

YEAR 2025 COMPREHENSIVE PLAN



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INTRODUCTION

CITY OF SOUTH DAYTONA

Preparation of this Document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-167, Laws of Florida and administered by the Florida Department of Community Affairs.

INTRODUCTION

This introduction provides a description of the City's history, geographical features and describes the basic themes that run through the various plan elements. These themes relate to the geography of the City, the existing level of development, the potential for new development and how these factors affect the individual plan elements. The following sections provide a discussion of these issues.

HISTORY OF SOUTH DAYTONA

South Daytona is a small Halifax River city (13,765 residents) located between the much larger cities of Daytona Beach and Port Orange. It once was called the Town of Blake, with about 40 resident families and about the same number of non-resident property-owners. Many early settlers engaged in orange growing and vegetable gardening because the land was particularly suited for those types of agriculture. 1878 witnessed the opening of the first Post Office in the community of Blake. Although the first train came to Daytona Beach in 1886, it wasn't until 1896 that the railroad line was extended to Miami; shortly thereafter a railroad station was built at the Big Tree Rd. railroad crossing in what is now South Daytona, though that station ceased to exist many years ago.

Although the City of Daytona Beach annexed the community of Blake around 1926, the local residents became upset about the new taxes and other levies and obtained legal assistance to "undo" the annexation; in 1938 they succeeded in getting the annexation rescinded and formally established the Town of South Daytona.

After the end of World War II, the Town established a building department, and soon after, a Planning and Zoning Board. These actions became necessary due to the fact that builders and developers had started to construct in the area. In addition, the town was able to obtain federal assistance for the expansion of utility infrastructure, etc., being the first community in the Halifax area, after Daytona Beach, to begin installing a sanitary sewer collection system.

In 1951 the Town incorporated as the City of South Daytona. Since 1980, the City has operated under a Council/Manager form of government. Starting in 1990 the Mayor and four Council members, all elected at-large, had their staggered terms of office increased from two years to four years.

The City has expanded its land area through annexation---there was one major annexation in the 1970's and another one in 2002. However, since the City is virtually "boxed-in" the only remaining annexation opportunities would be through voluntary annexation of a few acres on the west side of Nova Rd.

The City has grown from a population of approximately 2,000 residents in 1960 to a year 2008 estimate of 13,765---however, the potential for future geographic and population growth is severely limited. Most of the available residential land already has housing, with the main exception of approximately 50 acres in the US1 Redevelopment District which are zoned for high-density condominium projects.

The City employs about 125 persons and has its own Fire Dept., Police Dept., Public Works Dept., Utilities Dept. and Parks & Recreation Dept. The City owns its water and sewer distribution and collection systems, but it obtains its water supply from the City of Daytona Beach and also conveys sewage to the Daytona Beach treatment plant.

GEOGRAPHY OF SOUTH DAYTONA

South Daytona is located near the center of the Halifax Area in Volusia County. The City is relatively flat with the highest points being about 15 feet above sea level. The City, along with the rest of coastal Volusia County, is located on ancient shorelines which have created a series of low north-south ridges where the ancient dunes were located. These are in evidence along the general alignments of U.S. 1 and Nova Road.

In their natural state the typically sandy soils drain poorly because of the flat terrain and high water table. However the natural soils' conditions have been extensively altered by drainage improvement programs which have lowered the natural water table, created lakes for stormwater retention, and created positive

flow drainage systems to carry water to the Halifax River. The major drainage system serving the City is Nova Canal and Reed Canal, which also drains a major portion of the Halifax Area.

Map I – 1 locates the City in the Halifax Area, and Map I - 2 is street map of the City. As is evident from this map, South Daytona is fully enclosed within the current urbanized area. There is no opportunity for the City to annex property outside the existing urbanized area, and, therefore, the South Daytona Comprehensive Plan has not focused on issues relating to the prevention of urban sprawl. Development permitted in the City is essentially infill development when viewed from the urbanized area perspective.

LEVEL OF EXISTING DEVELOPMENT

As the land use inventory indicates, the City is now approximately 90% developed with a large percentage of the remaining land subject to entitled or planned projects. This extensive level of existing development and the limitations on increasing the City's land area have important impacts on our planning process. First, the basic development pattern of the City is set. The residential areas and the commercial / industrial areas are well-defined. In most areas few decisions remain to be made about the type of land use to be assigned to a given parcel, and there is already established a level of density and intensity of development which can be easily extended to new and infill projects. The U.S. 1 corridor has become the focus of planned redevelopment efforts that support infill development with increased residential density and intensity of non-residential development. The City's adopted redevelopment plan is the implementing tool for this program of activity. The Comprehensive Plan reflects this stability in land use patterns.

Second, the extensive level of development affects the way the plan addresses natural resources. There are very few natural areas left in the City. The areas which have not been developed or committed to development are generally small sites that do not support extensive quantities or rare types of plant and animal life. Within the context of the metropolitan Halifax Area, South Daytona should be considered as a receiving area for new development

(consistent with locally determined density and intensity levels) allowing for preservation of other areas more critical to the natural systems where they exist. The City's waterfront along the Halifax River is also nearly entirely developed or included in approved development projects.

The impact of this level of development on the treatment of natural systems in the plan is to lead the plan in the direction of integrating natural areas in an urban setting rather than focusing on preservation efforts. Thus, the plan looks at items such as tree preservation, additional open space in commercial and industrial areas, and community beautification efforts much more closely than items such as setting aside specific tracts for preservation. Even though South Daytona is a community dominated by single-family homes and small businesses, this is an urban area and needs to be treated as such.

The third issue related to the level of development is the network of public service systems already established to serve the community. Water and sewer service is available to all areas of the City. Some improvements are required to the distribution and collection systems, but the basic network is in place. This existing network means that timing utility extensions as a means of controlling the location and rate of new development is not an issue of local significance. The focus of the utility element is on system improvement and system maintenance.

HOUSING ISSUES

The housing stock of the City is generally in good shape, but ongoing maintenance of it is essential. Fortunately, the City places great emphasis on proper maintenance and has effective code enforcement programs which support that objective.

Although South Daytona benefits from a wide range of housing types and prices, that variety may not be as great as in some larger cities (e.g. there is no public housing or "exclusive subdivisions"). Relatively speaking, there is an adequate inventory of housing to meet the needs of lower-income persons, including a significant portion of the mobile home stock, the use of the Section-8

program, one Section 202 project for senior citizens, a number of duplex units, older apartment buildings, and small single-family homes in R1c zoning.

There is a smattering of “high-end” expensive homes, but the City does not contain “high-end” subdivisions of significant size. And due mostly to a lack of land, the development of any such subdivisions in the future is virtually impossible. The primary opportunity for constructing such “higher-income” housing lies with the entitled high-density, high-rise condominium projects proposed for the southeast riverfront.

About half of the single-family housing in the City can be classified as “middle-income”. In the 1990’s, a few such subdivisions were constructed, but since 2000 only one, Hammock Lake Estates (45 lots), has started construction of houses. Because there are only about 12 vacant acres left for new single-family subdivisions, only a relatively small number of such units can be added to the housing stock in the future. However, as the Sunshine Park Town Center evolves, some “middle-income” condominium and apartment units may become available.

TRANSPORTATION ISSUES

Transportation issues focus on one key area – management of traffic impacts on the US1 network that would be caused by major new development in the Redevelopment District (CRA). It is noteworthy in this regard that the City amended the Comprehensive Plan to provide for a Transportation Concurrency Exception Area (TCEA) covering the CRA.

All of the City’s current arterial roads (i.e. Nova Rd. and US1---with Beville Rd. within the City of Daytona Beach at the north city limit) are part of the State system. In the 1990’s Nova Rd. was widened to five and six lanes, improving the level of service and allowing it to become something of a “parallel relief valve” for US1. US1 will remain a 4-lane arterial supported by the TCEA program and policies.

During the past decade, the City has added only about one mile of new local streets, exclusive of another mile or so acquired by annexations. The two new streets are Foster Way (off of Nova Rd. between the Landmark Business

Park and Self Trucking) and Country Manor Drive (in the new Hammock Lake Estates subdivision). Therefore, the focus on local streets will continue to be on maintenance of existing streets.

A main issue with Volusia County is the proposed Madeline Ave. extension between Sauls St. on the west and US1 on the east. Funding issues and the need for a railroad crossing have delayed this project, but the City needs to continue efforts to build this facility because it will be a very important east-west connection for US1 as the CRA redevelops, and it also is important for completing the build-out of the South Daytona Business Park as well as development at the future US1/Madeline Ave. intersection.

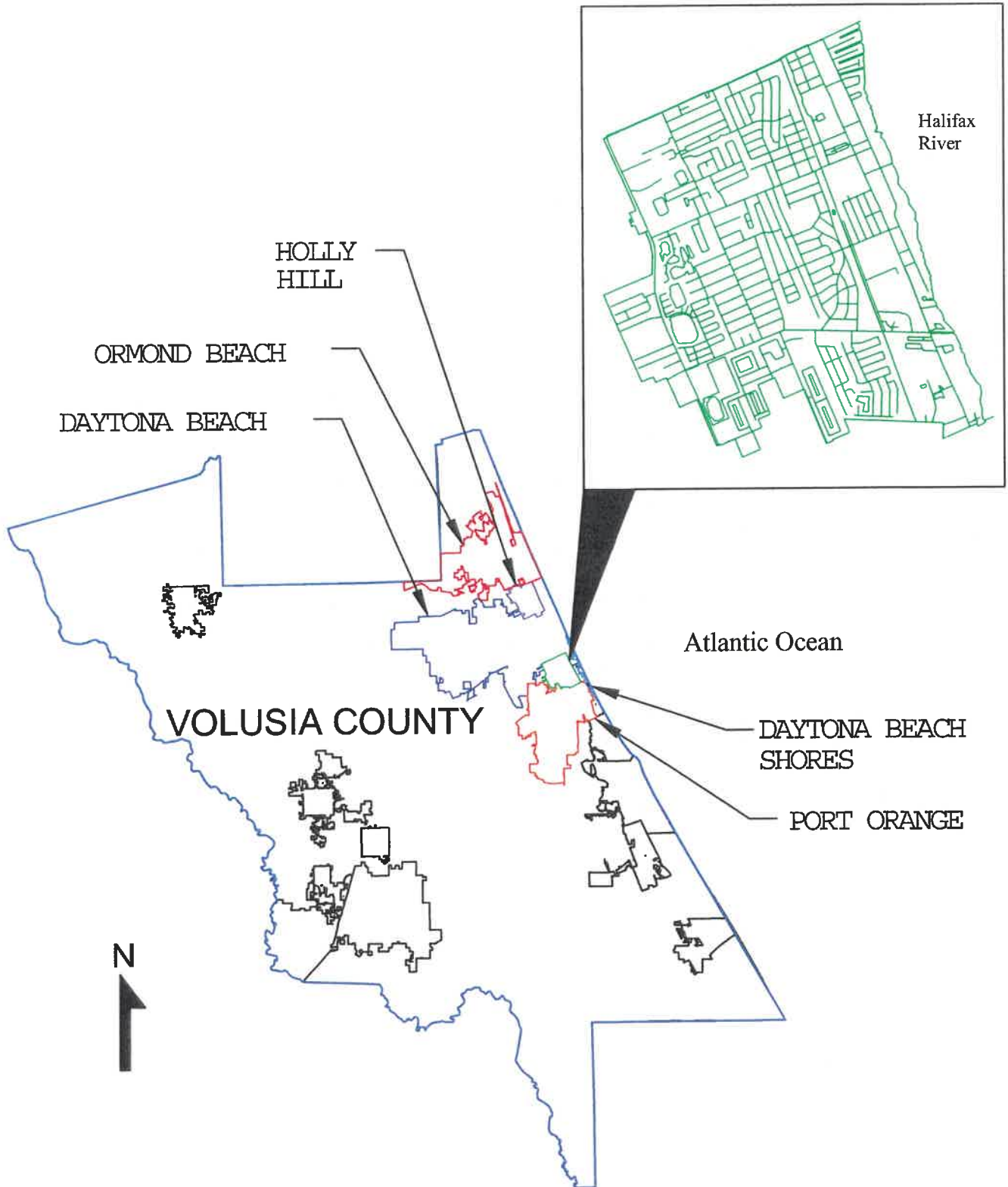
CURRENT DEVELOPMENT STANDARDS

In reviewing the Goals, Objectives and Policies set forth in the Comprehensive Plan, it is important to note the regulations which are currently in force in the City. These regulations, en toto, are quite comprehensive and are intended to provide a means of supporting and implementing the GOP's. These provisions are contained in five basic regulatory documents---the City Code of Ordinances, the Consolidated Land Development Regulations, the Volusia County Minimum Performance Standards, the Ridgewood Ave. Redevelopment Plan, and the Ridgewood Ave. Corridor Property-Design Standards.

SUMMARY

This introduction has provided a description of how the natural, the built and the regulatory environments have affected the construction of South Daytona's Comprehensive Plan. The issues affecting the City are significantly different than the issues that affect rapidly growing areas or those communities with ample room to expand and a diversity of natural resources. When reviewing the South Daytona Plan, it is important that this background be understood and acknowledged.

LOCATION OF CITY OF SOUTH DAYTONA MAP I-1



STREET MAP MAP I-2



NORTH

0 .125 .25
SCALE (MILES)



HALIFAX RIVER

PUBLIC PARTICIPATION

CITY OF SOUTH DAYTONA

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PUBLIC PARTICIPATION PROGRAM

As an integral part of the development of the South Daytona Comprehensive Plan, the City Council and staff regard the participation and opinions of the general public to be a critical factor in guiding the formulation of the plan. To this end, the City Council hereby adopts the following public participation objective:

THE CITIZENS OF SOUTH DAYTONA SHALL BE GIVEN THE MAXIMUM OPPORTUNITY TO PROVIDE COMMENTS ABOUT THE COMPREHENSIVE PLAN AND ITS COMPONENT ELEMENTS. THIS PARTICIPATION SHALL INCLUDE NOT ONLY THE FORMULATION OF THE PLAN BEGINNING WITH ITS INITIAL STAGES, BUT IT SHALL ALSO INCLUDE OPPORTUNITIES TO COMMENT ON ANY AMENDMENT OF THE PLAN AND ITS COMPONENT ELEMENTS.

The public participation objective is supported by the following policies:

1. The City shall publish notice of any workshops on the plan or proposed plan amendments in area newspapers, and post meeting notices on the established community bulletin boards.
2. All workshops shall be open to the public and any written or verbal comments shall be recorded along with the action taken to address the comment.
3. The City will utilize the community newsletter to keep citizens informed of progress on the plan and any meetings or workshops on the plan.
4. The City shall establish a mechanism for making draft copies of the plan and any supporting studies and documents available to the public.
5. The public hearings for adoption or amendment of the plan shall be advertised as required by F.S. 163.3184.

The methods used by the City to achieve this objective have included a variety of activities. These include a local strategic planning process,

development of the plan with the guidance of the Local Planning Agency, a program of public information during the plan development process, and a schedule of public hearings. The following sections describe each of these activities in more detail. In addition to the program of public participation developed by the City, South Daytona is also obligated to follow specific procedures for the adoption of the plan and any future amendments to the plan. The procedures at both the state and local level are also described along with the opportunities for public participation.

THE STRATEGIC PLAN

In 1985 the South Daytona City Council authorized development of a strategic plan for the community. The plan was completed in 1986 and was a critical input into the comprehensive planning process that led to the adoption of the City's initial comprehensive plan. In 2006, the City Council directed that review of the original strategic plan be done to adjust the City's strategic vision allowing for accomplishments and changed conditions over the 20 years since the original vision was adopted.

This process confirmed the original goal of creating **a quality, well rounded community** as describing what South Daytona residents want. The community themes, however, were somewhat different from the original themes. The current themes are:

- Create a mixed use town center based on the Sunshine Park property to serve as the visual and economic heart of the City
- Preserve and further the City's small town social character
- The pursuit of quality physical surroundings
- Support redevelopment as a means of accommodating new development and strengthening existing neighborhoods

Two of these themes are continuations from the original strategic vision while the redevelopment and town center themes reflect changed circumstance and needs since 1985. The resulting strategic plan includes a number of specific

projects and programs that have been incorporated into the evaluation and appraisal process and the comprehensive plan as well as other implementation programs of the City.

THE LOCAL PLANNING AGENCY

The Land Development Regulation Board which serves as the City's advisory body on planning issues is designated as the local planning agency for the development of the comprehensive plan. The LDRB often uses a two-level approach to the development of the plan. The Board holds the public hearings required by State rules and regulations for the local planning agency. In addition, the LDRB develops and applies more detailed and extensive public participation vehicle when appropriate to the planning work involved. As an example, the LDRB conducted a series of review meetings of individual plan elements leading up to the initiation of the evaluation and review process. These meetings were offered to allow public comment on each element of the plan before the scope of the evaluation and appraisal review was finalized.

THE PUBLIC INFORMATION PROGRAM

In addition to the formal public hearing process conducted by the LDRB and the City Council, other efforts are made to keep the public informed about the plan and encourage their participation in the planning process. These activities include the following key items:

1. The City periodically conducts surveys about the scope and quality of services provided to its residents. The last Citywide survey was conducted in 2006 and offered residents an easy vehicle to provide comment to the City.
2. The City conducts single purpose surveys about programs and projects when appropriate to the planning effort. In 2009 the City conducted a survey to assess potential demand for the use of golf carts on City streets.

3. The City publishes a bi-monthly newsletter to inform residents about projects and programs. The 2006 City survey found that over 90% of residents read the newsletter and consider it a primary source of information about the City.
4. The City maintains a web site that is available to any interested party. The web site offers information about the City and provides a portal for contact with City representatives.

PUBLIC PARTICIPATION IN THE FORMAL REVIEW PROCESS

As part of the law establishing the comprehensive planning program, there are specifically identified public hearings which must be held prior to the adoption of the comprehensive plan or the adoption of an amendment to the plan. The transmittal public hearing is the first of these hearings. After the comment period on the initial plan has passed, the City Council must hold additional public hearings in conjunction with the adopting ordinance. Amendments to the plan must also conform to the hearing process established by state law. At each of these hearings, the public will have additional opportunities to present their views on the plan.

In Volusia County, we have an additional hearing and review process. Under the County charter, communities in Volusia County appoint representatives to the Volusia Growth Management Commission. This commission must review all comprehensive plans and plan amendments for consistency with other related plans. The commission must issue a certificate of consistency before a plan or amendment can be effective. While this process primarily assures review by governmental agencies, there is an opportunity for comment by interested parties.

POPULATION ESTIMATES AND PROJECTIONS

CITY OF SOUTH DAYTONA

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POPULATION ESTIMATES AND PROJECTIONS

The most recent estimate of population for the City is provided by the Bureau of Economic and Business Research. It shows the 2017 population for the City as 12,667, a decrease of 1,835 people from the 2010 Census count of 14,502. Population projections through 2035 have been developed based on the City's best estimate of programmed development and demand trends. Table PE-1 shows the historical population growth since 1960 as evidenced by U.S. Census figures and Table PE-2 shows the population projections for South Daytona through 2025.

**Table PE-1
Historical Population Counts
South Daytona, Florida**

Year	Population	Change
1960	1,954	
1970	4,979	3025
1980	11,252	6,273
1990	12,482	1,230
2000	13,177	695
2010	14,502	1,325

**Table PE-2
Population Projections 2020-2035
South Daytona, Florida**

<u>Year</u>	<u>Population</u>	<u>Change</u>
<u>2017</u>	<u>12,667</u>	
<u>2020</u>	<u>12,941</u>	<u>274</u>
<u>2025</u>	<u>13,324</u>	<u>383</u>
<u>2030</u>	<u>13,707</u>	<u>383</u>
<u>2035</u>	<u>14,090</u>	<u>383</u>

The table, Comparative Population Analysis presented below, compares the current (pre-2010) population projection with subsequent census data and population estimates issued by BEBR. The table then provides a population projection to 2035, presented above, based on a straight-line projection of population growth since 2010. This data has been placed in chart for a more visual presentation.

- Population increases during the 2010 to 2016-time have failed to keep pace with expected growth projections. This shortfall is clearly the result of the recession causing the failure to proceed with projected high-rise development along the Halifax River, and to a lesser extent the dampening effect the recession had on other housing projects.
- During this period the City reduced the number of mobile home units in the City as older mobile home parks were transitioned into other uses.
- About two-thirds of the population increase for the entire period since 2010 occurred since 2014 as the housing market slowly recovered. It is likely that much of this population increase came from the absorption of vacant units rather than from new construction.

The 2035 population projection is essentially a straight line projection based on the assumption that growth during the next series of five-year increments will be approximately the same as the period from 2010 through 2015. To achieve this growth rate, the City must add about 175 housing units on average during each five-year period. This rate of growth could be achieved by one multi-family project during each period plus some added infill development. This assumption seems reasonable given the limited land available for development and that most of the available land is along the Halifax River where multi-family housing projects have been proposed. The available land is under-

used riverfront property that could accommodate mid-rise or high-rise developments as the housing market continues its recovery.

For the comprehensive plan analysis, the key finding is that population growth lagged predictions for the last seven years and is likely to continue below the levels currently projected in the comprehensive plan through 2035. When the lower population projections are transferred into the comprehensive plan as a whole, those service demands that are based on population will be less than anticipated and the minimum land area needed to accommodate future population will be less than anticipated in 2010.

CITY OF SOUTH DAYTONA			
COMPARATIVE POPULATION ANALYSIS			
YEAR	CURRENT	ACTUAL	PROJECTION
	PLAN		TO 2035
2000	13,765	13,765	13,765
2010	14,502	12,252	12,252
2011		12,285	
2012		12,294	
2013		12,431	
2014		12,373	
2015	15,050	12,558	12,558
2016		12,635	
2020	15,597		12,941
2025	16,146		13,324
2030			13,707

Seasonal Population

To project seasonal population, the 2010 U.S. Census was consulted. Table QT-H1 provides a breakout of vacant units by type. The census data identified 240 units used for seasonal, recreational and occasional use. These units were approximately 3.6% of the total housing stock and represent units used on a seasonal basis. Assuming a household average of two persons, the seasonal increase in population is about 480 people or less than a four percent

increase in total population. This modest seasonal variation is unlikely to pose any specific service demands requiring individual analysis and service planning.

CAPITAL IMPROVEMENTS ELEMENT



CITY OF SOUTH DAYTONA

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INTRODUCTION

The Capital Improvements Element (CIE) addresses that aspect of the Comprehensive Plan which requires and provides for capital facilities. Capital projects recommended are based on needs that have been identified by the City and reflected in other elements of the Comprehensive Plan.

The inputs to the Capital Improvements Element are largely provided by the other Plan Elements, which generate the projects proposed in the Comp Plan and covered by the Capital Improvements Schedule (CIS) (appended as part of this Element) of the CIE. City budgets have been used to identify trends in revenues and expenditures as well as to identify those sources of income which can be assigned to capital projects.

Over time surveys and other data sources have showed that city residents were, in general, quite satisfied with virtually all City services---e.g. the citizens rankings also came out “above the norm” for the following categories of services: personal safety, quality of public safety services, quality of transportation services, quality of leisure services, and quality of utility services. These results show that the City government has been able to identify community needs and find ways to address them in a manner which has been, overall, well-received by the public.

BACKGROUND INFORMATION AND ANALYSIS

The City’s short-term (5 year) capital improvement needs are reflected in the Capital Improvements Schedule (CIS) of this Element.

Major project categories and activities covered in the CIS are:

- (1) The US1 corridor improvement project. This major multi-million dollar phased redevelopment effort along US1 (Ridgewood Ave.) in the CRA

includes such activities as: new decorative sidewalks, bus pull-overs, street furniture, highway signage, and landscaping. This is a very expensive three-phase project, ultimately intended to run the 2.5 mile length of the City's US1 corridor, from north to south. The first third of the distance, at the north end of US1, has been completed; the other two phases have been postponed due to financing limitations---i.e. the work must be spread out over a period of years based upon the City's ability-to-pay.

- (2) Stormwater management projects. The City is continuing with its long-term program of citywide stormwater system upgrades. Details are provided in the Capital Improvements Schedule.
- (3) Water and sewer projects. The major projects include a septic to sewer conversion program for properties that have been outside the sewer system to date. Service improvements to both the water distribution system and the sewage collection system are detailed in the CIE.
- (4) Transportation projects. Transportation improvements are dominated by bicycle and pedestrian system improvements including traffic calming improvements. The City is pursuing a quiet zone designation including associated railroad crossing improvements for the FEC. Road improvements noted for Big Tree Road (County) and Nova Road (FDOT) are noted but will primarily be the responsibility of these agencies.
- (5) Park improvements. Continued improvements are earmarked for James Street Park, Central Park, Ned Wagner Park, Reed Canal Park, and Melodie Park.

As background information it is helpful to summarize the capital improvement needs situation which is reflected in the CIS. First, the City's capital

improvement needs are reflected in the Capital Improvements Schedule (CIS) of this Element, although the CIS is limited to the most current five-year period. Some major projects have had to be postponed to the period beyond the five-year period of the CIS due to budgetary constraints. However, there are no negative impacts on level of service standards.

One of the City's most pressing needs is to revitalize the US1 corridor due to its critical economic importance. This involves implementation of the CRA's Redevelopment Plan, including the US1 corridor highway improvement project, the evolution of the Sunshine Park "Town Center", pursuit of the entitled condominium projects and/or Mixed Use development projects along the southeast shoreline of the Halifax River, application of corridor property design standards, expansion of the South Daytona Business Park, infill development, promotion of "mixed-use" projects, and meeting the mobility strategy requirements of the CRA's Transportation Concurrency Exception Area.

Another major focus is continued implementation of the City's Stormwater Management Plan, which addresses both flood mitigation and stormwater treatment. Already, millions of dollars have been spent and much has been accomplished.

Several park improvement projects have been included in the CIS. The City has been very aggressive in seeking grant funding for these projects. As the programmed improvements are service enhances, implementation will be closely linked to the City's success in obtaining grant support.

CURRENT FUNDING SOURCES

Listed below are a number of revenue sources available to the City for meeting its capital improvement needs.

1. **Water, Sewer, & Stormwater Reserves** – These funds are available to meet unanticipated system needs. In South Daytona, the application of these funds to capital projects has been to supplement other funding sources by closing revenue gaps, covering unanticipated cost over-runs, and similar types of expenditures.
2. **Revenue Bonds** –The City has outstanding certain utility revenue bonds. The proceeds from these bonds have been critical for certain major utility projects, such as providing the sanitary sewer collection system in the Palm Grove subdivision.
3. **General Obligation Bonds** – General Obligation bond financing is available to the City as a revenue source for capital projects. However, the City has never issued such a bond and, therefore, has no outstanding General Obligation debt.
4. **Water and Sewer Impact Fees** – These impact fees are used for water and sewer improvements. However, since the growth rate is expected to be slow, the revenues generated from these sources will be supplemented to other funds rather than a primary funding vehicle.
5. **Water & Sewer Renewal & Replacement** - This is an ongoing fund which is currently used to address system maintenance. It has been identified as the funding source for capital activity that is relatively low cost or has a maintenance or operating aspect to it. This fund is typically supported by force account labor from the City, but it can be used for fully contracted improvements.

6. **Property Assessment** – This funding method is currently permitted by the City codes but has been used sparingly for limited utility projects with a direct local benefit. This type of funding is applicable to retrofit projects which directly benefit the assessed properties.
7. **Utility Fund** – This is the suggested method of funding the noted stormwater improvements. The City has had a stormwater utility and fee in place since October 1, 1989. The fee was studied and in 2008 was increased to \$9 per ERU/mo. Monies generated by this fund are allocated to storm drainage system improvements, studies, and maintenance.
8. **Local Option Gas Tax** –The gas tax is proposed as a funding source for road, sidewalk and bike path improvements. The current street resurfacing program and some sidewalk construction are now supported by this fund.
9. **General Fund** – Because the General Fund supports a variety of government functions it is relied upon as a supplemental, rather than a primary, capital funding source. Ad valorem tax revenue is not a strong growth component of the General Fund due to recent State-imposed limitations on ad valorem tax rates.
10. **City Transportation Impact Fee** –This fee was enacted in 2004 and is only applicable to new development. The proceeds are used only for roadway improvements needed to address the traffic impacts of that development.
11. **Recreation Impact Fee** –This fee has been in effect for many years and is only charged to new residential development. The

proceeds are used only for park and recreation improvements needed to address the needs of new residential development.

12. **Fire Impact Fee** –This fee was enacted in 2004 and is applicable to new development of any kind.
13. **Police Impact Fee** –This fee was enacted in 2004 and is only applicable to new residential development.
14. **Proportionate Fair Share Transportation Fee** – This fee was enacted in December 2006. It is only imposed upon new development that impacts a major roadway segment (collector or arterial roadways) which has failed to achieve transportation concurrency by having a level-of-service below the adopted LOS.
15. **Redevelopment Trust Fund** – Monies deposited in this fund are used only for project activities in the Ridgewood Corridor Redevelopment District (CRA). The basic source of funds is “tax increments” from various taxing entities based upon increased valuations in the CRA measured from a base year. This tax increment financing (TIF) provides a critical source of revenue for the City’s development projects in the CRA.
16. **Grants** –The City diligently pursues grants to provide supplemental funding for important capital projects. State FRDAP grants are regularly obtained for park/recreation improvement projects. An annual CDBG grant allocation is received from Volusia County for eligible activities in the CDBG target areas, such as sewer relining, new water and sewer lines, and drainage facilities. Other typical grant sources are: SJRWMD (stormwater projects), the Ponce de

Leon Port Authority, and FIND, but the City seeks and often obtains other types of grants, depending upon the type of project.

17. **Loans** – From time-to-time, the City utilizes such financing mechanisms as: revolving line of credit, capital improvement note, State Revolving Fund Loan, etc.
18. **Municipal Leasing** – The City has used leasing as a common technique for the purchase of equipment, but leasing can also be used for the development of items such as buildings.

FINANCIAL FEASIBILITY ANALYSIS

The following notes provide additional explanation and information to coordinate the revenue sources with the programmed capital projects; however, a simple comparison of available revenues to the programmed expenditures demonstrates that the sources cited above are adequate to support the proposed program. The first three-years of the CIS program about \$4.3 million with committed funding identified for all but \$285,000. The balance will likely be drawn from General Fund.

General Fund: General Fund revenues are generally allocated to use as matching funds for grant programs and to provide gap funding for projects using other revenue sources. In some cases General Fund revenues may be used to support short-term borrowing as well.

Grants: Grant funding shown on the revenue schedule is based on awarded or projected grants with the exception of future Community Redevelopment Block Grant (CDBG) funding. The City is a participant in the Volusia County Urban County CDBG program. As an entitlement community the County and its participating municipalities receive annual funding so long as Congress continues the program. For this reason it is appropriate to project this grant source as

future revenue. Should projected grants not be awarded, the City will reprogram the projects for future years. As the projects in the CIA are service improvements, level of service standards will not be compromised.

Community Redevelopment Agency: CRA capital projects are delineated in the Capital Improvement Schedule. The CRA was established in 1997 with a thirty year life. Revenue projections are based on the revenue history of the agency. The CRA revenue is primarily committed to debt service on the U.S. 1 Corridor improvements and the subsequent phases of the corridor improvements.

Impact Fee Revenues: Impact fees collected for transportation, water and sewer improvements are the primary impact fees projected for use in the current financing program. Annual collections will vary based on the type and rate of development. Beginning in 2014, the City suspended impact fee collections in an effort to stimulate some additional development.

Other Sources: The balance of the projected revenues comes from various utility reserve accounts, utility operating revenues and utility renewal and replacement funds. These are well established revenue sources that allow for reasonable projection of revenues.

POLICIES CONTROLLING THE PROVISION OF PUBLIC SERVICES

In reviewing the City's policies regarding the provision of public facilities and services both in terms of timing of extensions and in terms of expansion of new facilities, it must be strongly emphasized that the City is already substantially developed. Approximately 90 percent of the City is currently developed. While the majority of the undeveloped land is located in the southern area of the City, small tracts of undeveloped land are available in most sectors, and these tracts

are scattered among presently developed areas which already are serviced by basic public facilities.

As development in South Daytona is essentially infill development, both in local terms and when South Daytona is viewed as a component of the larger Halifax Area, using the timing and location of capital facilities to direct land development is not generally an issue of concern. Thus the City has structured its policies and review procedures to ensure that adequate on-site facilities are provided and that existing off-site service systems are not compromised.

The expansion of existing facilities has been guided by priorities established on a system-wide basis. As a result of the strategic planning and visioning process, priorities have been given to infrastructure improvements.

The City's policy has been to analyze the needs of the service system as a whole, prioritize those needs, identify funding, and then schedule improvements for construction. The compact nature of the City allows the use of this approach without consideration of how these improvements affect the timing and type of development on our remaining undeveloped land. Services are already available; the emphasis needs to be on improving the existing systems.

GOALS, OBJECTIVES AND POLICIES

The Goals, Objectives and Policies (GOP's) which have been developed for the Capital Improvements Element (CIE) are intended to support the overarching community goal which emerged from the City's Strategic Planning and Visioning Process. The CIE is linked to all of the other Comprehensive Plan Elements, particularly in regard to the scheduling, budgeting and financing of programs and projects covered by those other Elements.

GOAL: THE CITY OF SOUTH DAYTONA SHALL PROVIDE NEEDED PUBLIC FACILITIES TO ALL RESIDENTS OF THE CITY IN A MANNER WHICH SATISFIES CURRENT AND PROJECTED NEEDS THROUGH THE USE OF EXISTING FACILITIES AND THE TIMELY PROVISION OF NEW AND EXPANDED FACILITIES.

OBJECTIVE 1: South Daytona shall provide the facilities required to meet the designated level-of-service standards within the City's compact urban and redevelopment areas.

POLICY 1-1: The City shall prepare and annually update a financially feasible five-year schedule of capital improvements (CIS) which includes all construction projects budgeted in excess of \$10,000 and any study which is expected to result in a capital construction project.

POLICY 1-2: Priority in the funding of capital improvements shall be given to the correction of identified service deficiencies.

POLICY 1-3: Capital needs identified as being created by new growth shall be scheduled so that the required facilities will be

available sufficient to maintain the adopted level-of-service standards at the time the impacts of the new growth are experienced.

POLICY 1-4: In prioritizing capital improvements, service systems shall be evaluated and individual projects ranked in order of priority based on the following guidelines:

- a. Highest priority will be given to projects needed to protect public health and safety, to fulfill a legal commitment to provide service, or to maximize the efficiency of current facilities.
- b. Second priority shall be given to projects which promote in-fill development or which prevent or reduce future capital costs.

POLICY 1-5: The funding source for new capital improvements shall be identified at the time the project is added to the schedule of capital improvements.

OBJECTIVE 2: Capital improvements and fiscal actions required to support new and existing development shall be based upon the level-of-service standards and strategies for the TCEA adopted as part of the Comprehensive Plan.

POLICY 2-1: Those capital projects planned in response to a specific level-of-service requirement (a deficiency or new growth needs) shall apply as a limiting factor in the issuance of development orders.

POLICY 2-2: The following level-of-service standards shall apply to the City's thoroughfare system.

- | a. | Functional Classification | LOS Standard |
|----|---------------------------|--------------|
| | Principal Arterials | D |
| | Minor Arterials | D |
| | Major Urban Collectors | E |
| | Minor Urban Collectors | C |
| | Local Streets | C |
- b. U.S.-1 (principal arterial) is designated as a backlogged facility to be maintained at LOS “F” under the provisions of the applicable Transportation Concurrency Exception Area (TCEA), but with continuing efforts to improve the LOS by those agencies having primary responsibility as funding becomes available and a multi-jurisdictional consensus is achieved on improvement plans.
- c. Big Tree Road (major County collector) is to be maintained at LOS “E”.
- d. Beville Road (SR-400), a principal arterial, is to be maintained at LOS “D” but with continuing efforts to improve the LOS by those agencies having primary responsibility as funding becomes available and a multi-jurisdictional consensus is achieved on improvement plans.
- e. The entire City is designated as a Transportation Concurrency Exception Area (TCEA). The City will continue to facilitate

urban infill and redevelopment by, in part, providing and implementing strategies for mobility, urban design, mixed uses, and network connectivity.

POLICY 2-3: The adopted level-of-service standard that shall be applied to the City's sanitary sewer system is 150 gallons per capita per day of system capacity.

POLICY 2-4: The adopted level-of-service standards that shall be applied to the City's solid waste disposal system is 8.6 pounds per capita per day of system capacity.

POLICY 2-5: The stormwater management facilities level-of-service standard shall be the 25-year frequency/24hour duration design storm as established by the appropriate FDOT rainfall charts plus the mean annual 24-hour storm, unless a study acceptable to the St. Johns River Water Management District is conducted which demonstrates that a different design storm should be used for specific areas. Such facilities shall meet the following standards of water quantity and quality for new development, redevelopment, and expansion in already developed areas:

- a. Water Quantity: Post-development runoff peak rates and volumes shall not exceed pre-development peak rates and volumes.
- b. Water Quality: There shall be on-site retention of the runoff from the first one inch of rainfall. Stormwater discharge facilities shall be designed so as to not

degrade the receiving water body below the minimum conditions necessary to assure the suitability of its water for the use designated by its classification. It is intended that all standards in this citation are to apply to all development and redevelopment without limitation or exception, exemption or threshold. Infill residential development within improved areas existing prior to the adoption of the Comprehensive Plan shall ensure that its post-development stormwater runoff will not cause the water quality of the receiving water body to degrade below the standard specified above.

POLICY 2-6: The adopted level-of-service that shall be applied to the potable water system is 150 gallons per capita per day of system capacity with a minimum delivery pressure of 30 psi.

POLICY 2-7: The adopted level-of-service that shall be applied to recreation and open space needs shall be 5.0 acres of parkland per 1,000 residents.

POLICY 2-8: The facilities required to meet the level-of-service needs of existing development and previously issued development orders shall be evaluated when determining when a deficiency exists and when new facilities are required to meet the needs of new growth.

OBJECTIVE 3: The Capital Improvements Element shall be used as a means of meeting capital needs and providing a Capital

Improvements Schedule (CIS) which is coordinated with land-use decisions.

POLICY 3-1: Adopt the schedule of capital improvements as part of the City's annual operating and capital budget.

POLICY 3-2: The City shall continue to implement a concurrency management plan which provides standards and guidelines for approving development proposals as follows:

- a. The level-of-service standards cited in Objective 2 of the Capital Improvements Element shall be the level-of-service standards applied in the Concurrency Management Plan.
- b. The issuance of development orders shall be based on a finding that public facilities which meet the adopted level-of-service standards are available to serve the development at the time the development impacts occur.
- c. A public facility or service shall be determined as available for potable water, sanitary sewer solid waste and storm drainage if it meets any of conditions one through three below. Park and recreation service shall be determined as available if any of conditions one through five are met.
 1. The facility/service is in place to serve a proposed project at the time that a development order is approved;

2. The facility/service will be in place at the time of project impact;
 3. The facility is under construction at the time that a development order is approved;
 4. The facility/service is the subject of a binding executed construction contract that provides for the commencement of the actual construction of the required facilities within one year of the issuance of the development order;
 5. The facility/service is guaranteed through an enforceable development agreement that provides for the commencement of the actual construction of the required facilities within one year of the issuance of the development order;
- d. The traffic circulation network concurrency requirements may be satisfied by complying with the standards set forth above in c1-c5 or through the following actions:
1. Inclusion of a road construction activity within the first three years of the FDOT adopted Five-Year Road Program.

2. Inclusion of the road construction activity as assured construction in the first three years of the City of South Daytona Five-Year Schedule of Capital Improvements. “Assured construction” means construction improvements scheduled for public facilities in the Five-Year Schedule of Capital Improvements of the City provided that the schedule is realistic, financially feasible, based upon currently available revenue sources, and contains targeted project commencement and completion dates. Actual construction will commence in or before the third year.
3. The road improvements programmed in items 1 or 2 above must relieve any backlogged service conditions to allow capacity assignments for new development. State road improvements must bring these roads into conformance with FDOT minimum levels-of-service.
4. The road improvements programmed in items 1 or 2 above can only be

eliminated, deferred or delayed as the result of a Plan amendment.

5. For projects in the City there is a transportation concurrency exemption under the TCEA plan provided that the implementing conditions of the TCEA plan are met.
 6. The City will support proposed TCEAs in adjacent jurisdictions when such TCEAs include mobility strategies that are complementary to the City of South Daytona's TCEA.
 7. The City will respect concurrency systems in place in adjacent jurisdictions that have not established TCEAs when extra-jurisdictional transportation impacts are identified in transportation impact analyses.
- e. Structuring and implementation of the Concurrency Management System (CMS) shall be guided by the following principles:
1. The concurrency test is to be met after an application for development approval has been evaluated and is in the process of final approval/disapproval.

2. Concurrency tests shall encompass the following six critical services: roads (with the exception of projects covered by the City's approved TCEA plan), potable water, sanitary sewer, solid waste, drainage, parks/recreation, and public school facilities (see the Public School Facilities Element).
3. Certification of service capacity reservations for the critical services shall be made in September of each year.
4. Service capacity reservations shall cover the five-year period following the effective date of the development order.
5. If the CMS concurrency analysis results in a deficiency finding, either the project must be denied or there must be a financial or other legally-binding commitment to timely correct the deficiency as a condition of development order approval.
6. The operation of the CMS shall be monitored by the Director of the Community Development Department through an annual review of concurrency determinations and their

impact on development. The results of the annual review will be provided to the City Council in the form of a report.

POLICY 3-3: Through the adopted concurrency management system require services to be available concurrent with the impacts of new development.

POLICY 3-4: Evaluate the capital impacts generated by any land use changes occurring as a result of proposed Plan amendments.

POLICY 3-5: The City shall, in cooperation with other local governments of Volusia County, support and participate in a financially feasible areawide traffic circulation information system for concurrency management purposes.

OBJECTIVE 4: Public expenditures in the designated flood prone area shall support existing development patterns and not encourage substantial additional development.

POLICY 4-1: The flood prone area shall be that area designated as Zone AE and A on the City's flood-prone-area map.

POLICY 4-2: Public expenditures in the flood prone area shall be limited to:

- a. Maintenance of existing facilities.
- b. Improvements designed to improve the efficiency of existing facilities.
- c. Replacement of obsolete or worn out facilities.
- d. Recreation facilities.
- e. Water quality improvement facilities.

- f. Facilities designed to mitigate the impacts of flooding from sea level rise.

POLICY 4-3: The City shall continue to require construction within the flood prone area to conform to the standards adopted in the floodplain provisions of the Consolidated Land Development Regulations.

OBJECTIVE 5: In order to maintain the adopted LOS standards, new development will be required to contribute its fair share to needed capital improvements necessitated by its growth.

POLICY 5-1: The City shall maintain its impact fees for water, sewer, recreation, police, fire, and transportation services and periodically evaluate the adequacy of these fees.

POLICY 5-2: The City shall continue to support the Volusia County traffic impact fee by verifying that the required fee has been paid before a Certificate-of-Occupancy is issued.

POLICY 5-3: For new subdivisions, the developer shall be required to provide all public facilities required to serve that subdivision and dedicate these facilities to the public as required by the City.

OBJECTIVE 6: The City shall ensure that its capital improvements program is financially feasible and capable of meeting needs for previously issued development orders, new growth and redevelopment.

POLICY 6-1: The City shall operate with a balanced budget in its general fund and its enterprise funds.

POLICY 6-2: Where possible, public facilities including potable water, sanitary sewer, stormwater management and solid waste disposal, shall be provided and managed through enterprise fund accounts.

POLICY 6-3: Extension of sewer collection lines to serve adjacent private property shall be financed through an equitable system that may include funds from a variety of sources, including, but not limited to, bond issues, special assessments, impact fees, low-interest loans, etc.

POLICY 6-4: Local Option Gas Tax revenues shall be used to support new street construction (including sidewalks and bicycle facilities), street resurfacing and routine maintenance activities.

POLICY 6-5: Public facilities financed by enterprise funds shall have their debt repaid by user fees and charges for services.

POLICY 6-6: Other public debt (general obligation bonds, leases, etc.) shall be limited to ten percent of the property tax base.

POLICY 6-7: The term for repayment of any debt supporting capital improvements shall not exceed the expected life of the asset.

POLICY 6-8: Before funding any capital improvement, the City shall assess the impact of maintenance and operations costs expected to be generated by that facility.

POLICY 6-9: The City will maximize the use of grant funds as a supplement to local revenue sources.

GOAL: FACILITATE IMPLEMENTATION OF REDEVELOPMENT DISTRICT (CRA) PLANS BY EMPLOYING FINANCIALLY FEASIBLE TOOLS TO ASSIST WITH BOTH PUBLIC AND PRIVATE PROJECTS.

OBJECTIVE 7: Provide the public improvements needed for redevelopment projects.

POLICY 7-1: The City shall work through the City Council and the Community Redevelopment Agency (CRAG) to authorize financing for needed public improvements.

POLICY 7-2: The City shall utilize the Redevelopment Trust Fund as the primary conduit for City funding of redevelopment projects.

POLICY 7-3: The City shall utilize tax increment revenues as a primary source of funds for the Redevelopment Trust Fund.

POLICY 7-4: The City shall attempt to supplement tax increment revenues as a source of funds for the Redevelopment Trust Fund.

POLICY 7-5: The City shall coordinate any regularly scheduled public improvements with those needed for designated redevelopment projects.

POLICY 7-6: The City shall ensure that redevelopment expenditures specified in or authorized by the Community Redevelopment Plan are included in the City's regular Capital Improvements Plan/Budget.

OBJECTIVE 8: The City shall facilitate and fund improvements in support of the Transportation Concurrency Exception Area (TCEA) in order to improve transportation, water,

sewer and stormwater infrastructure in coordination with its private and public partners.

POLICY 8-1: The City shall work towards providing necessary infrastructure in blighted areas within the TCEA in order to facilitate redevelopment through strategic partnerships.

POLICY 8-2: The City shall identify funding sources to implement the mobility and other capital improvement strategies of the TCEA, including CRA operating funds where permissible, proportionate fair-share contributions, tax increment financing funds, special assessment districts, grants, etc.

GOAL: THE CITY OF SOUTH DAYTONA SHALL COLLABORATE WITH THE VOLUSIA COUNTY SCHOOL BOARD TO PROVIDE FOR A FINANCIALLY FEASIBLE PUBLIC SCHOOL FACILITIES PROGRAM.

OBJECTIVE 9 LEVEL-OF-SERVICE STANDARDS: The City shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level-of-service standard. This level-of-service standard shall be consistent with the level-of-service standard adopted in the Interlocal Agreement executed by the School Board and the local governments of Volusia County.

POLICY 9-1: The adopted level-of-service standard shall be applied consistently by all local governments within Volusia County, including the City of South Daytona, and by the School Board district-wide to all schools of the same type.

POLICY 9-2: Consistent with the Interlocal Agreement, the uniform, district-wide level-of-service standards are set as follows, using FISH capacity based on the traditional school calendar:

Elementary Schools: 115% of permanent FISH capacity for the concurrency service area.

K-8 Schools: 115% of permanent FISH capacity for the concurrency service area.

Middle Schools: 115% of permanent FISH capacity for the concurrency service area.

High Schools: 120% of permanent FISH capacity for the concurrency service area.

Special Purpose Schools: 100% of permanent FISH capacity.

OBJECTIVE 10 SCHOOL CAPITAL FACILITIES PLANNING: The City shall cooperate with the School Board to ensure that existing deficiencies and future needs are addressed consistent with adopted level-of-service standards for public schools.

POLICY 10-1: By December 1 of each year, the City of South Daytona shall adopt as part of its Capital Improvement Element the Volusia County School District five year work program approved in September of each year as part of the School District budget including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

POLICY 10-2: The City shall coordinate with the School Board and adopt development conditions to ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the adopted level-of-service standards via impact fees and other legally available and appropriate methods.

OTHER AGENCY REVIEWS:

As part of the annual update, the City reviews the capital improvement projects identified by (1) Volusia County School Board, (2) River to Sea Transportation Planning Organization, and (3) City of Daytona Beach (water and sewer):

1. Volusia County Schools – South Daytona Elementary located at 600 Elizabeth Place is the only public school within our city limits. No improvements have been identified in their 5-year Capital Work Program (Appendix A).
2. River to Sea Transportation Planning Organization – The 5-year Transportation Improvement Program (TIP) encompasses both the Florida Department of Transportation (FDOT) and Volusia County (including VOTRAN) work programs. The TIP identifies all federal and state funded transportation projects that have been scheduled for implementation in the Volusia County TPO planning area. The projects listed in the TIP include improvements to highway, transit and aviation systems. Most of the projects included in the TIP are priorities of the River to Sea

TPO and have been drawn from the TPO's adopted 2040 Long-Range Transportation Plan.

3. City of Daytona Beach – The existing water service area encompasses incorporated limits of the City of South Daytona. When the City began developing the utilities infrastructure, a wholesale supply agreement was reached with the City of Daytona Beach for South Daytona's potable water and wastewater treatment needs. The City of Daytona Beach's water treatment facility is well built and will be able to supply South Daytona with more water than the amount projected. South Daytona has projected a population of 13,707 persons in the year 2030. The City of Daytona Beach has more than accounted for this usage with their projected growth for South Daytona well in excess of 23,000 persons with a daily average of 2,300,000 gallons per day and a peak daily average of 2,875,000 gallons per day. South Daytona has projected usage of 1,328,940 gallons per day and with using a peak factor of 120%, the maximum daily usage could reach about 1,600,000 gallons per day (well within Daytona Beach estimates). Daytona Beach does not have any projects scheduled in the next 5 years that directly affect the system or capacity serving South Daytona (Appendix C).

City of South Daytona - August 2018
 FIVE-YEAR CAPITAL IMPROVEMENTS SCHEDULE, 2018/2019 - 2022/2023
 CAPITAL IMPROVEMENTS ELEMENT UPDATE, COMPREHENSIVE PLAN

ACTIVITY CODE	PROJECTED FY 18/19-1	PROJECTED FY 19/20-2	PROJECTED FY 20/21-3	PROJECTED FY 21/22-4	PROJECTED FY 22/23-5	5-YR TOTAL
PUBLIC WORKS DEPT.						
12 Harborside Stormwater Pumpstation Funding: TBD	SI					\$ 50,000.00
13 Duck Pond Stormwater Pumpstation funding: TBD	SI					\$ 50,000.00
14 Biscayne Ave. Drainage Improvements funding: Grants	SI				\$ 35,000.00	
15 Portable Chlorine Booster Station funding: TBD	SI				\$ 85,000.00	
16 Potable Water Sample Sites funding: TBD	SI				\$ 50,000.00	
17 Shorri Boulevard Sewer Expansion funding: CDBG Block Grant funds	SI				\$ 150,000.00	\$ 200,000.00
18 City Hall, Pigoite Center ADA Improv. funding: TBD	SI			\$ 200,000.00		
19 Reed Canal Shared Use Path funding: Grants TBD	NG					\$ 9,000,000.00
20 Golfview Shared Use Path funding: TPO and City Match @ 10%	SI					
21 Traffic Camera Network funding: TPO & Grants	SI				\$ 2,000,000.00	
22 James St./Anastasia Dr. Traffic Circle funding: TPO/FDOT Grant	SI				\$ 250,000.00	
23 Golfview/Big Tree Rd. Traffic Circle funding: TPO/FDOT Grant	SI				\$ 250,000.00	
Totals, this sheet (2):		\$ -	\$ -	\$ 200,000.00	\$ 2,800,000.00	\$ 9,300,000.00

Activity Code: SI = Service Improvement, M = Maintenance, NG = New Growth, D = Deficiency

City of South Dakota - August 2018										
FIVE-YEAR CAPITAL IMPROVEMENTS SCHEDULE, 2018/2019 - 2022/2023										
CAPITAL IMPROVEMENTS ELEMENT UPDATE, COMPREHENSIVE PLAN										
CAPITAL IMPROVEMENT	ACTIVITY CODE	PROJECTED FY 18/19-1	PROJECTED FY 19/20-2	PROJECTED FY 20/21-3	PROJECTED FY 21/22-4	PROJECTED FY 22/23-5	5-YR. TOTAL			
PUBLIC WORKS DEPT.										
1 Lift Station Improvements, #1 Valve Replacement funding: Utility service fund	SI	\$ 28,920.00					\$ 28,920.00			
2 Lift Station Improvements, #4 Pump Replacement funding: Utility service fund	SI	\$ 20,000.00					\$ 20,000.00			
3 Internally Illuminated Street Signs Sign Replacement funding: Transportation Improvement Fund	SI	\$ 4,813.00					\$ 4,813.00			
4 Septic to Sewer Conversion Residential & Business Septic to Sewer Conversion funding: State funding FDEP \$500K; WMD \$204.93K, CDBG \$116.333K	SI	\$ 273,756.00	\$ 273,756.00	\$ 273,756.00			\$ 821,268.00			
5 Railroad Quiet Zone Ridge, Big Trees and Beville Rd. Improvements funding: FDOT \$192,175, TBD \$230,610	SI	\$ 200,000.00	\$ 222,785.00				\$ 422,785.00			
6 Windle Lane Stormwater Improvements funding: FTMA \$262.5K, FDEP \$50K, WMD \$103,125	SI	\$ 185,825.00	\$ 250,000.00				\$ 435,825.00			
7 Lift Station Improvements Pump Station, #11 Area, Harborside Sub. funding: Wastewater Special Assessment	SI		\$ 68,000.00				\$ 68,000.00			
8 Lift Station Improvements Pump Station, #3 Area, Ridge and Anastasia funding: Wastewater Special Assessment	SI		\$ 68,000.00				\$ 68,000.00			
9 Lift Station Improvements Pump Station, #20 Area, Green Acres funding: Wastewater Special Assessment	SI		\$ 68,000.00				\$ 68,000.00			
10 Lift Station Improvements Pump station SCADA System funding: TBD	SI				\$ 375,000.00		\$ 375,000.00			
11 Park of Honor Stormwater Pump Replacement funding: TBD	SI	\$ 36,000.00					\$ 36,000.00			
Totals, this sheet (1):		\$ 728,113.00	\$ 940,540.00	\$ 273,756.00	\$ 375,000.00	\$	\$ 2,327,409.00			

Activity Code: SI = Service Improvement, M = Maintenance, NG = New Growth, D = Deficiency

City of South Daytona - August 2018
FIVE-YEAR CAPITAL IMPROVEMENTS SCHEDULE - 2018/2019 - 2022/2023
CAPITAL IMPROVEMENTS ELEMENT UPDATE, COMPREHENSIVE PLAN

CAPITAL IMPROVEMENT REDEVELOPMENT DEPT.	ACTIVITY CODE	18/19-1	19/20-2	20/21-3	21/22-4	PROJECTED FY 22/23-5	5-YR TOTAL
24 Reed Canal Wood Bridge Replacement funding: TBD	SI					\$ 1,700,000.00	\$ 1,700,000.00
25 Magnolia Ave. Shared Use Path funding: RZCTPO, Local Match	SI			\$ 500,000.00			\$ 500,000.00
26 US 1 Streetscape Phase II funding: RZCTPO, Local Match	SI					\$13,000,000.00	\$13,000,000.00
27 S. Daytona Elementary School Sidewalk Replacement funding: RZCTPO, Local Match	SI					TBD	\$ -
28 Magnolia Ave./ Beville Rd. Signal Replacement funding: RZCTPO, Local Match	SI					\$ 500,000.00	\$ 500,000.00
29 Golfview Blvd./Beville Rd. Signal Replacement funding: RZCTPO, Local Match	SI					\$ 600,000.00	\$ 600,000.00
30 Nova Road Widening funding: RZCTPO, Local Match	NG					\$ 2,000,000.00	\$ 2,000,000.00
31 Big Tree Roadway Enhancements funding: RZCTPO, Local Match	SI					\$ 750,000.00	\$ 750,000.00
32 Carmen Dr./ Reed Canal Signal Replacement funding: RZCTPO, Local Match	SI					\$ 400,000.00	\$ 400,000.00
Totals, this sheet (3):		\$ -	\$ -	\$ 500,000.00	\$ -	\$18,950,000.00	\$ 19,450,000.00
Activity Code: SI = Service Improvement, M = Maintenance, NG = New Growth, D = Deficiency							

City of South Daytona - August 2018

FIVE-YEAR CAPITAL IMPROVEMENTS SCHEDULE: 2018/2019 - 2022/2023

CAPITAL IMPROVEMENTS ELEMENT UPDATE: COMPREHENSIVE PLAN

REDEVELOPMENT DEPT.

CAPITAL IMPROVEMENT	ACTIVITY CODE	PROJECTED FY 18/19-1	PROJECTED FY 18/20-2	PROJECTED FY 20/21-3	PROJECTED FY 21/22-4	PROJECTED FY 22/23-5	5-YR. TOTAL
33 Magnolia Ave. Traffic Calming Islands funding: R2CTPO, Local Match	SI					\$ 150,000.00	\$ 150,000.00
34 Sauls St. Traffic Calming Islands funding: R2CTPO, Local Match	SI					\$ 150,000.00	\$ 150,000.00
35 Anastasia Dr. Traffic Calming Islands funding: R2CTPO, Local Match	SI					\$ 150,000.00	\$ 150,000.00
36 Halifax River Dredge From Reed Canal of Channel funding: Florida Inland Navigational	SI						TBD
37 Ridgewood Ave. Reclaimed Water System Expansion funding: TBD	SI						TBD
38 Public Works Facility Replacement funding: TBD	NG						TBD
39 Upsizing Slayton Ave. Water Line funding: Service Utility Fund		\$ 32,000.00				\$ 32,000.00	\$ 32,000.00
40 Upsizing Bellewood Water Line funding: Service Utility Fund		\$ 50,000.00				\$ 50,000.00	\$ 50,000.00
41 Read Canal Weir Manual Operation funding: TBD		\$ 20,000.00				\$ 20,000.00	\$ 20,000.00
Totals, this sheet (A):		\$ 102,000.00	\$ -	\$ -	\$ -	\$ 450,000.00	\$ 652,000.00

Activity Codes: SI = Service Improvement, M = Maintenance, NG = New Growth, D = Deficiency

City of South Daytona - August 2018
 FIVE-YEAR CAPITAL IMPROVEMENTS SCHEDULE, 2018/2019 - 2022/2023
 CAPITAL IMPROVEMENTS ELEMENT UPDATE, COMPREHENSIVE PLAN

CAPITAL IMPROVEMENT PARKS/ REC. DEPT.	Activity Code	PROJECTED FY 18/19-1	PROJECTED FY 19/20-2	PROJECTED FY 20/21-3	PROJECTED FY 21/22-4	PROJECTED FY 22/23-5	5-YR. TOTAL
42 James Park Improvements funding: FRDAP, ECHO, Racing & Rec	SI	\$ 200,000.00					\$ 200,000.00
43 Central Park Development funding: FRDAP, City funds	SI					\$ 355,000.00	\$ 355,000.00
44 Ned Wagner Park Upgrade funding: FRDAP & ECHO, Racing & Rec	SI			\$ 200,000.00			\$ 200,000.00
45 Melodia Park Improvements funding: FRDAP, City funds	SI				\$ 200,000.00		\$ 200,000.00
46 Reed Canal Park Upgrades funding: FRDAP, ECHO, Racing and Rec	SI		\$ 200,000.00				\$ 200,000.00
Totals, this sheet (5K)		\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 355,000.00	\$ 1,155,000.00
Tot. sheet (X233440):		\$ 1,030,113.00	\$ 1,150,450.00	\$ 973,755.00	\$ 775,000.00	\$ 22,585,000.00	\$ 26,684,318.00

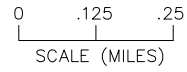
Activity Code: SI = Service Improvement, M = Maintenance, NG = New Growth, D = Deficiency

FIVE YEAR CAPITAL IMPROVEMENTS SCHEDULE MAP – 2012/13–2016/17

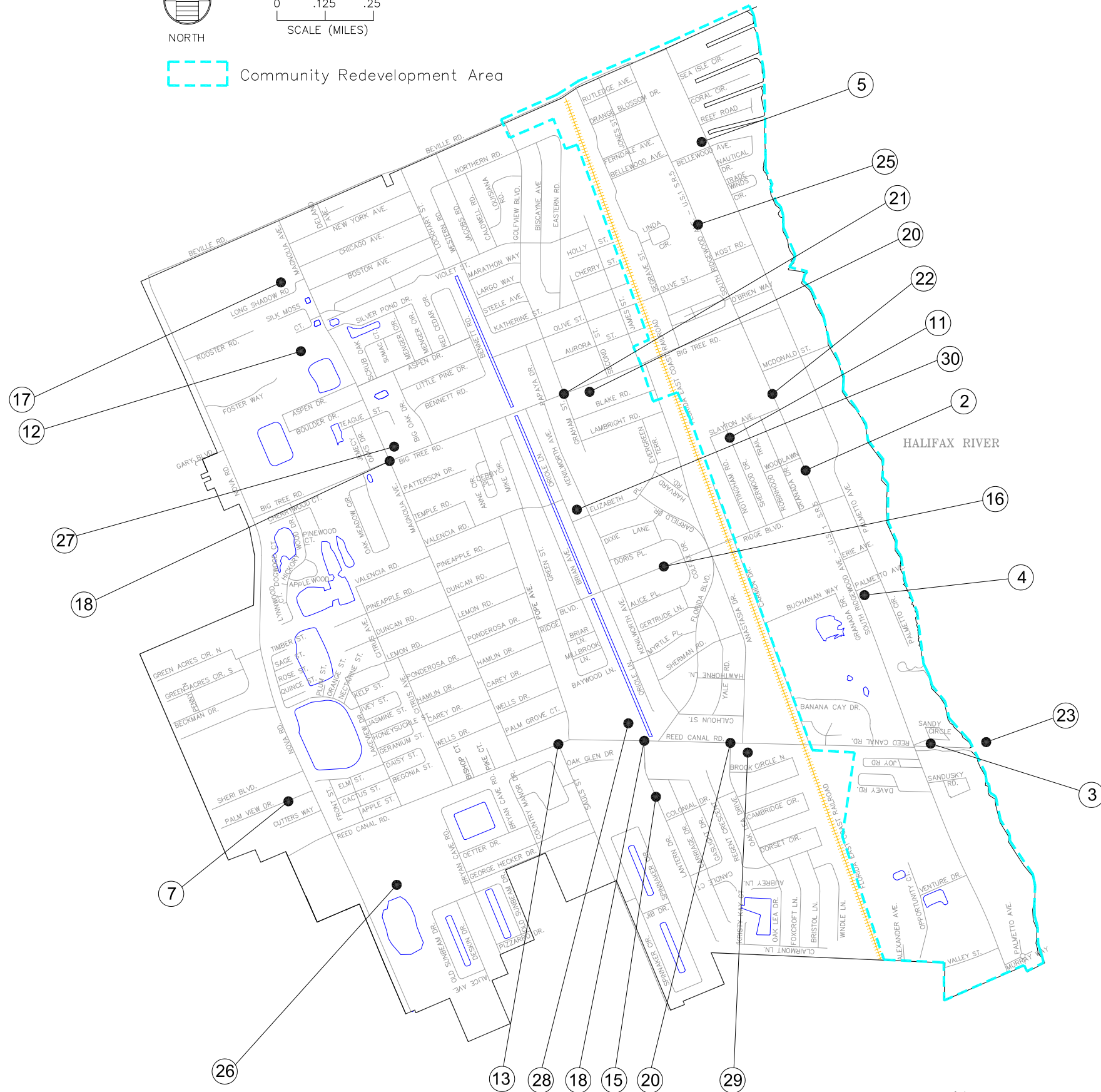
South Daytona



NORTH



Community Redevelopment Area



- 1–INFILTRATION/INFLOW SEWER RETROFIT*
- 2–REUSE WATER, PHASE II (CRA)
- 3–LIFT STATION IMPROVEMENTS #9
- 4–LIFT STATION IMPROVEMENTS #8
- 5–LIFT STATION IMPROVEMENTS #1
- 6–SIDEWALKS/BIKEWAYS – CITY WIDE*
- 7–WEST NOVA RD SEWER MAIN
- 8–MISC. WATER IMPROVEMENTS*
- 9–MISC. WASTEWATER IMPROVEMENTS*
- 10–STORMWATER IMPROVEMENTS*
- 11–SHERWOOD FOREST PUMP STATION REPLACEMENT
- 12–NEW PUBLIC WORKS HEADQUARTERS
- 13–SAULS ST./REED CANAL TRAFFIC SIGNAL
- 14–HALIFAX/FDOT OUTFALL*
- 15–LANTERN PARK PHASE II DRAINAGE IMP
- 16–RIDGE BLVD BIKE PATH
- 17–LONGSHADOW DRAINAGE
- 18–LANTERN PARK BRIDGE
- 19–TRAFFIC CAMERA NETWORK*
- 20–BIG TREE SHARED USE PATH
- 21–BIG TREE/GOLFVIEW
- 22–U.S.1 CORRIDOR PHASE II – SECTION B
- 23–HALIFAX DREDGING
- 24–PARKLAND ACQUISITION*
- 25–U.S.1 CORRIDOR PHASE II – SECTION A
- 26–REED CANAL PARK DEVELOPMENT PHASE III
- 27–CENTRAL PARK DEVELOPMENT
- 28–STEVENS CANAL PARK DEVELOPMENT
- 29–WAGNER PARK UPGRADE
- 30–MELODIE PARK IMPROVEMENTS

* CITY WIDE PROJECT OR LOCATION TO BE DETERMINED

COASTAL ZONE MANAGEMENT

CITY OF SOUTH DAYTONA

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INTRODUCTION

In developing the Coastal Zone Management Element of the Comprehensive Plan, the City of South Daytona elected initially, along with all of the other governmental entities in Volusia County's designated coastal zone, to cooperate in the preparation of a Master Coastal Zone Plan. This Master Coastal Zone Plan used a common data base to review coastal development issues and recommend a common set of goals, objectives and policies. Over time, there has been more differentiation introduced into the coastal zone management elements as various local governments have made amendments based on local conditions and amendments directed by revisions to requirements adopted by the State. Manatee protection planning and sea level rise are two examples of the most significant changes in requirements.

It was never expected that this process would yield only one Coastal Zone Plan for the entire coastal areas, nor was it expected that each individual Coastal Zone Plan would be identical in scope or content. Each community within the coastal zone was recognized as having some unique features which would guide the selection of the goals, objectives and policies that are meaningful to that community. At the same time, however, it was also recognized that there are many elements of coastal zone management that occur in all coastal communities. The availability of a common pool of policies continues to provide a high degree of consistency across jurisdictional boundaries. The goals, objectives and policies also include a number of cooperative programs, such as water quality sampling which will cross jurisdictional boundaries.

For the first time, all of the communities lying within the coastal zone have agreed on a general land use concept that will serve to guide development in the coastal zone. The general land use concept developed in the late 1980s has been revised in some areas as east coast cities in Volusia County have moved past I-95 with major development areas. For South Daytona, however, the basic tenets of the original concept that stressed infill development and preservation of some key environmental areas are still applicable. The City's development impacts are driven by redevelopment to an even greater extent than they were in

earlier years. The U.S. 1 corridor has become the focus of significant new residential_and mixed-use development that is primarily replacing outdated commercial land uses.

South Daytona supported the recommended development pattern that emerged from the Coastal Zone Study. The City's individual Coastal Zone Element is based in concept upon this plan and the supporting goals, objectives and policies. Our Coastal Zone Element sets the broad framework which extends linkages throughout the other plan elements. Many of the issues raised in the Coastal Zone Element are addressed in other plan elements, and in the cases where these issues have been addressed, this element serves as a clearinghouse where the relevant goals, objectives and policies can be brought together and evaluated.

This Element follows the organization of the other Elements in basic format, but it necessarily has some difference. Each of the element subsections is described below.

- 1. SUMMARY OF EXISTING CONDITIONS:** This section briefly summarizes the data generated by the Coastal Zone Study in a format consistent with the State requirements. The overall study generated a large amount of background data, much of which is also presented in other plan elements. This section does not attempt to reproduce this data in its entirety, but rather it attempts to summarize the pertinent facts about the existing conditions in the coastal zone for the reader who does not have access to the entire body of data or is not interested in taking the time to explore it in depth.
- 2. ISSUES AND OPPORTUNITIES:** This section summarizes the issues and management opportunities addressed in the Master Coastal Plan document. It is here that the general land use plan is summarized and the role of South Daytona in the areawide general plan is discussed. This section also explores the issue areas pertinent to South Daytona and identifies the goals, objectives and policies presented in the master

document that the City has selected for inclusion in the City's Coastal Zone Management Element.

- 3. GOALS, OBJECTIVES AND POLICIES:** This section is presented in two parts. Where the goals, objectives and policies from the Master Coastal Plan have been incorporated in elements of the City Comprehensive Plan, a citation has been provided to reference the specific plan element and policy statement. These policies are reproduced here for convenient reference, but they will be officially adopted as part of the individual plan elements. The second section includes those goals, objectives and policies which have not been addressed in other plan elements. Additional policies will need to be adopted to achieve the goals and objectives not specifically addressed in the other plan elements.
- 4. COASTAL ZONE ELEMENT COMMENTARY:** This section summarizes how the City's plan element is expected to operate within the overall framework developed by the areawide coastal zone planning effort. This summary will focus on the relationship of the South Daytona Land Use Element to the overall land use concept developed by the areawide plan. It will also focus on the City's participation in areawide coastal zone management activities. Finally, this section will draw together the various components of the Coastal Zone Element by defining how the plan is to operate, and how the various components of the plan are to interrelate.

SUMMARY OF EXISTING CONDITIONS

The summary of existing conditions highlights the data generated by the areawide Coastal Zone Management Element and the data collected in the course of the preparation of the other elements of South Daytona's Comprehensive Plan. The information summarized here is presented in more detail in other sections of this plan and in other reports prepared during the development of the Comprehensive Plan.

EXISTING LAND USE IN THE COASTAL ZONE

The City of South Daytona lies entirely within the coastal zone as it has been defined in Volusia County. Table CZ-1 is reproduced from the Land Use Element to show the distribution of land uses in the City.

TABLE CZ-1		
EXISTING LAND USE, 2018		
CITY OF SOUTH DAYTONA, FLORIDA		
	LAND USE	ACRES
	PERCENT	
Residential S/F	992	42.0
Multifamily/Condo	125	5.3
Mobile Homes	183	7.7
Commercial	287	12.2
Industrial	97	4.1
Park Land	72	3.0
Vacant	111	4.7
Public	375	15.9
Other	120	5.1
TOTAL	2362	100.0

Public includes right-of-way except for arterial roads.
 Other includes churches, schools, railroad and arterial right-of-way.

Source: City of South Daytona

As this information shows, the City is currently over 90 percent developed. In addition, substantial portions of the undeveloped lands have already been committed to development through the approval of plats and approved site plans.

In effect, the impact that existing and future land use development will have on the coastal zone resources are already occurring. Development expected according to the proposed Land Use Plan will be largely infill development that is consistent with the land use pattern already existing. This pattern holds true even for the limited annexation opportunities available to South Daytona.

None of South Daytona's corporate limits extend onto the barrier island, and therefore, the City's Coastal Zone Element does not need to be concerned with beach and dune systems. Except for one archeological site, already located in a public park, there are no significant historical or other archeological resources, and the City lies outside the coastal high hazard area for hurricane impact.

The best method of viewing the coastal zone planning issues is to examine the interface between the Halifax River and the land use along the river as one primary point of impact. This interface would include the flood prone areas as well as those properties fronting directly on the river. This analysis is impacted by increasing flood potential due to projected sea level rise. A second point of impact is the stormwater impacts generated by other properties which drain to the Halifax River but do not front directly on it.

Map CZ-1 shows the flood prone area as determined by the Federal Emergency Management Administration overlaid on the existing land use. As this map shows, most of the area along the river and in other flood prone areas is already developed. There are a few scattered small tracts which remain vacant along with the redevelopment sites that were cleared for residential development that has not yet materialized. The only truly water dependent land use is the boat launch facility at Riverfront Park.

The bulk of the City's waterfront area is still developed with single family residences. Most of the properties have vertical seawalls. There are also some commercial properties which extend to the river. Most of these also have seawalls. Neither the residential nor the commercial development would be considered as water related or water dependent. Under any new system of priorities, these uses would have a low priority for river access, but as with most

of the development pattern in the City, the development uses along the river were established before current concerns about development impacts on the Halifax River were well established.

As its primary growth effort, the City established a redevelopment district centered on the U.S. 1/Ridgewood Avenue corridor and adopted a redevelopment plan for the area. Map CZ-2 shows the redevelopment district. This plan supported approval of a series of high-rise, high-density residential projects clustered in the southern portion of the redevelopment area. These sites have river access. The redevelopment plan anticipates this higher value housing will be a primary support for a town center based on the Sunshine Park Mall.

In addition to the large-scale redevelopment projects, a concentrated development area consists of a series of aging multiple family development complexes that are in need of upgrading. None of the properties in question front on the river, so the relationship between potential redevelopment options and the river are indirect.

For South Daytona, the water dependent and water related land uses are essentially issues of public access. The City does not contain any manufacturing uses that require access to surface water bodies nor are there any commercial uses such as marinas which require water access. The areawide Coastal Zone Study included an analysis of public access needs. This analysis included recommended level of service standards for fishing piers, boat ramps and marina slips. These standards were compared with the existing inventory to identify the current need.

Within South Daytona, the City provides public fishing dock and boat ramp slips. The Recreation and Open Space Element compared these standards to the local supply and anticipated population increase. The Recreation and Open Space analysis did identify a need for fishing docks based on these standards.

IMPACTS OF FUTURE SEA LEVEL RISE

The City has analyzed the potential effects of sea level rise using the Florida Sea Level Rise Sketch Planning Tool based on the NOAA 2060 High

impact scenario. This base was selected as the 2040 models did not show significant impacts from sea level rise, and therefore, the longer-term view will create a more appropriate set of impacts for the City to address while acknowledging the longer period of time to implement limiting and preventative measures. The impacts estimated from sea level rise were compared to estimated 100-year and 500-year flood hazard areas. All of the impact areas identified by the model from sea level rise were included in the flood hazard areas (A and AE Zones), and therefore, the policies addressing each set of issues will overlap. Map CZ -2 shows the flood hazard areas overlaid on the sea level rise impacts.

Sea level rise impacts to private properties are limited to areas east of Ridgewood Avenue. With the exception of some locations toward the south city limits the impacted areas are already developed with single-family homes and smaller multi-family housing complexes. As many of these housing units predate the City's participation in the Federal flood management programs, the compliance with current first floor elevation requirements will be mixed. The City does require all new construction and substantial renovations to meet current first floor elevation requirements, but there are certainly units with the area east of US 1 that will have a higher level of exposure to sea level rise impacts.

Impacts to transportation systems resulting from sea level rise are identified as South Palmetto Avenue (25% - 50%); Big Tree Road east of Ridgewood Avenue (100%); and Ridge Boulevard east of Anastasia Avenue (10% - 24%). The likelihood of raising these roads to mitigate the impacts of sea level rise is small, and therefore the City will need to look at other engineering solutions to address this issue. In the past the City has been very active in creating storm water storage in upstream locations as one means of regulating the rate of discharge to the canal system and Halifax River. During major storm events, flooding impacts on South Daytona have been largely driven by high water staging in the Halifax River that prevents outflow from the canals and piped drainage outfalls. Sea level rise will likely increase staging levels in the river and

possibly extend the time periods required for recovery. The City will need to review the opportunity for additional engineering solutions.

The City considered the sea level rise impacts from the 2100 year model run to evaluate the longer-term view. The impact areas in 2100 were generally similar to the 2060 impacts in area but had potentially more significant impacts in terms of intensity. The majority of area impacted again lies east of Ridgewood Avenue, but the model predicts depths of up to 58 inches at the intermediate impact range. Further inland impacts are predicted in lower lying areas along the key drainage canals of Nova Canal, Reed Canal and Stevens Canal. The inland area impacts might be mitigated to some degree as the model does not take into account the drainage system improvements the City has made. These improvements include backflow prevention devices along with stormwater storage areas that can be managed to create storage capacity in advance of storm events. This system has operated well in responding to storms to date.

Because of the high level of uncertainty in the 2100 projections, short-term actions might best be focused on options to address 2060 conditions. If the worst-case scenario outputs for 2100 occur, there is likely no action sufficient to protect areas east of Ridgewood Avenue from full inundation. As the area east of Ridgewood Avenue is already substantially developed, a policy of directing development away from this location is not realistic and given that the area is the highest value property in the City, a purchase program is not realistic either. Clearly elevating structures will be important to protecting structures from flooding at lesser impact levels than the worst-case scenarios, and there may be some structural options such as berms that may help protect property for sea level rise impacts. This is clearly an issue which needs to be monitored as the plan is evaluated in the future and as predictions become more accurate.

The City has no V or VE designated zones and does not include any land area governed by a designated construction control line. The City does have an

established bulkhead that regulates bulkhead construction and defines and limits construction waterward of the bulkhead line.

IMPACT OF FUTURE LAND USE ON NATURAL RESOURCES

As the extensive level of development would indicate, the City contains very few undisturbed natural areas. Most of the City has already been influenced to some degree by urban development. Those natural areas that remain are scattered in small sites. Map C-4 in the Conservation Element shows the plant communities identified in the coastal zone areawide inventory. This map shows the dispersed nature of these areas. The westernmost area is now included within Reed Canal Park. Except for the land in the park and the coastal marsh area discussed below, the remaining vegetative areas are expected to develop with urban uses.

This map also shows the location of the one small coastal marsh area remaining along South Daytona's riverfront. Any development of this property must comply with adopted wetlands protection standards. The impact of development on the existing natural system will be evaluated in the light of the specific use proposal. If the regulations cannot be met, the development will not be permitted.

Map C-2 in the Conservation Element shows the area designated as flood prone. Map CZ-1 has taken the flood prone area and overlaid it on the existing land use. Because of the high level of development in the area, the minor level of additional development that will occur should not have a significant effect on natural resources. Any new development must meet the City's adopted standards for development in flood prone areas.

Wildlife resources in the City are generally limited to those species which have adjusted to life in urban environments. The natural resources inventory of the Baseline Data Report prepared by the East Central Florida Regional Planning Council has identified the potential for some endangered or threatened species to locate in the City, but it is unlikely that the few remaining natural areas will become a potential habitat worthy of protection from development.

RELATIONSHIP TO THE HALIFAX RIVER

The Halifax River is essentially an estuarine system extending from Ponce Inlet northward throughout all of Volusia County. In the area of South Daytona, the Halifax River has been designated as Class III water. The areawide Coastal Zone Study identified water quality as the primary stress on the Halifax River estuarine environment. The primary areas of water quality degradation are point source pollutants from sewage treatment plans and non-point source pollutants from septic tanks and stormwater runoff.

Development in South Daytona does have the potential to affect the non-point pollutants. The City has completed extension of sewer collection lines to almost all areas of the City; thus, potential pollutants from septic tanks has been significantly reduced. The City has also engaged in major improvements to the stormwater management system with the construction of several storage facilities at key locations throughout the City. These facilities provide water quality as well as water quantity enhancements. In addition, the City has constructed baffle systems at some stormwater outfalls to reduce debris discharge to the river.

NATURAL DISASTER PLANNING CONCERNS

The areawide Coastal Zone Study conducted a review of the hurricane evacuation plans and made a projection of evacuation needs based on projected land use. The "Hurricane Evacuation Report" analyzed the evacuation system capability versus demand while the Peacetime Emergency Plan represents the comprehensive plan for dealing with such disasters.

The hurricane vulnerability area was determined by the use of the Splash II computer model located at the East Central Florida Regional Planning Council. This model identifies two vulnerability zones based on the category hurricane that is predicted. Map CZ-3 reproduced from the areawide study shows the area east of the FEC Railroad as being vulnerable to flooding.

The Hurricane Evacuation Report predicted that Volusia County can easily meet the ECFRPC evacuation plan standard of 12 hours. Average evacuation

times are estimated at 3.1 hours. This prediction is based on the designated evacuation network which includes only Beville Road in the City. South Daytona residents will have access to Big Tree Road and Reed Canal Road to provide exit from the predicted impact area.

In a hurricane event, South Daytona could sustain damage to one of its primary residential areas and the U. S. 1 business corridor. Damage in this area is likely to be greatest to those structures erected before the current flood prone area construction codes went into effect. The City would allow redevelopment in this area following a storm, but those structures sustaining more than 50 percent damage would have to be rebuilt in accordance with current codes. This would apply to seawalls as well.

OTHER INVENTORIES

The inventory of public access facilities and analysis of needs is contained in the Recreation and Open Space Element. The inventory of existing infrastructure is presented in the Public Utilities Element. The other inventories are not applicable to South Daytona.

COASTAL ZONE ISSUES AND OPPORTUNITIES

RELATIONSHIP TO THE AREAWIDE LAND USE CONCEPT

The areawide Coastal Zone Management Study developed a plan for land use in the coastal zone. This land use concept defined an urban area and suggested the establishment of environmental corridors within the coastal area. These corridors reflect a land use approach which favors the preservation of a variety of interrelated habitats over a program of preservation of isolated habitat areas such as wetlands. Implicit in this concept is the notion that situations will arise where isolated natural habitat areas should be developed (especially where infill development will be encouraged if they will result in the preservation of other prime development lands located within the environmental corridors).

In the years since the local governments adopted their original plans, a number of cities have approved development that expanded the urban area west of I-95. As South Daytona is limited in growth area, the City's plan has continued to focus on redevelopment and infill development as its primary means of accommodating new business and housing. Thus, the City's current plan remains consistent with the original land use concept developed for the areawide coastal zone plan.

In reviewing the recommended goals, objectives and policies, it is important to understand how South Daytona is affected by the underlying land use concept. South Daytona is located within the already urban area known as the Halifax Area in Volusia County. The City is enclosed by the neighboring cities of Daytona Beach and Port Orange. Annexation opportunities are limited, and there is no means of annexing land on the urban fringe. The City is over 90 percent developed, and the land use pattern for much of the remainder of the City is set. Thus, any development occurring in South Daytona is essentially infill development when viewed from the larger urban area perspective. Any efforts the City makes to promote development can be viewed as reducing the pressure in other communities to allow development on the urban fringe.

Continued development in South Daytona cannot occur without some cost to existing undeveloped areas. As noted in the inventory, the existing plant communities are isolated habitat areas. In their present state, these areas are identical to neighboring tracts which have been developed in prior years. We know that these areas can make successful urban communities if they are properly developed. These are precisely the conditions the Coastal Zone Study anticipated when it proposed a land use concept which allowed for the development of isolated natural areas.

South Daytona does not include any of the areas suggested as environmental corridors. This fact along with the general availability of urban services throughout the City also supports the identification of South Daytona as an area where urban development should be encouraged. Obviously, this urban

development must occur with the limits established by South Daytona through its designated levels of service and general community self-concept.

APPLICABLE GOALS AND OBJECTIVES FROM THE AREAWIDE PLAN

The following list of goals and objectives is drawn from the areawide coastal zone plan originally done in 1990. The areawide plan included goal and objectives covering a wide range of issues, not all of which are applicable to South Daytona. This listing identifies the goals and objectives that are applicable to South Daytona and provide an inventory of goals and objectives that will be addressed in the set of goals, objectives and policies that are adopted by the City. The officially adopted goals, objectives and policies are presented in the following section.

GOAL 1: COASTAL RESOURCES

CONSERVE, PROTECT AND MANAGE THE COASTAL RESOURCES OF VOLUSIA COUNTY INCLUDING THE WETLAND AND UPLAND ECOSYSTEM SO AS TO MAINTAIN AND ENHANCE NATIVE HABITATS, FLORAL AND FAUNAL SPECIES DIVERSITY, WATER QUALITY, AND NATURAL SURFACE WATER CHARACTERISTICS.

OBJECTIVE 1.1: By _____, the County and all participating municipalities will adopt, and the City will enforce management programs to ensure the long-term protection and enhancement of selected natural upland and wetland habitats and water quality. The primary means of accomplishing this objective will be through the retention of interconnected hydro-ecological systems where the wetlands and uplands function as a productive unit resembling the original landscape.

GOAL 2: LAND USE

TO CONSERVE, PROTECT, AND RESTORE COASTAL RESOURCES BY MANAGING GROWTH AND LAND USE SO AS NOT TO DAMAGE OR DESTROY THOSE RESOURCES.

OBJECTIVE 2.1: Establish land use regulations that provide for the location, extent and distribution of land uses consistent with the protection of coastal resources.

OBJECTIVE 2.2: By _____, develop standards for appropriate densities, intensities, buffer zones, resource protection, and location for development adjacent to aquatic and natural preserves, wildlife refuges, and environmental system corridors to protect the natural character, scenic values and public benefit of these areas.

OBJECTIVE 2.3: Priorities for shoreline land use shall be given to water-dependent uses over water-related land uses and shall be based on type of water-dependent use, adjacent land use, water quality, impact on critical habitat and impact on coastal resources.

GOAL 3: WATER QUALITY

TO PROTECT, ENHANCE, AND IMPROVE THE QUALITY OF THE ESTUARINE ENVIRONMENT THROUGHOUT VOLUSIA COUNTY.

OBJECTIVE 3.1: To monitor and improve estuarine water quality by _____ by establishing an on-going water quality sampling and monitoring program, establishing base line conditions, and identifying standards as parameters to measure changes in water quality.

**GOAL 5: COASTAL HAZARDS
LESSEN THE IMPACT OF A DESTRUCTIVE STORM ON HUMAN LIFE, PROPERTY, PUBLIC FACILITIES AND NATURAL RESOURCES.**

OBJECTIVE 5.1: **Evacuation of Population.** Volusia County and the Coastal Cities shall maintain the clearance time for the evacuation of the population in the Hurricane Vulnerability Zone at 6 hours based on a level of service standard “D” during time of hurricane in any category storm.

OBJECTIVE 5.2: **Shelter for Population.** In cooperation with the American Red Cross, Volusia County and the Coastal Cities shall designate hurricane evacuation shelters to protect the population in the Hurricane Vulnerability Zone.

OBJECTIVE 5.3: **Mitigation of Property Damage.** Volusia County and the Coastal Cities shall adopt land development regulations governing development in the Hurricane Vulnerability Zone and Coastal Hazard Area that minimizes danger to life and property.

OBJECTIVE 5.4: **Prior Disaster Redevelopment.** By _____, Volusia County and the Coastal Cities with the East Central Florida Regional Planning Council shall undertake an evaluation of the long-term problems related to post-disaster relief. These findings will be part of the Post-Disaster Relief Plan prepared by_____. If necessary, amendments shall be made to the Comprehensive Plan based upon the Post-Disaster Relief Plan.

OBJECTIVE 6.2: **Fishing Piers.** Volusia County and the Coastal Cities shall provide for .0181 linear feet of fishing pier for each resident of the Coastal Management Area (181 linear feet/10,000 persons).

OBJECTIVE 6.3: **Boat Ramps.** Volusia County and the coastal Cities shall provide .0002 of a boat ramp lane for each resident of the County (1 ramp lane for every 7,500 residents).

GOAL 7: PUBLIC SERVICES AND FACILITIES

PUBLIC SERVICES AND FACILITIES SHALL BE ADEQUATE AND AVAILABLE TO SERVE BOTH CURRENT AND FUTURE RESIDENTS.

OBJECTIVE 7.1: The land development regulations shall ensure that the position of roads, potable water, sanitary sewer, drainage, and solid waste facilities and services required to maintain the adopted level-of-service standards shall be consistent and phased with the level of development proposed in the Future Land Use Element. Exceptions to roadway LOS will be made

within the TCEA to support redevelopment and infill as provided in Section 163.3180, Florida Statutes.

OBJECTIVE 7.2: **Transportation.** Ensure through land development regulations and capital improvements implementation of the adopted level of service standards and adopt new standards to be applied within the TCEA to encourage redevelopment.

OBJECTIVE 7.3: **Potable Water.** Ensure through land development regulations, capital improvements and development review sufficient water resources to provide potable water to meet the needs of the coastal area population.

OBJECTIVE 7.4: **Wastewater.** Provide sufficient treatment capacity and effluent disposal methods to meet the demand projected by growth and development consistent with adopted water quality standards.

OBJECTIVE 7.5: **Stormwater Management.** Prepare a Stormwater Master Plan by 1995 by watershed to evaluate the design storm capacity of stormwater management systems so as to not degrade coastal resources.

OBJECTIVE 7.6: **Solid Waste.** Ensure through monitoring programs that solid waste facilities do not result in violation of adopted standards or degradation of coastal resources.

GOAL 8: INTERGOVERNMENTAL COORDINATION

FOSTER AND ENCOURAGE INTERGOVERNMENTAL COORDINATION IN THE COASTAL MANGEMENT AREA BETWEEN VOLUSIA COUNTY, THE COASTAL CITIES, ADJACENT LOCAL GOVERNMENTS, REGIONAL, STATE, AND FEDERAL GOVERNMENT ENTITIES.

OBJECTIVE 8.1: **Coastal Resources.** By _____, prepare and adopt development standards for appropriate densities, intensities, buffer zones, resource protection, and location for development adjacent to aquatic and natural preserves, wildlife refuges, and environmental systems corridors that are consistent on an areawide basis.

OBJECTIVE 8.2: **Land Use.** Utilize the Coastal Management Element Area land use plan as a guide in deciding issues of land use and zoning, the extension and provision of urban

services, annexation, and the general location of environmental systems corridors in the Coastal Management Area.

OBJECTIVE 8.3: **Water Quality.** By _____, establish an ongoing water quality sampling and monitoring system which shall be applied by Volusia County and the coastal cities on an area-wide basis.

OBJECTIVE 8.5: **Hurricane Evacuation.** Volusia County and the coastal cities shall coordinate all hurricane evacuation activities through the Volusia County Department of Civil Preparedness.

GOALS, OBJECTIVES AND POLICIES

The Goals, Objectives and Policies which have been developed for the Coastal Zone Element are intended to support the overarching community goal which emerged for South Daytona's Strategic Planning process. The goals and objectives identified below are drawn in part from the area-wide coastal zone planning effort conducted in Volusia County. The City has selected goals and objectives from the larger plan (identified in the previous section) that specifically apply within the City and linked policies from other elements to these goals and objectives. Where needed, new policies have been developed and applied. The Future Land Use Element, the Open Space and Recreation Element, the Stormwater Drainage Sub-element, the Transportation Element, and the Conservation Element are particularly linked to the Coastal Zone Element.

GOAL: CONSERVE, PROTECT AND MANAGE THE COASTAL RESOURCES OF VOLUSIA COUNTY AND SOUTH DAYTONA INCLUDING THE WETLAND AND UPLAND ECOSYSTEM SO AS TO MAINTAIN AND ENHANCE NATIVE HABITATS, FLORAL AND FAUNAL SPECIES DIVERSITY, WATER

QUALITY AND NATURAL SURFACE WATER CHARACTERISTICS.

OBJECTIVE 1. Continue to implement management programs to ensure long-term protection and enhancement of selected natural upland and wetland habitats and water quality. The primary means of accomplishing this objective will be through the retention of interconnected hydro-ecological systems where the wetlands and uplands function as a productive unit resembling the original landscape.

SUPPORTING POLICIES INCLUDE:

- a. Land Use Element policy 3-1.
- b. Public Utility Element policies 1-5, 4-4, 5-4, 5-5, 5-6, 6-1 and 6-2.
- c. Conservation Element policies 1-6, 2-1, 2-2, 2-3, 2-4, 2-6, and 3-5 and Objectives 4 and 5 including all supporting policies.

GOAL: TO CONSERVE, PROTECT AND RESTORE COASTAL RESOURCES BY MANAGING GROWTH AND LAND USE SO AS NOT TO DAMAGE OR DESTROY THOSE RESOURCES.

OBJECTIVE 2. Continue to implement land use regulations that provide for the location, extent and distribution of land uses consistent with the protection of coastal resources.

POLICY 2-1: Require special in-depth review of any development project proposed for a wetland. This shall include permits from the St. Johns River Water Management District when required. It must be demonstrated that any such project will not have a significant negative impact on the flora and fauna of the immediate area or on the Halifax River. The Consolidated Land Development Regulations shall require that any such project be reviewed by the Land Development Regulation Board and approved by the City Council.

SUPPORTING POLICIES INCLUDE:

- a. Land Use Element policies 3-1 and 11-3.
- b. Conservation Element Objective 4 and all supporting policies as well as policies 3-5 and 3-8.

OBJECTIVE 3. Continue to enforce the adopted standards to appropriate densities, intensities, buffer zones, resource protection and location for development adjacent to aquatic and natural preserves, wildlife refuges and environmental system corridors to protect the natural character, scenic values and public benefit of these areas.

SUPPORTING POLICIES INCLUDE:

- a. Conservation Element policies 1-4, 1-5 and 3-5.
- b. Intergovernmental Coordination Element policies 3-1 and 3-2.

OBJECTIVE 4. Priorities for shoreline land use shall be given to water-dependent uses over water-related land uses and shall be on the type of water-dependent use, adjacent land use, water quality, impact on critical habitat and impact on coastal resources.

POLICY 4-1: When reviewing applications for zoning, plan amendments or development orders, shoreline land uses shall have the following priorities:

- 1. Water-dependent uses such as fish, shellfish and wildlife production, protection and conservation of coastal and natural resources, recreation, public access, marinas and navigation, and water dependent utilities and industry, which do not create a significant adverse impact upon the waters or land use.
- 2. Water-enhanced uses such as recreation, certain utilities, commerce and industrial uses.

3. Non-water dependent or related activities such as intensive urban residential, non-water dependent industry and commerce.
4. Of lowest priority are those uses which are non-water dependent, non-water enhanced which result in a reduction of coastal resources.

POLICY 4-2: Infill parcels in the hurricane vulnerability area shall be developed in a manner compatible with adjacent development.

GOAL: TO PROTECT, ENHANCE AND IMPROVE THE QUALITY OF THE ESTUARINE ENVIRONMENT.

OBJECTIVE 5: To monitor and improve estuarine water quality by establishing an ongoing water quality sampling and monitoring program, establishing base line conditions and identifying standards and parameters to measure changes in water quality.

SUPPORTING POLICIES:

- a. Land Use Element policy 3-2.
- b. Public Utility Element policies 5-3, 5-4, 5-5, 6-1, 6-2 and 6-3.
- c. Conservation Element policies 2-1, 2-2, 2-3, 4-1 and 5-1.
- d. Intergovernmental Coordination Element policies 2-9, 3-1, 3-2, 4-5, 4-6, 5-4, 5-5 and 5-6.

OBJECTIVE 6: MINIMIZE THE IMPACTS OF MAN-MADE STRUCTURES ON THE HALIFAX RIVER SHORELINE THROUGH THE IMPLEMENTATION OF THE CITY'S ADOPTED SHORELINE SHORELINE RESTORATION MANAGEMENT PLAN.

POLICY 6-1: Prohibit the man-made removal of shoreline aquatic vegetation except as may be allowed under the wetlands performance standards.

POLICY 6-2: Where seawalls are permitted, require them to be installed in conformance with the wetlands performance standards. Appropriate riprap shall be placed seaward of all seawalls to reduce scour.

POLICY 6-3: Continue to require that structures built along the Halifax River abide by the required setbacks from the established seawall or high-water line.

POLICY 6-4: Encourage the use of nonstructural shoreline stabilization measures for erosion control, where feasible. Structural stabilization measures, such as seawalls, shall be discouraged, and where built shall be done in accordance with the best management practices detailed in the Shoreline Restoration Management Plan.

GOAL: **LESSEN THE IMPACT OF A DESTRUCTIVE STORM ON HUMAN LIFE, PROPERTY, PUBLIC FACILITIES AND NATURAL RESOURCES.**

OBJECTIVE 7: **Continue to implement land development regulations governing development and redevelopment in the hurricane vulnerability zone that minimizes danger to life and property.**

POLICY 7-1: Continue to implement the regulations allowing the City Manager authority to direct post-storm repair and clean-up actions immediately necessary to protect public health and safety.

POLICY 7-2: Continue to implement in the Consolidated Land Development Regulations, the following build-back policy, to be applied after a hurricane.

- A. Structures damaged less than 50% of their replacement cost at the time of damage may be rebuilt to their original condition, subject only to current building and life-safety codes.

- B. Structures damaged more than 50% of their replacement cost at the time of damage can be rebuilt to their original square footage and density and building “footprint”, provided that they comply with:
1. Federal requirements for elevation above the 100-year flood level;
 2. Building code requirements for flood proofing;
 3. Current building and life-safety codes;
 4. Any required zoning or other development regulations (other than density or intensity or building footprint), unless compliance with such regulations would preclude reconstruction otherwise intended by the build-back policy;
 5. Any other relevant federal regulations;
and
 6. Any other relevant local regulations.

POLICY 7-3: The City shall continue to coordinate its flood plain management program through participation in the countywide CRS users group and Local Mitigation Strategy meetings.

OBJECTIVE 8 THE CITY SHALL IMPLEMENT DEVELOPMENT AND REDEVELOPMENT PRINCIPLES, STRATEGIES AND ENGINEERING SOLUTIONS TO REDUCE OR ELIMINATE FLOOD RISK IN AREAS OF THE CITY THAT ARISE FROM HIGH TIDE EVENTS, STORM SURGE, FLASH FLOODS, STORMWATER RUNOFF AND THE EFFECTS OF SEA LEVEL RISE.

POLICY 8-1: The City shall protect and restore floodplain areas when possible through land acquisition and regulation including setbacks:

- a. Requirements for wetland buffers
- b. Building and lot regulations limiting the amount of impervious surface generating runoff
- c. Minimum open space requirements to limit stormwater generation and provide area for retention

POLICY 8-2 The City shall designate a flood plain administrator to enforce the adopted flood plain ordinance requirements.

POLICY 8-3 The City shall require development and redevelopment to meet or exceed the requirements of the Florida Building Code, state statutes, and the City's adopted flood plain management ordinance which are consistent with or exceed 44CFR Part 60.

POLICY 8-4 The City shall continue in the National Flood Insurance Program and the Community Rating System and work with property owners to manage development and redevelopment in a manner which reduces potential flood losses and achieves flood insurance premium discounts for property owners.

POLICY 8-5 The City shall continue its program of managing stormwater through regulation and construction of stormwater storage so as to maximize the storage capacity of the City's stormwater facilities network by requiring on-site stormwater storage consistent with the City's adopted level of service and compensatory storage where required.

POLICY 8-6 New development and redevelopment shall be designed to avoid increases in the base flood elevation by requiring compensatory storage as needed, and new buildings or

substantially rehabilitated structures shall be designed to meet or exceed the designated base flood elevation.

POLICY 8-7: The City shall work to eliminate through purchase or other action buildings subject to repetitive loss from flooding.

POLICY 8-8 The City shall use the NOAA 2060 High Impact estimate for determining the projected sea level rise impacts as offered by the Florida Sea Level Scenario Sketch Planning Tool.

SUPPORTING POLICIES:

a. Land Use Element

Policy 3-3 requiring elevation of construction in flood hazard zones

Policy 3-4 assist properties in flood hazard areas to minimize impacts from storms and tidal flooding

Policy 3-5 assess tidal flooding impacts on roads east of US 1 and implement regulatory and structural solutions

Policy 4-2 requires on-site stormwater retention

Policy 4-6 sets a maximum 70% ISR

b. Public Facilities Element

Policy 6-1 Prohibits permitting without SRJWMD permits when required

Policy 6-2 NO CO without stormwater completion

Policy 6-3 Enforce runoff control ordinance and NPDES permitting

Policy 6-5 Keep flood management ordinance consistent with State and Federal requirements

Policy 2-1 Schedule remaining stormwater projects in CIP

c. Coastal Zone Element Policy 7-2 and Objective 4

GOAL: PUBLIC SERVICES AND FACILITIES SHALL BE ADEQUATE AND AVAILABLE TO SERVE BOTH CURRENT AND FUTURE RESIDENTS.

OBJECTIVE 8 9: Land development regulations shall ensure that the provision of roads, potable water, sanitary sewer, drainage and solid waste facilities and services required to maintain the adopted level of service standards shall be consistent and phased with the level of development proposed in the Future Land Use Element.

POLICY 8 9-1: The level of service standards for the coastal zone shall be the same as the standards adopted in the individual plan elements.

OBJECTIVE 9 10: Maintain a hurricane evacuation time adequate to evacuate the barrier island and other areas of hurricane vulnerability.

POLICY 9 10-1: Establish a level of service D for the purpose of calculating the capacity of road facilities to clear evacuees within the hurricane evacuation time when the evacuation order is given at least twelve hours before landfall.

POLICY 9 10-2: All new residential development of more than 100 units in the Hurricane Vulnerability Zone shall be required to provide continuing information to residents concerning hurricane evacuation and shelters.

POLICY 9 10-3: All new residential development of more than 100 units in the Hurricane Vulnerability Zone shall be required to formulate an emergency hurricane preparedness plan for that development. The plan shall be subject to approval by the Peacetime Emergency Preparedness Plan.

POLICY 9 10-4: South Daytona shall coordinate its emergency planning efforts with the Volusia County Emergency Management Division through the Peacetime Emergency Plan including the hazard mitigation annex.

OBJECTIVE 10 11: Maintain and improve public access to the Halifax River.

POLICY 10 11-1: Provide 180 linear feet of pier or shoreline fishing area for each 10,000 residents.

POLICY 10 11-2: Provide one boat ramp lane for each 7,500 residents.

OBJECTIVE 11 12: Establish and maintain a current data base of conditions within the coastal zone.

POLICY 11 12-1: The Volusia County Environmental Management Department (EMD) will serve as the clearinghouse for studies and data on coastal resources.

POLICY 11 12-2: South Daytona shall annually provide updated land use data consistent with the FLUCCS format.

POLICY 11 12-3: South Daytona shall provide the EMD any additional data about the City required to prepare an annual report on land use and development changes in the coastal zone.

POLICY 11 12-4: South Daytona shall annually review all non-point source discharge permits in the City with the water management district to certify accuracy, completeness and note any changes in operating status.

POLICY 11 12- 5: South Daytona shall continue to serve on the Coastal Management Technical Steering Committee.

COASTAL ZONE ELEMENT COMMENTARY

The coastal zone plan for the City of South Daytona is a small part of a larger plan that must be implemented throughout the Halifax Area. In recognition of this need, South Daytona joined with the other coastal communities in Volusia County in the preparation of a master coastal area study. This study looked at issues and needs throughout the coastal zone. This analysis resulted in the preparation of goals, objectives and policies which addressed all of the items required in the Coastal Zone Element. Not all of the issues relate to South Daytona nor do all of the objectives and policies of every issue apply to the City. Therefore, the Coastal Element for South Daytona has selected from the master plan the specific issues that relate to our community.

The issues and opportunities section includes a chart which lists all of the goals and objectives presented in the areawide study which we believe are applicable to the City. The major items not included from the master plan are those items related to beaches and shores and those items related to historic preservation. Neither of these issues applies to our community. The other issues are represented to a varying degree as they relate to community needs.

In reviewing the recommended goals, objectives and policies there are several relevant features of South Daytona which must be kept in mind. Key among these are:

1. South Daytona is substantially developed with close to 90% of its land area already developed or committed to approved projects. Thus, the future development pattern is established with most vacant land expected to be used for infill projects. The ability of the City to impact new development in the coastal zone is very limited.
2. As a result of the extensive level of development and the location of the community in the core of the Halifax urban area, there are no significant natural areas that demand extensive environmental regulation. There is one small marsh area along the Halifax River, which is addressed in the plan, but there are no identified habitats for endangered species of plants or animals. Occasionally an

endangered or threatened animal is sighted, but these are transitory events rather than permanent residents of the community.

3. The major impacts of coastal zone regulation will apply to construction in the flood prone area, stormwater management as it affects water quality, and cooperation in areawide programs which will address multi-jurisdictional coastal issues. The plan has addressed all of these concerns.
4. The impacts of flooding due to sea level rise will need to be monitored on a long-term basis while more predictable shorter-term impacts need to be addressed through the policies provided in this element.
5. The City provides a full range of public services, but it does not operate a water plant, a sewer plant or a solid waste disposal facility. Coastal concerns about these facilities are not included in our plan. We have addressed the transmission facilities and capacity issues.
6. The primary area of impact from hurricanes or other flooding is the City's main business corridor and one of its most extensively developed residential areas. Excluding these areas from redevelopment following natural disaster would not be a realistic or desirable community goal. This plan intends to allow full redevelopment of current residential and commercial areas but will require that this development meets current codes - - especially those addressing flood proofed construction and stormwater management. This type of redevelopment will result in improved construction and use of the land resources in the coastal zone.
7. Public access issues within South Daytona's coastal zone relate to access to the Halifax River. Again, the extensively developed nature of the City precludes new programs or regulations which would significantly alter the pattern of development. The City has

structured its parks program to provide maximum use of the existing riverfront park lands, and the City is actively seeking to expand its access opportunities.

The presentation of the goals, objectives and policies of the Coastal Zone Element has been complicated to some degree by this element acting, in a sense, as a summary of most of the other plan elements. Much of the ground this element needs to address has already been covered in other elements. Therefore, policies which are included in other elements have been cited in this element while new policies are written in detail.

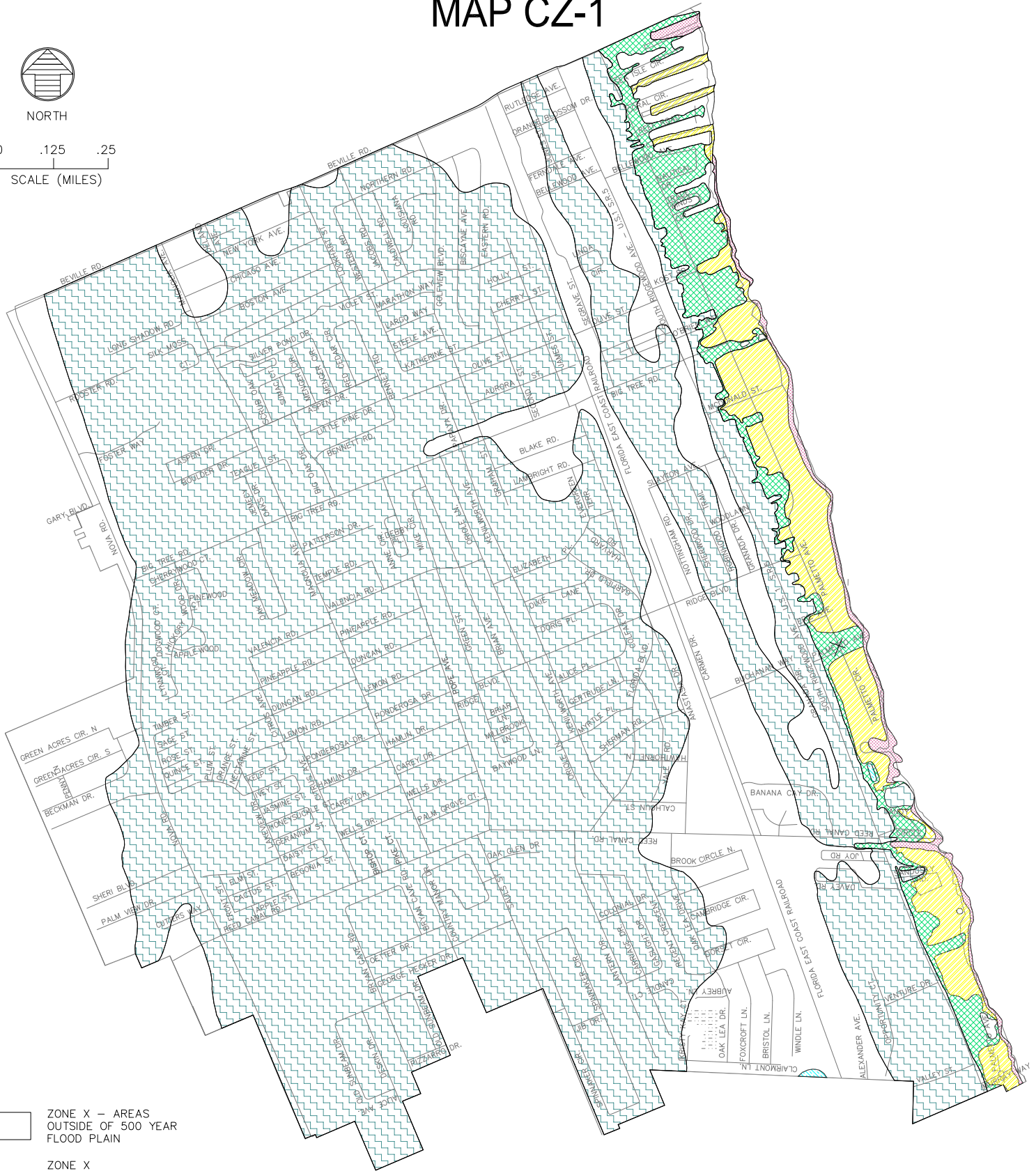
The areawide coastal zone study recommended a relatively compact urban form which would include designated environmental corridors. These environmental corridors will link various habitats in complete functioning systems which will preserve essential natural assets of the coastal zone. Other policies are proposed which address the accommodation of urban development in the coastal zone. South Daytona, as noted previously, is in the heart of the urban area. It does not include any of the designated environmental corridors. Therefore, the City's plan element is designed to address those items affecting accommodation of urban development in the coastal zone.


FLOOD PRONE AREAS MAP CZ-1



NORTH

0 .125 .25
SCALE (MILES)




 ZONE X - AREAS
OUTSIDE OF 500 YEAR
FLOOD PLAIN

ZONE X
AREAS OF 500-YEAR FLOOD;
AREAS OF 100-YEAR FLOOD WITH
AVERAGE DEPTHS OF LESS THAN
1 FOOT OR DRAINAGE AREAS LESS
THAN 1 SQUARE MILE; AND AREAS
PROTECTED BY LEVEES FROM 100
YEAR FLOOD.


 ZONE AE 6
BASE FLOOD ELEVATION
DETERMINED


 ZONE AE 7
BASE FLOOD ELEVATION
DETERMINED


 ZONE AE 8
BASE FLOOD ELEVATION
DETERMINED

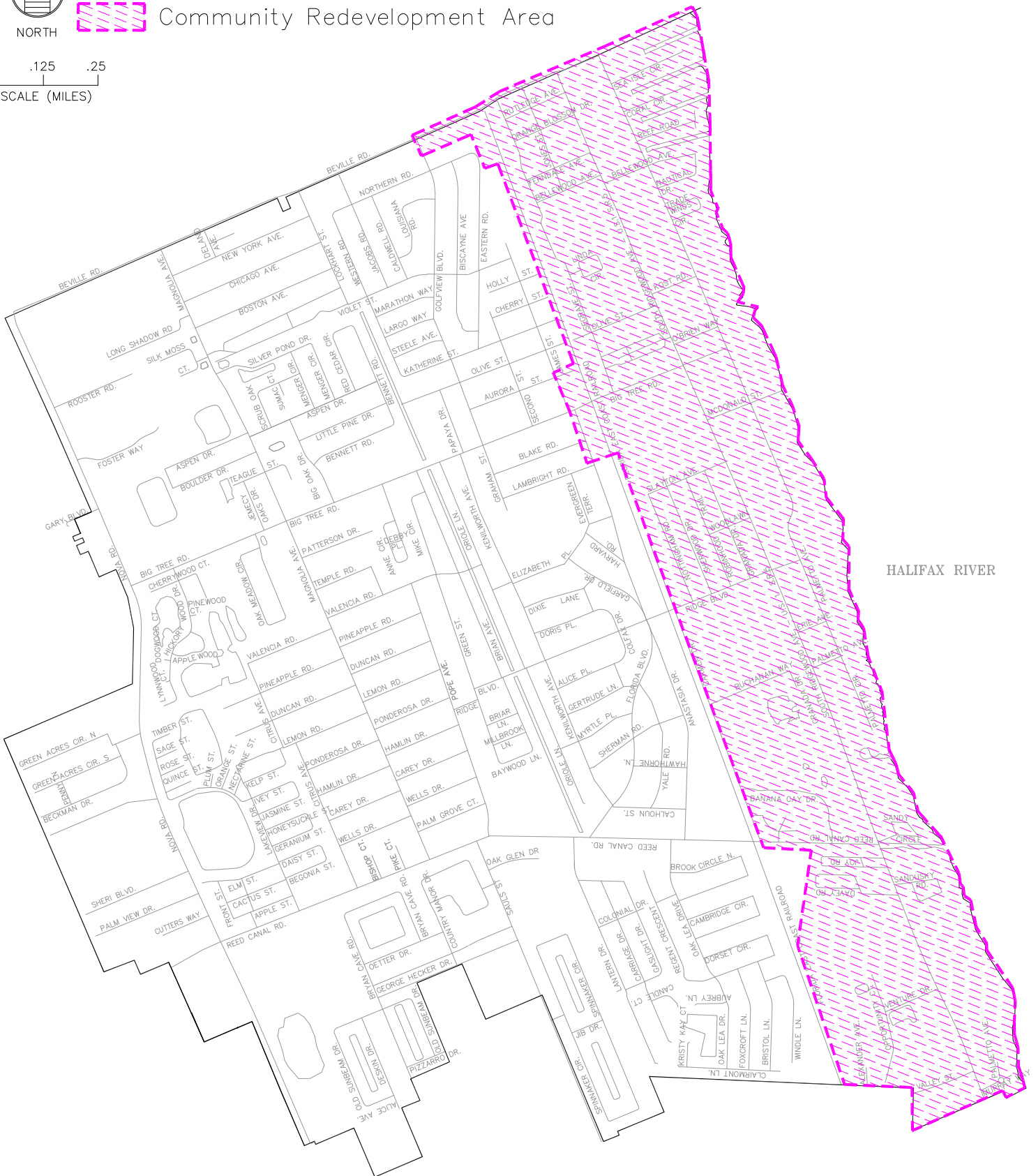
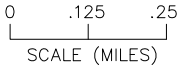
REDEVELOPMENT AREA MAP CZ-2



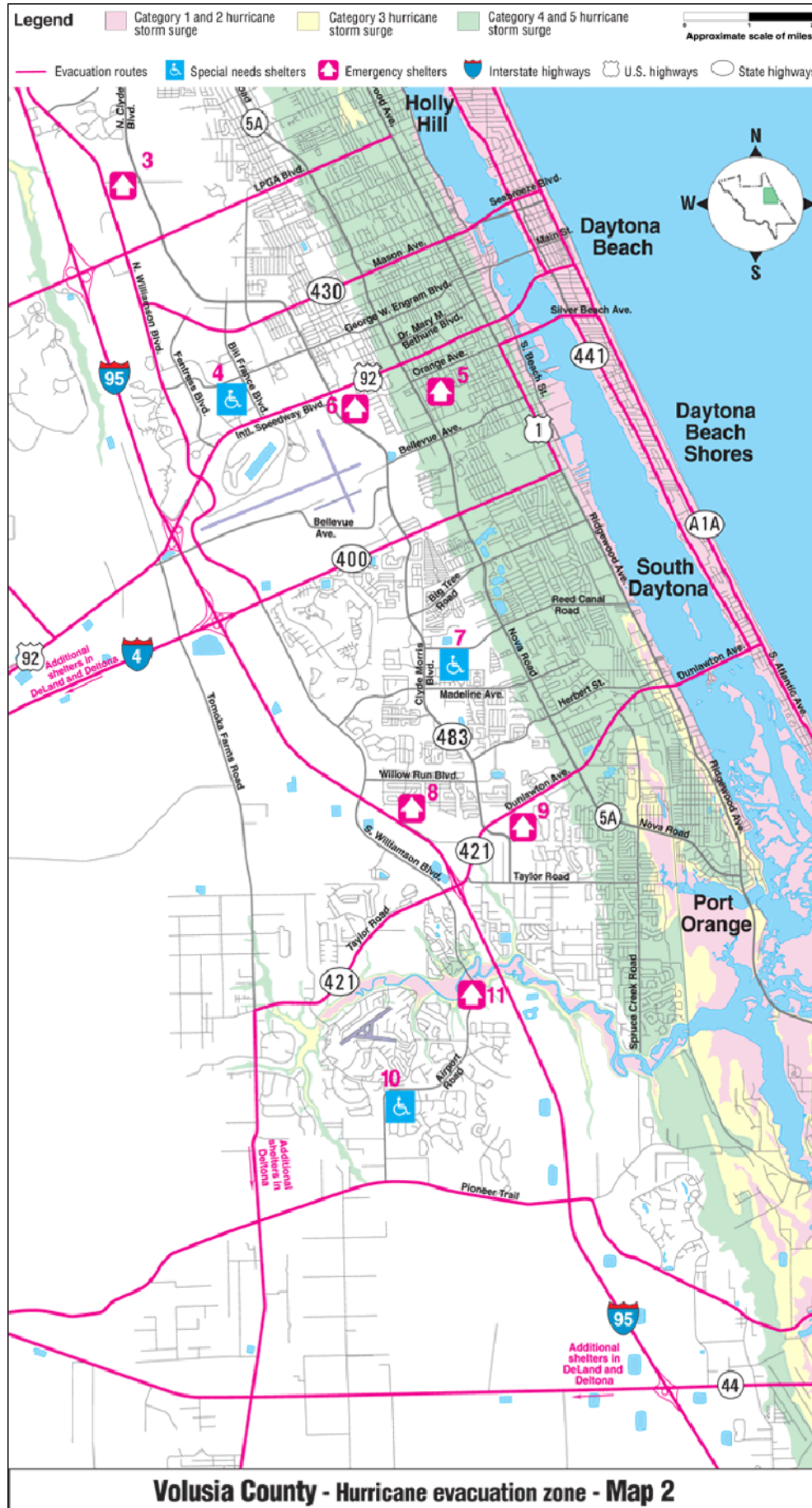
LEGEND:



Community Redevelopment Area



HURRICANE VULNERABILITY MAP CZ-3



CONSERVATION

CITY OF SOUTH DAYTONA

Preparation of this Document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-167, Laws of Florida and administered by the Florida Department of Community Affairs.

INTRODUCTION

Florida's growth management act and the detailed requirements as set forth in FS 163.3177(6)(d) requires the preparation of a Conservation Element. This element is intended to establish a plan for the protection and conservation of the community's natural resources consistent with the goals of the community as a whole and of the other plan elements. This element will summarize the City's existing natural resources, analyze the potential for conservation, and set a goal, objective and policy framework which will constitute the formal guidelines of this plan. The Conservation Element is organized into four sections as follows:

1. The **Summary of Existing Conditions** provides a brief review of the land, air and water resources identified in the data collection phase of the planning program.
2. The **Conservation Issues and Opportunities** section provides an analysis of the identified conservation issues and notes any opportunities to promote a resource conservation that the plan should address.
3. The **Goals, Objectives and Policies** section provides the official guiding framework for the plan and its implementation.
4. The **Conservation Element Commentary** provides a description of how these goals, objectives and policies were interpreted in developing the future conservation element. While this section will not be adopted as part of the official plan, it is an important part of the plan element in that it provides depth and additional description to the individual objective and policy clusters.

In preparing this plan element, two studies were of key importance in identifying and analyzing South Daytona's natural resources. The first of these studies was the Baseline Data study prepared in 1987 by the East Central Florida Regional Planning Council. This study inventoried the air, water and land resources then existing in the City. In 1988, the land and water resources were again surveyed as part of the data gathering process for the Coastal Zone

Element. This inventory updated and verified the findings of the earlier study. As South Daytona lies within the core urban area of the Daytona Beach, almost nothing has changed since the late 1980's with regard to existing natural resources. The limited level of development that has occurred has been done in compliance with the policies of this element, and thus supported the City's programmed conservation measures. No update to the original data sources was necessary.

The South Daytona Strategic Plan also discussed conservation issues as part of its evaluation of the cityscape. This study reported:

"...Even with development, remnants of the beautiful woodland remain and provide attractively shaded areas for housing development. Careful landscape planning is now desirable to retain what is left. In addition to a campus-like city, we need to use beauty as a means of building civic pride and continuing our small town/homey atmosphere."

This study has been a major policy input to the plan as it represents a soundly developed base of citizen opinion.

SUMMARY OF EXISTING CONDITIONS

In reviewing the natural resources available in South Daytona, it is important to recognize that approximately 90 percent of the City's land area is already developed. The City has very few tracts of any significant size that have retained their original vegetative cover, and even these tracts have been affected by areawide drainage improvements that have modified the natural groundwater levels. South Daytona is also surrounded by urban and suburban type development on the north, west and south, with the Halifax River forming the eastern boundary of the City. The following sections summarize the water, land, vegetative and wildlife resources of the City.

NATURAL WATERBODIES AND FLOOD PLAINS

The only natural waterbody in or adjacent to South Daytona is the Halifax River. The Halifax River is part of a large estuarine system which extends along the entire length of Volusia County. The portion of the Halifax River adjacent to South Daytona has been designated as Class III Water by the Florida

Department of Environmental Regulation (FDER). This classification identifies the Halifax as appropriate for recreation and propagation and maintenance of a healthy, well-balanced population of fish and wildlife.

Information on water quality in the Halifax River is sparse at best. There has never been a well-coordinated, extensive, comprehensive water quality monitoring program conducted in the Halifax. However, the limited information that is available has indicated increasing levels of coliform bacteria, nitrogen and phosphorus. Both point and non-point sources of discharge to the river are contributing to these problems. The City does not contain any permitted source discharges. There are several points along the river in South Daytona where major stormwater outfalls are located. Map C-1 identifies the Halifax River and the stormwater outfall locations. As part of its ongoing stormwater management program, the City has developed a number of large stormwater detention and retention facilities that include a water quality component as well as a water quantity management component. While these facilities eventually discharge to the Halifax River, there is undoubtedly an improvement in the over water quality of the discharge.

Shoreline erosion has been an issue affecting the City's river frontage. In 2009 the City, in cooperation with the St. Johns River Water Management District, completed a shoreline habitat and restoration plan. The plan assessed past impacts on the shoreline and the current status of erosion problems. The plan goes on to recommend policies for improving shoreline treatment and provides a series of best management practice recommendations to correct and improve deteriorating shoreline areas. The recommended policies have been incorporated into the Conservation Element; while the best management practice recommendations provide a foundation for improved local regulation. They also provide mitigation options for planned commercial and residential development along the Halifax River shoreline.

Other water bodies in South Daytona include several man-made lakes and canals. The canals were dug as part of the drainage system for an area which extends far beyond South Daytona. The major canals include the Nova Canal,

Reed Canal (which connects Nova Canal to the Halifax River), and Stevens Canal. These canals are also located on Map C-1.

The lakes in South Daytona have been created as a result of past mining operations or as part of stormwater management systems for more recent development. These mining operations were for shell to be used in various construction activities. All of these pits have now been closed, and many of them are now bordered by urban development. Some of these lakes have been incorporated into the City's park system while the others are a private maintenance responsibility. No water quality information is available for either the lakes or the canal systems.

A flood prone area has been identified in South Daytona by the Federal Emergency Management Agency (FEMA). In the latest revision, the FEMA maps indicate probable flood level in excess of eight feet msl in some areas. The City has adopted and enforces special regulations for construction in flood prone areas. In 2014 FEMA issued a major revision to the flood prone area. This change added a significant portion of the City to the flood prone area, but it did not necessitate a revision to the policies the City uses to address flood prone areas. In response to FEMA and State requirements, the City also completed a major update of its regulations for development in flood prone areas. Map C-2 identifies the flood prone area in South Daytona.

SOILS CHARACTERISTICS AND TOPOGRAPHY

The detailed soils characteristics report for Volusia County prepared by the Soil Conservation Service identifies the soil conditions as poorly drained sandy soils. Map C-3 identifies the types and general locations of these soils. The various soil associations show the overlaying of sandy deposits created as the ocean has receded in past geologic periods. These soils generally have high percolation rates but do not drain well because of the normally high water table found in this area. Soil erosion problems have not been evident. This is true even along the riverfront where seawalls have been established along about 80% of the shore line.

As this map indicates, substantial areas of the City have been altered in past years to allow for urban development. The City is relatively flat and without a significant natural drainage flow, and a series of canals and drainage systems have been constructed in past years to provide drainage. These changes, drainage patterns and past urban uses have combined to significantly alter the original vegetative patterns.

VEGETATIVE COMMUNITIES

As previously noted, the City contains very few areas which have any remaining natural vegetative cover. There are two primary types of natural vegetative cover remaining. One of these is upland hardwood and the other is coastal scrub. Map C-4 identifies these areas. While both of these communities can serve as a habitat for a variety of birds and small animals, the surrounding urban land uses and the relatively small acreage associated with these habitats makes it unlikely that any protected or wide-ranging animals will be found in them.

The City also contains a limited amount of saltwater marsh along the Halifax River. As with the other vegetative communities in South Daytona, the saltwater marsh areas are scattered, small areas which are heavily stressed by existing urban development. Map C-4 identifies one small concentration of marsh in the City. The remaining marsh locations are small fringe spots along the river edge.

When evaluating these vegetative communities, it is important to recognize that substantial amounts of these remaining communities have already been committed to development. About 70% of the temperate hardwood and 48% of the coastal scrub were committed to development prior to completion of the comprehensive plan. The remaining “undisturbed” areas are small and scattered.

The small size and scattered nature of the existing plant communities has led to efforts to integrate conservation with development in the urban core area. Of major importance to the existing vegetative communities are the zoning code

(which reduces development intensity over recent codes), tree preservation and wetlands protection.

With so much of the remaining habitat already committed to development, the opportunities to reserve effective habitat areas for endangered or threatened species are not effective. The remaining areas are quite small and sufficiently scattered, that effective preservation is not possible. The City does participate in the Volusia County Manatee Protection Plan. However, most land-based species have not been identified as present in the City. For manatee, South Daytona has adopted the countywide manatee protection program.

WATER NEEDS AND SOURCES

South Daytona relies on the City of Daytona Beach as its source for potable water. Daytona Beach draws this water from the Floridan Aquifer. The City of Daytona Beach has verified that the raw water supply and treatment capacity are adequate to meet South Daytona's needs. Within South Daytona, the only other water use is individual wells for lawn irrigation. These wells are now permitted by the St. Johns River Water Management District (SJRWMD).

Water conservation measures are currently provided through a combination of local ordinances and education efforts. South Daytona has in place an ordinance which allows the City to impose water conservation measures during periods of shortage. Typically the City coordinates its restrictions with the St. John's River Water Management District. These regulations affect items such as lawn irrigation and other domestic use. The City also uses its community newsletter to periodically provide guidance on how to conserve water through reduction of domestic use.

Finally, as part of the Volusia County minimum performance standards program, South Daytona has implemented additional conservation standards. These standards address irrigation systems, on-site recharge, and similar regulation of domestic water use.

ISSUES AND OPPORTUNITIES

The extensive development that has occurred in and around South Daytona has directed the focus of the Conservation Element in two directions;

one addressing land and vegetative resources and the second addressing water resources. Both directions must deal with the need to adapt these resources to an urban setting. The water resource effort can realistically hope to correct or reverse some of the problems created by urban development, while this is not the case with the land vegetative resources. Each of these areas is explored in more detail in the following sections.

WATER RESOURCES

As the inventory notes, the Halifax River is the only natural water body in or adjacent to South Daytona. The river serves the City as a scenic and recreational resource. The scenic value of the river is somewhat limited because nearly all of the riverfront is developed with single-family housing, commercial uses or other types of private development. The City does have one public park on the river. The Recreation and Open Space Element includes policies to capitalize on the remaining access opportunities for both scenic and recreational access.

The major problem affecting the Halifax River is deteriorating water quality. The current problems are typical of those experienced by water bodies in urban settings. Discharges from both point and non-point sources are adding pollutants to the river at the same time the natural flushing action of Ponce Inlet is hampered by bridge causeways.

A major problem facing the Halifax Area continues to be the lack of knowledge about the specific components and extent of this problem. Water quality testing and monitoring is insufficient, and there is no ongoing or planned program to obtain this information. The areawide coastal zone study has proposed a water quality testing and monitoring program. This program needs to be implemented to enable communities along the Halifax River to better understand the river's pollution problems and how they can be addressed.

As South Daytona does not contain any point source discharges to the river other than stormwater outfalls, the focus of any water quality efforts made by the City must be on the non-point discharges. This means addressing stormwater discharge. South Daytona has adopted a stormwater management

ordinance which stresses retention and detention consistent with State standards. The City applies this ordinance to all development, including individual single-family homes. Direct discharge to the river from new residential construction is, thus, controlled for all types of development, not just commercial and large residential developments.

Included among these direct discharges is Reed Canal. This canal is one of the major stormwater discharge points in the entire Halifax Area. Reed Canal and Nova Canal, another major drainage structure serving the Halifax Area, are the maintenance and operating responsibility of Volusia County. The City's stormwater management program has completed projects to create storage areas at key locations along these canals and along Stevens Canal. These storage facilities provide water quality treatment as well as addressing water quantity issues.

Another opportunity to address the recreation, scenic assets and water quality concerns of the City's water bodies is offered by the lakes that are located throughout the City. These areas serve a drainage retention function, but many are also located in City parks. As such, they can be developed for fishing and other water related activity. They also have a scenic value which contributes to the overall appearance of the City.

LAND AND VEGETATIVE RESOURCES

The conservation inventory clearly indicates that South Daytona as a community that is already substantially developed, needs to focus on the preservation and conservation of natural resources in concert with urban development. Setting aside substantial areas for preservation is not practical for several reasons. First, there are no areas within the City that are large enough to benefit plant and animal communities by setting these areas aside from urban development.

Second, as an infill type community, new development could be directed to South Daytona in an effort to reduce development pressures on areas outside the City that are more suitable for preservation efforts.

Conservation efforts in South Daytona need to focus on objectives that are more attainable and more in keeping with the current and projected development in the City. The City has a good tree cover in its residential areas. In fact, this is one of South Daytona's principal assets. This tree cover needs to be preserved as a community amenity and wildlife resource. New development designed around existing features, including commercial and industrial development, must be sensitive to the need to preserve these assets as well. Development in flood prone areas needs to be sensitive to the functions of the flood plain while making sure that any structures built in this area are protected from flood damage to the maximum extent feasible.

The City is not a likely habitat for any endangered species. Any endangered animals or birds sighted in the City are likely to be transient and not permanent assets. The shell mining once done extensively in the City has now ceased, and this type of extraction is unlikely to occur in the future. Therefore, the Conservation Element does not need to include specific policies addressing endangered species or commercially valuable minerals.

AIR RESOURCES

The inventory of existing conditions did not identify any significant air quality issues. The major contributor to air pollution in South Daytona is vehicle emissions. Even though the inventory does not predict any expected problems with air quality, the plan should provide for non-motorized alternatives for short duration trips.

GOALS, OBJECTIVES AND POLICIES

The Conservation Element goals, objectives and policies, in combination with the goals, objectives and policies of the other plan elements, contribute to the achievement of the City's conservation efforts. The Open Space and Recreation Element, Stormwater Drainage Sub-Element, and Traffic Circulation Element are particularly tied to the Conservation Element.

GOAL: CONSERVE AND PROTECT SOUTH DAYTONA'S NATURAL RESOURCES IN A MANNER CONSISTENT WITH THE CITY'S PLANNED DEVELOPMENT PATTERN AND IN A MANNER WHICH CONTRIBUTES TO THE CREATION OF A QUALITY, WELL-ROUNDED COMMUNITY.

OBJECTIVE 1: Create a regulatory framework which integrates South Daytona's natural resources into an urban environment.

POLICY 1-1: Continue to implement the City's Streetscape Program schedule for landscape planting on key streets.

POLICY 1-2: Periodically review the City's Tree Ordinance to ensure that it meets or exceeds the Volusia County minimum environmental performance standards mandated for all governments in the County.

POLICY 1-3: Continue to implement development regulations which require additional open space and landscaping for commercial and industrial development.

POLICY 1-4: Continue to implement development regulations which provide planned unit development options for residential and commercial development as a means of providing additional flexibility in dealing with site limitations and conservation needs.

POLICY 1-5: Continue to support the conservation of vital resource areas in Volusia County through support of Volusia County's Environmentally Sensitive Lands Acquisition program,

adoption of resolutions of support for conservation activities, and other actions the City Council deems appropriate.

POLICY 1-6: Preserve the City's scenic assets through the purchase of riverfront land as recommended in the Recreation and Open Space Element and through the continued development of the City's lakes as public recreation and scenic assets.

OBJECTIVE 2: **Maintain and improve the quality of the Halifax River.**

POLICY 2-1: Join with other communities along the Halifax River in the development and implementation of a comprehensive water quality management program.

POLICY 2-2: Continue to implement the City's stormwater management master plan which includes recommendations to improve the quality of stormwater discharge.

POLICY 2-3: Continue the City's present policy of requiring onsite retention and detention as a means of limiting the flow of non-point source pollutants into area water bodies and facilitating groundwater and aquifer recharge.

POLICY 2-4: Encourage the establishment of living shorelines within the Community Redevelopment Area to promote natural water quality improvement. (Living shorelines consist of stabilization and erosion control measures that preserve the natural shoreline and are designed to minimize shoreline erosion, maintain coastal processes and provide aquatic habitat. Measures include marsh plantings as a minimum and may include the use of sills, sand containment structures, breakwaters and other natural components.)

POLICY 2-5: The City shall meet the permit requirements of the NPDES Program for its MS4 classification.

OBJECTIVE 3: **Establish methods to conserve the City's water resources.**

POLICY 3-1: Continue to keep current and enforce development regulations with minimum performance standards for construction in flood prone areas.

POLICY 3-2: Continue to enforce the City's standard procedures for limiting water use in times of water shortage as declared by the St. Johns River Water Management District or by the City Council.

POLICY 3-3: Continue to enforce the City's water conservation regulations in accordance with Volusia County minimum performance standards:

- a. that limit hours for yard irrigation.
- b. that require on-site recharge of HVAC system water.
- c. that require automatic shut-off nozzles for hoses.
- d. that require care in use of water for other domestic activities.

POLICY 3-4: At least annually, provide information on water conservation methods through publications such as the City newsletter.

POLICY 3-5: Continue to enforce the City's regulations which would prohibit any construction in identified salt marsh areas unless this development first obtains approval from the Florida Department of Environmental Regulations and the St. Johns River Water Management District and meets the minimum performance standards established by Volusia County for development in wetlands areas.

OBJECTIVE 4: Establish strategies to reduce greenhouse gas emissions and promote energy conservation.

POLICY 4-1: Support land use patterns that reduce auto dependency by creating mixed use developments and locating employment shopping and civic uses in close association with residential uses.

POLICY 4-2: Support a transportation network that provides for infill development, mixed use development and alternatives to automobile use for local and convenience trips.

POLICY 4-3: Continue to enforce the City's industrial regulations which prohibit major air pollution from locating in the City.

POLICY 4-4: Prohibit un-permitted open burning of trash and debris within the City.

POLICY 4-5: Promote energy efficiency by reviewing development regulations and removing obstacles to the use of alternative energy sources.

POLICY 4-6: Review public construction projects to ensure each project incorporates alternative energy sources and energy conservation techniques as appropriate.

OBJECTIVE 5: Provide for the conservation, appropriate use and protection of soils and native vegetation within the City.

POLICY 5-1: Enforce landscaping and tree preservation ordinances to prevent erosion and protect existing trees.

POLICY 5-2: Require development to preserve 15 percent of the natural site vegetation as required by the Volusia County Minimum Performance Standards.

OBJECTIVE 6: Provide for the conservation and protection of wildlife, fisheries and their habitats.

POLICY 6-1: Through the use of best management practice and implementation of stormwater management systems, minimize man-induced sedimentation, excessive freshwater runoff and other non-point source pollution in the Halifax River.

POLICY 6-2: Require the preservation of natural communities consistent with the adopted Tree Ordinance.

POLICY 6-3: Encourage the development of living shorelines to expand estuarine habitat.

POLICY 6-4: Continue to enforce those regulations in the City's Consolidated Land Development Regulations which are consistent with the Volusia County Minimum Performance Standards for development in wetlands areas.

POLICY 6-5: Require special in-depth review of any development project proposed for a wetland. Continue to enforce regulations requiring non-local permits for any wetlands impacts and review projects with the Land Development Regulation Board to minimize any impacts to wetland areas and ensure shoreline protections standards are enforced.

POLICY 6-6: The City hereby adopts by reference the Manatee Protection Plan for Volusia County, including Phase II (boat facility siting component) as approved by the Volusia County Council on September 8, 2005 and the Florida Fish and Wildlife Commission.

POLICY 6-7: No more than the maximum number of motorized boatslips authorized by the referenced Manatee Protection Plan for Volusia County as approved by the Florida Fish and Wildlife Conservation Commission shall be allowed by the City to exist along its Halifax River shoreline, including both existing

and future slips; the maximum number has been calculated at 623. In no event shall the City allow the total number of motorized boat slips to exceed four per one-hundred lineal feet of shoreline.

POLICY 6-8: The City shall implement the “slip aggregation” option contained in the referenced Manatee Protection Plan for Volusia County.

POLICY 6-9: Single-family residential lots with Halifax River frontage shall be guaranteed their riparian rights to have a minimum of one motorized boat slip per lot.

POLICY 6-10: The City shall require that any marina development be consistent with the referenced Manatee Protection Plan for Volusia County.

POLICY 6-11: The City shall comply with all of the monitoring and protection policies of the referenced Manatee Protection Plan for Volusia County.

CONSERVATION ELEMENT COMMENTARY

The Conservation Element has established a series of objective and policy clusters which are directed toward the conservation and preservation of the City’s natural resources within an urban environment. In reviewing the City’s conservation efforts, it is important to recognize that South Daytona does not offer any preservation opportunities in the form of significant natural habitats other than the areas which have already been incorporated into Reed Canal Park. Nor does the City have threatened or endangered species or mineral resources which must be addressed.

Therefore, the Conservation Element directs its efforts to conserving the City’s natural resource assets alongside its urban development. The plan element focuses on the regulatory framework which provides for conservation of vegetative, air and water resources, and it focuses on water quality issues as they relate to stormwater runoff. The regulatory environment consists of a

package of development regulations which are to be guided by recommendations from the streetscape plans and the minimum environmental performance standards established by Volusia County. All of these ordinances allow development, but are intended to limit or contain provisions which limit the impact of development on the existing natural resources. In addition to limiting the impact of new development, the streetscape plan includes recommendations for replacing some landscape features through street tree planting and related landscaping programs.

The analysis of existing conditions has indicated that South Daytona is not a likely environment for any threatened or endangered species of wildlife. The birds and animals that inhabit South Daytona can live and flourish in an urban environment. By conserving the existing resources as new development occurs and restoring some of these resources in areas where they are lacking, the plan will create an environment where wildlife similar to that now living in the City can and will continue to flourish.

In viewing development in Volusia County, South Daytona should be viewed as a receiving area for urban type development. As it is an area with full urban services, surrounded by other urban development, and without any significant areas which should be reserved from development, South Daytona should encourage development to locate in the City. The movement of development into South Daytona and similar areas in Volusia County should be done to reduce development pressure on more sensitive areas which should have limited or no development. The City's plan is designed to support this strategic approach to development.

Even though the City may be a development targeted area, the City still has an affirmative obligation to contribute to conservation activities which will restrict development in environmentally sensitive areas. This can be accomplished by supporting and participating in the development of minimum environmental performance standards for the entire County, and by supporting the purchase of key resource areas through County, State, and Federal

programs. In special circumstances, such as the purchase of Spruce Creek watershed area, the City may choose to make a direct financial contribution.

The conservation of water resources can be addressed by the City in two ways. First, the City can support education efforts designed to reduce potable water consumption. This is a continuing process of education and re-education. The City has a newsletter which provides an easy method of contact with most residents. In emergency situations, the City can and should impose limitations on water usage. The City will establish a standard procedure for imposing these restrictions based on the guidance of the Water Management District or on the City Council's assessment of particular local conditions that would warrant restrictions on water use. During periods when restrictions are not mandatory, certain restrictions, such as limiting the time periods for lawn watering, should be maintained on a voluntary basis. This is a current City practice and should be continued.

With regard to water quality, the City has established a component within its stormwater management program for the construction of storage and detention facilities to manage stormwater runoff and limit flooding potential. These systems are also designed to contribute to water quality improvements of stormwater discharge to the Halifax River. This effort is a continuing component of the overall stormwater program. The Conservation Element also requires a continuation of the City's policy for onsite retention and detention of stormwater generated by new private development to help reduce the volume of runoff and pollutants that reaches the Halifax River.

Through the preservation of our current tree cover and other vegetative communities; through the provision of additional open space and landscaping in new development; through the restoration of landscaping in already developed areas; and through the improved control of our stormwater management systems, South Daytona will create an urban environment that appropriately conserves its natural resources.

WATER BODIES MAP C-1



NORTH

0 .125 .25
SCALE (MILES)



PRIVATELY MAINTAINED RETENTION PONDS

- | | |
|-----------------|-----------------------------|
| BIG TREE SHORES | HAMMOCK ESTATES |
| BRISTAL BAY | HARBOR SIDE |
| BRYAN CAVE | LAKE VIEW ESTATES |
| CLYDE ROGERS | ORCHARDS PHASE I & II |
| COVENTRY FOREST | SOUTH DAYTONA BUSINESS PARK |

(CITY MAINTAINED AS NOTED)

STORMWATER OUTFALLS →

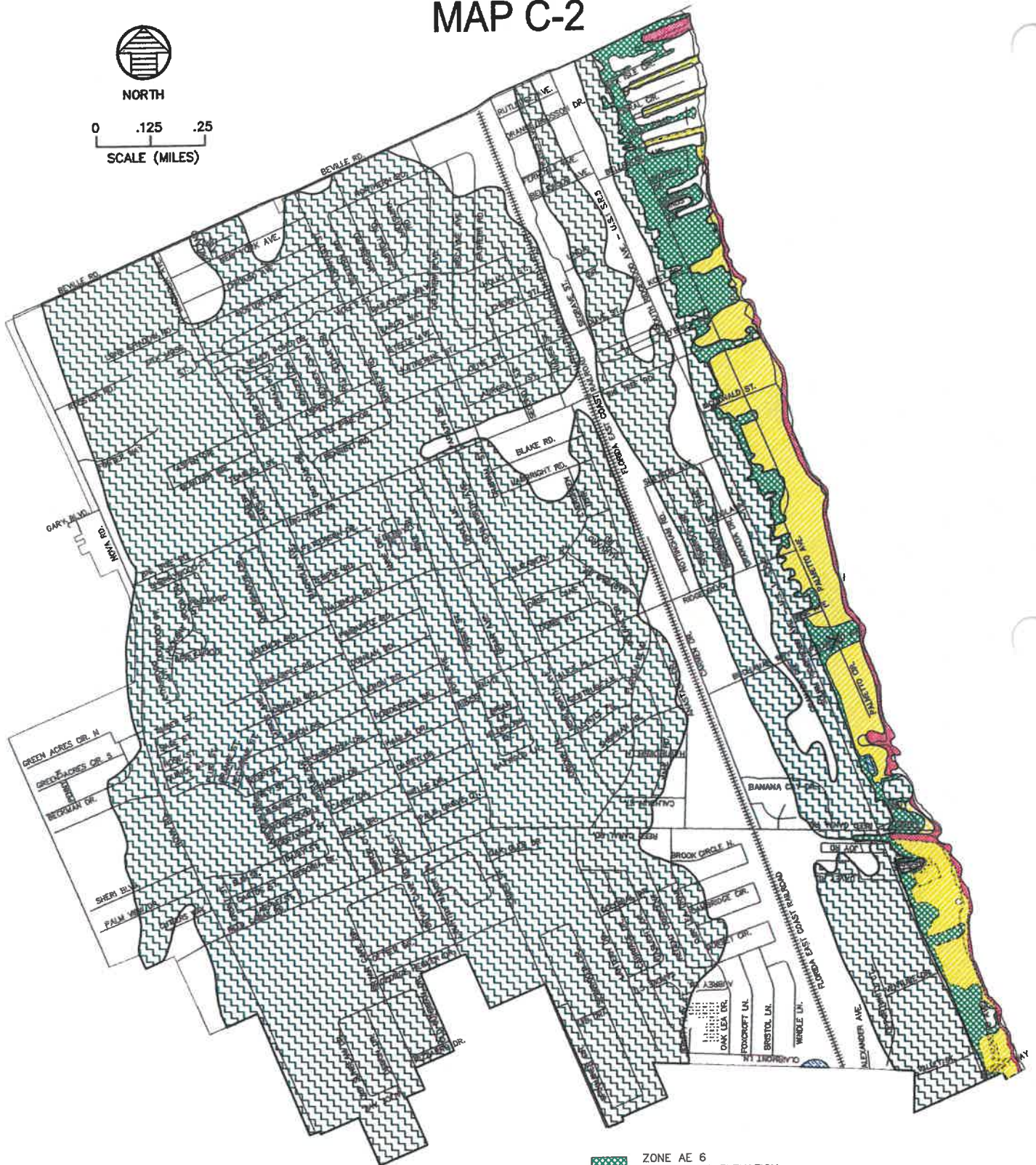
FLOOD PRONE AREAS MAP C-2





NORTH

0 .125 .25

SCALE (MILES)



 ZONE X - AREAS OUTSIDE OF 500 YEAR FLOOD PLAIN

 ZONE X AREAS OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 100 YEAR FLOOD.

 ZONE AE 6 BASE FLOOD ELEVATION DETERMINED

 ZONE AE 7 BASE FLOOD ELEVATION DETERMINED

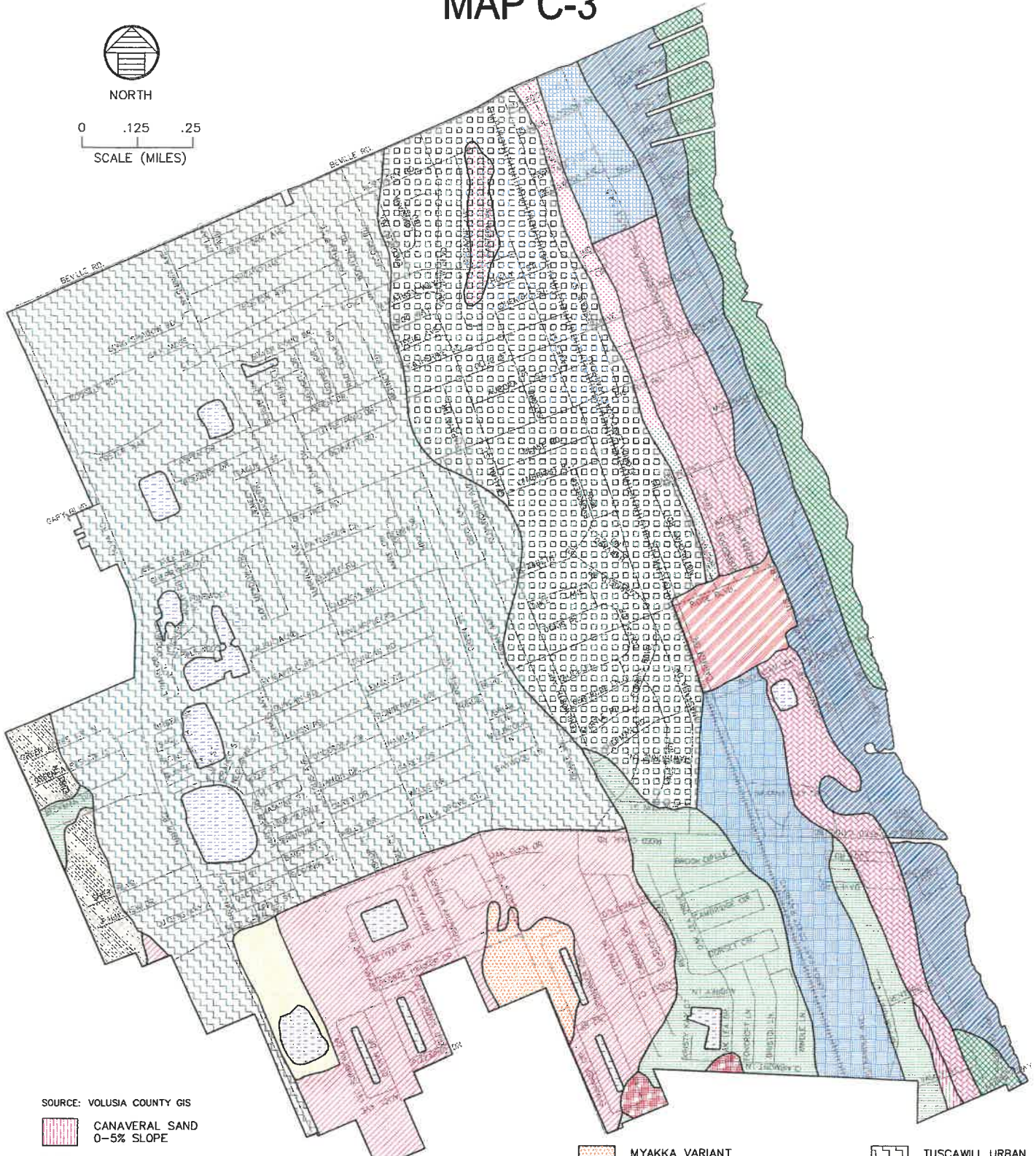
 ZONE AE 8 BASE FLOOD ELEVATION DETERMINED

SOIL CHARACTERISTICS MAP C-3



NORTH





0 .125 .25
SCALE (MILES)







SOURCE: VOLUSIA COUNTY GIS

-  CANAVERAL SAND 0-5% SLOPE
-  CANAVERAL SAND 0-5% SLOPE
-  COCOA-URBAN LAND COMPLEX 0-5% SLOPE
-  COCOA SAND 0-5% SLOPE
-  DAYTONA FINE SAND 0-5% SLOPE

-  DAYTONA URBAN LAND COMPLEX 0-5% SLOPE
-  IMMOKALEE SAND
-  IMMOKALEE SAND DEPRESSIONAL
-  MYAKKA FINE SAND

-  MYAKKA VARIANT FINE SAND
-  TRAVERS FINE SAND 0-5% SAND
-  TURNBULL VARIANT SAND
-  TUSCAWILLA FINE SAND

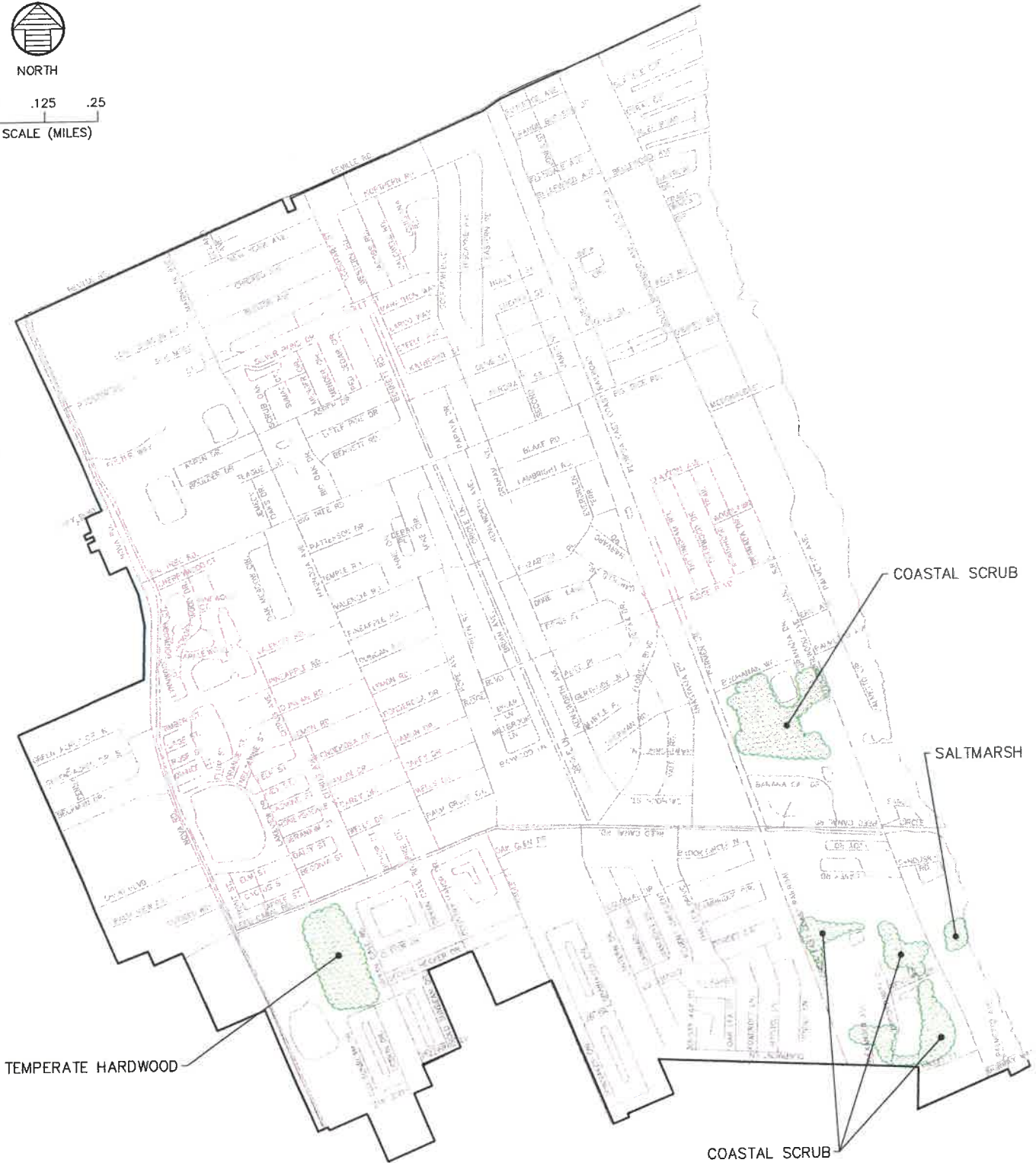
-  TUSCAWILL URBAN LAND COMPLEX
-  URBAN LAND
-  PITS
-  OPEN WATER

PLANT COMMUNITIES MAP C-4



NORTH

0 .125 .25
SCALE (MILES)



FUTURE LAND USE

CITY OF SOUTH DAYTONA

Preparation of this Document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-167, Laws of Florida and administered by the Florida Department of Community Affairs.

INTRODUCTION

The Future Land Use Element for the City of South Daytona consists of four sections as follows:

1. Summary of existing conditions provides a brief recap of the background reports and data prepared during the plan's preparation. It highlights existing land use, development trends, and population growth.
2. Planning issues and opportunities discusses the future development issues the plan must address. These issues include not only land use but density, redevelopment, water access, traffic impacts, utility service and annexation.
3. Goals, objectives and policies provide the official guiding framework for the plan and its implementation. Three land use goals are established along with thirteen objectives and related policy clusters.
4. Land use plan commentary provides a description of how these goals, objectives and policies were interpreted in developing the future land use plan map. Each land use category is reviewed as is the policy for addressing non-conforming uses. This section also includes the future land use map.

SUMMARY OF EXISTING CONDITIONS

The City of South Daytona is located in the Daytona Beach urban area between the larger cities of Daytona Beach and Port Orange. The City covers an area of approximately 3.3 square miles and had a 2016 population of 12,635 permanent residents. The City was incorporated in 1951, but most of the growth has occurred since 1970. Today the City is approximately 90% developed. Table LU-1 provides a breakdown of current land uses and densities. The housing element provides more detail on the average residential density. Map LU-1, Existing Land Use, indicates the geographic relationship of these land uses.

**TABLE LU-1
EXISTING LAND USE, 2018
CITY OF SOUTH DAYTONA, FLORIDA**

LAND USE	ACRES	PERCENT
Residential S/F	992	42.0
Multifamily/Condo	125	5.3
Mobile Homes	183	7.7
Commercial	287	12.2
Industrial	97	4.1
Park Land	72	3.0
Vacant	111	4.7
Public	375	15.9
Other	120	5.1
TOTAL	2362	100.0

Public includes right-of-way except for arterial roads.

Other includes churches, schools, railroad and arterial right-of-way.

Source: City of South Daytona

The residential classification is the single largest category; and with over half of all residential units being single-family units, single-family residences comprise the City’s largest land use. Commercial and industrial land uses account for another 16% of the total developed land. The remaining developed land is devoted to civic uses, rights-of-way and other low intensity development.

Given the lack of vacant land and adjacent unincorporated land, redevelopment has become a key for the City’s future. The Ridgewood Corridor

Redevelopment District (CRA), created in 1997, comprises about 25% of the area of the City, and during the past decade, it has been very successful in generating significant tax increment revenues due to new development within the District. Redevelopment in the CRA is focusing on certain principal elements:

- Creating a mixed-use Town Center in the Sunshine Park Mall area
- Encouraging higher-density residential projects at a few selective locations
- Providing for mixed-use development at appropriate locations
- Allowing high value, high-rise condominium projects along the south one-third of the Halifax River shoreline
- Promoting a “Mediterranean theme” for buildings along the U.S.-1 corridor
- Improving the attractiveness of U.S.-1 with a package of improvements involving underground placement of all utilities, elimination of extraneous utility poles, new decorative street lights, decorative sidewalks, landscape strips along sidewalks, mast arms and special crosswalks at intersections, street furniture and signage

The Sunshine Park Mall “Town Center” area (about 50 acres) is a primary focus of the redevelopment plan and a key element of the community vision. Besides the mall itself, this area encompasses certain adjoining properties, including the International Academy and the undeveloped land in between. A Town Center concept plan has been prepared within the scope of the redevelopment plan which provides for mixed uses (residential along with offices, retail and services), new low-rise buildings, additional parking, a public park, and an attractive Mediterranean-style architectural theme. The idea behind this approach is to create an attractive new configuration with higher-density development that establishes a magnet venue where people are attracted to a “live, work and play” lifestyle.

Within the balance of the CRA, infill commercial development has occurred at a modest pace. Programmed residential development includes a series of high rise condominium projects that were approved but have been delayed by the recession in the early 2000s. These projects may need to be

restructured with a larger mixed use component, and addressing these projects will be a major component of the CRA program going forward. The only business park in the CRA is the South Daytona Business Park. It is the City's largest business park (about 50 acres) and has been built-out in the past decade.

Turning to other areas of the City, there has been gradual but significant development and redevelopment of properties along Nova Rd. on the west edge of the City and along Beville Road in the northwest quadrant of the City. Four significant business-park type projects have been completed near the Beville Road and Nova Road intersection. A variety of office, retail, restaurant projects have been completed along Nova Road mixed with some heavier commercial uses. The key trend in this area has been the movement away from the traditional heavy industrial uses that have long been established within the Nova Road corridor.

AVAILABILITY OF FACILITIES AND SERVICES

The City of South Daytona, as a compact and extensively developed community within the Halifax Area, has extended the network of basic facilities throughout the City. Water and sewer mains are available in most areas and the traffic network is essentially in place. The Public Utility and Traffic Circulation Elements provide details on the current status of the public facilities in South Daytona, but the following list provides a brief summary of these analyses.

Sanitary Sewer: The City has completed a series of sewer extension projects that have resulted in the availability of sewer service to nearly all areas of the City.

Drainage: The City's current stormwater management ordinance requires new development to meet the proposed level of service standards. There are some areas where intermittent flooding has occurred as a result of heavy rains. These areas are shown on Map P-5. The City has undertaken an aggressive program of storm water facility improvements that have resolved a large number of periodic flooding problems. This work is being done based on a master drainage program.

Solid Waste: The City contracts collection for disposal at the Volusia County Landfill. According to recent studies done for the County, adequate capacity is available.

Potable Water: Water is available to all areas of the City in volumes and pressures necessary to meet minimum standards.

Natural Groundwater Recharge: No deficiencies have been identified.

Recreation and Open Space: No current deficiencies have been identified.

Traffic Circulation: The local and minor collector systems are operating above minimum standard. A TCEA has been established to support the Ridgewood Avenue redevelopment program and the other arterial roads are operating above minimum standard.

ANALYSIS OF EXISTING VACANT AND UNDEVELOPED LAND

Although South Daytona has continued to experience population growth and economic development over the past decade, it has been at a relatively modest level compared to other cities in the Daytona Beach area. This stems from the large percentage of the City's land area which is already developed and the lack of large tracts of land suitable for new development. Since there is no possibility of major annexation, the future development pattern will consist of redevelopment in the CRA, scattered small new projects and infill development, some significant commercial development adjacent to Nova Rd., and rehabilitation of commercial properties.

Existing vacant land can be broken down into the following categories:

- (1) Vacant land suitable for residential development.

There are only about 10 acres of vacant land suitable for construction of single-family homes (excluding vacant lots in subdivisions currently experiencing build-out). At an estimated 3 lots/acre, that land could produce 30 dwelling units. An additional 33 acres are zoning-entitled for high-density condominium projects, which if brought to fruition, could produce around 2000 dwelling units.

“Mixed-use” zoning (which allows for a mixture of commercial and multi-family residential) is a technique added to the City’s development options by the CRA. Although only one new residential development has taken place in the mixed use areas, it is encouraged, particularly in the Sunshine Park Town Center area. However, the amount of mixed-use vacant land likely to be used for residential development is only about 5 acres (at a density of 20 to 30 d.u./acre).

The only other non-mobile home residential development will be limited to about 10 acres on land zoned R3, which allows for low density multi-family (8-10 d.u./acre) housing. Lastly, there are no vacant tracts zoned for mobile homes, although mobile home lots are available within established parks and subdivisions and within the recently annexed areas on the west side of Nova Rd.

(2) Vacant land suitable for commercial development.

Within the CRA (Ridgewood corridor) there are approximately 34 vacant acres with commercial potential (including 8 acres zoned light industrial and 9 acres zoned mixed-use). Along Beville Rd. vacant commercial land is limited to about 3 acres. Along Nova Rd. there are approximately 23 acres of vacant commercial land, 10 acres of which is zoned light industrial. The City contains no other vacant commercial land.

(3) Vacant land owned by the City.

The City owns a limited amount of vacant land as follows: Portions of the parks and recreation system (e.g. Central Park, which has not been developed; land and water which are used for stormwater management (e.g. the 7-acre tract between Reed Canal and the Rinker property; Aspen Pond; and the former Blue Villa MHP and Berner properties next to Reed Canal and Stevens Canal); and several acres south of the Magnolia Woods subdivision. These are reserved for public projects and are not anticipated to be available for private development.

(4) Vacant “land” that consists of water bodies, thus being not developable.

This vacant property is comprised of: that portion of the Halifax River lying within the city limits; retention ponds serving developed property; canals such as Reed Canal, Nova Canal, Stevens Canal, and the “finger” canals connected to the Halifax River; plus a few lakes and ponds.

EXPECTED IMPACTS ON NATURAL AND CULTURAL RESOURCES

Development of the land currently identified as vacant will consume land which currently contains some natural plant communities. This use of land has been determined to be acceptable because of the City’s position in the Halifax urban area, the extensive level to which these resources have already been committed to urban development, and the systems (in place and proposed) which will serve to integrate some natural resources within the urban development.

The plan introduction discusses the location of South Daytona within the urban area and how this location affects the consumption of natural resources by development. A basic premise of the South Daytona plan is that it is more effective to develop small natural communities on an infill basis within the urban area. To the extent that this can be done, development pressure should be reduced on the urban fringe – thus contributing to the reduction of urban sprawl.

The natural plant communities identified in the inventory are small scattered sites generally less than ten acres in size. Over half of the identified plant communities have received development approvals which commit them to urban use. The other areas are very similar in character from soils and drainage considerations and are capable of supporting urban development. As no outstanding or distinguishing features have been identified in these areas, conservation designation or purchase has not been recommended.

As presented in the Conservation Element, the lack of a conservation land use designation on the Future Land Use Map does not indicate that the City does not intend to address conservation activities. The focus of the City’s conservation effort has been to adapt the existing natural resources to an urban

setting. This has been done by adopting and proposing a cluster of ordinances designed to preserve natural resources in association with urban uses.

Table LU-2 summarizes the codes which have been adopted or are in process. Other provisions may be added as the City’s final development code is prepared. The City’s zoning code provides maximum development intensities for commercial and industrial development. These standards were developed concurrently with the land use element to ensure consistency between the plan and the regulation.

Other regulations are directed toward stormwater management, the preservation and conservation of potable water supplies by regulating consumption, recharge and the impact of development on public well fields. Landscaping and tree preservation regulations preserve portions of the existing vegetation and require replacement of plants subsequent to development. The wetlands code regulates the impacts of development on wetland areas.

**TABLE LU-2
CONSERVATION REGULATIONS
CITY OF SOUTH DAYTONA, FLORIDA**

ORDINANCE	REGULATORY IMPACT	STATUS
Zoning	<ul style="list-style-type: none"> * Requires maximum building coverage in all districts. (New requirement for Commercial and industrial zones.) * Establishes landscaped buffer yards between uses of varying intensity. 	Adopted
Stormwater	<ul style="list-style-type: none"> * Requires on-site retention of run-off from first inch of rainfall. * Requires detention of run-off up to 24 hour 25 year storm. * Applies to all development including S.F. 	Adopted

Tree Preservation	<ul style="list-style-type: none"> * Requires permit to remove any tree over 6 inches dbh. * Specimen trees are defined and preserved based on a sliding scale. 	Adopted
Wetlands	<ul style="list-style-type: none"> * Volusia County minimum standards for development in and adjacent to wetlands. * Limits development by requiring setbacks, buffers and mitigation. 	In Effect
Wells	<ul style="list-style-type: none"> * Volusia County minimum standard regulates land use within cones of influence of public water supply. * Sets standards for private irrigation wells by regulating construction standards and requiring recharge. 	In Effect
Water Conservation	<ul style="list-style-type: none"> * Sets standards for private water use and requires recharge. 	Adopted

Adopted - Regulations have been locally adopted and are now in force.

In Effect - Volusia County minimum performance standards which are in effect countywide but have not yet been adopted locally.

Proposed - Volusia County minimum performance standards which have been designed but are not yet in effect.

There are no known sites of historic significance which have been designated in the City. The only known archeological site of significance is the location at Reed Canal Park lake where a prehistoric ground sloth skeleton was

discovered in the 1970's. This site is protected by its location in Reed Canal Park.

PLANNING ISSUES AND OPPORTUNITIES

A review of the baseline data on land use and population growth is presented in the preceding section. This data, coupled with development trends evident in the City and the general area, were used to identify a variety of issues and opportunities the plan must address. Each of these issues and opportunities will be considered in relation to the goal, objective and policy framework to set the pattern for future development, transportation impacts, utilities, and recreation needs.

1. HIGH-DENSITY CONDOMINIUM DEVELOPMENT

Perhaps the most important single land use issue in the City during the past several years has been that of high-density condominium development in the Ridgewood Corridor Redevelopment District (CRA). At the height of the housing boom seven major projects along the Halifax River were approved. These projects were seen as catalysts for revitalizing the CRA and providing a solid tax and population base for stability and growth of the local economy. Six of these projects involved plans for high-rise buildings of between 14 and 18 stories, all along the southeast shoreline. As proposed, these projects encompassed a total of nearly 3,000 dwelling units on about 50 acres. Only one project encompassing 186 units was completed before the housing boom ended.

In preparation for these projects, land clearing has resulted in the removal of many structures, including: three mobile home parks, a bowling alley, a lounge, two office buildings, and a number of single-family homes along the river. The City has had to contend with these vacant sites over the intervening years to encourage redevelopment. While the initial approvals remain in place, the current market does not appear to be responding to these types of projects, nor

does it appear to be responsive to the mixed use development that was associated with these projects. The City needs to give careful consideration about whether to stay the course with mixed use and high rise development or seek alternative development solutions.

A strong residential component is still important to the success of the overall redevelopment program, however, the lack of major development projects has severely limited the ability of the CRA to fund supporting programs or projects. With the bulk of the CRA income committed to paying off debt from the Ridgewood Avenue upgrades, a land use solution supporting the residential development become integral to the overall redevelopment strategy.

2. DEVELOPMENT OF A MIXED-USE “TOWN CENTER” AT SUNSHINE PARK MALL AND VICINITY

The modification of the existing Sunshine Park mall into a mixed use town center remains the City’s best hope for a major redevelopment along Ridgewood Avenue. While additional residential uses could be Added to the site, the addition of upgrade commercial and office development can be integrated into the site as well; provided that higher income housing is constructed along the Halifax River frontage. Thus the town center concept is directly linked to the high rise condominium solution.

3. REVITALIZATION AND REDEVELOPMENT ALONG THE U.S.1 (RIDGEWOOD AVE.) CORRIDOR

The development of the town center at Sunshine Park and the emergence of high-density residential projects within the southeast quadrant of the City are key elements of the redevelopment program, but there are other important elements of the program. These elements include:

- Continuation of the streetscape enhancement program below Big Tree Road
- Re-use of the key gateway properties at U.S. 1 and Beville Road

- Implementation of the “Mediterranean” design theme for new development within the U.S. 1 corridor
- Developing effective re-use options for under-utilized and obsolete sites

Programs to address these issues are contained in the redevelopment plan. As with the other redevelopment efforts the timing and success of these ventures is linked to the overall performance of the economy.

4. THE FUTURE FOR OLDER APARTMENT BUILDINGS

The City has a sizable inventory of older apartment buildings dating to the 1970's and 1980's. Typically they lack the attractiveness and amenities of modern apartment developments and as a consequence command lesser rents leading to lesser quality tenancies in some cases. While the City's code enforcement program has been successful in achieving regular maintenance of these properties, many of them are candidates for redevelopment. The City has resisted conversions to condominiums as being more likely to perpetuate rather than resolve current issues.

A preferred solution is the combining of adjoining parcels into larger tracts suitable for modern multi-family development. Clearly the limited housing market is one obstacle to doing this, but there have been some underlying density issues as well. The existing projects are built at densities higher than the current land use and zoning allow. The addition of the Medium Residential Density #4 will give the City a tool to address this problem by allowing redevelopment without the loss of current entitlements. The City is also considering additional incentives to support this conversion process.

5. THE FUTURE FOR OLDER AND NON-CONFORMING MOBILE HOME PARKS

Prior to 2002 the City had 10 mobile home parks and one mobile home subdivision. In 2002 the annexation of area west of Nova Road added two mobile home parks and two mobile home subdivisions resulting in new total at

that time of 15 mobile home projects. Six of these projects were in the CRA and four were non-conforming with regard to current City development regulations. Subsequently four of these mobile home projects were sold and closed by private sector interests to make way for other development. One additional project was purchased by the City to allow for development of a stormwater management facility.

Over time it is expected that the inventory of mobile home facilities will be further reduced as other more attractive land use opportunities are considered by the private sector. The remaining older facilities along U.S. 1 are prime candidates for conversion and this change will support the overall redevelopment program. The plan proposes a more detailed neighborhood study to address needs west of Nova Road including treatment of the existing housing in this area. The other mobile home communities are in generally good condition and should remain functional for many years to come.

6. LIMITED ACCESS TO HALIFAX RIVER

Existing development along the City's riverfront affords the general public very few access opportunities. The single public access point is Riverfront Park which provides boat and kayak access as well as an opportunity for visual enjoyment. The community vision supports the expansion of other access to the Halifax River. The best opportunities to accomplish this will come with the future modification and implementation of plans for the currently approved High-density residential projects. The introduction of mixed use options will create opportunities for access via private sites such as shops and restaurants, and the City may also encounter opportunities for additional public park access.

7. PROPOSED MADELINE AVE. EXTENSION

The Madeline Avenue extension from Sauls Street to U.S. 1 is a part of the City's long-range transportation plan. Due to subsequent development and issues with crossing the FEC Railroad, the routing has been revised to use

Opportunity Court to connect to U.S. 1. The City still considers this project a key future project as it:

- Provides an important east-west link for U.S. 1
- Provides relief for nearby roads including Dunlawton Avenue and Reed Canal Road
- Contributes to traffic relief for Sauls Road
- Provides additional access for the South Daytona Business Park
- Provides alternate access for the Coventry Forest neighborhoods
- Stimulates infill development along the southern end of U.S.1 within the City

8. KLENK TRACT (FORMER LANDFILL)

This undeveloped nine acre property is a former C&D landfill site at the south City limits adjacent to Port Orange. The site has market limitations for non-residential reuse, but site conditions may limit residential development options. The City is undertaking a brownfields analysis of the site, and the plan calls for a more detailed planning analysis once this work is completed.

9. CARTER TRACTS SOUTH OF REED CANAL ROAD

These properties consist of three parcels totaling about seven acres adjacent to Reed Canal Park on the east side of Nova Road. One parcel remains designated for residential use but should be considered for general commercial use as the site has very limited residential potential.

10. LAND USE AND ZONING DESIGNATIONS WEST OF NOVA ROAD

The areas west of Nova Road that were annexed in 2002 need to be more fully evaluated with regard to land use and zoning. When these areas were annexed, the City did an equivalent transfer of land use and zoning, but the City's code does not provide a perfect match with the existing development pattern. There are some public facilities issues in the area as well. The plan proposes a

detailed neighborhood planning effort leading to potential land use and zoning adjustments.

11. SEA LEVEL RISE AND FLOOD HAZARD DESIGNATIONS

In 2014, FEMA issued revised flood plain maps which changed the flood hazard area designations for approximately 50% of the City. Properties which had been outside the flood hazard area were newly designated as flood prone, often without a base flood elevation established. This change caused a major disruption for property owners who had to make adjustments to insurance and had a major impact on property transfers. The City spent close to two years assisting property owners in working through these problems, and more work remains. The City already had in place regulations to require new construction and substantial rehabilitation to take potential flood levels into consideration, but the massive changes initiated by the FEMA map amendments will continue to have significant impacts as the affected area of the City is largely developed. The ability to adjust building elevations is limited, and the City may need to review its stormwater management efforts to determine if additional actions are needed to help protect properties in the newly designated flood hazard areas.

A related problem is the anticipated impacts of coastal and riverine flooding from sea level rise. These impacts are most directly related to tidal flooding impacts in South Daytona. Scenario analysis has shown that the primary area of impact lies along the Halifax River east of Ridgewood Avenue and for the most part east of South Palmetto Avenue. This is an area that has long been subject to flood hazard evaluation, so building has been required to be elevated living areas above the base flood elevation. However, new estimates show increasing tidal impacts on South Palmetto Avenue and some of the connecting links to Ridgewood Avenue. The City needs to conduct an analysis of South Palmetto Avenue and other impacted streets to determine what solutions might be available to maintain normal traffic access.

For the most part existing development in the impacted area is relatively low density but higher value. In these areas, a more detailed analysis should be conducted to determine if more structural impacts are likely and what solutions might be available. The tidal impacts will also affect the emerging higher density residential areas at the southern end of the City. As these will be newly developing areas, the City will have the opportunity to design in flooding protections from the expected impacts of sea level rise. This higher density development area is so critical to long term viability of the City, that prohibition of development is unlikely to be a viable alternative.

GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies which have been developed for the future land use element are intended to support the South Daytona's Strategic Planning process. The land use goals, objectives and policies contribute to the achievement of the community goal.

GOAL: PROVIDE FOR A LAND USE PATTERN WHICH WILL CREATE A QUALITY, WELL-ROUNDED COMMUNITY AND REINFORCE THE CITY'S COMMITMENT TO DEVELOPMENT AND REDEVELOPMENT.

OBJECTIVE 1: Promote a residential land use pattern that contributes to quality housing, livable neighborhoods, and a variety of housing types and prices.

POLICY 1-1: Manage new residential development approvals in such a manner that single-family housing continues to comprise a majority of the total housing stock.

POLICY 1-2: The City shall ensure that sufficient property is zoned for mobile home parks and subdivisions to allow mobile home communities to continue as a viable housing option.

POLICY 1-3: Allow for mixed residential types and density in specifically targeted areas where non-residential land uses, the age of housing and other factors appear to be contributing to neighborhood deterioration.

POLICY 1-4: Implement land development regulations which reflect residential densities as follows:

Density Range 1 – Four units/acre or less – to be applied to existing areas developed in this density range and major new residential areas.

Density Range 2 – Four to eight units/acre – to be applied where required by the existing development pattern.

Density Range 3 – Eight to ten units/acre – to be applied to existing areas developed in this density range and to logical extensions of multi-family and mobile home development areas.

High Density Range 4 – Twenty-five (25) through forty (40) units/acre-to be applied only in the Ridgewood Corridor Redevelopment District as a revitalization option. This classification may only be applied on a case-by-case basis through a site-specific Comprehensive Plan Amendment to the Future Land Use Map. The density may be increased by a factor of up to fifty (50) percent through Planned Unit Development or Planned Commercial Development approval employing a density-bonus concept. Minimum parcel size is three (3) acres to encourage land aggregation in the Redevelopment District.

This Policy is consistent with the Ridgewood Corridor Redevelopment Plan. Its purpose is to promote quality high-density residential development as part of the Redevelopment District's revitalization effort, which includes redevelopment and/or reassembly of existing parcels for new residential construction.

The density bonus of up to 50% per acre would be for innovative and high-quality design. Density bonuses would be considered for proposals containing the following types of features: parcel aggregation, enhanced landscaping along public right-of-way, reduced impervious surface, on-site recreational amenities/open space, minimum five-story buildings,

rehabilitation of sound structures, replacement of dilapidated structures, and use of innovative imagery and architectural guidelines.

Proposed developments must meet minimum urban design standards, including: architectural standards which are in harmony with the Redevelopment Plan, bulk property standards which meet the adopted residential building coverage ratio of 40%, features which promote pedestrian movement, and features which provide recreational amenities for residents, such as swimming pools, clubhouses, tennis courts, boat slips, exercise facilities, and similar on-site opportunities.

POLICY 1-5: Manage new housing development approvals in a manner which discourages over-building of high-density, high-rise condominium projects.

POLICY 1-6: In order to ensure that Halifax River shoreline properties north of Palmetto Circle retain their low-density, low-rise, single-family residential character, prohibit high-density, high-rise projects on that land through application of appropriate land-use and zoning classifications.

POLICY 1-7: High-density, high-rise condominium projects shall be restricted to shoreline-bounded areas located between the south end of South Palmetto Ave. (at Palmetto Circle) and the south City limits. The height of such projects shall be limited to a maximum of 185 feet.

POLICY 1-8: Provide land development regulations which allow for mixed-use development and planned unit development as a means of increasing the variety and price of housing types.

POLICY 1-9: Based upon the Ridgewood Area Redevelopment Plan, continue to implement the future land use classifications called “Mixed Use-1 and Mixed Use-2 as illustrated on the Future Land Use Map. The Mixed Use land use classifications provide for the integration of residential, commercial, office, lodging, civic and public uses as elements within a single development or through the creation of mixed use neighborhoods based on the development of single-use individual development parcels that in combination form a fine-grained pattern of mixed uses within the overall area designated as mixed use.

Implementation of mixed use land use for both the MU-1 and MU-2 land use classifications will be accomplished through three options which may be used individually or in combination so long as either residential or non-residential uses within the area mapped as mixed use on the future land use map do not exceed eighty percent (80%) of the total mixed use land area.

1. The City may apply single-purpose zoning classifications in a pattern that yields an overall mixture of land uses in the areas designated as MU-1 or MU-2 on the future land use map.
2. The City may apply planned unit development regulations on larger parcels of three acres or more to enable mixed use development within individual projects and parcels. Residential or non-residential uses within individual projects may not exceed eighty-five percent (85%) of the project land area. Densities

and intensities of development for individual mixed use projects shall be guided by the provisions of Policy 1-10.

3. The City may apply specific mixed-use zoning regulations to enable individual mixed use projects on parcels less than three acres in size.

POLICY 1-10: Where mixed use development is proposed for individual parcels through the application of Planned Unit Development or Planned Commercial Development, the following standards shall be applied to the Mixed Use 1 and Mixed Use 2 classifications to determine the allowable density of residential development including minimum and maximum densities by right and applicable bonus densities that may be granted by the City Council based on specific conditions applicable to individual projects. In order to achieve true mixed-use development, a project must include a minimum three acres or more and must contain a minimum of either 15% residentially-used land or 15% commercially/non-residentially-used land. Floor area ratios (FAR) for commercial/office uses shall not exceed 1.0.

The density bonuses will be considered for proposals meeting conditions such as the following: parcel aggregation, enhanced landscaping along public r/w, increased pervious surface, public access to internal plazas/open spaces, a minimum of three stories and three uses, rehabilitation or replacement of dilapidated structures, use of innovative imagery/architectural guidelines, and retention/creation of business/employment. Density bonuses are awarded at the sole discretion of the City Council based upon their assessment of the individual

project impacts and the project's furtherance of the goals, objectives and policies of the comprehensive plan.

The calculation of residential units shall be based on the total project land area. The minimum number of required residential units shall be based on minimum density multiplied by fifteen percent (15%) of the total project area. The calculation of non-residential development shall be based on the project area devoted to non-residential uses with the FAR not to exceed 1.0. The land development regulations shall specify a minimum level of non-residential development based on a minimum floor area ratio applied to an area equal to 15% of the total project area.

Mixed Use-1:

The maximum residential density will vary as follows:

Area	Minimum Units/Acre	Maximum Units/Acre	Bonus Units/Acre	Total Units/Acre
Areas east of Ridgewood Ave. without Halifax River frontage that are three acres or more but are unable to qualify for the highest residential density	10	10	5	15
Areas east of Ridgewood Ave. that have US 1 frontage and are also contained within a project tract of three acres or more which includes shoreline land or land that is otherwise entitled to high density land use based on the redevelopment plan and other comprehensive plan goals, objectives and policies.	25	40	20	60
Areas between Ridgewood Ave. and the FEC railroad tracks which are three acres or more	10	20	10	30

Mixed Use-2:

The maximum residential density will vary as follows:

Area	Minimum Units/Acre	Maximum Units/Acre	Bonus Units/Acre	Total Units/Acre
Areas between Ridgewood Ave. and the FEC railroad tracks which are three acres or more	10	20	10	30

Where mixed use development is proposed for parcels of less than three acres through the application of single-purpose zoning districts or mixed use zoning districts, the maximum residential density shall be 15 units per acre with bonus density allowable to 30 units per acre. Non-residential density shall not exceed a floor area ration of 1.0.

POLICY 1-11: Continue to implement the mechanism in the Consolidated Land Development Regulations for conditionally allowing single-family residential uses in conjunction with business uses in non-residential zones in accordance with the following criteria:

1. Single-family residential uses may be allowed in conjunction with business uses in Business General Commercial, Professional Office, and “Mixed Use”. Business Neighborhood Commercial, Business Heavy Commercial, and Light Industrial zoning districts on the following basis:

- a. There may be no more than one single-family dwelling unit per business property;
- b. Occupancy of the dwelling unit is to be limited to the business owner, manager, employee, or a property caretaker;
- c. The residential unit must be completely separate from the business premises, and if accessible directly from the business premises, it must be equipped with an appropriate lockable separation door or equivalent. The residential unit also must have its own separate ingress/egress.

OBJECTIVE 2: **Locate commercial and industrial land uses where transportation access is adequate and conflicts with other land uses can be minimized.**

POLICY 2-1: Locate major commercial and industrial land uses along primary arterials.

POLICY 2-2: Focus commercial development on small retail, professional and business service activity.

POLICY 2-3: Limit commercial activity on Big Tree Road and Reed Canal Road (major collectors) to neighborhood service uses except at collector/arterial intersections.

POLICY 2-4: Where feasible, commercial districts along principal arterials shall be made deep enough to provide options to typical strip commercial development.

POLICY 2-5: Although ordinary commercial development, including general commercial, professional office, and neighborhood commercial categories limit building coverage to 40% of the lot area, planned commercial development projects may be allowed a higher percentage of building coverage based upon the terms of a negotiated development agreement with the City.

POLICY 2-7: Industrial-type development shall stress light industrial and heavy commercial uses, limiting building coverage to 50% of the lot area.

POLICY 2-8: Work towards the elimination of non-conforming heavy industrial land uses.

OBJECTIVE 3: **Development activities shall be conducted in such a manner so as to preserve existing natural resources and to protect current and future development from the impacts of sea level rise.**

POLICY 3-1: Implement zoning/site plan regulations which provide for open space and protect natural assets with particular emphasis upon tree preservation, wetlands protection, and groundwater recharge.

POLICY 3-2: Require that all development meet the City's stormwater management regulations adopted in conformance with Volusia County minimum performance standards for stormwater management.

POLICY 3-3: Identify special flood hazard areas and require construction in these areas to meet or exceed federal guidelines and the City's flood plain management ordinance.

POLICY 3-4: The City shall continue to work with property owners in the designated flood hazard area (A and AE designations) to minimize the potential impacts of storm and tidal flooding to structures and public facilities.

POLICY 3-5: The City shall by 2025, assess the projected impacts of tidal flooding on properties and transportation systems lying east of Ridgewood Avenue and implement any structural responses through the capital improvements element and implement and regulatory responses through the City's land development regulations.

POLICY 3-46: Reduce the spread of Melaleuca, Brazilian Pepper, and other noxious aquatic vegetation by the enforcement of regulations prohibiting the planting of these species and requiring their removal when land is developed.

OBJECTIVE 4: **Coordinate future land uses with the availability of utility facilities and physiological conditions.**

POLICY 4-1: Developers shall be required to provide for local sanitary sewer, potable water and storm drainage systems to serve their developments.

POLICY 4-2: Developers shall be required to provide on-site infrastructure improvements for stormwater management, open space, traffic flow and parking as required to serve their development.

POLICY 4-3: Development standards shall allow area within publicly dedicated rights-of-way or easements for public utilities including sewer, water, drainage, electric, telephone, gas, and cable television facilities.

POLICY 4-4: Soil borings shall be required before development when necessary to assure that the soil is capable of bearing the proposed structure.

POLICY 4-5: Encourage annexation to the City of those properties which can be adequately provided with public services, meet the goals and objectives of the Comprehensive Plan, and will not create a fiscal drain on the City.

POLICY 4-6: The maximum percentage of impervious surface for new non-residential development shall be 70%, except that the City Council may approve a larger percentage on a case-by-case basis.

POLICY 4-7: In order to enhance the City's tax base, encourage annexation of unincorporated land uses compatible with adjoining property within the City limits.

POLICY 4-8: To assure the full and timely availability of services, the City shall issue its development orders in accordance with the adopted concurrency management plan.

GOAL: CREATE A REGULATORY SYSTEM WHICH SUPPORTS THE DESIRED LAND USE PATTERN AND OTHER COMPONENTS OF THE OVERARCHING GOAL.

OBJECTIVE 5: Implement and annually review and update the Consolidated Land Development Regulations ("unified code") to regulate, at a minimum, the following items types of activity:

- a. The use of land and water
- b. The subdivision of land
- c. Stormwater management
- d. Landscaping
- e. Tree preservation
- f. Signage

POLICY 5-1: Continue the Development Review Committee (DRC) as a mechanism for the review of development proposals, site plans and construction plans.

POLICY 5-2: Provide and utilize a method of evaluating the fiscal impact of proposed development as part of the development approval process.

POLICY 5-3: The City shall encourage the elimination or reduction of land uses inconsistent with the Future Land Use Map and accordingly, periodic revisions shall be conducted of all inconsistent FLUM and zoning categories as well as any inconsistent provisions of the Consolidated Land Development Regulations.

POLICY 5-4: Prohibit the issuance of development orders which will reduce the designated level of service for the affected public facilities below the level adopted in the Comprehensive Plan.

POLICY 5-5: Review the impacts on infrastructure and services to determine conformance to the Future Land Use Map including, but not limited to: potable water, sewer drainage, and solid waste.

GOAL: PROVIDE FOR THE MAINTENANCE OF EXISTING PROPERTIES AND NEIGHBORHOODS AND FOR THE REDEVELOPMENT OF THOSE AREAS OF THE CITY IN NEED OF SIGNIFICANT PUBLIC AND PRIVATE REINVESTMENT.

OBJECTIVE 6: Upgrade and improve building codes and inspection procedures.

POLICY 6-1: Annually review existing building codes to ensure the City is using the latest codes.

POLICY 6-2: Provide adequate training and support systems to ensure that all building and property maintenance codes are adequately enforced for existing and new development.

POLICY 6-3: Enforce the minimum housing code, and update it as needed, as a means of maintaining existing neighborhoods and property values.

OBJECTIVE 7: **The City shall work toward the elimination, or reduction, of land uses inconsistent with the community’s predominately residential character and future land uses.**

POLICY 7-1: When legally possible, existing inappropriate and incompatible land uses shall be identified as non-conforming uses in the City’s development codes and shall be regulated as to their eventual replacement.

POLICY 7-2: The Future Land Use Element shall provide re-use options for existing inappropriate and incompatible land uses that are consistent with the desired community development pattern.

POLICY 7-3: New development shall be required to be compatible with adjacent existing development by the layout of land uses and/or the provision of adequate buffering.

OBJECTIVE 8: **The City shall implement its community design standards for streetscaping, exterior architecture, and appearance, commercial signage, etc., particularly as they apply to the Ridgewood Corridor Redevelopment District.**

POLICY 8-1: The Ridgewood Corridor Redevelopment Plan shall incorporate the adopted community design standards for streetscaping, exterior architecture and appearance, commercial signage, etc.

POLICY 8-2: Continue to enforce the community design standards that have been adopted in the Consolidate Land Development Regulations.

POLICY 8-3: Requests for designation of historically significant properties shall be directed to the Florida Department of State for evaluation and processing.

OBJECTIVE 9: **Identify and address the redevelopment needs of older areas of the City.**

POLICY 9-1: Continue implementation of the Community Redevelopment Plan for the Ridgewood Corridor Redevelopment District. The Redevelopment Plan shall be reviewed at least annually and updated accordingly.

POLICY 9-2: The City shall continue to enforce its housing and building codes to prevent the occurrence of any blighted areas.

POLICY 9-3: As the largest single commercial property in the City, the Sunshine Park Mall is pivotal for redevelopment of the US 1 corridor and shall be given special attention by means of the application of innovative land use designation and redevelopment concepts.

POLICY 9-4: The City shall work with property-owners and other stakeholders to prepare and implement a “Town Center Plan” for the area bounded by Ridgewood Ave., Ridge Blvd., Carmen Dr., and the south property line of the International Academy property, which includes the Sunshine Park Mall complex. The Town Center Plan shall contain a substantial “mixed-use” (residential/commercial) component, facilitated by the application of appropriate land use and zoning classifications.

POLICY 9-5: The City shall continue to implement a regular annual code enforcement inspection program for all apartment buildings throughout the City.

POLICY 9-6: The City shall continue to implement its rental housing licensing program through the Business Tax Receipt process

which provides for annual code enforcement inspection for all residential rentals except for apartment buildings.

OBJECTIVE 10: Ensure that public facilities are adequate to meet existing and anticipated needs.

POLICY 10-1: Require public facilities meeting the adopted levels of service to be available concurrent with or prior to the impact of new development.

POLICY 10-2: Identify land to meet existing and anticipated public recreation needs.

POLICY 10-3: Public development intensities shall be established based on the most similar commercial or industrial use, and park development intensities shall be based on the park master plan.

POLICY 10-4: With the intent of increasing public waterfront access, evaluate development proposals for all riverfront parcels of over two acres, and before project approval or the issuance of a development order, determine the feasibility and need for requiring incorporation of a public waterfront access component.

POLICY 10-5: Public schools shall be allowed to locate or expand in residential land use and zoning districts as an outright permitted use provided that the site can be timely served with adequate public facilities, including potable water, sanitary sewer, and transportation modes (both vehicular and pedestrian). Location of public schools in zones other than residential shall continue to be considered through the existing Special Use Permit process in the Zoning Regulations.

OBJECTIVE 11: The City shall coordinate coastal area population densities with the Volusia County hurricane evacuation plan.

POLICY 11-1: As part of any plan review, the City shall review the population growth in comparison to the projections in the areawide coastal management plan.

POLICY 11-2: The City shall participate with other local governments in the County to implement a hurricane preparedness/ hurricane evacuation plan.

POLICY 11-3: Density ranges proposed for the City's flood prone area shall be consistent with the recommendations of the coastal area management plan.

OBJECTIVE 12: The City shall protect the environmental resources of the Halifax River by regulating boating impacts.

Policy 12-1: Enforce the Manatee Protection Plan for Volusia County as adopted by the City and as applicable to development in the City.

Policy 12-2: No more than the maximum number of motorized boat slips authorized by the referenced Manatee Protection Plan for Volusia County as approved by the Florida Fish and Wildlife Conservation Commission shall be allowed by the City to exist along its Halifax River shoreline, including both existing and future slips. In no event shall the City allow the total number of motorized boat slips to exceed four per one-hundred lineal feet of shoreline.

Policy 12-3: The City shall implement the "slip aggregation" option contained in the referenced Manatee Protection Plan for Volusia County.

Policy 12-4: Single-family residential lots with Halifax River frontage shall be guaranteed their riparian rights to have a minimum of one motorized boat slip per lot.

Policy 12-5: The City shall prohibit boating service or storage operations along the Halifax River shoreline which provide commercial "dry storage" for motorized boats.

Policy 12-6: The City shall require that any marina development be consistent with the referenced Manatee Protection Plan for Volusia County.

Policy 12-7: The City shall comply with all of the monitoring and protection policies of the referenced Manatee Protection Plan for Volusia County.

GOAL: ESTABLISH AND DESIGNATE THE ENTIRE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA TO FACILITATE URBAN INFILL AND REDEVELOPMENT, REDUCE THE POSSIBLE ADVERSE IMPACT OF TRANSPORTATION CONCURRENCY ON URBAN INFILL, PROVIDE STRATEGIES FOR MOBILITY , URBAN DESIGN, MIXED USES, AND NETWORK CONNECTIVITY, AND CREATE A VIBRANT COMMUNITY THAT IMPROVES THE QUALITY OF LIFE FOR EXISTING AND FUTURE RESIDENTS BY ACHIEVING A BALANCED MIX OF SUSTAINABLE AND FUNCTIONAL LAND USES.

OBJECTIVE 13: A Transportation Concurrency Exception Area (TCEA) is hereby established for the City of South Daytona city limits. The City shall effect the objectives and policies contained in this Plan by implementing and funding strategies that will promote infill development within the TCEA consistent with sound urban design principles and mixed use development with the Ridgewood Corridor Redevelopment Area.

POLICY 13-1: The City shall implement the following objectives of the Ridgewood Corridor Redevelopment Plan:

(a) Develop a unique identity to make South Daytona a memorable place by---

1. Establishing a “Town Center” focused on the Sunshine Park Mall and surrounding area.

2. Developing Ridgewood Avenue (US-1) as a scenic roadway.
3. Encouraging mixed-use developments to promote land use diversity and functional interconnectivity.
4. Implementing an innovative, workable land use system and regulatory framework.

(b) Develop a transportation system that supports the image and needs of the community by---

1. Improving US-1, including median and streetscape features, decorative streetlights, upgraded sidewalks, modern signalization, underground utilities and building enhancements.
2. Encouraging alternative modes of transportation and ride sharing to reduce the use of single-occupant vehicles.
3. Evaluating on-site parking requirements to reduce pavement impacts and encourage the use of off-street parking.
4. Providing opportunities for trip chaining (combining several trips in one outing), thereby reducing vehicle miles traveled and greenhouse gas emissions.

(c) Attract investment and create value through coordinated public/private initiatives by---

1. Coordinating investment efforts through the Chamber of Commerce and Volusia County Business Development Council.
2. Offering incentives, grants and loans for selected private property improvements.

Policy 13-2: Within the Ridgewood Corridor Redevelopment Area the City shall encourage developments with slightly higher densities and intensities in order to achieve the type of compact development that can justify increased transit service.

Policy 13-3: Total development within the Ridgewood Corridor Redevelopment Area shall be limited to the maximum allowable number of dwelling units, non-residential square footage, land use ratios, total daily trips, and total pm peak-hour trips specified in Table LU-3. No new building permits shall be issued for new developments within the Ridgewood Corridor Redevelopment Area when the applicable maximum allowable limits for those parameters are reached

City of South Daytona TCEA
Development Thresholds
Table LU-3

Allowable Land Use Intensities	Residential	Hotel	Non-residential
Planned Land Use Totals	5,500 units	300 rooms	4,800,000 sq.ft.
Allowable Land Use Ratios	Residential/Non-residential		
Minimum Allowable	0.3		
Goal	1.0		

*These thresholds apply cumulatively to the Ridgewood Corridor Redevelopment Area and include existing development.

*Note with regard to calculation of land-use ratios: The numerator is “the number of dwelling units”, and the denominator is “the number of 1000’s of square feet of non-residential development”---e.g. if there were 1161 dwelling units and the non-residential square footage were 866,000, then the ratio would be $1161/866 = 1.34$, which would be a higher ratio than the “goal” of 1.0; so to work towards the goal would mean significantly increasing non-residential development vis-à-vis residential development. Taking this a step further: If the CRA were to add 2000 more dwelling units with condo development and the Town Center, to achieve the “goal” ratio of 1.0 would require non-residential development to increase 350% more than the current amount of non-residential square footage.

Policy 13-4: In order to determine the cumulative ratio of residential to non-residential development in the Ridgewood Corridor Redevelopment Area, the City shall prepare a monitoring report for those parameters as part of the Evaluation and Appraisal Report. For this purpose, one dwelling unit shall be considered equivalent to 1,000 sq. ft. of non-residential development.

Policy 13-5: The City shall work with FDOT and Volusia County to improve capacity along Ridgewood Ave. (US-1), provided that such improvements do not diminish safety for other modes of locomotion.

Policy 13-6: Annually, the City shall work through the TPO’s Transportation Improvement Program (TIP) with FDOT, the TPO and Volusia County, to promote the

inclusion of projects in their plans and programs that maintain mobility within the TCEA.

Policy 13-7:

In order to achieve a residential density within the Ridgewood Corridor Redevelopment Area that adequately supports public transportation, the City shall require that the redevelopment of residentially-designated lands results in a residential density of no less than eight (8) dwelling units per acre for development within one-quarter mile walking distance from local transit stops or a comparable level of intensity/density for mixed-use projects. In other areas of the City, redevelopment and infill development will be governed by the densities and intensities of the current land use designations.

Policy 13-8:

The City shall amend its land development regulations to provide that through the development permit process the area encompassed within the TCEA will become more pedestrian-oriented as facilitated by mixed-use development utilizing urban design principles consistent with the Ridgewood Corridor Redevelopment Plan and interconnected pedestrian, bicycle and alternative travel options elsewhere in the City.

Policy 13-9:

Through its development approval process, the City shall improve accessibility between adjacent developments and promote connections to transit service.

Policy 13-10:

The City shall coordinate development with the adopted goals, objectives, and policies of the City's Coastal Zone Management Element concerning evacuation routes and the provision of hurricane

shelters for the expected increase in population within the redevelopment areas.

Policy 13-11:

Through amendments to its land development regulations, the City shall adopt slightly higher density and intensity standards for development located in the Ridgewood Corridor Redevelopment Area along major transportation and transit corridors in order to more fully utilize the available infrastructure.

Policy 13-12:

The City shall encourage opportunities for economic development by promoting commercial and recreational projects that will generate an increased flow of people and spending within the Ridgewood Corridor Redevelopment Area.

Policy 13-13:

The City shall continue to enforce the adopted Ridgewood Avenue Design Guidelines. The design guidelines address both public right-of-way and nearby private properties. The private property guidelines establish urban principles of building orientation/placement, treatment of drive-through facilities, and access. Taking into consideration the City's overall Design Guidelines, developers may choose to present a compatible site-specific design scheme for consideration by the City. In general, design schemes shall adhere to the following principles:

- (a) Shared driveway connections for adjacent uses.
- (b) Internal sidewalks connecting to parking areas and building entrances.
- (c) Building orientation and placement in close proximity to the street in order to minimize the

distance between the building entrance and the street.

(d) Provide a continuous building frontage no longer than 250 feet.

(e) Incorporate ground-floor retail uses where feasible.

(f) Locate parking to the side or rear of buildings.

Policy 13-14:

Developments larger than fifteen (15) acres: Any such development shall require a Master Development Agreement with the City, irrespective of the zoning classification of the land. If such a development is proposed for land already classified as “Mixed-Use 1” or “Mixed-Use 2” on the Future Land Use Map of the Comprehensive Plan, no Comprehensive Plan Amendment shall be required due to project size; however, if the land for such a project is not already so classified, a Comprehensive Plan Amendment shall be required to change the future land use classification to “Mixed-Use 1” or “Mixed-Use 2”. In addition, any development larger than fifteen acres must be zoned as one of the following: “Mixed-Use 1”, “Mixed-Use 2”, PUD or PCD, and if it is not already zoned as such, it shall be so rezoned. All such projects located in the Ridgewood Corridor Redevelopment Area shall be required to adhere to the City’s Ridgewood Ave. Corridor Design Guidelines and shall provide a design scheme consistent with those guidelines when the concept plan is submitted for review.

Policy 13-15:

The City shall monitor the success of the TCEA and its effect on infill development and redevelopment to

ensure that the exception area is achieving its intended purpose of supporting infill development and redevelopment. Monitoring will include the amount of redevelopment by land use, implementation of mobility strategies, and adoption of design standards. Mobility strategies shall be evaluated as to their degree of success, and lack of success may require revisions or additions to the strategies.

LAND USE PLAN COMMENTARY

This portion of the future land use element discusses how the land use goals, objectives and policies have been used in preparing the future land use map. Each of the various land use categories is discussed with regard to how the objectives and policies have shaped the future land use map from the core of this section of the report.

Since South Daytona is already over 90 percent developed, this plan is essentially a “build-out” plan in which timing of development and extension of municipal services plays a very minor role. Of greater importance is the maintenance and support of existing development and ensuring that future development supports the desired land use pattern. In the land use element, as well as other elements, we have had the ability to focus on redevelopment issues as well as addressing new development. In some cases, redevelopment takes precedence over new development.

THE PLAN

In discussing the City of South Daytona and its future land use management needs, it is important to remember that the City is a small part of the Halifax Area. South Daytona is located between the cities of Daytona Beach and Port Orange in an urban area of over 175,000 people. It is also an area heavily influenced by tourism. While South Daytona itself is not a primary tourist destination with the Halifax Area, the influence of tourism on commercial demand and traffic is evident during some of the major tourist events.

The expected population increase to 2035 will be driven by the future of the proposed condominium projects and the success in introducing mixed use development throughout the redevelopment area. There is little room remaining for lower density single-family housing, and consequently this type of housing will be a much smaller portion of new development in the coming years. If the planned condominium projects are not revived in some form, it is likely the projected population growth will not be achieved.

There is a desire to change the direction for non-residential development along U.S. 1 with the introduction of the proposed town center based on the Sunshine Park Mall and the support for mixed use development elsewhere along the corridor. Along Nova Road and the west end of Beville Road, there has been a change in market direction away from the former industrial to a mixture of heavy commercial, retail and office uses. The following sections provide additional detail about each land use category.

RESIDENTIAL LAND USE

Residential land uses have been divided into seven density ranges (including mixed use) with a maximum of forty units per acre established as the most intensive residential use. Residential_density ranges one through three have a maximum density of ten units per acre and were established based on preservation of the existing development pattern, existing regulatory limits, the ability to provide water and sewer service, soils and drainage characteristics, and the objectives set forth in the Strategic Plan. The higher density residential classifications and mixed use classifications have been incorporated into the plan in limited areas of the City to support the redevelopment program and town center. The town center and redevelopment effort have been identified in the updated strategic vision as primary goals for the City.

Density Range #1. These areas will accommodate development up to and including four units per acre. This range is applied in those areas already developed at this density and in areas of the City suitable for

single-family development which have not yet experienced any development

Density Range #2. These areas will accommodate development from four to eight units per acre. This range is applied to those areas already developed at this density and areas with plan approval at this density level.

Density Range #3. These areas will accommodate development from eight to ten units per acre. This range includes developed multiple family and mobile home projects. It also includes some additional land as infills to existing multiple family areas and logical extensions to mobile home and multiple family areas.

Density Range #4. Density Range 4 is divided into two sub-groups. The higher density sub-group has a minimum density of 25 units per acre which may be increased to 40 units per acre with the application of specific density bonus provisions. This land use has been applied to key areas where intensive projects with higher value housing are proposed as an integral element in the City's redevelopment program and to capture infill development within the larger Halifax Area. The second sub-group bridges the gap between the Density Range #3 and the higher level Density Range #4. This category will support redevelopment where existing densities are greater than 10 units per acre but mixed use development or higher density housing are not appropriate.

Mixed Use 1 and 2. These land use categories are applied within the redevelopment area to support the town center (Mixed Use 2) and to support areas where mixed use development may be a more appropriate land use tool to encourage redevelopment.

COMMERCIAL LAND USE

Commercial development areas have been placed in one of three categories: general commercial, neighborhood commercial, or mixed use. With the exception of the neighborhood commercial areas, all commercial development has been limited to the principal arterials serving the City. This

location will provide the maximum access to serve these commercial uses. Special design regulations have been put in place along the U.S. 1 corridor to achieve a unified design theme and in combination with the U.S. 1 streetscape design to achieve a high quality commercial area.

The commercial area designations are shown on the land use plan map. Each type of commercial activity is described below:

- a. **General Commercial.** This area provides for general retail, office and professional office, personal services, restaurants, and business services. Automotive related uses are also allowed with specific conditions. General commercial uses are located along U. S. 1, Beville Road and Nova Road.
- b. **Neighborhood Commercial.** These areas are limited commercial activity centers which encourage neighborhood level service in close proximity to residential areas. Typical uses are personal services, convenience goods and limited professional service and restaurants. These areas are located on the City's major collector roads, but are not intended to draw significant amount of additional traffic into the neighborhood.
- c. **Mixed Use.** The two mixed-use land use categories are applied within the redevelopment area to support the town center (Mixed Use 2) and to support areas where mixed use development may be a more appropriate land use tool to encourage redevelopment. The non-residential component of these categories will function much like the general commercial category where office uses and a wide range of general commercial and specialty commercial is appropriate. Uses will need to be compatible with integrated residential activity.

INDUSTRIAL DEVELOPMENT

Industrial development in the City is planned to develop as a combination of light manufacturing and heavy commercial activity. The limited amount of heavy manufacturing now located in the City is expected to be replaced by less intensive industrial uses in the future. The land use map indicates those areas

where industrial land is projected. These areas are continuations or extensions of current industrial areas. The area along Nova Road north of Big Tree Road is changing to more general commercial use and may need to be revised in the future.

PARKS, UTILITIES AND OTHER PUBLIC LANDS

The plan identifies each of the City's existing park areas. No new parks are identified as the land area available for park use is adequate. The only exception is the addition of riverfront park areas. The plan does have a policy directing the City to attempt to acquire all vacant riverfront parcels in excess of two acres. This policy is intended to address the need for expanded public access to the Halifax River.

There are two utility sites identified on the plan. One utility site is the electric sub-station on South Palmetto Avenue. This is an existing facility that is long established in that neighborhood. The second site is the FPL substation on Carmen Drive near Sunshine Park. The City does not operate any water or sewer treatment facilities.

The other public lands shown on the plan are City Hall, the Public Works Compound, stormwater retention facilities, South Daytona Elementary School, and a private church affiliated school.

REDEVELOPMENT AREA

In 1997 the City established a redevelopment area along the U.S. 1 corridor that included the redevelopment areas targeted in the initial comprehensive plan as well as including other areas. A redevelopment plan has been adopted and implementation has begun. The redevelopment efforts and town center have been identified as keys in the community vision, and the plan incorporates a number of goals, objectives and policies that support the redevelopment effort.

OTHER CATEGORIES NOT APPLIED

The City does not contain any agricultural areas, significant historical sites, or conservation areas that require a separate mapping and land use treatment. Therefore, these uses are not shown on the future land use map.

Educational facilities are identified as public uses. The City does not include any treatment plants so no area has been planned for expansion of these facilities, nor does the City contain any water supply wells with associated cones of influence. The only natural resources applicable to the City's plan are the Halifax River and the three major drainage canals. These are mapped along with the existing lakes. All of the lakes are man made.

NON-CONFORMING USE STATUS

The completion of the Comprehensive Plan and its associated development regulations will create a number of non-conforming uses. The City intends to treat these non-conformities as follows:

1. Those uses which become non-conforming because that particular use is no longer allowed at that location will be allowed to continue but not be expanded. Where such a use is so noxious that it cannot be allowed to continue, the City Council may exercise its powers to acquire that property and provide for its reuse in conformance with the plan.

Those existing mobile home parks which are currently non-conforming uses are so substandard in design that they cannot be allowed to become conforming. The current policy regarding these properties will be continued. Reuse options for multiple family or commercial development have been provided in the plan.
2. Those uses which become non-conforming as a result of some factor other than the actual use on the property will be allowed to continue but not expand.

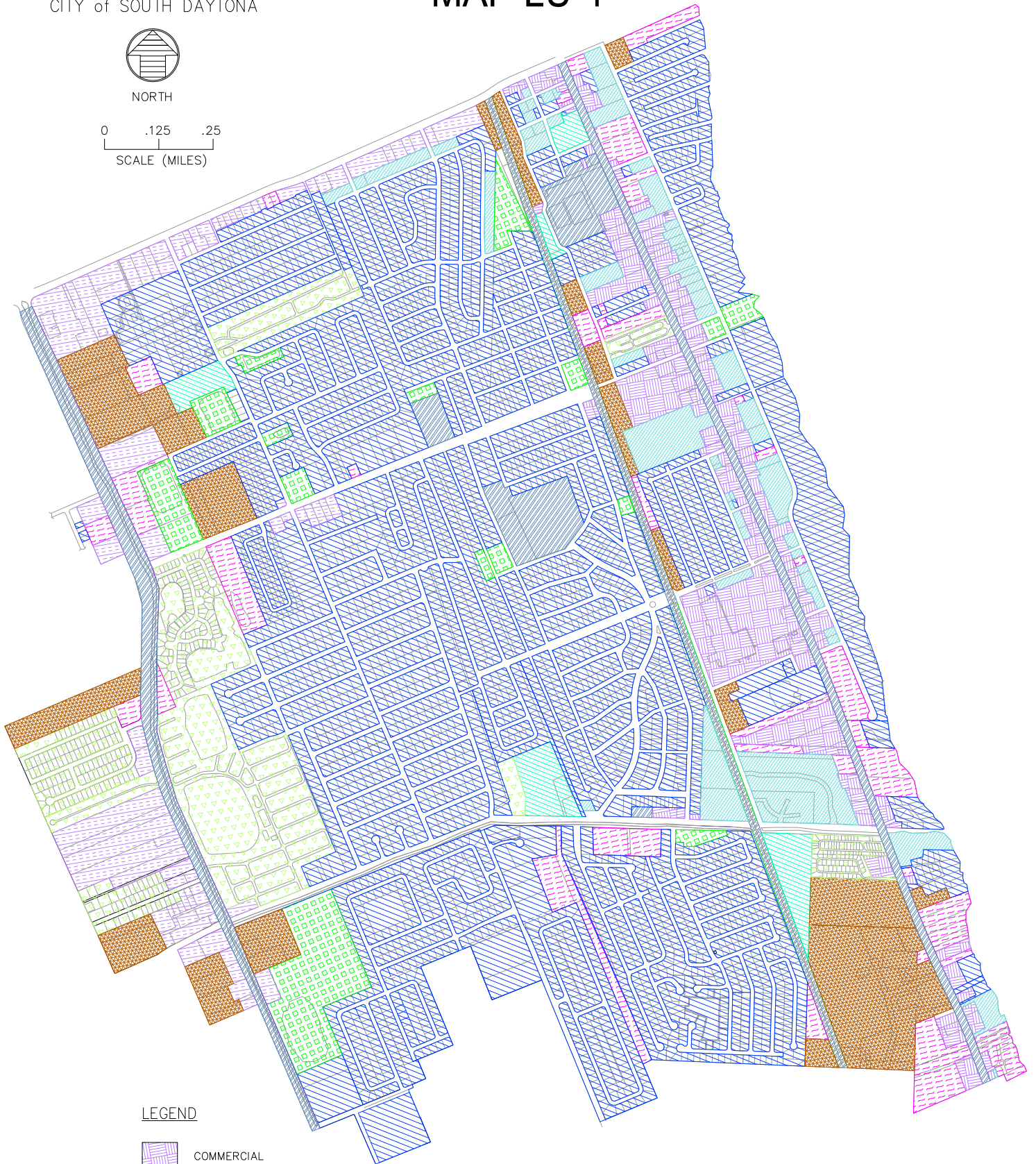
EXISTING LAND USE (2010) MAP LU-1

CITY of SOUTH DAYTONA










NORTH

0 .125 .25
SCALE (MILES)



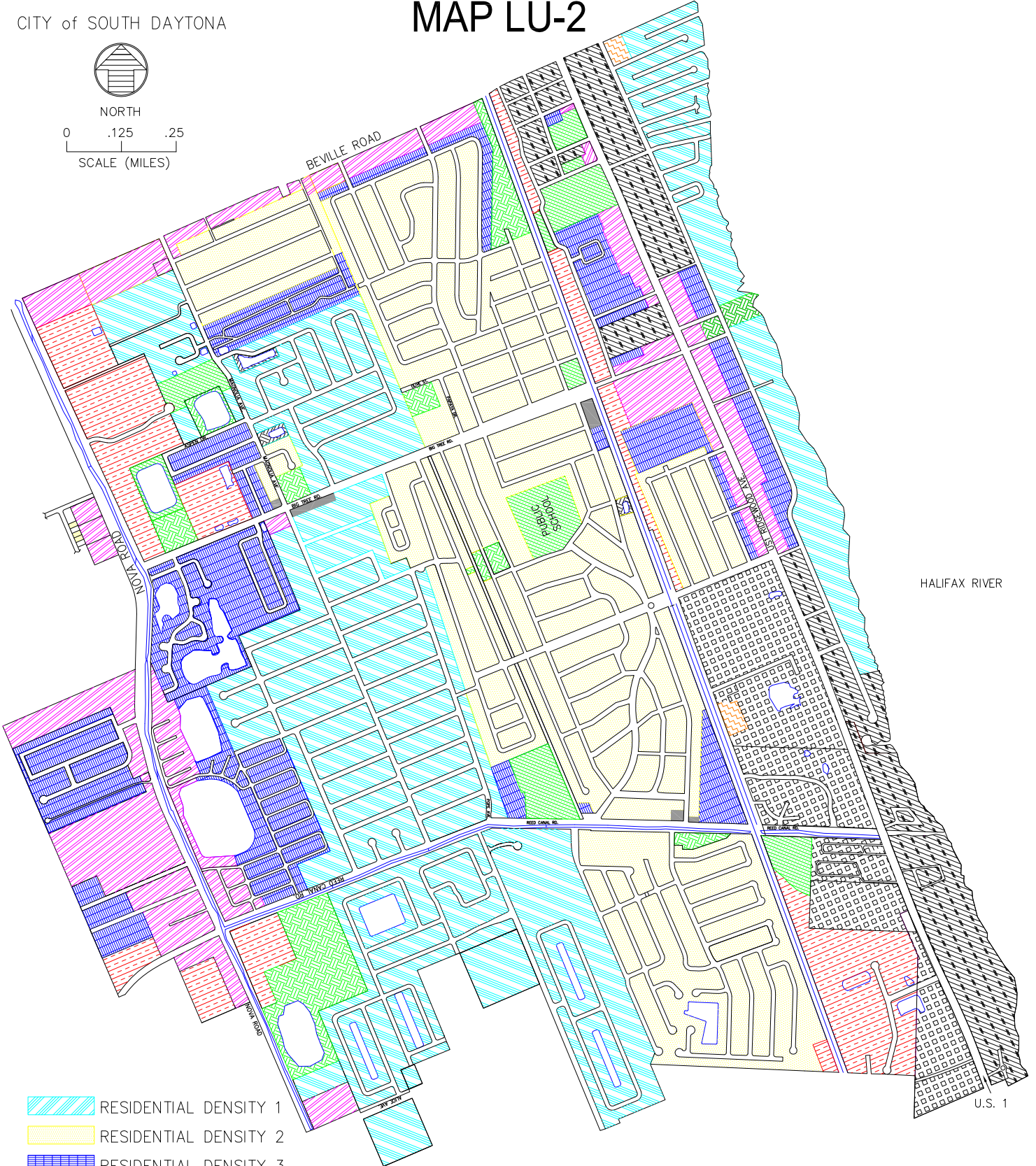
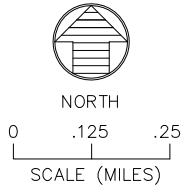
LEGEND

	COMMERCIAL		MULTI-FAMILY-RESIDENTIAL		PARKLAND		SINGLE FAMILY-RESIDENTIAL
	INDUSTRIAL		OTHER		PUBLIC		VACANT
	MOBILE HOME-RESIDENTIAL						

* NOTE: RIGHT-OF-WAYS ARE INCLUDED IN "OTHER"

ADOPTED FUTURE LAND USE MAP (2010-2025) MAP LU-2

CITY of SOUTH DAYTONA



HALIFAX RIVER

U.S. 1

- | | | | | | |
|--|------------------------------------|--|------------------|--|-------------|
| | RESIDENTIAL DENSITY 1 | | LIGHT INDUSTRIAL | | MIXED USE 2 |
| | RESIDENTIAL DENSITY 2 | | PUBLIC | | UTILITIES |
| | RESIDENTIAL DENSITY 3 | | PARKS | | MIXED USE 1 |
| | RESIDENTIAL MEDIUM DENSITY RANGE 4 | | | | |
| | RESIDENTIAL HIGH DENSITY 4 | | | | |
| | COMMERCIAL | | | | |
| | NEIGHBORHOOD COMMERCIAL | | | | |

NOTE: PUBLIC SCHOOLS ARE A SPECIFICALLY PERMITTED USE IN ANY RESIDENTIAL LAND USE CATEGORY.

HOUSING

CITY OF SOUTH DAYTONA

Preparation of this Document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-167, Laws of Florida and administered by the Florida Department of Community Affairs.

INTRODUCTION

The Florida local government planning requirements, as stated in FS 163.3177 require the preparation of a housing element. This element is intended to identify existing and projected housing deficits and to prepare plans to address these housing needs. The housing element is organized into four sections as follows:

1. **The Summary of Existing Conditions** provides a recap of the background reports and other data developed during the plan's preparation. This section summarizes the characteristics of the existing housing stock, housing conditions, assisted housing and other special housing groups.
2. **The Housing Issues and Opportunities** section provides an analysis of current housing deficits and projects future housing needs. These projections are based upon the population expected to reside in the City as set forth in the population estimate and projection section.
3. **The Goals, Objectives and Policies** section provides the official guiding framework for the plan and its implementation.
4. **The Housing Element Commentary** provides a description of how these goals, objectives and policies were interpreted in developing the future housing element. This section is an important part of the plan element in that it provides depth and additional description to the individual objective and policy clusters.

SUMMARY OF EXISTING CONDITIONS

When the existing housing stock in the City of South Daytona is examined, certain main points stand out: The housing stock is generally in good condition; since about 60 percent of the housing stock was built in the 60's and 70's, the "aging" of those units underscores the importance of regular, ongoing property maintenance; housing in the City offers a wide range of ownership and rental opportunities; older apartment complexes continue to represent a need for

overall improvement; and there has been a significant replacement of mobile homes in existing mobile home parks and subdivisions since 2010 with nearly 40 units being replaced. The following discussion provides more background information on these and related matters.

CURRENT HOUSING STOCK

In order to determine the number of dwelling units in the current (2017) housing stock, City staff started with data from the U.S. Census for the year ~~2000~~ 2010 and then adjusted those numbers based upon known subtractions (demolitions) and additions to the housing stock (based upon building permit and annexation data). With this methodology, staff calculated a total housing stock of 6,633 dwelling units.

Table H-1 below shows a breakdown of the current housing stock. While single-family units remain the predominant housing type, the percentage of single-family as a share of the total housing stock has declined by about three percent. This decline reflects the limited amount of land available for new single-family units while infill development and redevelopment, especially along the riverfront, looks to higher density housing types.

TABLE H-1 CURRENT HOUSING STOCK (January 2018) CITY OF SOUTH DAYTONA, FLORIDA		
HOUSING TYPE	TOTAL UNITS	PERCENT
Single-Family (excludes condos)	3607	54.4
Two-Family Units	234	3.5
Multi-Family	1861	28.1
Mobile Homes	931	14.0
Total:	6633	100.0

Source: City Community Development Dept. (Update of year 2010 U.S. Census data)

Table H-2 shows a breakdown of the mobile homes in the City. The mobile homes in mobile home parks are 70.1% of the total, while those in mobile home subdivisions constitute 29.9%.

TABLE H-2
MOBILE HOME HOUSING COMMUNITIES
CITY OF SOUTH DAYTONA, FLORIDA
(June, 2018)

MOBILE HOME PARKS	ADDRESS	SPACES
Candlelight Manor	1703 Magnolia	115
Lakeview Estates	918 Reed Canal	306
Ramar Mobile Home Park	1930 S. Ridgewood	67
Reed Canal Trailer Park	754 Reed Canal	21
Suwannee Trailer Park	2850 S. Ridgewood	45
Water's Edge Mobile Home Park	2800 S. Ridgewood	55
Twin Oaks Mobile Home Coop	2300 S. Nova	50
	Subtotal:	659
MOBILE HOME SUBDIVISIONS		
Big Tree Shores	Big Tree Rd.	112
Green Acres	Green Acres at Nova Rd.	74
Beckman Estates	Beckman Drive	39
	Subtotal:	225
OTHER MOBILE HOMES (west of Nova Rd.)	Subtotal:	47
TOTAL MOBILE HOME SPACES:		931

HOUSING TRENDS

From a historical perspective multi-family housing has been an increasing percentage of total housing units. Single-family units (including mobile homes) declined from 70% of the total housing stock in 1990 to 68% in 2017. The increase in multi-family units as total of all housing units has not been an even progression. The periods between 1973 to 1986 and 2000 to 2008 were the most active for multi-family housing construction. The recession and the end of

the housing bubble in 2008 interrupted the trend to more multi-family housing. While the City is still predominantly single-family (including about 57% standard single-family units) the trend toward multifamily is expected to strengthen as redevelopment along the City's riverfront continues at higher densities.

Since the City has less than 10 acres of scattered undeveloped land left which is suitable for single-family development (about 40 homes), future residential growth will depend primarily upon infill development driven by the emergence of higher density multi-family or condominium development in the CRA. The City has entitled six high-density condominium projects, all but one along the southeast shore of the Halifax River. While the entitlements remain in place for these projects that could produce nearly 3,000 housing units, the market for multi-family housing appears to be maturing at lower densities and lower building heights. Some of these sites may be reconstituted as non-residential projects or sell off some portions of the sites for non-residential use. The plan to encourage mixed use development put forward in the last plan update appears to have very limited feasibility and the City is exploring a move to a more traditional, single-purpose, land use plan.

Key factors in South Daytona's housing future are likely to include the following:

- (1) Since there are less than 10 acres of undeveloped land suitable for single-family detached housing, it is likely that no more than about 40 such houses will be constructed in the City for the foreseeable future. This excludes any mobile home subdivision in-fill (no more than 15 spaces). Also excluded are vacant single-family lots that could be annexed (likely, only a handful). Some infill development will also occur within established neighborhoods, but the inventory of scattered site vacant lots is small and will not change the character of the established neighborhoods. Therefore, the basic single-family detached type of housing stock will be quite static in numbers because there will be no opportunity to

intermittently add a net of much more than 100 or so such dwelling units over the future years.

- (2) Due to the residential entitlements along the southeast shore of the river, over the course of a five-to-twenty year period additional residential units will be constructed. The locational assets of these entitled sites remain and will eventually support new construction in a revitalized housing market. The timing of construction and the eventual volume of new housing remains open to market influences. These projects are also likely to change composition to some degree as adjustments are made to adapt to current market conditions.
- (3) The evolution of the Sunshine Park Town Center could result in the construction of residential units. As with most town center projections, the inclusion of housing in the town center is important to the overall success of the project and needs to be supported by the City with incentives if necessary.
- (4) Because there is no undeveloped land in the City designated for mobile homes, additions to the mobile home stock will be minimal at best, and there is the possibility that certain mobile home parks could be sold to redevelop the land for other uses, thus further reducing the number of mobile homes. However, mobile homes will continue to exceed ten percent of the total housing stock as a minimum.
- (5) With such a larger percentage of the housing stock already in place, strong enforcement of housing codes and maintenance of neighborhood standards is critical.

HOUSING VALUE AND COST

The cost of housing in South Daytona is generally modest as compared with neighboring cities such as Port Orange and Ormond Beach. South Daytona has more older residual housing than those two cities, and new housing construction has been less extensive---a main reason for the smaller amount of

new housing construction is that South Daytona is more “built out”, and as a very small City in land area (only about 3.75 acres), it has little land left for new residential single-family detached housing construction.

Table H-3 below compares the values of owner-occupied housing between the 2000 and 2016. The data shows that housing values increased significantly during the 2000 to 2010 period and then declined to 2016. These shifts reflect the impact of the housing bubble in the early 2000s and the following recession. Housing values are showing some modest increases at the top end of the scale, but most existing housing is settling into the ranges under \$200,000 with some activity in the \$200,000 to \$300,000 range. Of some concern is the increase in units valued under \$50,000 in 2016 as this trend may portend a need for addressing housing maintenance. From the data, it is not possible to tell which housing type is most affected. Median housing values tracked the larger trends shown by the individual housing ranges.

TABLE H-3 VALUE OF OWNER-OCCUPIED DWELLING UNITS CITY OF SOUTH DAYTONA, FLORIDA (2000 -2016)						
Value	2000		2010		2016	
	Number	%	Number	%	Number	%
Less than 50,000	146	4.8	287	8.3	562	17.4
50,000 – 99,999	2024	67.1	486	14.1	788	24.3
100,000 – 149,999	608	20.1	638	18.5	872	26.9
150,000 – 199,999	109	3.6	880	25.5	429	13.2
200,000 – 299,999	29	2.0	177	27.2	335	10.3
300,000 – 499,999	43	1.4	113	3.3	113	3.5
500,000 – 999,999	29	1.0	108	3.0	83	2.6
1,000,000 or more	0	0.0	8	0.2	57	1.8
Median	\$83,100		\$167,300		\$112,500	

Source: 2000 Census, 2010 Census, American Factfinder Table S2503

When considering how much owners and renters pay towards monthly housing costs, Tables H-4 and H-5 below are useful---however, they are developed from survey data rather than census counts, so the trends are more

important than the raw numbers. When Tables H-4 and H-5 are compared, despite rental rates that tend to be under \$1,000 per month about two-thirds of renters are still paying in excess of 30% of income for housing. For owner-occupied units this percentage is closer to one-quarter.

TABLE H-4
MONTHLY HOUSING COST BY TENURE 2016
CITY OF SOUTH DAYTONA, FLORIDA

COST	OWNER (with mortgage)	COST	RENTER
Less than \$300	17.1%	Less than \$299	2.3%
300 – 499	23.0%	300-499	2.9%
500 – 699	15.1%	500-749	37.7%
700 – 999	9.8%	750-999	35.2%
1000 – 1499	24.0%	1000-1499	18.8%
1500 – 1999	6.3%	1500 or more	1.0%
2000 or more	4.6%	No cash rent	2.1%

Source: American Factfinder Table S2503

TABLE H-5
MONTHLY HOUSING COST BY PERCENT OF HOUSEHOLD INCOME 2016
CITY OF SOUTH DAYTONA, FLORIDA

PERCENT OF INCOME	% OF OWNERS	% OF RENTERS
Less than 19.9%	50.0%	11.6%
20.0 to 29.9%	23.9%	20.0%
30.0 or more	23.8%	65.2%
Other	2.4%	3.5%

Source 2016 American Factfinder Table S2503

OTHER CHARACTERISTICS OF THE EXISTING HOUSING STOCK
AGE OF THE HOUSING STOCK

Table H-7 compares South Daytona to selected neighboring cities as to the age of its housing stock. It is instructive to note that although the City has virtually no housing built before 1939 (the other cities all have significantly larger percentages), 56% of its housing was built during the 20-year period between 1960 and 1979, and no other City in the comparison even comes close to such a high percentage for that period. However, South Daytona, Daytona Beach, and Holly Hill all have about the same percentage of their housing built between 1980 and 2000 (about 29%)---in comparison, Port Orange has a much higher figure for that period: 58.2% This shows that in recent years, Port Orange has experienced a lot more new housing construction than the other cities. One consequence of that is that due to its older housing stock, South Daytona faces a relatively greater housing maintenance and replacement challenge than Port Orange but a lesser need than the other cities.

TABLE H-7
HOUSING---YEAR STRUCTURE BUILT
PERCENT OF DWELLING UNITS
SELECTED CITIES COMPARED

YEAR BUILT	SO. DAYT.	PORT ORNG.	DAYT. BCH.	HOLLY HILL
1939 or before	0.9%	0.5%	5.4%	3.3%
1940-1959	7.2%	2.4%	18.5%	26.7%
1960-1979	56.0%	23.0%	33.2%	33.6%
1980-1999	24.1%	51.8%	29.6%	24.7%
2000-2009	10.6%	19.3%	11.0%	11.5%
2010-2013	1.2%	2.3%	2.1%	0.2%
2014 and later	0.0%	0.7%	0.2%	0.0%

Source: American Factfinder Table S2504

HOUSING TENURE

Table H-8 below indicates the breakdown of owner- and renter- occupied units. Approximately 38 percent of the City’s housing is renter-occupied. Since 2000 the percentage of housing units that are renter occupied has steadily increased, although a little over 60% of the occupied housing units are still owner occupied. Nevertheless, the trend towards increased rental properties should be noted. Rental units may need to be monitored more closely for compliance with minimum housing codes and property maintenance. Prior to the 1980 Census, the City had too few black or other minority households to be statistically important. However, the percentage of minority households has gradually increased since then, and that is a trend that is likely to continue.

TABLE H-8				
OWNER/RENTER COMPARISONS				
Occupied Dwelling Units				
CITY OF SOUTH DAYTONA, FLORIDA				
TYPE	1990	2000	2010	2016
Renter	36.8%	33.8%	36.5%	38.1%
Owner	63.2%	66.2%	63.5%	61.9%
Total	100%	100%	100%	100%

Number of Occupied Dwelling Units				
Renter	2019	1977	2017	1995
Owner	3466	3874	3515	3239
Total	5485	5851	5532	5234

ASSISTED HOUSING UNITS

Assisted housing in the City consists of scattered Section 8 units, often in older apartment buildings, and a 40 unit Section 202 housing project for the lower income elderly. In addition, the City has participated in the Volusia County Community Development Block Grant Urban County program since its inception; one aspect of the CDBG program is housing rehabilitation assistance for lower-income households as administered by Volusia County; over the years an occasional home is rehabilitated in South Daytona through that program.

OTHER HOUSING TYPES

The City has no known group homes or foster care facilities. It does contain one nursing home with a capacity of 70 beds. The City's zoning codes have allowed these types of facilities in any district provided special use approval could be obtained. The nursing home was approved as a special use. Current state law allows group homes with fewer than six residents as exempt from local zoning, so there may be some smaller group homes that are not known to the City. The City includes no historically significant housing or migrant farm worker housing. As the City is located far from any agricultural activity, there is no apparent demand for this type of housing.

HOUSING ISSUES AND OPPORTUNITIES

This section will provide an analysis of the identified housing need and will review any development opportunities with regard to housing options. The existing conditions data indicates that there are three principal areas of concern that the City must address. The first of these is the conservation of the housing stock. The second is the redevelopment of aging and obsolete multi-family housing. And the third is dealing with the entitled but undeveloped high density housing projects that were suspended with the collapse of the housing market after 2007. Accommodating new growth by analyzing the need for land area and various types of housing units is no longer a relevant issue as the City has largely built out. New residential development will continue to the extent that infill opportunities are available, but these are sufficiently limited that significant changes in population, housing demand and neighborhood character are unlikely. The following sections analyze the key issues in more detail.

PRESERVATION OF THE EXISTING HOUSING STOCK

Preservation of the City's existing housing stock is one of the most important items the housing element must address. As the existing inventory shows, the existing housing stock is in very good physical condition. No units were reported as lacking plumbing, kitchen facilities or heat. Building permit data

shows a continuing reinvestment in the housing stock with some of these improvements such as new roofs being driven by the hurricanes of 2016 and 2017.

Clearly the City has a good foundation of quality housing and has done a good job with its code enforcement efforts. The concern for housing preservation is based, not so much on the existing housing stock, but on the percentage of the City that is already developed and the certainty that this existing housing stock will continue to age. Approximately 70 percent of the total land area of South Daytona is developed with existing residential uses. It is evident that the bulk of the housing stock that will be used to meet the City's future housing needs is already in place. Therefore, it is incumbent upon the City to make the maximum effort to ensure the continued good quality of the housing stock.

There are three apparent methods of addressing the maintenance issue. The first, and most important from the City's point of view, is Code Enforcement. The City has adopted the International Property Maintenance Code and does conduct minimum housing code inspections on a systematic basis and whenever complaints are received. The South Daytona Fire Department also conducts periodic inspections of multi-family structures to ensure compliance with the Life Safety Code requirements. The City Code Enforcement Staff also vigorously enforces the City's other property maintenance regulations. This is done in the belief that private reinvestment will occur in neighborhoods that are well maintained.

The second method for maintaining the current housing stock is private market activity. This private sector impact will come in two areas; first, commercial development will cause the removal of substandard units located in planned commercial areas. This trend has been seen with the conversion of substandard mobile home parks to non-residential uses and the elimination of some older housing units that were to be replaced by high rise residential projects. Second, individual property owners can contribute to property maintenance by repairing and upgrading existing housing units. Reinvestment in

housing units is very active in the City, and the City needs to support and encourage this activity.

The third method of addressing housing conditions is the provision of rehabilitation assistance. South Daytona is a participant in the Volusia County Urban County CDBG program. This program offers housing rehabilitation assistance for qualified owner and renter occupied dwellings. This has not been a very active program in the City but the City has taken the necessary steps to make the program available and to publicize it in the community.

OBSOLETE AND AGING MULTI-FAMILY HOUSING

The City contains a significant stock of multi-family housing that was built primarily in the 1960s and 1970s that is now aging and exhibits a number of problems that need to be addressed. This housing stock is largely concentrated in the Community Redevelopment Area and has been the target of several housing programs and planning efforts that were aimed at improving the overall quality of this housing. The most effective program has been the annual rental inspection program that identifies repairs needed to keep the housing in sound condition. These inspections are teamed with code enforcement efforts that follow up with ownership and management to ensure the repairs are made.

In addition, the City has allocated Community Block Grant Funds to provide landscaping and neighborhood improvements to public areas serving the core of this housing stock. The intent of this effort has been to improve the overall neighborhood environment while encouraging and supporting similar improvements made by the private sector. The City has also invested heavily in public service improvements including potable water, sewer and storm drainage so that supporting public services are fully available to these housing units.

Nevertheless, this housing stock still has some intrinsic characteristics that limit the benefit of these programs. As noted, the housing stock is old and in need of more regular maintenance than newer units. The multi-family projects tend to be small, both in terms of the number of units in the projects and in the size of the units themselves. The projects also have few or none of the

amenities that are commonly found in more modern multi-family projects. Consequently, these projects have lower rental rates in the market, and with fewer units per project, generate less total income that can be devoted to maintenance. At the same time these projects tend to be developed at higher densities than allowed by the current land use classifications. The following tables give a profile of the rental and condominium units within the CRA district.

TABLE H – 9
MULTI-FAMILY HOUSING DENSITY PROFILE
COMMUNITY REDEVELOPMENT AGENCY DISTRICT

Density	Rental Projects	Rental Units
Less than 10 u/ac.	4	20
10 – 15 u/ac.	6	70
15 – 25 u/ac.	20	556
Over 25 u/ac.	11	480
	Condo Projects	Condo Units
10 -15 u/ac.	3	325
15 – 25 u/ac	4	157
Over 25 u/ac.	2	226

**TABLE H-10
MULTI-FAMILY HOUSING PARCEL PROFILE
COMMUNITY REDEVELOPMENT AGENCY DISTRICT**

Parcel Size	Rental Projects	Condo Projects
Less than 1 acre	28	0
1 acre to 5 acres	12	7
5 to 10 acres	0	1
Over 10 acres	1	1

These projects are located in areas designated as Residential Density 3 or Mixed Use 1. The Residential Density 3 land use has a maximum density of 10 units per acre, so all but four of the projects exceed this density. Where the Mixed Use 1 land use is applied the base density is a maximum of 10 units per acre, but 15 units per acre can be achieved with the application of some easily obtainable incentives. The Mixed Use land use was applied in part to encourage redevelopment of the older, smaller projects, but 75% of the projects would lose units in a redevelopment as they have current densities exceeding 15 units per acre. In addition, the mixed use projects are required to have a minimum of three site activities which further complicates the redevelopment scenario. As noted earlier, the current market is moving away from mixed use development to more single-purpose developments, so some modification to these land uses may be necessary to fully support redevelopment efforts.

HIGH DENSITY HOUSING PROJECT AREAS

As noted earlier the City approved a series of high-density, high rise residential projects during the 2004 – 2007 time frame. One project with 186 units has been completed, but six other projects have been deferred due to slumping market conditions. Previous development was cleared to make way for these projects and now the City has some 36 acres of vacant land, most in prime riverfront locations, that remains to be developed.

These projects are entitled and provide the potential for nearly 2,700 additional housing units. These projects are central to the City's overall redevelopment effort, so there is a strong interest in re-energizing these projects to support the redevelopment program as well as to eliminate the vacant tracts that dominate the southern riverfront area of the City. While the housing market in 2018 has rebounded, condominium markets in second tier locations continue to be a tougher sell. The regulations associated with these projects need to be reviewed and policies revised if necessary to help stimulate redevelopment of the vacant sites.

An overall reduction in the number of potential housing units in the high density projects, may free some mid-term and long-term housing demand for inclusion in the planned town center. While the town center will have a strong commercial base, housing will be an integral component, and efforts to shift housing demand to the town center area could help spur redevelopment there. New development will also add financial resources to the CRA which can then re-invest those resources in the planned CRA projects.

GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies which have been developed for the housing element are intended to support the overarching community goal which was developed through South Daytona's strategic planning process. The housing goals, objectives and policies are subordinate to this goal, yet, in combination with the goals, objectives and policies of the other plan elements, contribute to the achievement of the community goal.

GOAL: PROVIDE SUFFICIENT SAFE AND SANITARY HOUSING IN QUALITY NEIGHBORHOODS TO MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS.

OBJECTIVE 1: Assist the private sector to meet the housing needs of the existing and projected population of the City by providing for new housing development, infill development in existing neighborhoods, and redevelopment with housing as an integral component land use.

POLICY 1-1: In the Future Land Use Element, provide a range of residential land use and mixed use categories that will encourage redevelopment in selected areas at appropriate densities and provide stability for other residential neighborhoods where current unit types and densities are to be maintained.

POLICY 1-2: Manage new residential development approvals to maintain single-family dwellings as a majority of the housing stock.

POLICY 1-3: Provide supporting infrastructure in all residential areas for the allowed types of residential development.

POLICY 1-4: Implement the PUD provisions of the Zoning Ordinance to allow for flexibility in the design of new residential and mixed use projects.

POLICY 1-5: Provide a density bonus incentive to encourage the use of the planned unit development tool and to support residential

development in redevelopment and mixed use development projects.

POLICY 1-6: Periodically review all City development codes to identify and remove any unnecessary regulation which may serve as a barrier to new development or increase the cost of new development.

POLICY 1-7: The City shall maintain regular contacts with housing production interests, such as the Volusia Homebuilders Association, the Mid-Florida Housing Partnership, the Florida Workforce Housing Network, and the Volusia Housing Coalition to improve communication and coordination in activities affecting the supply of housing by:

- a. Offering opportunities to review existing regulations.
- b. Offering opportunities to review proposed regulations.
- c. Supporting by resolution or other appropriate action areawide efforts to provide low and moderate income housing opportunities.

OBJECTIVE 2: **Implement a program for the maintenance of the existing housing stock and provide for the elimination of all substandard units.**

POLICY 2-1: To help deter slum and blight conditions, maintain a strong code enforcement presence in residential neighborhoods and continue to enforce the City's minimum housing code whenever violations are identified.

POLICY 2-2: Continue the City's participation in the Community Development Block Grant housing rehabilitation program.

POLICY 2-3: Annually publicize the availability of the CDBG rehabilitation program, train Staff to look for potential program applicants, and actively recruit rehabilitation applications.

POLICY 2-4: Waive building permit fees on CDBG funded rehabilitation projects to reduce assisted housing costs.

POLICY 2-5: Vacant, dilapidated housing units shall be identified through the City's continuing code enforcement effort and rehabilitated or demolished.

POLICY 2-6: Relocation housing needs created by City property acquisition shall be provided as required by law.

POLICY 2-7: The City shall maintain a program of annual inspections of rental housing, including single-family housing, as identified through the Rental Housing Business Tax Receipt Program.

POLICY 2-8: The City shall promote the redevelopment and/or revitalization of apartment buildings within the Ridgewood Corridor Redevelopment District through an appropriate variety of techniques, including: systematic code enforcement, an annual rental housing inspection program, and the City's adopted Redevelopment Program, including redevelopment landscaping grants, etc.

OBJECTIVE 3: **The housing needs of moderate income, low-income, and very low-income households will be addressed.**

POLICY 3-1: The City shall continue to support the use of Existing Section 8 housing units through the Volusia County allocation.

POLICY 3-2: The City shall continue to support efforts of Volusia County and other local governments to coordinate intergovernmental coordination of assisted housing and fair housing programs.

POLICY 3-3: The City shall continue to cooperate with appropriate housing agencies to identify sites for assisted housing within the City.

POLICY 3-4: Assisted housing located in South Daytona shall be developed on a scattered site basis to avoid a concentration of assisted housing.

POLICY 3-5: Continue to support home ownership assistance programs through such agencies as the Florida State Housing Agency.

POLICY 3-6: The City shall cooperate with assisted-housing agencies to facilitate the provision of decent housing for very low-income households.

OBJECTIVE 4: **Adequate sites for mobile homes shall be provided.**

POLICY 4-1: Mobile Home/Modular Home development shall be targeted at approximately 10% of the total housing stock.

POLICY 4-2: Density Range 3 in the Land Use Element shall allow mobile home parks and subdivisions as permitted uses.

OBJECTIVE 5: **Sites for group homes, foster care facilities and related special housing needs shall be provided to meet the needs of this special housing group.**

POLICY 5-1: The City shall continue to implement its Land Development Regulations allowing group homes and foster care facilities as a Special Use in all residential areas.

POLICY 5-2: The City shall continue to regulate other types of group living facilities such as nursing homes and student housing to maintain consistency with the desired neighborhood character.

OBJECTIVE 6: **The City shall establish policies and procedures for identifying and preserving historically-significant properties.**

POLICY 6-1: Every 10 years the City shall re-survey all properties to determine whether there are any buildings or other structures which meet criteria for classification as historically-significant. For any properties meriting that classification, the City shall discuss the situation with the property-owner and pursue feasible preservation measures.

HOUSING ELEMENT COMMENTARY

This section of the Housing Element is intended to provide a narrative in support of the goals, objectives and policies enumerated in the preceding section. The various housing issues identified and addressed in this element are summarized. The directions selected by the plan are compared to community needs, community values and the opportunities and limitations presented in the current and projected housing profile.

South Daytona is in the enviable position of having a housing stock that is generally well maintained. Reinvestment in the existing housing by the private sector is substantial and ongoing. Thus the plan's policies are directed to support this process rather than any modification of it. The City already allocates a substantial amount of time to its code enforcement effort. Much of this code enforcement is directed at exterior property maintenance items, such as lawn maintenance, accumulation of junk and vehicles, preservation of the existing tree cover and similar items. The City believes that maintenance of the neighborhood environment supports and encourages private property maintenance. The results to date appear to support this approach.

The City has adopted a minimum housing code and has been active in enforcing this code when violations are discovered. Continued enforcement of the housing code is required by the plan in support of the other property maintenance efforts.

The Land Use Element has established five density ranges for the City's housing areas, and provides two mixed use land uses which require a housing component. Density Range 1 allows development up to four units per acre. It is applied to existing development at this density and potential development areas expected to accommodate single-family housing. Density Range 2 allows development up to eight units per acre. This density range includes property already developed at this density or area committed to develop at this density. Density Range 3 has a maximum density of ten units per acre and includes the multiple family and mobile home sites. Vacant land in this density range can accommodate either type of housing depending on market conditions and the

relationship to adjacent uses. Density Range 4 has minimum density of 25 units per acre with provisions to allow as many as 40 units per acre. This classification has been applied within the redevelopment area to allow high density residential development that supports the overall redevelopment plan, supports the proposed town center and encourages the redevelopment of substandard properties. The two mixed use classifications allow residential development at 10 units per acre with provisions that allow up to 15 units per acre. These classifications have been applied in the redevelopment area directly in the proposed town center area and other locations within the CRA where redevelopment is desired.

With little new land for development, redevelopment considerations dominate the housing issues in South Daytona. Redevelopment of older multi-family areas by upgrading or replacing obsolete housing projects is one priority. The mixed use classification is one option to support this redevelopment where the land can support multiple uses. Over time it has become evident that a re-assessment of the mapped locations for mixed use development needs to be undertaken and the land use designations modified as necessary. The plan also suggests one additional land use classification allowing densities between 10 and 25 units per acre. Most of the older housing projects fall within this density range, and the proposed classification will allow for redevelopment without a loss in the yield of rental units from these sites.

The housing market collapse beginning in late 2007 resulted in the interruption of the plans for high density, high rise housing projects in the Density Range 4 areas of the City. Of seven approved projects, only one is complete, and the City now has 36 acres of prime, vacant land designated for these uses. Given current and anticipated market conditions, it appears these projects will need to be restructured to allow some level of mixed use development in order to bring the sites back into active use. Higher density housing will be needed to support the town center program, and allowing a reduction in the size of the approved high density housing could free some future market demand for the town center program as well as make these projects more feasible in the short

term. Some restructuring of the Density Range 4 land use classification may be needed to accomplish this goal.

Provision of the supporting public infrastructure was also addressed. A policy has been included committing the City to provide this infrastructure to all types of housing and all residential areas. The details of how these services are to be provided will be presented in the other plan elements. It is important to note here, however, that the City's compact nature and already wide service distribution places South Daytona in substantial conformance with this policy today. The main issue relating to the City's public infrastructure is one of maintenance rather than capacity. Service extensions are to be provided by the private sector at the time of development.

South Daytona has had provisions allowing group housing since 1980. One senior housing project was completed providing 40 units. The City will remain open to group housing requests and approve those projects that are consistent with neighborhood character and meet City regulations. The City has no identified farm worker housing need nor were any historic housing sites identified. Therefore these issues were not addressed in the plan.

PUBLIC FACILITIES ELEMENT

CITY OF SOUTH DAYTONA

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INTRODUCTION

The Infrastructure Element of the South Daytona Comprehensive Plan addresses six service areas; sanitary sewer, solid waste, stormwater drainage, potable water, reuse water and natural groundwater aquifer recharge. These services are addressed in four sections as follows:

1. The summary of existing conditions provides a review of the background reports and data developed as part of the plan's preparation. For each topic area, the summary of the existing conditions highlights current facilities and levels of usage.
2. For each utility or service, the summary of existing conditions will be directly followed by a needs assessment which identifies any current service deficiencies and projects needs which the plan will be required to address.
3. The third section is the presentation of goals, objectives and policies which form the official guiding framework for the plan element and its implementation. A single goal supported by clusters of objectives and policies is proposed. All five of the public facilities will be addressed in this section.
4. The public facilities commentary provides a narrative description of the plan recommendations to give added detail and understanding to the goals, objectives and policies.

SUMMARY OF EXISTING CONDITIONS AND NEEDS ANALYSIS

For each of the six sub-elements that comprise this plan element, the following sections provide a summary of the current conditions and an analysis of current and projected needs. This element is shaped by the fact that South Daytona contracts for all or a portion of several basic municipal services. Included among these are sewage treatment, potable water supply and trash collection and disposal. Storm drainage and aquifer recharge activities are limited by the requirements of the St. John's River Water Management District and the minimum performance standards established by Volusia County.

SANITARY SEWER SYSTEM

EXISTING CONDITIONS

The City of South Daytona purchases its sewage treatment services from Daytona Beach and, thus, South Daytona is a part of the Daytona Beach service area. The provision of this service is governed by a contract between the two Cities.

Within South Daytona, the City's Public Works Department is responsible for the operation of the City's sewage collection and transmission system. This system consists of force mains and gravity collection lines and pump stations. Map P-1 identifies the lines and pump station locations. Several mobile home parks maintain their own collection systems which tie into the City's main collection network.

Two residential areas of the City were not served by sewer collection lines in the late 1990's. These areas have since been provided with a gravity sewer collection system and incentives have been made to entice residents to tie to the newly constructed system. Recently, grant funding has been secured through the State to allow the conversion from septic tanks to the City's regional sewer collection system, where gravity sewer is available. This effort will be pursued until all areas of the City are on a citywide collection system.

As all sewage flow into Daytona Beach is metered as part of our contract agreement, South Daytona has an official record of sewage generation. After identifying a major inflow and infiltration (I/I) problem back in the 1980's, the City instituted an aggressive I/I program to address this issue. A review of this data for the past year indicates that the average per capita daily flows have been ~~86.4~~ 86.4 gallons which is down from an average of over 121.4 gallons per day prior to the program. This total includes inflow and infiltration. The exact amount of I&I is unknown, but it is approximately 15% of all system flow.

NEEDS ASSESSMENT

The needs assessment examines the facilities improvements required during the planning period. The assessment addresses two key areas, capacity and performance. Each of these topics is reviewed in the following sections.

SEWER SYSTEM CAPACITY

The capacity of the South Daytona sewer system examines both treatment and collection capacities. As the City does not operate a treatment plant, the treatment capacity must be provided by the City of Daytona Beach. To ensure that adequate treatment capacity will be available to meet South Daytona's needs, the following actions were taken.

1. A projection was made of the average daily flow rate per capita. The flow rate was 90.0_gpcd. The water usage has been trending down for several years. This is mainly due to lower water use fixtures and better leak detection and repairs by the City.
2. This information was supplied to the City of Daytona Beach along with the population projections used in this plan. The City was asked to review this data and determine if sufficient treatment capacity would be available. The following table provides a summary of the population and projected flows.

**TABLE P-1
PROJECTED SEWAGE FLOWS
CITY OF SOUTH DAYTONA**

YEAR	POPULATION	GPCD	DAILY FLOW	ANNUAL FLOW
2010	12,252	74.8	916,378	334,478,000
2015	12,558	82.2	1,032,356	376,810,000
2020	12,941	90.0	1,164,690	425,111,850
2025	13,324	90.0	1,199,160	437,693,400
2030	13,707	90.0	1,233,630	450,274,950
2035	14,090	90.0	1,268,100	462,856,500

* Actual Flows

3. The City of Daytona Beach reviewed this data and advised South Daytona that sufficient capacity would be available to serve our needs.

Daytona Beach based their future needs, including service to South Daytona, on a level of service standard of 150 gal./capita/day. This LOSS is significantly above the South Daytona demand level. Thus, Daytona Beach has provided a “capacity reserve” should demand in South Daytona change dramatically. Effluent from South Daytona is treated by western (Regional Plant) systems located in Daytona Beach, Florida.

The second area of capacity is the ability of the collection system to meet the needs of the City’s residents.

SEWER SYSTEM PERFORMANCE

SOLID WASTE DISPOSAL SYSTEM

EXISTING CONDITIONS

Solid waste disposal in South Daytona is done by point of source collection and transported to the Tomoka Farms Road Landfill operated by Volusia County. Collection within the City is done by a private contractor selected on a competitive bid basis. This collection includes standard domestic trash and recycling; however, the City's contractor will remove other waste such as appliances, tree trimmings, etc., by special arrangement. The City requires collection and provides monthly billing in conjunction with the monthly water bills. Provision of the necessary equipment, staff and scheduling for twice weekly residential pick up is the responsibility of the contractor.

Commercial and industrial waste disposal is typically done through a dumpster pick up. The number of pickups varies by the needs of the individual business from once per week to daily pick up. Billing for commercial pick up is done directly by the contracting service. The contract service will not include any hazardous wastes in its standard pick up service. Disposal of these wastes must be done by special arrangement by the business with a qualified disposal service. Volusia County has established collection centers for various types of hazardous wastes such as tires, oils and paints.

Each year the City conducts a "Sparkle Days" program during which time special clean up and trash removal programs are conducted. The City devotes its Staff and equipment to assist residents in removing items such as white goods and vehicles which they would otherwise have difficulty removing. The bulk of these items are sent to the landfill; however, some items such as vehicles, batteries, etc., will be taken to the proper disposal outlets.

Hazardous waste generators are managed by the Volusia County Environmental Services Division. This County Staff is the review and enforcement arm of the Federal and State government for hazardous waste generators located in Volusia County. Discussion with the County Staff indicates that all hazardous

waste generators in South Daytona have been inspected and are in compliance. All of the hazardous waste generators in the City are considered small quantity generators producing less than 220 lbs. of waste per month.

Typical local generators considered hazardous are dry cleaners, gas stations and paint and body shops. The City is cooperating with Volusia County Staff to upgrade all underground fuel storage facilities to current standards. The City also annually inspects all paint spray booths to ensure compliance with air quality standards.

All of the standard domestic, commercial and industrial solid waste collected in the City is transported to the County landfill for disposal. This landfill serves as the disposal point for all of Volusia County.

South Daytona maintains a recycling program. The program is targeted to residential wastes including newspaper, glass, plastic and aluminum. The program has been implemented Citywide, but participation is voluntary.

NEEDS ASSESSMENT

The needs assessment will focus on three issues. First is the expected solid waste generation or demand. The second is the ability of the landfill to meet this demand. The third is the impact of the recently adopted solid waste recycling requirements. Each of these topics is reviewed in the following sections.

SOLID WASTE GENERATION

The City's current contract hauler verified the three most recent years of residential and commercial waste has not changed over the time and for planning purposes, the generation rated utilized in 2010, appears to be still below a good planning number.

Residential	3.0 lbs/capita/day
Commercial/Industrial	2.5 lbs/capita/day
Institutional	0.1 lbs/capita/day
<u>Special Wastes</u>	<u>3.0 lbs/capita/day</u>
Total	8.6 lbs/capita/day

The bulk of the special waste is generated from hurricane cleanup, land clearing, demolition and construction activity. This level of activity is lower in South Daytona than for the County as a whole, but this factor would not compensate for the large gap between the local and countywide generation rates. To provide for the maximum consistency between the City and the County plan, the City's waste generation rates will be based on the County data.

The adopted components of the Solid Waste Sub-element include the Overview, the Goals, Objectives and Policies. Three reports: the Solid Waste Management Plan, a hazardous waste report prepared by Volusia County Growth Management Division, and a recycling marketing study by the consulting firm of Dyer, Riddle, Mills and Precourt are printed separately as support documents for this Sub-element. This Comprehensive Plan and these support documents provide for the proper management and disposal of solid and hazardous waste through the year 2025.

Table P-3 provides a projection of waste expected to be generated by South Daytona residents and businesses in 2010, 2015, 2020, and 2025. The total demand is provided in daily and annual rates. This demand for 2025 is actually less than that previously projected demand for 2010 due to reduced population projections and recycling impacts.

TABLE P-3					
SOLID WASTE GENERATION PROJECTIONS					
CITY OF SOUTH DAYTONA, FLORIDA					
YEAR	POPULATION	GENERATION RATE	LBS/DAY	TONS/DAY	TONS YEAR
2010	14,502	8.6	124,717	62.4	22,761
2015	15,050	8.6	129,430	64.7	23,621
2020	12,941	8.6	111,293	55.6	20,311
2025	13,324	8.6	114,586	57.3	20,912
2030	13,707	8.6	117,880	58.9	21,513

LANDFILL CAPABILITY

Since the adoption of the City's original Comprehensive Plan, the percentage of the waste stream being sent to the Tomoka Farms Road Landfill has been reduced by improved recycling and the diversion of construction and yard debris to other sites. The County Comprehensive Plan includes an analysis of the capacity of the current landfill to serve county needs to the end of the planning period and reports that this capacity is available.

RECYCLING

South Daytona has operated a recycling program since 1990. The recycling program, as currently designed, is divided into two areas of responsibility. Volusia County has already established recycling requirements for oil, batteries, white goods and tires. The City will not directly participate in recycling these items, but the City's contract collector will, by direct agreement with a homeowner or business, remove these items to the recycling centers established by Volusia County. The City will assist in enforcing the collection requirements and by supplementing private collection efforts with its annual Sparkle Days program.

The City portion of the recycling program is to provide for the separation and recycling of typical household items such as newspaper, aluminum cans, glass and plastic. Collection is managed by the City's private contractor.

The current system is operating with the following basis parameters:

1. Collection and separation of recyclable items is done at the point of collection.
2. Recyclable collections are done using the "one bin" system in which each residence and participating business is provided one bin for all items to be recycled. The collector will provide separation.
3. Recyclable pickups are done each week.
4. The City is responsible for supplying the bins on a new and replacement basis. The contractor will distribute the bins.

5. The contractor is responsible for continuing public education, however; the City will make available space in the community newsletter and other public information vehicles whenever possible.

STORMWATER DRAINAGE

EXISTING CONDITIONS

The City of South Daytona is located in the Halifax-Mainland watershed area as described in the coastal zone land use inventory. This watershed is the most urbanized in the Halifax Area. The entire drainage basin is over 50% developed, and South Daytona is over 90% developed. As the core of the Halifax/Daytona Beach Area, much of the development in this watershed occurred before 1960. In south Daytona, the development pattern emerged later than other portions of the watershed; however most of the City's development was in place by the mid-1970's.

Over the past 10 years, the City has constructed several large stormwater systems that provide for treatment of runoff from areas developed prior to State requirements of water quality. This program will be continued until all untreated runoff receives some sort of treatment prior to discharging into the canal/river systems.

South Daytona also serves as a principal drainage corridor for the Halifax Area. The Nova Canal, which forms the approximate western boundary of the City, is one of the major drainage systems for an area extending from Port Orange to Ormond Beach. The Nova Canal has only two outfalls to the Halifax River, one at Reed Canal Road in South Daytona, and one at 11th Street in Holly Hill. This system is important to South Daytona as a local drainage facility, but its areawide drainage function also impacts on the City. Increases in drainage flow upstream from South Daytona can limit the local service ability of the Nova Canal in South Daytona. Both Nova Canal and Reed Canal are the maintenance and operating responsibility of Volusia County.

South Daytona also includes several local service drainage canals. The largest of these canals is Stevens Canal which drains from Beville Road

southward into Reed Canal. Some of this canal has been piped and other portions are still open ditch. Smaller drainage canals serve the County Club Gardens, Lantern Park, and Oak Lea Village areas. Most of these systems are in the maintenance and operating responsibility of South Daytona, although in recent years some canal systems and associated retention areas have become the responsibility of homeowners' associations.

In addition to the ditch and piped drainage system, the City contains a number of small lakes that function as drainage retention areas. Some of these lakes were created specifically to serve as drainage retention areas, while others were created as a by-product of past shell mining operations. Some of these lakes have been incorporated into public parks and are maintained by the City. Other lakes are maintained by private property owners or homeowners' associations. While these lakes serve a drainage function, they are not connected and many are not part of a planned drainage network.

In 1980, South Daytona adopted a stormwater management ordinance which substantially changed the City's approach to stormwater management. Rather than designing systems to remove stormwater from the design area, the new ordinance stressed onsite retention and detention of runoff. This ordinance stresses four main points:

1. The runoff from the first inch of rainfall must be retained on site.
2. The volume of runoff occurring in a post development condition cannot exceed the predevelopment runoff volume.
3. The rate of runoff in a post development condition cannot exceed the predevelopment rate of runoff.
4. The design storm is designated as a 24-hour, 25-year frequency storm as established on the FDOT rainfall charts.

The adoption of this ordinance was spurred by State and County standards, but the City has found it to be very effective in practice. At this time, South Daytona applies this ordinance to all development, including construction such as individual single-family homes which are often exempted by other jurisdictions. Volusia County has adopted minimum performance standards for stormwater

drainage, and South Daytona has revised its local ordinance to conform to the County standards. The required amendments were relatively minor in nature and are consistent with the original intent of the ordinance.

Natural soils in South Daytona are primarily sandy soils which were deposited as ocean levels changed. These soils generally have high percolation rates but typically do not drain well due to the presence of high water table. These soils are rated as type D for drainage characteristics. The City is also very flat and does not include any significant natural drainageways. The major drainage corridors are all artificial. Map P-2 identifies the local soil conditions, and Map P-3 identifies the main drainage corridors and outfalls to the Halifax River.

The portion of the City which is adjacent to the Halifax River is also subject to flooding from the river during major storm events. Map P-4 identifies the flood prone areas as determined by Federal Emergency Management Administration. The City has adopted regulations limiting and controlling construction in these flood prone areas.

NEEDS ASSESSMENT

In 1994 the City completed a stormwater management plan that recommended a series of structural improvements and regulatory actions to address existing and anticipated flooding problems. The regulatory actions were already in place with adoption of minimum stormwater management requirements for new development. These regulations have proven to be effective in addressing stormwater quantity and quality concerns with new subdivisions and other new development. However, the fact that the City was already extensively developed at the time the regulations were adopted limited the overall effectiveness of the regulatory requirements.

Therefore, the stormwater master plan called for construction of stormwater retention facilities at key locations along with improved conveyance and pumping systems. Facilities were added in the area between Magnolia Avenue and Nova Road north of Big Tree Road. These facilities eased flooding concerns in the Big Tree Village area and in other nearby subdivisions. The City then added

additional facilities at two locations along Reed Canal Road to manage stormwater flows along Reed Canal and Stevens Canal.

As noted earlier, Reed Canal serves as major discharge point for the Nova Canal drainage system that drains large areas of Port Orange and Daytona Beach, as well as South Daytona. The major storms of May, 2009 that hit the Halifax Area once again pointed out the interrelated nature of the Nova Canal system and the position of South Daytona as the “downstream” point of impact. While the City’s stormwater systems performed well during this storm, the City was still impacted by localized flooding and by runoff from other communities. The City is now working with Port Orange, Daytona Beach and Volusia County governments on a broader-based program of improvements to the Nova Canal drainage system. As specific improvements are identified, those items that fall within the City’s area of responsibility will be addressed through the capital improvements program.

The master stormwater plan also included elements to improve the water quality of discharge to the Halifax River. Each of the retention facilities constructed by the City provides water quality treatment. The City has also addressed other stormwater outfalls by the construction of baffle systems to filter discharge to the river from the smaller drainage systems. Over time each of these outfalls will be addressed.

POTABLE WATER SUPPLY

EXISTING CONDITIONS

South Daytona purchases its potable water from the City of Daytona Beach. This service is governed by a contract between the two cities. The contract specifies the amount of water to be provided, delivery pressures, and provides assurances that the water will meet State and Federal water quality regulations. Within South Daytona, the City’s Public Works Department is responsible for the operation and maintenance of the distribution system. Regular monthly testing is done by the City to ensure that water quality levels in the system are maintained.

All developed areas of the City are served by distribution lines. All areas served by public lines are sized to accommodate fire hydrants within a 450 foot

radius. There are several areas where mobile home parks have constructed private distribution networks. These are shown on Map P-5 along with the existing distribution system. These private distribution networks do not provide adequate fire protection in all cases.

NEEDS ASSESSMENT

The water system needs assessment is drawn from the potable water supply plan incorporated by reference by Policy 1-9 of the Element and addresses demand, supply and water quality considerations. The historical and projected potable water usage is provided within the Water Supply Facilities Work Plan.

The well field firm capacity for the City of Daytona Beach is 28.2 MGD, the water treatment plant capacity is 24 MGD and the current CUP allocation is 16.16 MGD. Using the water treatment plant capacity of 24 MGD. The needed capacity will be met through the 2035 projected growth.

Based on the above analysis, adequate potable water supply will be available to meet future population growth within the City of Daytona Beach service area. It should be noted that these projections of available water capacity do not reflect reductions in water needs that can be expected from conservation efforts and continued and increased utilization of reclaimed water. As water conservation and water reuse programs are further strengthened and implemented, adequacy of the water supply available will extend well beyond this planning horizon.

Water System Performance

The second factor for the City to consider is the water distribution system. The current system is in generally good condition and serves all developed areas of the City. Regular maintenance of the system will be required to address leaks, minimum fire flow requirements and other routine maintenance and upgrade improvements. As redevelopment occurs along the U.S. 1 corridor system, upgrades may be required to serve the potential high rise development and

increased density and intensity of development. These improvements can be analyzed and implemented in conjunction with the planned projects.

RECLAIMED WATER SYSTEM

The City currently has a reclaimed water system. In 2009 the City completed a study examining the required improvements and additional target areas for expanding the system in the City. As part of the water supply agreement with Daytona Beach, the City of South Daytona has the language necessary for Daytona Beach to provide South Daytona an unlimited amount of reuse water at no charge based on availability. In 1992, the City of South Daytona contracted with Briley Wild & Associates to provide a Master Reuse Water Plan for the City. This plan was a genuine attempt to start the City of South Daytona down the path of providing reuse water to the City. However, due to logistical problems within the City of Daytona Beach's reuse system the plan has only come to fruition in the past year.

The first phase of the reclaimed water system for South Daytona was to construct an 8-inch reuse line starting at the northern City limits and traveling south along the Ridgewood Avenue right-of-way to Big Tree Road. This first section was installed with the streetscape improvements and when fully utilized, will use approximately 0.63 million gallons per day of reuse water for the landscape medians and right-of-way along with businesses that front Ridgewood Avenue and the City Hall complex.

The City has also recently updated the 1992 Master Reuse Plan. This new update's main emphasis is in the area of parks and commercial properties and the usage for single-family residential properties will be addressed in the final phases. The ultimate goal for South Daytona is to have in place a distribution system for reuse water that will be able to utilize all of the available reuse water made.

Reclaimed Water Availability:

Currently Daytona Beach has a relatively large reuse infrastructure and distribution system. However, the supply reuse water generated by the Daytona Beach Regional Wastewater Treatment Facility exceeds the average reuse needs.

Currently Daytona Beach uses on an average about 50% of their available reclaimed water. Any additional treated reuse water not utilized for irrigation is currently discharged into the Halifax River. This excess amount of available reuse water will be the supply for the reuse system within the City of South Daytona. In 2017, the City of Daytona Beach will discharge approximately 6.0 million gallons per day on an annual average in the Halifax River. Daytona Beach will continue to expand their reclaimed water system; it is currently projected that approximately 2 million gallons per day of reuse water will be available for the City of South Daytona. With that availability and the projected needs for South Daytona, this will be adequate to help achieve the goals set by the City for an effective, comprehensive reclaimed water distribution system.

Proposed Reuse Capital Improvements:

The current study being prepared by Quentin Hampton & Associates will help to establish reuse rates and set up a utility fund for the operation, maintenance and expansion of the reuse distribution system. The tentative plan for the expansion of the reuse system is to provide reuse for the landscaped islands and adjacent commercial properties for the Ridgewood Avenue corridor and also to provide reuse water for City parks.

Reclaimed Water Distribution System:

As mentioned earlier in the report, the first phase of the reclaimed water distribution system is in operation. From this first phase, expansion of the system will proceed south along the Ridgewood Avenue corridor to include all green space within the right-of-way and adjacent businesses. The second area of expansion for the reclaimed water system will be to provide reuse water to the City parks. It has not been ultimately determined by the City if it will pursue the service of single-family residential lots within the City for reuse water at this time. The ultimate decision will be made in the future and will be determined by reuse availability, operational construction costs and determined maintenance for the system.

NATURAL GROUNDWATER AQUIFER RECHARGE

EXISTING CONDITIONS

Volusia County overlays both the Floridan Aquifer and a series of water table or shallow aquifers. Most of the direct recharge to the Floridan Aquifer occurs in the western portion of Volusia County in the Deland/Orange City/Deltona area where the ground surface is connected to the aquifer by limestone formations. Volusia County, with State assistance, has acquired a tract in the central portion of the County as a potential water recharge. This land is to be withheld from urban development and managed to allow water in this area to recharge the aquifer. In the eastern areas of Volusia County, there are shallow aquifers that separate the ground surface from the Floridan Aquifer in this area.

This separation is important in South Daytona because the water usage in the City has little direct influence on the prime aquifer which serves as a source for potable water. Within the City, water usage is confined to withdrawals from the shallow aquifer for irrigating landscaping. There is direct recharge from the surface to this shallow aquifer.

As South Daytona does not operate a water treatment facility, the City does not draw water from the Floridan Aquifer. The City's potable source is managed by Daytona Beach which has the operating responsibility for the City's potable water supply. The Daytona Beach plant does meet the water district guidelines for well field operations and conforms to the well location standards set by Volusia County.

NEEDS ASSESSMENT

The retention/detention requirements of the City's current stormwater code comply with current State and County water quality standards for treatment of stormwater. This code results in improved quality in water discharging from new retention areas. Well regulations have been adopted as a part of the Volusia County minimum environmental standards program. These regulations control land uses within the areas impacted by public water supply wells and require on-site recharge of water from private irrigation and HVAC systems. These minimum

standards in combination with the stormwater regulations will substantially increase the rate and quality of local recharge to the shallow aquifer.

GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies which have been developed for the Public Facilities Element are intended to support the community goal which emerged from revisiting South Daytona's strategic planning process. The goals, objectives and policies contained in this element are subordinate to the community goal, yet, in combination with the goals, objectives and policies of the other plan elements, contribute to the achievement of the community goal.

GOAL: SOUTH DAYTONA WILL PROVIDE PUBLIC SERVICES (INCLUDING SANITARY SEWER, POTABLE WATER, STORMWATER DRAINAGE AND SOLID WASTE DISPOSAL AND RECLAIMED WATER) TO MEET CURRENT AND ANTICIPATED NEEDS AND WILL PROTECT THE NATURAL GROUNDWATER AQUIFER RECHARGE AREAS.

OBJECTIVE 1: South Daytona shall ensure that adequate public services and facilities are available to meet the needs of residents and businesses.

POLICY 1-1: The following level of service standards are adopted and shall be used as the basis for determining the availability of facility capacity and demand operation.

Sanitary Sewer	150 gpcd (avg daily flow)
Potable Water	150 gpcd (avg daily flow)
Solid Waste	8.6 lbs/capita/day

POLICY 1-2: The minimum delivery pressure for potable water facilities shall not be less than 30 psi when the rate of flow is equal to the average consumption during the month of maximum normal demand for the prior year.

POLICY 1-3: The stormwater management facilities level of service standard shall be the 25-year frequency/24-hour duration design storm as established by the appropriate FDOT rainfall charts, plus the mean annual 24-hour storm, unless a study acceptable to the St. Johns River Water Management District

is conducted which demonstrates that a different design storm should be used for specific areas, and such facilities shall meet the following standards of water quantity and quality for new development, redevelopment, and expansion in already developed areas.

(a) Water Quantity: Post-development run-off peak rates and volumes shall not exceed pre-development peak rates and volumes.

(b) Water Quality: There shall be on-site retention of the runoff from the first one inch of rainfall. Stormwater discharge facilities shall be designed so as not to degrade the receiving water body below the minimum conditions necessary to assure the suitability of its water for the use designated by its classification as established in Chapter 17-302, F.A.C. It is intended that all standards in this citation are to apply to all development and redevelopment without limitation of exception, exemption or threshold. Infill residential development within improved areas existing prior to the adoption of this Comprehensive Plan shall ensure that its post-development stormwater run-off will not cause the water quality of the receiving water body to degrade below the standard specified above.

POLICY 1-4: Stormwater runoff from new and expanded local streets shall meet the requirements of the St. Johns River Water Management District.

POLICY 1-5: The City shall operate its trash collection service either on a competitive contract basis or as a City operated service.

POLICY 1-6: The City shall continue its inspection programs and support Volusia County efforts at identifying, inspecting and managing hazardous waste generators.

POLICY 1-7: The City shall actively coordinate its master stormwater planning efforts with those of Volusia County and the St. Johns River Water Management District.

POLICY 1-8: The City shall continue to expand and make available reclaimed water along the Ridgewood Avenue Corridor and City Parks as funding is made available.

OBJECTIVE 2: **South Daytona shall schedule improvements designs to correct system deficiencies within five (5) years from the identification of such deficiencies.**

POLICY 2-1: As financially feasible, the City shall schedule in its Capital Budget the remaining projects recommended in the City's Master Stormwater Drainage Plan.

OBJECTIVE 3: **South Daytona shall provide for a coordinated program of service extensions for public systems within the City.**

POLICY 3-1: The City shall coordinate any expansions of the water, sewer service areas and reclaimed water service areas with the City of Daytona Beach, as per the latest Interlocal Service Agreement.

POLICY 3-2: In all development requiring extension of the water and sewer distribution and collection systems, the developer shall be required to provide for the construction of all lines and associated system improvements.

POLICY 3-3: The City shall continue to implement its recycling program which provides for the collection and recycling of newspapers, aluminum cans, glass and plastic.

POLICY 3-4: The City shall continue to enforce its requirements for the disposal of oil, tires, batteries, white goods and hazardous waste consistent with Volusia County landfill regulations.

POLICY 3-5: The City shall install a reuse water distribution system that obtains reuse water from Daytona Beach, if and when such a system becomes available and technically and financially

feasible, in accordance with the City's Effluent Reuse Water Feasibility Study.

OBJECTIVE 4: **South Daytona shall develop an adequate system for monitoring public facilities needs and providing funds for facilities improvements.**

POLICY 4-1: The Public Works and Community Development Departments shall annually review actual demand data to monitor conformance to the standards presented in Policy 1-1.

POLICY 4-2: Continue water and sewer impact fees as one funding source for system improvements.

POLICY 4-3: At least every five years, review the water and sewer rates, impact fees and other charges to ensure that the City's fee structure is adequate to continue the provision of services through an enterprise fund.

POLICY 4-4: At least every five years, conduct an inflow/infiltration analysis of the sewer collection system to determine if additional I/I corrections are needed and economically feasible.

POLICY 4-5: South Daytona shall continue its stormwater drainage utility as a means of funding drainage system maintenance and capital construction.

POLICY 4-6: South Daytona shall review the Comprehensive Plan prepared by the City of Daytona Beach to verify that said plan adequately addresses the regional water supply plan and provides for the necessary improvements to meet the potable water supply needs of South Daytona.

OBJECTIVE 5: **South Daytona shall provide for the operation and maintenance of existing and expanded public facility systems.**

POLICY 5-1: The City shall continue its renewal and replacement account to provide for routine maintenance and extraordinary repairs to the water and sewer systems.

POLICY 5-2: The City shall maintain at least one qualified Class C operator to oversee operation of the water system.

POLICY 5-3: The City shall continue monthly water quality testing in accordance with DER requirements.

POLICY 5-4: The Public Works Department shall maintain a maintenance schedule, with at least an annual review, of all stormwater management facilities which are the responsibility of South Daytona.

POLICY 5-5: The Public Works Department shall conduct annual inspections of all stormwater management facilities maintained by the private sector and require repairs or maintenance activities as appropriate.

POLICY 5-6: The City shall monitor conditions in Reed Canal and Nova Canal, advise Volusia County and FDOT, as appropriate, of needed maintenance items, and assist in obtaining any necessary permits.

OBJECTIVE 6: **South Daytona shall provide regulations to support its stormwater management program and to protect natural groundwater recharge and drainage features.**

POLICY 6-1: No building permit or other construction approval shall be issued for projects requiring St. Johns River Water Management District permits prior to the issuance of such permit.

POLICY 6-2: No certificate of occupancy or other final development approval shall be issued prior to certification, if required, of the stormwater management construction to SJRWMD.

POLICY 6-3: The City shall continue to enforce its surface water runoff control ordinance which requires that all new construction employ erosion and sediment control measures during construction.

POLICY 6-4: The City shall continue to enforce its regulations requiring the enforcement of minimum well performance standards covering construction materials and methods and requiring on-site recharge of HVAC system water.

POLICY 6-5: The City shall monitor advisory reports from FEMA and amend its ordinance regulation construction in flood prone areas to keep it in conformance with State and Federal requirements.

PUBLIC FACILITIES COMMENTARY

The City's recent program to convert the remaining properties' services with septic tanks to City sewer, begins in October 2018, with the bidding for construction of these improvements. With funding provided by the Florida Department of Environmental Protection and the St. Johns River Water Management District, the construction for this program is scheduled to last two years. This program will help the City to meet objectives in both the Public Facilities and Conservation Elements of the Comprehensive Plan.

The City's program for recycling and solid waste disposal is well established through the private contractor provider. The landfill managed by Volusia County has adequate capacity to serve county needs through the end of the current planning period.

SEWERAGE COLLECTION SYSTEM MAP P-1



NORTH

0 .125 .25
SCALE (MILES)



LEGEND

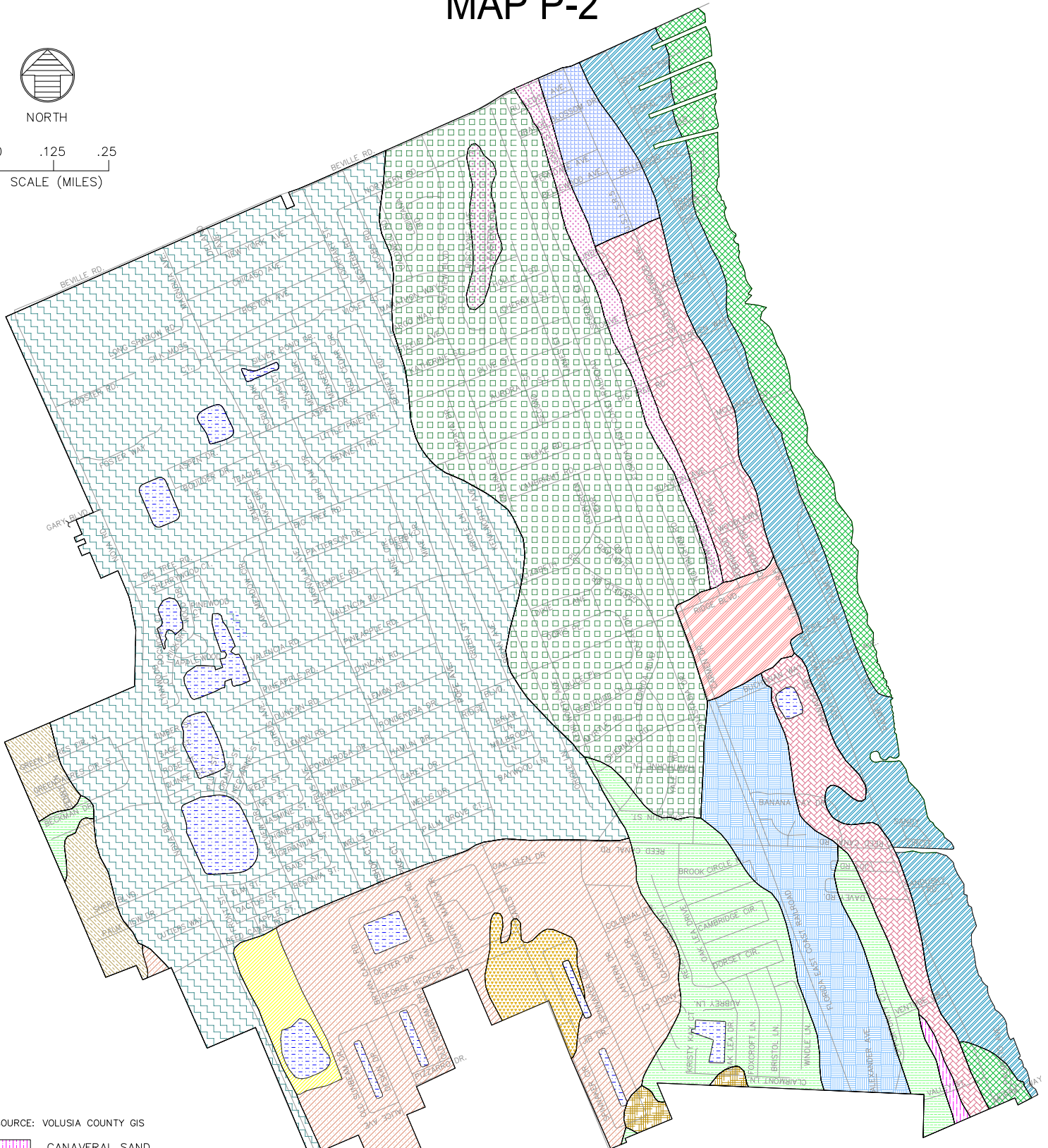
- SEWER LINE
- - - FORCE MAIN
- # LIFT STATION

SOIL CHARACTERISTICS MAP P-2



NORTH

0 .125 .25
SCALE (MILES)



SOURCE: VOLUSIA COUNTY GIS

- | | | | |
|--|--|--------------------------------|---------------------------------|
| CANAVERAL SAND
0-5% SLOPE | DAYTONA URBAN LAND
COMPLEX 0-5% SLOPE | MYAKKA VARIANT
FINE SAND | TUSCAWILL URBAN
LAND COMPLEX |
| CANAVERAL SAND
0-5% SLOPE | IMMOKALEE SAND | TRAVERS FINE
SAND 0-5% SAND | URBAN LAND |
| COCOA-URBAN LAND
COMPLEX 0-5% SLOPE | IMMOKALEE SAND
DEPRESSIONAL | TURNBULL VARIANT SAND | PITS |
| COCOA SAND
0-5% SLOPE | MYAKKA FINE SAND | TUSCAWILLA FINE SAND | OPEN WATER |
| DAYTONA FINE
SAND 0-5% SLOPE | | | |

WATER BODIES MAP P-3



NORTH

0 .125 .25
SCALE (MILES)



PRIVATELY MAINTAINED RETENTION PONDS

- | | |
|-----------------|-----------------------------|
| BIG TREE SHORES | HAMMOCK ESTATES |
| BRISTAL BAY | HARBOR SIDE |
| BRYAN CAVE | LAKE VIEW ESTATES |
| CLYDE ROGERS | ORCHARDS PHASE I & II |
| COVENTRY FOREST | SOUTH DAYTONA BUSINESS PARK |

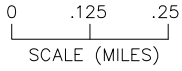
(CITY MAINTAINED AS NOTED)

STORMWATER OUTFALLS →

WATER DISTRIBUTION SYSTEM MAP P-5



NORTH



PRIVATE WATER LINE AREA

- 1 LAKE VIEW MOBILE HOME PARK
- 2 REED CANAL MOBILE HOME PARK

INTERGOVERNMENTAL COORDINATION

CITY OF SOUTH DAYTONA

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INTRODUCTION

The City of South Daytona recognizes the importance of intergovernmental coordination and the need to incorporate an Intergovernmental Coordination Element (ICE) with Goals, Objectives and Policies into South Daytona's Comprehensive Plan. The City has retained the Public School Facilities element as an optional element of the plan and, therefore, the plan retains the coordination mechanisms with the Volusia County School District. The City also participates in the Volusia Growth Management Commission, which is a local coordination mechanism unique to Volusia County.

BACKGROUND AND ANALYSIS

The governmental entities and agencies with which South Daytona must work in order to implement its Comprehensive Plan may be divided into four groups as follows:

- A. Local Governments.
- B. Local Public and Quasi-Public Agencies
- C. Regional Agencies
- D. State and Federal Agencies

Local governments and agencies will typically have a higher level of daily impact on South Daytona because of their geographic proximity and the fact that many of these governments and agencies are daily service providers for the City. Regional and State agencies will have a regulatory impact and a limited funding impact. However, the need for frequent and routine contact to coordinate activity is not as great as with the local agencies.

LOCAL GOVERNMENTS

Four local governments are identified as requiring special intergovernmental coordination efforts due to their geographical proximity and the services they provide for the City--- i.e. Volusia County, the City of Daytona Beach, the City of Port Orange and the Volusia County School Board. Each of these governmental entities is addressed below:

Volusia County

Coordination with Volusia County is required to manage the delivery of certain important services and to provide South Daytona a means of influencing the regulatory decisions made by the County. Specific points of contact are as follows:

1. Road System Planning, Construction and Maintenance. The County road system impacts South Daytona because all of the City's major collectors---i.e. Big Tree Rd. and Reed Canal Rd.---are County roads. During planning stages, coordination between the City and the County has been through participation of both governments in the MPO, the Technical Coordinating Committee of the MPO, and meetings with the County on its road plans and programs. The City also coordinates with the County with regard to assuring that development pays its County Road Impact Fee before final project approval by the City. The City's Community Development and Public Works Departments are the primary points of contact.
2. Health Department. The Volusia County Health Department is responsible for all septic tank approvals. Since South Daytona has some unsewered locations, there is coordination with the Health Department on septic tank installations.
3. Minimum Performance Standards for Development. Using its broad powers for environmental regulation, Volusia County has enacted a series of minimum performance standards that are applicable county-wide. Coordination with the County to ensure that local municipal concerns are addressed is important. The City works with the County on environmental committees. The Community Development Dept. is the main point of contact in this regard.
4. Community Development Block Grant Program. Since the inception of Volusia County's Urban County CDBG program, South

Daytona has been a participating government. Through this program, the City has obtained annual funding for certain infrastructure improvements; limited housing rehabilitation assistance has also been available. The Community Development Department coordinates with the County on this program.

5. Solid Water Disposal. Volusia County is the operating agency for the landfill used by South Daytona's contract collection service. The Public Works Department is the primary contact.
6. Emergency Service. Volusia County provides a variety of emergency services including civil defense, hurricane evacuation and 911 System maintenance. The City's Community Development office is responsible for coordinating addresses with the 911 System. The Police and Fire Depts. are responsible for maintaining the City's hurricane preparedness plan and coordination with Civil Defense authorities.
7. Planning and Land Use. Volusia County is also an adjacent government in that South Daytona borders several tracts of unincorporated property. Coordination on land use is important to plan for the provision of municipal services and to create a rational development pattern. In addition, since the County assisted in the creation of the City's Ridgewood Corridor Redevelopment District (CRA), periodic coordination takes place in that regard. There are also a number of general planning matters upon which the County and the City communicate and cooperate.
8. Economic Development. Volusia County has an Economic Development Department which promotes county-wide business and economic development. The City and the Economic Development Dept. occasionally collaborate on specific economic development projects that will benefit South Daytona.

City of Daytona Beach

Coordination with Daytona Beach is needed because Daytona Beach borders South Daytona on the north and west. The two cities share three important arterial roads (Beville Rd., a portion of Nova Rd., and the US1 connection). Land use compatibility and traffic issues are important to both cities. Daytona Beach also provides potable water and sewage treatment services to South Daytona. It is important that Daytona Beach knows and understands South Daytona's needs so that adequate capacities can be maintained. In addition to these services, the two cities also coordinate on police and fire protection. Coordination has been accomplished on a department-to-department basis involving principally the Community Development, Public Works, Police, Fire, and City Manager's departments.

City of Port Orange

The City of Port Orange borders South Daytona on the south and west. The two cities share two principal arterial roads (at the south parts of Nova Rd. and US1) and one planned major collector (Madeline Ave.) Land use and traffic coordination are important to both cities. While South Daytona does not depend on Port Orange to provide any major public services, the two cities do have cooperative agreements for police, fire and heavy equipment assistance. In addition, since the two cities have CRA's which adjoin one another along US1, coordination on those programs is important. The principal coordinating offices for South Daytona are the City Manager and the Community Development and Public Works departments.

Volusia County School Board

South Daytona contains only one public school property, the South Daytona Elementary School. This school has been long established in the community, and the City and School Board have adopted a joint use agreement for the site. No new educational facilities are planned for South Daytona, and the City's low growth rate is unlikely to generate the

need for any additional school facilities within the city limits. With the adoption of public school concurrency, the City has coordinated closely with the School Board on school capacity for concurrency and the School District's capital facilities planning.

Local Public and Quasi-Public Agencies

A number of public and quasi-public agencies have been identified within Volusia County which have a service or regulatory impact. These bodies include independent districts, advisory and planning commissions, public service providers and voluntary organizations. These agencies include: the Volusia Growth Management Commission (VGMC), the Metropolitan Planning Organization (MPO), the Ponce de Leon Port Authority, the Mosquito Control District, private utility companies, public transit (VOTRAN), the Port Orange/South Daytona Chamber of Commerce, etc.

REGIONAL AGENCIES

There are several regional agencies which have been identified as requiring coordination with certain local plans and regulations. These agencies are the East Central Florida Regional Planning Council, the St. Johns River Water Management District, and the Florida Inland Navigation District.

STATE AND FEDERAL AGENCIES

Key federal and State agencies which interact with the City from time-to-time are: the U.S. Army Corps of Engineers (COE), the Florida Dept. of Environmental Protection (FDEP), the Florida Dept. of, the Florida Dept. of Transportation (FDOT), the US Census Bureau, the Florida Dept. of State, Florida Fish & Wildlife Conservation Commission, the Dept. of Business & Professional Regulation, BEBR of the Univ. of Florida, State Div. of ATF, Dept. of Children & Family Services (DCF), etc.

GOALS, OBJECTIVES AND POLICIES

The Goals, Objectives and Policies of the Intergovernmental Coordination Element (ICE) are based upon the reality that the City cannot effectively plan and implement many important programs and projects without communicating and coordinating with other governmental agencies that could be affected by the City's actions.

GOAL: COORDINATE THE SOUTH DAYTONA COMPREHENSIVE PLAN AND ITS IMPLEMENTATION WITH THE PLANS AND ACTIONS OF OTHER GOVERNMENTS AND AGENCIES TO MAXIMIZE THE IMPACT AND EFFECTIVENESS OF EACH PLAN.

OBJECTIVE 1: South Daytona shall coordinate its Comprehensive Plan with the Plans of Volusia County, adjacent municipalities, the Volusia County School Board, etc.

POLICY 1-1: The City shall submit its Plan and all subsequent amendments to the Volusia Growth Management Commission (VGMC) to ensure consistency among Volusia County municipalities.

POLICY 1-2: The City shall provide copies of its Comprehensive Plan and any Plan amendments to Volusia County, Port Orange, Daytona Beach Shores, and Daytona Beach prior to adoption by the City Council.

POLICY 1-3: The City shall provide copies of any periodic progress reports concerning implementation of the Comprehensive Plan to Volusia County, Port Orange and Daytona Beach.

POLICY 1-4: The City shall provide a copy of its Comprehensive Plan and any Plan amendments to the Volusia County School Board as per the provisions of the Public School Facilities Element and related Interlocal Agreement.

POLICY 1-5: The City shall request an opportunity to review and comment on the plans of Volusia County, Port Orange, Daytona Beach Shores, Daytona Beach and the Volusia County School Board.

OBJECTIVE 2: **Continue to coordinate South Daytona’s Comprehensive Plan with development in adjacent municipalities and the Plans of the Region and the State.**

POLICY 2-1: The City shall request an annual report on development from Port Orange, Daytona Beach and Volusia County to determine if this development will have an impact on the established levels-of-service in South Daytona.

POLICY 2-2: The City shall request an opportunity to comment on any zoning or subdivision action by Volusia County, Port Orange or Daytona Beach which is adjacent to the South Daytona City limits.

POLICY 2-3: The City shall provide adjacent municipalities, including Volusia County, an opportunity to comment on any zoning or subdivision action proposed by the City.

POLICY 2-4: The City shall review the regional policy plan and determine that it is consistent with the City’s Plan.

POLICY 2-5: South Daytona shall review the State policy plan and determine that it is consistent with the City’s Plan.

POLICY 2-6: Where inconsistencies with the State or Regional Plan are identified in the Objections, Recommendations and Comments Report or subsequent agency reviews, City Staff will revise the City’s Plan or take other positive actions to resolve the inconsistencies.

POLICY 2-7: Where its interests are affected, the City shall participate in public hearings and informational meetings sponsored by other local governments and regional and State agencies.

POLICY 2-8: In order to promote compatibility between the land use designations of the City's presently industrially-zoned land where it adjoins residential land use designations in adjacent jurisdictions, the City shall provide the adjacent jurisdiction with prior written notice of any proposed land use or site plan changes for the designated industrial areas, and adequate time, based upon mutual consultation, to review and comment on any proposed land use or site plan change for those areas; and the City shall consider any review comments from the adjacent jurisdiction through its land use and site plan review process prior to approval of any such change.

POLICY 2-9: The City will maintain a water supply plan that is coordinated with the St Johns River Water Management District and the City will update its water supply plan within 18 months after the water management district enacts an updated regional water supply plan.

OBJECTIVE 3: **South Daytona shall continue to enforce the requirements for non-local agency approvals contained in its Consolidated Land Development Regulations.**

POLICY 3-1: Development orders including development plan approval and issuance of the Certificate-of-Occupancy may not be issued until any required non-local approvals have been obtained.

POLICY 3-2: Relevant City forms and procedures shall contain an indicator to affirmatively note that required non-local approvals have been obtained.

OBJECTIVE 4: **South Daytona shall coordinate its designated levels of service with other governments affected by those levels of service. The City will also work with other**

governmental agencies to identify strategies for mobility within the City.

POLICY 4-1: The City of Daytona Beach shall be advised and concur with the level-of-service for water, sewer and reuse utilities.

POLICY 4-2: Water and sewer capacities and demands will be periodically reviewed with the City of Daytona Beach.

POLICY 4-3: Volusia County shall be advised of, concur with, and periodically review the level-of-service for solid waste disposal and road capacity on major collectors.

POLICY 4-4: The Florida Department of Transportation shall be advised of the local service level designated for principal arterials.

POLICY 4-5: The City shall ensure that its development codes incorporate the minimum performance standards for environmental protection established by Volusia County.

OBJECTIVE 5: **South Daytona shall be represented on local policy or technical committees which act to coordinate planning or Comprehensive Plan implementation efforts.**

POLICY 5-1: The City shall appoint members to serve on the MPO policy and technical advisory committees to coordinate transportation planning.

POLICY 5-2: The City shall appoint staff to attend meetings held by Volusia County for the purpose of coordinating County road construction needs, priorities and funding.

POLICY 5-3: The City shall appoint a resident to serve on the Volusia County Growth Management Commission.

POLICY 5-4: The City shall appoint members to serve on other committees or boards addressing issues of areawide concern as such opportunities present themselves.

POLICY 5-5:The City shall maintain regular contacts with the Port Orange/South Daytona Chamber of Commerce and other groups which represent business interests in the community.

POLICY 5-6:The City shall assign a staff person to meet with the representatives of other local governments and the School Board in accordance with the requirements of the Public School Facilities Element and the associated Interlocal Agreement.

OBJECTIVE 6: **The City shall continue to implement its policy of annexing adjacent unincorporated property on a voluntary annexation basis where the City is able to provide at least a majority of the essential services.**

POLICY 6-1: Annexation requiring extension of the City's water and sewer service area shall be reviewed by the City of Daytona Beach.

POLICY 6-2: The City shall provide adjoining jurisdictions with prior notification and opportunity for review and comment on any proposed annexation.

OBJECTIVE 7: **The City shall utilize available programs, methods, and techniques to resolve intergovernmental conflicts.**

POLICY 7-1: The City shall meet with representatives from the other affected parties to attempt to negotiate a resolution to any conflict.

POLICY 7-2: Where no direct dispute solution can be obtained, the City shall work with the Volusia Growth Management Commission to resolve any inconsistency between Comprehensive Plans.

POLICY 7-3: Where no local resolution is attainable, the City shall participate in an appropriate mediation process.

GOAL: ESTABLISH AND MAINTAIN A COOPERATIVE RELATIONSHIP BETWEEN THE CITY AND THE SCHOOL DISTRICT IN ORDER TO PROVIDE AN EFFECTIVE JOINT PLANNING PROCESS, INCLUDING PROCEDURES TO: COORDINATE LAND-USE PLANNING WITH THE DEVELOPMENT OF SCHOOL FACILITIES (E.G. PUBLIC SCHOOL SITING), CALCULATE POPULATION PROJECTIONS, AND PROVIDE FOR THE DEVELOPMENT OF PUBLIC EDUCATION FACILITIES CONCURRENTLY WITH RESIDENTIAL DEVELOPMENT AND OTHER PUBLIC FACILITIES AND SERVICES.

OBJECTIVE 8: The City shall establish coordination mechanisms with the School Board to achieve a collaborative effort to identify school needs, provide for school facilities, and implement school concurrency using consistent supporting data and analysis.

POLICY 8-1: In cooperation with the School Board, the City shall adopt and implement the Interlocal Agreement as required by Section 1013.33 F.S., which includes procedures for:

- a. Coordinating and sharing information.
- b. Educational and ancillary siting procedures.
- c. Comprehensive Plans and Plan Amendment review.
- d. Site design and development plan review.
- e. Joint development of schools, parks and other uses.
- f. School concurrency implementation.
- g. Implementation and amendments.
- h. Resolution of disputes.

POLICY 8-2: In accordance with the schedule established in the Interlocal Agreement, the City shall appoint a representative to meet

with the School Board and other local government representatives to review data and annually approve a projection of the amount, type, and distribution of population growth and student enrollment. Data shall include, but not be limited to:

- a. Capital budgets for each jurisdiction.
- b. School Board five-year facilities work program.
- c. School Board educational plant survey (every fifth year).
- d. Volusia County five-year road improvement program.
- e. Anticipated new development, infill development and redevelopment.
- f. Student enrollment and school utilization, including portable classroom assignments.

POLICY 8-3: The City shall provide the School Board with a copy of each Land Development Regulation Board (“planning board”) and City Council agenda.

POLICY 8-4: The City and the School Board shall coordinate the acquisition and development of sites for future educational and ancillary facilities in accordance with the process established in the Interlocal Agreement.

POLICY 8-5: The City shall enforce regulations implementing school concurrency.

POLICY 8-6: The City shall provide notice to adjacent jurisdictions as required by the Volusia County Interlocal Agreement for School Planning when school capacity in an adjacent jurisdiction is anticipated to be applied to meet concurrency requirements for proposed residential development.

OBJECTIVE 9: The City shall regularly monitor and evaluate the implementation of the Public School Facilities Element

to assure compliance with the provisions of the Comprehensive Plan and the Interlocal Agreement, to assure the use of best practices in the joint planning of school facilities, and to provide for continuing coordination of school planning.

POLICY 9-1: The City shall implement the Interlocal Agreement with the Volusia County School Board that was approved by the City Council on July 24, 2007, and as may be amended in the future.

POLICY 9-2: In accordance with the Interlocal Agreement, but no less than once per year, the City shall submit a report to the Local Planning Agency and the School Board reporting on the implementation actions and coordinated planning efforts for planning and developing school facilities, including joint development opportunities. If the School Board or Local Planning Agency finds that implementation of the plan or Interlocal Agreement is not occurring, the School Board or Local Planning Agency shall make recommendations to the City Council of steps necessary to achieve successful implementation.

POLICY 9-3: For each Comprehensive Plan amendment reviewed by the Volusia Growth Management Commission (VGMC), the City shall identify in the VGMC application support materials how anticipated impacts of the proposed amendment on school facilities are addressed.

POLICY 9-4: The City shall appoint a citizen to serve as a member of the Oversight Committee created by the adopted Interlocal Agreement and shall appoint a staff member to serve on the Technical Committee created by the adopted Interlocal Agreement.

PUBLIC SCHOOL FACILITIES ELEMENT

CITY OF SOUTH DAYTONA

INTRODUCTION

In 2005 the Florida Legislature adopted requirements for all local governments to institute mandatory planning for schools. The requirements called for cooperative efforts between local governments and school boards to develop long-term plans for the provisions of necessary educational facilities to meet current and future needs. These requirements are to be implemented through the adoption of an Interlocal Agreement between the school board and local governments and through the adoption by the local governments of a public school facilities element and updates to the local government capital improvements element and intergovernmental coordination element.

The Volusia County School Board and the 17 local governments began formal development of the public school facilities element in the summer of 2006. The Public School Facilities Element was adopted by South Daytona in 2008. Subsequently, the State of Florida eliminated the mandate for comprehensive plans to include a public school facilities element, but South Daytona, and all of the other jurisdictions in Volusia County have elected to retain the PSFE as an optional element and to fully apply school concurrency to new development.

SUMMARY OF EXISTING CONDITIONS

Since the Public School Facilities Element was initially adopted in 2008 the planning requirements have changed substantially. The PSFE is no longer a required element of the comprehensive plan, however, South Daytona and all of the other local governments have chosen to retain the element as an optional plan element. The interlocal agreement for school planning remains in effect, and South Daytona continues to enforce school concurrency as do all of the jurisdictions in Volusia County. The City continues to participate on the established coordinating committees and contribute to coordination of development with school planning functions.

Since the 2010 comprehensive plan update, the City has had little interaction with school capacity availability and school concurrency. Due to the recession and the limited amount of land available in the for development, there have been few concurrency reviews needed. According to School District data, between 2014 and 2107, no projects in South Daytona were reviewed for adequacy of school facilities in response to a change in land use or zoning that affected residential density, nor were any site plans or subdivisions reviewed for school concurrency. As shown on Table PE-2, the City's population growth lagged projections for recent planning periods and is expected to be relatively flat for the balance of the current planning period. These trends will result in very limited pressure on school capacities for school serving the City.

According to 2018 School District data the schools serving South Daytona have ample capacity to accept new students. These schools are not particularly active with requests to transfer into them from other schools. The following table shows the primary schools serving the city and available capacities. Silver Sands Middle School only serve a small portion of South Daytona including some areas west of Nova Road, so the capacity impacts on South Daytona projects is minor. South Daytona residents do have the opportunity to transfer from these schools to other schools in accordance with School District policies, but no information is currently available on the numbers of South Daytona students that have used this option. Some transfer movement at the high school level is likely as students take advantage of specific programs and academies that may not be available at Atlantic High School.

**Table PSFE-1
Committed School Capacity 2017-2018**

School	Committed Capacity	Transfer Availability
South Daytona Elementary	85%-90%	Limited
Campbell Middle	<85%	Substantial
Silver Sands Middle	91%-114%	At or Over Capacity
Atlantic High	<85%	Substantial

Volusia County recently voted to extend a one-half cent sales tax to generate revenue fore capital improvements within the school system. None of the schools serving South Daytona are scheduled for replacement or additions in the sales tax funded program. However, all of the schools serving the City will receive security enhancements and technology upgrades from the sales tax funds. The 2017-2018 School District capital budget identifies some routine maintenance projects for roofs, HVAC systems and similar ongoing maintenance needs.

PLANNING ISSUES AND OPPORTUNITIES

The fact that schools serving the South Daytona community by and large have capacity available suggests that the City can proceed with residential development opportunities with the likelihood that school concurrency issues will not be forthcoming. The schools serving the City have not been priority receiving facilities for transfers from other schools increasing the likelihood that capacity at the city serving schools will remain available to support South Daytona residential projects. South Daytona Elementary School is located near the center of the City making it one of the true neighborhood schools in the Volusia County system. The elementary school annually has one of the highest percentages of walk in and bike in students. Over the years the City has worked to strengthen its bicycle and pedestrian network both generally and in support of South Daytona Elementary. Other than to continue efforts to support quality programming at the serving schools, the City faces few short-term issues related to school concurrency.

GOALS, OBJECTIVES AND POLICIES PUBLIC SCHOOL FACILITIES ELEMENT

GOAL 1:

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

OBJECTIVE 1.1: COORDINATION AND CONSISTENCY

The City shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency among local government Comprehensive Plans and public school facilities and programs.

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

Policy 1.1.2: The City shall provide the representative of the School Board with copies of all relevant meeting agendas and staff reports.

Policy 1.1.3: The City shall meet at least annually with representatives of the School District and the other local governments in Volusia County to review the PSFE, including enrollment projections. The timing and content of these meetings shall be in accord with the requirements and procedures set forth in the adopted Interlocal Agreement.

OBJECTIVE 1.2: SCHOOL FACILITY SITING AND AVAILABILITY

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

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

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

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

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

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

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

OBJECTIVE 1.3 ENHANCE COMMUNITY DESIGN

The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities in order to serve as community focal points compatible with surrounding land uses.

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

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

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

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

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

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

OBJECTIVE 1.4: COORDINATE COMPREHENSIVE PLAN AMENDMENTS AND DEVELOPMENT ORDERS WITH SCHOOL CAPACITY

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

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

Policy 1.4.2: Amendments to the Future Land Use Map shall be coordinated with the School Board and the Public School Facilities Planning Maps.

Policy 1.4.3: Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

GOAL 2: IMPLEMENT PUBLIC SCHOOL CONCURRENCY

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

OBJECTIVE 2.1: LEVEL-OF-SERVICE STANDARDS

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

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

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

1. Elementary Schools: 115% of permanent FISH capacity for the concurrency service area
2. K-8 Schools: 115% of permanent FISH capacity for the concurrency service area.

3. Middle Schools: 115% of permanent FISH capacity for the concurrency service area
4. High Schools: 120% of permanent FISH capacity for the concurrency service area
5. Special Purpose Schools: 100% of permanent FISH capacity

Policy 2.1.5: The City and School Board recognize and agree that short-term changes in enrollment unrelated to new development approvals can and do occur, and that students enrolling in their assigned school will be accepted consistent with the School District's constitutional obligations regardless of the utilization levels at the assigned school.

Policy 2.1.6: If there is a consensus to amend any level-of-service, the amendment shall be accomplished by execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to each local government's Comprehensive Plan. The amended level-of-service shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level-of-service standard shall be amended without showing that the amended level-of-service standard is financially feasible and can be achieved and maintained within the five years of the capital facilities plan.

OBJECTIVE 2.2: SCHOOL CONCURRENCY SERVICE AREAS

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

Policy 2.2.1: The concurrency service area for elementary schools shall be the elementary school attendance boundary as represented on the map series "Public School Facilities Element Elementary School Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy 2.2.2: The concurrency service area for middle schools shall be the middle school attendance boundary as represented on the map series "Public School Facilities Element Middle School Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy 2.2.3: The concurrency service area for K-8 schools shall be the attendance boundary as represented on the map series "Public School Facilities Element K-8 Concurrency Service Areas" adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy 2.2.4: The concurrency service area for high schools shall be as represented on the map series “Public School Facilities Element High School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.

Policy 2.2.5: The concurrency service area for special use schools shall be district-wide.

Policy 2.2.6: The concurrency service area maps designate three areas where school capacity is not anticipated for the planning period.

Policy 2.2.7: Within the central concurrency service areas all current and future students shall be assigned to schools designated for them as part of the School District’s normal school assignment procedures. Requests for development orders for new development consistent with the future land use designations and existing residential zoning densities shall be evaluated for concurrency based on the assigned school and that school’s concurrency service area. If adequate capacity is not available in the assigned concurrency service area, the proposed development shall be evaluated in comparison to the concurrency service areas adjacent to the assigned concurrency service area, subject to the limitations of Policy 2.3.7. The school district shall maintain a listing of assigned and adjacent concurrency service areas for each central school concurrency service area.

Policy 2.2.8: Requests to develop properties within the central school concurrency service areas at residential densities and intensities greater than the current land use or zoning designations shall be done via a comprehensive plan amendment consistent with the Volusia County Charter provision 206 regarding school planning. The comprehensive plan amendment shall demonstrate how school capacity will be met consistent with the terms of the First Amendment to the Interlocal Agreement for Public School Facility Planning effective July 2007 and Section 206 of the Volusia County Charter. If the project area is to be annexed by a municipality, the comprehensive plan amendment shall include an amendment of the central concurrency service area boundary by Volusia County to exclude the subject parcel.

Policy 2.2.9: Amendments to the School Concurrency Service Areas shall be completed according to the procedures specified in the Volusia County Interlocal Agreement for School Facilities Planning. Amendments to concurrency service areas shall consider the following criteria:

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

land development patterns, crossing guard availability and other relevant factors.

OBJECTIVE 2.3: PROCESS FOR SCHOOL CONCURRENCY IMPLEMENTATION

In coordination with the School Board the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level-of-service standards for public schools.

Policy 2.3.1: School concurrency applies to residential development not otherwise exempt as specified by Policy 2.3.3.

Policy 2.3.2: Development orders may be issued for residential development where:

1. Adequate school capacity, as determined by the School Board, exists or will be under construction for each level of school in the affected concurrency service area within three years after the issuance of the development order allowing the residential development.
2. Adequate school facilities, as determined by the School Board, are available within an adjacent concurrency service area subject to the limitations of Policy 2.3.7. Where capacity from an adjacent concurrency service area or areas is utilized, the impacts of development shall be shifted to that area. If capacity exists in more than one concurrency service area or school within a concurrency service area, the School District shall determine where the impacts of development shall be allocated based on the School District policies for student assignment.
3. The developer executes a legally binding commitment with the School Board and City to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property as provided by Objective 2.4 and its supporting policies.

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

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

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

Policy 2.3.5: The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school within the affected concurrency service area consistent with the adopted level-of-service. The School Board may issue a certificate of school concurrency if sufficient capacity exists for the proposed development or the School Board may set forth conditions required to satisfy the requirements of school concurrency including proportionate share mitigation.

Policy 2.3.6: If the adopted level-of-service standard cannot be met within a particular concurrency service area as applied to an application for development order and if the needed capacity is available in one or more contiguous

concurrency service areas, then this capacity shall be applied to the concurrency evaluation of the application for development approval subject to the following limitations:

1. Areas established for diversity at schools shall not be considered contiguous.
2. Concurrency service areas generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students or requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.
3. Concurrency service areas shall not be considered contiguous when the concurrency service areas are separated by a natural or man-made barrier such as a river, water body, or interstate highway that requires indirect transport of students through a third concurrency service area.
4. When capacity in an adjacent concurrency service area is allocated to a development application, assignment of the students to the school with available capacity may be accomplished by applying any of the techniques used to establish school attendance zones including modification of existing attendance zone boundaries or creation of island zones.
5. Student transportation not in conformance with the conditions established in items 1 through 4 above shall be permitted to allow student assignments based on specific educational programming options; to comply with State and federal mandatory transfer opportunities; or for other transfer opportunities that the School Board shall deem appropriate for the specific circumstances of an individual student.

Policy 2.3.7: If the adopted level-of-service cannot be met within a particular concurrency service area, the School Board may apply one or more of the following techniques to maximize use of available capacity and provide for adequate numbers of student stations to meet current and future demand:

1. Construct new school facilities.
2. Construct additions to current facilities.
3. Adjust program assignments to schools with available capacity.
4. Modify attendance boundaries to assign students to schools with available capacity.
5. Eliminate variances to overcrowded facilities that are not otherwise restricted by State or federal requirements.

OBJECTIVE 2.4: PROPORTIONATE SHARE MITIGATION

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

Policy 2.4.1: In the event that sufficient school capacity is not available in the affected concurrency service area, the developer shall have the option to propose proportionate share mitigation to address the impacts of the proposed development.

Policy 2.4.2: Mitigation shall be directed toward a permanent capacity improvement identified in the School Board's financially feasible work program, which satisfies the demands created by the proposed development consistent with the adopted level-of- service standards.

Policy 2.4.3: Mitigation shall be directed to projects on the School Board's financially feasible work program that the School Board agrees will satisfy the demand created by the proposed development approval and shall be assured by a legally-binding development agreement among the School Board, the City, and the applicant which shall be executed prior to City issuance of the subdivision or site plan approval. If the School Board agrees to the mitigation, it shall commit in the agreement to placing the improvement required for mitigation in its work plan.

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

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

Policy 2.4.6: The cost per student station shall be the most recent actual costs per student station and capitalization costs, if applicable, paid by the School Board for the equivalent school facility.

Policy 2.4.7: Mitigation options must consider the School Board's educational delivery methods and requirements and the State Requirements for Educational Facilities and may include, but not be limited to, the following:

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

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

OBJECTIVE 2.5: CAPITAL FACILITIES PLANNING

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

Policy 2.5.1: In accordance with the adopted Interlocal Agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

Policy 2.5.2: The City shall ensure that future development pays a proportionate share of the costs of capital facilities capacity needed to accommodate new development and to assist in maintaining the adopted level-of-service standards via impact fees and other legally available and appropriate methods.

Policy 2.5.3: By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the Volusia County School District five-year work program approved in September of each year as part of the School District budget, including planned facilities and funding sources to ensure a financially

feasible capital improvements program and to ensure that the level-of-service standards will be achieved by the end of the five-year period.

RECREATION AND OPEN SPACE

CITY OF SOUTH DAYTONA

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INTRODUCTION

The Recreation and Open Space Element for the City of South Daytona consists of four sections as follows:

1. Summary of existing conditions provides a brief recap of the background reports and data developed during the plan's preparation. It highlights the existing facilities, analyzes the level of service issues, and the relationship of South Daytona's recreation facilities to those available in the general area.
2. Planning issues and opportunities discusses the future needs the plan must address. These needs and issues include access to recreation service, need for more recreation facilities, analysis of level of service issues, and the relationship of South Daytona's recreation facilities to those available in the general area.
3. Goals, objectives and policies provide the official guiding framework for the plan element and its implementation. A single recreation and open space goal is established along with four objectives and related policy clusters.
4. The recreation and open space element commentary provides a description of how the goals, objectives and policies are expected to be used or interpreted in implementing the parks and recreation program.

SUMMARY OF EXISTING CONDITIONS

The City of South Daytona maintains nine public parks, three open space areas and the Piggotte Community Center. These facilities are listed on Table R-1. As this table indicates, the City has a total of 72.9 acres of park land. The City also contains two schools with playground area. Warner Christian Academy also has a baseball field, a football field and a gymnasium.

Recreation programming encompasses a variety of activities. These include organized programs for children and adults such as baseball and softball. Table R-2 provides a listing of currently operating recreation programs. The City

facilities are available for open play during the day and early evening hours, and the community buildings at the Piggotte Center, James Street Park and City Hall are used for meetings for a variety of clubs and organizations. The City also operates a summer day camp program.

South Daytona's location in Volusia County and near the Atlantic coastal beaches provides a wide range of recreational activity which is easily accessible to South Daytona residents. Boating, fishing, swimming, nature study and many other recreational opportunities of a regional nature are available within a reasonable travel time. The City provides one boat ramp and one kayak launch at Riverfront Park to access the river and through its redevelopment program is actively seeking additional opportunities to broaden public access to the river.

The open space inventory in the City is limited to a small scattered areas of hardwood forest and pine flatwoods. The City is now about 90% developed with urban land uses. There is still a significant tree cover in many of the residential neighborhoods and this tree cover is regarded as a prime community asset. The Halifax River frontage also contains some small scattered areas of salt water marsh. The inventory has not identified these areas as significant in size or productivity.

Other than open space which is integrated into urban development, South Daytona does not have a significant open space resource for the plan to address. The City has participated in the extra-territorial open space preservation programs, and as taxpayers in Volusia County, South Daytona residents also participate in one of the leading local land acquisition programs in the State. The program has preserved key natural resource areas throughout Volusia County.

The City does contain private recreation facilities which meet some current recreation needs. An ice skating rink is located within the Sunshine Park commercial project. Also located on Ridgewood Avenue is a skateboard park which services the youth and teen demand for an area to safely skateboard. Warner Christian Academy has a gymnasium, a football field, a baseball field and small children's play area which serves their daycare and school recreation

needs. Several apartment complexes in the City also offer swimming pools for their residents. Map R-1 shows the existing public recreation sites.

**TABLE R-1
PARK FACILITIES
CITY OF SOUTH, FLORIDA**

<u>NAME</u>	<u>TYPE</u>	<u>ACRES</u>	<u>FACILITIES</u>
Reed Canal Park	Community	32.8	Nature Trail Playground Picnic Area Passive Area Picnic Pavilions Lake Multi-Purpose Field
James Park	Community	5.6	Playground (2) Ballfields (3) Tennis Court Community Building Practice Wall Racquetball Courts (2) Picnic Pavilion Splash Playground Concession stand
Melodie Park	Neighborhood	2.5	Basketball Court Tennis Court Passive Area
Ned Wagner Park	Neighborhood	1.7	Multi-purpose Field Playground Basketball court
Riverfront Park	Neighborhood	4.1	Picnic Shelters Boat Ramp Kayak Launch Tennis Courts (2) Fishing Dock Playground Passive Area
Magnolia Park	Neighborhood	1.5	Pond/Passive Area Fishing Dock Playground
Silver Pond Park	Open Space	1.4	Pond
Duck Pond Park	Open Space	0.7	Pond/Passive Area
Piggotte Community Ctr	Community	2.0	Community Building
Aspen Pond Park	Open Space	4.5	Pond/Passive Area
Central Park	Community	2.5	Passive Area/Trail
<u>Park of Honor</u>	Community	2.6	Pond/Trail/Garden
<u>Blaine O'Neal Park</u>	Community	11.0	Pond and Trail Ball field Playground Concession Stand
Total Park Area		72.9	

Source: City of South Daytona, Florida

**TABLE R-2
TYPICAL RECREATION PROGRAMS
CITY OF SOUTH DAYTONA, FLORIDA**

RECREATION PROGRAMS

Adult and Senior Dances
Spring Break Camp
Summer Camp
Yoga
Tai Chi
Karate
Youth Dance classes
Belly Dance
Hawaiian Dance
Chair Yoga
Open card playing
Mahjong
Card Making
Sewing Circle
Girl Scouts

ATHLETIC PROGRAMS

Youth Baseball League
Youth Soccer League
Youth Flag Football League
Adult Flag Football League
Adult Kickball
Youth Baseball Camp

COMMUNITY EVENTS

Native American Earth Festival
Easter Egg Hunt
Family and Neighbors Bicycle Ride/Family Fitness Festival
Dance Recital
Enchanted Forest
Blaine O'Neal Memorial Golf Tournament
Halloween Costume Contest
Christmas Tree Lighting Ceremony
Community Holiday Lighting Awards
South Daytona 5K Run
Grillers Gone Wild BBQ Festival
Robo-boat (International Autonomous Boat Competition)
Hosting of youth baseball tournaments (approximately 8 per year)

COMMUNITY RENTAL OPPORTUNITIES

Pavilion rentals in our parks
Piggotte Center building rentals
Youth Activity Building rentals

PLANNING ISSUES AND OPPORTUNITIES

The recreation inventory presented a summary of the existing recreation facilities and programs. The open space inventory in the City was also reviewed. This information was examined in light of development trends evident in the City, the public input from the Strategic Plan, and a community survey to identify a variety of issues and opportunities that this element needs to address. These issues affect both existing and new facilities and are described in the following sections.

1. LEVEL OF SERVICE ANALYSIS

LEVEL OF SERVICE OPTIONS:

In the data base inventory, the East Central Florida Regional Planning Council (ECFRPC) identified three factors which are typically used to set levels of service for recreation planning. These factors are service by population, service by area and service by facility.

SERVICE BY POPULATION: This factor is normally represented by an acres per thousand population standard for a range of park facilities (regional, community, neighborhood). As such, this standard provides a gross measure of the availability of sufficient land area to meet recreation needs. The Florida Recreation and Parks Association has proposed a set of ideal standards for service population. For the type of facilities most relevant to South Daytona, these ideal standards suggest two acres/1000 for neighborhood parks and an additional two acres/1000 for community parks.

The City currently provides 3.6 acres/1000 of all types of developed park land. With the single exception of access to the river, in-house surveys have indicated that residents are generally satisfied with the amount of park area available for their use. Assuming a continuation of the current level of service as the future standard, a schedule of needed park area can be developed. Table R-3 presents this information.

Table R-3				
FUTURE PARK AREA NEEDS				
CITY OF SOUTH DAYTONA, FLORIDA				
YEAR	POPULATION	CURRENT LOS	NEED	SURPLUS/DEFICIT
2017	12,667	3.6	45.6	+30.0 Acres
2020	12,941	3.6	46.6	+29.0 Acres
2025	13,324	3.6	48.0	+27.6 Acres
2030	13,707	3.6	49.3	+26.3 Acres
2035	14,090	3.6	50.7	+24.9 Acres

SERVICE BY AREA: This factor relates to the location of a park facility relative to the population it is intended to serve. It is a measure of geographic access to a given site. The Florida Park and Recreation Association has again provided some ideal standards for service areas. The City’s community designated parks meet these standards with complete coverage. Using the upper limit of the neighborhood service area (1/2 mile radius), we have mapped the neighborhood service function for each of the City’s neighborhood and community parks. The majority of the City’s residential areas fall within 1/2 mile of a park facility.

SERVICE BY FACILITY: This factor relates to the actual recreation facilities available to serve the population. It is expressed in units such as tennis courts/1000 people. The data base reports include suggested standards developed by the Florida Department of Natural Resources. Table R-4 compares these standards to selected facilities available in South Daytona. In reviewing these standards relative to the applicability in South Daytona, we have noted that our actual field experience for the current facilities does not indicate any overcrowded conditions. In fact, it is apparent that there is ample excess time available on these facilities.

TABLE R-4
COMPARISON OF SELECTED FACILITIES
TO FLORIDA DNR STANDARDS
CITY OF SOUTH DAYTONA, FLORIDA

<u>FACILITY</u>	<u>CURRENT</u> <u>INVENTORY</u>	<u>DNR</u> <u>STANDARD</u>	<u>NEED</u> <u>BY POPULATION</u>
Tennis Court	3	1 Court/7,500	2
Baseball Field	4	1 Field/6,000	2
Racquetball Court	2	1 Court/10,000	2
Basketball Court	2	1 Court/5,000	3

Note: Current population is 12,667
Source: City of South Daytona, Florida 2018

The area wide coastal zone management program identified several level of service standards for Volusia County as one component of the coastal management element. Some of the recreation items such as beach access and marina slips cannot be addressed by South Daytona alone. The need for these types of opportunities to serve South Daytona residents must be met outside the City. Other activities such as fishing piers and boat ramps can be addressed.

Table R-5 identifies the demand for fishing piers and boat ramps based on the City’s current projected population. The level of service standards applied are those developed for the coastal zone program

- Fishing Pier** – 180 lin. ft./10,000 people or .018 lin. ft./capita
- Boat Ramps** – 1 lane/7,500 people

While a fishing pier can be reasonably addressed on a per capita basis, the boat ramp is a “lumpy” facility. Does 7,501 people require two versus one ramp? This need analysis did not recognize the need for an additional ramp until over 50% of the per capita demand was realized.

The coastal zone report, in establishing a level of service for fishing piers, did recognize that some of this demand can be met through bank fishing. It is

not imperative that all of these needs must be addressed within the City limits. Area wide funding sources such as Volusia County or the Ponce de Leon Port Authority could provide facilities in an area wide effort. Ideally, the City should try to meet 100% of the coastal resource access demand, but a minimum level of 75% would appear to be more realistic. This variance is acceptable in light of the coastal management study finding that area wide service for these facilities is adequate to meet current demand.

TABLE R-5					
COASTAL RESOURCE RECREATION ACCESS					
CITY OF SOUTH DAYTONA, FLORIDA					
YEAR	POPULATION	FISHING PIER		BOAT RAMPS	
		NEED	EXISTING	NEED	EXISTING
2017	12,667	228 lf	170 lf	1	2
2020	12,941	233 lf	170 lf	1	2
2025	13,324	240 lf	170 lf	1	2
2030	13,707	247 lf.	170 lf	1	2
2035	14,090	254 lf	170 lf	1	2

As table R-5 notes, there is a deficit for fishing pier space. The City does offer about 8,600 linear feet of bank fishing in its public parks to supplement the pier fishing and it does provide freshwater fishing piers at Magnolia Park and Reed Canal Park. Fishing piers could improve the quality and variety of local fishing opportunities, but it is not mandatory to meet access needs.

LEVEL OF SERVICE DETERMINATION

The establishment of a level of service for recreation activities is a key step in the plan development. This determination has become a primary issue in

the development of the recreation and open space element because the ideal standards often proposed for this type of service do not appear to fit our needs in South Daytona. The inventory explored three types of standards based on population, service area, and facilities. Each of these bases had some applicability, yet each also had a major flaw as they would be applied in South Daytona.

- a. An acres/population standard that employs a service level breakdown (i.e., neighborhood, community, regional) would identify a major shortfall of neighborhood park land. However, the inventory also established that actual usage of the existing facilities did not indicate a shortage of park land. The existing parks, while used on a regular basis, did not exhibit overcrowded conditions, nor did public comments and surveys indicate a widespread dissatisfaction with the amount of park land. As a minimum level of service standard, the existing information indicates that citizen demand could be met with a service level slightly below that currently in place.
- b. A service area concept establishing a distance from a park standard was also examined. Community level service was adequate and neighborhood level service provided over 90% coverage even on an ideal standard basis. The concern with this type of service level analysis is that facilities are not uniformly distributed throughout the City's park system. Each park has a slightly different focus. For example, James Street Park houses the team sports, Reed Canal Park is primarily a nature oriented facility, and Riverfront Park includes fishing and boating activities. Thus, residents within Reed Canal community park service area have different facilities than residents in the James Street Park community park service area. This has not caused evident

service problems because South Daytona's small size allows easy access to most parks. All of the parks do include some neighborhood level service in addition to their special focus.

- c. A service standard based on a facility/population approach was also reviewed. For the facilities provided by the City, South Daytona was very close to the standards developed by DNR. As with the acres/population standard, however, the actual experience indicated there is an excess of available time on the existing facilities.

These concerns have led the City to examine a level of service standard that is a modification of the ideal standards discussed above. Because the existing park network is exceeding community needs on the basis of gross acreage and meeting community needs on the basis of service area, a future level of service based on the current service area and the current acreage appears to be a sound planning direction.

2. ACCESS TO THE RIVER

One item the City has identified is a needed acquisition area was access to the Halifax River. This need was not based on usage standards but was a recognition that the City has only one point of public access to the river. Little land remains on the riverfront and if it is not acquired, the opportunity to expand public access to the river will be lost, or at best, made much more difficult and costly. This need is supported by the fact that Riverfront Park is our most heavily used park except for the team sports. The redevelopment plan has included specific policies supporting the addition of park area and/or public access to the river, including dredging to improve boat access, as a key element of redevelopment projects as they emerge. The redevelopment plan also includes a project supporting the purchase of additional riverfront park area.

3. SCENIC ENHANCEMENT

As a community that is approaching 90% developed or committed to specific development, the open space issues focus on preservation and enhancement of the open space that is intermixed with existing development. This issue is also linked to community concerns about developing a visual identity unique to South Daytona. These open space needs must be reflected in the policies of this element.

4. JOINT FACILITY USE OPPORTUNITIES

The city includes two schools, both of which have extensive recreation facilities. The South Daytona Elementary School has an outdoor playfield area of about five acres. This area includes soccer fields, baseball fields and play equipment. There is a joint use agreement between the City and the school, but it is not active. The other school is Warner Christian Academy, a private school which includes grades K through 12. This school has a gym as well as a baseball field and playground. The opportunities for joint facility usage at both schools need to be more fully examined.

GOALS, OBJECTIVES AND POLICIES

The goals, objectives and policies which have been developed for the Recreation and Open Space element are intended to support the overarching community goal which emerged from South Daytona's Strategic Planning process. The Recreation and Open Space goals, objectives and policies are subordinate to this goal, yet, in combination with the goals, objectives and policies of the other plan elements, contribute to the achievement of the community goal.

COMMUNITY GOAL:

A QUALITY WELL-ROUNDED COMMUNITY

RECREATION AND OPEN SPACE GOAL:

PROVIDE SUFFICIENT PARK AND RECREATION FACILITIES AND MAINTAIN AND ENHANCE OPEN SPACE AREAS IN SUPPORT OF THE COMMUNITY GOAL.

OBJECTIVE 1: Provide additional park area as required to meet identified needs and ensure public access to the Halifax River.

POLICY 1-1: The City shall continue to enforce a standard of 3.6 acres of park land per 1000 residents

POLICY 1-2: Monitor development proposals for all riverfront parcels over two acres and before the issuance of a development order determine the need to acquire these sites to provide public waterfront access.

POLICY 1-3: Maintain the current recreation impact fee to help support additional parks and recreation facilities required by new growth.

POLICY 1-4: Locate park facilities so that 90% of all residents are within one-half mile of a park facility.

POLICY 1-5: The City will pursue acquisitions of appropriate parcels

of land through the Florida Communities Trust Program or other appropriate City/State partnerships for the protection of environmentally-sensitive lands to protect unique, rare, or endangered habitat, assure survival of listed wildlife species, protect scenic water corridors and their shoreline ecosystems and provide public access and open space.

OBJECTIVE 2: Maximize the utilization of current and future park areas.

POLICY 2-1: Prepare a master design plan for all new park areas at the time of acquisition.

POLICY 2-2: As funding permits, the City shall schedule implementation of facilities proposed in the bicycle/pedestrian system plan through the annual capital improvements program.

POLICY 2-3: Ensure that all new park development is handicapped accessible.

POLICY 2-4: All City park and recreation facilities shall be provided with adequate and safe public access in the following respects:

- a. Access for vehicles, bicycles, and pedestrians.
- b. Barrier-free access for the handicapped.

POLICY 2-5: Suitable open spaces shall allow public use and enjoyment where appropriate by allowing only minimal development and supplying certain basic furnishings, such as benches, picnic tables, and shaded areas.

OBJECTIVE 3: Provide recreation programming in response to user demand.

POLICY 3-1: At least every five years survey South Daytona residents for input as to the type of recreation programs they want and will support.

POLICY 3-2: Operate current and future programs on a participation basis that will generate revenue to defray operating costs or make the programs self-supporting.

POLICY 3-3: Apply non-resident fees as appropriate to defray operating costs as non-resident participants do not contribute general operating revenues to the City.

OBJECTIVE 4: **Maintain and enhance the City’s open space resources through active beautification programs and preservation activities.**

POLICY 4-1: Through the consolidated land development code, provide for increased green area and open space in required yards, buffer areas and through the application of planned unit development concepts. Limit commercial and industrial lot coverage (impervious surface) to a maximum of 65%.

POLICY 4-2: Continue to require in the City’s development code that designated open space areas be formally approved as part of the site plan or subdivision approval.

POLICY 4-3: Implement a streetscape program with an implementation schedule for landscape planting programs on key streets.

POLICY 4-4: Maintain the City’s existing tree cover, consistent with new development needs, through aggressive enforcement of the City’s Tree Ordinance.

OBJECTIVE 5: **Coordinate the development and use of private and other public recreation facilities with the public facilities of the City of South Daytona.**

POLICY 5-1: Encourage, through the site plan review process, the establishment of private recreation facilities operated by multiple-family projects and homeowner’s associations.

POLICY 5-2: The City shall utilize joint use agreements with schools and other public and private recreation facilities where these can be negotiated to benefit all parties.

POLICY 5-3: Through the MPO, support area wide bicycle facility planning and funding.

POLICY 5-4: Support open space preservation through the Volusia County Endangered Lands program by providing resolutions and letters of support and by providing matching funding for projects located in South Daytona.

RECREATION AND OPEN SPACE PLAN COMMENTARY

This portion of the future recreation and open space element is intended to provide additional detail in support of the goals, objectives and policies presented in the preceding section. This discussion focuses on three areas, the provision of adequate park land, recreation programming, and the preservation of open space within the community. Each of these areas is discussed in the following sections.

PARK FACILITIES

The plan envisions a future park system that will be based on the same level of service as the current system insofar as this service relates to the gross amount of park acreage and the distribution of this acreage within the community. The analysis of our current service indicates that areas and distribution standards based on the current level are adequate for local needs. We do not propose to become involved in developing regional park facilities as these are generally accessible to South Daytona residents. The City has supported bond programs and other funding efforts which have contributed to regional open space and recreation facilities in Volusia County.

The general satisfaction with the current level of park service does not mean that there are no identified needs for new facilities. New facilities such as bike paths, a jogging/exercise trail and other recreation improvements have been identified by South Daytona citizens as high interest facilities. The City should

also look for opportunities to provide access to the river through private development projects as these come forward. The City does charge a recreation impact fee on all new residential construction to contribute to the cost of new facilities and parks generated by new development. This fee will be maintained.

RECREATION PROGRAMMING

Recreation programming in the City has been a demand-based function. Those programs which can generate sufficient community support and interest are provided access to facilities. The City does provide in-kind and financial support to these programs. The City also assumes the responsibility for providing certain traditional activities such as holiday programs.

Future programming efforts will continue to be demand based. While this policy is expected to continue, programs such as dancing, arts & crafts, little league and softball will be expected to charge participation fees appropriate to cover expenses. The City will resurvey the residents at least every five years to keep current with programming and recreation needs.

OPEN SPACE

Open space has been defined as that undeveloped area associated with the un-built portion of a developed lot or roadway. It includes the existing tree cover as well. The inventory of existing conditions revealed that the City had no significant undeveloped areas that were appropriate to be restricted to open space use. The direction of the open space preservation effort is to maximize the amount of open area associated with new development and to maintain the maximum tree cover throughout the City. This will be combined public and private effort.

The public portion of the open space program will come not only through the enforcement of codes, but also through an active program of street improvements. The City has developed and adopted streetscape designs for U.S. 1 and other key roadways and has begun phased implementation of these plans. This process will continue as funding permits. As noted in the inventory,

the City maintains public open space areas (Silver Pond, Aspen Pond, and the Duck Pond) that serve a primary stormwater function but also provide open space areas in the adjacent neighborhoods.

SUMMARY

In combination, the three basic elements of the recreation and open space plan - - provision of park facilities; recreation programming; and open space preservation - - will contribute to the overall community goal of a quality, well-rounded community. Some additional investment in facilities will be required, but the major effort will be to get the maximum return out of the existing facilities. New regulations will be required and vigorous enforcement of the current and new laws is expected. The end result will be a South Daytona that is an attractive place in which to live and play.

EXISTING PUBLIC RECREATION SITES

MAP R-1



NORTH

0 .125 .25
SCALE (MILES)



 **LEGEND**

- 1 RIVERFRONT PARK
- 2 REED CANAL PARK
- 3 JAMES STREET PARK
- 4 MAGNOLIA PARK
- 5 MELODIE PARK
- 6 NED WAGNER PARK
- 7 SOUTH DAYTONA ELEMENTARY SCHOOL
- 8 PIGGOTTE COMMUNITY CENTER
- 9 BIG TREE BALL PARK
- 10 CENTRAL PARK
- 11 SENSORY PARK

TRANSPORTATION ELEMENT

CITY OF SOUTH DAYTONA

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INTRODUCTION

The Florida local government planning requirements require the preparation of a transportation element. The City is not required to prepare a mass transit element, but as the City is served by an area-wide bus system, mass transit considerations are included in the transportation element. The element itself is organized into four sections as follows:

1. The **Summary of Existing Conditions** provides a recap of the background reports, studies and data developed during the plan's preparation. It highlights the classification and level of service of the existing network, reports the projected volumes on this network and identified planned improvements to the traffic network. The City has no airport or port facilities to be included in this inventory.
2. The **Issues and Opportunities** section discusses the future planning and development issues which must be addressed by this element. These issues include the establishment of levels of service, needed improvements to maintain or attain these service levels, land use implications, roadway beautification priorities, and maintenance responsibilities.
3. The **Goals, Objectives and Policies** section provides the official guiding framework for the plan and its implementation.
4. The **Transportation Element Plan Commentary** provides a description of how these goals, objectives, and policies were interpreted in developing the future traffic circulation plan.

There are several important background reports that have served as major inputs to this plan. Primary among these is the "Strategic Plan" which provides a citizen-base goals framework for the City. Items relating to road beautification and the location of some types of commercial and residential land uses which had a significant affect on the development of this element were taken from the Strategic Plan. Other key documents

are the transportation plans for roads, mass transit and bicycle and pedestrian systems produced by the Volusia County Metropolitan Planning Organization and the five-year road program prepared by Volusia County for the County road network.

SUMMARY OF EXISTING CONDITIONS

The City of South Daytona is served by a network of arterial and collector streets which may be grouped into three categories. The primary arterial network consists of three roads, Beville Road (north city limit), Nova Road (approximate west city limit), and U. S. 1 (east side). All of the roads in the arterial network are state highways under the jurisdiction of the Florida Department of Transportation. The major urban collector network consists of two roadways, Big Tree Road and Reed Canal Road, which are part of the Volusia County road system. The third classification is minor urban collectors which are part of the City's local road system.

Table T-1 and Map T-1 identify the existing arterials, major urban collectors and minor urban collectors. It shows the functional classification, number of traffic lanes, maintenance responsibility, most recent ADT volumes, the adopted level-of-service standards, and whether the current volumes exceed the adopted level-of-service standards.

THE EXISTING TRANSPORTATION NETWORK

BEVILLE ROAD:

Also known as SR 400, this road is a principal through-arterial which links traffic from the Daytona Beach Area to Orlando, Tampa and St. Petersburg. This road forms the northern boundary of South Daytona. Though the entire road technically falls within Daytona Beach city limits, it does provide direct access to properties in South Daytona. The adjacent land uses in South Daytona consist of small retail, office, and service uses directly served by Beville Rd.

Four minor collectors, South Palmetto, Segrave Ave., Golfview Boulevard and Magnolia Avenue, intersect Beville Road. These provide access to Beville

Rd. for the neighborhoods south to Big Tree Road. West of U. S. 1, Beville Rd. is a divided four-lane facility. East of U. S. 1, Beville Rd. becomes a one-way street eastbound for one block down to So. Palmetto Ave.; that segment is neither an arterial nor part of the State highway system. Traffic signals are located on Beville Rd. at U.S.1, Golfview Boulevard, Magnolia Ave., and Nova Rd.

NOVA ROAD:

Nova Road (SR-5A) is a principal arterial linking Ormond Beach and Port Orange along the length of the Halifax Area. Originally constructed as a truck-route alternate for U. S. 1, Nova Rd. is now the spine thoroughfare for a major commercial and industrial stretch within the Halifax Area. Within South Daytona Nova Road is a five-lane divided highway with three northbound and two southbound lanes; it has become increasingly heavily-used and has provided some relief for U.S.1.

In South Daytona, Nova Rd. forms the approximate western boundary of the City. Including the Beville Road intersection, there are five points of access from the east onto Nova Road. Three of these access points are signalized over a length of about two miles. The Nova Canal drainage channel separates the north and southbound lanes; including the Beville Rd. intersection, there are six canal-crossover points. On the west side of Nova Rd., including Beville Rd. there are six connecting public streets from the west onto Nova Road. The west side of the roadway is heavily developed with commercial, industrial and mobile home development.

**TABLE T-1
EXISTING TRAFFIC CIRCULATION SYSTEM**

KEY NO.	ROADWAY	FUNCTIONAL CLASSIFICATION	NO. LANES	MAINTENANCE RESPONSIB	TRAFFIC VOLUME (ADT)	YEAR	ADPT LOS	> ADPT LOS
1	Beville Road	Principal Arterial	4-Divided	FDOT	26,5000	2017	D	No
2	Nova Road	Principal Arterial	5 (3/2)- Divided	FDOT	26,000	2017	D	No
3	Ridgewood Ave.	Principal Arterial	4-Divided	FDOT	26,000	2017	D	No
4	Big Tree Rd.	Major Collector	3	County	13,190	2017	E	No
5	Reed Canal Rd.	Major Collector	2	County	9,920	2017	E	No
6	Anastasia Drive at Ridge Blvd.	Minor Collector	2	City	3,105	2007	C	No
7	Golfview Blvd. Near Beville Near Big Tree	Minor Collector	2	City	3,133 1,855	2017 2017	C C	No No
8	Kenilworth Ave.	Minor Collector	2	City	1,974	2017	C	No
9	Magnolia Ave. near Beville Rd.	Minor Collector	2	City	2,467	2017	C	No
	Magnolia Ave. near Reed Canal Rd.				1,296	2017	C	No
10	S. Palmetto Ave. at Bellewood S. Palmetto Ave. at Big Tree Rd.	Minor Collector	2	City	2,063 2,265	2017 2017	C	No
11	Sauls Street	Minor Collector	2	City	2,875	2007	C	No

SOUTH RIDGEWOOD AVENUE:

Also known as U. S. 1 or SR 5, South Ridgewood Ave. is the spine for the commercial heart of South Daytona and the “artery” of the City’s Ridgewood Corridor Redevelopment District (CRA). It provides direct access to two community shopping centers (Big Tree Plaza and Sunshine Park Mall) as well as an extensive amount of strip commercial development---mostly retail, service, and office uses. Some of the City’s remaining undeveloped commercial and industrial land is served by U. S. 1 as well.

Ridgewood Avenue is a four-lane divided facility (capacity: 39,800 ADT) that stretches north-south for about 2.5 miles within the City. Traffic lights are located at Beville Road, Big Tree Road, Ridge Boulevard, and Reed Canal Road.

Traffic volumes on Ridgewood have continued to decline since 2007, but there remain several significant projects that have been approved but are yet to come to development. Therefore, despite the continuing decline in traffic volumes, the City anticipates that over the years, various projects, such as planned high-rise condominium projects and the build-out of the Sunshine Park Town Center area, will result in the addition of significantly more traffic; in anticipation of that event, the City has established a Transportation Concurrency Exception Area (TCEA) for the CRA with a focus on mitigating measures for U.S.1 because it will be virtually impossible to increase the capacity of U.S.1.

BIG TREE ROAD:

This roadway is a two-lane-plus-middle-turn-lane major collector which is part of the Volusia County roadway network. Big Tree Rd. connects South Palmetto Avenue and Ridgewood Ave. on the east to Nova Rd., Clyde Morris Blvd., and Williamson, to the west.

Within the City limits, development along Big Tree Road is primarily residential in nature. Single-family development predominates east of Magnolia Ave. to just before the railroad tracks; west of Magnolia, there are two large condominium developments; a mobile home subdivision; VOTRAN operations center; Big Tree ball field, lake and park; and a convenience store at the Nova Rd. corner. Some limited neighborhood commercial uses exist at the intersection

of Big Tree and Magnolia as well as along the road east of the FEC railroad tracks. Traffic signals are located at the intersections of Golfview Blvd. and Magnolia Ave. As a practical matter it is not likely that Big Tree Rd. will ever be widened.

REED CANAL ROAD:

This road is a major urban collector on the Volusia County roadway network. It links U. S. 1 to Nova Rd. and beyond west to Atlantic High School and Clyde Morris Blvd. Within South Daytona it has a canal along the south side which allows limited access from the south to four points between U. S. 1 and Nova Road. The north side of the road is primarily residential in nature. As a practical matter, it is not likely that this roadway will ever be widened, primarily because of the canal. The City has replaced the bridges at Lantern Park and Coventry Forest subdivisions south of Reed Canal Road.

The intersection of Sauls Street and Reed Canal Road needs to be monitored for traffic impacts. The intersection has not yet passed a signal warrant study, but the intersection is constricted at the bridge and future improvements may be needed. Another important issue is the east-side connection of Reed Canal Rd. with Nova Rd. ---for traffic coming from the east and heading west, south or north at that intersection, there is a congestion situation caused by the fact that there are only two lanes, a left-turn lane and a through lane; the best solution to reduce stacking and delays is to have three lanes (i.e. add a right-turn lane).

MINOR COLLECTORS:

The City's minor urban collectors are designed to provide access from the residential neighborhoods to the arterial and major collector network. Because of the location of the arterials and major collectors, all of the minor collectors except Ridge Blvd. are north/south in orientation. All of these streets are residential in character and provide direct access for adjacent properties as well as serving a through-traffic function.

EXISTING AND ANTICIPATED LEVELS OF SERVICE

The existing levels-of-service on the roadways of South Daytona do not currently exceed their adopted LOS standards (see Table T-1). It is anticipated that future traffic volumes on most local streets will not change much from what they have been in recent years because their “feeder” neighborhoods are already built-out.—Traffic volumes over the last ten years on the arterial and major collector network have been stable to slightly declining. Any increases in volumes on Beville Rd., South Ridgewood Ave., Reed Canal Rd. and Big Tree Rd. are likely to depend greatly upon the magnitude and timing of development and redevelopment along the South Ridgewood Ave. corridor, particularly the progress made in constructing higher density condominium buildings, the success of the Sunshine Park Town Center, and multi-family and small commercial projects on an in-fill basis.

TRANSPORTATION CONCURRENCY EXCEPTION AREA

In 2007, Kimley-Horn conducted a Transportation Concurrency Exception Area (TCEA) study for the City’s Ridgewood Corridor Redevelopment District (CRA), which resulted in the issuance of a Validation Report detailing the traffic impact of the City’s CRA Redevelopment Plan on US1 and the surrounding roadway network. It also served as the basis for the recently-established Transportation Concurrency Exception Area for the CRA. With many of the redevelopment projects shelved during the recession, the 2007 analysis largely remains current:

- Approximately 4,329 dwelling units (programmed sites plus suitable sites) could be added to the existing 1,161 dwelling units, giving a total of 5,490 dwelling units in the CRA (almost a four-fold increase in the number of dwelling units).
- Approximately 3,916,378 square feet of non-residential space (programmed sites plus suitable sites) could be added to the existing 865,977 square feet, giving a total of 4,782,355 sf. (about 5.5 times the existing space).

- Based on the aforementioned development assumptions, ADT traffic volumes on US1 would increase from today's average of about 32,000 ADT to an average of between 44,000 and 50,000 ADT (well above the 37,500 ADT capacity of the roadway).

It is critical to understand, however, that these projections are based upon maximum development assumptions which could turn out to be much lower once market adjustments are made for these projects. Despite this possibility, the City needs to assume that the bulk of the planned development takes place in the CRA in order to revitalize the US1 corridor. However, this has transportation concurrency implications, and the issue of "transportation concurrency" must be directly addressed---that is the purpose of establishing the TCEA in the CRA and implementing the TCEA Plan.

The TCEA Plan provides for measures to mitigate traffic impacts and provide for alternative trip options. These measures are incorporated and supported at various locations in the Goals-Objectives-Policies of the City's Comprehensive Plan. The mitigating measures involve mobility strategies which focus on "multi-modal options". The mobility strategies include the following: transportation demand management program, transportation system management program, revised parking regulations, enhanced pedestrian and bicycle facilities, enhanced transit facilities and service, implementation of a complete streets policy, intersection and signal improvements, shared parking facilities, streetscaping improvements, improved private property design standards, clustered PCD and PUD developments, periodic evaluation of TCEA Plan implementation and "course corrections" if necessary, etc.

The City has been designated as a "dense urban area" allowing the City to consider designating the entire City limits as a transportation concurrency exception area. This designation coincides with the City's future land use policies that identify the City as an infill development area within Volusia County and the Halifax Area. The City has elected to extend the TCEA designation to cover the entire city area to support infill development in the balance of the City. The City has implemented many of the TCEA programs recommended for the

redevelopment area citywide, including pedestrian and bicycle systems and approval of the use of golf carts as alternative to automobile travel. Many of the TCEA objectives and policies will be applied on a citywide basis, but some policies are target specifically to the redevelopment area. Where the policies have narrower application, the scope and intent of the policy is clearly stated.

THE LOCAL STREET SYSTEM

As with the minor collector system, the local street system is in generally good condition. All public streets are paved and the City has established a regular schedule for resurfacing. Resurfacing is done based on a priority ranking by need.

Other than maintenance of the road surface, the other issues affecting the local street system are pedestrian and bicycle use. Current policy requires that sidewalks be constructed with all new development. Although there is a substantial amount of older development that predated this policy, some of those areas have already been “retrofitted” with sidewalks, and the City’s policy is to install sidewalks along public streets where possible and financially feasible. The City has a sidewalk master plan that is implemented with a phased construction plan as funding is available. Sidewalk funds are reflected in the capital improvements schedule.

In 2009 the City approved the use of golf carts on the local street network. The approval complies with state requirements and was supported by engineering review of road conditions. This approval will allow residents to use the golf carts as a substitute for automobile trips for short-length convenience trips within the City. The program supports the goals, objectives and policies of the TCEA as well.

BICYCLE FACILITIES

The City has completed multi-use paths for pedestrians and bicyclists on Big Tree Road between Nova Road and U.S. 1 and on Ridge Boulevard between Pope Street and South Palmetto. A planning study is scheduled for a facility on

Reed Canal Road from Florida Avenue to Nova Road, and another study is scheduled for Golfview between Beville Road and Big Tree Road. This second facility will support South Daytona Elementary School. These projects have been designed to serve the City's residential areas and link these areas to larger networks.

PLANNED IMPROVEMENTS TO THE TRANSPORTATION NETWORK

The proposed Madeline Avenue extension between Sauls St. and US1 at the south edge city limits with Port Orange is the only major roadway that is planned for construction or expansion in or adjacent to the City. The proposed connection to US 1 is now expected to cross the FEC railroad with an overpass and connect to Opportunity Court which links to US 1 at an existing traffic signal. The proposed road extension has been delayed by funding limitations and issues related to crossing the Florida East Coast Railroad. This road will become more important as redevelopment continues along the U.S. 1 corridor in South Daytona and in the "City Center" area of Port Orange.

That being said, there are other significant system improvements that are planned: completion of the City's multi-million dollar US1 highway retrofit/beautification program (including: elimination of overhead utilities, mast arm signals at the major intersections, bus pull-overs, decorative sidewalks and crosswalks, decorative streetlights, and lateral streetscape); and "fleshing out" of the local bicycle-way/pedestrian-way infrastructure throughout the City.

Two improvements that are not yet planned but should be studied as to need and feasibility for future construction are: a traffic signal at the Reed Canal Rd./ Sauls St. intersection; and a right-turn lane where Reed Canal Rd. enters Nova Rd. from the east. Discussion has also occurred regarding roundabouts on Big Tree Road at Golfview and at James/Anastasia. No clear direction has been set regarding these facilities, but additional discussions are anticipated.

MASS TRANSIT CONSIDERATIONS

The City of South Daytona is served by the area wide bus system, VOTRAN, which has its headquarters in South Daytona. There are three bus routes that directly serve South Daytona---i.e. the South Ridgewood Rte. (#4) which has stops along South Ridgewood Ave. and at the Sunshine Park Mall; the South Nova Rte. (#7), which has stops along Nova Rd.; and the Clyde Morris Rte. (#12), which has stops along Beville Rd. Of those three routes, only Rte. #4 has Sunday service. All residents of the City are within approximately ½ mile of one of these routes. Service interconnectivity is provided throughout the Halifax area from these routes. VOTRAN also operates certain supplemental services---e.g. a demand-based service for the handicapped.

The City works closely with VOTRAN regarding bus stop location and other matters. To the extent that transit service changes might eventually be indicated within the TCEA of the City's CRA due to growth, they can only be accomplished through close cooperation and agreement between the City and VOTRAN, to which both parties are committed.

PLANNING ISSUES AND OPPORTUNITIES

A review of the existing conditions is presented in the preceding section. This data along with goals stated in the Strategic Plan were used to identify the issues and opportunities this plan element must address. Each of these issues or opportunities will be addressed through the development of goals, objectives and policy framework, which in conjunction with the other plan elements will provide a coordinated, comprehensive plan.

The Madeline Avenue extension remains as the most significant potential road project for the City. If completed, this road will provide another link across the FEC Railroad and provide another access opportunity south of Reed Canal Road. With only four connections to Reed Canal Road from the south, an additional east-west connection would be valuable for development south of Reed Canal Road. If the FEC Railroad crossing is an overpass, as seems likely,

the Madeline Avenue extension would provide additional value. The connection point to Ridgewood Avenue will move north to the signalized intersection at Opportunity Court. This project has fallen off the TPO and County project lists, so some work is required to get the project back into the funding programs.

Recent evidence has shown the City can expect some flooding issues along South Palmetto due to periodic tidal flooding linked to sea level rise. Some investigation is required to determine options that are available to address this concern over the long term. This evaluation is part of a larger effort needed to review, assess and maintain the road infrastructure in the City.

GOALS, OBJECTIVES AND POLICIES

The Goals-Objectives-Policies which have been developed for the Transportation Element are intended to support the community goal which emerged from South Daytona's strategic planning process. The Transportation Element's Goals-Objectives-Policies are subordinate to this community goal, yet, in combination with the Goals-Objectives-Policies of the other Plan elements, contribute to the achievement of the community goal.

GOAL: PROVIDE AN ADEQUATE TRANSPORTATION NETWORK DESIGNED TO SERVE THE NEEDS OF THE CITY'S RESIDENTS, BUSINESSES AND VISITORS.

OBJECTIVE 1: The City, in cooperation with the Florida Department of Transportation and Volusia County, will correct existing transportation deficiencies in all areas of the City. In addition, the City will work with these agencies to identify, fund, and implement additional strategies to improve mobility.

POLICY 1-1: The City adopts the following peak hour LOS standards for each listed facility type, excluding those roadways included in Policy 1-2:

- | | | | |
|----|------------------------|---|-------|
| a. | Principal Arterials | - | LOS D |
| b. | Minor Arterials | - | LOS D |
| c. | Major Urban Collectors | - | LOS E |
| d. | Minor Urban Collectors | - | LOS C |
| e. | Local Streets | - | LOS C |

Roadways which may become part of the Strategic Intermodal System shall apply the level of service designated by the Florida Department of Transportation for that roadway.

POLICY 1-2: U.S.-1 (principal arterial) is designated as a constrained facility to be maintained at LOS “F” under the provisions of the applicable Transportation Concurrency Exception Area (TCEA), but with continuing efforts to improve the LOS by those agencies having primary responsibility as funding becomes available and a multi-jurisdictional consensus is achieved on improvement plans.

POLICY 1-3: Big Tree Rd. (major collector) is to be maintained at LOS “E”.

POLICY 1-4: Beville Rd. (SR-400, a principal arterial) is to be maintained at LOS “D”, but with continuing efforts to improve the LOS by those agencies having primary responsibility as funding becomes available and a multi-jurisdictional consensus is achieved on improvement plans.

POLICY 1-5: Existing roadway deficiencies will be addressed by the following projects:

a. The entire City shall be designated as a Transportation Concurrency Exception Area (TCEA) to facilitate urban infill and redevelopment, reduce the adverse impact of transportation concurrency on urban infill and redevelopment, and provide strategies for mobility, urban design, mixed uses, and network connectivity.

b. The City shall, in collaboration with FDOT, continue the phased implementation of its phased multi-million dollar U.S.-1 highway improvement project, which includes such design features as: mast-arm traffic signals, roadside landscaping, thematically decorative street lights, burying of utility lines, removal of utility poles, bus pull-off’s, decorative and wider sidewalks, street furniture, new directional signage, and implementation of Mediterranean-theme property appearance guidelines.

c. The City shall, in collaboration with FDOT and Volusia County study the feasibility of adding a right-turn lane to the westbound traffic lanes of Reed Canal Rd. where it enters Nova Rd. from the east.

d. The City shall, in collaboration with Volusia County, ensure that a warrant study or studies is (are) done in a timely manner to determine the need and feasibility for a traffic signal at the Reed Canal Rd./Sauls St. intersection.

POLICY 1-6: Proposed roadway projects requiring FDOT or Volusia County funding will be evaluated and ranked in order of priority by the TPO's area wide transportation plan or the Volusia County road plan, as appropriate.

POLICY 1-7: Proposed roadway projects requiring only local funding will be evaluated according to the following criteria:

- a. The project is necessary to meet health and safety needs or to fulfill the City's level-of-service commitment.
- b. The project improves the efficiency of existing facilities or reduces future improvements costs.
- c. The project is logical extension of existing facilities.
- d. The project contributes to the multi-modal transportation objectives of the TCEA.

POLICY 1-8: Project funding shall be applied to address existing deficiencies over new projects with the same funding source or eligibility.

POLICY 1-9: Total development within the Ridgewood Corridor Redevelopment Area shall be limited to the maximum allowable number of dwelling units, non-residential square footage, and land use ratios identified in Table LU-1. When the City reaches 80% of the applicable maximum allowable limit for the land-use densities and intensities, or when the

land-use ratio exceeds the allowable limits, the City shall re-evaluate the limitations and associated strategies.

POLICY 1-11:The City shall continue to implement its adopted Proportionate Fair-Share Ordinance that requires proportionate fair-share contributions from developers in cases where developments impact a major roadway segment which has failed to achieve transportation concurrency by having a substandard level-of-service. Said Ordinance shall also include a provision providing for intergovernmental coordination with affected governmental entities, including the neighboring jurisdictions of Port Orange, Daytona Beach, and Volusia County.

POLICY 1-12:Mobility within the TCEA shall be maintained by implementation of the strategies and programs in the Transportation Element and through complementary policies in the other Elements of the Comprehensive Plan. Mobility strategies for the City will include, but not be limited to, the following:

Mobility Strategy	Target	Timeline
<p>Transportation Demand Management (TDM) program: All employers within the TCEA with more than 35 employees will be required to implement any combination of a minimum of five TDM strategies for their employees. The City will provide a list of TDM strategies that it would like to promote.</p>	<p>Reduction in the number of single occupancy vehicles within TCEA. The success of this strategy will be measured by the level of participation by employees in these programs. Employers will be required to disseminate information on these TDM programs.</p>	<p>Starting no later than 2010</p>
<p>Transportation System Management (TSM) program: These strategies will be implemented in the Capital Improvements Program by identifying key projects that will enhance or maximize capacity within available infrastructure through minor targeted improvements.</p>	<p>Improvement to roadway and intersection level-of-service.</p>	<p>Starting in 2009 and ongoing.</p>
<p>Revised parking standards/regulations: All businesses along major roadway corridors will be required to adhere to a corridor access management plan to promote joint use of driveways, cross access and shared parking.</p>	<p>Increase in number of shared parking facilities.</p>	<p>Starting no later than 2011</p>
<p>Pedestrian and bicycle facilities enhancements: Key pedestrian and bicycle improvements will be identified along major corridors and will be implemented through the Capital Improvements Program by inclusion in the five-year CIE. All employers within the TCEA with more than 10 employees will be required to provide bicycle lockers.</p>	<ul style="list-style-type: none"> ○ Increase in quality and quantity of sidewalks. ○ Provision of bicycle facilities. 	<p>Starting in 2010 and ongoing.</p>
<p>Transit facilities enhancements: All developments and redevelopments within TCEA will be required to coordinate with VOTRAN to provide for transit related improvements in and around the site.</p>	<p>Investment in transit related enhancements, including access within the site, provision of bus stops within or outside the site, bus shelters, pedestrian seating, etc.,</p>	<p>Starting in 2010 and ongoing.</p>

Mobility Strategy	Target	Timeline
Complete streets policy implementation: All roadway enhancements within the TCEA will adopt the complete streets planning approach thus containing accommodations for all modes of transportation.	Inclusion of all modes in roadway design.	Starting in 2010 and ongoing.
Golf Cart program on City streets as an alternative mode of travel.	Increase the number of qualified carts and expand coverage area.	Starting in 2010
For riverfront development, provide for pedestrian interconnections between projects by right-of-way, easement of other acceptable means	Increase public access to the river and increase pedestrian movement between adjacent sites	Starting in 2010

OBJECTIVE 2: The City, in cooperation with FDOT and Volusia County, will provide for projected traffic demand.

POLICY 2-1: The City shall adopt a Map Series: Map T-1 as the Roadway Functional Classification map, Map T-2 as the Roadway Level of Service Standard map, and Map T-3 as the Designated Evacuation Route map.

POLICY 2-2: Work with Volusia County and City of Port Orange to re-establish the Madeline Avenue extension (major county 2-lane collector between U.S.-1 and Sauls St.) in the County's Five -Year Road Program.

POLICY 2-3: Maintain Big Tree Road as an improved basic two-lane collector with center turn lane between Nova Road and Ridgewood Avenue.

POLICY 2-4: Require all local access streets in new development to be constructed by the developer to City specifications.

POLICY 2-5: The City shall support and participate in a financially feasible area-wide traffic circulation information system for concurrency management purposes.

OBJECTIVE 3: Right-of-way needs shall be formally identified and the means of acquisition specified.

POLICY 3-1: Rights-of-way for arterials which are State responsibility shall conform to FDOT standards.

POLICY 3-2: Rights-of-way for arterial and collector roads which are County responsibility shall conform to Volusia County standards.

POLICY 3-3: The minimum right-of-way for new minor collectors shall be 60 feet and the minimum right-of-way for local streets shall be 50 feet.

POLICY 3-4: Developments in areas where additional right-of-way is needed shall be required to dedicate or reserve the necessary right-of-way as part of subdivision or site plan approval.

POLICY 3-5: In determining needed rights-of-way for new roadways, the City shall consult with VOTRAN to coordinate right-of-way requirements with transit corridor needs.

OBJECTIVE 4: For local roads, the City shall enforce minimum design standards and a maintenance program.

POLICY 4-1: Annually, the City shall complete a review of all local streets which evaluates street conditions and the need for street improvements.

POLICY 4-2: At least every five years the City shall conduct a local street conditions survey and within six months after the completion of each survey prepare a prioritized schedule of street improvements for inclusion in the Capital Improvements Element.

POLICY 4-3: Minor urban collector roads shall be resurfaced at least every five years and other City roads shall be resurfaced at least every ten years.

POLICY 4-4: The schedule of road improvements shall be provided to telephone, electric and gas utilities to enable them to coordinate planned improvements.

POLICY 4-5: The City shall evaluate current and projected tidal flooding conditions along South Palmetto Avenue to determine possible solutions to maintain South Palmetto Avenue as a viable local collector street.

OBJECTIVE 5: **The City shall establish a program for continued traffic circulation system analysis.**

POLICY 5-1: The City shall annually collect traffic volume data for at least the following streets:

- a. South Palmetto Avenue
- b. Anastasia Avenue
- c. Kenilworth Avenue
- d. Golfview Boulevard
- e. Sauls Street
- f. Magnolia Avenue
- g. Ridge Boulevard

POLICY 5-2: The City shall cooperate with Volusia County's annual LOS review and LOS determinations for Big Tree Road and Reed Canal Road.

POLICY 5-3: The City shall annually report de minimis traffic concurrency approvals. The report shall be provided in conjunction with the annual update of the capital improvements program.

OBJECTIVE 6: **The City shall identify beautification improvements appropriate to its major transportation corridors.**

POLICY 6-1: The City shall, in accordance with its Design Standards, provide for preservation and improvement of landscaped

medians on U. S. 1 and Ridge Boulevard as well as the landscaping along Big Tree Rd.

POLICY 6-2: The City shall require appropriate landscaping of off-street parking areas to meet its updated landscaping standards and to provide for better control of off-street traffic flow.

OBJECTIVE 7: To maintain the adopted levels-of-service, the City shall address its future land-use policies and regulations in a manner consistent with the limitations of the traffic circulation system. In support of mobility maintenance, the City shall work with FDOT and Volusia County agencies (including VOTRAN) to identify appropriate mobility strategies to be adopted for facilities under their jurisdiction.

POLICY 7-1: Major urban collector roads may accommodate limited commercial development, but they shall not become commercial land-use corridors.

POLICY 7-2: Major undeveloped areas (ten acres or more) on the arterial roadways shall emphasize office, commercial, “mixed”, and light industrial uses.

POLICY 7-3: Where residential development adjoins industrial development, access to the residential areas shall be through residential areas, and the local street system shall be designed to prevent industrial traffic from gaining access to these residential areas.

POLICY 7-4: The City shall review all proposed development for conformance with the adopted LOS standards.

POLICY 7-5: Public transit facilities, as defined in State Statute, including stations and terminals, park and ride lots and intermodal transfer facilities shall be exempt from the adopted level of service standards for traffic.

POLICY 7-6: The City shall continue to implement its regulations for the design and frequency of curb cuts on arterial and major collector roadways in order to limit curb cuts on these roads to the minimum necessary to provide safe access.

POLICY 7-7: The City shall continue to implement regulations which limit access to corner parcels with less than 300 feet of frontage along an arterial roadway by requiring, where possible, that access be provided from the roadway of lower functional classification.

POLICY 7-8: The City shall continue to implement its regulations for the amount and location of off-street parking and on-site parking considering traffic flow.

POLICY 7-9: The City shall continue to implement its regulations for the amount and location of off-street parking for non-motorized vehicles.

OBJECTIVE 8: **The City shall establish a comprehensive, non-vehicular transportation network linking residential areas with parks and recreational facilities, major schools, and important shopping and other commercial areas.**

POLICY 8-1: Continue to implement the City's Bike and Sidewalk Route Master Plan, with phased implementation, to be reflected in the Capital Improvements Element.

POLICY 8-2: The City shall, where feasible, provide sidewalks on at least one side of all minor collector roads.

POLICY 8-3: The City shall continue to implement development regulations requiring that sidewalks be provided in all new subdivisions and new development.

POLICY 8-4: The City shall assure that all developed major park and recreation sites are provided with off-site bicycle- and pedestrian- infrastructure connectivity to nearby streets.

OBJECTIVE 9: The City shall support continued mass transit service in South Daytona, by cooperating with VOTRAN to enhance local and regional transit service. The City shall also adopt the Transit Development Guidelines of VOTRAN to the extent that they are applicable to South Daytona.

POLICY 9-1: The City's development standards for arterials and collectors shall take into account the needs of bus traffic.

POLICY 9-2: The City shall serve as a source of information to the general public about mass transit services. The City will also collaborate with local businesses to offer incentives and educational programs for promoting the use of transit services.

POLICY 9-3: Municipal improvements within rights-of-way will consider incorporating improvements for bus services such as bus benches or shelters, bicycle stations, and shaded waiting areas, especially within the TCEA, all consistent with VOTRAN's Transit Development Guidelines.

POLICY 9-4: The City shall work with VOTRAN and other transit service agencies to maintain and, where possible, expand service to the transportation disadvantaged. The City will also partner with VOTRAN and local businesses to increase public transit use by offering transit rider incentives and improving access to transit within the TCEA.

OBJECTIVE 10: The City shall work cooperatively with other transportation agencies with service responsibilities affecting South Daytona.

POLICY 10-1: The City shall be a participating member of the River to Sea Transportation Planning Organization.

POLICY 10-2:The City shall review the FDOT 5-year Transportation Plan for compatibility with the City's plans.

POLICY 10-3:At least annually, the City shall review the County 5-Year Road Program for compatibility with the City's transportation facility plans.

GOAL: DESIGNATE THE ENTIRE CITY AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) IN ORDER TO PROMOTE URBAN INFILL AND REDEVELOPMENT BY REDUCING THE ADVERSE IMPACT OF TRANSPORTATION CONCURRENCY AND BY DEVELOPING A COORDINATED TRANSPORTATION SYSTEM FOR PEDESTRIANS, BICYCLISTS, TRANSIT RIDERS AND MOTORISTS.

OBJECTIVE 11: As detailed in the following policies, the City shall implement strategies to maintain mobility within the TCEA.

POLICY 11-1:The City shall implement strategies for developments in the TCEA that are oriented towards reducing reliance on the automobile as the predominant mode of transportation. The strategies to be adopted include, but are not limited to:

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

parking management, to efficiently manage the available transportation systems.

(c) Water taxi service to areas adjacent to the City.

The City will collaborate with the City of Port Orange and other communities along the Halifax River to implement this service.

POLICY 11-2:The City shall work with VOTRAN to improve transit services within the City through various measures, such as: increasing hours of service, reducing headways, and providing bus shelters and other transit rider amenities at all the major stops within the City.

POLICY 11-3:The City shall coordinate with the City of Port Orange with regard to matters of mutual interest regarding the planning and implementation of the U.S-1 corridor. This shall include mutual sharing of CRA traffic and development information.

POLICY 11-4:The City shall evaluate and promote opportunities for shared parking within the City in order to reduce the amount of land required for parking.

POLICY 11-5:The City shall implement the following “complete streets” principles in order to ensure that all modes of transportation are incorporated into proposed plans for roadway modifications within the City. “Complete streets” principles include, but are not limited to the following:

(a) “All users” are defined to include pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.

(b) The purpose of the “complete streets” program is to create a comprehensive, integrated, and inter-connected transportation network.

(c) There is a need for flexibility, given that all streets are different and user needs should be balanced.

- (d) The program applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- (e) Exceptions must be specific based upon a clear procedure. Any exception requires high-level approval.
- (f) The latest and best design standards are to be used.
- (g) Complete streets solutions must fit into the context of the community.
- (h) The program establishes performance standards with measurable outcomes.

POLICY 11-6: The TCEA shall not adversely affect the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS).

POLICY 11-7: The City shall monitor technology gains with regard to autonomous vehicles and vehicle-to-vehicle driving technology to determine how these technologies can support increased trips and VMT within the TCEA.

OBJECTIVE 12: **The City shall promote a pedestrian- and bicycle-friendly environment by providing facilities for pedestrians and bicyclists of all skill levels.**

POLICY 12-1: All new development shall be required to provide appropriate on-site and off-site pedestrian and bicycle facilities and connections.

POLICY 12-2: All streets within the Ridgewood Corridor Redevelopment Area shall, where feasible, have sidewalks along both sides.

POLICY 12-3: The City shall require that all new development and redevelopment projects within the Ridgewood Corridor Redevelopment Area provide or contribute to appropriate

bicycle facilities and improvements to existing bicycle infrastructure.

POLICY 12-4:The City shall proactively work with developers within the City to ensure that their site plans include improved access via transit, pedestrian and bicycle modes.

OBJECTIVE 13: The City shall work with regional, area-wide, and state agencies, as well as with private partners, to identify the means for funding mobility improvements within the City.

POLICY 13-1:The City shall include projects within the City's Five-Year Capital Improvements Program and the Capital Improvements Element to fund mobility and implement strategies to support the City.

POLICY 13-2:The City shall require that new developments within the Ridgewood Corridor Redevelopment Area contribute towards transit enhancements, such as pedestrian access to shelters, bicycle stations, or a contribution to help improve transit system operations.

POLICY 13-3:The City will prioritize projects within the City based on their immediate needs as well their impact on promoting multiple modes of transportation. The prioritization measures will include:

- Does the project improve the roadway level-of-service?
- Does the project improve the intersection level-of-service?
- Does the project have an impact on reducing bus headways or improving bus service?
- Does the project enhance travel experience through transit?

- Does the project provide for increased walkability within the City?
- Does it improve the bicycling environment within the City?
- Is funding immediately available for project construction/implementation?
- Does the project reduce the use of single-occupancy automobiles?
-

OBJECTIVE 14: The City of South Daytona shall monitor and evaluate the success of the TCEA and its effect on infill development and redevelopment to ensure that the exception area is achieving its intended purpose of supporting redevelopment.

POLICY 14-1:The monitoring and evaluation shall result in the issuance of a TCEA Monitoring & Evaluation Report (MER) every five to seven years to correspond with the Evaluation and Appraisal Report (EAR) schedule and process of the Comprehensive Plan. The findings from the MER and the recommendations from the EAR will be incorporated as part of the EAR-based amendments. The MER will also serve as a basis for the data and analysis of the EAR-based amendments. The monitoring measures will include:

- The amount of redevelopment by land use to monitor the land use mix and the amount of new development and redevelopment within the Ridgewood Corridor Redevelopment Area.
- Traffic performance with reference to volume to capacity ratio of all major roadways within the City compared to previous monitoring timelines.
- Success in implementation of TCEA mobility

strategies with input from major employers within the City. This will include information on number of employees participating in TDM measures including carpooling/vanpooling, flex work hours, riding transit to work, etc.

- Change/increase in transit ridership on routes within the City through boarding and exit counts at significant bus stops.
- Number of improvement projects implemented within the City, including:
 - Roadway capacity improvements on significant corridors;
 - Intersection and/or signal improvements including signal timings, addition of turn lanes, increase in turn lane lengths, etc.;
 - Use of joint driveways, cross-accesses or shared parking facilities;
 - Construction of bus turn-out facilities or other transit enhancements;
 - Improvement to transit service including reduce headways, increase in routes, increase in bus stops, bus shelters, etc.;
 - Implementation of transit pass programs;
 - Pedestrian improvements including crosswalks, sidewalk repairs, new sidewalks, pedestrian features, etc.;
 - Bicycle improvements including bicycle lanes, parking, lockers, bike racks on buses, etc.;
 - Landscaping or streetscaping improvements along major roads;
 - Improvements to building facades through

- awnings or canopies, etc.;
- Clustering and design of development for maximum density to preserve open space and support transit;
- Installation of way-finding signage.

TRANSPORTATION ELEMENT COMMENTARY

This portion of the Transportation Element is intended to provide additional detail in support of the goals, objectives and policies presented in the previous section. This discussion focuses on four areas, the provision of facilities to meet current and future needs; non-motorized and mass transit; local street system maintenance; and beautification. Each of these areas is discussed in the following sections.

MEETING CURRENT AND FUTURE NEEDS

Through a combination of new road construction and changes in traffic patterns resulting from new development, the City's road network is currently operating within the designated level of service. The City's planned redevelopment program along the U.S.1 corridor is expected to add traffic to this area over time. In preparation for this impact, the City has adopted a transportation concurrency exception area (TCEA) which provides an alternative program of traffic management that is exclusive of adding capacity to the arterial and collector road network. Some policies apply citywide and some policies are targeted to Ridgewood Corridor Redevelopment Area.

The City views its future as an infill community within Volusia County and the Halifax Area. The plan identifies selected portions of the City for redevelopment at somewhat higher residential densities and non-residential intensity to support this program. The proposed town center at Sunshine Mall is one of the key elements of this program. The TCEA supports this community vision through the support offered by the TCEA policies to the redevelopment plan. The TCEA supports infill development in other areas of the City by adopting policies that minimize the impacts of traffic concurrency on infill projects

while promoting alternatives to automobile travel on the City's collector and arterial network.

The single remaining major road to be constructed is the Madeline Avenue extension from Sauls Street to U.S. 1. The Madeline Avenue project will provide an alternate facility which helps limit traffic demand on Big Tree Road and Reed Canal Road. Without Madeline Avenue, these major collectors will face much higher traffic demands. Widening projects may be required to prevent a reduction in the level of service, and it will become more difficult to maintain the generally residential character of these roads. Maintaining this residential character is a high community priority. Madeline Avenue will also be important in directing traffic coming north from Port Orange to the north-south arterial system.

As noted, the improvements to the minor collector system are primarily related to pedestrian and bicycle traffic. The City has recently authorized the use of golf carts on local streets to provide an alternative to automobile travel for short-range, convenience trips.

The City will also need to monitor other operations issues such as traffic signals, turn lanes and access control and make improvements as opportunities arise.

NON-MOTORIZED AND MASS TRANSIT

The plan includes a program for a bicycle system and for the installation of sidewalks. The bicycle system includes bicycle paths (separate facilities), bicycle lanes (an individual bike lane on the highway), and signed bicycle routes. The suggested type of facility is dictated by the physical design opportunities available and the traffic volumes on the selected roadways. The planned facilities link the recreational and major shopping opportunities in the City with the residential areas. Some of these routes are conceptual in nature and may need to be revised depending upon the actual configuration of projected development. A bicycle plan is in place to guide future project expenditures.

Sidewalks are planned on all of the minor collector systems as part of a phased construction effort. Sidewalks will be required in all new subdivisions and

with any infill development. Additional sidewalk construction will be examined on a case by case basis and constructed in response to the identified need.

Mass transit is provided by the VOTRAN bus system. This system serves the entire Halifax Area. The routes in South Daytona provide bus service within ½ mile of all residents. This level of service is adequate for our public transit needs and should be maintained. The City needs to work with the VOTRAN system to make the bus system as convenient as possible to use. This can be done by improving the bus stops and providing the safest possible operating conditions.

SYSTEM MAINTENANCE

The third major area addressed by the objectives and policies is system maintenance. The City's local street system is in generally good condition. The plan, however, recognizes the need for regular maintenance expenditures on local streets.

The second component of the system maintenance effort is gaining a better understanding of the system operation, especially the minor collector system. The plan requires that a system be established to record and evaluate traffic on the minor collector system. This can be done either in-house or on a contract basis. The operational characteristics of South Palmetto are emerging as a concern as recent data shows this road is likely to be impacted by periodic tidal flooding resulting from sea level rise. Consideration needs to be given to alternatives to maintaining South Palmetto as a viable component of the City's traffic network.

COMMUNITY BEAUTIFICATION

One of the primary elements of the Strategic Plan was the fostering of a stronger community identity by improving our community appearance. A major target of the beautification program is improving the City's arterial and collector streets. The City has completed a streetscape design program for U.S. 1 and the first phase of the program, from Beville Road to Big Tree Road has been completed. Future phases will be undertaken by the Community Redevelopment Agency as funding becomes available. The City has also made significant efforts

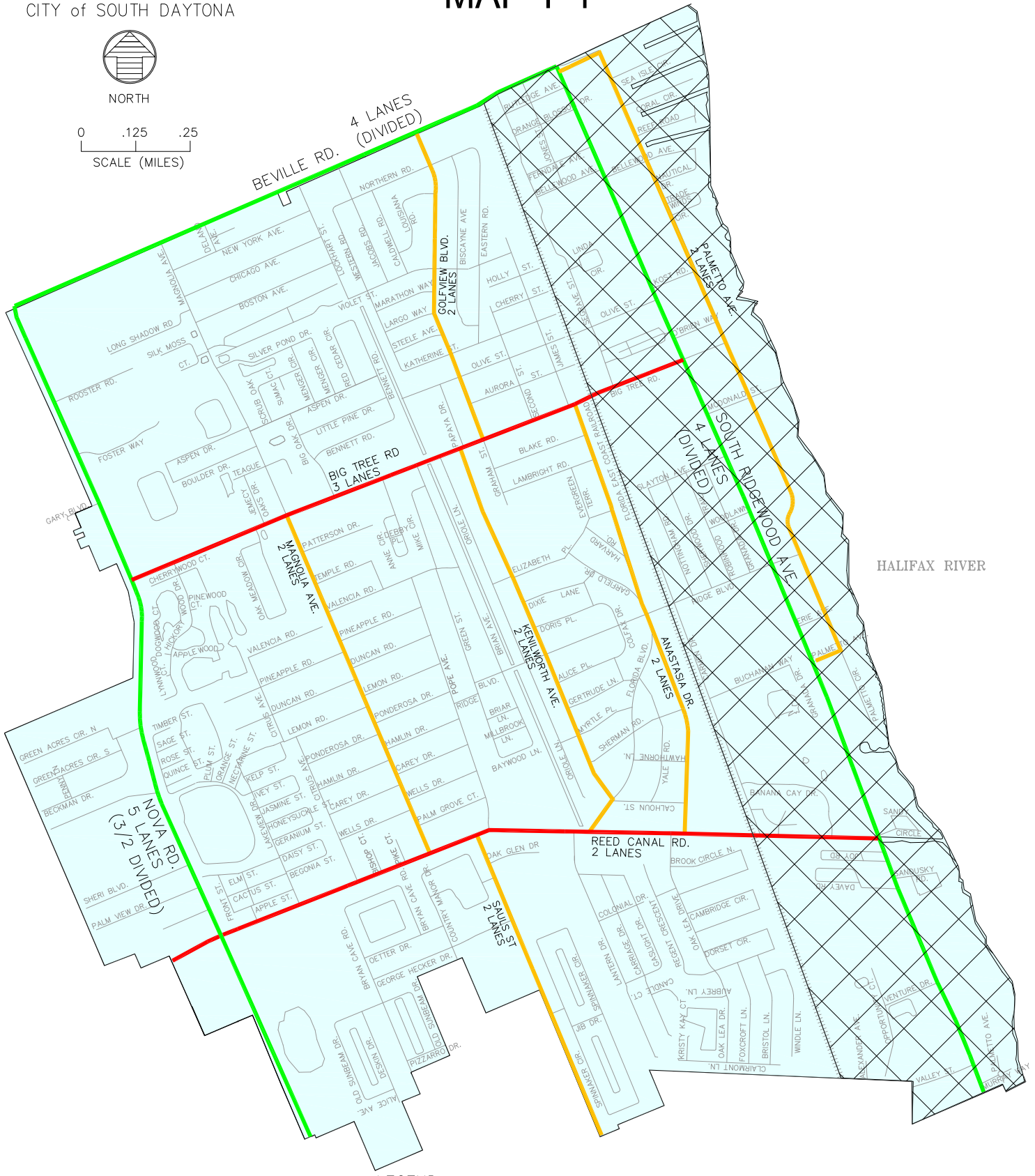
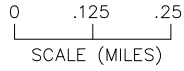
ROADWAY FUNCTIONAL CLASSIFICATION (2010-2025)

MAP T-1

CITY of SOUTH DAYTONA



NORTH



LEGEND

	PRINCIPAL ARTERIAL	MAINTENANCE RESPONSIBILITY
	URBAN COLLECTOR - MAJOR	STATE
	URBAN COLLECTOR - MINOR	COUNTY
	FEC RAILROAD	CITY
	TCEA BOUNDARY	
	RIDGEWOOD CORRIDOR REDEVELOPMENT AREA	

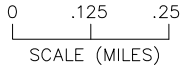
DESIGNATED EVACUATION ROUTES (2010-2025)

MAP T-3

CITY of SOUTH DAYTONA



NORTH



LEGEND

 EVACUATION ROUTE

PROPER RIGHTS ELEMENT

CITY OF SOUTH DAYTONA

PROPERTY RIGHTS ELEMENT

GOAL: TO RESPECT JUDICIALLY ACKNOWLEDGED AND CONSTITUTIONALLY PROTECTED PRIVATE PROPERTY RIGHTS.

Objective 1: Ensure that private property rights are considered in local decision making.

Policy 1-1: The following private property rights shall be considered in local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.