

# 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 ~~1996~~ 2010. In addition to existing land use that has been documented by the Planning and Zoning Department, the existing zoning and the ~~1979~~ 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.

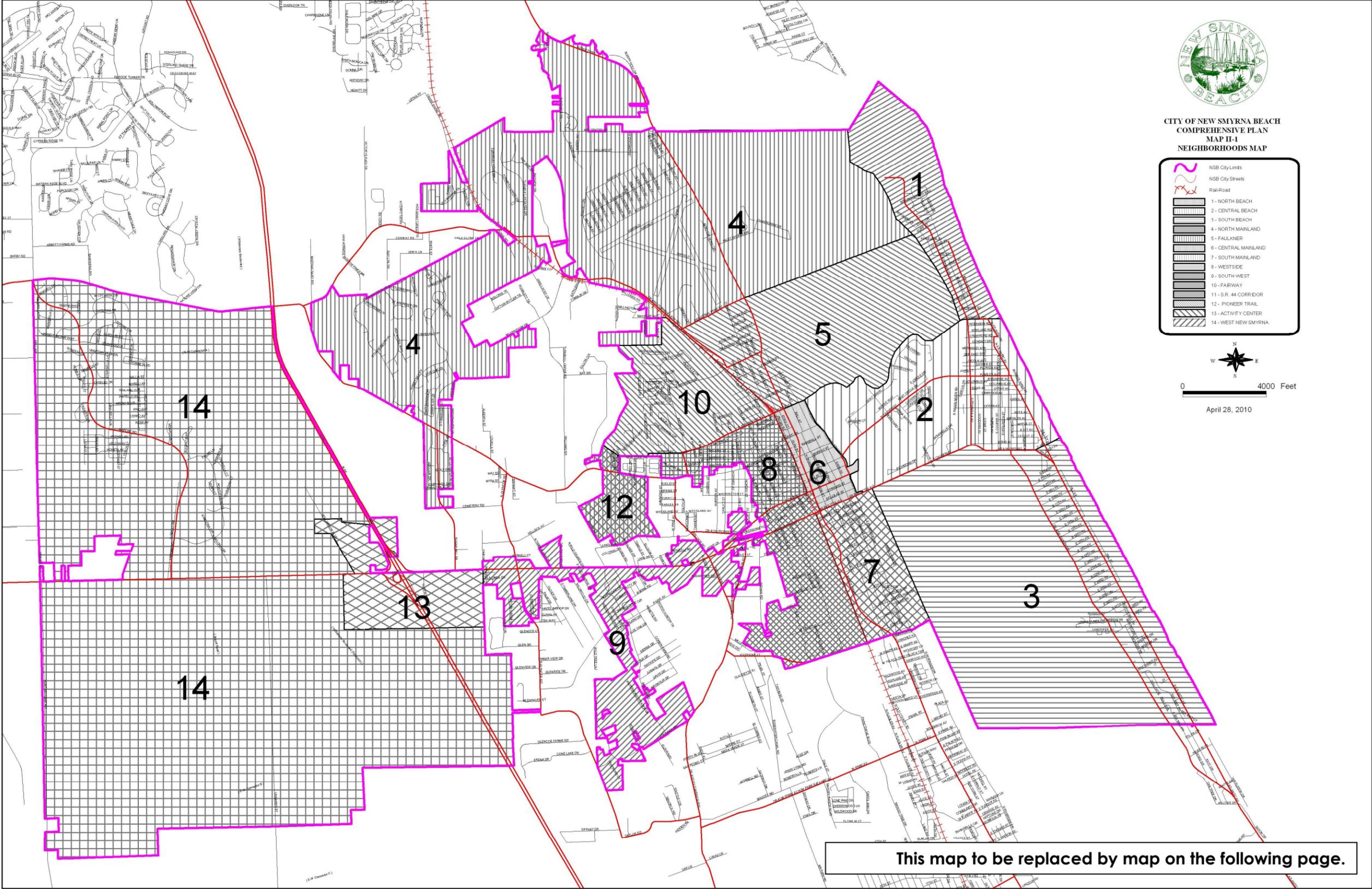
Immediately west of the Indian River is the Silver Bluff Terrace, which runs north and south, contains numerous shell beds, and varies in elevation from between five (5) and ten (10) feet above sea level. The terrace is a reasonably broad, flat area that extends back to the Atlantic Coastal Ridge.

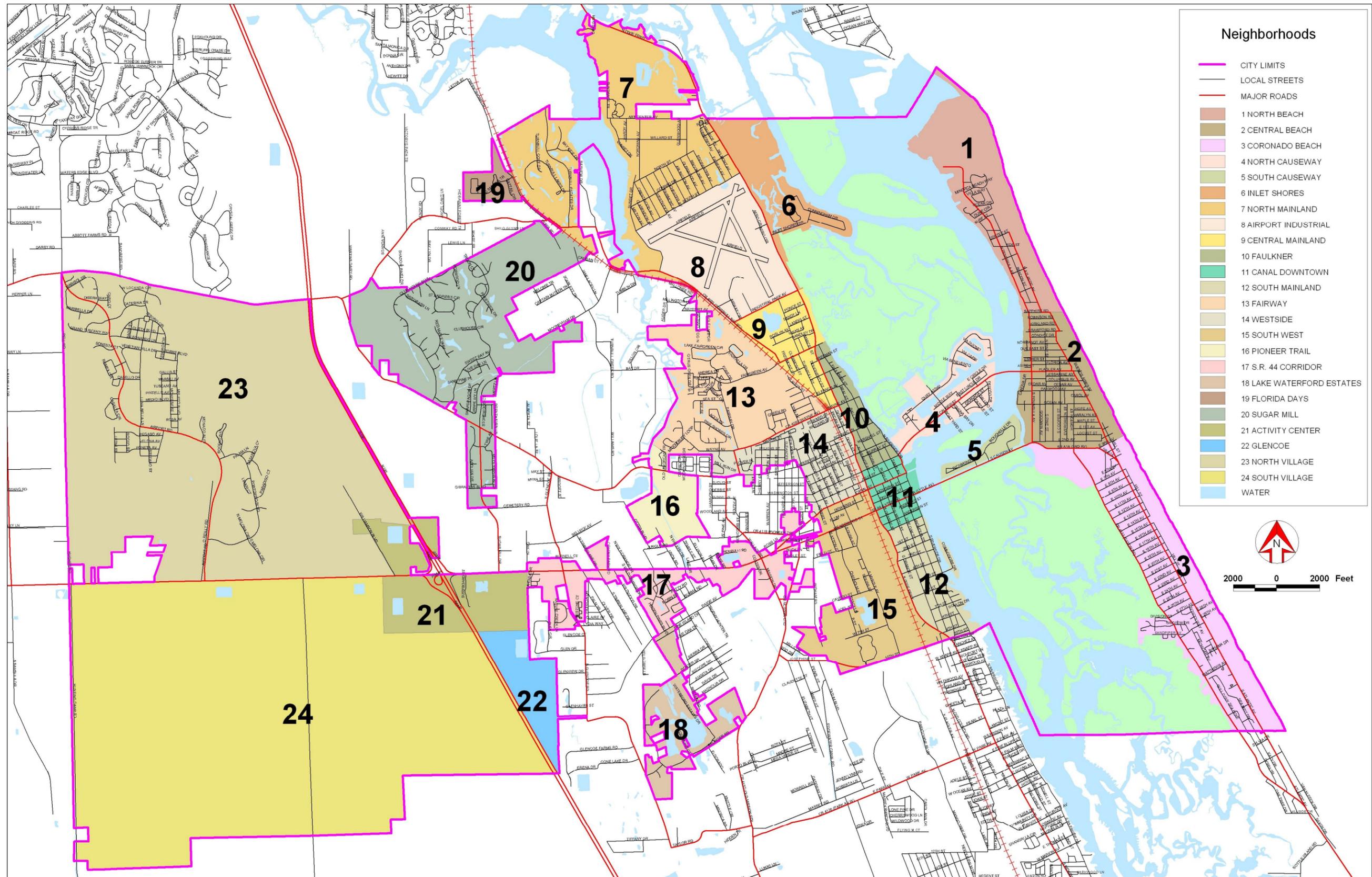
The Atlantic Coastal Ridge generally parallels the Interstate 95 alignment. This ridge is a relic shoreline formed during an early geologic period when the ocean level was significantly higher than it is today. When the polar caps receded, the sea level was high for long periods of time, allowing waves 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.

### COMMUNITY STRUCTURE

The settlement of New Smyrna Beach can be understood by looking at the different neighborhoods that comprise the City. There are ~~12~~ 24 identified neighborhoods within the community, as shown on Map II-1, Neighborhood Map, ~~and as documented by the City of New Smyrna Beach planning staff in a preliminary document titled "Future Land Use Element, March 23, 1987."~~ The information in this document has served as the basis for the following overview of the 12 neighborhoods. 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

Map II-1 Neighborhoods Map





to better match the geographical limitations and resident perspectives that define neighborhood boundaries.

## **NORTH BEACH**

~~Two (2)–Three~~ significant developments have occurred in the North Beach area since the 1979 *Comprehensive Plan* was completed. ~~One~~ The first is the Smyrna Dunes park facility adjacent to the US Coast Guard station. The second project ~~, and the other~~ is the 640 unit ~~inlet project~~ Minorca residential development. ~~At buildout, the inlet project~~ The Minorca project ~~will~~ containing a series of high-rise residential facilities and several thousand square feet of associated commercial space. ~~Currently, about 231 units (36 percent) have been built.~~ 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. ~~This project, as well as the new park facility, is projected to increase the traffic congestion on Peninsula Avenue.~~

The remainder of the North Beach area is predominately single-family housing, with some scattered duplexes, ~~as you get closer to~~ 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, ~~New Smyrna Beach High School,~~ 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 Riverview Inn and Riverview Charlie's (restaurant)~~ 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 causeway areas have experienced considerable condominium development, resulting in an increase in medium- and high-density growth with supportive development. The pavement within the North Causeway has been widened to three (3) lanes, with a center turn lane, which facilitates uninhibited traffic flow. There are frontage roads along portions of the causeway, which provide good access to developments along the corridor. There is little remaining developable land on the North Causeway. 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.~~

~~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.~~

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. ~~contains portions~~ Portions of this area are zoned of the B-4, Ocean Commercial zoning district, which is appropriate for ~~hotels~~ transient lodging facilities on the beachside. ~~Hotels~~ 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.

~~The frontage along the ocean is highly developed, with mixed commercial and multi-family uses.~~

~~The east end of Bouchelle Island is currently under development with approximately 400 out of 600 units currently built. One (1) additional intersection has been provided on the State Road A1A (South Causeway), bringing to three (3) the number of intersections serving the island. The existing single-family subdivision on the west end of Bouchelle Island is substantially built out.~~

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 ~~the commercial areas~~ include: banking, insurance, grocery, personal service facilities, restaurants, laundromats, and entertainment complexes. ~~The Ocean View facility on South Atlantic Avenue is the only health care facility east of the North and South Causeways.~~ Beachside fire protection is provided by a new fire station located on ~~Columbus Avenue~~ 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 ~~it will implement~~, 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.

## **SOUTH BEACH CORONADO BEACH**

The ~~South Beach~~ Coronado Beach Neighborhood area 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 ~~is generally multi-family residential, or is transitioning to multi-family residential~~ 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 ~~South Beach area~~ 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 ~~South Beach area~~ 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 CAUSEWAY**

The North Causeway Neighborhood, which connects the mainland to beachside New Smyrna Beach, provides several redevelopment opportunities, including the City-owned Administrative Office Building 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 has been widened to three (3) lanes, with a center turn lane, which facilitates uninhibited traffic flow. There may be opportunities to replace the center turn lane with landscaped medians through coordination with the Florida Department of Transportation. 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 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 will also house the Marine Discovery Center and Artists' Workshop.

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 New Smyrna Beach Municipal Airport, the industrial park adjacent to the airport,~~ the community of Islesboro, ~~the Turnbull Bay Golf and Country Club subdivision,~~ the Doris Leeper Preserve and the Atlantic Center for the Arts, ~~Inlet Shores, and the proposed New Smyrna Beach Marina.~~ 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 ~~35 percent~~ 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 New Smyrna Beach Municipal Airport is bordered 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.~~

~~The Inlet Shores subdivision located east of US Highway 1 is on a manmade finger of land intruding into the wetland area. There are a few remaining undeveloped lots in the Inlet Shores subdivision.~~

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. ~~Art Center Avenue is a substandard, shell surfaced road that serves as the sole access to the Atlantic Center.~~ 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. ~~If this area is developed, additional traffic will impact Art Center Avenue and further emphasize the need to pave this road.~~

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.

~~The Turnbull Estates Golf and Country Club Community began in the early 1990's and is anticipated to have continual growth for the next few decades with build-out of over 600 dwelling units.~~

## **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 Islesboro 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.

## **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 ~~North and~~ Central Mainland, Westside, Canal Downtown and North Causeway Neighborhoods. ~~areas, straddling US Highway 1, and extending eastward to the Indian River.~~ This neighborhood is an older, highly urbanized area consisting primarily of a broad range of land uses 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. ~~Enclaves of other residential developments are located west of US Highway 1 adjacent to the strip commercial development along the highway. Patches of industrial development exist on Turnbull Bay Road. A large City utility yard and a mobile home park border Industrial Park Drive on the north boundary of the Faulkner neighborhood.~~

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.

## **CENTRAL MAINLAND**

~~The Central Mainland area encompasses the primary central business district, or downtown area, of New Smyrna Beach, including Riverside Park along the Intracoastal Waterway. The area abuts the surrounding neighborhoods, including the Faulkner, Westside, and South Mainland areas. The Central Mainland area, as well as the surrounding residential neighborhoods, is currently included in a National Register Historic District.~~

~~Existing land uses include: the main commercial and office zone (mixed with medium to high density multi-family dwelling units) in the northern segment; an older residential area (mixed with office and institutional uses) in the southern segment; and a small commercial/office zone, a county maintenance building, and two (2) lumberyards concentrated between US Highway 1 and the Florida East Coast Railway in the western segment. The Canal Street area has been revitalized, with properties along Canal~~

~~Street undergoing considerable renovation. The Community Redevelopment Agency purchased land in the downtown area to relieve current parking shortages. A small parking facility has been constructed at the corner of Julia and Rush Streets.~~

~~As this area continues to develop, the Community Redevelopment Agency will be addressing the overall streetscape of Canal Street, as well as other issues and projects identified in the Community Redevelopment Plan. The Florida Department of Transportation (FDOT) recently returned Canal Street (from US Highway 1 to Riverside Drive) and Riverside Drive (from Canal Street to the North Causeway) to the City.~~

~~The FDOT recently completed a new four (4) lane high rise bridge across the Intracoastal Waterway, connecting Lytle Avenue with the South Causeway. This bridge has reduced traffic congestion going to and from the beaches.~~

## **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 ~~Lytle Avenue~~ 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 and the Bert Fish Medical Center area south of Lytle Avenue.

The Bert Fish Medical Center is located south of Lytle Avenue between Palmetto Street and Live Oak Street.

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. ~~Also within this area is a former junior high school property that the City of New Smyrna Beach is considering for an overall recreation complex. A number of facilities may be consolidated in this area in addition to some new recreational items. A new library is being constructed in this area.~~

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.

## **WESTSIDE**

The 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 ~~this~~ 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 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, ~~and~~ and 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 is currently in the process of working with neighborhood residents and stakeholders to develop a neighborhood plan. The plan would identify areas of concern, make recommendations as to strategies to address those concerns and present 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.

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. Most of the 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 Westside area 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 in the Westside Neighborhood has a future land use designation of High Density Residential. The majority of this high-density residential land is zoned R-5, Multi-Family Residential, which allows multi-family development of up to nine (9) stories or 95 feet in height. However, the existing development pattern within the neighborhood is more consistent with low- to medium-density residential. This mismatch between existing land use and zoning designations and the existing and desired development pattern is expected to be addressed in the final draft of the neighborhood plan.

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, ~~the Florida East Coast Railway property~~ 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 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.

South of 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. ~~the Daytona Beach Community College has expanded its facilities and buildings. This, combined with access to 10<sup>th</sup> Street, will increase the traffic flow and the demand for housing in the Southwest area.~~ 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. A middle school exists along Myrtle Avenue to serve the community.

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.

## **FAIRWAY**

This neighborhood has been the fastest growing area in the City since 1979. Rapid growth has 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 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. 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.

## **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 is proposed to be was widened from the present two (2) lanes to four (4) lanes by in 1998. This proposed improvement will 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 proposed in the Volusia County plan as an area of 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 assisting in the development of a 500 megawatt power generating facility. In this same area, the Utilities Commission, City of New Smyrna Beach is constructing a 6.0 million gallons per day sewage treatment facility that is scheduled to be 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 only other development in the activity center consists of two (2) service stations occupying about two (2) acres of land.

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 approximately 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 parcel shipping 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.

## **WEST NEW SMYRNA BEACH**

This neighborhood consists of two (2) large tracts of land annexed into the City west of Interstate 95. These two (2) tracts consist of approximately 7,000 acres. 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.

## **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 ~~chapters~~ elements of this plan.

As of ~~June 1990~~ April 2010, there are ~~228~~ 1,751 undeveloped parcels within the City ~~plotted lots in new subdivisions~~, and ~~645~~ 136 units for which building permits have been issued but have not yet received

certificate of occupancy approval. Additionally, ~~270,000~~ 440,000 square feet of non-residential construction is ~~permitted~~ 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.

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, ~~capable of treating~~ 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.

~~Potable water for New Smyrna Beach is supplied from three (3) wellfields. The first is located in the Samsula area, the second is located at the water treatment plant on the east side of South Glencoe Road, and a third is located at State Road 44 and Pioneer Trail. The permitted peak capacity is 10.38 mgd. The current average daily demand is only 4.53 mgd. 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.

~~At the time of the adopted element, the City had deficiencies in its drainage facilities. Since that time, the City has completed a Stormwater Master Plan and has implemented a stormwater utility fee to pay for drainage improvements. The improvements are needed for developments built prior to stormwater management regulations. Developments built after 1979, which are required to manage stormwater on-site, have experienced little or no drainage problems. 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:

- The Central Mainland Portions of the Central Mainland, Faulkner, Westside, Canal Downtown, South Mainland and Southwest neighborhoods that front , particularly along US Highway 1, where smaller commercial and residential lots should be combined for conventional sized commercial developments; 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 Westside neighborhood, where sub-standard single-family homes on non-conforming lots should rehabilitated or replaced, while maintaining the single-family character of the neighborhood; As of April 2010, the City and neighborhood residents are in the process of developing a neighborhood plan to identify resident concerns and to establish an implementation plan to address short-, intermediate- and long-range issues within the neighborhood.
- The South Beach Neighborhood, south of East 8<sup>th</sup> Avenue neighborhood, particularly along Atlantic Avenue where older (some substandard) medium-density single-family, duplex and medium density 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 Beach Neighborhoods, north of East 8<sup>th</sup> Avenue neighborhoods, 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, two- duplex, and multi-family uses; and
- 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 North Causeway Neighborhood, which connects the mainland to beachside New Smyrna Beach, provides several redevelopment opportunities, including the City-owned Administrative Office Building 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) general streetscape should be upgraded

~~consistent with the Facade Guidelines developed by the Community Redevelopment Agency for Flagler Avenue 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. All residential development in forestry resource areas shall contain an average density of one (1) dwelling unit per 20 acres.

### 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 ~~up to one (1) unit per acre~~, 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 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 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, so as to provide areas of semi-rural or suburban character.~~

## **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

~~The downtown area between Washington and Lytle east of US Highway 1 is shown for high-density residential and commercial similar to those uses permitted in the B-1 district. Residential densities of up to 18 dwelling units per acre are permitted in this area.~~

~~The Westside transitional area is within the Westside neighborhood, and includes high-density residential and neighborhood commercial land uses for the purpose of providing goods and services within the Westside neighborhood.~~

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

~~Intent: These areas are primarily suitable for office and retail businesses. 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 and Canal Street districts. Hotels are permitted uses in the same commercial areas at a maximum density of 24 dwelling units per acre.~~

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 hotel transient lodging units per acre)~~

Maximum allowed Floor Area Ratio (FAR): 3.0

Intent: Areas composed primarily of accommodations for short-term visitors. In addition, amusements and restaurants may be permitted. The floor area ratio shall not exceed 3 and the ~~hotel room transient lodging~~ density shall not exceed 75 ~~dwelling~~ units per acre. A limit on the maximum size of individual ~~hotel transient lodging~~ rooms, for the majority of the rooms in a project, is established by the *Land Development Regulations*. ~~Suites and other types of larger rooms are limited to thirty percent (30%) of allowed hotel rooms.~~ 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 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.

## INDUSTRIAL

Maximum allowed Floor Area Ratio (FAR): 2.0

Intent: ~~Lands designated for industrial use should be near railways and/or major highways. Adequate buffering should be provided from adjacent land uses; and transitional uses (such as office or commercial uses) should be provided between industrial and residential areas.~~ 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

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 40 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:

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

## MARINA

Maximum allowed density:

Up to 24 transient lodging 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 ~~hotels~~ 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.

\*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: ~~Existing public open spaces and recreation facilities have been designated as "recreation" on the Existing Land Use Map. Future parks and recreation facility locations have not been mapped; instead,~~

~~needs and service areas for these facilities will be described in the Recreation and Open Space Element. 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.~~

## **PUBLIC GROUNDS AND BUILDINGS**

~~Maximum allowed Floor Area Ratio (FAR): 1.0~~

~~Intent: This category includes facilities such as City Hall, Riverside Park, 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.~~

## **VACANT**

~~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.~~

## **URBAN TRANSITION 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. This area is designated by an Urban Overlay Zone applied to the Future Land Use Map. 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, 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 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 development to housing is 25-50 square feet of retail and 100-250 square feet of office and service commercial development for each dwelling unit.
  - 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

~~The population growth rate of New Smyrna Beach has slowed since 1987.~~ 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 (~~1995~~2010) resident population is estimated to be 18,39325,043. A slow growth trend is anticipated to prevail in the future, with an increase of 6,2978,957 by year 201535, bringing the City resident population to 24,69034,000. Also by 201535, there will be an increase of 4,5485,217 households over the current (~~1994~~2005) number of households (11,74714,696), bringing the total to 16,29519,913.

Table II-1 Resident and Seasonal Population

Year	Resident		Seasonal		Combined Total	
1995	-18,393		-6,254		-24,647	
2000	-20,112		-6,838		-26,950	
2005	-21,657		-7,363		-29,020	
2010	-23,183	25,043	-7,882	5,259	-31,065	30,302
2015	-24,690	28,664	-8,395	6,019	-33,085	34,683
2020		32,284		6,780		39,064
2025		34,095		7,160		41,255
2030		34,048		7,150		41,198
2035		34,000		7,140		41,140

Source: US Census Bureau, 2000; Bureau of Economic and Business Research, 19952005; and City of New Smyrna Beach Planning and Zoning Department~~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 6,2978,957 persons between 19952010 and 201535. This represents a 34.235.8 percent increase. Assuming that the existing distribution of land uses in 19952010 is sufficient for the community, the amount of land in the various future land use categories can then be projected for the year 201535, based in part on this existing distribution.

Table II-2, Existing Land Use for New Smyrna Beach ~~and Unincorporated Future Growth Areas~~, distributes the 11,01621,476 acres within the City into 10eight (8) basic categories. Approximately 59.63 percent of the land area within the City corporate boundaries is either vacant or designated as conservation. Of this undeveloped area, approximately 26.30 percent will be available for development through the buildout period of the community. The 27.833 percent designated as conservation will, for the most part, remain undeveloped.

Table II-2 Existing Land Use ~~(1996), 2010~~

Land Use	Area		Percent	
Conservation/Wetlands (Tidal Influence)	—3,000	<u>7,084</u>	27.2%	<u>33.0%</u>
Conservation (High, Dry Land)	—69		0.6%	
Recreational	—501	<u>309</u>	4.5%	<u>1.4%</u>
Agriculture	—	<u>508</u>	0.0%	<u>2.4%</u>
Residential	—2,726	<u>3,208</u>	24.7%	<u>14.9%</u>
Commercial	—603	<u>1,200</u>	5.5%	<u>5.6%</u>
Industrial	—142	<u>156</u>	1.3%	<u>0.7%</u>
Public/Semi-Public	—390	<u>2,682</u>	3.5%	<u>12.5%</u>
Vacant Land	—3,422	<u>6,328</u>	31.1%	<u>29.5%</u>
Beaches	—163		1.5%	<u>0.0%</u>
<b>Total</b>	<b>—11,016</b>	<b><u>21,476</u></b>	<b>100.0%</b>	
Shore Line (Lineal Miles – Beaches and Shores)	21.14			

Source: [City of New Smyrna Beach Planning and Zoning Department, January 1996 Volusia County Property Appraiser's Office, 2010](#)

The largest developed land category within New Smyrna Beach is the residential category, comprising 2,7263,208 acres. Based on the projected housing needs of the community detailed in the Housing Element on page VI-8, approximately 3,3281,139 acres of residential land will be needed in 201535. ~~This is an increase of 602 acres over the existing residential acreage.~~

The projected need for recreational land use by the year 201535 is 327601 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. ~~The beaches are included as recreation land use.~~

Based on an anticipated 34.235.8 percent increase in population by the year 201535, 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 Uses 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	
	—	<u></u>	—	<u></u>	—	<u></u>
Residential	—2,726	<u>3,208</u>	—3,654	<u>4,347</u>	—4,168	<u>8,039</u>
Commercial	—603	<u>1,200</u>	—809	<u>1,626</u>	—784	<u>1,297</u>
Industrial	—142	<u>156</u>	—557	<u>211</u>	—740	<u>608</u>
Recreation	—501	<u>309</u>	—673	<u>601</u>	—529	<u>333</u>

Notes: ~~Commercial includes 111 acres of Mixed Uses and Recreation includes 163 acres of beaches. 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 201535 for the following intensive land use categories: residential and industrial. It is the assumption of this planning effort that the year 201535 approximates the buildout condition for the community.

Table II-4 Future Land Use (acres)

Land Use	Area		Percent	
Residential Estate		<u>265</u>		<u>1.2%</u>
Low-Density Residential	<u>2,306</u>	<u>3,206</u>	<u>22.7%</u>	<u>14.9%</u>
Medium-Density Residential	<u>1,163</u>	<u>1,047</u>	<u>11.4%</u>	<u>4.9%</u>
High-Density Residential	<u>699</u>	<u>621</u>	<u>6.9%</u>	<u>2.9%</u>
<b>Subtotal</b>	<b><u>4,168</u></b>	<b><u>4,874</u></b>	<b><u>41.0%</u></b>	<b><u>22.7%</u></b>
Conservation	<u>3,373</u>	<u>7,181</u>	<u>33.2%</u>	<u>33.4%</u>
Recreation	<u>529</u>	<u>333</u>	<u>5.2%</u>	<u>1.6%</u>
Forestry Resource		<u>2,373</u>		<u>11.0%</u>
Agriculture	<u>39</u>	<u>928</u>	<u>0.4%</u>	<u>4.3%</u>
Mixed Uses	<u>111</u>	<u>96</u>	<u>1.1%</u>	<u>0.4%</u>
Sustainable Community		<u>3,165</u>		<u>14.7%</u>
Commercial	<u>673</u>	<u>621</u>	<u>6.6%</u>	<u>2.9%</u>
State Road 44 Corridor PUD	<u>55</u>		<u>0.5%</u>	<u>0.0%</u>
Industrial	<u>740</u>	<u>481</u>	<u>7.3%</u>	<u>2.2%</u>
Industrial Mixed Uses		<u>127</u>		<u>0.6%</u>
Southeast Volusia Activity Center		<u>494</u>		<u>2.3%</u>
Hospitality		<u>2</u>		<u>0.0%</u>
Marina	<u>56</u>	<u>84</u>	<u>0.5%</u>	<u>0.4%</u>
Public Land Uses Grounds and Buildings	<u>327</u>	<u>292</u>	<u>3.2%</u>	<u>1.4%</u>
Schools Educational	<u>102</u>	<u>161</u>	<u>1.0%</u>	<u>0.7%</u>
<b>Total</b>	<b><u>10,173</u></b>	<b><u>21,476</u></b>	<b><u>100.0%</u></b>	

Note: Conservation includes 163 acres of beaches

Source: City of New Smyrna Beach Planning and Zoning Department

Even though ~~673-1,297~~ acres are shown as Commercial 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 ~~five (5)-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, ~~which might conceivably develop if taken to the maximum of 11.6 units per acre.~~

Table II-5 Residential Zoning

Zoning District		Maximum-Density <sup>1</sup> (dwelling units per acre)	Future Land Use Category <sup>2</sup>
A-1	Prime Agriculture	0.2 – 1.01	Rural Residential <sup>3</sup>
A-2	Agriculture	0.2 – 1.01	Rural Residential <sup>3</sup>
RA		0.2 – 1.01	Rural Residential <sup>3</sup>
RPUD		0.2 – 1.01	Rural Residential <sup>3</sup>
RE	Residential Estate	1.0	Residential Estate
R-1	Single-Family Residential	2.7 – 3.6	Low-Density Residential
R-2	Single-Family Residential	3.8 – 5.0	Low-Density Residential
R-2A	Single-Family Detached and Attached Residential	8.0	Medium-Density Residential
R-3	Single-Family Residential	5.7 – 7.6	Medium-Density Residential
	Two-Family Residential		
R-3A	Single-Family Zero Lot Line Residential	6.4 – 8.78.0	Medium-Density Residential
	Two-Family Residential		
	Two-Family Residential (east of Atlantic Avenue)		
R-3B	Single-Family Residential	5.7 – 7.6	Medium-Density Residential
R-4	Single-Family Residential	6.4 – 8.78.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	8.5 – 11.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
R-5	Single-Family Residential	6.48.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	8.511.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
R-6	Single-Family Residential	6.48.0 or 8.7	Medium- or High-Density Residential
	Two-Family Residential	8.511.6	High-Density Residential
	Multi-Family Residential	12.0 - 18.0	High-Density Residential
MH-1	Mobile Home Park	6.4 – 8.7	Medium-Density Residential
MH-2	Manufactured Housing Subdivision	4.7 – 6.2	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 – Rural: 0.1-0.2 du/gross acre; Residential Estate: 0.1-1.0 du/gross acre; Low: 0.1-5.01 du/gross acre; Medium – 5.01-8.00 du/gross acre; and High – 8.01-12.0 or 18.00 du/gross acre  
<sup>3</sup>Vacant parcels or tracts of land that do not meet the Rural FLU category 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 one (1) unit per five (5) acres

Sources: City of New Smyrna Beach Planning and Zoning Department and Glattig Lopez Kercher Anglin, Inc.

## 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-34, 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 ~~area neighborhood, with the exception of the inlet project,~~ is almost at a point of total buildout. The inlet project ~~has 587 of these approved for 640 dwelling units, and will continue to develop in the years ahead.~~ 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 ~~South 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 ~~proposed-completed~~ for South Atlantic Avenue between Flagler Avenue and East 3<sup>rd</sup> Avenue. ~~Such-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 South Causeway area will be built out upon completion of the development project currently under construction on the east end of Bouchelle Island.~~

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.

## **SOUTH-CORONADO BEACH**

The South-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 ~~Plaza-Village Shopping Center~~ that is classified as commercial. ~~The area between East 7<sup>th</sup> and 8<sup>th</sup> Avenues was reclassified from low to medium density residential to provide a transition area between the commercial and the low-density residential area further south.~~

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 ~~also~~ 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 ~~South-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.

### **NORTH CAUSEWAY**

The North Causeway Neighborhood, which is on both sides of State Road 44 connecting Washington Street on the mainland to Flagler Avenue on the beachside, provides several 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. The Wildlife Foundation of Florida, in partnership with the Fish and Wildlife Conservation Commission and the City, has obtained a Volusia County ECHO grant to demolish some buildings at the former high school site and to renovate the remaining buildings. The Mosquito Lagoon Marine Enhancement Center will house the Marine Discovery Center and Artists' Workshop and eventually include a sport fish hatchery.

Periodically, traffic flow on the North Causeway is interrupted due to the drawbridge. Boat ramp parking demand exceeds available facilities and will need to be accommodated as vacant parcels are redeveloped.

### **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.

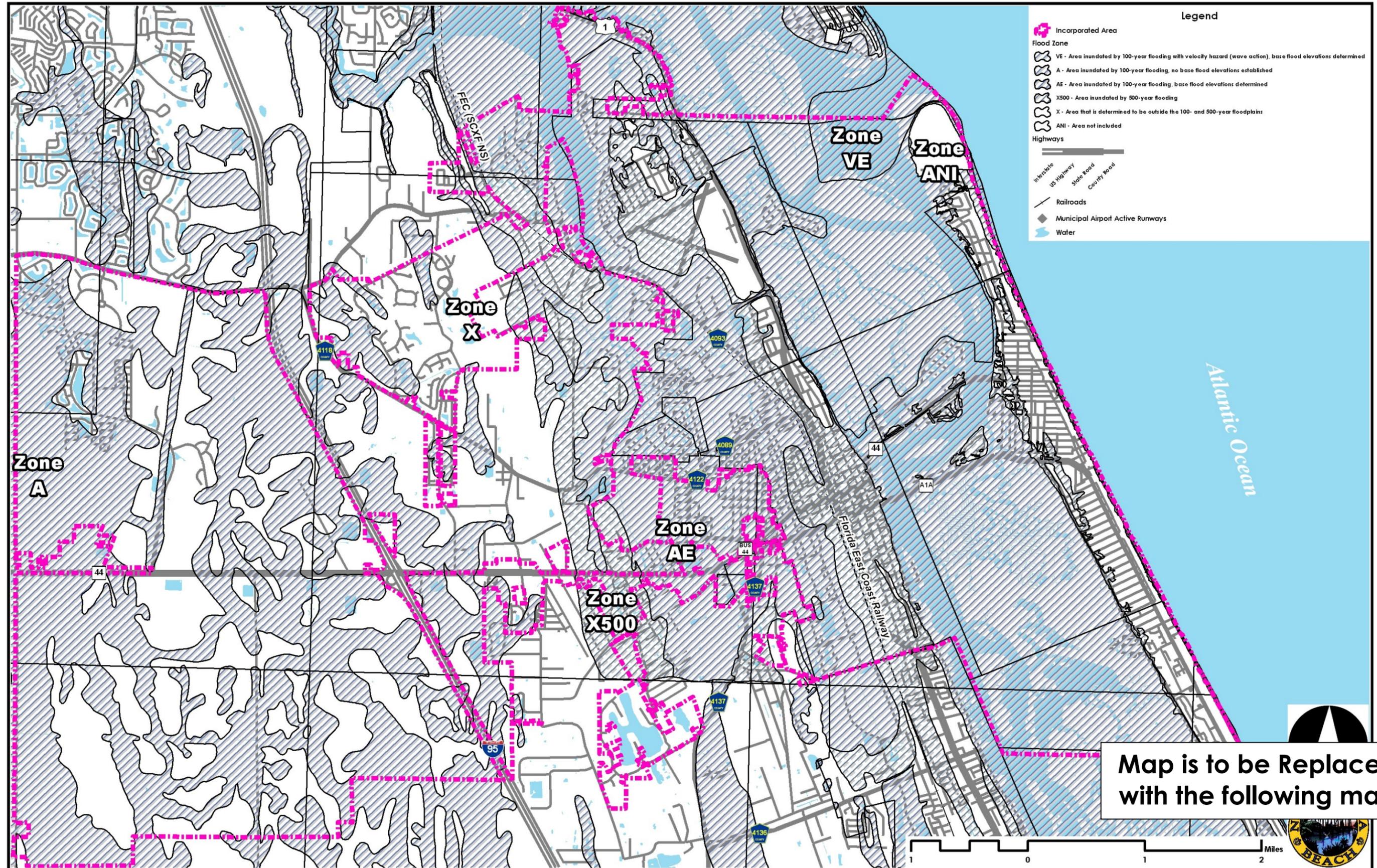
### **NORTH MAINLAND**

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.

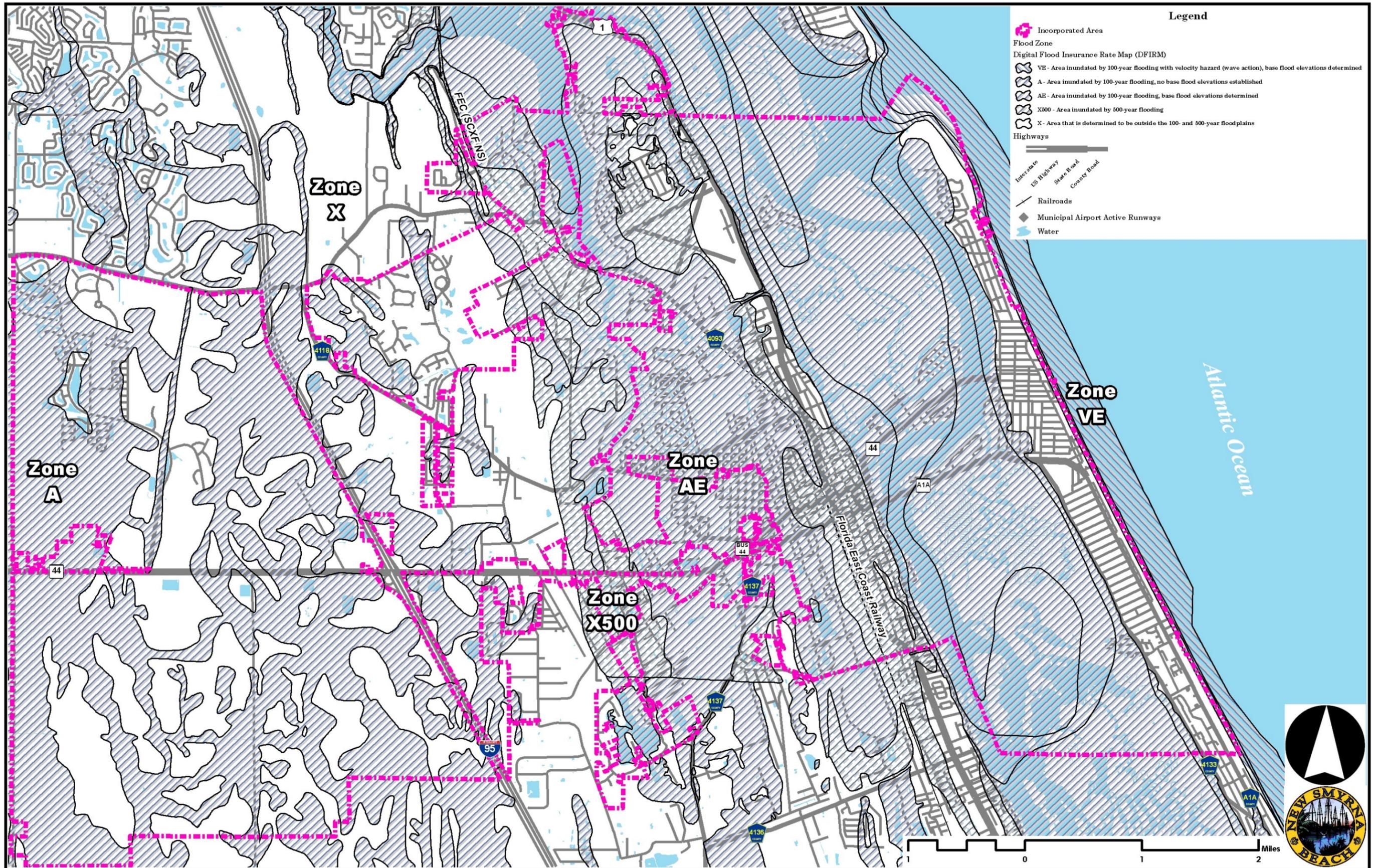
The Islesboro area will continue to develop slowly with moderately priced single-family units. This neighborhood has a very strong homeowners association, which has recommended that several community improvements be considered by the City. Included in these suggestions is construction of a boat ramp 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

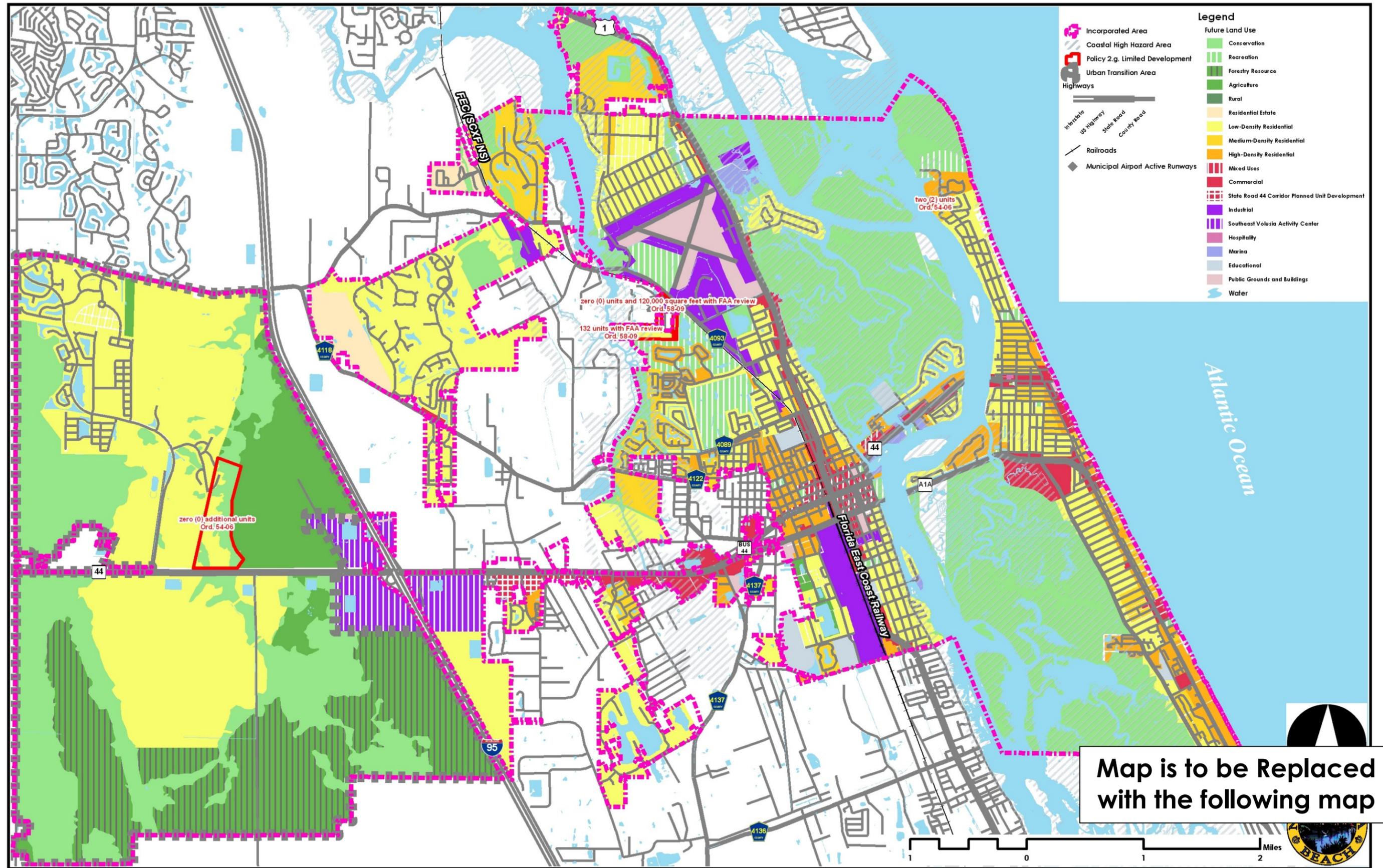


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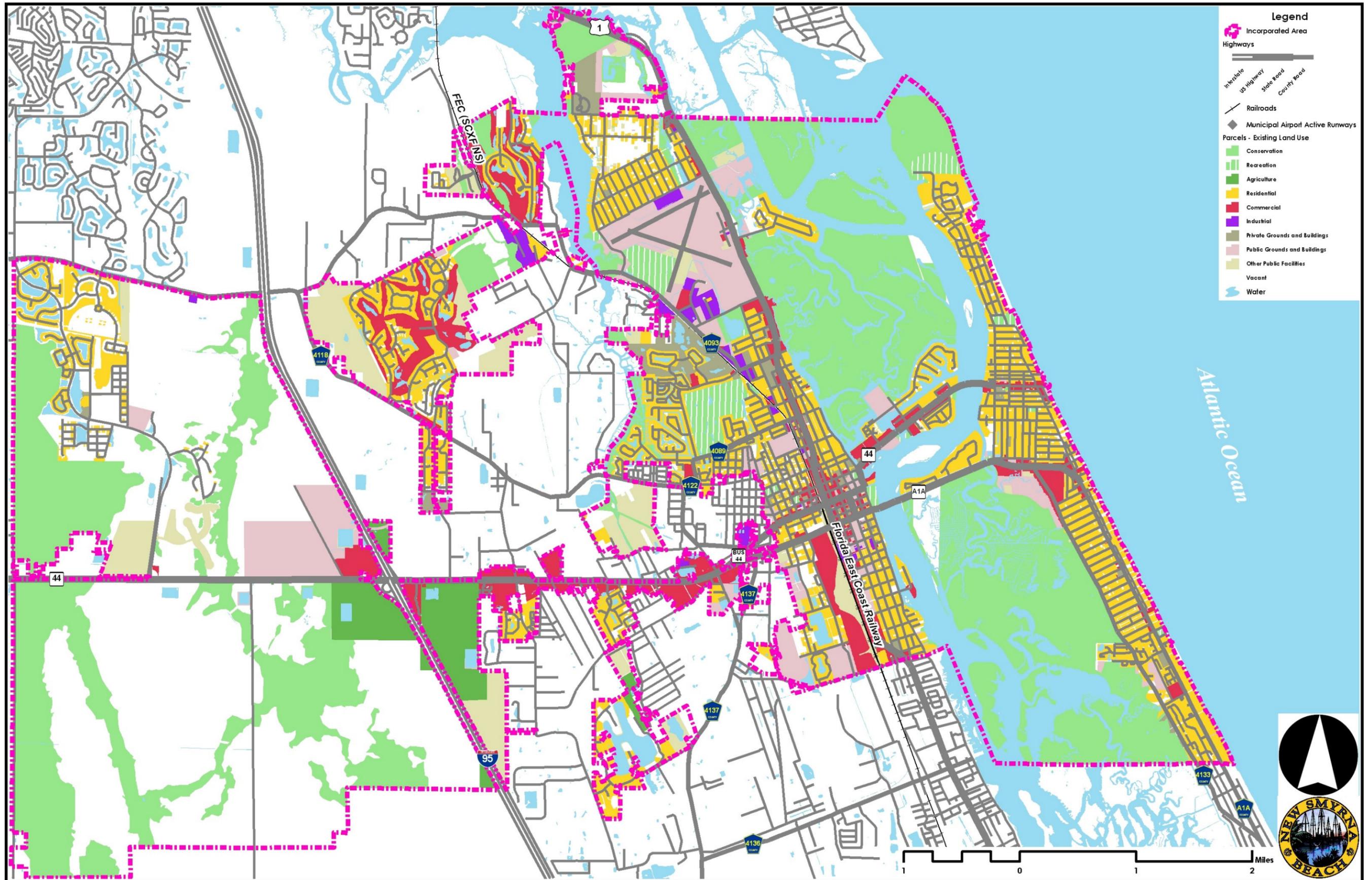


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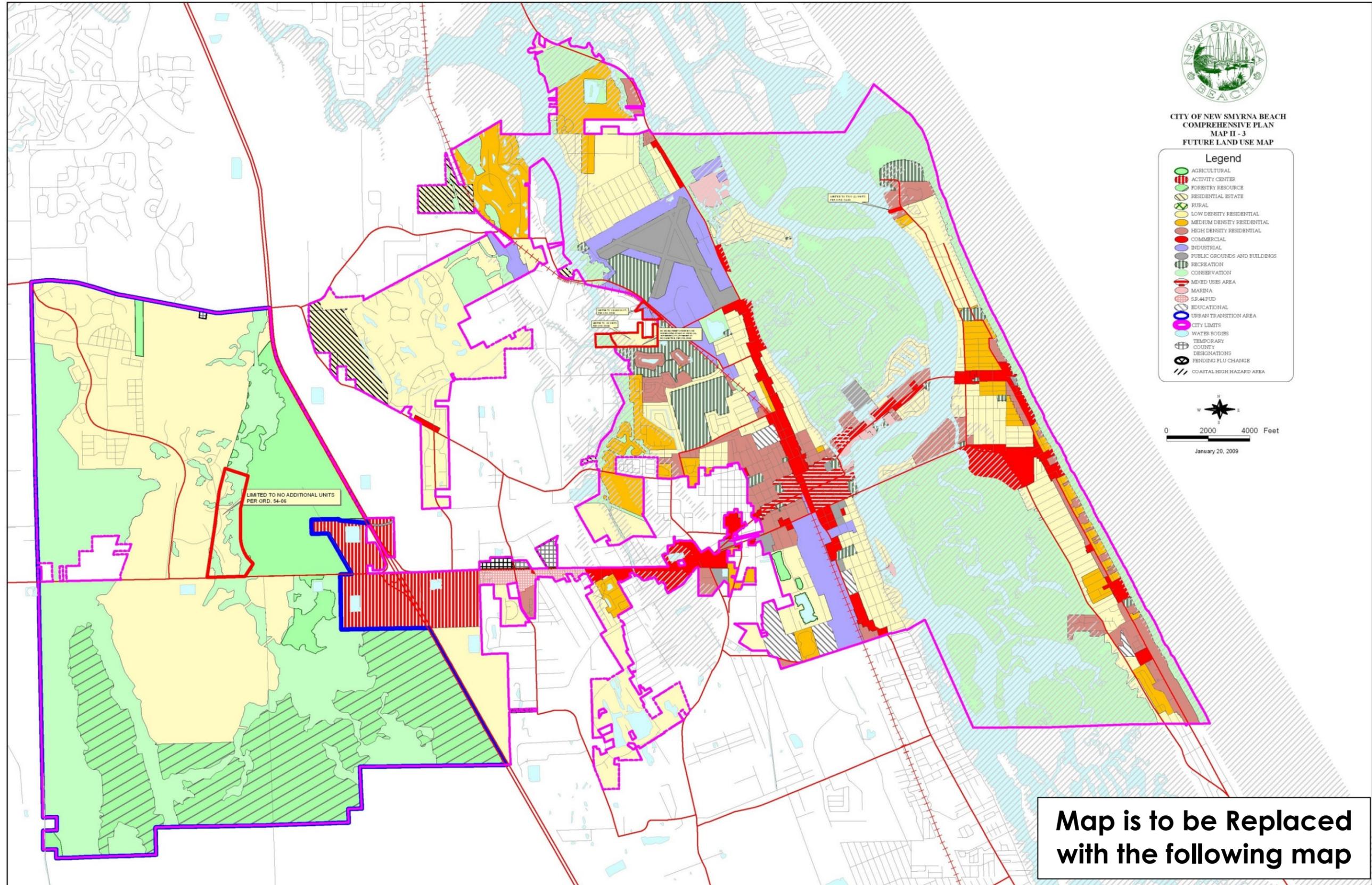
Map II-3 Future Existing Land Use

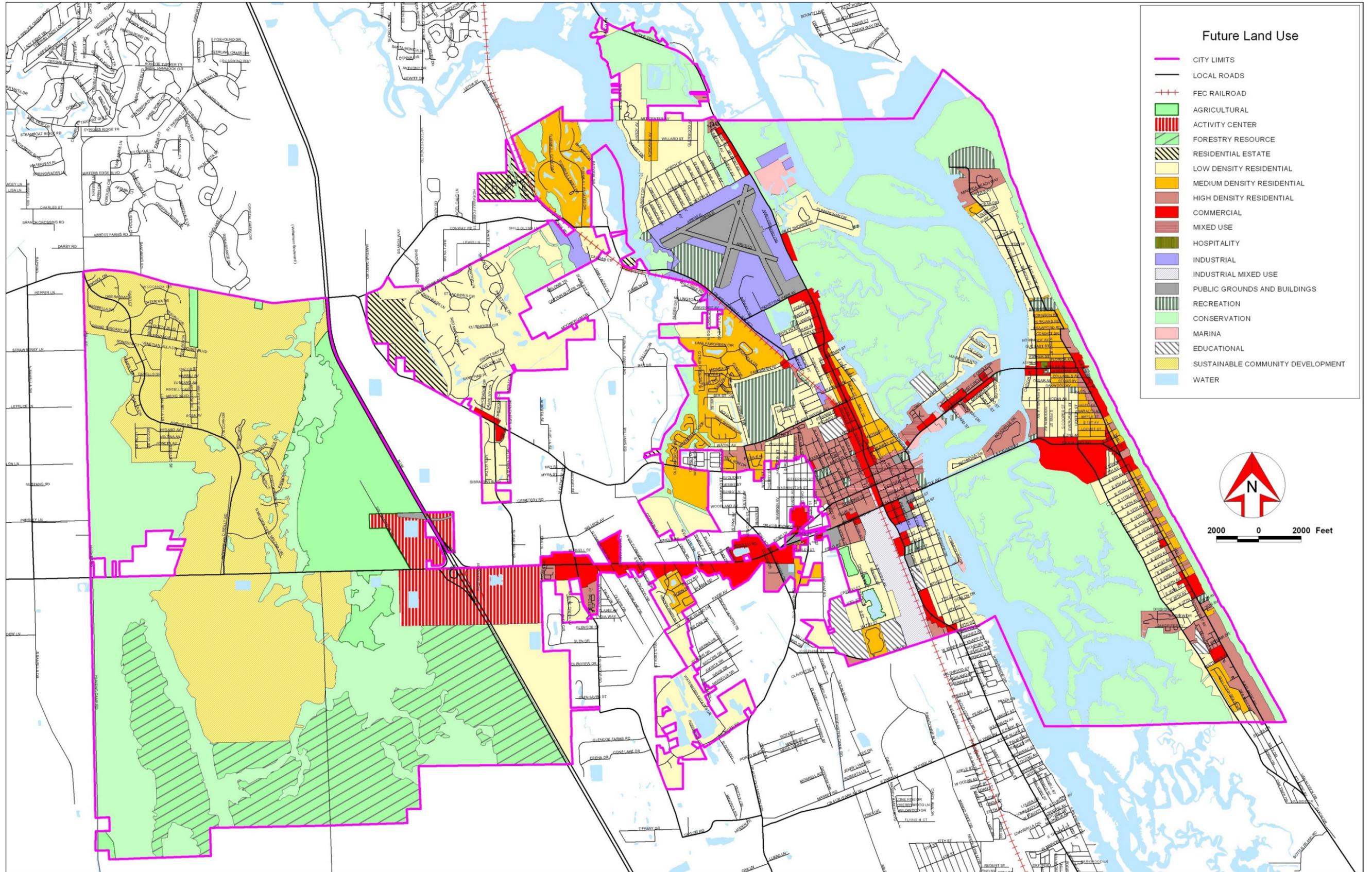


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 Sources: Volusia County Growth and Resource Management and Volusia County Property Appraiser's Office  
 May 18, 2010





~~— The Inlet Shores subdivision east of US Highway 1 has a few remaining undeveloped single family lots, which will be developed over time. However, this development has been built on filled wetlands, and this practice will not be encouraged or permitted in the future.~~

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 370.29335.98 acres and 645 dwelling units. ~~Of this, 285.28 acres are to be developed with low density single family units at a density of 3.3 dwelling units per acre; 70.0 acres are to be classified as conservation and 14.74 acres as light industrial. 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.

## **FAULKNER**

~~— The neighborhood generally associated with Faulkner Street is one of the older 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. The FDOT has recently omitted parking along the street, however, there are more curb cuts than are desirable on a major arterial. The City, in reviewing plans for new projects along US Highway 1, should minimize the number of curb cuts, and should replace on street parking with off street parking. Landscaping would also be an added benefit along US Highway 1.~~

~~— 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. Similar consideration should be given to the South Mainland area.~~

## **CENTRAL MAINLAND**

~~The Central Mainland area has changed dramatically over the past several years. With construction of the South Causeway high rise bridge, and the redirection of traffic circulation in the immediate area, there has been an impact on the downtown business area and the Bert Fish Medical Center complex. The redevelopment of Canal Street (i.e., as more and more businesses-property owners renovate and/or restore-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 suffers many of the same problems that were previously identified for the Faulkner 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, ~~and removal of on street parking~~ will ultimately benefit traffic circulation and the aesthetic appeal along US Highway 1. ~~There are portions of the historic Faulkner Street neighborhood on the north end of the Central Mainland area that must be preserved, consistent with the direction set by the Historic Preservation Commission. 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 ~~end 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.

~~Historically, US Highway 1 was routed through this area on Magnolia Street. With the highway's reconstruction to the west, the traffic in this area was removed, allowing the South Mainland area to assume a more residential neighborhood character. Since construction of the South Causeway high rise bridge, there is no longer direct access to Riverside Drive from the causeway. The Florida Department of Transportation (FDOT) reconstructed Andrews and Live Oak Streets in order to access the South Causeway.~~

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 ~~is being used for a new~~ 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 to 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.

## **WESTSIDE**

The Westside area is predominantly a residential area for the ~~Black-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 Westside Neighborhood has a Future Land Use designation of High-Density Residential. However, the existing development pattern within the neighborhood is more consistent with low- to medium-density residential. This mismatch between existing land use / desired development pattern and the Future Land Use designation is expected to be addressed in the neighborhood plan. With this in mind, the land use intensities in this area ~~will remain high-density~~ may be reduced on the Future Land Use Map. The maximum height permissible in the neighborhood will be 45 feet. These classifications permit continued development of single-family and duplex types of construction. 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. This issue is directly related to the present High-Density Residential Future Land Use designation and the R-5, Multi-Family Residential zoning district.

~~There is a mixed-use commercial / high-density residential~~ 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, Commercial, and High-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 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 ~~extension~~ expansion, and the recently constructed ~~middle~~ high school, this area should ~~enjoy~~ 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 ~~zoned~~ 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 area west of the middle school is designated medium density.~~

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 ~~Beach Community State College~~ South 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 ~~as annexation commences~~. 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.

### ~~FAIRWAY~~

~~The Fairway area has enjoyed rapid growth in the past decade. This has been the primary result of the Fairgreen project, a planned residential community located just north of the New Smyrna Beach Municipal Golf Course. This project will continue to expand until all of the developable land has been consumed with an overall medium density product. East and south of the municipal golf course are several existing single family areas, which will remain as such. 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.~~

### **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 ~~business~~ 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 not the intention to prohibit~~ locate residential or office ~~planned unit~~ 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 ~~current~~ 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 ~~permit~~ 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 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 approximately 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.

## **WEST NEW SMYRNA BEACH**

This neighborhood consists of areas west of Interstate 95 to Hunting Camp Road. The area has been used for limited agricultural uses including pasture and silviculture. As urban growth expands south from Port Orange and the Southeast Volusia Activity Center grows as an employment generator, demand for urban development will intensify in this area. Urban services essential to support development west of Interstate 95 are rapidly coming on line with both water and sewer service scheduled for completion in 1999. The City and County have agreed on a designation of an Urban Overlay Zone that includes land west of Interstate 95 that lies both within and outside of the current City limits. Property within this Urban Overlay Zone is eligible for conversion to urban uses provided that a series of specific qualifications and design criteria are met. When a proposed project can demonstrate compliance with the qualifications and design criteria, the property owner may seek approval for urban development by applying for an amendment to the Future Land Use Map. The specific requirements to permit urban development are enumerated in the Future Land Use Element goals, objectives, and policies. The basic criteria to qualify for urban development include:

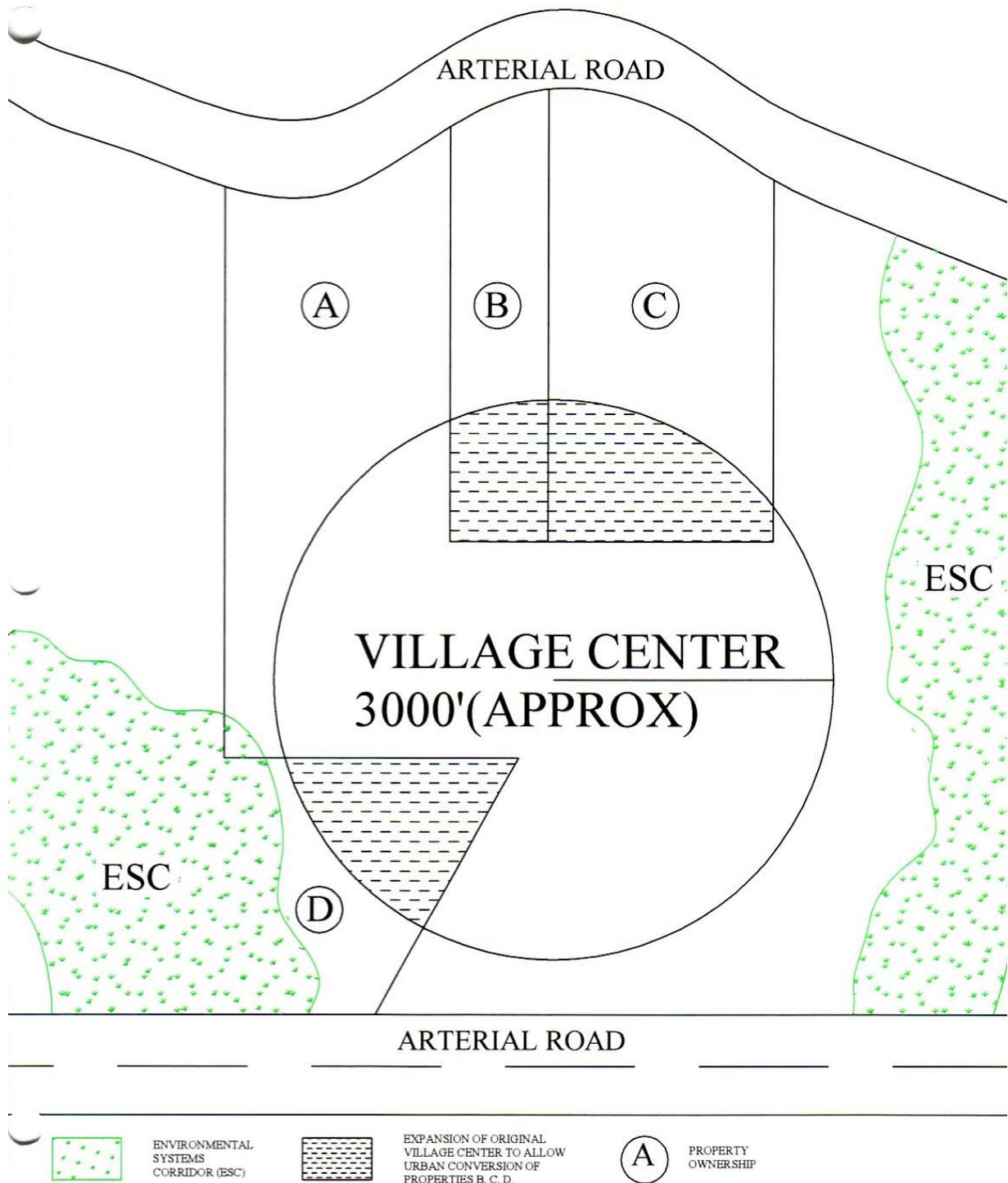
1. ~~Annexation to the City of New Smyrna Beach will be required since the City is best able to provide the full range of urban services.~~
2. ~~The proposed development must be able to demonstrate that it can be built with all City services provided within the City concurrency limits. The project must be serviced by City water, sewer, and reuse water systems and demonstrate that all of the Class A and Class B levels of service can be met.~~
3. ~~The proposed project must comply with the overall transportation plan for the area by providing road alignments consistent with the overall road network.~~
4. ~~The proposed project must demonstrate compliance with the minimum design standards.~~
5. ~~A project assessment 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.~~
6. ~~The proposed project must commit to development using a planned unit development zoning format.~~

~~The Future Land Use Map will designate lands within the West New Smyrna Beach Neighborhood as Agriculture, Forestry Resource, or Conservation consistent with their previous designation on the Volusia County Comprehensive Plan. Transitions to urban uses may be approved by amendment to the Future Land Use Map using the standard procedures for review and approval of these amendments. As transitions to urban uses are approved, a base density of 1.5 dwelling units per gross acre is to be assigned to the approved projects and the Future Land Use Map will be updated to show these areas as Low Density Residential on the City Future Land Use Map. While the Low Density Residential allows development up to five (5) units per acre, overall densities in this neighborhood will be limited to the 1.5 units per acre plus any bonus density allowed to encourage affordable housing or specifically desired unit types. The density limitations will be confirmed in the planned unit development agreement governing development of each project. Higher densities required to support convenience commercial service, locally based employment, transit, and reduced vehicle trips will be created by requiring a concentration of dwelling units within each project into a village or community center.~~

~~As additional land within the Urban Overlay Zone is considered for transition to urban uses, this land will be brought into the City as a prerequisite for development. The annexation of these areas is intended to allow the City to serve as the provider for urban services.~~

~~Once a project containing a village center is approved, development on adjacent property will not be required to create a new village center, provided the specific qualifications and design criteria can be met by incorporating the existing village center. This provision is intended to maximize the viability of each village center by keeping the number of village centers to the minimum necessary to serve the anticipated population. 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



# 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 form 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, ~~with the Comprehensive Plan.~~ The goal will be met by initiating the objectives and policies stated herein, which will be more specifically defined in future *Comprehensive Plan* updates as local needs (and the City's ability to meet those needs) become better established.

### **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)
  - 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%)
  - 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:

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

- 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.

- i. 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.
- ii. 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.
- iii. The proposed project must comply with the overall transportation plan for the area and provide road alignments consistent with the overall road network.
- iv. 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, 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 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 development to housing is 25-50 square feet of retail and 100-250 square feet of office and service commercial development for each dwelling unit.
  - 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.
- 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;
      - the parcel is not located on the oceanfront;
      - 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:

<u>LAND USE</u>	<u>RETAIL</u>	<u>OFFICE</u>	<u>RESIDENTIAL</u>	<u>INDUSTRIAL</u>
<u>Residential</u>				
• <u>Residential Estate</u>				
• <u>Low-Density Residential</u>	<u>15%</u>	<u>20%</u>	<u>100%</u>	<u>0%</u>
• <u>Medium-Density Residential</u>				
• <u>High-Density Residential</u>				

<u>Commercial</u>	<u>100%</u>	<u>100%</u>	<u>25%</u>	<u>0%</u>
<u>Mixed Use</u>	<u>75%</u>	<u>75%</u>	<u>50%</u>	<u>25%</u>
<u>Industrial</u>	<u>15%</u>	<u>25%</u>	<u>0%</u>	<u>100%</u>
<u>Industrial Mixed Use</u>	<u>65%</u>	<u>75%</u>	<u>65%</u>	<u>65%</u>
<u>Marina</u>	<u>15%</u>	<u>15%</u>	<u>50%</u>	<u>15%</u>

- 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:

<u>Land Use Classification</u>	<u>Maximum FAR</u>
<u>Commercial</u>	<u>2.00</u>
<u>Industrial</u>	<u>2.00</u>
<u>Industrial Mixed Use</u>	<u>6.50</u>
<u>Hospitality</u>	<u>3.00</u>
<u>Mixed Uses Beachside</u>	<u>3.00</u>
<u>Mixed Uses Mainland</u>	<u>6.50</u>
<u>Marina</u>	<u>1.50</u>
<u>Public Grounds and Buildings</u>	<u>1.00</u>
<u>Educational</u>	<u>0.25</u>
<u>Agriculture</u>	<u>0.10</u>
<u>Recreation</u>	<u>0.50</u>
<u>Conservation</u>	<u>0.10</u>

**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. ~~By January 2000 adopt regulations for agricultural use and forestry resource use that permit basic agricultural pursuits but limit residential uses to one (1) unit per ten (10) acres and one (1) unit per 20 acres respectively.~~

- ~~e. By January 2000 adopt regulations allowing for industrial development using a planned unit development process.~~
- d. Provide, through the *Land Development Regulations*, for land use patterns that are compatible with topography and soil conditions.
- e. ~~By 2000, create an~~ 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.
- ~~f. By November 1, 2000, establish a joint agreement between the City of New Smyrna Beach and Volusia County that will designate the land west of and contiguous to the Interstate 95 corridor as a Future Growth Area for the City of New Smyrna Beach.~~
- g. ~~Initiate a~~ Formalize and refine a cooperative planning program with Volusia County to evaluate land use and transportation issues within the City potential public service area.
- h. Enforce specific regulations in the *Land Development Regulations*, which address the development of property located in areas subject to seasonal or periodic flooding.
- i. 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).
- j. Support legal action against ~~dwelling~~ housing providers who show discrimination by basing availability on age, race, sex, or family size.
- k. Continue to streamline requirements for housing construction, ~~in an attempt~~ to lower housing costs.
- ~~l. Revise the *Land Development Regulations* for the R-2A, Single-Family Detached and Single-Family Attached Residential zoning district to allow alternative site design proposals which vary the otherwise required setbacks, building separation, lot area, building orientation, number of units per structure, and site design features which do not create an inconsistency with the *Comprehensive Plan*, and which maintain compatibility with the surrounding community. An alternative to the otherwise required site design standards shall only be approved through adoption of a developer's agreement.~~
- ~~m. Adopt an ordinance, which addresses and provides for procedures and policies concerning administrative vested rights determinations regarding the applicability of the *Comprehensive Plan* in accordance with §163.3167(8), *Florida Statutes*, and the state common law of equitable estoppel. The ordinance shall provide for an administrative process for property owners to obtain a determination from the City as to whether their properties are exempt from any other provisions of the *Comprehensive Plan* because of vested development rights.~~

**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 ~~§163.4202(2)(g)~~ 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 ~~which~~ 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, ~~which, will~~ 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 ~~2004~~ 2011 revise the population projections shown on Table II-1 to extend to the year ~~2020~~ 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 assist redevelopment and renewal of blighted areas within the City by enforcing development codes and monitoring, on an annual basis, the reduction in the percent of substandard structures identified within the City.~~

**POLICIES:**

- ~~a. Enforce development regulations and codes equally in all neighborhoods.~~
- ~~b. Provide public services and facilities to all neighborhoods in an efficient and cost effective manner.~~

**OBJECTIVE:**

- ~~7. 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:**

- ~~6. To maintain a citywide natural resources protection program through the planning period.~~

**POLICIES:**

- ~~e. 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.~~
- ~~f. On a parcel by parcel 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.~~
- ~~g. 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.~~
- ~~h. 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.~~
- ~~i. Maintain and enforce appropriate development regulations, which protect conservation areas.~~
- ~~j. By January 2000 revise the conservation regulations to delete agricultural uses except for forestry and the more intensive government and recreation uses. The intent is to encourage passive recreational activity.~~
- ~~k. Participate with the state and county in the acquisition/preservation of lands lying within the Indian River estuarine system.~~
- ~~l. 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.~~
- ~~m. 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.~~
- ~~n. Maintain and enforce wetlands protection adopted in the *Land Development Regulations*.~~
- ~~o. The City will enforce Ordinance 97-89, Stormwater Management and Conservation Ordinance, and any future amendments thereto.~~

## **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. 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*.~~
- ~~• 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.~~
  - ~~• 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*.~~
  - ~~• Encourage infill development through the implementation of *Land Development Regulations* and impact fees.~~
  - ~~• 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.~~
  - ~~• Corridor regulations will be coordinated with Volusia County.~~
  - ~~• Land use designations for future annexations will be coordinated with Volusia County, consistent with the policies identified above.~~
- ~~h. Establish the Southeast Volusia Activity Center at the Interstate 95 and State Road 44 interchange that will serve a concentration of high intensity mixed uses development stressing value added employment with housing and other types of development as supporting activities.~~
- ~~• 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	40%	40%	N/A
Tourist Commercial	20%	60%	2.0
Local Service Commercial	40%	25%	2.0
Office	40%	25%	2.0
Industrial	40%	60%	1.0
Public and Civic	40%	None	1.0
Parks and Open Space	5%	None	0.5
General Retail	40%	25%	2.0

- i. On the Future Land Use Map designate an Urban Overlay Zone within which 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.

- Annexation to the City of New Smyrna Beach will be required since the City is best able to provide the full range of urban services.
- The proposed development must be able to demonstrate that it can be built with all City services provided within the City concurrency limits. The project must be serviced by City water and sewer and demonstrate that all of the Class A and Class B 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.
- The proposed project must comply with the overall transportation plan for the area and provide road alignments consistent with the overall road network.
- 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, 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 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 development to housing is 25-50 square feet of retail and 100-250 square feet of office and service commercial development for each dwelling unit.~~
  - ~~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).~~
  - ~~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.~~
  - ~~The proposed project must commit to development using a planned unit development zoning format.~~
- j. ~~Residential and hotel/motel densities shall be allowed as follows:~~
- ~~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);~~
  - ~~Districts allowing medium density residential developments may have up to 8 dwelling units per acre;~~
  - ~~Districts allowing low density residential developments may have up to 5 dwelling units per acre;~~
  - ~~Districts allowing hotel/motel uses may have up to 24 hotel/motel units per acre. Within the Southeast Volusia Activity Center hotel/motel uses may be allowed up to 40 hotel/motel units per acre; and~~
  - ~~Districts allowing hospitality uses may have up to 75 hotel 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;~~
      - ~~the parcel is not located on the oceanfront;~~
      - ~~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.~~

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

<del>Zone</del>	<del>Retail</del>	<del>Office</del>	<del>Residential</del>
<del>BPUD</del>	<del>100</del>	<del>25</del>	<del>25</del>
<del>OPUD</del>	<del>25</del>	<del>100</del>	<del>25</del>
<del>MPUD</del>	<del>35</del>	<del>35</del>	<del>35</del>
<del>RPUD</del>	<del>15</del>	<del>20</del>	<del>100</del>

l. ~~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:~~

<del>Land Use Classification</del>	<del>Maximum FAR</del>
<del>Commercial</del>	<del>2.00</del>
<del>Industrial</del>	<del>2.00</del>
<del>Hospitality</del>	<del>3.00</del>
<del>Mixed Uses Beachside</del>	<del>3.00</del>
<del>Mixed Uses Mainland</del>	<del>6.50</del>
<del>Marina</del>	<del>1.50</del>
<del>State Road 44 Corridor PUD</del>	<del>1.00</del>
<del>Public Land Use</del>	<del>1.00</del>
<del>Schools</del>	<del>0.25</del>
<del>Agriculture</del>	<del>0.10</del>
<del>Recreation</del>	<del>0.50</del>
<del>Conservation</del>	<del>0.10</del>
<del>Industrial Mixed Use</del>	<del>6.50</del>

- m. ~~By December 2001~~ 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 and west of Interstate 95. 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.~~
- n. 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.
- o. 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.
- p. 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:**

- 7. 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:**

- ~~8. 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. Adopt a Historic Preservation Element by November 1, 1992 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.~~

**OBJECTIVE:**

- ~~9. To protect existing desirable neighborhoods from encroaching new development which is incompatible and inconsistent with established character of the neighborhood~~

**POLICIES:**

- ~~a. By November 1, 1999, the City will identify and prioritize individual neighborhoods, which require neighborhood level plans. This should be done through a thorough~~

- ~~analysis of each neighborhood and include information on compatibility of land uses and building types.~~
- ~~b. Minimize commercial delivery truck traffic through the development of truck routes and weight restrictions.~~
- ~~c. Prohibit commercial intrusion into low-density residential areas. Do not zone residential property for non-residential use if it is bordered on two (2) or more sides by residential zoning.~~
- ~~d. Implement buffer standards to protect new and established residential areas adjacent to new and established non-residential uses.~~
- ~~e. The City will conduct thorough neighborhood studies on each neighborhood in order to identify historical development patterns and to implement *Land Development Regulations* to encourage redevelopment and infill development that is compatible with the goals and objectives of the individual neighborhood plans.~~
- ~~f. Ensure that building heights in North Beach do not exceed:
 
  - ~~▪ Low-density residential \_\_\_\_\_ 3 stories~~
  - ~~▪ Medium density residential \_\_\_\_\_ 4 stories~~
  - ~~▪ High density residential \_\_\_\_\_ 8 stories~~
  - ~~\_\_\_\_\_ (one [1] additional story may be allowable for parking)~~~~
- ~~g. Enforce *Land Development Regulations* to ensure that height limits provided in the *Comprehensive Plan* are enforced in all zoning districts in North Beach.~~
- ~~h. Development proposed in North Beach should include a compatibility analysis with the application for rezoning or development approval. The analysis should address the compatibility of proposed uses as determined by scale, intensity, height, building orientation, building materials and color, building and site design, order and balance.~~
- ~~i. Enforce *Land Development Regulations* to ensure that a compatibility analysis is required for applications for rezoning or development approval in North Beach.~~

**OBJECTIVE:**

- ~~10. To guide the future development and redevelopment of US Highway 1 and State Road 44 as scenic parkways that efficiently move traffic and present an attractive, aesthetically pleasing appearance.~~

**POLICIES:**

- ~~a. The City shall enforce and refine the Arterial Corridor Regulations adopted for State Road 44 in order to:
 
  - ~~▪ ensure safe ingress to and egress from proposed development,~~
  - ~~▪ reduce the number of indiscriminate driveways,~~
  - ~~▪ control signage,~~
  - ~~▪ provide landscape requirements, and~~
  - ~~▪ encourage development in the form of large planned unit developments and discourage the development of small individual lots.~~~~
- ~~b. The City shall enforce Arterial Corridor Regulations for US Highway 1 that achieve land use regulations consistent with the intent of the State Road 44 corridor regulations.~~
- ~~c. Require new developments to provide buffering and reasonable transitions to lower density residential areas.~~
- ~~d. 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.~~

- e. ~~Implement State Road 44 corridor regulations along undeveloped portions of the highway.~~
- f. ~~Encourage the combining of smaller parcels through single ownership of contiguous properties.~~

**OBJECTIVE:**

- 11. Continue to enforce and implement methods by which new development can provide a fair share of the cost of necessary infrastructure improvements ~~by 1992.~~

**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. ~~Adopt a stormwater management fee by December 31, 1998~~ Continue to implement a stormwater management fee that provides funds for necessary stormwater system improvements.

**OBJECTIVE:**

- 12. ~~Assist the Volusia County Emergency Management Division in the development of an accurate hurricane evacuation plan.~~

**POLICY:**

~~The City shall provide a coastal area population density report to the Volusia County Emergency Management Division as needed.~~

**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:**

- 141. 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:**

- a. Elementary or middle schools, and other similar low-intensity schools, shall be allowed in ~~the Low Density Residential, Medium Density Residential, High Density Residential, and Commercial~~ 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 ~~the Medium Density Residential, High Density Residential, Commercial, and Industrial~~ 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.

- b. 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.
- c. ~~By the end of 1999, formalize the existing coordination on the siting of public schools with the Volusia County School Board through an interlocal agreement, which contains provisions for allowing community recreational uses on a school site. The interlocal agreement shall establish a provision for allowing community recreational uses on a school site.~~ Continue to coordinate the process on the siting of public schools with the Volusia County School Board through an interlocal agreement, which contains provisions for allowing community recreational uses on a school site. The interlocal agreement shall establish a provision for allowing community recreational uses on a school site.
- d. 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.
- e. All new public schools should collocate, when possible, adjacent to existing or proposed public facilities such as parks, libraries, and community centers.
- f. 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 it 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 an 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, dependant 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 an policies an 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.
- f. The City shall enforce development regulations and codes equally in all neighborhoods.
- g. The City shall investigate the idea of increasing density in the traditional city core by allowing accessory living units or by allowing more units per acre.
- h. The City shall continue to provide services and facilities to all neighborhoods in an efficient and cost effective manner.
- i. By 2012, the City shall establish a neighborhood coalition to provide residents with information and resources to establish neighborhood organizations; create gateways; and network with other residents regarding issues of concern.

## **OBJECTIVE:**

3. Protect existing desirable neighborhoods from encroaching new development which is

incompatible and inconsistent with the established character of the neighborhood.

**POLICIES:**

- a. By 2011, the City will identify and prioritize individual neighborhoods that require neighborhood level plans and shall establish a schedule for completion of these neighborhood level plans.
- b. Neighborhood level plans shall identify historical development patterns in order to draft and implement Land Development Regulations that encourage redevelopment infill development that is compatible with the goals and objectives of the individual neighborhood level plans.
- c. Continue to minimize commercial delivery truck traffic through the development of truck routes and weight restrictions.
- d. Prohibit commercial intrusion into low-density residential areas. Do not zone residential property for non-residential use if it is bordered on two (2) or more sides by residential zoning.
- e. Continue to enforce buffer standards to protect new and established residential areas adjacent to new and established non-residential uses.
- f. Continue to existing Land Development Regulations to ensure that building heights on the beachside to not exceed:
  - i. Low-density residential \_\_\_\_\_ 3 stories
  - ii. Medium-density residential \_\_\_\_\_ 4 stories
  - iii. High-density residential \_\_\_\_\_ 8 stories (one [1] additional story may be \_\_\_\_\_ allowed for parking)
- g. Require a compatibility analysis with every application for future land use amendment, rezoning and/or development approval. The analysis should address the compatibility of proposed uses as determined by scale, intensity, height, building orientation, building materials and color, building and site design, order and balance.

**OBJECTIVE:**

- 4. To guide and enhance future economic development and redevelopment of US Highway 1 and State Road 44 by creating scenic parkways that efficiently move traffic and present an attractive, aesthetically pleasing appearance.

**POLICIES:**

- a. By 2012 the City shall complete and implement a US Highway 1 Corridor Study.
- b. The City shall continue to enforce Arterial Corridor Regulations for US Highway 1 and shall explore the possibility of revising and/or expanding these regulations to include all of US Highway 1 within the City limits.
- c. The City shall continue to monitor and refine the Arterial Corridor Regulations adopted for State Road 44 in order to:
  - i. Ensure safe ingress to and egress from proposed development
  - 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. By 2011 the City shall complete and implement the recommendations of the Westside Neighborhood Plan.
- b. By December 2010, the City shall create a Community Development Block Grant (CDBG) economic 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, 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. 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. By January 2000 revise the conservation regulations to delete agricultural uses except for forestry and the more intensive government and recreation uses. The intent is to encourage passive recreational activity.~~

- g. Participate with the state and county in the acquisition/preservation of lands lying within the Indian River estuarine system.
- h. 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.
- i. 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.
- j. Maintain and enforce wetlands protection regulations adopted in the *Land Development Regulations*.
- k. 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. Adopt a Historic Preservation Element by November 1, 1992 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.