
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 Concurrence 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.