

## **II. FUTURE LAND USE ELEMENT**

### **INTRODUCTION**

The community of New Smyrna Beach has evolved over time in response to a variety of economic, social, physical, and political influences. The way people within the community use the land is a reflection of their attitudes and values. The manner in which the community develops in the future will be based on the community's commitment to current goals and objectives.

In order to understand the structure of the community it is important to understand how the physical and social components fit together. These are more easily described in terms of neighborhoods, major environmental limitations/opportunities, and the various user groups that may be external to the community. Map II-4, Existing Land Use, describes the location and distribution of land uses in the City of New Smyrna Beach in 2010. In addition to existing land use that has been documented by the Planning and Zoning Department, the existing zoning and the 1990 *Comprehensive Plan*, as amended, define distinguishable areas that lend themselves to the structure of New Smyrna Beach and help give us an understanding of the general areas that will be influenced as part of the Future Land Use Element.

## **NATURAL AND SOCIAL FEATURES**

### **NATURAL FEATURES**

Physiographically, New Smyrna Beach lies within the lower Atlantic Coastal Plain, and is characterized by four (4) significant features: the Atlantic Beach Ridge, the Indian River, the Silver Bluff Terrace, and the Atlantic Coastal Ridge.

The Atlantic Beach Ridge extends along the eastern shoreline in Volusia County, and is comprised of the barrier islands that separate the estuarine environment of the Indian River and mainland areas from the Atlantic Ocean. The barrier islands are constantly undergoing changes as a result of wind and wave action.

Between the Atlantic Beach Ridge and the mainland lies the Indian River. The river is an estuarine environment that has high biological productivity, and is critically important to the food chain for sport and commercial fishing. The fringe areas of the river have been subject to significant development pressure. The Indian River is also a component of the Florida Intracoastal Waterway extending north and south along the entire length of the state's eastern coastline.

Immediately west of the Indian River is the Silver Bluff Terrace, which runs north and south, contains numerous shell beds, and varies in elevation from between five (5) and ten (10) feet above sea level. The terrace is a reasonably broad, flat area that extends back to the Atlantic Coastal Ridge.

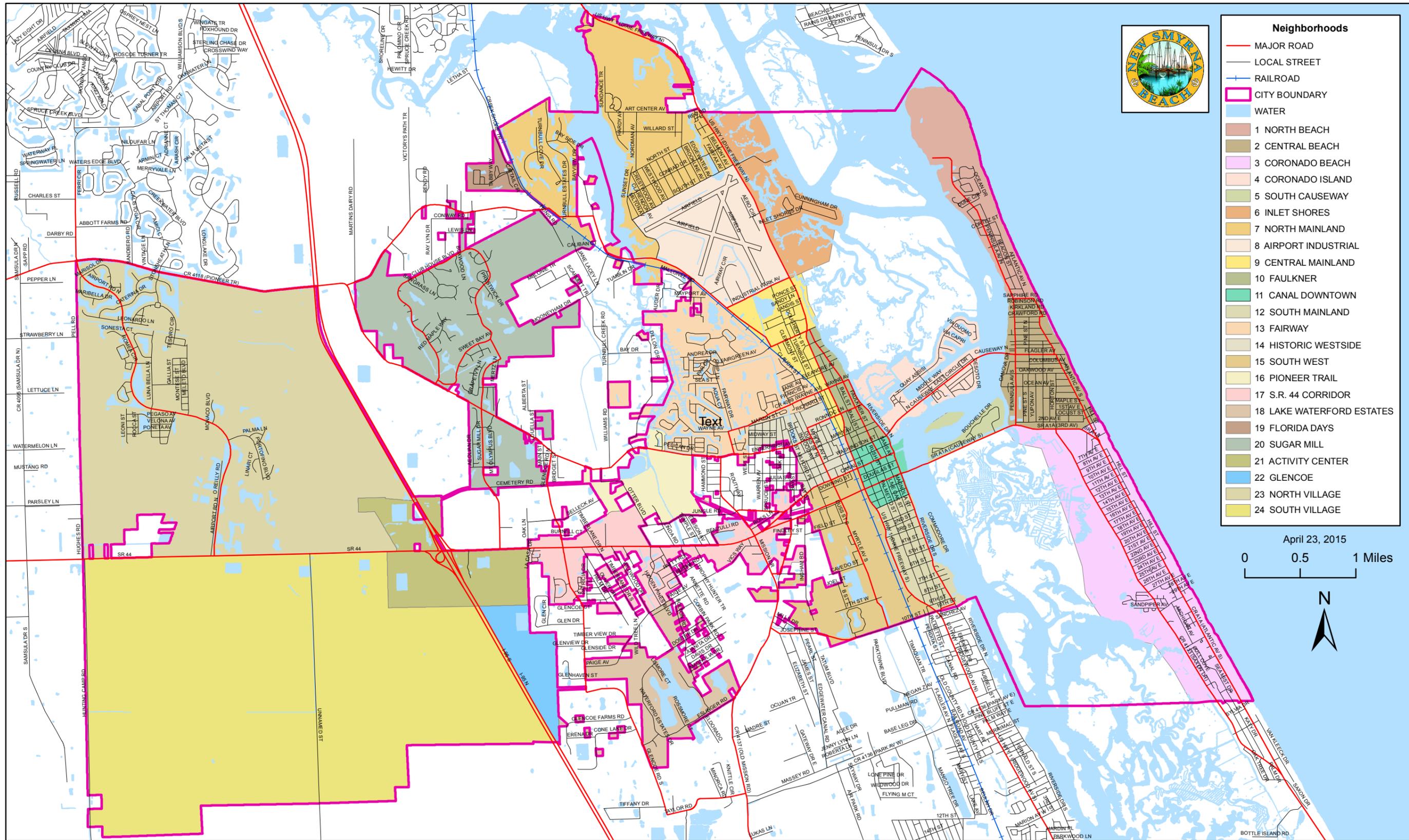
The Atlantic Coastal Ridge generally parallels the Interstate 95 alignment. This ridge is a relic shoreline formed during an early geologic period when the ocean level was significantly higher than it is today. When the polar caps receded, the sea level was high for long periods of time, allowing waves to build dunes and form shoreline ridges. As the shoreline ridges developed, the ocean floor eroded, creating nearly level marine terraces. This was the process that created the Atlantic Coastal Ridge and the Silver Bluff Terrace.

In May 2013, the County of Volusia and the City of New Smyrna Beach adopted an Interlocal Service Boundary Agreement (ISBA). Pursuant to Chapter 171, Part II, Florida Statutes, the ISBA identifies a Joint Planning Area (JPA) where the City may annex parcels that would not otherwise be eligible for annexation. The ISBA also specifies that the City shall act as the point of permit processing, plan review, issuance, inspection, code enforcement, and interpretation of the County comprehensive plan, zoning, and land development regulations for proposed development on existing entitled parcels within the JPA. One of the provisions of the ISBA requires that lands containing sensitive natural resources, to the extent they exist within the JPA, will be protected by the conservation element of the City's Comprehensive Plan. Additionally, the City must amend its Future Land Use Map to include the Environmental Core Overlay (ECO) lands located within the City and include policies consistent with the County Smart Growth Initiative policies.

## **COMMUNITY STRUCTURE**

The settlement of New Smyrna Beach can be understood by looking at the different neighborhoods that comprise the City. There are 24 identified neighborhoods within the community, as shown on Map II-1, Neighborhood Map. Initially, 12 neighborhoods were identified in the Comprehensive Plan. However, as the City's boundaries have expanded through annexations, and as neighborhoods have evolved over time, 12 additional neighborhoods were created to better match the geographical limitations and

Map II-1 Neighborhoods Map



- Neighborhoods**
- MAJOR ROAD
  - LOCAL STREET
  - + RAILROAD
  - CITY BOUNDARY
  - WATER
  - 1 NORTH BEACH
  - 2 CENTRAL BEACH
  - 3 CORONADO BEACH
  - 4 CORONADO ISLAND
  - 5 SOUTH CAUSEWAY
  - 6 INLET SHORES
  - 7 NORTH MAINLAND
  - 8 AIRPORT INDUSTRIAL
  - 9 CENTRAL MAINLAND
  - 10 FAULKNER
  - 11 CANAL DOWNTOWN
  - 12 SOUTH MAINLAND
  - 13 FAIRWAY
  - 14 HISTORIC WESTSIDE
  - 15 SOUTH WEST
  - 16 PIONEER TRAIL
  - 17 S.R. 44 CORRIDOR
  - 18 LAKE WATERFORD ESTATES
  - 19 FLORIDA DAYS
  - 20 SUGAR MILL
  - 21 ACTIVITY CENTER
  - 22 GLENCOE
  - 23 NORTH VILLAGE
  - 24 SOUTH VILLAGE

April 23, 2015



Resident perspectives that define neighborhood boundaries.

## **NORTH BEACH**

Three significant developments have occurred in the North Beach area since the *1979 Comprehensive Plan* was completed. The first is the Smyrna Dunes park facility adjacent to the US Coast Guard station. The second project is the 640 unit Minorca residential development. The Minorca project contains a series of high-rise residential facilities and several thousand square feet of associated commercial space. The third project is the purchase of approximately 12.8 acres of undeveloped property generally bounded by the Atlantic Ocean on the east, Sapphire Road on the south, North Peninsula Avenue on the west and Lakewood Street on the north. The property is maintained as a park facility by the City of New Smyrna Beach.

The remainder of the North Beach area is predominately single-family housing, with some scattered duplexes, near the Flagler Avenue area. This area has developed over a long period of time, as evidenced by the variety of housing stock. There is very little developable land remaining in the North Beach area.

The North Beach Study by Gail Easley dated January 1996 provides data and analysis regarding the North Beach and is incorporated herein by reference as a supplement and part of the *Comprehensive Plan*.

## **CENTRAL BEACH**

The Central Beach area includes the Flagler Avenue business district and the residential neighborhoods south to East 3<sup>rd</sup> Avenue. This area is connected to the mainland by the North and South Causeways, and contains a diverse mixture of uses, including public facilities such as the Utilities Commission, City of New Smyrna Beach facility on the North Causeway, City of New Smyrna Beach Administrative Office Building and a number of City parks and recreational facilities.

The Flagler Avenue corridor in the Central Beach area is the historic beachside business community. Several structures have recently undergone renovation, most notably the property southeast of the intersection of Flagler Avenue and South Pine Street. A new 112-room transient lodging facility is also proposed on the north side of Flagler Avenue, between North Peninsula Avenue and North Pine Street. Residents have expressed concerns about encroachment of non-residential uses into the surrounding residential neighborhoods and about concerns over the compatibility of new development with existing historic development. Flagler Avenue has a very narrow street right-of-way (40 feet), creating a very small-scale local beachside image. During weekends, holidays and special events, the Flagler Avenue business district often experiences significant parking problems. The Community Redevelopment Agency is in the process of adopting an update to its Master Development Plan that provides recommendations on how to address the parking issues on Flagler Avenue.

The area between Flagler Avenue and East 3<sup>rd</sup> Avenue east of Atlantic Avenue is highly developed, with mixed commercial and multi-family uses. Portions of this area are zoned B-4, Ocean Commercial zoning district, which is appropriate for transient lodging facilities on the beachside. Transient lodging facilities in the B-4 district are restricted by ordinance to 24 units per acre; however, hotels generally require a density of 50 units per acre. The City has created a new future land use designation ("Hospitality") that would allow transient lodging facilities of up to 75 units per acre. This designation, which is applied on a case-by-case basis, is currently prohibited from being applied to oceanfront properties. The City Commission is in the process of reviewing this issue.

Most basic service needs of the Central Beach area are met by a broad range of facilities within or immediately adjacent to the neighborhood. Businesses within or adjacent to this neighborhood include: banking, insurance, grocery, personal service facilities, restaurants, and entertainment complexes. Beachside fire protection is provided by a new fire station located on East 3<sup>rd</sup> Avenue.

Portions of the Central Beach area lie within the jurisdiction of the Community Redevelopment Agency. The Community Redevelopment Agency has completed a number of projects, most notably the Flagler Avenue Streetscape and the South Atlantic Avenue improvements. A facade guideline program was adopted in 1990 to encourage property owners to maintain their facilities in an appropriate style consistent with the character of Flagler Avenue. Future projects proposed by the Community Redevelopment Agency are discussed in Section "D" of this element.

## **CORONADO BEACH**

The Coronado Beach Neighborhood extends from East 3<sup>rd</sup> Avenue south to the City corporate limits. The predominant land use is single-family residential, occurring between South Atlantic Avenue and Saxon Drive in a number of repetitively long blocks running east and west. The area east of Atlantic Avenue contains a mix of single-family, duplex and multi-family residential development. Between 2006 and 2008, the City of New Smyrna Beach adopted a series of amendments to the future land use and zoning maps, which changed the future land use designation for a majority of the area east of Atlantic Avenue from High Density Residential to Medium Density Residential and the zoning from R-6, Multi-Family Residential to R-3A, Single-Family and Two-Family Residential. The City also adopted an ordinance reducing maximum allowed height on vacant properties zoned B-4 from nine (9) stories to four (4) stories.

Commercial development is centered at the north end of the neighborhood on East 3<sup>rd</sup> Avenue, and serves the entire beachside community. The largest commercial parcel is the Indian River Plaza Shopping Center. Other centers include the Beach Plaza Shopping Center, which is adjacent to the east side of Callalisa Creek. The Food Lion Shopping Center serves the area south of East 27<sup>th</sup> Avenue. The Coronado Beach Neighborhood may expand if the City annexes portions of the unincorporated areas extending south to the National Seashore Park. The Ocean View facility, located on South Atlantic Avenue, is the only health care facility east of the Indian River.

The Coronado Beach Neighborhood is the most heavily impacted by beach traffic. Expansion of South Atlantic Avenue to five (5) lanes has increased the traffic capability in the area. This, along with the high-rise bridge, has substantially improved traffic flow in the South Beach area. However, pedestrian safety issues have now become a concern particularly for residents crossing South Atlantic Avenue to access the ocean. City staff has been working with residents to identify improvements to enhance pedestrian safety in this neighborhood.

## **NORTH CORONADO ISLAND**

The Coronado Island Neighborhood, which connects the mainland to beachside New Smyrna Beach, provides several redevelopment opportunities, including the City-owned Administrative Office Building (AOB) site, the former Food Lion Shopping Center site, and the former New Smyrna Beach High School site. A North Causeway study was completed in 2004. However, the recommendations contained in the study were never implemented.

The pavement within the North Causeway, which is under the jurisdiction of the Florida Department of Transportation (FDOT), was widened several years ago to three (3) lanes, with a center turn lane, in order to facilitate uninhibited traffic flow. As of June 2014, the City, Community Redevelopment Agency, and FDOT are coordinating design and funding efforts in order to provide additional landscaping, pedestrian and bicycle access and amenities along the North Causeway, in order to create a more inviting pathway linking the City's two downtown areas. There are frontage roads along portions of the causeway, which provide good access to developments along the corridor. While much of the North Causeway is developed, there are still some vacant parcels and opportunities for redevelopment. The Florida Wildlife Commission has obtained a Volusia County ECHO grant, as well as funding from the City, to demolish some buildings at the old high school site and to renovate the remaining buildings. The site will be used as a fish hatchery and also houses the Marine Discovery Center and Artists' Workshop.

With regard to the City-owned AOB site, the City is currently in the process of applying for grant funding to construct a waterfront promenade, restroom and picnic facilities, a canoe/kayak launch, and limited parking. The use of the remainder of the parcel remains to be determined. During the City's Charting Our Course – NSB 2039 visioning process, which was conducted between January and March 2014, there appeared to be significant support for retaining public access to and views through the site. However, there was not a clear community consensus as to whether the site should remain entirely public or whether a public-private partnership should be explored.

The commercial areas along the north side of the causeway are separated from the single-family residential development to the north by a canal that connects to the Intracoastal Waterway. Periodically, traffic flow

on the North Causeway is interrupted, due to the drawbridge, which must be raised to accommodate large boats traveling on the Intracoastal Waterway.

## **SOUTH CAUSEWAY**

The South Causeway Neighborhood consists of an island located north of State Road A1A. The western half of the island has been developed with single-family residences, while the east half of the island contains the Bouchelle Island multi-family development. The Bouchelle Island project, which has been under construction for over 15 years, is almost entirely built-out, with the exception of approximately six multi-family buildings containing approximately 150-200 units. In recent years, the residents of the Bouchelle Island project have expressed concerns about compatibility, as new multi-family construction has occurred within the development. Residents have also raised concerns about insufficient parking within the development.

The South Causeway has been completed since the time of the last Comprehensive Plan. It is a four (4) lane high-rise bridge and roadway that connects with the five (5) lanes on Atlantic Avenue. The North and South Causeways handle all traffic destined for the beaches, the unincorporated area south of the beaches, and the Canaveral Seashore Park.

## **INLET SHORES**

The Inlet Shores Neighborhood, located on the east side of US Highway 1, north of Industrial Park Avenue, consists of two single-family subdivisions – Inlet Shores and Mangrove Estates. There are also approximately 5-10 single-family lots located within the neighborhood that are not part of either platted subdivision. Both the Inlet Shores and Mangrove Estates subdivision are substantially built out. Because of their proximity to the New Smyrna Beach Municipal Airport, noise from aircraft and limitations on heights of buildings are the primary concerns facing this neighborhood.

## **NORTH MAINLAND**

The North Mainland area is located on the north edge of New Smyrna Beach, and forms the gateway to the City along both the Intracoastal Waterway and US Highway 1. The area encompasses the community of Islesboro, the Turnbull Bay Golf and Country Club subdivision, the Doris Leeper Preserve and the Atlantic Center for the Arts. There is substantial undeveloped property within the North Mainland area, and the City anticipates continued growth in this location. The community of Islesboro has developed slowly over several years, and still has considerable room for expansion. Consequently, future development in Islesboro is expected to continue on a parcel by parcel {or small project} basis.

Due to the North Mainland area's strategic location between the Indian River and Turnbull Bay ecosystems, the view coming south from Port Orange along US Highway 1 is spectacular. The wide open marshes provide clear views of the area, from the lighthouse at Ponce Inlet on the east to the estuarine environment at Turnbull Bay on the west. There is a significant heavily wooded piece of undeveloped property at the City corporate limits west of US Highway 1. The corridor into town is characterized by small commercial establishments along the west side of US Highway 1 adjacent to the community of Islesboro. In some cases, these small businesses were converted from former single-family dwelling units.

The Turnbull Estates Golf and Country Club Community began in the early 1990's and all approved phases are substantially built out. Two additional unapproved phases, on the north and south sides of Turnbull Bay Road, are anticipated to add approximately 200 additional multi-family dwelling units in the future.

The extensive coastal wetlands in the North Mainland area comprise a significant portion of the total area of the neighborhood. The Turnbull Bay drainage corridor bordering the neighborhood's western boundary receives drainage from a large land area to the south and west. It is essential that the Turnbull Bay area and the Indian River be protected from developmental impacts. In particular, development in this area should not restrict the natural flushing action of the wetlands, and should not occur in a manner that will be detrimental to the wetland environment.

The Atlantic Center for the Arts complex is located on the northeast corner of Sundance Trail and Art Center Avenue. Existing buildings include the administration building, a workshop, an amphitheater, performing arts theater, and artists' residences. The paving of Art Center Avenue, from US Highway 1 to Sunset Drive was completed during the previous planning period. Unincorporated land located adjacent to the north

side of Art Center Avenue between the Atlantic Center and US Highway 1 has development potential.

This neighborhood has a limited amount of commercial uses. For shopping and personal services, the residents generally travel south to the New Smyrna Beach business districts or north to Port Orange. As this area continues to develop, additional demands for neighborhood level commercial services will increase. A new police/fire station is under construction on Industrial Park Drive, which will serve the area's fire protection needs.

The New Smyrna Beach Arterial Corridor Regulations apply to US Highway 1 from its intersection with Art Center Avenue to the northernmost corporate boundary.

## **AIRPORT INDUSTRIAL**

The Airport at New Smyrna Beach began as a grass strip in the middle of an orange grove. In 1942, the strip was acquired by the United States Navy and was immediately developed into a military airfield. Navy operations began in 1944. After World War II, the Airport was given to the City of New Smyrna Beach by the US Government's War Assets Administration on April 10, 1947, becoming New Smyrna Beach Municipal Airport.

The New Smyrna Beach Municipal Airport is located on the west side of US Highway 1 on approximately 770 acres of land. The airport accommodates 180,000 annual aircraft operations and 190 based aircraft. The airport is bordered to the north by the Isleboro residential area, by an 86 acre industrial park fronting on Industrial Park Drive, a 30 acre City recreational facility fronting on Turnbull Bay Road, and a small commercial area fronting on US Highway 1. Major arterial roadways serving the area include Interstate 95 and Highway US 1. Interstate 95 passes north and south through Volusia County to the west of the Airport, and US 1 runs north and south through Volusia County to the east of the Airport. Both arterial roadways follow the general direction of the Atlantic Ocean shoreline. There are two entrances to the Airport property, one from US 1 on Skyline Drive and the other from Turnbull Bay Road via United Drive or Industrial Park Boulevard. Additionally, Airway Circle and South Street offer access to the southern and northern sides of the Airport, respectively. There are no on-airport roadways offering access from one quadrant of the airfield to another.

The recently drafted Economic Development Plan for the City of New Smyrna Beach identifies the municipal airport as one of ten primary economic development opportunities. In approximately 2004, an air traffic control tower was installed at the airport. As a result, air traffic at the airport increased, resulting in increased noise complaints from surrounding residential areas. In response, the City Commission created a Noise Abatement Committee, as a sub-committee of the Airport Advisory Board.

Since the installation of the air traffic control tower at the municipal airport, there has been an increase in the number of noise complaints received from residents in surrounding areas – particularly those within the flight path of active runways. To minimize the potential conflicts that can be caused by incompatible development, the City's *Code of Ordinances* includes four airport overlay zones, which are depicted on the City's zoning map. These zones, which are detailed below, are established for the purpose of regulating development in proximity to the airport.

### **Airport Height Notification Zone:**

This zone is to regulate the height of structures and natural vegetation for areas in proximity to the airport. This area is defined as the area within the municipal boundaries, underlying that area extending outward 20,000 feet from the ends of each side of all active runways of the airport. Within this zone, structures may be one foot tall for each 100 feet they are away from the end of an active runway. For example, a building that is 1,200 feet from the end of an active runway could have a maximum height of 12 feet. Variances to the height restriction must be approved by the FAA.

### **Runway Protection Zone:**

These zones are created at each end of every active runway at the airport. Within a runway protection zone, certain uses are restricted or prohibited to reduce incompatibilities with normal airport operations and danger to public health. Prohibited uses include educational facilities, hospitals, medical inpatient treatment facilities, nursing homes, houses of worship, shopping malls,

sports arenas, hotels and motels and mobile home parks.

**Airport Noise Impact Zone:**

The noise impact zone is an area in which uses are restricted and special construction standards are to be used to minimize the impact of airport-generated noise routinely produced by continuation of normal airport operations. The airport noise impact zone is defined as an area contiguous to the airport measuring half the length of the longest active runway on either side of and at the end of each active runway centerline. Once the City completes the Part 150 Noise Study, the boundaries of the airport noise impact zone will be modified to comply with the official noise study.

**Building Restriction Line Zone:**

This zone is established to identify suitable building area locations at the airport and abutting properties that preclude interference with normal operations of the airport and its activities. The Building Restriction Line is located 500 feet from the centerline of each active runway at the airport and extends the length of the runway between the runway protection zones. Any construction or activities that are incompatible with normal airport operations or endanger public health, safety and welfare are prohibited in this area. Only temporary parking of airport or equipment necessary for normal airport operations is permitted within this zone.

In addition to the above described airport overlay zones, the City also has regulations that allow property owners to grant aviation easements to the City. An aviation easement is a legal document that grants to the owner/operator of a nearby airport, a right to continue to operate the airport in a manner similar to current operations, despite potential nuisance effects upon uses that are being established in close proximity to the airport.

**CENTRAL MAINLAND**

The Central Mainland area is roughly bounded by Industrial Park Avenue on the north, the Indian River and US Highway 1 on the east, Wayne Avenue on the south and the FEC railroad corridor on the west. The area abuts the surrounding neighborhoods, including the Faulkner, Westside, Fairway and South Mainland areas.

Existing land uses include strip commercial development along US Highway 1 on the east side of the neighborhood; the City-maintained skate park, which was completed in 2009 on the north side of the neighborhood; light industrial and warehouse uses on the south and west sides of the neighborhood; and low density residential in the middle of the neighborhood.

While the residential area of the neighborhood is well established and substantially built-out, the commercial and industrial areas on the east, south and west sides of the neighborhood present possible redevelopment opportunities in the future.

**FAULKNER**

The Faulkner neighborhood is located between the Central Mainland, Westside, Canal Downtown and Coronado Island Neighborhoods. This neighborhood is an older, highly urbanized area consisting primarily of single-family residential, with some duplex and multi-family residential on the south end of the neighborhood, and strip commercial development on the west side of the neighborhood, along US Highway 1. Single-family housing, the predominant land use, is developed in the heart of the community along the shoreline of the Indian River. This single-family housing is within an area currently included in a National Register Historic District.

Development along US Highway 1 consists mostly of strip commercial uses. In many cases, the uses have transitioned over the years from single-family residences as traffic has increased on the highway, and as demand for commercial facilities has made the area less desirable for residential uses. There is no recognized commercial center within this neighborhood. While there are a few newer commercial facilities along US Highway 1, the overall commercial character is one of decline.

While this area fronts along the Indian River, just as the North Mainland area does, there is less pressure for

development into the Indian River estuarine environment. This wetland area is sensitive to development, and should be protected from detrimental activities.

## **CANAL DOWNTOWN**

The Canal Downtown Neighborhood is the historic traditional downtown of New Smyrna Beach. The neighborhood contains a mix of single-family, duplex and multi-family residential, although the majority of the neighborhood is developed with non-residential land uses. The historic downtown fabric is relatively intact, although fire and demolitions have created some gaps in the historic fabric. Located east of US Highway 1 and west of the Indian River, the area has struggled during the recent economic downturn, and has seen a significant increase in the number of vacant storefront. As of 2010, the Community Redevelopment Agency (CRA) is in the process of adopting an update to its Master Plan, which includes strategies for revitalizing and stabilizing this neighborhood.

The neighborhood, which contains the Bert Fish Memorial Hospital, a major employer in Southeast Volusia County, also is home to City and County offices. The neighborhood has two well-maintained and highly used public park facilities (Riverside Park and Old Fort Park) and offers multiple views of the Intracoastal Waterway. There is easy access to both the South and North Causeways from the Canal Downtown Neighborhood.

One particular issue of concern is the need to generate more activity at the street level and after normal business hours. Another area of concern relates to the need to direct residents and visitors from State Road 44 and US Highway 1 into the neighborhood and to clearly mark and provide parking for those visitors once they arrive. The Community Redevelopment Agency purchased land in the downtown area to relieve current parking shortages and a small parking facility has been constructed at the corner of Julia and Rush Streets. There is also a lack of connection between Hospital and Canal Street, with pedestrians having to cross State Road A1A/Lytle Avenue, which is a five-lane arterial roadway.

The draft CRA Master Plan Update identifies several opportunities for redevelopment and partnerships in the neighborhood, including the potential to work with the hospital on synergistic development opportunities such as supportive retail and residential; strategies to capitalize on the high daytime population from offices; and recommendations to create a stronger connection from downtown to the Waterfront.

Finally, the Florida Department of Transportation (FDOT) is in the process of designing improvements at the intersection of Canal Street and US Highway 1. The improvements, as currently conceived, would eliminate off-street parking on the westernmost block of Canal Street, east of US Highway 1. Additional turn lanes on US Highway 1, would create additional roadway, could potentially impact efforts by the CRA to beautify and increase pedestrian accessibility in this area, and could further enhance the physical and perceived separation between "East" Canal Street and "West" Canal Street.

## **SOUTH MAINLAND**

The South Mainland area extends from Smith Street south to the City corporate limits, which is the boundary between New Smyrna Beach and Edgewater. This area includes the commercial strip along the east side of US Highway 1, the City's Parks and Recreation Department and City Gym, Utilities Commission pump station, the New Smyrna Beach Housing Authority offices and the Volusia County Regional Library.

The existing neighborhood that comprises the bulk of the area is one of the older neighborhoods in New Smyrna Beach and is substantially built-out. In 2010, the City completed an update to its historic structure survey in order to provide future recommendations for expansion of the National Register Historic District within this area. This single-family area is interrupted by scattered multi-family and office uses throughout. Another significant break in the land use pattern is the City utility yards and an abandoned building materials operation south of Smith Street. These uses produce a negative influence on the maintenance of nearby residential structures.

There is considerable traffic passing through the South Mainland area that is destined for the South Causeway and the beach areas. Construction of the new high-rise bridge has altered the circulation pattern in the area. Direct access from Riverside Drive to the causeway is no longer possible. Traffic is now directed to either Live Oak Street or Palmetto Street in order to access Lytle Avenue and ultimately the

bridge.

Yacht Club Island is accessed from Riverside Drive by a narrow bridge, and contains the New Smyrna Beach Yacht Club and a number of single-family dwelling units.

Strip commercial development adjoins the east side of US Highway 1 from the State Road 44 overpass south to the Edgewater city limits. A concrete plant, construction material center, and several restaurants are located between US Highway 1 and the Florida East Coast Railway on the west side of US Highway 1.

## **FAIRWAY**

The Fairway Neighborhood is bounded by the Florida East Coast railway and Turnbull Bay Road on the east and north, the municipal boundary on the west and Wayne Avenue on the south. Growth within this neighborhood resulted primarily from the attraction of the Fairgreen project. This project includes an 18 hole golf course, and is located just north of the existing municipal golf course. Fairgreen is a comprehensive residential planned community that includes approximately 21 acres of single-family homes, 65 acres of townhouses, and a golf course/clubhouse/restaurant facility. The overall land use is considered to be medium-density. This project is substantially built out.

In 2008, the City approved annexation of approximately 55 acres at the north end of the neighborhood. Although no applications have been submitted, policies were placed in the *Comprehensive Plan* that would limit the total number of new residential units to 132. A portion of the annexed acreage, adjacent to Turnbull Bay Road, is also proposed for industrial uses.

Turnbull Creek, which parallels the corporate limits of New Smyrna Beach, forms the west boundary of the Fairway neighborhood area. The creek drains a significant amount of acreage to the southwest, and should be protected as much as possible. The threat of water pollution resulting from surface water runoff is a major concern.

## **HISTORIC WESTSIDE**

The Historic Westside Neighborhood is a historically African-American neighborhood that is roughly bounded by Wayne Avenue on the north, US Highway 1 on the east, Canal Street on the south and the corporate city limits on the west. Nearly all of the neighborhood is currently experiencing some kind of urban deficiency, which affects the community's overall living environment. The most apparent deficiency is the existence of substandard housing. Accordingly, the Historic Westside Neighborhood has been identified as a target area for receipt of Community Development Block Grant (CDBG) Funds. The City is participating in the urban county CDBG program, and is applying funds to housing, public facility needs and social and economic development programs in this neighborhood. Specific housing needs and funding requirements are discussed in the Housing Element.

The City adopted the *Historic Westside Neighborhood Plan* in October 2011. The plan identifies areas of concern, makes recommendations as to strategies to address those concerns and presents a plan for implementing those strategies. Almost half of the neighborhood is located within the Community Redevelopment Agency (CRA) district. The potential exists for partnerships between the City, the CRA, residents and other agencies, such as Bert Fish Medical Center, to provide or increase services within the neighborhood. In December 2009, the City Commission listed expansion of non-recreational services at the Babe James Community Center as their top priority over the next two fiscal years. The Babe James Community Center, which acts as a focal point for residents within the neighborhood, currently offers programs such as after school care and sports and provides meeting space for the community. In 2011, the City hired a Community Resource Officer who is based at the Babe James Community Center. The Community Resource Officer is responsible for providing additional programs such as assistance with applying for public assistance programs, and has coordinated several special seminars and programs for seniors, job applicants and homeowners.

The area immediately north of Canal Street bounded by Washington Street on the north, Dimmick Street on the east, and Myrtle Avenue on the west has a number of commercial uses scattered throughout, as well as a number of vacant and boarded-up structures. This area was historically the commercial hub of the neighborhood and residents have expressed an interest in revitalizing and enhancing this commercial area. Additionally, the neighborhood has strong connections to commercial areas on both Canal Street

and US Highway 1. Approximately fifty-percent of the people living in the Historic Westside Neighborhood own their homes. These residents must be assured that their homes will be protected from commercial encroachment, and that ample opportunity will be provided to upgrade and restore their homes (i.e., through the CDBG program or some other subsidy program for improving substandard housing conditions).

Approximately 75-85% of the land area in the Historic Westside Neighborhood has a future land use designation of Medium Density Residential. The majority of this medium-density residential land is zoned R-3, Single-Family and Two-Family Residential, which allows single-family and duplex dwelling units. The properties owned by the New Smyrna Beach Housing Authority also have a future land use designation of Medium Density Residential and are zoned R-4, Multi-Family Residential, which allows buildings of up to 45 feet in height.

Also related to the issue of land use and zoning is the issue of affordable housing. According to the CRA Master Plan Update (2010), this area of the CRA has historically had the lowest property values. As a result, the neighborhood has become a location where organizations that construct low- to moderate-income housing tend to purchase or obtain land and construct homes. Although the construction of low- to moderate-income housing in this neighborhood is being driven by market factors, it has raised a larger issue of how affordable housing can be provided throughout the entire City instead of being congregated within a specific neighborhood or geographical area.

## **SOUTHWEST**

The Southwest area is bordered by State Road 44 on the north, US Highway 1 on the east, the community of Edgewater on the south, and unincorporated areas on the west. The predominant land use in this area is single-family residential. There are a number of houses that have been converted to multi-family use, particularly in the South Myrtle Avenue area. While a significant amount of vacant land exists in this area, this neighborhood has been one of the least active areas in terms of development.

The largest landowner of undeveloped property within this neighborhood is a subsidiary of the Florida East Coast Railroad. This subsidiary holds approximately 180 acres, which includes rail lines, a railroad round house and vacant land. This property currently has a future land use designation of Industrial and is zoned I-1, Light Industrial. In approximately 2007, the City, representatives of the property owner, residents and other community stakeholders held a series of visioning sessions to master plan the entire site. Although a plan was never completed, the City anticipates that this site will be developed in the future, although the specifics of that development are not yet known. To accommodate the vision that was partially developed during the visioning sessions a new future land use category of Industrial Mixed Use has been included in the *Comprehensive Plan* and applied to this property as part of the EAR-based amendments completed in 2010. The site is known to be contaminated and will require brownfield funds to mitigate the contamination on the property before development can occur.

A portion of 10<sup>th</sup> Street, from US Highway 1 to just west of the New Smyrna Beach High School, was widened from two lanes to four lanes in 2006/07. Widening of the remainder of 10<sup>th</sup> Street has not yet been scheduled for construction, although funds for engineering and design services is scheduled for FY 2011/12. 10<sup>th</sup> Street is the only access route for students at the New Smyrna Beach High School and Daytona State College campus. Because of its proximity to the existing middle school, high school and college campus, it is likely that the demand for future residential development in this neighborhood will increase once economic conditions improve.

The realignment of State Road 44 to connect with Lytle Avenue bisects the northern portion of the neighborhood. The Utilities Commission, City of New Smyrna Beach office/maintenance building and storage yard have been constructed west of Slaton Street between State Road 44 and Field Street.

## **PIONEER TRAIL**

Single-family residential development, including zero (0) lot line residences, represents the principal types of land use in this neighborhood, although a significant portion of the land within this area of the City remains undeveloped. Turnbull Creek traverses the area in a north south orientation; and this environmental feature, along with the semi-rural location, requires large lots, surface water retention areas, limited impervious surfaces, and a central sewer system rather than septic tanks.

## **STATE ROAD 44 CORRIDOR**

The State Road 44 corridor is a collection of annexed land parcels containing vacant land, single-family dwelling units and a variety of commercial business establishments. Development is most heavily concentrated at the Mission Drive and Wallace Road intersections. Existing commercial uses include two (2) major shopping centers. Of these two shopping centers, one is displaying signs of decline, although exterior renovations were recently completed on a portion of the building. The second shopping center, which is located further west along State Road 44 is currently thriving. However, the proposed construction of a Super Wal-Mart store west of Interstate 95 will have significant impacts on the vitality of this center, which includes a smaller Wal-Mart store that will close once construction of the new building is complete. Wal-Mart, as well as a Publix supermarket, are the two anchors of this shopping center. No plan has been developed to address the issue of what will occur with the space within the shopping center that will be vacated by the existing Wal-Mart store.

A narrow piece of land, which was formerly a Florida East Coast Railway right-of-way, but which is currently owned by the Utilities Commission, City of New Smyrna Beach, is occupied by electric transmission lines and encroaches on the neighborhood.

Mission Drive was widened from two (2) lanes to four (4) lanes in 1998. This improvement extended from State Road 44 southward to intersect with Old Mission Road and continued to Josephine Street. Eventually, Josephine Street and 10<sup>th</sup> Street will be completely widened to four (4) lanes providing a four (4) lane improvement from Josephine Street easterly to intersect with US Highway 1. Thus, traffic will be able to move more freely to uses concentrated at the State Road 44 corridor. This is particularly important as the State Road 44 corridor experiences significant traffic congestion from out-of-town beach-goers, particularly during weekends and holidays.

Clustering commercial uses at this intersection of arterial and collector roads is preferable to strip commercial development because it shortens travel distances, reduces the number of driveways and turning movements, and increases shopping opportunities.

There is a considerable amount of property adjacent to the State Road 44 corridor with dense vegetation and trees that lends itself to natural landscaping. A primary consideration is to foster development that will be compatible with the existing four (4) lane facility and create an aesthetically desirable entrance into New Smyrna Beach. The City has adopted arterial corridor regulations for State Road 44 .

## **LAKE WATERFORD ESTATES**

The Lake Waterford Estates Neighborhood is bounded by Paige Avenue on the north, and the incorporated city limits on the east, south and west. This neighborhood is developed primarily with large-lot single-family dwellings. A significant portion of the neighborhood is undeveloped and is likely to experience increased pressure for development once economic conditions improve. The neighborhood has access to State Road 44 via Eslinger Road/Old Mission Road and Glencoe Road.

The Lake Waterford Estates Planned Unit Development is the primary residential development within the neighborhood. Originally, developed in unincorporated Volusia County, the project still contains enclaves that were never annexed into the City. This creates issues with regard to the provision of solid waste and emergency services. The City should address this issue as it reviews annexation strategies throughout the City.

## **FLORIDA DAYS**

The Florida Days Neighborhood consists of a single-family planned unit development. The subdivision was approved in 2007 and remains largely undeveloped. The project was designed to include neo-traditional design principles such as alleyways with rear garages. The neighborhood is bounded by Creekshore Trail on the east and the incorporated city limits on the south, west and north.

## **SUGAR MILL**

The Sugar Mill Neighborhood is generally bounded by Turnbull Bay Road on the north and the incorporated city limits on the east, south and west. The neighborhood is comprised of residential and agricultural uses. Two planned unit developments comprise the bulk of the residential units. A small neighborhood commercial node is located at the intersection of Pioneer Trail and Sugar Mill Drive. However, only a

convenience store with gas pumps has been developed at this node.

The Sugar Mill Golf and Country Club Estates Planned Unit Development was originally developed in unincorporated Volusia County and annexed into the City in 1998. Although substantially built-out at the time of annexation, new development continues to occur, the most recent of which includes a proposal to construct an additional 104 single-family homes west of the existing development. Primarily single-family in nature, Sugar Mill Golf and Country Club Estates also includes some multi-family residential townhome units. This community is also served by a golf course and club house facility.

The Isles of Sugar Mill and Landings at Sugar Mill are located south of Pioneer Trail. The Isles of Sugar Mill, located on the west side of Sugar Mill Drive, is a 113-lot single-family development. This project is approximately 50% built out. Landings at Sugar Mill, located on the east side of Sugar Mill Drive, is a 170-unit townhome development, which is approximately 75% built out.

Historically, this area was agricultural and rural in nature. However, beginning in the 1970s with the development of the Sugar Mill Golf and Country Club Estates Planned Unit Development, the character of the area began to change. Residents have raised concerns about traffic on both Pioneer Trail and Sugar Mill Drive and the loss of character within the neighborhood. Prior to 2008, two new developments were proposed in this neighborhood, which would have added approximately 800-900 dwellings units. One of these developments is no longer active. However, the larger development, which is also adjacent to State Road 44, is currently pursuing development approvals through Volusia County.

## **SOUTHEAST VOLUSIA ACTIVITY CENTER**

The Southeast Activity Center is an area intended for high intensity employment bases, office and industrial uses, commercial services, recreational facilities and housing supported by a major transportation node. The Interstate 95 and State Road 44 interchange serves as the transportation node for the activity center with the activity center occupying the four (4) quadrants surrounding the interchange.

In the northwest quadrant of the activity center, the Utilities Commission, City of New Smyrna Beach is constructed a sewage treatment facility that opened in late 1999. Site plan approval was granted in 2010 for a new 155,000-square foot Super Wal-Mart in the northwest quadrant. This retail facility is Phase I of a larger retail/office facility that will eventually consist of approximately 350,000 square feet of non-residential space. The only other development within this quadrant is a gas station, which is located in unincorporated Volusia County.

The northeast quadrant of the Activity Center Neighborhood is vacant and the majority of this area remains outside the City's limits. A planned unit development agreement was approved by the City Commission in 2008, which would allow industrial and/or multi-family development on this parcel. A second development proposal in this quadrant is currently under review by Volusia County, which, if approved, would allow approximately 600-700 residential units and retail, hotel and office uses.

The southeast quadrant, which is entirely within the city limits, is currently developed with a gas station. A six-lot commercial subdivision was approved by the City Commission in 2007. The project is intended to be developed with a mix of tourist commercial uses, including restaurants, a gas station, hotels and financial institutions. Although work was completed to install the required subdivision infrastructure, these improvements have not yet been accepted by the City and no development has occurred on the property.

The southwest quadrant, which consists of approximately 182 acres, is currently undeveloped.

## **GLENCOE**

The Glencoe Neighborhood consists primarily of a vacant 127-acre tract of land. This property was approved for a 127-unit single-family development in 2006. However, the project was not built and the approvals have since expired. The area surrounding this neighborhood is located within unincorporated Volusia County and is largely developed with single-family residential homes. The Southeast Volusia Humane Society, a tennis and racquetball club and utility facilities are also located within this unincorporated area.

## **NORTH VILLAGE**

This neighborhood consists of the Venetian Bay Planned Unit Development, the Hampton Village Planned Unit Development, the Utilities Commission tract, the proposed Verano Planned Unit Development, a Florida Power and Light transmission and distribution station a single-family residence and a golf cart manufacturing facility. These areas were all annexed into the City after 1995. As annexations continue, it is expected that this neighborhood will grow to include the entire area west of Interstate 95 north to Pioneer Trail and west to Hunting Camp Road. Some urban development is expected in this area as a result of four (4) key trends. First is the provision of urban services and improved road access. Second is the continuing and aggressive spread of urban development along the Airport Road / Interstate 95 corridor moving south from City of Port Orange. Third is the demand for quality residential communities needed to support employment growth expected to occur in the Southeast Volusia Activity Center. Fourth is the demand for quality residential communities for those who are employed in the Orlando metropolitan area but desire to commute from the New Smyrna Beach area or maintain second homes here.

Development within this neighborhood will be directed into major residential projects with some self-contained commercial and employment opportunities. These projects will stress protection of major environmental assets through the maintenance of significant levels of open space. New urbanism principles will be stressed to give structure to the new development that is reflective of the assets of the older portions of the City. This concept is experiencing pressure from more conventional suburban-style development proposed on the north side of Pioneer Trail.

The Venetian Bay Planned Unit Development is approximately 50-60% built out. At total build out, the project will have 1,823 dwelling units and up to 110,000 square feet of non-residential floor area. One of two multi-use buildings have been constructed within the Village Center, which currently includes such services as a restaurant, health club and a real estate office. A second multi-use building has been approved by the City but has not yet been constructed. Two additional commercial sites are located at intersections of Airport Road and State Road 44 and at Airport Road and Pioneer Trail.

The Hampton Village Planned Unit Development is located on the west side of Pioneer Trail, between Venetian Bay and State Road 44. The approved development agreement for this project will allow construction of approximately 1,113 single-family, duplex and multi-family units. Although plans for the first two phases of development and the amenity center were approved in 2007, no development has occurred due to current economic conditions.

The proposed Verano Planned Unit Development is located in the northeast quadrant of the neighborhood. Although no approvals have been granted, the proposed project, if approved, would allow construction of an additional 1,044 single-family, duplex and multi-family units.

The other significant tract of land within this neighborhood is owned by the Utilities Commission City of New Smyrna Beach. This approximately 800-acre tract of land is largely undeveloped. The proposed Williamson Boulevard extension south to State Road 44 is anticipated to traverse the site. However, the final location of this road has not been approved by the Utilities Commission.

## **SOUTH VILLAGE**

This neighborhood, which is generally bounded by Interstate 95 on the east, State Road 44 on the north and the corporate city limits on the south and west, consists of approximately 5,000 acres of vacant land. The primary existing use is silviculture and agriculture, although a significant portion of the neighborhood consists of wetlands and environmentally sensitive areas.

These areas were all annexed into the City after 1995. As annexations continue, it is expected that this neighborhood will grow to include the entire area west of Interstate 95 to Hunting Camp Road. Some urban development is expected in this area as a result of four (4) key trends. First is the provision of urban services and improved road access. Second is the continuing and aggressive spread of urban development along the Airport Road / Interstate 95 corridor moving south from City of Port Orange. Third is the demand for quality residential communities needed to support employment growth expected to occur in the Southeast Volusia Activity Center. Fourth is the demand for quality residential communities for those who are employed in the Orlando metropolitan area but desire to commute from the New Smyrna Beach area or

maintain second homes here. It is anticipated that in the future, both Airport Road and the Williamson Boulevard Extension will be constructed through this neighborhood, eventually connecting to State Road 442 in Edgewater.

Development within this neighborhood will be directed into major residential projects with some self-contained commercial and employment opportunities. These projects will stress protection of major environmental assets through the maintenance of significant levels of open space. New urbanism principles will be stressed to give structure to the new development that is reflective of the assets of the older portions of the City.

## **INFRASTRUCTURE**

The facilities and services that are currently available to serve the existing land uses in the City are described in general terms below. More specific information is contained in subsequent elements of this plan.

As of April 2010, there are 1,751 undeveloped parcels within the City, and 136 units for which building permits have been issued but have not yet received certificate of occupancy approval. Additionally, 440,000 square feet of non-residential construction has been approved or permitted but not yet completed. Furthermore, many of these projects had their approvals extended under Senate Bill 360, which was approved by the Florida Legislature in 2009. Given the current economic conditions, it is likely that many of these project approvals will expire before conditions improve. The magnitude of this is such that no infrastructural demands will be at an unacceptable level-of-service.

Based on the analysis of the existing roadway network, there are no roadway segments operating in an unacceptable level-of-service. In May 2013, the County of Volusia and the City of New Smyrna Beach adopted an Interlocal Service Boundary Agreement (ISBA). The ISBA includes a Roads Service Delivery Sub-Agreement, which establishes which roads in the Joint Planning Area will remain under County jurisdiction and establishes a schedule for the transfer of certain roadways to the City.

There are limited areas of the City that do not have the capability of being served by central wastewater collection and disposal. The Utilities Commission, City of New Smyrna Beach operates one (1) wastewater treatment plant, located immediately west of Interstate 95 and north of State Route 44, with a rated capacity of 7.0 million gallons per day (mgd). This plant, which serves both the mainland and the beachside, has been in operation since 2000.

The Utilities Commission currently owns and operates one (1) water treatment plant located at 2640 Paige Avenue, immediately east of South Glencoe Road in unincorporated Volusia County. The area served by the water treatment plant is the same as that served by the wastewater treatment plant (i.e., all developed areas within the City limits, both on the beachside and the mainland, that are not on private wells, and scattered developments and individual customers in unincorporated areas of Volusia County near the City).

Over the years, New Smyrna Beach has had to continue seeking water supplies farther inland due to saltwater intrusion in its wells. In fact, the City's original Smith Street wellfield is no longer being used, due to this intrusion. Consequently, the Utilities Commission now operates three (3) wellfields. The water treatment plant wellfield currently has seven (7) wells, providing 3,230 gallons per minute (gpm). The Samsula wellfield has six (6) wells, providing 1,850 gpm. The State Road 44 / Pioneer Trail wellfield has six (6) wells, providing 2,770 gpm. Each of the wells at the sites range from 183 to 364 feet deep, drawing water from the Floridan Aquifer. Total permitted peak capacity for all three (3) wellfields is 10.5 mgd; the average capacity is 5.00 mgd.

The City has three (3) general categories of drainage areas. The older downtown area with older stormwater management systems that directly discharge into the Indian River; new subdivisions constructed after 1979 with effective stormwater management systems; and the remaining portion of the City which has no man-made drainage systems.

The older downtown drainage systems serve a relatively small portion of the City and perform generally well. These systems require maintenance because they are nearly 60 years old and have exceeded the expected life by approximately 10 years. Because of the direct discharge nature of the systems, they have a relatively high impact upon adjacent natural resources.

All subdivisions developed since 1979 have excellent stormwater management systems that perform well at a very adequate level-of-service. These systems are generally in excellent condition, have an expected life of approximately 50 years, and have very little impact on adjacent natural resources.

The remaining portion of the City has no man-made drainage systems and thus has localized flooding problems during heavy rains. These areas also have a relatively high impact on adjacent natural resources. However, the City has an ongoing drainage program to lessen the flooding and impact on natural resources in these areas.

The City has completed a Stormwater Master Plan and has implemented a stormwater utility fee to pay for drainage improvements.

## **REDEVELOPMENT**

Many portions of the City need redevelopment. Specific areas needing redevelopment include:

- Portions of the Central Mainland, Faulkner, Westside, Canal Downtown, South Mainland and Southwest neighborhoods that front along US Highway 1. This area of the City was impacted when US Highway 1 was relocated to the west of the traditional downtown area. The relocation, which required the acquisition of portions of existing platted land, created many remnant lots along the east and west sides of US Highway 1. These smaller commercial and residential lots should be combined to create more conventional-sized development parcels, which would allow adequate space to accommodate buildings, stormwater drainage facilities and landscaping.
- The Historic Westside neighborhood, where sub-standard single-family homes on non-conforming lots should be rehabilitated or replaced, while maintaining the single-family character of the neighborhood. In October 2011, the City Commission adopted the Historic Westside Neighborhood Plan, which establishes an implementation plan to address short-, intermediate- and long-range issues within the neighborhood.
- The South Coronado Beach Neighborhood, south of East 8<sup>th</sup> Avenue, particularly along Atlantic Avenue where older (some substandard) medium-density single-family, duplex and multi-family residences are located, should be redeveloped with medium-density single- and two-family residential uses to prevent the destruction of medium-density residential areas for the construction of high-density multi-family residential and commercial uses;
- The Central and South Coronado Beach Neighborhoods, north of East 8<sup>th</sup> Avenue, particularly along Atlantic Avenue where older (some substandard) medium-density single-family, duplex, and multi-family residences are located, should be redeveloped with high- or medium-density single-family, duplex, and multi-family uses;
- The Canal Downtown Neighborhood, which was historically the City's core downtown area. In recent years, since the construction of retail facilities west of US Highway 1, along State Road 44, this area has experienced an increase in the number of vacant storefronts and experiences very little activity outside normal working hours. As of April 2010, the City is in the process of hiring a consultant to prepare a form-based zoning code for this neighborhood, and the area immediately surrounding it. The goal is to craft regulations that encourage ground-floor activities within the storefronts, promotes pedestrian activity, and creates consistency and flexibility for redevelopment. Standards should be developed to ensure that new construction is consistent with the historical development pattern with regard to mass, building location and materials and to address real and perceived parking issues.
- The Florida East Coast (FEC) railroad property in the Southwest Neighborhood, should be the focal point of community visioning sessions for the future development of this approximately 180-acre parcel. While a community-wide vision process was begun in approximately 2008, the effort stalled for a variety of reasons and should be restarted.
- The Coronado Island Neighborhood, which connects the mainland to beachside New Smyrna Beach, provides several redevelopment opportunities, including the City-owned Administrative Office Building site, the former Food Lion Shopping Center site, and the former

New Smyrna Beach High School site. A North Causeway study was completed in 2004. However, the recommendations contained in the study were never implemented.

- The Central Beach Neighborhood along Flagler Avenue, where: (1) older commercial buildings should be rehabilitated, (2) single-family residences should be maintained, or converted into commercial structures, and (3) standards should be developed to ensure that new construction is consistent with the historical development pattern with regard to mass, building location and materials and to address real and perceived parking issues.

## LAND USE CATEGORIES

Land use categories are useful for indicating the preferred future use (or uses) and maximum development densities and/or intensities for all lands within the planning area. Actual zoning districts permitted in each land use category are listed in the *City Land Development Regulations*. The land use categories and preferred uses applicable to the New Smyrna Beach planning area are presented below.

Parcels, which are currently undeveloped, are designated as “vacant” on the Existing Land Use Map. The Future Land Use Map is based on total buildout; therefore, no “vacant” lands are indicated. Many of the parcels of land designated as vacant have been skipped over in the traditional development pattern of the community. These parcels are suitable for infill development.

### CONSERVATION

Maximum allowed Floor Area Ratio (FAR): 0.10

The general boundaries of those areas known to require environmental protection from development have been designated as conservation on the Future Land Use Map. Designations are based on the best information available. Owners of lands designated as conservation on the Future Land Use Map may petition the City to adjust the boundaries of the conservation zone based upon a qualified biologist's determination of the boundaries made in accordance with §701.07 of the *Land Development Regulations*. The Planning and Zoning Department shall review the owner's petition and automatically adjust the Future Land Use Map to correctly represent said area and upland buffer. The Local Planning Agency's approval shall be required if the area to be changed is greater than five (5) acres. Environmentally sensitive areas shall include, but not be limited to, jurisdictional wetlands, wetland buffers, uplands included as part of designated environmental corridors, and public beaches.

### FORESTRY RESOURCE

Maximum allowed density: Up to one [1] dwelling unit per 20 acres

Intent: This category should be applied to land that is suited or used for silviculture.

### AGRICULTURE

Maximum allowed density: Up to one (1) dwelling unit per acre

Maximum allowed Floor Area Ratio (FAR): 0.10

Intent: This category includes those lands used for crop or livestock production or other uses of the natural resources such as excavation. This category shall also include low-intensity uses such as a large-lot single-family residential development and recreational uses.

### RURAL

(up to one [1] dwelling unit per five [5] acres or up to one [1] dwelling unit per acre)

This category includes areas that may consist of agriculture land, undeveloped rural land, and large parcels of developed residential land. Areas designated with a Rural FLU category should be developed in a manner consistent with the retention of agriculture and rural lands, low-density residential and the protection of environmentally sensitive areas. Strict limitation of development in rural areas contributes to the efficient growth and operation of public services and facilities, thus ensuring the most effective use of public resources. The natural features and constraints will be the primary determinants in deciding whether

or not an area is suitable for rural type development.

The Rural FLU designation may allow smaller lot sizes in clusters to protect environmentally sensitive land and upland buffers but shall not allow increase in density. Smaller cluster lots shall be allowed provided the clusters have large perimeter buffers to give the appearance of rural land from adjacent parcels and there is legal assurance that the property not included in the fee simple cluster lots are owned in common by the fee simple lot owners and will not be subsequently developed.

The density shall be determined as follows: Vacant parcels of land in the vicinity of existing exempt or approved platted subdivisions on or before April 3, 1990, with lot sizes from 1 unit per acre to 1 unit per 5 acres or vacant parcels of land immediately adjacent to an urban FLU category may be developed with similar density or lot sizes but not less than one (1) unit per acre. Only that portion of a parcel(s) that is within 660 feet from the above described existing exempt or approved subdivision or urban FLU category boundary, as of the adoption date of the Rural FLU category, is considered "in the vicinity." Note: If a parcel that is "in the vicinity" is covered by more than fifty percent (50%) of the 660 feet extension, then the remaining portion of that parcel which is 10 acres or less is eligible for increased density.

Although the adjacency to the conditions described above allows for the potential of subdivisions with lots less than 5 acres in size, the actual lot size will be dependent upon the following: Compatibility of the proposed development will be viewed within the context of existing uses, public facility capacity in the area, suitability for wells and septic tank usage, and the natural features of the parcel in question, such as soils, vegetation, and floodplain. Vacant parcels or tracts of land that do not meet the preceding criteria or are in areas which have not been previously platted with lots less than 5 acres in size shall only be developed with lot sizes that are 5 acres or greater or in cluster developments at a density of no greater than one (1) unit per five (5) acres.

## **RESIDENTIAL ESTATE**

Maximum allowed density: Up to one [1] dwelling unit per acre

Intent: This use is appropriate for areas within the City that are to maintain a semi-rural or very low-density character. This designation is appropriate where the character of the existing development is defined by large lots (typically one (1) acre or more); where the carrying capacity of the land suggests lower densities are warranted due to the presence of floodplain, wetlands, or other similar conditions; and where the future extension of public utilities may be limited. This classification is appropriate to allow stables and hobby farms.

## **LOW-DENSITY RESIDENTIAL**

Maximum allowed density: Up to five [5] dwelling units per acre

Intent: This use is appropriate where a more suburban development pattern exists or is desired and where urban services are to be kept to a minimum.

## **MEDIUM-DENSITY RESIDENTIAL**

Maximum allowed density: 5.01 to eight [8] dwelling units per acre

Intent: This use is intended to provide a buffer between low-density residential uses and more intense uses, such as high-density residential or commercial. It is also suitable at major intersections when adequate buffering from the highways can be provided.

## **HIGH-DENSITY RESIDENTIAL**

Maximum allowed density:

8.01 to 12 dwelling units per acre on the barrier island

8.01 to 18 dwelling units per acre on the mainland

Intent: This use is intended for areas close to major intersections and commercial areas, where a slightly higher amount of residential trips can be allowed because they are relatively short (due to their proximity to shopping areas and major roads).

## **MIXED USES**

Maximum allowed density:

8.01 to 12 dwelling units per acre on the barrier island

8.01 to 18 dwelling units per acre on the mainland

Intent: The Future Land Use map shows two (2) areas that are suitable for Mixed Uses.

Maximum allowed Floor Area Ratio (FAR) Beachside: 3.0

Maximum allowed Floor Area Ratio (FAR) Mainland: 6.50

Intent: The purpose of this land use designation is to promote the development of sustainable projects by providing maximum opportunity for innovative site planning for living, shopping, and working environments while insuring that development will occur according to appropriate population density, building coverage, improvement standards, and construction phasing, within the City's traditional downtown areas.

## **COMMERCIAL**

Maximum allowed density:

8.01 to 12 dwelling units per acre on the barrier island

8.01 to 18 dwelling units per acre on the mainland

Up to 24 transient lodging units per acre

Maximum allowed Floor Area Ratio (FAR): 2.0

Maximum Allowable Percentage of Uses for Developments Using the Planned Unit Development Format:

Retail: 100%

Office: 100%

Residential: 25%

Industrial: 0%

Intent: This category is intended for the development of high quality business activities, including retail, hotel, office, financial institutions, and high-density residential. They should be confined to certain arterial and collector roads, and to the Flagler Avenue districts.

The State Road 44 corridor, particularly the undeveloped areas west of Old Mission Road, should be developed in a manner to protect adjacent residential neighborhoods from adverse impacts of unbridled commercial development. All properties along the north side of State Road 44, west of Eddie Road, and all properties along the south side of State Road 44, west of Hidden Pines Boulevard, shall be developed or redeveloped using the planned unit development format.

## **STATE ROAD 44 CORRIDOR PLANNED UNIT DEVELOPMENT**

This category includes the area shown on the Future Land Use Map that shall be developed only as planned unit developments.

The State Road 44 corridor, particularly the undeveloped areas west of Old Mission Road, should be developed in a manner to protect adjacent residential neighborhoods from adverse impacts of unbridled commercial development.

The intent within this area is to foster high quality business activities, office, financial institutions, and housing of a density up to 18 units per acre, as well as other uses, which are compatible with the surrounding area. *Land Development Regulations* (including planned unit development zoning), as well as the site plan review process, will determine whether a proposed use is suitable for a particular parcel.

## **HOSPITALITY**

Maximum allowed density: Up to 75 transient lodging units per acre  
Up to 12 dwelling units per acre on the barrier island  
Up to 18 dwelling units per acre on the mainland

Maximum allowed Floor Area Ratio (FAR) (Transient Lodging): 3.0

Maximum allowed Floor Area Ratio (FAR) (Non-Residential other than transient lodging): 2.0

Intent: Areas composed primarily of accommodations for short-term visitors. In addition, amusements and restaurants may be permitted on oceanfront parcels between Esther Street and East 8<sup>th</sup> Avenue. A limit on the maximum size of individual transient lodging rooms, for the majority of the rooms in a project, is established by the *Land Development Regulations*. In order to be eligible for the Hospitality future land use, the following conditions must be met:

- The present Future Land Use designation is not residential;
- The parcel is not located on the oceanfront;
- The parcel must be within or adjacent to an existing business district;
- The parcel must be located along an arterial or collector roadway;
- The business district in which the parcel is located must include such amenities as retail shopping, restaurants, entertainment venues, sporting venues, and other similar uses; and
- Shared parking must be available
- Hotel / hotel conference center shall be designed to meet the typical size standard of a "Transient Rental Accommodation" and limited to thirty percent (30%) of the total number of allowed hotel rooms for specialty rooms that may be oversized or deluxe units for marketing purposes.
- The proposed project must commit to development using a planned unit development zoning format. Non-residential uses on oceanfront parcels, other than transient lodging, are limited to parking garages, real estate offices, restaurants (Types "A", "B", "C" and "D") and accessory uses customarily associated with these principal uses.

## **INDUSTRIAL**

Maximum allowed Floor Area Ratio (FAR): 2.0

Intent: This category is designed for activities predominantly connected with manufacturing, assembly, processing, packaging, research, or storage of products. Additional permitted uses in such areas include warehousing, wholesale activity, machine repair and construction that are not suitable for either residential or commercial districts. 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.

## **INDUSTRIAL MIXED USE**

Maximum allowed density:

Up to 40 dwelling units per acre  
Up to 75 transient lodging units per acre

Maximum allowed Floor Area Ratio (FAR): 6.50

Maximum Allowable Percentage of Uses for Developments Using the Planned Unit Development format:

Retail: 65%  
Office: 75%  
Residential: 65%  
Industrial: 65%

Intent: The purpose of this land use designation is to promote the sustainable development or redevelopment land near railways and/or major highways and in close proximity to the Canal Downtown Neighborhood, by providing maximum opportunity for innovative site planning for living, shopping, and working environments. Areas designated as Industrial Mixed Use are intended to accommodate a mix of light industrial/research, office, retail and medium- to high-density residential uses. Areas designated as Industrial Mixed Use are required to develop using the planned unit development format.

## **SOUTHEAST VOLUSIA ACTIVITY CENTER**

Maximum allowed density:

Up to 18 dwelling units per acre  
Up to 60 transient lodging units per acre

Intent: An area planned to accommodate a range of activities from employment-based office and industrial activities to retail and service commercial, tourist commercial, special uses generating regional tourism (excluding regional shopping malls), housing, public and civic and park and open space. This area is intended to be a high-intensity design-unified area that will contain a concentration of different urban functions supported by a major transportation node. Development in this area shall stress value-added employment with housing and other types of development as supporting activities. Additional development parameters are:

- Priority uses within the activity center shall include industrial uses in an industrial park setting, office development, tourist accommodations, residential development, and local service and retail commercial development.
- Retail development in the activity center shall exclude regional shopping malls.
- "Big box" retail uses shall be allowed only in a mixed-use development project west of Interstate 95 that includes at least one (1) of the residential, local service commercial, tourist commercial, office, or industrial type land uses listed in the distribution of uses table below. Non-"big box" retail uses shall be located adjacent to the street frontage and must meet the *New Smyrna Beach I-95 & SR44 Activity Center Design Guidebook* standards.
- "Big box" retail uses must be located a minimum of 660 feet from the State Road 44 right-of-way line.
- Distribution of land uses within the activity center shall conform to the percentages in the following table:

Land Use	Minimum Land Use Area	Maximum Land Use Area	Maximum Floor Area Ratio
Residential	10%	40%	N/A
Tourist Commercial	20%	60%	2.0
Local Service Commercial	10%	25%	2.0
Office	10%	25%	2.0
Industrial	10%	60%	1.0
Public and Civic	10%	None	1.0
Parks and Open Space	5%	None	0.5
Big Box Retail	0%	25%	2.0
General Retail	10%	25%	2.0

## MARINA

Maximum allowed density:

Up to 24 transient lodging units per acre\*

Up to 8 dwelling units per acre

Maximum allowed Floor Area Ratio (FAR): 1.5

Intent: This category includes those lands currently in use as or planned for as marinas, or those zoned for such purposes. Tourist-related commercial uses, such as transient lodging, restaurants, and limited retail activities, also may 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. Permanent residential units shall also be permitted, provided such developments commit to using the Planned Unit Development (PUD) zoning agreement.

\*The maximum permitted density for hotels shall be 24 dwelling units per acre, but may be increased through a conditional density bonus of up to one hundred percent (100%) based upon the preservation through deed or easement of (1) a minimum of twenty percent (20%) of the total useable land area for public access and/or public recreation and (2) that the public use area shall comprise at least forty percent (40%) of the total linear footage of shoreline available to the property.

## RECREATION

Maximum allowed Floor Area Ratio (FAR): 0.50

Intent: This land use category includes park and recreation facilities owned by the City, as well as recreation facilities owned and/or operated by county, state and/or federal agencies. This category also includes privately-owned and/or operated golf courses.

## PUBLIC GROUNDS AND BUILDINGS

Maximum allowed Floor Area Ratio (FAR): 1.0

Intent: This category includes facilities such as City Hall and other publicly owned buildings and facilities, excluding parks.

## EDUCATIONAL

Maximum allowed Floor Area Ratio (FAR): 0.25

Intent: Public educational facility sites have been designated and mapped. These include elementary, middle and high schools within the planning area.

## SUSTAINABLE COMMUNITY DEVELOPMENT

Intent: This area is recognized as having potential for urban development provided that specific conditions are met regarding the timing and content of urban projects. Development within this area is to be accomplished using a planned unit development format. These conditions are described in further detail below.

- i. Urban land uses may be permitted provided the following conditions are met. If all conditions are met, the urban project may be allowed a gross density of 1.5 dwelling units per acre. As an exception, additional density may be permitted to encourage additional residential development within the village core area. Residential uses such as living units over commercial and other non-residential uses, accessory living units intended to promote life cycle housing and adult residential accommodations (adult congregate living facility, nursing home, etc.) and affordable housing units may be considered for density bonuses.
- ii. Annexation into the City of New Smyrna Beach will be required as the City is best able to provide the full range of urban services.
- iii. The proposed development must be able to demonstrate that it can be built with all City services provided within the City's concurrency limits. The project must be serviced by City water and sewer and demonstrate that all stormwater, solid waste, recreation, transportation and public school facilities levels-of-service can be met. Utility design is to include a reuse water distribution system as well as potable water and sanitary sewer systems.
- iv. The proposed project must comply with the overall transportation plan for the area and provide road alignments consistent with the overall road network.
- v. The proposed project must demonstrate compliance with the following minimum design standards:
  - Each project is to contain a compact village or neighborhood center that includes mixed uses (residential, commercial/office, public, semi-public, recreation) and a mixture of housing types. The size of the village or neighborhood center will be guided by the application of the other design criteria. Once a village center is approved, adjacent projects may develop by integrating themselves into the established village core.
  - Overall project open space shall be 50 percent. A portion of the open space must be provided in the form of a village green or neighborhood common at a ratio of 200 square feet per dwelling unit. This green/common space may be provided at multiple sites if desired. Overall public open space, such as active parks, public plazas, village squares and similar sites, must range between three (3) and eight percent (8%) of the total project area.
  - A minimum of 60 percent of the project development is to be located within 3,000 feet of the

village or neighborhood center. The 60 percent minimum will be based on a combination of housing, commercial/office development (non-residential), community facilities, and public open space.

- Provide for connectivity of pedestrian, bicycle and automobile networks within projects and between projects with the objective of reducing external trips affecting the arterial network.
  - Single-family housing is to be constructed on a variety of lot sizes that are intermixed. Projects that provide for similar sized lots throughout are to be discouraged.
  - Commercial development is to be designed into the community centers. The ratio of commercial/office (non-residential) development to housing is 20 square feet of retail, office and service commercial development for each dwelling unit.
  - If less than 75% of retail/office/service/commercial development (non-residential) in the PUD is not occupied at the time additional commercial space is required to be constructed under the terms of this agreement, then any requirement to construct additional retail/office/service/commercial development may be delayed until such time as said commercial/office occupancy reaches 75%. If 75% occupancy is not achieved prior to the last Certificate of Occupancy for Venetian Bay being issued, the Developer shall identify where commercial sites will be provided in the future and such sites shall be noted on the City's Future Land Use Map as reserved for commercial or mixed use development. Any residential development on those sites shall be designed in a such a manner as to permit conversion of at least the ground floor to non-residential use in the future.
  - Public use sites or civic spaces are to be provided at a ratio of 300 square feet per dwelling unit. These sites can include government offices or services, school sites churches, etc. Identification of a public use / school site shall be required if a proposed development creates a school availability shortfall.
  - Stormwater management design is to meet a 100-year three (3) day storm as the minimum design standard.
  - For projects in excess of 500 dwelling units, the project shall include a mix of housing types and cost ranges that provide for moderate and lower income housing sites. It is the intent to allow accessory living units to serve at least some of this function.
  - The development shall demonstrate that it can meet a minimum of 75 percent of the best development practices outlined in the book *Best Development Practices: Doing the Right Thing and Making Money at the Same Time* (Ewing, 1996).
- vi. A project assessment is to be submitted that evaluates the compatibility of the proposed project with surrounding land uses (noting measures to be taken to address any identified incompatibilities) and demonstrates how the proposed urban project will preserve or protect environmental resources as required by the goals, objectives, and policies of the *Comprehensive Plan*. The project assessment shall analyze the environmental system corridors established by Volusia County and other related environmental factors with the objective of minimizing or eliminating incursions through these natural corridors.
- vii. The proposed project must commit to development using a planned unit development zoning format.

## LAND USE ANALYSIS

### FUTURE TRENDS

This section of the Future Land Use Element summarizes the anticipated population growth, the ability to provide appropriate land uses for that anticipated growth, and the environmental limitations posed by natural conditions in the New Smyrna Beach area.

The basis for analyzing these future trends is to further define the future land use goals, objectives, and policies of the community and to modify certain existing land uses to bring them more into conformance with community expectations. The anticipated future land uses are based on a total buildout condition within the City, which assumes there will not be vacant land remaining.

### POPULATION

Table II-1 shows the population of New Smyrna Beach, based on information developed by the Bureau of Economic and Business Research and the City of New Smyrna Beach Planning and Zoning Department.

From this information it can be seen that the City current (2010) resident population is estimated to be 25,043. A slow growth trend is anticipated to prevail in the future, with an increase of 9,052 by year 2025, bringing the City resident population to 34,095. Also by 2025, there will be an estimated increase of 1,235 households over the current (2009) number of households (15,644), bringing the total to 16,879.

Table II-1 Resident and Seasonal Population

Year	Resident	Seasonal	Combined Total
2010	25,043	5,259	30,302
2015	28,664	6,019	34,683
2020	32,284	6,780	39,064
2025	34,095	7,160	41,255

Source: US Census Bureau, 2000; Bureau of Economic and Business Research, 2005; and Volusia County School Board

## FUTURE LAND USE

Future land use is based on the relationship among the various existing parcels of land currently in use; the environmental limitations that various areas of the community have; the goals, objectives, and policies of the community; the relationship of vacant land to developed land; and the need to provide certain land uses for the community in the future. As discussed earlier, the population of New Smyrna Beach is projected to increase by 9,052 persons between 2010 and 2025. This represents a 36.1 percent increase. Assuming that the existing distribution of land uses in 2010 is sufficient for the community, the amount of land in the various future land use categories can then be projected for the year 2025, based in part on this existing distribution.

Table II-2, Existing Land Use for New Smyrna Beach, distributes the 21,476 acres within the City into eight (8) basic categories. Approximately 63 percent of the land area within the City corporate boundaries is either vacant or designated as conservation. Of this undeveloped area, approximately 30 percent will be available for development through the buildout period of the community. The 33 percent designated as conservation will, for the most part, remain undeveloped.

Table II-2 Existing Land Use, 2010

Land Use	Area	Percent
Conservation/Wetlands	7,084	33.0%
Recreation	309	1.4%
Agriculture	508	2.4%
Residential	3,208	14.9%
Commercial	1,200	5.6%
Industrial	156	0.7%
Public/Semi-Public	2,682	12.5%
Vacant Land	6,328	29.5%
<b>Total</b>	<b>21,476</b>	<b>100.0%</b>

Source: Volusia County Property Appraiser's Office, 2010

The largest developed land category within New Smyrna Beach is the residential category, comprising 3,208 acres. Based on the projected housing needs of the community detailed in the Housing Element in Table VI-14, no additional residential land will be required before 2025. However, based upon the potential for future passenger and intercity rail service along the FEC corridor, and to encourage infill development and redevelopment, staff is proposing to begin planning for a transit-oriented design (TOD) area on property owned by the Flagler Development Group (real estate arm of the FEC Railroad) within the traditional core of the City. Final build-out of this proposed TOD is not expected until after the 2025 planning horizon covered by this comprehensive plan.

The projected need for recreational land use by the year 2025 is 601 acres, based on the analysis in the Recreation and Open Space Element. This land is distributed throughout the City in a series of different facilities to serve the community.

Based on an anticipated 36.1 percent increase in population by the year 2025, Table II-3, Land Use Needs, shows the estimated amount of land area necessary for commercial and industrial lands. It is anticipated that the total amount of conservation land will not significantly increase or decrease over time; but will

remain close to constant as different areas are added or removed from this type of land use. The Mixed Use designation on the Future Land Use Map has been aggregated into the Commercial category.

Table II-3 Land Use Needs (acres)

Land Use	Existing	Projected Need Based upon Future Growth	Shown on Future Land Use Map
Residential	3,208	4,347	8,039
Commercial	1,200	1,626	1,297
Industrial	156	211	608
Recreation	309	601	333

There are 281 acres that are used for recreation uses that are shown on the Future Land Use Map as Conservation (169), Medium-Density Residential (97), Public Grounds and Buildings (13), and Mixed Use (2). Source: City of New Smyrna Beach Planning and Zoning Department

Table II-4, Future Land Use for New Smyrna Beach, provides a breakdown of the various uses projected on the Future Land Use Map for land within the corporate boundaries of New Smyrna Beach. A comparison of Table II-3 with Table II-4 shows that there is sufficient land available to satisfy the needs of the community through the year 2025 for the following intensive land use categories: residential and industrial. Although the planning horizon of this comprehensive plan is 2025, it is the assumption of this planning effort that the year 2035 approximates the buildout condition for the community.

Table II-4 Future Land Use (acres)

Land Use	Area	Percent
Residential Estate	265	1.2%
Low-Density Residential	3,206	14.9%
Medium-Density Residential	1,047	4.9%
High-Density Residential	621	2.9%
<b>Subtotal</b>	<b>5,139</b>	<b>23.9%</b>
Conservation	7,181	33.4%
Recreation	333	1.6%
Forestry Resource	2,373	11.0%
Agriculture	928	4.3%
Mixed Uses	96	0.4%
Sustainable Community	3,165	14.7%
Commercial	566	2.6%
State Road 44 Corridor PUD	55	0.3%
Industrial	481	2.2%
Industrial Mixed Uses	127	0.6%
Southeast Volusia Activity Center	494	2.3%
Hospitality	2	0.0%
Marina	84	0.4%
Public Grounds and Buildings	292	1.4%
Educational	161	0.7%
<b>Total</b>	<b>21,476</b>	

Source: City of New Smyrna Beach Planning and Zoning Department

Even though 1,115 acres are shown as Commercial, State Road 44 Corridor PUD or Southeast Volusia Activity Center on the Future Land Use Map, the City imposes stricter control over the type of commercial uses developed, than outlined in the *Land Development Regulations*. There are eight (8) different commercial zoning categories, which each has their own particular regulatory and land use requirements. This same situation applies with other land use designations, such as Residential and Industrial, which also have multiple zoning districts. The residential districts are shown in Table II-5, along with their comparable land use designation.

Table II-5, Residential Zoning, provides a comparison of the various residential zoning districts currently

existing in New Smyrna Beach. This table also shows the maximum density based upon development within each specific land use classification. In some cases, it may be possible to develop a particular type of housing at a lower density, and therefore satisfy a lower land use classification. An example of this would be development of duplex units in the R-4, Multi-Family Residential zoning district at a density of 8.5 dwelling units per gross acre, or less. This would be a medium-density project, as opposed to a high-density project.

Table II-5 Residential Zoning

Zoning District		Maximum-Density <sup>1</sup> (dwelling units per acre)	Future Land Use Category <sup>2</sup>
RE	Residential Estate	1.0	Residential Estate
R-1	Single-Family Residential	3.6	Low-Density Residential
R-2	Single-Family Residential	5	Low-Density Residential
R-2A	Single-Family Detached and Attached Residential	8.0	Medium-Density Residential
R-3	Single-Family Residential	7.6	Medium-Density Residential
	Two-Family Residential		
R-3A	Single-Family Zero Lot Line Residential	8	Medium-Density Residential
	Two-Family Residential		
	Two-Family Residential (east of Atlantic Avenue)		
R-3B	Single-Family Residential	7.6	Medium-Density Residential
R-4	Single-Family Residential	8.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	11.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
R-5	Single-Family Residential	8.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	11.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
R-6	Single-Family Residential	8.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	11.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
MH-1	Mobile Home Park		Medium-Density Residential
MH-2	Manufactured Housing Subdivision		Low-Density Residential
MU	Mixed Use (Central Business District)	12.0/18.0	Mixed Use
B-2	Neighborhood Business	12.0/18.0	Commercial
B-3	Highway Service Business	12.0/18.0	Commercial
B-4	Ocean Commercial	12.0/18.0	Commercial
B-5	Planned Shopping Center	12.0/18.0	Commercial
B-6	Medical-Professional	12.0/18.0	Commercial
B-6A	Limited Medical-Professional	12.0/18.0	Commercial
PUD	Residential Planned Unit Development	5.0 or 8.0 or 12.0/18.0	Low-, Medium-, High-Residential

Notes: <sup>1</sup>Maximum density may vary depending upon whether parcel requires subdivision with individual roads, etc.

<sup>2</sup>Land Use Density Ranges –Residential Estate: 1.0 du/gross acre; Low: 5.0 du/gross acre; Medium –8.0 du/gross acre; and High –12.0 or 18.0 du/gross acre

Sources: City of New Smyrna Beach Planning and Zoning Department

## ENVIRONMENTAL LIMITATIONS

The most significant environmental limitations within the City of New Smyrna Beach are the estuarine environment associated with the Intracoastal Waterway, and the environmental limitations along the beachfronts. In addition, there are floodplain and soil limitations for certain types of development. The Indian River (i.e., the Intracoastal Waterway) and its associated estuarine environment is a major environmental limitation to development in New Smyrna Beach. This area accounts for 26.6 percent of the gross land area within the community. The Indian River environment falls within the area designated as conservation. The term “conservation” implies a management practice or process, which protects the long-term viability of a resource. From a land use perspective, this resource is renewable. In managing and protecting the Indian River system, the community should keep in the forefront the ultimate viability of the biological and natural systems of the area.

The Indian River system is undergoing change as a result of its renewable characteristics. In order for the City to protect this environment, it must have some flexibility in controlling development within the system. This flexibility will allow improvement or restoration of the Indian River system when the opportunity presents itself. Development limitations within the Indian River environmental system are controlled by the conservation land use classification and related City ordinances.

The primary limitation for soils is the inability to use septic tanks in a broad range of areas within the community. The Utilities Commission, City of New Smyrna Beach has been aggressive in supplying central wastewater treatment and disposal to all areas within the community. There are currently limited areas within the corporate boundaries of the City that are not served by central wastewater service. The secondary limitation for soils is the high groundwater table in many areas. Through proper engineering techniques, this limitation can be overcome on a site-by-site basis. It is important to understand that various restrictions may apply which could make a particular site more severely limited because of its unique characteristics. These investigations must be considered on a site-by-site basis. The Volusia County Soils Atlas provides more detailed information on soils for New Smyrna Beach and the surrounding areas.

The majority of New Smyrna Beach is located within the 100 year floodplain, as identified on Map II-2, Flood Prone Areas. However, a large portion of the City which is located within the 100 year floodplain is undeveloped or sparsely developed. The areas within the jurisdictional wetlands, particularly the tidally influenced area between the barrier island and the mainland, will most likely never be developed. The upland areas within the 100 year floodplain will only be developed and redeveloped according to the Federal Emergency Management Agency (FEMA), National Flood Insurance Program, Flood Insurance Rate Map (FIRM), which requires a certain floor elevation. Most of the undeveloped 100 year floodplain areas is planned to be developed with low- and medium-density residential neighborhoods as the City expands to the west. The only major redevelopment area, which lies within the 100 year floodplain, is a portion of the Westside neighborhood. As redevelopment occurs there, fill will be required to conform to the National Flood Insurance Program.

## **FUTURE LAND USE MAP**

Map II-4, Future Land Use, generally portrays land use in New Smyrna Beach at total buildout conditions. The future land uses reflect an understanding of the infrastructure capabilities of the community, the existing population base, and the projections for growth developed by the City of New Smyrna Beach Planning and Zoning Department. Extensive interviews were conducted to determine community desires and expectations for the various areas of the City. The land use map reflects the political, social, and economic forces that will continue to direct the growth of the community. Each of the neighborhoods previously described in the Community Structure section of this element is reassessed on the following pages in terms of projected future changes.

### **NORTH BEACH**

The North Beach neighborhood is almost at a point of total buildout. The Inlet project has 587 of the approved 640 dwelling units. The existing undeveloped single-family lots will continue to be infilled until buildout is reached.

The North Beach area fronts along the Intracoastal Waterway, and must remain sensitive to the estuarine tidal environment of that area. Should any future development be proposed along the waterway, the property owner must make every effort to reduce adverse impacts on the estuarine environment, consistent with policies governing conservation areas. On the east side of the North Beach area is the Atlantic Ocean and the primary dune formation, which affords residential development a good line of defense against direct exposure to storm waves and tidal surges. These dunes, and the natural vegetation that serves to stabilize them, should be preserved and supplemented when possible. Similar preservation efforts should be accomplished in the Central and Coronado Beach areas as well.

### **CENTRAL BEACH**

The Flagler Avenue / East 3<sup>rd</sup> Avenue area in the Central Beach neighborhood receives a large portion of the visitor traffic destined for the beach. The community has expressed a desire to retain the character

and overall charm of the Flagler Avenue area, even if this means increased traffic congestion. Residents believe that widening of roads to accommodate increased traffic flows will reduce or destroy the existing aesthetic value of the Central Beach area, particularly in the Peninsula Avenue / Flagler Avenue / South Atlantic Avenue area north of East 3<sup>rd</sup> Avenue. It is also believed that most of the future increase in congestion will be due to the ever-increasing tourist and commuter traffic headed for the beach, rather than to any remaining residential development that might take place. Therefore, the general approach being taken by the community is to reduce the level-of-service in the area north of East 3<sup>rd</sup> Avenue, thus encouraging visitors to use the recently expanded East 3<sup>rd</sup> Avenue / South Atlantic Avenue corridor for traveling to and from the beach. This approach is also being applied in the North Beach area in the vicinity of Peninsula Avenue.

Roadway widening has been completed for South Atlantic Avenue between Flagler Avenue and East 3<sup>rd</sup> Avenue. This widening will better accommodate traffic flow through the area, and will make development of the commercial sites along the beachfront more viable.

Residents have expressed concerns about encroachment of non-residential uses into the surrounding residential neighborhoods and about concerns over the compatibility of new development with existing historic development. Flagler Avenue has a very narrow street right-of-way (40 feet), creating a very small-scale local beachside image. During weekends, holidays and special events, the Flagler Avenue business district often experiences significant parking problems. The Community Redevelopment Agency is in the process of adopting an update to its Master Development Plan that provides recommendations on how to address the parking issues on Flagler Avenue.

Some concern has been expressed regarding the lack of hotel/motel facilities along the beachfront. Such facilities can be developed in the areas zoned B-4, Ocean Commercial; however, current City ordinances restrict development to a maximum density of 24 units per acre. The Future Land Use Map, along with the Land Use Classification system, clearly identifies the general commercial land uses and densities that will be allowed along the beachfront in the Central Beach area.

The area west of South Atlantic Avenue has been designated high-density residential for a distance of approximately 150 feet west of the west right-of-way of South Atlantic Avenue. This use is felt to be appropriate, due to the improvements to South Atlantic Avenue and the general character and use of the area adjacent to the beach. Additionally, there is a 45 foot height restriction on development west of South Atlantic Avenue.

## **CORONADO BEACH**

The Coronado Beach area extends from East 3<sup>rd</sup> Avenue southward to the corporate limits of New Smyrna Beach. The southern portion of the peninsula tapers to a very narrow strip of land between the Atlantic Ocean and the Indian River. As a result, it interfaces with two (2) distinct environmental systems that are both equally fragile in their existence. Specific and careful attention must be paid to any construction adjacent to these environments. Several areas along Saxon Drive remain undeveloped, as evidenced by the many vacant single-family lots still remaining between South Atlantic Avenue and Saxon Drive. These areas will continue to develop in the future. The area east of South Atlantic Avenue will be appropriate for the perpetuation of the existing medium-density residential uses of single- and two-family dwelling units, for the purpose of providing adequate light and air in its close proximity to the Atlantic Ocean. The high-density uses west of South Atlantic Avenue will be restricted to a maximum depth of 150 feet, and a maximum height of 45 feet.

There is an undeveloped parcel of land immediately south of the Indian River Village shopping center that is classified as commercial.

There is a vacant commercial piece of property located at the Ocean Village shopping center at the intersection of South Atlantic and Matthews Avenues. This site has been designated as commercial on the Future Land Use Map, to further decentralize shopping facilities on the peninsula so that residents and users of the Coronado Beach area will have neighborhood commercial facilities within close reach.

The Coronado Beach area is the most heavily impacted by beach traffic. Residents have expressed concerns about crossing the five (5) lanes of South Atlantic Avenue to access the beach. The City needs

to coordinate with Volusia County to implement traffic calming measures to make South Atlantic Avenue safer for pedestrians.

The Coronado Beach area may expand if the City annexes portions of the unincorporated areas extending south to the Canaveral National Seashore Park.

## **CORONADO ISLAND**

The Coronado Island Neighborhood, which is on both sides of Business State Road 44 connects Washington Street on the mainland to Flagler Avenue on the beachside. This neighborhood offers several significant redevelopment opportunities, including the City-owned Administrative Office Building site, the former Food Lion shopping center, and the former New Smyrna Beach High School site. There are numerous vacant parcels and opportunities for redevelopment.

Since 2012, several new residential developments have been proposed or constructed within the Coronado Island Neighborhood. These include the subdivision at the east end of the North Causeway, consisting of 10 single-family lots; the New Smyrna Harbor marina development, which consists of a dry-stack storage facility, restaurant and tiki bar, ships' shop, and 21 detached single-family residences; and the Isola Bella condominium development on the site of the former Food Lion Shopping Center.

In 2014, the City's Neighborhood Council recommended the Coronado Island Neighborhood (then known as North Causeway Neighborhood), as a candidate for an individual neighborhood plan. This recommendation was made as a result of citizen and resident initiatives put forward to the City Commission regarding future development along the North Causeway. This plan, which is expected to be completed by late 2015, will review land use and zoning issues within the Coronado Island Neighborhood, in addition to any required infrastructure or public safety enhancements. Additional changes will likely be needed to the City's *Comprehensive Plan* as a result of the recommendations of this neighborhood plan.

## **SOUTH CAUSEWAY**

The South Causeway Neighborhood, which is on both sides of State Road A1A connecting Lytle Avenue on the mainland to East 3<sup>rd</sup> Avenue on the beachside, will be built out upon completion of the development project currently under construction on the east end of Bouchelle Island.

## **INLET SHORES**

The Inlet Shores Neighborhood, located on the east side of US Highway 1, north of Industrial Park Avenue, consists of two single-family subdivisions – Inlet Shores and Mangroves at Inlet Shores – is substantially built out. Because of their proximity to the New Smyrna Beach Municipal Airport, building and vegetation heights are regulated by FAA.

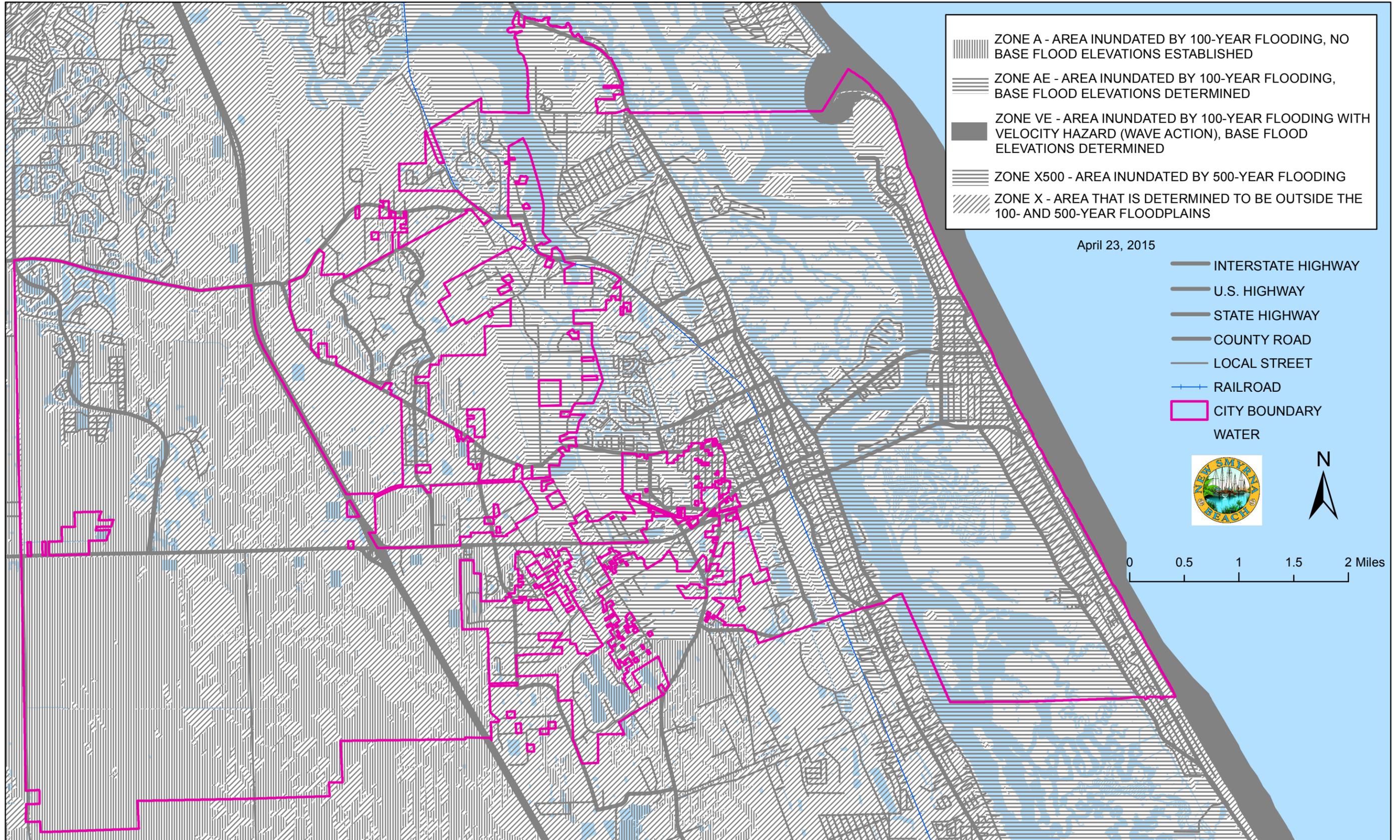
## **NORTH MAINLAND**

The North Mainland area currently has a considerable number of undeveloped areas. However, it is expected that significant development will occur in this area over the next several years.

The Islesboro area will continue to develop slowly with moderately priced single-family units. This neighborhood has a very strong homeowners association, which has recommended that several community improvements be considered by the City. Included in these suggestions is construction of a boat ramp to Turnbull Bay opposite the west end of Willard Street. The recently completed Rocco Park, which includes playground facilities, has become a focal point for the community.

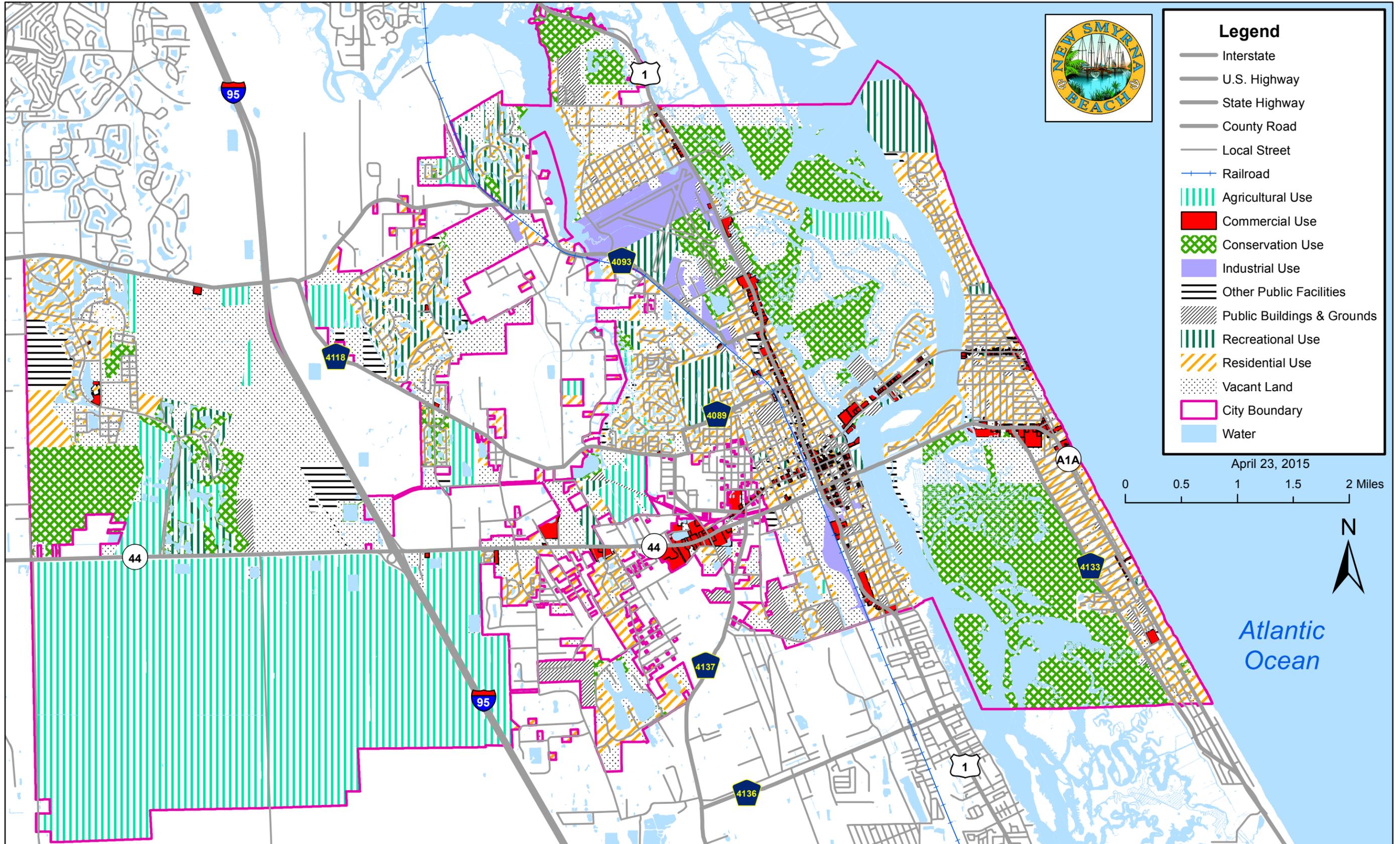
The area north of Islesboro has been classified as medium-density and low-density. The City would prefer to have this area developed under the preparation of a planned unit development master plan. This would allow the environmentally sensitive areas within the area to be incorporated and preserved in a better manner. As development expands into this area and future annexations to the north, new construction shall not be permitted unless central water and sewer service is available.

Map II-2 Flood Prone Areas

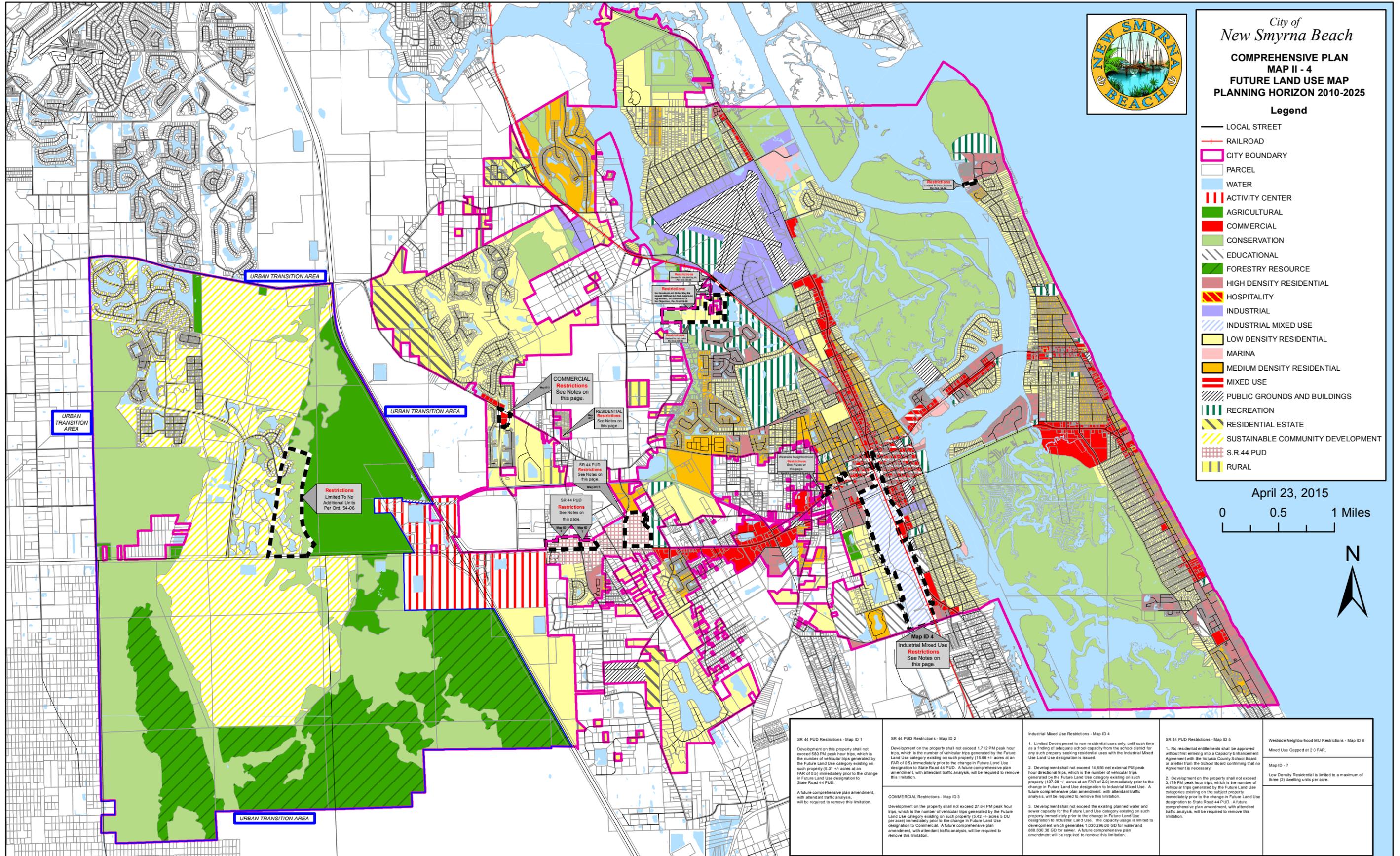


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Sources: Volusia County Growth and Resource Management and Volusia County Property Appraiser's Office

Map II-3 Existing Land Use



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 Sources: Volusia County Growth and Resource Management and Volusia County Property Appraiser's Office



City of  
*New Smyrna Beach*  
**COMPREHENSIVE PLAN  
MAP II - 4  
FUTURE LAND USE MAP  
PLANNING HORIZON 2010-2025**

**Legend**

- LOCAL STREET
- RAILROAD
- CITY BOUNDARY
- PARCEL
- WATER
- ACTIVITY CENTER
- AGRICULTURAL
- COMMERCIAL
- CONSERVATION
- EDUCATIONAL
- FORESTRY RESOURCE
- HIGH DENSITY RESIDENTIAL
- HOSPITALITY
- INDUSTRIAL
- INDUSTRIAL MIXED USE
- LOW DENSITY RESIDENTIAL
- MARINA
- MEDIUM DENSITY RESIDENTIAL
- MIXED USE
- PUBLIC GROUNDS AND BUILDINGS
- RECREATION
- RESIDENTIAL ESTATE
- SUSTAINABLE COMMUNITY DEVELOPMENT
- S.R.44 PUD
- RURAL

April 23, 2015



<p><b>SR 44 PUD Restrictions - Map ID 1</b></p> <p>Development on this property shall not exceed 580 PM peak hour trips, which is the number of vehicular trips generated by the Future Land Use category existing on such property (5.31 +/- acres at an FAR of 0.5) immediately prior to the change in Future Land Use designation to State Road 44 PUD.</p> <p>A future comprehensive plan amendment, with attendant traffic analysis, will be required to remove this limitation.</p>	<p><b>SR 44 PUD Restrictions - Map ID 2</b></p> <p>Development on the property shall not exceed 1,712 PM peak hour trips, which is the number of vehicular trips generated by the Future Land Use category existing on such property (15.66 +/- acres at an FAR of 0.5) immediately prior to the change in Future Land Use designation to State Road 44 PUD. A future comprehensive plan amendment, with attendant traffic analysis, will be required to remove this limitation.</p> <p><b>COMMERCIAL Restrictions - Map ID 3</b></p> <p>Development on the property shall not exceed 27.64 PM peak hour trips, which is the number of vehicular trips generated by the Future Land Use category existing on such property (5.42 +/- acres 5 DU per acre) immediately prior to the change in Future Land Use designation to Commercial. A future comprehensive plan amendment, with attendant traffic analysis, will be required to remove this limitation.</p>	<p><b>Industrial Mixed Use Restrictions - Map ID 4</b></p> <ol style="list-style-type: none"> <li>1. Limited Development to non-residential uses only, until such time as a finding of adequate school capacity from the school district for any such property seeking residential uses with the Industrial Mixed Use Land Use designation is issued.</li> <li>2. Development shall not exceed 14,656 net external PM peak hour directional trips, which is the number of vehicular trips generated by the Future Land Use category existing on such property (197.08 +/- acres at an FAR of 2.0) immediately prior to the change in Future Land Use designation to Industrial Mixed Use. A future comprehensive plan amendment, with attendant traffic analysis, will be required to remove this limitation.</li> <li>3. Development shall not exceed the existing planned water and sewer capacity for the Future Land Use category existing on such property immediately prior to the change in Future Land Use designation to Industrial Land Use. The capacity usage is limited to development which generates 1,030,296.00 GD for water and 888,630.30 GD for sewer. A future comprehensive plan amendment will be required to remove this limitation.</li> </ol>	<p><b>SR 44 PUD Restrictions - Map ID 5</b></p> <ol style="list-style-type: none"> <li>1. No residential entitlements shall be approved without first entering into a Capacity Enhancement Agreement with the Volusia County School Board, or a letter from the School Board confirming that no Agreement is necessary.</li> <li>2. Development on the property shall not exceed 3,179 PM peak hour trips, which is the number of vehicular trips generated by the Future Land Use categories existing on the subject property immediately prior to the change in Future Land Use designation to State Road 44 PUD. A future comprehensive plan amendment, with attendant traffic analysis, will be required to remove this limitation.</li> </ol>	<p><b>Westside Neighborhood MU Restrictions - Map ID 6</b></p> <p>Mixed Use Capped at 2.0 FAR.</p> <p>Map ID - 7</p> <p>Low Density Residential is limited to a maximum of three (3) dwelling units per acre.</p>
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The area adjacent to Turnbull Bay on the west has been established by Planned Unit Development Agreement to be developed in three (3) land use categories. The total project consists of 335.98 acres and 645 dwelling units. There are two- and multi-family phases that have not been implemented. An environmental assessment of the project area has been performed which includes information and analysis pertaining to site topography, soil survey, site vegetation, vegetative cover, wetlands limits and conclusions and recommendations. Properties, which have been identified as potential wetlands and would restrict the natural flushing of the wetlands, have been designated as conservation. Additional buffering requirements and minimum lot sizes have been incorporated into the agreement, as well as requirements for the extension and development of potable water, sewer, streets, and drainage. All drainage, as per the City Stormwater Management Regulations, will require retention and detention, as well as prohibit the direct discharge of runoff into the wetlands or estuary.

The light industrial property has been reconfigured adjacent to rail access and away from lands, which have been determined to be of a jurisdictional nature. In addition, further buffering requirements have been developed along with those infrastructure and drainage requirements previously detailed.

### **AIRPORT INDUSTRIAL**

The 86 acre industrial park with shovel-ready lots along Industrial Park Avenue will continue to attract businesses that need through-the-fence access and shipping via truck routes. Additional areas may need to be designated in this neighborhood for industrial uses before this areas reaches build-out.

### **CENTRAL MAINLAND**

The redevelopment of Canal Street (i.e., as more and more property owners renovate or replace their buildings) has increased the development potential for the downtown area. Recognizing that a combination of uses is essential in a central business area, the Future Land Use Map designates the area bounded by Washington Street, US Highway 1, Lytle Avenue, and Riverside Drive as a mixed-use area appropriate for commercial and high-density residential uses. The *City Land Development Regulations* define the restrictions placed on these various land uses.

The US Highway 1 corridor within the Central Mainland area has a number of operational deficiencies. Although the FDOT has omitted parking along the street, there are more curb cuts than are desirable on a principal arterial and intersection improvements are imminent. The City, in reviewing plans for new projects along US Highway 1, should minimize the number of curb cuts, and should consider shared off-street parking. Landscaping would also be an added benefit along US Highway 1. Upgrading of this corridor (through additional landscaping and restriction of turning movements and curb cuts will ultimately benefit traffic circulation and the aesthetic appeal along US Highway 1. While the residential area of the neighborhood is well established and substantially built-out, the commercial and industrial areas on the east, south and west sides of the neighborhood present possible redevelopment opportunities.

### **FAULKNER**

The neighborhood generally associated with Faulkner Street is one of the older and highly urbanized areas. This area is currently built out. The portions of US Highway 1 that are within the Faulkner area have a number of operational deficiencies. Arterial traffic through the Faulkner/Riverside corridor is undesirable. The City should investigate ways to restrict through traffic in the residential portions of this neighborhood. There are portions of the historic Faulkner Street neighborhood that must be preserved, consistent with the direction set by the Historic Preservation Commission.

### **CANAL DOWNTOWN**

The Community Redevelopment Agency has prepared an update to its master redevelopment plan, which includes strategies for revitalizing and stabilizing this neighborhood. One particular issue of concern is the need to generate more activity at the street level and after normal business hours. Another area of concern relates to the need to attract residents and visitors from State Road 44 and US Highway 1 into the neighborhood and to clearly mark and provide parking for those visitors once they arrive. There is also a lack of connection between Hospital and Canal Street, with pedestrians having to cross State Road 44 (Lytle Avenue), which is a four (4) lane principal arterial roadway.

The master redevelopment plan identifies several opportunities for redevelopment and partnerships in the neighborhood, including the potential to work with the hospital on synergistic development opportunities such as supportive retail and residential; strategies to capitalize on the high daytime population from offices; and recommendations to create a stronger connection from downtown to the waterfront.

The Florida Department of Transportation (FDOT) is in the process of designing operational improvements at the intersection of Business 44 (Canal Street) and US Highway 1. The improvements will add turn lanes on US Highway 1, creating a wider roadway and potentially impacting efforts to improve pedestrian accessibility and beautification in this area. On-street parking on the one (1) block of Canal Street, east of US Highway 1, may need to be eliminated. However, this improvement may enhance the physical and perceived separation between "East" Canal Street and "West" Canal Street. A balance of the benefits and impacts must be found to develop a "complete intersection."

## **SOUTH MAINLAND**

The South Mainland area is an older residential neighborhood within the community that has been subject to a number of detrimental uses. This area has many of the same conditions related to US Highway 1 that exist in the Faulkner portion of the Central Mainland area. Additionally, there are utility commission operations that extend into the neighborhood along Smith Street, as well as the former Wickes Lumber Yard, which is classified industrial.

Three (3) blocks in the vicinity of Bert Fish Medical Center have been designated as a commercial area. The area between the hospital and US Highway 1 will eventually develop as a commercial area, and is so designated on the Future Land Use Map.

A portion of the old Live Oak Street school site adjacent to US Highway 1 includes a regional library, and the City is contemplating renovating part of the site for an overall City recreational complex. Such a facility would be a major benefit to the South Mainland area.

## **FAIRWAY**

The Fairgreen project, a planned medium-density residential community located just north of the New Smyrna Beach Municipal Golf Course, is substantially built-out. East and south of the municipal golf course are several existing single-family areas, which will remain as such. In 2008, the City annexed approximately 55 acres at the north end of the neighborhood. Policies were placed in the *Comprehensive Plan* that the total number of new residential units would be limited to 132. A portion of the annexed acreage, adjacent to Turnbull Bay Road, is also proposed for industrial uses and is limited 120,000 square feet. The Turnbull Bay drainage corridor has a significant influence on property in the Fairway neighborhood. Development, which increases stormwater runoff into Turnbull Creek during periods of heavy rainfall, could potentially increase downstream flooding. This drainage corridor must be maintained and preserved, not only for its stormwater management characteristics, but also for its environmental sensitivity.

## **HISTORIC WESTSIDE**

The Historic Westside area is predominantly a residential area for the African-American community of New Smyrna Beach. Through discussions with community residents, it has been determined that preservation of the community structure is an important issue. A large number of these residents own their own single-family homes. They are interested in upgrading and maintaining their houses, and welcome the opportunity for additional homes to be constructed for ownership. Approximately 75-85 percent of the land area in the Historic Westside Neighborhood has a Future Land Use designation of Medium-Density Residential. The maximum height permissible in the neighborhood is 35 feet. These classifications permit continued development of single-family and duplex types of construction, as well as multi-family development on the properties owned by the New Smyrna Beach Housing Authority. All existing platted lots are developable within the area, regardless of their size, as long as they meet the appropriate zoning requirements.

According to the Community Redevelopment Agency master redevelopment plan, this area has historically had the lowest property values. Therefore, the neighborhood has become a location where organizations purchase land to construct low- to moderate-income housing. Although the construction of affordable housing in this neighborhood is being driven by market factors, it has raised the issue of how affordable housing can be provided throughout the entire City instead of being congregated within a

specific neighborhood or geographical area.

The area extending one-half (½) block north of Washington Street from the Florida East Coast Railway right-of-way west to Myrtle Avenue, and south to the north edge of the commercial area along Canal Street has Future Land Use designations of Mixed Use and Medium-Density Residential. This Mixed-Use area differs from the one designated in the Central Mainland and Canal Downtown areas, in that it permits only those commercial facilities that are neighborhood in character and that are intended to serve only the Historic Westside community. This Mixed-Use area also allows the existing neighborhood service facilities to continue in operation.

## **SOUTHWEST**

This neighborhood is a predominantly single-family residential area to the west of the Florida East Coast Railway right-of-way, with some industrially designated land west of US Highway 1. There are several areas in this neighborhood that are currently undeveloped; however, with the recently completed wastewater collection facilities, the 10<sup>th</sup> Street expansion, and the recently constructed high school, this area should experience increased development activity.

The largest landowner of undeveloped property within this neighborhood is a subsidiary of Rail America. This subsidiary holds approximately 180 acres, which includes Florida East Coast Railway tracks, an intermodal freight facility, a locomotive maintenance facility, and vacant land. This property is anticipated to be developed in the future with a Future Land Use designation of Industrial Mixed Use. The site is known to be contaminated and will require funding to mitigate the contamination on the property before development can occur.

The area immediately south of State Road 44 lying between the industrial area and the Utilities Commission, City of New Smyrna Beach facility north of Field Street has been designated for high-density residential use. This is consistent with the similar land uses north of State Road 44. The rest of the area south of Field Street to the middle and high schools will remain low-density residential.

The south portion of this neighborhood along 10<sup>th</sup> Street is evolving into a public-use area with the presence of the Daytona State College New Smyrna Beach Campus, New Smyrna Beach Middle School, New Smyrna Beach High School, and places of worship. With the abundance of vacant unincorporated land and easy access to US Highway 1 and State Road 44, this area is suitable for low-intensity office and public uses. General retail and commercial activity should continue to be concentrated along the US Highway 1 and State Road 44 corridors. 10<sup>th</sup> Street west of South Myrtle Avenue is not proposed as a general-use commercial corridor.

## **PIONEER TRAIL**

Single-family residential development, including zero (0) lot line residences, represents the principal types of land use in this neighborhood. The *Comprehensive Plan* recommends a continuation of this type of land use activity. Typical street systems in subdivisions include curvilinear streets and cul-de-sacs to promote visual enhancement and public safety by reducing traffic speeds and the frequency of through streets.

Turnbull Creek traverses the area in a north south orientation, and this environmental feature in combination with the semi rural location implies the need for large lots, surface water retention areas, limited impervious surfaces, and central sewer system (as opposed to septic tanks). These development considerations will reduce the likelihood of surface/groundwater contamination to the creek, and will decrease traffic generation in a suburban setting.

The old Atlantic Western Florida East Coast Railway (now abandoned) measures 100 feet in width, and is owned by the Utilities Commission, City of New Smyrna Beach. This serpentine passageway accommodates the main electric transmission line serving the City of New Smyrna Beach, and is internal to the Pioneer Trail neighborhood. Recreational pursuits such as pedestrian walkways, bikeways, and jogging trails are permitted in this power line corridor, subject to approval by the Utilities Commission, City of New Smyrna Beach.

Pioneer Trail and Jungle Road provide excellent access to this area. Commercial needs are readily available to residents from two (2) nearby shopping centers on State Road 44 and a convenience store on

Pioneer Trail.

Future neighborhood growth will further accelerate the existing need for a new elementary school site.

## **STATE ROAD 44 CORRIDOR**

The State Road 44 corridor is primarily a collection of commercial and other high intensity land uses that have been annexed into the City during the past several years. This trend will continue as more pressure is exerted for additional commercial development along major arterials within the area. Given the buildout characteristics of US Highway 1, and the high volumes of traffic on State Road 44, major commercial development will likely continue to expand along the State Road 44 corridor.

Since the majority of State Road 44 lies within Volusia County, and is under the jurisdiction of the County Council, close coordination with the County is necessary to ensure that future growth on State Road 44 is consistent and compatible with the desires of the New Smyrna Beach community.

There is a considerable amount of property adjacent to the State Road 44 corridor with dense vegetation and trees that lends it to natural landscaping. A primary consideration is to foster development that will be compatible with the existing four (4) lane facility and create an aesthetically desirable entrance into New Smyrna Beach. The City has adopted Arterial Corridor Regulations, which govern development along State Road 44. These regulations were enacted to:

- ensure safe ingress to and egress from proposed development;
- reduce the number of indiscriminate driveways;
- control signage;
- provide landscape requirements; and
- control site development.

In addition, in order to manage the impacts of development on the pristine western gateway to the City of New Smyrna Beach, all land uses within the State Road 44 corridor, or within parcels that are partially within the corridor, shall be implemented by the use of planned unit development.

Although proper planning and growth patterns would ensure that much of the State Road 44 corridor would develop in a commercial manner via planned unit developments, retail uses should be clustered at intersections of arterial and collector roads to shorten travel distances, reduce the number of driveways and turning movements, and increase shopping opportunities. It is the intention to locate residential or office developments between retail clusters, in the event such are appropriate for the particular parcel.

The Commercial Future Land Use designation is somewhat a misnomer, because the intent within these areas should foster high quality business activities, including offices, banks, and housing. Housing should be allowed a specific place that is deep enough to make certain that the dwellings are set back far enough from State Road 44. Although, from a planning standpoint, any use submitted in the Commercial Land Use designation theoretically is allowable, the site plan review process will determine whether a proposed use is approved for a particular parcel.

## **LAKE WATERFORD ESTATES**

A significant portion of the Lake Waterford Estates Neighborhood is undeveloped and is likely to experience increased pressure for development once economic conditions improve. The Lake Waterford Estates Planned Unit Development is the primary residential development within the neighborhood still contains unincorporated enclaves. This creates issues with regard to the provision of solid waste and public safety services. The City should address this issue as it reviews annexation strategies throughout the City.

## **FLORIDA DAYS**

The Florida Days Neighborhood consists of a single-family planned unit development and remains largely undeveloped. The project was designed to include neo-traditional design principles, such as alleyways and rear garages.

## **SUGAR MILL**

The Sugar Mill Neighborhood is comprised of residential and agricultural uses. Two (2) planned unit developments comprise the bulk of the residential units. A small neighborhood commercial node is located at the intersection of Pioneer Trail and Sugar Mill Drive. Although the Sugar Mill Golf and Country Club Estates Planned Unit Development is substantially built-out, there are proposals to construct an additional 200 single-family homes to the west and the 104 single-family homes to the east. Sugar Mill Gardens, The Isles of Sugar Mill, and the Landings at Sugar Mill will continue towards build-out. Residents have raised concerns about traffic on both Pioneer Trail and Sugar Mill Drive and the loss of character within the neighborhood.

**SOUTHEAST VOLUSIA ACTIVITY CENTER**

The designated activity center includes about 780 acres along State Road 44 both east and west of Interstate 95. Portions of the activity center are currently within the City and portions remain in unincorporated Volusia County, but eventually the entire activity center is expected to be within the City. This area is reserved for high-intensity commercial, industrial, and residential use to be developed using a planned unit development format. Service roads are required to provide access from the State Road 44 frontage throughout the activity center.

North of State Road 44, the activity center designation is to be applied to sewage treatment plant and electric generation facility now under development by the Utilities Commission, City of New Smyrna Beach. As additional land in this area is annexed, it will also be designated as Southeast Volusia Activity Center to the limits of the Volusia County designation.

Development within the activity center is to focus on value added employment opportunities with housing and other types of development as supporting activities. The priority given for development types in the activity center is:

- Industrial uses in an industrial park setting with interstate highway exposure.
- Office development for corporate offices or multi-tenant office park facilities.
- Tourist accommodations (hotel, restaurant, service station) in close proximity to the interchange.
- Special uses generating tourist or regional usage (excluding regional shopping malls)
- Residential development in individual complexes and mixed uses projects.
- Local service commercial to support housing as it develops.
- General retail such as discount shopping should be discouraged if such uses are not included in a mixed-use project. There are other locations in the community available to accommodate these uses if they are not developed within a mixed-use project. Allowing general retail uses within the activity center as part of a mixed-use project could reduce the ability of the activity center to accommodate the preferred value added types of employment.

The distribution of land uses within the activity center shall conform to the percentages in the following table:

<b>Land Use</b>	<b>Minimum Land Use Area</b>	<b>Maximum Land Use Area</b>
Residential	10%	40%
Tourist Commercial	20%	60%
Local Service Commercial	10%	25%
Office	10%	25%
Industrial	10%	60%
Public and Civic	10%	None
Parks and Open Space	5%	None
General Retail	10%	25%

**GLENCOE**

The Glencoe Neighborhood is an undeveloped 127-unit single-family development. The area surrounding this neighborhood is located within unincorporated Volusia County and is largely developed with single-

family residential homes. The Southeast Volusia Humane Society, a tennis and racquetball club, and Utilities Commission, City of New Smyrna Beach facilities are also located within this unincorporated area.

## **NORTH VILLAGE**

The North Village neighborhood consists of the Venetian Bay, Hampton Village, and proposed Verano planned unit developments, Utilities Commission, City of New Smyrna Beach facilities, and Florida Power and Light transmission facilities. The urban neighborhood with a mixed-use village center is substantially undeveloped, since more than 75 percent of the dwelling units and non-residential square footages remain to be built. Development is expected to continue in this area as a result of four (4) key trends; (1) the provision of urban services and improved road access; (2) the continuing and aggressive spread of urban development along the Airport Road / Interstate 95 corridor moving south from the City of Port Orange; (3) the demand for quality residential communities needed to support employment growth expected to occur in the Southeast Volusia Activity Center; and (4) the demand for quality residential communities for those who are employed in the Orlando metropolitan area but desire to commute from the New Smyrna Beach area or maintain second homes here.

Development within this neighborhood will be directed into major residential projects with self-contained commercial/office (non-residential) and employment opportunities in areas that have a Future Land Use designation of Sustainable Community Development. These projects will stress protection of major environmental assets through the maintenance of significant levels of open space. New urbanism principles will be stressed to give structure to the new development that is reflective of the assets of the pre-World War II portions of the City. This concept is experiencing pressure from more conventional suburban-style development proposed on the north side of Pioneer Trail.

The Venetian Bay Planned Unit Development will have 1,823 dwelling units and up to 110,000 square feet of non-residential floor area. Two (2) additional commercial sites are located at the intersections of State Road 44 and Airport Road and at Pioneer Trail and Airport Road. The Hampton Village Planned Unit Development will have 1,113 single-family, duplex, and multi-family units. The proposed Verano Planned Unit Development was proposed to create 1,044 single-family, duplex, and multi-family units. The Utilities Commission, City of New Smyrna Beach has an 800-acre tract of land that is largely undeveloped but proposed for utility facilities. The proposed extension of Williamson Boulevard south to State Road 44 is anticipated to traverse the site, however, the final alignment has not been determined.

## **SOUTH VILLAGE**

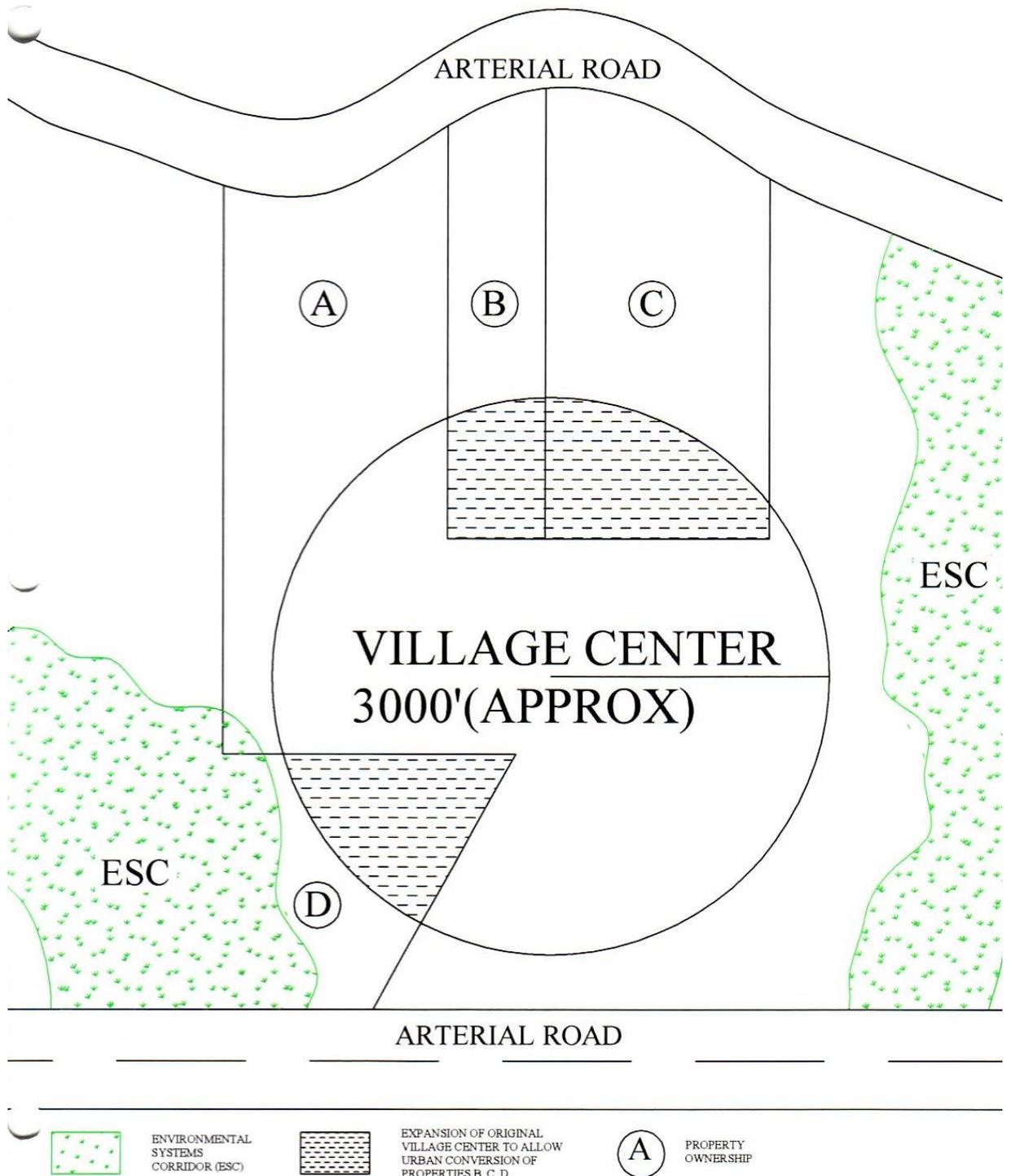
The South Village neighborhood consists of the South Village Planned Unit Development. The proposed urban neighborhood with a mixed-use village center has not been developed. Development is expected to continue in this area as a result of the same four (4) key trends as the North Village Neighborhood. The continuations of Airport Road and Williamson Boulevard south of State Road 44 will be the primary access for this neighborhood.

Development within this neighborhood will be directed into major residential projects with self-contained commercial and employment opportunities in areas that have a Future Land Use designation of Sustainable Community Development. These projects will stress protection of major environmental assets through the maintenance of significant levels of open space. New urbanism principles will be stressed to give structure to the new development that is reflective of the assets of the pre-World War II portions of the City. This concept is a continuation of the development practice on the north side of State Road 44.

The South Village Planned Unit Development will have 1,995 dwelling units and approximately 249,375 square feet of non-residential floor area. There are uplands that have a Future Land Use designation of Forestry Resource that may be eligible to be designated Sustainable Community Development for the development of urban uses, complying with the criteria for the designation.

Figure II-1 provides a sketch illustrating how an approved village center can be used to support development on adjacent parcels.

Figure II-I Conceptual Village Center Expansion



# Interlocal Service Boundary Agreement

On April 23, 2013, the New Smyrna Beach City Commission adopted an Interlocal Service Boundary Agreement (ISBA). The ISBA, which is permitted under Chapter 171, Part II, Florida Statutes, allows the City to annex any parcels that are within the designated annexation area, even if they are not contiguous to the current municipal boundaries. The agreement, which is between the County of Volusia and the City, was also approved by the County Council on May 2, 2013. The Joint Planning Area (JPA) designated by the ISBA is depicted on Map II-5.

Per the parameters established in the ISBA, the City may amend its future land use map to apply any category within the JPA after annexation, subject to the following exceptions:

- The City shall limit the Future Land Uses in JPA Sub-Areas 1, 2, and 3, as depicted on Map II-5, to the following categories:
  - Conservation
  - Forestry Resource
  - Agriculture
  - Rural
  - Recreation and/or
  - Public Grounds and Buildings

Additionally, the City shall act as the point of permit processing, plan review, issuance, inspection, code enforcement, and interpretation of the county comprehensive plan, zoning, and land development regulations for proposed development on existing entitled parcels within the JPA.

The ISBA also requires the City to adopt a Municipal Service Area (MSA). The MSA (Map II-5) includes the area designated as the Joint Planning Area shown on Map II-5, as well as the provisions established within the ISBA.

## MUNICIPAL SERVICE AREA

Pursuant to the requirements of Chapter 171, Part II, Florida Statutes, and the adopted Interlocal Service Boundary Agreement (ISBA), between the City of New Smyrna Beach and the County of Volusia, the City designates the area shown on Map II-5 as its Municipal Service Area (MSA).

### POPULATION PROJECTIONS

The following table shows the population projections within the Joint Planning Area covered by the ISBA:

Year	Resident	Seasonal	Combined Total
2010	4,704	989	5,693
2015	5,297	1,112	6,409
2020	5,890	1,237	7,127
2025	6,185	1,299	7,484

Source: US Census Bureau 2010; Bureau of Economic and Business Research 2012

### PROVISION OF PUBLIC FACILITIES

Per the adopted Interlocal Service Boundary Agreement (ISBA) between the County of Volusia and the City of New Smyrna Beach, the City is required to provide the following public services, infrastructure and facilities within the Joint Planning Area (JPA), subject to the restrictions and provisions provided in the ISBA:

- Transportation: Volusia County shall retain jurisdiction, ownership and control of the entire length of County Thoroughfare Roads, regardless of any parcel annexations by the City, including the existing thoroughfare roads listed below and subsequent additions to the County's thoroughfare roadways as illustrated in Map III-9, of the Transportation Element of this plan:
  - Atlantic Avenue/CR A1A
  - Turnbull Bay Road
  - Pioneer Trail
  - Airport Road
  - Williamson Boulevard extension
  - Sugar Mill Drive
  - Josephine/10<sup>th</sup> Street
  - Way Avenue
  - Wallace Road east to U.S. 1
  - Halleck Street
  - Mission Drive
  - Old Mission Road
  - Saxon Drive from A1A south to the City limits

As of May 2, 2013, the City shall accept jurisdiction, ownership and control of the following roads:

- Sundance Trail from Art Center Avenue to dead end. The County shall resurface this road segment to County standards prior to conveyance.
- Hidden Pines Boulevard from State Road 44 to Shorewood Lane. The County shall resurface this road segment to County standards prior to conveyance.
- Robin Road from Corbin Park Road to Shorewood Lane.
- Baltimore Circle from Hidden Pines Boulevard to dead end.
- Stewart Drive from Paige Avenue to dead end.
- Otter Boulevard from Jungle Road to Pioneer Trail.

The following roads from South Atlantic Avenue to Hill Street are already maintained by the City and shall continue to be maintained by the City:

- 1<sup>st</sup> Avenue
- 2<sup>nd</sup> Avenue
- 4<sup>th</sup> Avenue
- 8<sup>th</sup> Avenue
- 9<sup>th</sup> Avenue
- 10<sup>th</sup> Avenue
- 11<sup>th</sup> Avenue
- 13<sup>th</sup> Avenue
- 16<sup>th</sup> Avenue
- 17<sup>th</sup> Avenue
- 18<sup>th</sup> Avenue
- 19<sup>th</sup> Avenue
- 20<sup>th</sup> Avenue
- 21<sup>st</sup> Avenue
- 22<sup>nd</sup> Avenue
- 23<sup>rd</sup> Avenue
- 24<sup>th</sup> Avenue
- 3<sup>rd</sup> Avenue from SR A1A to Hill Street
- Glencoe Road from State Road 44 to Limestone Court

The City and the County agree to use the adopted Volusia Transportation Planning Organization (TPO) Transportation Impact Analysis (TIA) Guidelines to coordinate the review and mitigation of development impacts on road, transit, bicycle and pedestrian systems based upon a mutually agreed upon TIA methodology. The TIA Guidelines shall utilize the latest adopted level of service standards and transportation plans within the impacted jurisdictions' comprehensive plans, including the adopted Volusia TPO Long Range Transportation Plan.

- Public Utility Facilities: A portion of the JPA is currently served by the Utilities Commission, City of New Smyrna Beach. The County and the City agree that the provision of water and sewer services to any properties within the JPA which are annexed by the City shall be determined by the City. The City agrees to work in good faith with the Utilities Commission to facilitate such service.
- School Facilities: The JPA is served by the schools zoned by the Volusia County School District and shall not conflict with the Interlocal Agreement between Volusia County and the Volusia County School District, as amended. The City agrees to work with the Volusia County School District to further the requirements and goals of the School Interlocal Agreement between the County and the School District.
- Natural Resources Protection: Lands containing sensitive natural resources, to the extent they exist in the JPA, will be protected by the conservation element of the City's Comprehensive Plan. The City agrees to amend its Future Land Use Map to include the Environmental Core Overlay (ECO) lands located within the City. The City agrees to amend its comprehensive plan to include policies consistent with the County's Smart Growth Initiative policies, as found in the County Future Land Use Element, Section H. The City shall adopt the map and text amendment within six months of the effective date of this ISBA.
- Planning and land development applications, including:
  - Permit processing and issuance
  - Plan review
  - Inspections (excluding fire inspections)
  - Code enforcement
  - Interpretation of the County comprehensive plan, zoning and land development regulations for proposed development on existing entitled parcels within the JPA
- Fire services: The County and City shall continue the current mutual aid agreement in place with Volusia County Fire Services (VCFS), hereby known as the Volusia County Fire Chiefs Association Interlocal Agreement for Fire and/or RESuce Service Mutual Aid within Volusia County. If that agreement should terminate without renewal, the City shall be solely responsible for fire services within the incorporated boundaries of the City, unless service is otherwise stipulated in an agreement between the County and the City.
- Solid waste: The County's solid waste contractor will continue to serve its franchise area, begin the unincorporated part of the Interlocal Service Boundary Area, until expiration of its franchise agreement December 31, 2018. Beginning January 1, 2019, the City's solid waste contractor shall provide service to the entire Interlocal Service Boundary Area. The City's solid waste contractor will continue to serve its franchise area, being the incorporated area of the Interlocal Service Boundary Area, after the date of this agreement. Prior to January 1, 2019, when a parcel receiving refuse/recycling services from the County's solid waste contractor is annexed into the City, the County's solid waste contractor shall continue to provide the service until December 31 of the year of annexation. The City's solid waste contractor shall provide the services thereafter.
 

The City will direct all residential/commercial solid waste collected within the City boundaries, as amended, to the County's solid waste disposal facilities located at 1990 Tomoka Farms Road Landfille, Port Orange, Florida or the West Volusia Transfer Station located at 3151 East State Road 44, DeLand, Florida.
- Stormwater: The County shall require development within unincorporated areas of the MSA to coordinate their stormwater management design and facilities with the City's stormwater master planning efforts. All ditches and canals within the roadway systems that are to be transferred to the City must be maintained to the County's standard level of service by the County prior to the acceptance of such drainage infrastructure by the City.

# DATA AND ANALYSIS SUPPORTING THE MUNICIPAL SERVICE AREA

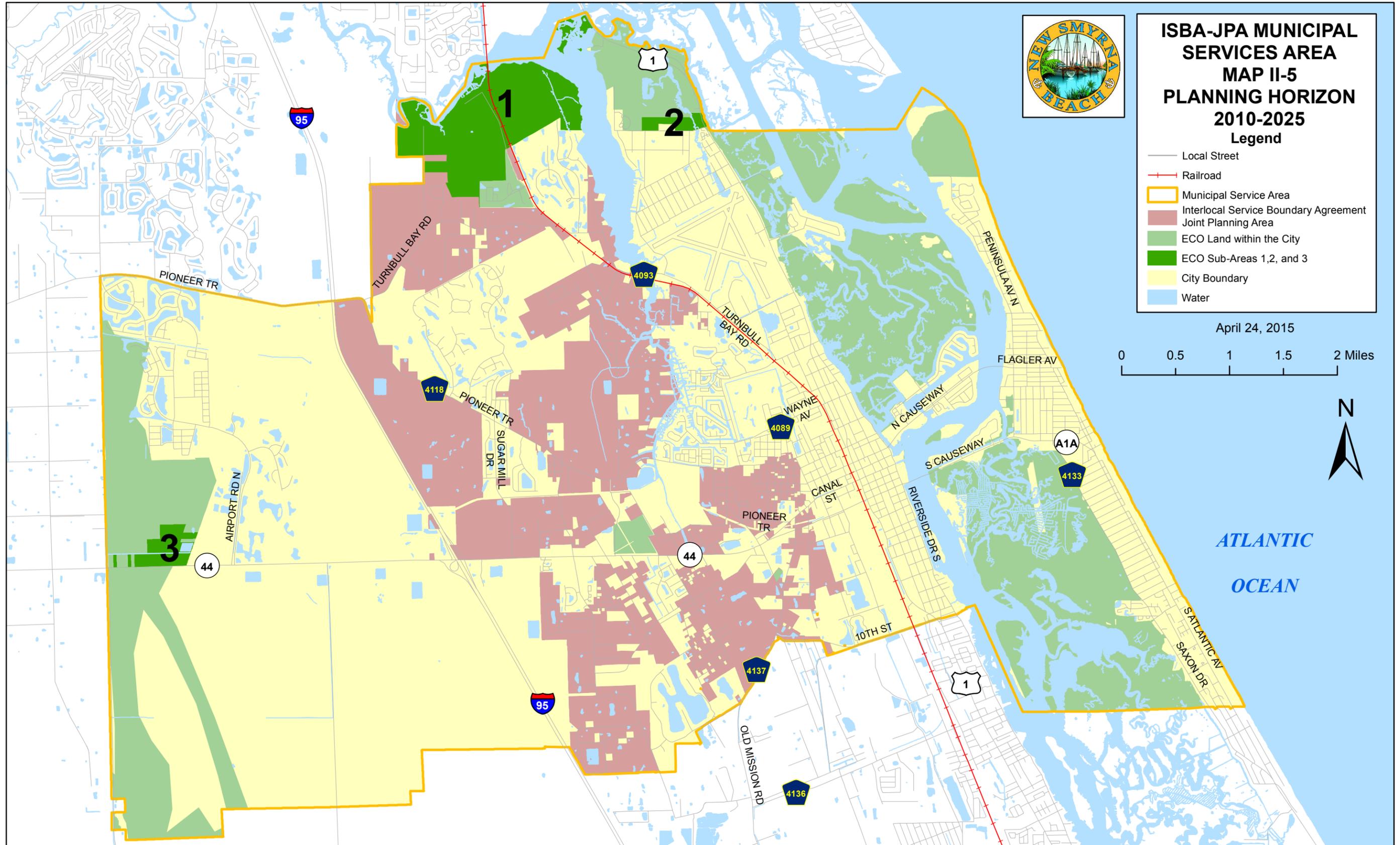
The entire Municipal Service Area (MSA) is already located within the Utilities Commission's water and sewer service area, as shown in the Infrastructure Element of this plan. At this time, the Utilities Commission's policy is to only extend water and sewer services at the request of residents in the area. Extension of services is done through an assessment district created by the City of New Smyrna Beach. No water or sewer service deficiencies currently exist within the MSA, as documented in the Infrastructure Element of this plan.

All roadways within the MSA meet or exceed required levels-of-service, as documented within the Transportation Element of this plan.

Students within the MSA are already zoned to attend schools within the City's existing municipal boundaries. Therefore, no new students will be generated by annexations within the Joint Planning Area. All schools within the MSA meet or exceed required levels of service, as documented in the Public School Facilities Element of this plan.

Solid waste from existing residences within the MSA is already disposed of at the County-operated Tomoka Landfill facility. This facility has adequate capacity to continue to accommodate solid waste from the MSA, as demonstrated in the Infrastructure Element of this plan.

Any master-planned stormwater facilities within the MSA are already existing. The City levies a non-ad valorem tax assessment on residents each year to fund stormwater improvements throughout the municipal boundaries. As properties are annexed into the City, they will be required to pay the City's annual stormwater fee. If properties do not annex into the City, they will continue to pay the County's stormwater improvement fee. At this time, neither the City nor the County has provided documentation regarding stormwater issues within the MSA.



# GOALS, OBJECTIVES, AND POLICIES

## GOAL 1: SUSTAINABILITY

Provide for development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

### OBJECTIVE:

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

### POLICIES:

- a. Explore various funding opportunities to assist in developing City GHGs emissions baseline data, in order to set GHG emission goals, to develop strategies to reduce climate change and to mitigate and adapt to its impacts.
- b. Promote technology to change and adapt the heating, cooling, insulation, ventilation, and lighting systems of structures to achieve greater energy efficiency.
- c. Encourage the maintenance, restoration and adaptive reuse of existing urban areas, including buildings, infrastructure and other assets, to reduce energy use and Vehicle Miles Traveled (VMTs).
- d. Encourage the production and use of energy generated from renewable resources.
- e. Encourage integration of passive solar design, green roofs, active solar and other renewable energy sources into development projects through the Land Development Regulations.
- f. Encourage urban design strategies that maximize use of renewable, sustainable, active and passive sources of energy design in architecture.
- g. The built environment and urban design should maximize natural areas and assets and incorporate Florida Friendly landscaping to reduce energy and water consumption.
- h. Encourage food production for local consumption in order to decrease the distance that food must travel, and consequently, GHG emission, by allowing farmers markets, community gardens, and other local food networks.
- i. Create, protect and manage systems of green infrastructure (i.e., urban forests, parks and open spaces, green roofs, natural drainage systems).
- j. The potential for reducing Vehicle Miles Traveled \*VMTs) and GHG emissions should be considered in all location and investment decisions for public facilities.
- k. Promote the redevelopment of brownfield and grayfield sites to reduce distances between destinations and relieve pressures for Greenfield development.
- l. Support technology and business practices that enable people to reduce vehicle miles traveled from home to work, including creased flexibility for home office uses.
- m. Continue to provide educational materials regarding energy efficiency, sustainable design, and climate change that encourage community residents and business owners to invest in energy-efficiency improvements through community outreach efforts.
- n. Continue to encourage the incorporation of green building practices into development projects, including City-initiated projects.
- o. Encourage design techniques and materials that reduce heat absorption, thereby reducing the heat island effect.

## **OBJECTIVE:**

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

## **POLICIES:**

- a. Encourage development projects to include homes affordable to a diversity of income ranges.
- b. Ensure opportunities for meaningful stakeholder participation through all stages of planning and policy implementation.
- c. Utilize the City's website to notify stakeholders of proposed developments and opportunities within the City.
- d. Maintain a sense of community through the provision of public spaces and landscaping of parks, recreation areas and medians.
- e. Encourage a mix of land uses and expand housing choices by developing areas of infill or underutilized vacant land within the City.
- f. Encourage cluster development which promotes the efficient use of open space and reduces development costs, in areas where services and facilities exist or are planned.
- g. Expand transportation choices by ensuring an efficient network of roads, sidewalks, and bike paths that are safe for pedestrians, bicyclists and vehicular traffic.
- h. Encourage development at an appropriate scale, form and density/intensity to support more economical and efficient public bus transit service.
- i. Promote environmental protection, reduced natural resource consumption and energy management in the design and construction of buildings.

## **OBJECTIVE:**

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

## **POLICIES:**

- a. Any required transportation improvements shall be implemented with minimal land use, social, and environmental disruption.
- b. The City shall, through enforcement of its *Land Development Regulations*, continue to ensure that the transportation facilities function safely and effectively by:
  - Limiting curb cuts on arterial roads, providing for common access points, and ensuring safe and convenient on-site and inter-parcel circulation.
  - Concentrating proposed commercial developments around major roadway intersections, and discouraging proposals that would increase the frontage of existing commercial strips.
  - Locating higher-intensity uses where transportation facilities can provide the most efficient access.
  - Incorporating "pedestrian-friendly" design principles in new development projects, as described in the Transportation element.
  - Implementing the Goals, Objectives and Policies of the Transportation Element.
- c. The land use pattern shall serve to minimize travel requirements, and shall encourage the increased use of public transit and an increase in walking and bicycling to support the City's multimodal transportation system.

**OBJECTIVE:**

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

**POLICIES:**

- a. Maintain land use patterns and planned intensities adjacent to public facilities with available capacity that maximize the public investment.
- b. Public facilities shall be located in order to maximize the efficiency of the services they provide, as well as minimize costs and potential environmental effects.
- c. Require that water supply, production facilities and Consumptive Use Permit capacity is available for new site plan and/or subdivision developments, prior to issuance of development orders.

**OBJECTIVE:**

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

**POLICIES:**

- a. Continue to require development to be located in areas where urban services are available or will be provided while maintaining the adopted level-of-service standards concurrent with the impacts of development as outlined in the Capital Improvements Element.
- b. Continue to require development interests to extend services to new developments at the developer's expense.
- c. The City shall promote local, regional, and state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.
- d. The City shall continue to guide the development of land in a way that maximizes the uses of existing public facilities, through the coordination of adequate public facilities, the use of impact fees, and other appropriate tools.

**OBJECTIVE:**

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

**POLICIES:**

- a. The City shall work with relevant local, regional, and state agencies to update its development review procedures and mitigation performance standards, as needed.
- b. Require compatibility between commercial areas and adjacent lower intensity uses through the use of landscaping, open space buffering, and appropriate transitions of building scale, mass, and architectural design, while still providing adequate access between uses.
- c. Mitigate the visual and physical impacts of parking areas to surrounding residential development and public right-of-way with interior parking lot and perimeter landscaping.
- d. Ensure that the exterior treatment of buildings and other site structural components are aesthetically sensitive to that of the surrounding area.
- e. Require a compact and creative pattern of commercial development as compared to inefficient incremental strip development through land use policy and zoning

requirements.

- f. Utilize site design criteria that consider accessibility, aesthetics, internal function , and energy efficiency.
- g. Require landscape buffering along roads to respect both the impacts of traffic on land uses and the safety and enjoyment of motorists and pedestrians.
- h. Require pedestrian and other intermodal connections between developments where there is the potential for interaction between the uses.
- i. Where applicable, the City shall request that Florida Division of Forestry conduct a wildfire assessment as part of the development review process.
- j. Where applicable, new developments shall be encouraged to adhere to the fire safety standards outlined in th Florida Division of Forestry publication, "*Wildfire Mitigation in Florida*". These standards can significantly reduce the disastrous loss of life, property and resources resulting for wildfire in wildland/urban interface fire hazard areas.

### **OBJECTIVE:**

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

### **POLICIES:**

- a. Requests to increase development density and intensity will not be permitted in areas that do not meet required standards for hurricane evacuation.
- b. Continue to coordinate with Volusia County Emergency Management Division to refine and enhance the hurricane evacuation plan.
- c. The City shall provide a coastal area population density report to the Volusia County Emergency Management Division as needed.
- d. Maintain citywide densities to ensure that beachside residents can be evacuated consistent with the Hurricane Evacuation Plan.

## **GOAL 2: GENERAL LAND USE PATTERN**

To promote, protect and improve the public health, safety, and general welfare by ensuring consistency, economic viability, and stewardship of the natural environment, through appropriate land uses and land development regulations

### **OBJECTIVE:**

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

### **POLICIES:**

- a. The Future Land Use Map shall contain the following categories, as described in this Element:
  - Conservation
  - Forestry Resource (up to 1 dwelling unit per 20 acres)
  - Agriculture (up to 1 dwelling unit per acre)
  - Residential Estate (up to 1 dwelling unit per acre)
  - Low-Density Residential (up to 5 dwelling units per acre)
  - Medium-Density Residential (5.01 to 8 dwelling units per acre)

- High-Density Residential (8.01 to 12 dwelling units per acre on the barrier island; 8.01 to 18 dwelling units per acre on the mainland)
  - Mixed Use (8.01 to 12 dwelling units per acre on the barrier island; 8.01 to 18 dwelling units per acre on the mainland)
  - Commercial (8.01 to 12 dwelling units per acre on the barrier island; 8.01 to 18 dwelling units per acre on the mainland; up to 24 transient lodging units per acre)
  - Hospitality (up to 75 transient lodging units per acre; up to 12 dwelling units per acre on the barrier island; up to 18 dwelling units per acre on the mainland)
  - Industrial
  - Industrial Mixed Use (up to 40 units per acre; up to 75 transient lodging units per acre)
  - Southeast Volusia Activity Center (up to 18 dwelling units per acre; up to 40 transient lodging units per acre.)
  - Marina (up to 24 transient lodging units per acre, which may be increased through a conditional density bonus of up to 100%); up to 8.0 dwelling units per acre
  - Recreation
  - Public Grounds and Buildings
  - Educational
  - Sustainable Community Development (up to 1.5 dwelling units per acre, gross density)
- b. The land use plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of appropriate physical and natural separators. Compatibility is defined as a condition in which dissimilar land uses can co-exist in relative proximity to one another in a stable fashion over time, such that neither use is unduly negatively impacted by the other.
- c. In addition to requirements within Florida Statutes and the Florida Administrative Code, the evaluation of amendments to the Future Land Use Map shall be guided by the following criteria and the Goals, Objectives, and Policies of this Plan. The criteria below are a general policy guide. Each amendment shall be reviewed on a case by case basis. Amendments are expected to be consistent with several, but not necessarily all, criteria and result in an overall positive impact.
- The changes in uses, density and intensity;
  - Furtherance of the City's vision;
  - Furtherance of the City's Sustainability Strategies;
  - The locational criteria for the proposed category and the adjacent categories;
  - The environmental suitability of the uses, densities, and intensities proposed;
  - The impact of the proposed land use on water quality and quantity, and the potential for flooding;
  - Furtherance of energy-efficient land use patterns and a reduction in vehicle miles traveled;
  - The impact on the City's transportation network;
  - The accessibility to necessary infrastructure and public services and an analysis of the availability of adequate public facilities based on the adopted level-of-service standards;
  - The availability of water supply, Consumptive Use Permit capacity, and production facilities capacity based on the adopted level-of-service standards;

- Whether the change reduces evacuation times beyond 12 hours; and
  - The discouragement of urban sprawl, measured against the indicators identified in 9J-5, F.A.C.
- d. When there are disputes to land use category boundaries on the Future Land Use Map, interpretations of these boundaries shall be made by the Administrative Official. The Administrative Official may adjust said boundaries within 660 feet, to accommodate property lines, rights-of-way, or easements, and to allow extension to major physical or man-made boundaries. Boundaries shall not be expanded in such a manner that they encroach into established residential areas. Appeals from the decision of any interpretations made by the Administrative Official shall be made through the Local Planning Agency, which shall determine consistency with the Plan.
- e. Southeast Volusia Activity Center Future Land Use Designation: The Southeast Volusia Activity Center future land use designation shall be applied to properties at the Interstate 95 and State Road 44 interchange. This area will serve a concentration of high intensity mixed uses development stressing value-added employment with housing and other types of development as supporting activities. Specific development parameters include:
- Priority uses within the activity center shall include industrial uses in an industrial park setting, office development, tourist accommodations, residential development, and local service and retail commercial development.
  - Retail development in the activity center shall exclude regional shopping malls.
  - "Big box" retail uses shall be allowed only in a mixed-use development project west of Interstate 95 that includes at least one (1) of the residential, local service commercial, tourist commercial, office, or industrial type land uses listed in the distribution of uses table below. Non-"big box" retail uses shall be located adjacent to the street frontage and must meet the *New Smyrna Beach I-95 & SR44 Activity Center Design Guidebook* standards.
  - "Big box" retail uses must be located a minimum of 660 feet from the State Road 44 right-of-way line.
  - Distribution of land uses within the activity center shall conform to the percentages in the following table:

Land Use	Minimum Land Use Area	Maximum Land Use Area	Maximum Floor Area Ratio
Residential	10%	40%	N/A
Tourist Commercial	20%	60%	2.0
Local Service Commercial	10%	25%	2.0
Office	10%	25%	2.0
Industrial	10%	60%	1.0
Public and Civic	10%	None	1.0
Parks and Open Space	5%	None	0.5
Big Box Retail	0%	25%	2.0
General Retail	10%	25%	2.0

- f. Sustainable Community Development Future Land Use Designation: The Sustainable Community Development future land use designation shall be applied to properties west of Interstate 95 and outside the Southeast Volusia Activity Center. Urban land uses may be permitted under this future land use designation, provided the following conditions are met. If all conditions are met, the urban project may be allowed a gross density of 1.5 dwelling units per acre. As an exception, additional density may be permitted to encourage additional residential development within the village core

area. Residential uses such as living units over commercial and other non-residential uses, accessory living units intended to promote life cycle housing and adult residential accommodations (adult congregate living facility, nursing home, etc.) and affordable housing units may be considered for density bonuses.

- vi. Annexation into the City of New Smyrna Beach will be required as the City is best able to provide the full range of urban services.
- vii. The proposed development must be able to demonstrate that it can be built with all City services provided within the City's concurrency limits. The project must be serviced by City water and sewer and demonstrate that all stormwater, solid waste, recreation, transportation and public school facilities levels-of-service can be met. Utility design is to include a reuse water distribution system as well as potable water and sanitary sewer systems.
- viii. The proposed project must comply with the overall transportation plan for the area and provide road alignments consistent with the overall road network.
- ix. The proposed project must demonstrate compliance with the following minimum design standards:
  - Each project is to contain a compact village or neighborhood center that includes mixed uses (residential, commercial/office (non-residential), public, semi-public, recreation) and a mixture of housing types. The size of the village or neighborhood center will be guided by the application of the other design criteria. Once a village center is approved, adjacent projects may develop by integrating themselves into the established village core.
  - Overall project open space shall be 50 percent. A portion of the open space must be provided in the form of a village green or neighborhood common at a ratio of 200 square feet per dwelling unit. This green/common space may be provided at multiple sites if desired. Overall public open space, such as active parks, public plazas, village squares and similar sites, must range between three (3) and eight percent (8%) of the total project area.
  - A minimum of 60 percent of the project development is to be located within 3,000 feet of the village or neighborhood center. The 60 percent minimum will be based on a combination of housing, commercial/office (non-residential) development, community facilities, and public open space.
  - Provide for connectivity of pedestrian, bicycle and automobile networks within projects and between projects with the objective of reducing external trips affecting the arterial network.
  - Single-family housing is to be constructed on a variety of lot sizes that are intermixed. Projects that provide for similar sized lots throughout are to be discouraged.
  - Commercial development is to be designed into the community centers. The ratio of commercial/office (non-residential) development to housing is 20 square feet of retail, office and service commercial development for each dwelling unit.
  - If less than 75% of retail/office/service/commercial development (non-residential) in the PUD is not occupied at the time additional commercial space is required to be constructed under the terms of this agreement, then any requirement to construct additional retail/office/service/commercial development may be delayed until such time as said commercial/office occupancy reaches 75%. If 75% occupancy is not achieved prior to the last Certificate of Occupancy for Venetian Bay being issued, the Developer shall identify where commercial sites will be provided in the future and such sites shall be noted on the City's Future Land Use Map as reserved for commercial or mixed use development. Any residential development on those sites shall be designed in a such a manner as to permit conversion of at least the ground floor to non-residential use in the future.
  - Public use sites or civic spaces are to be provided at a ratio of 300 square feet per dwelling unit. These sites can include government offices or services, school sites churches, etc. Identification of a public use / school site shall be required if a proposed development creates a school availability shortfall.

- Stormwater management design is to meet a 100-year three (3) day storm as the minimum design standard.
  - For projects in excess of 500 dwelling units, the project shall include a mix of housing types and cost ranges that provide for moderate and lower income housing sites. It is the intent to allow accessory living units to serve at least some of this function.
  - The development shall demonstrate that it can meet a minimum of 75 percent of the best development practices outlined in the book *Best Development Practices: Doing the Right Thing and Making Money at the Same Time* (Ewing, 1996).
- viii. A project assessment is to be submitted that evaluates the compatibility of the proposed project with surrounding land uses (noting measures to be taken to address any identified incompatibilities) and demonstrates how the proposed urban project will preserve or protect environmental resources as required by the goals, objectives, and policies of the *Comprehensive Plan*. The project assessment shall analyze the environmental system corridors established by Volusia County and other related environmental factors with the objective of minimizing or eliminating incursions through these natural corridors.
- ix. The proposed project must commit to development using a planned unit development zoning format.
- g. Residential and hotel/motel densities shall be allowed as follows:
- i. Districts allowing high-density, multi-family residential developments may have up to 18 dwelling units per acre on the mainland (west of the U.S. Army Corps of Engineers Intracoastal Waterway) and up to 12 units per acre on the beachside (east of the U.S. Army Corps of Engineers Intracoastal Waterway);
  - ii. Districts allowing medium-density residential developments may have up to 8 dwelling units per acre;
  - iii. Districts allowing low-density residential developments may have up to 5 dwelling units per acre;
  - iv. Districts allowing transient lodging uses, excluding the Southeast Volusia Activity Center and the Hospitality future land use designations, may have up to 24 transient lodging units per acre;
  - v. Within the Southeast Volusia Activity Center transient lodging uses may be allowed up to 40 transient lodging units per acre;
  - vi. The Hospitality future land use designation may allow up to 75 transient lodging units per acre only when the following conditions are met:
    - Amend the Future Land Use Map to designate an area Hospitality meeting the following criteria:
      - present Future Land Use is not residential;
      - As an exception, the Hospitality Future Land Use designation may be applied to oceanfront parcels provided the parcel is located between Esther Street and East 8<sup>th</sup> Avenue;
      - within or adjacent to an existing business district;
      - located along an arterial or collector roadway;
      - business district must include such amenities as retail shopping, restaurants, entertainment venues, sporting venues, and other similar uses; and
      - availability of shared parking
    - Hotel / hotel conference center shall be designed to meet the typical size standard of a "Transient Rental Accommodation" and limited to thirty percent (30%) of the total number of allowed hotel rooms for specialty rooms that may be oversized or deluxe units for marketing purposes.
    - The proposed project must commit to development using a planned unit development zoning format.

- h. Maximum allowable percentages by land use for mixed-use planned unit development districts shall be as follows:

LAND USE	RETAIL	OFFICE	RESIDENTIAL	INDUSTRIAL
Residential <ul style="list-style-type: none"> <li>• Residential Estate</li> <li>• Low-Density Residential</li> <li>• Medium-Density Residential</li> <li>• High-Density Residential</li> </ul>	15%	20%	100%	0%
Commercial	100%	100%	25%	0%
Mixed Use	75%	75%	50%	25%
Industrial	15%	25%	0%	100%
Industrial Mixed Use	65%	75%	65%	65%
Marina	30%	15%	65%	15%

- i. Establish and maintain *Land Development Regulations* that use a combination of maximum building coverage and maximum building height to establish a maximum floor area ratio (FAR) envelope for non-residential land use classifications. The equivalent floor area ratio requirements are as follows:

Land Use Classification	Maximum FAR
Commercial	2.00
Industrial	2.00
Industrial Mixed Use	6.50
Hospitality (Transient Lodging)	3.00
Hospitality (Non-residential other than transient lodging)	2.00
Mixed Uses Beachside	3.00
Mixed Uses Mainland	6.50
Marina	1.50
Public Grounds and Buildings	1.00
Educational	0.25
Agriculture	0.10
Recreation	0.50
Conservation	0.10

**OBJECTIVE:**

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

**POLICIES:**

- a. The City's Land Development Regulations and Official Zoning Map shall be maintained to permit the use and development of land in accordance with the Future Land Use Map.
- b. The City shall keep on file a zoning matrix which links zoning districts to corresponding future land use categories. It shall be used as a guide when determining appropriate zoning for land and reviewing rezoning requests.
- c. The City shall refine and improve its regulatory techniques so that they allow and encourage the type of development that furthers the City's economic and sustainability goals.

**OBJECTIVE:**

3. To ensure that future development will be consistent with adjacent uses, natural limitations such as topography and soil conditions, the needs of the citizens of New Smyrna Beach, the

Future Land Use Map, the availability of facilities and services, and the goals, objectives, and policies contained within this *Comprehensive Plan*.

## **POLICIES:**

- a. Continue to enforce and update the New Smyrna Beach *Land Development Regulations* to promote quality development and ensure compatible land uses consistent with the Future Land Use Map.
- b. Provide, through the *Land Development Regulations*, for land use patterns that are compatible with topography and soil conditions.
- c. Continue to utilize and refine the interlocal agreement between the City and Volusia County for unincorporated future growth areas that assumes land use locations and the City's ability to apply development controls prior to development, consistent with the standards in effect in the City of New Smyrna Beach.
- d. Formalize and refine a cooperative planning program with Volusia County to evaluate land use and transportation issues within the City potential public service area.
- e. Enforce specific regulations in the *Land Development Regulations*, which address the development of property located in areas subject to seasonal or periodic flooding.
- f. The City shall apply development standards for the various densities of residential land use shown in the Future Land Use Plan. These densities shall be broken down into low-density residential (up to 5 dwelling units per acre [du/acre]), medium-density residential (5.01 to 8 du/acre), and high-density residential (8.01 to 18 du/acre).
- g. Support legal action against housing providers who show discrimination by basing availability on age, race, sex, or family size.
- h. Continue to streamline requirements for housing construction, to lower housing costs.

## **OBJECTIVE:**

4. To provide adequate services and facilities for future development, at the adopted level-of-service standard. In order to maintain the adopted level-of-service standard, development orders, and permits will be conditioned on the availability of the public facilities and services necessary to serve the proposed development.

## **POLICIES:**

- a. New Smyrna Beach shall continue to enforce *Land Development Regulations* that ensure adopted level-of-service standards are met, consistent with the intent of §163.3180, *Florida Statutes*.
- b. Annually update the capital improvement program to schedule the provision of future public services and facilities, including acquisition of needed lands that will be provided by the City, county, and other agencies, and demonstrating financial feasibility.
- c. Continue to enforce regulations that require that public facilities and services necessary for the support of proposed development and the maintenance of adopted level-of-service standards will be in place at the time a development permit is issued, or will be in place concurrent with the impacts of development.
- d. Maintain citywide densities to ensure that beachside residents can be evacuated consistent with the Hurricane Evacuation Plan.
- e. Through the concurrency management system, maintain the availability and accessibility of facilities indicated in this plan to be essential to maintenance of the health, safety, and welfare of the municipal residents.
- f. By December 2011 revise the population projections shown on Table II-1 to extend to the year 2030 and evaluate projected demand in comparison with the provision of facilities and services.

- g. Encourage managed growth and minimize impacts to City infrastructure and services by encouraging and allowing developers to voluntarily limit density, number of hotel/motel or dwelling units, square footage, and/or floor area ratios on newly-annexed property, or properties where changes to the Future Land Use designations are sought. Specific locations where limits are imposed on properties shall be noted on the Future Land Use Map and listed below. The following locations are limited in development beyond the designated future land use designation:
- 1.33 acre parcel on the North Beach associated with City of New Smyrna Beach Planning and Zoning Department Case No. CPA-7-03, having a Parcel No. 7405-00-00-0016 and approved with Ordinance No. 46-04 is limited to two (2) units;
  - 160 acre parcel in the southeast portion of Venetian Bay associated with City of New Smyrna Beach Planning and Zoning Department Case No. CPA-5-04, having had a Parcel No. 7317-00-00-0031 and approved with Ordinance No. 26-05 is limited to zero (0) additional units; and
  - 46.017 acre parcels south of the intersection of Turnbull Bay Road (County Road 4093) and Whispering Pines Drive and north and west of Hidden Lakes Golf Club at 1140 and 1185 South Golf Lake Drive, 1240 Kenard Street, and 1984 Mayport Avenue associated with City of New Smyrna Beach Planning and Zoning Department case No. A-13-06, having had Parcel No. 7312-00-00-0078, 7312-00-00-0079, 7312-00-00-0083, 7312-00-00-0084, 7312-00-00-0090, 7312-00-00-0100, 7312-00-00-0101, 7312-00-00-0110, 7312-00-00-0149, 7312-00-00-0190, 7312-00-00-0480, and 7312-00-00-0490, and approved with Ordinance No. 58-09 is limited to 132 units; and 9.07 acre parcels south of the intersection of Turnbull Bay Road (County Road 4093) and Whispering Pines Drive at 1295 Kenard Street also associated with City of New Smyrna Beach Planning and Zoning Department case No. A-13-06, having had Parcel No. 7312-00-00-0020 and 7312-00-00-0320 approved with Ordinance No. 58-09 is limited to zero (0) units and industrial/commercial floor area to 120,000 square feet. Prior to any land development activity of these 55.087 acres, each application shall be reviewed and if required, approved by Federal Aviation Administration (FAA). No development order may be issued without an FAA approval, agreement, or statement of no objection.
- h. Require new development to provide facilities and/or pay its fair share toward improvements required to maintain the City's minimum levels-of-service.

**OBJECTIVE:**

5. Provide suitable land for utility facilities that support proposed development.

**POLICIES:**

- a. In the annual Capital Improvements Element update, identify necessary lands for utility facilities through the completion of long range planning for public facilities.
- b. In the annual Capital Improvements Element update, identify costs and schedules for acquiring needed sites, consistent with the capital improvement program.

**OBJECTIVE:**

6. To eliminate by year 2015 those existing land uses that are inconsistent with the community's character and Future Land Use Plan.

**POLICIES:**

- a. Continue the phasing out of land uses that are inconsistent with the Future Land Use Map.
- b. Enforce land development and zoning code requirements, and provide compliance schedules.

- c. Continue to develop a neighborhood involvement program for cleanup and improvement programs.
- d. Require all zoning to be consistent with the land use designations shown on the Future Land Use Map; rezone property as needed.

**OBJECTIVE:**

- 7. To implement land use patterns, utility service extensions, impact fees, and an annexation methodology, which provide for orderly development and discourage urban sprawl.

**POLICIES:**

- c. The City will fulfill the obligations contained in the Water and Sewer Service Area Agreement by and between the City and Volusia County. Utility extensions will be constructed in a manner that will protect the environment and provide service to existing developments within the service area.
- d. Infill development in the service area will be encouraged through *Land Development Regulations*, voluntary development agreements, and interlocal agreements.
- e. Investigate the idea of increasing density in the traditional City core by allowing accessory living units or by allowing more units per acre in order to maximize efficient use of infrastructure.
- f. In accordance with the Water and Sewer Service Area Agreement, and with policies expressed in this plan, utility extensions will be used to direct infill within the service area, and to provide for economic extension costs to those receiving the service.
- g. By December 2011 work with the property owners, business owners and stakeholders to review existing regulations and complete an overall development concept for the area south of State Road 44. The development concept shall incorporate development principles and design guidelines included in the *Comprehensive Plan*. This overall development concept may be amended into the *Comprehensive Plan* to structure future site-specific development proposals.
- h. Future growth areas of the City within the boundaries identified by the Water and Sewer Service Area Agreement will be used to redirect major public developments, health facilities, commercial activity centers, and manufacturing away from Coastal High Hazard Areas, through *Land Development Regulations*, interlocal agreements, and statutorily regulated annexations.
- i. Annexations will be used to provide for the orderly, cost effective and concurrency based extension of services; to direct infill development; to protect those arterial, collector and local access roads leading to the City through the adoption and/or implementation of existing adopted regulations in accordance with policies identified in this plan; and to secure existing urban development areas in the service area which use and impact the level-of-service of municipal facilities without providing for economic support to maintain the level-of-service identified in this plan.
- j. Prior to the issuance of development orders, require new site plans and/or subdivisions to provide the roads, recreation facilities, potable water (including Consumptive Use Permit), sanitary sewer, drainage, and solid waste facilities, and services necessary to maintain the adopted level-of-service standards.

**OBJECTIVE:**

- 8. To use innovative land development techniques for future projects, which will implement policies identified in this plan, and which will provide for the funding of public impacts by development.

**POLICIES:**

- a. Utilize cluster development zoning to allow for mixed uses and unconventional development designs in those cases where the developer can demonstrate improved living environments, protection of natural resources, or increased efficiency of service delivery.
- b. Require new developments to provide necessary services and facilities, or to pay a fair share of the cost of those services and facilities.
- c. Implement zoning incentives, which will encourage the preservation of open green areas in new development.
- d. Allow limited nonresidential uses (that are not inconsistent with the residential character of the residential planned unit development) on property designated as low-, medium-, or high-density residential provided the property is zoned planned unit development and the nonresidential use is approved by an agreement.
- e. Allow residential development in Mixed Uses, Commercial, and Marina land use designations, provided that total development on the site does not exceed the maximum allowable floor area ratio equivalent and total dwelling unit density does not exceed the limits allowed for high-density development.
- f. Encourage the development of mixed-use facilities, which are compact, pedestrian-scale, and make efficient use of utilities.

**OBJECTIVE:**

- 9. Continue to enforce and implement methods by which new development can provide a fair share of the cost of necessary infrastructure improvements.

**POLICIES:**

- a. Continue to implement a transportation impact fee that establishes an equitable assessment for needed roads and circulation improvements that result from new development.
- b. Review the transportation impact ordinance to determine whether new or existing businesses that are expanding and/or relocating to another existing non-residential site should be exempt from transportation impact fees.
- c. Continue to implement a parks and recreation impact fee that establishes an equitable assessment for needed parks and recreation improvements that result from new development.
- d. Continue to implement a stormwater management fee that provides funds for necessary stormwater system improvements.

**OBJECTIVE:**

- 10. Continue to ensure that long-term economic viability of the municipal airport by ensuring that new incompatible uses are not permitted in close proximity to the airport.

**POLICIES:**

- a. Continue to implement the adopted regulations of the Airport Height Notification Zone, the Runway Protection Zone, the Airport Noise Impact Zone and the Building Restriction Line zone.
- b. Complete the update to the 2005 Airport Master Plan by December 31, 2013.
- c. Complete and adopt the Part 150 Noise Study by December 31, 2013.
- d. Continue to requirement avigation easements for new residential development in close proximity to the airport.

**GOAL 3: PUBLIC SCHOOL FACILITIES**

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

**OBJECTIVE:**

1. To ensure that schools locate in close proximity to urban residential areas to the maximum extent possible and to encourage schools to collocate with other public facilities such as parks, libraries, and community centers to the maximum extent possible.

**POLICIES:**

- e. Elementary or middle schools, and other similar low-intensity schools, shall be allowed in all land use categories except Industrial, Conservation and Forestry Resource. Elementary or middle schools, and other similar low-intensity schools, shall have direct access to an arterial or collector road, or at least two (2) local roads. High schools and similar high-intensity schools shall be allowed in all land use categories except Industrial, Conservation and Forestry Resource. High-intensity schools shall have direct access to an arterial or collector road. No new public schools shall be located in the aforementioned land use categories on the beachside or in Coastal High Hazard Areas on the mainland. The permitted land use activity is limited to primary educational functions. Any other proposed activities must comply with all policies of the *Comprehensive Plan* and local zoning regulations.
- f. All public schools located in a residential land use category shall be designed to minimize the impacts to adjacent neighborhoods through control of site aspects including traffic access, landscaping, buffers, site design, and similar issues. The State Requirements for Educational Facilities shall constitute the minimum standards for site design. The Interlocal Agreement shall specify a method for verifying compliance with the standards and a method for resolving other site concerns.
- g. Continue to coordinate the process on the siting of public schools with the Volusia County School Board through the interlocal agreement, which contains provisions for allowing community recreational uses on a school site.
- h. The City will provide the Volusia County School Board with the monthly agenda of the Local Planning Agency and allow the School Board an opportunity to respond in writing or in person to any of the agenda items at the scheduled meeting. In the event that a community college facility is established in the City, the governing community college board shall also be provided with the monthly agenda of the Local Planning Agency and shall be allowed an opportunity to respond in writing or in person to any of the agenda items at the scheduled meeting.
- i. All new public schools should collocate, when possible, adjacent to existing or proposed public facilities such as parks, libraries, and community centers.
- j. All City agencies, including the Planning and Zoning Department and the Parks and Recreation Department shall coordinate the planning of proposed parks, libraries, and community centers with the Volusia County School Board to ensure that the above objective is met.

**GOAL 4: COMMERCIAL/INDUSTRIAL DEVELOPMENT**

Provide for high-quality commercial and industrial development so as to maintain the economic health of the City, and to increase the job opportunities, per capita income and convenience for its residents.

**OBJECTIVE:**

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

**POLICIES:**

- a. Retain designated commercial and industrial development areas for their appropriate uses, unless such uses have been planned to be accommodated elsewhere.
- b. The City will plan for ways to connect and integrate commercial and industrial development when establishing or expanding nearby residential uses.
- c. High intensity development areas will be designated and protected from the encroachment of incompatible low intensity uses.

**OBJECTIVE:**

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

**POLICIES:**

- a. Commercial uses will be located at roadway intersections, commercial nodes, and mixed-use centers, as defined in the Future Land Use Element.
- b. Require the size, location, and character of additional designated commercial development to be related to the population and market it is intended to serve, as follows:
  - i. Neighborhood Node: Generally designed to serve the convenience needs of neighborhood residents within a ±1-mile radius.
  - ii. Community Node: Generally designed to serve the general shopping needs of residents within a ±2-mile radius.
  - iii. Sub-Regional Node: Generally designed to serve the general and specialized shopping needs of residents and visitors within a ±4-mile radius.
  - iv. Regional Node: Generally designed to serve the east central Florida market, with a mix of general, specialized, and highly specialized products, services and attractions.

**OBJECTIVE:**

- 3. Location of Industrial Uses: Industrial areas will be located and designed to effectively complete in attracting new industry.

**POLICIES:**

- a. The City will ensure appropriate transportation and infrastructure availability when designating industrial locations.
- b. Assure the extension of adequate utility services to areas designated for industrial development.
- c. Promote and provide public incentives and assistance to encourage the relocation and expansion of industrial businesses that provide high-value employment opportunities to local residents.
- d. The City shall develop policies and regulations to encourage the preservation of working waterfronts.

**OBJECTIVE:**

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

**POLICIES:**

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

- b. The City will implement sign regulations requiring stringent, low-key signage programs to protect and enhance the City's visual image.
- c. The City will continue to require tree preservation and shall review and, if necessary, revise its landscaping requirements, to protect and enhance the City's visual image.
- d. The City will promote attractive, high-quality architectural design through the Land Development Regulations and by requiring architectural compatibility for multiple buildings within non-residential planned unit developments.
- e. The City shall promote pedestrian amenities in association with new construction and renovation/redevelopment, including, but not limited to, the provision of sidewalk and bike path connections, walk lights, benches, bus shelters and bicycle parking pursuant to the Land Development Regulations and applicable neighborhood plans.
- f. The City shall encourage non-residential land uses and site developments which have a greater potential to support mass transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

**OBJECTIVE:**

- 5. Commercial Reinvestment Strategy: By 2013, the City shall develop a reinvestment strategy for older commercial properties in the City to ensure that over time these properties remain viable and important contributors to the City's non-residential tax base.

**POLICIES:**

- a. Work with economic development organizations to develop a database of available redevelopment properties and market information to promote investment in redevelopment.
- b. The City shall develop and implement specialized zoning and development regulations for designated reinvestment areas.
- c. The City shall monitor the impacts of development regulations on small businesses to ensure that the special needs of small business operators are taken into account in the formulation of any new or revised City Codes or policies.
- d. The City shall work closely with the Southeast Volusia Chamber of Commerce to ensure communication with local business owners about City Code requirements and changes.
- e. The City shall develop a plan to acquire properties with waterfront access for private and public redevelopment.
- f. The City shall develop economic incentives in its economically distressed areas, redevelopment areas, and job creation zones, with a key focus to create value-added jobs, dependent upon available funding.
- g. As an alternative to new construction, the City shall continue to offer incentives for the rehabilitation and reuse of existing facilities, structures, and buildings in its redevelopment districts, dependent upon available funding.
- h. The City shall, in cooperation with state, regional, and local agencies, promote economic opportunities for its unemployed and economically disadvantaged residents.

**OBJECTIVE:**

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

**POLICIES:**

- a. As the City expands into rural areas, bonafide agricultural activities shall be protected

through the use of the Agricultural future land use designation and an agricultural zoning designation.

- b. Allow a reasonable interim use of existing agricultural land by maintaining the Agricultural zoning classification on parcels designated for high intensity land uses on the Future Land Use Map until such time that development is proposed.
- c. The City shall work with Volusia County and adjacent jurisdictions to develop a system of incentives which encourage a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats. These may include but are not limited to, a transfer of development rights program, implementation of the Environmental Core Overlay (ECO) map and policies and other appropriate tools.
- d. The City shall, in conjunction with relevant local, regional, and state agencies, promote the use of agricultural practices which are compatible with the protection of wildlife and natural systems.
- e. The City shall continue its water conservation efforts, including wastewater recycling and other appropriate measures, to ensure adequate water resources to meet agricultural and other beneficial needs.
- f. In accordance with the provisions of the Conservation Element, the City shall conserve soil resources to maintain the economic value of land for agricultural pursuits and to prevent sedimentation in state waters.
- g. The City shall continue to support the State's preferential property tax treatment for agricultural and conservation lands through the "greenbelt law".
- h. The City's transportation system shall provide adequate facilities for the economical transport of agricultural products and supplies between producing areas and markets.

#### **OBJECTIVE:**

7. The City will control strip commercial development through a series of techniques involving an analytical approach to development and the use of *Land Development Regulations*.

#### **POLICIES:**

- a. The City will, through the *Land Development Regulations*, implement a program of compact commercial growth (activity centers) along arterial roads. These commercial nodes will provide for the concentration of high intensity generating commercial development in clearly defined geographic areas at major transportation corridors, which will reduce the occurrence and frequency of access points and curb cuts, and which will provide for limited and controlled ingress and egress points to and from arterials.
- b. In areas along arterial corridors, between compact commercial growth areas (activity centers), where urban development has occurred in a leap frog and sporadic manner which has left isolated vacant small parcels of land which front on an arterial, the City will provide for less intense, highly restricted commercial professional office and/or residential development through the implementation of business planned unit development provisions of the *Land Development Regulations*. Such development will be further regulated by the adoption of corridor regulations, as has been adopted for State Road 44. These regulations will limit curb cuts and access points by requiring shared access drives and access to intersection roadways from corner lots. Large tracts of land will be required to provide for lateral access points and limited curb cuts. In addition, planned unit development regulations will be utilized on tracts of land with acreage, as determined by the *Land Development Regulations*.
- c. Encourage infill development through the implementation of *Land Development Regulations* and impact fees.
- d. Corridor regulations will be enforced and continually refined to provide for significant

buffering, signage and land use controls on properties abutting the State Road 44 corridor within the City limits.

- e. Corridor regulations will be coordinated with Volusia County.
- f. Land use designations for future annexations will be coordinated with Volusia County, consistent with the policies identified above.

## **GOAL 5: RESIDENTIAL DEVELOPMENT AND NEIGHBORHOODS**

Provide for residential development that creates neighborhoods of enduring quality, livability and character, that support an attractive and functional mix of living, working, shopping, and recreational activities, and maintain a living environment for citizens of all ages.

### **OBJECTIVE:**

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

### **POLICIES:**

- a. Residential land uses shall be established at a variety of densities in order to create a wide range of housing choices and costs. This variety shall be reflected on the Future Land Use Map.
- b. New neighborhoods should be created to have defined centers and edges, with the center within ¼ mile from the edge. Neighborhood centers shall include a central gathering place in the form of a park, civic lawn, neighborhood commercial node, or other amenity.
- c. To help meet its goals for sustainable development, the City will encourage developers to pursue creative alternatives to conventional suburban development patterns, including innovative housing designs; clustering and conservation subdivision design; well-connected, gridded street networks; context-sensitive street configurations; alternative pavement types and widths; and compact mixed-use development.
- d. The City shall encourage residential land uses and developments which have a greater potential to support mass transit within designated public transportation corridors, with priority given to developments that will bring the greatest increase in transit ridership.
- e. The visual and physical impacts of multi-family development shall be mitigated with architectural and landscaping treatment standards.

### **OBJECTIVE:**

2. Maintain and enhance the quality of existing neighborhoods through reinvestment strategies, conservation, planning efforts and redevelopment and renewal of blighted areas.

### **POLICIES:**

- a. Continue to allow mixed types of residential dwelling units in older neighborhoods as a finally feasible alternative to commercial encroachment.
- b. Establish a building inspection program, along with continued code enforcement, to ensure the lasting viability of existing neighborhoods.
- c. Explore the possibility of developing licensing and inspection requirements for single-family homes used as rental properties.
- d. The City will use CDBG and SHIP funds, when available, and explore opportunities to establish other financial incentives, for investment in older, declining neighborhoods as part of an overall reinvestment strategy.
- e. The City will utilize public works and public utility projects as opportunities to improve the condition and appearance of older, declining neighborhoods through sensitive and appropriate design and retrofit.



- ii. Reduce the number of indiscriminate driveways
  - iii. Control signage
  - iv. Provide landscape requirements, and
  - v. Encourage development in the form of large planned unit developments and discourage the development of small individual lots.
- d. Require new developments to provide buffering and reasonable transitions to adjacent, lower-density residential areas.
  - e. Require new developments and redevelopments to provide landscaping and other improvements, in order to present a pleasant aesthetic appearance along these parkways that is consistent with the charm of the City.
  - f. Implement State Road 44 corridor regulations along undeveloped portions of the highway as they are annexed into the City.
  - g. Encourage the combining of smaller parcels through single ownership of contiguous properties.

**OBJECTIVE:**

- 5. In coordination with property owners, business owners and stakeholders, develop policies and regulations to guide and enhance future economic development and redevelopment, protect existing community assets and enhance programs and services within the Westside Neighborhood.

**POLICIES:**

- a. Continue to implement the recommendations of the adopted Historic Westside Neighborhood Plan.
- b. Continue to utilize the Community Development Block Grant (CDBG) advisory board to collect input from residents and to prioritize and rank projects eligible for CDBG funding.
- c. In partnership with the Community Redevelopment Agency and other public and/or private organizations, continue to develop programs and incentives to encourage new businesses to open and/or to relocate to the neighborhood.
- d. In partnership with the Community Redevelopment Agency and other public and/or private organizations, continue to enhance the physical infrastructure within the neighborhood, including utility, streetscape and sidewalks.
- e. In partnership with the Community Redevelopment Agency and other public and/or private organizations, the City shall explore and develop programs, incentives and regulations to ensure that all neighborhoods provide adequate affordable housing.

**OBJECTIVE:**

- 6. In coordination with property owners, business owners and stakeholders, develop policies and regulations to guide and enhance future development and redevelopment within the Coronado Beach neighborhood.

**POLICIES:**

- a. By 2013 the City shall complete and implement the Coronado Beach Neighborhood Plan.
- b. Develop regulations to ensure that new development is compatible with existing neighborhood development patterns in order to protect neighborhood integrity and character.
- c. The City shall coordinate with Volusia County and the Florida Department of Transportation to establish traffic calming measure to make South Atlantic Avenue safe for pedestrians to cross during the day and in evenings. At a minimum, the City shall explore the possibility of lowering the speed limit and installing traffic calming devices.
- d. The city shall establish a landscaping, lighting, streetscape and traffic calming plan for South

Atlantic Avenue and make necessary changes to the *Land Development Regulations* to create a gateway presence.

- e. The City shall establish regulations to waive any future paving requirements on Hill Street.
- f. The City shall not vacate any future portions of the Hill Street right-of-way and shall use every effort to re-acquire portions of the vacated Hill Street right-of-way whenever possible.
- g. The City shall coordinate with Volusia County to identify and infill gaps in the sidewalk system, particularly along the east side of South Atlantic Avenue.
- h. Code enforcement efforts shall be taken maintain and upgrade the area and to ensure that visual blight and safety issues caused by vacant and/or derelict properties are addressed in a timely manner.
- i. The City shall develop regulations to require non-residential uses to expand or be substantially improved without meeting code requirements addressing parking, access, screening, landscaping and buffers.
- j. The City shall analyze and identify streets that may contain excessive right-of-way widths and develop a program to qualify property owners to petition the City for a right-of-way vacation of unneeded rights-of-way.
- k. The maximum height within the neighborhood shall be limited to three (3) stories, 35 feet. Existing structures in excess of 35 feet shall be permitted to remain and, if destroyed, may be rebuilt at the existing height.
- l. In coordination with Volusia County and other public and/or private organizations, the City shall develop a program and associated regulations to create pocket parks and beautify street ends east of South Atlantic Avenue and Hill Street.
- m. The City shall develop a pattern book and design guidelines for renovation and infill residential development to maintain the character of the neighborhood and preserve many aspects of the development pattern.

## **GOAL 6: MIXED-USE DEVELOPMENT**

Provide for mixed-use development that creates an attractive and functional mix of living, working, shopping, and recreational activities, provides for energy efficient land use patterns, compact development, urban infill and redevelopment, and supports a multi-modal transportation system.

### **OBJECTIVE:**

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

### **POLICIES:**

- a. Mixed-use centers should include compact, mixed-use development, facilities and amenities for multi-modal transportation, and high-quality, pedestrian-scale building and site design.
- b. By the end of 2011, hold community input meetings with neighborhood residents, business owners and stakeholders near the FEC railroad property regarding the possibility of establishing mixed-use centers around certain intersections.
- c. By the end of 2011, hold community input meetings with neighborhood residents, business owners and stakeholders near the US Highway 1 Corridor regarding the possibility of established mixed-use centers around certain intersections.
- d. Based on a detailed analysis of physical and economic factors, as well as community input, the City should amend the Future Land Use Map and Zoning Map to establish mixed-use

centers in the most appropriate locations on the FEC railroad property and along the US Highway 1 Corridor.

**OBJECTIVE:**

1. The City of New Smyrna Beach shall implement the Community Redevelopment Agency (CRA) Master Plan – 2010, which addresses six (6) main themes. Each theme will be accomplished by implementing the following policies.

**POLICIES:**

- a. Strengthen the Neighborhoods: The CRA shall partner with the City and other public and/or private organizations in order to:
  - Upgrade street and utility infrastructure;
  - Undertake corridor enhancement projects;
  - Develop design standards if applicable;
  - Provide incentives for the development of workforce housing;
  - Provide opportunities for creation of new and expansion of existing arts programs and events; and
  - Develop grant programs to encourage investment within the redevelopment areas.
- b. Support the Main Streets: The CRA shall partner with the City and other public and/or private organizations in order to:
  - Provide additional parking capacity in traditional core areas of the City;
  - Install streetscape improvements;
  - Assist business owners with implementing retailing “best practices”;
  - Institute a comprehensive wayfinding and signage program;
  - Promote redevelopment of key parcels within the redevelopment areas;
  - Hire a Mainstreet Coordinator;
  - Initiate an outreach campaign to Bert Fish Medical Center;
  - Market and promote events and businesses within the redevelopment areas; and
  - Recruit targeted businesses
- c. Create a Healthcare District: The CRA shall partner with Bert Fish Medical Center, the City and other public and/or private organizations in order to:
  - Construct pedestrian enhancements to link the hospital with surrounding medical office, retail and residential uses;
  - Formalize and enhance parking;
  - Develop incentives for residential and office development surrounding the hospital; and
  - Promote and market the hospital and supporting medical services
- d. Broaden the Tourism Market: The CRA shall partner with the City, the Southeast Volusia Chamber of Commerce and other public and/or private organizations in order to:
  - Brand “The Loop”;
  - Provide additional parking;
  - Develop a comprehensive wayfinding signage program;
  - Construct gateway enhancements;
  - Promote development of hotels in strategic locations; and
  - Develop incentives to encourage new development and redevelopment.

- e. Enhance the Blue and Green Infrastructure: The CRA shall partner with the City and other public and/or private organizations in order to:
  - Reconstruct the seawall and construct other boardwalk park enhancements;
  - Enhance streetscapes;
  - Address drainage issues within the redevelopment area;
  - Examine and, if needed, establish fees for creation and maintenance of public parking;
  - Provide public access to the water; and
  - Promote events within the redevelopment areas
- f. Connect the Community: The CRA shall partner with the City and other public and/or private organizations in order to:
  - Develop a comprehensive wayfinding signage program;
  - Install sidewalk and bike lane enhancements;
  - Beautify and, if possible, reconfigure, the area where Business State Road 44 and State Road 44 divide;
  - Install streetscape and landscaping enhancements within the Westside Neighborhood; and
  - Develop and promote alternative forms of transportation

## **GOAL 7: NATURAL AND CULTURAL RESOURCE PROTECTION**

### **OBJECTIVE:**

1. To maintain a citywide natural resources protection program through the planning period.

### **POLICIES:**

- a. The City will provide for the protection of environmentally sensitive lands and protection of their natural functions through the maintenance and enforcement of the City of New Smyrna Beach *Land Development Regulations*.
- b. On a case-by-case basis, prepare an environmental assessment of the conservation resources and determine specific designations for areas of environmental concern. Once the environmental-protection areas, including any associated uplands are determined by a qualified biologist or natural scientist, the conservation limits shall be mapped by a registered land surveyor.
- c. Land carrying a Volusia County designation of Environmental System Corridor that is annexed to the City shall be designated as Conservation land use on the City Future Land Use Map.
- d. Circumstances under which location by the City of a conservation boundary line will require a Future Land Use Map amendment.
  - i. Where the average scaled variance between the Future Land Use Map and site survey data is less than five hundred feet (500'), no plan amendment will be required. If the location results in a discernable change in the Future Land Use Map, the City will provide a notice to the Department identifying the revised boundary.
  - ii. Where the average scaled variance between the Future Land Use Map and site survey data exceeds five hundred feet (500') but involves an area of less than ten (10) acres, a small-scale plan amendment will be required.
  - iii. Where the average scaled variance between the Future Land Use Map and site survey data exceeds five hundred feet (500') and involves an area in excess of ten (10) acres, a large-scale amendment will be required.
  - iv. The land use designation for the lands identified as non-conservation land in accordance with i above shall be the same land use designation as the nearest adjacent non-

- conservation land use classification.
- e. Maintain and enforce appropriate development regulations, which protect conservation areas.
  - f. Participate with the state and county in the acquisition/preservation of lands lying within the Indian River estuarine system.
  - g. Implement policies detailed in the Conservation Element that provide incentives for the protection and enhancement of natural resources, such as beaches, wetlands, and trees, through the adoption of *Land Development Regulations*; a tree protection ordinance, a stormwater management ordinance, and a minimum wetlands standards ordinance.
  - h. Implement policies detailed in the Coastal Management Element, which maintain, restore, and enhance the overall quality of the coastal zone environment. These policies should be implemented in coordination with the City *Land Development Regulations* and an effective concurrency management program, as well as with redevelopment of areas within the Community Redevelopment Agency district.
  - i. Maintain and enforce wetlands protection regulations adopted in the *Land Development Regulations*.
  - j. The City will enforce Ordinance 97-89, Stormwater Management and Conservation Ordinance, and any future amendments thereto.

**OBJECTIVE:**

- 2. To maintain, enhance and promote the arts community and events within the City.

**POLICIES:**

- a. The City will partner with the Community Redevelopment Agency and other public and/or private organizations to promote arts events within the City.
- b. By December 2011, the City, in coordination with residents, business owners and representatives of the arts community, will establish an Arts Overlay District or Districts.

**OBJECTIVE:**

- 3. Continue to identify and protect significant historic resources within the City.

**POLICIES:**

- a. Support the efforts of the Historic Preservation Commission and the Southeast Volusia Historical Society to designate appropriate historic districts within New Smyrna Beach.
- b. Require the Historic Preservation Commission, at a meeting open for public comment, to review all applications for demolition of any structure having historical or archaeological significance. This shall be done in order to minimize the adverse impacts of future development on the City historical and archaeological resources.
- c. Continue to maintain the Historical and Archaeological Preservation Element to provide incentives for protection and restoration of potentially significant historic properties.
- d. Maintain and continually update the historical and archaeological survey of the City.
- e. Designate one (1) resource per year as a local landmark.
- f. Investigate the feasibility of preserving or rehabilitating all publicly owned historic resources, using the procedures, rules, guidelines, and standards of the US Department of Interior and the Florida Department of State, Division of Historic Resources.

**GOAL 8: SMART GROWTH INITIATIVE**

To ensure that the City of New Smyrna Beach, and any unincorporated parcels within the Joint Planning

Area (JPA) established by the May 2013 Interlocal Service Boundary Agreement, retains an interconnected core network of environmentally important lands to help preserve the ecosystems into the future.

### **OBJECTIVE:**

1. To protect and enhance environmentally sensitive corridors, wildlife habitat, connected wetlands, and natural hydrologic functions throughout City and the JPA, the City adopts the Environmental Core Overlay or "ECO" Map as a component of the Future Land use Map series.

### **POLICIES:**

Lands within the ECO Map shall be managed based on the following criteria:

- a. Public lands within ECO shall be managed to protect functioning ecological systems while respecting existing land management or use agreements.
- b. Where a tract of land is partially or fully within ECO, proposed development activities shall be encouraged to utilize innovative and flexible land development and planning techniques such as conservation development and/or transfer of development rights to shift development from ECO to other more suitable areas. In such cases, lands within ECO shall be protected by an easement that permanently severs development rights.
- c. Where a tract of land is partially or fully within ECO, the owner(s) shall be encouraged to utilize innovative land planning and development techniques such as conservation subdivisions, rural clusters, rural lands stewardship, Low Impact Development, Waterwise Development, Firewise Development, United States Green Building Council LEED Certified development, Florida Green Building Coalition designations, or other similar development certifications which promote sustainability.
- d. The City shall encourage landowners who own property within ECO to coordinate development activity and utilize innovative and flexible land development techniques to protect the integrity of the Environmental Core Overlay as an ecological unit.
- e. By 2015, the City shall adopt regulations, standards, and procedures to apply specific minimum environmental standards to the Environmental Core Overlay to protect it as a functional ecological unit. Specific regulations shall be adopted within ECO for wetlands protection, watershed protection, aquifer protection, and for conservation of trees and native habitat.
- f. By 2015, the City shall adopt land development regulations which set forth procedures and standards for implementing this section, which shall respect underlying property rights while promoting protection of existing functioning ecological systems. The land development regulations shall provide procedures for subdivision of land that recognize the existing densities and intensities and provide incentives for conservation development as set forth in Policy 2, below, and which includes the following:
  - i. Private land owners within ECO shall be encouraged to utilize Best Management Practices to conserve lands within the overlay so as to protect functioning ecological systems.
  - ii. The City may consider privately owned lands within ECO for fee and less than fee acquisition.
  - iii. Lands identified as ECO shall also be encouraged for private conservation programs such as conservation easements, wetland mitigation banks, conservation banks, wetlands reserve program, and other recognized conservation programs.
  - iv. Lands within ECO will be identified as sending areas in any transfer of development rights program that may subsequently be developed.
- g. The zoning densities, as a whole, for all land within the ECO boundaries shall remain density neutral. Incentives may be provided for innovative planning and/or preservation.

## OBJECTIVE:

2. The City shall develop procedures, standards, and incentives for Conservation Developments (CDs). CDs shall be the preferred method for subdivision on all parcels or tracts that include or are directly adjacent to lands identified on the Environmental Core Overlay (ECO).

## POLICIES:

- a. Conservation Developments are residential and open space developments where at least sixty-percent (60%) of the gross land area is designated as permanently protected open space and managed for agricultural or conservation purposes. Open space shall be arranged to preserve the function, purpose and integrity of the on-site natural resources to the maximum extent practicable. The underlying development rights of the open space shall be severed through a permanent conservation easement. Development shall not exceed forty-percent (40%) of the land area and shall be located on the area most suitable for development. Lots shall be arranged in a compact fashion and are authorized and encouraged to be smaller than typically allowed in the zoning classification. Conservation Developments shall be designed to protect the important characteristics and features of land through the following goals, as applicable:
  - i. Protect natural and historic resources.
  - ii. Preserve the rural character of the area.
  - iii. Retain functional open space for passive recreational purposes.
  - iv. Maintain significant areas for silviculture and agriculture production.
  - v. Provide habitat corridors through linked open space networks.
  - vi. Protect scenic vistas.
  - vii. Allow development on smaller lots and a compact footprint in order to protect more open space.
- b. The land development regulations shall set forth a flexible process for authorizing conservation developments with innovative designs and provide for standards and locational criteria to site lots in an area suitable for development. The regulations shall also establish procedures for permanent conservation management of the designated open space.
- c. Conservation Developments shall be encouraged by the following policies:
  - i. Base Yield for a Conservation Development means the gross acreage of a tract divided by the density of the underlying land use designation. In cases where tracts contain multiple land use designations, the base yield will be calculated separately for each area and added together to determine the total site's base yield. The resultant number is the allowed number of residential dwelling units, prior to any potential bonuses.
  - ii. A Conservation Development which preserves substantially all wetlands and fifty-percent (50%) of the uplands as open space or at least seventy-five-percent (75%) of the gross acreage may receive up to twenty-five-percent (25%) density bonus above the base yield.
  - iii. The following innovative design techniques shall be encouraged: Low Impact Development, Dark Skies, WaterStar, Firewise, US Green Building Council LEED Certified Development, Florida Green Building Coalition designation or other city-approved certifications which promote sustainability, water neutrality, or environmental restoration of degraded wetlands or habitat. Provisions of the land development regulations may be waived for a Conservation Development to the extent that they are in conflict with an approved certification. If allowed, the facilities based on these programs must be privately maintained.
  - iv. In no event shall the yield bonus exceed capacity for existing public infrastructure as measured by concurrency management systems in the land development regulations or §206 School Planning, Volusia County Charter.
  - v. A Conservation Development may include agri-tourism and eco-tourism activities such as: sales of agricultural products, equestrian boarding facilities, ecotourism facilities, agri-tourism facilities, environmental interpretive or learning centers, boardwalks and trails.
  - vi. A Conservation Development may incorporate limited neighborhood scale commercial development designed to serve area residents, provided it is compatible with the overall Conservation Development and consistent with the rural character of the area.
  - vii. The number of residential units in a Conservation Development shall not exceed 600 units.

- d. Open space areas in Conservation Developments shall be designated, permanently protected, and maintained as undeveloped conservation, agriculture or passive recreational uses. Open space shall be selected and designed according to the following principles:
- i. ECO Lands, Conservation lands, lands designated Environmental Systems Corridor within the JPA, substantially all wetlands, natural and historic resources shall receive top priority for inclusion as part of the designated open space area and shall be managed for conservation purposes. Agricultural areas may be set aside within areas designated as open space area, provided the agricultural uses comply with Best Management Practices approved by the Florida Commissioner of Agriculture.
  - ii. When a parcel contains lands designated as ECO and other lands, the Conservation Development should as much as possible protect the ECO lands and shift development to lands outside of ECO.
  - iii. Taken as a whole, open space should contain as much of the lands designated as ECO as possible and shall generally be contiguous to minimize fragmentation and promote the creation of an interconnected, environmentally significant corridor.
  - iv. Open space shall be permanently protected by a recorded conservation easement and held by one or more of the following: City of New Smyrna Beach, other public agency, or a land trust or conservation organization approved by the City.

Open space shall be subject to an appropriate management plan. The management plan shall establish management objectives, outline procedure, and define the roles and responsibilities for managing the open space. The plan shall also provide for the protection of species listed by FWC and USFWS.