City of New Smyrna Beach

August 8, 2011

MEMBERS OF THE LOCAL PLANNING AGENCY
PLANNING AND ZONING BOARD
New Smyrna Beach, Florida

THIS SHALL SERVE AS YOUR OFFICIAL NOTIFICATION of the workshop of the LOCAL PLANNING AGENCY AND THE PLANNING AND ZONING BOARD on Monday, August 15, 2011 at 6:30 P.M.. The workshop will be beheld in the City Commission Chambers, 210 Sams Avenue, New Smyrna Beach, Florida, for consideration of the following:

ROLL CALL

DISCUSSION

- Form-Based Code

COMMENTS OR STATEMENTS BY MEMBERS OF THE BOARD

COMMENTS OR STATEMENTS BY STAFF

- Update on project list from December 2010 P/Z Workshop

ADJOURNMENT

Respectfully,

Jason McGuirk
Chairperson

cc: Mayor and City Commissioners
City Manager
City Clerk
City Attorney
Planning Manager
Planners
Members of the Press

Pursuant to Florida Statutes 286.01015, if an individual decides to appeal any decision

made by the Planning & Zoning Board with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. Such person must provide a method for recording the proceedings.

In accordance with the Americans With Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the Board Secretary listed below prior to the meeting:

Ursula Moccia, Administrative Specialist II
City of New Smyrna Beach
210 Sams Avenue
New Smyrna Beach, FL 32168
(386) 424-2132

Interoffice Memorandum
City of New Smyrna Beach

To: Planning and Zoning Board Members

From: Gail Henrikson, AICP, Planning Manager

Subject: **Streamlining the Development Process**

Date: August 9, 2011

On December 10, 2010, staff presented a list of items they had identified that could be used to streamline the processes in the Planning and Engineering Department. These items are presented below, along with their current status. The Board should note that the timeframe associated with each item (i.e., short term, long term, etc…) was provided as an indicator of how long it would take to complete each task once it was started.

TASK	STATUS	COMMENTS
SHORT TERM (3-6 MONTHS)		
LDR amendment to update and codify existing site plan and subdivision review processes	• Completed	
LDR amendment to allow bicycle and motorcycle parking to replace a certain percentage of required automobile parking spaces	In progress	• Scheduled as visioning item at August P/Z meeting (part of Flagler Avenue Parking Study)
Establish a sidewalk fund that developers could choose to pay into under certain circumstances. Currently, the developer would be required to obtain a variance in order to waive the sidewalk requirement.	In progress	• Scheduled for 1st reading before City Commission on 8/23/11
Create zoning district brochures for the website/lobby detailing setbacks, permitted uses, lot coverage, etc…	Not started	To be done as work load permits
Create brochures addressing items such as the variance process, code enforcement, building permits, etc….	Not started	To be done as work load permits
Formalization and greater utilization of the Class I site plan process for residences being converted to a commercial use and for changing business uses that may require	• Completed	

TASK	STATUS	COMMENTS
additional parking. Currently, these businesses are required to go through a Class II site plan review, which is onerous given the scope of these types of projects.		
Review site plan checklists to identify items that may not be required	In progress	• Revisions to site plan regulations scheduled for 2nd reading before City Commission on 8/9/11 • Review of site plan checklist to be done in conjunction with proposed amendment
Create a neighborhood liaison program and neighborhood improvement program. The neighborhood liaison program would assign a particular planner to a neighborhood, to contact residents about upcoming projects in their neighborhood; discuss creating local historic districts; assist with grants and to be available to speak to HOAs, etc…. The neighborhood improvement program, which is more long-term, would provide matching grants to neighborhood associations that wanted to install neighborhood signage or entry features.	Not started	• Tentatively scheduled for fourth quarter of 2011
MEDIUM-TERM (6-12 MONTHS)		
Re-write sign regulations	In progress	• Scheduled for September P/Z meeting
Complete re-write of the LDR, putting it in a more user friendly and visually appealing format and fixing the numerous little glitches and outdated items. Staff has been addressing issues on a case-by-case basis. Additionally, the City will be working with a consultant to prepare a form-based code for a portion of the City around Canal Street. However, the remaining portions of the LDR need to be reviewed and rewritten to update terminology, simplify the language and address new uses and technology that have arisen since its adoption in 1991. Additionally, the LDR could be prepared as an interactive document, with hyperlinks and illustrations.	In progress	• Form based code workshops held January, February, April; first draft of revisions received from consultant • Draft presented to P/Z at 8/15/11 Workshop • Other re-writes to LDR on-going as work loads permit
Revise, if needed, and adopt, existing area plans. Throughout the years, the City has paid numerous consultants to prepare plans and guidelines for the North Causeway, 3rd Avenue, and the Activity Center. However, none of	In progress	• Copies of all studies and design guidelines forwarded to City Commission in June 2011; workshop with Commission to be scheduled in late fall

TASK	STATUS	COMMENTS
these plans were ever officially adopted. These areas are ready for development or redevelopment. However, the vision established in these studies needs to be revisited and revised if needed. Once a vision is established and the plans adopted, staff can provide clear recommendations to developers as they look to build in these areas. Without formal adoption, there is no mechanism to implement that vision and developers are often left confused by what is mandatory and what is merely policy or suggestion. Clear rules, even if stringent, make the development process clearer, and thus easier to navigate.		• Revisions to Activity Center Design Guidelines tentatively scheduled for 10/3/11 P/Z meeting
Develop an incentive program to promote sustainable design.	• Completed	
Create a long-term downtown parking plan to manage parking needs as Canal Street and Flagler Street redevelop	In progress	• Meeting held with CRA staff 5/9/11 to discuss parking in Flagler Avenue area • Beachside town hall meetings held April 5 and 11 • Flagler Avenue Parking Study to be presented to City Commission on 9/13/11
Rezone Dora Street or prepare LDR amendment to allow single-family residential. Currently, many of the single-family homes along Dora Street are zoned B-3 and have a commercial future land use designation. Because these homes are all considered legal non-conforming structures, they cannot be expanded as single-family residences. Additionally, if the home is vacated for more than a year, the property can only be used as a commercial use.	Not started	• Tentatively scheduled for January 2012 P/Z meeting
Formalize off-street parking at beach ends of streets	Not started	• Tentatively scheduled for November P/Z as visioning item
LONG-TERM (LONGER THAN 12 MONTHS)		
Review and revise regulations along U.S. 1. The current regulations do not adequately address the reality of the majority of the properties along U.S. 1. Many of these lots are remnants created by the construction of U.S. 1 and are very small. Current setback, parking and landscaping requirements hinder	• Completed	

TASK	STATUS	COMMENTS
redevelopment of these smaller parcels, particularly in the core area of the City. However, in the areas north of the airport, many of the parcels begin to increase in size, which may require a separate set of regulations.		
Prepare a corridor plan for State Road 44. Staff has met with representatives from the Florida Department of Transportation to begin this process. The corridor plan would identify future roadway improvements, signal locations and address access management issues. Again, having a plan in place, that establishes clear rules and requirements, can assist developers in making decisions and designing their projects.	In progress	• Meetings held with FDOT, Volusia TPO and Volusia County • Draft scope of work prepared • Project kick-off meeting held July 5, 2011 • Anticipated completion date of April 2012
Incorporate VOTRAN review of new developments to ensure that shopping centers and businesses will be transit ready in the long-term future.	Not started	
Consolidate some of the existing zoning districts and create districts that are strictly multi-family, which would help reduce some of the compatibility issues.	Not started	
Review and revise zoning map and regulations to ensure that the zoning designations reflect conditions on the ground. This would most likely reduce the need for variances.	Not started	
Create community garden areas	Not started	
Create an interactive zoning/FLU map for the website that would include all info we have on the property, including building permits, variances, historic information, etc…	In progress	• Meeting held with IT, staff and GIS consultants on June 23, 2011
Put all the master site file forms (for historic properties) on the website and create an interactive map.	Not started	

Interoffice Memorandum
City of New Smyrna Beach

To: Planning and Zoning Board Members

From: Gail Henrikson, AICP, Planning Manager

Subject: **PRESENTATION ON DRAFT FORM-BASED CODE**

Date: August 8, 2011

BACKGROUND

In December 2009, the City Commission identified and prioritized 18 projects that the City needed to address. Item #3 was to prepare revisions to the City's *Land Development Regulations*. Staff prepared a Request for Proposals (RFP) which was advertised April 28, 2010. Four responses were received. The proposals were reviewed by staff, which short-listed the top three firms. These firms then made presentations to staff on August 16, 2010 and the City Commission awarded the contract to Land Design Innovations in September 2010.

Land Design Innovations (since purchased by Littlejohn Engineering), held a series of public workshops in January, February and March 2011. As a result of input gathered at those workshops, a draft of the form-based code was presented to staff in June 2011. Littlejohn Engineering staff will present a second draft of the form-based code to the Planning and Zoning Board on August 15, 2011.

Form-based codes rely less upon *what* is being built and more of *how* something is built. Form-based codes are less concerned about what goes on inside the building and are more concerned about how that building fits into the overall neighborhood.

The intent of the form-based code is to streamline and provide consistency for developers looking to develop or redevelop property within the City's traditional downtown area. Currently, staff works with developers and property owners on a case-by-case basis to achieve desired results. These ad hoc negotiations often achieve mixed results and are a source of frustration for the developers, as it appears that City staff is requesting items above and beyond the minimum code requirements.

ACTION REQUESTED

This draft of the form-based code is being presented to the Planning and Zoning Board for informational purposes only. A final draft will be brought before the Board at a later date for a formal recommendation to the City Commission.

City of New Smyrna Beach Form-Based Code

Specifications Manual

DRAFT

Prepared By:

LAND DESIGN INNOVATIONS
Incorporated
a LITTLEJOHN ENGINEERING ASSOCIATES, INC. subsidiary

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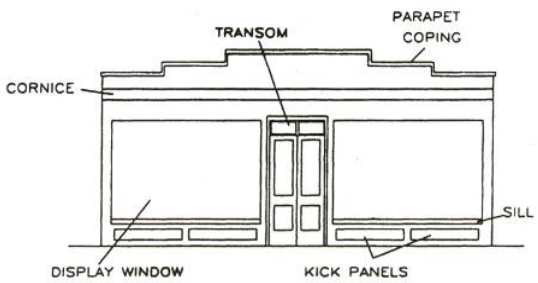
I. AREA SPECIFICATIONS

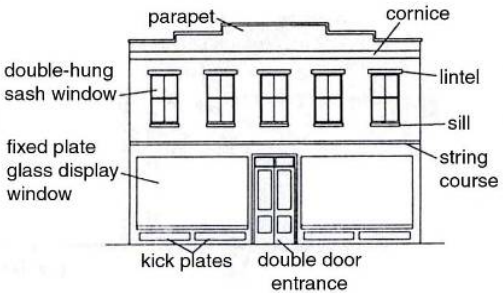
A. Sample Architectural Styles

1. Florida Vernacular

Florida vernacular architecture refers to a regional or “folk” architecture, built with local materials and local labor, without formal plans, and for the most economical price at the time. Vernacular, while considered a style, is defined by its not belonging to any particular formal architectural style.

Commercial Vernacular





2. Art Deco

The Art Deco style was the popular for its eclectic artistic and design style built primarily during the 1930’s. The style originated in Paris in the 1920’s. The style fell out of use after the 1930’s, but regained popularity in the 1960’s.

3. Queen Anne

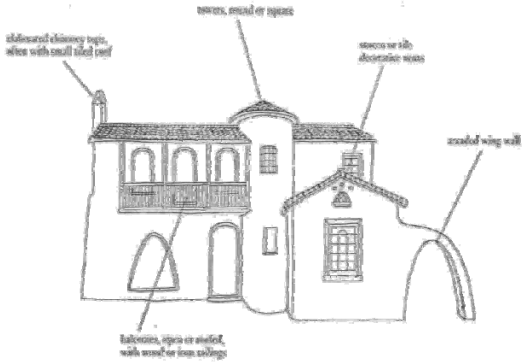
The Queen Anne style of architecture originates from the architecture style during the reign of the British Queen Anne (1702-1714). In the United States, the Queen Anne architectural style reflects picturesque buildings with “free Renaissance” detailing. This architectural style remained popular well into the 1920’s.

Queen Anne

4. Mediterranean

This style was common in California, Florida, and Texas in the 1920s. Using the Mission style as a base, this style emphasizes the richness of Spanish precedents. Although this style has also been referred to as Spanish Colonial Revival and Spanish Eclectic, the Department of State’s Division of Historical Resources prefers the term Mediterranean Revival. The characteristic features of the style include a low-pitched, red-tiled roof, usually with little or no overhang, arches, stucco, and asymmetrical façades.

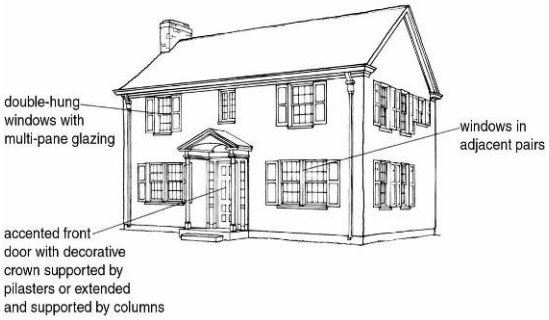
Mediterranean



5. Colonial

Based off of the building design styles associated with the colonial period of the United State, the Colonial Architecture style is associated with houses, churches and government buildings dating from the 1600’s through the late 19th century.

Colonial

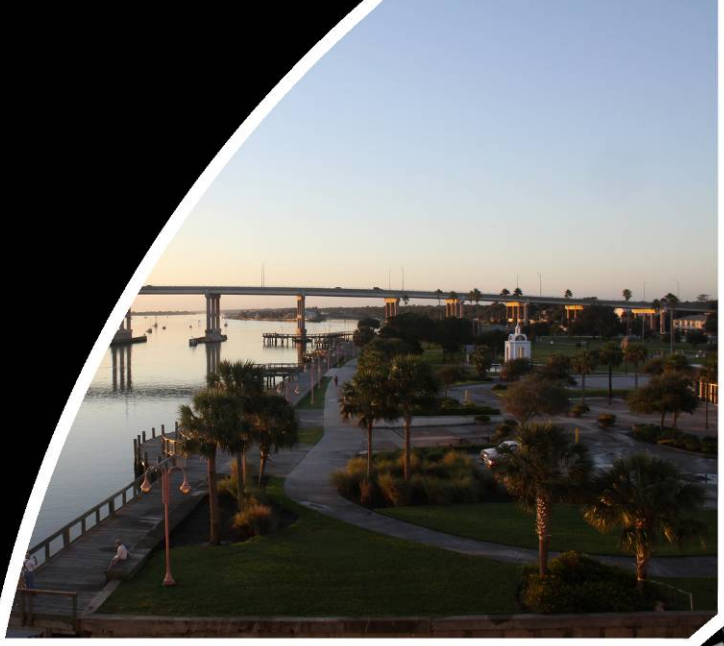


B. Streetscape Furniture Vendors

Furnishing	Vendor: Model	Illustration	Website
Waste Receptacles	Victor Stanley: SD-42 36 gallons Black		www.victorstanley.com
Plant Containers	Longshadow: Glencoe LS 9180 and LS 9085 Natural finish		www.longshadow.com
Bike Racks	Secure Site Design: Cycle Century Series BRCS-103 Black		www.securesitedesign.com
Benches	Victor Stanley: CR-18 Black		www.victorstanley.com

Furnishing	Vendor: Model	Illustration	Website
Pedestrian Lighting	**Sternberg:** **LAKE BLUFF/5LBL 1910/** **4700 Austin/** **ARM – HMA1** **Custom Color**		**www.sternberglighting.com**
Streetlights	**Sternberg:** **LAKE BLUFF/5LBL 1910/** **4700 Austin/** **ARM - OB** **Custom Color**		**www.sternberglighting.com**

Furnishing	Vendor: Model	Illustration	Website
Crosswalk Pavers	**Crosswalk: Red-Tan-Charcoal color, 2 3/8" (60mm), running bond pattern.**		**www.flagstonepavers.com**



City of New Smyrna Beach Form-Based Code

DRAFT

August 2011

Prepared By:

LAND DESIGN INNOVATIONS
Incorporated
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I. INTRODUCTION

The New Smyrna Beach Form-Based Code was adopted by the City Council on <DATE>.

A. PURPOSE

The purpose of this Code is to guide future development to create a sustainable community in the New Smyrna Beach Form-Based Code Site Area that:

- Supports regional markets dependent on Canal Street as a destination for living, working and playing, and U.S. 1's function to move people and goods (light industry and warehousing, hotels/motels, restaurants, gas stations, and convenience stores); and
- Complements the surrounding areas.

The regulations contained in this Code are intended to guarantee landowners and developers consistency in the typology of buildings that will be constructed and/or redeveloped in the New Smyrna Beach Form-Based Code Area. The standards will ensure a compact and dense urban form concentrated in two character districts (Canal Street and U.S. 1) with a gradual transition to less intense urban form in the other character districts (Employment, Live Oak, Washington Street and Neighborhood Protection) within the Form-Based Code Area.

B. APPLICABILITY

The regulations contained in this Code apply to both new development and redevelopment activities within the New Smyrna Beach Form-Based Code Area (**Figure 1**). The standards shall apply to the redevelopment of existing sites and structures if:

- The building floor area is being increased by more than thirty (30) percent; or
- More than fifty (50) percent of the existing building floor area is being replaced; or
- There is a combination of floor area increase and existing floor area replacement exceeding fifty (50) percent of the original building floor area; or
- The existing building is being redeveloped and the cost of redevelopment is greater than fifty (50) percent of the assessed value of the building prior to the improvements.

All development must comply with relevant Federal, State, County and City regulations. Whenever any provision of this Code imposes a greater requirement or a higher standard than is required in any State or Federal statute or other local regulation, the provisions of this Code shall govern unless preempted by State or Federal law. The City of New Smyrna Beach recognizes that compliance with the dimensional standards of this code may not be feasible when expanding or modifying existing development. In such cases, and subject to approval from the Planning Director, compliance with the dimensional standards will be required "to the maximum extent feasible". Wherever there appears to be a conflict between this Code and other sections of the City of New Smyrna Beach Land Development Regulations, the more stringent requirement shall prevail. For development standards not covered by the New Smyrna Beach Form-Based Code, the other applicable sections in the City's Land Development Regulations shall be used.

Figure 1: New Smyrna Beach Form-Based Code Area

It is not the intent of this Code to interfere with or annul any easements, covenants, or other agreements between parties; provided that where this Code imposes a greater restriction upon the use and dimensions of buildings, structures, or land, or requires larger open spaces than are imposed or required by other public laws, regulations, or permits, or by private easements, covenants, or agreements, the provisions of this Code shall govern.

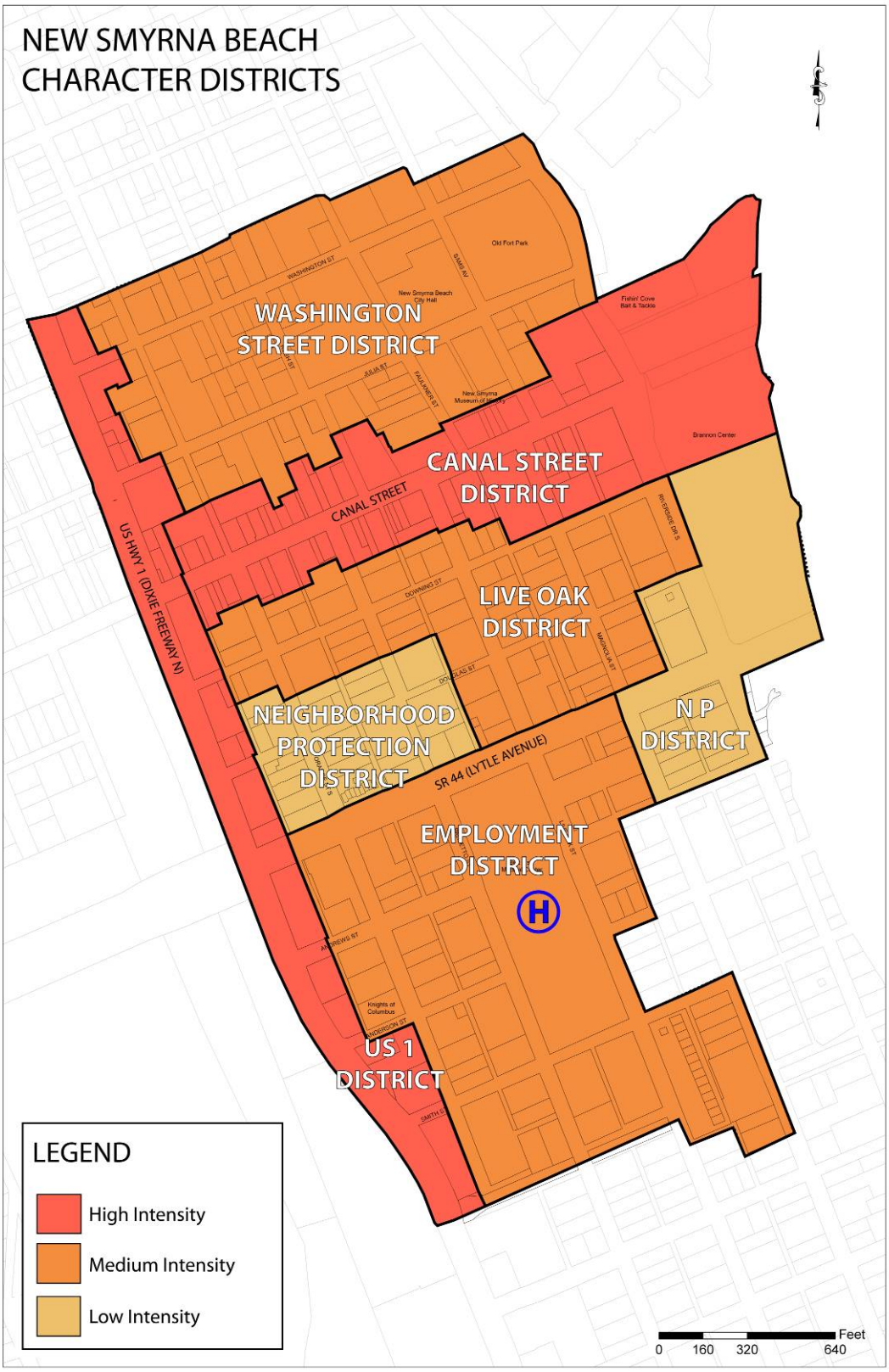
C. REVIEW PROCESS

Properties subject to the requirements of this section require the same review process as other properties in the City. The City's Plan Review Committee (PRC) may obtain assistance from a design professional when reviewing development proposals for compliance with the architectural standards contained in this chapter.

D. FORM-BASED CODE REGULATING PLAN

The Regulating Plan (Figure 2) depicts the sub-areas subject to regulation by the Form-Based Code. As illustrated on the Regulating Plan, the Form-Based Code Area is divided into six different Character Districts: Canal Street, U.S. 1, Live Oak, Washington Street, Employment, and Neighborhood Protection. The Regulating Plan calls for higher densities and intensities in the Canal Street and U.S. 1 districts, transitioning into lower densities/intensities on parcels that are farther away from these activity zones to ensure compatibility with the surrounding areas. The Character Districts are described in more detail in the following section.

Figure 2: Form-Based Code Area Regulating Plan



II. CHARACTER DISTRICTS

The following Character Districts, which represent a variety of development forms and intensities, implement the New Smyrna Beach Form-Based Code Area Regulating Plan.

1. Canal Street District

Canal Street District

The Canal Street Character District is a high intensity district located along Canal Street between U.S. 1 and the Indian River. The properties immediately surrounding the commercial thoroughfare make up the main street core. These properties are comprised primarily of 1-3 story retail buildings with a small portion of residential above. The primary intent of this district is to establish a vibrant, pedestrian-oriented downtown activity corridor along Canal Street that can support a variety of residential, retail, commercial, office and entertainment uses. The Canal Character District is the heart of the Form-Based Code Area and is the most intensely occupied district with buildings that create a continuous street façade, support a mix of uses and promote a pedestrian-friendly environment

Horizontal mixed-uses shall be allowed in this district, but vertical mixed-uses are preferred. Stand-alone commercial or residential buildings shall be discouraged unless they are designed to conform to the urban form designated for this area. Open space within the Canal Street Character District shall be provided in the form of public plazas and small park spaces that are urban in character. Parking shall be located in the interior of the block and may be supplemented with on-street parking, where appropriate.

2. U.S. 1 District

The U.S. 1 Character District is a high intensity district located along the western edge of the New Smyrna Beach Form-Based Code Area. The primary intent of this district is to allow development patterns that will ensure services of a major thoroughfare are provided while retaining intensity similar to the main street core. The district allows development for a variety of highway service, retail and large institutional uses which provide much needed jobs in the area. Limited residential uses are also allowed in this district.

Developments in this district are expected to be of the same intensity as those in the Canal Street Character District. Horizontal mixed-uses shall be allowed, but vertical mixed-uses are preferred. Stand-alone commercial or residential buildings shall be discouraged unless they are designed to conform to the urban form designated for this area.

U.S. 1 District

3. Employment District

The Employment Character District is a medium intensity district generally located south of Lytle Avenue and east of U.S. 1. This district is intended to provide a transition between the high intensity Canal Street and U.S. 1 Character Districts and the surrounding lower intensity residential areas. In the heart of this district is the high intensity Bert Fish Medical Center. While the medical center is a higher intensity than what is envisioned for the rest of the Employment district, the intent is to surround the medical center with uses that are needed near a hospital, such as office, personal service and light retail, which will act as a buffer between the medical center and nearby residential areas.

Buildings within the Employment Character District shall have a residential appearance but a more commercial and office function given their proximity to the medical center. The district shall accommodate single uses in stand-alone buildings in addition to mixed-use developments and shall mainly be comprised of single family homes and single or multi-use office/medium-density residential buildings with less intensity of development than in the high intensity character districts. The district shall also allow some limited high-density residential.

Employment District

4. Live Oak District

Live Oak District

The Live Oak Character District is a medium intensity district generally located south of Canal Street, north of Lytle Avenue and east of U.S. 1. The purpose of this district is to provide a transition between the high- intensity Canal Character District and the lower density residential areas within the Form-Based Code Area. Live Oak Street is envisioned as a gateway or activity corridor linking Canal Street to Lytle Avenue, Bert Fish Medical Center and surrounding uses.

The district shall respect pedestrian function and scale and shall mainly be comprised of single family homes and single or multi-use office/medium-density residential buildings.

5. Washington Street District

Washington Street District

The Washington Character District is a medium intensity district located at the northern edge of the study area. The primary intent of the district is to provide a transition between the high intensity retail and residential in the Canal Street and U.S. 1 Character Districts and the adjoining lower density residential areas outside the Form-Based Code Area boundary. The City envisions Washington Street as an activity corridor linking North Causeway to U.S. 1.

The district shall respect pedestrian function and scale and shall mainly be comprised of single family homes and single or multi-use office/medium-density residential buildings. Some small-scale residential support uses (schools, day care facilities, churches) shall also be permitted in this district.

6. Neighborhood Protection District

Neighborhood Protection District

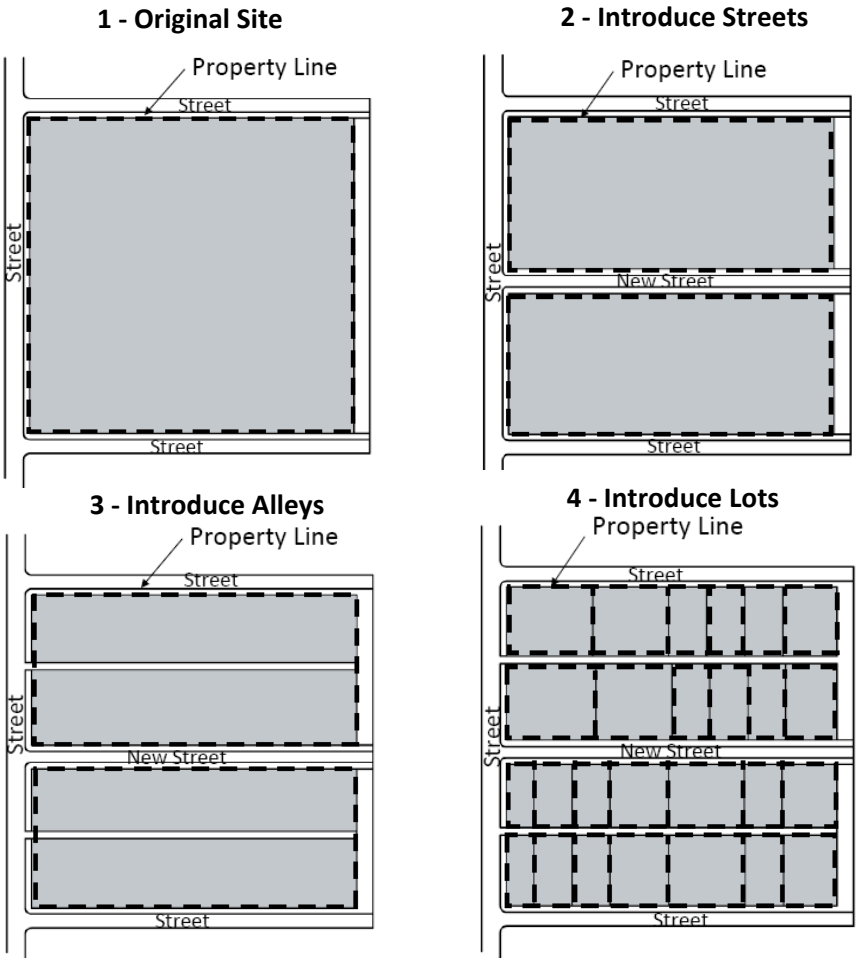
The Neighborhood Protection Character District is a low intensity district located in two portions of the Form-Based Code Area; north of Lytle Avenue just east of U.S. 1 and south of Lytle Avenue, west of Riverside Drive. The primary intent of the district is to retain the existing residential, quaint nature of the neighborhoods and discourage development that may be out of character with the existing residential environment. The district shall respect pedestrian function and scale and shall be comprised of single family homes or renovated homes suitable for bed and breakfast type uses.

III. PUBLIC REALM

A. BLOCK STANDARDS

The intent of this section is to reinforce the character of the City's existing street network and block size. Therefore, the existing street network of the City is the foundation of the desired block structure for the Form-Based Code area. Any modifications to the existing block length or depth should be to create smaller blocks with more street connectivity.

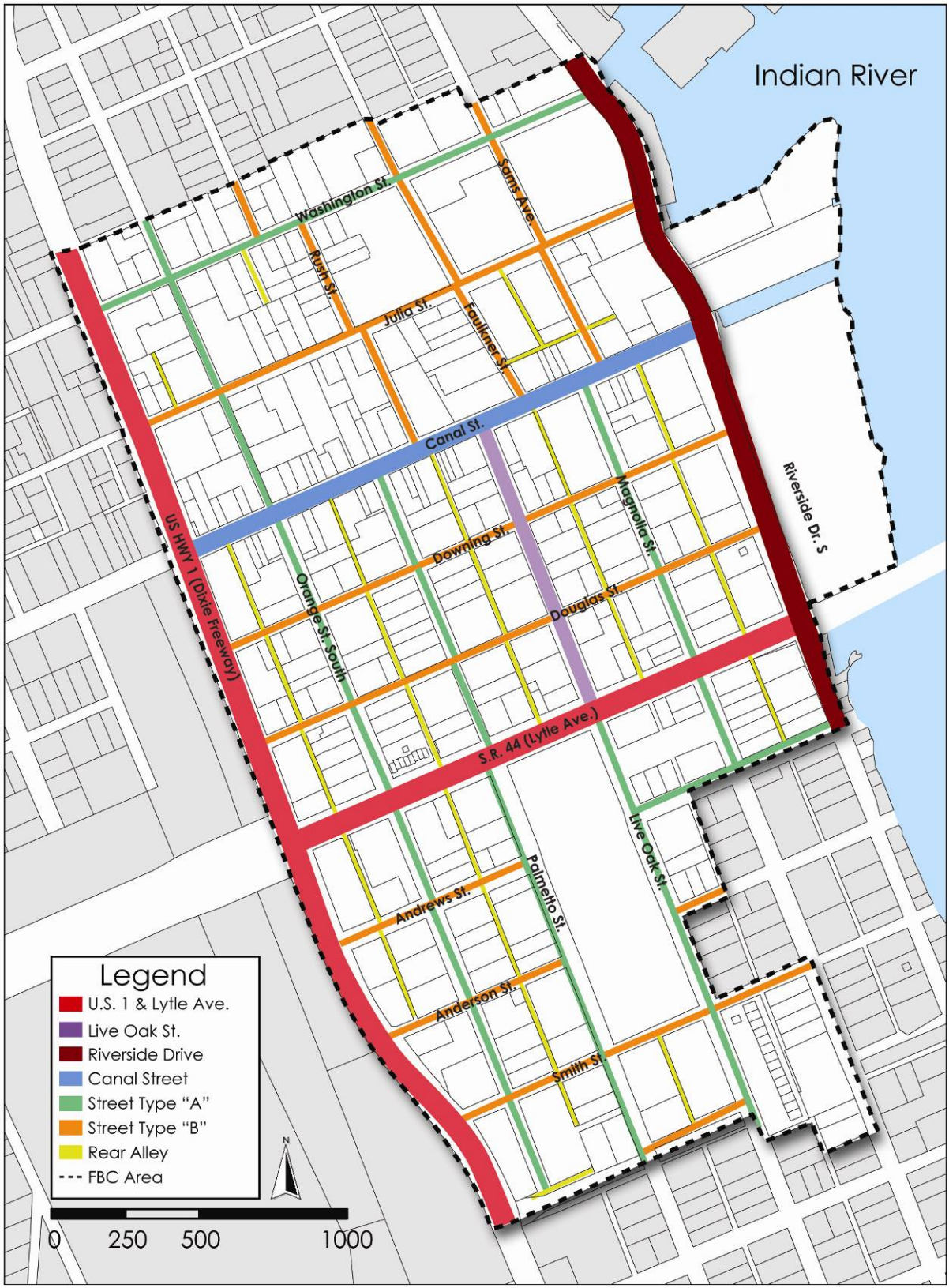
Sites larger than three (3) acres in the Canal Street, U.S. 1, and Washington Street character districts and larger than two (2) acres in the Employment, Live Oak and Neighborhood Protection character districts shall be subdivided to promote connectivity and walkability. This subdivision can be created with either new streets or alleys as long as the standards of this Code are met. Streets are required to be interconnected; thus, shall not result in cul-de-sacs or dead-ends.



B. STREET TYPES

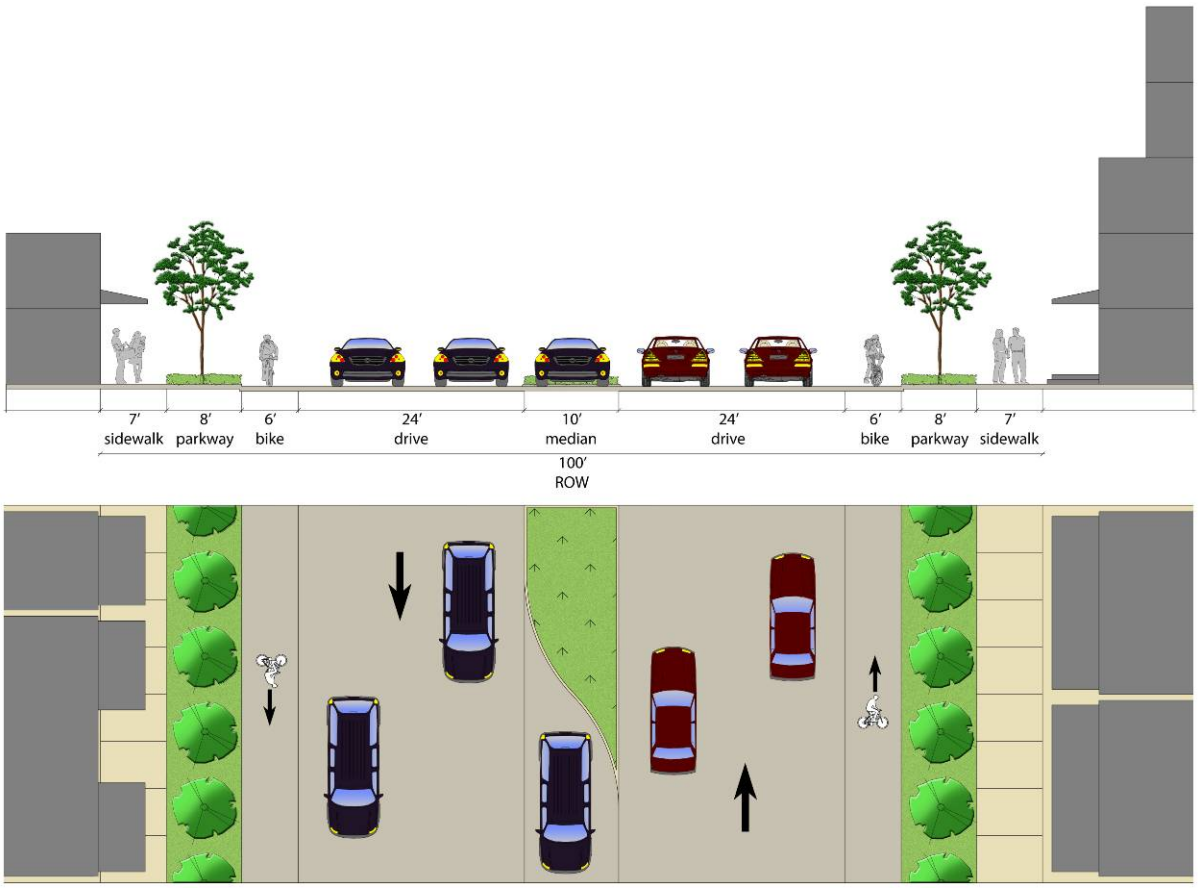
The street type specifications illustrate potential configurations for street spaces within the New Smyrna Beach Character Districts. The plans and sections specify vehicular travel lane width, curb radii, sidewalks, tree planting areas, and on-street parking configurations. **Figure 3** illustrates the existing street network, including potential street types, within the New Smyrna Beach Form-Based Code Area. Street improvements, as well as new street connections, should adhere to the specifications and cross-section illustrations for each street type provided on the following pages, to the maximum extent feasible. Given the existing street network, rights-of-way, and building setbacks, the City recognizes it may be difficult to achieve these cross-sections along the entire length of the specified roadway. Development applicants are encouraged to modify the right-of-way design for the entire length of the block on local streets to meet these standards to the maximum extent feasible.

Figure 3: Form-Based Code Area Street Network



1. U.S 1 (Dixie Freeway) and Lytle Avenue (S.R. 44)

U.S. 1 and Lytle Avenue are classified as Urban Principal Arterials within the City of New Smyrna Beach's Comprehensive Plan. The City's Transportation Element indicates the existing right-of-way for both facilities within the FBC area is 100 ft. The recommended cross-section maintains the existing ROW but includes recommendations for lane configurations, sidewalks, parkway landscaping and bicycle lanes.

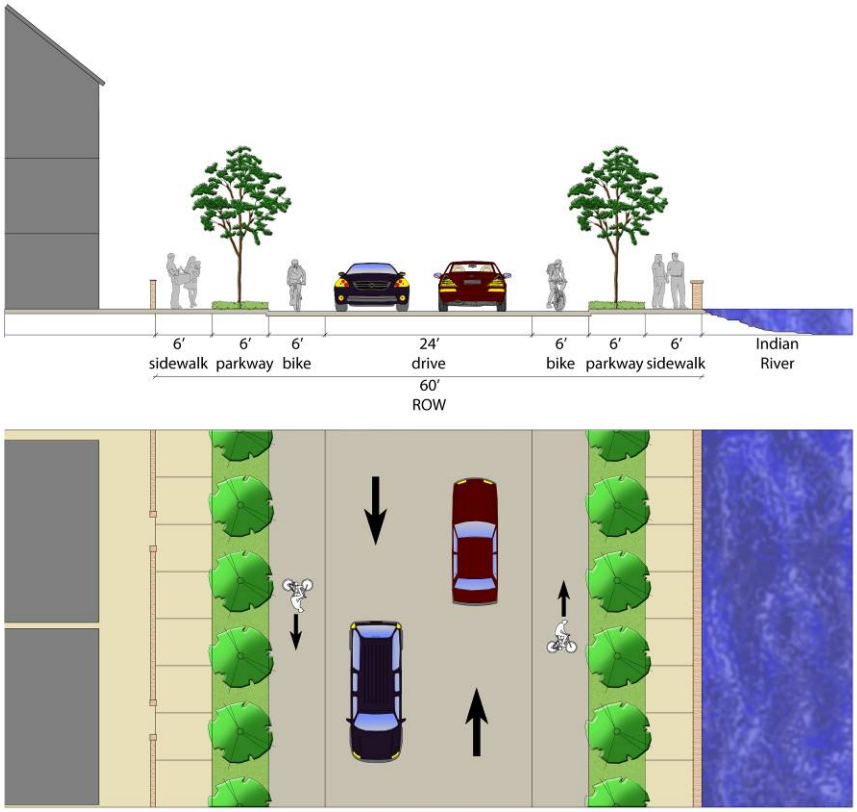


Design Speed	35-45 mph
ROW Width	100 ft.
Pavement Width	70 ft. min
Traffic Lanes	4/12 ft.
Parking Lanes	none
Bicycle Lanes	6 ft.
Sidewalk Width	7 ft.

Curb Type	Curb and gutter
Curb Radius	25 ft.
Distance between Intersections	200 ft. – 350 ft. min.
Median	10 ft. min. with turn lane
Parkway Type	Planting strip 8 ft. min.
Landscape Type	Medium canopy trees at 40 ft. spacing.

2. Riverside Drive

Riverside Drive is designated as a scenic drive within the FBC area by the City of New Smyrna Beach. The ROW width, pavement width and travel lane configuration varies from Washington Street at the north end of the FBC area south to Andrews Street. Consistent with the Transportation Element, the FBC does not recommend increasing the number of travel lanes along Riverside Drive. The proposed cross-section should be used for improvements to the configuration of travel lanes, on-street parking, bicycle lanes, sidewalks and landscaping to the maximum extent feasible.

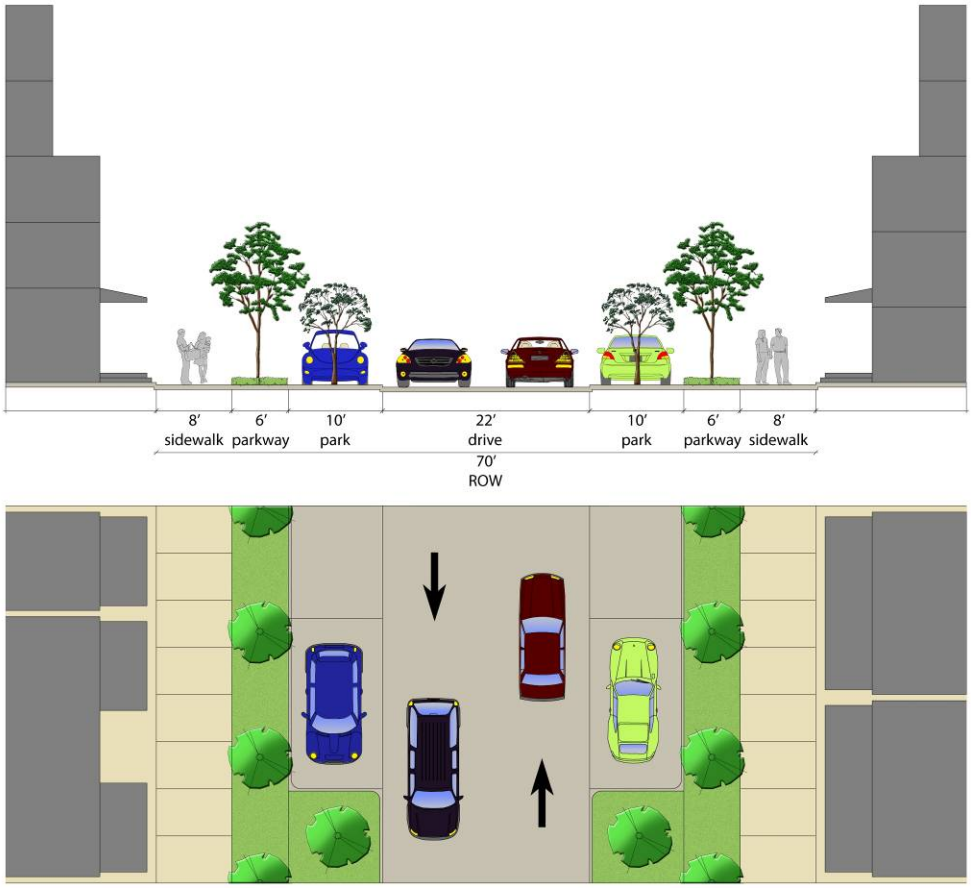


Design Speed	25 mph
ROW Width	60 ft.
Pavement Width	36 ft. min
Traffic Lanes	2/ 12 ft.
Parking Lanes	none
Bicycle Lanes	6 ft.
Sidewalk Width	6 ft. min.

Curb Type	Curb and gutter
Curb Radius	20 ft.
Distance between Intersections	200 ft. - 350 ft. min.
Median	10 ft. min. with turn lane
Parkway Type	Planting strip 6 ft. min.
Landscape Type	Medium canopy trees at 40 ft. spacing interspersed with understory trees at 20 ft. spacing.

3. Canal Street

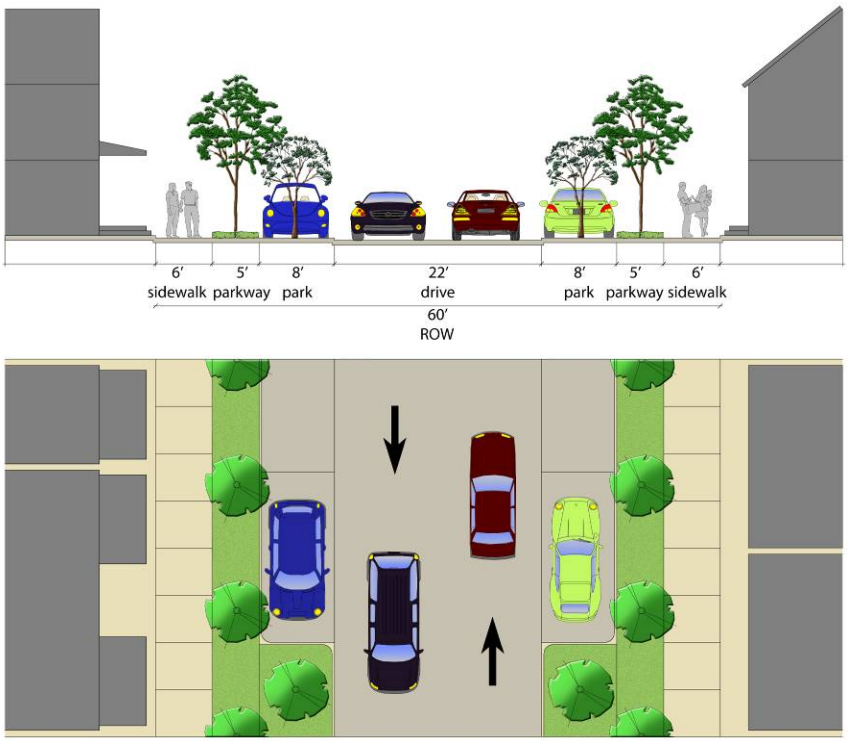
Canal Street is a physically constrained facility. Consistent with the Transportation Element of the City's Comprehensive Plan, the FBC does not recommend increasing the number of travel lanes along Canal Street. The proposed cross-section should be used for improvements to the configuration of travel lanes, on-street parking, sidewalks and landscaping to the maximum extent feasible.



Design Speed	25 mph
ROW Width	70 ft.
Pavement Width	22-42 ft.
Traffic Lanes	2/ 11 ft.
Parking Lanes	Parallel 10 ft.
Bicycle Lanes	none
Sidewalk Width	8 ft. min.

Curb Type	Curb and gutter
Curb Radius	10 ft.
Distance between Intersections	250 ft. – 350 ft.
Median	none
Parkway Type	Planting strip 6 ft. min. or Tree grates/wells.
Landscape Type	Medium canopy trees at 40 ft. spacing interspersed with understory trees at 20 ft. spacing.

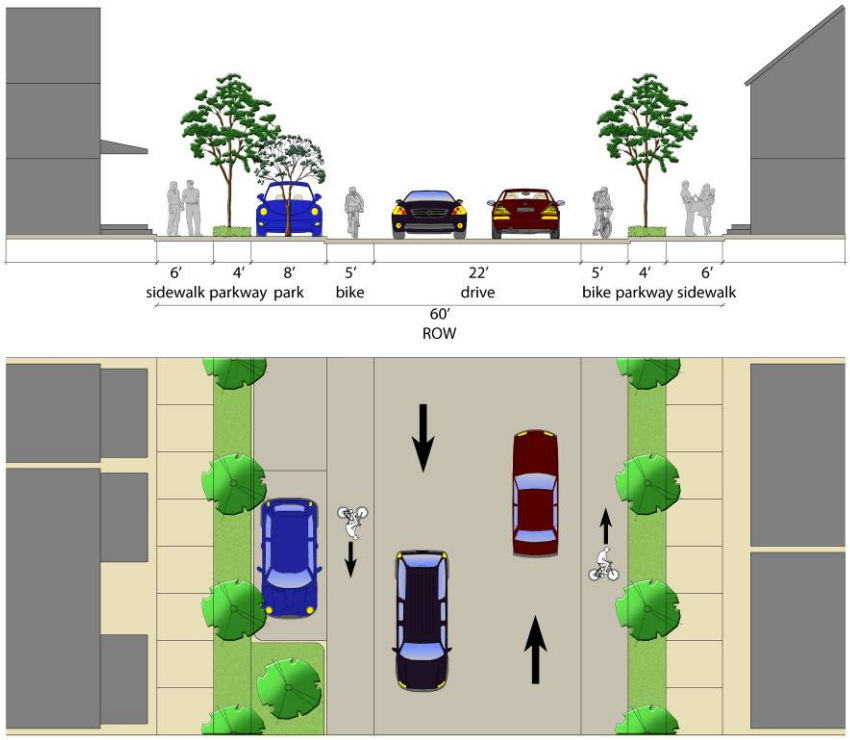
4. Live Oak Street



Design Speed	25 mph
ROW Width	60 ft.
Pavement Width	22 – 38 ft.
Traffic Lanes	2/ 11 ft.
Parking Lanes	Parallel 8 ft.
Bicycle Lanes	none
Sidewalk Width	6 ft. min.

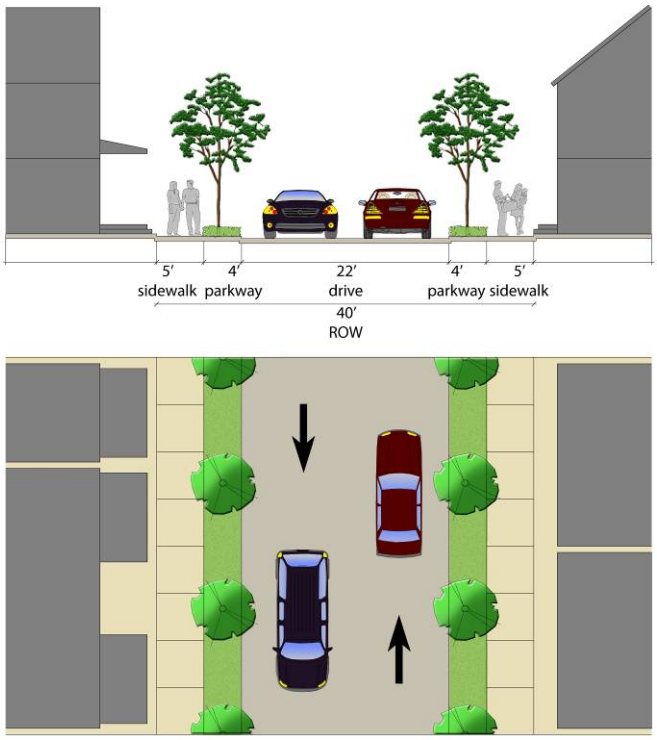
Curb Type	Curb and gutter
Curb Radius	15 ft.
Distance between Intersections	200 ft – 350 ft.
Median	none
Parkway Type	Planting strip 5 ft. min.
Landscape Type	Medium canopy trees at 40 ft. spacing interspersed with understory trees at 20 ft. spacing.

5. Street Type A (60 ft. ROW)



Design Speed	25 mph	Curb Type	Curb and gutter
ROW Width	60 ft.	Curb Radius	15 ft.
Pavement Width	32 - 40 ft.	Distance between Intersections	200 ft. – 350 ft.
Traffic Lanes	2/ 11 ft.	Median	none
Parking Lanes	Parallel 8 ft. (one side)	Parkway Type	Planting strip 4 ft. min.
Bicycle Lanes	5 ft. min.	Landscape Type	Understory trees at 20 ft. spacing.
Sidewalk Width	6 ft. min.		

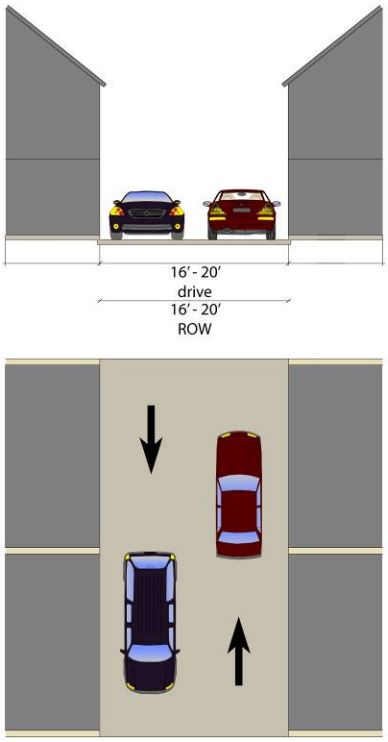
6. Street Type B (40 ft. ROW)



Design Speed	25 mph
ROW Width	40 ft.
Pavement Width	22 ft. min
Traffic Lanes	2/ 11 ft.
Parking Lanes	None
Bicycle Lanes	None
Sidewalk Width	5 ft. min.

Curb Type	Curb and gutter
Curb Radius	15 ft.
Distance between Intersections	200 ft. – 350 ft.
Median	none
Parkway Type	Planting strip 4 ft. min.
Landscape Type	Understory trees at 20 ft. spacing.

7. Rear Alley



Design Speed	5 mph
ROW Width	16 - 20 ft.
Pavement Width	16 - 20 ft.
Traffic Lanes	2 lanes/ 8 ft. min.
Parking Lanes	None
Bicycle Lanes	None
Sidewalk Width	None

Curb Type	Swales/Curb
Curb Radius	15 ft.
Distance between Intersections	N/A
Median	None
Parkway Type	Planting Strip 2 ft.
Landscape Type	Groundcover

C. STREETSCAPE STANDARDS

The streetscape pertains to the physical elements along a street including trees, sidewalks, pedestrian amenities, street furniture and lighting located within the public realm. All streets shall meet the general streetscape requirements. U.S. 1, S.R. 44, Canal Street, Live Oak Street, Washington Street and Riverside Drive are designated for enhanced streetscape standards in addition to the general requirements. Please refer to **Figure 4** for an illustration of streetscape standards.

1. Parkway

All street parkways include both landscape strips or tree/grates wells. The specified parkway shall meet the following standards.

a. Where a landscape strip separates the on-street parking row and/or travel lane and the public sidewalk, the landscape strip shall be planted with ground cover, except for 36 square feet of mulch around each tree.

b. Canopy trees on parkways shall be spaced every 40 ft. Understory trees shall be spaced every 20 ft.

c. Tree grates/wells (where allowed) shall be at least 4 feet wide. The openings for tree grates/wells shall occur no less than every forty 40 feet.

d. Pedestrian openings of no less than 4 feet are required through the landscape strips and must be paved to match the sidewalk. The openings shall occur no less than every forty 40 feet.

e. A 4-inch canopy tree (minimum caliper at planting) shall be planted every 50 feet on center in the central median. The median shall be planted with ground cover, except for 100 square feet of mulch around each tree.

2. Sidewalks and Crosswalks

Sidewalk and crosswalks shall be designed and constructed in compliance with the following standards:

a. *General Regulations*:

1) Sidewalks in the public right-of-way shall be constructed of a broom finished concrete so as to provide a uniform appearance throughout the Form-Based Code area.

2) Crosswalks are required whenever a public sidewalk intersects a public street. They shall be 6 feet wide and shall be designed for heavy vehicular traffic. Crosswalks are not required where a sidewalk intersects an alley.

3) There shall be one (1) waste receptacle and one (1) bench at each street intersection.

b. *Enhanced Regulations:*

Accent paving shall be used to accentuate crosswalks and street corners. Materials shall consist of concrete or stone pavers. The selected paving shall be consistent throughout all character districts to provide a cohesive appearance.

3. Street Furniture

Street furniture includes benches, trash/recycle receptacles, tree grates, bike racks, and drinking fountains. Refer to the **Form-Based Code Specifications Manual** for public right-of-way street furniture standards. The following standards apply to streets in all character districts within the New Smyrna Beach Form-Based Code Area, with the exception of Neighborhood Protection:

a. *General Regulations* - The following standards apply to streets in all character districts within the FBC area, with the exception of the Neighborhood Protection district:

1) A single type of street furnishing styles has been chosen for all public streets. See the New Smyrna Beach Form-Based Code Area Specifications Manual for specifications.

2) A bike rack shall be installed between curb and required sidewalk, spaced every 1,000 feet. The bike rack shall be set perpendicular to the street so that parked bicycles do not impede pedestrian circulation. Bike racks shall also be installed at each public open space or plaza not within fifty feet (50') of the one on the public right-of-way. See the New Smyrna Beach Form-Based Code Area Specifications Manual for specifications.

3) There shall be one (1) waste receptacle and one (1) bench at each street intersection.

b. *Enhanced Regulations* - In addition to the above standards, the following standards shall also apply:

1) One (1) bench shall be provided for every three hundred (300) feet of public right-of-way on which a project fronts, or two (2) per block, whichever is greater. The benches shall be located on the street side of the sidewalk and shall be shaded.

2) One bike rack per block face shall be installed between the curb and required sidewalk.

3) There shall be two (2) waste receptacles and two (2) benches at each street intersection on opposite corners. Waste receptacles shall be spaced every 900 feet or three (3) per city block, whichever is greater.

4. Lighting

Lighting shall be appropriate for pedestrians, as well as vehicles, and shall be appropriately designed for the speed of the roadway, as follows:

a. *General Regulations*:

1) Street lighting shall be scaled to the pedestrian, shall be provided on both sides of all streets and shall be no taller than 14 feet for two lane roads, and 30 feet for 4 lane roads.

2) A single style light fixture or a family of fixture styles has been chosen for all streets within the Form-Based Code Area. See the New Smyrna Beach Form-Based Code Area Specifications Manual for specifications.

3) Street lights shall be centered between the back of the curb and public sidewalk in the parkway.

4) Spacing of street light fixtures shall comply with City of New Smyrna Beach standards.

5) All streetlamps will have Night Sky optics and cut-off luminaries to reduce light pollution.

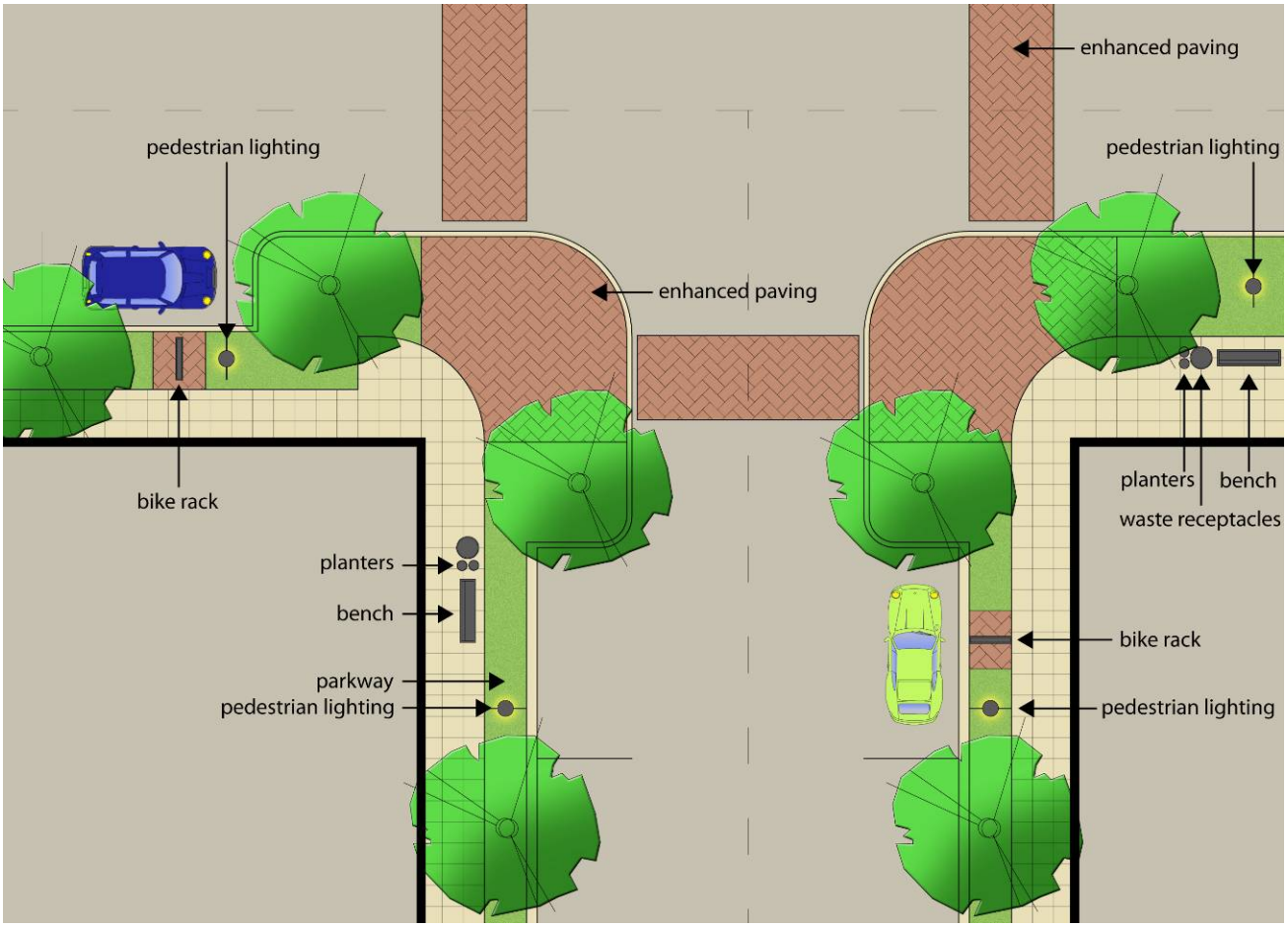
6) If bollards are desired in addition to streetlamps, they will be lighted bollards that match the streetlamp poles.

b. *Enhanced Regulations:*

7) Alternating street lights shall feature twin banner arms. The banners could be seasonal in nature or used to promote public events.

8) Lighting for signage, landscaping and trees, water amenities and other special features is encouraged. Concealed fixtures are preferred.

Figure 4: Streetscape Diagram



D. Open Space

As development and redevelopment occurs in the Form-Based Code area, access to pedestrian scale open space and amenities will continue to be important asset to the community. Applicants are encouraged to provide open space in their development plans. Greens, squares, plazas and playgrounds are all appropriate types of open-space for the area.

1. Green

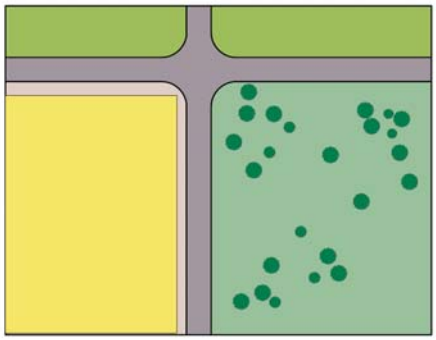
A green is an open space for unstructured recreation. Greens consist of lawns, trees, paths, benches, and open shelters, all informally arranged.

a. Greens may be spatially defined by landscaping rather than building frontages.

b. Greens must front on at least two streets.

c. The minimum recommended size shall be 1 acre and maximum recommended size shall be 5 acres.

Green



2. Square

A square is an open space for recreation and civic purposes consisting of paths, lawns, and trees, all formally arranged. A square is spatially defined by abutting streets and building frontages.

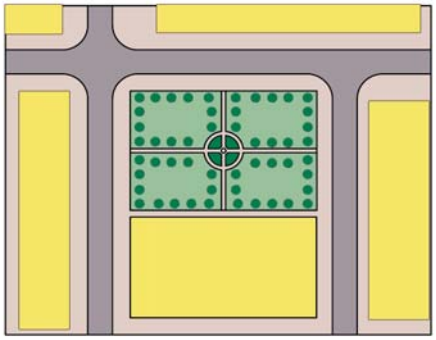
a. Squares shall be located at the intersections of important thoroughfares.

b. Squares must front on at least 3 streets.

c. The minimum recommended size shall be one half (1/2) acre and the maximum recommended shall be 5 acres.

d. Façades facing the square should have at least forty (40) percent of their first floor's primary façade in transparent windows.

Square



3. Plaza

An open space for commercial and civic purposes consisting primarily of paved surfaces. A plaza is spatially defined by building frontages.

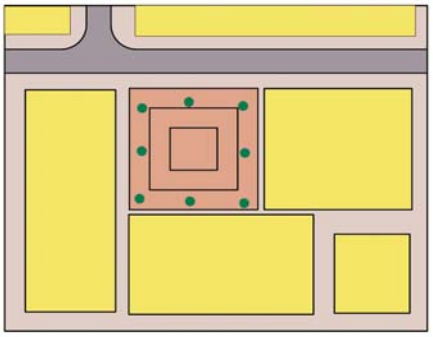
a. Plazas shall be located at the intersections of important streets.

b. Plazas must front on at least 1 street.

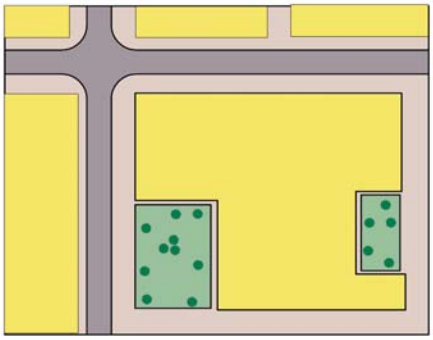
c. The minimum recommended size shall be one-quarter (1/4) acre and the maximum recommended shall be 1 acre.

d. Façades facing the plaza should have at least forty (40) percent of their first floor's primary façade in transparent windows.

Plaza



Playground



4. Playground

A fenced open space designed and equipped for the recreation of children.

a. Playgrounds shall be located within walking distance of surrounding neighborhoods.

b. Playgrounds may be freestanding or located within parks and greens.

c. There are no minimum or maximum size requirements.

IV. BUILDING ENVELOPE STANDARDS

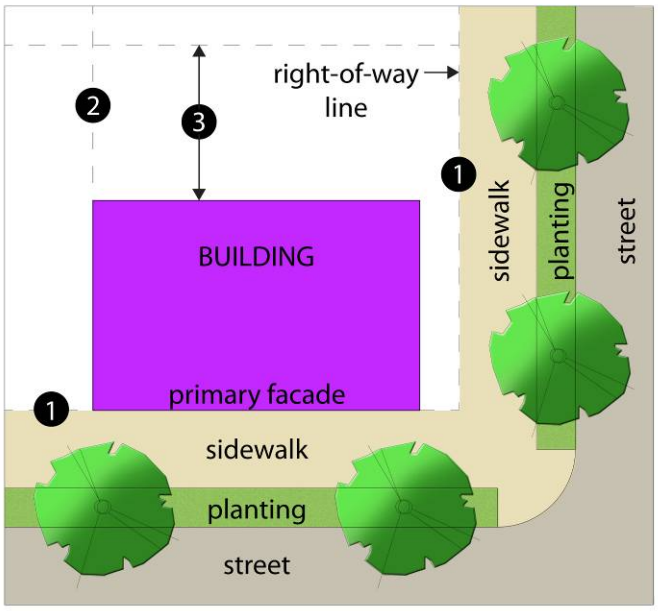
Building location creates a vital and coherent public realm. The intent of these form standards is to shape the street-space, the specific physical and functional character of the Character District. The form and function controls on building frontages work together to frame the street-space while allowing the buildings greater latitude behind their facades. This section of the Form-Based Code will address dimensional standards, allowed uses, building type standards, and building massing.

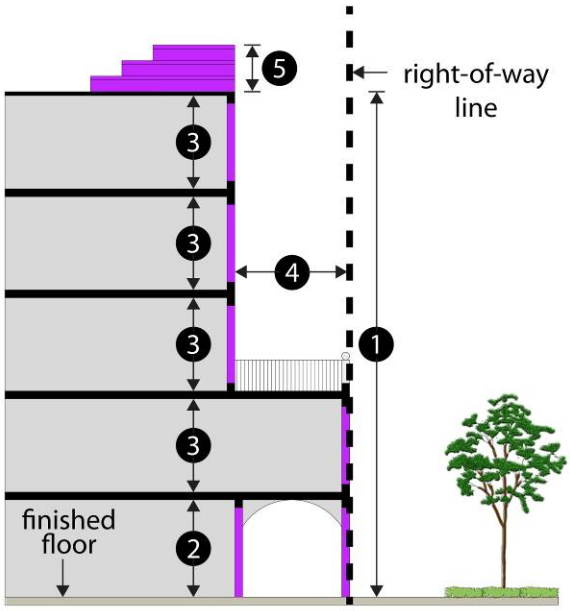
A. DIMENSIONAL STANDARDS

This section contains standards for block size, density and intensity of development, building setbacks, building height, allowable building types, permitted encroachments and frontage types for each of the character districts. The following notes apply to all districts:

- Setbacks are measured from the rights-of-way line.
- Building frontage refers to the proportion of the building width to the width of the lot.
- Building height is measured from grade level to the highest point of the roof.
- Floor height is measured from finished floor to finished floor.
- Decorative elements include (but are not limited to) spires, minarets, clock towers and cupolas.

1. Canal Street Character District





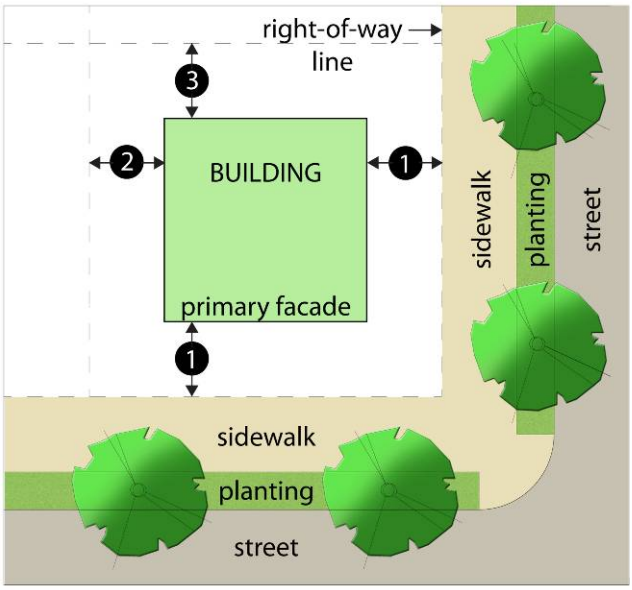
Block Size (acres)	Max. 3
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
❶ Front/ Street Side	Min: 0 ft. Max: 8 ft.
❷ Side	Min: 10 ft. Max: *see Building Frontage below.*
❸ Rear	Min: 0 ft. Max: 3 ft. with alley 20 ft. no alley
ENCROACHMENTS	
Awnings, and second story balconies may project into public right-of-way up to 8 ft.	
BUILDING FRONTAGE	
Primary Street	80%
Side Street	50%
BUILDING TYPES (Section III.C)	
Liner	Mixed Use
Single Use	Civic

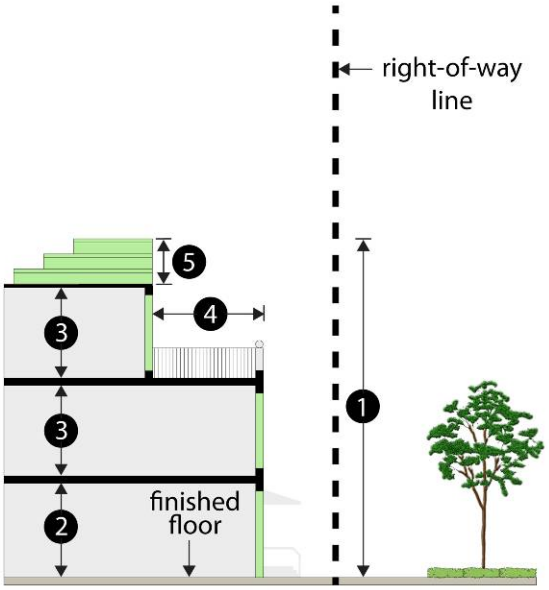
BUILDING HEIGHT	
❶ Stories	Min: 2 Max: 5 (7 with bonus)**
❷ First Floor	Min: 15 ft.
❸ Additional Floor(s)	Min: 8 ft.
❹ Additional Setback above 3rd story.	15 ft.
❺ Decorative Element(s)	Max. 25% of building ht.
PRIVATE FRONTAGE TYPES (Section V.C.)	
Non-Residential and Mixed Use Buildings	
Shopfront and Awning	
Forecourt	
Arcade*	
Gallery	

** See Bonus Criteria (Section III.B.)*

***8 ft. setback permitted only if Arcade frontage is provided.*

2. U.S. 1 Character District



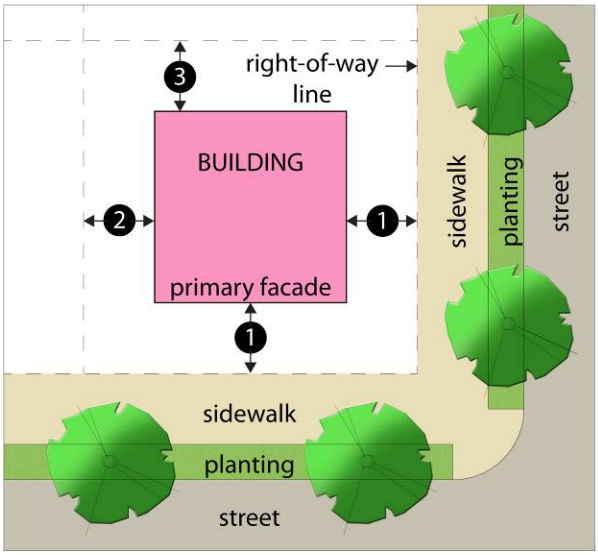


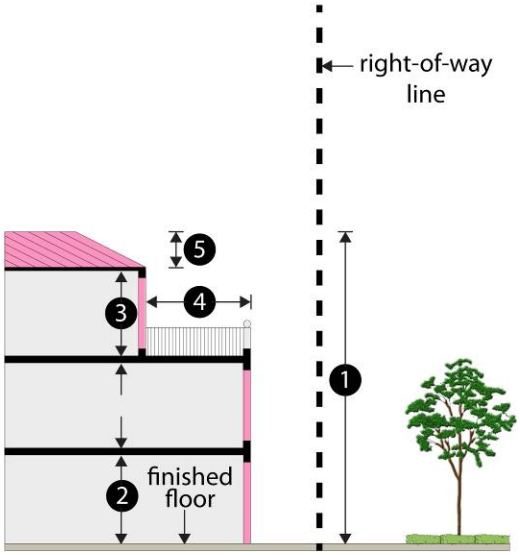
Block Size (acres)	Max. 3
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
❶ Front/ Street Side	Min: 5 ft. Max: 20 ft.
❷ Side	Min: 5 ft. Max: *see Building Frontage below.*
❸ Rear	Min: 10 ft.
ENCROACHMENTS	
Porches, awnings, and second story balconies may project into setback (but not into the public right-of-way) up to 8'.	
BUILDING FRONTAGE	
Primary Street	50%
Side Street	50%
BUILDING TYPES (Section III.C)	
Liner Single Use Civic	Mixed Use Multi-family (complex or building)

BUILDING HEIGHT	
❶ Stories	Min: 1 Max: 3 (5 with bonus)*
❷ First Floor	Min: 15 ft.
❸ Additional Floor(s)	Min: 8 ft.
❹ Additional Setback above 2nd story.	15 ft. if adjacent to Neighborhood Protection district.
❺ Decorative Element(s)	Max. 25% of building ht.
PRIVATE FRONTAGE TYPES (Section V.C.)	
Non-Residential and Mixed Use Buildings	
Shopfront and Awning	
Forecourt	
Arcade	
Gallery	
Residential	
Stoop	

** See Bonus Criteria (Section III.B.)*

3. Employment Character District

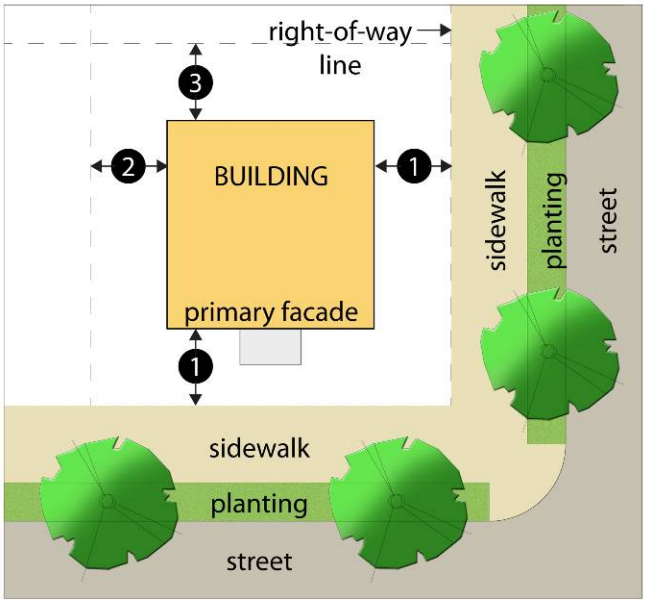


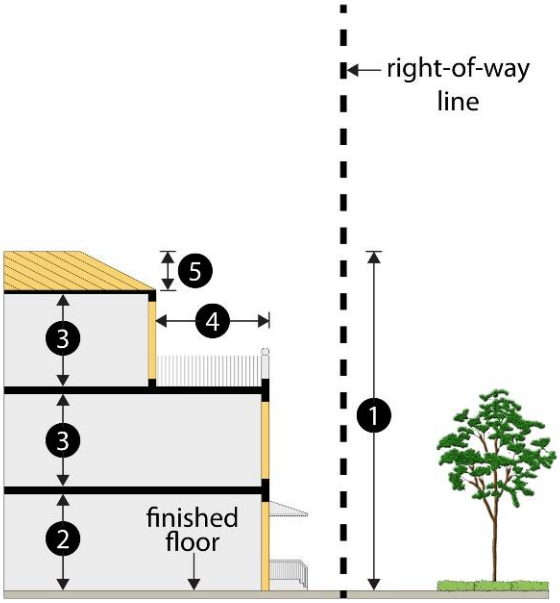


Block Size (acres)	Max. 2
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
❶ Front/ Street Side	Min: 8 ft. Max: 15 ft.
❷ Side	Min: 7.5 ft. Max: 15 ft.
❸ Rear	Min: 0 ft. Max: 3 ft. with alley 20 ft. no alley
ENCROACHMENTS	
Porches, awnings, and second story balconies may project into setback up to 8'.	
BUILDING FRONTAGE	
Primary Street	75%
Side Street	50%
BUILDING TYPES (Section III.C)	
Mixed Use Single Use Civic (Hospital) Live Work	Multi-family (complex or building) Single Family

BUILDING HEIGHT	
❶ Stories	Min: 1 Max: 3
❷ First Floor	Min: 15 ft.
❸ Additional Floor(s)	Min. 8 ft.
❹ Additional Setback	15 ft. if adjacent to Neighborhood Protection district.
❺ Decorative Element(s)	Max. 20% of Building Ht.
PRIVATE FRONTAGE TYPES (Section V.C.)	
Non-Residential and Mixed Use Buildings	
Shopfront and Awning	
Residential	
Porches and Fences	
Stoop	

4. Live Oak Character District

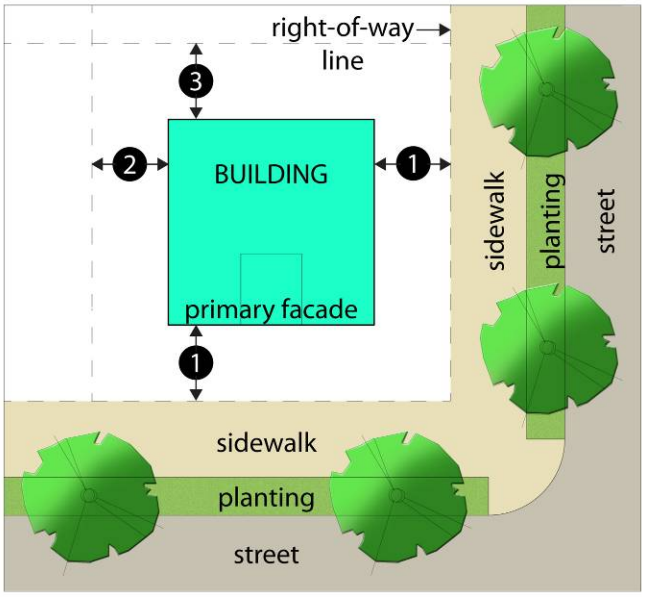


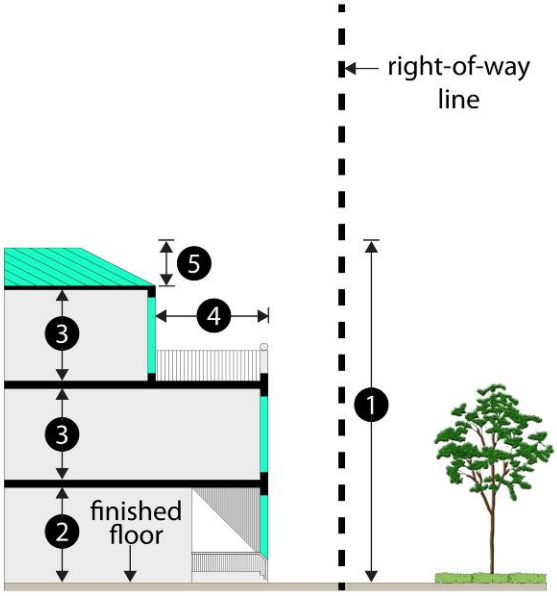


Block Size (acres)	Max. 2
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
❶ Front/ Street Side	Min: 8 ft. Max: 15 ft.
❷ Side	Min: 7.5 ft. Max: 15 ft.
❸ Rear	Min: 0 ft. Max: 3 ft. with alley 20 ft. no alley
ENCROACHMENTS	
Porches, awnings, and second story balconies may project into setback up to 8'.	
BUILDING FRONTAGE	
Primary Street	75%
Side Street	50%
BUILDING TYPES (Section III.C)	
Mixed Use Single Use Civic	Live Work Multi-family Building Single Family

BUILDING HEIGHT	
❶ Stories	Min: 1 Max: 3
❷ First Floor	Min: 15 ft.
❸ Additional Floor(s)	Min. 8 ft.
❹ Additional Setback	15 ft. if adjacent to Neighborhood Protection
❺ Decorative Element(s)	Max. 20% of Building Ht.
PRIVATE FRONTAGE TYPES (Section V.C.)	
Non-Residential and Mixed Use Buildings	
Shopfront and Awning	
Forecourt	
Porches	
Residential	
Porches and Fences	
Stoop	

5. Washington Street Character District

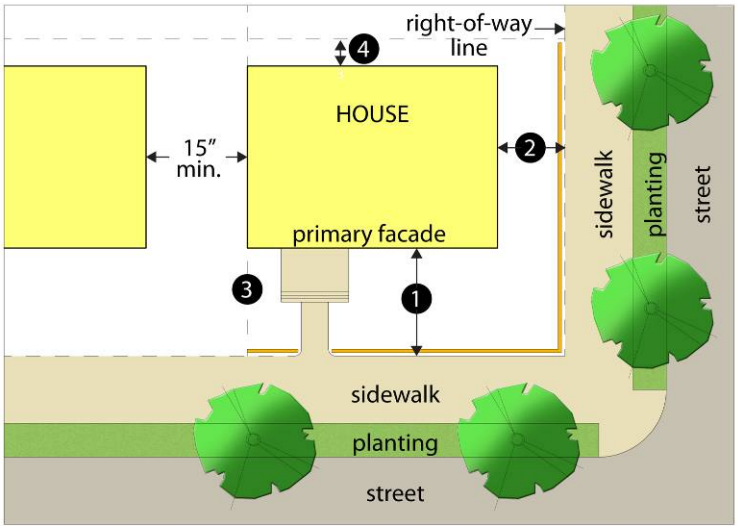


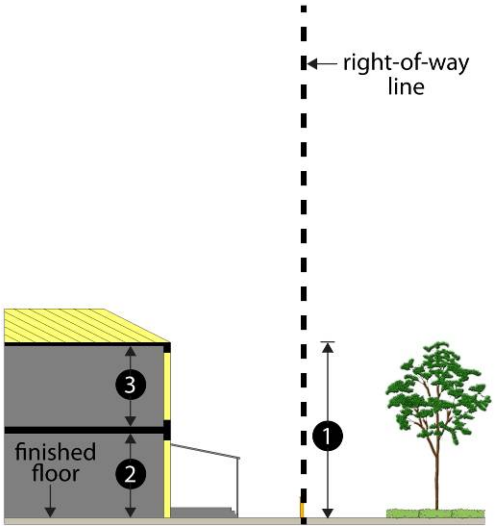


Block Size (acres)	Max. 3
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
❶ Front/ Street Side	Min: 8 ft. Max: 15 ft.
❷ Side	Min: 7.5 ft. Max: 15 ft.
❸ Rear	Min: 0 ft. Max: 3 ft. with alley 20 ft. no alley
ENCROACHMENTS	
Porches, awnings, and second story balconies may project into setback up to 8'.	
BUILDING FRONTAGE	
Primary Street	75%
Side Street	50%
BUILDING TYPES (Section III.C)	
Mixed Use	Live Work
Single Use	Multi-family Building
Civic	Single Family

BUILDING HEIGHT	
❶ Stories	Min: 1 Max: 3
❷ First Floor	Min: 15 ft.
❸ Additional Floor(s)	8 ft.
❹ Additional Setback	15 ft. if adjacent to Neighborhood Protection
❺ Decorative Element(s)	Max. 20% of Building Ht.
PRIVATE FRONTAGE TYPES (Section V.C.)	
Non-Residential and Mixed Use Buildings	
Shopfront and Awning	
Forecourt	
Porches	
Residential	
Porches and Fences	
Stoop	

6. Neighborhood Protection Character District





Block Size (acres)	Max. 2
Intensity (FAR)	Must comply with Future Land Use Element
Density (dwelling units/acre)	
SETBACKS (from Right-Of-Way line)	
1 Front/ Street Side	Min: 8 ft. Max: 15 ft.
2 Side	Min: 7.5 ft. Max: 15 ft.
3 Rear	Min: 0 ft. Max: 3 ft. with alley 20 ft. no alley
ENCROACHMENTS	
Porches, awnings, and second story balconies may project into setback up to 8'.	
BUILDING FRONTAGE	
Primary Street	75%
Side Street	50%
BUILDING TYPES (Section III.C)	
Single Use	Multi-family Building Single Family

BUILDING HEIGHT	
1 Stories	Min: 1 Max: 2
2 First Floor	Min: 10 ft.
3 Additional Floor(s)	8 ft.
4 Additional Setback	N/A
5 Decorative Element(s)	N/A
PRIVATE FRONTAGE TYPES (Section V.C.)	
Porches and Fences	
Stoop	

B. BUILDING HEIGHT BONUSES

All new development and redevelopment requesting a building height bonus shall include ground floor commercial uses. Commercial uses shall be located along at least seventy-five (75) percent of all ground floor building elevations facing a public right-of-way, excluding lobby entrances, stairways and driveways. The following uses may be used to satisfy the ground floor commercial uses requirements: Light retail; bars, restaurants; and personal services (excluding massage, tattoo and body piercing establishments).

A building height bonus of 1 story may be granted for conformance to each of the following criteria, subject to the maximum building height bonus allowed in the character district. Only one bonus will be allowed per criteria, even if the minimum requirements listed are exceeded.

1. Reserve at least ten (10) percent of the building site as public open space, excluding vehicular use areas, required setback areas, and required landscape buffer areas. Public open space used to satisfy this requirement shall include landscaping, hardscape and lighting, and shall be accessible to the public. A minimum of 1,000 square feet of contiguous open space must be provided in order to be eligible for this provision.

2. Provide an outdoor sculpture, other art, or water feature within a publicly accessible on-site open space. In order to qualify for this bonus, the cost of the feature shall be no less than one (1) percent of development construction cost.

3. Mixed use buildings include office space on the second floor. Office buildings primarily intended for office use are not entitled to a bonus.

C. ALLOWED TYPES OF USES

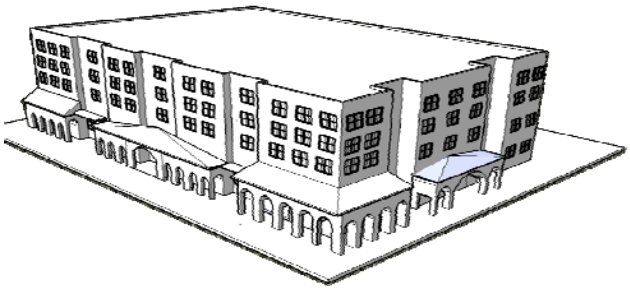
USES	Canal Street	US 1	Live Oak	Employment	Washington Street	Neighborhood Protection
CIVIC, NONPROFIT AND INSTITUTIONAL						
Art gallery, library, museum, & other cultural facilities.	P	P	C	C	C	N
Church, convent or parish house	C	C	C	C	C	N
Community center/civic clubs	C	C	C	C	C	N
Hospitals	N	P	N	P	N	N
Public use (library, post office, municipal offices, and similar uses)	P	P	P	P	P	N
Public utility service facilities	P	P	C	C	C	N
EATING, DRINKING AND ENTERTAINMENT						
Bar, lounge, tavern	P	P	N	N	C	N
Restaurants	P	P	C	C	C	N
Restaurants with drive-up or drive-through facilities	N	C	N	N	N	N
EDUCATIONAL FACILITIES/TRAINING						
Child care facilities	P	P	C	C	C	C
Schools – higher education (incl. vocational & trade)	C	P	N	N	N	N
Schools – elementary, middle and high (public & private)	C	P	N	N	N	N
OFFICE, MEDICAL AND PROFESSIONAL						
Financial institutions	P	P	P	P	P	N
Laboratories (research, medical & dental) and clinics	P	P	P	P	P	N
Outpatient Care Facilities	P	P	P	P	P	N
Professional, medical & business office/studios	P	P	P	P	P	N
Veterinary clinic/hospital	C	P	C	C	C	N
RECREATION AND TOURISM						
Recreation areas (active & passive)	P	P	P	P	P	C
Bed & Breakfast	P	N	C	C	C	C
Transient Lodging (hotels/motels)	C	P	N	N	N	N
Parks & recreational facilities (private)	P	P	C	C	C	A
Public Buildings	C	C	C	C	C	N
RESIDENTIAL						
Assisted Living Facilities	N	N	C	P	P	N
Community residential home (7 to 14 residents)	N	C	C	C	C	N
Dwellings, multi-family	N	P	P	P	P	C
Dwellings, single-family	N	N	P	P	P	P
Dwellings, duplex	N	N	P	P	P	C
RETAIL SALES AND SERVICES						
Personal Service	P	P	C	C	C	N
Retail	P	P	C	C	C	N

Key: P = Permitted Uses; C = Uses that require Conditional Use approval; N = Prohibited;
A – Permitted as Accessory Use only

D. BUILDING TYPE STANDARDS

This section sets forth standards applicable to development within all character districts for specific building types.

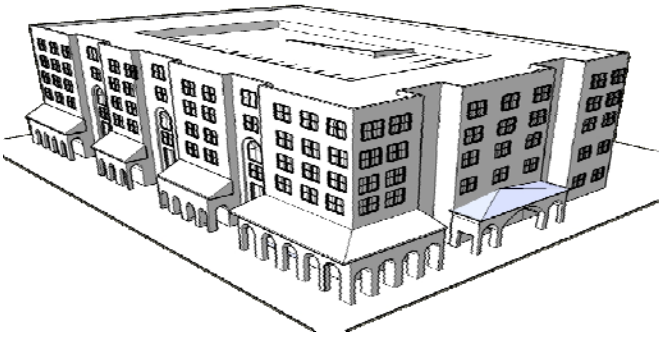
1. Mixed-Use Buildings



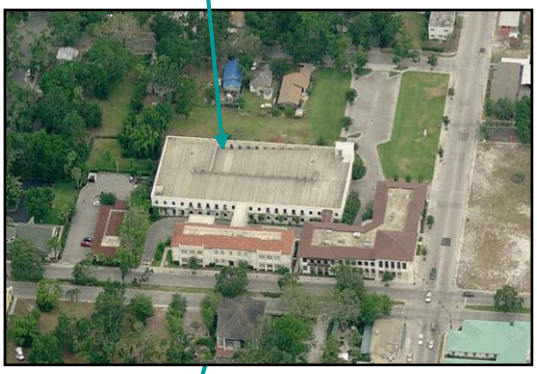
Examples

Description	
A type of building designed for ground floor, street frontage occupancy by retail and service uses, with upper floors configured for office use and/or dwelling units.	
Lot Width	
Minimum	N/A
Maximum	350 ft.
Specific Standards	
The ground floor must be occupied by retail, service, and/ or office uses, with upper floors configured for office use and/or units. While office uses are permitted on the ground floor, they are encouraged to be located and/or relocated to the upper floors. Residential is permitted in Linear Buildings. The ground floor must be designed for maximum pedestrian interaction (shop fronts, outdoor cafes, etc.), rather than landscaping. Drive-thru windows shall not be visible from primary street frontage.	

2. Liner Buildings



Parking Structure



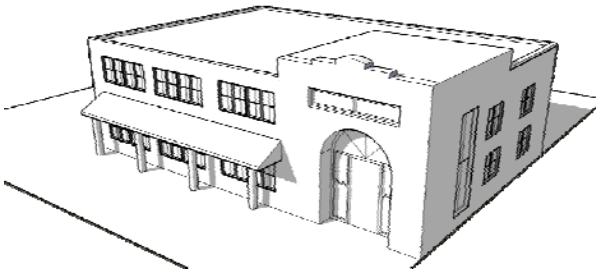
Liner Buildings

Description	
A type of building designed to surround and visually buffer a structure with a large footprint such as large parking garage, theater, supermarket, or big box development.	
Lot Width	
Minimum	N/A
Maximum	350 ft.
Specific Standards	
Required to extend for at least 75% of the ground floor of the main building, exclusive of entrance driveways, stairwells, and pedestrian entryways. Shall be at least 2 stories in height and 20 ft. in depth. Exterior façades shall be designed to achieve architectural unity with the block. Shall consist of viable small shops along the first floor facing the public right-of-way of the primary street frontage. May be attached to or detached from the principal building they are concealing. Entrances to structured parking garages shall be from side streets and/or access roads. Drive-thru windows shall not be visible from primary street frontage.	

Side View

Rear View

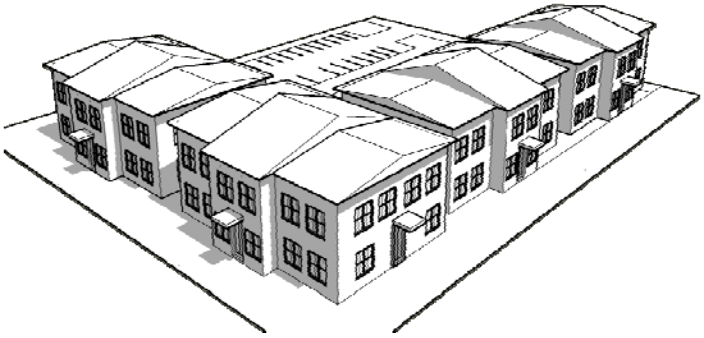
3. Single Use Buildings



Description	
A type of building designed to accommodate a stand-alone commercial building. Examples include banks, restaurants, and offices.	
Lot Width	
Minimum	N/A
Maximum	300 ft.
Specific Standards	
No parking shall be located between the street curb and primary façade of the building. Buildings on corner lots shall be designed with two façades of equal architectural expression. Drive-thru windows shall not be visible from primary street frontage.	

Examples

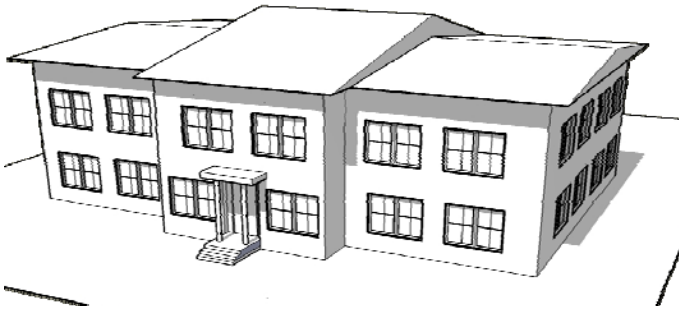
4. Multi-family Complex



Description	
A type of building designed to accommodate a set of buildings containing many apartments and ancillary functions.	
Lot Width	
Minimum	75 ft.
Maximum	200 ft.
Specific Standards	
The primary façades of the buildings shall face the street. The buildings may have their primary entry facing a central landscaped courtyard. Each dwelling above the first floor shall have a usable, outdoor space such as balconies or loggias at least 150 sq. ft. in size with a minimum depth of 7 feet. Dwellings accessed at the first floor should provide outdoor space at-grade such as patios or yards that are enclosed by landscaping or a wall. 60% of the front elevation of the building, and 30% of the side and rear elevations visible from the public-right of way shall consist of doors, porches, balconies, and/or windows. “Percent of elevation” is measured as the horizontal plane (lineal feet) containing doors, porches, balconies, terraces and/or windows.	

Examples

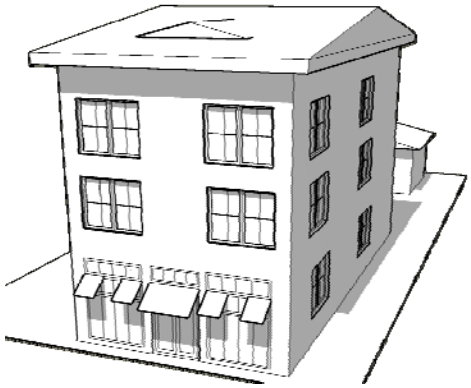
5. Multi-Family Buildings



Description	
A type of building resembling a large house, designed to accommodate duplex, triplex or fourplex building.	
Lot Width	
Minimum	35 ft.
Maximum	100 ft.
Specific Standards	
The primary façades of the buildings shall face the street. The buildings may have their primary entry facing a central landscaped courtyard. Each dwelling above the first floor shall have a usable, outdoor space such as balconies or loggias at least 150 sq. ft. in size with a minimum depth of 7 feet. Dwellings accessed at the first floor should provide outdoor space at-grade such as patios or yards that are enclosed by landscaping or a wall. 60% of the front elevation of the building, and 30% of the side and rear elevations visible from the public-right of way shall consist of doors, porches, balconies, and/or windows. “Percent of elevation” is measured as the horizontal plane (lineal feet) containing doors, porches, balconies, terraces and/or windows.	

Examples

6. Live-Work Units



Description	
A type of building designed to accommodate a building containing live-work units, which consist of both a commercial/office and a residential component.	
Lot Width	
Minimum	25 ft.
Maximum	60 ft.
Specific Standards	
To allow pedestrian exposure and direct access to the commercial space, the primary entrance to the commercial space shall be on the first floor and shall be oriented toward the street. The building can provide pedestrian access by two methods: • Separate entrances for the first floor commercial area and the upstairs residential occupancy area. • A common entrance for the first floor commercial area and the upstairs residential occupancy area. This first floor plan shall control access between floor levels through use of a small lobby, room partitions, and doors. The intent is to prevent residential occupants and/or guests from needing to travel through the commercial space. One usable outdoor space such as a balcony, patio or rear yard of at least 15% of the lot area shall be provided behind the live-work building.	

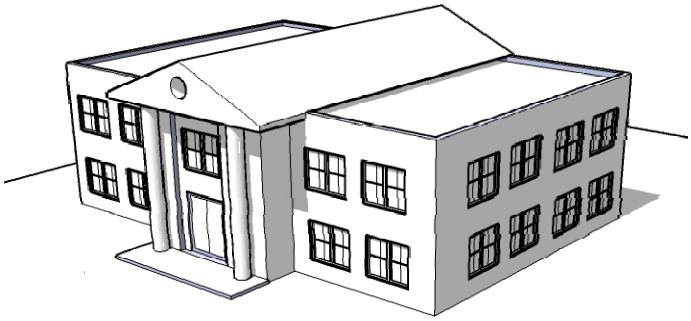
Examples

7. Single Family Residential

Examples

Description	
A type of building designed as a single dwelling unit with either an attached or detached garage.	
Lot Width	
Minimum	35 ft.
Maximum	100 ft.
Specific Standards	
The ground floor shall be elevated above the finished grade. Residential buildings shall incorporate either raised concrete pads or a raised wood joist floor with perimeter foundation at a minimum of 18”above the finished grade. Flat roofs are prohibited as the principal roof structure. Garages shall not comprise more than 40% of a building's street facing frontage. Garages shall be provided in one of two ways: • Attached and recessed from the primary façade (not including porches, bays, or other minor projections) by a minimum of 8’ and at least 24’ from the street right-of-way • Attached or detached, placed behind the principal structure, and accessed by either an alley or a side yard driveway.	

8. Civic Buildings



Examples

Description	
A type of building designed to accommodate public or institutional uses such as a civic center, fire or police station, museum, city hall, postal services, library or school.	
Lot Width	
Minimum	N/A
Maximum	N/A
Specific Standards	
Civic buildings should be placed in central locations as highly-visible focal points. They shall not be located within storefronts, shopping centers, or malls, and shall not blend with adjacent developments. Where feasible, civic buildings should be close to transit stops for ease of use by pedestrians.	

V. ARCHITECTURAL STANDARDS

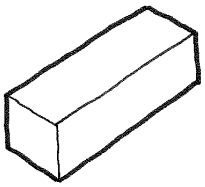
Architectural standards establish basic parameters regarding functional building element configuration and palettes for building materials. They serve to establish a coherent character and encourage a high caliber, lasting quality of development. In order to establish and maintain a sense of place, buildings should reflect and complement the historic materials and techniques found in New Smyrna Beach. The standards also specify details, such as window proportions, roof or cornice configurations, storefronts, and overhangs.

A. MASSING

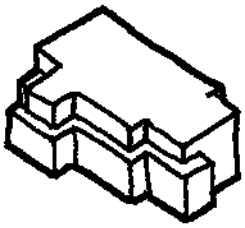
All buildings shall be designed to a pedestrian scale by using the following techniques:

1. Variation of building height and width shall be used to divide volumes into distinct massing elements. Therefore, horizontal masses should not exceed a height to width ratio of 1:3 without providing a substantial architectural element that projects up or out, such as a tower or bay, an architecturally prominent public entrance, and/or recesses into the building.
2. Façade projections and recesses shall have a minimum depth of 3 feet.
3. Roofs or assemblies of roofs shall be used to reduce building mass.
4. Buildings exceeding 20,000 sq. ft. in area must be articulated to appear as multiple buildings grouped together.
5. Buildings on corner lots and buildings that terminate vistas shall incorporate distinctive architectural treatments to emphasize their prominent location.

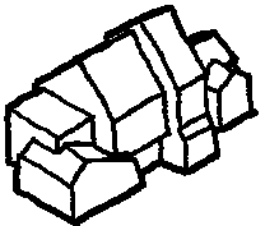
Progression of Massing:



Prohibited Architectural Treatment



Vertical and Horizontal Articulation Added



Multi-Planed Roofs Add Desirable Articulations

6. Both single and multi-use buildings shall be required to include a minimum of three building design treatments from the following list, or any other treatment which meets the intent of this section and is approved during the design review:
   - canopies or porticos integrated with the buildings mass and style
   - overhangs
   - arcades (with a minimum 8 foot clear depth)
   - raised cornice/parapets over doors
   - peaked roof forms
   - arches
   - clock or bell towers
   - special architectural features (such as bay windows, decorative roofs, and miscellaneous entry features)

Design Treatments Used to Reduce Massing:

Colonnades, Balconies, Towers

Galleries, Balconies

B. ARCHITECTURAL STYLES

To enhance the streetscape and architectural design of the Character Districts, buildings shall have architectural features and patterns that recognize local character, reduce massing, provide visual interest from the pedestrian perspective, and are site responsive. Architecture that borrows elements from recognized classical styles is encouraged, including styles typical of Florida such as Art Deco and Florida Vernacular. The National Register of Historic Places characterization of the residential architecture in the New Smyrna Beach Form-Based Code Area and descriptions of each style are contained in the Appendix.

The design of commercial buildings in Florida mirrored national trends. The distinctive style of architecture within the New Smyrna Beach Form-Based Code Area developed during the mid-nineteenth century. These buildings housed a variety of uses, including offices, banks, hotels, and theaters, but the most common use was retail stores. Commercial buildings built between the mid-1850's and the 1940's were constructed close to the street, in close proximity to one another, and covered most of the lot.

Florida Vernacular

Art Deco

Mission

Italianate

C. BUILDING FACADES

Building facades should define the public realm - the street-space. All walls should express the construction techniques and structural constraints of traditional, long-lasting building materials. The following standards apply to all buildings except single family residential.

1. General Standards

a. Building façades shall provide visual interest from the perspective of the pedestrians and motorists.

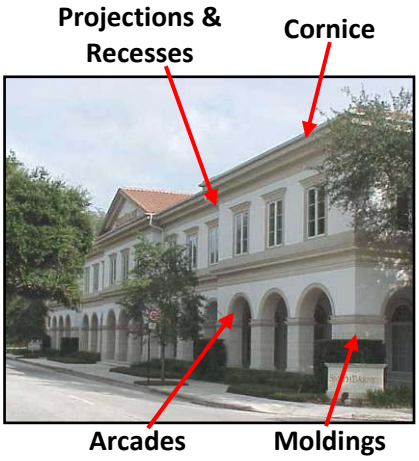
b. Buildings along the same block shall be unified through the use of design elements such as proportion/scale, rhythm, and fenestration.

c. Buildings adjacent to pedestrian use areas shall integrate the public and private spaces using elements such as ground floor windows, arcades, and awnings.

d. Façades shall be designed to reduce the mass/scale and uniform monolithic appearance of large unadorned walls, while providing visual interest through the use of detail and scale. Therefore, façades (including primary and secondary) shall not exceed twenty horizontal feet, and ten vertical feet, without including at least one of the following elements:

- A change in plane, such as an offset, column, reveal, void, projecting rib, band, cornice, or similar element. Such plane projections or recesses shall have a depth of no less than six (6) inches.
- Awnings
- Arcades or Galleries
- Complementary changes in materials or changes in texture consistent with the style
- Doors, windows, store fronts or display cases

e. Façades shall include traditional design elements such as: lintels above windows, keystones, protruding sills, roof overhangs, roof brackets, cornice treatments, brick reveals, columns, pilasters, hip or gabled roofs and/or dormers.



2. Primary Façade

1. The ground floor of the primary façade shall have at least two (2) of the following elements for at least 60% of the width of the façade:
   - Public entrances
   - Arcades or other roof treatment, such as awnings or secondary roofs, to provide shade and façade interest
   - Windows/display windows
   - Awnings, associated with windows or doors
   - Landscaping, adjacent to the building
2. Buildings in corner lots are considered to have double front/primary façades for architectural design purposes.
   - In addition to the primary façade standards, buildings on corner lots shall include at least one of the following embellishments: cornice detail, arches, peaked roof forms, corner towers, clocks, bells or similar design features.
   - Hardscape design, such as pedestrian plazas with artwork or fountains, may substitute for building embellishments on corner lots.

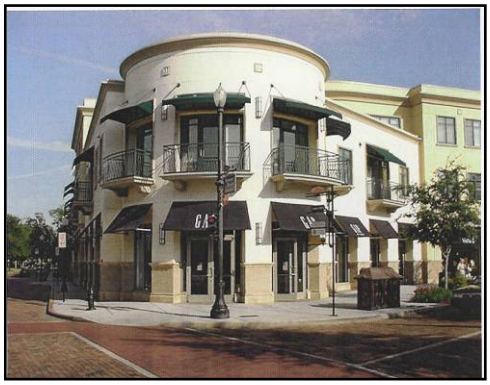
3. Secondary Façade

Secondary and interior side façades shall be of finished quality, color, and materials that blend with the remainder of the building.

Major architectural treatments on the principal building façade, such as cornices and repeating details, should be continued around all sides of the building that are visible from the public realm.

Primary Facade

Corner Facade



Secondary Facade

4. Entrances

The main entrance of all buildings shall be oriented toward the public right-of-way.

In order to emphasize entry, building entrances shall be differentiated from the rest of the façade by a change in material, architectural features/setbacks, or level changes.

Buildings shall have clearly-defined, operable, and highly-visible customer entrances facing the street.

When two major streets intersect (e.g. U.S. 1 and Canal Street) customer entrances shall be provided from both streets. A corner entrance will be a permitted exception to this requirement.

Entryways should include at least two of the following elements:

- Alcoves
- Structural shading (overhang, canopy, or portico)
- Columns
- Another treatment meeting the intent of this section

Where parking areas are located behind the businesses, a secondary entrance may be provided in the back of the business. A rear entrance can provide direct service and customer access to the store from parking areas as well as improve circulation between the parking lots and the street.

Rear entrances that have right-of-way visibility shall be embellished similar to the primary façade. Awnings, landscaping, and appropriate signage may be used to mark the secondary entrance.

All customer entrances approved as part of the building shall remain active/usable, and shall remain unlocked during business hours.

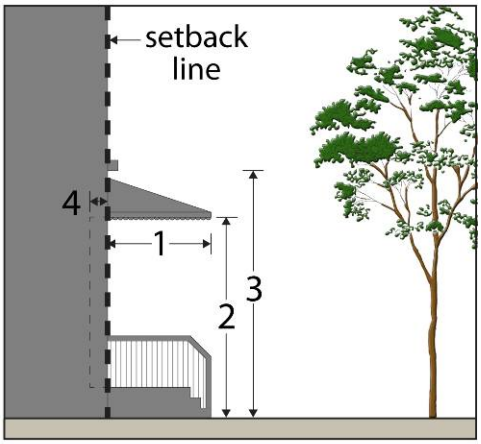
Entrances

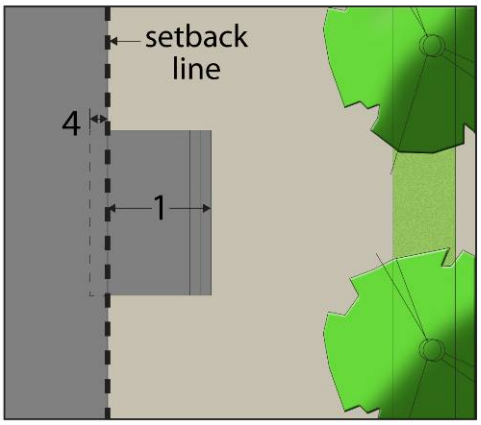
D. PRIVATE FRONTAGES

Private Frontage refers to the area between the right-of-way line and primary building façade. The intent of this area is to provide a transition, both physical and visual, from the public use areas to the façade of the building. This section describes the various types of private frontages.

1. Shopfront and Awning

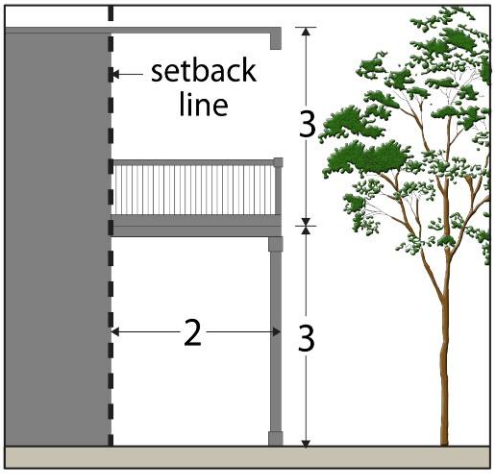
Description	
Typically, the Shopfront & Awning frontage type applies to storefronts. Storefronts are façades placed at or close to the setback line, with the entrance at sidewalk grade. They are conventional for retail frontage and are commonly equipped with cantilevered awning(s).	
Awning	
1. Depth	5 ft. min.
2. Height, clear	8 ft. min.
Shopfront	
3. Height	10 ft. min., 16 ft max.
4. Door & Window Recess	2 ft. max.
Notes	
Awnings may encroach into right-of-way. Awnings should be made of fabric. High-gloss materials or fabrics that resemble plastic are not permitted. Awnings should not cover architectural elements such as cornices or ornamental features. Awning should be sized to match the corresponding window opening and shall be in keeping with the character of the building. Cornices should be provided at the second floor to differentiate the storefront from upper levels of the building and to add visual interest. This also allows the storefront to function as the base for the rest of the building.	

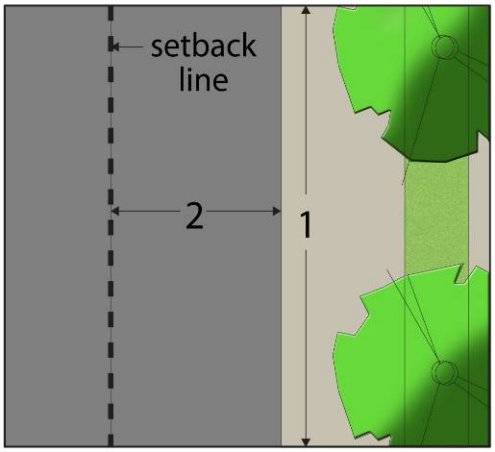




2. Gallery

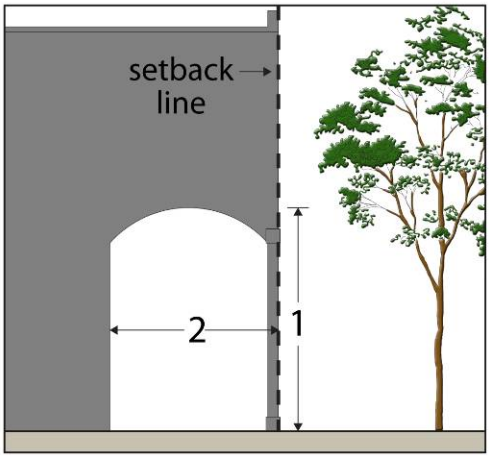
Description	
A gallery is a type of frontage where the façade extends beyond the setback line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type of façade is common for retail use.	
Dimensions	
1. Width	100% of the main building frontage min.
2. Depth	8 ft. min.
3. Height, clear	12 ft. min. – 1st floor 9 ft. min. – 2nd floor
Notes	
Galleries may encroach a maximum of 8 feet into the right-of way. Along primary frontages, the gallery shall correspond to storefront entrances. Galleries must have consistent depth along a frontage. Galleries may be 1 or 2 stories.	

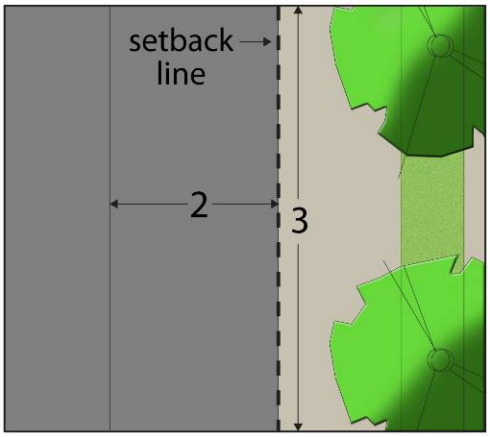




3. Arcade

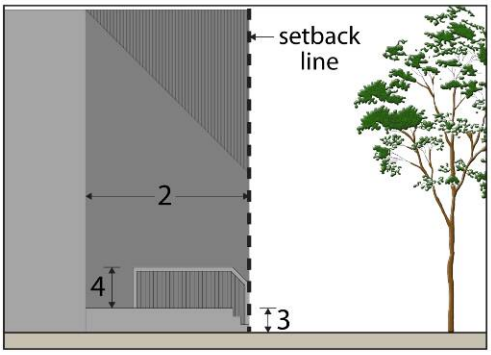
Description	
Arcades are façades with an attached colonnade that is covered by upper stories. A building's first floor is usually recessed from the front setback for the purpose of an arcade.	
Dimensions	
1. Width	100% of the main building frontage min.
2. Depth	8 ft. min.
3. Height, clear	12 ft. min.
Notes	
Arcades may not encroach into the right-of way. Along primary frontages, the arcade shall correspond to storefront entrances. Arcades must have consistent depth along a frontage.	

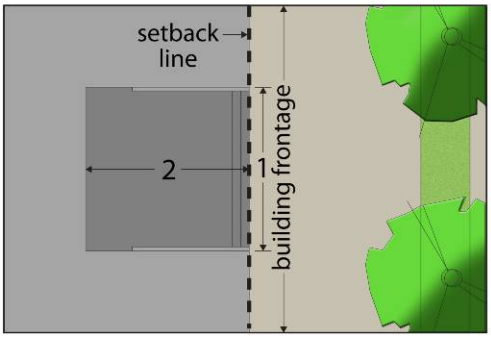




4. Forecourt

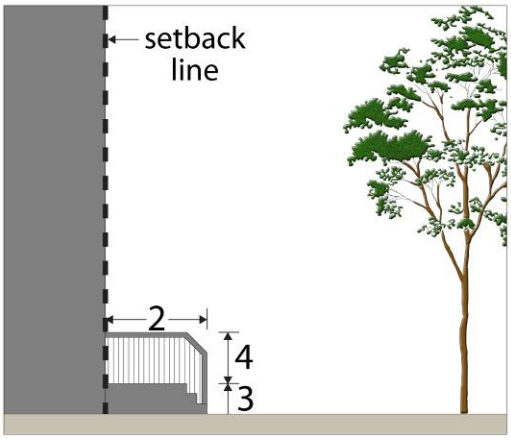
Description	
Forecourts are uncovered courts within a storefront, gallery, or arcade frontage wherein a portion of the façade is recessed from the building frontage. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas.	
Dimensions	
1. Width	50% of the building frontage max.
2. Depth	10 ft. min, 20 ft max.
3. Finish level above grade	18 in. max.
4. Rail Height	30 in. max.
Notes	
Forecourts shall be paved and enhanced with landscaping. A fence or street wall at the primary façade line may be used to define the private space of the court. The court may be raised from the sidewalk, creating a small retaining wall at the primary façade line with entry steps to the court.	

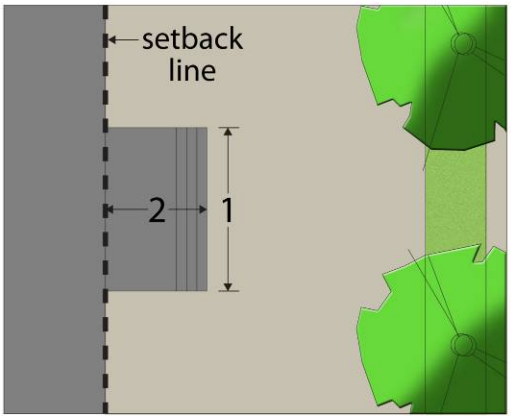




5. Stoops

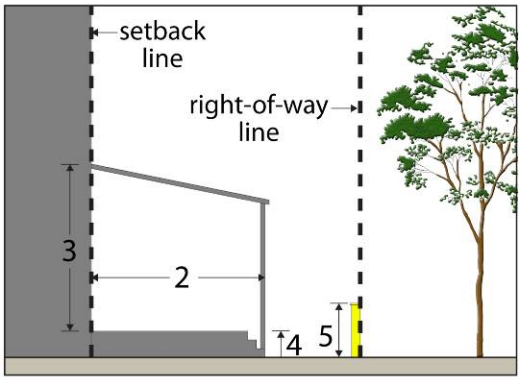
Description	
Stoops are elevated entry porches/stairs placed close to the frontage line wherein the ground floor is elevated from the sidewalk, securing privacy for the windows and front rooms. The entrance is usually an exterior stair and landing.	
Dimensions	
1. Width	5 ft. min, 8 ft max.
2. Depth	5 ft. min, 8 ft max.
3. Finish level above grade	18 in. – 36 in.
4. Rail Height	30 in. max.
Notes	
Stoops can only extend a maximum of 8 feet into the setback. Stoops must correspond directly with the building entry(s). The entry door(s) may be recessed a maximum of 4 feet from the front façade to provide protection from the elements. All doors must face the street.	

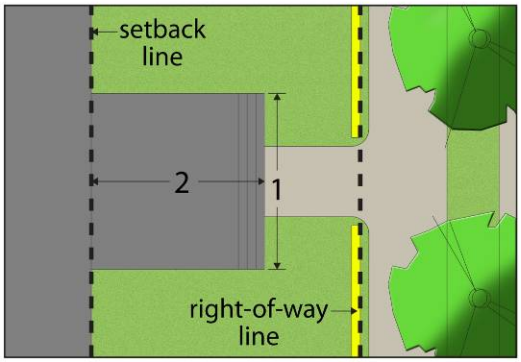




6. Porches and Fences

Description	
Porches and fences are commonly associated with single family buildings, wherein the façade is set back from the frontage line with an attached porch permitted to extend into the front setback. An optional fence or street wall at the right-of-way line may be used to define the private space of the yard.	
Dimensions	
1. Width	At least 30% of building width or 12 ft. (whichever is greater)
2. Depth	8 ft. min.
3. Height, clear	8 ft. min.
4.Finished level above grade	18 in. – 36 in.
5. Rail Height	30 in. max.
Notes	
Porches may be one or two stories. Fences enclosing the front yard shall not exceed 4 feet in height from the adjacent sidewalk.	





E. WINDOWS AND DOORS

The arrangement of windows and doors on new non-residential buildings should be consistent with the neighboring buildings or the main street typical pattern of windows and doors, which includes storefront-type openings on the first floor and smaller scale openings on the second story.

a. Primary façades/elevations shall have windows and doors consisting of no less than 50% of horizontal length of the building.

b. Windows shall be sized to reflect human scale (neither placed too high nor too tall) and grouped to create façade variety.

c. In no event should buildings be designed to use glass walls.

d. Upper level windows should be differentiated from lower level window treatments.

e. Glass shall be transparent, without color, except for stained or art glass, provided the stained or art glass is in character with the style of the building. (churches, craftsman buildings, etc.).

f. Windows and doors should be glazed in clear glass with no more than 10% daylight reduction (transmittance) for retail establishments, and 50% for office and residential uses. The use of reflective glass and reflective film is prohibited on all buildings. Reflectance shall not exceed 15% percent. Glass block is not considered transparent and is not permitted in storefront windows.

Appropriate Windows and Doors

F. BUILDING MATERIALS

Exterior building materials should not be selected on the basis of cost alone, but rather on compatibility with the building style and neighborhood character. Materials for new construction should be selected from among those that are typical of surrounding buildings and should be of comparable durability and style of existing materials in the area in terms of texture, size, shape, color, and scale. Alternatively, new materials should blend with the physical qualities of the historic materials that give the district its unique character.

1. Encouraged Material

- Concrete masonry units with stucco
- Reinforced concrete with stucco
- Brick
- "Hardie-Plank" siding
- Wood lap board siding
- Stone

2. Prohibited Material

The following materials are not appropriate for buildings (including accessory structures) within the study area:

- Cedar shakes
- Metal/steel walls
- Corrugated or reflective metal panels.
- Unfinished block
- Textured plywood
- Mirrored glass and glass curtain walls
- Butler Buildings
- Plastic siding
- Ceramic Tile (except as an architectural accent)
- Chain link fencing
- Polyurethane and polystyrene foam products

Encouraged Building Materials

Brick

Stucco

Stone

Concrete

Hardie-Plank Siding

Wood Lap Board Siding

G. BUILDING COLORS

The paint colors for building exteriors should be selected from the 140 shades recommended by the National Trust for Historic Preservation (see the American Tradition Paints sample book, produced by Valspar Corporation). Exterior building colors contribute significantly to the visual impact of a building on the community. They shall harmonize with the comprehensive design style for the project.

a. No more than 3 different colors or color shades (one primary/body color, and no more than 2 accent/trim colors) should typically be used on a single building.

b. Building, trim and detail colors must be complementary and should not be used to advertise the business. As an example, yellow and red are not complementary colors and are typically chosen by merchants that want to increase marketing advertising or treat the building like a sign and stand out drastically from other merchants.

c. Building colors should be selected based on the architecture of the building (a range of characteristic colors specific to each style) to achieve harmony with adjacent buildings.

d. Colors that are garish, gaudy, loud, excessive, and ostentatious or otherwise constitute a glaring and unattractive contrast to surrounding buildings shall be prohibited.

e. Black as the predominant exterior building color and similar monochromatic (all one-paint color) schemes are prohibited.

f. A solid line band of color or group of strips shall not be used for architectural detail.

Appropriate Building Color

Inappropriate Building Color

H. ROOF DESIGN –

Variations in roof lines shall be used to add interest to and reduce building mass. Roof features shall be in scale with the building mass and complement the character of adjoining and/or adjacent buildings. Roofing material should be durable and of high quality to enhance the attractiveness of the community. Buildings shall have a recognizable top consisting of, but not limited to, cornice treatments, roof overhangs with brackets, steeped parapets, richly textured materials and/or differently colored materials. These standards apply to all building types.

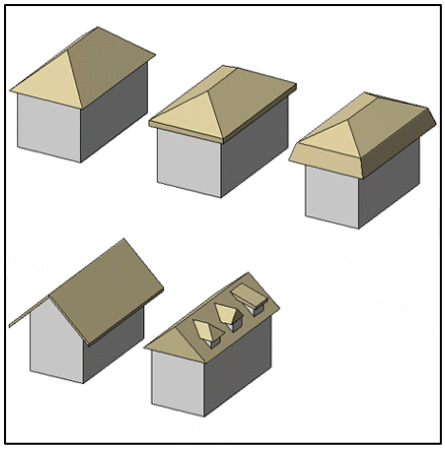
a. Cornices are encouraged and should not exceed 24 inches in height.

b. Colored stripes/bands on flat roofs are not acceptable as a recognizable top. Bands of color typically used for marketing are not allowed.

c. Roofs shall have no less than 2 of the following features:

- Parapets or other roof treatments to screen flat roofs and all mechanical equipment from street/pedestrian view. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall. The highest point of the parapet shall not at any point exceed 30 percent of the height of the supporting wall unless additional height is needed to screen equipment.
- A three dimensional cornice treatment, a minimum of 12 inches in height, and having 3 vertical changes in plane, and a variety of thickness in relief ranging from the greatest at the top to the least at the bottom.
- Overhangs no less than 3 feet beyond the supporting walls with a minimum fascia of 8 inches where overhanging eaves are used.
- Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot (1') of vertical rise for every three feet (3') of horizontal run and less than or equal to one foot (1') of

Roof Design



Appropriate Roof Design – Multiple-Plane Roof:

3 or more roof planes

Prohibited Roof Design – False Mansard Roof:

vertical rise for every one foot (1') of horizontal run.

- Three or more roof planes per primary façade.

I. SERVICE AREAS

To the extent possible, areas for non-residential outdoor storage, trash collection, and loading shall not be located adjacent to residential lots.

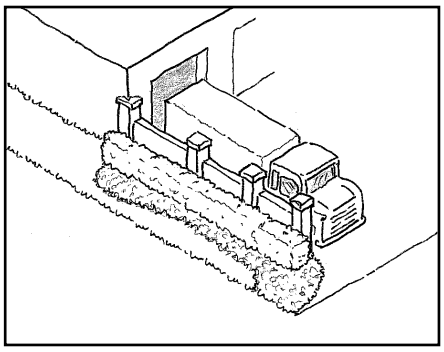
Loading areas or docks, outdoor storage, waste disposal, mechanical equipment, satellite dishes, truck parking, and other service support equipment shall be located behind the building line and shall be fully screened from the view of adjacent properties both at ground and rooftop levels.

Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets, or similar features. Detail is required on the screening device that is compatible with the building style, plain boxes are not acceptable.

Areas for outdoor storage, trash collection, and loading shall be incorporated into the primary building design. Construction for these areas shall be of materials of quality and appearance comparable to the primary building. Where such facilities are located adjacent to residential lots, they shall include a visual and solid acoustic buffer.

Shopping cart storage shall be located inside the building or shall be screened by a 4 foot wall consistent with the building architecture and materials.

Loading Area Screening



Allowed:
Rooftop Units are Screened

Not Allowed:
Rooftop Units are Visible

J. SIGNS

In order to protect and enhance the positive design characteristics of the New Smyrna Beach Form–Based Code Area, all signs shall be designed so their size and location are pedestrian-oriented. These standards are intended to allow for reasonable identification of buildings while protecting the overall character of the area. Two types of permanent signs are allowed: freestanding signs that identify the development/complex and individual business signs that identify individual tenants. In addition to the permanent signs, temporary "sandwich board" style signs are also permitted.

1. Freestanding Signs

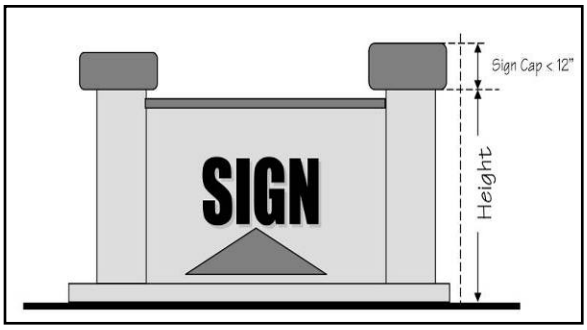
Monument signs are the only freestanding signs permitted and they are only allowed if the building setback is setback 15 feet from the front right-of-way line. Where allowed, they should identify the business (where there is only one business on the site) or the complex (multi-tenant development). The following standards apply to monument signs:

a. Monument sign materials shall match the street wall associated with the same development.

b. The maximum height of a monument sign shall be 6 feet measured from the lowest average grade at the base.

c. Columns used to frame monument signs must include a cap piece extending up to twelve 12 inches above the allowable sign height.

Monument Sign



2. Business Signs

a. No sign should cover architectural detailing, windows or building ornamentation.

b. Building/wall signs shall not exceed 15 feet in height, the roofline, whichever is less.

c. The number of building signs shall be limited to a maximum combination of 2 per business and shall be limited to a combined area of 100 feet. Wall signs, however, should be limited to one 1 per business. Suspended signs placed within an arcade and not readily visible from the right-of-way are exempt from this requirement.

d. Where possible, signs located on buildings within the same block shall be placed at the same height in order to create a unified sign band.

e. Wall signs shall not exceed 18 inches in height, measured from bottom of copy area to the top, and shall not be wider than 75 percent of the horizontal frontage of the tenant space.

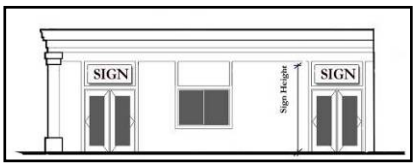
f. Projecting signs should not exceed 4 square feet in sign area, should have a minimum vertical clearance of 8 feet, and should be located adjacent to the building entrance or tenant space.

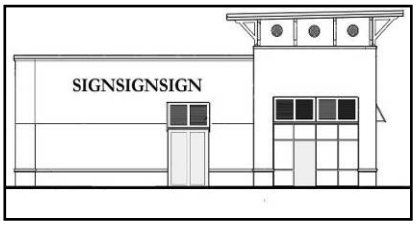
g. Window signs should not exceed 25 percent of window area, and should be painted or decal only.

h. Awning signs shall not be placed on the curved or diagonal portion of the awning. The width of the sign shall not exceed 75 percent of the width of the awning.

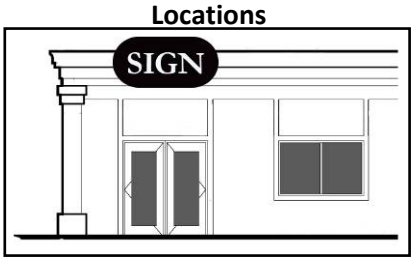
i. Promotional posters for civic events should be permitted on windows, and should not be included in the sign area calculation.

Appropriate Business Sign Locations





Inappropriate Business Sign Locations



Projecting Sign

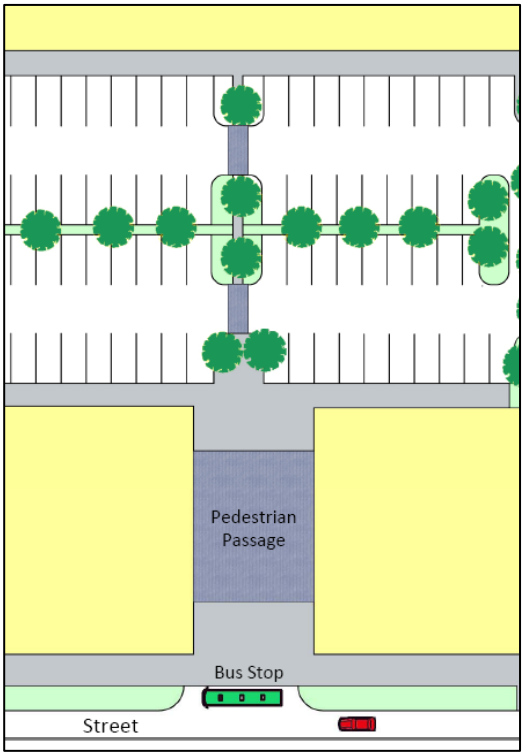
VI. ONSITE CIRCULATION AND PARKING STANDARDS

A. SITE ACCESS AND CIRCULATION

Site access and circulation shall create a cohesive and pedestrian-friendly environment. New development and redevelopment must seek to create a balanced transportation system that invites pedestrians, bicyclists, and transit riders, as well as motor vehicles, and provides a system of connections to maximize choices for all modes of travel. The figure below provides an illustrative example of pedestrian, transit and parking linkages.

- The use of joint access driveways is required between commercial sites to reduce the number of access points and driveway areas that cross sidewalks, and to increase the amount of landscaping.
- Access driveway width should be limited to 12 feet for one-way driveways and 20 feet for two-way driveways.
- Additional driveway cuts are prohibited on Canal Street.

Pedestrian Linkages



B. PEDESTRIAN AND BICYCLE CIRCULATION

Safe pedestrian connections shall be provided not only along the perimeter of the blocks but also throughout the center of large blocks.

1. Pedestrian Circulation

Direct pedestrian access shall be provided from the principal entrance of the building to the sidewalk on the closest public right-of-way.

Additional/secondary pedestrian access to businesses may be provided from parking facilities directly to ground floor uses, either through rear building entrances, sidewalks along the perimeter of buildings, or by pedestrian alleyways which connect the rear parking lots to the sidewalks along the front street. The internal site design shall accommodate pedestrian friendly passageways throughout. Pedestrian alleyways may be exterior and located between buildings, or may be incorporated into the interior design of a structure. The pedestrian alleyways shall be a minimum of 10 feet wide.

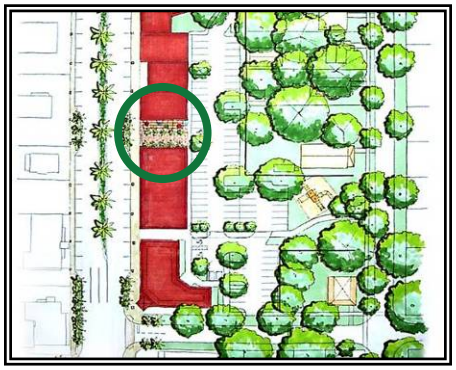
Large buildings with multiple street frontages, such as buildings that occupy an entire block, shall provide pedestrian access from at least two sides facing the right-of-way.

Covered visitor drop-off areas are encouraged for all uses and shall be required at entries to institutional buildings.

2. Bicycle Circulation

The use of bicycles throughout the study area should be encouraged through design considerations during redevelopment or new development of sites. All new development is encouraged to provide connections to the City's bike and pedestrian path system.

Pedestrian Alleyways



Bike Lane

C. PARKING REQUIREMENTS

All redevelopment and new development in the New Smyrna Beach Form-Based Code Area shall be eligible for reduced parking standards.

1. Required Parking

a. Additions to existing structures of less than 500 square feet in total area and requiring less than two additional off-street parking spaces shall not be required to provide additional off-street parking.

b. All new construction and nonexempt additions to existing buildings shall provide off-street parking at a rate that is 50 percent of the LDR requirement.

c. At least 50 percent of the off-street parking must be provided on site. The balance of the required off-street parking may be provided by lease agreement, joint-use agreement or other method allowed by the LDR.

d. Any on-street parking located immediately in front of the project site may be counted towards the off-street parking requirement. However, the on-street parking must be formally designated with appropriate striping of spaces, installation of curbs where required and installation of landscape islands at street corners where needed.

2. Surface Parking

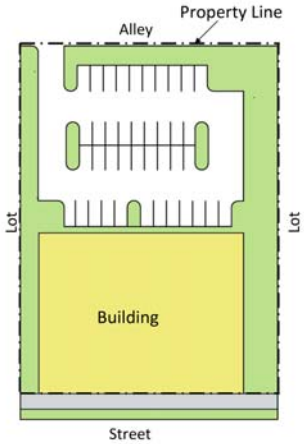
Surface parking shall be designed so that it does not become the most prominent feature of a development as viewed from the public right-of-way. They shall be designed with sensitivity to pedestrian activity and open space needs.

a. Parking areas shall be located behind buildings or in structured parking garages so that the building can screen parking areas from sidewalks and streets.

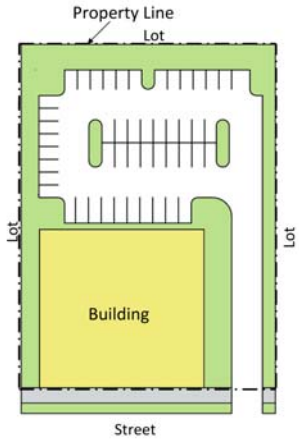
b. Parking located between the primary façade of the building and the right-of-way is prohibited.

c. Parking may be allowed in side yards, provided the buildings they serve meet the frontage percentage requirements.

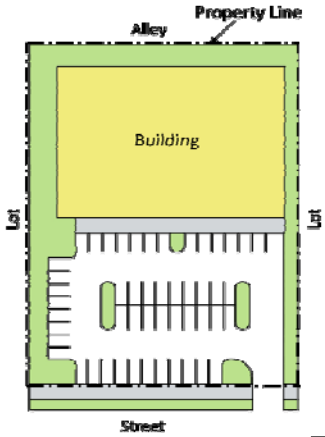
Recommended (required on Canal Street): Parking Behind the Building and Alley Access



Permissible: Parking Behind the Building



Prohibited: Parking in Front



d. Parking areas shall be accessed from side and back streets and from adjacent properties. Access from the front street shall be avoided unless no other reasonable access is available. When feasible, rear alleys and lanes shall be the primary source of access to off-street parking.

e. There shall be no direct access to parking areas from Canal Street.

3. Structured Parking

Parking garages are an integral part of an urban area. However, because of their function, structured parking facilities are usually designed as large uninteresting boxes, with very little attention to the pedestrian scale. The design of a public garage can have a major impact on the appearance of an area. The following guidelines will assist with the creation of attractive and compatible garage structures in the FBC area. The following guidelines are applicable to all structured parking lots.

a. Parking structures should not occupy lots with frontage on primary streets, but should be located behind the principal buildings. The location should enable the placement of liner buildings between the parking structure and a sidewalk on the primary street.

b. The entrances to structured parking garages should be from side streets and/or alleys.

c. Those areas not including ground floor active uses shall provide a pedestrian-oriented landscaped setback of ten (10) feet maximum.

d. The exterior facades of all parking garages fronting on pedestrian-oriented streets shall be designed to achieve an architectural unity with the block.

Structured Parking Examples

VII. LANDSCAPING STANDARDS

The following landscape regulations are intended to provide landscaping within the vehicular and pedestrian use areas, retention areas, and site areas. Such landscaping is intended to enhance the safety and visual experience of the motoring and pedestrian public as well as enhance and complement the site design and building architecture.

A. LANDSCAPE MATERIALS

All plant materials shall be chosen from the Florida-Friendly Plant Database (Central Florida Region). This database, which is maintained by the University of Florida, Institute of Food and Agricultural Sciences (UF/IFAS), may be accessed online at: www.floridayards.org/fyplants/index.php

All proposed trees and plant materials shall be graded as Nursery Grade No. 1 or better as outlined by the Florida Department of Agriculture and Consumer Services, Division of Plant Industry "Grades and Standards for Nursery Plants" (latest edition, as revised from time to time).

B. LANDSCAPE SIZE/INSTALLATION

At the time of planting, landscaping within rights-of-way and public parking areas shall meet the following standards:

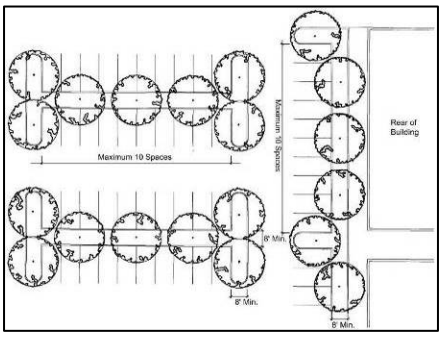
- All plant material used shall be equal to or exceed the grade of Florida #1 as given in “Grades and Standards for Nursery Plants”, State of Florida, latest edition.
- Trees shall have a minimum height of nine (9) feet and a minimum caliper of 2.5 inches measured at six (6) inches above the ground, as defined in Part III, Article VI: Development Design and Improvement Standards - New Smyrna Beach LDR.
- Canopy trees that are planted closer than 6 ft. from the back of a curb, sidewalk, or building shall be planted with a root barrier control method approved by the City Horticulturist.
- Tree and site lighting locations shall not be in conflict.

C. PARKING LOT LANDSCAPING, SCREENING, AND LIGHTING

1. Landscape Strips between Parking Aisles

Large parking lots shall be visually and functionally segmented into smaller lots with landscaped islands and canopy trees. The design of parking areas should avoid the appearance of large masses of parked cars. Trees shall be planted a maximum of 40 feet on center along the length of the landscape strip.

Parking Lot Landscaping



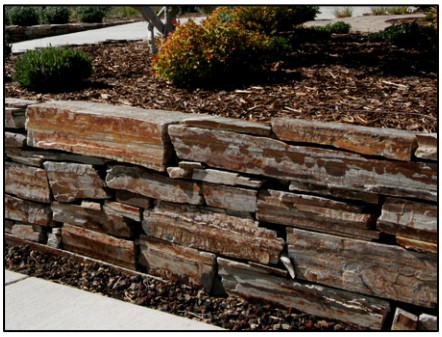
2. Landscape Islands

No more than 10 consecutive parking stalls are permitted without a landscape island a minimum of 8 feet wide and extending the entire length of the parking stall. A minimum of one canopy tree or either two understory trees or three palm trees shall be planted in each landscape island. A minimum of 5 shrubs per 144 square feet shall also be planted in the landscape island.

3. Parking Lot Screening

Parking lot layout, landscaping, buffering, and screening should minimize direct views of parked vehicles from streets and sidewalks; prevent spill-over light, glare, noise, and exhaust fumes from infringing on adjacent properties; and provide the required tree canopy shade.

Street Walls



4. Street Walls

Urban street walls are the only types of fences/walls allowed facing streets and alleys. The purpose of the street wall is to complete the continuation of building volume along a street, to screen areas such as parking lots, and to frame public areas such as courtyards and cafes. A street wall shall be required along the street or alley along the perimeter of surface parking lots. Whenever a street wall is provided, it shall meet the following standards:

- Decorative street walls in the district shall be constructed of wrought iron, brick, masonry, stone, or other decorative materials.
- Chain link and wood street walls shall be prohibited.
- The wall shall be a minimum of 3’ and a maximum of 5’ in height. Walls greater than 3’ in height above grade shall be no more than 50% solid.

- When a parking lot abuts a public right-of-way, ground cover, hedges, or shrubs should be installed on both sides of the wall.
- Breaks should be permitted in the street wall to provide pedestrian access to the site and for the purpose of tree protection.

5. Parking Lot Water Conservation

To minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

No more than 30% of the parking lot landscaping shall be planted with sod if it is a high water use species (e.g., St. Augustine).

No more than 50% of the parking lot landscaping shall be planted with sod if it is a low water use species (e.g., Seashore Paspalum).

6. Parking Lot Lighting

Light fixtures shall be designed so that light is directed onto the parking area and away from neighboring residential lots.

The design, color, shape, style, and materials of the fixtures shall match or complement the style and materials of those specified for the public right-of-way. Refer to the **Form-Based Code Specifications Manual** for public right-of-way lighting standards.

Lighting fixtures in parking lots adjacent the Neighborhood Protection districts shall not exceed 20' in height as measured from the adjacent grade to the top of the light fixture.

VIII. STORMWATER

On-site retention may be difficult or unfeasible. Off-site or common retention areas are encouraged when possible. All retention areas shall be incorporated into the overall design of the site.

Ponds should not be located adjacent to public rights-of-way; where feasible they should be located to the side or rear of a development.

To the extent feasible ponds visible from the public right-of-way shall be designed as amenities. Features such as fountains or aerators are encouraged to accent the ponds and provide adequate aeration to prevent stagnation and fish kills. Other features may include bridges, boardwalks, and benches under canopy trees.

To reduce the size of stormwater ponds that are not designed as amenities, the use of porous concrete, underground storage, and exfiltration is greatly encouraged. Each of these options may increase the amount of developable land or undisturbed open space.

The shape of a manmade body of water, including both wet and dry retention areas, shall be designed to appear natural by having off-sets in the edge alignment that are a minimum of 10’ and spaced 50’ apart.

Landscaping is required to soften the visual appearance of pond edges. Native trees and shrubs shall be used to landscape the littoral zone. No exotic invasive plants are permitted.

Where slopes require fencing, only ornamental metal will be allowed (chain link fences are prohibited).

Example of Integrated Retention Area

IX. APPENDIX

A. Definitions

Accessory Service: This term shall be deemed to include accessory service uses, accessory private garages, home occupations, accessory tennis courts, and ground-mounted satellite dish antennas. However, required parking facilities shall not be deemed to be an accessory use.

Adjacent: Near to but not necessarily touching.

Alley/Alley Access Easement: The public right-of-way or easement for vehicles and pedestrians within a block that provides access to the rear or side of properties, vehicle parking areas, utility meters, recycling containers and garbage bins.

Architectural Enhancement: The physical result of the application of skill and taste according to aesthetic principals to the architectural embellishment of a building, the placement of works of art in the interior or exterior spaces of the building, or special landscape treatments such as parks, plazas or atriums.

Awning: A sheltering screen, usually of canvas fabric, supported and stiffened by a rigid frame, extending over or before any place which has windows, doors, outside walks or the like, and providing shelter or protection against the weather.

Bed and Breakfast Facility: An accessory use in which a room(s) or lodging unit (or units) and "continental" breakfast service only is provided to guest clients, for lengths of stay ranging from one night to seasonal, by the owner of the principal structure living on-site.

Big Box Development: An individual retail and/or wholesale commercial establishment (store) with more than seventy-five thousand (75,000) square feet of gross floor area, which may include a home improvement center or a membership warehouse club. The "gross floor area" of such a store includes outdoor storage areas and any outdoor area providing services, such as, but not limited to, outdoor merchandise display, garden supplies, plant display, snack bars, etc. "Gross floor area," however, does not include loading areas. For the purpose of determining the applicability of the seventy-five thousand (75,000) square foot threshold, the aggregate square footage of all adjacent stores which may share either a series of checkout stands, management areas, storage areas, common entrances, or a controlling ownership interest, shall be considered a single commercial establishment (for example, a plant nursery associated with a general merchandise store or home improvement store, or a discount department store associated with a grocery store). The term "big box development" does not include an individual commercial establishment integrated within an indoor mall regional shopping facility.

Bike Lane: A portion of a roadway (typically 5'-0") which has been designated by signing and paving markings for the preferential or exclusive use by bicycles.

Bike Paths: Off-street facilities used by bicycles or by other users if properly designed. Bicycle paths may be located within the right-of-way of parallel roadways but are often located in separate rights-of-way or open space.

Bikeway: Bikeways are appropriate facilities for bicycling. Bikeways include bicycle paths, bicycle lanes, bicycle routes, wide curb lanes and paved shoulders.

Block: A group of lots existing within well-defined and fixed boundaries, usually being an area surrounded by streets or other physical barriers and having an assigned number, letter, or other name through which it is identified.

Block Face: That portion of a Block which abuts an individual street.

Child Care Center: Any facility whatsoever which cares for one or more clients not related to the operator by blood, marriage, adoption or foster care responsibility whether children or adults, away from the client's own home, for periods of less than twenty-four hours per day per client. Occasional extended stays may also be provided. Such facilities may be for profit or non-profit. This term includes Day Care Center, Nursery Schools and Kindergartens, when not accessory to an elementary school; but does not include Group Care Facilities, Residential Social Service Facilities, any center under the jurisdiction of the State Board of Public Instruction, or any private school except those solely below first-grade level.

Civic Club: Buildings and facilities owned and operated by a corporation or association of persons for civic, social, fraternal or recreational purposes and not operated or maintained primarily for profit.

Clinic: A facility which provides treatment which requires observation and recovery normally lasting 1 - 5 hours, for illness, injury, abnormality or pregnancy. Such facilities may also provide examination, diagnosis, ambulatory care and outpatient services, but do not provide overnight care. This term includes drug clinics.

Common Area: Any part of a development designed and intended to be used in common by the owners, residents or tenants of the development. These areas may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the owners, residents or tenants.

Common Open Space: All open space, or portions thereof, including landscaping, screening, and buffering, which is part of a Common Area.

Community Center: A building used for recreational, social, educational and cultural activities, usually owned and operated by a public or non-profit group or agency.

Connection (Vehicular): A driveway, street, turnout, or other means of providing for property access to or from controlled access facilities. For the purpose of access, two one-way connections to a property may constitute a single connection.

Conservation Use: Uses within land and water areas designated for the purpose of conserving or protecting natural resources or environmental quality such as open space, nature study, passive recreation, wildlife habitat, nature preserve, wetlands protection and mitigation areas and other similar uses.

Drive-Thru Facility: Any use which by design, physical facilities service or procedure encourages or permits customers to receive services, obtain goods or be entertained while remaining in their motor vehicles. This term includes "drive-in" and "drive-up" facilities.

Dwellings, Attached (Townhouse/ Rowhouse) A housing unit which is subdivided into one or two family housings, each of which has at least its own front or rear yard and is attached to abutting housings by approved masonry party or partition walls, thus creating distinct and non-communicating one or two family housings.

Dwellings, Attached (Two-Family or Duplex) Any group of two housing units occupying a single lot or building site, whether composed of one or more than one principal building.

Dwellings, Attached (Multi-Family) Any group of three or more housing units occupying a single building site, whether composed of one or more than one principal building.

Dwellings, Detached (Single Family) A housing designed for and occupied exclusively by one family.

Eating and Drinking Establishment: Any establishment selling food and/or drink for consumption on the premises, whether or not the food is cooked on the premises, including restaurants, taverns, cocktail lounges, lunch counters and refreshment stands selling prepared foods for immediate consumption.

Exterior Features: Includes the architectural style, general design and general arrangement of the exterior of a building or other structure, the kind and texture of the building material and the type and style of all windows, doors, light fixtures, signs, other appurtenant fixtures and other features of the building site such as trees, parking, sidewalks, etc.

Façade: Exterior wall of a structure.

Façade – Corner: Exterior walls of a single structure that front on two adjacent streets.

Facade – Primary: The exterior wall(s) of a structure that face a public right-of-way.

Facade - Secondary: The exterior wall(s) of a structure that do not face a public right-of-way.

Height (of a Building or Structure): The vertical distance from the ground level to the highest point of a structure. When applied to a building, height shall be measured to the highest point of the coping of a flat roof or to the mean height level between eaves and ridge for gable, hip or gambrel roofs. Where no ground level has been established the height may be measured from the mean elevation of the finished lot grade at the front of the building or structure.

House of Worship: A facility primarily intended for the conducting of organized religious worship services and permitted associated accessory uses.

Lot Coverage: The maximum area of a lot which may be occupied by a structure. Lot coverage is expressed as a ratio. Arcades, open porches, decks and stoops are excluded from the calculation.

Lot Frontage: The linear distance measured along the narrow dimension of a lot adjoining a street right-of-way.

Lot Frontage, Primary: That side of the lot abutting a street along the narrow dimension of the lot.

Lot Frontage, Secondary: That side of the lot abutting a street which is not the primary frontage.

Lot, Interior: A lot other than a corner lot.

Massing: The width, volume and proportions of a building and its parts.

Marquee: A permanent roof-like structure projecting beyond a building wall at an entrance to a building or extending along and projecting beyond the building's wall and generally designed and constructed to provide protection against the weather.

Museum (or Art Gallery): A building or structure used for the housing and display of historical objects, artifacts and visual arts. See also Public Benefit Use.

Parapet: A low, protective wall constructed as the continuation of the exterior wall to a building and placed along the entire perimeter of the roof of a building.

Parking Aisle (or Aisle): An area within a parking facility intended to provide ingress and egress to parking spaces.

Parking Space (Off-Street): An independently accessible off-street storage space, either outside or within a structure, for the parking of motor vehicles.

Parking Facility: Any off-street area or structure for the parking of motor vehicles.

Parking Lot: An off-street, ground-level area for the parking of motor vehicles.

Pedestrian Access: An improved surface which connects the public right-of- way with private property or a building entrance.

Plaza: A small paved pedestrian area, provided with seating and landscaping. Plazas shall be used primarily for passive recreation, visual amenity and may contain seating and tables. Plazas shall be adjacent to or within the Village Center, a public right-of-way, a Public Benefit Use, or another Open Space Use.

Principal Use or Structure: The primary or predominant use or structure of any lot, as distinguished from accessory uses and structures.

Primary Street: The main street with which a building fronts. The street on which a building is addressed.

Public Open Space Use: A landscaped or naturalistic area used primarily for passive recreation, active recreation, visual amenity or for purposes of environmental conservation. These uses include: parks, plazas, squares, greenspaces, pedestrian and bicycle pathways, outdoor recreation facilities, wetlands, woodlands, and native plant community conservation areas and preserves, public parks, and stormwater facilities that are visual amenities. An Open Space Use is accessible to all residents. An Open Space Use does not include uses requiring membership. An Open Space Use may be privately owned, owned in common, or publicly owned.

Recreation (Use), Outdoor: Any premises (whether public or private) where the principal use is the provision of outdoor amusements, sports, games, athletic facilities, or other out-door recreational facilities and/or services except golf courses. This term includes skeet and gun clubs, gun ranges, golf driving ranges, miniature golf, go-cart tracks, and water slides; but does not include golf courses or any Public Benefit Use.

Savings Institution (or Bank): Any premises where the principal use is concerned with such activities as banking, savings and loans, loan companies or investment companies.

School: A facility used for education or instruction in any branch of knowledge, and including the following: elementary, middle, and high schools, whether public or private; colleges, community colleges and universities, vocational and professional schools giving instruction in vocational, professional, technical, industrial, musical, dancing, dramatic, artistic, linguistic, scientific, religious or other special subjects.

Service (Use): An establishment where the principal use is the provision of services for individuals, business and government establishments and other organizations; as opposed to the selling of goods or merchandise. This term includes Personal Services, Entertainment Services and Intensive Services, but does not include Retailing Uses, Eating and Drinking Establishments, Residential Social Service Facilities, or any Industrial Uses.

Service, Personal: A Service Use primarily engaged in providing services involving the care of a person, his or her apparel, pets, or small appliances.

Square: A landscaped open area bounded on at least two sides by a public right-of-way. A Square shall be located adjacent to the Village Center or inside the Village Center. A Square shall provide pedestrian use, passive recreation, and visual amenity use only; active recreation uses are prohibited.

Transit Oriented Development A development that makes provision for transit in the design of the site plan. The design may include provisions for bus turning radii, pavement that can support the weight of transit vehicles, limiting conflicts between pedestrians and transit vehicles and between general traffic and transit vehicles, and facilitating walking between buildings and transit stops. Other factors that may be considered include review of internal roadway and parking area, building placement, garage clearances, as well as recommendations on bus zones, shelter, awnings, lighting fixtures and other improvements.

Vehicle: Any device or conveyance for transporting persons or property over the public streets, including, but not limited to, any automobile, motorcycle, motor truck, trailer, van, semi-trailer, tractor-trailer combination and boat or boat trailer.

Vehicle Service Station: Any building, structure or land used for automotive maintenance, servicing, repair, tune-ups, car washing, or towing.

Vehicle Service, minor: A retail business selling motor vehicle fuels, related products and providing vehicle services. Body work is not permitted.

Vehicle Service, major: A retail business selling motor vehicle fuels, related products and providing vehicle services, including body work.

Vehicular Use Area: An area used for the display or parking of any and all types of vehicles and equipment, whether self-propelled or not, and all land upon which vehicles traverse the property as a function of the principal use.

Yard, Street Side: A yard extending across the side of a corner lot between the rear line of the front yard and the front line of the rear yard, and between the principal building and the street right-of-way line, and being the minimum horizontal distance between the principal building or any

projections thereof other than the projections of uncovered steps, uncovered balconies or uncovered porches, to the right-of-way line.

Form-Based Code Site Analysis

New Smyrna Beach

August 2011 - DRAFT

Prepared By:

LITTLEJOHN ENGINEERING ASSOCIATES

1770 FENNELL STREET STE 200, MAITLAND, FLORIDA 32751

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I. INTRODUCTION

The City of New Smyrna Beach is one of the oldest settlements in the United States. Dr. Andrew Turnbull, a Scottish physician, established the first colony in this area in 1767. He named it after his wife's birthplace of Smyrna, Turkey. In 1777, the settlers abandoned New Smyrna Beach and headed north to St. Augustine. As the result of land grants in the early 1800's, settler's eventually returned to the area. In the late 1800's, New Smyrna was incorporated and a bridge was constructed over the Indian River. Today, New Smyrna Beach is a modern city with a great heritage. Historical sites have been incorporated into the City's composition and canals originally constructed in Turnbull's day are still in use.

A. Community Redevelopment Area

In the early 1980's, as the result of suburbanization, the City began to see its downtown core start to deteriorate as businesses moved out of the central City. The New Smyrna Beach Community Redevelopment Area (CRA) was created in 1985 as a tool to revitalize the City's downtown and surrounding areas. **Figure 1** shows the extent of the CRA boundaries. The original CRA Master Plan was created in 1985 with updates completed in 1995 and 2010. Several projects identified in the Plan have been completed, including: Canal Street and Flagler Avenue Streetscapes, City Marina, Flagler Avenue Boardwalk, and various parks and parking facilities.

Currently, New Smyrna Beach is focused on creating new economic activity within the CRA while continuing to enhance the built fabric of the City as a whole. With a driven focus on partnerships and community collaboration, new initiatives are continuing to be developed to facilitate the growth of existing local businesses and attract new private development within the CRA. The City has developed a number of incentive programs and grant opportunities to assist property owners in maintaining and improving their businesses and/or residences. In addition, the City has developed specific design guidelines for the various subareas within the CRA boundary. The guidelines are designed to encourage property owners and tenants to improve the visual appearance of their properties in order to entice new businesses, customers and residents to the area.

The City's CRA created Canal Street Area Design Guidelines which are recommendations for improving the visual quality of exterior commercial building renovations and new construction along Canal Street and surrounding properties. The guidelines apply only to those properties seeking CRA grant funding for façade renovations. **Figure 2** shows the boundaries of the Canal Street Area. The guidelines are intended to ensure the unique character and historic significance of New Smyrna Beach's downtown district are preserved and enhanced. They address specific design issues related to façade improvements: paint color, building materials, awnings, window transparency, signage, and landscaping.

Figure 1: New Smyrna Beach CRA

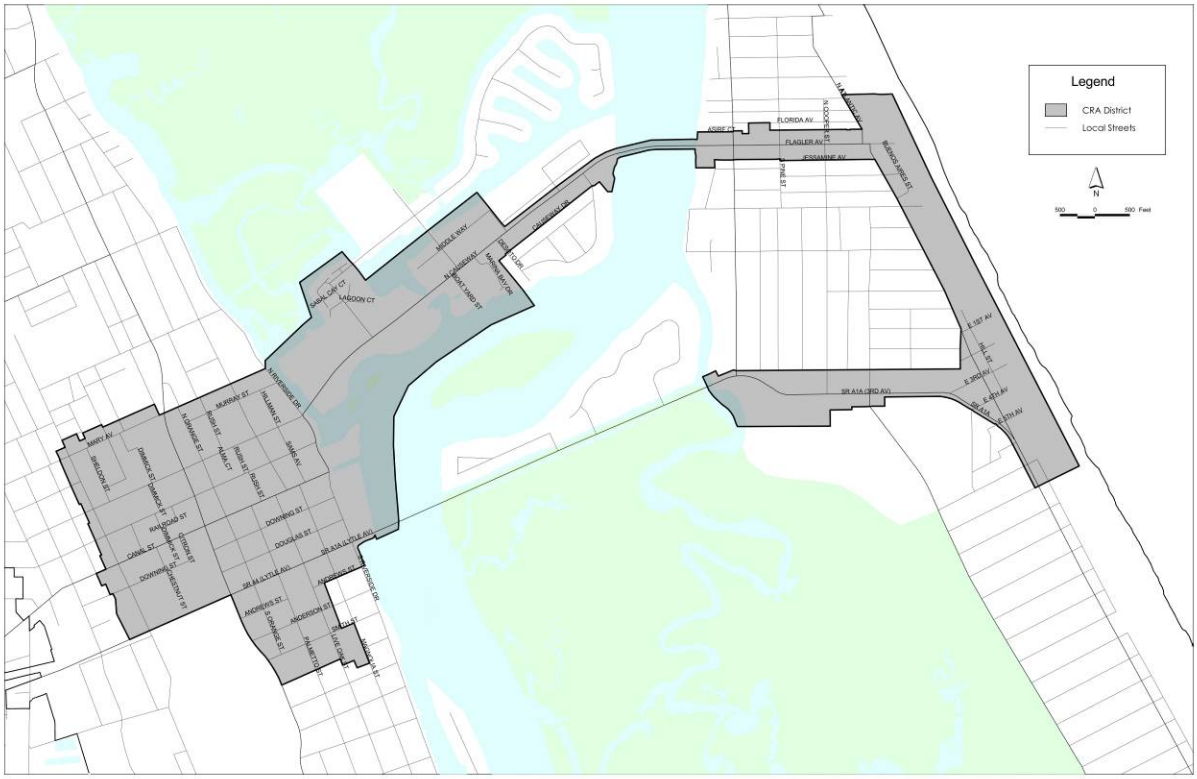
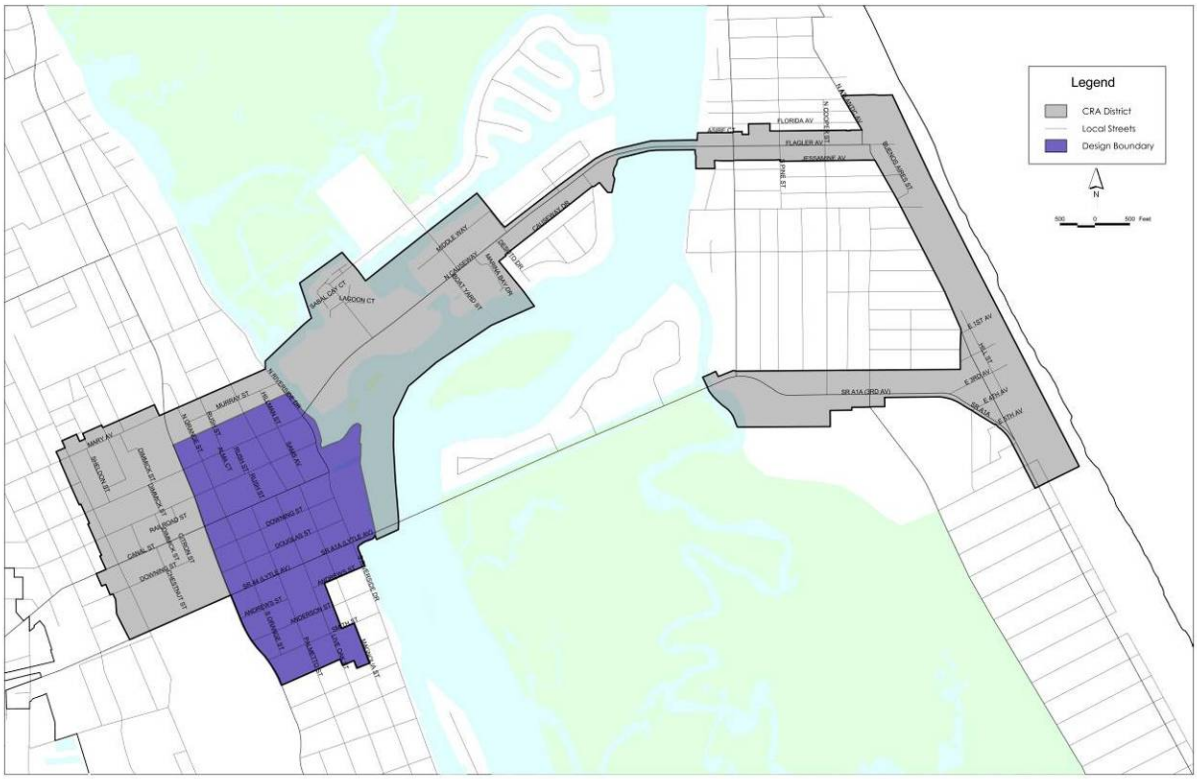


Figure 2: Canal Street Area Design Guidelines Boundary



B. Form-Based Code

The existing CRA Master Plan recommends examination of the City's development regulations for the downtown area. These regulations were written over 25 years ago and were drafted based on a suburban development pattern. The City has hired Littlejohn Engineering Associates (LEA) to review and update its regulations while creating a form-based code for this area. The intent of the new standards is to create a cohesive urban building pattern that enhances the economic vitality of the downtown.

This report presents a summary of the physical analysis performed for the development of the form-based code for downtown New Smyrna Beach. It also includes a discussion of downtown's historical development and identifies future challenges and opportunities based on current physical form.

C. Study Area

The specific area within the CRA to be considered for a form-based code is the primary central business district or downtown (see **Figure 3**). The area is generally bounded by Washington Street on the north, South Riverside Drive on the east, 1st Street on the south, and U.S. 1 on the west. The study area encompasses approximately 161 acres.

Figure 3: Study Area

II. EXISTING CONDITIONS

A. Land Use and Zoning

1. Existing Land Use

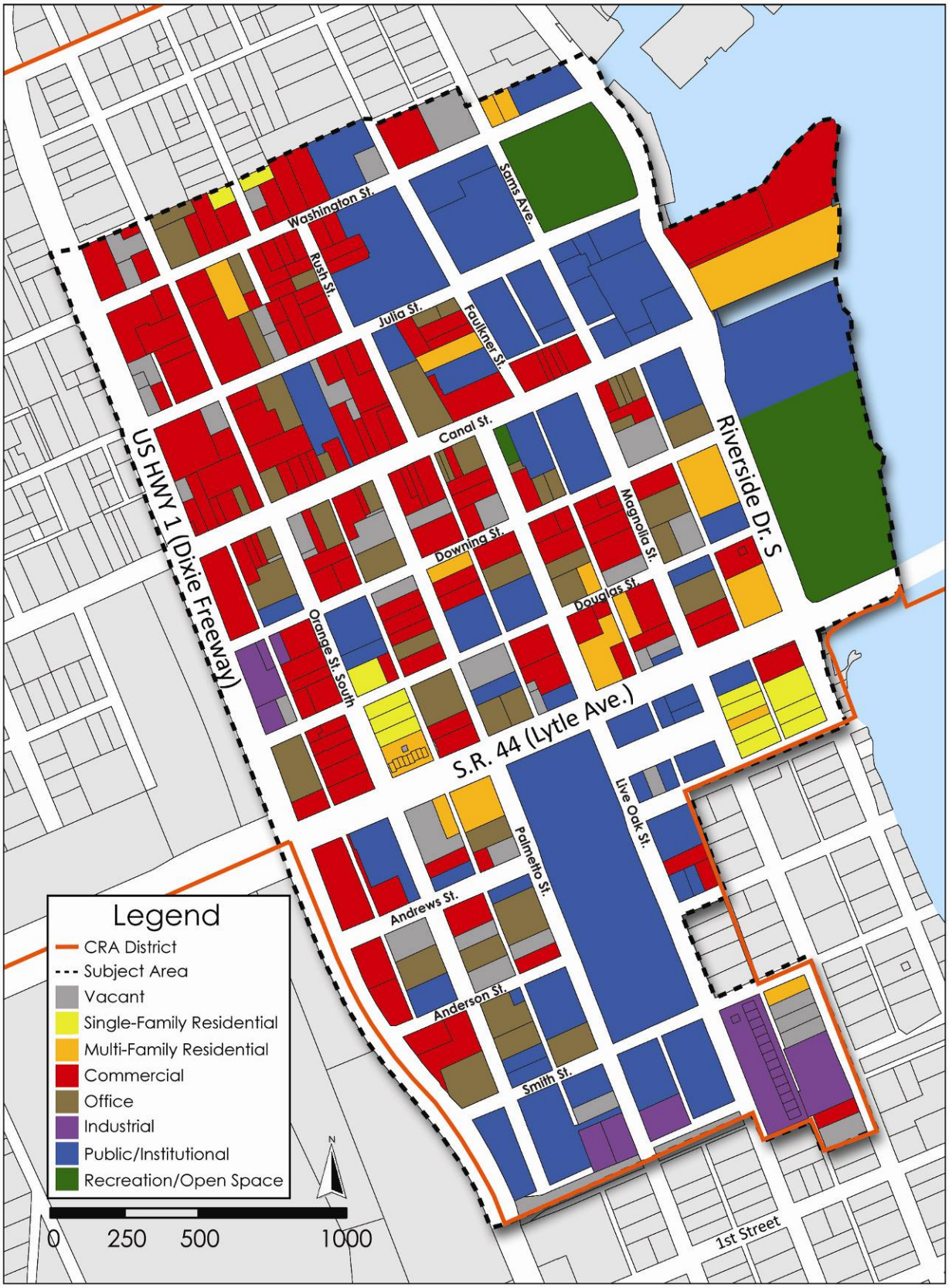
The existing land use of an area is the pattern that has developed based on existing permitted zoning and land development regulations, including open space, building setbacks, parking, and drainage. As shown in **Table 1** below, the study area currently consists of primarily public/institutional (41%), which includes City-owned parks, and commercial (28%) uses. The other uses in the area are office, residential and a limited amount of industrial. **Figure 4** illustrates the existing land uses in the study area.

Table 1: Existing Land Use

Land Use	Acres	%
Single Family	2.56	2.3
Multi-Family	6.13	5.6
Commercial	30.20	27.7
Office	11.99	11.0
Industrial	5.20	4.8
Public/Institutional*	44.65	40.9
Vacant	8.49	7.8
Sub Total (excluding ROW)	**109.21**	**100%**
ROW	51.54	
Total (including ROW)	**160.76**	

* Includes City-owned parks

Figure 4: Existing Land Use

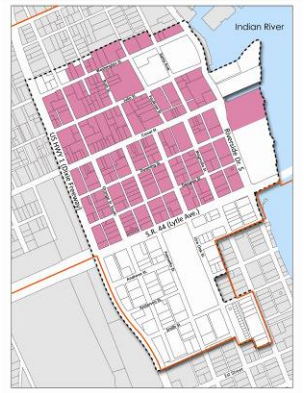


2. Future Land Use

Under Florida law, every local government is required to adopt a comprehensive plan to guide future development. The City of New Smyrna Beach's Comprehensive Plan was adopted in 1990. The heart of the Comprehensive Plan is the Future Land Use Element, which establishes the desired amount, location, density, intensity, character and pattern of land use throughout the City. The Future Land Use Map illustrates most of this information. As shown on **Figure 5**, the study area consists of eight future land use designations which are summarized below.

Table 2: Future Land Use

Land Use	Acres	%	Intensity	Density
Mixed Use Area	60.16	55.1	6.5 FAR	18 du/ac
Commercial	13.30	12.2	2.0 FAR	24 du/ac
Industrial	9.48	8.7	2.0 FAR	n/a
High Density Residential	2.19	2.0	n/a	18 du/ac
Low Density Residential	2.02	1.9	n/a	5 du/ac
Marina	2.61	2.4	1.5 FAR	n/a
Recreation	8.68	7.95	0.5 FAR	n/a
Public Grounds/Buildings	10.81	9.89	1.0 FAR	n/a
Sub Total (excluding ROW)	**109.25**	**100.00**		
ROW	51.54			
Total	**160.79**			



a. *Mixed Use*

Table 2 indicates over half the study area is designated for mixed use. The Mixed Use future land use designation is intended to promote a diverse mix of compatible commercial, entertainment, civic and residential uses catering to local and regional customers, as well as tourists and visitors. The Mixed Use future land use designation is concentrated in the area north of Lytle Avenue.

b. *Commercial*

The Commercial future land use designation is intended for areas deemed suitable for office and retail businesses, including hotels. Most of the parcels designated for commercial uses in the study area are located between: S.R. 44 (Lytle Avenue) and Smith Street, and U.S. 1 and Palmetto Street. There are also two small areas, on the north side of Washington and another on the eastern side of Live Oak South of S.R. 44.

c. Industrial

The City's Comprehensive Plan states that lands designated for industrial use should be near railways and/or major highways. Adequate buffering should be provided from adjacent land uses; and transitional uses (such as office or commercial uses) should be provided between industrial and residential areas. Within the study area, there is only one small area with the Industrial future land use designation on the Future Land Use Map. It is located south of Smith Street.

d. High Density Residential

The High Density Residential future land use designation is intended for areas close to major intersections and commercial areas. Eight to twelve dwelling units per acre are permitted on properties designated as High Density Residential on the Future Land Use Map. There are only three properties with such a designation in the area. One is located on the east side of Riverside Drive, north of the Canal Street Intersection, and the other two smaller parcels are located along the northern boundary of the study area.

e. Low Density Residential

The Comprehensive Plan describes this use as appropriate where urban services are to be kept to a minimum, so as to provide areas of semi-rural or suburban character. A small pocket of existing single family homes on the west side of Riverside Drive, south of Lytle Avenue, are designated Low Density Residential on the Future Land Use Map. The Low Density Residential designation allows up to five (5) units per acre.

f. Marina

The Comprehensive Plan indicates this designation is intended for those lands currently in use or planned for as marinas, or those zoned for such purposes. Tourist related commercial uses, such as hotels, restaurants, and limited retail activities, may also be conditionally located on such lands, provided that the minimum total lot area is three (3) acres and that such uses are reviewed through a public hearing process specific to the property. The maximum permitted density for hotels is 24 dwelling units per acre, but may be increased through a conditional density bonus as outlined in the Comprehensive Plan. There is only one area designated as Marina within the study area.

g. Recreation

According to the Comprehensive Plan, existing public open spaces and recreation facilities have been designated as “recreation” on the Future Land Use Map. Future parks and recreation facility locations have not been mapped. The existing recreation facilities in the study area include: Old Fort Park, which lies between City Hall and the river, the Brannon Center and adjacent Riverside Park, and the New Smyrna tennis and shuffleboard complex near the intersection of Julia Street and Sams Avenue.

h. Public Grounds and Buildings

Existing facilities such as City Hall, Bert Fish Medical Center and other publicly owned buildings are designated as Public Grounds and Buildings on the Future Land Use Map.

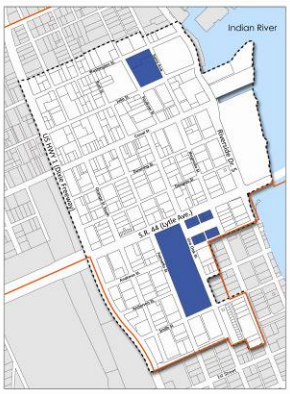
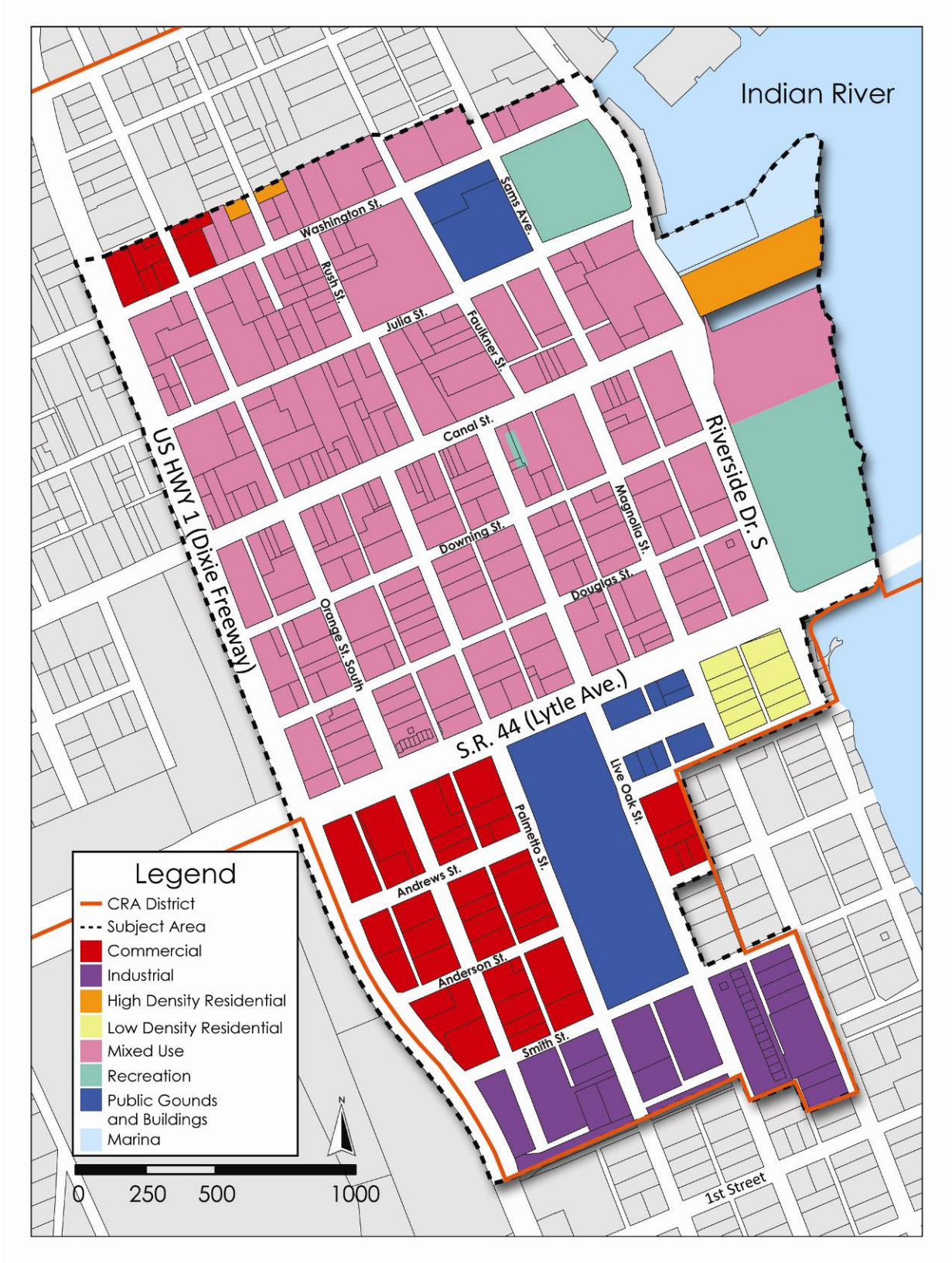


Figure 5: Future Land Use



3. Zoning

Florida law requires that the local zoning conform to the adopted Comprehensive Plan and official Future Land Use Map. The City's zoning regulations implement the Comprehensive Plan with regards to how a property may be developed. Current City regulations require development (both new construction and substantial renovations) to meet minimum standards for rights-of-way, stormwater, utilities, landscaping, parking, sidewalks, lot dimensions, and access. The regulations vary by zoning district, but generally do not take into account the property location (i.e. suburban v. urban). Developers have struggled in their attempts to develop and redevelop downtown properties because the regulations do not provide flexibility to address conditions within established neighborhoods. The Zoning Map (See **Figure 6**) indicates the study area consists of the nine districts described below. **Table 3** shows the acres of land by zoning district.

Table 3: Zoning

Zoning	Acres	%	Max. Lot Coverage	Max. Bldg. Height	Density
MU – Mixed Use	57.41	52.6	100% of lot area	85 feet (7 stories)	18 du/ac
B3 – Highway Service Business	6.23	5.7	35% of lot area	35 feet	24 du/ac
B6 – Medical Professional	13.49	12.4	35% of lot area*	35 feet*	n/a
B6A – Limited Medical Professional	2.06	1.9	35% of lot area	35 feet	n/a
CM – Commercial Marina	2.61	2.4	50% of lot area	45 feet (3 stories)	n/a
I1 – Light Industrial	9.48	8.7	50% of lot area	50 feet	n/a
R4 – Multi-Family	0.24	0.2	40% of lot area	35 feet (3 stories)	18 du/ac
R5 – Multi-Family	3.97	3.6	40% of lot area	35 feet (3 stories)	18 du/ac
R – Recreation	13.75	12.6	30% of lot area	35 feet	n/a
Total	**109.25**	**100.0**			

*Exceptions for Adult Congregate Livings Facilities

a. MU, Mixed Use District

The majority of the subject area is zoned for mixed use. The Mixed Use District is intended for commercial, financial, professional, governmental, and cultural activities which require a central location convenient for residents. The discrepancy in the mixed-use acreages between the Future Land Use and Zoning tables is due to the shuffle board court, which is shown as recreation on the future land use map. The mixed use district encourages the intermixing of business, entertainment and residential uses permitting people to live, work and play in the same general area. The maximum intensity of development permitted in this district is a 6.5 FAR (per New Smyrna Beach Comprehensive Plan) with a maximum residential density of 18 dwelling units per acre.

b. B-3, Highway Service Business District

The Highway Service Business District is intended for properties along major arterials and highways where vehicle oriented businesses are likely to locate. This designation can generally be found along U.S. 1 north of Washington Street and south of Lytle Avenue within the subject area.

c. B-6 and B-6A, Medical-Professional Districts

The Medical-Professional Districts are intended for properties where medical, office, and professional uses are deemed appropriate. The uses are grouped together for purposes of convenience and compatibility. The Bert Fish Medical Center and surrounding properties on the south side of Lytle Avenue are currently designated as Medical-Professional.

d. CM, Commercial Marina District

The purpose and intent of the Commercial Marina District is to provide appropriate locations for pleasure and charter boats and other accessory water oriented facilities. Its application is primarily intended along the Indian River and other inland water bodies. There is one designated Marina in the subject area.

e. I-1, Light Industrial District

The Light Industrial District is applied to properties intended for light manufacturing and light industrial uses that are compatible with one another and even nearby residential districts. The only properties designated as Light Industrial in the subject area are along its southern boundary. Current industrial uses in the I-1 district include: AAA Mini Storage of NSB, Sand Clay LLC., Vance Leathers Inc., SE Volusia Hospital District, BAB Bedding Inc., FDG Rail Holdings 7 LLC. and properties owned by the City of New Smyrna Beach.

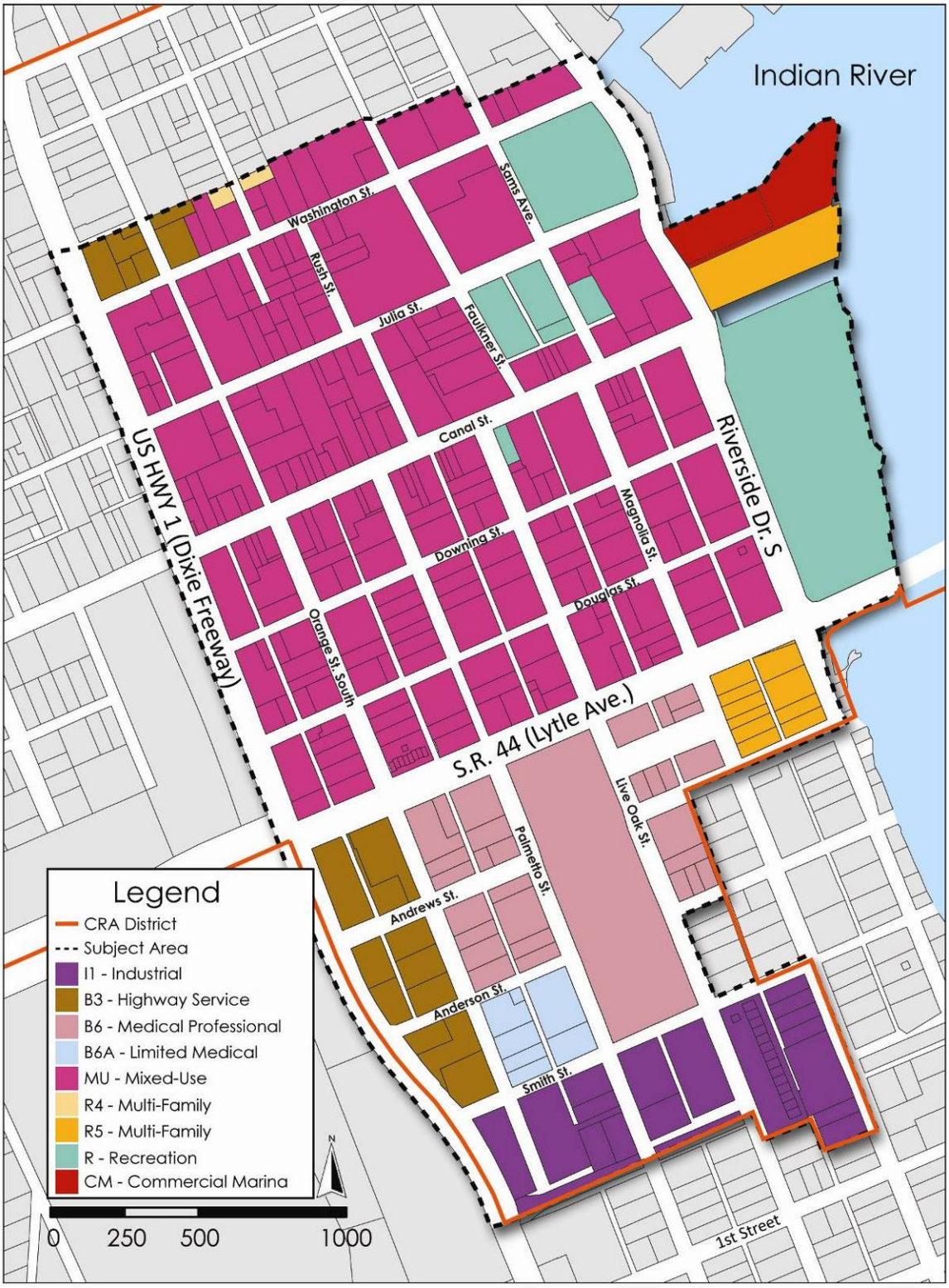
f. R-4 and R-5, Multifamily Residential Districts

The Multifamily Residential Districts are high density residential zoning districts, allowing a maximum density of 18 units per acre. The districts permit mixed housing and encourage new development concepts that act as buffers between the single-family residential and business districts. Building height limitations are imposed to preserve lower building profiles in outlying residential areas. Only two small properties along the northern boundary of the subject area are currently designated R-4. There are eleven (11) properties designated as R-5 located south of Lytle Avenue and west of Riverside Drive.

g. R, Recreation District

The Recreation District is intended for properties which are deemed appropriate for recreational or public purposes primarily in an outdoor setting. It is generally applied to parks, golf courses, and other properties where public recreational facilities may exist. There are currently seven (7) properties within the subject area designated as Recreation. They include areas such as Riverside Park, the shuffleboard courts on Julia Street, Old Fort Park and an open space area along Canal Street.

Figure 6: Zoning Map



B. Character and Built Environment (Urban Form)

Urban form refers to the physical layout and design of a city. It includes considerations for density and intensity of development, street layout and design, transportation, landscaping, as well as building design. Growth management issues such as urban sprawl, growth patterns and phasing of developments also heavily influence urban form.

The physical form of the study area is very diverse, ranging from walkable (Canal Street) to auto oriented (U.S. 1 and Lytle Avenue). Riverside Drive serves as a north/south gateway entrance to the study area. Its frontage along the Indian River makes it a great location for quaint bed and breakfast uses and recreational activities.

1. Streetscape

Downtown New Smyrna Beach was developed on a gridded street system, which makes connectivity easier for vehicles and pedestrians alike. Given that the roadways create corridors and define the public realm, a description of the corridor's character must begin with a description of the roads. The existing street cross-sections are depicted in **Figures 7 & 8**.

a. ROW Widths

A public right-of-way grants passage to all and may provide the right to park vehicles in accordance with local parking restrictions. The right-of-way boundary coincides with adjacent parcel property lines. The right-of-way widths in the study area vary from 18 feet for small alleys up to 112 feet for Lytle Avenue, a major arterial thoroughfare which is elevated in some areas. The rights-of-way for the collector roads spanning the rest of the study area average approximately 50 feet. The existing rights-of-way are wide enough to allow for two lane vehicular movements and on-street parking, while providing area for landscaping and sidewalks.

b. Pavement Widths

Pavement width refers to the area of the street right-of-way designated for vehicular use, which can include cars, trucks, bicycles and transit. Pavement widths in the study area vary from 20 feet in residential areas up to 100 feet along some portions of Lytle Avenue. Most of the pavement width is designated for vehicular travel lanes. On-street parking causes pavement width to fluctuate throughout the study area.

c. Sidewalk Widths

The street cross sections vary greatly within the study area. In some areas there are sidewalks, parkways and curbs (Canal Street, for instance), while others lack such defined elements. Sidewalks within the downtown CRA are relatively connected with the exception of the blocks between U.S. 1 and Bert Fish Medical Hospital; Downing Street from U.S. 1 to Orange Street South; portions of Julia Street from U.S. 1 to Riverside Drive South; and, portions of Washington Street and Sams Avenue. A sidewalk/swale system exists along Downing Street from U.S. 1 to Live Oak Street. There are no curbs along Douglass, only sidewalks and parkway.

d. Streetscape Amenities

Canal Street contains unified streetscape amenities. Amenities along Canal Street include coordinated street trees and landscaping, overhead lighting, trash cans and benches. There is also a concentration of newspaper racks on Sams Avenue. Areas outside of Canal Street have a more residential feel, with fewer streetscape amenities. Overhead lighting is provided in portions of residential areas and along major corridors such as U.S. 1, Lytle Avenue and Riverside Drive.

e. Urban Canopy

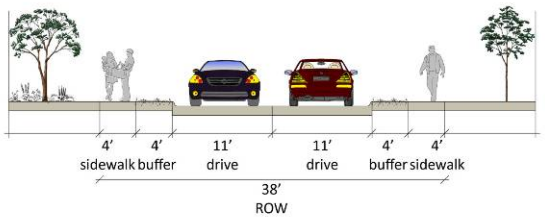
Urban canopy refers to the assemblage of trees and other landscaping objects within a town or city and the spaces between them. Despite the dominant city grid roadway network, the New Smyrna Beach Downtown CRA has four well defined park spaces in addition to a heavy tree canopy over the majority of residential properties. The area of Canal Street east of Rush contains a more dense urban canopy. Trees in this area include palms and live oaks.

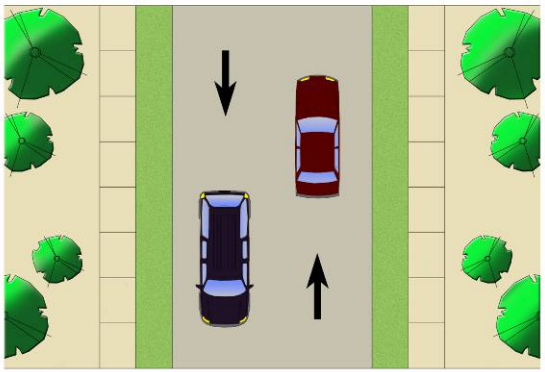
Figure 7: Street Sections Map

Figure 8: Existing Street Sections

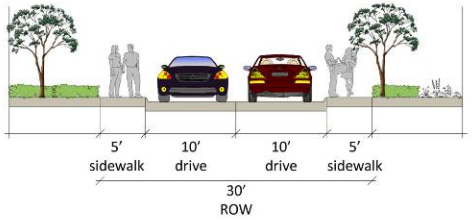
(refer to **Figure 7** on previous page for cross-section locations)

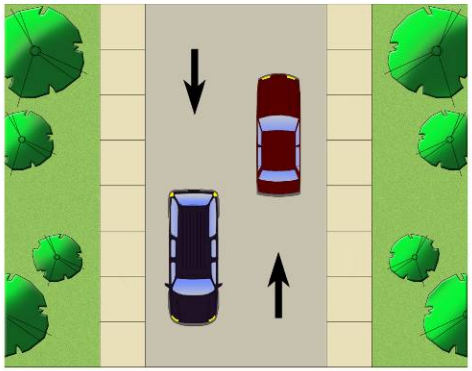
1. Faulkner St.



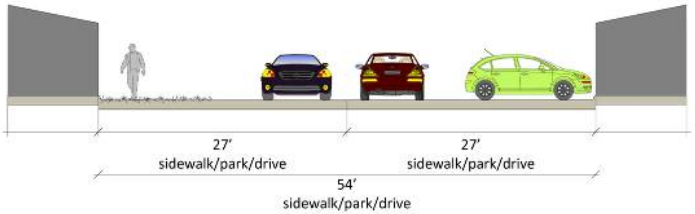


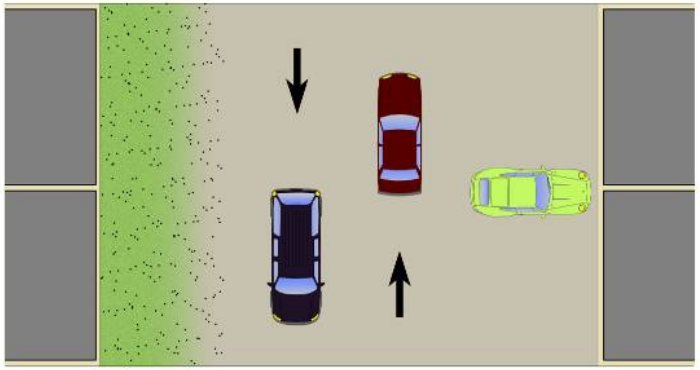
2. Rush St.



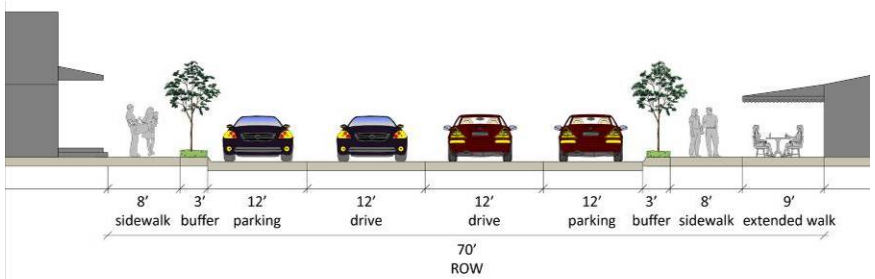


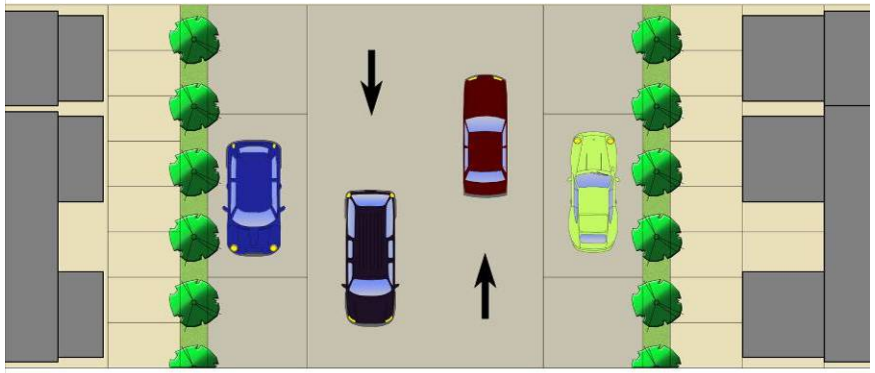
3. Julia St.



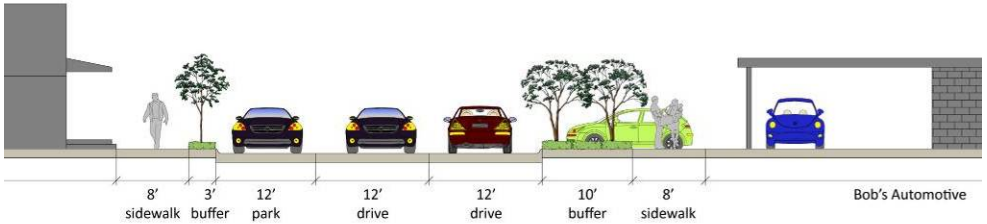


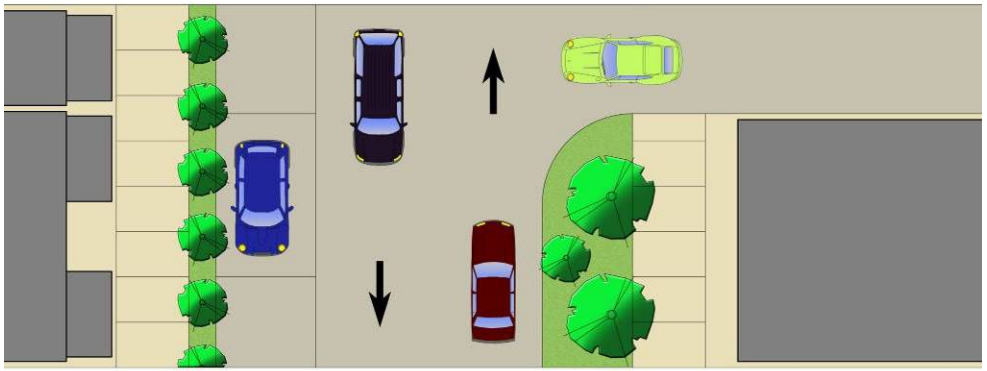
4. Canal St. at Sams Ave.



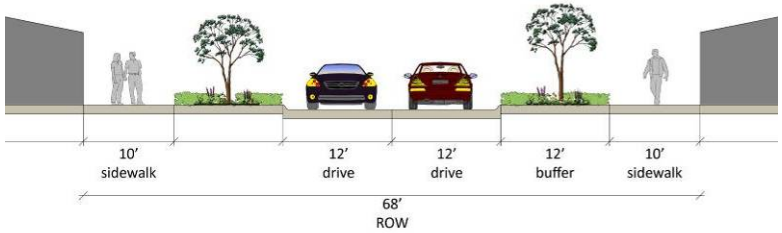


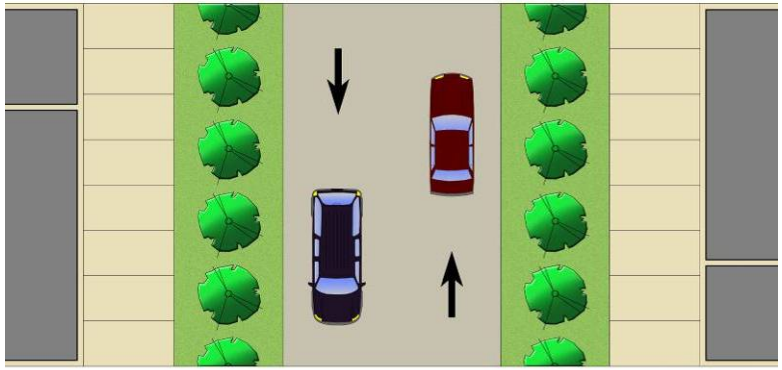
5. Canal St. at Faulkner St.



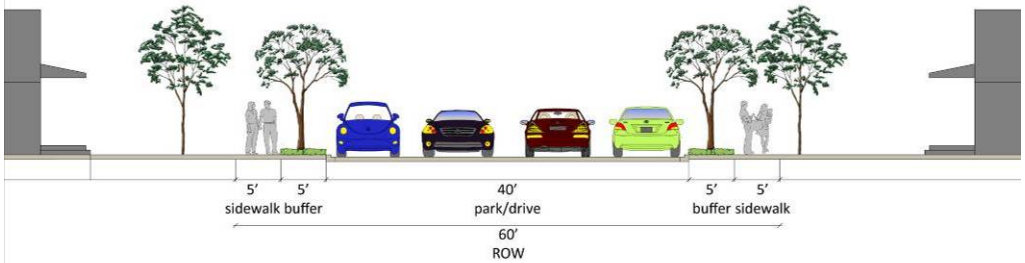


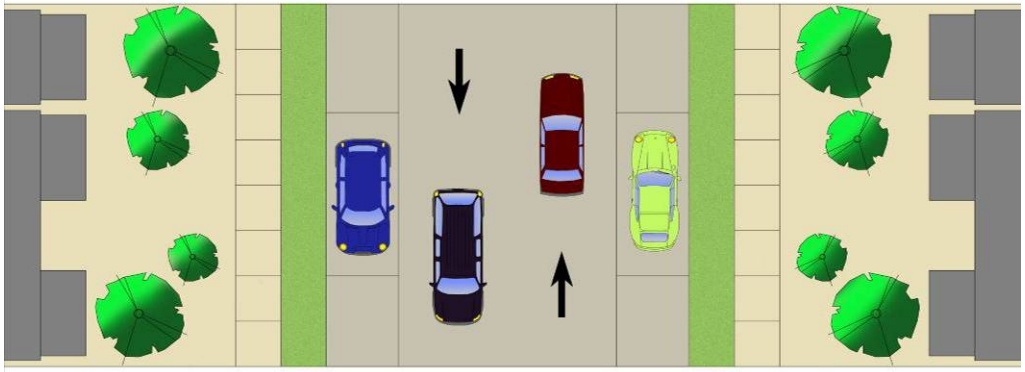
6. Canal St. at Live Oak St.



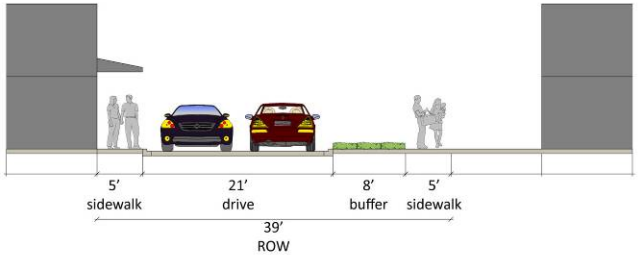


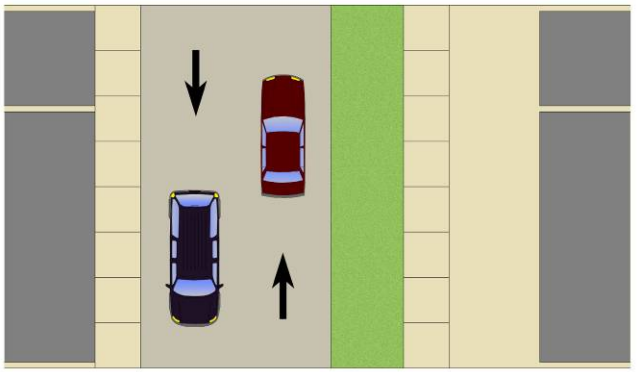
7. Live Oak St.



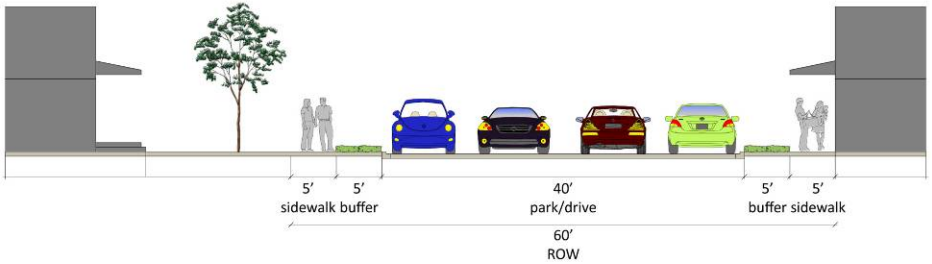


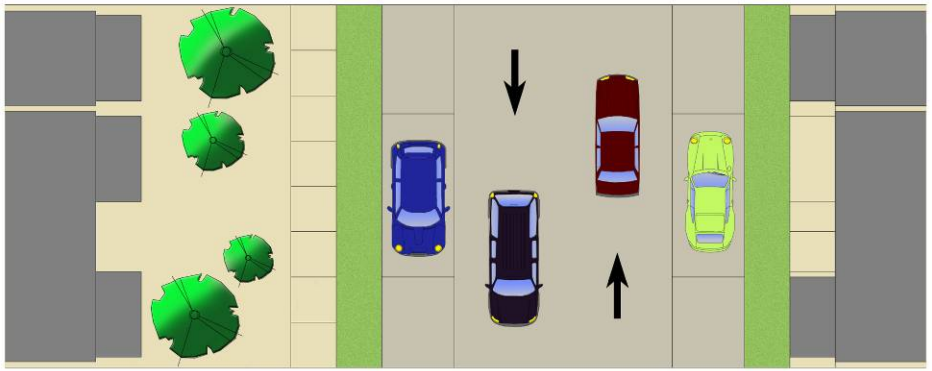
8. Douglass St.



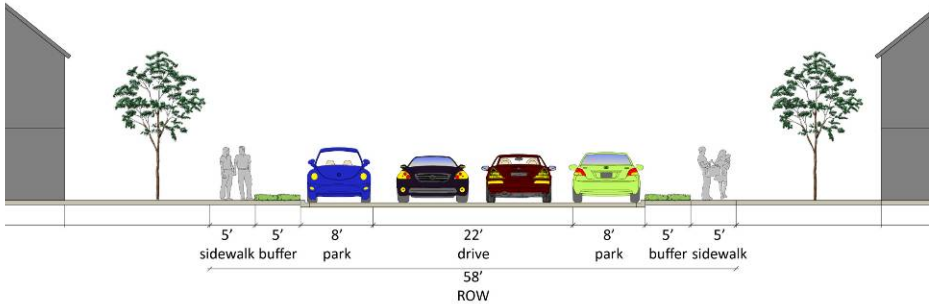


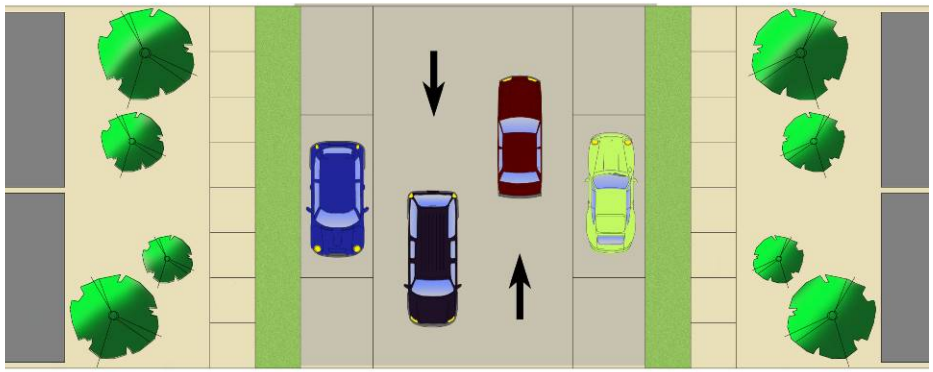
9. Orange St. South



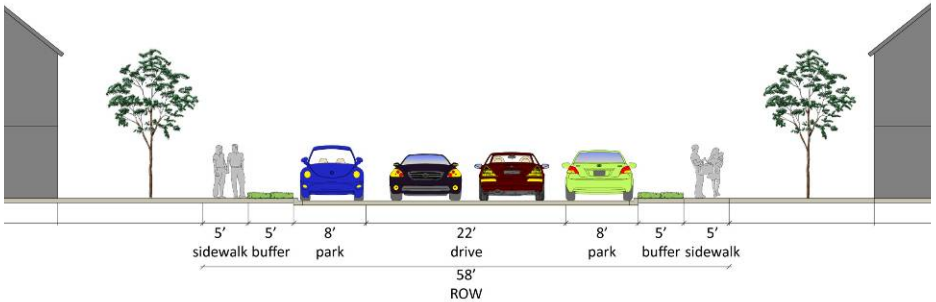


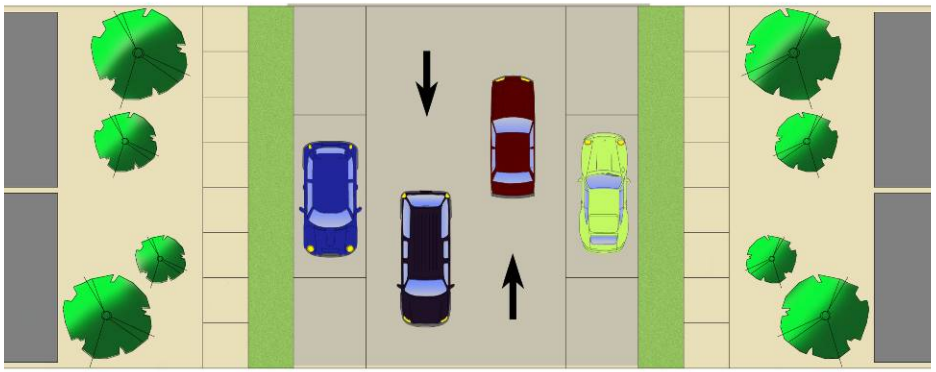
10. Palmetto St. at Douglass St.



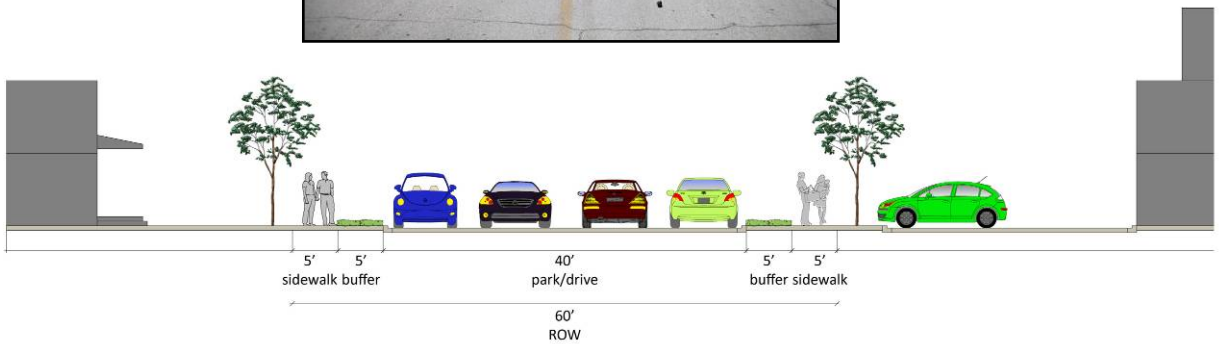


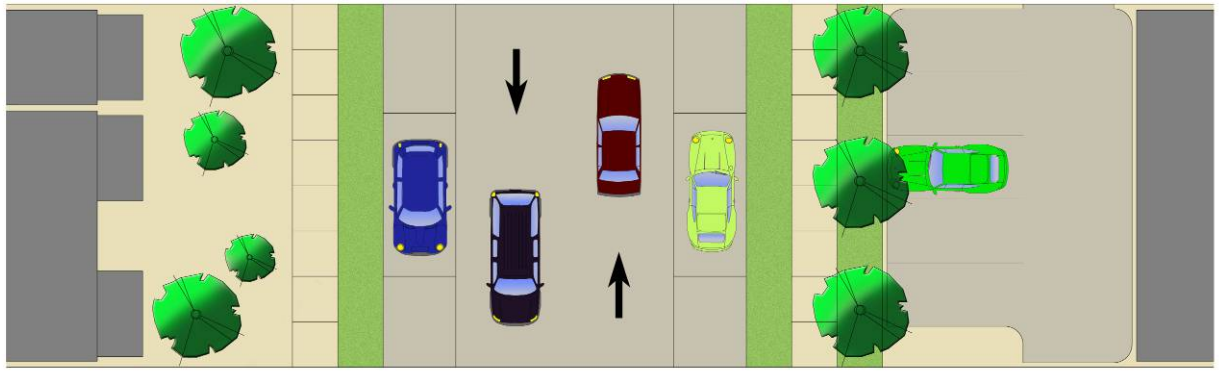
11. Magnolia St.





12. Palmetto St. at Bert Fish Medical Center





2. Buildings (Massing)

a. Density and Intensity

Density and intensity refers to the amount of development permitted in a given land area.

(1) *Density*

Density is a measure used to determine the number of residential units that can be built on a particular site – "dwelling units per acre". The New Smyrna Beach Land Development Regulations state that, "Density…shall be computed by multiplying the acreage by the number of allowable units". The existing future land use and zoning designations in the subject area permit up to 18 dwelling units per acre for a majority (mixed-use and residential districts) of the area. However, most of these properties are underutilized and developed with non-residential or single-family uses.

(2) *Intensity*

The intensity of non-residential development is measured using Floor Area Ratio (FAR), the ratio of the floor area of a building to the area of the lot on which the building is located. For example, a permitted FAR of 1.0 on a 10,000 square foot lot would allow a building with a total floor area of 10,000 square feet. FAR combines the horizontal and vertical limits of a structure into a single measure of overall size.

In mixed-use districts where both non-residential and residential uses are encouraged, some communities use FAR to restrict the intensity of the combined uses. Other communities use FAR to limit only the non-residential uses with density capping the residential portion of the development. In New Smyrna Beach, the mixed-use future land use designation permits a maximum FAR of 6.5 and residential density of 18 dwelling units per acre, as mentioned previously. However, most of the properties are developed with single uses and are, therefore, underutilized.

b. Building Height

The City of New Smyrna Beach defines building height as "the vertical distance measured from the average elevation of the proposed finish grade along the front of the building to the highest point of the building or roof excluding accessory operation equipment enclosed within the roof line". The City uses both feet and stories to measure building height. Most buildings on Canal Street range in height from 1 to 3 stories, well below the maximum 7 stories that are permitted. In the remainder of the study area buildings range from 1-2 stories and are primarily single family homes or renovated single family homes now containing office and commercial uses. There are a few buildings in the study area that extend beyond three stories. The Captain's Quarters condominium is the tallest building in the study area, consisting of 8 stories, and the hospital is 4 stories.

There are two main issues to consider when limiting height in a historic downtown. The first one is the impact of the building on the continuity of the facades at the street level, and the second is the shadow effect produced by overpowering buildings. A tall building may be designed in a way to "blend in" the downtown fabric, but requires careful design and respect for neighboring structures.

The challenge in most cases is trying to "fit" all of the project needs of a high-rise development within a site without interfering with the historic fabric. For instance, the taller the building the more parking it will need. If that parking is provided on-site, there is a risk of losing valuable façade space to surface parking lots that do not frame the street. If the parking is provided within a structure, there still may be a loss of ground floor activity along the block. Another issue related to trying to "fit" a high-rise development on a site is where the height is located. The frontage on the street may be kept at a level consistent with the neighboring structures by placing the additional height in the rear, or the additional height can be recessed a number of feet from the front façade of the lower floors. This scenario may help downplay the large scale of a tall building, but the larger the development the more difficult it becomes to blend with the context.

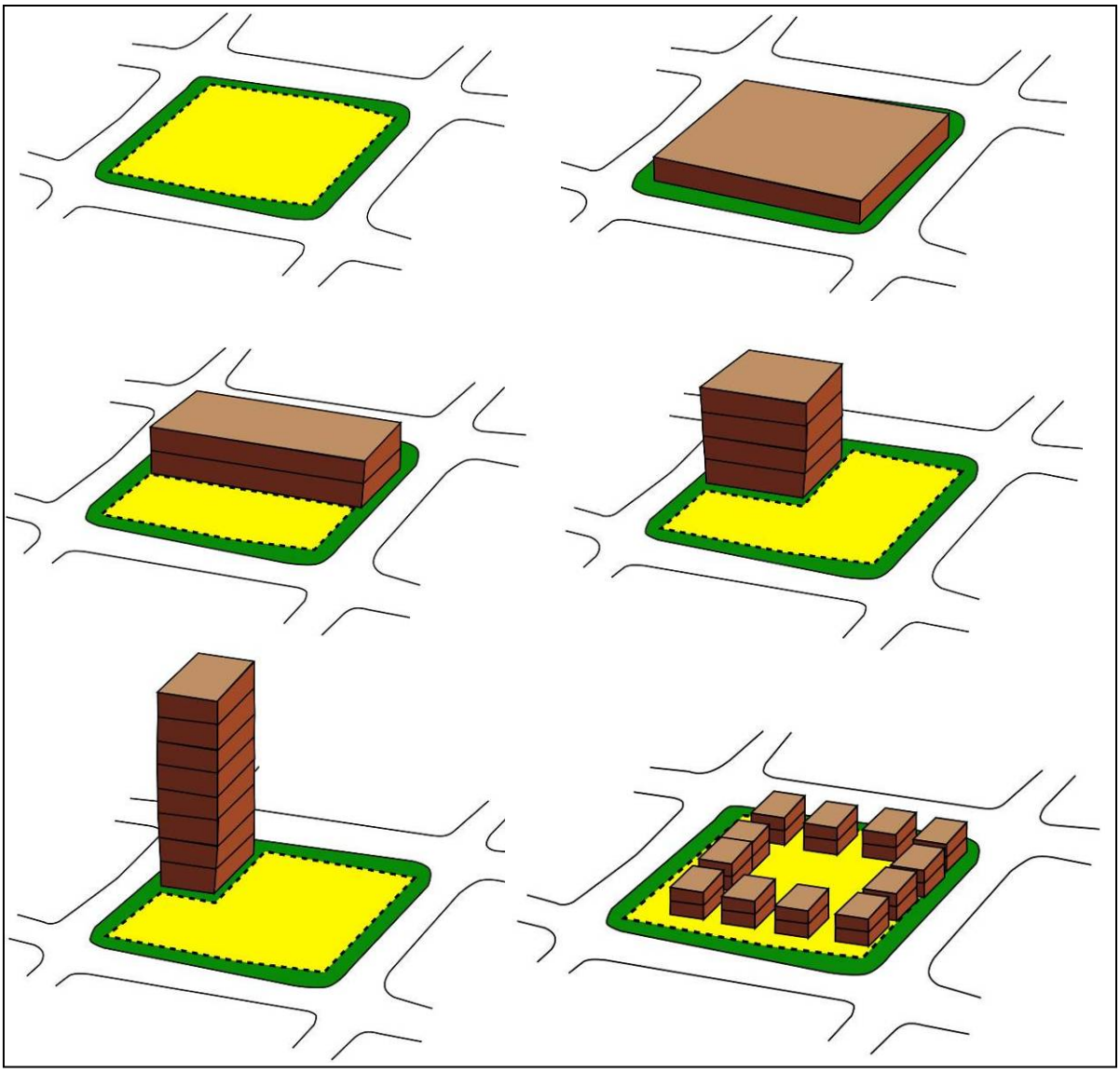
Another issue to consider is construction cost. The Florida Building, Florida Fire Prevention and Life Safety codes, along with the existing Building, Plumbing, Mechanical, Gas, Hurricane and Disability codes generally define a high rise building as any building over 65 feet[1]. When a building reaches this height the type of construction and fire protection requirements change and become much more stringent. Some of the items affected are how the elevators are wired to the emergency generator, the capacity of the generators, emergency lighting systems, smoke evacuation systems, exhaust discharge systems, restrictions on the use of natural or propane gas, access to the roof areas, electrical disconnect systems, access by fire department vehicles and personnel, where and how windows and doors are designed and installed, exiting requirements, and even the type of door knobs that can be used.

[1] Florida Building Code, Table 503 - Allowable Height and Building Areas

c. Building Height/ROW Width Ratio

The combination of buildings and streets creates the public realm. Shorter buildings on wider streets (low height to width ratio) result in an auto-friendly suburban style environment. While, taller buildings on narrower streets (higher ratio) create a more urban pedestrian friendly atmosphere. **Figure 9** illustrates how an FAR of 1.0 on a given block can vary based on building height. The ratio of building height to right-of-way width varies throughout the New Smyrna Beach downtown area. The right-of-way on Canal Street varies between 65 and 70 feet with building heights averaging 2-3 stories. Thus, the resulting height to width ratio is between 0.38 and 0.5. The residential areas surrounding Canal Street consist of 45 foot rights-of-way and building heights averaging 2 stories for a 0.55 ratio. The typical right-of-way along U.S. 1 is on average 100 feet wide with single story stand-alone buildings and gas station/convenience stores (height to width ratio around 0.15).

Figure 9: Examples of Building Height (1.0 FAR)



3. Character (Architectural Style)

a. Historical Context

In 1887, the Town of New Smyrna was incorporated with a population of 150 residents. When Henry Flagler's Florida East Coast Railway arrived in 1892, an increase of the area's population resulted as well as a boom in its economy which was based on tourism, citrus and commercial fishing industries. Canal Street served as the center of business with residential development occurring in the blocks surrounding Washington Street. Downtown still provides a unique physical setting as a regional tourist destination.

On April 20, 1990, the New Smyrna Beach downtown area was designated as a National Register of Historic Places Historic District. **Figure 10** depicts the boundaries of the Historic District. The district has for the most part retained the integrity of its original town plan. The historic built environment reflects the period from 1885 to 1935 when the City grew from a frontier settlement to a mature New Smyrna Beach urban community. The Downtown Historic District includes the most concentrated area of historically and architecturally significant commercial, education, governmental, and residential buildings in the City of New Smyrna Beach. The Historic District encompasses approximately 100 acres of the downtown commercial and residential areas of New Smyrna Beach as developed between 1885 and 1935. There are 313 contributing and 97 non-contributing buildings in the district, located in a two to six block wide area along the east bank of the North Indian River. **Figure 11** depicts the historic structures within the New Smyrna Beach Historic District.

A majority of the New Smyrna Beach Historic District is included within the study area and includes many high-quality buildings of character and significance, including the United Church of Christ, First Presbyterian Church, First Baptist Church, and Fort Smyrna (currently known as Old Fort Park).

Figure 10: New Smyrna Beach Historic District Map

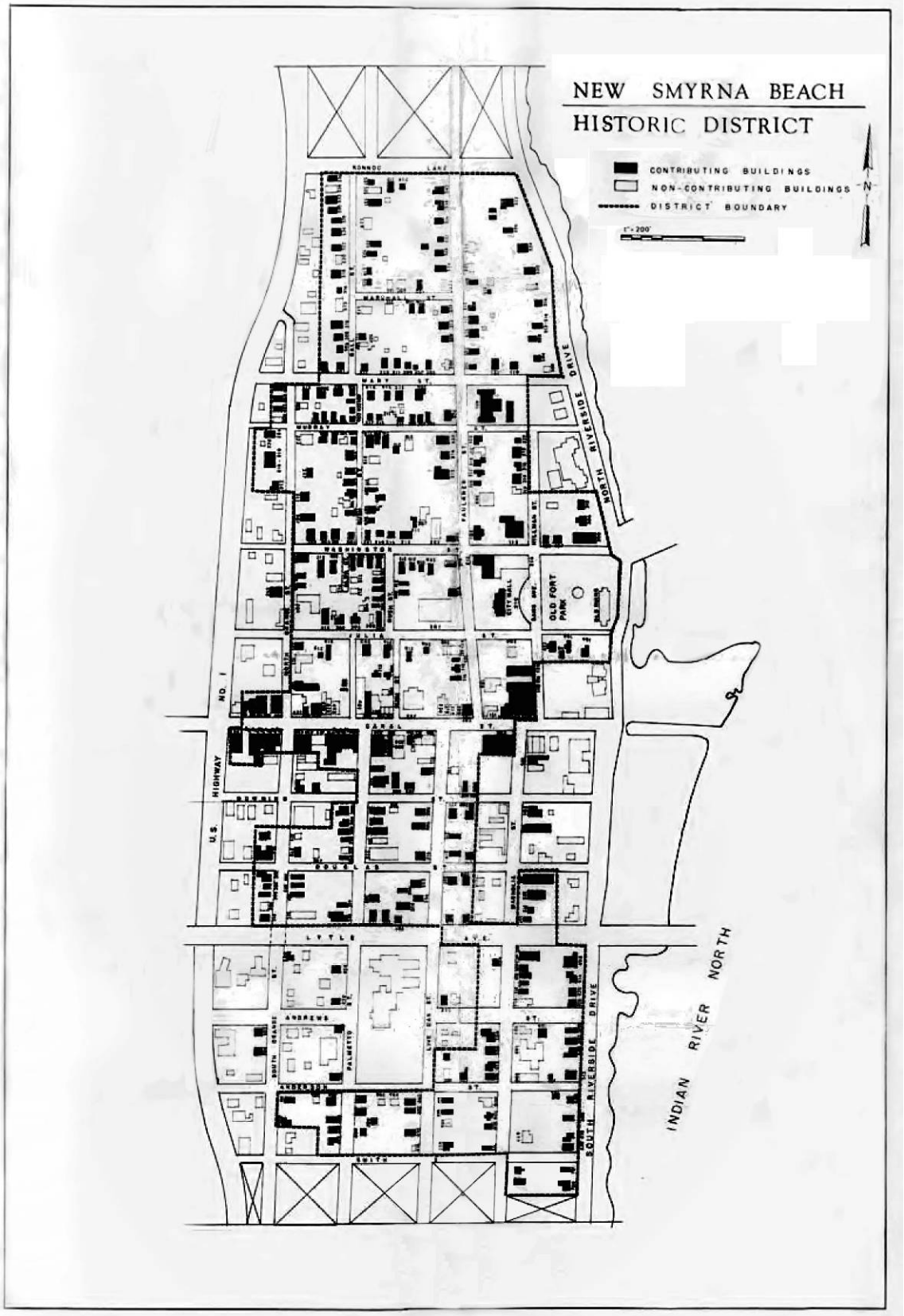
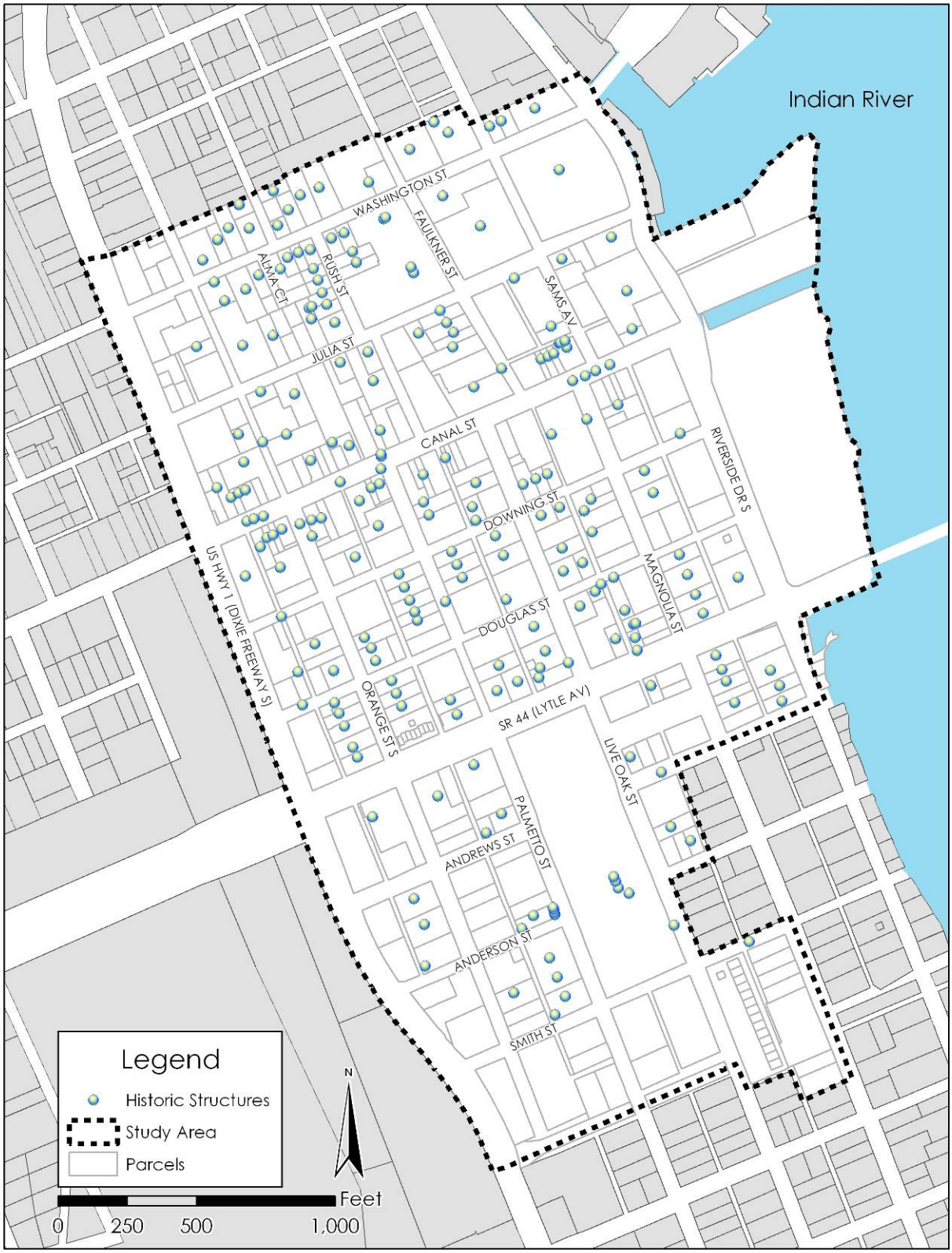


Figure 11: Historic Structures Map



b. Architectural Character

The building typology in the study area varies from the traditional two-story main street commercial building as seen on Canal Street, to the more suburban stand alone buildings along U.S. 1. The buildings along Washington Street and Lytle Avenue (with the exception of the hospital) are for the most part single-family residential buildings that have been converted to office and light retail uses. A few stand alone commercial uses exist near U.S. 1 on both streets with a couple of civic uses occupying properties closer to Riverside Drive. Canal Street contains the largest concentration of masonry vernacular buildings found in the area. For the most part, there is building continuity along the street face as most buildings are built to the street and have fenestration. Rush Street, a north-south street connecting Washington Street and Canal Street, is lined mainly by commercial buildings. Commercial buildings are also found along portions of Magnolia and Orange streets. The dominant building types in the residential sections of the area are Florida Vernacular (wood frame) and Craftsman (bungalows). A few buildings contain characteristics of the Queen Anne, Colonial Revival, and Mediterranean Revival styles. While, a number of the late nineteenth century and early twentieth century architectural styles are also represented in the downtown's built environment.

Throughout the study area, select residential properties have been converted into non-residential uses. Houses on the west side of Bert Fish Medical Center have been converted into doctors' offices and services related to the hospital. Properties between Canal Street and Lytle Avenue, as well as along Washington Street, have also been converted into office and light retail uses. While these conversions continue to take place, residents want to ensure the architectural character of the area is not compromised.

4. Parking

The City is continually concerned with the availability of convenient parking in the downtown area. Several studies have been done in the past that indicate that there is adequate parking available. Although at certain times of day (i.e. change of shifts) parking has proven to be difficult around the hospital. In addition, developers often find it difficult to meet required parking standards on infill and redevelopment sites in the downtown area. If they do manage to provide the required parking, it often comes at the expense of development intensity on the site, which is contrary to the City's goal of maintaining a pedestrian friendly "main street" environment.

To address the perceived lack of parking and to ensure the provision of adequate parking, the City created the Mainland Special Parking Overlay District. The District includes properties north of Lytle Avenue within the study area. While the properties south of Lytle Avenue are not included in the Overlay District, projects in this area can still qualify for the district's reduced parking standards if certain development criteria are met. The primary issue with parking does not appear to be the amount of parking, but rather where it is located. Clearly defined on-street parking and appropriate signage directing employees, patrons and visitors to available parking could help alleviate this problem.

5. Stormwater

The City's Land Development Regulations require each proposed development, regardless of location, to provide on-site stormwater retention. While these standards are achievable on large suburban lots, they are difficult to meet in more urban, infill type settings. Other communities have addressed this issue by creating a regional stormwater system and allowing developers to connect to that system.

III. COMMUNITY INPUT

It is important to understand the existing conditions of a community in order to establish a clear plan or vision for its future. In addition, it is also important to understand the wants and needs of the people most affected by, or with a vested interest in, any decisions that may be made in implementing that plan. The best plans for the future are developed by informed residents and property owners in collaboration with decision makers, service providers and business leaders.

With that in mind, the City of New Smyrna Beach hosted a series of workshops, led by the LEA consultant team, to gather input on the future of the study area. The purpose of the workshops was to educate the participants, gather their input, and develop recommendations based on that input. This process enabled the participants to have a hands-on role in determining the future of their community. This section of the report contains a summary of activities and comments received during the workshops.

A. Character District Workshop

The first workshop was held on January 31, 2011. The purpose of this workshop was to identify the different Character Districts that exist within the Downtown area. Approximately 25 stakeholders attended this workshop.

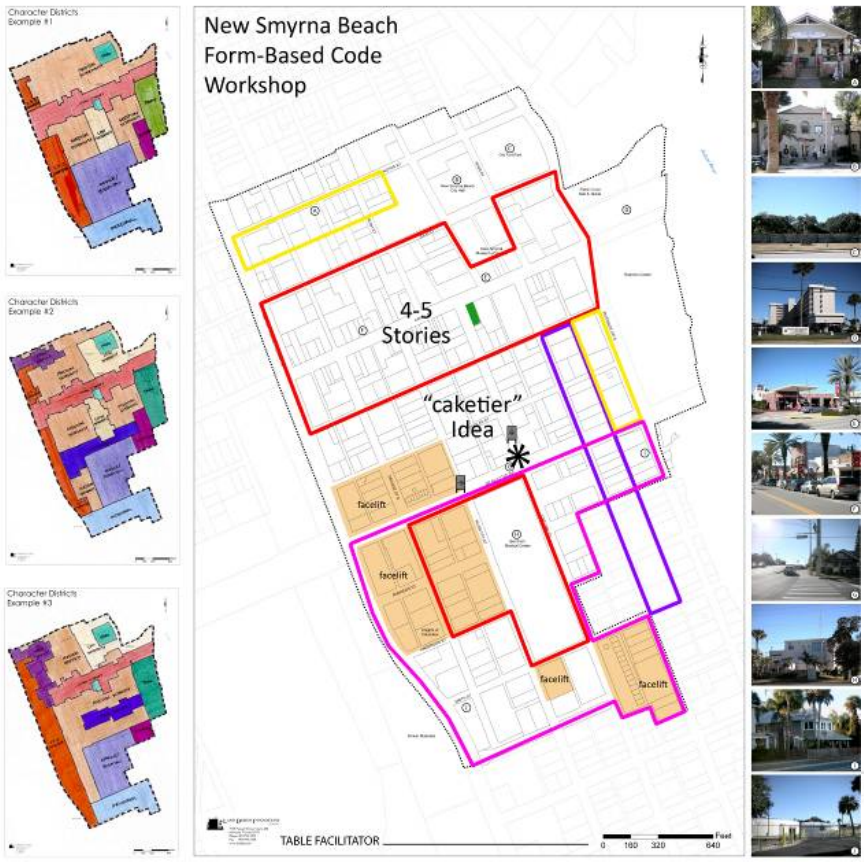
1. Background

The workshop began with a PowerPoint presentation by the consultants. The presentation outlined the differences between conventional zoning codes and form-based codes; it summarized the existing conditions of the subject area; and finally, it talked about creating a vision for future development in the area.

2. District Identification

After the educational portion of the workshop, participants gathered around large scale base maps of the subject area and were asked to identify different areas of the downtown based on their existing character. They were asked to consider factors such as development intensities, types of uses, transportation choices, open spaces, and housing types when identifying the different districts. **Figure 12** illustrates several alternatives that were produced as a result of the mapping exercise. A total of eight (8) different Character Districts were identified in the study area. **Figure 13** illustrates the volumetric massing of the different districts that participants envision.

Figure 12: Community Workshop 1 Citizen Charrette Maps



Character Districts Example #1
Character Districts Example #2
Character Districts Example #3
New Smyrna Beach
Form-Based Code
Workshop
More height to river
Grocery Store
Light
3 stories max
Flexible Transition Retirement/Assisted Living
4 stories max
Industrial
TABLE FACILITATOR

Character Districts Example #1
Character Districts Example #2
Character Districts Example #3
New Smyrna Beach
Form-Based Code
Workshop
Pedestrian Flow
Pedestrian Flow
Pedestrian Flow
Pedestrian Flow
Pedestrian Flow
Pedestrian Flow
Boat Traffic
MED
MED
MED
MED
Arts District
Parking Garage
Employment
MED
MED
UC
TABLE FACILITATOR
Feet
0 160 320 640

Figure 13: New Smyrna Beach Character Districts by Intensity

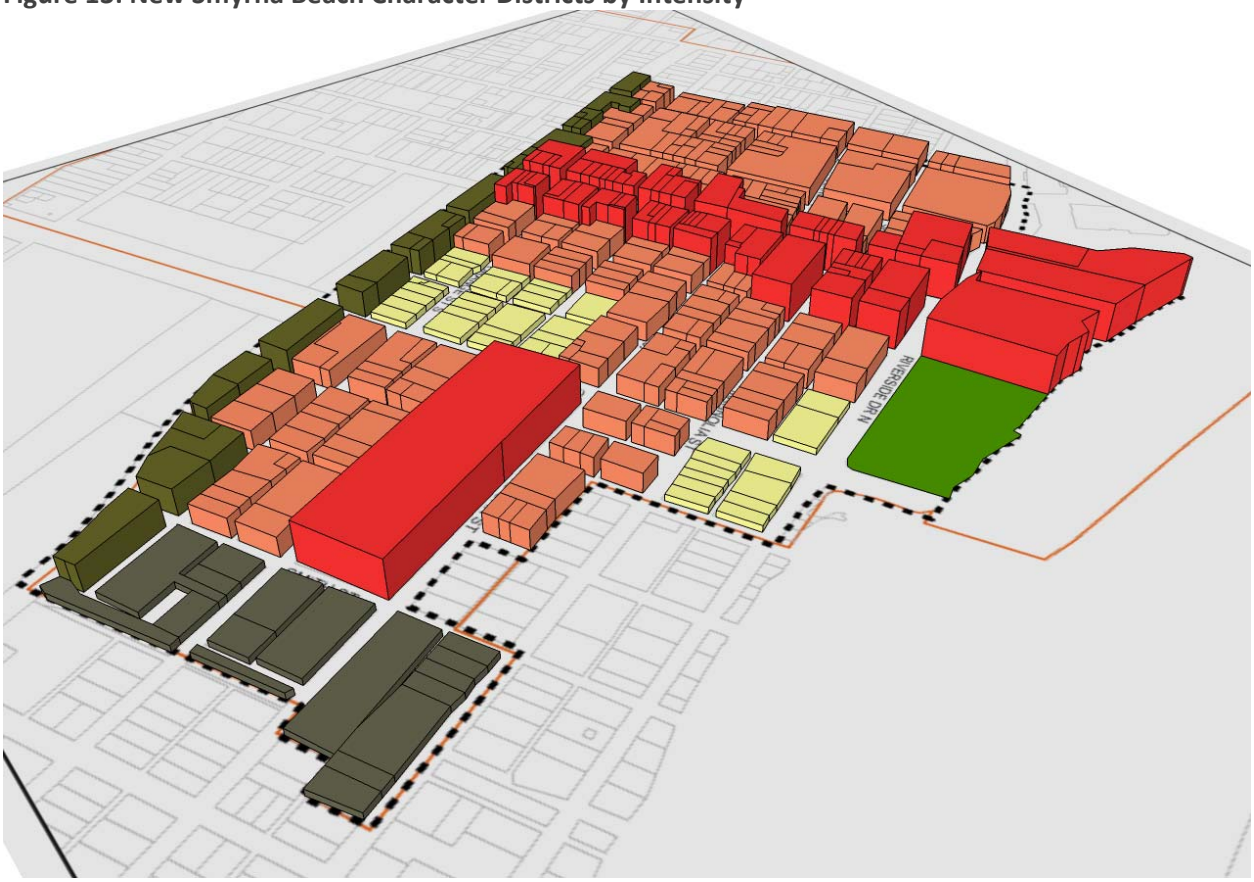
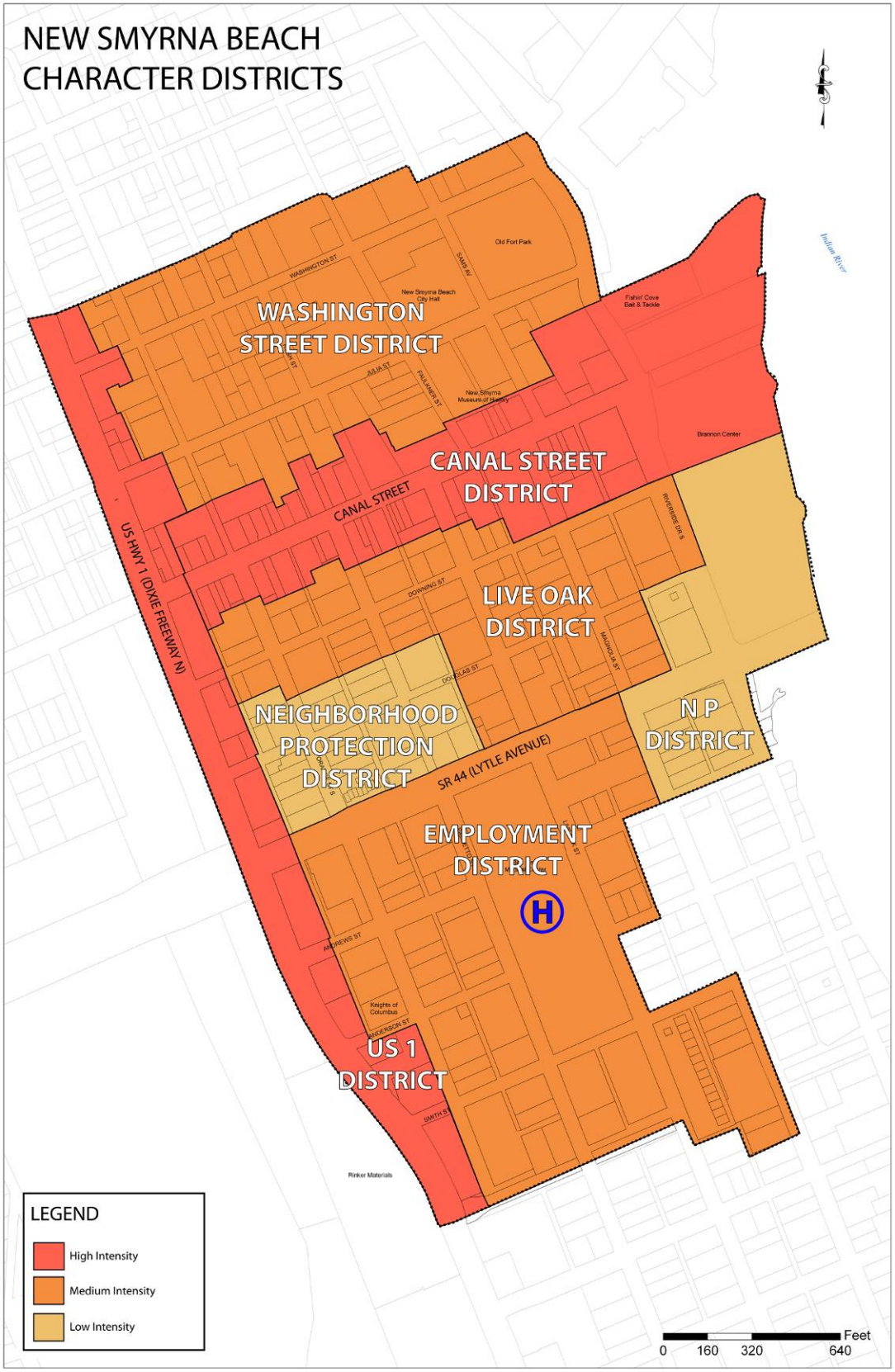


Figure 14: New Smyrna Beach Character Districts



B. Preference Survey Workshop

The second community workshop took place on March 1, 2011. Approximately 28 people attended this workshop. Again, the workshop began with a PowerPoint presentation. The presentation summarized the results from the first workshop, talked about existing development intensities in the newly created Character Districts, and engaged the participants in a preference survey. The purpose of the survey was to help the participants better communicate what they envision for the future of the downtown area and more specifically the Character Districts. The following is a general summary of the survey results as it relates to **Figure 14**.

- **Canal Street**: Participants did not feel that stand alone structures were compatible with the built environment of Canal Street. They envisioned an area of mixed-use buildings up to about four stories.
- **U.S. 1:** Participants thought this area was more conducive to single-use structures due to the high vehicular concentration. Many were opposed to modern architectural styles and leaned more towards coastal small town architecture in this area.
- **Employment:** Most participants liked the intensity of new office space around Bert Fish Medical Center. They support mixed-use buildings up to two stories as well as renovated single-family homes for office/medical professional use. Two story townhomes were also well received in this area.
- **Live Oak Street:** Participants also liked the potential for a smaller scale/ lower intensity "main street" leading up to Canal Street.
- **Washington Street:** For the northern most portion of the subject area, participants surveyed favored renovated single family homes for commercial and office uses and two story townhomes. They thought this would help provide a seamless transition from the higher intensities on Canal Street into the residential areas north of the subject area.
- **Neighborhood Protection:** Participants surveyed liked the existing character of these areas. They envision buildings up to a maximum of three stories in the form of renovated single family homes and townhouses.
- **Industrial:** Participants recognized the need for the existing uses in this area. They would like to see more buffering to make the area more attractive.

C. Development Intensities and Design Standards Workshop

The final workshop was held April 6, 2011. Approximately 24 residents attended this meeting, which was primarily educational. The consultant again prepared a PowerPoint presentation to facilitate the discussion. The presentation began with a brief discussion about the status of the preference survey conducted in the second workshop. The consultant then discussed some of the design standards typically addressed in a form-based code, such as: development intensity/density, block layout, building placement, building mass and scale, building form and architecture, vehicular and pedestrian circulation, public amenities and landscaping.

IV. CHALLENGES AND OPPORTUNITIES

The purpose of this study was to gain a better understanding of the New Smyrna Beach downtown and surrounding areas and improve current regulations by adopting a form-based code approach that uses physical form, rather than separation of land uses, as the organizing principle. The consultant team has inventoried the physical attributes of the area, reviewed the existing City regulations, and received input from City residents regarding their vision for the area.

The City of New Smyrna Beach is rich in history and character. It possesses a distinct hometown quality that is reflected in its architecture, tropical landscaping and community amenities. Its downtown area is a blend of tree-lined streets, parks, historic buildings, specialty shops and service businesses, dining and cultural attractions. The biggest challenge facing this area is how to move forward and ensure the downtown area continues to attract residents, businesses and tourists alike. In addition, there is a significant amount of architecturally relevant and historic structures in the New Smyrna Beach Downtown CRA and any future development should be designed to fit in seamlessly.

The City recognizes that its existing regulations are hampering its ability to attract redevelopment and infill development in the downtown area. The regulations currently require infill development and redevelopment to meet the same development standards for rights-of-way, stormwater, utilities, parking, landscaping, sidewalks, and lot dimensions as developments in other parts of the City that have suburban development patterns. Residents and property owners believe redevelopment and new development should maintain the existing architectural character of the area but are open to relaxing development standards in order to encourage higher intensities and densities.

A form-based code would implement a new vision for downtown New Smyrna Beach, and present an opportunity for a cohesive environment that would demonstrate the City's heritage and create a unique sense of place. Implementation of a form-based code would also lead to greater interest in New Smyrna for tourism, and attract local patrons, by providing a richer main street and becoming a destination location.

V. Recommendations

The 2010 CRA Master Plan update calls for the City to address the issue of "inequitable" land development regulations. Developers, business owners and even City officials acknowledge that current development regulations make it easier to develop viable projects only in the suburban areas of the City. The current regulations require proposed development in the urban core to meet the same right-of-way, parking, landscaping, sidewalks, open space and stormwater standards as projects in suburban areas. The City is looking for ways to "even the playing field" and encourage new development and redevelopment in its historic downtown. Based on research and community input, LEA Inc. recommends the following:

1. **Create a Form-Based Code with a Regulatory Plan based on Character Districts**
   The intent of the New Smyrna Beach Form-Based Code will be to preserve the existing character of the area, while promoting a walkable and mixed-use urban environment. The Code will address the physical form of buildings and spaces in each of the defined character districts, instead of focusing on uses and intensities like conventional regulations. In addition, the Code will contain standards for streetscapes, parking, landscaping, open space, lighting, and access that are more feasible for infill development and redevelopment in an urban setting.

2. **Amend the Land Development Regulations to include a Form-Based Code Overlay District**
   LEA recommends adopting the form-based code into the Land Development Regulations as an overlay district. Whereby any regulations not specifically addressed in the Code would revert to the underlying zoning district.

3. **Limit Building Heights in the Canal Street Character District to 5 stories with the possibility of bonus height.**
   The maximum permitted height of buildings along Canal Street has been an ongoing issue and concern for the City. While current regulations permit 7 stories, buildings remain at the 2 to 3 story height. Limiting the height to 5 stories would not discourage infill development but it would help to maintain a comfortable pedestrian environment.

4. **Develop a Parking Master Plan**
   Parking standards in the Form-Based Code could replace those contained in the Mainland Parking District Overlay. In order to encourage development and redevelopment in the area, reduced parking standards should continue to be available. The Form-Based Code will encourage the consolidation of parking areas into a central site. The City should consider creating a Parking Master Plan to identify properties for future parking facilities.

5. **Develop a Stormwater Master Plan**
   The City should develop a Stormwater Master Plan to allow developers to connect to off-site treatment ponds, eliminating the need to provide on-site retention as required by current regulations.