

COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

Policy Document

CHAPTER 1: FUTURE LAND USE ELEMENT

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INTRODUCTION

The Future Land Use Element is the central element of the Comprehensive Plan. It functions as the blueprint for the City of Port Orange, the design for its future. It is used to ensure that future development is planned harmoniously with existing development and natural systems in a sustainable manner. It provides policy direction and guidelines for orderly growth, infrastructure, and public services. It relates the policies of the other elements in the Plan to the future use of land. It sets the land use Goals to which the City aspires, the Objectives used to measure progress, and the Policies employed to achieve them.

This Element describes the City's past efforts to become the progressive, high-quality community it is today, and its vision for evolving gradually over the next 20 years into a sustainable, "life-long" community. For the next 20 years, this new vision can ensure that the City's quality will be maintained and the City can continue to build on its success. Twenty years from now, Port Orange will be a city that is able to meet its needs in the present without compromising its ability to meet those needs in the future. The community will shift focus from growth to sustainability. Port Orange will be a city of places and spaces, of neighborhoods and marketplaces, of parks and civic space. It will be a place designed for human interaction— the cultural amenity great cities offer known as "civic life."

The Future Land Use Element was prepared to be consistent with relevant sections of Chapter 163, Part II, Florida Statutes, the State Comprehensive Plan, and the Strategic Regional Policy Plan. The Existing and Future Land Use Maps are included in this element. The Existing Land Use Map shows the location and distribution of land uses that have developed as of September 30, 2009. The Future Land Use Map indicates the proposed location and distribution of land uses to the year 2025. All policies contained in the Comprehensive Plan are consistent with the Future Land Use Map. All land development regulations contained in the City's Land Development Code must also be consistent with this element and with this Plan.

IMPLEMENTATION STRATEGIES

SUSTAINABILITY STRATEGIES

The strategies of the past 20 years have served the City well in realizing its vision of becoming a progressive, high-quality community. For the next 20 years, a new vision is needed to ensure that the City's quality can be maintained; so that it can continue to build on its success. Twenty years from now, Port Orange will become a city that is able to meet its needs in the present without compromising its ability to meet those needs in the future. This is the vision of sustainability.

The sustainable city will be one that draws together the various uses that are necessary for it to function. It will be knitted together by an urban fabric that is designed around the needs and scale of people. It will be a "lifelong" community that allows its residents to meet their needs at all ages and stages of their lives. It will be a city in which its citizens have choices in how far to travel to get what they need and the mode they choose to get there. It will enable people to drive less and reduce the amount of greenhouse gases their cars produce. It will use less energy and resources while supporting a greater number of people, and will produce a portion of its own energy and food supply. It will be a city of unique places and spaces. It will be a place designed for human interaction – the cultural amenity great cities offer their residents known as "civic life."

The community will shift focus from growth to sustainability. Realizing the vision of sustainability will take a continued effort over the next 20 years to achieve. The City will employ the strategies listed below, which are organized into five categories that form the foundation of the sustainable city: land use, mobility, people, energy, and the environment.

Land Use

- Allow the integration rather than separation of most uses to bring people closer to their destinations and reduce the distance they must travel.
- Increase the supply of non-residential land and square footage for shopping, services, and employment in existing and new commercial nodes.
- Design new centers and retrofit existing ones according to urban design principles that accommodate the needs and scale of people.
- Provide incentives and remove regulatory barriers to guide new growth to areas where it is appropriate and reinvestment to where it is necessary, particularly in older areas of the City and infill parcels. Make infill development more competitive than "greenfield" development on the city's edge.
- Encourage small-scale agricultural uses to provide a portion of the local food supply. Protect bonafide agricultural uses outside the city. Encourage/remove barriers to local food production and community gardens.

Mobility

- Design future transportation improvements to increase mobility, access, and choice.

- Enhance the City’s “complete streets” to better accommodate the travel modes used by people of all ages and needs. Provide the amenities and infrastructure necessary to make those modes useful, comfortable and convenient to the general population.
- Guide density and intensity into mixed-use centers along designated transit corridors to increase ridership.
- In appropriate areas, reduce parking requirements that push buildings apart and make other modes much less convenient.
- Utilize urban design principles appropriate to each part of the City that make the best use of available travel modes, corridors, and opportunities.
- Increase connectivity between places to reduce travel distance and make walking and cycling more convenient.

People

- Increase the City’s jobs/housing balance by 2020 so that more residents do not have to travel to another city for meaningful employment.
- Embrace “place-making” as a design principle in new development and redevelopment. Create distinct places built around the concept of shared space that allow residents of the city to gather as a community at a variety of scales, in the form of plazas, squares, sidewalks, cafes, and porches.
- Allow residential areas to include the variety of housing types needed by people at all stages in their lives, including children, adults, parent, “empty-nesters,” active retirees, and seniors.
- Design civic buildings, parks, and the public realm so that they add character, build value, promote security, support cultural activities, and help residents feel proud of their community.
- Provide more opportunities for healthy, active living in which people are able to walk or bike to where they want to go for errands or recreation, and where they have access to fresh, locally produced food.

Energy

- Enable and encourage home and business owners to achieve greater energy independence by removing regulatory barriers, providing incentives, and creating guidelines to maximize the use and efficiency of private renewable energy systems.
- Steadily increase the amount of energy the City government generates for its own needs from renewable sources, and decrease the amount of energy it uses overall.
- Strive wherever possible to reduce the City’s contribution to global climate change by “growing cooler” – reducing greenhouse gas emissions, becoming “carbon neutral,” and using heat-reflective surfaces and materials wherever possible.
- Employ methods to reduce vehicle miles traveled (VMTs) and greenhouse gas (GHG) emissions in location and investment decisions for public facilities.
- Promote energy conservation techniques that incorporate Federal Energy Star Standards, as consistent with the requirements of the Florida Building Code.

Environment

- Create, protect and manage systems of green infrastructure (e.g., urban forests, parks and open spaces, green roofs, shorelines, natural drainage systems).

- Continue to protect floodplains, wetland and stream corridors, critical wildlife habitat, and other environmentally sensitive ecosystems.
- Minimize property damage caused by hurricanes and repeated flooding by building in appropriate areas and removing or raising structures from low-lying areas.
- Provide incentives to create new usable, useful open space, such as allowing community gardens and green roofs to count toward the required open space on any development site.
- Steadily reduce the amount of water used city-wide through conservation, greater efficiency, and Florida-friendly landscaping. Increase the percentage of water used from renewable sources such as rainfall and stormwater runoff.

THE FUTURE LAND USE MAP

The Future Land Use Map has been updated based on the need for a somewhat higher percentage of non-residential land to accomplish economic development goals, to provide for a greater mixture of uses, and to accommodate the greater breadth of employment, retail, and service uses that are customary in the mid-size City projected for 2025. With this general direction, land uses were distributed based on the objectives and policies of this Element and relevant policies of other Elements. The City of Port Orange Future Land Use Map may be found at the end of this Element.

The Future Land Use Map is intended to depict the general land use plan for the entire City, not uses for individual parcels. This is especially true where one land use designation transitions into another. Such transition areas should be considered fluid. While the designations on the Map must be considered in all development and zoning decisions, they are not intended to act as an impediment to sound land use planning. For example, planned residential or commercial developments may incorporate more than one land use type, density, or intensity. The Map should always be considered in the context of the goals, objectives, and policies of the Plan and decisions must be made based on the greatest possible conformance with the diversity of policies related to any one issue.

The City's Administrative Official as defined by its Land Development Code shall interpret the Comprehensive Plan. When there are disputes to land use category boundaries on the Future Land Use Map, interpretations of these boundaries shall be made by the Administrative Official. Appeals from the decision of any interpretations made by the Administrative Official shall be made through the Local Planning Agency, which shall determine consistency with the Plan.

The documentation relating to any Development Order of the City shall include a statement that such order is in compliance with this Plan, based on the goals, objectives and policies herein.

Future Land Use Categories

The future land use categories are listed below.

- Public/Institutional
- Conservation
- Recreation
- Agricultural (maximum 1 unit/10 acres)
- Rural Transition (0-2 units/acre)
- Suburban Residential (2-4 units/acre)
- Urban Medium Density Residential (4-8 units/acre)
- Urban High Density Residential (8-16 units/acre)
- Office/Residential Transition (up to 10 units/acre)
- Commercial
- Mixed-Use Center
- Planned Community
- Warehouse/Industrial

Public/Institutional

This category includes publicly owned lands, such as schools, libraries, active recreation parks, City administrative offices and yards, utility plants, the City’s wellfield properties west of Tomoka Farms Road, and transportation facilities. Also included in this category are lands for privately owned uses that serve public needs, such as franchise utility operations, hospitals, churches, schools, institutions, etc. The intensity of permitted uses within this category is limited to a maximum floor area ratio (FAR) of 0.2.

This land use category may be located wherever needed to serve the City’s population, businesses, and infrastructure in the most efficient manner. However, it is recognized that such uses are acceptable in a wide range of land use environments and, therefore, small and/or isolated properties of this type may be designated under adjoining land use types where appropriate.

Conservation

These areas include publicly or privately owned land deemed necessary or desirable for conservation. In the City, the majority of these areas are in the floodplains along the Halifax River, Spruce Creek, Rose Bay, and canals and streams leading into these water bodies. Also included in this category is the Spruce Creek Preserve located south of Spruce Creek. Development is restricted in these areas based on appropriate strategies for natural preservation, flood control, historic preservation, and passive recreation related to the specific site, as outlined in the Conservation Element. This land use category should be located as needed to protect environmentally sensitive areas pursuant to the Conservation Element. The intensity of permitted uses within this category is limited to a maximum floor area ratio (FAR) of 0.1.

Recreation

This land use category includes public, semi-public, or privately-owned areas intended for active recreational uses. Allowable uses within this category include ball fields, golf courses, archery ranges, sports complexes, contoured golf courses, public parks, picnic areas, gymnasiums, and other active recreational uses. The intensity of active recreation facilities within this category is limited to a maximum floor area ratio (FAR) of 0.5.

Agricultural

There is less than one percent of the total land area in the City used for agriculture, and this land use category has not been applied to the Future Land Use Map. This category is intended to support the viability of the local agricultural economy and the production of the local food supply, on properties 10 acres in size or greater, and was designed for use in areas outside the 20-year planning horizon. This land use category should be at the outer edge of the City's south and west sides, adjacent to existing agricultural land and residential areas in the Rural Transition category. Housing density is limited to one unit per ten acres. Agricultural uses and certain limited agricultural related commercial uses may be permitted. The intensity of any agricultural related commercial uses within this category shall be limited to a maximum floor area ratio (FAR) of 0.2.

Rural Transition- (up to 2 units per acre)

The Rural Transition category includes rural-scale or large-lot (usually 1 to 2 acres) residential development that may also include accessory agricultural uses, based on the appropriate surrounding land use. This land use category should be located near Spruce Creek and its tributaries, and situated between Agricultural lands and areas of higher density/intensity. Residential development is limited to no more than two units per acre based on 1) location where environmental factors preclude more intense development; 2) a location that limits the efficient provision of urban level services; and 3) location adjacent to existing large lot development or active agriculture. Where urban services are available, smaller lots of 5,000 s.f. and greater are allowed, as long as sufficient open space and natural areas are preserved so as not to exceed the maximum allowable density.

Suburban Residential - (2-4 units per acre)

Suburban residential areas are generally characterized by detached or attached single-family homes on lots one quarter-acre in size or more. Smaller lots of 5,000 s.f. and greater are allowed, as long as extensive surrounding open space is provided so as not to exceed the maximum allowable density. This land use category should be located in the areas between collector and arterial roads, with all residential properties generally within one mile of a neighborhood or community-level commercial node.

Urban Medium Density Residential - (4-8 units per acre)

The urban-scale medium-density residential category includes duplex, villa, cluster, townhouse, mobile home, manufactured or multi-family housing at densities of between four and eight units per acre. This land use category should be located adjacent to a community- or sub-regional-level commercial node or mixed-used center, along collector and arterial roads, and in areas designed to accommodate densities/intensities greater than those in the Suburban category.

Urban High Density Residential - (8-16 units per acre)

This residential category typically includes townhouses and multi-family housing at densities of between eight and 16 units per acre. This land use category should be located adjacent to a community- or sub-regional-level commercial node or mixed-used center, along arterial roads.

Office/Residential Transition

The Office/Residential Transition designation is intended to provide a buffer between areas of high- and low-intensity use, especially between low-density residential areas and commercial nodes, and is intended to provide for an appropriate mix of uses along arterial roadways as a means to keep intensive commercial uses at major intersections, as consistent with the Comprehensive Plan. It will accommodate a mix of medium-intensity uses, such as general offices, medical and professional uses, retail sales, personal services, multi-family developments, adult care/retirement facilities, and institutional uses.

The *Office/Residential Transition* category allows uses with a maximum floor area ratio (FAR) of 1.50. Up to 100% of the land area within any development may include office and institutional uses. One quarter (25%) of the land area within any development may include commercial uses. One quarter (25%) of the land area within any development may incorporate residential uses at a density up to 10.0 units/acre, provided it is done as part of a mixed-use development with the uses mixed within the development as whole. Mixed-use developments shall be designed to be pleasing, livable, interesting places that are pedestrian-oriented to maximize internal trip capture. Live-work units will be encouraged in this category. This category is appropriate along arterial roads, adjacent to commercial nodes, light industrial/heavy commercial areas, and residential areas.

Land Uses	Allowable Range as a Percent of Gross Land Area		
Residential	0 %	-	25%
Office/Institutional	75%	-	100%
Commercial	0%	-	25%

Commercial

Commercial land uses are those that provide for the retail sale of items and services to the general public. These areas consist of shopping centers, retail stores, restaurants, automobile service facilities, personal services, offices, and similar uses.

In locating commercial areas on the Future Land Use Map, the City has maintained the policy of designating commercial nodes at intersections of roadways. The functional classification of the adjacent roadways and size of the surrounding neighborhoods dictates the amount of commercial use designated within each node. Overall commercial nodes are defined as follows:

Neighborhood – generally designed to serve the convenience needs of neighborhood areas within a ±1-mile radius; FAR of 0.30.

Community – generally designed to serve the general shopping needs of areas within a ±2-mile radius; FAR of 0.50.

Sub-Regional – generally designed to serve the general and specialized shopping needs of the general population and visitors within a ±4-mile radius; FAR of 0.75.

Regional generally intended to serve the east central Florida regional market, with a mix of general, specialized, and highly specialized products, services, and attractions; FAR of 1.0.

Figure 1-9 shows the location of the existing commercial nodes. The intensity of permitted uses within this category not located within a node shall be limited to a maximum floor area ratio (FAR) of 1.0.

Mixed-Use Center

The purpose of this multiple-use category is to serve as an alternative to the single-use, community-level commercial node in certain settings. A mixed-use center contains a variety of land uses, which may include commercial, office, service, residential, and institutional development, and is focused around a point of high activity, such as an intersection of collector or higher-classified roads. It is intended to provide a concentration of services for adjacent neighborhoods and pass-by traffic. The land uses should be mixed, but commercial uses may dominate if necessary to achieve City redevelopment goals. Such centers may be located along arterial corridors which have bus service, at intersections with collectors or significant local roads.

Mixed-use centers should be designed to be convenient, promote personal interaction, reduce travel distance and conserve energy. They should be pedestrian-oriented so as to maximize internal trip capture. To help achieve these objectives, the centers should include mixed-use development, multi-modal public transit facilities, pedestrian-oriented amenities, and high-quality building and site design.

The maximum density allowed in this category is 16 dwelling units per gross acre. The maximum FAR is 1.5. The allowable distribution of uses within each mixed-use center will be within the following ranges:

- commercial (not including office) 50%-90%;
- office 10% - 90%;
- residential 0% - 50%; and
- institutional 0% - 35%.

The cumulative mixture of percentages shall equal 100%.

Planned Community

The *Planned Community* future land use category is intended to provide a flexible way to create integrated mixed-use communities in vacant areas slated for development, as well as in officially designated redevelopment districts where the wholesale redevelopment of large tracts is envisioned.

The *Planned Community* category implements simultaneously under a single land use classification the promotion of innovative development patterns, efficient provision of City services, environmental protection, minimization of automobile trips, concentration of commercial and industrial development, and creation of a pedestrian-friendly community.

It promotes the creation of well-planned developments through the required use of “Planned Community” (PC) zoning and an overall Conceptual Development Plan (CDP). This category will allow the City to increase the available inventory of commercial,

industrial, and institutional land uses by integrating them with residential uses in a harmonious fashion. The *Planned Community* category should be thought of as a unique planning *process*, rather than a specific development *plan*.

There are two areas in the City classified as *Planned Community*. The first area (Planned Community-Westside) is located between Tomoka Farms Road (SR 415) and I-95, and consists of approximately 1,200 acres. The second (Planned Community-Riverwalk) corresponds to the City's Riverwalk District, a 35.4 acre section of the Port Orange Town Center Redevelopment District. The potential for the remaining area in the Port Orange Town Center to be included in this *Planned Community* area is still being studied.

Because each area is different, each will have its own unique standards for density, intensity, and mix of uses. However, each area must meet certain criteria in order to be considered appropriate for the *Planned Community* designation. The process by which each area is rezoned will also be same.

Criteria for Assignment

The *Planned Community* future land use category may only be assigned to parcels or tracts of land meeting the following criteria:

- A minimum of 750 acres in size for vacant tracts, or 25 acres in size for officially designated redevelopment districts, in order to provide sufficient land for the mix of uses necessary in a functionally integrated community.
- Adjacent to one or more existing and/or proposed arterial or collector roadways.
- Located within the City's urban service area.
- Abuts or is planned to abut City utilities lines and infrastructure, including potable water, sanitary sewer, and reclaimed water, if available.

Terminology

1. The overall property, as shown on the Conceptual Development Plan (CDP), shall be referred to as the Macro Region.
2. The Macro Region may be broken down into Districts, each with its own distinct development type, such as urban mixed-use, urban residential, suburban residential, commercial, etc. Districts are defined by building type and layout, rather than specific uses or densities/intensities.
3. Each District may be further subdivided into Micro Regions, which have specific permitted uses, setbacks, and densities/intensities.

Procedural Requirements

Any proposed development within the Planned Community future land use category shall meet the following procedural requirements:

1. The overall property shall first be rezoned to Planned Community "PC." A Macro CDP shall be prepared which shows the property boundary, the boundaries of each District, the boundaries and approved land use of all proposed Micro Regions, the existing and planned transportation network, and environmentally sensitive lands as defined in the Conservation Element.
2. When development within all or a portion of a Micro Region is proposed, the applicant shall prepare a Micro CDP, which shall indicate the proposed land uses, and the general location of internal collector street locations, proposed open space, utility corridors, external buffers, proposed master drainage facilities, and location within

- the District and Macro Region. Developments occurring in Micro Regions less than 25 acres in size may forego Micro-level review.
3. All final development plans within a Micro Region shall be approved through the City's standard site development and subdivision process.

Flexibility and Mixture of Uses

Each Planned Community shall incorporate a variety of uses, such as residential, commercial, industrial, and institutional. Existing agricultural uses shall be allowed to continue as an interim use until development occurs. The percentage distribution of each use is flexible in order to accommodate market trends. Unique ranges shall be established for each Planned Community. Development may occur in the ranges identified without the necessity for a comprehensive plan amendment so long as there is adequate infrastructure to serve the intended development.

The City shall maintain a running inventory of the land use allocated within each Planned Community. As development occurs within these areas, the City shall ensure that the maximum ranges allowed for each type of land use are not exceeded. Adjustments to the allocation ranges described below shall require a large-scale comprehensive plan amendment subject to State review.

Each Planned Community shall be a mixed-use development that combines at least two of the four following land use subcategories: residential, commercial, office, industrial, or institutional (including recreational uses). The "PC" zoning district guidelines contain incentives to encourage the creation of mixed-use developments beyond the minimum percent established, particularly those which contribute to the establishment of an efficient urban development pattern. A list of incentives acceptable to the City includes:

- Higher allowable densities and intensities,
- Increased building coverage,
- Reduced parking requirements, and
- Reduced landscaping requirements.

Compliance with Florida Statutes

The land use designation Planned Community does not supersede or circumvent any requirements for State permitting or approval. Nor will the City's efforts in requiring property owners to cooperate with the City's long-range planning be intended to imply or require that permits and approvals from State agencies by prematurely obtained.

Planned Community-Westside

The following standards apply to Planned Community-Westside.

Density/Intensity

Planned Community-Westside shall allow a maximum gross residential density of 4 units/acre (4,804 d.u. based on 1,201 acres). The density within mixed-use Micro Regions may be as high as 24 units/acre, so long as the gross density of the overall project does not exceed 4 units/acre. Gross non-residential intensity shall be limited to a maximum floor area ratio (FAR) of 0.25 for commercial uses, 0.30 for industrial uses, and 0.35 for office use. In mixed-use Micro Regions where master-

planned stormwater drainage facilities exist or are planned, individual lots may be developed with a maximum FAR of 1.00, so long as the gross FAR for the overall development does not exceed the maximum limits listed above.

Distribution of Uses

The following table identifies each of the land uses required in Planned Community-Westside, expressed as an allowable percentage of the overall project's total acreage. The commercial sub-category may include office-type uses. The conservation/ recreation sub-category does not include "open space" or pervious surface area normally required as part of the Planned Community zoning process.

<i>Land Use Sub-category</i>	<i>Allowable Range as a Percent Of Total Project Acreage¹</i>	
	<i>Minimum²</i>	<i>Maximum²</i>
Residential	35%	- 60%
Commercial	10%	- 25%
Industrial	10%	- 25%
Mixed Use (Town Center)	10%	- 25%
Conservation/Recreation ³	10%	- No max.

¹ Cumulative mixture of percentages shall equal 100%.

² Minimum and maximum columns may be revised up to 2.5% per item without a comprehensive plan amendment since such changes are non-substantial and the impacts are similar, and provided the total does not exceed 100%.

³ Conservation/recreation, as a land use sub-category, will not impact the regulation of jurisdictional wetlands.

Maximum Vehicle Trips

The number of trips generated as a result of development in Planned Community-Westside shall not exceed 62,600 trips per day. This number is equal to that which would be generated by the land uses that were shown on the adopted Future Land Use Map and the programmed roadway network conditions as of June 25, 2001. The future land uses in Planned Community-Westside as of that date are as follows:

Agricultural Residential (0-2 units/acre)	423 acres
Suburban Residential (2-4 units/acre)	407 acres
Urban Low Density Residential (4-8 units/acre)	93 acres
Urban High Density Residential (8-16 units/acre)	61 acres
Office/Residential Transition	13 acres
Commercial	41 acres
Warehouse/Industrial	89 acres
Right-of-way	74 acres
Total	1,201 acres

The total number of daily trips as described herein can only increase commensurate with the appropriate modifications made to the comprehensive plan reflecting improved road network conditions. The City shall monitor the roadway conditions in and adjacent to

Planned Community-Westside and shall report its findings to DEO, FDOT District 5, River To Sea TPO, Volusia County, and the City of Daytona Beach as described in the Transportation Element, Policy 3.2.2.

General Design Standards

Planned Community-Westside shall meet the following general design standards:

- A primary “town center” shall be created for the overall project that includes a mixture of uses (residential, commercial, institutional, and recreation), and a variety of housing types. The location of the town center shall be shown on the CDP for the Macro Region. The town center shall be relatively compact in design, and may be developed at the maximum density/intensity. High-density residential units should be clustered into the town center in order to support convenience/service uses, local employment, or mass transit use. A portion of overall project conservation/recreation area shall be in the form of a “town square” or public park.
- Internal connectivity should be provided for pedestrian, bicycle, and automobile modes so as to reduce the number of external trips and provide transit service options.
- Single-family housing may be constructed on a variety of lot sizes that are intermixed throughout each Micro Region.
- Projects should be designed with special consideration given to compatibility with the surrounding uses and any adjacent developments. Compatibility is defined as a condition in which dissimilar land uses can co-exist in relative proximity to one another in a stable fashion over time, such that neither use is unduly negatively impacted by the other. In general, density and intensity shall decrease toward the south and west. This will ensure that the higher intensity uses will be located where the infrastructure exists to serve them (adjacent to I-95), and where they will not impact lower intensity uses (adjacent to Tomoka Farms Road). In addition, buffering between areas of different intensity will be accomplished through a variety of mechanisms permitted by the City’s Land Development Code.

Planned Community-Riverwalk

This land use designation implements the Riverwalk component of the Port Orange Town Center Redevelopment Plan.

Planned Community-Riverwalk is 35.4 acres and is composed of several land uses including mixed-use, recreational, commercial, office, residential, and civic land uses, among others. These land uses shall be integrated into a walkable community on the Halifax riverbank.

Community Standards

The following standards apply to Planned Community –Riverwalk.

Density/Intensity

The Riverwalk District shall allow a maximum gross residential density of 25 units/acre.

Distribution of Uses

The following table identifies the land uses allowed in Planned Community –Riverwalk, expressed as number of dwelling units or gross square footage.

<i>Land Use Sub-Category</i>	<i>Maximum Number Of Dwelling Units Or Square Footage</i>	
	<i>Dwelling Units</i>	<i>Square Footage</i>
<i>Residential</i>	800	N/A
<i>Commercial</i>	N/A	240,000
<i>Office</i>	N/A	51,700

Recreation and Open Space

Recreation facilities and open space areas will focus on then natural amenities and both active and passive recreation opportunities provided by the Halifax River. It is envisioned that the existing marina will be utilized promoting public access to the Halifax River; additionally, a boardwalk and passive parks will be provided.

General Goals and Design Standards

Planned Community –Riverwalk shall meet the following special character district goals and objectives consistent with Section 5.2.1 of the Port Orange Town Center Redevelopment Plan (below). Also, from the plan “The area shall be recognized as a pedestrian friendly, mixed-use entertainment location, which boasts a Florida Vernacular style of architecture; a compact built environment; a grid network of narrow streets; pathways leading to public spaces; attractive views and vistas; and a nautical theme.”

- Develop a unique riverfront location based on a healthy mix of entertainment, retail, office and housing uses;
- Install a promenade from Dunlawton Avenue to the Port Orange-South Daytona Chamber of Commerce property to enhance and promote both views and access to the Halifax River;
- Evaluate and carry out design improvements to the Dunlawton Avenue and Ridgewood Avenue intersection to emphasize a true “sense of arrival”;
- Identify and promote suitable locations for shared parking and retention facilities;
- Promote river-based activities and events to attract citizens and tourist;
- Develop the district in a manner consistent with the principles of New Urbanism; and,
- Prepare an architectural design manual to be applied to development and redevelopment activity within the District.

Warehouse/Industrial

The uses in this category are intended to include construction, light manufacturing, warehouse and distribution related uses, and supporting office and service uses in order to provide for a convenient business environment competitive with other industrial parks in the Central Florida area. This category should be located in the vicinity of the FEC Railway and along the I-95 corridor. The intensity of permitted uses within this category shall be limited to a maximum floor area ratio (FAR) of 0.75. Retail and service uses may be integrated in an amount not to exceed 15% of the total floor area within an individual building or within any industrial/business park as a whole.

Future Land Use Map Amendments

Compatibility is defined as a condition in which dissimilar land uses can co-exist in relative proximity to one another in a stable fashion over time, such that neither use is unduly negatively impacted by the other. In reviewing proposed amendments to the Future Land Use Map, the City evaluates compatibility based on:

- the density/intensity of the adjacent uses;

- the locational criteria for the proposed use;
- projected demand for services and infrastructure;
- environmental conditions; and
- the extent to which the amendment furthers the City’s goals for sustainability, mobility, and redevelopment.

Corridor Plans

The City’s Corridor Plans are to be considered as overlays of the goals, objectives, and policies of the Comprehensive Plan itself. However, the uses shown on the Future Land Use Map shall be the ultimate determinant for consistency with the Plan. The City has adopted the Dunlawton Corridor Plan, which is a detailed plan covering approximately 640 acres along Dunlawton Avenue. The plan details all aspects of development from infrastructure coordination to architectural and urban design controls. Since the Plan’s creation in 1989, the majority of the property along the Dunlawton corridor has been built out. The City intends to update the Plan to account for the development activity since that time and to include additional lands west of Williamson Boulevard planned for future development. The City also intends to create new Corridor Plans for its other major arterial corridors.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: SUSTAINABILITY

PROVIDE FOR DEVELOPMENT THAT MEETS THE NEEDS OF THE PRESENT WITHOUT COMPROMISING THE ABILITY OF FUTURE GENERATIONS TO MEET THEIR OWN NEEDS.

Objective 1.1: Energy Efficiency. Promote compact, mixed-use, and energy efficient development arranged to encourage pedestrians, bicycle and transit use, leading to a more sustainable community and a reduction in greenhouse gases (GHGs).

Policy 1.1.1: Explore various funding opportunities to assist in developing City GHGs emissions baseline data, in order to set GHG emission goals, to develop strategies to reduce climate change and to mitigate and adapt to its impacts.

Policy 1.1.2: Promote technology to change and adapt the heating, cooling, insulation, ventilation, and lighting systems of structures to achieve greater energy efficiency.

Policy 1.1.3: Encourage the maintenance, restoration and adaptive reuse of existing urban areas, including buildings, infrastructure and other assets, to reduce energy use and Vehicle Miles Traveled (VMTs).

Policy 1.1.4: Encourage the production and use of energy generated from renewable resources.

Policy 1.1.5: Encourage integration of passive solar design, green roofs, active solar and other renewable energy sources into development projects through the Land Development Code.

Policy 1.1.6: Encourage urban design strategies that maximize use of renewable, sustainable, active and passive sources of energy design in architecture.

Policy 1.1.7: The built environment and urban design should maximize natural areas and assets and incorporate Florida Friendly landscaping to reduce energy and water consumption.

Policy 1.1.8: Encourage food production for local consumption in order to decrease the distance that food must travel, and consequently GHG emissions, by allowing farmers markets, community gardens, and other local food networks.

Policy 1.1.9: Create, protect and manage systems of green infrastructure (i.e., urban forests, parks and open spaces, green roofs, natural drainage systems).

Policy 1.1.10: The potential for reducing Vehicle Miles Traveled (VMTs) and

GHG emissions should be considered in all location and investment decisions for public facilities.

Policy 1.1.11: Promote the redevelopment of brownfield and grayfield sites to reduce distances between destinations and relieve pressures for greenfield development.

Policy 1.1.12: Support technology and business practices that enable people to reduce vehicle miles traveled from home to work, including increased flexibility for home office uses.

Policy 1.1.13: Continue to provide educational materials regarding energy efficiency, sustainable design, and climate change that encourage community residents and business owners to invest in energy-efficiency improvements through community outreach efforts, such as the City's Green Initiative Website.

Policy 1.1.14: Continue to encourage the incorporation of green building practices into development projects through the City's Green Building Program.

Policy 1.1.15: Encourage design techniques and materials that reduce heat absorption, thereby reducing the heat island effect.

Objective 1.2: Smart Growth. Future land use designations, requests for rezoning, and development approval shall be in accordance with the following principals of smart growth in order to maintain a sense of place and community.

Policy 1.2.1: Encourage development projects to include homes affordable to a diversity of income ranges.

Policy 1.2.2: Ensure opportunities for meaningful stakeholder participation throughout all stages of planning and policy implementation.

Policy 1.2.3: Maintain a sense of community through the provision of public spaces and landscaping of parks, recreation areas and medians.

Policy 1.2.4: Encourage a mix of land uses and expand housing choices by developing areas of infill or underutilized vacant land within the City.

Policy 1.2.5: Encourage cluster development which promotes the efficient use of open space and reduces development costs, in areas where services and facilities exist or are planned.

Policy 1.2.6: Expand transportation choices by ensuring an efficient network of roads, sidewalks, and bike paths that are safe for pedestrians, bicyclists and vehicular traffic.

Policy 1.2.7: Encourage development at an appropriate scale, form, and

density/intensity to support more economical and efficient public bus transit service.

Policy 1.2.8: Promote environmental protection, reduced natural resource consumption and energy management in the design and construction of buildings.

Objective 1.3: Coordinating Land Use and Transportation. The City will ensure that existing and proposed land uses are consistent with the transportation modes and services proposed to serve these areas.

Policy 1.3.1: Any required transportation improvements shall be implemented with minimal land use, social, and environmental disruption.

Policy 1.3.2: The City shall, through enforcement of its Land Development Code regulations, continue to ensure that the transportation facilities function safely and effectively in furtherance of the City's Mobility Improvement policies by:

- A. Limiting curb cuts on arterial roads, providing for common access points, and ensuring safe and convenient on-site and inter-parcel circulation.
- B. Concentrating proposed commercial developments around major roadway intersections, and discouraging proposals that would increase the frontage of existing commercial strips.
- C. Locating higher-intensity uses where transportation facilities can provide the most efficient access.
- D. Incorporating "pedestrian-friendly" design principles in new development projects, as described in the Transportation Element.
- E. Implementing the objective and policies of the Transportation Concurrency Exception Area and Mobility Improvement Zones in the Transportation Mobility Element.

Policy 1.3.3: The land use pattern shall serve to minimize travel requirements, and shall encourage the increased use of public transit and an increase in walking and bicycling to support the City's multimodal transportation system.

Policy 1.3.4: The City shall monitor the roadway conditions and transportation network in and adjacent to Planned Community-Westside, and shall report its findings to the City of Daytona Beach, Volusia County, River To Sea TPO, DEO, and FDOT District 5 on an annual basis.

Policy 1.3.5: The City shall limit trips from the City wellfield properties so as not to cause any part of the Volusia County thoroughfare network to operate below the adopted level of service.

Policy 1.3.6: The City shall limit trips from Cracker Creek [parcel numbers 6330-00-00-0160; 6330-00-00-0180; 6330-00-00-0170; 6225-03-00-0070] so as to not create a significant impact on the Volusia County thoroughfare network and State roadway facilities.

Objective 1.4: Adequate Public Facilities. Base land use designations and development approvals on the accessibility to necessary infrastructure and public services.

Policy 1.4.1: Maintain land use patterns and planned intensities adjacent to public facilities with available capacity that maximize the public investment.

Policy 1.4.2: Public facilities shall be located in order to maximize the efficiency of the services they provide, as well as minimize costs and potential environmental effects.

Policy 1.4.3: Require that water supply, production facilities and C.U.P capacity is available for new site plan and/or subdivision developments, prior to issuance of development orders.

Objective 1.5: Timing and Location of Development. Future development will be directed into appropriate areas and at appropriate times according to the availability of municipal services.

Policy 1.5.1: Continue to require development to be located in areas where urban services are available or will be provided while maintaining the adopted level-of-service standards concurrent with the impacts of development, as outlined in the Capital Improvements Element, or otherwise comply with the policy requirements of the Transportation Concurrency Exception Area as related to mobility improvements.

Policy 1.5.2: Continue to require development interests to extend services to new developments at the developer's expense.

Policy 1.5.3: The City shall promote local, regional, and state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

Policy 1.5.4: The City shall continue to guide the development of land in a way that maximizes the uses of existing public facilities, through the coordination of adequate public facilities, the use of impact fees, and other appropriate tools.

Objective 1.6: Impacts of Development. The City shall require impacts of development activities to be mitigated through design and performance standards.

Policy 1.6.1: The City shall work with relevant local, regional, and state agencies to update its development review procedures and mitigation performance standards, as needed.

Policy 1.6.2: Require compatibility between commercial areas and adjacent lower

intensity uses through the use of landscaping, open space buffering, and appropriate transitions of building scale, mass, and architectural design, while still providing adequate access between uses.

Policy 1.6.3: Mitigate the visual and physical impacts of parking areas to surrounding residential development and public right-of-way with interior parking lot and perimeter landscaping.

Policy 1.6.4: Ensure that the exterior treatment of buildings and other site structural components are aesthetically sensitive to that of the surrounding area.

Policy 1.6.5: Require a compact and creative pattern of commercial development as compared to inefficient incremental strip development through land use policy and zoning requirements.

Policy 1.6.6: Utilize site design criteria that consider accessibility, aesthetics, internal function, and energy efficiency.

Policy 1.6.7: Require landscape buffering along roads to respect both the impacts of traffic on land uses and the safety and enjoyment of motorists and pedestrians.

Policy 1.6.8: Require pedestrian and other intermodal connections between developments where there is the potential for interaction between the uses.

Policy 1.6.9: Where applicable, the City shall request that Florida Division of Forestry conduct a wildfire assessment as part of the development review process

Policy 1.6.10: Where applicable, new developments shall be encouraged to adhere to the fire safety standards outlined in the Florida Division of Forestry publication, “*Wildfire Mitigation in Florida*”. These standards can significantly reduce the disastrous loss of life, property and resources resulting from wildfire in wildland/urban interface fire hazard areas.

Objective 1.7: Hurricane Evacuation. Coordinate the residential density of areas in the coastal zone and areas subject to coastal flooding with the Volusia County Evacuation Plan.

Policy 1.7.2: Requests to increase development density and intensity will not be permitted in areas that do not meet required standards for hurricane evacuation.

GOAL 2: GENERAL LAND USE PATTERN

PROVIDE FOR A LAND USE PATTERN THAT PROMOTES THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE CITIZENS OF PORT ORANGE WHILE REMAINING IN HARMONY WITH THE NATURAL ENVIRONMENT.

Objective 2.1: *Future Land Use Map.* The City's continued growth shall be based upon the Future Land Use Map, which shall specify the desired development pattern for Port Orange through a land use category system that provides for the location, type, density, and intensity of development.

Policy 2.1.1: The Future Land Use Map shall contain the following categories, as described in this Element:

- A. Public/Institutional
- B. Conservation
- C. Recreation
- D. Agricultural Preservation (maximum 1 unit/10 acres)
- E. Rural Transition (0-2 units/acre)
- F. Suburban Residential (2-4 units/acre)
- G. Urban Medium-Density Residential (4-8 units/acre)
- H. Urban High-Density Residential (8-16 units/acre)
- I. Office/Residential Transition
- J. Commercial
- K. Mixed-Use Center
- L. Planned Community
- M. Warehouse/Industrial

Policy 2.1.2: The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of appropriate physical and natural separators. Compatibility is defined as a condition in which dissimilar land uses can co-exist in relative proximity to one another in a stable fashion over time, such that neither use is unduly negatively impacted by the other.

Policy 2.1.3: In addition to requirements within Florida Statutes and the Florida Administrative Code, the evaluation of amendments to the Future Land Use Map shall be guided by the following criteria and the Goals, Objectives, and Policies of this Plan. The criteria below are a general policy guide. Each amendment shall be reviewed on a case by case basis. Amendments are expected to be consistent with several, but not necessarily all, criteria and result in an overall positive impact.

- a) The changes in uses, density, and intensity;
- b) Furtherance of the City's Vision;
- c) Furtherance of the City's Sustainability Strategies;
- d) The locational criteria for the proposed category and the adjacent categories;
- e) The environmental suitability of the uses, densities, and intensities proposed;
- f) The impact of the proposed land use on water quality and quantity, and the potential for flooding;
- g) Furtherance of energy-efficient land use patterns and a reduction in vehicle miles traveled;

- h) The impact on the City's transportation network, and the City's Transportation Concurrency Exception Area (TCEA) and mobility strategies;
- i) The accessibility to necessary infrastructure and public services and an analysis of the availability of adequate public facilities based on the adopted level-of-service standards;
- j) The availability of water supply, Consumptive Use Permit capacity, and production facilities capacity based on the adopted level-of-service standards
- k) Whether the change reduces evacuation times beyond 12 hours; and
- l) The discouragement of urban sprawl.

Policy 2.1.4: It is recognized that Public/Institutional uses are acceptable in a wide range of land use environments and, therefore, small and/or isolated properties of this type may be designated under any land use category where appropriate, as determined by the Administrative Official.

Policy 2.1.5: When there are disputes to land use category boundaries on the Future Land Use Map, interpretations of these boundaries shall be made by the Administrative Official. The Administrative Official may adjust said boundaries within 660 feet, to accommodate property lines, rights-of-way, or easements, and to allow extension to major physical or man made boundaries. Boundaries shall not be expanded in such a manner that they encroach into established residential areas. Appeals from the decision of any interpretations made by the Administrative Official shall be made through the Local Planning Agency, which shall determine consistency with the Plan.

Policy 2.1.6: Development of parcels 6214-01-03-0010 and 6214-01-03-0020 shall be limited to a density of one unit per one acre.

Objective 2.2: *Land Development Code.* Future growth and development will be managed through the use of the Land Development Code, in a manner consistent with the Future Land Use Map and Comprehensive Plan.

Policy 2.2.1: The City's Land Development Code and Official Zoning Map shall be maintained to permit the use and development of land in accordance with the Future Land Use Map and the Comprehensive Plan.

Policy 2.2.2: The City shall keep on file a zoning matrix which links zoning districts to corresponding to future land use categories. It shall be used as a guide when determining appropriate zoning for land and reviewing rezoning requests.

Policy 2.2.3: The City shall refine and improve its regulatory techniques so that they allow and encourage the type of development that furthers the City's sustainability goals.

Objective 2.3: *Environmental Protection.* The City shall maintain the environment,

including clean air and water, forests, and natural resources, by protecting and preserving environmentally significant areas and open space. The City shall coordinate the intensity of future development with the natural constraints of an area such as topography, soils, floodplains, wetlands, and significant wildlife habitat

Policy 2.3.1: The City shall work with federal, state, regional, and local agencies to purchase or acquire environmentally sensitive lands such as floodplains, wetlands, natural ecological communities, and potential habitat of endangered or listed species, as funds become available.

Policy 2.3.2: Continue the use of land development regulations and site planning techniques to protect the capacity and natural function of floodplains, incorporate specimen trees, significant natural areas and natural vegetation into site design in order to increase open space while protecting natural assets.

Policy 2.3.3: In accordance with the provisions of the Conservation Element and Public Facilities Element, the City shall employ land use planning, zoning and buffering mechanisms as appropriate to protect the City's potable water wellfields.

Policy 2.3.4: Continue to increase the tree canopy throughout the City through environmental protection regulations, in accordance with the provisions of the Conservation Element.

Policy 2.3.5: Promote and provide incentives for designs that respect the natural function of ecosystems and integrate natural vegetation, natural hydrology, and Low Impact Development (LID) principles.

Policy 2.3.6: To support the protection and enhancement of environmentally sensitive corridors, wildlife habitat, connected wetlands, and natural hydrologic functions throughout Volusia County and the City of Port Orange.

Policy 2.3.7: To support the protection and enhancement of environmentally sensitive corridors, wildlife habitat, connected wetlands, and natural hydrologic functions throughout Volusia County and the City of Port Orange, the City adopts the Environmental Core Overlay or "ECO" Map as a component of the Future Land Use Map series.

Policy 2.3.8: The City will actively participate with the County and local jurisdictions in the further development of policies that serve to manage future development that occurs within developable tracts of the adopted ECO Map.

Policy 2.3.9: Where land is partially or fully within ECO, the owner(s)/developer(s) shall be encouraged to utilize innovative land planning and flexible land development techniques such as transfer of development rights, conservation subdivisions, clustering, Low Impact Development (LID), Waterwise Development, Firewise Development, United States Green Building Council LEED Certified development, Florida Green Building Coalition

designations, or other similar development certifications which promote sustainability.

Objective 2.4: Co-location of Schools. Continue to work with the Volusia County School Board to locate new schools in or near urban areas, and to the extent possible, co-locate them with public parks, libraries, and community centers.

Policy 2.4.1: Coordinate, through interlocal agreement, the siting of public educational facilities and the review of site plans with Volusia County and the Volusia County School Board.

Policy 2.4.2: Coordinate long-range planning efforts with the School Board so that school sites can be acquired well in advance of the need for these schools, making every effort to include county planners, parks and recreation planners, library system planners, and the general public in the school siting process.

Policy 2.4.3: The City shall endeavor to make schools and their location the focal point for new developments, in a manner that is compatible with compact urban growth patterns. Where possible, the City shall encourage the co-location of community facilities with new schools as follows:

- A. Elementary Schools - playgrounds, neighborhood parks with facilities for the elderly, neighborhood recreation centers, and library sub-branches.
- B. Middle Schools - community parks, athletic fields, community centers, and library branches or sub-branches.
- C. High Schools and Colleges - community or district parks with community centers, athletic fields, main libraries or library branches.

Policy 2.4.4: The City shall encourage the School Board to locate proposed school sites away from industrial uses, major arterial roadways and railroads to avoid the noise, odors, dust, and traffic impacts and hazards caused by such uses. To avoid the disrupting influences caused by school yard noise and traffic, the City shall further encourage the School Board to locate schools sufficient distances from hospitals, adult communities, nursing homes, and similar land uses.

Policy 2.4.5: The City shall assist the School Board in finding school sites that are:

- A. Located as centrally as possible within their intended attendance zones;
- B. Sufficient in size;
- C. Located away from floodplains, flood-prone areas, wetlands, environmentally sensitive areas, coastal high hazard areas, and historic or archaeological resources;
- D. Serviceable by potable water, sanitary sewer, reclaimed water, and stormwater drainage systems;
- E. Accessible from a collector road and do not create detrimental impacts on adjacent roads;
- F. Safe for pedestrians, bicycles, cars, and buses; and
- G. Serviceable by local mass transit.

Policy 2.4.6: The City shall allow low-intensity public schools, such as elementary and middle schools, in the Public/Institutional, Rural Transition, Suburban Residential, Urban Medium-Density Residential, Urban High-Density Residential, Office/Residential Transition, and Planned Community-Westside land use categories subject to the rezoning of Government/Public Use (GPU), if applicable. Elementary schools should be located predominately in areas with the housing types and densities to meet the school's enrollment capacity with students that are predominantly within walking distance of the school. Middle schools may be located in areas with a mix of residential and commercial uses.

Policy 2.4.7: The City shall allow high-intensity public schools, such as high schools and colleges, in the Public/Institutional, Urban High-Density Residential, Commercial, and Office/Residential Transition land use categories subject to the rezoning of Government/Public Use (GPU), if applicable. High-intensity schools should be buffered from residential areas as much as possible.

Policy 2.4.8: The Land Development Code shall allow public educational facilities as permitted uses with special development criteria in appropriate zoning districts subject to the interlocal agreement with the Volusia County School Board.

Policy 2.4.9: The City may administratively rezone public school sites to Government/Public Use (GPU).

Objective 2.5: Compatibility with Adjoining Jurisdictions. Require that land uses are compatible with that of adjoining jurisdictions, as defined by this Plan.

Policy 2.5.1: Consider adjoining existing land use and future land use plans when reviewing development proposals within the City that are adjacent neighboring jurisdictional boundaries.

Policy 2.5.2: Continue to work with Volusia County and adjacent cities, as applicable, to effectively plan for the location, timing, and form of anticipated urban expansion areas.

Policy 2.5.3: The City shall work with adjacent jurisdictions and intergovernmental coordination committees in siting locally unpopular public and private land uses, with consideration to the area of population served, the impact on land development patterns or important natural resources, and the cost-effectiveness of service delivery.

Objective 2.6: Non-conformities. Existing land uses that are inconsistent or incompatible with the City's Land Use Plan shall be eliminated as development and redevelopment occurs.

Policy 2.6.1: Continue to prohibit the proliferation of incompatible uses through the use of the Future Land Use Plan and Land Development Code.

Policy 2.6.2: All non-conforming structures and uses of land shall be discontinued or otherwise made to conform with the provisions of the City's Comprehensive Plan, Land Development Code, and the Local Mitigation Strategy, through the use of rezonings, the development review process, the Commercial Property Maintenance Program, and other appropriate mechanisms.

Objective 2.7: Historic Resources. In cooperation with the Florida Department of State, Division of Historic Resources, continue the use of land development regulations to protect, preserve, and rehabilitate identified or potential significant historic and archaeological resources.

Policy 2.7.1: Include historic and archaeological resources in land acquisition programs for open space, recreation, preservation, or conservation.

Policy 2.7.2: Continue the use of land development regulations to protect identified archaeological sites by incorporating them into open space areas.

Policy 2.7.3: Where the preservation of historic structures per *Policies 2.7.1* and *2.7.2* above is not possible, the City shall permit the relocation of such structures so long as they can be moved without noticeable damage to a location of similar historic character.

Policy 2.7.4: Maintain a common database to include survey information, a complete set of Florida Master Site file forms for all recorded sites and archival materials.

Policy 2.7.5: Nominate eligible historic and archaeological resources to the National Register of Historic Places.

Policy 2.7.6: Solicit input from various local, regional, state, agencies and interest groups for ways to better protect, preserve, and rehabilitate historic and archaeological resources.

Policy 2.7.7: Encourage the City's Building Official to use the Florida Building Code to facilitate and encourage the protection, preservation, and rehabilitation of historic properties.

Policy 2.7.8: Code Enforcement staff shall be trained to identify and cite historic properties that suffer from decline.

Policy 2.7.9: Assist preservation interest groups in identifying existing and potential local historic preservation problems and in addressing solutions to those problems.

Policy 2.7.10: Solicit a sponsor to provide plaques that recognize locally designated historic and archaeological sites.

Policy 2.7.11: Continue to share the City's interest in its history through its informative booklet, *A Town Called Port Orange*.

Objective 2.8: Urban Sprawl. The City shall manage the available supply of developable land by delineating the amount of land and by distributing the types of land uses needed to accommodate growth and development. The City shall, through intergovernmental coordination, discourage urban sprawl by directing urban development to the areas within its urban service area boundaries.

Policy 2.8.1: The City shall limit urban sprawl by directing urban growth to those areas where public facilities and services are available.

Policy 2.8.2: Future urban development requiring access or connection to public facilities shall be located within the incorporated area or within the designated urban service boundaries in the unincorporated areas established by interlocal agreement.

Policy 2.8.3: In order to protect natural resources, new development and redevelopment shall be encouraged to go into existing developed areas as infill.

GOAL 3: COMMERCIAL/INDUSTRIAL DEVELOPMENT

PROVIDE FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT SO AS TO MAINTAIN THE ECONOMIC HEALTH OF THE CITY, AND TO INCREASE THE JOB OPPORTUNITIES, PER CAPITA INCOME AND CONVENIENCE FOR ITS RESIDENTS.

Objective 3.1: Maintaining Land for Non-residential Uses. Ensure that the amount of land already designated for non-residential uses does not decrease.

Policy 3.1.1: Retain designated commercial and industrial development areas for their appropriate uses, unless such uses have been planned to be accommodated elsewhere.

Policy 3.1.2: The City will plan for ways to connect and integrate commercial and industrial development when establishing or expanding nearby residential uses.

Policy 3.1.3: Higher intensity development areas will be designated and protected from the encroachment of incompatible low intensity uses.

Objective 3.2: Location of Commercial Uses. Commercial development will be provided in sufficient and convenient locations to serve both resident and tourist populations.

Policy 3.2.1: Commercial uses will be located at roadway intersections, commercial nodes, and mixed-use centers, as defined in the Future Land Use Element.

Policy 3.2.2: Require the size, location, and character of additional designated commercial development to be related to the population and market it is intended to serve, as follows:

Neighborhood Node - generally designed to serve the convenience needs of neighborhood areas within a ± 1 -mile radius.

Community Node - generally designed to serve the general shopping needs of areas within a ± 2 -mile radius.

Sub-Regional Node - generally designed to serve the general and specialized shopping needs of the general population and visitors within a ± 4 -mile radius.

Regional Node – generally intended to serve the east central Florida market, with a mix of general, specialized, and highly specialized products, services, and attractions.

Policy 3.2.3: The commercial/mixed-use node located on Williamson Boulevard North of Pioneer Trail shall be developed through the Planned Unit Development (PUD) review process and shall be subject to the following conditions:

- (i) Primary access to the commercial/mixed-use node shall be from Williamson Boulevard, with no more than one secondary access point from Pioneer Trail;
- (ii) The commercial/mixed-use node is buffered from Pioneer Trail by the intervening *Conservation* Future Land Use area. Parking facilities and commercial structures shall not be permitted within this buffer area; however, passive recreational uses (pedestrian paths, decks, and rail/fence features), stormwater retention ponds, signage, landscaping and similar uses may be permitted and approved through a PUD in this *Conservation* Future Land Use area;
- (iii) The overall square footage for the commercial/mixed-use node shall be limited to 650,000 square feet of non-residential uses; and
- (iv) Residential uses, along with open space, passive and non-passive recreational amenities, may be integrated within this sub-regional commercial node through the PUD process; however, the gross residential density within the PUD property shall not exceed that allowed by the Future Land Use Map and this policy. Medium-intensity uses such as offices may also be integrated into the lands adjacent to the north designated *Suburban Residential*, provided the gross commercial square-footage allowed in this sub-regional node is not exceeded. The unique mixture of uses shall form a Mixed-Use Center in a design that cohesively integrates these community components to establish live/work opportunities.

- (v) The overall residential development for that portion of the PUD located west of Interstate 95 shall be limited to 1,338 dwelling units.

Objective 3.3: *Location of Industrial Uses.* Industrial areas will be located and designed to effectively compete in attracting new industry.

Policy 3.3.1: The City will ensure appropriate transportation and infrastructure availability when designating industrial locations.

Policy 3.3.2: Assure the extension of adequate utility services to areas designated for industrial development.

Policy 3.3.3: Continue to promote and provide public incentives and assistance to realize the goals of the Eastport Business Center Redevelopment Plan and the Williamson Business Park.

Objective 3.4: *Design of Commercial and Industrial Developments.* Commercial and industrial development will be designed to enhance access and circulation, and result in a positive and attractive built environment.

Policy 3.4.1: Traffic flows within commercial areas shall be designed with internal access, limited curb cuts, and interconnections between various sites to minimize impacts on the thoroughfare network; and adequate parking and safe and convenient traffic flow shall be required on all sites, based on Code requirements and best design practices.

Policy 3.4.2: The City will continue to implement sign regulations requiring stringent, low-key signage programs to protect and enhance the City's visual image.

Policy 3.4.3: The City will continue to require tree preservation and vigorous landscaping requirements to protect and enhance the City's visual image.

Policy 3.4.4: The City will continue to promote attractive architectural design through its Land Development Code and architectural compatibility for multiple buildings within planned commercial developments.

Policy 3.4.5: The City shall continue to promote pedestrian amenities in association with new construction and renovation/redevelopment, including, but not limited to, the provision of sidewalk and bikepath connections, walklights, benches, bus shelters and bicycle parking pursuant to the Dunlawton Corridor Plan and the Land Development Code.

Policy 3.4.6: The City shall encourage non-residential land uses and site developments which have a greater potential to support mass transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

Objective 3.5: *Williamson Business Park.* The City shall continue to the market and develop the business/industrial park west of I-95.

Policy 3.5.1: The City shall pursue a public/private agreement for the completion of the Williamson Business Park to attract high quality businesses and industries to the City.

Policy 3.5.2: The City shall work with the Volusia County Economic Development Department, the Port Orange-South Daytona Chamber of Commerce and other interested groups to promote the completion of the park.

Policy 3.5.3: The City shall continue to explore financial and other incentives to help attract businesses to locate in the park, including programs developed in conjunction with local lending institutions.

Objective 3.6: *Commercial Reinvestment Strategy.* The City shall continue to develop and implement a reinvestment strategies for older commercial properties in the City to ensure that over time these properties remain viable and important contributors to the City's non-residential tax base.

Policy 3.6.1: Work with economic development organizations to develop a database of available redevelopment properties and market information to promote investment in redevelopment.

Policy 3.6.2: The City shall continue to develop and implement specialized zoning and development regulations for designated reinvestment areas.

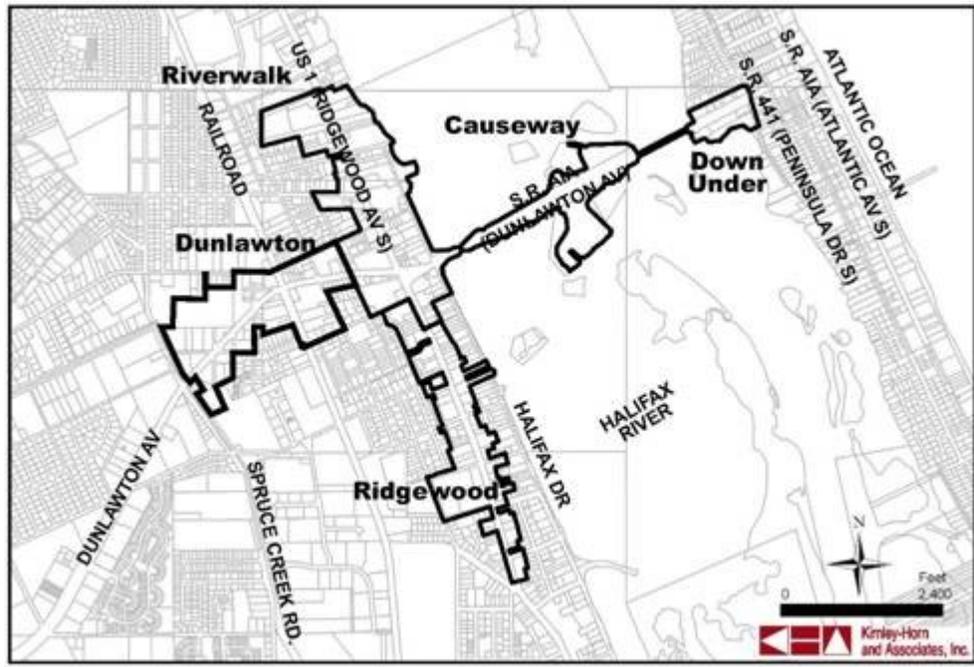
Policy 3.6.3: The City shall monitor the impacts of development regulations on small businesses to ensure that the special needs of small business operators are taken into account in the formulation of any new or revised City Codes or policies.

Policy 3.6.4: The City shall continue to work closely with the Port Orange-South Daytona Chamber of Commerce to maintain communication with local business owners about City Code.

Policy 3.6.5: The City's urban redevelopment area (URA) and Transportation Concurrency Exception Area (TCEA) for the Port Orange Town Center redevelopment area is depicted in the figure below. The area is built-up with available public facilities and services such as sanitary sewer, potable water, roads, and recreation areas and does not contain more than 40 percent vacant, developable land. This area is also hereby designated as an Existing Urban Service Area. The TCEA is intended to support the redevelopment objectives of the Redevelopment District by providing a multi-faceted strategy for maintaining acceptable overall mobility, while minimizing the need for major road improvements that would potentially alter the desired future character of the

District.

CRA/URA/TCEA Boundary



Policy 3.6.6: The City will continue in its efforts to acquire waterfront properties within the Port Orange RiverWalk area for private and public redevelopment.

Policy 3.6.7: The City will continue to acquire properties within the Port Orange Town Center redevelopment area that can serve as regional stormwater retention areas for new development and redevelopment, in accordance with the provisions of the Drainage Sub-Element and Coastal Zone Management Element.

Policy 3.6.8: The City shall continue its efforts to utilize the wetlands mitigation bank on its wellfield property to assist in the development of industrial, redevelopment, and public projects, in accordance with the provisions of the Conservation Element.

Policy 3.6.9: The City shall continue to offer economic development incentives in its economically distressed areas, redevelopment areas, and job creation zones, with a key focus to create value-added jobs, dependant upon available funding.

Policy 3.6.10: As an alternative to new construction, the City shall continue to offer incentives for the rehabilitation and reuse of existing facilities, structures, and buildings in its redevelopment districts, dependant upon available funding.

Policy 3.6.11: The City shall, in cooperation with state, regional, and local agencies, promote economic opportunities for its unemployed and economically disadvantaged residents.

Objective 3.7: Agriculture and Related Industries. The City of Port Orange shall promote and strive to maintain agriculture, food, forestry, horticulture, and related industries in agricultural areas outside the City, as well as appropriate urban agricultural activities and community gardens within the City.

Policy 3.7.1: As the City expands into rural areas, bonafide agricultural activities shall be protected through the use of the Agricultural Preservation future land use designation and zoning district.

Policy 3.7.2: Allow a reasonable interim use of existing agricultural land by maintaining the Agricultural zoning classification on parcels designated for higher intensity land uses on the Future Land Use Map, until such time that development is proposed.

Policy 3.7.3: The City shall work with Volusia County and adjacent jurisdictions to develop a system of incentives which encourage a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats. These may include but not limited to, a transfer of development rights program, implementation of the Environmental Core Overlay (ECO) map and policies, and other appropriate tools.

Policy 3.7.4: The City shall, in conjunction with relevant local, regional, and state agencies, promote the use of agricultural practices which are compatible with the protection of wildlife and natural systems.

Policy 3.7.5: The City shall continue its water conservation efforts, including wastewater recycling and other appropriate measures, to assure adequate water resources to meet agricultural and other beneficial needs.

Policy 3.7.6: In accordance with the provisions of the Conservation Element, the City shall conserve soil resources to maintain the economic value of land for agricultural pursuits and to prevent sedimentation in state waters.

Policy 3.7.7: The City shall continue to support the State's preferential property tax treatment for agricultural and conservation lands through the "greenbelt law."

Policy 3.7.8: The City's transportation system shall provide adequate facilities for the economical transport of agricultural products and supplies between producing areas and markets.

GOAL 4: RESIDENTIAL DEVELOPMENT AND NEIGHBORHOODS

PROVIDE FOR RESIDENTIAL DEVELOPMENT THAT CREATES NEIGHBORHOODS OF ENDURING QUALITY, LIVABILITY AND CHARACTER, THAT SUPPORT AN ATTRACTIVE AND FUNCTIONAL MIX OF LIVING, WORKING, SHOPPING, AND RECREATIONAL ACTIVITIES, AND MAINTAIN A

LIVING ENVIRONMENT FOR CITIZENS OF ALL AGES.

Objective 4.1: Create a residential land use pattern that accommodates a diverse housing mix that meets the life-cycle and socio-economic needs of City residents.

Policy 4.1.1: Residential land uses shall be established at a variety of densities in order to create a wide range of housing choices and costs. This variety shall be reflected on the Future Land Use Map.

Policy 4.1.2: New neighborhoods should be created to have defined centers and edges, with the center within ¼ mile from the edge. Neighborhood centers shall include a central gathering place in the form of a park, civic lawn, neighborhood commercial node, or other amenity.

Policy 4.1.3: To help meet its goals for sustainable development, the City will encourage developers to pursue creative alternatives to conventional suburban development patterns, including innovative housing designs; clustering and conservation subdivision design; well-connected, gridded street networks; context-sensitive street configurations; alternative pavement types; and compact mixed-use development.

Policy 4.1.4: The City shall encourage residential land uses and developments which have a greater potential to support mass transit within designated public transportation corridors, with priority given to developments that will bring the greatest increase in transit ridership.

Policy 4.1.5: Mitigate the visual and physical impacts of multi-family development with architectural and landscaping treatment standards.

Objective 4.2.2: Maintain and enhance the quality of existing neighborhoods through reinvestment strategies, conservation, and redevelopment and renewal of blighted areas if and when these problems occur.

Policy 4.2.1: Continue to allow through the Land Development Code mixed residential densities in older neighborhoods as a financially feasible alternative to commercial encroachment.

Policy 4.2.2: Continue the use of the building inspection program along with continued code enforcement to ensure the lasting viability of existing neighborhoods.

Policy 4.2.3: Explore the possibility of developing licensing and inspection requirements for single-family homes used as rental properties.

Policy 4.2.4: The City will use CDBG funds, when available, and explore opportunities to establish other financial incentives, for investment in older,

declining neighborhoods as part of an overall reinvestment strategy.

Policy 4.2.5: The City will utilize public works and public utility projects as opportunities to improve the condition and appearance of older, declining neighborhoods through sensitive and appropriate design and retrofit.

GOAL 5: MIXED-USE DEVELOPMENT

PROVIDE FOR MIXED-USE DEVELOPMENT THAT CREATES AN ATTRACTIVE AND FUNCTIONAL MIX OF LIVING, WORKING, SHOPPING, AND RECREATIONAL ACTIVITIES, PROVIDES FOR ENERGY-EFFICIENT LAND USE PATTERNS, COMPACT DEVELOPMENT, URBAN INFILL AND REDEVELOPMENT, AND SUPPORTS A MULTI-MODAL TRANSPORTATION SYSTEM.

Objective 5.1: Mixed-use Centers. Establish mixed-use centers, that are designed to be convenient, promote personal interaction, reduce travel distance, and conserve energy, to serve as an alternative to the single-use, community-level commercial node in certain areas, such as at intersections of collector or higher-classified roads.

Policy 5.1.1: Mixed-use centers should include compact, mixed-use development, facilities and amenities for multi-modal transportation, and high-quality, pedestrian-scale building and site design.

Policy 5.1.2: Based on a detailed analysis of physical and economic factors, as well as community input, the City should amend the Future Land Use Map and Zoning Map to establish mixed-use centers in the most appropriate locations throughout the City.

Policy 5.1.3: In future years, the City should consider establishing additional mixed-use centers elsewhere using a similar community input process described above.

Policy 5.1.4: The overall square footage for the commercial/mixed use node located south of Willow Run Boulevard and east of Williamson Boulevard shall be limited to no more than 250,000 square feet of non-residential uses and 276 residential dwelling units.

Objective 5.2: Port Orange Town Center Redevelopment Plan - Implementation. The City of Port Orange shall implement the Port Orange Town Center Redevelopment Plan, which is made up of five special character districts: Riverwalk, Dunlawton Village, Down Under, Causeway, and Ridgewood. Each district will be redeveloped based upon policies specific to each district.

Policy 5.2.1: The Riverwalk district shall be the main focus of the Plan's public

and private initiatives. The district will be characterized by the following elements that will be memorialized in an architectural design manual utilizing New Urbanist principles:

- Pedestrian-friendly pathways leading to public spaces
- Promenade from Dunlawton Avenue to Port Orange-South Daytona Chamber of Commerce
- Public waterfront with views and vistas
- “Sense of arrival” created by design improvements to the intersection of Dunlawton and Ridgewood Avenues
- Mixed-use: entertainment, retail, office and residential
- Florida vernacular styles of architecture including Key West, Marina/Coastal, and Mediterranean with nautical themes
- Shared parking with a “park-once” preference
- Master-planned stormwater facilities
- River-based activities and events

Policy 5.2.2: Dunlawton Village is recognized for its historical contribution and significance to the community and will be redeveloped utilizing the following principles:

- Protect and enhance the village character
- Promote the preservation of historic structures
- Stabilize the adjacent neighborhoods
- Enhance the multimodal transportation opportunities
- Promote redevelopment and beautification of the industrial properties along Lemon Street

Policy 5.2.3: Down Under serves as the main gateway to the City from the east, and will be redeveloped utilizing the following principles:

- Emphasize the prominence and character of the “gateway”
- Develop improved signage
- Install a promenade at the water’s edge to connect recreational fishing piers to adjacent restaurants
- Extend and enhance the existing network of wood piers
- Promote infill of vacant properties
- Beautify parking lots
- Improve the streetscapes with street furnishings and landscaping

Policy 5.2.4: The Causeway district is a unique location within the center of the Halifax River and presents significant redevelopment opportunities. Seabird Island requires sensitivity to the existing residents and the environmental issues that may be generated by redevelopment in this district. The City will carefully consider the costs and benefits to redevelopment proposals for this district. Potential future uses could generally include private marinas, recreational facilities including public boat launches, fishing, and other water-based activities, bird watching, multi-family development at the existing Future Land Use density of 8 units/acre, and limited commercial uses.

Policy 5.2.5: The Ridgewood district is envisioned as an aesthetically pleasing boulevard centered on US 1. The corridor will be redeveloped based upon the following principles:

- Beautify streetscapes
- Enhance multimodal transportation opportunities
- Promote redevelopment of non-conforming residential properties
- Modify the permitted uses and urban design requirements to de-emphasize the strip commercial nature of the corridor and create nodes
- Promote opportunities for shared parking, access, and stormwater retention
- Provide incentives for facade improvements and landscaping

Policy 5.2.6: The City will adopt a design manual for each of the five districts. Until such time as the City adopts the design manuals, developers will be required to present a design manual for consideration by the Port Orange Town Center Community Redevelopment Agency. The City shall ensure that the development complies with the requirements of the approved design manual. In general, the design manuals shall require the following:

- Shared driveway connections with adjacent uses and shared access, where feasible
- Internal sidewalks to connect parking areas and building entrances with the public sidewalk system in a reasonably direct route that minimizes walking distance
- Buildings oriented toward the street minimizing the distance between the building entrance and the public right-of-way
- Limited continuous building frontages
- Ground floor retail uses where feasible
- Parking located to the side or rear of buildings
- Shade provided through colonnades, awnings, or trees
- Parking structures wrapped with liner buildings
- On-street parking where feasible

Policy 5.2.7: Developments of two acres or less will not be required to present a design manual. These developments will still be required to be consistent with the district's design principles and will be required to illustrate those principles in the site plan as appropriate.

Policy 5.2.8: Developments between two acres and 25 acres in size will be required to submit a design manual specific to the respective development consistent with the City's design manual, if available.

Policy 5.2.9: Developments of 25 acres or more will be required to submit an application for a comprehensive plan amendment and a rezoning for a Planned Community along with a design manual specific to the respective development consistent with the City's design manual, if available.

Objective 5.3: Port Orange Town Center Redevelopment Plan - Monitoring. The City of

Port Orange shall monitor the success of the Port Orange Town Center area to ensure that it is achieving the redevelopment purpose. The monitoring will include the amount of redevelopment by land use, implementation of mobility strategies, and adoption of design manuals. In addition, the City will evaluate the strategies to determine whether modifications are necessary.

Policy 5.3.1: The Port Orange Town Center shall be limited to the maximum allowable number of units, square footage, land use ratios, total daily trips, and total pm peak hour trips identified below. No new building permits will be issued for new developments within the Port Orange Town Center when the applicable maximum allowable limit for the land use density or vehicle trips is reached.

Port Orange Town Center
Development Thresholds

Allowable Land Use Intensities	Residential	Hotel	Non-residential
Planned Land Use Totals	3,380	1,200	2,861,165
<i>Allowable Variance (+)</i>	25%	25%	15%
<i>Maximum Allowable</i>	4,225	1,500	3,290,340
Allowable Land Use Ratios	Residential/Non-residential		
<i>Maximum Allowable</i>	1.74		
<i>Minimum Allowable</i>	0.77		
Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic	
Planned Land Use Total Trips	121,699	11,592	

These thresholds apply cumulatively to the entire Port Orange Town Center.

Policy 5.3.2: The City shall prepare a monitoring report for the Port Orange Town Center Transportation Concurrency Exception Area (TCEA) every three years to determine the cumulative residential to non-residential ratio (as measured by one approved residential unit to 1,000 square feet of approved office and other non-residential)

Policy 5.3.3: In order to achieve a residential density within the Port Orange Town Center that adequately supports public transportation, the City shall require that the redevelopment of residentially designated lands results in a density of at least eight dwelling units per acre for developments within a ¼-mile walking distance from existing and planned transit stops or a comparable level of intensity/density for mixed-use projects. The City shall coordinate with VOTRAN to identify the most appropriate locations for transit stops during the process of considering development applications within the TCEA. Developments exceeding 200 net peak hour trips shall be required to demonstrate coordination with VOTRAN in regard to whether the site is appropriate for a transit stop location or would be within ¼ mile of a planned transit stop.

Objective 5.4: *Planned Community-Westside.* The City shall implement the overall

Conceptual Development Plan (CDP) for the Planned Community-Westside Macro Region, which is intended to create a mixed-use, pedestrian-friendly community that increases the available inventory of commercial, industrial, and institutional land uses by integrating them with residential uses in a harmonious fashion, minimizes automobile trips, and promotes environmental protection.

Policy 5.4.1: A primary “town center” shall be created for the overall project that includes a mixture of uses (residential, commercial, institutional, and recreation), and a variety of housing types. The location of the town center shall be shown on the Conceptual Development Plan (CDP) for the Macro Region. The town center shall be relatively compact in design, and may be developed at the maximum density/intensity. High-density residential units should be clustered into the town center in order to support convenience/service uses, local employment, or mass transit use. A portion of overall project conservation/recreation area shall be in the form of a “town square” or public park.

Policy 5.4.2: Internal connectivity should be provided for pedestrian, bicycle, and automobile modes so as to reduce the number of external trips and provide transit service options.

Policy 5.4.3: Single-family housing may be constructed on a variety of lot sizes that are intermixed throughout each Micro Region.

Policy 5.4.4: Projects should be designed with special consideration given to compatibility with the surrounding uses and any adjacent developments. In general, density and intensity shall decrease toward the south and west. This will ensure that the higher intensity uses will be located where the infrastructure exists to serve them (adjacent to I-95), and where they will not impact lower intensity uses (adjacent to Tomoka Farms Road). In addition, buffering between areas of different intensity will be accomplished through a variety of mechanisms permitted by the City’s Land Development Code.

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