objective 1.4 Joint-Planning and Infrastructure Areas**

The City shall coordinate with Volusia County, the Volusia Council of Governments, the Volusia Growth Management Commission and any other jurisdiction as appropriate to establish a more comprehensive and integrated annexation process and create and adopt a Joint Infrastructure Areas Map.

**Policy 1.4.1** The City's annexation process shall require the following data and procedures:

- Advance notice of an annexation to the County and other interested parties.
- An accurate legal description and delineation of the area to be annexed.
- Statement of State Law Compliance.
- Demonstrate the City's ability to serve the area.
- Demonstrate consistency with the City's Comprehensive Plan.
- Coordination with the State Comprehensive Plan Amendment Review Process.

**Policy 1.4.2** Joint Infrastructure Service Areas

The City shall coordinate with adjacent jurisdictions to develop a Joint Infrastructure Service Area Map to delineate service areas and to help eliminate duplication of services. **(Ord. 09-278)**

**Policy 1.4.3** Municipal Service Areas

Pursuant to Chapter 171, Part II, Florida Statutes, Volusia County and the City of Daytona Beach have established an Interlocal Service Boundary Agreement (ISBA) recorded and effective on July 5, 2017. The agreement allows the City to annex properties within the Joint Planning Area that would not otherwise be eligible for annexation subject to the provisions established in the ISBA. All development requirements have been met. **(Ord. 17-320)**

## 11. CAPITAL IMPROVEMENT ELEMENT

### Goals, Objectives and Policies

**GOAL 1** To undertake capital improvements necessary to keep its present public facilities in good condition and to accommodate new development, within sound fiscal practices.

**Objective 1.1 The Annual Capital Improvement Program Process**

As it prepares its five-year capital improvements program and annual capital budget each year, the City will utilize the Comprehensive Plan's Capital Improvement Element for guidance.

**Policy 1.1.1** The operating budget shall continue to accommodate annual systematic replacements such as police cars while the Capital Program and budget shall continue to be used for long-term replacements particularly water and sewer equipment upgrades, street reconstruction, redevelopment projects and any major City construction projects.

**Policy 1.1.2** The City staff will present studies and recommendations regarding capital improvement needs to the City Commission, whereby the City Commission can establish goals and objectives, which shall be the basis of the City's Capital Improvement Program.

**Policy 1.1.3** The City's fiscal policies for directing capital expenditures shall use the following criteria to set priorities in evaluating projects, as per Future Land Use Element and other elements:

1. Public Hazards: for example, replacement of water supply equipment.
2. Environmental Hazards: prime examples are sewage treatment, reuse expansion, and stormwater improvements that reduce pollution particularly in the Halifax River. **(Ord. 09-150) (Ord. 11-239)**
3. Redevelopment: projects that enhance the Downtown, Main Street, Ballough Road, Midtown, and South Atlantic Redevelopment Areas.
4. Deficiencies: elimination of any public facility capacity deficits not covered under items 1-3.
5. Western Growth: projects that assist the orderly western extension of development.
6. Neighborhood Revitalization: projects that enhance the Community Development Block Grant (CDBG) target areas, particularly Neighborhoods G, H and I.
7. Basin Management Action Plan projects to achieve the pollutant load reductions in the City, pursuant to s. 403.067(7).

In setting priorities within these subject areas, the following additional criteria shall be used:

- Ability to finance: can the project be funded without the need for additional bonding or significant increase in the annual Capital Project Fund amount?
- Job and tax base: does it further tourism or other job and tax base goals which in turn benefit the General Fund?
- County, State or Water Management District projects: does it support or leverage state funds such as improvements to State highways?

**Policy 1.1.4** Continue to pursue a prudent policy in terms of borrowing for major capital improvements; in no case borrow more than 15 percent of the total assessed value for general obligation bond issues.

**Policy 1.1.5** Capital improvements identified in the Water Supply Work Plan that the City determines are required to meet deficiencies in potable water service or level of service standards for potable water set forth in this Comprehensive Plan, will be included in the Capital Improvement Element's Capital Improvement Schedule, and identified as either funded or unfunded and given a level of priority for funding. **(Ord. 11-239)**

**Objective 1.2 Level of Service**

The City's concurrency management system shall be utilized to determine current levels of service and to identify capital facility needs.

**Policy 1.2.1** Sanitary sewer: the City sanitary sewer collection and treatment system shall accommodate an average daily flow of at least 150 gallons per person per day. **(Ord. 11-239)**

**Policy 1.2.2** Solid waste: the City contractor's trucks and the County disposal system shall be able to accommodate the hauling needs of the City and support the City's LOS standard for solid waste. **(Ord. 09-278) (Ord. 25-320)**

**Policy 1.2.3** Potable water: the City's water system shall provide 150 gallons per person per day. The residual main pressure shall be a minimum of at least 20 pounds per square inch with adequate system storage capacity to meet design criteria for fire protection. **(Ord. 11-239)**

**Policy 1.2.4** **Drainage:** Off-site facilities shall accommodate runoff from a 6.5 inch rainfall of 24-hour duration which is a 5 year frequency storm; new developments shall meet Class A standards, i.e. stormwater levels at or below edge of roadway pavement while the eastern urbanized area shall meet Class B, i.e. more than one-half of the roadway width above water. The development code shall detail this distinction. All storm sewer reconstruction in areas of Type "A" Soils shall include exfiltration pipes to reduce drainage flows into waterbodies.

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

**Policy 1.2.5** Parks: the City shall maintain a park and open space level-of-service standard of 3.5 acres per 1,000 permanent resident population. The following recreation facility development level-of-service standards will be adopted:

<u>Recreation Facility</u>	<u>LOS Standard</u>
Tennis Courts	1/3,000
Basketball Courts	1/3,000
Ball fields	1/4,000
Swimming Pools	1/30,000
Racquet/Handball Courts	1/15,000
Fitness Trails	1/40,000
Golf Course (18H)	1/30,000
Gymnastics Center	1/60,000
Football Stadium	1/60,000

**(Ord. 09-278)**

**Policy 1.2.6** Traffic Circulation:

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

<u>Functional Classification</u>	<u>Minimum Level of Service</u>
Local Roads	E
Limited Access Highways	D
Primary Arterials	D
Minor Arterials and Collectors	E

**Policy 1.2.7** Mass Transit:

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

**Fixed Route Transit Level of Service Thresholds**

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

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

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

Source: Volusia County Transit Development Plan 2007-2016

**Policy 1.2.8** The City shall maintain a system to annually monitor the impact of development upon the level-of-service standards.

**Objective 1.3 Private Development Financing of Infrastructure**

Maintain a concurrency management system that outlines how future development projects will pay their fair share of the public improvement needs they generate; see policies for specifics.

**Policy 1.3.1** The Land Development Code shall maintain a site plan review process that requires on-site detention and drainage structures acceptable to regional environmental agencies.

**Policy 1.3.2** The City shall maintain the Land Development Code provisions that require mitigation of adverse impacts on the City's levels of service in order to obtain development orders. Such provisions include the private financing of public improvements.

**Policy 1.3.3** The City shall continue to use tax increment financing as a means to help fund improvements within the redevelopment areas and implement the City's Community Redevelopment Area (CRA) plans.

**Policy 1.3.4** The City shall maintain requirements specifying the public/private cost sharing of water and sewer line extensions with developers paying a percentage of the cost except in special circumstances.

**Objective 1.4 Concurrency**

Maintain a concurrency management system that ensures that public facilities and services necessary to support development are funded in a timely manner and that ensures implementation of improvements recommended in other elements. **(Ord. 09-278)**

**Policy 1.4.1** The development code shall be maintained in a manner that contains provisions which specify that no development order shall be issued unless the public facilities necessitated by the development (in order to maintain level of service standards) will be in place or will be available in accordance with Florida law concurrent with the impacts of the development.

**Policy 1.4.2** Statutory (Section 163.3167) (8), F.S.) and Common Law or equitable estoppel vesting shall form the basis for any consideration of vesting development rights in the City's Concurrency Management System.

**Objective 1.5 Coastal High Hazard Area**

The City shall ensure that future development will minimize the exposure of population and property to storm damage by restricting development in Coastal High Hazard Areas, curtailing public funding of facilities within these areas, and aligning public funding with the Conservation and Coastal Management Element of the Comprehensive Plan.

**Policy 1.5.1** City-funded public facilities shall not be built in the Coastal High Hazard Area, unless the facility is for public access, resource restoration, or an existing public-private partnership such as fishing piers that have private concessions on them.

**GOAL 2 Coordinate with the School Board to provide for a financially feasible public school facilities program. (Ord. 08-169)**

**Objective 2.1 Level of Service Standards**

The City shall ensure that all levels of service as stated in this Element and the Public School Element of this Comprehensive Plan are maintained.

**Policy 2.1.1** The City shall coordinate with the School Board to ensure the level of service is maintained.

**Policy 2.1.2** The uniform, district-wide level of service standard is as follows:

- Elementary Schools: 115% of permanent FISH capacity for the concurrency service area.
- K- 8 Schools: 115% of permanent FISH capacity for the concurrency service area.
- Middle Schools: 115% of permanent FISH capacity for the concurrency service area.
- High Schools: 120% of permanent FISH capacity for the concurrency service area.
- Special Purpose Schools: 100% of permanent FISH capacity

**Objective 2.2 School Capital Facilities Planning**

The City shall cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with adopted level of service standards for public schools.

**Policy 2.2.1** By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the most current capital facilities plan (Capital 5-Year Work Program) adopted by the Volusia County School District in September of each year. **(Ord. 10-52)**

**Policy 2.2.2** The City shall coordinate with the School Board and adopt development conditions to ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods. **(Ord. 08-169)**

**CAPITAL IMPROVEMENT SCHEDULE**

**12.1 CAPITAL IMPROVEMENT PLAN**

**City of Daytona Beach**  
2023-2028 Schedule of Capital Improvements (Ordinance 23-403)

Project	Project Description	2023-2024	2024-2025	2025-2026	2026-2027	2028-2029	Comp Plan Consistency
<b>WATER/WATER SUPPLY</b>							Water Supply Work Plan/ Infrastructure Element
<b>Potable Water System<sup>1</sup></b>	Storage Improvements Treatment & Pumping Improvements (WTP-1 to WTP-5) Distribution System Improvements (DS-1 to DS4) Fire Flow Improvements	\$3,420,000	\$7,425,000 \$3,420,000	\$3,420,000			
			\$6,402,250	\$6,402,250	\$6,402,250	\$6,402,250	
		\$4,357,250					
<b>Reclaimed Water Projects<sup>2</sup></b>	PS-100 Upgrade New Avalon PS 7.5 MG Tank BPWRF RTP Station & Piping Upgrade PS-70 Upgrade PS-40 Upgrade PS-80 Discharge Piping Upgrade N. Clyde Morris Blvd. Parallel Pipe N. Williamson Blvd. Parallel Pipe			\$7,000,000	\$7,000,000 \$6,000,000	\$7,000,000 Developer Developer	
		\$778,000					
		\$75,000					
		\$908,000				\$3,409,000	
<b>TOTAL</b>		<b>\$9,538,250</b>	<b>\$17,247,250</b>	<b>\$16,822,250</b>	<b>\$19,402,250</b>	<b>\$16,811,250</b>	

CAPITAL IMPROVEMENTS THE CITY OF DAYTONA BEACH HAS FISCAL RESPONSIBILITY FOR WHICH ARE NECESSARY TO REDUCE EXISTING LEVEL OF SERVICE DEFICIENCIES, REMAIN ABREAST OF REPLACEMENTS AND MEET FUTURE LEVEL OF SERVICE DEMANDS AS SET FORTH IN THIS COMPREHENSIVE PLAN.

<sup>1</sup>Source for Potable Water System projects is the 2019 WSMP (TetraTech, 2019).

<sup>2</sup>Source for PAR System projects is the 2023 Reuse evaluation (Carollo, 2023)

The CIP, and the priority in which they are completed, are continually re-evaluated and subject to revision based on available funding and approval.

## CAPITAL IMPROVEMENT SCHEDULE

- Note 1: Capital Improvements Element policy 1.2.5 calls for maintenance of a level of service standard of 3.5 acres of park land per 1,000 permanent residents. The City's supply of parkland is sufficient to meet this standard for the five-year schedule.
- Note 2: There are no roads the city is fiscally responsible for in the functionally classified transportation system that are currently operating below an acceptable level of service or are projected to be operating below an acceptable level of service during the five-year planning timeframe. For County, State and Federal roadways see Appendix E, the Volusia MPO TIP.
- Note 3: The city is not fiscally responsible for the mass transit system serving the metropolitan area. The mass transit system in Volusia County is funded and managed by the County of Volusia. The city's participation is through the Volusia County MPO. The city's Mass Transit Section of the Transportation Element of this plan reflects this means of service. Volusia County's MPO TIP provides the identification of improvements necessary for the maintenance of adequate levels of service.
- Note 4: The city is not fiscally responsible for the maintenance of adequate solid waste disposal sites. Solid waste disposal facilities are funded and managed by the County of Volusia. The city utilizes a private contractor to collect and dispose of solid waste generated by properties in the city. There are no landfill capacity problems for the time frame of this plan 2025. The city's Infrastructure Element of this plan reflects this provision of service. Volusia County's Comprehensive plan Schedule of Capital Improvements provides the identification of improvements necessary to provide landfill capacity to maintain adequate levels of service.
- Note 5: There are no sewer improvements necessary to maintain adequate levels of service for the period provided in this schedule.
- Note 6: This project is referred to as Project #041210, Potable Water River Crossing. The Funding Source is WIF – Water Impact Fee. The Water Distribution System on the Peninsula is served by four sub aqueous crossings. Three 18-inch diameter crossings and one 14-inch crossing. The 14-inch crossing was installed in the early 1950's and has failed several times in the past 15 years. The water line is currently out-of-service due to three known breaks under the river. The line, due to size, age, and location needs to be replaced. These projects are reflected in the City's 10-Year Water Supply Work Plan CIS, currently under review by the Department of Community Affairs. See Appendix D.
- Note 7: The stormwater projects listed in the CIE are briefly described below:
- North Street Pond Pump Station and Emergency Force main - A pump and force main discharge proposed for the North Street Pond to be used for emergency conditions to provide an outfall for North Street Pond when it is unable to discharge to the Nova Canal system as a result of high stages in the canal. The force main will ultimately discharge into the Root Canal via the Madison Ave. gravity main.
  - Madison Avenue Pipe Debris and De-silting Removal - This project consists of de-silting the Madison Avenue Stormwater System from Aberdeen Street to Root Pond.
  - North Street and Mark Avenue Stormwater Improvements – The proposed project includes three interconnected wet detention ponds, a control structure with a pump to lower pond elevations prior to significant rainfall events, and installation of 7 backflow preventers to keep peak stages from the Nova Road Canal from backing up into the neighborhood. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.
  - Kennedy Road 3<sup>rd</sup>, 4<sup>th</sup>, and 6<sup>th</sup> Street Stormwater Improvements - This project will provide water quality treatment in an area where none currently exist. The conveyance system improvements shall consist of piping the open ditches with upsized pipes to lower the peak stage for the 100-year flood. The street elevations in the area are low and are inundated with excess runoff that cannot enter the Nova Canal. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.

## CAPITAL IMPROVEMENT SCHEDULE

- South Street Stormwater Improvements - The South Street Stormwater Improvement project includes replacing double 93" x 64" corrugated metal stormwater pipes (CMP) constructed in the 1940's from US1 to Beach Street and lining the system in the FDOT right of way. This project is identified in the City's Storm Water Master Plan 1989 and 2006 Update.
  - Midtown Area South of Orange Avenue - Stormwater Remediation and Flood Protection - A phased approach for implementing a series of projects located within the area bounded by Nova Rd., Orange Ave., Ridgewood Ave. and Beville Rd. to mitigate flooding has been developed. The goal of phasing this project is to allow each phase to comprehensively build on the previous phases and increase the level of flood protection for the area. These phases are identified in Preliminary Design Reports by GAI for Storm Remediation and Flood Protection resulting from the 2009 May flood event.
- Phase 1 – Improvements to the Samuel L. Butts Park Drainage Basin
- Construction of a new stormwater storage pond of approximately 11-acres.
  - Install gravity interconnections between all of the existing and proposed ponds.
  - Replacement of the existing Butts Park pump station with a new (elevated) pump station that will send flow into the existing gravity outfall.
  - Improvements to the existing stormwater drainage and collection system to the existing and proposed ponds.
  - Isolation of the existing stormwater system from Nova Canal using backflow preventing valves.
- Phase 2 – Addition of Golf Course Pond & Pumped Stormwater Conveyance
- Installation of an elevated pump station at Butts Park. This pump station will send flow through a new stormwater force main that runs south and east through the City Golf Course along Wilder Boulevard to the Halifax River. Installation of an elevated pump station at a proposed City Golf Course Pond. This pump station will send flow from the proposed City Golf Course Pond and manifold into the proposed stormwater main from the proposed Butts Park Pump Station.
  - Construction of a 12-acre City Golf Course Pond for stormwater storage.
  - Recommendation to purchase three privately owned parcels adjacent to the Nova Canal, located between Jean Street and Caroline Street for the construction of large retention pond. The pond would be interconnected with the existing area pond system.
- Phase 3 – Wilder Ave/ Fairway Estates Area Stormwater Improvements
- Construction of inlets and storm sewers to intercept stormwater at the Fairway Estates and Woodcliff Subdivisions that cannot flow into the Nova Canal when the canal is high during large events.
  - Construction of a pumping station to take intercepted flow towards the east to the golf course pond constructed in Phase 2.
  - Installation of back flow prevention devices on the connections to the Nova Canal from this area in order to keep the canal from backing into the neighborhood.
- Phase 4 – Stormwater Flood Attenuation/Water Quality, Infrastructure Drainage Improvements
- Acquire Property to construct additional ponds in the basin for flood attenuation and water quality benefits.
  - Construct new inlets and storm sewers to intercept stormwater drainage in the basin. Many streets have little to no stormwater conveyance systems.

## 12. PUBLIC SCHOOLS FACILITIES ELEMENT

### Goals, Objectives and Policies

**GOAL 1 Collaborate and coordinate with the School Board of Volusia County to provide and maintain a public education system that meets the needs of Volusia County's current and future population.**

**Objective 1.1 Coordination and Consistency**

The City shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency between the City's comprehensive plan and public school facilities and programs. **(Ord. 25-320)**

**Policy 1.1.1** Pursuant to the procedures and requirements of the adopted interlocal agreement, the City shall coordinate with the School Board on growth and development trends, general population and student projections to ensure that the plans of the School Board and City are based on consistent data.

**Policy 1.1.2** The City shall meet at least annually with representatives from the School District and the other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.

**Objective 1.2 School Facility Siting and Availability**

The City shall coordinate with the School Board on the planning and siting of new public schools and ancillary facilities to ensure school facilities are coordinated with necessary services and infrastructure and are compatible and consistent with the Comprehensive Plan.

**Policy 1.2.1** The City shall coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the Comprehensive Plan. Schools shall be permitted in all future land use classifications except for industrial land use classifications and environmentally restricted land use classifications.

**Policy 1.2.2** Coordination of the location, acquisition, phasing and development of future school sites and ancillary facilities shall be accomplished through the procedures adopted in the interlocal agreement.

**Policy 1.2.3** The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school. If deemed necessary, the parties may enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required improvements.

**Policy 1.2.4** The City shall encourage the School Board to land bank sites for future use as school facilities. The City shall coordinate with the School Board on the acquisition and use of land banked sites in the same manner as established for other sites in order to ensure adequate infrastructure is planned and constructed in advance of school construction.

**Policy 1.2.5** The City shall protect schools and land banked school sites from the adverse impact of incompatible land uses by providing the School District with the opportunity to participate in the review process for all proposed development adjacent to schools.

**Policy 1.2.6** In developing capital improvements plans and programs for public services, the City shall consider required infrastructure to service existing and proposed schools and any land banked school sites.

**Objective 1.3 Enhance Community Design**

The City shall work with the School Board to enhance community and neighborhood quality of life through effective and intentional school facility design and siting that allows school facilities to serve as community focal points that are compatible with surrounding land uses. **(Ord. 25-320)**

**Policy 1.3.1** The City shall coordinate with the School Board on opportunities for the expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

**Policy 1.3.2** The City shall collaborate with the School Board on the siting of public facilities such as parks, libraries, and community centers near existing or planned public schools, to the extent feasible.

**Policy 1.3.3** The City shall look for opportunities to co-locate and share the use of public facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities. Co-located facilities shall be governed by a written agreement between the School Board and the City specifying operating procedures and maintenance and operating responsibilities.

**Policy 1.3.4** The City shall reduce hazardous walking conditions consistent with Florida's Safe Ways to School Program. In conjunction with the School Board, the City shall implement the following strategies:

1. New developments adjacent to schools shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned schools and shall connect to the neighborhood's pedestrian network.
2. New development and redevelopment within two miles of a school shall be required to provide sidewalks within or adjacent to the property for the corridor that directly serves the school or qualifies as an acceptable designated walk or bicycle route to the school.
3. In order to ensure continuous pedestrian access to public schools, the City shall consider infill sidewalk and bicycle projects connecting networks serving schools as part of the annual capital budget process. Priority shall be given to hazardous walking conditions pursuant to Section 1006.23, Florida Statutes.
4. The City shall coordinate with the Volusia-Flagler Transportation Planning Organization (VFTPO) to maximize the funding from the Florida Department of Transportation and other sources that may be devoted to improving pedestrian networks serving schools.

**Policy 1.3.5** The City and School Board shall coordinate with Volusia County Emergency Services on efforts to build new school facilities, and facility rehabilitation and expansion, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

**Objective 1.4 Coordinate Comprehensive Plan Amendments and Development Orders with School Capacity.**

Manage the timing of new development to coordinate with adequate school capacity as determined by the Volusia County School District.

**Policy 1.4.1** The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of Comprehensive Plan amendments and other land use decisions including but not limited to developments of regional impact School Board review shall follow the policies and procedures set forth in the interlocal agreement.

**Policy 1.4.2** If applicable to the County School System, amendments to the future land use map shall be coordinated with the School Board and the Public School Facilities Planning Maps.

**Policy 1.4.3** Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not

approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

**GOAL 2 Implement Public School Concurrency:**

**The City shall assure the future availability of public school facilities to serve new development consistent with the adopted level of service standards. This goal will be accomplished recognizing the School District's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools and the (local government's) authority for land use, including the authority to approve or deny Comprehensive Plan amendments re-zonings or other development orders that generate students and impact the public school system. The City shall operate and maintain in a timely and efficient manner adequate public facilities for both existing and future populations consistent with the available financial resources.**

**Objective 2.1 Level of Service Standards**

The City through coordinated planning with the School District and implementation of its concurrency management system shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard within the period covered by the five-year schedule of capital improvements. These standards and the concurrency management system shall be consistent with the interlocal agreement approved by the School Board and the local governments in Volusia County.

**Policy 2.1.1** The level of service standards for schools shall be applied consistently by all the local governments in Volusia County and by the School Board district-wide to all schools of the same type.

**Policy 2.1.2** Consistent with the interlocal agreement, the uniform, district-wide level-of-service standards are set as follows using FISH capacity based on the traditional school calendar:

1. Elementary Schools: 115% of permanent FISH capacity for the concurrency service area
2. K-8 Schools: 115% of permanent FISH capacity for the concurrency service area.
3. Middle Schools: 115% of permanent FISH capacity for the concurrency service area
4. High Schools: 120% of permanent FISH capacity for the concurrency service area.
5. Special Purpose Schools: 100% of permanent FISH capacity.

**Policy 2.1.3** For schools considered constrained, pursuant to the Volusia County Interlocal Agreement, 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.

**Policy 2.1.4** The City and School Board recognize and agree that short-term changes in enrollment unrelated to new development approvals can and do occur and that students enrolling in their assigned school will be accepted consistent with the School District's constitutional obligations regardless of the utilization levels at the assigned school. **(Ord. 25-320)**

**Policy 2.1.5** If there is a consensus to amend any level of service, the amendment shall be accomplished by execution of an amendment to the interlocal agreement by all parties and the adoption of amendments to each local government's comprehensive plan. The amended level of service shall not be effective until all plan amendments are effective and the amended interlocal agreement is fully executed. No level of service standard shall be amended without showing that the amended level of service standard is financially feasible and can be achieved and maintained within the five years of the capital facilities plan.

**Objective 2.2 School Concurrency Service Areas**

The City shall establish School Concurrency Service Areas as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standard. Maps of the School Concurrency Service Areas are adopted in the Volusia County Interlocal Agreement for Public School Facilities Planning.

**Policy 2.2.1** The concurrency service area for elementary schools, middle schools, K-8 schools and high schools shall be represented on the map series with their respective concurrency service area adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference. **(Ord. 25-320)**

**Policy 2.2.2** The concurrency service area for special use schools shall be district wide.

**Policy 2.2.3** 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 2.3.6. The school district shall maintain a listing of assigned and adjacent concurrency service areas for each central school concurrency service area.

**Policy 2.2.4** The City shall review all residential comprehensive plan amendment applications for consistency with the Volusia County Charter and the current Interlocal Agreement for Public School Facility Planning. **(Ord. 25-320)**

**Policy 2.2.5** Amendments to the School Concurrency Service Areas shall be completed according to the procedures specified in the Volusia County Interlocal Agreement for School Facilities Planning. Amendments to concurrency service areas shall consider the following criteria:

1. Adopted level of service standards shall not exceed the level of service standard within the initial five-year planning period
2. The utilization of school capacity is maximized to the greatest extent possible taking into account transportation costs, court approved desegregation plans, proximity to schools, ethnic and socio-economic diversity, subdivisions and neighborhoods, demographic changes, future land development patterns, crossing guard availability and other relevant factors.

**Objective 2.3 Process for School Concurrency Implementation**

In coordination with the School Board the City has established a process for implementation of school concurrency which includes applicability and capacity determination, availability standards, potential mitigation, and school capacity methods through this application review process. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level of service standards for public schools. **(Ord. 25-320)**

**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 2.3.6. 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 City to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property as provided by Objective 2.4 and its supporting policies.

**Policy 2.3.3** The following residential development shall be considered exempt from the school concurrency requirements:

1. Single-family lots of record existing as such at the time School Concurrency implementing ordinance is adopted which otherwise would be entitled to build, shall be exempt from School Concurrency requirements.
2. Any residential development or any other development with a residential component that received approval of a Final Development Order or functional equivalent or is otherwise vested prior to the implementation date of school concurrency, is considered or is exempt from concurrency under the City concurrency regulations is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency. Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.
3. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy by a resident under the age of fifty-five. Such deed restrictions must be recorded and be irrevocable for a period of at least thirty years. Group quarters that do not generate students including residential facilities such as jails, prisons, hospitals, bed and breakfast, hotels and motels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing and religious non-youth facilities.

**Policy 2.3.4** The creation of subdivisions and/or single-family lots equal to or less than ten units shall be subject to school concurrency as part of an annual concurrency management review. The City shall report such projects to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.

**Policy 2.3.5** The 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 2.3.6** If the adopted level of service standard cannot be met within a particular concurrency service area as applied to an application for development order and if the needed capacity is available in one or more contiguous concurrency service areas or school attendance zones, then this capacity shall be applied to the concurrency evaluation of the application for development approval subject to the following limitations:

1. Areas established for diversity at schools shall not be considered contiguous.
2. Concurrency service areas or school attendance zones generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students beyond the abutting school attendance

zone or requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.

3. Concurrency service areas or school attendance zones shall not be considered contiguous when the concurrency service areas or school attendance zones are separated by a natural or man-made barrier such as a river, water body or interstate highway that requires indirect transport of students through a third concurrency service area or school attendance zone. (Refer to graphic examples.)
4. When capacity in an adjacent concurrency service area or school attendance zone is allocated to a development application, assignment of the students to the school with available capacity may be accomplished by applying any of the techniques used to establish school attendance zones including modification of existing attendance zone boundaries or creation of island zones.
5. Student transportation not in conformance with the conditions established in items 1 through 4 above shall be permitted to allow student assignments based on specific educational programming options; to comply with State and Federal mandatory transfer opportunities; or for other transfer opportunities that School Board shall deem appropriate for the specific circumstances of an individual student.

**Objective 2.4 Proportionate Share Mitigation**

The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible work program.

**Policy 2.4.1** In the event that sufficient school capacity is not available in the affected concurrency service area, the developer and Volusia County School Board shall coordinate a proportionate share mitigation agreement 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, and the applicant which shall be executed prior to the City issuance of the subdivision or site plan approval. If the School Board agrees to the mitigation, the School Board shall commit in the agreement to placing the improvement required for mitigation in its work plan.

**Policy 2.4.4** The applicant's total proportionate share obligation shall be based on multiplying the number of needed student stations generated from the proposed project times the School Board's current cost per student station plus land cost for each type of school. The applicant's proportionate share mitigation obligation shall be credited toward any impact fee or exaction fee imposed by local ordinance for the same need on a dollar for dollar basis. (For example, if the proportionate share mitigation provides only for land, the credit is applied only against that portion of the impact fee or other exaction devoted to land costs.)

**Policy 2.4.5** The student generation rates used to determine the impact of a particular development shall be the student generation rates adopted in the most recent school impact fee study.

**Policy 2.4.6** Mitigation options must consider the School Board's educational delivery methods and requirements and the State Requirements for Educational Facilities and may include, but not be limited to, the following:

1. Donation of buildings for use as a primary or alternative learning facility.
2. Renovation of existing buildings for use as learning facilities.

3. Funding dedicated to or construction of permanent student stations or core capacity.
4. For schools contained in the School Board's adopted five-year capital facilities work program, upon agreement with the School Board, the applicant may build the school in advance of the time set forth in the five-year work program.
5. Dedication of a school site as approved by the School Board.
6. Up front lump sum payment of school impact fees.
7. Upfront payment of interest and other costs of borrowing.
8. Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements.
9. Payment of transportation costs associated with the movement of students as a result of overcapacity school.
10. Funding assistance with acquisition of school site.
11. Phasing of construction or delay of construction in order to timely plan for the availability of school capacity.
12. Establishment of an educational facilities benefit district.
13. Establishment of educational facilities mitigation banks.

**Objective 2.5 Capital Facilities Planning**

The City shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for schools.

**Policy 2.5.1** In accordance with the adopted interlocal agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

**Policy 2.5.2** By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the Volusia County School District five-year work program approved in September of each year as part of the School District budget.

**Policy 2.5.3** Any proportionate-share mitigation directed toward a school capacity improvement not identified in the 5-year school board educational facilities plan must be set aside and not spent until such an improvement has been identified. **(Ord. 25-320)**

## 13. PROPERTY RIGHTS ELEMENT

### Goals, Objectives and Policies

**GOAL 1** To respect private property rights and ensure those rights are considered in the City's decision-making processes. *(Ord. 25-320)*

**Objective 1.1** The City shall protect and preserve private property rights.

**Policy 1.1.1** The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

**Policy 1.1.2** The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

**Policy 1.1.3** The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

**Policy 1.1.4** The right of a property owner to dispose of his or her property through sale or gift. *(Ord. 21-339)*

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# APPENDIX

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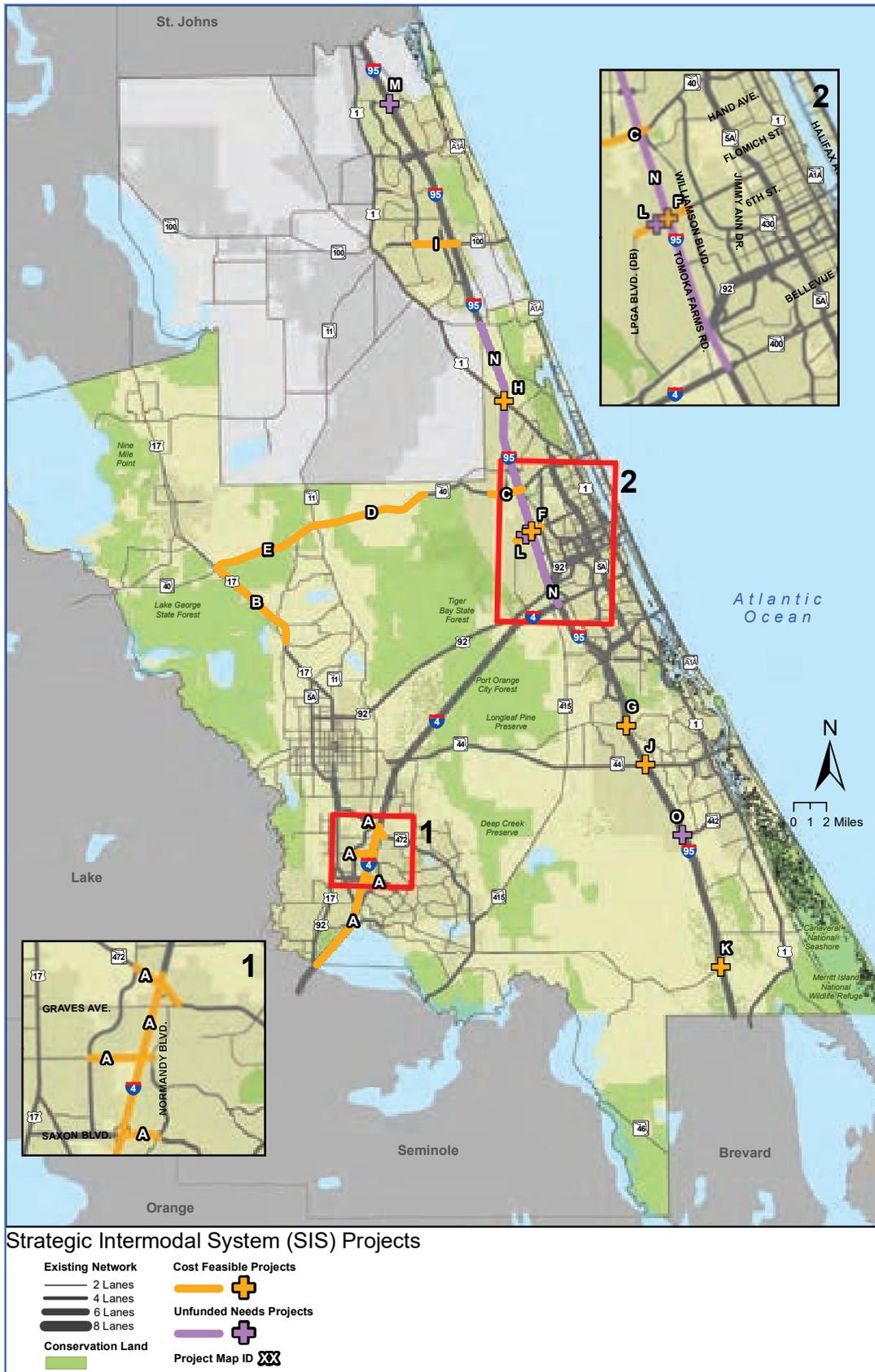
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## **APPENDIX A: MAPS**

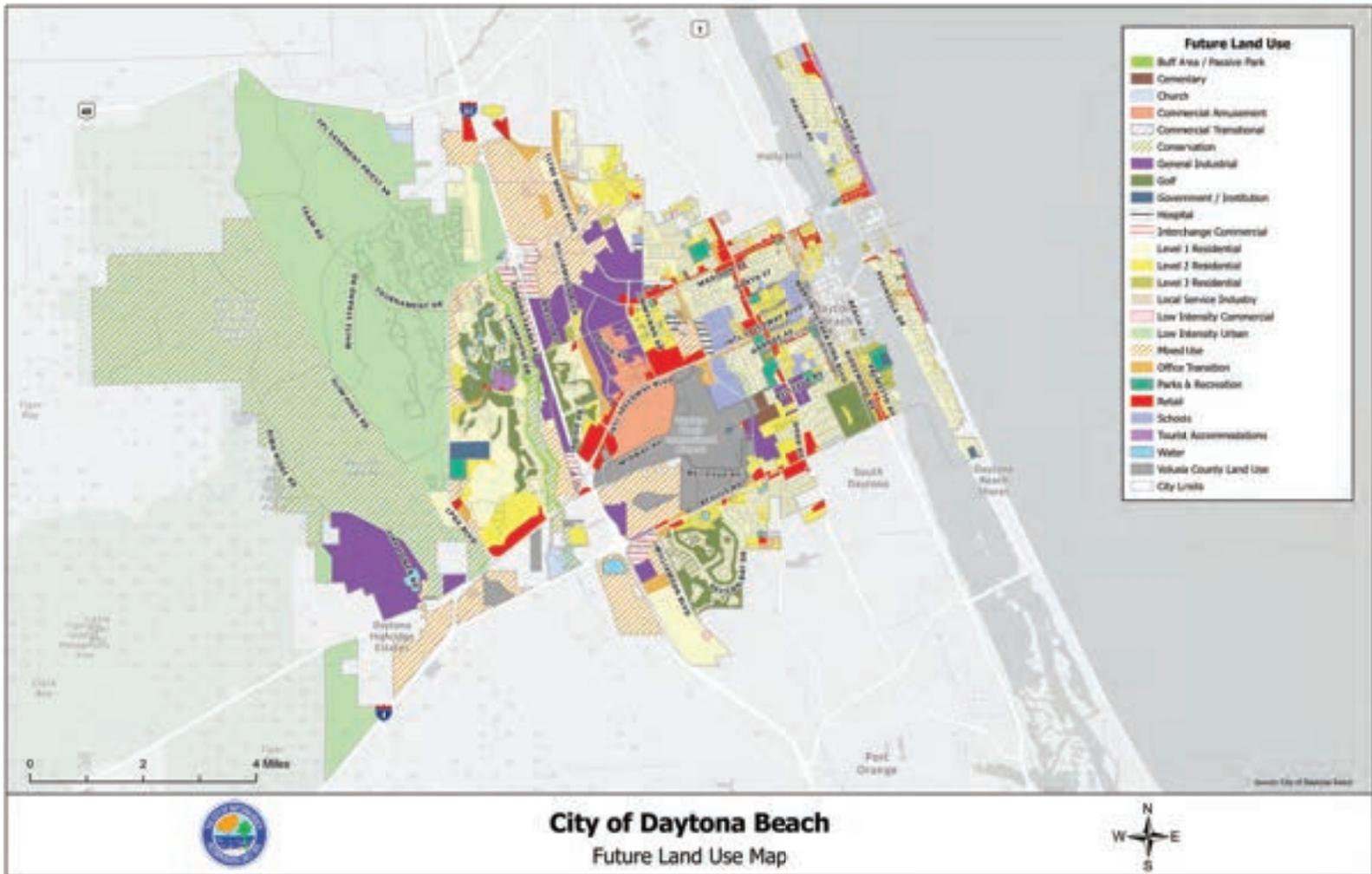
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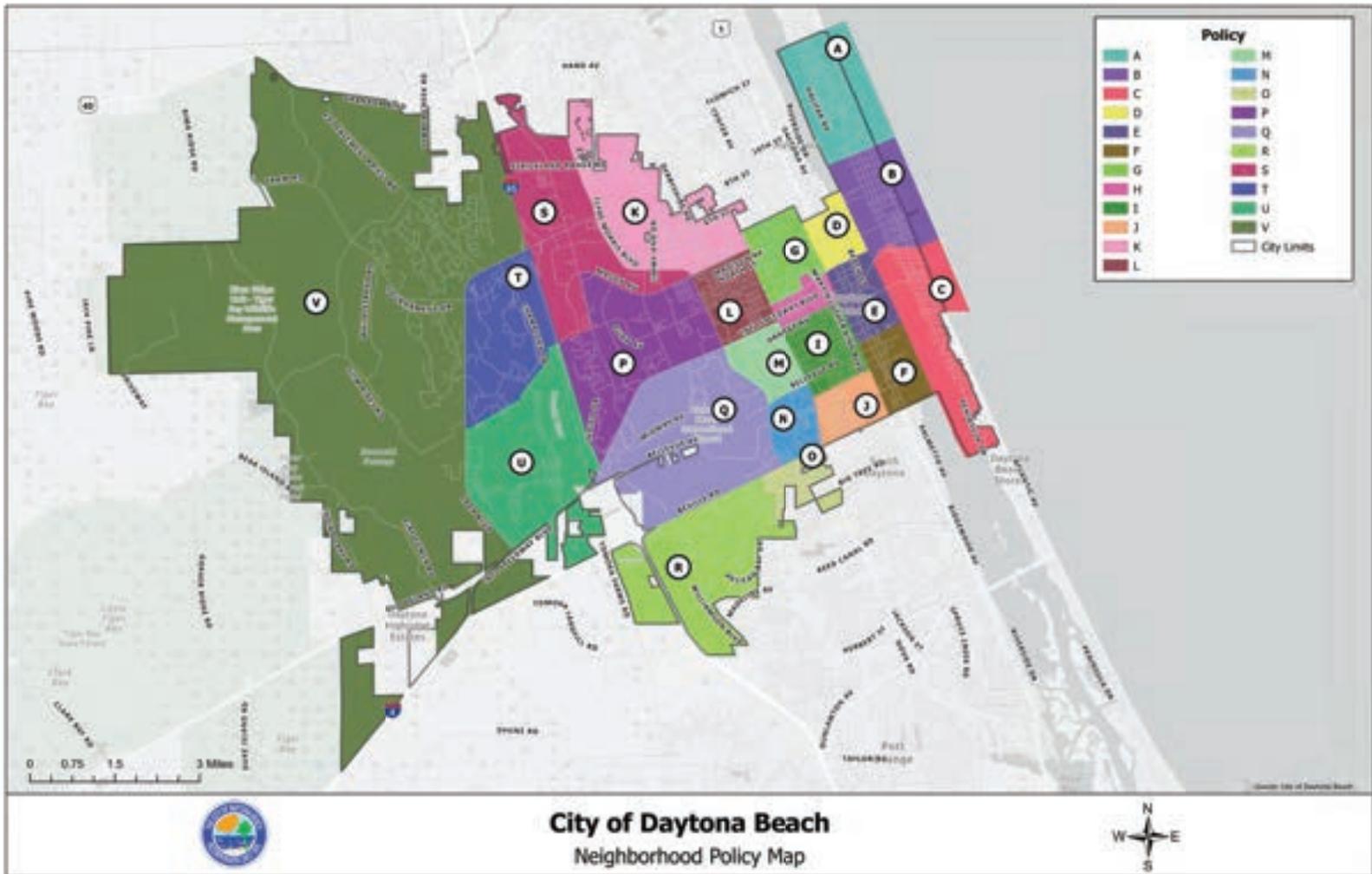
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Figure 22: Strategic Intermodal System (SIS) Projects



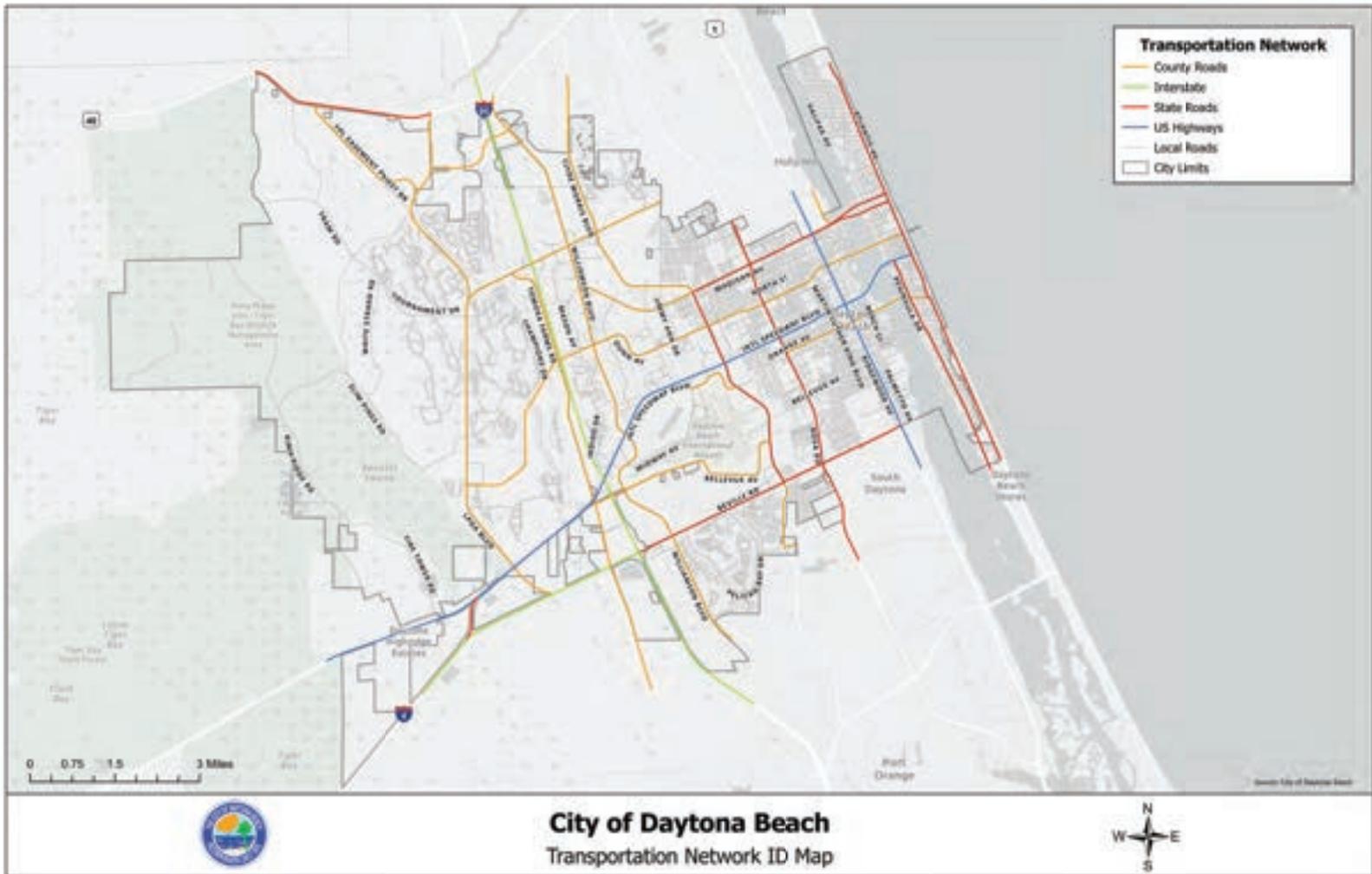






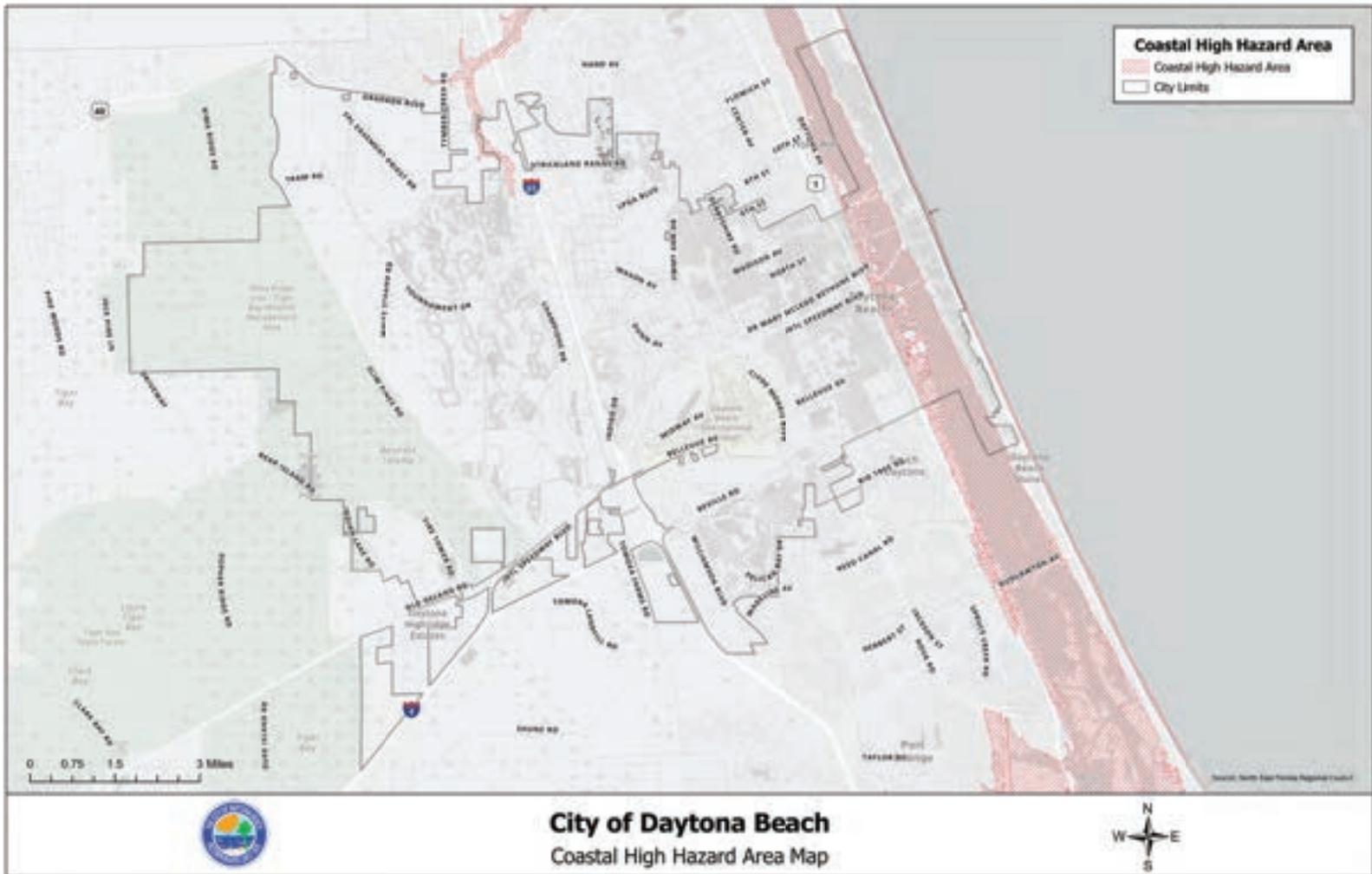
**City of Daytona Beach**  
Neighborhood Policy Map

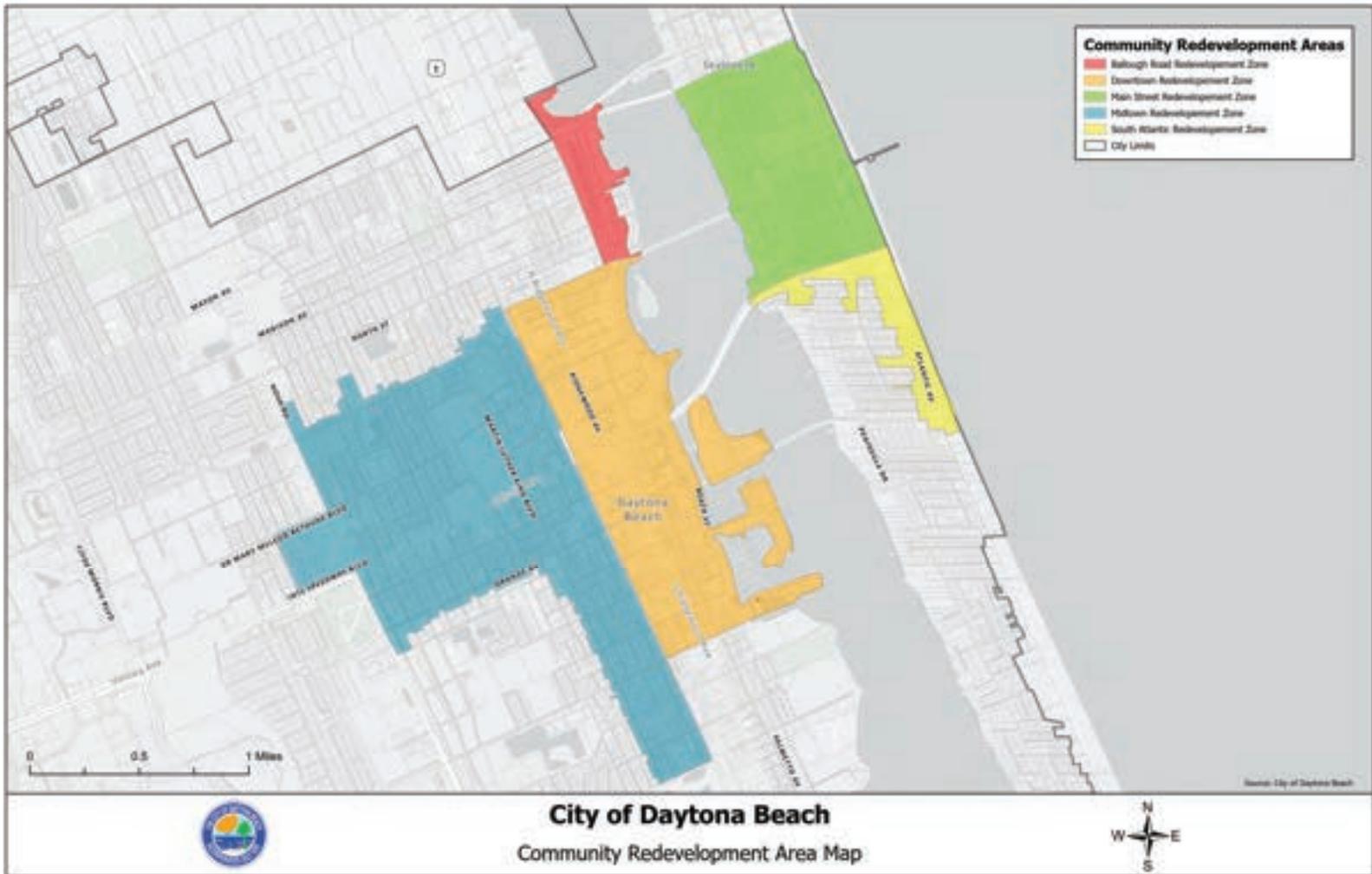


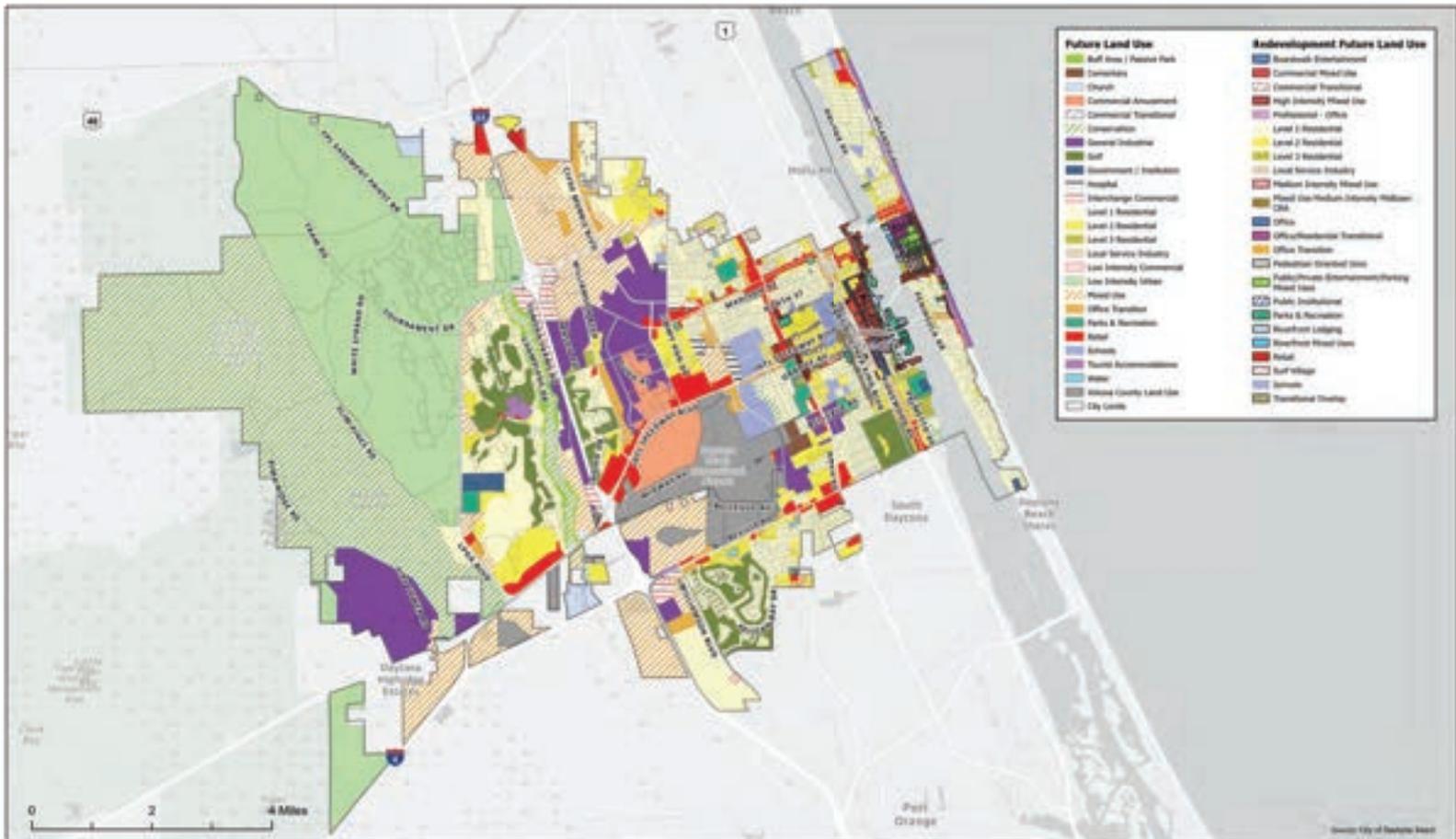


**City of Daytona Beach**  
 Transportation Network ID Map









**City of Daytona Beach**  
 Redevelopment Future Land Use & Future Land Use Map



Source: City of Daytona Beach



**City of Daytona Beach**  
Redevelopment Future Land Use Map



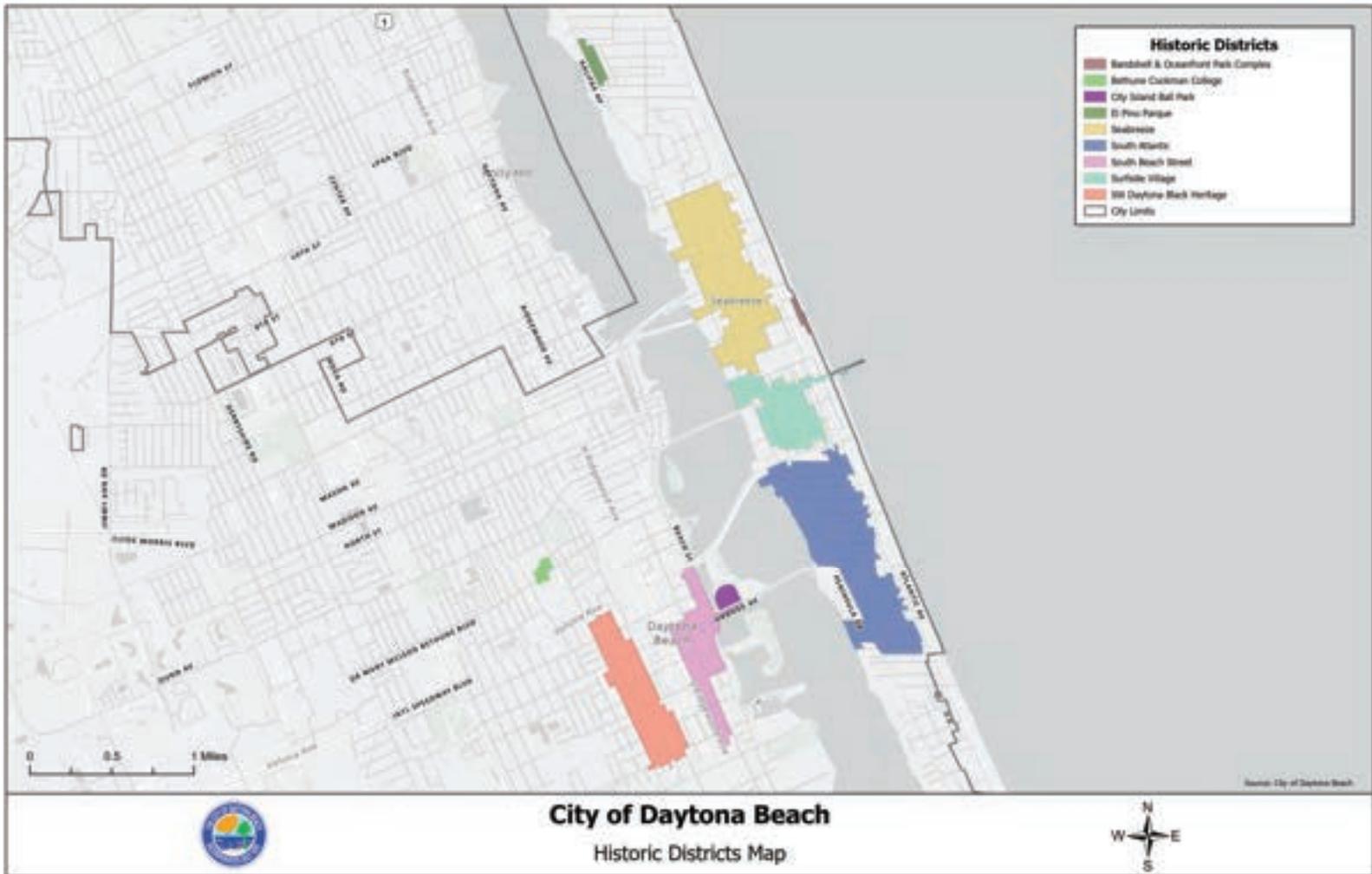
Source: City of Daytona Beach

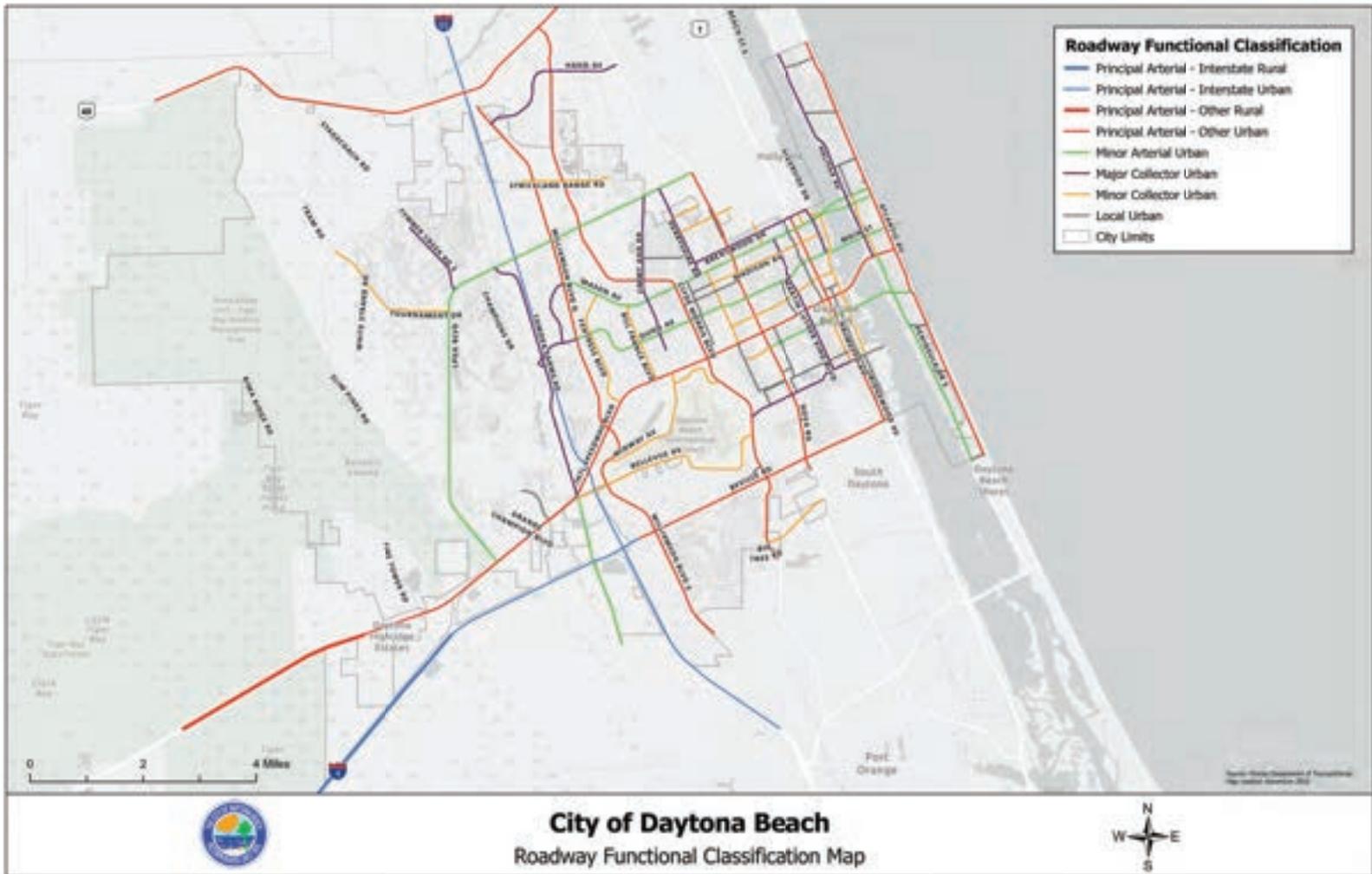


**City of Daytona Beach**

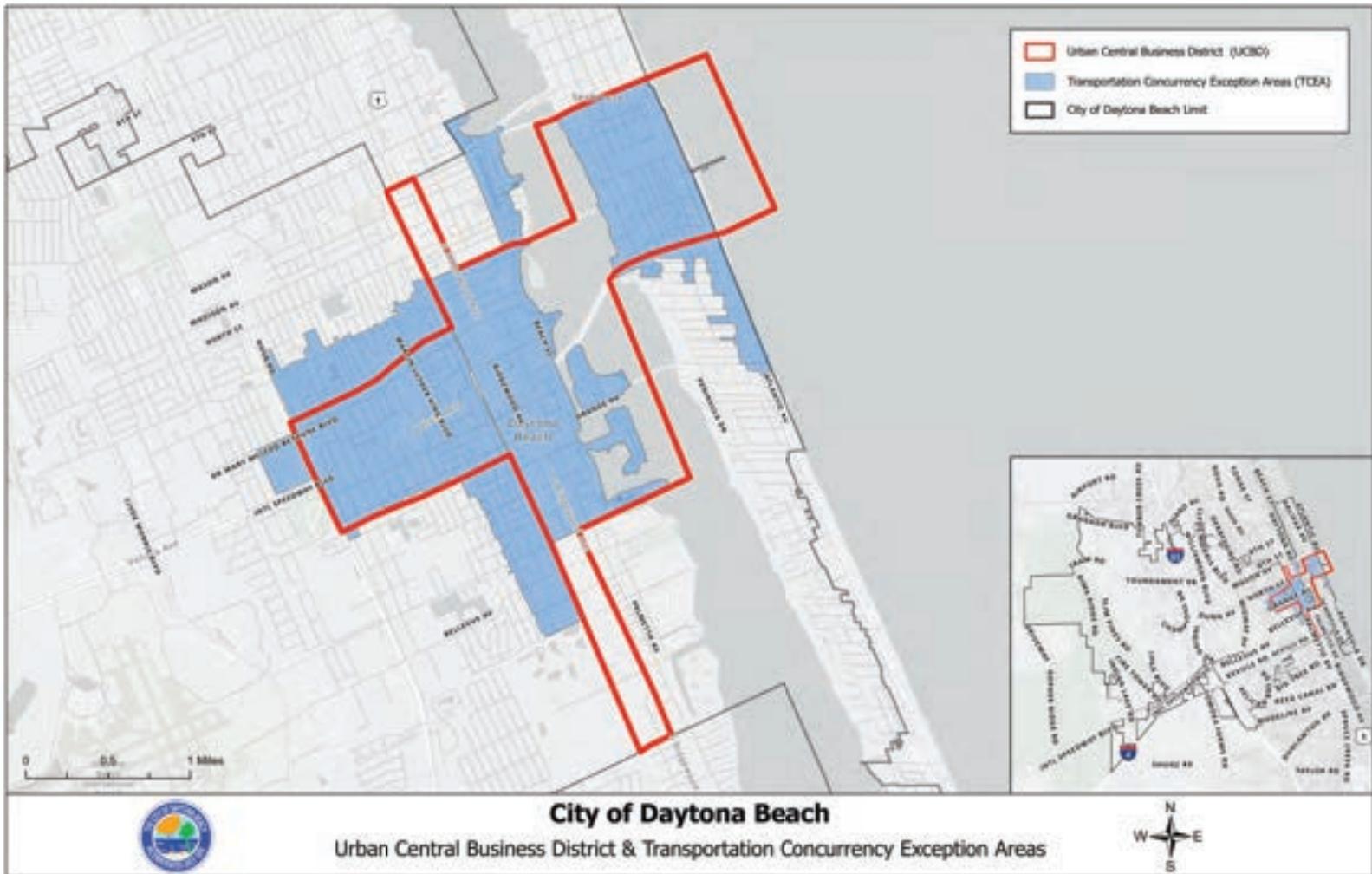
Entertainment Zone (eZone) Overlay Map with Redevelopment Future Land Uses

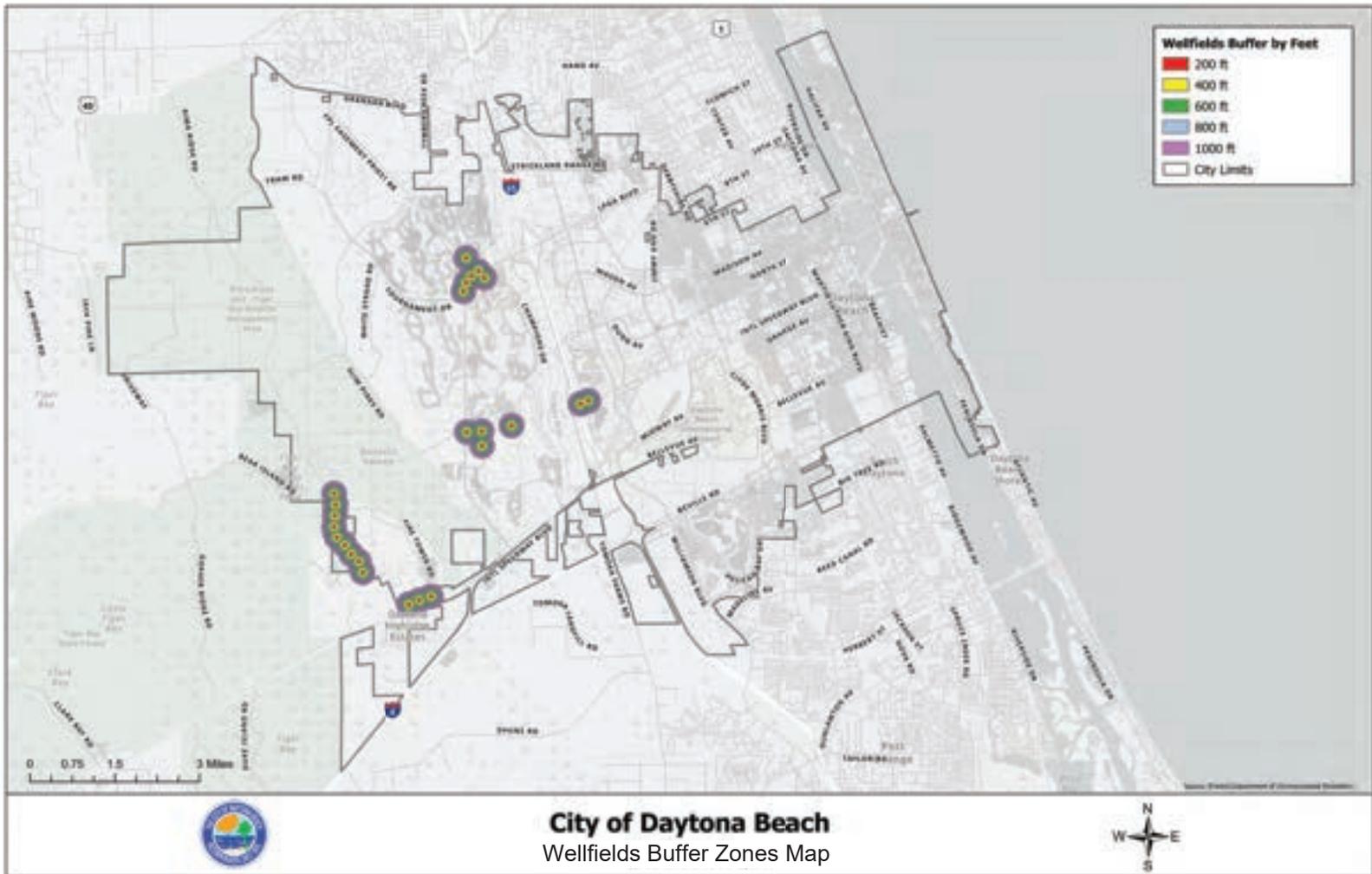


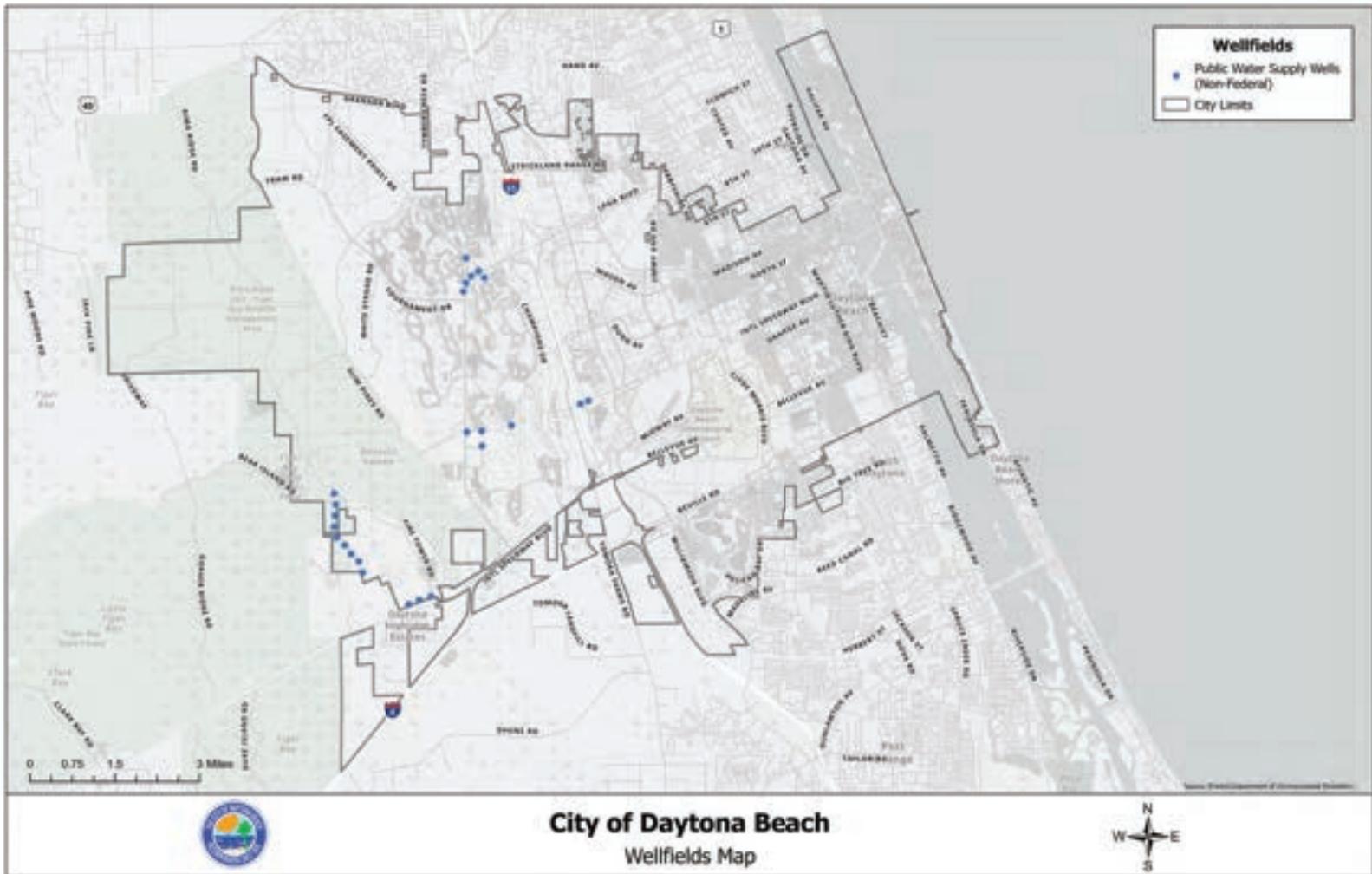


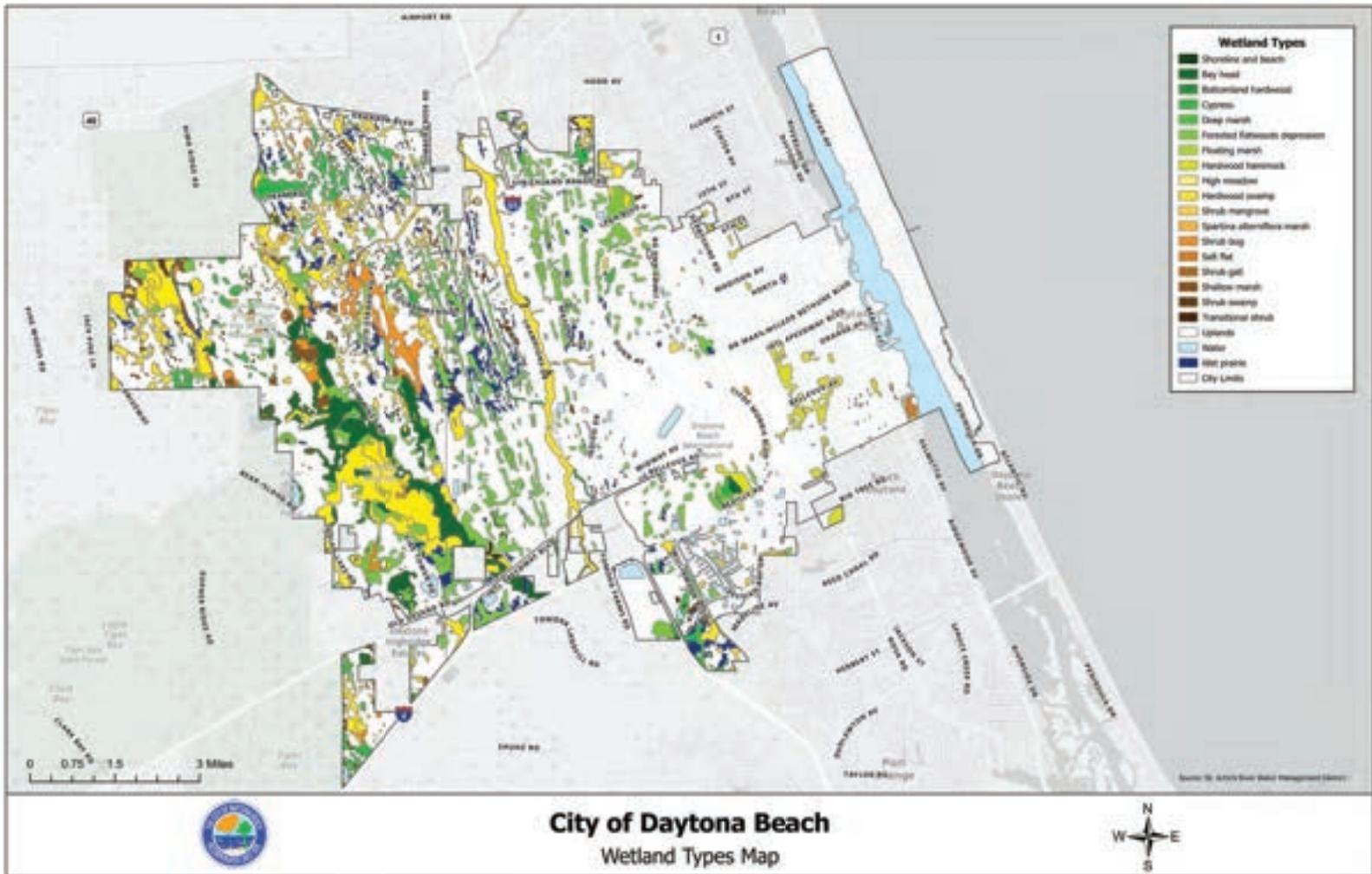












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## **APPENDIX B: 2023 WATER SUPPLY PLAN**

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# APPENDIX "B"

CITY OF DAYTONA BEACH, FLORIDA

## TEN-YEAR WATER SUPPLY FACILITIES WORK PLAN



September 22, 2023

**Hazen**

 **LIQUID  
SOLUTIONS  
GROUP**

# APPENDIX "B"

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## 1.0 INTRODUCTION

The purpose of the City of Daytona Beach (City) 10-Year Water Supply Facilities Work Plan (hereinafter the Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the utilities service area of the City. Chapter 163, Part II, F.S., requires local governments to prepare and adopt Work Plans into the Comprehensive Plan (CP) within 18 months after the water management district approves a regional water supply plan or its update. The Central Springs/East Coast (CSEC) Regional Water Supply Plan (RWSP) (2020-2040) was approved by the St. Johns River Water Management District (SJRWMD) on February 8, 2022.

According to State guidelines, the Work Plan and related CP amendment must address the following:

- Development of traditional and alternative water supplies
- Bulk sales agreements and conservation and reuse programs necessary to serve existing and new development for at least a 10-year planning period

As presented herein, the City has adequate water supply facilities to meet demands over the next 10 years. This is also consistent with Comprehensive Plan, Infrastructure Element, Objective 1.2 which states, “The City has sufficient capacity to meet current level of service standards for water treatment. There are no large scale and high cost potable water improvements necessary to meet current demand.”

## 1.1 STATUTORY HISTORY

The Florida Legislature enacted bills in the 2002, 2004, and 2005 sessions to address the water supply needs of the State. These bills, especially Senate Bills 360 and 444 (2005 legislative session), significantly changed Chapter 163 and 373 Florida Statutes (F.S.) by strengthening the statutory links between the RWSPs prepared by the water management districts and the Comprehensive Plans (CPs) prepared by local governments. In addition, these “water supply concurrency” bills established the basis for improving coordination between local land use planning and water supply planning.

## 1.2 REQUIREMENTS

Key requirements of the water supply concurrency bills are provided below:

1. Coordinate appropriate aspects of the local government’s CP with the appropriate water management district's RWSP (163.3177(4) (a), F.S.).
2. Ensure that the local government’s future land use plan is based upon availability of adequate water supplies (s.163.3177 (6) (a), F.S.). Data and analysis demonstrating that adequate water supplies will be available to meet projected growth demands must accompany all proposed Future Land Use Map amendments. The submitted package must also include an amendment to the Capital Improvements Element, if necessary,

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- to demonstrate that adequate facilities will be available to serve the proposed Future Land Use Map modification.
3. Ensure that adequate water supply is available to serve new developments by the time the local government anticipates issuing a certificate of occupancy and consult with the applicable water supplier prior to approving a building permit (s.163.3180 (2) (a), F.S.).
  4. Within 18 months after the water management district approves an updated RWSP, local governments must revise the applicable components of the Infrastructure Element of the CP to:
    - a. Identify and incorporate the Alternative Water Supply (AWS) project(s) selected by the local government from projects identified in the RWSP, or the alternative project proposed by the local government under s. 373.0361(7), F.S. (s. 163.3177(6)(c), F.S.);
    - b. Identify the traditional and AWS projects, bulk sales agreements, and the conservation and reuse programs necessary to meet current and future water use demands within the local government's jurisdiction (s. 163.3177(6)(c), F.S.); and
    - c. Include a water supply facilities work plan for at least a 10-year planning period for constructing the water supply facilities identified in the Infrastructure Element as necessary to serve existing and new development. (s. 163.3177(6) (c), F.S.) Amendments to incorporate the water supply facilities work plan into the comprehensive plan are exempt from the twice-a-year amendment limitation. (s. 163.3177(6) (c), F.S.)
  5. Revise the Five-Year Schedule of Capital Improvements to include any water supply, AWS, reuse, and conservation projects and programs to be implemented during the five-year period.
  6. To the extent necessary to maintain internal consistency after making changes described in Paragraph 1 through 5 above, revise the Conservation Element of the CP to assess projected water needs and sources for at least a 10-year planning period, considering the appropriate RWSP as well as applicable consumptive use permit(s). (s.163.3177 (6) (d), F.S.). If the established planning period of a CP is greater than ten years, the Work Plan must address the water supply sources necessary to meet and achieve the existing and projected water use demand for established planning period, considering the appropriate regional water supply plan. (s.163.3167 (13), F.S.)
  7. To the extent necessary to maintain internal consistency after making changes described in Paragraphs 1 through 5 above, revise the Intergovernmental Coordination Element to ensure coordination of the CP with applicable RWSP. (s.163.3177 (6) (h) 1, F.S.)
-

8. Address in the Evaluation and Appraisal Report (EAR), the extent to which the local government has implemented the 10-year water supply facilities work plan, including the development of AWS and determine whether the identified AWS projects, traditional water supply projects, bulk sales agreements, and conservation and reuse programs are sufficient at meeting local water use demands. (s.163.3191(2)(1), F.S.)

## 2.0 BACKGROUND INFORMATION

### 2.1 SERVICE AREA

The City provides water service across approximately 84.5 square miles as shown in **Figure 1**. The existing water service area encompasses the entire incorporated limits of the City of Daytona Beach and several areas outside of the City limits including the City of South Daytona, a portion of Daytona Beach Shores, and areas of unincorporated Volusia County.

The majority of the City's customers are currently located east of Interstate 95 (I-95). However, significant areas west of I-95 are in the process of being developed. Approximately 3,100 acres of property along the City's northern boundaries just west of I-95, is the subject of a Second Amended Water and Sewer Service Area Agreement dated October 4, 2006, between the Cities of Daytona Beach and Ormond Beach. The Agreement is recorded at Official Records Book 5949, Page 4172, Public Records of Volusia County, Florida Pursuant to the Agreement, this acreage is primarily within Ormond Beach's water service area. However, the Agreement also gives the City of Daytona Beach the right to serve this acreage in the event that Ormond Beach is unable to do so when requested. Furthermore, the City plans to provide reclaimed water service to customers in this area. **Figure 1** depicts the location and boundaries of the area subject to this Agreement. The City also has a contract with the City of South Daytona to provide 1 million gallons per day (MGD) of potable water and reuse, subject to availability.

### 2.2 HISTORICAL AND PROJECTED POPULATION

As of 2022, it was estimated that the City served over 100,000 residents in its service area, both within and outside of the City limits, with potable water. **Table 1** summarizes the projected population to be served through the 10-year planning period. This information was developed as part of the application and issuance of the City's Consumptive Use Permit (CUP) 8834-12, which was issued on November 10, 2020 (SJRWMD, 2020).

### 2.3 HISTORICAL AND PROJECTED POTABLE WATER DEMAND

As of 2022, the City served 13.58 MGD of potable water to customers throughout its service area. **Table 1** summarizes the projected potable water demand through the 10-year planning period. This information was developed as part of the application and issuance of the City's Consumptive Use Permit (CUP) 8834-12, which was issued on November 10, 2020 (SJRWMD, 2020).

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Figure 1. City of Daytona Beach Potable Water Service Area



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## 3.0 EXISTING AND FUTURE WATER SOURCES

### 3.1 EXISTING GROUNDWATER SOURCES

There are three principal freshwater aquifers within the service area: the Surficial Aquifer System (SAS), the Upper Floridan Aquifer (UFA), and the Lower Floridan Aquifer (LFA). The City's sole source of potable water is from wells that tap the UFA, ranging from approximately 200 feet deep in the east to over 300 feet deep in the west. The City's Eastern and Western wellfields have been in continuous operation for over 30 years.

The use of groundwater is authorized by SJRWMD Consumptive Use Permit (CUP) 8834. The permit currently authorizes the withdrawal of up to 16.03 million gallons per day (MGD) from the UFA through November 10, 2040. The existing groundwater sources authorized by this CUP are adequate to meet the City's demands for the next 10 years as shown in **Table 1**. As noted below, this source is very good quality, and the City has taken measures to protect this source.

**Table 1. Population and Potable Water Demand Summary**

Year	Projected Population to be Served Potable Water	Projected Potable Water Use (MGD)	Average Daily Permitted Withdrawal from the UFA (MGD)
2028	104,262	14.96	16.03
2033	107,722	15.42	16.03

### 3.2 WATER SOURCE PROTECTION

The City has a current Groundwater and Wellfield Protection ordinance, incorporated as Section 5 of the Land Development Code. This ordinance prohibits the storage or discharge of hazardous materials within established primary and secondary protection zones of each municipal well and establishes a permit program to regulate activities within these zones. Several wellfield protection permits have been issued to industrial customers in the vicinity of the City's wellfields.

This is consistent with Comprehensive Plan, Conservation Element, Policy 1.2.5 which requires that "The City shall maintain its wellfield protection ordinance in the City's Land Development Code."

### 3.3 GROUNDWATER QUALITY

The City routinely monitors for more than 80 primary and secondary contaminants in its drinking water according to federal and state laws, rules and regulations. The regulated primary contaminants include inorganic compounds (mostly metals that are naturally found in the environment), volatile compounds, pesticides, PCBs and radionuclides. Secondary contaminants include compounds associated with the aesthetic (e.g. odor, color) quality of

# APPENDIX "B"

water. Based on the most recent Consumer Confidence Report (CCR), the City's water supply met all applicable water quality standards.

Additionally, Policy 1.7.3 of the City's Comprehensive Plan Infrastructure Element requires that the City shall continue to monitor chloride levels in the eastern wellfields in order to avoid salt water intrusion and thus contamination. No statistically significant trends in chloride concentration are present in these wells.

## 4.0 POTABLE WATER SYSTEMS

### 4.1 POTABLE WATER SUPPLY FACILITIES

The City recently completed a comprehensive 20-Year Water System Master Plan (WSMP) (Tetra Tech, 2019). Detailed information on the City's water treatment and distribution system are provided therein. The following sections provide a summary of key potable water facilities, including production wells and water treatment at the Ralph Brennan Water Treatment Plant (RBWTP) (see **Figure 2**).

Based on current demand projections, the RBWTP, which has a rated capacity of 24.0 MGD, has adequate capacity to meet average day flows (ADF). In addition, based on the information presented in the 2019 WSMP, the ratio of Maximum Daily Flow (MDF) to Average Daily Flow (ADF) ranged from 1.11 to 1.23, with an average of 1.17. This MDF factor was utilized to estimate maximum flows and ensure facility adequacy as shown in **Table 2**.

**Table 2. Water Demand, Permitted Allocation and Water Treatment Design Capacity**

Year	2028	2033
Projected Potable Water Demand, Average Daily Flow (ADF) in MGD	14.96	15.42
Permitted Groundwater Allocation (CUP 8834-12) (MGD)	16.03	16.03
Projected Potable Water Demand, Maximum Daily Flow (MDF) (MGD)*	17.50	18.04
Permitted Water Treatment Capacity (MGD)	24.0	24.0

Note: MDF calculated as 1.17 x ADF based on 2019 WSMP (Tetra Tech, 2019)

### 4.2 PRODUCTION WELLS

As shown in **Figure 3**, the City has a total of 27 production wells, divided into a Western Wellfield and an Eastern Wellfield. **Table 3** provides details on the existing groundwater wells. The Western Wellfield has 21 wells (20 active and one inactive) constructed between 1981 and 1989. The Eastern Wellfield has six wells (five active and one inactive) constructed between 1966 and 1979.

Through its CUP, the City is currently permitted to construct up to three additional Upper Floridan aquifer (UFA) potable supply wells in the Eastern Wellfield to supplement aging

infrastructure, reduce reliance on wells with poor production, augment supply to the system, decrease total pumping in the Western Wellfield, provide for operational flexibility and meet future water demands of the City's service area. The total capacity of currently active wells is 32.5 MGD, more than twice the projected 10-year demand and sufficient to meet the MDF demand beyond 10 years. The addition of three proposed production wells is expected to add 5.2 MGD of pumping capacity.

### **4.3 WATER TREATMENT SYSTEM**

As shown in **Figure 2**, raw water pumped from the east and west wellfields is treated at the RBWTP. The treatment processes at the RBWTP includes ozonation, lime softening, recarbonation, chlorination, filtration, and fluoridation. Additional features include sludge thickener basins, vacuum sludge dewatering facilities, two wash water recovery basins, transfer pumps, and high service pumps. The storage capacity of the RBWTP includes three ground storage tanks for a total of 5 million gallons (MG) and a 0.4 MG clearwell.

The City's distribution systems includes over 480 miles of pipeline with diameters ranging from 1-inch to 36-inch (mostly ductile iron pipe), and two booster pumps that are used to increase pressure in the easternmost portion of the service area.

The current permitted capacity of the RBWTP is 24.0 MGD. This capacity will be sufficient to meet demands for the next 10 years.

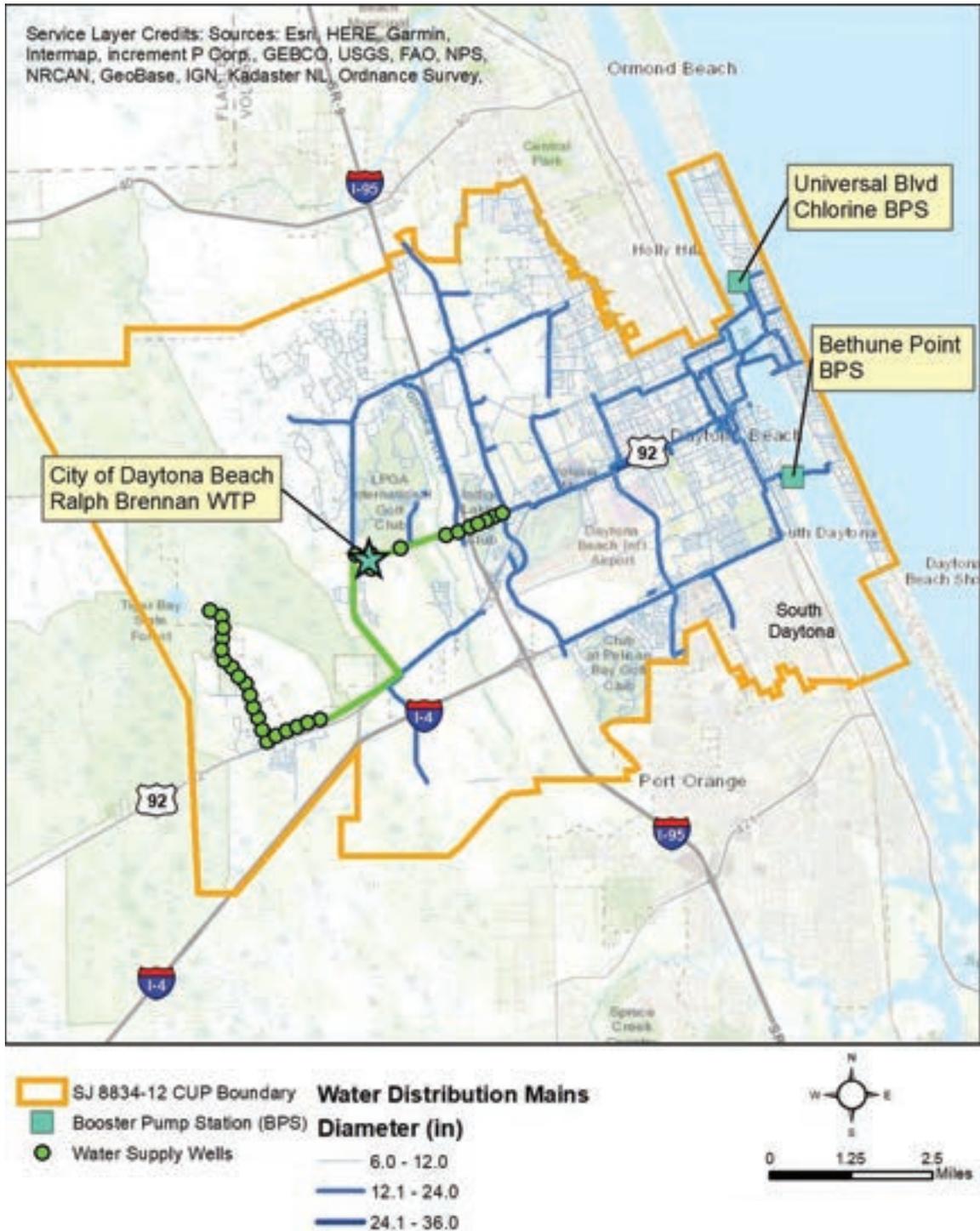
### **4.4 AUXILIARY POWER**

The existing RBWTP auxiliary power facilities consist of two (2) independent electrical generators, each with a capacity of 1,000 kW. Both power supply sources are routed to the plant via underground feed and connect directly into an automatic transfer switch (ATS). Automatic start-up ensures uninterrupted power to the WTP. The City also maintains a third, mobile 600-kw generator that is available for use if either of the permanently installed units should fail.

According to the reliability criteria presented in FAC 62-555, it is recommended that two (2) separate and independent sources of electric power shall be provided to the facility from either two separate utility substations or from one single substation and one facility-based generator. Furthermore, it is recommended that if auxiliary power is provided by on-site generators, an automatic start-up device shall exist. In addition to the above, FAC 62-555 suggests that interconnection to at least one (1) other public water supply system that has sufficient reserve capacity is an acceptable means of meeting auxiliary power requirements. All of these requirements have been met by the City.

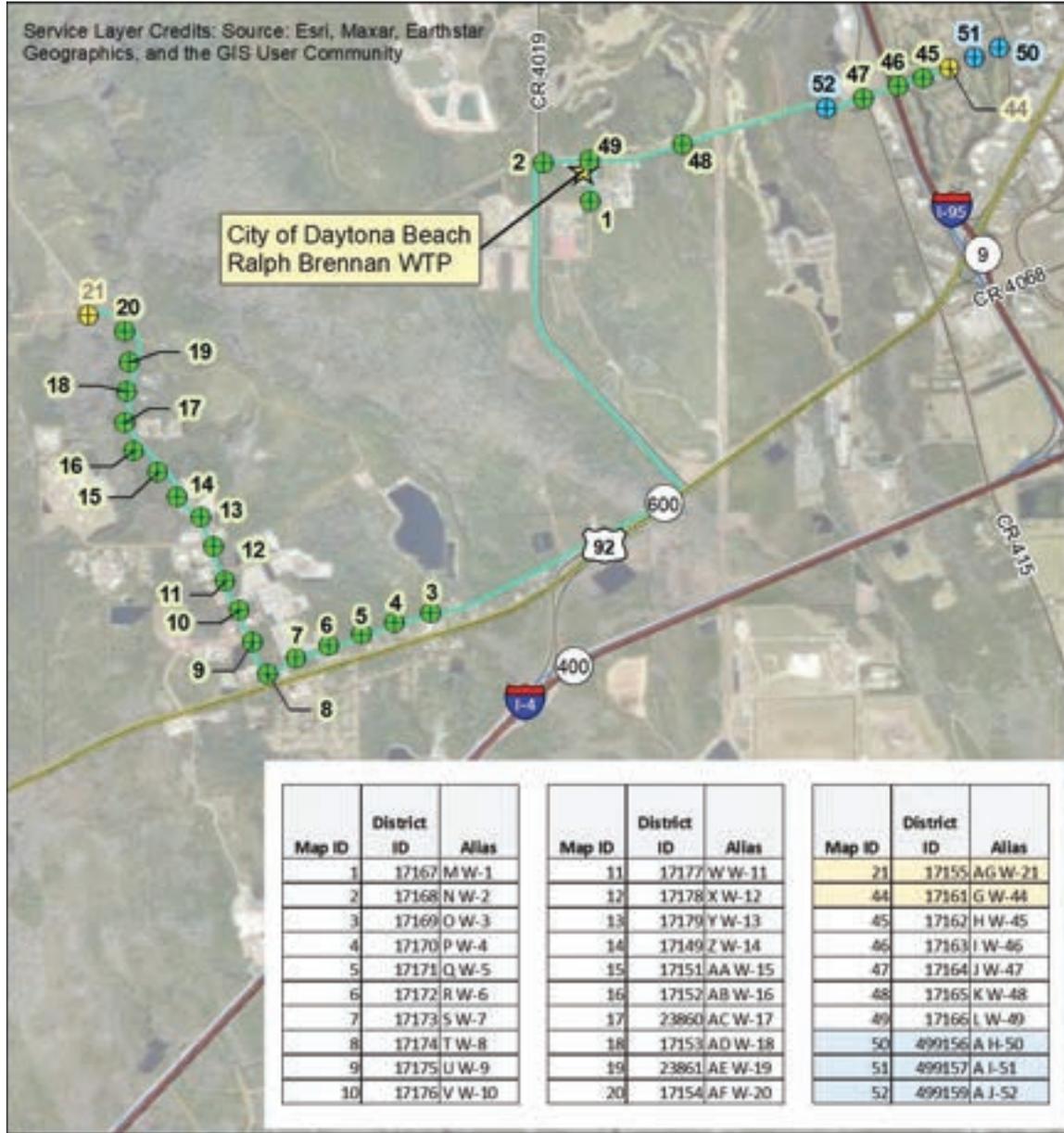
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Figure 2. Potable Water Supply and Distribution System



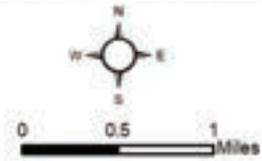
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Figure 3. Location of Production Wells



**SJRWMD CUP 8834-012 Production Wells**

- Production Well, Active
- ⊕ Production Well, Proposed
- ⊕ Production Well, Inactive
- CODB Well Mains



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## City Of Daytona Beach, Florida Ten-Year Water Supply Facilities Work Plan

**Table 3. Production Well Information**

CODB Well ID	SJRWMD Station ID	Well Field	Station Status	Well Casing Diameter (in)	Well Casing Depth (ft bls)	Well Total Depth (ft bls)	Capacity (gpm)
M W-1	17167	East	Active	10	106	215	1200
N W-2	17168	East	Active	16	104	220	1200
O W-3	17169	West	Active	14	100	250	1200
P W-4	17170	West	Active	14	92	250	700
Q W-5	17171	West	Active	14	95	250	500
R W-6	17172	West	Active	14	100	340	650
S W-7	17173	West	Active	14	103	340	650
T W-8	17174	West	Active	8	98	340	650
U W-9	17175	West	Active	8	101	340	600
V W-10	17176	West	Active	14	100	340	650
W W-11	17177	West	Active	14	95	350	1000
X W-12	17178	West	Active	14	100	340	1200
Y W-13	17179	West	Active	14	104	352	350
Z W-14	17149	West	Active	14	103	364	300
AA W-15	17151	West	Active	14	104	354	500
AB W-16	17152	West	Active	14	100	350	1200
AC W-17	23860	West	Active	14	107	353	1500
AD W-18	17153	West	Active	14	105	352	600
AE W-19	23861	West	Active	14	108	355	1200
AF W-20	17154	West	Active	14	100	320	1200
AG W-21	17155	West	Inactive	14	106	327	600
G W-44	17161	East	Inactive	16	96	255	1200
H W-45	17162	East	Active	16	96	255	600
I W-46	17163	East	Active	10	105	210	700
J W-47	17164	East	Active	10	110	210	1200
K W-48	17165	East	Active	10	96	210	1450
L W-49	17166	East	Active	16	89	210	1540
A H-50	499156	East	Proposed	16	110	255	1200
A I-51	499157	East	Proposed	16	110	255	1200
A J-52	499159	East	Proposed	16	110	255	1200

## 4.5 LOCAL INTERCONNECTIONS

Local interconnects may (1) help document service areas, (2) provide the redundancy necessary by FDEP and Volusia County Health Department regulations, (3) provide adequate fire flow for emergency conditions which are costly to a utility, (4) provide that necessary capacity until the next increment of capacity or facilities can be constructed, or (5) provide wholesale potable water service to other municipalities. The purpose of the City of Daytona Beach maintaining local interconnects is to provide reliability during emergency conditions and to provide potable water service to the City of South Daytona.

The City of Daytona Beach currently has emergency interconnect agreements with several neighboring water utilities. The City of Port Orange has three (3) existing emergency interconnect with the City of Daytona Beach. The City of Holly Hill has one emergency interconnect with the City.

The City of Daytona Beach currently has three (3) wholesale water service connections to the City of South Daytona. Also, the City of Ormond Beach has existing interconnects with the City located on A1A and on North Williamson Blvd. The City recognizes the importance of maintaining and enhancing these interconnections and plans to maintain agreements with each of the interconnected governmental bodies.

## 5.0 RECLAIMED WATER

The City is a regional leader in beneficially using reclaimed water and has built and operated an interconnected reclaimed water system that provides public access reuse (PAR) quality water for irrigation. In addition, the City partnered with SJRWMD to implement an innovative wetland augmentation project, the Bennett Swamp Rehydration and Conservation Project, which is currently permitted to beneficially utilize up to 6 MGD of reclaimed water. Through these investments, the City currently utilizes almost 50 percent of its reclaimed water for beneficial purposes and is planning to significantly increase the beneficial usage of total reclaimed water over the next 10 years.

### 5.1 RECLAIMED WATER SUPPLY AND DEMAND PROJECTIONS

**Table 4** summarizes the City's projected reclaimed water supply and demand over the next 10 years. The total treated wastewater can be considered the total reclaimed water supply available for use. PAR customers utilize the reclaimed water supply and offset potable water use through this practice. Additional reclaimed water is provided to the Bennett Swamp Project up to its permitted capacity. The City anticipates enough reclaimed water supply through the 10-year planning period to meet its reclaimed water demands.

# APPENDIX "B"

**Table 4. Projected Reclaimed Water Supply and Demand**

Year	Total Treated Wastewater/Reclaimed Water Supply (MGD)	Public Access Reuse Demand (MGD)	Bennett Swamp Project Demand (MGD)	Additional Reclaimed Water Available (MGD)
2028	13.61	6.05	6.0	1.55
2033	14.02	6.23	6.0	1.79

## 5.2 RECLAIMED WATER FACILITIES

The City operates two Water Reclamation Facilities (WRFs) that produce reclaimed water, as shown in **Figure 4**. The Bethune Point WRF and Westside Regional WRF have a combined permitted capacity of 28.0 MGD. Details of the City’s plan for these facilities are presented in the City’s Wastewater Master Plan (Carollo, 2020).

From a treated effluent standpoint, the permitted combined reuse and disposal capacity of the City’s WRFs far exceeds the treatment capacity; the combined permitted capacity for the PAR system is 28.0 MGD, up to 6 MGD can be sent to Bennett Swamp, and up to 20.0 MGD can be discharged to the Halifax River. Therefore, the City has adequate capacity to address flows in excess of reclaimed water demand.

## 5.3 RECLAIMED WATER DISTRIBUTION SYSTEM

The City’s reclaimed distribution system consists of over 110 miles of piping and numerous pump stations (**Figure 5**). The system consists of distribution areas which are connected to a 42-inch reinforced concrete low-pressure main that connects the WRWRF, the BPWRF, and the discharge to the Halifax River.

The City currently operates five large reuse pump stations with firm capacity (capacity with largest pump out of service) as follows:

- LPGA / Westside Pump Station (PS100): 1,500 gallons per minute (gpm) firm capacity
- Bellevue Avenue Extension / Pelican Bay Pump Station (PS 40): 4,000 gpm firm capacity
- Clyde Morris Boulevard Pump Station (PS 30): 4,000 gpm firm capacity
- Gateway Pump Station (PS 70): 50 gpm firm capacity
- Bethune Point Pumping Station (PS 10): 3,000 gpm firm capacity

Most irrigation systems are set to operate at night with the peak daily demand occurring between the hours of 12:00 a.m. to 8:00 a.m. These reuse pumping facilities have the capacity to pump the total average total demand of daily reclaimed water during the time period that reclaimed water is typically used for irrigation.

# APPENDIX "B"

Figure 4. Water Reclamation Facilities





## 6.0 CONSERVATION AND REUSE PRACTICES

The City maintains initiatives to conserve potable water resources. The Infrastructure Element (IE) of the City's Comprehensive Plan includes policies addressing water conservation. The policies include the following:

- The City shall maintain requirements for water conserving plumbing fixtures through its Land Development Code, supplemented by City landscaping policy and spray irrigation. (IE Objective 1.6)
- The City shall maintain conformance with the Florida Building Code and the State Water Conservation Act, which addresses water-conserving plumbing fixtures and xeriscape landscape requirements. (IE Policy 1.6.1)
- The City shall initiate the use of xeriscape landscaping where reuse water is not available in street medians to reduce water consumption. (IE Policy 1.6.2)
- The City shall maximize the use of reuse water along the existing reuse water distribution system. When the supply of reuse water significantly increases, the City shall consider expanding the system. The City will annually review the supply and demand volumes. (IE Policy 1.6.3)
- The City shall maintain water conservation standard through new initiatives to be adopted within the City code that address the following:
  - Adopt a water conservation-promoting rate structure.
  - Encourage reuse installation and connection in specified service areas.
  - Require low-volume plumbing fixtures in all new construction.
  - Require irrigation contractors to be licensed.
  - Require rain sensors on all new irrigation systems.
  - Require landscape plans to meet water-wise standards and criteria. (Ordinance #09-150) (Ordinance #11-239) (IE Policy 1.6.7)

## 7.0 PLANNED CAPITAL IMPROVEMENTS

As demonstrated herein, the City currently has the permits and water supply facilities necessary to serve existing and new development. However, the City does plan for several infrastructure investments over the next 10 years to maintain its water supply systems. **Table 5** presents Capital Improvement Projects (CIPs) suggested by the 2019 WSMP and the 2023 Reuse System Evaluation. These CIPs, and the priority in which they are completed, are continually re-evaluated and subject to revision based on available funding and approval.

The anticipated capital cost for potable water projects is \$52.0 million through 2033. The anticipated capital cost for reclaimed water projects is \$50.8 million through 2033.

## APPENDIX "B"

**Table 5. Future Potable Water and Reclaimed System Projects Summary**

Year or Planning Horizon	Project Description	Cost
2023 to 2028	Potable Water System Projects <sup>1</sup>	
	Storage Improvements – STG-1	\$7,425,000
	Treatment and Pumping Improvements (WTP-1 to WTP-5)	\$10,260,000
	Distribution System Improvements (DS-1 to DS-4)	\$25,609,000
	Fire Flow Improvements	\$4,357,250
	Reclaimed Water Projects <sup>2</sup>	
	PS-100 Upgrade	\$21,000,000
	New Avalon PS and 5 MG Tank	By Developer
	BPWRF RTP Station and Piping Upgrade	\$6,000,000
	PS-70 Upgrade	By Developer
	PS-40 Upgrade	\$778,000
	PS-80 Discharge Piping Upgrade	\$75,000
	North Clyde Morris Blvd Parallel Pipe	\$908,000
	North Williamson Blvd Pipe	\$3,409,000
2028 to 2033	Potable Water System Projects <sup>1</sup>	
	Fire Flow Improvements	\$4,357,250
	Reclaimed Water Projects <sup>2</sup>	
	PS-90	\$4,893,300
	PS-80 Piping and Operational Improvements	\$3,800,000
	PS-100 Piping Improvements	\$1,808,000
	Distribution System Improvements (DS-5) – Bennett Swamp water main	\$8,119,000

<sup>1</sup>Source for Potable Water System projects is the 2019 WSMP (TetraTech, 2019).

<sup>2</sup>Source for PAR System projects is the 2023 Reuse evaluation (Carollo, 2023)

## 8.0 REFERENCES

Carollo Engineers, 2020. *Wastewater Master Plan*. Prepared for the City of Daytona Beach. February 2020.

Carollo Engineers, 2023. *Reuse System Hydraulic Model and Evaluation*. Prepared for the City of Daytona Beach. April 2023.

SJRWMD, 2020. Consumptive Use Permit Application 8834-12 Permit Files. Accessed from the SJRWMD E-Permitting website.

SJRWMD, 2022. *Central Springs/East Coast Regional Water Supply Plan (2020-2040)*. Prepared by the St. Johns River Water Management District. February 7, 2022.

TetraTech, 2019. *City of Daytona Beach – 20-year Potable Water System Master Plan*. Tetra Tech project #200-26561-18003. May 10, 2019.